

ALLEN BOULEVARD

DISTRICT PLAN



TABLE OF CONTENTS

- CHAPTER 1. INTRODUCTION 1**
 - Project Overview1
- CHAPTER 2. BACKGROUND 3**
 - City-Wide Efforts and Studies3
 - Allen Boulevard Corridor Study4
- CHAPTER 3. EXISTING CONDITIONS 5**
 - Planning Context5
 - Transportation8
 - Economic Development12
 - Housing14
 - Demographics16
 - Community Assets18
- CHAPTER 4. PUBLIC ENGAGEMENT 21**
- CHAPTER 5. DISTRICT GOALS 25**
- CHAPTER 6. IMPLEMENTATION 26**
 - Supporting Multicultural Businesses 27
 - Enhancing Park Access 30
 - Improving Transportation Safety 33
 - Promoting Health & Connecting People 39

Attachments

- Attachment A: District Survey Summary
- Attachment B: Priorities Survey Summary
- Attachment C: Implementation Actions

ACKNOWLEDGEMENTS

The City of Beaverton would like to thank all of the community members and community leaders who participated in the Allen Boulevard District Plan.

Mayor Denny Doyle

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Kim Overhage

Gerry Uba

Scott Winter

CITY STAFF

Cheryl Twete, Community Development Director

Anna Slatinsky, Planning Director

Brian Martin, Long Range Planning Manager

Cassera Phipps, Project Manager

PROJECT TEAM

Alexis Ball, City of Beaverton

Megan Braunsten, City of Beaverton

John Douglas, City of Beaverton

Jabra Khasho, City of Beaverton

Javier Mena, City of Beaverton

Stacy Revay, City of Beaverton

Rachel Thieme, City of Beaverton

Emily Van Vleet, City of Beaverton

Jeff Williams, City of Beaverton

Mike Williams, City of Beaverton

Jeannine Rustad, Tualatin Hills Park and Recreation District

CONSULTANT AND COMMUNITY ENGAGEMENT LIASONS

Ping Khaw, PKS International, LLC

Eman Abbas

Arlene Amaya

Baher Butti

Andrea Cano

Eduardo Corona

Jenny Kim

Paul Riek

Alberto Rodriguez

Di Wu

MEMBERS OF OTHER RELEVANT CITY COMMITTEES

Beaverton Committee
for Community Involvement

Diversity Advisory Committee

Vision Advisory Committee

Neighborhood Association Committees near
Allen Boulevard plan area:

- Central Beaverton
- Highland
- Vose

EXECUTIVE SUMMARY

The neighborhoods around and business districts along Allen Boulevard have a lot going for them. People who live nearby or run businesses in the district appreciate the diversity of the district's people and businesses. They also like the easy access to Downtown Beaverton; nearby parks; and goods and services that meet their needs – as well as the ability to walk, bike, take transit or drive to other destinations. Those are just a few the things that make it a great place to live and work.

The Allen Boulevard District Plan provided the city and community members the opportunity to determine how to best build on those strengths while addressing some neighborhood challenges in a way that considers many different issues and opportunities.

Top concerns for community members include:

- An incomplete, uncomfortable and sometimes challenging environment for walking and bicycling;
- The quality and affordability of housing in the area;
- Neighborhood appearance, especially along Allen Boulevard; and
- Neighborhood safety.

The neighborhoods and business districts along Allen Boulevard also have been experiencing change, including:

- Rising housing costs;
- Public Safety Center construction;
- The opening of Bridge Meadows, and intergenerational affordable housing development; and
- An increasingly vibrant Downtown just blocks to the north.

More change is likely.

Given that the area is home to residents and businesses representing a diversity of cultures, ethnicities, incomes and experiences and has many lower-income residents, community members have expressed concerns about the effects of those changes.

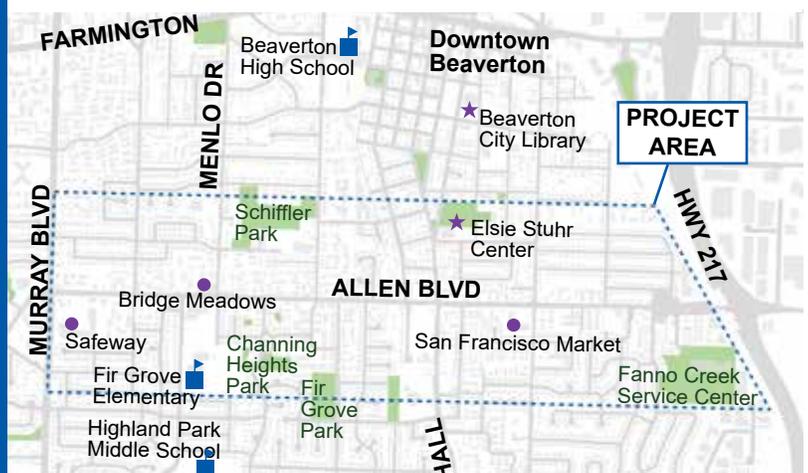
Many have expressed that they would like, as much as possible, that:

- Residents and business owners in the area benefit from change; and
- The burdens of change not fall disproportionately on low-income households, small businesses and communities of color in the district.

Project Boundary

The Allen Boulevard study area extends roughly one-quarter mile north and south of Allen Boulevard, between Highway 217 and Murray Boulevard. The project boundary is shown as the dashed blue line (Figure 1). The project boundary crosses three Beaverton Neighborhood Associations (NACs): Central Beaverton, Vose and Highland.

Figure 1. Allen Boulevard Project Area



This led the city to use a “listen first” planning process that relied on inclusive public engagement to inform a plan that integrated equity. The engagement process is described in Chapter 4. Working with the community informed the project goals (Chapter 5) and helped the city highlight equity and inclusion considerations throughout the Implementation Plan in Chapter 6.

The implementation plan is summarized below. It acknowledges the city's current programs and services, identifies how gaps in services can be addressed and provides actions and programs that will help address the special needs and desired outcomes for Allen Boulevard, as informed by the community.

The implementation plan also identifies the relationships among businesses, parks, transportation safety and livability and how actions can support multiple district goals.

Public Engagement

Public engagement efforts for the Allen Boulevard District Plan were designed to:

- Reach existing residents and businesses within the project area because they are more likely to be directly affected by the actions and investments identified later in this plan.
- Emphasize engagement of historically underrepresented and underserved populations, including renters, English language learners, communities of color, low-income households, immigrants and refugees.
- Use new methods to reach people, including the city hiring several community engagement liaisons (CELs), each representing a different linguistic or cultural community. The CELs helped the city develop outreach materials, identify community leaders, and recruit businesses and residents to participate in project focus groups and surveys.

District Goals

Overarching goals for the Allen Boulevard district were developed based feedback from community engagement efforts, as well as research and analysis. The goals represent the desired future for neighborhoods along Allen Boulevard and can be used to prioritize actions and evaluate the success of the plan. The district goals include:

- Equity and Inclusion
- Housing Affordability
- Safe Neighborhoods
- Transportation Connections
- Community Connections
- District Appearance
- Local Business

Implementation Plan

The implementation plan identifies short-term actions that can be accomplished with existing resources and long-term actions to be implemented in the future.

**SUPPORTING
MULTICULTURAL
BUSINESSES**

**ENHANCING
PARK ACCESS**

**IMPROVING
TRANSPORTATION
SAFETY**

**PROMOTING HEALTH
AND CONNECTING
PEOPLE**

SUPPORTING MULTICULTURAL BUSINESSES

The commercial area between Main Avenue and Lombard Avenue is distinct in character, notably by the presence of Latino, Middle-Eastern and Korean businesses. By initiating a pilot program on Allen Boulevard, the city can build on its experience working with individual businesses to support the commercial district in a way that acknowledges the multicultural context of its businesses and customers. The pilot program area for multicultural business support is shown in Figure 2.

This plan recommends that the city assist in the creation of an Allen Boulevard business group or groups and work with business owners to identify actions the group(s) and/or city could take to:

1 - Connect businesses with resources and services provided by the city and its partners

- Provide on-site advising and technical assistance through city programs.
- Connect existing businesses with resources and organizations (such as MESO, Impact Beaverton and Adelante Mujeres) to help promote the district through tailored individual assistance, events and marketing.

2 - Ensure the Storefront Improvement program is most effective for the corridor and provide culturally relevant solutions for existing businesses

- Provide design assistance and matching grants for construction of exterior improvements through the existing Storefront Improvement Program.
- Modify Storefront Improvement Program services and requirements to respond to the specific needs of Allen Boulevard businesses, including cultural and linguistic needs.

EQUITABLE & INCLUSIVE IMPLEMENTATION

The actions identified in this plan are intended to benefit existing residents and businesses, and mitigate the burdens of change on low-income households, small businesses and communities of color in the district.

The city should work directly with Allen Boulevard business group(s) to:

- Identify actions that will help their businesses thrive
- Determine the preferred order of implementation
- Identify other actions that could help mitigate displacement (such as programs to help business owners purchase their building)

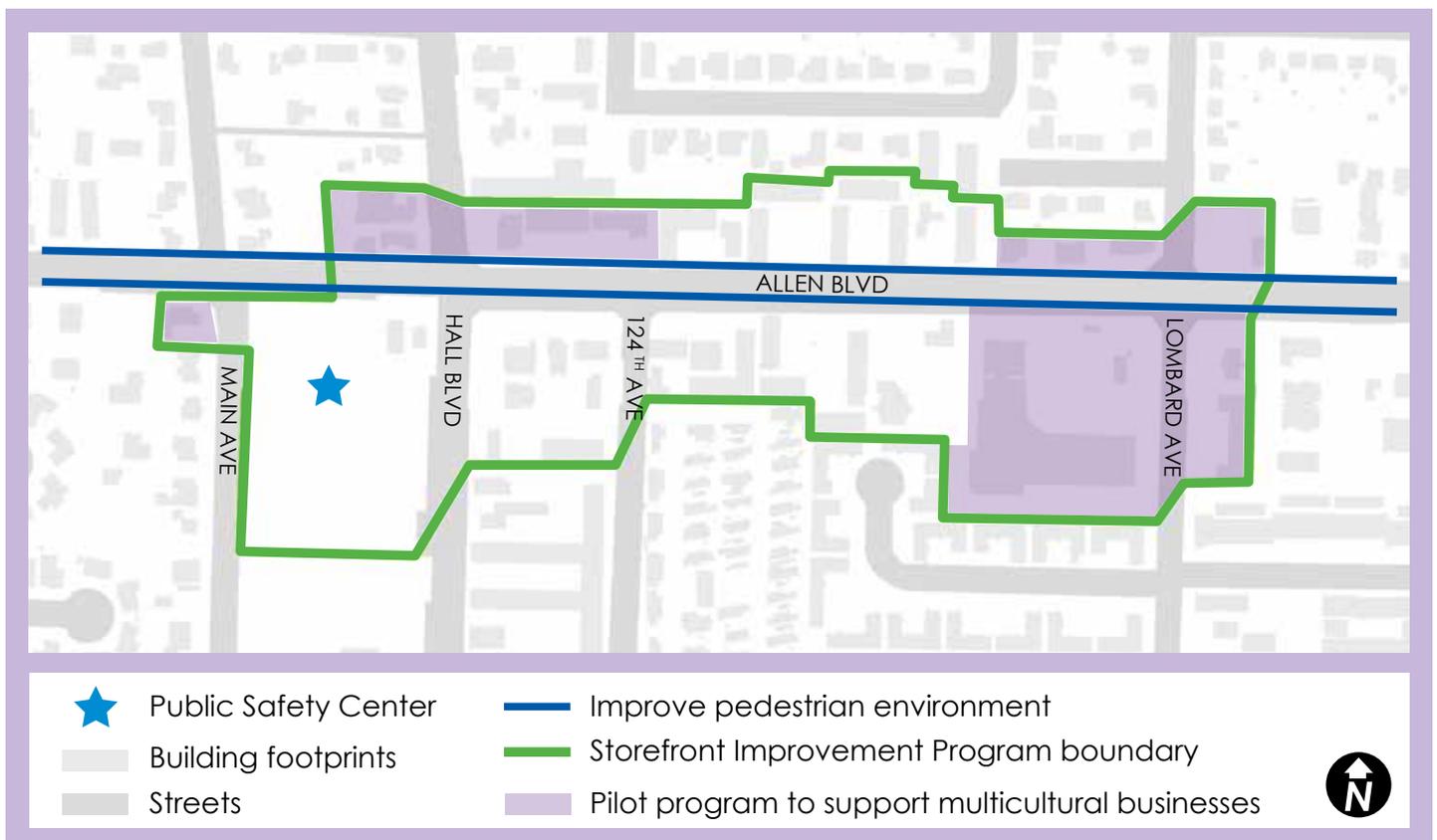
3 - Enhance the appearance of the commercial area to attract more customers

- Visually screen trash areas from public view to improve the appearance of the district.
- Provide design assistance and funding for construction of trash enclosures at businesses and apartment complexes.

4 - Provide safe and convenient connections to the commercial area for people in the neighborhood

- Provide better access and enhance the pedestrian environment along the central commercial area.
- Work with property owners to improve or expand the sidewalk in front of their property.
- Coordinate with the city's transportation plans to ensure that investments made to improve private property would not be impacted by future capital projects.

Figure 2. Multicultural Business Support



ENHANCING PARK ACCESS

Residents within the eastern portion of the district have limited access to parks and open space. This plan recommends that the city and its partners enhance existing parks, establish new parks and open spaces, and improve pedestrian access to park and recreation facilities. The location of parks, improved pedestrian crossings and wayfinding signage opportunities are shown in Figure 3.

1 - Enhance Existing Parks

- Work with Tualatin Hills Park and Recreation District (THPRD) to plan for future enhancements to Wonderland Park, such as seating, a covered area, restrooms and lighting.
- Determine the responsibilities of Wonderland Park development, ownership and maintenance.

2 - Create New Parks and Open Space

- Work with THPRD to plan for the development of a new park or open space at the city- owned property on Hall Boulevard that was purchased with regional Nature in Neighborhoods funds.
- Determine the responsibilities of development, ownership and maintenance for the Hall Boulevard site.

EQUITABLE & INCLUSIVE IMPLEMENTATION

The actions identified in this plan are intended to benefit existing residents and businesses, and mitigate the burdens of change on low-income households, small businesses and communities of color in the district.

- Engage community members in the process to design and implement improvements at Wonderland Park and the Nature in Neighborhoods property
- Use non-traditional outreach methods, such as working with community leaders, to engage residents, businesses, and community and faith-based organizations within the district
- Translate project materials into relevant languages to ease participation by English language learners

3 - Provide Connections to Parks and Open Space

- Bundle park improvements with enhanced pedestrian crossings to create safer, more comfortable connections to Wonderland Park and the city-owned property on Hall Boulevard.
- Install wayfinding signage to help guide community members to district parks and open space.

Figure 3. Enhancing Park Access for Park-Deficient Neighborhoods



IMPROVING TRANSPORTATION SAFETY

Neighborhood safety was a top concern among Allen Boulevard residents. District-wide actions could be applied in many locations along the corridor to improve the safety and comfort of all users. The actions taken will depend on context, further analysis, community engagement, available resources and other city priorities. The key safety actions identified through research and community feedback are summarized below.

EQUITABLE & INCLUSIVE IMPLEMENTATION

The actions identified in this plan are intended to benefit existing residents and businesses, and mitigate the burdens of change on low-income households, small businesses and communities of color in the district.

- Engage community members in the process to select and design priority safety improvements
- Use non-traditional outreach methods, such as working with community leaders, to engage residents, businesses, and community and faith-based organizations within the district
- Identify other actions that could help mitigate displacement, such as a housing preservation program

1 - Sidewalk Improvements

- Eliminate gaps in the pedestrian network over time to help residents, customers and visitors move to and through the district.
- Maintain existing sidewalks to ensure walkways meet ADA accessibility standards to provide safer routes for all users, particularly those with mobility challenges.

2 - Bicycle Improvements

- Evaluate the feasibility of expanding the right-of-way to add bike lanes on Allen Boulevard.
- Consider alternate, parallel bike routes that may provide more comfortable east-west connections for cyclists within the district.

3 - Intersection Improvements

- Evaluate the intersections of Allen Boulevard/Murray Boulevard and Allen Boulevard/Erickson Avenue to determine potential design solutions and costs of improvements.

4 - Transit Amenities

- Provide bus shelters and benches along bus routes to provide safe, comfortable places for people to wait for transit.
- Coordinate with TriMet to determine responsibility for installation and maintenance of transit stop amenities.



Newly installed Rectangular Rapid Flash Beacon at Allen Boulevard and 141st Ave

5 - Lighting

- Improve street lighting at and in between intersections along Allen Boulevard to enhance visibility and safety for all users.

6 - Pedestrian Crossings

- Evaluate potential locations for street crossing improvements along Allen Boulevard, Hall Boulevard and Lombard Avenue to provide safe pedestrian access to destinations.

PROMOTING HEALTH & CONNECTING PEOPLE

Residents, property owners, businesses, the city and its partners can take action to make the neighborhoods along Allen Boulevard even better. Unlike the target areas, the recommended actions described below are intended to be implemented throughout the district to enhance livability of Allen Boulevard neighborhoods.

1 - Community Gathering

- Share information with community members about existing gathering places to help bring people together to socialize, eat, celebrate and recreate.
- Work with private facilities to expand the city's supply of available gathering space to help meet the needs of Allen Boulevard communities.
- Explore next steps to turn the idea of a city Multicultural Center into a reality.
- Continue to support and promote events that celebrate the cultural diversity within the district.

2 - Healthy Housing

- Educate both renters and property managers on current rental housing laws and services available through the city and its partners.
- Establish a rental housing inspection program to assess housing conditions (internal and external) without needing a reported housing code violation to initiate the inspection.

EQUITABLE & INCLUSIVE IMPLEMENTATION

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- Use non-traditional outreach methods, such as working with community leaders, to engage residents, businesses, and community and faith-based organizations within the district
- Prioritize engagement of communities of color, immigrants, refugees, and other groups in potential development of a Multicultural Center
- Identify actions to mitigate potential displacement of vulnerable residents, such as a rental housing preservation program

3 - Built Environment

- Evaluate development rules for the Community Service (CS) and Neighborhood Service (NS) zones to ensure they help produce the pedestrian-friendly environment desired by community members.
- Identify the preferred cross-section of Allen Boulevard and adopt changes in the next update to the city's Transportation System Plan (update expected to start in 2020).

4 - Improving Appearance

- Educate property owners about maintenance responsibilities, such as landscaping.
- Focus on code compliance to address abandoned vehicles within the district.
- Identify opportunities for public art that bring people together and celebrates the diversity of the district.
- Work with community groups to host neighborhood cleanup events.

EQUITABLE & INCLUSIVE IMPLEMENTATION

- Engage communities along Allen Boulevard in the design and construction of future capital projects that may impact surrounding neighborhoods
- Limit impacts of right-of-way acquisition and improvements on existing housing developments
- Change the physical environment to make it a safer and more comfortable place to walk, such as reduced front yard setbacks and rear parking
- Bundle actions intended to enhance district appearance with actions designed to mitigate rising housing costs and rents, such as a rental housing preservation or homebuyer loan assistance programs

CHAPTER 1. INTRODUCTION

Project Overview

The neighborhoods around and business districts along Allen Boulevard have a lot going for them.

People who live nearby or run businesses in the district appreciate the diversity of the district's people and businesses. They also like the easy access to Downtown Beaverton; nearby parks; and goods and services that meet their needs – as well as the ability to walk, bike, take transit or drive to other destinations. Those are just a few the things that make it a great place to live and work.

The Allen Boulevard District Plan provided the city and community members the opportunity to determine how to best build on those strengths while addressing some neighborhood challenges in a way that considers many different issues and opportunities.

Top concerns for community members include:

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The neighborhoods and business districts along Allen Boulevard also have been experiencing change, including:

- Rising housing costs;
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More change is likely.

Given that the area is home to residents and businesses representing a diversity of cultures, ethnicities, incomes and experiences and has many lower-income residents, community members have expressed concerns about the effects of those changes.

Many have expressed that they would like, as much as possible, that:

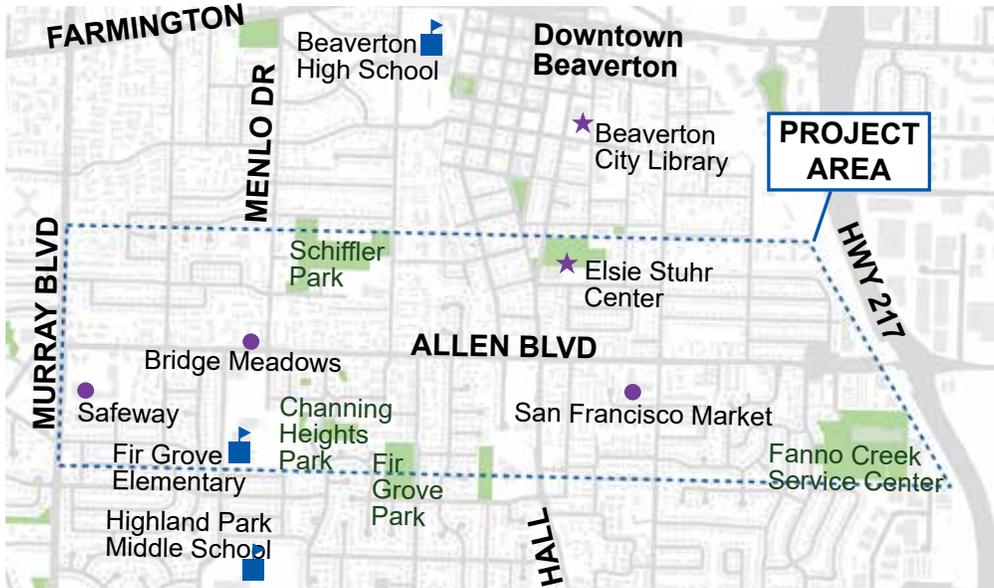
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This led the city to use a “listen first” planning process that relied on inclusive public engagement to inform a plan that integrated equity. The engagement process and results are described in Chapter 4. Working with the community informed the project goals (Chapter 5) and helped the city highlight equity and inclusion considerations throughout the Implementation Plan in Chapter 6.

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Figure 1. Allen Boulevard Project Area.



Approach to Creating the Plan

Past studies have identified challenges to address and opportunities to build stronger neighborhoods that will benefit existing residents and businesses along Allen Boulevard. Listening to the community's ideas and understanding their priorities has informed the actions and investments identified later in this plan. Figure 2 shows the general approach to creating the plan.

Figure 2. Allen Boulevard District Plan Project Phases



CHAPTER 2. BACKGROUND

City-Wide Efforts and Studies

This plan was shaped and informed by previous plans and studies.

Beaverton Community Vision

The Beaverton Community Vision was developed through extensive community involvement and expresses what kind of community Beaverton wants to be in the future. The Vision Action Plan identifies community-inspired actions that the city and a wide range of community partners will work on to implement the city's vision. It addresses many aspects of life in the city and its future. Beaverton's Community Vision and Vision Action Plan were originally adopted in 2010. The updated Vision Action Plan (2016) includes the following ideas and actions that have relevance to this project and neighborhoods along Allen Boulevard:

- Expand neighborhood and district branding
- Expand outreach to under-represented populations
- Involve neighborhoods in improvement planning
- Use art, murals and landscaping to beautify Beaverton
- Reduce crime through patrols and education
- Install safe sidewalks and pedestrian lighting citywide
- Install or improve crosswalks citywide
- Use signals and traffic-calming to improve safety
- Maintain parks and emphasize lighting, safety, access
- Expand networking, resources for multi-cultural business
- Improve pedestrian connections in neighborhoods
- Adopt strategies to address displacement in neighborhoods

Diversity, Equity and Inclusion Plan

To advance the city's equity work, Beaverton's volunteer Diversity Advisory Board created a Diversity, Equity and Inclusion (DEI) Plan, first adopted by City Council in 2015. The plan focuses on eliminating barriers for communities of color. The city tracks outcomes and releases a progress report every two years. The 2019 DEI Plan update was recently adopted by City Council with clear and measurable goals.

The DEI Plan guided the approach to community engagement for this project by emphasizing engagement of groups who traditionally are underrepresented in decision-making processes, including renters, English language learners, communities of color, low-incomes households, immigrants and refugees. To aid in this effort, the city hired Community Engagement Liaisons (CELs), each representing a different linguistic or cultural community. The CELs helped the city identify community leaders, and develop outreach materials and events that were culturally relevant and responsive to Allen Boulevard's diverse communities.

Affordable Housing Development and Preservation

The city was awarded an Equitable Housing Grant from Metro to explore ways to preserve the affordability of low-cost market rentals and tools to develop new regulated affordable homes. The project included an inventory of multi-family homes in Beaverton and developed a toolkit to preserve affordability of low-cost market rentals. In 2018, the city began working with the owners of two apartment complexes located on Allen Boulevard to explore ways to fund building improvements in exchange for affordability restrictions for a specific period, which would help meet the city's affordable housing preservation goals. No agreement has been reached with the apartment owners, but work continues.

Housing Options Project

Beaverton is trying to meet the growing demand for more housing options. The Housing Options Project is considering where and how other types of homes (other than detached single-family housing) might be allowed in the city's residential areas. The project includes documenting Beaverton's existing development patterns, exploring opportunities for allowing new housing types, determining a preferred approach to allow new housing types and preparing changes to the city's development rules.

Allen Boulevard Corridor Study

In 2014, a group of students from Portland State University (PSU) completed the Allen Boulevard Corridor Study. The PSU Study provides useful background information and identifies many of the Allen Boulevard area's strengths, as well as challenges. During the project, the student team found that community members enjoyed the neighborhood's cultural diversity, convenient access to stores and services and close proximity to downtown. Key findings from the PSU Study include:

- Neighborhood lacks a cohesive identity
- Large inventory of affordable housing
- Concern about poor housing conditions
- Lack of business association
- Neighborhood desire for meeting spaces and recreational opportunities
- Need for safe crossings, sidewalk improvements and bicycle lanes
- Perception of crime

Since 2014, the city has implemented several recommendations from the PSU Study, including expansion of the business Storefront Improvement Program to Allen Boulevard. The study had many recommendations and provided a foundation for the development of this plan.

Oregon House Bill 2001

In 2019, the Oregon legislature passed House Bill 2001 – a bill that aims to diversify the state's housing mix. The bill requires cities to allow middle housing types in residential areas and at least one duplex on each lot that allows a detached single-family home.

Middle housing types include duplexes, triplexes, quadplexes, townhouses and cottage clusters.

CHAPTER 3. EXISTING CONDITIONS

Planning Context

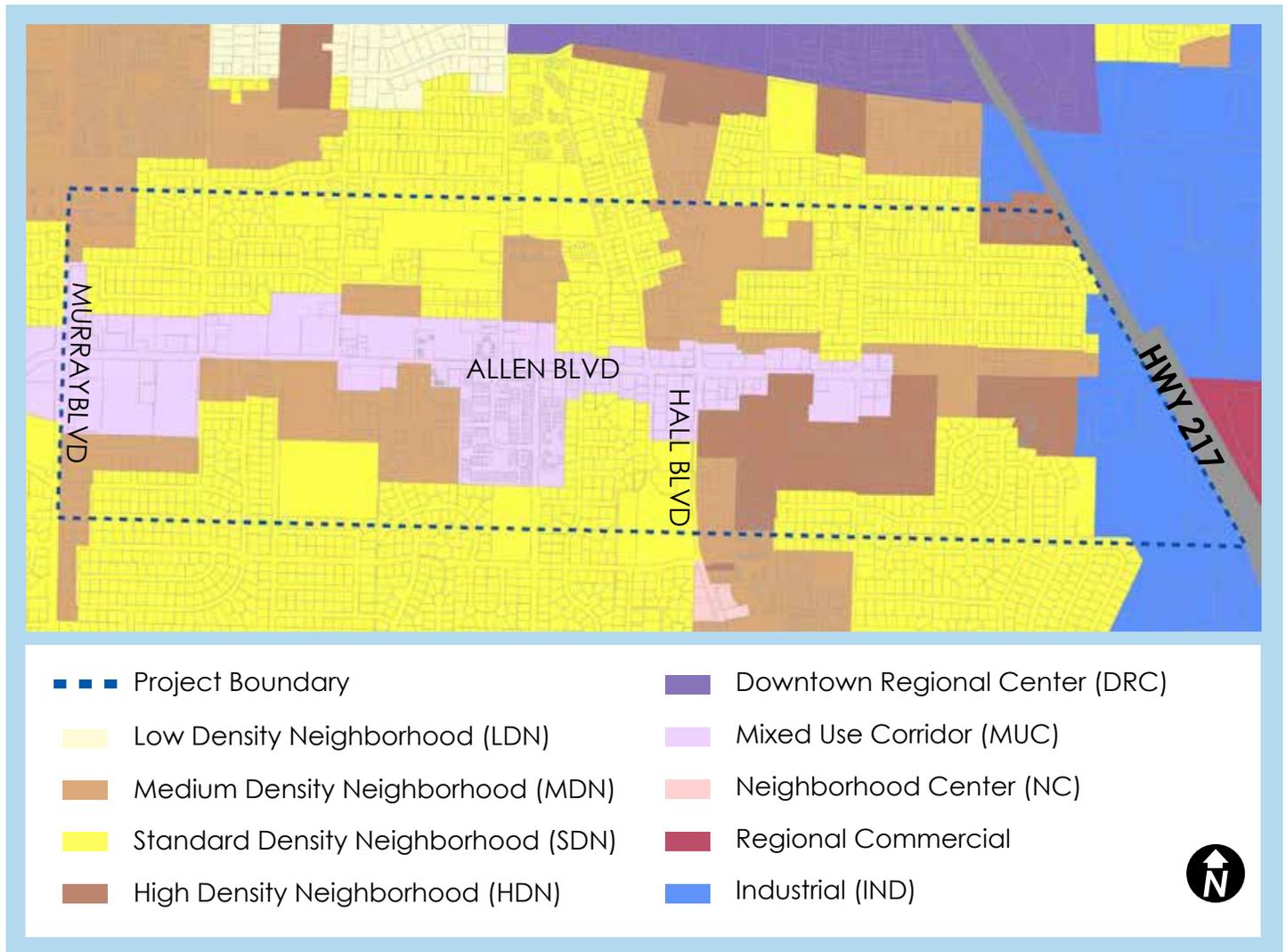
Land Use

Land use designations are not zoning but guide which zoning districts, and therefore development standards and allowed uses, can be applied to each property in the city. The land use designations used within the project boundary include:

- Standard Density Neighborhood (SDN)
- Medium Density Neighborhood (MDN)
- Mixed Use Corridor (MUC)
- High Density Neighborhood (HDN); and
- Industrial (IND)

As shown in Figure 3, the MDN and HDN designations are applied along major roads (Hall, Allen and Murray Boulevards) that provide direct access to transit and services. The SDN land use designation is applied to areas farther from major roadways.

Figure 3. Allen Boulevard District Land Use Designations



In 2017, Beaverton updated the Land Use Element of its Comprehensive Plan. The new Mixed Use Corridor land use designation was applied to Allen Boulevard in recognition of its potential for greater walkability, role as a neighborhood commercial street and long-term opportunity for small-scale mixed use.

The goal of the Mixed Use Corridor designation is to promote a mix of residential and commercial uses that complement and serve adjacent neighborhoods in a pedestrian-friendly environment. Policies that help achieve this goal include:

- Prioritizing commercial uses at key intersections
- Allowing for attached housing (apartment or condominiums) as part of vertical mixed use development and as stand-alone uses between or behind commercial nodes
- Using streetscape design (such as lighting, awnings, and street-facing doors and windows) to support a pedestrian-oriented environment
- Improving multi-modal (driving, walking, bicycling and other ways to move around) connections to adjacent neighborhoods

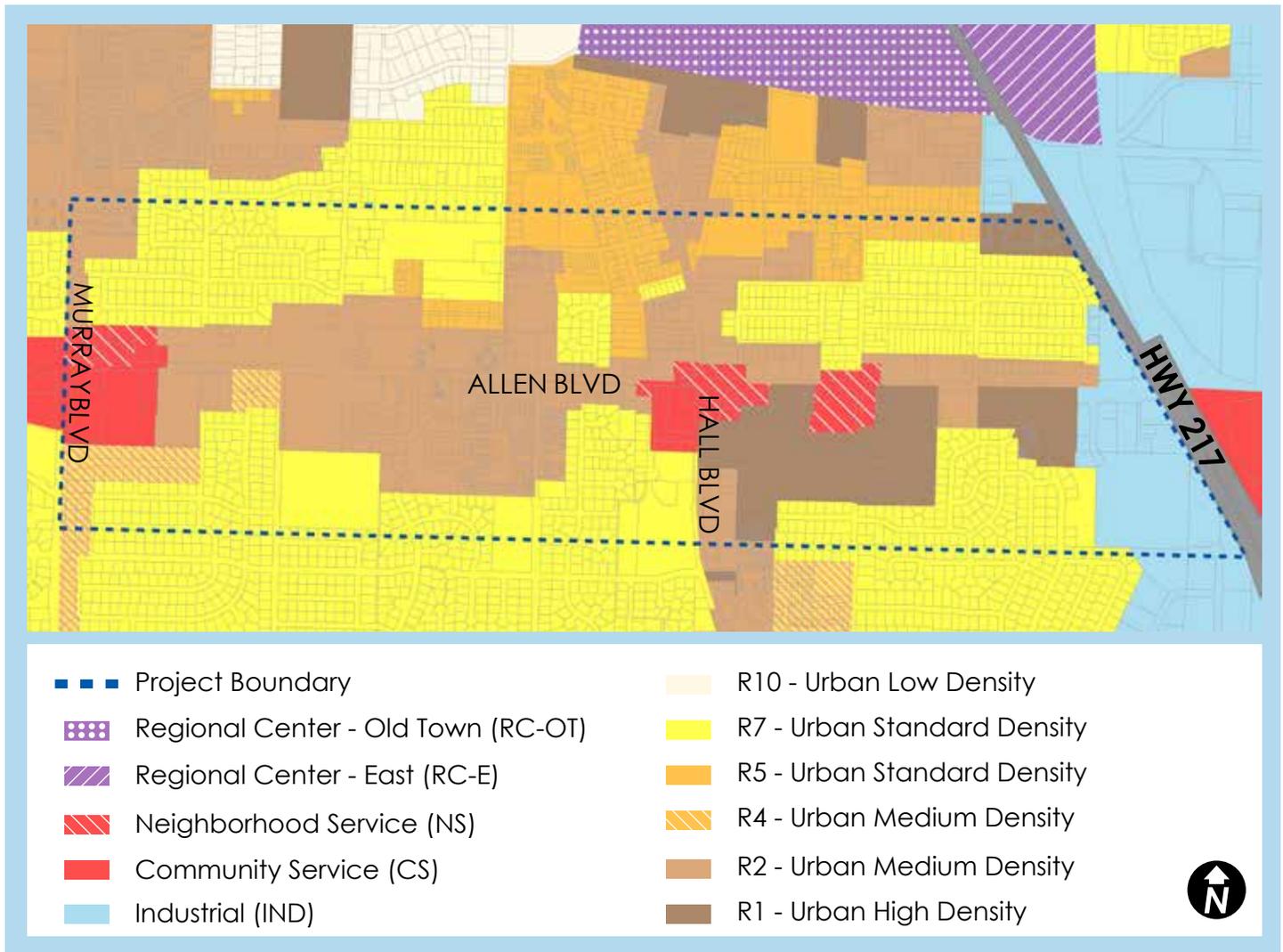
Zoning

The following zoning districts are found within the project boundary (Figure 4):

- Industrial (IND): Industrial uses such as manufacturing, distribution, processing and uses requiring heavy equipment or outdoor storage areas
- Neighborhood Service (NS): Commercial uses intended to meet the frequent needs of nearby residents
- Community Service (CS): Commercial uses intended to provide for a variety of business types and activities, found along the city's major streets
- R10: Urban Low Density (homes at a maximum of 4.3 units per acre)
- R7: Urban Standard Density (homes at a maximum of 6.2 units per acre)
- R5: Urban Standard Density (homes at a maximum of 8.7 units per acre)
- R4: Urban Medium Density (homes at a maximum of 10.9 units per acre)
- R2: Urban Medium Density (homes at a maximum of 21.8 units per acre)
- R1: Urban High Density (homes at a maximum of 43.5 units per acre)

Commercial zoning designations are generally at the intersections of Allen Boulevard and Murray Boulevard, Hall Boulevard and Lombard Avenue. Both the Neighborhood Service (NS) and Community Service (CS) commercial zones are applied within the project boundary. Existing commercial uses are primarily retail, professional service and restaurants. The current development rules for the CS and NS zones offer little distinction between the two in terms of allowed uses, maximum height and setback requirements.

Figure 4. Allen Boulevard District Zoning Designations



The Industrial (IND) zone is applied to properties on the eastern end of the district, with convenient access and visibility from Highway 217. Existing industrial uses include manufacturing, distribution and storage.

Residential zoning districts range from R7 (7,000 sq. ft. minimum land area per unit) to R1 (1,000 sq. ft. minimum land area per unit). Generally, higher density residential zones are found adjacent to Allen and Hall Boulevards, with standard density residential areas located farther from major roadways.

Urban Design and Development

The majority of development within the district occurred during between 1960 and 1990. Many single-family residential buildings are oriented toward side streets, with the side or rear yards facing Allen Boulevard. Many multi-family buildings are oriented toward side streets or have apartment unit doors facing an interior courtyard or parking lot. Given the four- or five-lane cross-section and the number and noise of vehicles going by, these design choices are understandable. The urban design results, though, sometimes fail to provide facades that are interesting to passers-by and do not allow for people inside to view the street outside, which prevents the natural surveillance from building doors and windows that could deter crime along the street.

It is common for commercial and multifamily developments to have surface parking in front of buildings, immediately abutting Allen Boulevard. The auto-oriented site design, combined with frequent curb cuts, produces an uncomfortable pedestrian environment.

The area has experienced limited new and redevelopment over the past five years, including exterior improvements to multifamily buildings and storefronts. Two major development projects in the area include the Bridge Meadows housing development (completed in 2017) and the Beaverton Public Safety Center that is currently under construction.



Blank wall facing Allen Boulevard near the intersection of Hall Boulevard

Transportation

Vehicles

Allen Boulevard has two travel lanes in each direction for vehicular traffic, except from Main Avenue to 124th Avenue where Allen Boulevard is five lanes and has a center turn lane. Allen Boulevard has no bike lanes and, often, sidewalks are right next to the curb.

Allen Boulevard serves as a major east-west connection between Highway 217 and the neighborhoods in central and southwest Beaverton. The most recent Beaverton traffic counts for Allen Boulevard, between Murray Boulevard and Highway 217, show an average of 25,000 vehicle trips per day (combined eastbound and westbound).

Safety for all users of Allen Boulevard has been and continues to be a top concern. The intersection of Erickson Avenue and Allen Boulevard has one of the highest crash rates in the city (Beaverton Transportation Safety Study, 2017). Between the years 2013-2018, 344 vehicle crashes occurred along Allen Boulevard corridor. Thirteen crashes involved pedestrians, two of which were fatal.



View of Allen Boulevard looking east toward the intersection of Lombard Avenue

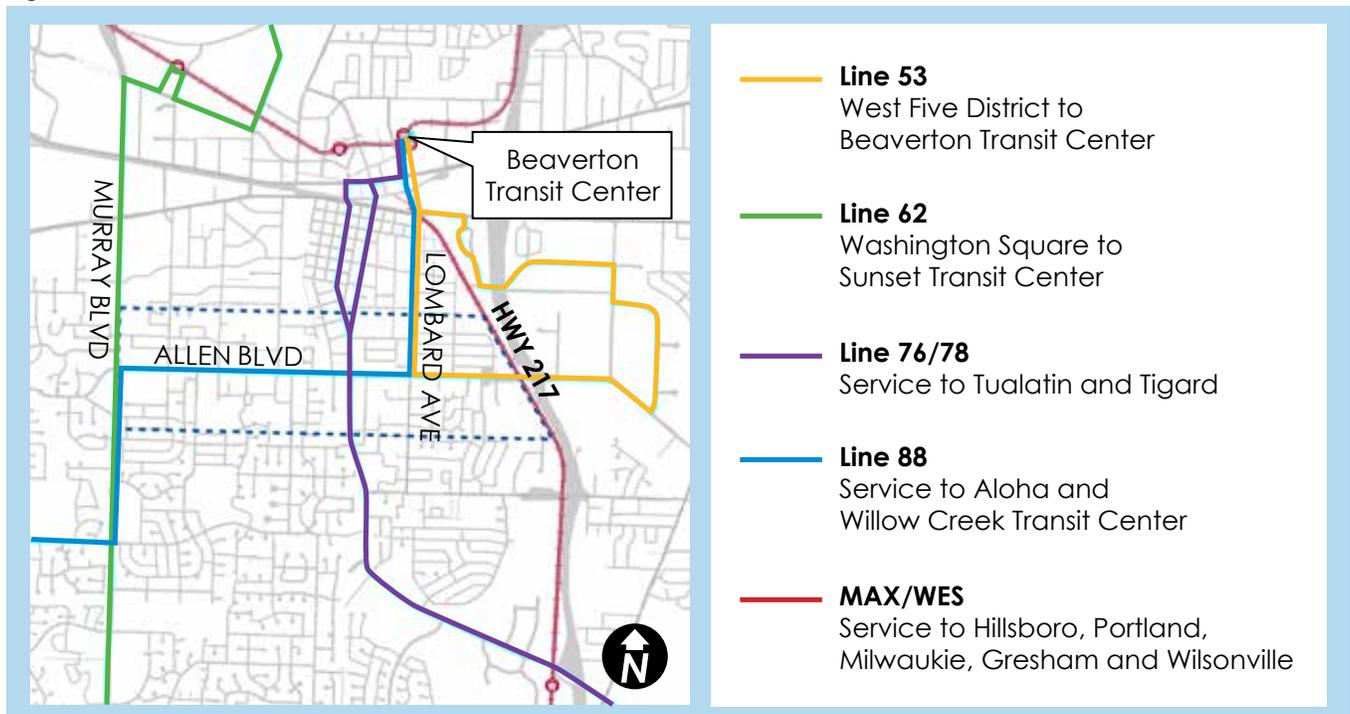
Transit

TriMet is the transit service provider for Beaverton. Bus service through the district provides connections to Beaverton Transit Center, Sunset Transit Center, Washington Square, Aloha, Lake Oswego, Tualatin, Tigard and the West Five industrial district along Western Avenue from Beaverton-Hillsdale Highway to Allen Boulevard. Existing bus routes provide connections to major employment centers and light rail lines. However, all bus lines to and through the district provide standard service, with wait times greater than 15 minutes.

Bus service to the neighborhoods along Allen Boulevard is provided by several bus lines, described below and shown in Figure 5.

- Line 53 – The 53-Arctic/Allen line runs on a loop to Beaverton Transit Center and operates during the weekday morning and evening rush hour only. The line provides bus service to the district via Allen Boulevard and Lombard Avenue and provides access to jobs in the West Five District.
- Line 62 – The 62-Murray Boulevard line runs between Washington Square and Sunset Transit Center, providing north-south bus service via Murray Boulevard.
- Line 76 – The 76-Beaverton/Tualatin line runs between Tualatin, Tigard, Washington Square and Beaverton. The line provides service to the district via Hall Boulevard. TriMet's Southwest Service Enhancement Plan includes 15-minute frequency for most of the day. Changes are anticipated by March 2020.
- Line 78 – The 78-Beaverton/Lake Oswego line connects Beaverton, Washington Square, Tigard and Lake Oswego. The line provides service to the district via Hall Boulevard. TriMet's Southwest Service Enhancement Plan identifies changes that will connect the line to Metzger and provide service to the district via Lombard Avenue. Changes are anticipated by March 2020.
- Line 88 – The 88-Hart/198th line runs between Willow Creek Transit Center, Aloha and Beaverton. The line provides service to the district via Murray Boulevard, Allen Boulevard and Lombard Avenue.

Figure 5. Allen Boulevard Transit Service



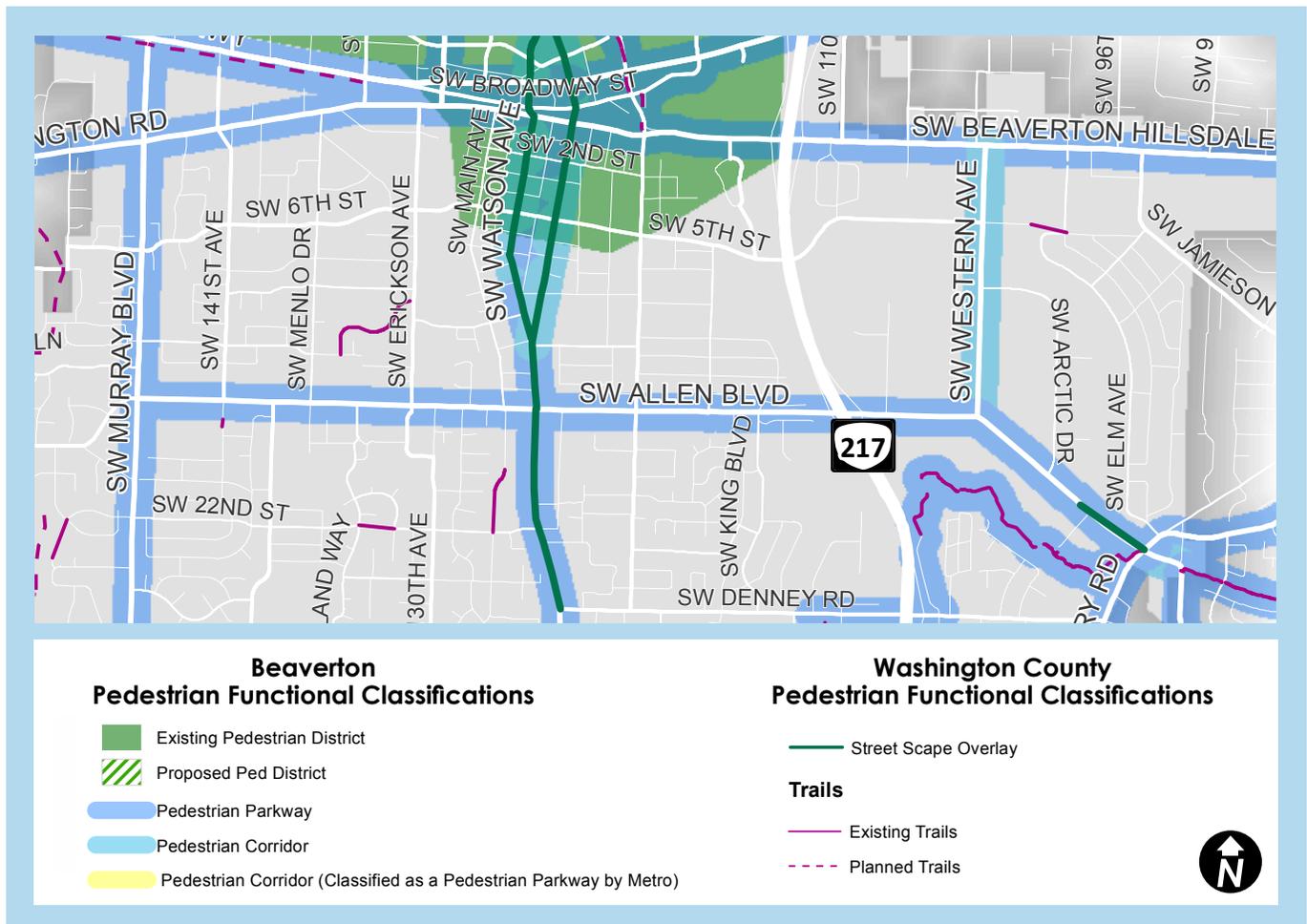
TriMet's Southwest Service Enhancement Plan identifies changes to the 45 line. The line now runs from Downtown Portland to Washington Square. The new line 45 would run from Downtown Beaverton's Beaverton Transit Center to Downtown Portland using Hall/Watson, Denney Road and Garden Home Road.

Pedestrian Network

Allen Boulevard is constructed with sidewalks on both sides of the street. However, between Main Avenue and Lombard Avenue the sidewalks are narrow and lack a buffer or physical separation from vehicles. Some collector and neighborhood streets that provide north-south access to Allen Boulevard lack sidewalks, including 141st Avenue. Sidewalk construction along the east side of Menlo Drive (from Allen Boulevard to Fairmount Drive) was completed in 2019.

The city's Active Transportation Plan (ATP) classifies Allen and Hall Boulevards as pedestrian parkways, intended to have pedestrian crossings to transit stops and mid-block crossings where warranted. Throughout the corridor, the distance between marked pedestrian crossings often exceeds one-quarter mile. The city recently added a crossing and rapid flashing beacon along Allen Boulevard just west of SW 141st Avenue, improving safety and pedestrian access on the western end of the district. Figure 6 shows the ATP pedestrian classifications surrounding Allen Boulevard.

Figure 6. Allen Boulevard Pedestrian Functional Classifications

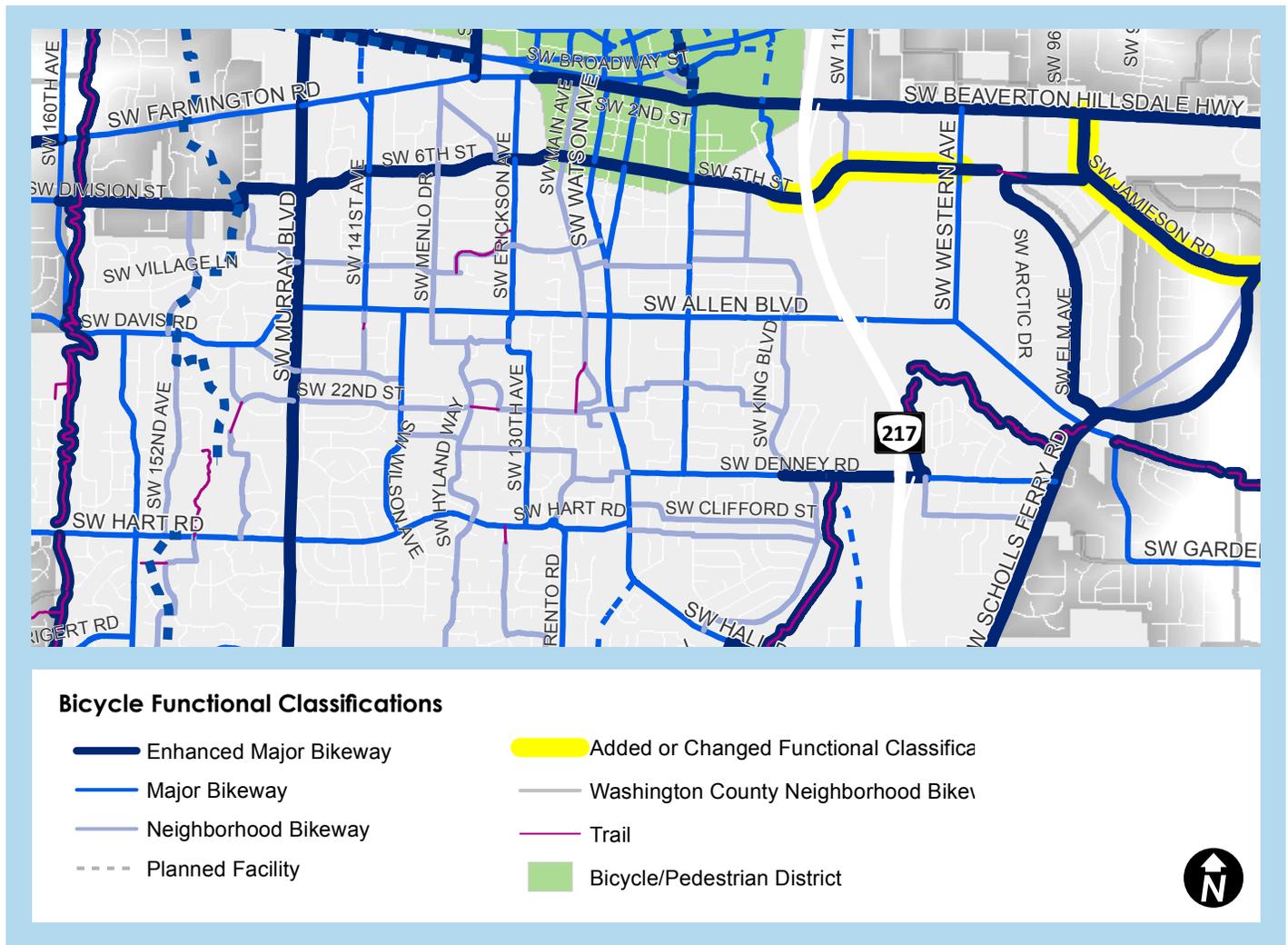


Bicycle Network

Allen Boulevard lacks bicycle lanes both eastbound and westbound. With development of the Public Safety Center underway, the bike lane on the western side of Hall Boulevard will soon extend north to the intersection of Allen Boulevard. However, bike lanes are not provided along Hall Boulevard north of Allen Boulevard between Allen and 12th Street.

The ATP assigns the major bikeway bicycle classification to Allen Boulevard, Hall Boulevard, 130th Avenue, Erickson Avenue, Wilson Avenue and 141st Avenue. Major bikeways are typically located on major streets (collectors and some arterials) and are intended to provide connections between destinations. Figure 7 shows the ATP bicycle classifications surrounding Allen Boulevard.

Figure 7. Allen Boulevard Bicycle Functional Classifications



Economic Development

Business Inventory

A review of city business licenses issued in 2018 revealed there are nearly 300 businesses within the Allen Boulevard district. Half of these businesses are home-based, such as housecleaning and landscaping services. Over 100 business licenses were registered to commercially zoned properties, while 18 licenses were tied to industrially zoned properties.

The majority of existing commercial businesses are considered retail, restaurant and professional services. Latino businesses are prominent along Allen Boulevard between Hall Boulevard and Lombard Avenue, with Korean and Middle-Eastern businesses operating in this central commercial area as well.

Storefront Improvement Program

The city's Storefront Improvement Program offers architectural and design services and construction matching grants to help businesses improve their curb appeal and attract more customers. The grant can be used for a variety of projects such as awnings, lighting, signage, paint and new doors and windows. The Storefront Improvement Program is available to eligible businesses in Downtown Beaverton and in Allen Boulevard's central commercial area, shown in Figure 8.

Beaverton Business Assistance

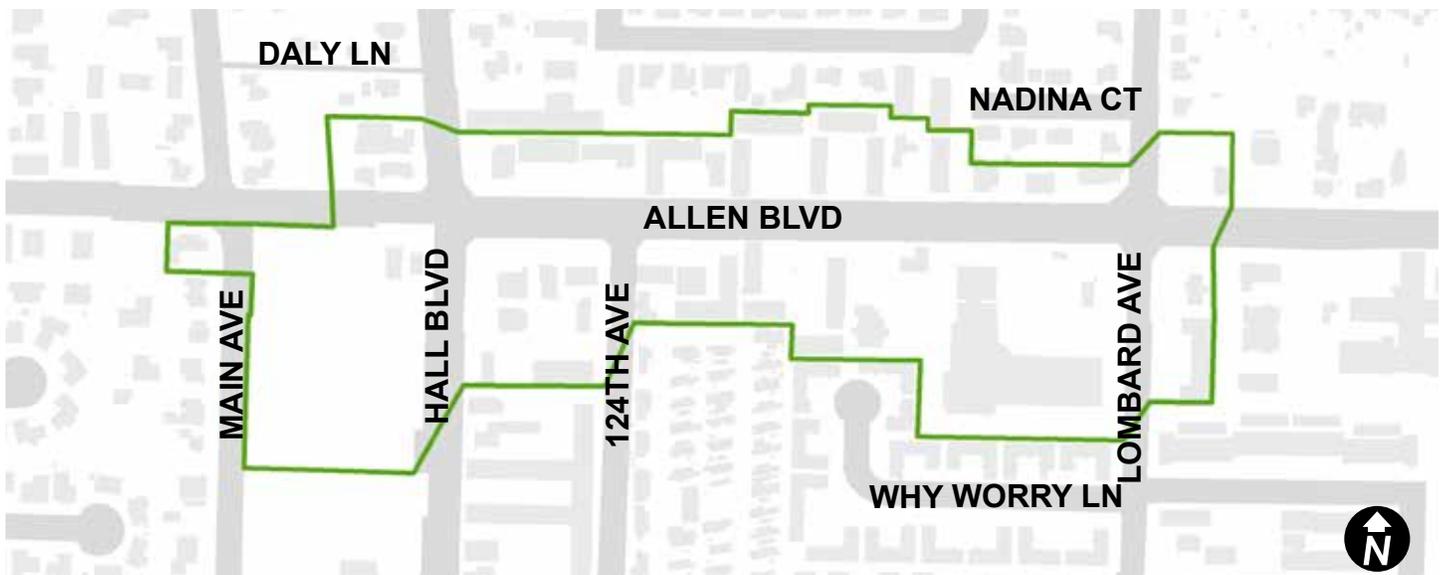
The City of Beaverton provides tailored programs, technical assistance and funding for designated business districts, including:

- Main Street program (including the Beaverton Downtown Association)
- Storefront Improvement program
- Tenant Improvement program
- Pre-Development grants
- Enterprise Zones

The city supports businesses citywide through a variety of programs including:

- Business Retention and Expansion Program
- Small Business Development
- Placemaking
- Attraction and Recruitment

Figure 8. Allen Boulevard Storefront Improvement Program Boundary



To date, several property owners and businesses within the district have received storefront improvement grants including the Bel Aire Center, Allen Market, and most recently, the Godil and Choi properties.



Existing conditions and storefront design proposal for the Godil property

Enterprise Zone

The industrial properties on the east end of the district fall within the city's Enterprise Zone and Electronic Commerce overlay. Enterprise Zones are designed to encourage business investment by providing property tax relief in exchange for locating or expanding business within the area. The Electronic Commerce overlay provides a tax credit to qualifying businesses for capital investments such as equipment and machinery.

Housing

There are approximately 3,500 households within the project boundary, with a total 2018 population of roughly 9,600 residents (Source: US Census Bureau, Census 2010, Esri forecast for 2018). The majority of housing units within the district are rental (58%), while 35% of housing units are owner-occupied. Citywide, housing tenure is evenly divided between rental and owner-occupied units, showing a higher concentration of rental units in the project area.

Rental Housing

Over 80 rental housing developments, ranging in size from duplexes to large apartment complexes, can be found in neighborhoods along Allen Boulevard. These developments contribute 1,640 multi-family housing units to the city's rental housing supply. A recent inventory of the city's rental housing stock shows that the majority of multi-family rental units in the project area are part of smaller developments, with less than 30 units. Only two apartment complexes within the project boundary have more than 100 units.

The area includes a significant number of low-cost market rate housing units. Overall, rental housing in the district tends to include older housing stock with limited or basic amenities. Based on the city's multifamily housing inventory (completed as part of the equitable housing grant), there are 15 housing complexes in the district that charge rents less than 60% area median income and 15 multifamily rental properties that charge rents less than 80% area median income.

The city's Housing Five-Year Action Plan identifies the need to preserve low-cost market rate rentals, such as those found near Allen Boulevard. In response to concerns about potential displacement of vulnerable residents, the city is advancing a Housing Preservation Pilot Project to help provide low-cost loans to apartment owners to make repairs and upgrades in exchange for agreeing not to raise rents for a certain amount of time. The pilot project site is located within the project boundary. Lessons learned from the pilot project could potentially be used to grow the program and help preserve low-cost market rentals elsewhere in the district and city.

The recent passage of Oregon's new rent control law may also help alleviate some rent pressures across the region. However, severely rent-burdened households may still be vulnerable to even slight rent increases. Roughly one-quarter of households (2012-2016 ACS estimate) within the project boundary are considered severely rent-burdened, spending more than half of their household income on housing.

Oregon Rent Control

In 2019, Governor Brown signed Senate Bill 608, approving the statewide rent control bill.

The new law prevents landlords from issuing no cause evictions without proper notice. In addition, the law limits rent increases to one per year and caps the maximum rent increase to 7% above the annual change in consumer price index.

Regulated Affordable Housing

The project boundary includes 114 units of regulated affordable housing, split among three separate housing developments. The city evaluates where to promote regulated affordable housing on a citywide basis to ensure it is distributed in different neighborhoods and not concentrated in certain locations. The city's regulated affordable housing goals, programs and actions are found in the Housing Five-Year Action Plan and Diversity, Equity and Inclusion Plan.



The Bridge Meadows development includes 41 affordable housing units.

Housing Quality

Roughly 20 properties within the project boundary had a record of housing code enforcement cases in the past five years. While many had one or two cases, several housing developments had multiple housing code violations (often resulting from multiple units with open cases at the same time). In addition to housing code cases, many developments also have a record of rubbish or landscape violations.

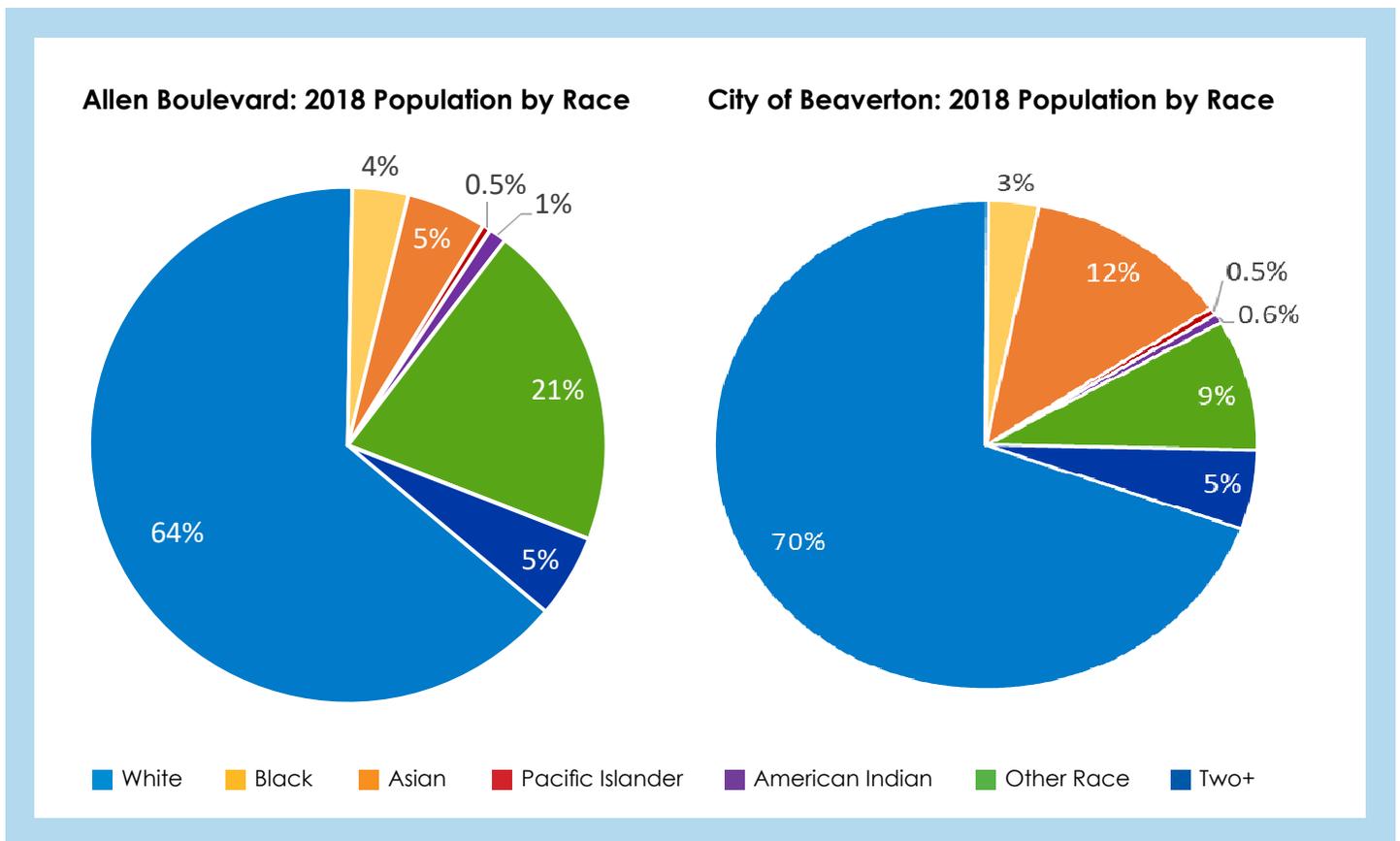
Currently, the city addresses code compliance by responding to complaints rather than proactive inspections.

Demographics

Race and Ethnicity

Figure 9 shows the race/ethnicity of Allen Boulevard residents compared to the entire Beaverton population. Within the study area, Asian populations represent a smaller percentage than the city as a whole. However, the percentage of residents within the study area that selected “other race” was more than double the amount citywide. This may in part be explained by the presence of Middle Eastern and North African populations in the district. Additionally, 38% of the population within the Allen Boulevard project area is Hispanic/Latino. Citywide, only 17% of residents are Hispanic/Latino.

Figure 9. Comparison of Population by Race for City and Allen Boulevard Project Area



Age

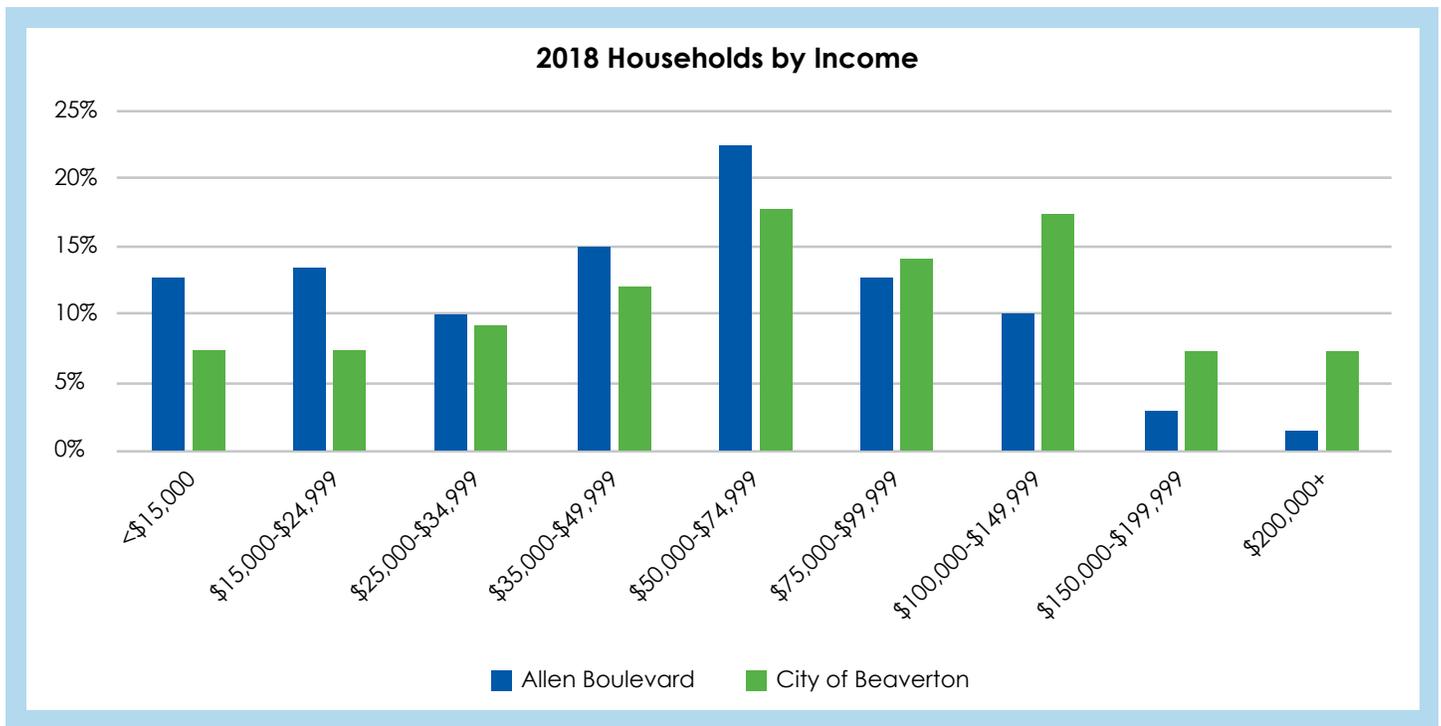
The population within the project boundary is slightly younger than the city as a whole, with a median age of 34.7 compared to 36.9 for the City of Beaverton. Nearly one quarter of residents in Allen Boulevard neighborhoods are under the age of 18. Citywide, the population under the age of 18 is only 20%. Residents of ages 65 and older represent 13% of the population within the project area, comparable with citywide figures.

Income

In 2018, the median household income within the Allen Boulevard district was \$49,000, compared to \$67,892 for the City of Beaverton. Figure 10 shows the distribution of household income for the project area and city. Generally, households within Allen Boulevard neighborhoods are more likely to earn annual incomes less than \$75,000. Allen Boulevard households make up a smaller portion of households who earn \$100,000 and more.

The 2012-2016 American Community Survey estimates that over 750 households (22%) within the project boundary had incomes below the poverty level in the past 12 months.

Figure 10. Comparison of Households by Income for City and Allen Boulevard Project Area



Source: US Census Bureau, Census 2010 Summary File 1, Esri forecast for 2018

Community Assets

Parks, Trails, Open Space and Community Gardens

Evelyn Schiffler Park: The largest park within the project boundary is north of Allen Boulevard between Menlo and Erickson Avenues. Schiffler Park is 10 acres and features a skate park, basketball court, covered picnic area, playground structures, trails and a community garden.

Wonderland Park: This 3-acre park is on the eastern end of the district on King Boulevard south of Allen Boulevard. The park abuts the THPRD Fanno Creek Service Center and playing fields. While the park includes a small playground structure, much of the site lacks amenities or improvements. The park is maintained by Tualatin Hills Park and Recreation District (THPRD); however, the property is owned by the City of Beaverton.

Fir Grove Park: This park is on 130th Avenue south of Allen Boulevard. The 5-acre park includes playground equipment, picnic tables and paved trails that run through the forested natural area on the western half of the property.

Channing Heights Park: The park is adjacent to Fir Grove Elementary School and is accessed from Erickson Avenue. Channing Heights Park includes basketball courts, playground equipment, picnic tables and a walking path.

Beaverton Creek Trail: This planned trail segment will provide a connection between the Fanno Creek Trail and the Beaverton Transit Center. The trail project will utilize on-street bikeways (sharrows) and is planned for construction in 2019.

Welch-Centennial Gardens: Located at the intersection of 10th Street and Erickson Avenue, Welch-Centennial gardens offers 15 garden plots and two raised garden beds.

Wonderland Arboretum: Located at the intersection of Allen Boulevard and Alice Lane, this once vacant piece of land now includes a pathway, seating, and over 40 species of native trees and plants.

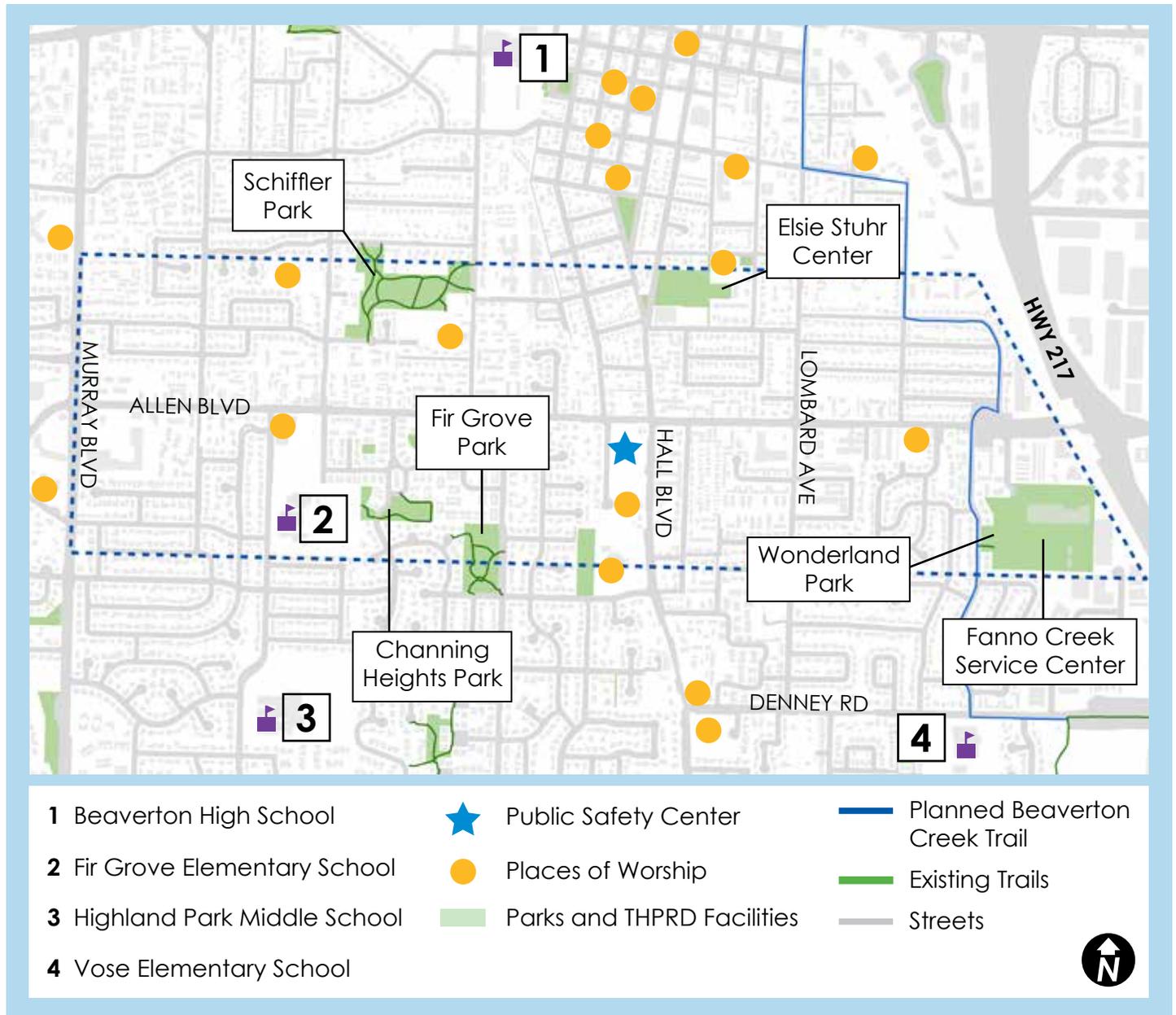
Also, school campuses and Downtown parks and plazas, including City Park, are nearby assets.



Evelyn Schiffler Park covered picnic area

The Allen Boulevard district is also served by several small-scale pocket parks, shown in Figure 11.

Figure 11. Allen Boulevard Community Assets



Schools

Fir Grove Elementary School is located within the project boundary. While Vose Elementary, Highland Park Middle School and Beaverton High School are outside the project area, the attendance boundaries for these schools all cross Allen Boulevard. The location of each school relative to the Allen Boulevard project boundary is shown in Figure 11.

Community Gathering Places

In addition to parks and schools, Allen Boulevard residents are also served by public and private indoor gathering spaces.

- The Elsie Stuhr Center, located on Hall Boulevard north of Allen Boulevard, offers a variety of classes, activities, meetings and events specifically dedicated for older adults (ages 55 and up). Lunch is served daily at the center by Meals on Wheels People.
- Places of worship are found throughout the district and some have allowed use of their facilities for public and private meetings and events.
- The Beaverton Public Safety Center is anticipated to open in 2020. The facility will provide limited public meeting space on the first floor of the building.
- Nearby Downtown spaces, including the library and community center, also are just north of the district.



Rendering of the Beaverton Public Safety Center from Allen Boulevard

CHAPTER 4. PUBLIC ENGAGEMENT

Approach

Public engagement efforts for the Allen Boulevard District Plan were designed to reach existing residents and businesses within the project area who are more likely to be affected by the actions and investments identified in this plan. Given the diversity of the area, the city's outreach strategy emphasized the engagement of groups who traditionally are underrepresented in planning efforts, including renters, English language learners, communities of color, low-income households, immigrants and refugees.

To aid in this effort, the city hired Community Engagement Liaisons (CELs), each representing a different linguistic or cultural community. The CELs helped the city develop outreach materials, identify community leaders, and recruit businesses and residents to participate in project focus groups and surveys. The feedback collected by CEL project participants sometimes differed from general community feedback, as described under the project survey summaries below.

The city worked with several boards and committees to help shape the engagement plan for the project, including the Visioning Advisory Committee, Diversity Advisory Board, and Beaverton Committee for Community Involvement. In addition, the city gathered feedback from members of the Central Beaverton, Highland and Vose Neighborhood Association Committees to better understand the opportunities and challenges facing their neighborhoods (all of which cross the project boundary).



Community Engagement Liaison leads discussion with Korean community leaders

District Survey

The purpose of the Allen Boulevard District Survey was to identify the community's concerns and opportunities for the neighborhoods along Allen Boulevard. The survey was available online (English and Spanish) and hard copy surveys were distributed by the CELs in English, Spanish, Arabic, Korean and Chinese. CEL survey participants were more likely to be English Language Learners, immigrants, refugees or people of color.

The survey received 1,048 responses, half of which were submitted by people who live within the district. Key takeaways from the district survey are provided below.

Top Assets

- Proximity to downtown Beaverton
- Cultural diversity of the district
- Nearby businesses and services meet needs
- Access to parks and open space

Some district assets may have higher value to specific groups within the community. For example, transit service ranked higher among CEL survey participants (37%) than online survey participants (22%).

Top Concerns

- Existing pedestrian environment (uncomfortable to walk)
- Neighborhood appearance
- Quality of housing
- Neighborhood safety

When comparing online survey results with those collected by CELs, differences emerge between the two groups. For example, 75% of CEL survey participants identified lack of community gathering space and recreational opportunities as their top concerns, compared to only 23% of online survey respondents. CEL survey takers were also more likely to be concerned with the pedestrian environment along Allen Boulevard, quality of housing, housing affordability, and desire for different types of businesses and services within the district.

Business Needs

- Loans or grants for building improvements
- Help businesses form a group to work together
- Assistance growing business
- Assistance marketing to broader audience

A total of 51 survey participants identified as business owners or managers within the district. When asked what actions or investments would help the needs of their business, two-thirds of respondents said loans or grants for interior or exterior building improvements. Nearly half of the business participants (43%) were interested in forming a business group or association.

In addition, the survey provided an opportunity for respondents to share their ideas on how to best address their concerns for the district. The full survey summary and open-ended comments can be found in Attachment A. Results from the survey helped the city develop draft goals for the district (discussed in Chapter 6) and identify potential actions to address community concerns.

Focus Groups

Working closely with the project CELs and community leaders, the city organized a series of multicultural focus groups to better understand the concerns, opportunities and priorities of communities of color, renters, English language learners, immigrants and refugees within the district.

Each focus group was designed with a target audience, such as Latino businesses or Korean community leaders, and was often conducted in a language other than English. The focus group format allowed participants to discuss issues in depth, something that is difficult to achieve through a survey. Focus group participants were also asked to share feedback on the draft district goals and identify actions that would help achieve the goals.



Participants of a Latino focus group provide feedback on draft goals

Priorities Survey

The purpose of the Allen Boulevard Priorities Survey was to identify the community's priority outcomes for the neighborhoods along Allen Boulevard. The survey questions were organized by the following themes: healthy and affordable housing, community connections and appearance, transportation and safety, and local businesses. The survey was available online (English, Spanish and Korean), and hard copy surveys were distributed by CELs in English, Spanish, Arabic, and Korean. CEL survey takers were more likely to be renters, English language learners, immigrants, refugees or people of color.

The survey received 411 responses, including online and hard copy surveys, and 70% of survey participants live within the district. The top priority outcomes for each category are listed below based on the responses from all surveys (online and CEL surveys). The priorities survey also asked respondents to share the reason for their selections. The full survey summary, including a comparison of online and hard copy survey results, and open-ended comments can be found in Attachment B.

Transportation and Safety

- Improved pedestrian crossings make it safer to cross streets such as Hall and Allen Boulevards
- Street lighting is added along Allen Boulevard to improve visibility for pedestrians and vehicles
- Sidewalk improvements, such as wider sidewalks or separation from cars, make it more comfortable to walk
- Bus stop shelters and benches make it more comfortable to wait for transit.

The top four transportation outcomes were the same for both online and CEL survey participants. A higher percentage of CEL survey participants chose increased traffic enforcement (43%) compared to online survey takers (23%). CEL participants also were more likely to select hours and frequency of bus service (40%) compared to online respondents (17%).



Improved pedestrian crossings were identified as a top priority outcome

Community Connections and Appearance

- Property owners maintain landscape areas, including those near sidewalks
- Multi-cultural events, activities and art bring people together to celebrate
- Abandoned vehicles are removed from neighborhood streets
- Community members have adequate places to come together for meetings, celebrations and other activities

When comparing online surveys to those collected by CELs, some interesting differences emerge. For instance, 70% of CEL survey participants chose multi-cultural events, activities and art bring people together, while only 48% of online survey participants selected this as a priority outcome. Similarly, CEL respondents were more likely to select signage in multiple languages as a priority outcome (59%) compared to online survey respondents. A majority of online survey takers (68%) thought property owners should maintain landscape areas compared to 41% of CEL survey participants.

Local Businesses

- Exterior improvements are made to storefronts to make them more attractive to customers
- Business types match the needs and desires of nearby residents
- Property and business owners maintain landscape areas, including those near sidewalks
- Restaurants have outdoor seating areas.

The highest priority business outcome for CEL survey takers was that businesses attract new customers through bilingual and bicultural marketing (77%). By comparison, only 25% of online respondents selected this outcome. CEL survey participants were also more likely to choose home-based business assistance (53%), which was selected by 24% of online respondents. The top outcome selected by online participants was that exterior improvements are made to storefronts to make them more attractive to customers (79%), while 56% of hard copy survey takers selected this outcome. It should be noted that only 15 survey participants identified themselves as a business owner within the district.



Latino business owners discuss how to help existing businesses grow

Healthy and Affordable Housing

- Apartment owners make health and safety improvements to buildings
- Low-income homeowners can afford to make improvements to their homes
- New affordable homes are built for low-income households
- Renters have access to loans and programs that help them purchase homes

The majority of online survey takers prioritized making improvements to existing homes and apartment buildings, with 82% of online respondents selecting “apartment owners make health and safety improvements to buildings” and 67% selecting “low-income homeowners can afford to make improvements to homes.”

Providing new affordable homes ranked higher among CEL survey participants (86%) than online survey participants (45%).

In addition to the properties shown above, CEL surveys also placed a high priority on construction of more homes in neighborhoods along Allen Boulevard (62% of CEL surveys supported that item; 22% of online respondents selected that as a priority).

In comparison, these two housing outcomes scored lower among CEL survey participants.

CHAPTER 5. DISTRICT GOALS

Overarching goals for the Allen Boulevard district were developed based on feedback from community engagement efforts, as well as research and analysis. The goals represent the desired future for neighborhoods along Allen Boulevard and can be used to prioritize actions and evaluate the success of the plan.

Equity and Inclusion

Current residents and businesses benefit from programs, investments and district change. The district remains a mixed-income area where a variety of social and cultural identities co-exist.

Housing Affordability

The district provides healthy housing options that meet the needs of all people, including people with lower incomes.

Safe Neighborhoods

The district is a safe place to live in, visit and travel within and through for all people.

Transportation Connections

The district offers safe, accessible transportation for all, including those walking, biking, taking transit and driving. People in the district have convenient access to destinations such as jobs, goods and services, parks and schools.

Community Connections

The district offers places for community members to gather, play, celebrate and connect with nature.

District Appearance

Improvements to existing buildings, storefronts and landscape areas contribute to an interesting and inviting district appearance. Residents, property owners, business owners, government and visitors all do their part to maintain and enhance district appearance.

Local Business

District businesses thrive and meet the needs of nearby residents.

CHAPTER 6. IMPLEMENTATION

The implementation plan identifies short-term actions that can be accomplished with existing resources and long-term actions to be implemented in the future. A complete list of implementation actions is provided as Attachment C.

The project boundary is comprised of multiple neighborhoods, some of which have distinct characteristics and needs. While some issues are relevant to the entire Allen Boulevard corridor, such as lighting and street crossings, other issues and actions are specific to a smaller geography or target area.

Each section includes Equity and Inclusion actions that should be implemented first or concurrently to mitigate potential impacts on vulnerable populations within the district. The plan also identifies the district goals that are implemented by each action.

| SUPPORTING MULTICULTURAL BUSINESSES | ENHANCING PARK ACCESS | IMPROVING TRANSPORTATION SAFETY | PROMOTING HEALTH & CONNECTING PEOPLE |
|--|---|--|---|
| <p>Assist in creation of a business group to:</p> <ul style="list-style-type: none">• Connect businesses with resources• Provide culturally relevant solutions• Enhance district appearance• Provide easy access to commercial area | <p>Engage community members to:</p> <ul style="list-style-type: none">• Enhance existing parks and facilities• Create new parks and open space• Provide convenient access to parks and open space | <p>Work with community to select and design:</p> <ul style="list-style-type: none">• Sidewalks and bicycle routes• Safer intersections• Transit amenities• More street lighting• Pedestrian street crossings | <p>Engage community and partners to:</p> <ul style="list-style-type: none">• Share community gathering spaces• Provide healthy housing• Shape the design of new development• Enhance district appearance |

SUPPORTING MULTICULTURAL BUSINESSES

The commercial area between Main Avenue and Lombard Avenue is distinct in character, notably by the presence of Latino, Middle-Eastern and Korean businesses. The area will also be home to the new Public Safety Center, potentially spurring reinvestment in the area.

Given the unique characteristics of the area, how can the city customize approaches to benefit diverse businesses? By initiating a pilot program on Allen Boulevard, the city will learn how to do things differently to support the business district in a way that acknowledges what will be most effective and appropriate to operators and customers of multicultural businesses.

This plan recommends that the city assist in the creation of an Allen Boulevard business group or groups. Working with Allen Boulevard businesses and property owners, the city can identify actions the business and/or city could take to:

1 - Connect businesses with resources and services provided by the city and its partners

Beaverton businesses have access to a variety of services, including on-site advising and technical assistance, provided by the city and its partners. Beaverton staff can help connect existing Allen Boulevard businesses with resources and service providers (such as MESO, Impact Beaverton and Adelante Mujeres) to help promote the district through tailored individual assistance, events and marketing.

2 - Ensure the Storefront Improvement Program is most effective for the corridor and provide culturally relevant solutions for existing businesses

The Storefront Improvement Program should help achieve district goals and respond to the specific needs of Allen Boulevard businesses and property owners, including cultural and linguistic needs. The most effective way to identify these needs is to work directly with the business group(s) and identify actions that will help their businesses thrive. The pilot program area is shown in Figure 12.

EQUITABLE & INCLUSIVE IMPLEMENTATION

The actions identified in this plan are intended to benefit existing residents and businesses, and mitigate the burdens of change on low-income households, small businesses and communities of color in the district.

The city should work directly with Allen Boulevard business group(s) to:

- Identify actions that will help their businesses thrive
- Determine the preferred order of implementation
- Identify other actions that could help mitigate displacement (such as programs to help business owners purchase their building)

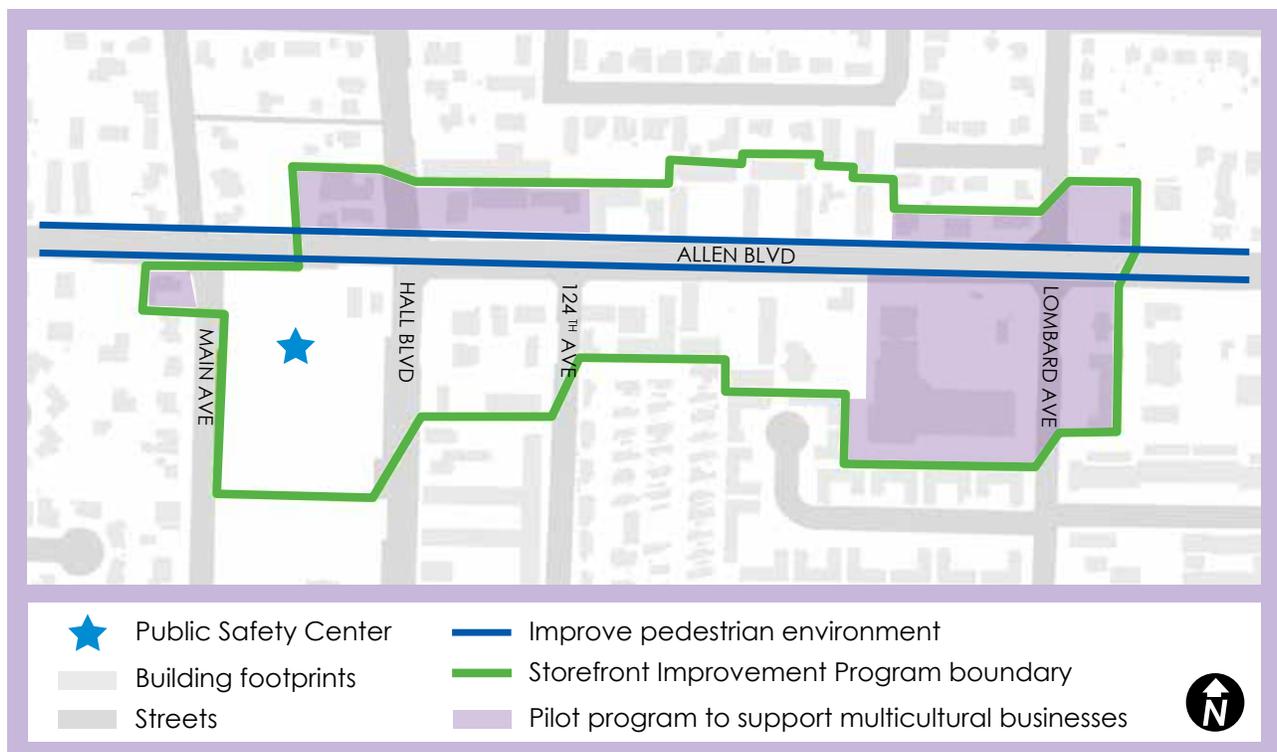
3 - Enhance the appearance of the commercial area to attract more customers

The Storefront Improvement Program provides design assistance and matching grants for construction of exterior improvements, which could improve the appearance of the commercial district. The program does not currently cover the design or construction of trash enclosures. Visually screening trash areas from public view would help improve the appearance of the district and could bring properties into compliance. Through the Storefront Improvement Program, or new program, the city could provide design assistance and construction funding for trash areas for both businesses and apartment complexes within this area.

4 - Provide safe and convenient connections to the commercial area for people in the neighborhood

Providing better access to this commercial area will also help business. This segment of Allen Boulevard lacks a landscape buffer or physical separation between pedestrians and passing cars. Within the central commercial area, the city could work with property owners to improve or expand the sidewalk in front of their property, such as an easement across private property for the purpose of pedestrian access. Such an effort should be coordinated with the city's transportation plans for Allen Boulevard to ensure that investments made to improve the pedestrian experience on private property would not be impacted by future capital improvement projects.

Figure 12. Multicultural Business Support



| Supporting Multicultural Businesses | District Goals | | | | | | Resources | |
|--|----------------|--------|----------------|-----------|------------|----------|------------------------|----------------------|
| | Housing | Safety | Transportation | Community | Appearance | Business | Short-term (1-5 years) | Long-term (>5 years) |
| Market the city's Storefront Improvement Program and modify program requirements, as needed, based on feedback from property owners and businesses. | | | | | ● | ● | ✓ | |
| Work with commercial property owners and business tenants to understand their needs and help them work toward a shared vision for the district. | | | | ● | | ● | ✓ | |
| Promote existing technical assistance providers, such as MESO and Adelante Mujeres, and explore whether additional services that are culturally effective for Allen Boulevard businesses and their customers are needed. | | | | | | ● | ✓ | |
| Conduct business recruitment to expand current business makeup and match the desires of district residents, including restaurants and medical offices. | | | | | | ● | ✓ | |
| Support the establishment of an inclusive Allen Boulevard business group to encourage collaboration between businesses and provide a direct communication channel with the city. | | | | ● | | ● | + | |
| Explore ways to support home-based businesses within the district. | | | | | | ● | + | |

✓ = funded by existing city program or project

⊕ = new resources needed to fund action

ENHANCING PARK ACCESS

Residents within the eastern portion of the district have limited access to parks. This plan recommends that the city and its partners enhance existing parks, establish new parks and open spaces, and improve pedestrian access to park and recreation facilities. The location of parks, improved pedestrian crossings and wayfinding signage opportunities are shown in Figure 13.

1 - Enhance Existing Parks

Many residents expressed the need for enhancements to Wonderland Park, such as seating, a covered area, restrooms and lighting. The city currently owns Wonderland Park, while Tualatin Hills Park and Recreation District (THPRD) is responsible for park maintenance.

In partnership with THPRD, the city should plan for future park improvements desired by community members and determine the responsibilities of park development, ownership and maintenance.

2 - Create New Parks and Open Space

Along Hall Boulevard, the city owns a property that was purchased with regional Nature in Neighborhoods funds for parks and open space. Though small, this property could provide recreational opportunities to nearby residents with limited park access, including the Habitat for Humanity development.

Working with THPRD, the city should plan for a new park or open space along Hall Boulevard, and determine the responsibilities of park development, ownership and maintenance.

EQUITABLE & INCLUSIVE IMPLEMENTATION

The actions identified in this plan are intended to benefit existing residents and businesses, and mitigate the burdens of change on low-income households, small businesses and communities of color in the district.

- Engage community members in the process to design and implement improvements at Wonderland Park and the Nature in Neighborhoods property
- Use non-traditional outreach methods, such as working with community leaders, to engage residents, businesses, and community and faith-based organizations within the district
- Translate project materials into relevant languages to ease participation by English language learners

3 - Provide Connections to Parks and Open Space

Bundling park improvements with enhanced pedestrian crossings will create safer, more comfortable connections to Wonderland Park and the Nature in Neighborhoods property. For example, the new park could provide a direct connection to Hall Boulevard for pedestrians on 124th Avenue. By installing street crossing improvements at Hall Boulevard and Sabin Street, park users would have direct access to THPRD trails west of Hall Boulevard.

In addition to pedestrian crossings, wayfinding signage can also help link residents and visitors to district parks. Providing wayfinding signage along major roads, such as Allen, King and Hall Boulevards, would help guide community members to nearby parks, recreational facilities and open space.

Figure 13. Enhancing Park Access for Park-Deficient Neighborhoods



| Enhancing Park Access | District Goals | | | | | | Resources | |
|--|----------------|--------|----------------|-----------|------------|----------|------------------------|----------------------|
| | Housing | Safety | Transportation | Community | Appearance | Business | Short-term (1-5 years) | Long-term (>5 years) |
| Explore opportunities with THPRD to identify, design and implement new park and trail projects within the district. | | | | ● | ● | | + | |
| Explore opportunities with THPRD to enhance existing trail and park facilities within the district, such as Wonderland and Schiffler Parks. | | | | ● | ● | | + | |
| Complete a concept design for the city- owned property between Hall Boulevard and 124th Avenue. | | | | ● | ● | | ✓ | |
| Work with THPRD to explore installation of pedestrian-scale lighting within parks and along trails. | | ● | ● | ● | | | | + |
| Evaluate potential street crossing enhancements along Hall Boulevard and Allen Boulevard to improve pedestrian access to park properties on the eastern end of the district. | | ● | ● | ● | | | | ✓ |
| Provide wayfinding signage that uses images and/or multiple languages to help guide people with to parks, trails, libraries and community services. | | | ● | ● | | | | ✓ |
| Explore opportunities with THPRD to promote existing or provide added recreational activities and programs, particularly for youth. | | | | ● | | | + | |

✓ = funded by existing city program or project

+

IMPROVING TRANSPORTATION SAFETY

District-wide actions could be applied in many locations along Allen Boulevard to improve the safety and comfort of all users. The actions taken will depend on context, further analysis, community engagement, available resources and other city priorities. The key safety improvements identified through research and community feedback are described below and shown in Figures 14 and 15.

1 - Sidewalk Improvements

Eliminating gaps in the pedestrian network over time will help residents, customers and visitors within Allen Boulevard neighborhoods move to and through the district. The sidewalk gaps shown in Figures 14 and 15 are identified in the city's ATP. In addition to providing new sidewalks, existing sidewalks should be maintained to ensure walkways meet ADA accessibility standards to provide safer routes for all users, particularly those with mobility challenges.

2 - Bicycle Improvements

Allen Boulevard currently lacks bicycle lanes. The city's Transportation System Plan (TSP) identifies bike lane construction along Allen Boulevard from Highway 217 to Murray Boulevard. The city should evaluate the feasibility of expanding the right-of-way to add bike lanes and consider alternate, parallel bike routes that may provide more comfortable east-west connections for cyclists within the district.

3 - Intersection Improvements

The city's TSP identifies improvements to the intersection of Allen Boulevard and Murray Boulevard, as well as Allen Boulevard and Erickson Avenue. Further analysis and outreach will be needed to determine the preferred design and cost for future improvements at these intersections (Figure 14).

EQUITABLE & INCLUSIVE IMPLEMENTATION

The actions identified in this plan are intended to benefit existing residents and businesses, and mitigate the burdens of change on low-income households, small businesses and communities of color in the district.

- Engage community members in the process to select and design priority safety improvements
- Use non-traditional outreach methods, such as working with community leaders, to engage residents, businesses, and community and faith-based organizations within the district
- Identify other actions that could help mitigate displacement, such as a housing preservation program

4 - Transit Amenities

Feedback from community engagement efforts shows that a top priority among residents, particularly low-income households and communities of color, is to make it more comfortable to take transit along Allen Boulevard. Providing bus shelters and benches along bus routes will provide safe places for people to wait. The city and TriMet should coordinate to determine responsibility for installation and maintenance of transit stop amenities.

5 - Lighting

Through grant funding provided by Oregon Department of Transportation (ODOT), the city plans to improve lighting and adaptive signal timing at the intersections of Allen Boulevard and Alger Avenue, Lombard Avenue, Hall Boulevard, Dale Avenue, Erickson Avenue and Murray Boulevard. However, street lighting between major intersections is inadequate. Lighting improvements were among the top priorities identified by Allen Boulevard community members and during the Active Transportation Plan public outreach process. For visibility and safety, intersection lighting improvements should be paired with lighting enhancements between intersections.

6 - Pedestrian Crossings

The city's ATP identifies potential street crossing improvements along Allen Boulevard, Hall Boulevard and Lombard Avenue. Street crossing improvements, such as striping and flashing beacons, provide safe pedestrian access to destinations and provide drivers with greater certainty on where pedestrians may cross the street.



Newly installed Rectangular Rapid Flash Beacon at Allen Boulevard and 141st Ave

Figure 14. West Neighborhood (Murray Boulevard to Hall Boulevard) Safety Improvements

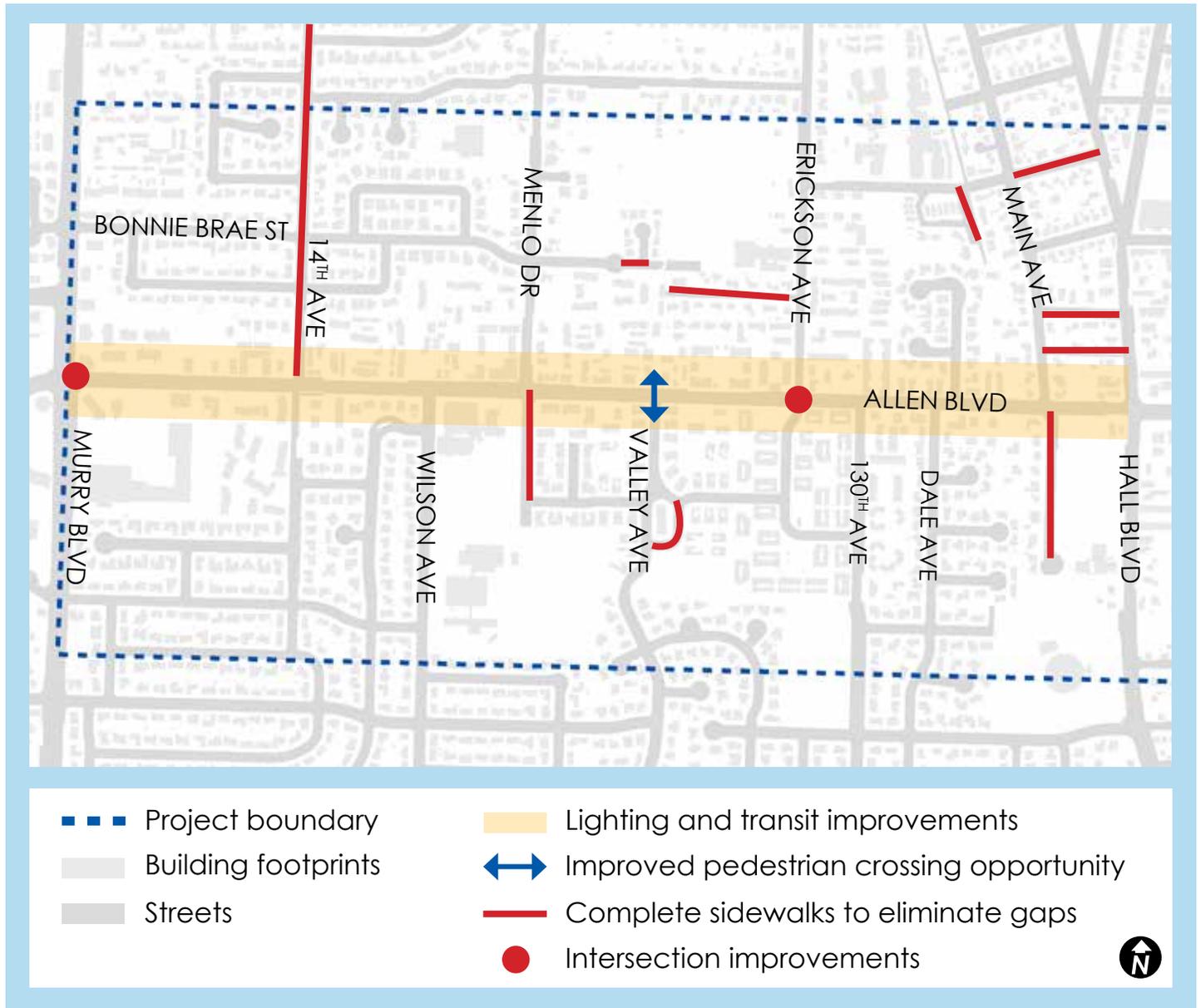
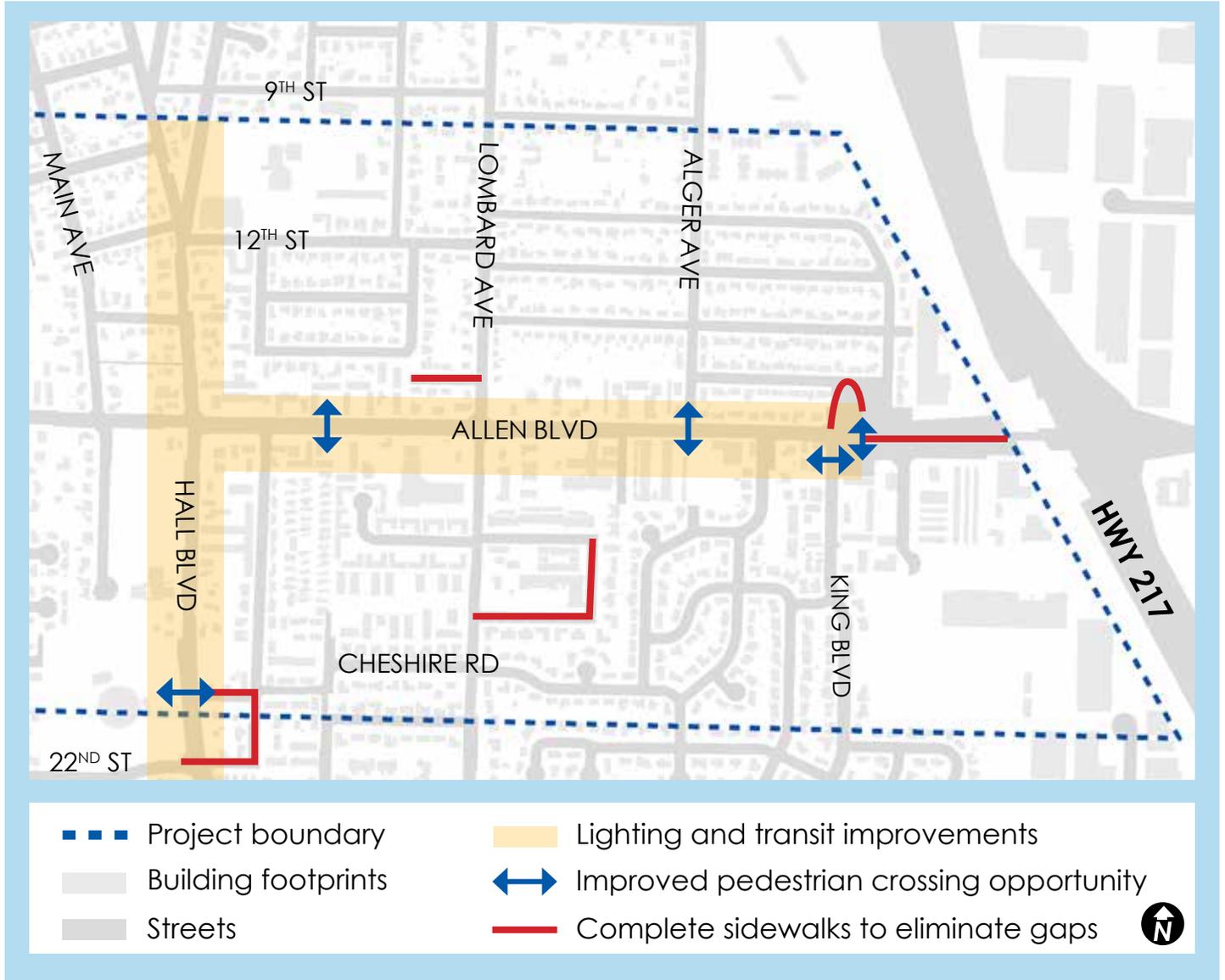


Figure 15. East Neighborhood (Hall Boulevard to King Boulevard) Safety Improvements



| Improving Transportation Safety | District Goals | | | | | | Resources | |
|--|----------------|--------|----------------|-----------|------------|----------|------------------------|----------------------|
| | Housing | Safety | Transportation | Community | Appearance | Business | Short-term (1-5 years) | Long-term (>5 years) |
| Actions | | | | | | | | |
| Promote TriMet's Access Transit Fare Programs, which provide reduced fares for low-income riders, to district residents and employees. | | | ● | | | | + | |
| Coordinate with TriMet to implement transit signal priority at the intersection of Allen Boulevard and Hall Boulevard. | | | ● | | | | + | |
| Pursue grant opportunities to help fund future transportation improvements within the district. | | | ● | | | | + | |
| Enforce traffic speed along Allen Boulevard through the city's green light/red light camera program, posting of "your speed" signs and regular patrolling. | | ● | ● | | | | + | |
| Provide information to residents that connects them with police resources to help improve safety in their neighborhood. | | ● | | ● | | | + | |
| Work with TriMet to extend hours and increase frequency of bus service along Allen Boulevard and through the district and explore bus stop amenities (benches, trash cans and transit shelters) within the district. | | | ● | | ● | | ✓ | |

⊕ = funded by existing city program or project

✓ = new resources needed to fund action

| Improving Transportation Safety | District Goals | | | | | | Resources | |
|--|----------------|--------|----------------|-----------|------------|----------|------------------------|----------------------|
| | Housing | Safety | Transportation | Community | Appearance | Business | Short-term (1-5 years) | Long-term (>5 years) |
| Actions | | | | | | | | |
| Evaluate locations for new pedestrian street crossings within the district, prioritizing crossing locations identified in the city's Active Transportation Plan. | | ● | ● | | | | ✓ | |
| Evaluate the feasibility of adding a bike lane along Allen Boulevard. | | | ● | | | | | + |
| Evaluate the feasibility of creating a parallel east-west route for cyclists within the district. | | | ● | | | | | + |
| Explore safety improvements for the intersection of Allen Boulevard and Erickson, and estimate costs for design options. | | ● | ● | | | | | + |
| Complete lighting analysis for Allen Boulevard to identify on-street lighting deficiencies and estimate the cost to bring lighting along the corridor up to current standards. | | ● | ● | | ● | | | ✓ |
| Complete sidewalks to eliminate gaps within the district, prioritizing projects identified in the city's Active Transportation Plan. | | ● | ● | | | | | ✓ |
| Explore safety and capacity improvements for all modes of travel at the intersection of Allen Boulevard and Murray Boulevard. | | ● | ● | | | | | ✓ |
| Explore storm draining improvements along Allen Boulevard to enhance comfort and safety for travelers. | | ● | ● | | | | | ✓ |

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⊕ = new resources needed to fund action

PROMOTING HEALTH & CONNECTING PEOPLE

The term livability means different things to different people. However, there are certain qualities that often define great neighborhoods, such as open space, art, thriving business, and people. The following section describes the actions that residents, property owners, businesses, the city and its partners can take to make the neighborhoods along Allen Boulevard even better. These actions are not site specific, but are intended to be implemented throughout the district for high impact.

1 - Community Gathering

Allen Boulevard community members identified the need for community gathering places, including both indoor and outdoor, public and private facilities. Community gathering places help bring people together to socialize, collaborate, eat, celebrate and recreate. Sharing information with community members about existing gathering places is an important first step in understanding demand for gathering spaces in the city. Working with private facilities to expand the city's supply of available gathering space will also help meet the needs of Allen Boulevard communities.

The Beaverton Community Vision and DEI Plan identify the need for cultural activity centers in the city. In 2011, the city completed a feasibility study for a Multicultural Center to provide opportunity and space for cross-cultural community gathering. The city should explore next steps to turn the concept of a Beaverton Multicultural Center into a reality.

The city may also consider supporting or promoting events that celebrate the cultural diversity of communities within the district. This could be achieved by city-sponsored cultural events, as well as use of public spaces by faith and community-based groups for activities that promote cultural celebration.

EQUITABLE & INCLUSIVE IMPLEMENTATION

The actions identified in this plan are intended to benefit existing residents and businesses, and mitigate the burdens of change on low-income households, small businesses and communities of color in the district.

- Use non-traditional outreach methods, such as working with community leaders, to engage residents, businesses, and community and faith-based organizations within the district
- Prioritize engagement of communities of color, immigrants, refugees, and other groups in potential development of a Multicultural Center
- Identify actions to mitigate potential displacement of vulnerable residents, such as a rental housing preservation program
- Engage communities along Allen Boulevard in the design and construction of future capital projects that may impact surrounding neighborhoods

2 - Healthy Housing

Healthy housing is important for residents' wellbeing. However, many tenants do not know their rights or the process for reporting housing issues. The city should continue its efforts to educate both renters and property managers on current laws and services available through the city and its partners.

Many renters fear that reporting a housing issue to their property manager may result in discrimination or unforeseen rent increases. To address these concerns, the city is considering a new rental housing inspection program, referred to as the Healthy Housing Initiative. Such a program would allow the city to assess housing conditions (internal and external) without needing a reported housing code violation to initiate the inspection.

EQUITABLE & INCLUSIVE IMPLEMENTATION

- Limit impacts of right-of-way acquisition and improvements on existing housing developments
- Change the physical environment to make it a safer and more comfortable place to walk, such as reduced front yard setbacks and rear parking
- Bundle actions intended to enhance district appearance with actions designed to mitigate rising housing costs and rents, such as a rental housing preservation or homebuyer loan assistance programs



Community members celebrate Beaverton Welcoming Week at Schiffler Park

3 - Built Environment

While the focus of this plan is on improving existing structures, the city should take actions to ensure future development (or redevelopment) is consistent with district goals. The city and property owners can help shape the built environment (e.g. roads, landscaping and buildings) along Allen Boulevard. Aside from regular property maintenance, discussed above, the city should ensure that development rules will help produce the pedestrian-friendly environment desired by community members. In particular, the city should evaluate the development standards and allowed uses for the Community Service (CS) and Neighborhood Service (NS) zones.

Allen Boulevard itself may undergo transformation. While there is limited right-of-way to change lane configurations and/or add on-street bike lanes, the city's Active Transportation Plan (ATP) and Transportation System Plan (TSP) identify future improvements along the corridor. Some of the improvements identified in these plans, such as roadway expansion, are inconsistent with the goals of this plan. As a recommended next step, the city should identify the preferred cross-section of Allen Boulevard and adopt changes in the next update to the city's TSP (anticipated in 2020).

4 - Improving Appearance

Improving district appearance was among the top priorities identified by community members. Many survey participants said that improving appearances can help foster a sense of neighborhood pride. If properties are adequately maintained, it can cause a chain reaction, spurring others to improve the exterior of their home or business.

In addition to the city's Storefront Improvement Program, there are several actions the city and community members could take to help improve the appearance of the district, including:

- Neighborhood cleanup events
- Education about property and landscape maintenance
- Focus on code compliance to address abandoned vehicles and trash
- Public art



Habitat for Humanity mural at the intersection of Sabin Street and 123rd Avenue

| Promoting Health and Connecting People | District Goals | | | | | | Resources | |
|---|----------------|--------|----------------|-----------|------------|----------|------------------------|----------------------|
| | Housing | Safety | Transportation | Community | Appearance | Business | Short-term (1-5 years) | Long-term (>5 years) |
| Work with the police department to ensure abandoned (inoperable) vehicles are removed from neighborhood streets. | | ● | | | ● | | ✓ | |
| Provide opportunities for informal interaction between police, Allen Boulevard residents and local businesses to help strengthen relationships with the surrounding communities. | | ● | | ● | | | ✓ | |
| Promote existing private and public community gathering places (indoor and outdoor). | | | | ● | | | ✓ | |
| Explore grant opportunities to help fund multi-cultural events, activities and art within the district to bring people together to celebrate. | | | | ● | | | ✓ | |
| Provide translation and/or interpretation services for city-sponsored events, materials and interactions. | | | | ● | | | ✓ | |
| Educate property owners on landscape and curbside tree maintenance responsibilities and benefits of increasing tree canopy. | | | | | ● | | ✓ | |
| Assess the Neighborhood Service (NS) and Community Service (CS) development rules to ensure they are consistent with the policies of the Mixed Use Corridor land use designation. | | | ● | ● | ● | | ✓ | |
| Assess the NS and CS zoning designations to ensure they allow a mix of uses that are appropriate for the Mixed Use Corridor land use designation. | | | | ● | ● | ● | ✓ | |

- ✓ = funded by existing city program or project
- ✚ = new resources needed to fund action

| Promoting Health and Connecting People | District Goals | | | | | | Resources | |
|---|----------------|--------|----------------|-----------|------------|----------|------------------------|----------------------|
| | Housing | Safety | Transportation | Community | Appearance | Business | Short-term (1-5 years) | Long-term (>5 years) |
| Offer information and trainings to property managers about rental housing practices and laws. | ● | | | | | | ✓ | |
| Offer information and trainings to existing tenants about housing resources such as the Community Alliance of Tenants and Fair Housing Council of Oregon. | ● | | | | | | ✓ | |
| Promote the city's mediation services to facilitate communication between tenants and their landlords/property owners. | ● | | | | | | ✓ | |
| Support programs, such as the Affordable Home Ownership Program, that help low-income households purchase homes. | ● | | | | ● | | ✓ | |
| Support programs, such as the Housing Rehab Program, that help low-income homeowners perform maintenance, repairs and accessibility adaptations. | ● | | | | ● | | ✓ | |
| Complete design and development of the Public Safety Center plaza and art feature. | | ● | | ● | ● | | + | |

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⊕ = new resources needed to fund action

| Promoting Health and Connecting People | District Goals | | | | | | Resources | |
|--|----------------|--------|----------------|-----------|------------|----------|------------------------|----------------------|
| | Housing | Safety | Transportation | Community | Appearance | Business | Short-term (1-5 years) | Long-term (>5 years) |
| Develop a program to preserve low cost market rate housing for existing residents within the district, such as a Housing Preservation and Development Fund, to help pay for repairs and upgrades to properties in exchange for maintaining affordable rents. | ● | | | | | | + | |
| Continue developing the city's Healthy Housing Initiative program to improve the health and safety of existing tenants within the district. | ● | ● | | | | | + | |
| Develop a program to assist with trash enclosure design and construction to ensure trash bins at businesses and apartment buildings are hidden from public view. | | | | | ● | ● | + | |
| Promote the cultural diversity of the district through events and art. | | | | ● | ● | | + | |
| Encourage outdoor seating and other ways to soften the edge along parking areas. | | | | | ● | ● | | + |
| Encourage development of new community gathering places for meetings, celebrations or group activities, including a Multicultural Center. | | | | ● | | | | + |

✓ = funded by existing city program or project

+

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