

City of Beaverton

Proposal to Expand the Urban Growth Boundary to Include the

COOPER MOUNTAIN URBAN RESERVE

Prepared for Metro

May 31, 2018



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METRO REGIONAL FUNCTIONAL PLAN REQUIREMENTS

Beaverton’s proposal to expand the urban growth boundary to include the Cooper Mountain Urban Reserve complies with all applicable Metro Regional Functional Plan requirements. The table below provides a list of all relevant Metro Titles, and the corresponding page number that provides evidence.

Metro Code		Page
Title 1	Housing Capacity	7, 9
Title 3	Water Quality and Flood Management	4
Title 4	Industrial and Other Employment Areas	7
Title 6	Centers, Corridors, Station Communities and Main Streets	7
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Title 14	Urban Growth Boundary	1-15

INTRODUCTION

The City of Beaverton proposes to add Cooper Mountain Urban Reserve to the urban growth boundary to welcome new community members and provide a wide variety of housing choices to households in the city. Beaverton is committed to enhancing economic opportunity, maintaining a high quality of life and promoting access to natural beauty equitably for all residents, including the full spectrum of incomes and cultural backgrounds represented in our community.

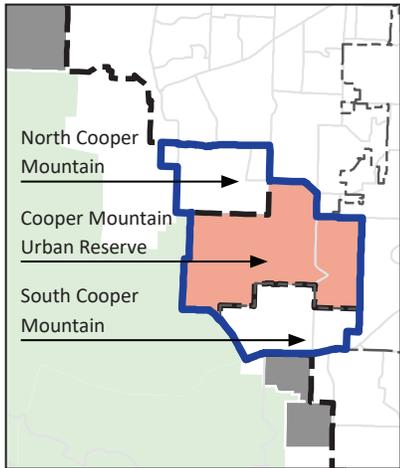
Adding Cooper Mountain Urban Reserve now makes sense because:

- The urban reserve is the “missing puzzle piece” of the South Cooper Mountain Concept Plan area. Areas already in the growth boundary are to the north, east and south.
- Beaverton’s greenfield growth area, South Cooper Mountain, is expected to be fully built out before the urban reserve is available for development.
- Housing demand is strong, as evidenced by rising housing prices and rents, and adding land now can help prevent future shortages.
- Cooper Mountain-area roads, sewer lines, water lines, trails and other infrastructure work better if the urban reserve, the “missing puzzle piece,” is filled in.

In addition, this expansion request meets or exceeds applicable criteria, including:

- **Housing needs.** Beaverton’s housing needs analysis clearly demonstrates the need for housing, including single-family homes, townhomes and apartments/condos.
- **Required concept plan.** The 2014 *South Cooper Mountain Concept Plan*, which is consistent with Metro rules, provides a comprehensive vision for the urban reserve as part of the larger Cooper Mountain area.
- **Growth inside the city.** Beaverton encourages growth in existing urban areas through projects and programs such as zone changes, development code updates, grants and providing support with urban renewal funds.
- **Affordable housing.** Beaverton creates and funds programs that support building affordable and market-rate housing; preserving existing, low-cost housing; and addressing homelessness.
- **Metro’s desired outcomes.** Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs; safe and reliable transportation; and parks and recreational opportunities. Beaverton’s sustainability; equity and inclusion; language access; planning; and economic development efforts all support the six desired outcomes.

This document provides additional details about how Beaverton’s proposal supports regional goals and why adding the urban reserve now is important to house the region’s residents.



HOUSING

Beaverton promotes housing choices through policies, programs, and investments that respond to the needs of diverse household sizes and incomes. The [Housing Element](#) of the city's *Comprehensive Plan* includes policies that were based on Beaverton's 2015 "*Housing Strategies Report*," the city's title for the state-mandated Housing Needs Analysis (HNA) (Appendix F). The Housing Element was updated to address changing housing needs such as more people moving to downtown Beaverton; increasing racial, ethnic and cultural diversity; and the lack of affordable homes driven by the regional housing crunch.

The Housing Element responds to these changes with policies that stimulate housing in the central city, incentivize housing near transit, and encourage a mix of innovative housing types in large developments. For example, the city's development code has a section dedicated to the *South Cooper Mountain Community Plan* area. This section requires that all developments include a mix of housing types, and facilitate both renting and home ownership, so that families at a variety of household incomes can live in the same neighborhood.

With home construction about to begin in South Cooper Mountain, and multifamily buildings nearing completion downtown, city staff is observing an increase in housing production throughout the city. Even so, demand for more housing—and more housing choices—remains strong.

Housing Needs. In 2015, Beaverton completed its most recent Housing Needs Analysis, which was based on the 2035 distributed forecast released by Metro. The needs and solutions identified in this report provided the material for 2016 *Comprehensive Plan* updates. According to this report, acknowledged by the state of Oregon, Beaverton had just under 41,000 housing units. By 2035, the report concluded the city would need an additional 12,300 units, inside city limits, to meet local housing needs. This is an increase of 30 percent more than the city's 2015 housing supply. Of the new units needed:

- 47 percent are single-family detached housing.
- 20 percent are single-family attached (such as townhouses and triplexes).
- 32 percent are multifamily attached housing with five or more units.

For renter households, the need is greatest for lower income residents. For owner households, demand is high for lower income residents and higher-income residents.

Comparison of Needs and Supply. Beaverton's HNA identified the following unmet housing needs:

- Single-family detached housing inside the city limits.
- Single-family attached housing (e.g. townhomes) inside city limits.

Some additional supply was identified inside Beaverton's assumed urban service boundary (an area where the city assumed at the time it would eventually annex). However, some of that capacity (such as in North Cooper Mountain) cannot be realized without the roads and utilities that will run through the Cooper Mountain Urban Reserve once it is added to the urban growth boundary (UGB) and urban infrastructure development can occur.

Factor: Is the urban reserve adjacent to a city with an acknowledged housing needs analysis coordinated with the relevant Metro forecast?

Conclusion: Yes, Beaverton has a state-acknowledged housing needs analysis that was coordinated with the Metro regional forecast and population distribution in effect when the analysis began.

Takeaways:

- Beaverton coordinated the HNA, acknowledged by DLCDC on March 23, 2016, with Metro's 2035 distributed forecast (Appendix E).
- Beaverton's HNA indicates a need for an additional 12,300 housing units, inside city limits, by 2035.
- The urban reserve could provide 3,760 units.
- Beaverton prepared a concept plan for the urban reserve that provides a mix of housing types designed to meet the needs of diverse household sizes and incomes.
- Beaverton has a track record of facilitating housing production in recently annexed areas that can help the region address future needs.

Beaverton has experience producing housing in recently annexed areas.

Within five years of annexation, nearly 2,600 homes received land use approval in South Cooper Mountain.

Projected Supply. Of the 12,300 units needed, the Cooper Mountain Urban Reserve could provide 3,760 units, nearly 31 percent of housing demand. The *South Cooper Mountain Concept Plan* estimates that this would include 2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing.

As seen directly to the south, housing demand in this area remains strong. Annexed in 2013, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval and 750 homes are in development review – this is 99 percent of the projected housing supply for South Cooper Mountain.

While redevelopment inside the city with denser home types is anticipated, the city is running out of land for single-family development in new, larger neighborhoods. Adding the Cooper Mountain Urban Reserve alleviates this constraint by providing much-needed land to increase housing supply.

What has changed since 2015? In short, demand has been, and likely will be, higher than our HNA anticipated, and supply is lower than expected.

When the city completed the HNA in 2015, Beaverton relied on Metro’s Regional 2035 Forecast Distribution, adopted in 2012 and based on a regional forecast completed in 2009. Simply put, a lot has changed since 2015 (and even more since 2009). This includes:

Increased regional population growth. In 2016, the region experienced its greatest growth in 10 years, with nearly 45,000 people moving to the area. This influx pressures cities, already in a housing crunch, to produce more housing. At the same time, the region is still struggling to catch up after the fall in housing production during The Great Recession. Beaverton has a track record of facilitating housing production, including in recently annexed areas. Adding the urban reserve to the UGB would help the region address future housing needs.

Increased economic activity. Washington County experienced the fastest rates of post-recession job growth in the region. In 2011, there were 244,100 jobs. As of 2018, there are 288,600 jobs, an 18 percent increase. In the heart of “Silicon Forest,” Beaverton is near many job centers, from high-tech companies and athletic apparel giants to small businesses and startups. Given Beaverton’s proximity to job centers and transportation networks, more people are looking for a home here than expected.

Reduction in housing capacity. Additionally, a part of the urban service area assumed for Beaverton in the 2015 HNA is now designated to be part of Hillsboro. That means 1,079 housing units originally included in Beaverton’s capacity to meet housing demand are now assigned to Hillsboro as part of their future housing stock.

Citywide decline in single-family housing construction. In the past five years, the Building Division approved permits for 1,144 multifamily housing units but only 316 for single-family detached homes (an 88 percent decline, likely because the city has nearly depleted its inventory of vacant land). The HNA indicated that the city needs 5,781 single-family detached homes to meet demand (47 percent of 12,300 units). Expanding the UGB to include the urban reserve would provide the land to meet this demand.

CONCEPT PLAN

The city's urban growth boundary expansion proposal is based on the *South Cooper Mountain Concept Plan*, a City Council-approved concept plan consistent with Title 11 of Metro's Urban Growth Management Functional Plan (Appendices F, G and H). The concept plan includes the urban reserve — the subject of this proposal — North Cooper Mountain and South Cooper Mountain.

At Metro's request, Beaverton led the concept planning for all three areas to consider holistically transportation, infrastructure, natural resources, and new development. Envisioned as one concept plan area, the plan works best if the urban reserve is inside the UGB. This allows roads, sewer lines, water lines, trails and natural habitats to cross boundaries and function efficiently. Expanding the UGB to include the urban reserve will then link north and south, unlocking the full development potential of the concept plan. Beaverton has been actively planning the concept plan area for five years, and is ready to take the next step. This section briefly describes the merit of the concept plan, and demonstrates that Beaverton knows how to facilitate housing production in recently annexed areas.

Housing Capacity. Beaverton's Housing Needs Analysis shows that the city needs more homes, especially single-family homes at a variety of income levels. The urban reserve would provide 3,760 units, nearly 31 percent of citywide housing demand. This includes a range of housing options so that families at a variety of household incomes can live in the same neighborhood (2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing (which will likely be rental housing)).

Transportation. Adding the urban reserve to the UGB helps Washington County and Beaverton upgrade rural transportation infrastructure and close gaps in the road network. Without the urban reserve, the road, bike and pedestrian networks remain constrained, especially for north-south routes. Currently underway, Washington County is leading the *Cooper Mountain Transportation Study*. The study will evaluate roadway network options to disperse traffic through the area and upgrade rural roads to arterials standards capable of safely and efficiently moving people.

Natural Resources. Beaverton will protect natural resources, including Cooper Mountain Nature Park, by only developing about 600 of the 1,200 acres in the urban reserve. In the concept plan, the land use framework identifies water quality and flood management areas (compliant with Metro Title 3), and riparian habitats I and II and upland habitats A and B (compliant with Metro Title 13). This guides development to protect these resources while allowing the residential development in the plan. In a follow-up community plan for the urban reserve, the city will consider strategies to protect natural resources, including natural resource designations, tree protection standards, hillside/slope protection standards, and the potential transfer of development rights. Many of those tools already exist in the city's current code and could be applied here.

Infrastructure. The urban reserve is the missing puzzle piece that connects North Cooper Mountain with South Cooper Mountain. Connecting all three areas

Factor: Has the area has been concept planned consistent with section 3.07.1110 of the Urban Growth Management Plan?

Conclusion: Yes, the South Cooper Mountain Concept Plan, adopted in December 2014 and found by Metro to be consistent with Title 11, provides a mix of housing types, transportation improvements, natural resource protections, and an infrastructure funding plan for the Cooper Mountain Urban Reserve.

Takeaways:

- Bringing the area into Beaverton will provide for needed housing and help avoid future housing shortages.
- Adding the urban reserve fills in the "missing puzzle piece" in the South Cooper Mountain Concept Plan.
- Expanding the UGB now lays early groundwork for development to occur in five or more years.
- Adding the urban reserve allows for comprehensive planning and building of needed transportation and utility infrastructure.
- Beaverton has an infrastructure funding plan that identifies anticipated revenues and project costs.
- The city has received letters of support from property owners in the urban reserve. Their combined land directly connects South Cooper Mountain with North Cooper Mountain, facilitating the installation of pipes through all three areas (Appendix D).

Concept Plan Land Use Framework

All proposed transport routes are conceptual. Washington County is conducting the Cooper Mountain Transportation Study which is evaluating three concept packages.

-  Urban Growth Boundary
-  Cooper Mountain Urban Reserve
-  South Cooper Mountain Concept Plan
-  Class A Upland Habitat
-  Class B Upland Habitat
-  Parks and Natural Areas
-  Open Water/Wetland/Probable Wetland
-  Class I Riparian Habitat
-  Class II Riparian Habitat
-  Stream
-  Future Urban Neighborhood
-  Future Compact Neighborhood
-  Future Cluster Neighborhood
-  Future Single Family Neighborhood
-  Future Hillside Neighborhood
-  Arterial
-  Collector
-  Neighborhood Route
-  Proposed Arterial
-  Proposed Collector
-  Proposed Neighborhood Route

North Cooper Mountain

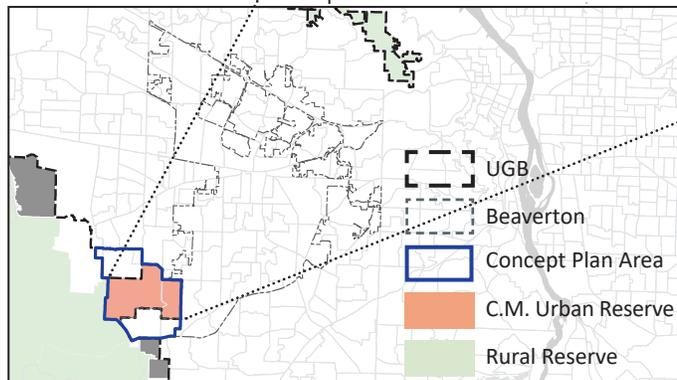
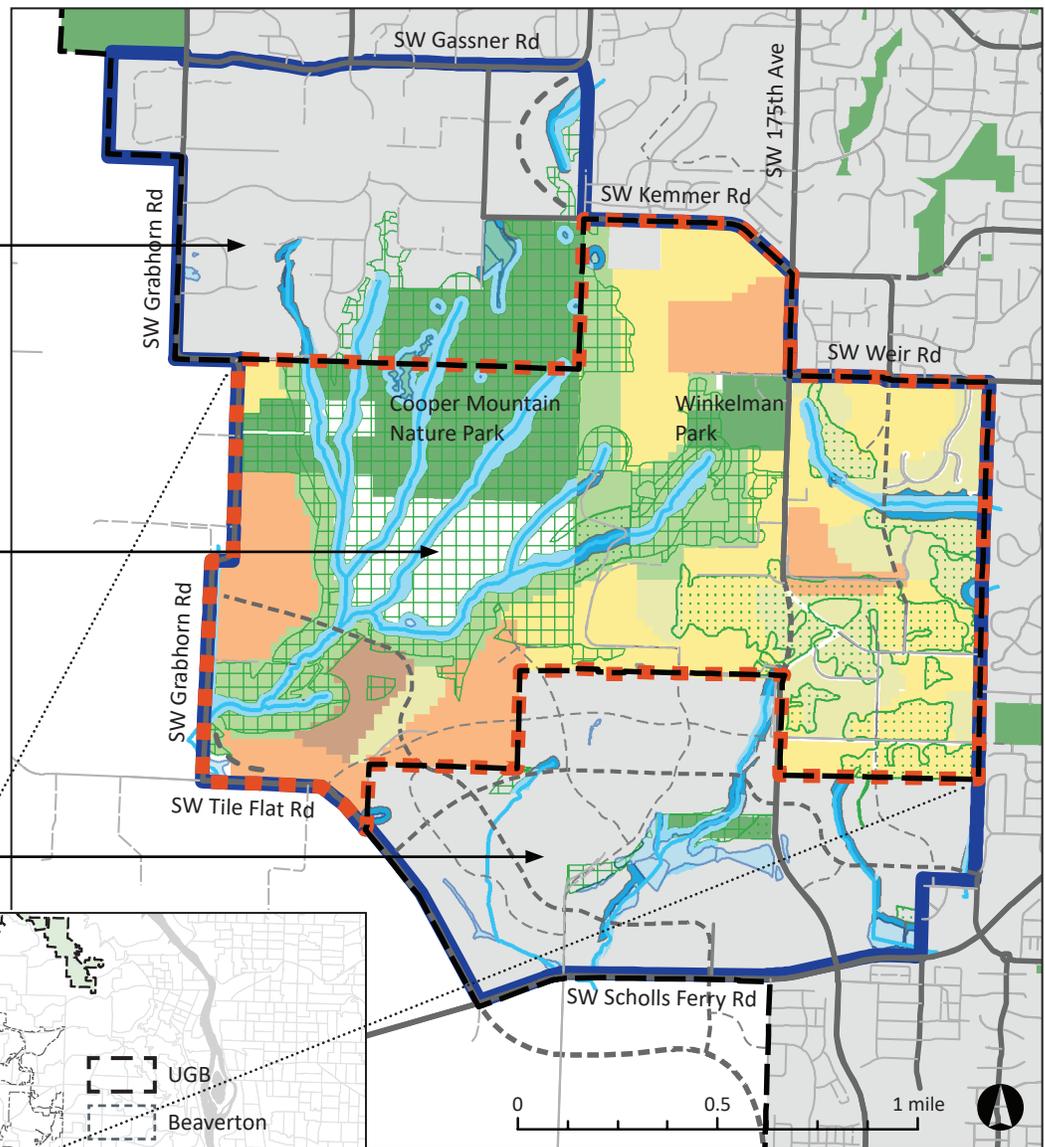
Inside the UGB, located in unincorporated Washington County

Cooper Mountain Urban Reserve

Outside the UGB, located in unincorporated Washington County

South Cooper Mountain

Inside the UGB, located in Beaverton



allows pipes to run from South Cooper Mountain, through the urban reserve, and into North Cooper Mountain. This facilitates the efficient development and delivery of water, sewer, and stormwater services in the concept plan area.

North Cooper Mountain, especially, cannot be efficiently served without access to a robust utility infrastructure network. Most lots in North Cooper Mountain remain on individual septic systems. If the septic systems fail, lots in the southern two-thirds of North Cooper Mountain have no sanitary sewer connection options without provision of gravity sanitary lines through the urban reserve. Allowing it to capitalize on investments in the urban reserve not only services current homes, but also unlocks development potential for new homes (1,000 housing units according to Metro’s buildable land inventory).

Funding. Beaverton worked directly with service providers to develop an *Infrastructure Funding Plan* for the concept plan area (Appendix J). The plan in 2014 estimated \$253 million in total infrastructure costs. Parks, water, and sanitary sewer infrastructure could be funded by existing SDCs and private developer contributions. A regional approach to stormwater infrastructure will depend upon collaboration among private property owners and service providers. Transportation infrastructure, accounting for \$113 million, may require a supplemental SDC to finance improvements. In addition, the city is updating its infrastructure plans, and the county is using the *Cooper Mountain Transportation Study* to plan for road upgrades in more detail and identify funding sources for that work.

Agreements with County and Special Districts. Beaverton and Washington County signed an intergovernmental agreement (IGA) providing Beaverton with the authority to annex the area, or portions of it, following addition to the UGB (Appendix I). In addition, a second agreement between both parties addresses the planning of transportation services for the expansion area (Appendix I). Beaverton also signed an IGA with Tualatin Valley Water District (TVWD), which now serves part of the urban reserve. Beaverton will eventually be the water provider for the entire urban reserve. The agreement with TVWD describes how services will transition from the district to the city. Other urban service providers provided letters of support that express their commitments to serve the area (Appendix I). Although they are not “urban service” providers as defined in state law, the Beaverton School District and Hillsboro School District participated in the creation of the concept plan, which includes a schools framework.

Experience Producing Housing in Urban Reserves. Beaverton can facilitate housing production in recently annexed areas – the proof is in South Cooper Mountain. The city adopted the *South Cooper Mountain Community Plan* in 2014, expecting that the plan area would develop over a 20-year period. However, with the upturn in housing development activity, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval. Developers anticipate building homes starting this year. The city estimates the area will be largely built out within five years.

The urban reserve would provide 3,760 housing units, nearly 31 percent of citywide housing demand.

This includes a mix of single-family and multifamily homes so that families at a variety of household incomes can live in the same neighborhood.

EXISTING URBAN AREAS

Factor: Has the city responsible for preparing the concept plan demonstrated progress toward the actions described in section 3.07.620 (Centers, Corridors, Station Communities and Main Streets) of Metros' Urban Growth Management Functional Plan?

Conclusion: Yes, Beaverton encourages growth in existing urban areas by assessing barriers to mixed-use, transit-supportive development and identifying actions that stimulate development in centers and corridors.

Takeaways:

- Beaverton is striving to create a vibrant downtown with transit-oriented development, storefront and tenant improvement programs, street improvements, and an urban design framework that will guide future development.
- The city provides financial assistance and land acquisition for affordable and market-rate housing developments downtown that further city goals.
- Job growth keeps increasing downtown, and 6,500 jobs were added in the past 10 years within two miles of the city center.
- In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects.

Beaverton's Community Vision imagines downtown as the economic, social and cultural heart of the city. To realize this vision, city staff and elected leaders prioritize actions and investments that enhance the vibrancy of downtown. This focus extends to station communities, corridors, and main streets, as they all function as centers of urban life in the city.

City staff and elected leaders rely on the *Comprehensive Plan*, *Community Vision*, and *Beaverton Urban Renewal Plan* to provide policy direction that guides actions and investments. This section highlights several projects and programs that demonstrate the city's commitment to encouraging growth in existing urban areas.

Establish a boundary for the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton has established boundaries for the Metro 2040 Growth Concept design types listed above. They are reflected in the *Comprehensive Plan's* Land Use Element (See Appendix C for land use and zoning maps compliant with Metro Titles 1, 4 and 6). The Land Use Element was updated in 2017 to further strengthen the connection between land use and transportation planning.

Perform an assessment of the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton's Civic Plan serves as an implementation tool to achieve the *Beaverton Community Vision*. Based on community input and technical analysis, the plan presents three strategies — Central City, Land Use & Transportation, and Housing — that assess physical conditions, market conditions, and regulatory barriers to mixed-use and transit-oriented development (TOD). It then identifies actions the city can take to revitalize downtown, grow the economy, ensure diversity of housing stock and expand transportation options.

Adopt a plan of actions and investments to enhance the Regional Center, Corridors, Station Communities and Main Streets.

Prioritizing transit-oriented development. To create a dynamic urban center, the Beaverton Urban Redevelopment Agency (BURA) provides financial assistance for property and business owners to encourage redevelopment downtown. For example, BURA is investing in the transit-oriented subdistrict Beaverton Central, a collection of projects at the former Westgate theater property and The Round. Taking advantage of Metro TOD funding and the nearby Beaverton Central MAX station, the projects within the 12-acre area will further the city's mission to create an exciting downtown — increasing the number of people living, working, and visiting the city's central core. Recent and ongoing projects include:

- **Mixed-use buildings.** The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, the Rise Central, will be completed by winter 2018/2019.
- **Business class hotel.** The Hyatt House Hotel, a 120-room hotel and restaurant within 500 feet of the Beaverton Central Max, will be completed in early 2020.

- **Beaverton Center for the Arts (BCA).** The BCA consultant team completed the preliminary design for a new 550-seat professional theater for dance, live music, and arts education. The team plans to submit land use applications in June 2018.
- **BG's Food Cartel.** The city provided a matching grant to the developer for BG's Food Cartel, a collection of 31 food carts developed on a vacant property across from City Hall that opened in February 2018.

Designing downtown. In 2017, Beaverton kicked off the Downtown Design Project. By spring 2018, the project will provide:

- **An urban design framework** for a vibrant downtown by defining districts and gateways, outlining building design and placement, highlighting opportunities for gathering areas, and identifying connections for pedestrians and bicyclists.
- **Updated development rules** to ensure the urban design framework can become a reality, removing barriers to mixed-use development.

Increasing housing density. In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects. Through the Vertical Housing Development Zone (VHDZ) program, the city plans to add even more. The city's VHDZ program offers a partial tax exemption to eligible projects within designated areas to encourage higher density, mixed-use residential development near transit. As of May 2018, the city has designated three VHDZs but may add two more in the coming year.

Investing in building improvements. To attract new businesses and private investment, the city offers Storefront Improvement and Tenant Improvement grants. The Storefront Improvement Program helps revitalize the facades of buildings downtown. The Tenant Improvement program helps restaurants redesign interiors to be more inviting. As of May 2018, the city has completed 11 storefront improvement projects and 7 tenant improvement projects. The city is working on 25 additional projects in 2018.

Creating restaurant row. The city is actively recruiting restaurants to set up shop within downtown's burgeoning restaurant row. The newest addition is Ex Novo Brewing, a craft brewery with a restaurant and tap room, that will occupy the historic Cady Building within blocks of MAX and WES rail lines.

Enhancing connectivity. The city is completing construction on the Beaverton Creek shared-use path, a 10-foot wide path for pedestrians and cyclists that will connect the Beaverton Transit Center with the Beaverton Central MAX station (expected completion: summer 2018).

Strengthening culturally diverse neighborhoods. The *Allen Boulevard District Plan*, in progress, will identify goals and prioritize actions to help achieve desired outcomes for this culturally diverse district, home to a significant number of low-income households, immigrants and refugees.

Connecting town centers. If Metro approves the city's proposal to expand the urban reserve, Beaverton will advance Metro's 2040 Growth Concept because the urban reserve could connect two town centers – Aloha and Murray Scholls – and two major corridors – SW Tualatin Valley Highway and SW Scholls Ferry Road.

Many communities of color live near Allen Boulevard. That is why Beaverton is working with Spanish, Arabic, Korean, and Chinese community liaisons to talk with residents and business owners for the Allen Boulevard District Plan.

AFFORDABLE HOUSING

Factor: Has the City of Beaverton implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas?

Conclusion: Yes, Beaverton creates and funds programs that support building affordable and market rate housing, preserve low-cost market rate housing, and address homelessness.

Takeaways:

- City Council’s top 10 priorities for 2018 include five housing initiatives.
- Beaverton provides financial assistance and helps acquire land for housing projects that meet the needs of households making 0-80 percent AMI.
- Beaverton’s development code facilitates a diverse supply of affordable housing types.
- The city is creating a best practices toolkit to preserve low-cost market rate housing (not subsidized).
- Beaverton is meeting with affordable housing developers and nonprofits to discuss strategies for integrating affordable housing into the community planning process for the urban reserve.

Beaverton’s City Council identified housing as the most important issue of 2018 – 5 of 10 Council priorities address the regional housing crisis. Council relies on policies in the city’s *Comprehensive Plan*, *Civic Plan*, and *Community Vision* to guide staff in addressing housing issues. In 2016, the city updated the policies in the Housing Element of the *Comprehensive Plan*. To implement these policies, Council adopted the *Beaverton Housing Five Year Action Plan* in 2017. Updated annually, the Action Plan pairs specific actions with forecasted budgets, addressing a spectrum of housing needs from emergency shelter to executive-level housing, with an emphasis on affordable housing. This section briefly discusses the highlights of that plan. More can be read about these initiatives in Appendix B.

Homelessness. The Mayor convened an internal Blue Ribbon Committee in 2016 to identify homeless issues affecting Beaverton. Recommendations to staff included opening a severe weather shelter (now serving 450 people/year), providing financial assistance to Beaverton Family Promise Shelter (Beaverton’s first family shelter), and keeping people in their dwellings through service programs and financial assistance. In addition, the Mayor and Council allocate nearly \$200,000 per year to social services that prioritize homelessness prevention.

Affordable Housing. Beaverton understands that in addition to providing shelter and services, it is critical that it focuses resources on developing new affordable housing, preserving low-cost market rentals, and dispersing projects throughout the city. This section focuses on actions taken to preserve and increase the supply of affordable housing in existing urban areas.

Policies. The city relies on Metro Title 7 to guide strategies for integrating affordable housing in multiple neighborhoods; creating balanced housing options, at all price levels; and adopting strategies to address displacement in neighborhoods. The city pays development review and some SDC fees for affordable housing projects. Beaverton also provides tax exemptions for affordable housing projects, along with six other partners. Five projects, including 314 housing units, have saved over \$1 million in property taxes (a combined total for the city, county, and service providers). In addition, the city’s development code allows:

- Reduced minimum parking requirements for households less likely to own a car.
- Density bonuses for Planned Unit Developments that include affordable housing.

Regarding Accessory Dwelling Units (ADUs), the city’s regulations are close to meeting the requirements of SB 1051, and will be updated soon (the city will accept applications for ADU development consistent with SB 1051 in the interim). Beaverton is preparing to launch a study evaluating “missing middle” housing development opportunities in the coming year that will include an update of ADU rules, fulfilling the intent of Metro Title 1.

Programs. Beaverton employs an affordable housing toolkit that includes land acquisition and assemblage, predevelopment assistance, gap financing, SDC relief and vertical housing development zones. For example, the city has acquired land and conveyed it to developers for new affordable housing developments at a value of \$1.2 million for 98 units. Funding for these actions comes from Community Development Block Grant (CDBG) funds, Beaverton Urban Redevelopment Agency (BURA) funds, and the city's General Fund (GF).

Recent affordable housing development successes include The Barcelona (47 units affordable), Bridge Meadows (32 of 37 units affordable), and Rise Central (15 of 230 units affordable).

Recent affordable housing ownership successes include funding low-income housing rehabilitation, including 40 units for Habitat for Humanity, and a financial commitment to Proud Ground (\$380,000 in the past several years for seven homes). Proud Ground relies on a shared equity housing trust that provides homes to first-time homebuyers between 30-80 percent Area Median Income (AMI).

The city's affordable housing tax-exempt program reached a milestone of \$1 million in leveraged subsidies in 2017.



Housing for families making 0-30% AMI.

The Barcelona is a 47-unit affordable housing complex downtown, giving priority to low-income households. The City of Beaverton expended \$409,000 in General Fund dollars to purchase the site.



Intergenerational living. Bridge Meadows provides affordable housing at 30-80% AMI for adoptive families of foster youth and older adults (32 of 37 units). The project benefited from a \$30,000 predevelopment grant, a \$200,000 loan, and an exemption from all property taxes.



Market rate with affordable housing. The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, Rise Central, a Metro TOD award recipient, will be completed by winter 2018/2019.



Beaverton's Affordable Housing Preservation and Development Study outlines programs and funding mechanisms for preserving and increasing the supply of affordable housing.

Outreach. In 2017, Beaverton kicked off a five-part Housing Talks series attended by the Mayor, City Council, developers, affordable housing nonprofits, and city staff. The series seeks to create a common knowledge base regarding housing issues that will assist the Mayor and Council as they continue to confront the housing crisis and make policy decisions regarding housing development, tenant protections, and the city's role in housing. The city also talked with community members who are experiencing housing affordability issues and compiled their stories in [Voices of Beaverton](#).

Best Practices Research. Funded by a \$100,000 Metro Equitable Housing Grant, the city is finalizing recommendations for the *Beaverton Affordable Housing Preservation and Development Study*. The outcome is a set of recommendations for programs and funding mechanisms that help maintain the existing supply of income-restricted and low-cost market rate (LCMR) family housing and support the development of new affordable or mixed-income multifamily housing. As of January 2018, Beaverton has 17,270 total multifamily housing units: 805 are regulated, 448 are senior-specific, and nearly 16,000 are unregulated units without funding restrictions. The recommendations below apply to existing multifamily housing, as well as future projects:

- Use potential funding sources such as city funding sources (general fund revenue, tax increment financing revenue, and a potential construction excise tax) and partner funding sources (proposed countywide local option levy and proposed Metro general obligation bond) to invest in the provision of and preservation of affordable housing.
- Consider a housing preservation and development fund, an updated city land acquisition strategy, a citywide multifamily tax exemption, full or partial SDC exemptions, development code amendments, a community land trust, and a Real Estate Investment Trust with a mission to preserve LCMR housing and stabilize rents.

Market Rate Housing. The city is currently focusing development efforts on mixed-use projects downtown and in South Cooper Mountain. A recent project downtown includes LaScala, a mixed-use building with 44 market rate residential units, co-located with The Barcelona, a 47-unit affordable housing complex. In South Cooper Mountain, projects are still in the permitting phase. However, early plans indicate a mix of single-family detached, single-family attached, and multifamily housing that would respond to the needs of families at a variety of household incomes.

Next Steps. Beaverton has many affordable housing options, regulated and low-cost market rate, for families making up to 80 percent AMI. These homes are located throughout the city (in six of eight neighborhoods), and usually located near transit to reduce transportation costs. The city is committed to working with affordable housing partners to find opportunities for affordable housing in the urban reserve, keeping in mind that the targeted population, in the short term, may need to be people with automobiles because of the lack of transit and services in the area. The city also will consider prioritizing affordable housing as part of the community planning process that would follow UGB expansion.

METRO OUTCOMES

People live, work and play in vibrant communities where their everyday needs are easily accessible.

Beaverton envisions the urban reserve as a model of sustainable development — walkable neighborhoods linked by parks, trails and schools. The concept plan illustrates site-specific design strategies that privilege natural resource protections, accommodate public infrastructure, and connect to safe transportation routes. These guiding principles shape the vision of the urban reserve because it is what people expect when they live in Beaverton.

Known for great schools, scenic parks, and cultural diversity, the city relies on Metro Title 12 to provide guidance on creating livable neighborhoods. For example, the city updated the *Comprehensive Plan* to encourage higher intensity development near MAX and WES stations, creating mixed-use communities that co-locate housing, jobs, services and transit. The city plans to study, as part of a follow-up community plan for the urban reserve, whether small commercial nodes can be provided so people who live in the urban reserve have goods and services readily available.

Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

In collaboration with industry partners and local governments, Beaverton fuels economic growth by leveraging regional strengths to attract local investments. For example, the Economic Development team recruits and supports industries that provide jobs at a range of salaries, from family-wage to executive. These industries tap into subregional business clusters such as electrical equipment, scientific and medical instruments, food processing companies, software and information services, and sporting equipment and apparel. Beaverton also provides CDBG grants to area nonprofits that provide job training skills for residents of Beaverton.

Factor: Has the City of Beaverton taken actions to advance Metro’s six desired outcomes set forth in Chapter One of the Regional Framework Plan?

Conclusion: Yes, Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs, safe and reliable transportation, parks and recreational opportunities.

Takeaways:

- Beaverton encourages development and land use patterns that support a variety of transportation options.
- Beaverton will plan the urban reserve to advance Metro’s outcomes by providing walkable, mixed-use communities near jobs, parks, and multimodal transportation options.
- The *DEI Plan* emphasizes racial/ethnic diversity, and eliminating barriers that exist for communities of color, immigrants and refugees.

Sexton Mountain. A walkable, livable neighborhood known for strong community involvement, the Sexton Mountain Neighborhood Association Committee partners with the local elementary school on several projects, such as the Safe Routes to School Program.



People have safe and reliable transportation choices that enhance their quality of life.

In February 2018, Beaverton released the *Active Transportation Plan (ATP)* to make the city a better place for people traveling by bicycle, on foot, by wheelchair, or accessing public transit. The ATP identifies solutions that aim to fill gaps in the networks among neighborhoods. Beaverton has already included priorities in the *City's Capital Improvement Plan*, including five pedestrian projects and five neighborhood bikeway projects. Beaverton also has extensive plans for all modes, including automobiles and freight, in its *Transportation System Plan*. In addition, the city works closely with Washington County to enhance the transportation system, including major arterials in Beaverton. Already underway, Beaverton is providing input on the county-led *Cooper Mountain Transportation Study*, which is currently evaluating three concept plans for transportation in the urban reserve area.

The region is a leader in minimizing contributions to global warming.

Beaverton encourages energy conservation and efficiency by participating in national programs that reduce building energy usage and providing incentives to community members. In 2017, Beaverton achieved the highest designation of SolSmart Gold, a national initiative which recognizes cities that streamline solar development processes. Beaverton also participates in the Better Buildings Challenge which aims to make buildings 20 percent more energy efficient by 2020. A leading contributor is the Beaverton School District, nationally recognized for efficiently operating 5 million square feet of building space in 51 schools.

Current and future generations enjoy clean air, clean water and healthy ecosystems.

Beaverton protects the water supply by aligning the *Beaverton Code*, *Development Code*, and the city's *Storm Drainage System Facility Plan* to implement measures that prevent flooding, minimize erosion at construction sites, and enforce grading standards that help prevent landslides and degradation of streams. The city relies on cooperation with regional partners to meet these standards and comply with Metro Titles 3 and 13. In addition,



The Round. A transit-oriented development at the Beaverton Central MAX station, The Round is a mix of office space, retail shops, local restaurants, and luxury condominiums with light rail in the center of the plaza.

the city maintains healthy ecosystems by protecting significant natural resources, offering incentives for sustainable development, and providing access to parks. Adding the urban reserve will further advance this outcome.

The benefits and burdens of growth and change are distributed equitably.

To advance the city's equity work, Beaverton's volunteer Diversity Advisory Board (DAB) created a [*Diversity, Equity, and Inclusion \(DEI\) Plan*](#), adopted by the City Council in 2015 (Appendix A). Organized by eight key areas, the plan focuses on eliminating barriers for communities of color. For each key area, the city tracks outcomes and releases a progress report every two years.

Beaverton was also the first local jurisdiction to commit to *Leading With Race: Research Justice in Washington County*, a report on communities of color to be released in June 2018. The study reveals outcomes and indicators for communities of color in Beaverton. With this data, the city can develop policies that address inequities for communities of color at a granular level.

Using data from the *DEI Plan* and *Leading with Race*, the city can evaluate whether housing, transportation, job and park outcomes are worse for communities of color, and if so, what can Beaverton do to address these issues.

In Beaverton, communities of color generally live in neighborhoods near public transit and within ½ mile of parks. However, housing and job outcomes are worse for communities of color.

- **Housing.** More than half of Latino, Native American, Asian, Chinese, Filipino, Native Hawaiian and Pacific Islanders, and Middle Eastern and North African communities in Central and East Beaverton spend more than 30 percent of their income on housing. In addition to supporting affordable housing projects, Beaverton provides rental assistance, offers mediation services for rental disputes, and administers CDBG grants that support affordable homeownership and home repairs for communities of color in low-income areas.
- **Jobs.** All communities of color in Central and East Beaverton, except for Slavic households, have lower median household income than the White community. Beaverton provides CDBG grants, annually, to nonprofits providing technical assistance to people of color to increase household income via self-employment. The city also partners with Unite Oregon in hosting the BOLD program, a leadership development and civic engagement training for emerging immigrant and refugee leaders and leaders of color in Beaverton.

Planning projects also strive to include multicultural engagement that reaches people who traditionally are underrepresented in planning efforts. For example, the city hired Community Engagement Liaisons (CELs) to conduct outreach for a project involving the Allen Boulevard District, home to a significant number of low-income households, immigrants, and refugees. Spanish, Arabic, Korean, and Chinese CELs are meeting people in their homes, restaurants, and schools to determine what improvements they want to see in their neighborhood. Having recently completed engagement, the city will soon develop goals, potential actions and an implementation plan for the future of this district.

Beaverton's Diversity, Equity, and Inclusion Plan places a special emphasis on racial and ethnic diversity, and eliminating the barriers that exist for communities of color, immigrants and refugees in our community.

CONCLUSION

Like many other cities in the region, Beaverton is finding it difficult to meet community housing needs. The city knows that adding the urban reserve will not alleviate the current crunch in housing. The land will not be ready to build for a number of years – it takes significant time to create the policy framework and to plan and finance the infrastructure. That said, adding the urban reserve now provides the foundation for development to occur in five or more years.

Beaverton has shown, in South Cooper Mountain, that the city has the capability of working with the development community to build new neighborhoods in an urban growth expansion area. Along the way, the city has learned many lessons, including coordinating infrastructure service provisions, updating the development code to reflect the unique aspects of large greenfield developments, and building relationships with property owners and the development community. In addition, the city has also hired additional development review staff in anticipation of housing projects in the pipeline. Development in the Cooper Mountain Urban Reserve will benefit from these lessons learned, ensuring an even smoother process.

In conclusion, Beaverton is asking Metro to add the urban reserve to the UGB because the city needs more land for housing. The expansion will not only increase housing supply but also connect the urban reserve with South Cooper Mountain and North Cooper Mountain, making a reality of the vision established in the South Cooper Mountain Concept Plan.

Future Neighborhoods.

Beaverton will create livable, walkable communities in the in the Cooper Mountain Urban Reserve that complement existing neighborhoods and commercial areas so the area is a part of greater Beaverton.

