



# *Aloha-Reedville Study and Livable Community Plan*

REPORT EXECUTIVE SUMMARY

MARCH 2014



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For the full report and more information about this study:

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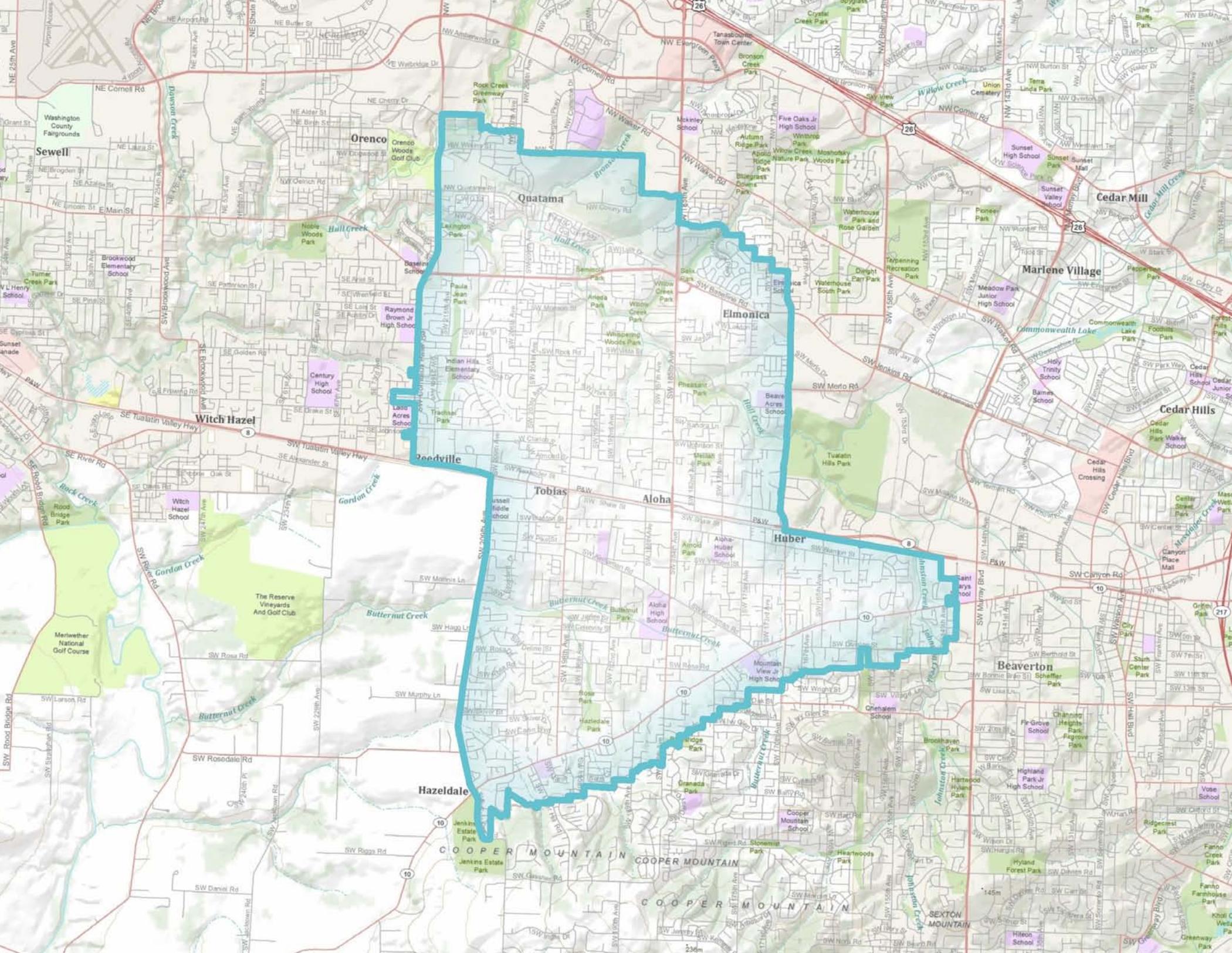
*The Aloha-Reedville Study and Livable Community Plan is funded in part through a Construction Excise Tax (CET) grant from Metro.*

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

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

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

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



Sewell

Orenco

Quatama

Elmonica

Witch Hazel

Reedville

Tobias

Alohā

Huber

Hazeldale

Beaverton

Cedar Mill

Marlene Village

Cedar Hills

COOPER MOUNTAIN

COOPER MOUNTAIN

COOPER MOUNTAIN

SEXTON MOUNTAIN



## EXECUTIVE SUMMARY

### *Introduction*

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

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

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

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

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

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

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

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

## Opportunities and Challenges

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



Much of the study area lacks common urban infrastructure

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

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

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

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



## Study Objectives:

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

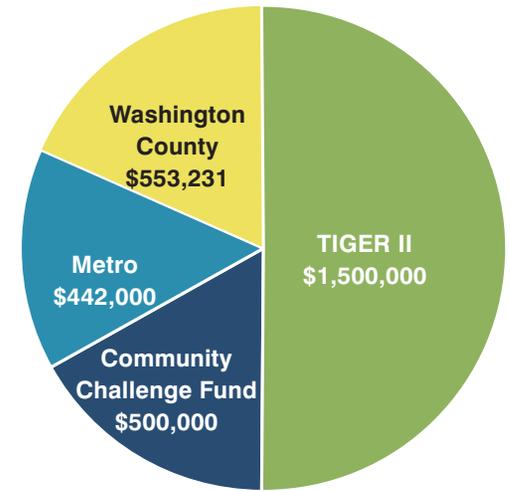
- Engaging a broad spectrum of residents to understand community issues, needs, opportunities and challenges;
- Undertaking extensive outreach to encourage meaningful participation from low-income, minority, and special-needs residents;
- Obtaining and conveying existing conditions information to the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

## Study Funding:

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

- a federal Community Challenge grant—this program looks to remove barriers to affordable, economically vital and sustainable communities<sup>2</sup>;
- a federal TIGER grant—this program funds and invests in road, rail, transit and port projects that promise to achieve critical national and local objectives<sup>3</sup>; and
- a Metro Construction Excise Tax (CET) grant—this program funds projects that help achieve vibrant and sustainable communities, safe and walkable neighborhoods, and good jobs.

<sup>2</sup> The Community Challenge Grant Program is a combined effort by the U.S. Department of Transportation / Federal Highway Administration (FHWA) and the U.S. Department of Housing and Urban Development.  
<sup>3</sup> TIGER stands for Transportation Investment Generating Economic Recovery and is a U.S. Department of Transportation program.



Aloha-Reedville Study Funding

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

These objectives reflect the multi-disciplinary approach of the federal Office of Sustainable Housing and Communities (OSHC), the primary grantor for this three-year project<sup>1</sup>. Recommendations from this study recognize the interrelatedness of the challenges, opportunities and benefits that can accrue to jobs, housing and transportation. Study recommendations also seek to spread benefits equitably across the study area.

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

<sup>1</sup> Background on the OSHC program is found in Section 2.



### *Recommendations and Action Plans:*

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

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

The five subject Action Plan reports are:

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



#### *Economic Development Strategies*



#### *Corridor, Town Center, Land Use and Streetscape Strategy*



#### *Pedestrian and Bicycle Plan*



#### *Town Center Framework*



#### *Housing Equity and Opportunity Strategy*



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



Aloha Farmers Market



Residential area north of Kinnaman Road



198th Avenue at TV Highway

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

**Land use:**

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

**Housing:**

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

**Transportation:**

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

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

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

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

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



185th Avenue at Baseline Road

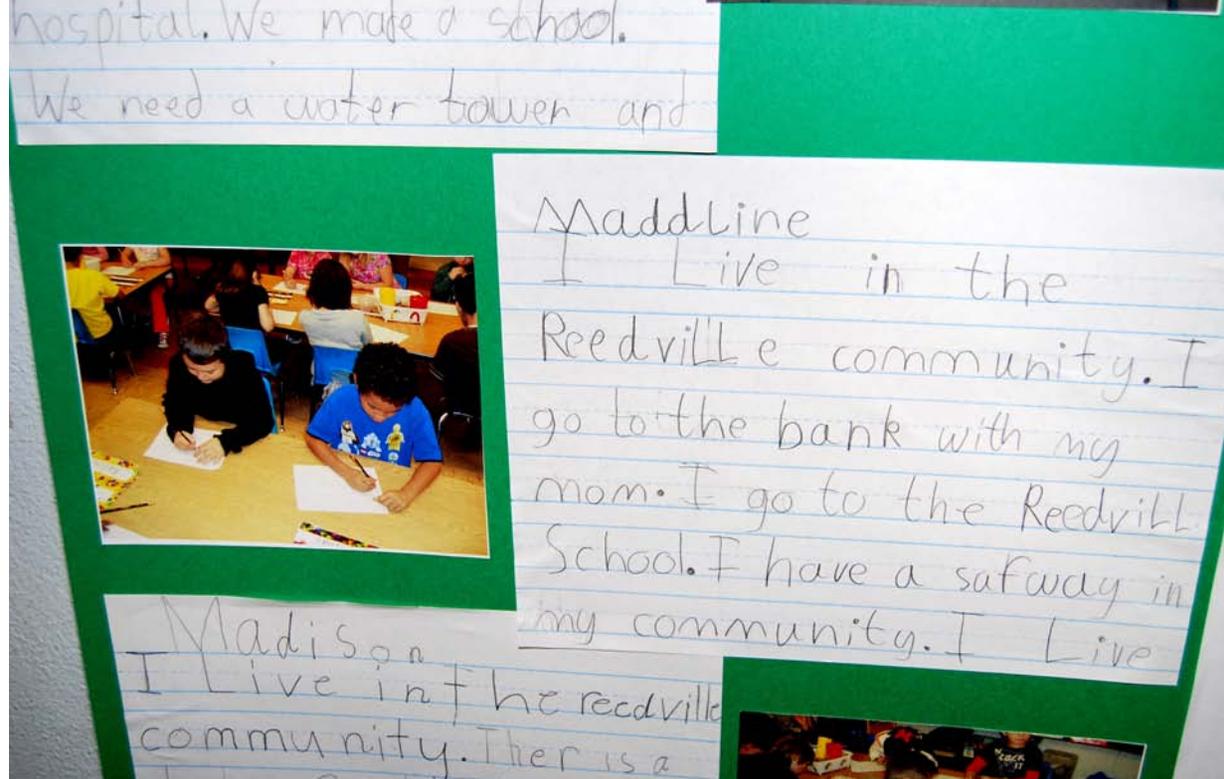
## Next Steps

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

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

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

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



## *Aloha and Reedville: your plan for a brighter future!*



# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACTIONS MATRIX

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

# ACKNOWLEDGEMENTS

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

## Leadership Coordinating Committee

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

Chairman Andy Duyck – Washington County Board of Commissioners

Commissioner Dick Schouten – Washington County Board of Commissioners

County Administrator Robert Davis – Washington County

Mayor Jerry Willey – City of Hillsboro

Mayor Denny Doyle – City of Beaverton

Councilor Kathryn Harrington – Metro

Councilor Craig Dirksen – Metro

General Manager Neil McFarlane – TriMet

Region 1 District Manager Rian Windsheimer – Oregon Department of Transportation

Superintendent Mike Scott – Hillsboro School District

Deputy Superintendent Ron Porterfield – Beaverton School District

General Manager Doug Menke – Tualatin Hills Park and Recreation District

Deputy General Manager Diane Taniguchi-Dennis – Clean Water Services

Sheriff Pat Garrett – Washington County Sheriffs Office

Chief Mike Duyck – Tualatin Valley Fire & Rescue

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

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

## Citizen Advisory Committee

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

Chris Cordes (SW Quadrant)

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

Gerri Scheerens (NW Quadrant)

Gordon Teifel (NE Quadrant)

Debora Walton (At-Large Community)

Steve Larrance (CPO6)

Laurette Nacamulli (CPO7)

Hal Ballard (active transportation)

Karen Bolin (Aloha Business Association)

Eduardo Corona (Adelantes Mujeres)

Dana Galaxy (Community Action)

Tim Moe (Aloha High School)

Karen Shawcross (Bienestar)

Jose Rivera (Centro Cultural de Washington County)

Jeff Sievert (Faith-based organizations)

Hillsboro Area Chamber of Commerce

Beaverton Area Chamber of Commerce

Jim Wilson (Sequoia Mental Health Services)

*In memoriam: Wayne Lee Simmons*

## Aloha Unite

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

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

Adelantes Mujeres

Asian Pacific American Network of Oregon (APANO)

Community Alliance of Tenants (CAT)

Organizing People, Activating Leaders (OPAL)

Oregon Somali Family Education Center (OSFEC)

## Special Thanks

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

Aloha High School - community-event facilities use and support

Portland Community College – Willow Creek Center – facilities use

Reedville Elementary School – facilities use

Sequoia Mental Health Services - facilities use

International School of Beaverton - facilities use

Edwards Center - facilities use

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

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

## Grantors

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

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

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

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

# ACKNOWLEDGEMENTS

## Technical Advisory Committee

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

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

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

## Faith-based Organization Roundtables

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

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

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

## Engaging Historically Under-represented Communities Best Practices Roundtables

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

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

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



*Contact Us!*

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