



Aloha-Reedville Study and Livable Community Plan
Existing Conditions Report – March, 2012
(Revised June, 2012)

Executive Summary

The Aloha-Reedville Study and Livable Community Plan is a three-year effort to identify opportunities that could enhance the community's vitality and livability. This effort will address regional aspirations to provide growth capacity, with a focus on commercial areas and major roads. The intent of this planning effort is to develop strategies that will encourage public and private investment in the community. An emphasis on community engagement will occur throughout the length of the project, building on the strong sense of community that has already been shown from early public outreach and involvement efforts.

The timing is good for this federal and Metro-funded project given that the area's population has grown 68 percent between 1990 and 2010. A fresh look at service demands and infrastructure capacity is now needed. The Aloha-Reedville-Cooper Mountain Community Plan and Map was developed in 1983 and has not changed significantly since that time.

The Aloha-Reedville community both affects and is affected by its place in the region. Located between the cities of Hillsboro and Beaverton, the community is directly influenced by the economies of these jurisdictions and the broader Portland metropolitan area. Business and future housing growth in Hillsboro's city limits (including the South Hillsboro Planning Area), Beaverton's business development plans and emerging smaller industries that provide support to the county's growing high-technology companies, all affect the daily activities of Aloha's citizens. Aloha-Reedville may be the focus of this planning effort but its context within the region is an important consideration.

The Existing Conditions Report provides summaries and extensive reports on a range of attributes within the Aloha-Reedville Study and Livable Community Plan area. This report was revised based on feedback from the community and in particular the Citizens Advisory Committee. The report also begins to illuminate those issues that may keep the community from realizing its potential.

Initial report findings indicate that the Aloha-Reedville area profile is very similar to Washington County in general. There is slightly more ethnic diversity, the population is somewhat younger, and incomes levels are at or slightly below the county averages.

The study area is mostly residential, with a high percentage of single-family and owner-occupied homes. Vacancy rates for both owned and rented properties are similar to the county and region.

Employment and business opportunities are mainly focused along Tualatin Valley Highway, 185th Avenue, and Farmington Road. Additional employment and business opportunities within the study area are found within Hillsboro's city limits along Baseline Road and the MAX light rail line.

Aloha-Reedville is served by a variety of providers. Service districts include fire protection, water, sewer, and parks. Enhanced sheriff protection is provided by the county. Tualatin Valley Highway is managed by the Oregon Department of Transportation (ODOT). Arterial and collector improvements and maintenance are a county responsibility; neighborhood roads maintenance is provided by the Urban Roads Maintenance District. Currently a citizen-led initiative is establishing a non-profit library in the area.

The Existing Conditions Report is a living document, staff expects this document to be added to and refined. The summary reports and the appendices that comprise the Existing Conditions Report will inform the Phase 2 alternatives discussions with the community and affected stakeholders. The Report also is intended as a resource tool for the community, public and private investors, service providers and others that may be interested or impacted by future growth in the community.



ALOHA-REEDVILLE WASHINGTON COUNTY

EXISTING CONDITIONS SUMMARY REPORT

June 2012

Washington County Long Range Planning Division
Washington County Dept. of Housing Services
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ECONorthwest



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Introduction

This study 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. Community participation is vital to its success. The study's goal is to identify strategies to support job growth, business development, affordable housing options and transportation solutions.

Although primarily a land use, affordable housing, economic analysis, and transportation analysis (including transit access, biking and walking improvements), the study may also serve as a catalyst for future planning efforts and discussion among study area service providers. These and other community aspirations will play a vital role in discussions about where the community wants to go and how to get there.

Aloha-Reedville Citizen Advisory Committee

This three-year planning effort will combine the efforts of county staff, community members, and consultants to better understand the issues that affect the Aloha-Reedville community. It aims to develop potential alternatives for improving the area's current and future livability. The study's results will include strategies to encourage public and private investment in development, programs, and services.

The study's results are intended to facilitate development and redevelopment requests while expanding employment opportunities for existing and new businesses. The goal is to identify opportunities that can leverage multiple objectives, such as increased access to affordable housing and improved transportation infrastructure (for instance traffic safety and bike/pedestrian connections.) Some identified land use and transportation issues could be addressed through Comprehensive Plan amendments or revised agreements with other jurisdictions.

The Draft Existing Conditions Report provides summaries to many of the underlying elements that support current and future community needs. Where there are identified opportunities or constraints for an individual element, those have been listed within the summary. The elements are broadly classified into 11 sections:

1. Background
2. Demographic Trends and Projections
3. Economic Opportunities
4. Housing Adequacy
5. Transportation
6. Social Services
7. Environment
8. Planning and Services Provisions
9. Related Planning Projects
10. Public Involvement
11. Project Funding

Detailed reports for each of these sections are included in the Appendix to this report. The study consists of three phases of about one year each. Phase 1, to be completed in spring of 2012, will include an existing conditions analysis of land use patterns, the transportation system, affordable housing, and social-economic conditions. Economic and housing trends and forecasts also will be provided. An overview of existing and potential ways the county can fund improvements will be included. A public engagement program will be developed during this phase with input from key stakeholders and Citizen Advisory and Technical Advisory Committees. Phase 1 lays the foundation for in-depth discussions with the community in the next phase.

Phase 2 is primarily devoted to exploring future development alternatives. This will be a dialogue with the community, adjacent cities and service providers about the community's aspirations. The goal of this phase is to determine preferred alternatives that the community wants, and that are achievable through public or private investments. For the county's consideration it will include potential alternatives supporting improved transportation infrastructure and travel options. Outcomes also will identify approaches to increase access to affordable housing. This phase is scheduled to be done by the end of 2013.

The final phase of the study will identify potential changes to the county's Comprehensive Plan and agreements with cities and service providers that could support implementation. Results of the study are intended to encourage public and private investment that can improve Aloha-Reedville's economic vitality and livability. The study's results also will identify actions and strategies that service providers, private development, and the community can consider to fulfill aspirations and address future growth impacts. The project will conclude in early 2014.

The project is led by Washington County (Department of Land Use and Transportation, Long-Range Planning Division and Department of Housing Services) in collaboration with community members and with input from adjacent cities and relevant service providers. The study is funded through grants from Metro and the federal Department of Transportation (DOT) and Department of Housing and Urban Development (HUD). Additional support is provided by Washington County.

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.

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.

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

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1. Background Summary

1.1 Aloha-Reedville Description

The Aloha-Reedville Livable Community Plan Study Area is in central Washington County at the western edge of the Portland, Oregon metropolitan area (Fig 1.1). Aloha-Reedville community members are among the approximately 1.5 million residents Portland Metro area. The study area is less than 15 miles to downtown Portland, where city amenities as well as employment and educational opportunities are available.

The study area is mostly unincorporated Washington County and consists of nearly 5,900 acres. It is home to an ethnically diverse population of roughly 50,000 people.¹ In terms of population, the study area is more than half the size of each of the neighboring cities of Beaverton and Hillsboro. There are approximately 19,000 tax lots in the study area; 15,750 are designated for residential use.

The study area is split between the Hillsboro and Beaverton School Districts and contains 10 public schools. These include Aloha High School, one middle school, one K-7 school and seven elementary schools.

A network of park and recreation facilities, owned and operated by Tualatin Hills Parks & Recreation District and the Hillsboro Parks & Recreation Department, are within a quarter mile of the majority of the population.

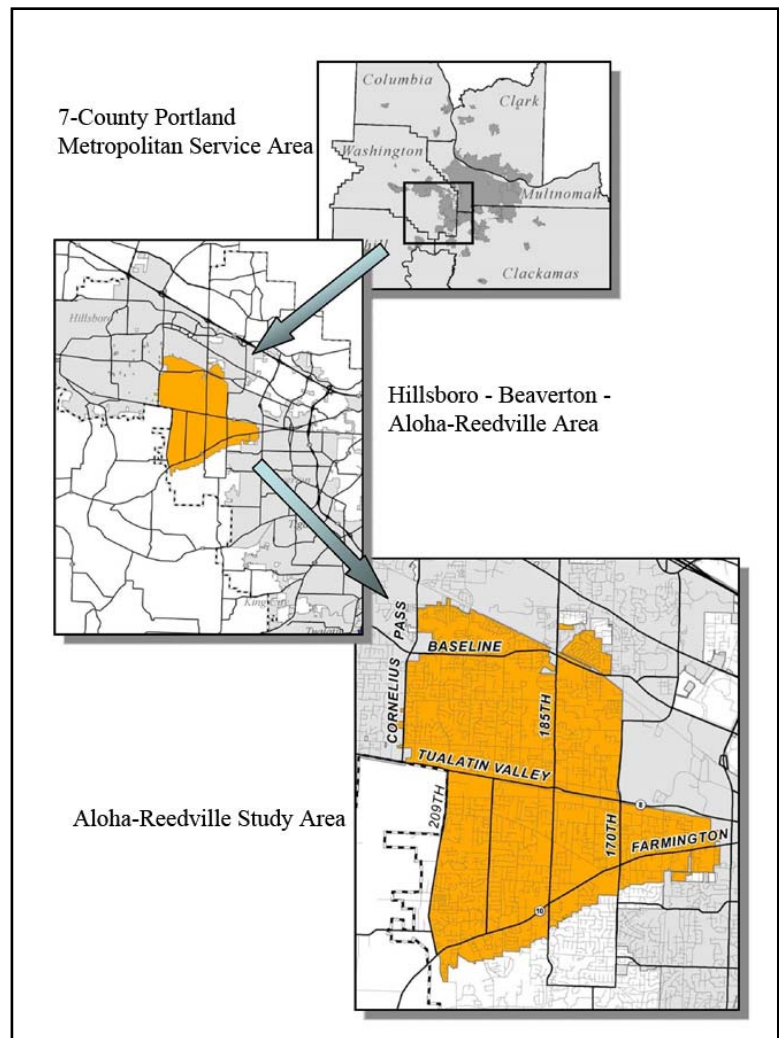


Figure 1.1

¹ 2010 Census Summary File 1. US Census Bureau.

The county has Urban Planning Area Agreements (UPAA) and Urban Service Agreements (USA) with Beaverton and Hillsboro and agreements with the special service districts, respectively. These agreements help coordinate land use and transportation planning efforts across the jurisdictions.

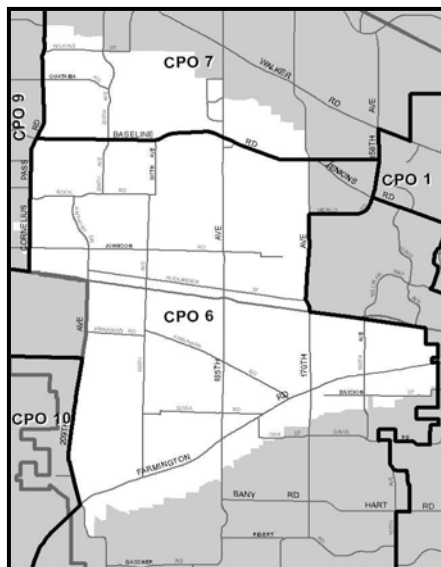
Five major transit routes (the MAX line, Baseline Road, 185th Avenue, Farmington Road and TV Highway) connect Aloha-Reedville to employment and residential areas throughout the Metro region.

Planning for the Aloha-Reedville area is guided by the Metro 2040 Growth Concept Plan. Using the Concept Plan's design elements, the study area includes a portion of the Tanasbourne-Amber Glen *Regional Center*, a *Town Center* at Tualatin Valley (TV) Highway and SW 185th Avenue, four *Corridors*, three light rail *Station Areas* and a *Regionally Significant Industrial Area*. These are shown in the map on the following page. (More information on Metro's 2040 Growth Concept Plan is available in Appendix Report 8.)²

1.2 Aloha-Reedville Study Area Geographies

Study Area Boundary

The boundaries of the Aloha-Reedville Study Area were first established to consider the existing functionality of the Metro 2040 Growth Concept design elements, specifically the Town Center area, designated Corridors, and Station Communities. The northern-most portion of the study area is actually within Hillsboro's city limits, with a small area in Beaverton. These city areas were included to consider



possible influences from residential and commercial development in the station community areas relative to Aloha-Reedville's continuing development. The southern limit of the study area includes additional residential areas south of Farmington Road.

Citizen Participation Organizations

The Aloha-Reedville Study Area is part of Citizen Participation Organizations (CPO) 6 and 7. CPOs are part of the county-supported Committee for Citizen Involvement (CCI), which provides the community a chance to comment on issues specific to unincorporated areas of the county.

Demographic and Economic Conditions

Much of the demographic and economic-based

What is that term?

Metro's 2040 Growth Concept Plan Design Elements

As discussed in Section 4, the 2040 Growth Concept Plan contains 10 design types or "building blocks" to guide development and address the impacts of future growth within the Urban Growth Boundary.

Five of them exist in the study area.

Learn more at:

www.oregonmetro.gov

² The county's adopted 2040 map differs slightly from Metro designations.

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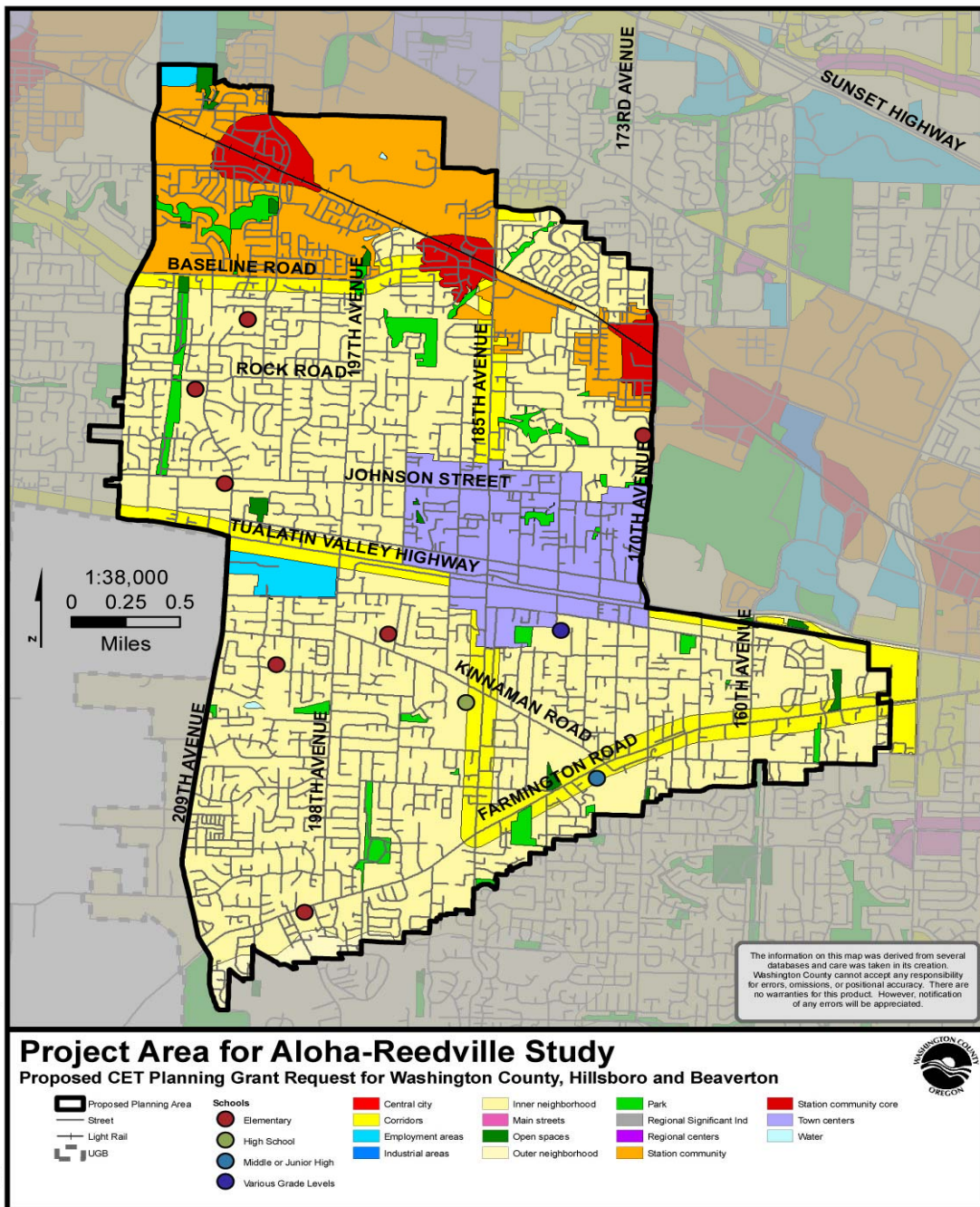


Figure 1.2

information contained in this report is drawn from the 2010 U.S. Census Bureau and 2005-2009 American Community Survey (ACS) data. (Additional details are in Appendix 2).

1.3 Goals and Objectives of the Study

The study's goal is to find ways to support job growth, business development, affordable housing options, and transportation solutions. Additional issues and strategies may be identified in the course of the project and will be noted in the project's reports. The Planning Goals and Objectives created to guide the Aloha-Reedville study are summarized below.

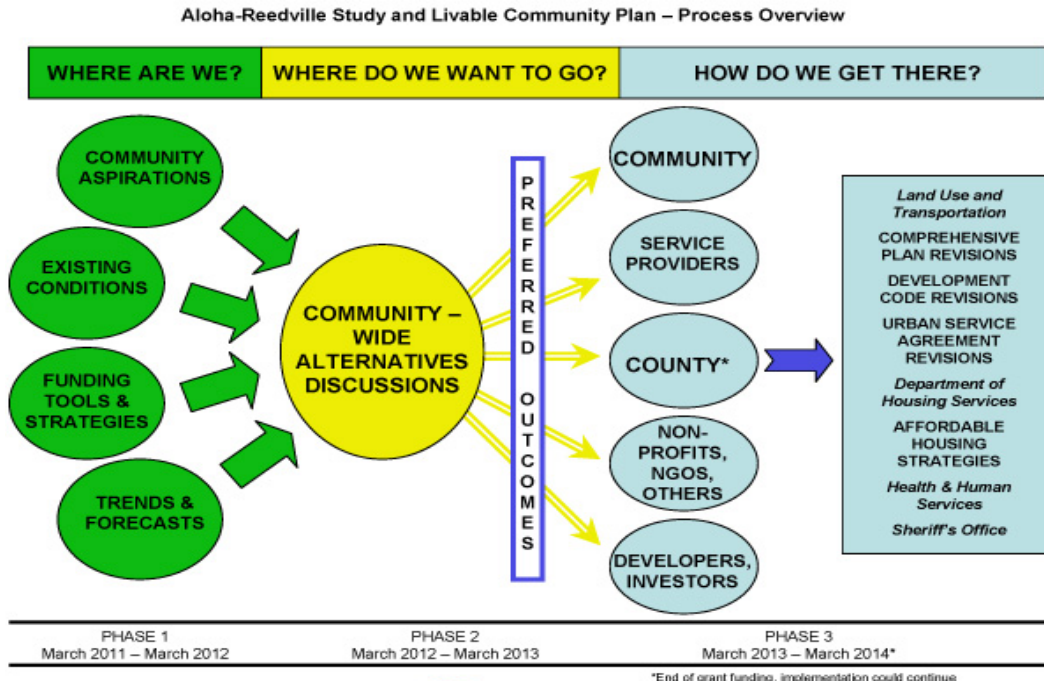
Goal	Objectives
<p>1. Produce a community plan that has broad support among the residential and business communities and the agencies that provide services.</p>	<ul style="list-style-type: none"> • Work with an advisory committee that has members from affected interest groups, including residents, businesses, service agencies, and community organizations. • Devise a workable public engagement program for each phase of the proposed project. • Develop an existing conditions analysis that reflects an understanding of the community and its needs. • Increase participation from traditionally underrepresented groups in the study area.
<p>2. Create a safe and attractive walking and bicycling environment for pedestrians through the improvement of streetscape conditions.</p>	<ul style="list-style-type: none"> • Identify the top tier of bicycle and pedestrian improvement areas throughout the study area, based on usefulness for connecting neighborhoods with local destinations (including bus stops and MAX stations), and whether or not segments meet current county standards. • Identify corridor district improvement areas. • Investigate design elements that improve streetscape conditions and develop design concepts and treatments for identified improvement areas. • Prioritize improvements that would complete local connections to local shopping and services opportunities.
<p>3. Coordinate with Hillsboro's refinement planning for Tualatin Valley Highway to address improvement of the transportation performance of the corridor and provide for a balance among all travel modes within the TGM grant area.</p>	<ul style="list-style-type: none"> • Explore solutions to identified access management problems and projected capacity needs for corridors, including consideration of future planning for regional HCT along Tualatin Valley Highway. • Determine feasible alternatives, including a preferred design concept, for addressing future capacity issues associated with key intersections along Tualatin Valley Highway.

<p>4. Provide a land use basis for optimal mobility and transit service along identified corridors, including consideration of future HCT planning along Tualatin Valley Highway.</p>	<ul style="list-style-type: none"> • Establish preferred design concepts for key intersections along Tualatin Valley Highway that integrate pedestrian, bicycle, and transit needs, and that provide an appropriate pedestrian environment for the 2040 town center area. • Consider several land use and transportation alternatives for achieving HCT objectives and thresholds, potentially including modified zoning along Tualatin Valley Highway.
<p>5. Capitalize on new commercial and residential development opportunities that will be stimulated by the identified infrastructure projects.</p>	<ul style="list-style-type: none"> • Develop a viable corridor redevelopment program that includes market-based economic development strategies and an implementation plan. • Identify and target commercial activities that will generate living-wage employment job opportunities and/or meet daily needs of local residents.
<p>6. Identify viable funding tools and strategies for infrastructure improvements and other property investment incentives.</p>	<ul style="list-style-type: none"> • Explore potential funding tools and options to leverage and attract public investments. • Explore potential strategies that would provide incentives for private investment and public-private partnerships.
<p>7. Identify strategies and funding tools to maintain existing affordable housing and to increase the supply of affordable housing located in high-opportunity locations in the study area.</p>	<ul style="list-style-type: none"> • Explore strategies to preserve and improve existing affordable housing. • Explore strategies to increase the number of affordable housing opportunities in well-connected locations. • Explore funding tools and options to leverage public and private investment in affordable housing.

Table 1.1

1.4 Study Phases

The Aloha-Reedville Study and Livable Community Plan is a three-phase, three-year project.



Phase/Year 1: Existing Conditions Analysis

The first phase goal is to compile information about what exists in the community today. This includes transportation systems, economic and housing conditions, and growth planning that is already in place. How do current infrastructure services like roads, sewer, water, social services function? What community assets are there to build on? What community issues can be addressed? What do current trends and forecasts tell us about future growth?

Phase/Year 2: Alternatives Analysis

The second phase will focus on engaging the community to talk about how to tackle issues related to future growth in Aloha-Reedville and surrounding areas. The goal is to agree on how to address the issues that are achievable and are supported by the community.

Phase/Year 3: Identify Opportunities and Develop Plan

The final phase will look at the opportunities for public and private investment and how to implement the outcomes from Phase 2. Strategies could address the community's economic vitality, affordable housing opportunities, service levels, access to amenities, and the ability to more easily, safely and efficiently get around and connect to the rest of the region.

Appendix 1 provides maps and detailed information on the following:

1. Census Geographies (Map 1)
 2. Application of 2011 U.S. Census and 2005-2009 American Communities Survey data.
 3. Expanded description of project phases.
 4. Project consultant contributions.
-

2. Demographic, Housing, and Economic Trends Summary

The Aloha-Reedville Study Area is mainly a residential area with supporting commercial uses and employment along the corridors. The Aloha-Reedville area has seen a 68% increase in population over the last 20 years, largely in a suburban style housing pattern, as growth expanded from the Portland Metro region. That dynamic has now reached a turning point. The study area is now largely built out and will begin to grow in a different way than it has in the past.

Residents in Aloha-Reedville benefit from being close to employment centers in Washington County. Although it has lower median incomes than the county, median incomes are higher than other areas of the state. Although not without its housing challenges, the area retains comparatively more affordable housing options than other county areas, yet is close to high- wage employment centers. It is represented by moderate income households, non-white households, and households with children, especially those seeking ownership opportunities. More affluent households are not as well represented.

Several demographic, socioeconomic, housing and economic trends will impact growth trends into the future. Highlights of these trends are contained in this summary and discussed in greater detail in Appendix 2.

2.1 Demographics

The Census Bureau references the study area as a Census Designated Place (CDP).³ If the Aloha CDP were a city, it would be the 12th largest city in Oregon and the 5th largest in the Portland Metro region. (The population of the study area is even larger, but includes some areas that are incorporated in either Hillsboro or Beaverton.)

Population change in the Aloha-Reedville area, Washington County, Portland Metro region, Oregon, and the U.S., 1990 to 2010

	1990	2010	Change 1990-2010		
			Number	Percent	AAGR
U.S.	248,709,873	308,745,538	60,035,665	24%	1.1%
Oregon	2,842,321	3,831,074	988,753	35%	1.5%
Portland Metro	1,412,344	2,066,399	654,055	46%	1.9%
Washington County	311,554	529,710	218,156	70%	2.7%
Aloha-Reedville Area	32,762	55,151	22,389	68%	2.6%

Source: U.S. Census, 1990 and 2010, Table P1

³ A CDP is a “Census Designated Place,” which is how the Census Bureau defines the geography of an unincorporated community. Throughout this report, the term Aloha-Reedville refers to the entire study area (see Map 2). The Aloha CDP refers to a slightly different geography than the study area (see Map 2) and is always called the Aloha CDP.

Ethnically and Racially Diverse. Consistent with regional and state demographics, Aloha-Reedville is predominantly white but has been growing more diverse over the past 20 years. Thirty percent of the area’s population is census-classified as non-white racial groups, compared to 23 percent of Washington County and 16 percent of Oregon’s populations. The percent of people identifying themselves as Hispanics in Aloha-Reedville is double that of the Portland Metro region.

Young Families. Aloha-Reedville has a relatively young population and families with children are common. More than 60 percent of the households include children. Consistent with national, state and regional trends, the population of Aloha-Reedville is expected to shift toward an older population segment in the future. The fastest growing segment will be the over-50 population.

Lower Educational Attainment. Educational attainment and income levels tend to be linked. Sixty three percent of Aloha-Reedville residents have an associate's degree or at least some college. Over 26 percent have at least a bachelor’s degree. In the county, 38 percent have attained a Bachelor's degree or higher; 34 percent of this age class in the Metro region have attained a Bachelor's degree or higher.

2.2 Income

Lower Incomes than Washington County. The Aloha CDP’s median household income, about \$57,200, was lower than Washington County’s median household income (\$62,218) but higher than the state household median. Roughly 40 percent of households in Aloha-Reedville earn between \$50,000 and \$99,999, which is a larger proportion in this range than surrounding geographies.

Median Household Income, Oregon, Washington County, and Aloha CDP, 2005-2009

	Oregon	Washington County	Aloha CDP	Aloha CDP Income Comparison	
				Oregon	Washington County
Median Household Income	\$49,033	\$ 62,218	\$ 57,245	117%	92%
Median Family Income	\$60,025	\$ 76,231	\$ 63,565	106%	83%
Married-Couple Family Income	\$69,078	\$ 87,343	\$ 70,124	102%	80%
Nonfamily Household Income	\$30,132	\$ 39,401	\$ 42,158	140%	107%

Source: American Community Survey, 2009, Table S1901

Note: Household income is the income for all people living in the household, whether they are related or not. Family income is income for the family, excluding any non-related people living in the house.

Aloha’s median household income was higher than Beaverton’s – \$55,213 and lower than Hillsboro’s – \$59,061. The above table shows that median household income in the study area compares favorably to the state median household income and slightly less favorably to the county's median household income levels.

Aloha-Reedville represents 10 percent of households in Washington County, but only six percent of the county’s population earning \$100,000 or more per year. In

comparison, Beaverton has 19 percent of the county's households and 16 percent of households earning \$100,00 or more per year. Hillsboro has 17 percent of the county's households and 13 percent of households earning \$100,000 or more per year.

Thirty-seven percent of Hispanic or Latino-headed households in Aloha-Reedville earned \$50,000 or more, relative to 56 percent of non-Hispanic households in the area. For the larger county area, 37 percent of Hispanic or Latino-headed households earned \$50,000 or more, relative to 61 percent of non-Hispanic households.

Thirty percent of Aloha-Reedville households had incomes below 50 percent of the Portland area Median Family Income (MFI), which was higher than Washington County (27 percent).

Younger and older households were more likely to have lower earnings in Aloha-Reedville and Washington County. Households between the ages of 25 and 64 had the highest earnings.

Fourteen percent of the population in the Aloha CDP was below the federal poverty line, compared with the county average of 10 percent and Metro area average of 10 percent. Twenty percent of the children in the Aloha CDP live in poverty (13 percent in Washington County).

2.3 Housing

Mostly Single Family Homes. Over half of the housing stock in Aloha-Reedville is comprised of single-family homes with three bedrooms. Households tend to be larger in Aloha-Reedville than the county, region or state. Aloha-Reedville has fewer homes above \$400,000 and median home prices are lower than elsewhere in the county.

Newer Housing. Aloha-Reedville's housing is roughly the same age as housing in Washington County. Over half of the study area's housing was built after 1980 and one in five houses was built after 2000.

Fewer Multi-family Homes. Twenty percent of Aloha-Reedville's housing consists of structures with five or more units, compared with 28 percent of Washington County's housing or 22 percent of Portland Metro's housing stock.

Low Rental Vacancy. In 2009 the vacancy rate for all housing units in Aloha-Reedville was similar to rates in the region and Washington County (6 to 7 percent). Current rental vacancy rates for Beaverton and Aloha are 1.92 percent and Hillsboro is 3.88 percent, including regulated housing. Multifamily vacancies in the Beaverton/Aloha areas were 1.9 percent in the second quarter of 2011, compared to the Portland Metro average of 2.5 percent.

Home Ownership Rates. Aloha-Reedville's rate of home ownership was similar to that of the state, county, and region in 2010, with 62 percent of all homes owner-occupied. The rate of ownership in Aloha-Reedville among non-white households and for those aged 25-34 is higher in Aloha-Reedville than the comparison geographies. Eighty percent of

Aloha-Reedville’s single-family detached units were owner-occupied, compared with the county average of nearly 90 percent. About 75 percent of Aloha-Reedville’s multifamily housing was renter-occupied, compared with 80 percent of the county’s multifamily housing.

Lower Housing Values and Higher Rents. The study area has more mid-range homes (\$200,000 and \$299,999) compared to the county at large (57 percent and 33 percent, respectively). Housing values in Aloha-Reedville are generally lower than values in Washington County. Average sales prices in Aloha-Reedville were 66 percent of the county average home sale price in 2011. Average sales prices for condominiums and townhouses decreased 13 percent during the 2009-2011 period.

Rent was generally higher in Aloha-Reedville than the county average. In 2009, the median rent in the Aloha CDP was \$930, compared with \$870 in Washington County or \$775 for all of Oregon. One reason that may explain the higher rental costs in the Aloha CDP is that a larger share of dwelling units have three or more bedrooms (70 percent of dwellings) than Washington County (63 percent).

Housing Affordability. While median home values in the Aloha CDP are 20 percent lower than in the rest of the county, a greater share of households with a mortgage are considered cost-burdened (where housing costs are equal to or greater than 30 percent of gross income). Aloha-Reedville’s cost-burden rate is similar to state and Portland Metro rates but above Washington County’s. The rate of cost-burdened owner households in Aloha-Reedville was 42 percent, which was similar to state and Portland Metro rates (40 percent) but above Washington County’s (36 percent). The proportion of renter households paying 30 percent or more of income to rent (burdened) in Aloha-Reedville (49 percent) was slightly higher than that found in Washington County (46 percent).

Relative to income, the data indicate that homeownership was increasingly expensive in Aloha-Reedville and Washington County. The median cost of an owner-occupied dwelling was 1.9 times the median household income in 1989. By 2009, the median cost of an owner-occupied dwelling was 4.2 times the median household income. Washington County’s housing costs had a similar increase over the 20 year period.

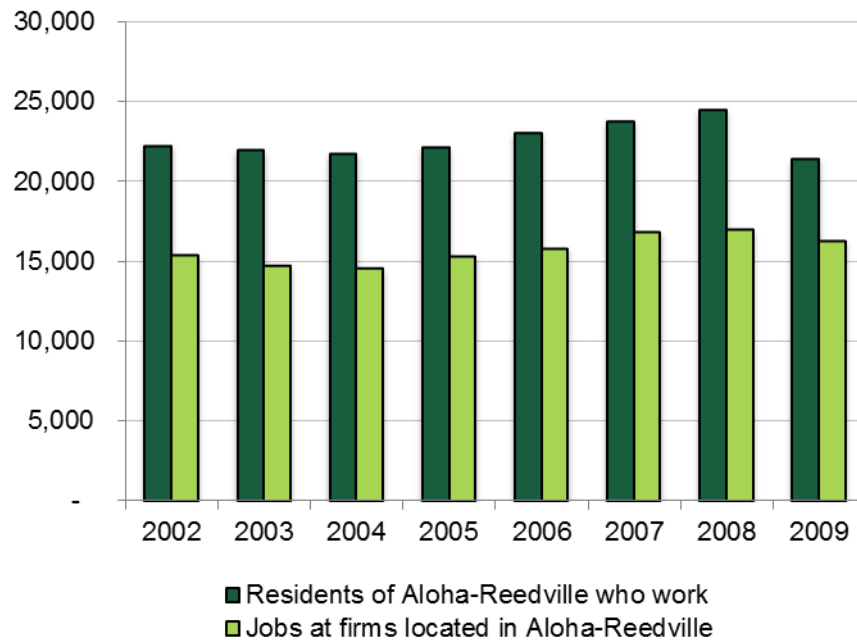
Comparison of income, housing value, and gross rent, Aloha CDP, 1989, 1999, and 2009

Indicator	1989	1999	2009	Change 1989-2009
Median HH Income	\$ 38,556	\$ 52,299	\$ 57,245	48%
Median Family Income	\$ 40,752	\$ 56,566	\$ 63,565	56%
Median Owner Value	\$ 71,600	\$ 156,100	\$ 237,800	232%
Median Gross Rent	\$ 534	\$ 792	\$ 930	74%
Ratio of Housing Value to Income				
Median HH Income	1.9	3.0	4.2	
Median Family Income	1.8	2.8	3.7	

2.4 Jobs

More Workers than Jobs. The number of working residents of Aloha-Reedville exceeds the number of jobs at firms in Aloha-Reedville by about 30 percent. The majority of employment in Aloha-Reedville is in government, manufacturing and agricultural services, accommodation and food services, and retail trade.

Comparison of number of workers and residents in Aloha-Reedville, 2002 to 2009



Source: U.S. Census Longitudinal Employer-Household Dynamics

Growth in Job Rates and Households. Aloha-Reedville currently includes roughly 10 percent of Washington County's population, but only 3 percent of Washington County's employment. Aloha-Reedville had more than 7,000 employees at 946 firms, with an average firm size of 7.5 employees per firm.

Metro forecasts an average annual growth rate for employment in the study area at 2.4 percent (or approximately 5,800 new jobs) through 2035. Metro forecasts households will grow at 1.1 percent per year, adding about 7,000 new households to the study area through 2035.

2.5 Commuting

Commuting is common for residents and workers in Aloha-Reedville. Seventy percent of Aloha-Reedville residents commuted fewer than 10 miles and 25 percent commuted between 10 and 24 miles.

Transit. The three most used transit lines in the study area, accounting for 93 percent of all transit trips that originate or end in the study area, are the Blue Line Max (58 percent of total trips in the study area) and the #52 and #57 bus lines.

Appendix 2 includes the following detailed report:

1. Demographic and Economic Growth Trends and Projections. Leland Consulting Group, December 19, 2011
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3. Economic Opportunities and Local Real Estate Market Analysis Summary

The Economic Opportunities and Analysis and Local Real Estate Market Analysis in Appendix 3 provide an economic perspective on the study area. The analyses are presented through eight key elements of non-residential market conditions:

1. Vacant developable land
2. Mapping of potentially underutilized land
3. Existing commercial and employment properties
4. Broad economic and employment conditions
5. Definition of a "trade area" for Aloha-Reedville
6. Retail supply and demand
7. Office supply and demand
8. Industrial/employment supply and demand

This summary looks at the influences that affect the Aloha-Reedville Study Area's potential to improve the existing business environment and to further develop future economic opportunities.

Local Market Analysis

Retail in Aloha-Reedville depends on the spending potential of households across a much wider area, a "trade area" that stretches from eastern Hillsboro and through much of Beaverton. That same trade area includes most of Aloha-Reedville's retail competition. The number of households in this trade area is expected to grow at about 1.5% annually through 2020 – about half the pace of recent decades. This growth, together with some ability to recapture retail spending now occurring outside the area, should result in new demand for Aloha-Reedville retail space. The expected need of around 130,000 square feet over 10 years would be enough for an anchor tenant (such as a grocery store) in a commercial area.

Both office and employment markets across the country continue to experience challenging economic constraints that include restrictive lending, high vacancies, and depressed rental rates. Office space in the Metro area is finally showing some stability but inventory in the suburbs remains higher than current market demand⁴. Aloha-Reedville could absorb another 115,000 square feet of office space by 2020 at expected growth rates. Much of this potential would likely need to be met through redevelopment, as there is very little commercially-designated vacant land available today. Industrial vacancies are also high – around 9 percent Metro-wide and over 12 percent along

⁴ As an example, at over 25 percent vacancy, the Sunset Corridor is 10 to 15 percent above a healthy equilibrium.

Beaverton’s Highway 217 corridor. By 2020, Aloha-Reedville could add up to 200,000 square feet of office industrial/flex space assuming it can find the land. With approximately 370 acres of non-public vacant lands, Aloha-Reedville would seem well positioned for a variety of diverse future development. However, the majority of existing vacant land in the study area is residentially zoned and under two acres in size. The location and zoning of its empty parcels will limit most non-residential growth and will likely limit major new residential development to a few tax lot assemblies north of Baseline Road. Key vacant land locations include:

- Two vacant parcels within Hillsboro and owned by the Oregon Health & Science University account for just over 50 acres of potential future employment capacity.
- A Wal-Mart-owned assembly of 7 parcels at Baseline and Cornelius Pass, also in the City of Hillsboro, totals over 26 acres and is zoned Station Community Commercial Multi-Modal. Approximately 5 acres of this assemblage is taken up by an overhead electrical transmission easement, which may impact future development. The county considers this zoning to be primarily residential while allowing for some mixed use development.

Though some development will occur on the relatively few vacant land parcels, most commercial growth will need to occur through selective infill redevelopment. Tualatin Valley Highway includes a number of retail, office and light industrial uses that may be candidates for such revitalization activity. Coordinated redevelopment may be necessary given the number of smaller lots adjacent to the corridor.

Study Area* Vacant Lands by General Zoning Classes				
Zoning	Beaverton	Hillsboro	County	Total
Commercial	0	0	21	21
Industrial/Employment	0	7	3	9
Mixed Use - Comm'l/Empl	0	57	0	57
Multifamily	0	0	59	59
Single-Family	1	4	125	130
Mixed Use - Residential	4	57	29	90
Public	0	0	3	3
Grand Total	5	125	237	367

Source: Washington County, Leland Consulting Group, Metro

* The study area includes lands within the City of Beaverton, the City of Hillsboro and unincorporated Washington County.

Opportunities

Economic opportunities in Aloha-Reedville are driven by the study area’s competitive advantages and disadvantages. A preliminary assessment of economic opportunities in the study area includes:

- **Small businesses.** Aloha-Reedville may be attractive to small businesses that want to locate on the Metro Westside without necessarily being in Hillsboro or

Beaverton. These businesses may choose to locate in Aloha-Reedville for potentially lower rental costs, quality of life preferences (e.g., the more rural character of parts of the community), lower housing costs for workers, proximity to existing businesses in the area, or a combination of these and other reasons. These businesses could locate in existing built space, may require small (less than one acre) vacant or redevelopable sites, or be a home occupation. These types of businesses include: professional services (e.g., legal services, software engineering, or accounting), construction or architects, cottage industries (e.g., small-scale economic activity done at home, such as day care or support to larger existing businesses), or other small businesses.

- **Retail and services for local growth.** As the population in Aloha-Reedville grows, demand for retail and services will grow. Potential opportunities include: restaurants, convenience stores, small-format retail, medical services (particularly services for an aging population), branch banks, real estate offices, or personal services.
- **Retail and services for neighboring communities.** The Hillsboro and Beaverton Economic Opportunities Analysis conducted within the last five years both identified a lack of land to accommodate projected employment growth. Some businesses that are unable to find sites in Hillsboro or Beaverton or want a location between the two cities may choose to locate in Aloha-Reedville. These businesses would be limited to small businesses that can locate a few miles from either city and be accommodated within a small site. They include the same types of businesses listed above for retail or small business.
- **Small-scale manufacturing.** Aloha-Reedville may provide opportunities for small-scale manufacturing, for businesses that need sites less than two acres, especially those that prefer to locate on the Westside of the region. Examples of small-scale manufacturing include: food production, furniture manufacturing, apparel manufacturing, businesses associated with existing firms on the Westside such as parts suppliers, or other small-scale production.
- **Lower housing costs.** The study area has lower housing costs, which can be attractive for firms that do not typically pay high wages.

Barriers to future job growth

Barriers to the study area's future development potential include:

- **Limited land supply:** Like Beaverton and Hillsboro, commercial vacant sites within the study area are limited in number. There are only nine acres of vacant industrial land and about 21 acres of vacant commercial land in the study area. The majority (57 acres) of vacant land is designated for non-residential mixed use. Only two vacant sites larger than 15 acres and one approximately 50 acre site occur in the study area. All three of these sites are designated for mixed use.

Redevelopment of existing uses will likely be needed in order to accommodate future employment growth in the region.

- **Distance from High Capacity freight corridors:** Businesses that need rapid access to high capacity transit corridors (such as warehouse shipping or regional package delivery) may find the study area to be too distant from Highway 26 and Highway 217 for quick access to those corridors.
- **New UGB land for Hillsboro:** Businesses needing larger footprints may choose to establish operations in the projected industrial-zoned areas north of Hillsboro. This area is mostly farmland and may prove easier to develop than trying to reconfigure existing commercial areas in Aloha.

Potential opportunity or barrier depending on circumstances:

- **Central location:** The study area is located between Hillsboro and Beaverton, two areas of concentrated employment. This can be both a strength and a weakness for Aloha-Reedville. Many large companies will want to be close to existing employment areas in Hillsboro or Beaverton rather than Aloha-Reedville, where there are no significant employment concentrations outside of the commercial corridors. However, small supplier firms or start-ups that can take advantage of the study area’s opportunities noted above as well as its central location between Hillsboro and Beaverton could be drawn to the study area.

Strengths and Weaknesses of the Study Area

Strengths	
Location	The study area is located between two major economic centers on the Westside. This creates opportunity for a broad range of businesses.
Regional Labor Pool	As part of the Portland Metro region, the study area has the ability to draw from the regional labor pool.
Mixed-use land	The largest parcel of vacant mixed-use land (51 acres) is located in the northwest portion of the study area, relatively near Orenco Station and Amber Glen. This site may be attractive to businesses that want to locate near these growing areas.
Low cost housing for owners	The study area has lower homeownership costs than either Beaverton or Hillsboro.
Transportation network	The study area is served by Tri-Met’s bus and light rail lines.
Ethnic diversity	The ethnic composition has potential for a broader range of cultural amenities and services.
Existing regional industry clusters	Several well-established industry clusters on the west side of the Portland Metro region create opportunities in the study area. These opportunities include small-scaled manufacturing firms or those that distribute goods for larger businesses in the industry clusters.

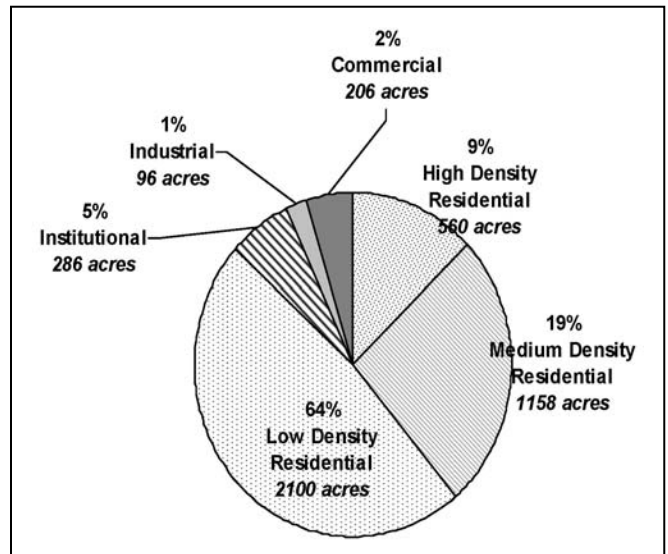
Weaknesses	
Limited land supply	<p>This is the single biggest limiting factor for business development in the study area. Preliminary figures suggest that the area has 21 acres of vacant commercial land, 9 acres of industrial land, and 57 acres of mixed-use employment land.</p> <p>While vacant commercial sites are scattered throughout the study area, the industrial and mixed-use land are concentrated in the northwest part of the study area. This limits development potential for industrial and some types of commercial that may locate on industrial or mixed use land.</p>
Location of employment	<p>Most of the existing employment in, or close to, the study area is located along TV Highway and 185th. Very little employment exists in the study area and most of that employment is commercial with very little traded sector employment.</p>
Location between two larger communities	<p>The draw of the larger communities of Beaverton and Hillsboro adjacent to the study area creates a gravitational pull for new employment to locate in a larger community.</p>
Lack of a dedicated economic development advocate	<p>The study area does not have the benefit of a dedicated economic development expert or group to advocate on behalf of the business community.</p>
Lack of a cohesive economic/community development vision	<p>The study area lacks a cohesive economic/community development vision. The development of such a vision is part of the purpose of this project.</p>

Appendix 3 provides the following detailed reports:

1. Local Real Estate Market Analysis, Leland Consulting Group, December 19, 2011
2. Economic Opportunities Review and Analysis, Leland Consulting Group, December 19, 2011

4. Housing Assessment Summary

The Aloha-Reedville Study Area is mostly residential with a mixture of single and multi-family houses and some mixed-use development (buildings that may have offices and retail spaces as well as residences.) Steady growth over the last 20 years has resulted in much of the area being developed. Figure 4.1 illustrates the percentage of land use types in the study area. The remaining acreage within the study area is in parks, open space, and public right-of way.



Future growth will likely look different from the past and will proceed at a much slower pace within the study area. There are very few large vacant parcels and development in the future will mainly consist of infill on single lots and redevelopment of commercial buildings, rather than the construction of moderate-to-large subdivisions.

Market-Rate Housing and Regulated Affordable Housing.

Market-rate housing is housing that is available to consumers in the open market without public subsidies. Market-rate housing may be low-cost or subsidized by a private agency, but does not include any public subsidy and is not subject to any statutory regulations restricting resident income levels or rents.

Regulated affordable housing is housing that is made affordable through public subsidies and/or statutory regulations that restrict or limit resident income levels and/or rents. Regulated affordable housing generally provides housing for households that otherwise could not afford adequate housing at market rates.

Housing Affordability and Transportation Costs.

Research indicates that some households make trade-offs that increase their transportation costs when they decide where they want to live. Some households may wish to spend a little more money on housing that is located in a place that allows them to lower their transportation costs. Other households may have different preferences. As noted in section 2.5, 70 percent of residents in the study area commute fewer than 10 miles and 24 percent commute fewer than 24 miles. It appears that people who live in A-R choose to commute in exchange for lower housing cost.

Regulated Affordable Housing Located Near Transit.

About 30 percent of the regulated affordable housing in the study area is located within a half mile of frequent-service transit lines. This provides transportation options for low-

income households that may not be able to afford a vehicle and can help households reduce their combined housing and transportation expenses. HUD funding standards and programs have begun to place a priority on transit-oriented and pedestrian-friendly development. Local sources of funding (the county's Office of Community Development and Metro, among others) have established funding criteria that must address transit accessibility. Washington County's Fair Housing Plan considers transit accessibility as a fair housing issue, especially for special needs and very low income populations.

Special Needs Housing.

It is challenging to finance and build housing for extremely low-income and special-needs households. Many of these vulnerable households do not have sufficient income to afford even modestly priced housing in Washington County without financial assistance. This challenge of maintaining and expanding housing opportunities for this population is not unique to Washington County. The housing gap in the study area shows that there is a need for roughly 1,600 additional units of housing affordable to households with low income. A portion of these households likely include special needs populations.

Opportunities

- The area is central to employment – currently 70 percent of residents commute less than 10 miles, another 25 percent commute less than 24 miles.
- Strong sense of community exists based on public comments from long term and recently arrived residents.
- Relatively affordable existing housing stock – housing values are approximately 20 percent less than the other unincorporated areas in the county.
- Over 57 percent of the houses contain three bedrooms – an attractive housing product for families with children.
- Many single-family homes are on large lots. Redevelopment potential exists that can raise home values.
- An opportunity exists to enhance the designated town center with improved pedestrian and bicycle access. Baby Boomers (those born between 1946 and 1964) and Echo Boomers (born between 1980 and 1995) will influence housing trends in the future. Some reports show that both generations have an increasing preference for housing in walkable, amenity rich locations like town centers.
- An opportunity exists to explore senior housing models that provide a range of housing options and that allow seniors to age within their community, thereby adding to the social fabric of the community. An aging population may create demand for industries supporting elder care.
- Metro's initial housing projection shows a potential need for an additional 7,000 new dwelling units in the Aloha-Reedville area through 2035. Vacant land

capacity analysis shows a capacity range of only 3,300 to 5,300 units on vacant land within the area, assuming all of the vacant land was developed to its allowable limits. Estimates of redevelopment capacity within the study area show a potential for an additional 5,500 to 8,900 units. Any additional construction will enhance job opportunities in that field and in affiliated supplier industries.

- Regulated affordable housing in the area includes a relatively large supply of detached single-family homes (over 55 units). These single-family public housing units provide qualifying low-income households an opportunity to live in a single-family home rather than an attached home or an apartment.
- Opportunity exists to increase the stock of affordable housing units through more multifamily housing, adding larger units to add to the range of regulated housing options.
- When private owners exit the affordable housing market (perhaps to convert to market-rate housing) there is an opportunity for nonprofit Community Development Corporations (CDC's) to acquire the project, renew the subsidy and address deferred maintenance. There also have been instances in which manufactured home parks were acquired by a nonprofit CDC and redeveloped to provide long-term affordable housing. Such redevelopment could be ownership or rental and subsidized by public and/or private funding.
- Gaps in housing can be considered either economic opportunities for new development or barriers to those on limited income looking for a place to live. Identified gaps include:
 - Roughly 1,600 units affordable to households with incomes below 30 percent MFI.
 - Roughly 500 units affordable to households earning between 50 and 80 percent MFI.
 - Other potential gaps that are less quantifiable include: housing units for large families, housing for seniors and people with disabilities, housing for affluent families seeking larger homes, and apartment units among others discussed fully below.

Barriers

- The study area has a narrow range of housing types available.
- The area may be difficult to redevelop. Most of the remaining buildable parcels are smaller than two acres and are scattered throughout the study area. Smaller infill parcel development and/or assembling multiple sites for development is costly because efficiencies of scale realized in large developments with multiple housing units are lost. Smaller sites must spread fixed development costs over

fewer units and thus each unit cost more and increases the purchase price or monthly rent for new homes.

- The above limits the county's ability to meet Metro's projected growth for the area, based on the county's vacant and re-developable lands inventory.
- Demand for regulated affordable rental housing continues to exceed supply in the county and the study area. Resources to provide the equity gap funding, or the difference between debt service capacity and total project costs, are being reduced at the federal and local levels so that fewer projects are being funded. Moreover, current funding priorities are focused on preserving the current inventory of rent-subsidized projects, especially where the long-term subsidy is about to expire and the project owners are considering converting existing regulated affordable housing to market rate housing.
- Many areas in Aloha-Reedville lack sidewalks, bike paths and stormwater management facilities. Requiring these facilities through the development of infill housing contributes to the overall cost of the housing units, which may reduce the opportunity for some to purchase a home in the study area.
- Infill housing products can be more feasible for a developer in an area that commands high rents or home prices. The more amenities an area has – access to restaurants, shops, grocery stores, employment opportunities, and multiple transit options – the more people will be willing to pay to live there. This lack of amenities may limit future infill projects in Aloha-Reedville.
- A significant portion of potentially re-developable land in the study area is currently occupied by manufactured home parks. These units likely provide private, non-regulated affordable housing for low-income residents. Redevelopment of these properties could displace existing residents and decrease the supply of affordable housing units in the area.

Other Factors Affecting Study Area Housing

The following factors apply universally to the housing market but deserve consideration in the study area analysis:

- Home owner economics (wages, debt, job insecurity, health and medical concerns) have a profound effect on people's housing choices. Potential home buyers may delay purchases until they have a more secure financial situation.
- Additional factors play into housing affordability including family size, real estate market conditions, proximity to employment, and transit options.
- Financing is extremely difficult for both market-rate and regulated affordable housing under current market conditions. Market-rate housing developers are currently constrained by the availability of financing for new owner-occupied housing as lenders are hesitant to invest in new properties when there is a high foreclosure rate and relatively large inventory of available units at very low prices.

- Redevelopment of existing single-family and multifamily housing may also decrease the supply of private, non-regulated affordable housing units, as older units are rehabbed or replaced with new ones. Older housing stock is often the most affordable, market-rate housing option for lower-income households.

Appendix 4 contains the following detailed report:

1. Housing Adequacy Assessment and Recommendations. Leland Consulting Group, December 23, 2011.
-

5. Transportation Summary

The 2020 Transportation Plan (TP) is the guiding document that identifies transportation policies in Washington County. The Transportation Plan addresses specific strategies for transit, roadway inventory and management, bicycles and pedestrians, and air and rail transportation. Mobility, efficiency, safety, and the natural environment are all considered when evaluating improvement strategies for transportation. The existing TP was adopted in 2002 and identifies system needs and characteristics through the year 2020. A limited update to the Plan is expected to be completed by the end of 2013. The update will align the TP with Metro's Regional Transportation Plan (RTP) and the transportation plans of county cities while identifying and prioritizing transportation improvements for vehicles, bicycles, and pedestrians.

The transportation appendix report provides a broad overview of existing transportation conditions in the study area. Included are links and/or source documents that provide the reader greater detail for specific transportation elements. Topics discussed include but are not limited to recent capital improvements to arterial and collector streets, intersection safety, traffic counts, and bicycle and pedestrian system gaps. Information in the report informs transportation-related concerns expressed by Aloha-Reedville residents through surveys, on-line comments, and open houses. These concerns include gaps in sidewalk coverage, access to transit, bicycle safety issues, lack of adequate pedestrian crosswalks on TV Highway, congestion, and adequate access to commercial properties.

Collectors and arterials are currently under review to estimate the cost of improving road sections to meet existing TP standards. Estimates for new or improved bike/pedestrian facilities, required street amenities and general road improvements, including the purchase of additional street right-of-way, will be provided at the end of Phase One.

The timeline for the Tualatin Valley Highway Corridor Plan (TVCP) is concurrent with the Aloha-Reedville Livability Study and data results from that study will inform transportation option discussions during Phase 2 and 3 of this project. The TVCP, with an expected completion date in summer 2012, will identify transportation solutions that address transportation system deficiencies for all types of travel in the TVCP's project area. Included in Appendix 5 is the TVCP Existing Transportation Conditions Report (ODOT, December 2011) and TriMet's Pedestrian Network Analysis, Technical Memo #2 (January 2011). Both of these reports reflect the most current data available for many transportation-related elements of TV Highway and the larger Aloha-Reedville Study Area.

Highlights of opportunities and barriers relative to transportation improvements in the study area are contained below.

Opportunities:

- This study and the TVCP are the first comprehensive look in many years at transportation conditions on and adjacent to TV Highway. Expected outcomes of both plans are strategies that improve safety and enhance existing conditions for everyone who uses TV Highway - drivers, pedestrians, bicyclists, transit users, and freight providers.
- County funding elements for transportation improvements, while limited, are in place to provide resources geared toward closing gaps in sidewalk and bicycle networks (see Transportation appendix report).
- The County's Bicycle and Pedestrian Prioritization Project will result in a prioritization list of future bike and pedestrian improvements in the urban unincorporated areas of the county.
- Over half of the study area has transit lines.
- Line 57/58-TV Highway/Forest Grove is a high-frequency bus line in the study area that had the highest ridership of any bus route west of Portland, with nearly 50,000 boarders per week (2010). Ridership has increased 33 percent since the line was upgraded to frequent service (i.e. every 15 minutes) in 2004. These facts will inform discussion about future improvements to levels of service, transit stops, and access and safety improvements such as crosswalk improvements and better lighting.
- Future buildout in the AmberGlen Area and the South Hillsboro Planning Area may result in higher prioritization for transportation improvements in the north half of the study area.

Barriers:

- A number of arterials are already at traffic capacity and have significant safety concerns. TV Highway is ranked by ODOT as a Category 5 road, which equates to more than ten crashes per five mile segment over a 2007-09 study period. Several segments along the highway had some of the highest accident rates in the state during this study.
- Approximately one-third of all fatal and serious injury crashes along the TV Highway corridor during the study period involved a bicycle or pedestrian, with the high frequency area for bike and pedestrian accidents between SW 170th Avenue and 198th Avenue.
- Seven intersections in the study area currently exceed design capacity for intended use during evening peak hour periods. Three of these intersections also exceed design capacity during the morning peak traffic period.
- The Portland and Western Rail Line location creates challenges for transportation improvements and the ability to improve street design on the south side of TV Highway.
- The developed condition of TV Highway is currently not pedestrian or bike friendly.

- The need is greater than existing resources for completing sidewalk and bicycle networks.

Appendix 5 contains the following maps and reports:

1. TV Highway Corridor Plan: Existing Transportation Conditions Report. August 2011
2. Pedestrian Network Analysis, Technical Memo #2. January 2011
3. Aloha-Reedville Transportation Inventory Study. December 2011
4. Washington County Oregon Safety Priority Index System list
5. Pedestrian Safety Plan. August, 2007
6. Tri-Met Investment Plan FY 2012

Included in Appendix 5 –Maps

1. Functional Class (2)
 2. Local Street Connectivity
 3. Regional Street Overlay
 4. Alexander Street Improvement Project
 5. Local Street Connectivity (2)
 6. Traffic Counts
 7. ODOT Project Safety
 8. County SPIS sites
 9. Bike Lanes (2)
 10. Sidewalk coverage (2)
 11. Trails (2)
 12. Pedestrian Districts/Streetscape Improvement Areas
 13. Street Lighting Districts
 14. Transit
-

6. Social Services Summary

The Aloha-Reedville Study Area is served by a wide range of social service providers, many with physical locations in the study area. Many of the providers serve the most vulnerable community members including low-income, special needs, youth, minority populations, and the elderly. Others serve the entire community. Services come from both local organizations and regional service providers.

The need for social services is not limited to the study area. Most if not all social service providers that staff conferred with do not track and isolate demand for services to people living specifically within the study area boundaries. Indicators reveal that many within the study area are in need of assistance.

According to Aloha High School representatives, the school has one of the highest homeless student populations in the Beaverton School District, which in turn has the highest population of homeless students (22 percent) in the Washington County school system. In the last year, Washington County has realized a 3.7 percent increase in the percentage of student homelessness and ranks 130 of 199 school districts statewide.

Other needs indicators show that roughly 20 percent of children in Aloha live below poverty income levels (13 percent for Washington County) and 24 percent of households earn between 50 and 80 percent of the median family income (19 percent for Washington County).

Oregon Food Bank (OFB) has experienced up to a 24 percent increase in demand over the last five years in its western district, which includes Aloha-Reedville. This is the highest percentage increase in Oregon. OFB distributed more than 525,000 pounds of food (along with partner agencies) through six locations in the study area. That distribution served approximately 7,100 households or about 30,600 people.

According to the Washington County Department of Health and Human Services county-wide only one-quarter of 8th graders and one-fifth of 11th graders get the recommended level of physical activity and 24 percent of 8th graders and 22.2 percent of 11th graders surveyed are classified as either overweight or obese.

Another indicator of limited access to healthy and affordable food is demonstrated through the use of a special supplemental nutrition program for Women, Infants and Children (WIC). This program specifically serves low-income pregnant, postpartum, breastfeeding women, infants and children up to age 5 who are at nutritional risk. Throughout the entire study area there was a range of 11 to 67 WIC eligible women per square mile who gave birth in 2010 and used WIC services.

The study area is well served by medical services with ten clinics and two hospitals within a ten-mile radius.

Opportunity mapping provides another assessment tool. It is a new approach to identifying “high opportunity” and “low opportunity” areas through assessment of the availability for those services that enhance a community’s livability. High opportunity indicators would include, for instance, access to high-performing schools, high-quality health care facilities, adequate transportation, and safe neighborhoods. As an example, the *Density of Grocery Stores, Produce and Farmer’s Market Opportunity Map* is included in Appendix Report 6. It indicates a lack of fresh food/produce for many in the study area, particularly the southwestern section.

The opportunity maps for the study area indicate about two thirds of the study area has adequate access to transit and/or has sidewalks. About half of the study area’s students have a greater than average need for free and reduced lunches and about a third have math and reading scores below state standards (and about a third have scores above average.) Four key indicator opportunity maps are included in the appendix.

Opportunities

Opportunities for improvement are spread across the entire social services spectrum.

Looking at the overview, the following are initial service considerations:

- Special and supplemental education services.
- Adult learning services.
- Special needs support (transportation, delivery, housing, home support: cleaning, yard work.)
- Youth recreational facilities, programs
- Homeless students, family, and individual support programs and housing assistance
- Fresh food, produce, farmers market / stands
- Outreach and community awareness building of services, especially for women and children
- Aging in place and adult services support

Physical opportunities include:

- Improving pedestrian / bicycle facilities (especially along major roads.)
- Improving access to transit and transit facilities (shelters, lighting, safe pedestrian crossings.)
- Additional parks and park amenities such as playground equipment and sport facilities

Barriers

Funding is a challenge across all social services provisions. Other barriers may include:

- Regulatory oversight to ensure safe conditions
- Locating services within residential neighborhoods
- Insufficient market support for new businesses such as farmers markets and youth recreational facilities
- Access, particularly using public transit

Appendix 6 contains the following maps and reports:

1. Food pantry distribution map
 2. Social services providers.
 3. Oregon Food Bank distribution locations (in the study area) and services provided July 1, 2010 – June 30, 2011.
 4. Washington County Department of Health and Human Services quality of life indicators.
 5. Oregon Department of Education – 2010-2011 Homeless Students Assessment.
 6. Opportunity Maps (4) - Washington County Consolidated Plan
 7. New York University paper on *“The Elderly and Social Isolation”*
 8. Journal of Planning Literature: *“Does Affordable Housing Detrimentially Affect Property Values? A Review of the Literature”*
-

7. Environment Summary

Appendix 7 focuses primarily on how natural resources are protected as development occurs in unincorporated areas of the county. Additionally, information on parks for study area residents and updates on a potential tree inventory and on air toxicity studies referenced in the first draft report are discussed.

Natural Resource Inventories:

Statewide Planning Goal 5 requires local governments to adopt programs that protect natural resources and conserve scenic, historic, and open space resources. Washington County adopted protections for natural resources for urban unincorporated areas in 1983 and for rural unincorporated areas in 1984. Development code standards are applied for all proposed development in floodplains, drainage hazard areas, and fish and wildlife habitat areas. Open space areas and scenic resources are designated on the County Resource Inventory (“Goal 5”) map as are cultural and historic features. Examples for these inventory types are shown on the study area maps included in Appendix 7. Additional resource protection is added through the ‘Nature in Neighborhoods’ program that addresses Title 13 of Metro’s Functional Plan. The program is discussed in greater detail in the appendix report.

Natural Hazards Mitigation:

In 2004, Washington County adopted a Natural Hazards Mitigation Action Plan. The purpose of the plan is to provide assistance in reducing risk, preventing loss, and protecting life, property and the environment from future natural hazard events. The plan was updated in 2009/2010. A discussion of this plan is found in Appendix 7 and at www.ocem.org.

Parks, Recreation and Open Space:

Tualatin Hills Parks and Recreation District is the primary provider of parks and recreation services in the study area. Tables in the Appendix 7 report list amenities for existing parks and include areas where the district has acquired land for future park development. The district boundary map included in the report shows that the western third of the study area is outside the district boundary; parks coverage in this area is limited and is addressed in the service gap analysis discussion. Parks within and adjacent to the study area that are maintained by the Hillsboro Parks Department are also referenced in this section of the report.

Tree Inventory:

A county-wide tree ordinance has been on the County's Long Range Planning work program for several years but has not been initiated due to staff constraints and higher priority planning projects such as Urban and Rural Reserves, North Bethany, and West Bull Mountain. At the project outset, a tree inventory for the Aloha-Reedville area was discussed as possibly being a template for tree ordinance planning work in the near future. To date, tree inventory in the study area has included a preliminary assessment of street trees along arterials and collectors and a review of existing canopy coverage.

Staff will continue to evaluate this effort during Phase 2 and will look to the project advisory committees to further define future tree inventory work.

Portland Air Toxics Solutions:

Oregon Administrative Rule (OAR) 340-046-0090 sets benchmarks for certain air toxins in an effort to reduce air toxicity levels at the local level throughout the state. The Portland Metro area was the first community selected by the Department of Environmental Quality (DEQ) to participate in air toxics reduction planning. The Portland Air Toxics Solutions (PATS) project study area includes portions of Multnomah, Clackamas and Washington Counties. In April 2012 the DEQ released the Portland Air Toxics Solutions Advisory Committee Report and Recommendations that include recommendations to reduce targeted air toxics in the three-county area.

Appendix 7 contains the following maps and reports:

1. Significant Natural and Cultural Resources (2)
 2. Parks Opportunity
 3. Nature in Neighborhoods (2)
 4. Park Providers
 5. PATSAC Air Toxics Executive Summary
-

8. Planning and Service Provision Summary

Appendix 8 provides background for planning and service provider information relevant to the rest of the appendix reports.

Metro: Metro provides overarching policy direction for land use and transportation issues within the regional Urban Growth Boundary (UGB) and coordinates with counties and cities in planning for urban growth management and transportation.

In 1995, Metro adopted the 2040 Growth Concept to serve as a regional 50-year plan for managing growth and development inside the UGB. The purpose was to capture and implement a set of shared values that would lead to:

- stable neighborhoods
- economic prosperity
- efficient use of available land
- protection and enhancement of existing environmental resources
- a balanced transportation system
- improved housing opportunities for citizens.

Specific urban design types are a key element of the 2040 concept. There are 6 design types in the study area. The design types serve as focal points for specific land use and transportation strategies that support a particular design type designation. How each is expected to function is described in the appendix report.

The Regional Transportation Plan (RTP) presents the overarching policies and goals for implementing local requirements for transportation projects within Multnomah, Clackamas and Washington counties. The foundation for the RTP is Metro's 2040 Growth Concept. The RTP identifies programs and transportation projects to support these design types. The role of TV Highway as a designated regional mobility corridor in the RTP and its selection as a regional priority corridor for High Capacity Transit Service is discussed in the appendix report.

Washington County: The Comprehensive Framework Plan is the policy document that guides future growth and development in the county through applicable standards and regulations. Both the Community Development Code and the Community Plans are elements of the Comprehensive Plan. The study area is served by the Aloha-Reedville-Cooper Mountain Community Plan, adopted in 1983 and updated several times since. Community design and context is maintained through application of the community plan's requirements.

Service Provision: The study area is served by the following service providers:

Service	Service Provider
sanitary sewer & storm water services	Clean Water Services
water	Tualatin Valley Water District
fire protection	Tualatin Valley Fire & Rescue; Washington County Fire District #2
parks, open space and recreation	Tualatin Hills Park & Recreation District
transit	TriMet
streets and roads	ODOT; Washington County
law enforcement	Enhanced Sheriff Patrol District

Appendix 8 includes the following maps and reports:

1. Zoning Designations (7)
2. URMD
3. Service Providers (5)
4. CWS: Tree Planting Locations (2)
5. CWS: Stormwater (2)
6. "Livability" Crime
7. Schools and District Boundaries
8. School Walk Hazard Areas (6)
9. Parent Safety Survey

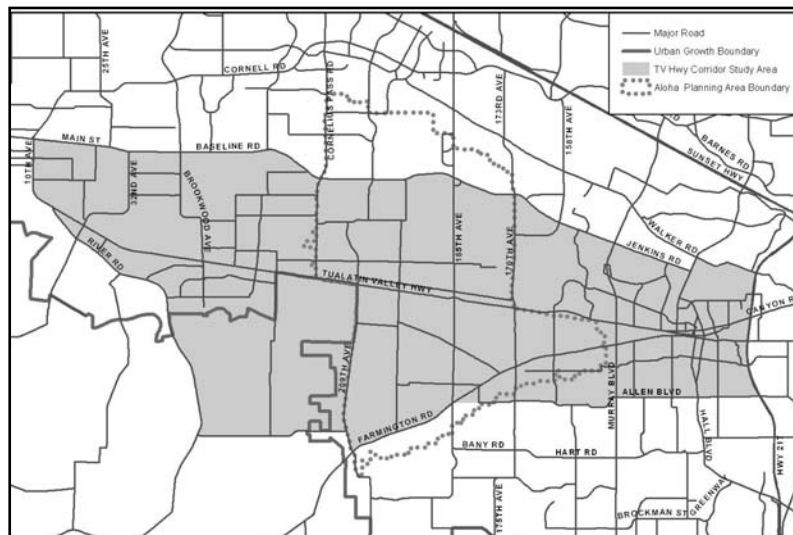
9. Related Projects Summary

The Appendix Report for this section describes three projects that have areas that overlap with the Aloha-Reedville Study Area. Brief descriptions of each of these projects are summarized below.

Tualatin Valley Highway Corridor Plan (TVCP)

Hillsboro and the Oregon Department of Transportation have initiated the Tualatin Valley Highway Corridor Plan (TVCP), which will identify and prioritize ways to improve safety, manage congestion, and enhance conditions for all users of TV Highway. The study area for the TVCP (shown below) overlaps much of the Aloha-Reedville study area. The two studies will work in tandem to use the most recent transportation information to inform potential strategies and eventual outcomes of each project.

The TVCP has two primary purposes. The first is to address current congestion, safety, and access issues on TV Highway and surrounding feeder streets. The second is to resolve differences among state, regional and county transportation system plans as to how TV Highway will function in the future. The expected completion date of the draft TVCP is summer 2012.



An Existing Conditions Report for the TVCP, released in December 2011, provides the most recent analysis of transportation options within the study area, with the main focus on TV Highway. Applicable information and summaries from this report are referenced in Appendix 5.

Department of Energy Bike/Pedestrian Improvement Prioritization Project

This project is funded by a Department of Energy (DOE) grant to help inventory and develop a prioritizing process for initiating pedestrian and bicycle improvements along collector and arterial roadways in the urban unincorporated areas of the county, including the Aloha-Reedville area. Improvements could include safer access to bikeways, connectivity improvements, and better separation between roadways and sidewalks. Expected completion time for this work is October 2012.

Alexander Street Improvement Project

The study area for the Alexander Street Improvement Project is defined by SW 185th Avenue, SW 170th Avenue, and from approximately 500 feet north of Alexander Street south to SW Blanton Street. The project evaluated options for improving SW Alexander Street to the county's Special Area Street Standard and improving a pedestrian route along SW 178th Avenue to TV Highway. Future work recommendations (pending funding) call for exploring the possibility of extending the pedestrian improvements across the railroad track south of TV Highway to SW Blanton Street. The General Design Plan completed June 2011 provides baseline information that prepares the project for additional project development work as funds become available.

Appendix 9 contains the maps and reports:

1. Tualatin Valley Highway Corridor Plan – Existing Conditions Report, December, 2011
 2. Alexander Street Study Area Map
 3. Washington County Bike Land Facility Inventory Maps
-

10. Public Involvement Summary

Public engagement is the key to successful long-term planning for the Aloha-Reedville area. With a population of nearly 50,000, the aspirations of the community vary widely. Public involvement efforts to date provide an initial look at how the community sees itself. It begins to identify what community members would like to see changed in the future.

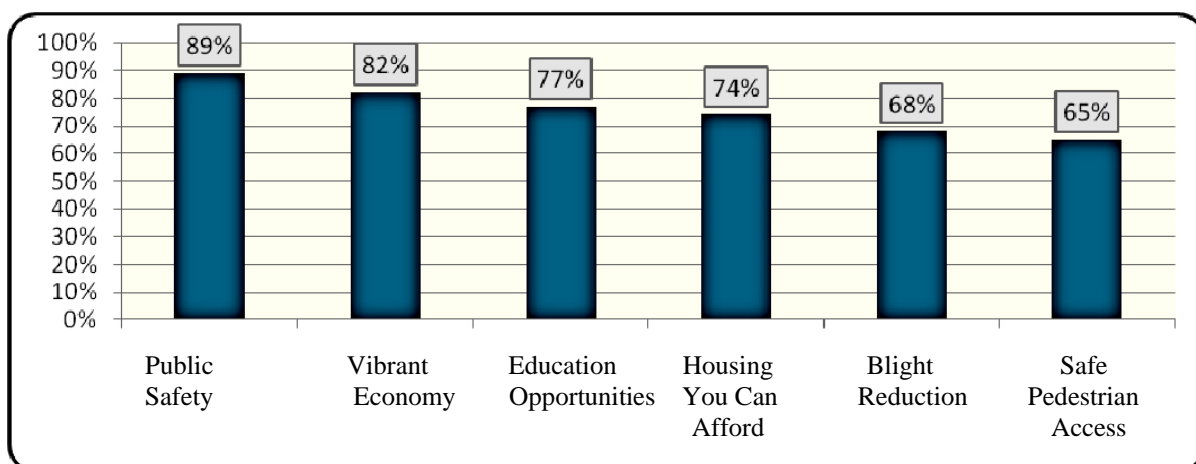
Public involvement will continue throughout the study. The goal is threefold; to build awareness that a community-wide planning effort is underway, to provide a variety of ways to give input, and to establish community ownership and support for the outcomes.

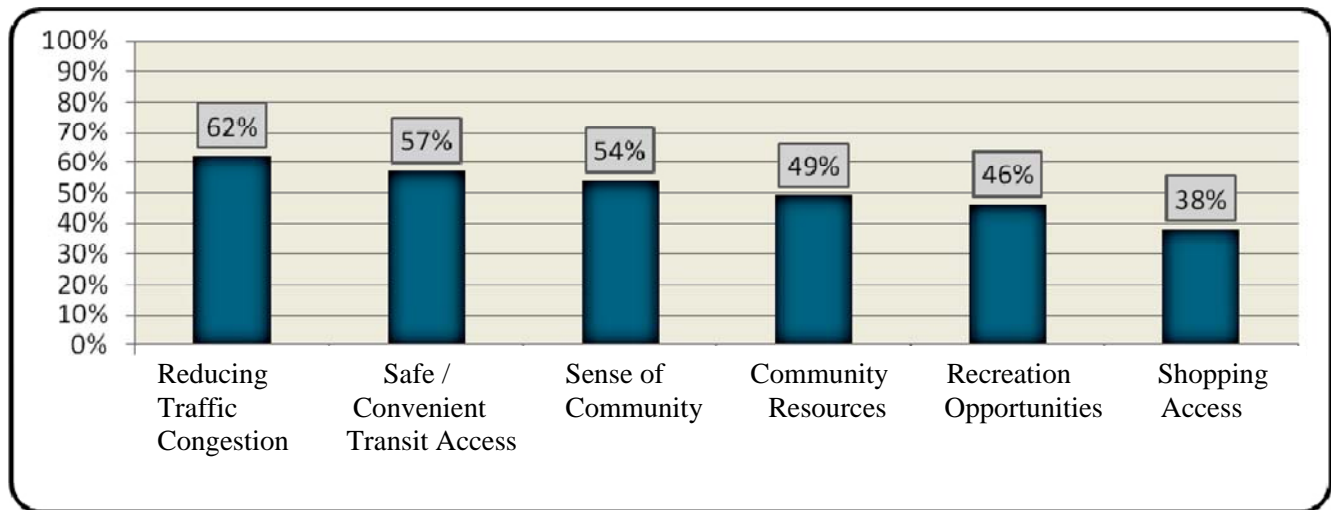
The initial Existing Conditions Report, Economic and Housing Analysis, and overview of funding sources lay the foundation to discuss improvements. These elements are the launching point for extended discussion with the community regarding their hopes for the future.

A variety of ways have been used to engage the community. Community-wide open houses, presentations, neighborhood coffees, surveys, stakeholder interviews and attendance at community events are a few of the ways staff has reached out to the community so far. There is much more to do.

The community has identified a range of issues, as shown in the following tables:

Percentage of residents rating each issue “very important” (in descending order):





Community feedback noted some positive aspects of living in the Aloha-Reedville are:

- Strong sense of community
- Family-oriented
- Affordable market-rate housing.
- Much diversity
- Central location to jobs, retail and social services
- TV Highway well served by bus transit
- Northern portion of study area well served by the MAX line. Efforts are being made to engage the historically under-represented members of the community including low-income, minority, and special needs populations. Focused efforts are already underway to include youth through activities coordinated with the high schools, middle and elementary schools, and the school districts.

Public involvement will take many forms. Every presentation or outreach activity will also ask for feedback. Following is an overview of engagement approaches:

- Hosting neighborhood coffee/ice cream socials.
- Community-wide open houses and workshops.
- Presentations to local groups, organizations and agencies.
- On-going collaboration with Citizen Participation Organizations (CPOs) 6 and 7.
- Coordinated activities with the schools.
- Participation with the project's Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), and Leadership Coordinating Committee (LCC).
- Project website; www.co.washington.or.us/alohareedville
- Project e-mail: alohareedville@co.washington.or.us
- On-line and printed surveys.

- Materials translated in Spanish.
- E-mails and phone contacts for project team members.

Appendix 10 contains the following reports:

- Public Engagement and Communications Plan for Phase 1.
 - Statistically Valid Random Sample Survey reports (the first of two to be conducted): Baseline Report, Cross-Tabulated Report, and Verbatim Response Report.
 - Stakeholder Interviews.
 - Phase 1 Interim Public Involvement and Input Summary #2 (March – November, 2011⁵).
-

⁵ This report builds upon Phase 1 Interim Summary #1 March – August, 2011

11. Project Funding

The project is being funded with Washington County resources and grants from Metro, the federal Departments of Transportation (DOT) and Housing and Urban Development (HUD).

Washington County	
Land Use and Transportation—staff time & resources	\$488,445.00
Housing Services/Housing Authority—staff time & resources	\$125,604.00
Office of Community Development—staff time & resources	\$7,956.00
Metro—Construction Excise Tax (CET) Grant	\$442,000.00
Partnership for Sustainable Communities—DOT—TIGER II Planning Grant	\$1,500,000.00
Partnership for Sustainable Communities – HUD—Community Challenge Grant	\$500,000.00
TOTAL PROJECT:	\$3,064,005.00

Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

June 2012

Appendix 1



This project also 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.

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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.

APPENDIX 1 REPORT – BACKGROUND

1.1 Aloha-Reedville Study Area Geographies

Much of the demographic and economic information contained in the appendix reports is drawn from the US Census Bureau's 2010 Summary File 1 datasets and the 2005-2009 American Community Survey (ACS) data. The ACS data is specific to how the Census Bureau defines the Aloha-Reedville area—namely, as a Community Defined Place (CDP).

The CDP and study area boundaries are not identical but are close enough to allow for use of CDP data when considering demographic and economic conditions in the study area. For this reason, important demographic categories contained in the '05-'09 ACS datasets have been included in the applicable reports found in the appendix. Notice is given where ACS data is used.

Census Geographies of the Study Area

The Census Bureau reports information in a hierarchical series of geographic levels. The smallest of these is the *block*, which can be aggregated up to *block groups* and block groups aggregate up to *tracts*. Because the study area is not identical to the CDP boundaries, choices had to be made about how best to represent and report census data specific to the study area. The preferred method would have been to use census tracts but some tracts containing significant portions of the planning area also extend well beyond it. Therefore a combination of tracts and block groups from the 2010 geography were selected (see Map 1).

The white areas in Figure 1 are within the study area boundary but were not included in the existing conditions analysis. The Block Groups containing these white areas extend too far outside the study area and likely would have skewed the reported information had they been included. It is significant to note that the white areas have small populations and not including them doesn't significantly alter the demographic and economic analysis reported on the appendices.

The Aloha-Reedville Study and Livable Community Plan is a three- phase project, with each phase scheduled to take approximately one year. Work efforts in each phase and expected outcomes are detailed below.

Phase 1: Existing Conditions Analysis

The first phase of the project will collect and analyze population and demographic data, information on developable lands, built infrastructure, residential, business and employment data, and environmental and social factors that could affect the community's health. This will answer the questions: What community issues can be addressed? What community assets are there to build on? What do trends and forecasts tell us about future growth?

A public engagement plan will be developed during this project phase with input from key stakeholders and the project's Citizen and Technical Advisory Committees. The plan will include traditional tools such as open houses, workshops, and community meetings for the general public. More targeted efforts such as hosting neighborhood coffees, ice cream socials, attending community functions and providing information in languages other than English will

be used to reach out to historically under-represented groups.

Phase 1 work will look at how the existing transportation infrastructure functions for all users, including transit users, bicyclists, and pedestrians. The analysis will provide an estimate of the costs to improve key roads (called collectors and arterials) to meet Washington County Transportation Plan standards. An assessment of housing and housing opportunity in the study area will identify gaps in the affordable housing supply. These efforts will help identify *high-opportunity areas* or parcels that may be targeted for development of affordable, accessible housing. This will help answer the questions: What is the inter-relationship of housing (and housing need) with transportation? Is there good inter-connection between them? Where are there gaps?

What is that term?

High-opportunity areas

A high opportunity area is a location with high performing schools, access to health care, needed services and food, adequate transportation, quality child care, nature, and an environment that encourages walking and other physical activity.

The existing conditions analysis found in the appendix reports will also identify gaps in existing service provision and transportation facilities. An overview of existing and potential ways the county can fund transportation and affordable housing improvements will be included.

Phase 2: Alternatives Analysis

The second phase will focus heavily on establishing and carrying out an extensive stakeholder communication process to solicit involvement by area residents, businesses and civic/business organizations in addressing resident livability needs and how the study area should function in the future. Public involvement will follow the Phase 1 engagement plan with continued efforts to engage historically under-represented community members.

During this phase alternative scenarios based on citizen input will be developed that will evaluate numerous performance measures. The alternatives will be developed using citizen input, consultant analysis and technical advisory committee feedback. This work will consider potential changes to infrastructure investment, transportation and housing priorities, and potentially new land use options along the TV highway corridor and the surrounding area. The alternatives discussion will be aided by the outcomes of the Oregon Department of Transportation (ODOT) and the City of Hillsboro's Tualatin Valley Highway Corridor Plan (TVCP), which will include potential high-capacity transit options for TV Highway.

Phase 3: Identify Opportunities and Develop Plan

The final phase of the planning project will identify opportunities for public and private investment and partnerships based on the preferred outcomes discussion with stakeholders. The development plan will contain strategies designed to implement alternatives that aid in reversing declining trends and to improve the area's livability. Strategies could address the community's economic vitality, affordable housing opportunities, service levels, access to amenities, and connectivity internally and to the rest of the region. Land use options could be developed for stakeholder consideration, such as the potential for increased density and amenities in the town center and corridors. A funding plan will be developed that is coordinated with a priority list for housing, development, service, and infrastructure strategies and identified improvements.

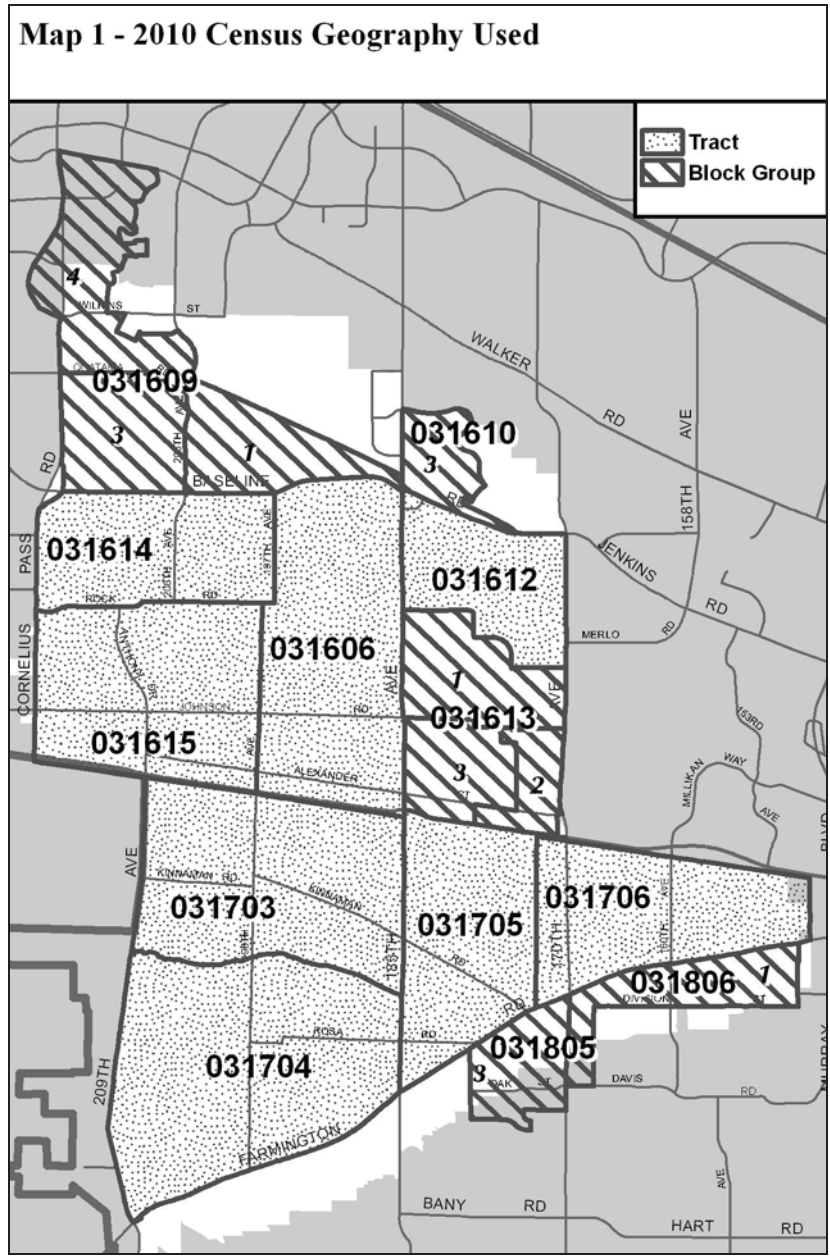
Implementation could occur through amendments to the Comprehensive Plan and inter-jurisdictional agreements with adjacent cities and service providers.

1.2 Consultant Contribution

The county has hired Leland Consulting Group (LCG) and JLA Public Involvement (JLA) to contribute their expertise to the Aloha-Reedville study. LCG specializes in economic forecasts, real estate market analysis, and development strategies that contribute to positive placemaking. JLA is a northwest-based public involvement firm that facilitates public discussions among area agencies, stakeholders and citizens. The work of each consultant group is included in the appendix reports. Both groups are committed to working through the entire project.

Leland's contribution to this report includes Appendices 2-4. Appendices 2 and 3 include an economic opportunities analysis that evaluates the area's job retention and creation potential, an examination of potential funding tools that can be used to implement the community's desired outcomes, and a demographic analysis of the study area. Appendix 4 assesses housing conditions and opportunities in the study area.

JLA has the primary responsibility for the public outreach and group facilitation that occurs throughout the project. JLA facilitates the Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) and scheduled roundtable discussions with stakeholders and community members. They are the primary community outreach coordinator for the project. JLA staff plays a role in coordinating public involvement efforts with the concurrent Tualatin Valley Highway Corridor Plan effort.



Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

December 2011

Appendix 2



This project also 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.

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ALOHA-REEDVILLE WASHINGTON COUNTY

ECONOMIC AND DEMOGRAPHIC GROWTH TRENDS AND PROJECTIONS

19 December 2011

Leland Consulting Group
ECONorthwest
The Nielson Group



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INTRODUCTION

This study 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. Community participation is vital to its success. The study's goal is to identify strategies to support job growth, business development, affordable housing options and transportation solutions.

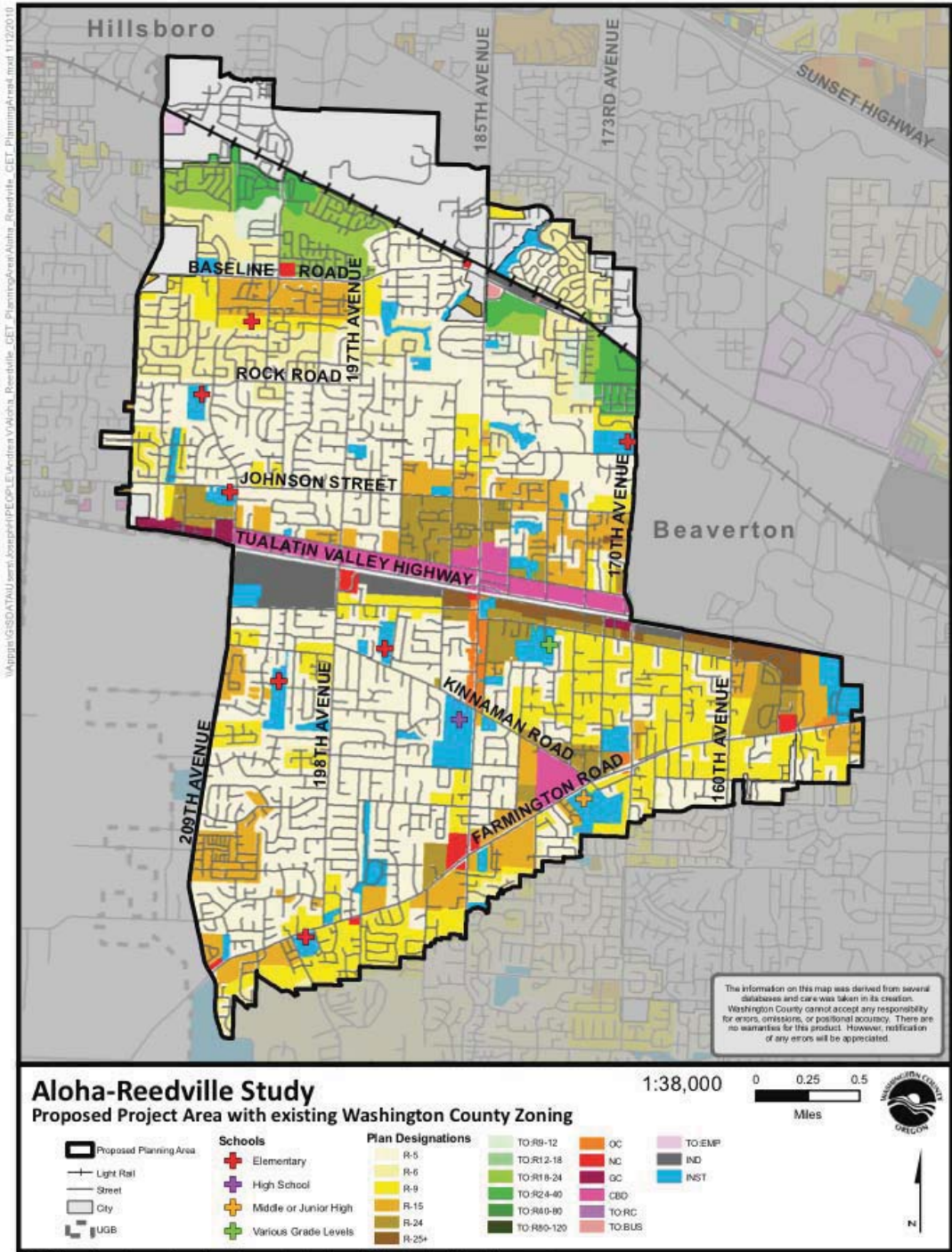
Although primarily a transportation (including transit access, biking and walking improvements); land use; affordable housing; and economic analysis, the study may serve as a catalyst for future planning efforts and discussion among study area service providers. These and other community aspirations will play a vital role in discussions about where the community wants to go and how to get there.

Aloha-Reedville Citizen Advisory Committee

This report presents the current conditions and growth trends for demographic and socioeconomic characteristics of population and households in Aloha-Reedville. It also presents conditions of housing and briefly describes the economy in Aloha-Reedville. The purpose of this report is to describe the existing conditions and ongoing trends in order to serve as a fact base for subsequent planning and analysis in later stages of the project.

Aloha-Reedville is an unincorporated urban area, located between the cities of Hillsboro and Beaverton, with the Tualatin Valley Highway passing through the area. Map 1 shows the Aloha-Reedville study area.

Map 1. Aloha-Reedville Study Area, 2011



CET Planning Grant Application – Aloha-Reedville Study, Washington County
 Source: Washington County GIS

KEY FINDINGS

The Aloha-Reedville Study Area is primarily a residential area with some residential supporting commercial uses and some employment along the corridors. The Aloha-Reedville area has experienced a lot of growth over the last 30 years, largely in a suburban style housing pattern, as growth expanded outward from the Portland Metro region. That dynamic has now reached a turning point. The Study Area is now largely built out and will begin to experience growth in a very different way than it has in the past.

Residents in Aloha-Reedville benefit from proximity to employment centers in Washington County, and although it has lower median incomes than the County, it generally fares better than other areas in the State. Although it is not without its challenges, it seems to attract residents that want to take advantage of comparatively more affordable housing options than are found in other areas of Washington County, and yet are still close to fairly high wage employment centers. It is an attractive area for moderate income households, non-white households, and households with children, especially those seeking ownership opportunities. It has not attracted more affluent households in the same way.

Several demographic, socioeconomic, housing and economic trends will have major implications influencing growth trends into the future, the highlights of which are summarized below and discussed in greater detail in the body of this report.

Where appropriate, we compare the current conditions in Aloha-Reedville to Oregon, the Portland Metro region,¹ and Washington County. Comparing Aloha-Reedville to these other geographies is useful in understanding whether the existing conditions and trends observed in Aloha-Reedville are any different from those of the surrounding areas and, if so, whether Aloha-Reedville is trending higher or lower than other areas.

- **Aloha CDP² would be 12th largest city in Oregon.** If the Aloha CDP were a city, it would be the 12th largest city in Oregon and the 5th largest in the Portland Metro region. (The population of the Study Area is even larger, but includes some areas that are incorporated in either Hillsboro or Beaverton.)

Rank	City	Population Census, 2010
1	Portland	583,776
2	Eugene	156,185
3	Salem	154,637
4	Gresham	105,594
5	Hillsboro	91,611
6	Beaverton	89,803
7	Bend	76,639
8	Medford	74,907
9	Springfield	59,403
10	Corvallis	54,462
11	Albany	50,158
	Aloha CDP	49,425
12	Tigard	48,035
13	Lake Oswego	36,619
14	Keizer	36,478
15	Grants Pass	34,533
16	McMinnville	32,187
17	Oregon City	31,859
18	Redmond	26,215
19	Tualatin	26,054
20	West Linn	25,109

¹ We define the Portland Metro region as: Multnomah, Washington, Clackamas Counties in Oregon and Clark County in Washington State. This region is referred to as either Portland Metro or simply “Metro.”

² A CDP is a “Census Designated Place,” which is the Census’s way to define the geography of an unincorporated community. Throughout this report, Aloha-Reedville refers to the entire study area (see Map 2). The Aloha CDP refers to a different geography than the study area (see Map 2) and is always called the Aloha CDP.

-
- **Single Family Homes.** Over half of the housing stock in Aloha-Reedville is comprised of single-family homes with three bedrooms. Households tend to be larger in Aloha-Reedville than the County, state or region. Median home prices are lower than Washington County, and Aloha-Reedville has fewer homes on the high end, above \$400,000 than comparison geographies.
 - **Newer Housing Stock.** Aloha-Reedville's housing stock is of the same general age as surrounding Washington County; over half of the area's housing was built after 1980, and one in five was built after 2000.
 - **Low Rental Vacancy.** General rental vacancy rates for Beaverton and Aloha are 1.92 percent and Hillsboro is 3.88 percent including regulated housing.
 - **Young and Diverse Homeowners.** Aloha-Reedville's rate of home ownership was similar to that of the state, region and Washington County in 2010. Home ownership rates among those aged 25-34 and among non-white households is more common in Aloha-Reedville than the comparison geographies.
 - **Cost Burdened Homeowner Households.** While median home values in the Aloha CDP are 20 percent lower than in the rest of Washington County, a greater share of households with a mortgage are considered cost burdened: they report selected housing costs equal to or greater than 30 percent of their gross income. The rate of cost burdened households in Aloha-Reedville is similar to state and Portland Metro rates but above Washington County's. It is higher for renters than owners.
 - **Foreclosure activity.** Foreclosures in Washington County are lower than the state and the nation. However, comparatively, foreclosure activity in the region is high in Hillsboro, with 1 in 449 households involved in a foreclosure action. In Beaverton, foreclosure activity was rated as medium, with 1 in every 658 households involved in a foreclosure action. No Aloha-Reedville study area specific data is available.
 - **Ethnically and Racially Diverse.** Aloha-Reedville is predominantly white (which is consistent with State and regional demographics), but has grown more diverse over the past 20 years. Aloha-Reedville's population overall is more diverse, with 30 percent of the area's population in non-white racial groups, compared to 23 percent of Washington County or 16 percent of Oregon's populations. The percent of Hispanics in Aloha-Reedville is double that of the Portland Metro region.
 - **Young Families.** Aloha-Reedville has a relatively young population. It appears attractive to young families with children with more than 60 percent of households with children. Consistent with national, state and regional trends, the population of Aloha-Reedville is expected to shift toward an older population segment over the next 20 years. The fastest growing segment will be the over 50 population.

-
- **Poverty affects children the most.** The Aloha CDP has a slightly higher poverty rate than the state, Portland Metro region or Washington County. Twenty percent of the children in Aloha CDP live in poverty. Eight percent of those 65 and older are living in poverty.
 - **Lower Incomes than Washington County.** The Aloha CDP's median household income, about \$57,200, was lower than Washington County's median household income but higher than the state's.
 - **Lower Educational Attainment.** Aloha-Reedville has fewer residents with a Bachelor's degree and more residents without a high school diploma than Washington County.
 - **Greater number of workers than jobs.** The number of working residents of Aloha-Reedville exceeds the number of jobs at firms in Aloha-Reedville by about 30 percent. The majority of employment in Aloha-Reedville is in: government, manufacturing and agricultural services, accommodation and food services, and retail trade.
 - **Jobs projected to grow faster than households.** Aloha-Reedville currently includes roughly 10 percent of Washington County's population, but only 3 percent of Washington County's employment. Metro's forecasts show that employment demand will grow at a faster rate than jobs within the study area. The average annual growth rate forecasted by Metro for employment is 2.4 percent, or approximately 5,800 new jobs in the study area through 2035. Metro forecasted that households in the study area would grow at 1.1 percent per year, adding about 7,000 new households to the study area through 2035.
 - **Transit.** The three most used transit lines in the study area, accounting for 93 percent of all transit trips that originate or end in the study area, are: the Blue Line Max, which accounts for 58 percent of total trips in the study area; #52 bus line; and #57 bus line.

Methodology

This report presents data about the existing conditions in Aloha-Reedville, based on a range of primary and secondary data sources:

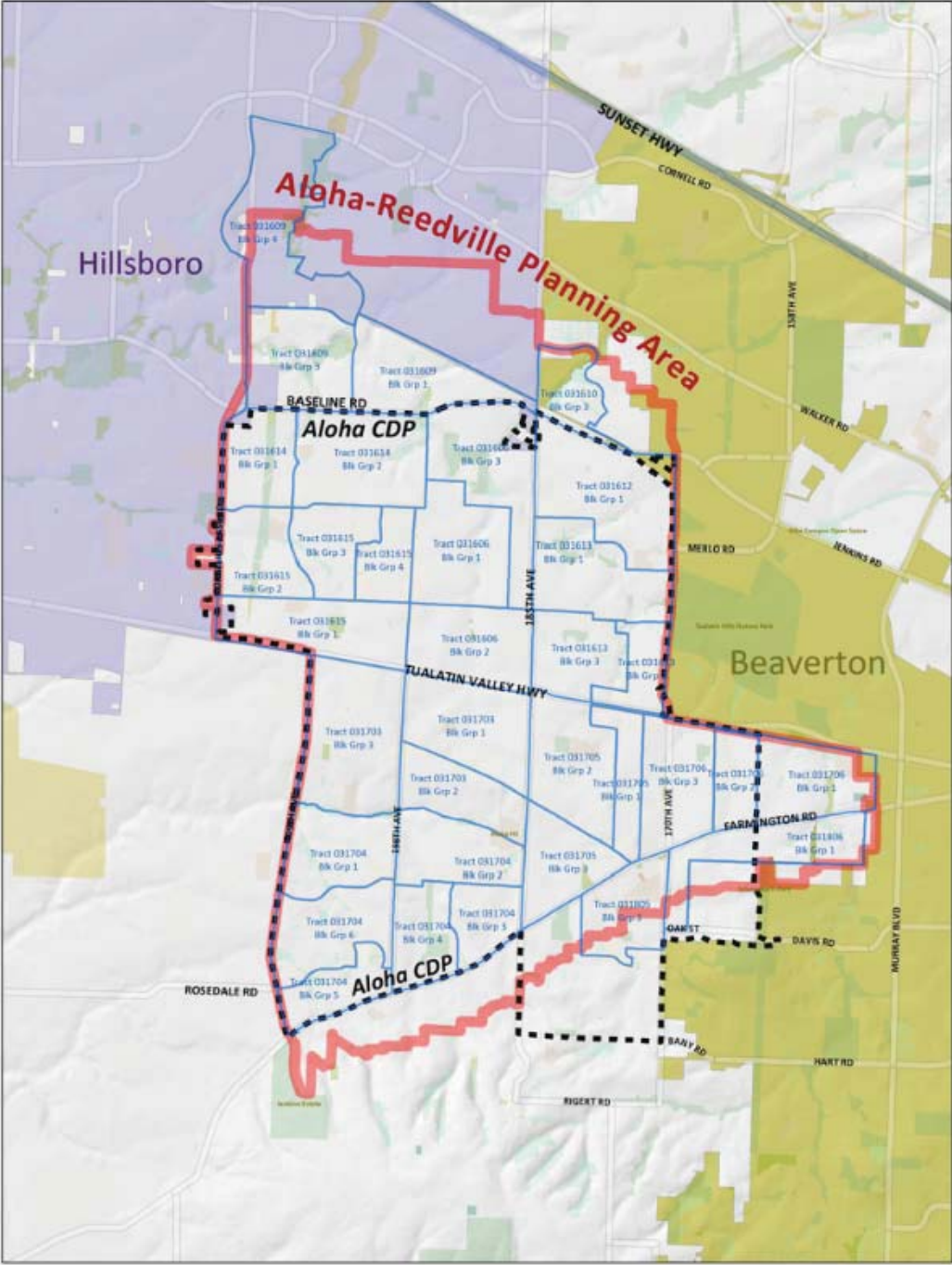
- **U.S. Census.** This report presents data from the 1990, 2000, and 2010 U.S. Decennial Censuses. The report also presents data from the U.S. Census 2005-2009 American Community Survey.
- **Washington County GIS data.** This report presents maps based, in part, on GIS data from Washington County.
- **Oregon Employment Department.** This report presents data from the Oregon Employment Department, including Quarterly Census of Workforce and Employment data that describes employment in Aloha-Reedville in 2009.

Map 2 shows the Aloha-Reedville study area, the Census' Aloha Census Designated Place (CDP), and Census tracts. Map 2 shows that the Aloha-Reedville study area does not match the

Aloha CDP or the Census tracts. For the purposes of this study, we have approximated the Study Area using eight Census Tracts and eight Census Block Groups, as shown on Map 2.³ The data presented throughout the study is based on this approximation of the Aloha-Reedville Study Area, except where noted otherwise.

³ The Census Tracts used to approximate Aloha-Reedville are: 316.05, 316.06, 316.12, 317.03, 317.04, 317.05, and 317.06. In addition, the following Block Groups are used to approximate the study area: Block Group 1, Census Tract 316.09; Block Group 3, Census Tract 316.10; Block Group 1, Census Tract 316.13; Block Groups 2 and 3, Census Tract 316.13; Block Group 1, Census Tract 318.05; and Block Group 1, Census Tract 318.06.

Map 2. Aloha-Reedville study area, Census geographies



Aloha-Reedville
Study Area and Census Boundaries



Source: Washington County GIS, U.S. Census geographic boundaries; Map by Leland Consulting Group

ANALYSIS AND FINDINGS

Demographic trends

This section describes the demographics of people living in the Aloha-Reedville study area. It presents the current demographics of Aloha-Reedville, changes over the past 20 years, and projections that describe how Aloha-Reedville is expected to grow over the next 20 years.

The population of Aloha-Reedville has grown at about the same rate as Washington County. Residents of Aloha-Reedville are younger than the Washington County average. The area is more racially and ethnically diverse during the past 20-years. Households are generally larger in Aloha-Reedville than the County average.

Population

The Aloha-Reedville area had about 55,000 people in 2010, accounting for 10 percent of the population in Washington County. Table 1 shows population change during the 1990 to 2010 period for Aloha-Reedville, Washington County, the Portland Metropolitan Area, Oregon, and the U.S. Table 1 shows that Aloha-Reedville grew by more than 22,000 people (a 68 percent increase) over the 20-year period, at an average annual growth rate of 2.6 percent. Aloha-Reedville grew at about the same rate as Washington County (2.7 percent average annual growth) and faster than Metro or Oregon’s averages.

Table 1. Population change in Aloha-Reedville area, Washington County, Portland Metro, Oregon, and the U.S., 1990 to 2010

	1990	2010	Change 1990-2010		
			Growth	Percent	AAGR
U.S.	248,709,873	308,745,538	60,035,665	24%	1.1%
Oregon	2,842,321	3,831,074	988,753	35%	1.5%
Portland Metro	1,412,344	2,066,399	654,055	46%	1.9%
Washington County	311,554	529,710	218,156	70%	2.7%
Aloha-Reedville Area	32,762	55,151	22,389	68%	2.6%

Source: U.S. Census, 1990 and 2010, Table P1

Note: AAGR is average annual growth rate

Future growth in the area is estimated by Metro (the Portland area’s regional government), which forecasts growth in households within the Metro region by Traffic Analysis Zones (TAZ) using the Metroscope model. In August 2011, Metro ran a preliminary estimate for household growth in the TAZes that approximate the study area. The forecast projects that Aloha-Reedville will grow from about 21,500 households in 2010 to about 28,500 households in 2035, an increase of about 7,000 households or 33 percent. The average annual growth rate of the forecast is 1.1 percent, which is lower than the recent average annual growth rate of population in Aloha-Reedville over the past 20 years (2.6 percent average annual growth rate). The forecast for slower growth in households may reflect the fact that much of Aloha-Reedville is now developed, as discussed in another project report, *Local Real Estate Market Analysis*.

Traffic Analysis Zones

“A traffic analysis zone (TAZ) is a special area delineated by state and/or local transportation officials for tabulating traffic-related data- especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.”

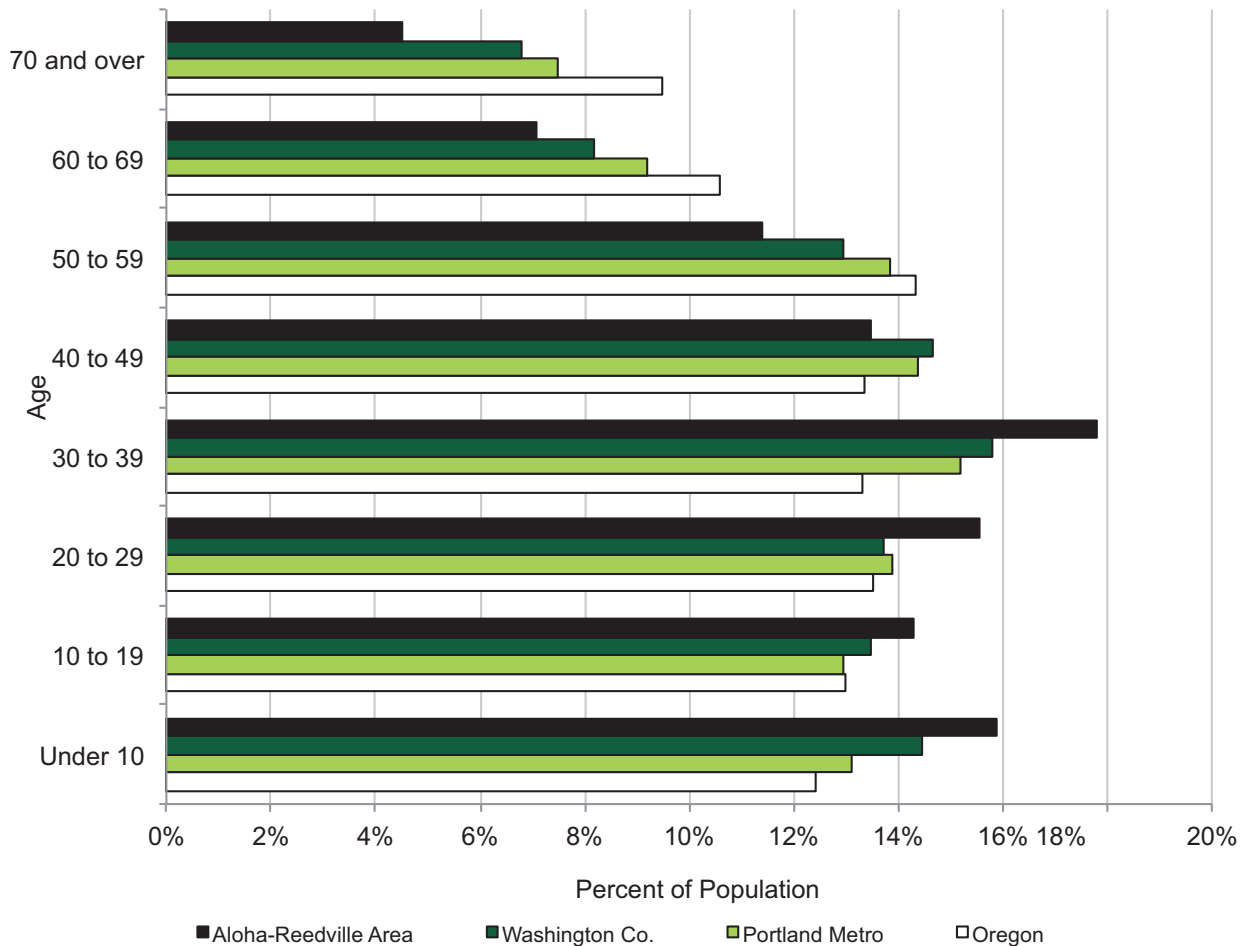
US Census

Age

Aloha-Reedville has a relatively young population. The median age in the Aloha CDP was 32.8 years, compared with the Washington County average of 35.3 years, or the State average of 38.4 years.

Figure 1 compares the 2010 age profile of Aloha-Reedville with Oregon, the Portland Metro region, and Washington County. Figure 1 shows that Aloha- Reedville had a larger share of people under 40 years (64 percent), compared with the averages in Washington County (57 percent), Portland Metro (55 percent), or Oregon (52 percent). Aloha-Reedville had a smaller share of people 60 years and older (12 percent), compared to Washington County (15 percent), Metro (17 percent), or Oregon (20 percent).

Figure 1. Age Structure, Aloha-Reedville, Washington County, Portland Metro, and Oregon, 2010



Source: U.S. Census 2010, Table P12

Aloha-Reedville’s age distribution suggests that the area is attractive to young families with children. Figure 2 shows change in the age structure in Washington County and Aloha-Reedville between 1990 and 2010. Both areas had growth in all age groups.

The largest change in both areas was with people 45 to 64 years, adding 6,700 people in Aloha-Reedville. In 1990, people in this age group accounted for 15 percent of Aloha-Reedville’s population, growing to 24 percent of the population by 2010, a 9 percent increase in the share of total population. Washington County had an 8 percent increase in people in this age group.

People 20 to 29 years were the group with the second largest growth in Aloha-Reedville, adding 2,200 people and accounting for 14 percent of Aloha-Reedville’s population in 2010. These changes are consistent with population-age changes for the Portland Metro area.

Figure 2. Change in Age Structure, Washington County and Aloha-Reedville Area 1990-2010

Age	1990		2010		Change 1990-2010		
	Population	Percent	Population	Percent	Growth	Percent	Share
Washington County							
Under 10	48,964	16%	76,544	14%	27,580	56%	-1%
10 to 19	42,192	14%	71,459	13%	29,267	69%	0%
20 to 29	47,986	15%	72,678	14%	24,692	51%	-2%
30 to 44	87,191	28%	123,052	23%	35,861	41%	-5%
45 to 64	53,655	17%	132,868	25%	79,213	148%	8%
65 and over	31,566	10%	53,109	10%	21,543	68%	0%
Aloha-Reedville Area							
Under 10	6,593	19%	7,834	16%	1,241	19%	-3%
10 to 19	5,460	16%	7,271	15%	1,811	33%	-1%
20 to 29	4,665	14%	6,942	14%	2,277	49%	0%
30 to 44	10,825	32%	12,166	25%	1,341	12%	-7%
45 to 64	5,018	15%	11,750	24%	6,732	134%	9%
65 and over	1,723	5%	3,462	7%	1,739	101%	2%

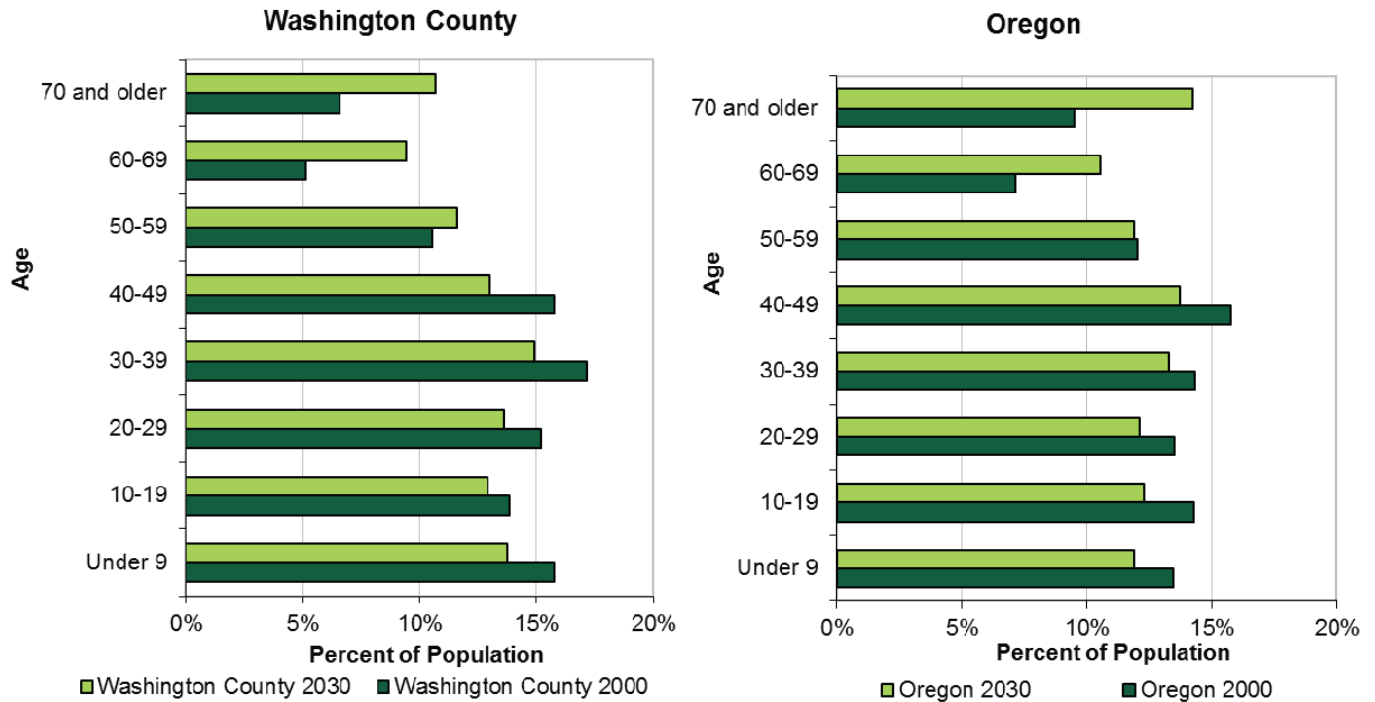
Source: U.S. Census, 1990 Table P11, 2010 Table DP-1

Note: Share is the change in percent of total. For example, in 1990 19 percent of Aloha-Reedville’s population and 16 percent of the population by 2010. The change in share is a decrease of 3 percent.

Figure 3 shows the Oregon Office of Economic Analysis (OEA) forecast of change in population by age group for Washington County and Oregon for 2000 to 2030. The OEA forecasts a change in the age structure in Washington County, with the share of population under 50 years decreasing from 78 percent of the population in 2000 to 68 percent of the population by 2030.

The share of people over 50 years is forecast to increase from 22 percent of the population in 2000 to 32 percent of the population in 2030, with the majority of increase coming from people 60 years and older. The shift in the County’s age distribution is similar to State and national trends.

Figure 3. Forecast of Population Change by Age, Washington County and Oregon, 2000 to 2030



Source: Oregon Office of Economic Analysis, State and County Population Forecasts by Age and Sex, 2000 to 2040

If the population of Aloha-Reedville follows County, State, and national trends, the population in Aloha-Reedville will be, on average, older in 2030. In 2010, Aloha-Reedville’s average population is younger than the County.

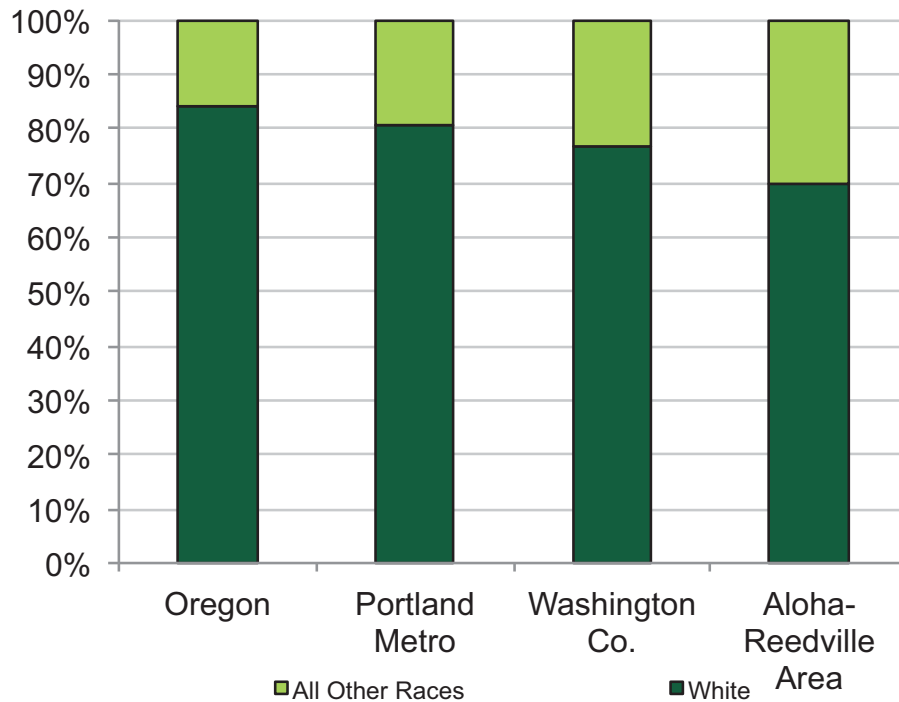
Race and ethnicity

The Census reports information about the race and ethnicity of people living in the study area and surrounding region. The Census categorizes race as white, black or African-American, American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or some other race. The Census asks people to identify their race(s). The Census provides a minimum of two ethnic categories: Hispanic or Latino or not Hispanic or Latino. This report describes racial and ethnic characteristics of the population in the following graphs.

Figure 4 shows the overall racial composition in Aloha-Reedville. Aloha-Reedville was predominantly white, similar to State and regional demographics. About 70 percent of Aloha-Reedville’s population was white, compared to 77 percent of Washington County’s population or 80 percent of the Portland Metro population.

Put another way, Aloha-Reedville’s population was more diverse than other areas, with 30 percent of the area’s population in non-white racial groups, compared to 23 percent of Washington County or 16 percent of Oregon’s populations.

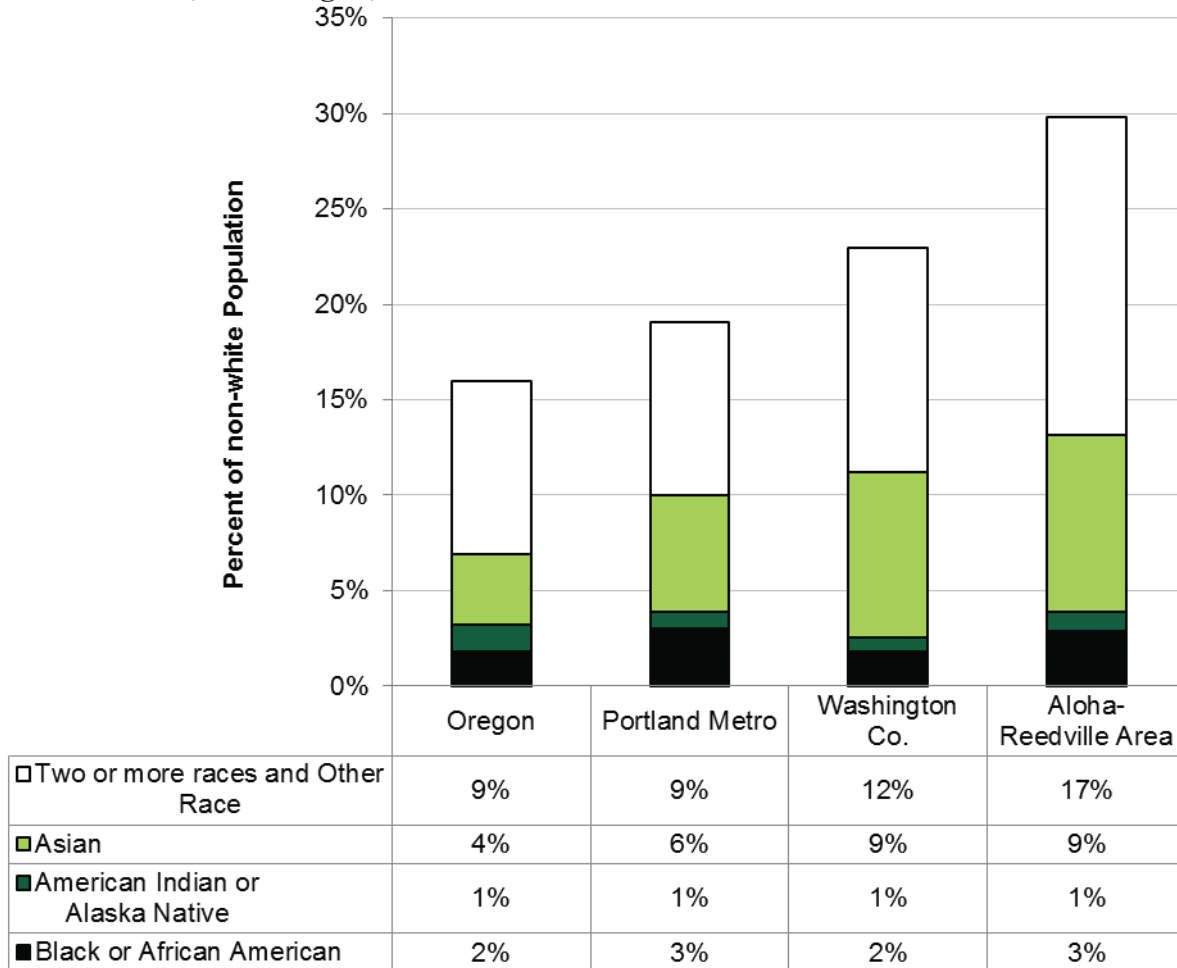
Figure 4. Overview of Racial Composition, Aloha-Reedville, Washington County, Portland Metro, and Oregon, 2010



Source: U.S. Census 2010, Table P3

Figure 5 shows the racial composition for non-white population. About 17 percent of Aloha-Reedville’s population was two or more races or other race. Asian’s accounted for about 9 percent of Aloha-Reedville’s population, black or African Americans accounted for about 3 percent of population, and American Indian or Alaska Native account for 1 percent of the Area’s population. The share of population in these three minority groups is similar to the racial composition in Washington County and Metro.

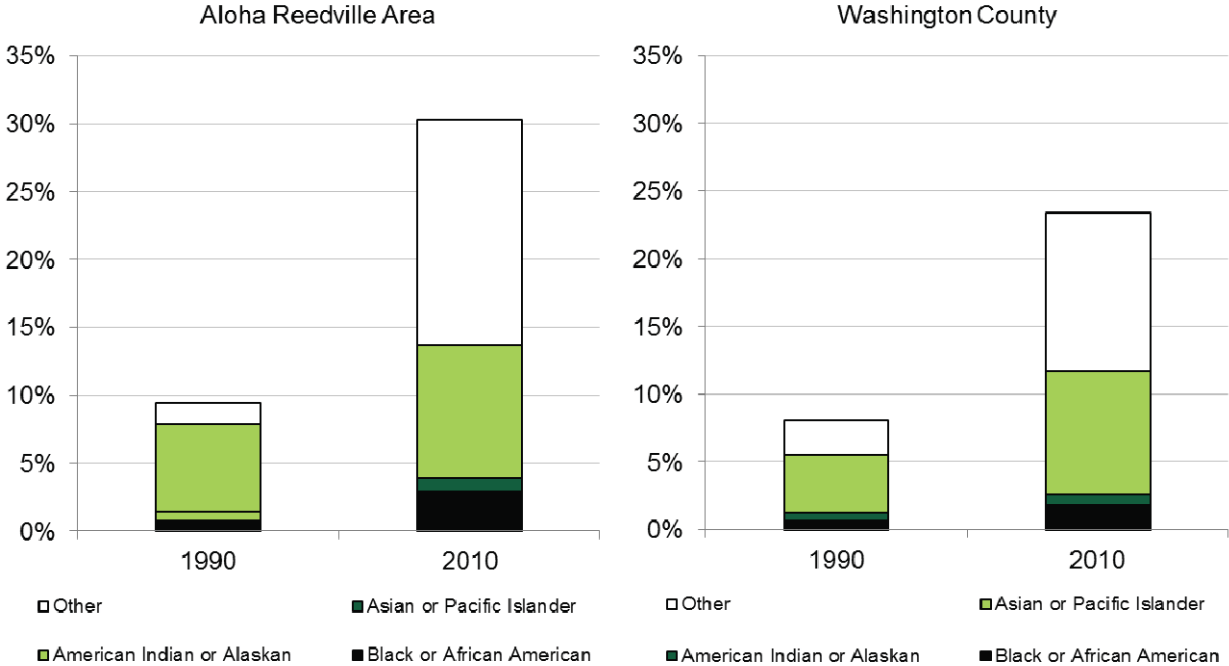
Figure 5. Racial Composition, non-white population, Aloha-Reedville, Washington County, Portland Metro, and Oregon, 2010



Source: U.S. Census 2010, Table P3

Figure 6 shows the change in racial composition for non-white population in Aloha-Reedville and Washington County between 1990 and 2010. Over the 20-year period, minority population grew faster than white population, with both areas becoming more racially diverse. The fastest growing groups were Asian or Pacific Islanders and Other races. Black or African American population increased more slowly and American Indian or Alaskan Native population did not change.

Figure 6. Change in Racial Composition, non-white population, Aloha-Reedville and Washington County, 1990-2010

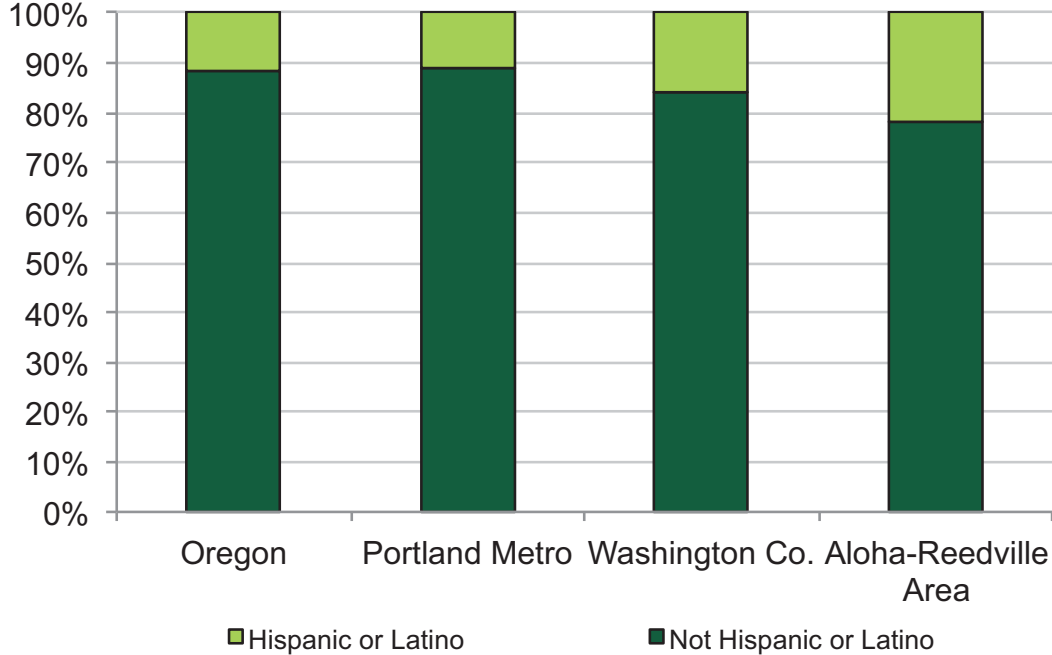


Source: U.S. Census 1990, Table DP1; 2010 Table P3

Note: For comparison purposes, these tables use the five racial categories used in the 1990 Census, which does not include Two or More Races and combines Asian and Pacific Islander.

Aloha-Reedville’s population is more ethnically diverse than the metro region. Figure 7 shows that 22 percent of the population in Aloha-Reedville was Hispanic or Latino in 2010, in comparison with 16 percent of Washington County, 11 percent in Portland Metro, and 12 percent in Oregon.

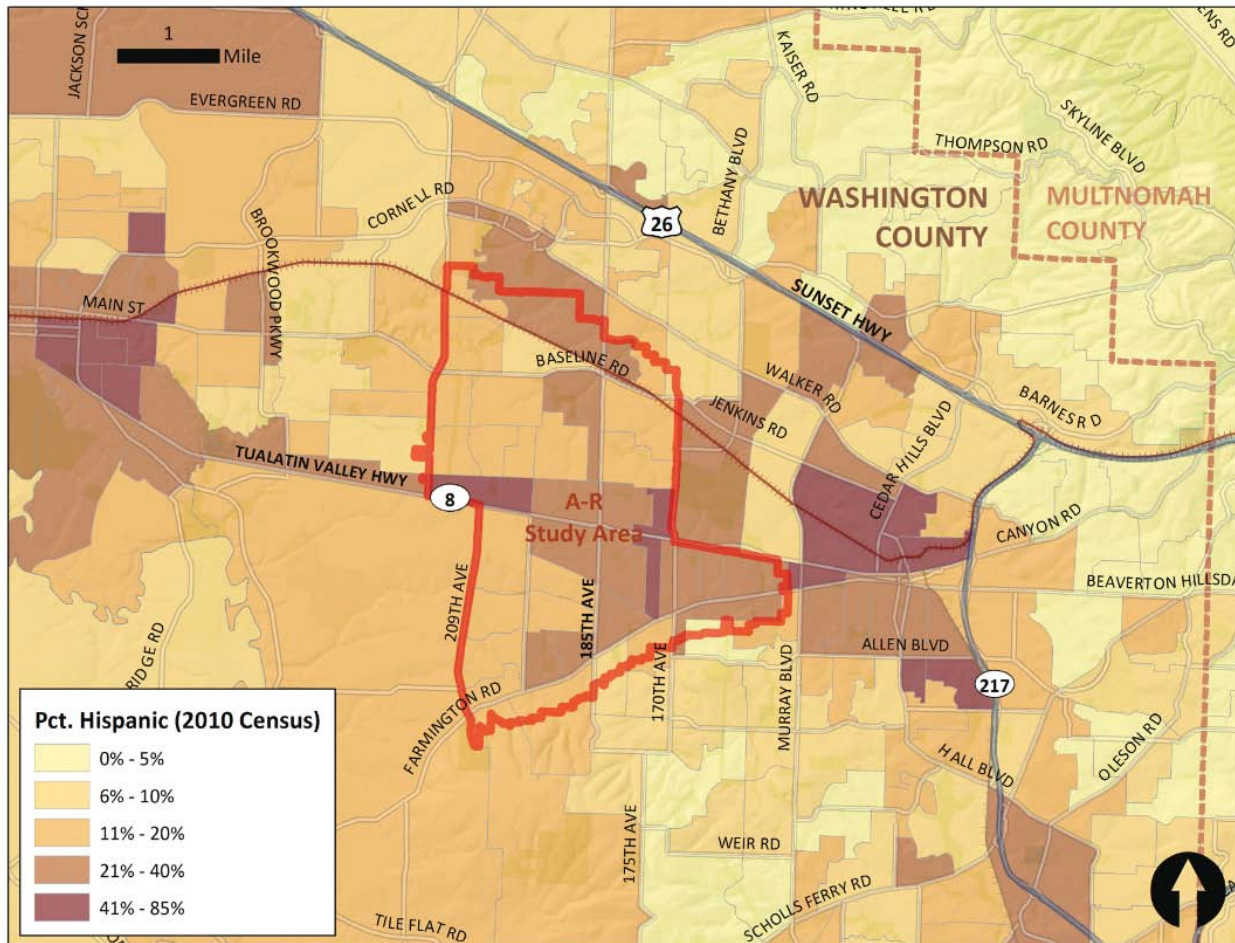
Figure 7. Ethnicity, Aloha-Reedville, Washington County, Portland Metro, and Oregon, 2010



Source: U.S. Census 2010, Table P4

Map 3 shows the share of Hispanic or Latino population by 2010 Census Block Group in Aloha-Reedville and surrounding areas. The largest concentrations of Hispanic and Latino population are in areas adjacent to TV Highway.

Map 3. Percent of Hispanic or Latino population by Census Block Group, Aloha-Reedville and surrounding area, 2010

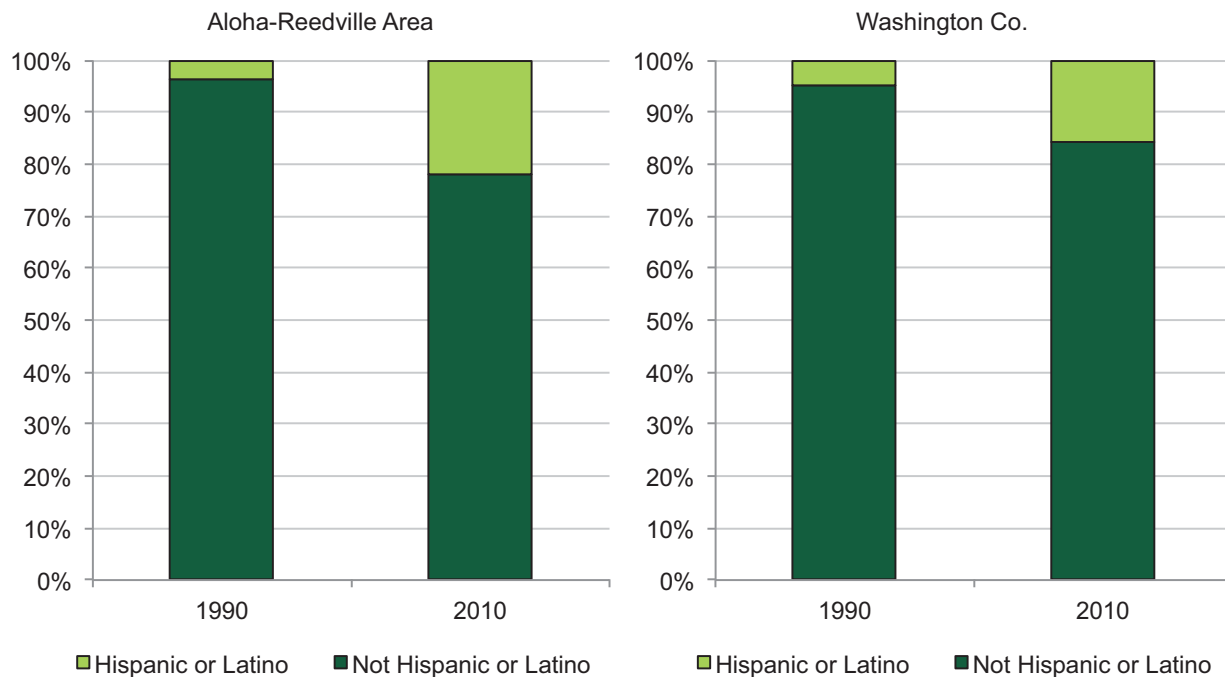


Source: U.S. Census 2010, Washington County GIS; Map by Leland Consulting Group

Consistent with State and national trends, Aloha-Reedville’s population grew more ethnically diverse over the past 20 years. Figure 8 shows the growth of the Hispanic or Latino population in Aloha-Reedville and Washington County. Hispanic and Latinos grew from 4 percent in 1990 to 22 percent of Aloha-Reedville’s population in 2010. By comparison, Hispanics and Latinos went from 5 percent to 16 percent of Washington County’s population over the same period.

Hispanic and Latino population grew at a 12.2 percent average annual growth rate, compared to average annual growth rate for all population of 2.6 percent in Aloha-Reedville over the 20-year period. In comparison, Hispanic and Latino population grew at a 9.2 percent average annual growth rate in Washington County, compared with a 2.7 percent average annual growth rate for the total population.

Figure 8. Change in Ethnic Composition, Aloha-Reedville and Washington County, change from 1990 to 2010



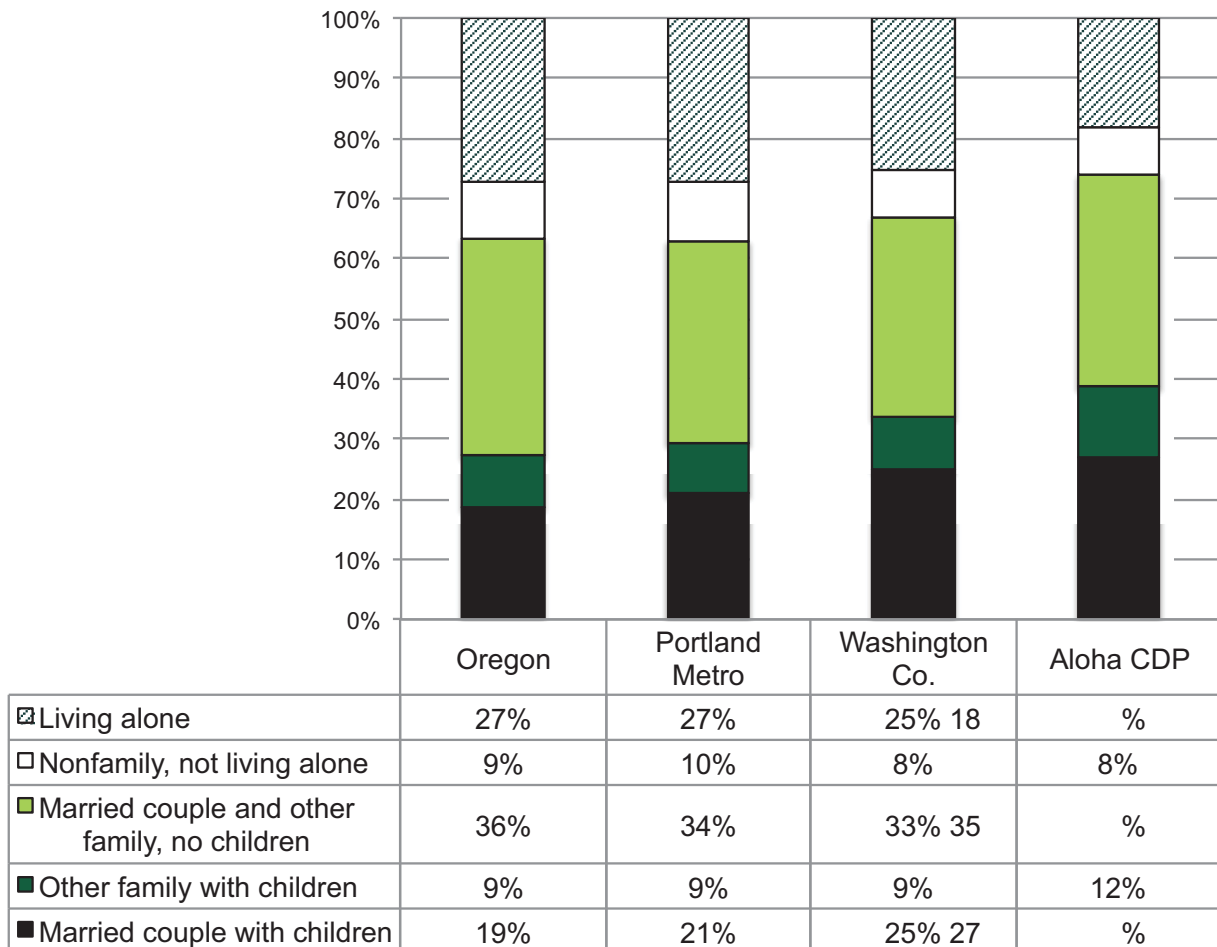
Source: U.S. Census 1990, Table DP1; 2010 Table P4

Household characteristics

The characteristics of households affect the type of housing required by households. For example, households with two adults and young children may prefer different types of housing than a single-person living alone or a retired couple. This section describes the characteristics of Aloha-Reedville’s households.

Figure 9 shows the Aloha Census Designated Place (CDP)⁴ had a larger share of households with children than regional averages. Twenty-seven percent of households in the Aloha CPD were married couples with children, compared to the County average of 25 percent and the State and Portland Metro averages of about 20 percent of households. Thirty-nine percent of all households in the Aloha CDP have children, compared with 34% of Washington County households. The Aloha CDP has a smaller share of single-person living alone households (18 percent) compared to the other areas, where more than 25 percent of households are a single-person living alone.

Figure 9. Household Composition, Oregon, Portland Metro, Washington County, Aloha CDP, 2010



Source: Census 2010, Table DPI

⁴ Where information for the Census Tracts and Block Groups used to approximate the Aloha-Reedville Area was not available we reported data from the Aloha Census Designated Place, as shown in Map 2, which covered a portion but not all of the study area.

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Table 2 shows that Aloha had larger households than the County or State averages. The average household size in the Aloha CDP was 2.91 persons per household in 2010, compared with Washington County’s average of 2.60 and the State’s average of 2.47 persons per household. This finding is consistent with the fact that the Aloha CDP has a larger share of households with children and smaller share of single-person households.

Median household size for all areas decreased between 1990 and 2010, with Aloha’s decreasing by 3 percent (equivalent to a decrease of 8 persons per 100 households). This decrease is consistent with County and State trends.

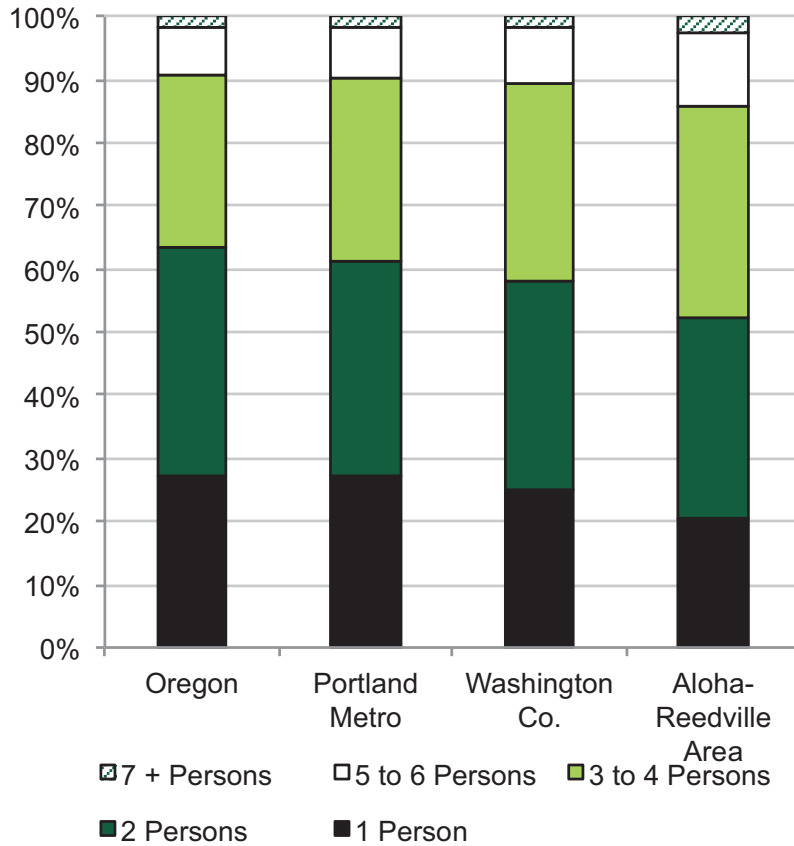
Table 2. Median Household Size, Aloha CDP, Washington County, Oregon, 1990 to 2010

	Oregon	Washington County	Aloha CDP
Year			
1990	2.52	2.59	2.99
2010	2.47	2.60	2.91
Change 1990-2010			
Amount	-0.05	0.01	-0.08
Percent Change	-2%	0%	-3%

Source: 1990 Census and 2010 Census

Figure 10 shows that Aloha-Reedville had a smaller share of one-person households (20 percent) than Washington County (25 percent) or Portland Metro and the State (27 percent for both). Aloha-Reedville had a higher proportion of households with five or more persons (14 percent), compared with 11 percent of County households, 10 percent of Portland Metro households, and 9 percent of Oregon’s households.

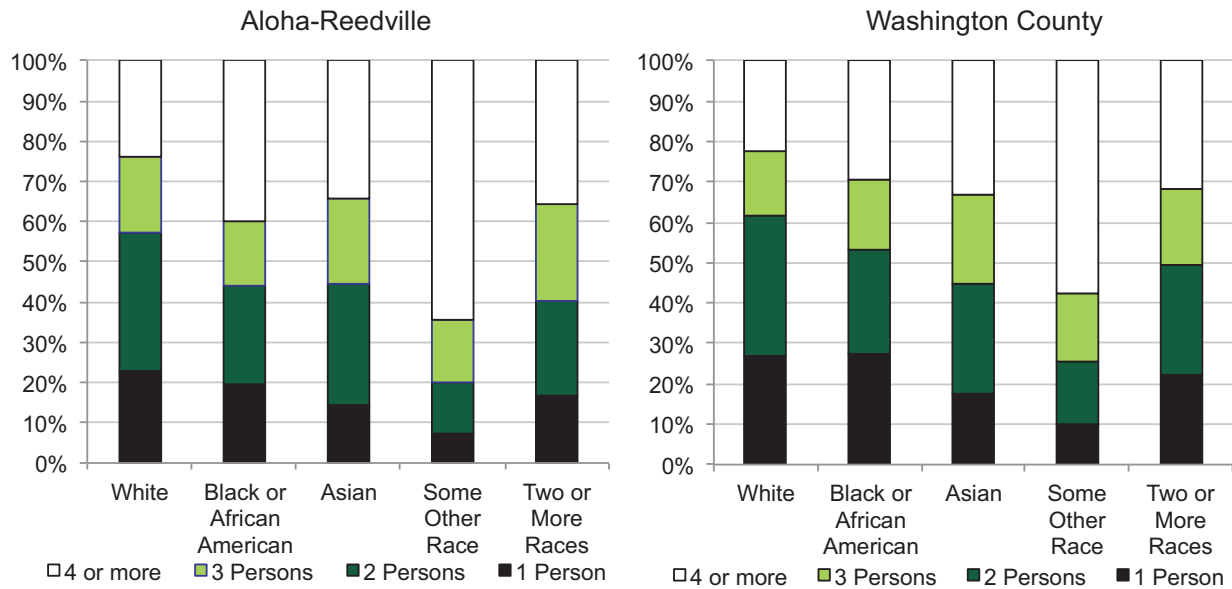
Figure 10. Household Size, Aloha-Reedville, Washington County, Portland Metro, and Oregon, 2010



Source: U.S. Census 2010 Table H16

Figure 11 shows household size by race for Aloha-Reedville, which is similar Washington County. In Aloha-Reedville, over half (57 percent) of white-headed households had one or two persons, whereas only 16 percent of those headed by Some Other Race had one or two persons (69 percent of which have four or more persons).

Figure 11. Household Size by Race, Aloha-Reedville and Washington County, 2010



Source: U.S. Census 2010 Table H16

Note: Native Hawaiian and Other Pacific Islander and American Indian and Alaska Native are included in “Some other race” because there were fewer than 200 households in either category in Aloha-Reedville.

Summary of Findings

Population:

- The Aloha-Reedville CDP had 49,425 people in 2010. If Aloha-Reedville was an incorporated city, it would be the 12th largest city in Oregon and 5th largest city in the Portland Metro area.
- Aloha-Reedville in 2010 represents about 10 percent of the County’s population.
- Between 1990 and 2010, Aloha-Reedville added more than 22,000 people, an increase of 68 percent.
- The rate of population growth in Aloha-Reedville from 1990-2010 was similar to Washington County’s, at about 2.6 percent average annual growth.
- Metro forecasts growth of about 7,000 new households in Aloha-Reedville over the 2010 to 2035 period, representing a 33 percent increase in the number of households in the study area.

Age

- The population of Aloha-Reedville is generally younger than in the County as a whole, with 77 percent under the age of 50 (compared to 72 percent Countywide).
- Aloha- Reedville has a larger share of people under 40 years (64 percent), compared with the averages in Washington County (57 percent), Portland Metro (55 percent), or Oregon (52 percent).
- Aloha-Reedville's largest growing age group was people 45 to 64 years old, accounting for 15 percent of Aloha-Reedville's growth between 1990 and 2010.
- People 20 to 29 years were the group with the second largest growth in Aloha-Reedville, accounting for 14 percent of Aloha-Reedville's population in 2010.
- The changes in Aloha-Reedville's age structure were consistent with changes in Washington County and the Portland Metro area.
- The State projects that the fastest growing age group between 2000 and 2030 in Washington County will be people over 50 years old, which will increase from 22 percent of the population in 2000 to 32 percent of the population in 2030.

Race and Ethnicity

- Sixty percent of Aloha-Reedville's population was white, compared to nearly 70 percent of Washington County's population and nearly 75 percent of the Portland Metro population.
- The fastest growing racial group between 1990 and 2010 was those who consider themselves of Some Other Race.
- In 2010, the largest non-white racial groups were Some Other Race (11 percent), Asian (9 percent) and Two or More Races (5 percent).
- Three percent of Aloha-Reedville's population was black, compared with the County average of 2 percent. While Aloha-Reedville's black population was small, it represents about 17 percent of the County's total Black population.
- Twenty-two percent of the population in Aloha-Reedville was Hispanic or Latino in 2010, in comparison with 16 percent of Washington County or 11 percent in Portland Metro.
- Aloha-Reedville accounted for 15 percent of the County's Hispanic or Latino population in 2010.
- Those of Hispanic or Latino ethnicity grew from 4 percent in 1990 to 22 percent of Aloha-Reedville's population in 2010.

Household Characteristics

- Aloha had a larger share of married households with children (27 percent) than Washington County (25 percent). Aloha had fewer single-person households (18 percent) than the County (25 percent).
- Aloha-Reedville had a larger share of households with children (39 percent of households) compared with Washington County (34 percent) or the other areas.
- The area had generally larger households than the County, 29 percent of households having four or more persons (25 percent for the County). The average household size in the Aloha CDP was 2.91 persons per household in 2010, compared with Washington County's average of 2.60 and the State's average of 2.47 persons per household.

Economic trends

Income

Income in Aloha-Reedville is lower than income in Washington County and the Portland Metro region but higher than the State average. Table 3 shows median income in Oregon, Washington County, and the Aloha CDP for the 2005-2009 period. The Aloha CDP's median household income, about \$57,245, was lower than Washington County's median household income of \$62,218 (92 percent of the County median) but higher than Oregon's \$49,033 (117 percent of the State's median). Aloha's median household income was higher than Beaverton's (\$55,213) and lower than Hillsboro's (\$59,061).

Table 3 also shows household income for families, married couple families, and nonfamily households. Aloha's median income was lower than Washington County's median (except in nonfamily households) and higher than Oregon's median.

Table 3. Median Income, Oregon, Washington County, and Aloha Census Designated Place, 2005-2009

	Oregon	Washington County	Aloha CDP	Aloha CDP Income Comparison	
				Oregon	Washington County
Median Household Income	\$49,033	\$ 62,218	\$ 57,245	117%	92%
Median Family Income	\$60,025	\$ 76,231	\$ 63,565	106%	83%
Married-Couple Family Income	\$69,078	\$ 87,343	\$ 70,124	102%	80%
Nonfamily Household Income	\$ 30,132	\$ 39,401	\$ 42,158	140%	107%

Source: American Community Survey, 2009, Table S1901

Note: Household income is the income for all people living in the household, whether they are related or not. Family income is income for the family, excluding any non-related people living in the house.

Table 4 shows median family income by family size. The median family income in the Aloha CDP was higher for households with five or six persons and lowest for seven person households, four person households, and two person households. Median family income in the Aloha CDP was lower than Washington County’s median for all household sizes but higher than Oregon’s median family income (except for four and seven or more person households).

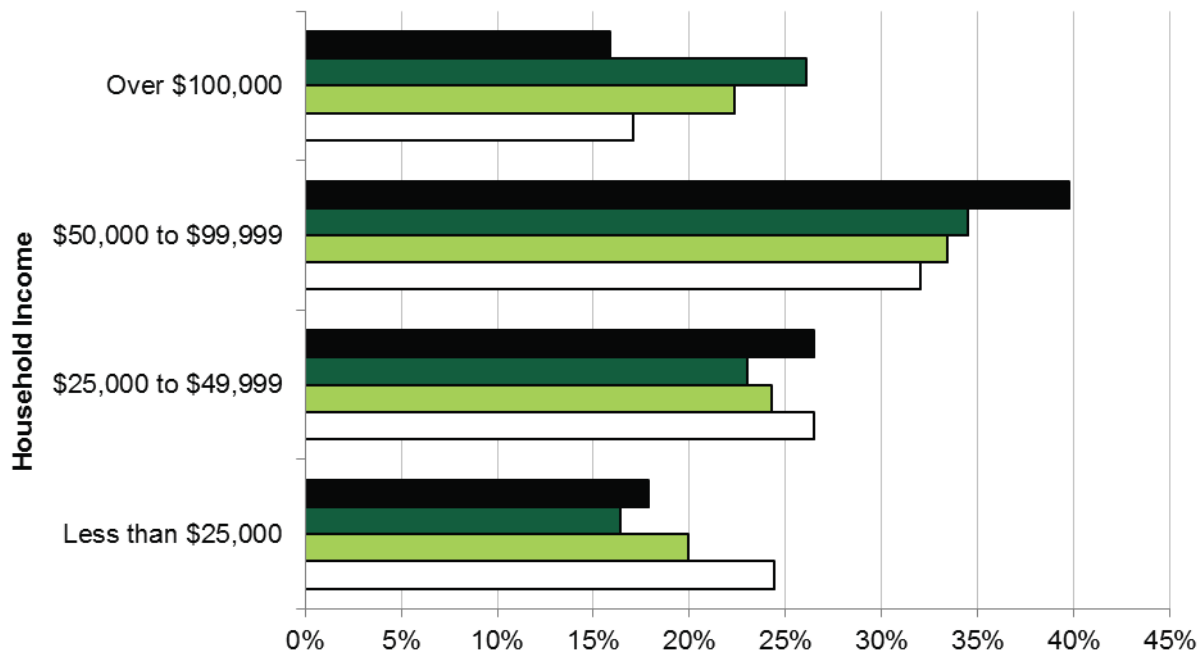
Table 4. Median Family Income by Family Size, Oregon, Washington County, and Aloha Census Designated Place, 2005-2009

Family Size	Oregon	Washington County	Aloha CDP	Aloha CDP Income Comparison	
				Oregon	Washington County
Median Family Income	\$ 60,025	\$ 76,231	\$ 63,565	106%	83%
2-Persons	\$ 54,997	\$ 67,991	\$ 62,699	114%	92%
3-Persons	\$ 61,226	\$ 79,691	\$ 63,333	103%	79%
4-Persons	\$ 71,282	\$ 89,161	\$ 62,869	88%	71%
5-Persons	\$ 65,743	\$ 80,424	\$ 67,747	103%	84%
6-Persons	\$ 63,536	\$ 77,887	\$ 72,344	114%	93%
7-or-more-Persons	\$ 64,125	\$ 65,893	\$ 52,250	81%	79%

Source: American Community Survey, 2009, Table S1901

Figure 12 shows annual household income for 2005-2009. Forty-percent of Aloha-Reedville’s households earn between \$50,000 and \$99,999 per year, a proportionally larger group than in the State, Portland Metro region or Washington County. Aloha-Reedville had a smaller proportion of the highest income households (16 percent), compared to Washington County (26 percent) or Portland Metro (22 percent). However, the proportion of households earning less than \$25,000 annually in Aloha-Reedville (18 percent) is higher than the County average (16 percent) but below the Portland Metro average (20 percent) or the State average (24 percent).

Figure 12. Annual Household Income, Aloha-Reedville, Washington County, Portland Metro, and Oregon 2005-2009

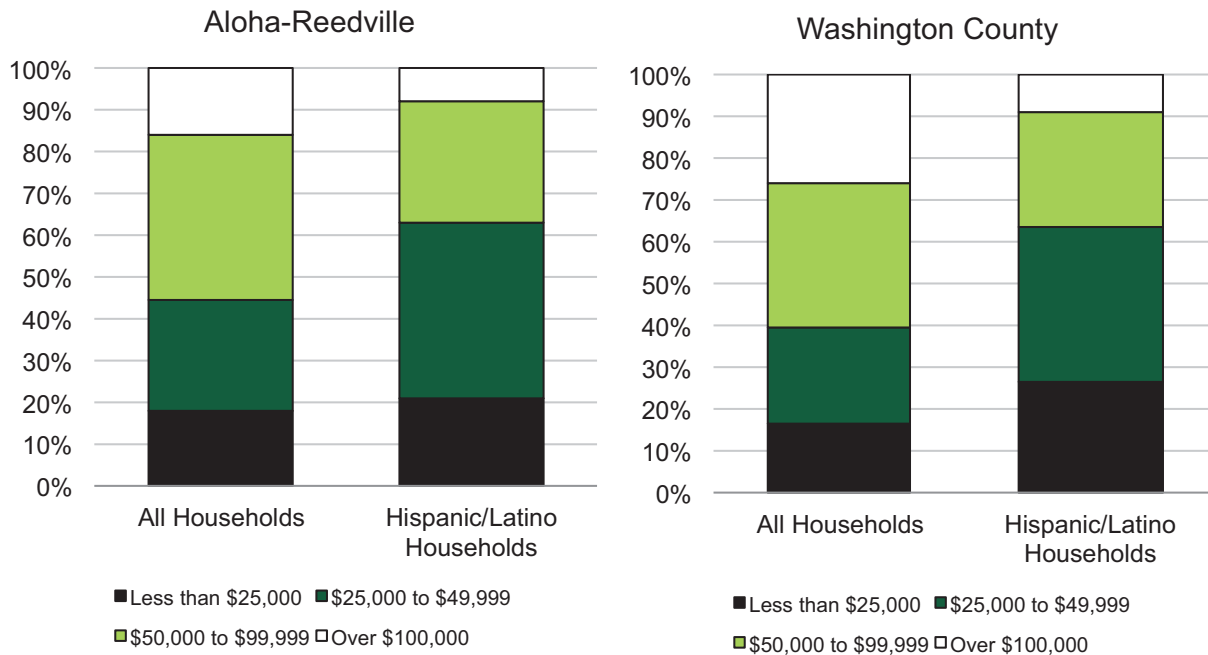


	Less than \$25,000	\$25,000 to \$49,999	\$50,000 to \$99,999	Over \$100,000
■ Aloha-Reedville Area	18%	26%	40%	16%
■ Washington Co.	16%	23%	35%	26%
■ Portland Metro	20%	24%	33%	22%
□ Oregon	24%	26%	32%	17%

Source: American Community Survey, 2005-2009, Table B19001

Figure 13 compares annual household income for all households with Hispanic and Latino households. The share of households earning \$25,000 or less per year was similar for Hispanic households (21 percent) and all households (18 percent). A larger share of Hispanic households earned between \$25,000 and \$49,999 annually (42 percent) than all households (26 percent). In addition, 37 percent of Aloha-Reedville Hispanic households earned more than \$50,000 per year, compared to 56 percent of all households. The structure of household income for Hispanic households was similar in Washington County as in Aloha-Reedville, with about 63 percent of Hispanic households earning less than \$50,000 annually.

Figure 13. Annual Household Income by Ethnicity, Aloha-Reedville and Washington County, 2005-2009



Source: American Community Survey, 2005-2009, Table B19001I

The U.S. Department of Housing and Urban Development establishes a regional estimated Median Family Income (MFI) to set eligibility limits for affordable housing projects and finance programs. The estimated annual MFI for the Portland Metro region is \$72,000 in 2011.⁵ Table 5 shows the MFI categories and the range of income in each category for the Portland Metro region in 2011.

Table 5. Median Family Income Brackets, Portland Metro region, 2011

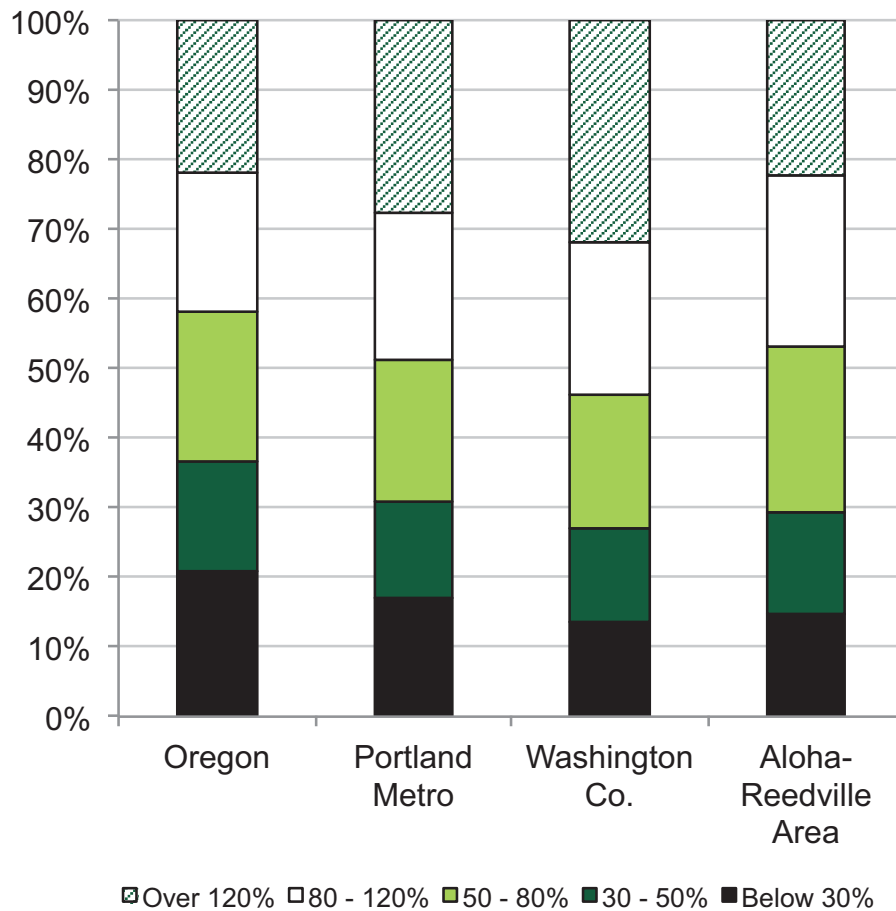
	Income Range	
	Lower	Upper
Below 30%	\$21,600 or less	
30 - 50% (Very Low)	\$21,600	\$36,000
50 - 80% (Low)	\$36,000	\$57,600
80 - 120%	\$57,600	\$86,400
Over 120%	\$86,400 or more	

Source: HUD Median Family Income Limits

⁵ HUD Median Family Income Estimate for Oregon: <http://www.huduser.org/portal/datasets/il/il11/or.pdf>

Figure 14 compares household income in Aloha-Reedville to the state, region and Washington County based on these income brackets. Nearly one-third of Aloha-Reedville households had incomes below 50 percent of the Portland Metro MFI, compared with more than one-quarter of Washington County households. Aloha-Reedville had a higher concentration of those earning between 50 to 80 percent of the area MFI (24 percent of households) than Washington County (19 percent of households) or Portland Metro (20 percent of households). Most notably, Aloha-Reedville had fewer households earning over 120 percent of the regional MFI (22 percent of households) than Washington County (32 percent of households).

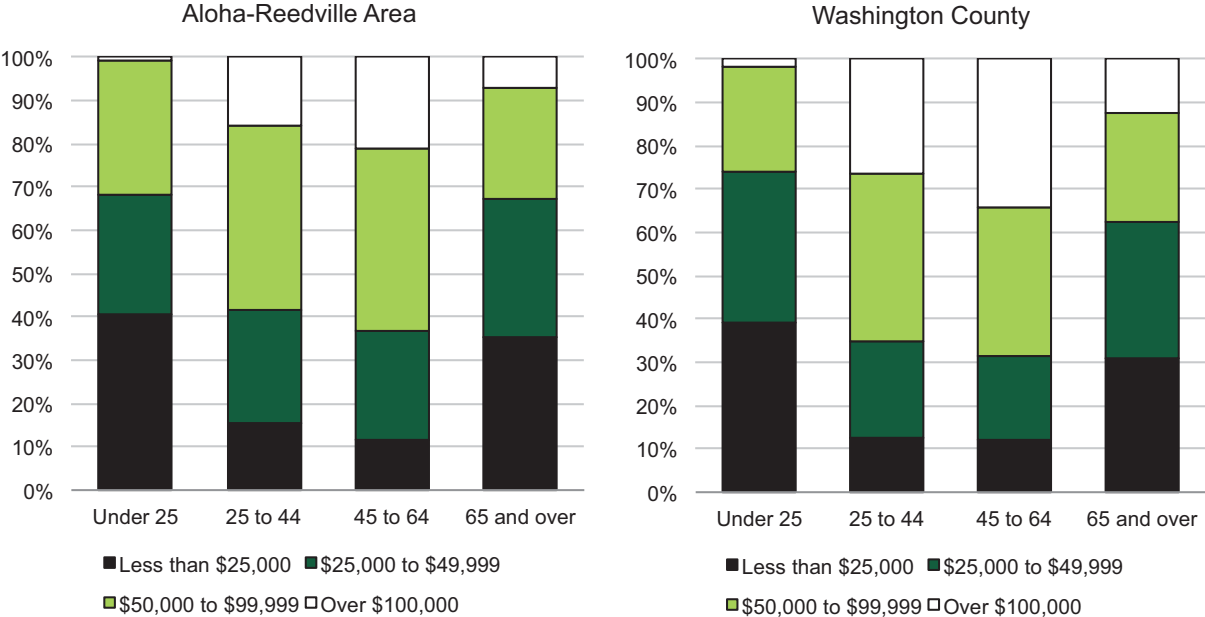
Figure 14. Household Income as a percentage of Portland Metro Regional Median Family Income (MFI) Groupings, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2005-2009



Source: American Community Survey, 2009, Table B19001; U.S. Dept. of Housing and Urban Development, 2011 Median Family Income Estimate; ECONorthwest

Figure 15 shows that household income increases with age, both in Aloha-Reedville and in Washington County. Households under 25 and over 65 years were more likely to earn less than \$25,000 than working age households (those 25 to 64 years). A larger share of working age households had a household income of \$100,000 or more annually, compared to younger or older households. These patterns hold for Aloha-Reedville and Washington County and are consistent with State and national income patterns.

Figure 15. Household Income by Age, Aloha-Reedville and Washington County, 2005- 2009

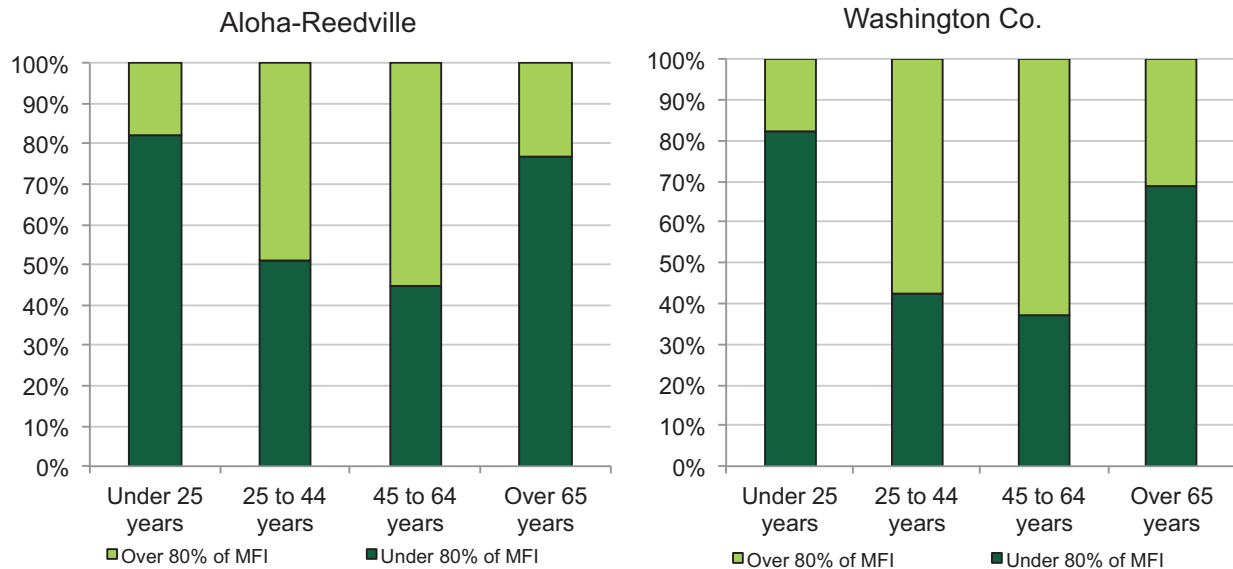


Source: American Community Survey, 2009, Table B19037; U.S. Dept. of Housing and Urban Development, 2011 Median Family Income Estimate; ECONorthwest

Figure 16 shows households who earn above or below 80 percent of the Portland Metro area MFI by age of householder. The majority (82 percent) of households headed by those aged 25 and younger earned less than 80 percent of the area MFI, which is similar to Washington County. This may reflect lower education and earnings potential of younger workers.

In Aloha-Reedville, households headed by people over 25-years were more likely to earn less than 80 percent of the regional MFI than comparable households in Washington County. Overall, about 8 percent fewer households in Aloha-Reedville earned above 80 percent of MFI when compared to households in the same age categories in Washington County. About three quarters of households headed by seniors earned less than the 80 percent of the area MFI, compared to the Countywide average of 69 percent of senior households.

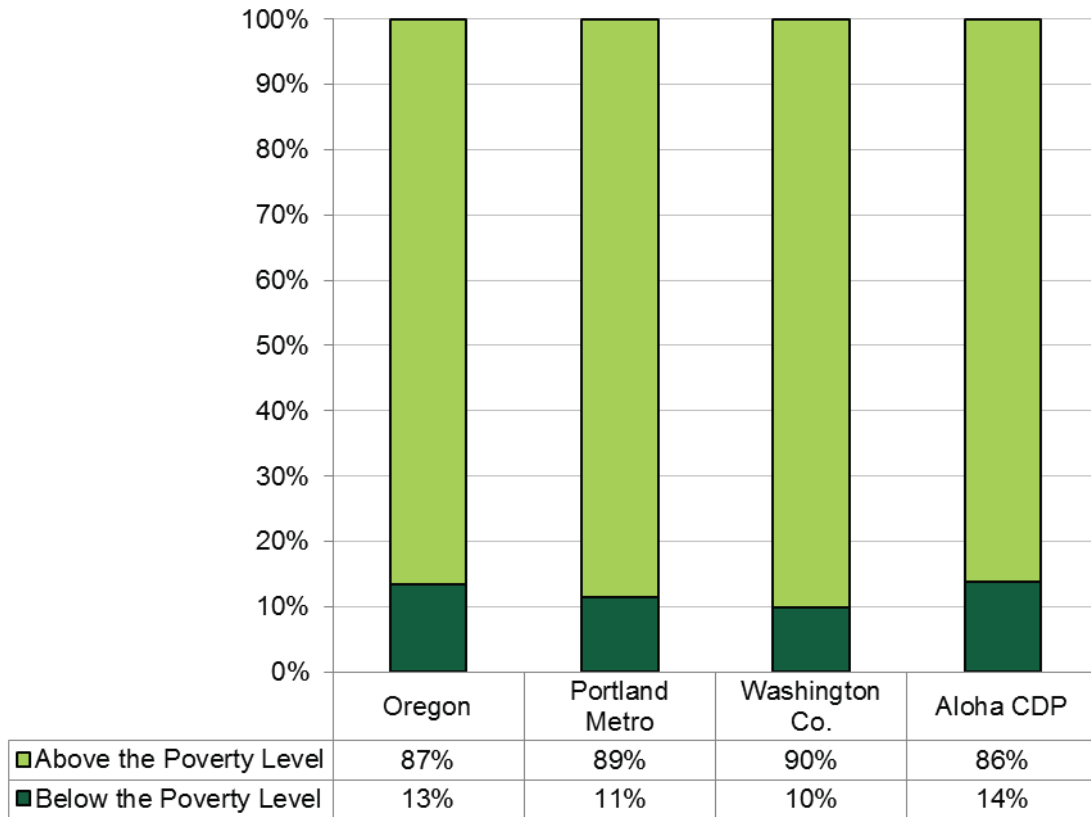
Figure 16. Household Income by Age as a percentage of MFI, Aloha-Reedville and Washington County, 2005- 2009



Source: American Community Survey, 2009, Table B19037; U.S. Dept. of Housing and Urban Development, 2011 Median Family Income Estimate; ECONorthwest

Figure 17 shows that 14 percent of population in the Aloha CDP was below the federal poverty line, compared with the County average of 10 percent, Portland Metro’s average of 10 percent, and 13 percent of the State’s population.

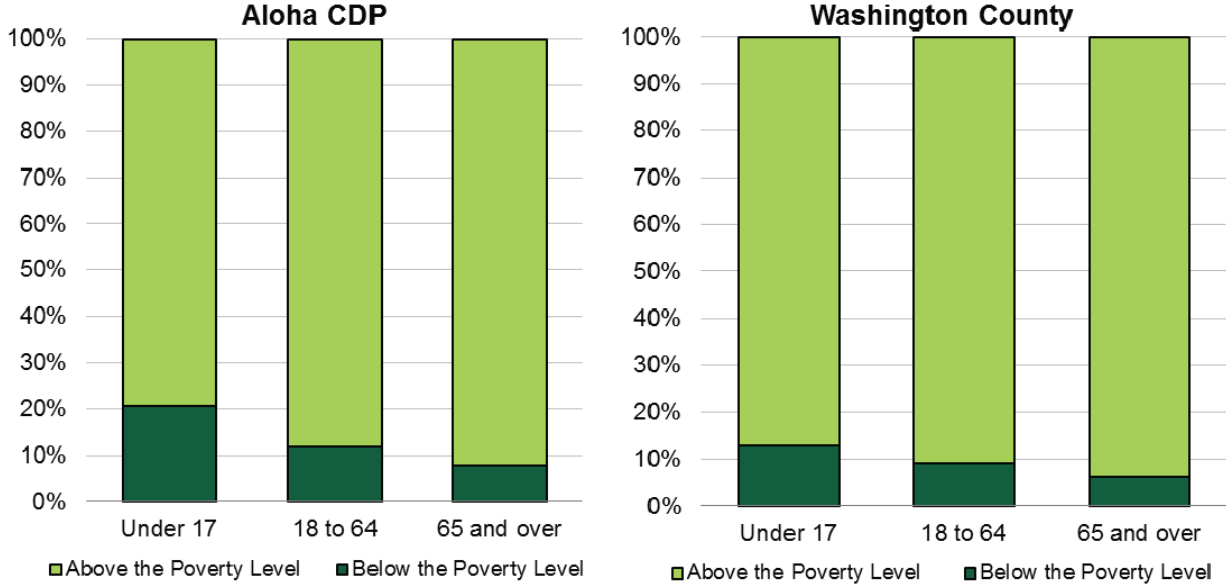
Figure 17. Poverty rate, Oregon, Portland Metro, Washington County, and Aloha CDP, 2005-2009



Source: U.S. Census, 2005 to 2009 American Community Survey Table B17020

Figure 18 shows poverty rate by age in the Aloha CDP and Washington County. Children were more likely to be below the poverty line than other age groups, with 20 percent of children in the Aloha CDP and 13 percent of children in Washington County below the poverty line. Twelve percent of people aged 18 to 64 in the Aloha CDP were below the poverty line, compared with 9 percent of that age group in the County. Eight percent of people aged 65 and older in the Aloha CDP were below the poverty line, compared with 6 percent in the County.

Figure 18. Poverty rate by age, Washington County and Aloha CDP, 2005-2009

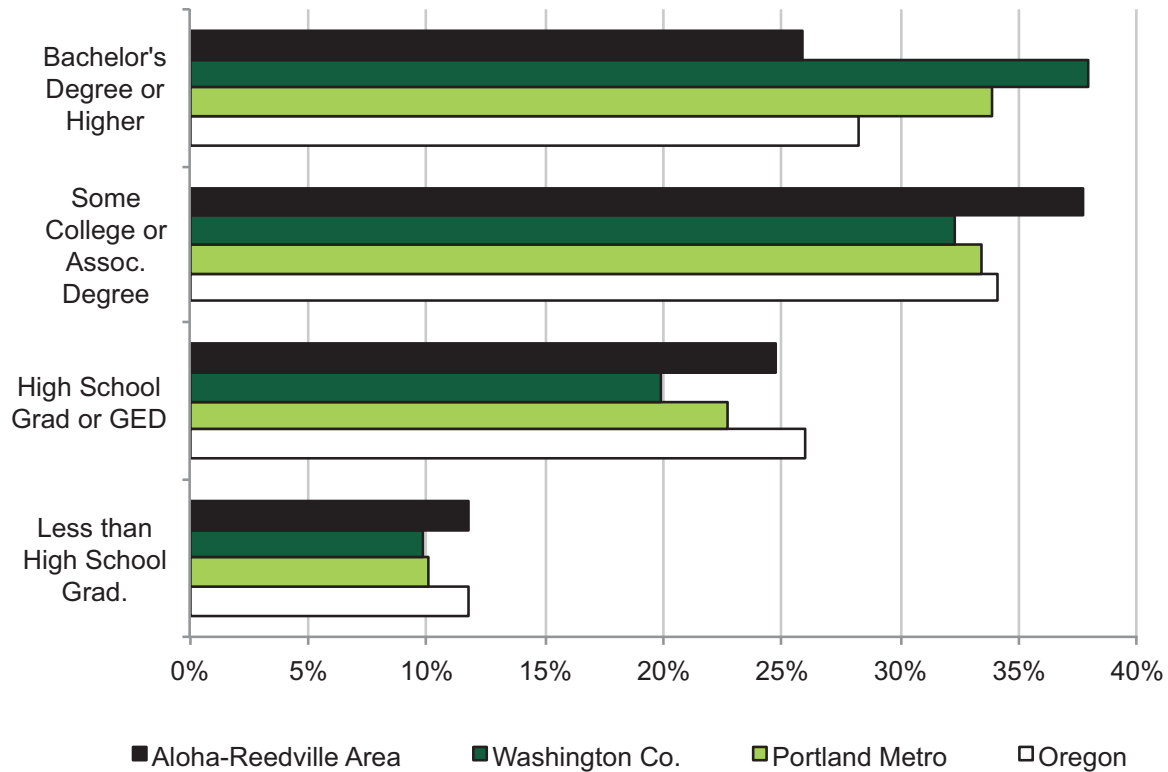


Source: U.S. Census, 2005 to 2009 American Community Survey Table B17020

Educational attainment

Washington County has a highly educated population as compared to the state and region. Figure 19 shows that the largest group of Aloha-Reedville’s over-25 population completed some college or has an associate’s degree, but not a bachelor’s degree or higher (38 percent). However, there is a large difference between the number of Aloha-Reedville residents with bachelor’s and higher degrees (26 percent) and Washington County (38 percent). Whereas Aloha-Reedville represents 10 percent of the County’s population, it represents only 7 percent of those with bachelor’s degrees or higher. Aloha-Reedville also has a higher percentage of people without a high school diploma or GED than the County or region.

Figure 19. Educational Attainment for those 25-years and over, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2005-2009



Source: American Community Survey, 2005-2009, Table B15002

Employment

Table 6 presents data from the Oregon Employment Department that shows changes in covered employment⁶ for Washington County between 2001 and 2010. Employment data in this section is summarized by sector, each of which includes several individual industries. For example, the Retail Trade sector includes General Merchandise Stores, Motor Vehicle and Parts Dealers, Food and Beverage Stores, and other retail industries.

Employment in Washington County grew by more than 6,000 jobs over this nine-year period, a 3 percent increase. The sectors that added the most jobs were Health and Social Assistance (adding about 8,400 employees) and Government (adding about 6,000 employees). The sectors that lost the most jobs over the nine-year period were Manufacturing (losing about 9,800 employees) and Construction (losing about 2,100 employees).

Table 6. Covered employment in Washington County, 2001-2010

Sector	2001	2010	Change 2001 to 2010		
			Difference	Percent	AAGR
Natural Resources and Mining	3,607	3,258	-349	-10%	-1.1%
Construction	12,591	10,484	-2,107	-17%	-2.0%
Manufacturing	50,872	41,059	-9,813	-19%	-2.4%
Wholesale	14,478	15,833	1,355	9%	1.0%
Retail	26,864	27,658	794	3%	0.3%
Transportation & Warehousing	4,500	3,144	-1,356	-30%	-3.9%
Information	8,688	7,809	-879	-10%	-1.2%
Finance & Insurance	9,976	10,455	479	5%	0.5%
Real Estate Rental & Leasing	3,164	3,210	46	1%	0.2%
Professional, Scientific & Tech. Srv.	11,206	10,880	-326	-3%	-0.3%
Management of Companies	4,720	5,670	950	20%	2.1%
Admin. Support & Cleaning Srv.	18,370	17,420	-950	-5%	-0.6%
Education	3,552	4,592	1,040	29%	2.9%
Health & Social Assistance	15,533	23,920	8,387	54%	4.9%
Arts, Entertainment & Recreation	2,370	3,240	870	37%	3.5%
Accommodations & Food Services	14,237	16,209	1,972	14%	1.5%
Other Services (except Public Admin.)	7,189	7,298	109	2%	0.2%
Private Non-Classified	76	74	-2	-3%	-0.3%
Government	16,517	22,554	6,037	37%	3.5%
Total	228,510	234,767	6,257	3%	0.3%

Source: Oregon Employment Department, Oregon Labor Market Information System, Covered Employment & Wages, <http://www.qualityinfo.org/olmisj/CEP>. Summary by industry and percentages calculated by ECONorthwest

⁶ Covered employment refers to jobs covered by unemployment insurance, which includes most wage and salary jobs but does not include sole proprietors, seasonal farm workers, and other classes of employees.

Table 7 shows employment by sector in Aloha-Reedville study area in 2009. Aloha-Reedville had more than 7,000 employees at 946 businesses, with an average firm size of 7.5 employees per business. The sectors that account for the majority of employment in Aloha-Reedville were: Government (1,648 employees), Manufacturing and Agricultural Services (1,404 employees), Accommodation and Food Services (805 employees), and Retail Trade (802 employees).

The average annual pay per employee for all employment was about \$42,300. Government and Manufacturing and Agricultural Services had above average pay. Accommodation and Food Services and Retail Trade had below average pay.

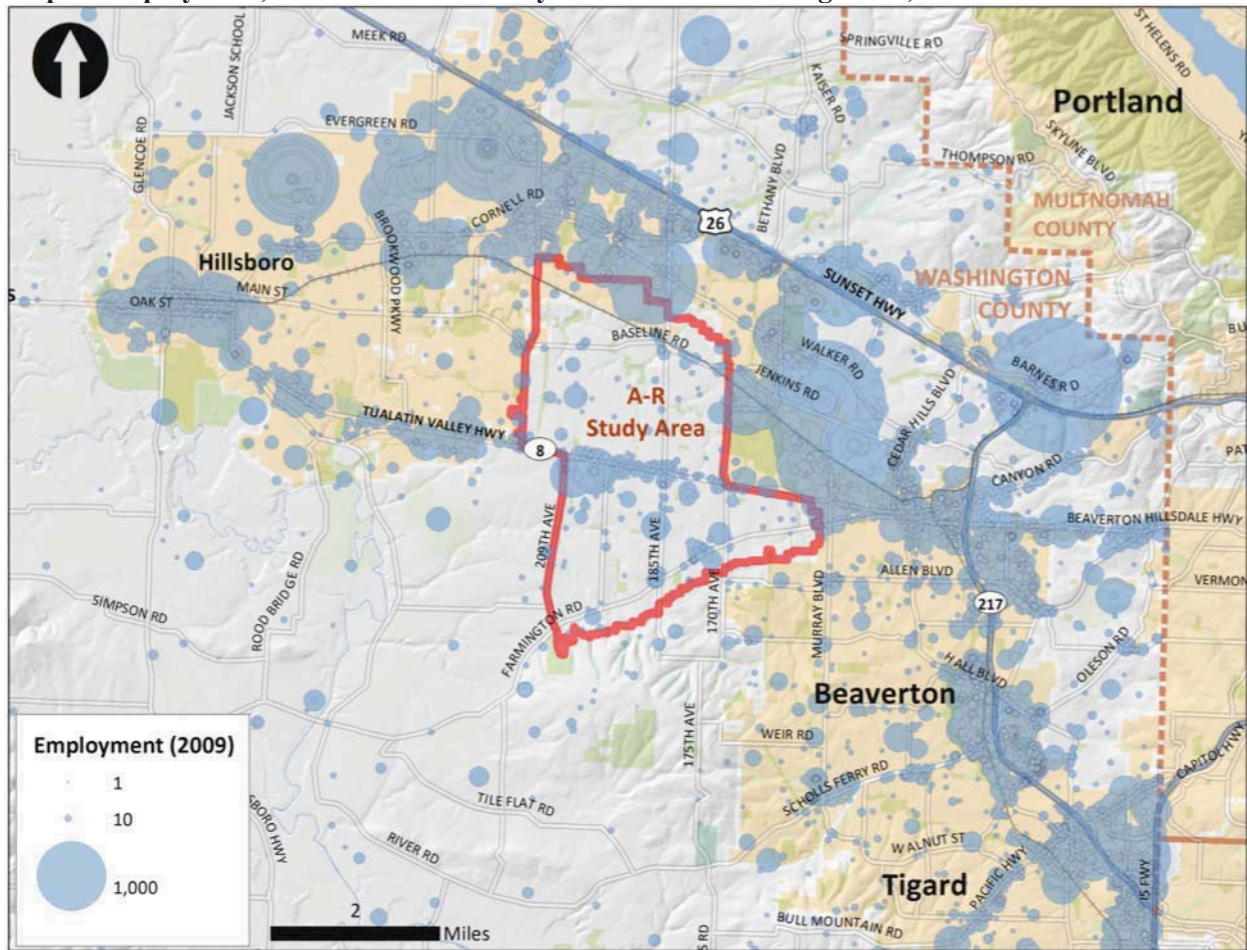
Table 7. Employment by sector, Aloha-Reedville study area, 2009

Sector / Industry	Establish-ments	Employees		Payroll	
		Number	% of Total	Total	Average/ Emp
Construction	168	415	6%	\$ 16,139,373	\$ 38,890
Manufacturing and Agriculture	37	1,404	20%	\$ 112,688,115	\$ 80,262
Wholesale Trade	49	98	1%	\$ 5,604,300	\$ 57,187
Retail Trade	101	802	11%	\$ 20,158,155	\$ 25,135
Motor Vehicle and Parts Dealers	14	115	2%	\$ 3,888,520	\$ 33,813
Food and Beverage Stores	27	323	5%	\$ 6,908,068	\$ 21,387
General Merchandise Stores	3	94	1%	\$ 1,831,795	\$ 19,487
Health and Personal Care Stores	9	85	1%	\$ 3,282,772	\$ 38,621
Other Retail	48	185	3%	\$ 4,247,000	\$ 22,957
Transportation & Warehousing & Utilities	17	84	1%	\$ 2,628,047	\$ 31,286
Information	7	16	0%	\$ 615,201	\$ 38,450
Finance & Insurance	41	117	2%	\$ 4,437,388	\$ 37,926
Real Estate & Rental & Leasing	50	136	2%	\$ 3,928,496	\$ 28,886
Professional, Scientific, and Technical Services	81	137	2%	\$ 5,567,738	\$ 40,640
Admin. & Support & Waste Mgt. & Remediation	70	439	6%	\$ 10,518,546	\$ 23,960
Private Educational Services	6	39	1%	\$ 863,550	\$ 22,142
Health Care & Social Assistance	118	605	9%	\$ 18,267,956	\$ 30,195
Ambulatory Health Care Services	46	250	4%	\$ 11,075,837	\$ 44,303
Nursing and Residential Care Facilities	43	167	2%	\$ 3,321,972	\$ 19,892
Social Assistance	29	188	3%	\$ 3,870,147	\$ 20,586
Arts, Entertainment, & Recreation	5	27	0%	\$ 347,469	\$ 12,869
Accommodation & Food Services	72	805	11%	\$ 11,918,053	\$ 14,805
Other Services (except Public Administration)	108	294	4%	\$ 7,171,403	\$ 24,393
Government	16	1,648	23%	\$ 78,061,645	\$ 47,368
Federal Government	1	60	1%	\$ 3,075,886	\$ 51,265
State Government	1	31	0%	\$ 1,331,981	\$ 42,967
Local Government	14	1,557	22%	\$ 73,653,778	\$ 47,305
Total	946	7,066	100%	\$ 298,915,435	\$ 42,303

Source: Oregon Employment Department Quarterly Census of Employment and Wages (QCEW). Summary by industry and percentages calculated by ECONorthwest

Map 4 shows the location of employment in the Aloha-Reedville study area and surrounding areas in 2009. Employment in Aloha-Reedville is concentrated along TV Highway, with some concentrations of employment on 185th Avenue and Farmington Road. A small amount of employment is located in other areas of the study area.

Map 4. Employment, Aloha-Reedville study area and surrounding areas, 2009



Source: Oregon Employment Department Quarterly Census of Employment and Wages (QCEW). Washington County GIS; Map by Leland Consulting Group

Table 8 presents the Oregon Employment Department’s forecast of employment growth in Washington and Multnomah Counties for the 2008 to 2018 period. The State projected that the two counties would add about 68,000 jobs over the 10-year period, an increase of 10 percent. The sectors forecast to have the most growth were: Professional and Business Services (adding 17,000 employees), Health Care and Social Assistance (adding 17,000 employees), Government (adding 9,100 employees), and Leisure and Hospitality (adding 8,300 employees). Manufacturing was forecast to lose about 2,300 jobs.

Table 8. Region 2 Employment forecast, Washington and Multnomah Counties, 2008 to 2018

Sector / Industry	2008	2018	Change 2008-2018	
			Amount	% Change
Natural resources & Mining	5,900	6,600	700	12%
Construction	35,100	35,800	700	2%
Manufacturing	82,200	79,900	-2,300	-3%
Durable Goods	63,600	61,700	-1,900	-3%
Wood prodcut mfg.	1,900	1,800	-100	-5%
Transportation equip. mfg.	6,500	5,500	-1,000	-15%
Nondurable goods	18,600	18,200	-400	-2%
Transportation, warehousing & utilities	27,200	28,600	1,400	5%
Wholesale trade	40,600	44,700	4,100	10%
Retail trade	69,800	74,700	4,900	7%
Information	19,700	20,400	700	4%
Financial activities	50,300	52,400	2,100	4%
Professional & business srv.	101,600	118,600	17,000	17%
Administrative & support srv.	39,800	45,200	5,400	14%
Education	17,500	20,300	2,800	16%
Health care & social assist.	72,200	89,200	17,000	24%
Health care	15,400	20,500	5,100	33%
Leisure & hospitality	67,800	76,100	8,300	12%
Accommodation & food srv.	58,200	65,200	7,000	12%
Food srv. & drinking places	51,600	58,300	6,700	13%
Other srv.	25,800	27,500	1,700	7%
Government	96,600	105,700	9,100	9%
Federal government	13,300	13,100	-200	-2%
State government	14,800	16,600	1,800	12%
State education	5,200	6,200	1,000	19%
Local government	68,500	76,000	7,500	11%
Local education	34,500	37,100	2,600	8%
Total nonfarm employment	712,300	780,500	68,200	10%

Source: Oregon Employment Department, Summary by industry and percentages calculated by ECONorthwest

Metro forecasts growth in employment within the Metro region by Traffic Analysis Zones (TAZ) using the Metroscope model. Metro ran a preliminary estimate for employment growth in the TAZes that approximate the study area in August 2011. The forecast projects that Aloha-Reedville will grow from about 7,400 employees in 2010 to about 13,200 in 2035, an increase of about 5,800 jobs or 79 percent.

The average annual growth rate of the forecast of employment is 2.4 percent, which is higher than Metro’s forecast for household growth (1.1 percent per year).

Commuting Patterns

Commuting is very common for residents and workers in Aloha-Reedville. Table 9 shows where workers at firms located in Aloha-Reedville lived in 2009. Fewer than 9 percent of workers at firms in Aloha-Reedville lived in Aloha-Reedville. The most common places that workers lived were: Portland (16 percent), Beaverton (12 percent), and Hillsboro (12 percent). Eighty-five percent of workers at firms in Aloha-Reedville lived in Washington, Multnomah, or Clackamas Counties.

Table 9. Where workers in Aloha-Reedville live, 2009

Location	Number	Percent
Portland	2,660	16%
Beaverton	1,930	12%
Hillsboro	1,874	12%
Aloha CDP	1,435	9%
All Other Locations	8389	52%
Washington County	9,619	59%
Multnomah County	3,016	19%
Clackamas County	1,166	7%
All Other Counties	2487	15%
Total	16,288	100%

Source: U.S. Census Longitudinal Employer-Household Dynamics

Table 10 shows where residents in Aloha-Reedville worked in 2009. Only 3 percent of residents of Aloha-Reedville worked in the study area. The most common places that residents of Aloha-Reedville worked were: Portland (25 percent), Hillsboro (18 percent), and Beaverton (18 percent). Ninety percent of residents of Aloha-Reedville worked in Washington, Multnomah, or Clackamas Counties.

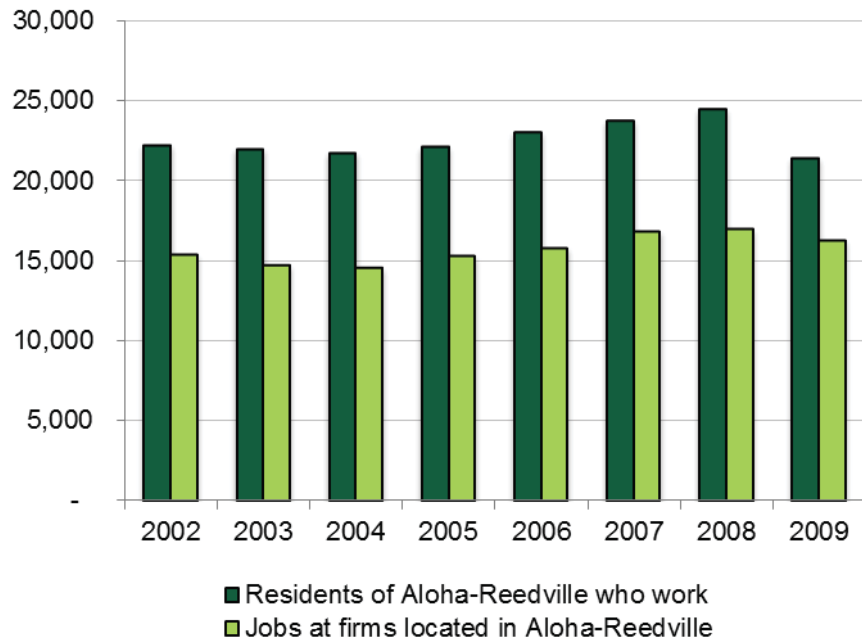
Table 10. Where residents in Aloha-Reedville work, 2009

Location	Number	Percent
Portland	5,280	25%
Hillsboro	3,944	18%
Beaverton	3,885	18%
Tigard	1,090	5%
Aloha CDP	689	3%
Tualatin	593	3%
All Other Locations	5925	28%
Washington County	12,262	57%
Multnomah County	5,563	26%
Clackamas County	1,535	7%
All Other Counties	2046	10%
Total	21,406	100%

Source: U.S. Census Longitudinal Employer-Household Dynamics

Figure 20 shows a comparison of the number of residents of Aloha-Reedville who work (workers living in Aloha-Reedville, regardless of where they actually work) and jobs at businesses located in Aloha-Reedville over the 2002 to 2009 period. The number of working residents of Aloha-Reedville exceeded the number of jobs at businesses in Aloha-Reedville in every year, with about 30 percent more residents of Aloha-Reedville than jobs in Aloha-Reedville.

Figure 20. Comparison of number of workers and residents in Aloha-Reedville, 2002 to 2009

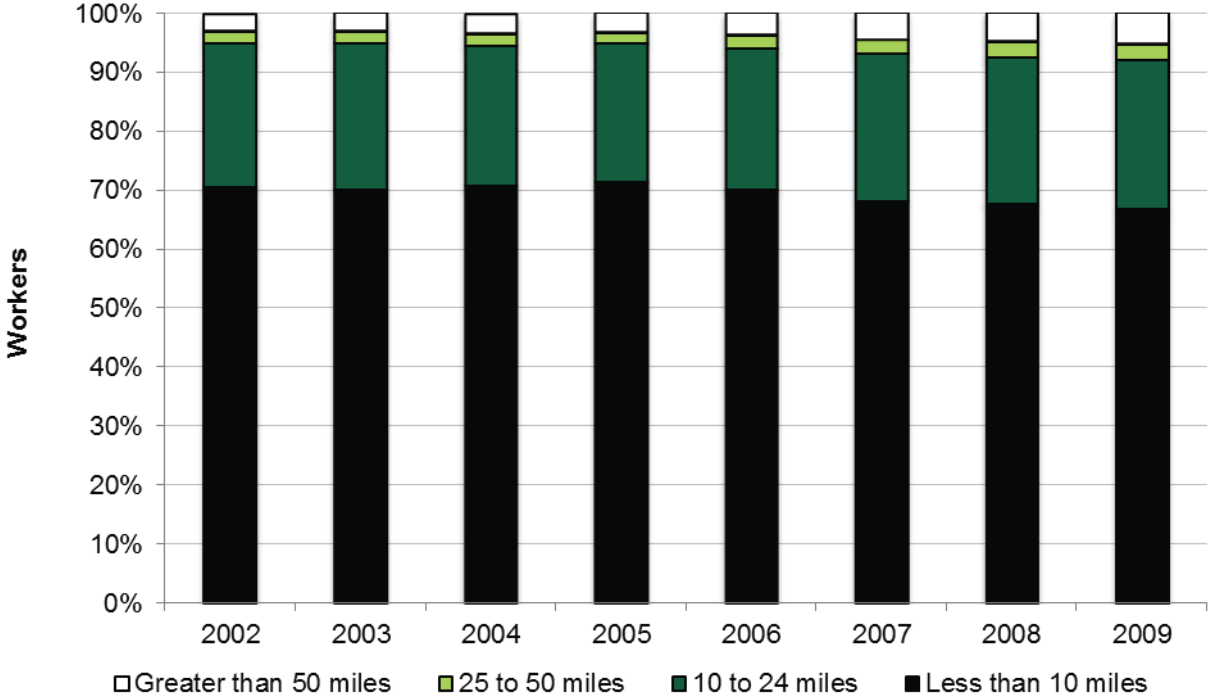


Source: U.S. Census Longitudinal Employer-Household Dynamics

Figure 21 shows changes in commute time for residents of Aloha-Reedville for 2002 to 2009. About 70 percent of residents commuted fewer than 10 miles and another 25 percent of residents commuted 10 to 24 miles. About 5 percent of residents commuted 25 miles or further. The commute patterns remained relatively stable over the eight-year period.

The information in this section shows that Aloha-Reedville is part of the Portland Metro job market, with relatively few people choosing to both work and live in Aloha-Reedville.

Figure 21. Changes in commute time for residents of Aloha-Reedville, 2002 to 2009



Source: U.S. Census Longitudinal Employer-Household Dynamics

Summary of Findings

Income:

- The Aloha CDP's median household income of \$57,245 was lower than Washington County's median household income of \$62,218.
- Aloha's median household income was higher than Beaverton's (\$55,213) and lower than Hillsboro's (\$59,061).
- The largest share of households in Aloha-Reedville earn between \$50,000 and \$99,999 (40 percent), which is a larger proportion than surrounding geographies.
- Aloha-Reedville represents 10 percent of households in Washington County, but only 6 percent of the County's population earning \$100,000 or more per year. In comparison, Beaverton has 19% of the County's households and 16% of households earning \$100,000 or more per year and Hillsboro has 17% of the County's households and 13% of households earning \$100,000 or more per year.
- Thirty-seven percent of Hispanic- or Latino-headed households in Aloha-Reedville earned \$50,000 or more, compared to 56 percent of non-Hispanic households in the area. In Washington County, 37 percent of Hispanic- or Latino-headed households in Aloha-Reedville earned \$50,000 or more, compared to 61 percent of non-Hispanic households.
- Thirty percent of Aloha-Reedville households had incomes below 50 percent of the Portland area Median Family Income (MFI), which was slightly higher than Washington County (27 percent).
- Younger and older households were more likely to have lower earnings in Aloha-Reedville and Washington County. Households between the ages of 25 and 64 had the highest earnings.
- Fourteen percent of population in the Aloha CDP was below the federal poverty line, compared with the County average of 10 percent, Portland Metro's average of 10 percent, and 13 percent of the state's population.
- Children were more likely to be below the poverty line than other age groups, with 20 percent of children in the Aloha CDP and 13 percent of children in Washington County below the poverty line. Twelve percent or fewer of all other age groups were below the poverty line in both areas.

Educational Attainment

- Thirty-eight percent of Aloha-Reedville residents over 25 years old have completed some college or an associate's degree.
- Those with a bachelor's degree or higher is 26 percent, compared with 38 percent for Washington County and 34 percent for the region.

-
- Aloha-Reedville represents 10 percent of the County’s population but accounts for 7 percent of those with bachelor’s degrees or higher.

Employment:

- Aloha-Reedville had more than 7,000 employees at 946 businesses, with an average of 7.5 employees per business.
- The majority of employment in Aloha-Reedville was in: Government (1,648 employees), Manufacturing and Agricultural Services (1,404 employees), Accommodation and Food Services (805 employees), and Retail Trade (802 employees).
- The sectors with the highest employment and average pay per employee were Government and Manufacturing and Agricultural Services. The sectors with the highest employment and lowest average pay per employee were Accommodation and Food Services and Retail Trade.
- Metro’s preliminary forecast for employment growth projects that Aloha-Reedville will grow from about 7,400 employees in 2010 to about 13,200 in 2035, an increase of about 5,800 jobs or 79 percent.
- The average annual growth rate of Metro forecast of employment is 2.4 percent, which is higher than Metro’s forecast for household growth (1.1 percent per year).

Commuting:

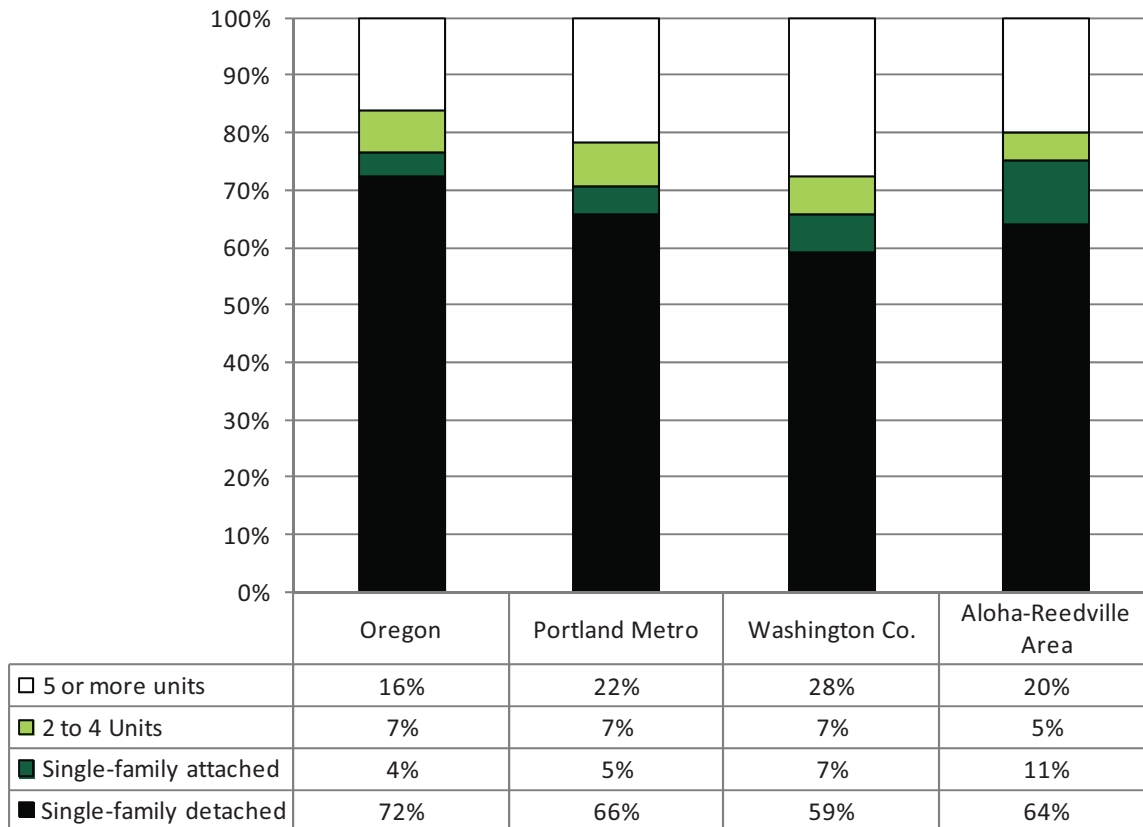
- Commuting is common for residents and workers in Aloha-Reedville. The number of working residents of Aloha-Reedville exceeded the number of jobs at firms in Aloha-Reedville in every year, with about 30 percent more residents of Aloha-Reedville than jobs in Aloha-Reedville.
- About 9 percent of workers at businesses located in Aloha-Reedville also lived in Aloha-Reedville. Most workers in Aloha-Reedville lived in Portland, Hillsboro, or Beaverton.
- About 3 percent of residents of Aloha-Reedville worked in businesses located in Aloha-Reedville. Most residents of Aloha-Reedville worked in Portland, Hillsboro, or Beaverton.
- Seventy-percent of residents of Aloha-Reedville commuted fewer than 10 miles and 25 percent commuted between 10 and 24 miles.

Housing characteristics

Housing stock

According to the American Community Survey, in 2009 Aloha-Reedville had 21,815 dwelling units, representing 10 percent of Washington County’s total housing stock. Figure 22 shows the distribution of housing units by structure type. Sixty-four percent of Aloha-Reedville’s housing stock was single-family detached units (including mobile and manufactured homes), compared with 59 percent of Washington County’s housing stock or the regional average of 66 percent. Structures with five or more units accounted for 20 percent of Aloha-Reedville’s housing stock, compared with 28 percent of Washington County’s housing stock or 22 percent of Portland Metro’s stock.

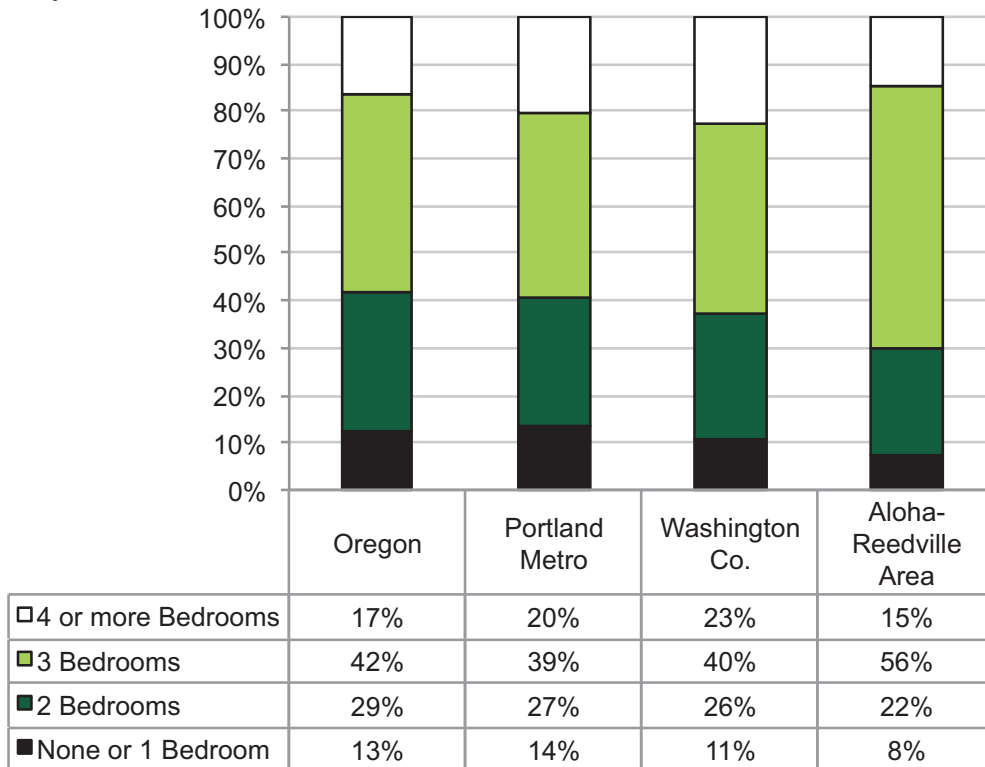
Figure 22. Dwelling Units by Structure, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2005-2009



Source: American Community Survey, 2005-2009, Table B25024

Figure 23 shows that 56 percent of housing in Aloha-Reedville had three bedrooms, a much higher proportion than in the other three jurisdictions. The area accounts for 10 percent of all housing units in Washington County, but 15 percent of three-bedroom units. Aloha-Reedville also has a smaller proportion of units with four or more bedrooms (15 percent) when compared to the Portland Metro region (20 percent) and Washington County (23 percent).

Figure 23. Number of Bedrooms per Dwelling Unit, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2005-2009

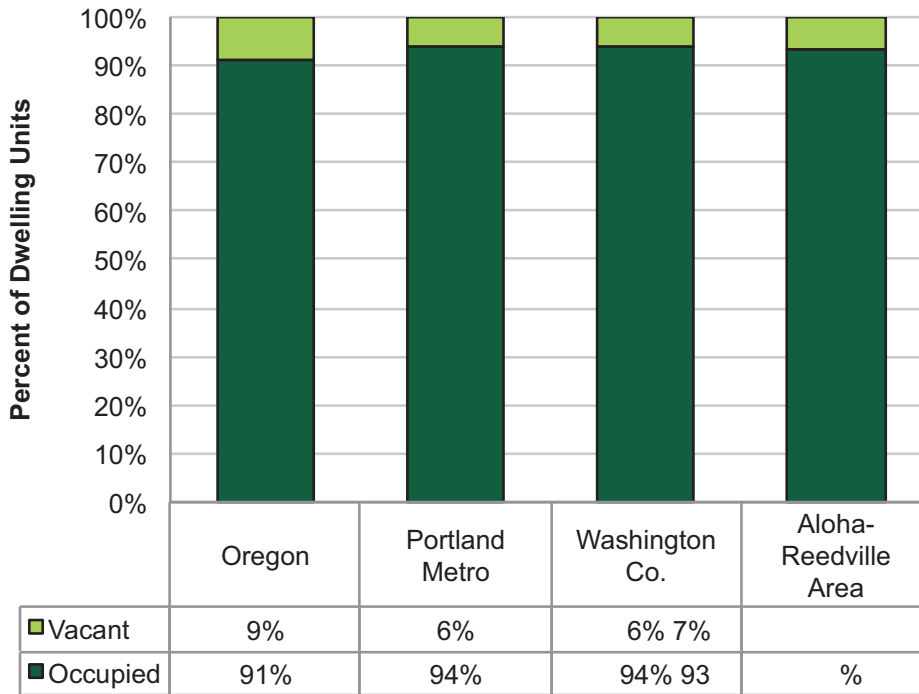


Source: American Community Survey, 2009, Table B25041

Vacancy rates

Figure 24 shows that in 2009 the vacancy rate for all housing units in Aloha-Reedville was 7 percent, which is similar to rates in the region and Washington County and lower than the State average.

Figure 24. Housing Vacancy Rate, Oregon, Portland Metro, Washington County, and Aloha-Reedville Area, 2009



Source: American Community Survey, 2009, Table B25002

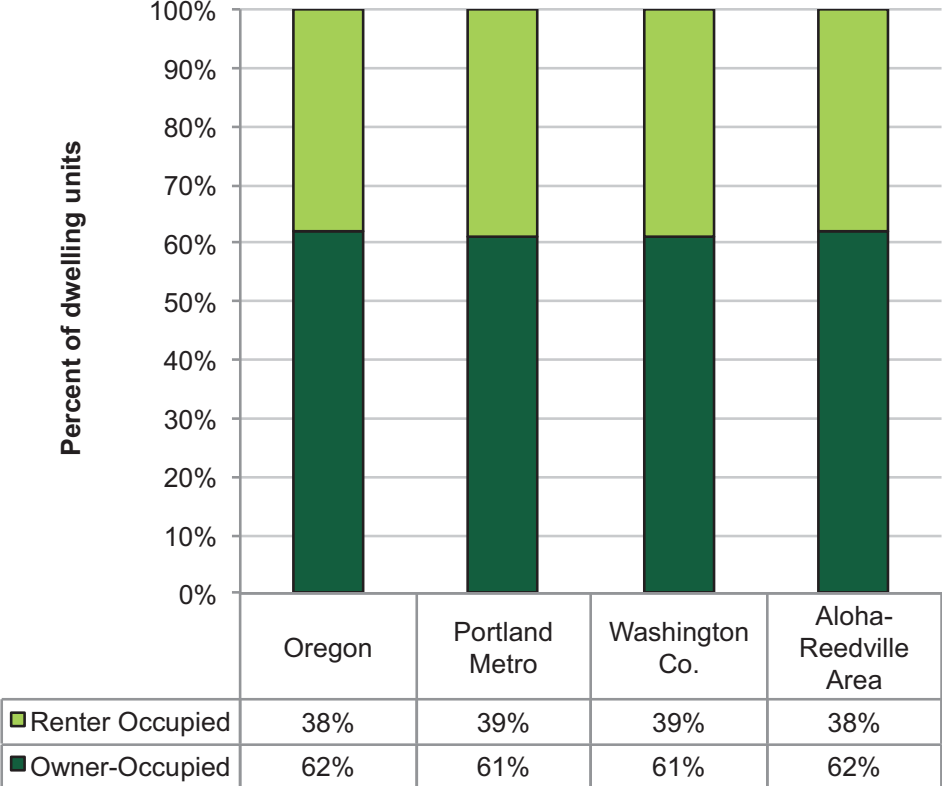
Multifamily vacancy rates in the Portland Metro area peaked at about 6 percent in the first quarter of 2010 and declined to 2.5 percent by the second quarter of 2011. The Beaverton/Aloha area had a multifamily vacancy rate of about 1.9 percent in the second quarter of 2011. The low vacancy rate indicates that there is relatively high demand for and limited supply of multifamily housing in the Beaverton/Aloha area and in the Portland Metro area.⁷

⁷ Source: Multifamily Report, Portland Metro Area, Second Quarter 2011

Tenure

Figure 25 shows that Aloha-Reedville’s rate of home ownership was similar to that of the state, region and Washington County in 2010, with 62 percent of units owner-occupied.

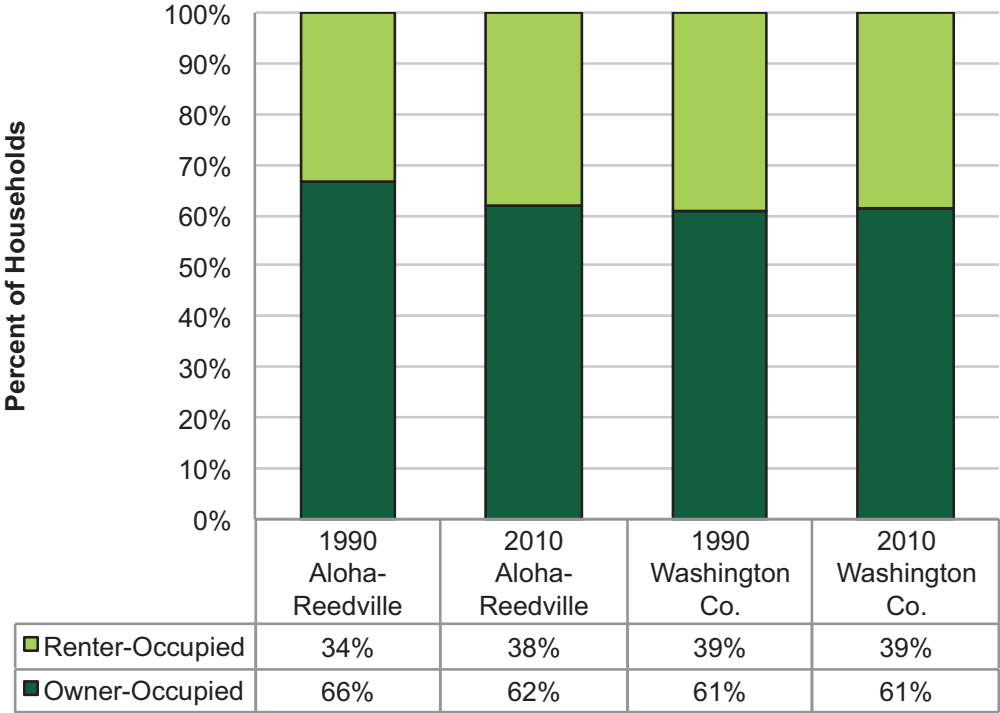
Figure 25. Housing Tenure, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2010



Source: U.S. Census 2010 Table H4

Figure 26 shows change tenure in Aloha-Reedville and Washington County between 1990 and 2010. The homeownership rate in Aloha-Reedville declined from 66 percent in 1990 to 62 percent in 2010. Washington County’s homeownership remained at 61 percent from 1990 to 2010.

Figure 26. Change in Housing Tenure, Washington County and Aloha-Reedville area, 1990 and 2010

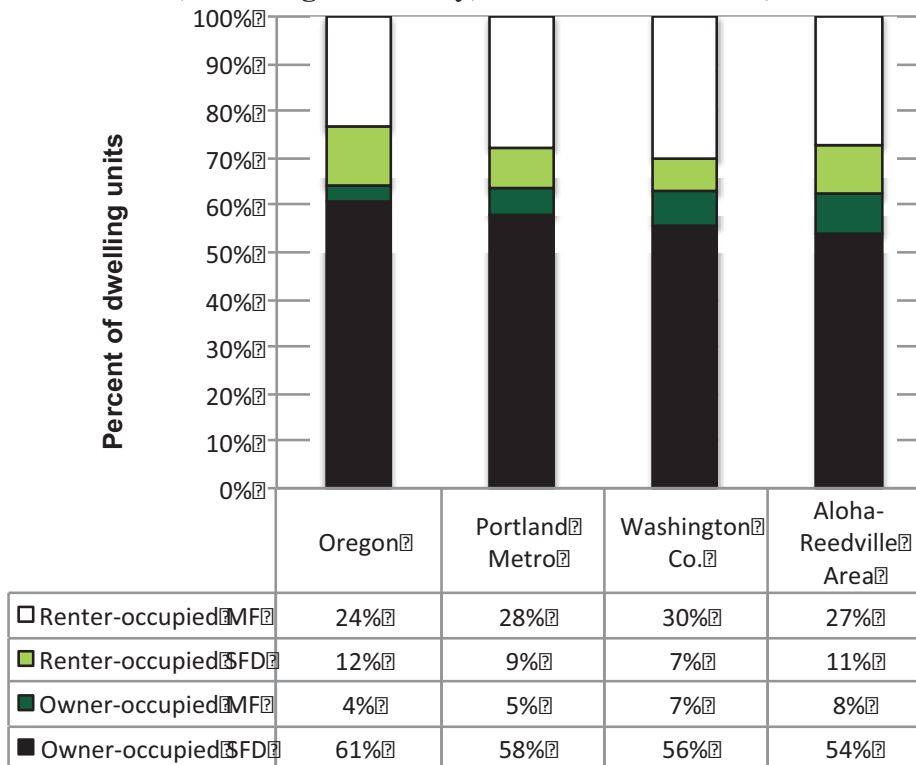


Source: U.S. Census, 1990 SF3 H008; 2010, Table H4

The majority of housing in Aloha-Reedville is owner-occupied single-family detached housing. Figure 27 shows that 54 percent of Aloha-Reedville’s structures were owner-occupied single-family detached units (including mobile and manufactured homes) and 8 percent were owner-occupied multifamily units (including single-family attached and structures with two or more units). In comparison, 56 percent of Washington County’s units were owner-occupied single-family detached and 7 percent were owner-occupied multifamily.

Eleven percent of Aloha-Reedville’s housing was renter-occupied single-family detached and 27 percent was renter-occupied multifamily. In comparison, 7 percent of Washington County’s housing was renter-occupied single-family detached and 30 percent is renter-occupied multifamily.

Figure 27. Dwelling Units by Structure by Tenure, percent of all dwelling units, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2005-2009

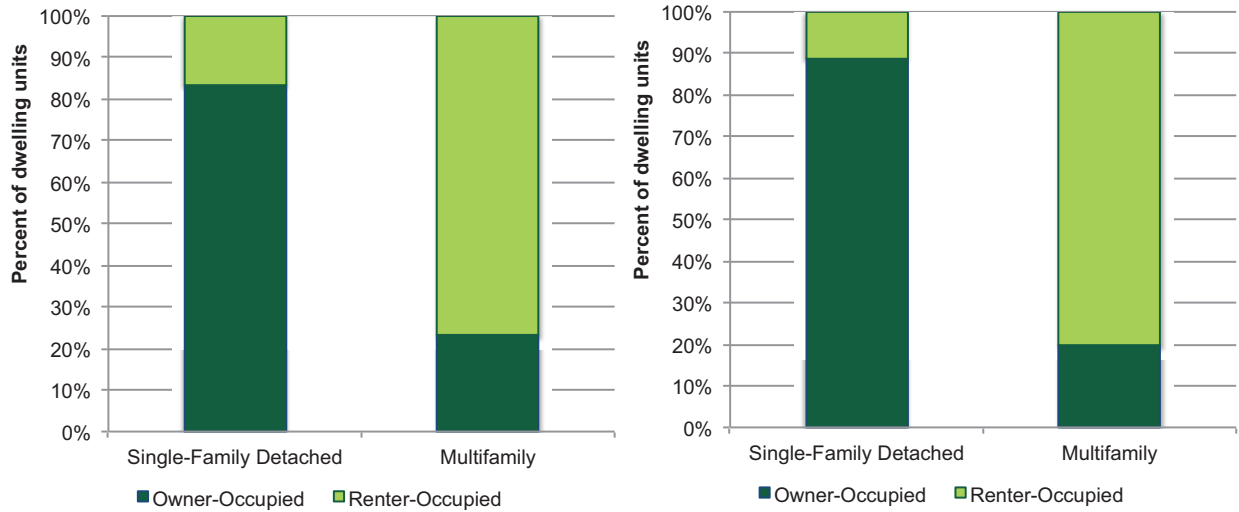


Source: American Community Survey, 2005-2009, Table B25032

Note: SFD is single-family detached (including mobile or manufactured home) and MF is multifamily (including single-family attached and structures with two or more units).

Figure 28 shows that more than 80 percent of Aloha-Reedville’s single-family detached units were owner-occupied, compared with the County average of nearly 90 percent. About 75 percent of Aloha-Reedville’s multifamily housing was renter-occupied, compared with 80 percent of the County’s multifamily housing.

Figure 28. Tenure by Structure Type, Washington County and Aloha-Reedville, 2005-2009

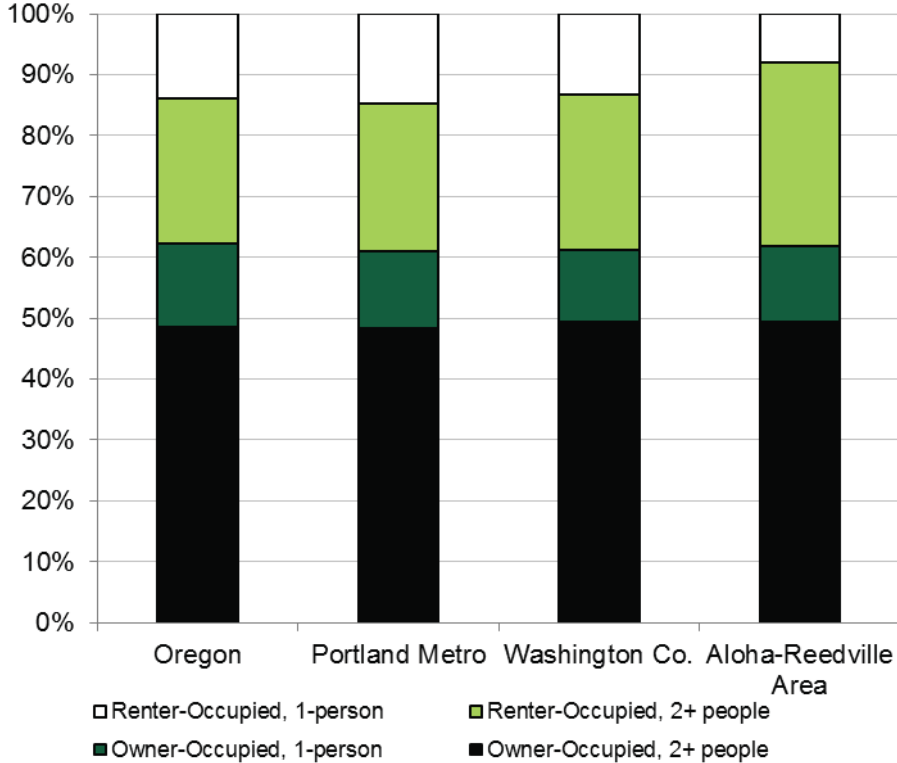


Source: American Community Survey, 2005-2009, Table B25032

Note: SFD is single-family detached (including mobile or manufactured home) and MF is multifamily (including single-family attached and structures with two or more units).

Figure 29 shows tenure by household size. Figure 26 shows that 30 percent of Aloha-Reedville renter households had two or more people, compared to about 25 percent of households in the other geographies. Owner-occupied households tended to be larger, in general, and Aloha-Reedville is comparable with the surrounding region and county.

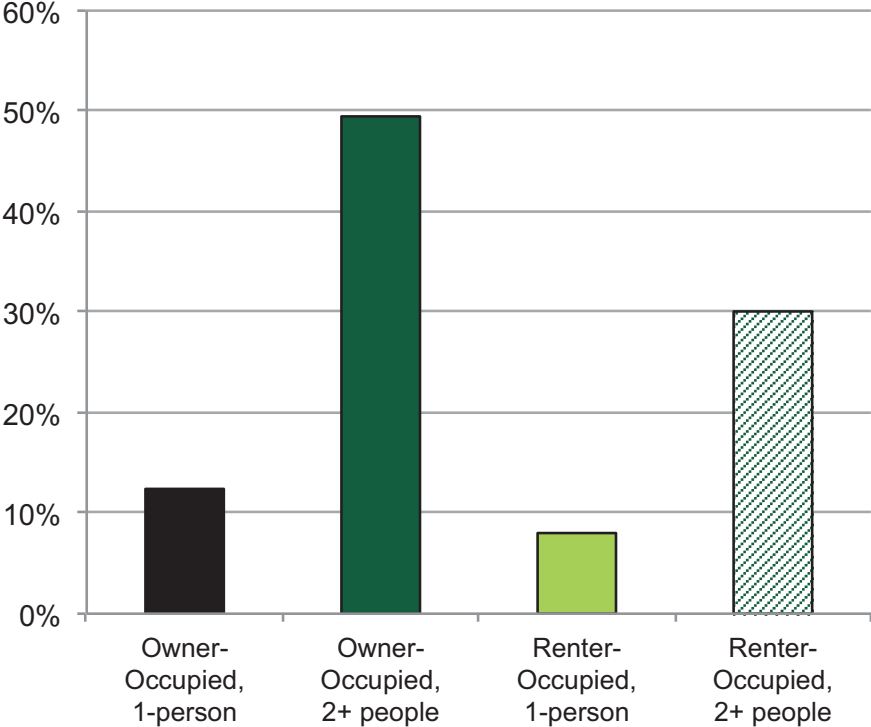
Figure 29. Tenure by Household Size, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2010



Source: U.S. Census 2010, Table H16

Figure 30 provides an alternative view of household sizes by tenure in Aloha-Reedville. Figure 30 shows that 50 percent of units have two or more people in owner-occupied units and 30 percent of units have two or more persons in renter-occupied units. A larger share of single-person households are owner-occupied (12 percent) than renter-occupied (8 percent).

Figure 30. Tenure by Household Size, Aloha-Reedville Area, 2010

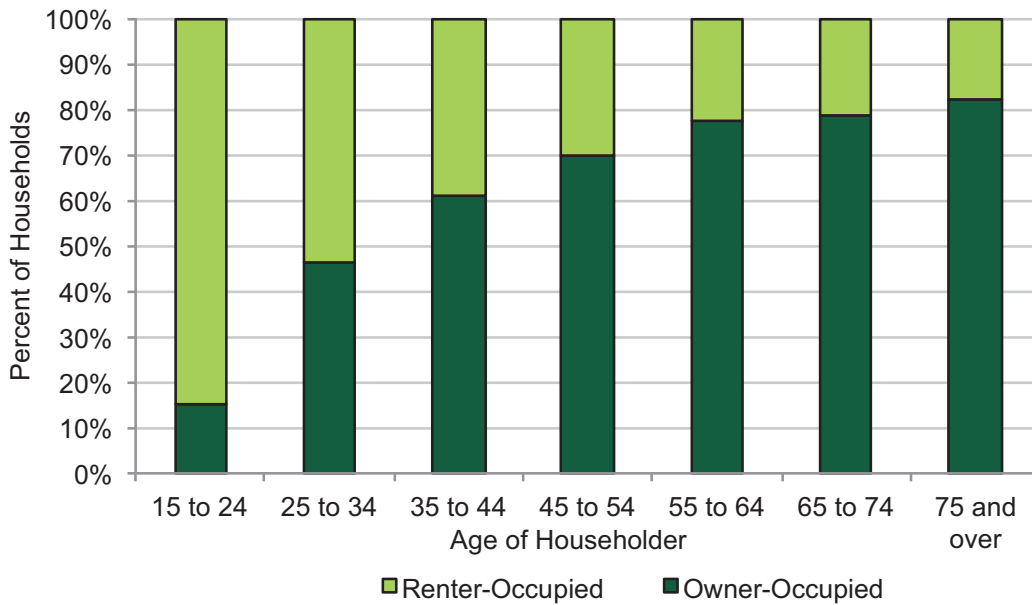


Source: U.S. Census 2010, Table H16

Figure 31 shows tenure by age of householder in Aloha-Reedville. Homeownership increased with age, from a low of 15 percent for householders 15 to 24 years old to a high of 82 percent for householders 75 years and older. This pattern is consistent with homeownership patterns in Washington County, Portland Metro, and the State.

Homeownership among younger households (15 to 34 years) and older households (65 and older) was higher in Aloha-Reedville than Washington County’s average. For example, 46 percent of Aloha-Reedville’s households aged 25 to 34 were homeowners, compared with Washington County’s average of 38 percent homeownership for the same age group.

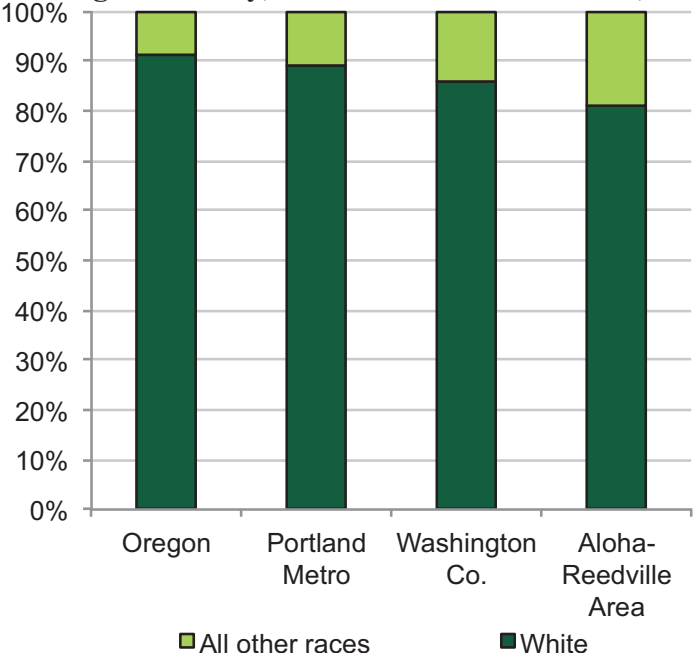
Figure 31. Tenure by Householder Age, Aloha-Reedville Area, 2010



Source: U.S. Census 2010, Table H17

Figure 32 shows that homeownership among non-white households was more common in Aloha-Reedville than in the other geographies. Minority races accounted for 19 percent of owner-occupied dwellings in Aloha-Reedville, compared with Washington County’s average of 14 percent, Portland Metro’s average of 11 percent, and the State average of 9 percent.

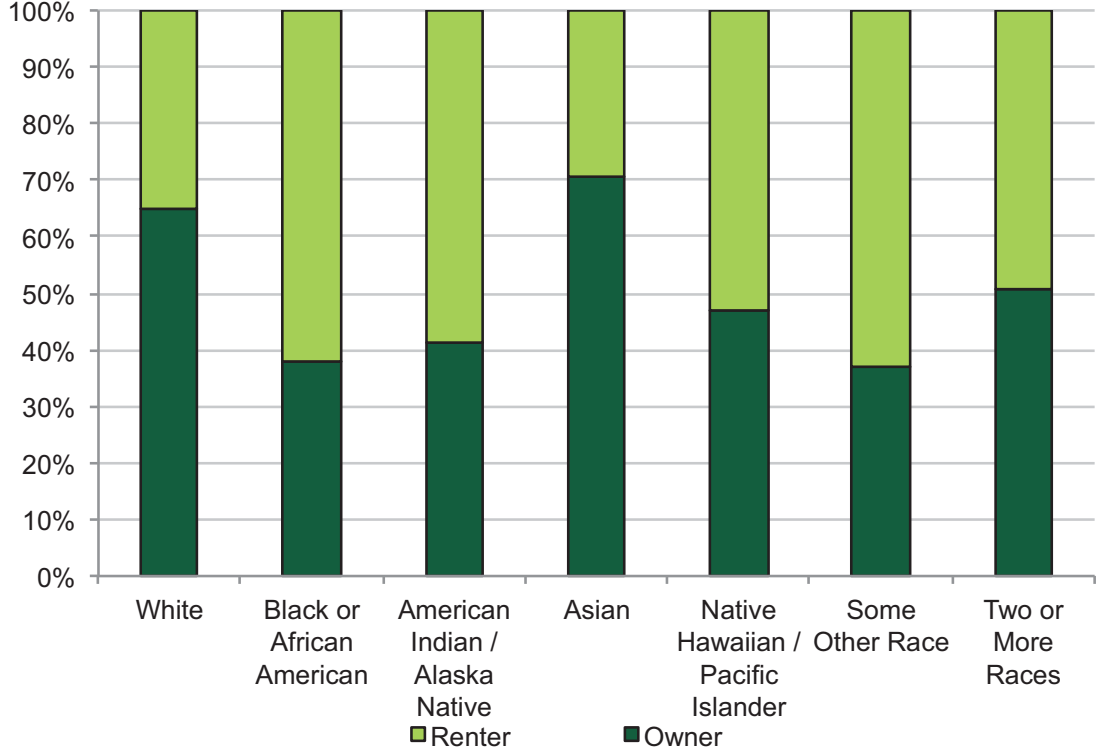
Figure 32. Homeownership Rate by Race of Householder, Oregon, Portland Metro, Washington County, and Aloha-Reedville area, 2010



Source: U.S. Census 2010, Table H16

Figure 33 shows tenure by race of householder in Aloha-Reedville. Figure 33 shows that more than half of White, Asian, and households with Two or More Races were homeowners. Homeownership rates for other races were: 38 percent of black households, 41 percent of American Indian and Alaska Native households, 47 percent of Native Hawaiian and Pacific Islander households, and 37 percent of households of another race.

Figure 33. Tenure by Race of Householder, Aloha-Reedville area, 2010



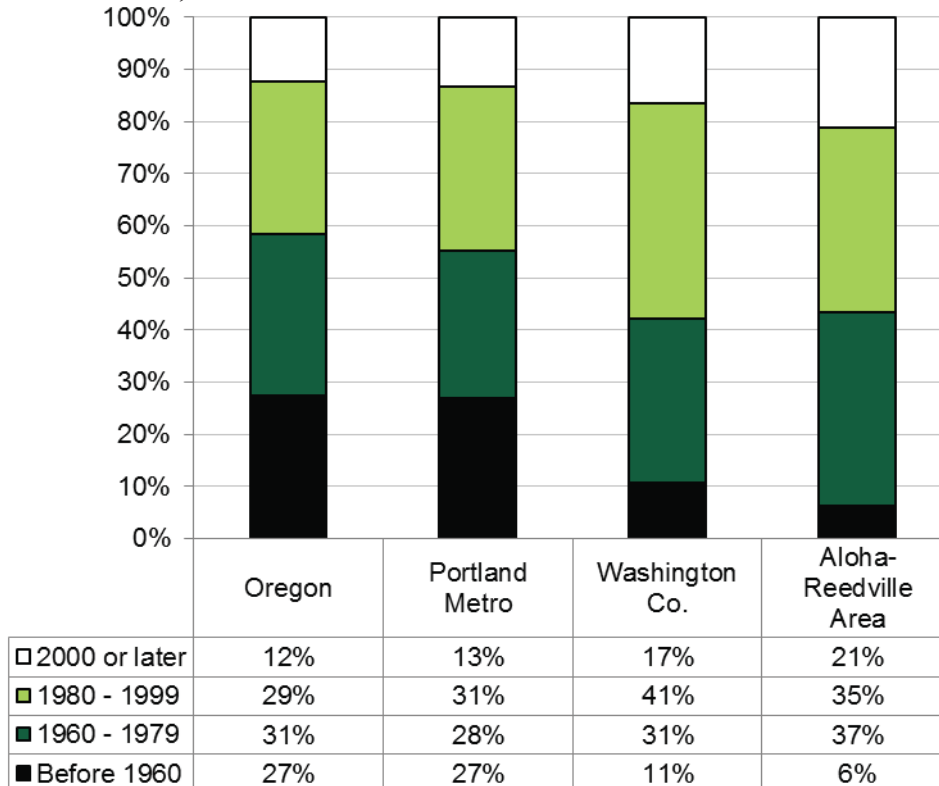
Source: U.S. Census 2010, Table H16

Housing condition

One measure of housing condition is the age of housing stock. Sometimes age of housing stock is equated with condition of housing stock on the premise that older housing stock may be more likely to be in poor condition than new housing stock. However, the condition of an individual dwelling is as much a function of how well maintained the dwelling has been, rather than the dwelling’s age. An appendix in the *Housing Adequacy Assessment Report* presents a survey of housing conditions within the Aloha-Reedville study area and describes the condition of housing more directly than the age of housing stock.

Figure 34 shows the age of housing stock, as of 2009. The age of housing stock in Aloha-Reedville is similar with Washington County. Over half of the units in Aloha-Reedville and Washington County were built after 1980. One in five units in Aloha-Reedville was built after 2000. Both areas have generally newer housing stock than the Portland Metro region and the state.

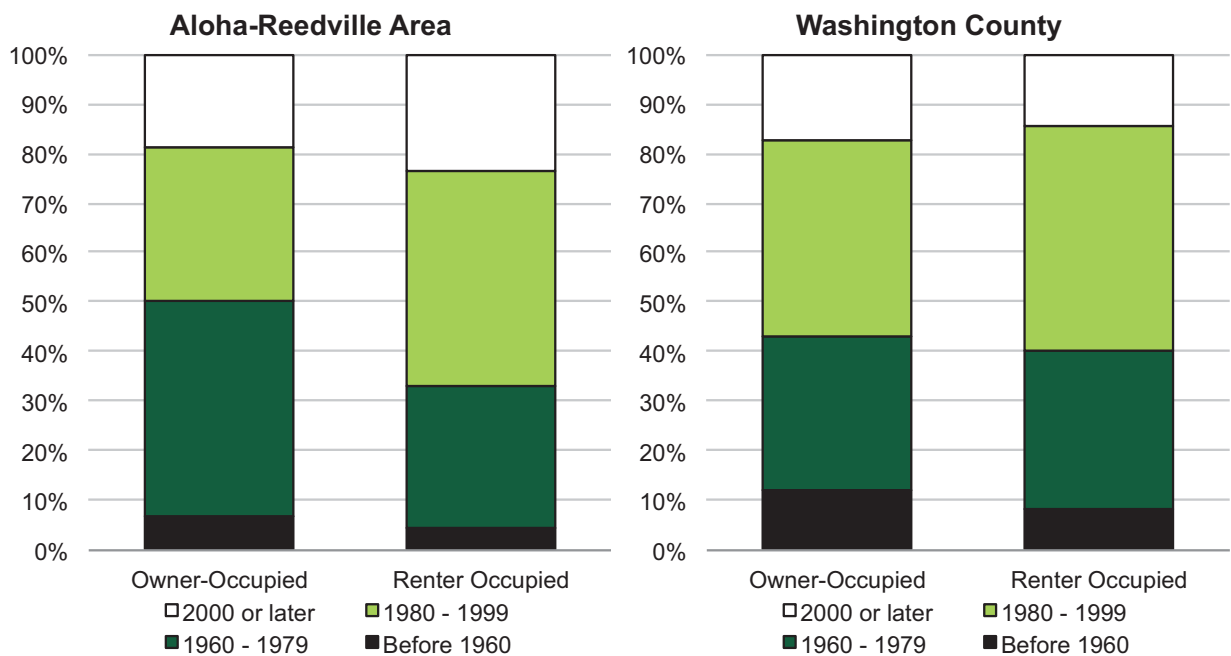
Figure 34. Age of Housing Stock, Oregon, Portland Metro, Washington County, Aloha-Reedville Area, 2009



Source: American Community Survey, 2009, Table B25024

Figure 35 shows the age of housing stock by tenure in Washington County and the Aloha-Reedville Area in 2009. In general, Aloha-Reedville’s owner-occupied housing was a little older than Washington County’s owner-occupied housing. Half of Aloha-Reedville’s owner-occupied housing stock was built after 1980, compared with 57 percent of Washington County’s owner-occupied housing stock. Aloha-Reedville’s renter-occupied housing was a little younger than Washington County’s renter-occupied housing. About 67 percent of Aloha-Reedville’s renter-occupied housing stock was built after 1980, compared with 60 percent of Washington County’s renter-occupied housing stock.

Figure 35. Age of Housing Stock by Tenure, Washington County and Aloha-Reedville Area, 2009



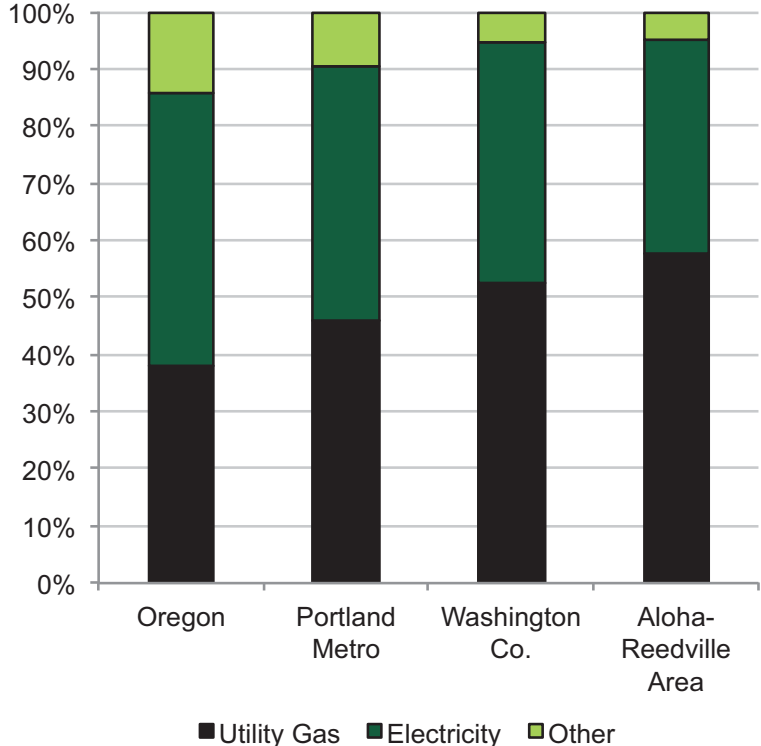
Source: American Community Survey, 2009, Table B25036

Another common measure of housing condition is the rate of incomplete plumbing or kitchen facilities in a given area. Aloha-Reedville has the same proportion of units with incomplete plumbing as Washington County (0.6 percent of total units or 122 units in Aloha-Reedville), which is less than the State average (1 percent).⁸

⁸ American Community Survey, 2009, Table B25047

Figure 36 shows that over half of Aloha-Reedville’s homes were heated with utility gas (58 percent) or electricity (38 percent), reflecting the area’s generally newer housing stock. Electrical heating was more common in Oregon and the Portland Metro area than in Aloha-Reedville.

Figure 36. House Heating Fuel, Oregon, Portland Metro, Washington County, Aloha-Reedville Area, 2009



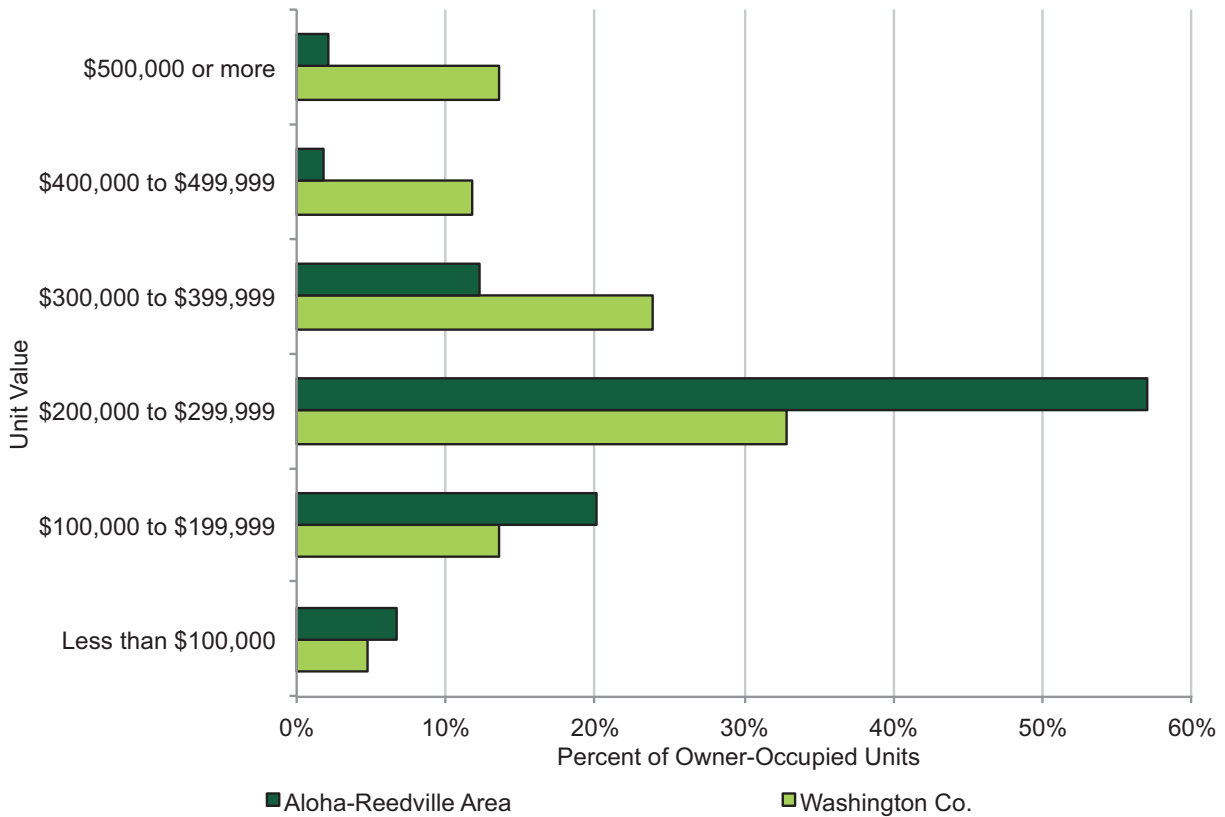
Source: American Community Survey, 2009, Table B25040

Housing Value and Rents

Housing values in Aloha-Reedville are generally lower than values in Washington County. In 2009, the median value of owner-occupied units was \$237,800 in the Aloha CDP, compared with \$296,500 in Washington County and \$244,200 for the State. It is important to recognize that housing values are constantly in flux, especially in the current economic climate. While the specific values of housing in Aloha-Reedville (or any other area) may have changed since 2009, the data provides valuable insights into the *relative* position of Aloha-Reedville compared to other areas.

Figure 37 shows owner-occupied housing value for Washington County and Aloha-Reedville in 2009. Figure 37 shows that the majority of owner-occupied housing units (57 percent) in Aloha-Reedville were valued between \$200,000 and \$299,999 in 2009, compared with 33 percent for Washington County. Aloha-Reedville has a larger proportion of units valued under \$200,000 (27 percent of units) than the County (18 percent of units). Aloha-Reedville has a smaller share of housing valued at \$400,000 or more (4 percent) compared to the County (25 percent).

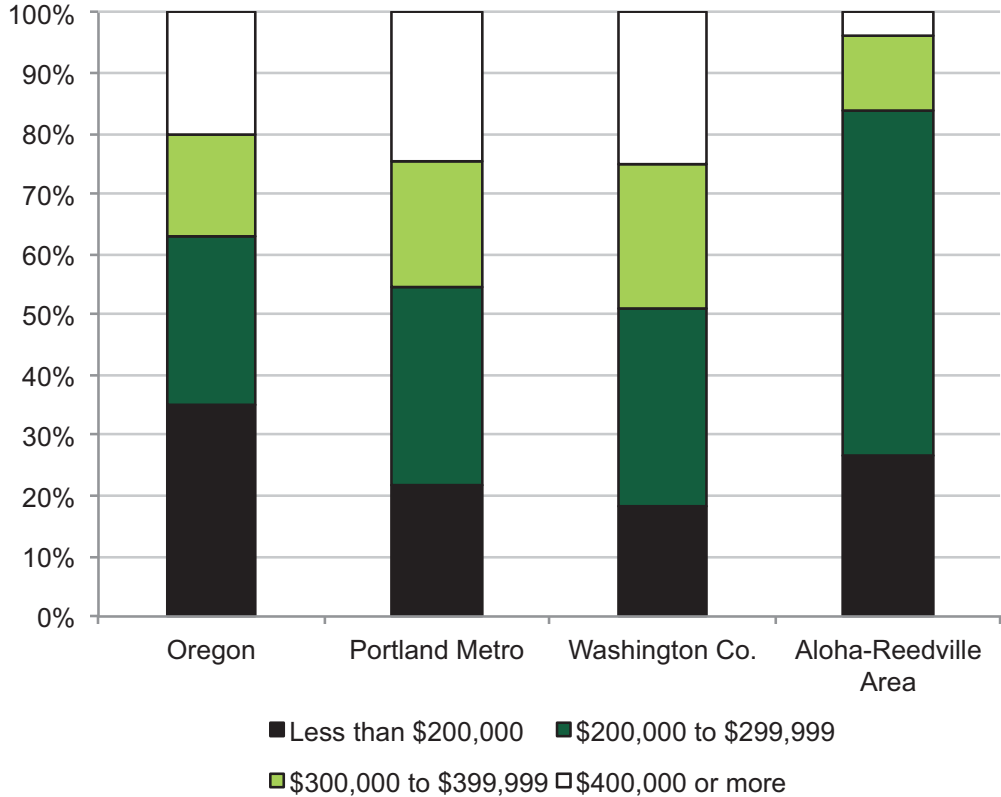
Figure 37. Owner Occupied Housing Unit Value, Washington County and Aloha-Reedville Area, 2009



Source: American Community Survey, 2009, Table B25075

Figure 38 shows a comparison of Aloha-Reedville owner-occupied unit values with the state, region and Washington County. Aloha-Reedville has a larger share of housing valued at less than \$300,000 than the other geographies and a smaller share of housing valued at more than \$400,000.

Figure 38. Owner Occupied Housing Unit Value, Oregon, Portland Metro, Washington County, Aloha-Reedville Area, 2009



Source: American Community Survey, 2009, Table B25075

Figure 39 and Figure 40 show short-term changes in the price of single-family and condominiums and townhouses based on average sales price data for September of 2009, 2010, and 2011.

Average sales prices of single-family dwellings, both new and existing homes, decreased over the 2009 to 2011 period. Figure 39 shows that the sales price for a single-family dwelling decreased from an average of \$225,000 in September 2009 to \$192,000 in September 2011, a 15 percent decrease.

Sales prices in Aloha-Reedville decreased more than Washington County’s average. Sales prices in Aloha-Reedville were 77 percent of Washington County’s average in 2009. By 2011, Aloha-Reedville’s average sales prices were 66 percent of the County average. Sales prices in Washington County decreased by 1 percent over the three year period.

Figure 39. Average sales price of single-family units, Washington County and Aloha-Reedville Area, September 2009, September 2010, September 2011

	Washington County	Aloha-Reedville Area	Aloha-Reedville % of County Average
September 2009	\$ 294,677	\$ 225,717	77%
September 2010	\$ 280,382	\$ 207,106	74%
September 2011	\$ 290,388	\$ 192,499	66%
Change 2009 to 2011			
Amount	\$ (4,289)	\$ (33,218)	
Percent	-1%	-15%	

Source: Portland Metropolitan Association of Realtors

Figure 40 shows that average sales prices of condominiums and townhomes also decreased over the 2009 to 2011 period. Sales prices in Aloha-Reedville decreased from \$168,000 in 2009 to \$146,000 in 2011, a 13 percent decrease. Sales prices for condominiums and townhomes decreased by 18 percent in Washington County over the three year period.

Figure 40. Average sales price of condominium or townhomes, Washington County and Aloha-Reedville Area, September 2009, September 2010, September 2011

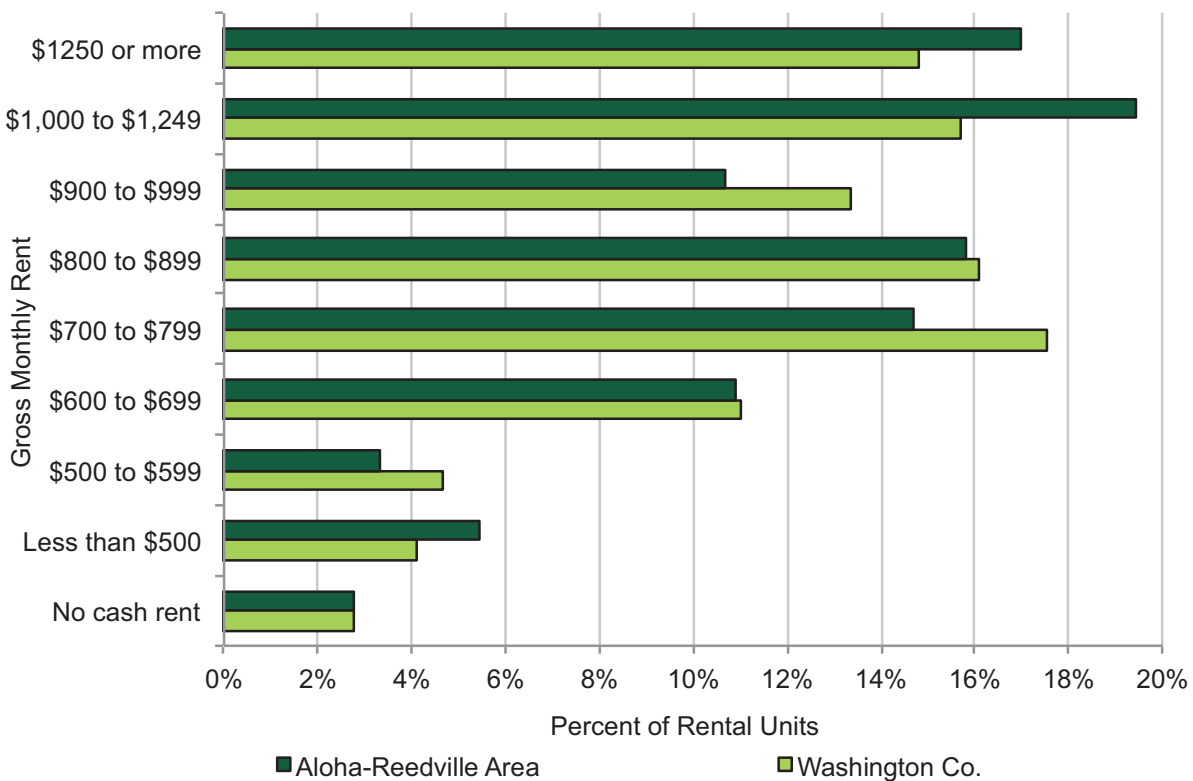
	Washington County	Aloha-Reedville Area	Aloha-Reedville % of County Average
September 2009	\$ 176,959	\$ 168,339	95%
September 2010	\$ 172,915	\$ 150,017	87%
September 2011	\$ 145,035	\$ 146,017	101%
Change 2009 to 2011			
Amount	\$ (31,924)	\$ (22,322)	
Percent	-18%	-13%	

Source: Portland Metropolitan Association of Realtors

Gross rent was generally more expensive in Aloha-Reedville. In 2009, the median gross rent⁹ in the Aloha CDP was \$930, compared with \$870 in Washington County or \$775 for all of Oregon. One reason that may explain the higher rental costs in the Aloha CDP relative to Washington County is that a larger share of dwelling units in Aloha-Reedville have three or more bedrooms (70% of dwellings) than Washington County (63%).

Figure 41 shows gross rent in Aloha-Reedville and Washington County in 2009. The proportion of rental units in Aloha-Reedville with rents above \$1,000 per month (36 percent) is higher than in Washington County as a whole (30 percent).

Figure 41. Gross Rent, Washington County and Aloha-Reedville Area, 2009

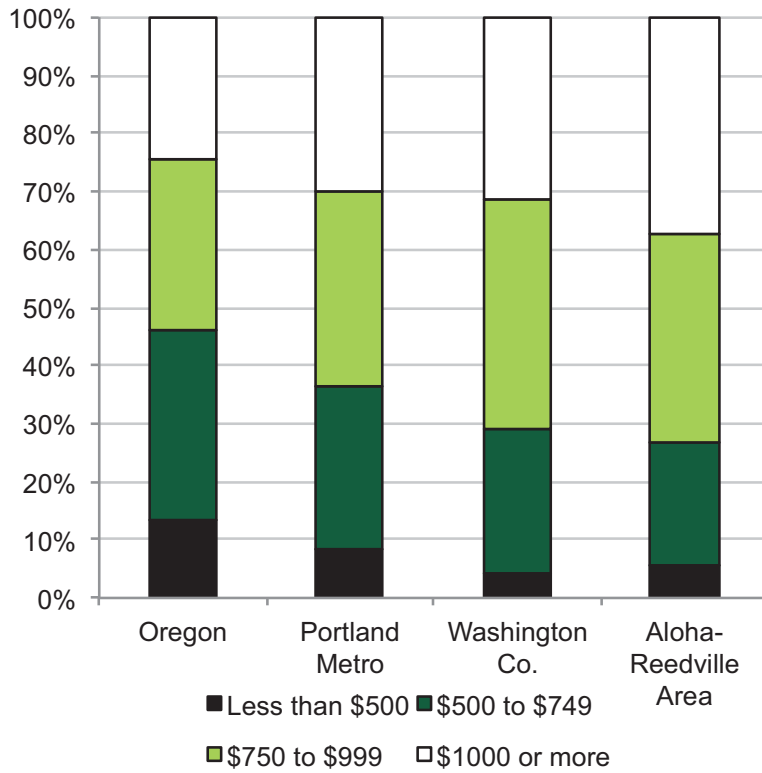


Source: American Community Survey, 2009, Table B25063

⁹ Gross rent includes rent, plus average monthly utility and heating fuel costs.

Figure 42 shows gross rent in Oregon, Portland Metro, Washington County, and Aloha-Reedville in 2009. Figure 42 shows that Aloha-Reedville had a larger share of renter households with monthly rent of more than \$750 (73 percent) compared to the State (54 percent) or Portland Metro (64 percent) but a similar share as Washington County (71 percent). This is likely due in part to the fact that more than one-quarter of the rentals in Aloha-Reedville and 19 percent of rentals in Washington County are single-family homes.

Figure 42. Gross Rent, Oregon, Portland Metro, Washington County, Aloha-Reedville Area, 2009

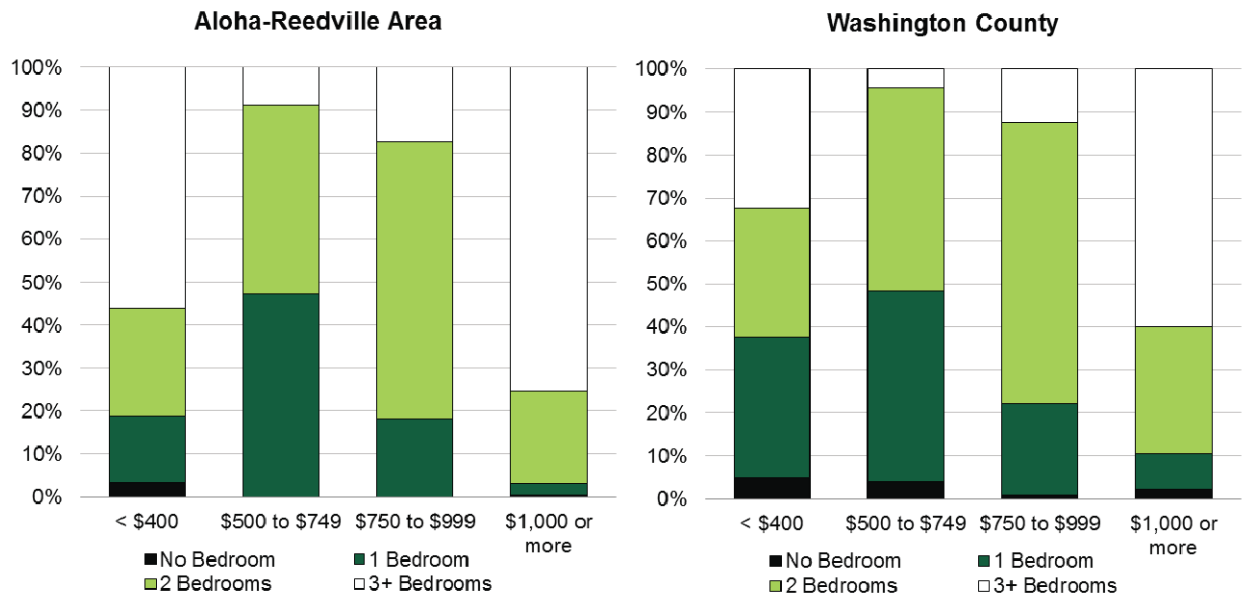


Source: American Community Survey, 2009, Table B25091

Figure 43 compares gross rent paid by number of bedrooms. Figure 43 shows that units with more bedrooms have higher rent costs. Units commanding rents between \$500 and \$749 are mostly one and two-bedroom units. Two-thirds of units renting for \$750 to \$999 are two-bedroom units, with the remaining units split evenly between 1-bedroom and 3-or more bedroom units. Units renting for \$1,000 or more are predominantly 3-or more bedroom units. Rental costs in Washington County generally follow this pattern.

Units renting for less than \$400 per month do not follow the trend described above. More than half of these units have 3-or more bedrooms. The likely explanation for this pattern is that the majority of these units are regulated affordable housing. Units renting for less than \$400 per month account for about 8 percent of rental units in Aloha-Reedville.

Figure 43. Gross Rent by Number of Bedrooms, Washington County and Aloha-Reedville, 2009



Source: American Community Survey, 2009, Table B25068
 Note: The category of < \$400 rent includes units with no rent cost.

Housing affordability

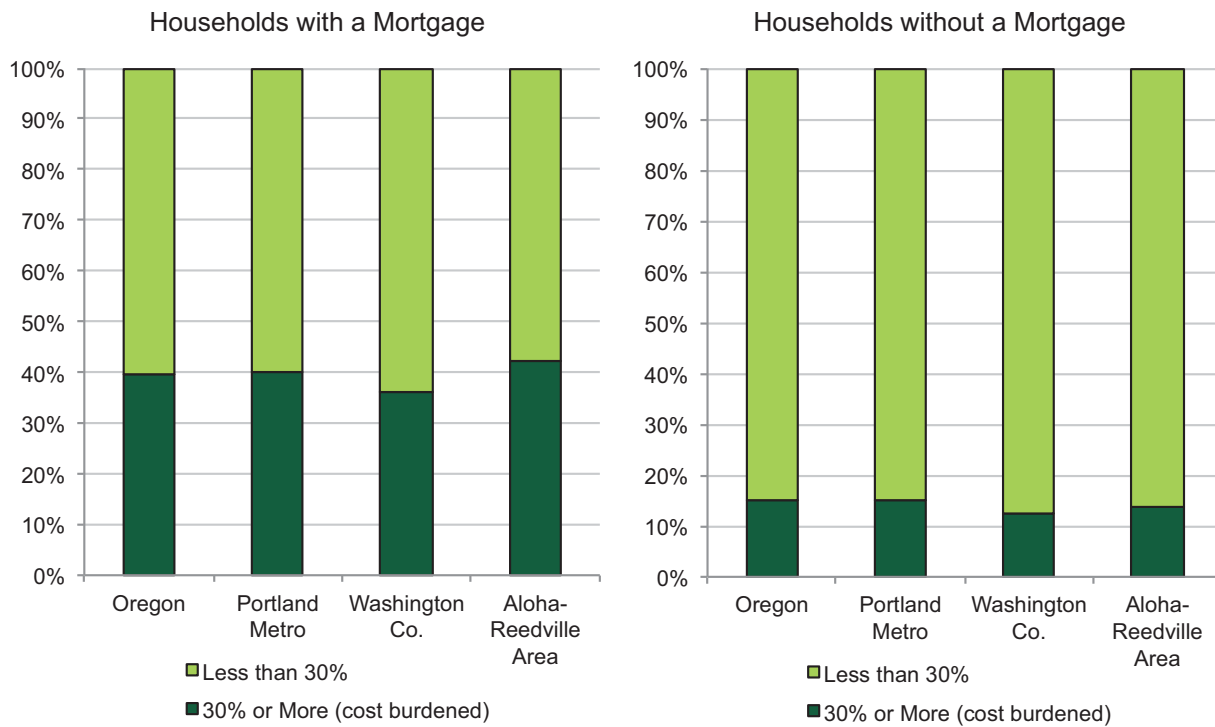
A typical standard used to determine housing affordability is that a household should pay no more than a certain percentage of household income for housing, including payments and interest or rent, utilities, and insurance. HUD guidelines indicate that households paying more than 30 percent of their income on housing experience “cost burden” and households paying more than 50 percent of their income on housing experience “severe cost burden.” Using cost burden as an indicator is consistent with the Statewide Planning Goal 10 requirement of providing housing that is affordable to all households in a community.¹⁰

According to the U.S. Census, about 69,000 households in Washington County (about 42 percent) paid more than 30 percent of their income for housing expenses in 2009. Figure 44 and Figure 45 show housing costs as a percent of income by tenure for Aloha-Reedville’s households in 2009. The data show that about 46 percent of Aloha-Reedville’s households experienced cost burden in 2009. The rate was higher for renters (49 percent) than for homeowners (37 percent).

¹⁰ Goal 10 is the Statewide Planning goal that describes city and county comprehensive planning requirements for housing. For jurisdictions within the Portland Metro urban growth boundary (UGB) (including Washington County), Goal 10 is implemented through OAR 660-007. The purpose of this administrative rule is “to provide greater certainty in the development process and so to reduce housing costs.” The administrative rule describes minimum development standards for housing mix and density for jurisdictions within the Metro UGB, including Washington County.

Figure 44 shows cost burden for owner-occupied dwellings, with and without a mortgage. Cost burden is higher for households with a mortgage (about 40 percent of households) than for households without a mortgage (about 15 percent of households). Cost burden for households with a mortgage in Aloha-Reedville was 42 percent, compared with the County average of 36 percent or Portland Metro and the State’s average of 40 percent. Cost burden for households without a mortgage in Aloha-Reedville was comparable to households in the other geographies, at about 15 percent of households.

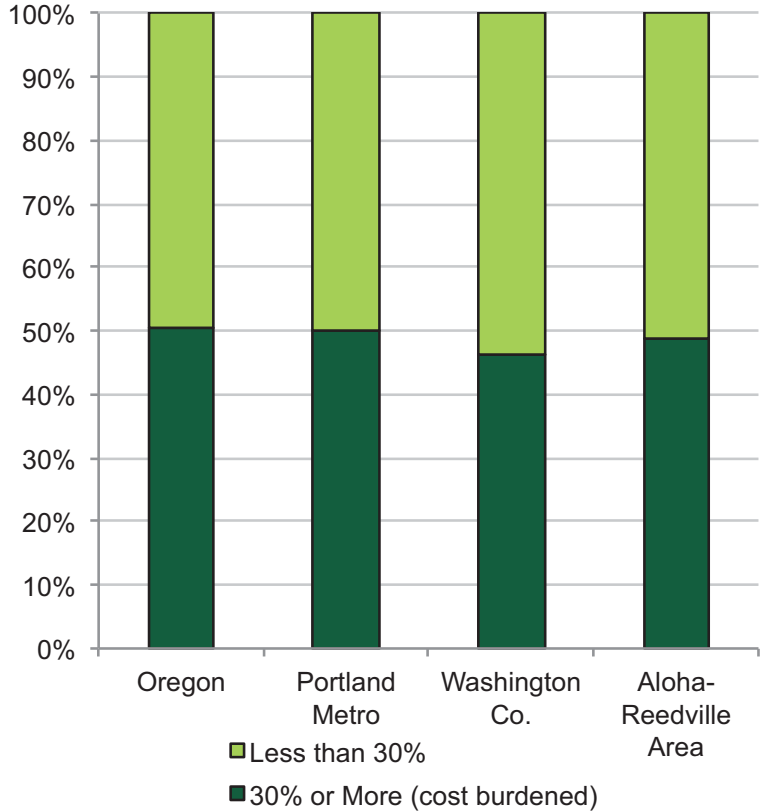
Figure 44. Owner Household Cost Burden by Mortgage Status, Oregon, Portland Metro, Washington County, Aloha-Reedville Area, 2009



Source: American Community Survey, 2009, Table B25091

Figure 45 shows the proportion of renter households paying 30 percent or more of income to rent (cost burdened) in Aloha-Reedville (49 percent) is slightly higher than that found in Washington County (46 percent), but similar to that found in the Portland Metro region and statewide.

Figure 45. Renter Cost Burden, Oregon, Portland Metro, Washington County, Aloha-Reedville Area, 2009



Source: American Community Survey, 2009, Table B25070

Housing affordability in Aloha-Reedville decreased over the past 20-years which is consistent with regional, State, and national trends. Table 11 compares income, housing value, and gross rent for the Aloha CDP in 1989, 1999, and 2009. Over the 20-year period, median owner value increased 232 percent, while gross rent increased by 74 percent. Income grew slower than either home value or rent, with median household income increasing by 48 percent and median family income increasing by 56 percent.¹¹ The ratio of housing value to household income increased from 1.9 to 4.2. Put another way, in 1989, the median home value was 1.9 times the median household income. By 2009, median home value was 4.2 times the median household income.

Table 11. Comparison of income, housing value, and gross rent, Aloha CDP, 1989, 1999, and 2009

Indicator	1989	1999	2009	Change 1989-2009
Median HH Income	\$ 38,556	\$ 52,299	\$ 57,245	48%
Median Family Income	\$ 40,752	\$ 56,566	\$ 63,565	56%
Median Owner Value	\$ 71,600	\$ 156,100	\$ 237,800	232%
Median Gross Rent	\$ 534	\$ 792	\$ 930	74%
Ratio of Housing Value to Income				
Median HH Income	1.9	3.0	4.2	
Median Family Income	1.8	2.8	3.7	

Source: U.S. Census 1990 SF1 P080A P107A P114A, SF3 H043A H061A, U.S. Census 2000 SF1 P53 P77, SF3 H63 H76, American Community Survey 2008 B19113 B19013 B25064 B25077

Table 12 shows the same trend towards lower housing affordability in Washington County. The County's ratio of housing value to household increased from 2.4 to 4.8 over the 20-year period.

Table 12. Comparison of income, housing value, and gross rent, Washington County, 1989, 1999, and 2009

Indicator	1989	1999	2009	Change 1989-2009
Median HH Income	\$ 35,554	\$ 52,122	\$ 62,218	47%
Median Family Income	\$ 41,429	\$ 61,499	\$ 76,231	48%
Median Owner Value	\$ 85,100	\$ 184,800	\$ 296,500	117%
Median Gross Rent	\$ 489	\$ 720	\$ 870	47%
Ratio of Housing Value to Income				
Median HH Income	2.4	3.5	4.8	
Median Family Income	2.1	3.0	3.9	

Source: U.S. Census 1990 SF1 P080A P107A P114A, SF3 H043A H061A, U.S. Census 2000 SF1 P53 P77, SF3 H63 H76, American Community Survey 2008 B19113 B19013 B25064 B25077

¹¹ Median household is the income for all individuals living in a dwelling unit. Median family income is the income for each family living in a dwelling unit. The reason to consider both median household and median family income is that, in some cases, median household does not describe the income available to families. For example, a small city with a large university may have many students living in the city. Students typically have lower median income than families, which reduces the median household income. Considering both median household and family income gives multiple perspectives about income for different household types.

Summary of Findings

Housing Stock

- In 2009, Aloha-Reedville had 21,815 dwelling units, representing 10 percent of Washington County's total housing stock.
- The majority of housing in Aloha-Reedville is single-family detached units. Sixty-four percent of Aloha-Reedville's housing stock was single-family detached units (including mobile and manufactured homes), compared with 59 percent of Washington County's housing stock or the regional average of 66 percent.
- Twenty percent of Aloha-Reedville's housing stock consists of structures with five or more units, compared with 28 percent of Washington County's housing stock or 22 percent of Portland Metro's stock.
- Aloha-Reedville's housing stock is comprised mostly of three-bedroom units (56 percent), with two-bedroom units accounting for 22 percent of housing, four or more units accounting for 15 percent of housing, and units with one or fewer bedrooms accounting for 8 percent of housing stock.
- Units with three or more bedrooms comprise 70 percent of Aloha-Reedville's housing stock compared with 63 percent in the County.

Vacancy

- In 2009 the vacancy rate for all housing units in Aloha-Reedville was similar to rates in the region and Washington County (6 to 7 percent).
- Multifamily vacancies in the Beaverton/Aloha areas were 1.9 percent in the second quarter of 2011, compared to the Portland Metro average of 2.5 percent.

Tenure

- In 2010 Aloha-Reedville's rate of home ownership was similar to that of the state, region and Washington County in 2010, with 62 percent of units owner-occupied.
- There was a slight decline in homeownership rates for Aloha-Reedville since 1990, from 66 percent in 1990 to 62 percent in 2010.
- Eighty percent of Aloha-Reedville's single-family detached units were owner-occupied, compared with the County average of nearly 90 percent. About 75 percent of Aloha-Reedville's multifamily housing was renter-occupied, compared with 80 percent of the County's multifamily housing.
- Aloha-Reedville is comparable with Washington County in terms of household size by tenure, with about half of owner-occupied units and about 30 percent of renter-occupied units having two or more occupants.
- Homeownership increases with age, from a low of 15 percent for householders 15 to 24 years old to a high of 82 percent for householders 75 years and older. This pattern is

consistent with homeownership patterns in Washington County, Portland Metro, and the State.

- Younger and older households were more likely to be homeowners in Aloha-Reedville than the County or State averages.
 - The rate of homeownership in Aloha-Reedville among those aged 25-34 is 46 percent, about 10 percent higher than homeownership rates for the same age group in Washington County or Portland Metro.
 - The rate of homeownership in Aloha-Reedville among those aged 65 and older is 80 percent, about 5 percent higher than homeownership rates for the same age group in Washington County or Portland Metro.
- Owner householders in Aloha-Reedville were primarily white (81 percent), which is a slightly lower proportion than in Washington County as a whole (86 percent).
- Asians made up the largest group of non-white owner householders in Aloha-Reedville (9 percent), followed by Some Other Race or Two or More Races, which accounted for 7 percent of homeowners.

Housing Condition

- Aloha-Reedville's housing stock is of the same general age as surrounding Washington County; over half of the area's housing was built after 1980, and one in five was built after 2000.
- Most of Aloha-Reedville's housing stock was heated with utility gas (58 percent) or electricity (38 percent), reflecting the area's generally newer housing stock. Electrical heating was more common in Oregon and the Portland Metro than in Aloha-Reedville.
- Few of Aloha-Reedville's dwelling units had incomplete plumbing (0.6 percent of total units), consistent with County and State averages.

Housing Values and Rents

- Housing values in Aloha-Reedville are generally lower than values in Washington County. In 2009, the median value of owner-occupied units was \$237,800 in the Aloha CDP, compared with \$296,500 in Washington County and \$244,200 for the State.
- Fifty-seven percent of owner-occupied housing units in Aloha-Reedville were valued between \$200,000 and \$299,999 in 2009, compared with 33 percent for Washington County.
- Aloha-Reedville accounts for 10 percent of all owner-occupied housing units in Washington County and 17 percent of County units priced between \$200,000 and \$299,999.
- Average sales prices for a single-family dwelling decreased from an average of \$225,000 in September 2009 to \$192,000 in September 2011, a 15 percent decrease. Average sales prices in Aloha-Reedville at 66 percent of County average sales prices in 2011.

-
- Average sales prices for condominiums and townhouses in Aloha-Reedville decreased from \$168,000 in 2009 to \$146,000 in 2011, a 13 percent decrease. Average sales prices for condominiums and townhouses were similar to County averages.
 - Gross rent was generally more expensive in Aloha-Reedville. In 2009, the median gross rent in the Aloha CDP was \$930, compared with \$870 in Washington County or \$775 for all of Oregon. One reason that may explain the higher rental costs in the Aloha CDP relative to Washington County is that a larger share of dwelling units in Aloha-Reedville have three or more bedrooms (70% of dwellings) than Washington County (63%).
 - A larger proportion of rental units in Aloha-Reedville were priced above \$750 (73 percent) when compared to the state (54 percent) and the Portland Region (64 percent). This is likely a reflection of the large stock of three-bedroom units in the area.

Housing affordability

- The rate of cost burdened owner households in Aloha-Reedville was 42 percent, which was similar to state and Portland Metro rates (40 percent), but above Washington County's (36 percent). Homeowners with a mortgage were more likely to be cost burdened than homeowners without a mortgage.
- The proportion of renter households paying 30 percent or more of income to rent (burdened) in Aloha-Reedville (49 percent) was slightly higher than that found in Washington County (46 percent).
- The data indicate that homeownership was increasingly expensive in Aloha-Reedville, as well as in Washington County. The median cost of an owner-occupied dwelling cost 1.9 times the median household income in 1989. By 2009, the median cost of an owner-occupied dwelling was 4.2 times the median household income. Washington County's housing costs had a similar increase over the 20 year period.

Foreclosures

- The foreclosure rate in Washington County (0.14 percent) is lower than the rate in Oregon (0.16 percent) or the national rate (0.18 percent).
- Foreclosure activity in Beaverton involved 1 in every 658 households, with 112 properties in foreclosure in August 2011.
- Foreclosure activity in Hillsboro involved 1 in every 449 households, with 73 properties in foreclosure in August 2011.
- Auctions were the most common types of foreclosure activities for 2011, followed by bank repossessions, and pre-foreclosure default notices. The number of auctions decreased between April and August 2011. The number of bank repossessions and pre-foreclosure default notices increased between April and August 2011.
- No specific data is available for the Aloha-Reedville study area.

Transit

Aloha-Reedville is served by the regional transit agency, Tri-Met. The major transit facility in Aloha-Reedville is the Willow Creek/SW 185th Transit Center, located in the northern part of the study area. This facility includes a 595-space park-and-ride lot and is served by the MAX Blue line (Hillsboro & Portland) and five bus lines:

- 88 to Beaverton Transit Center
- 48 to Hillsboro Transit Center
- 52 to Portland Community College (PCC) Rock Creek campus / Beaverton Transit Center
- 47 to Hillsboro Transit Center
- 59 to Sunset Transit Center

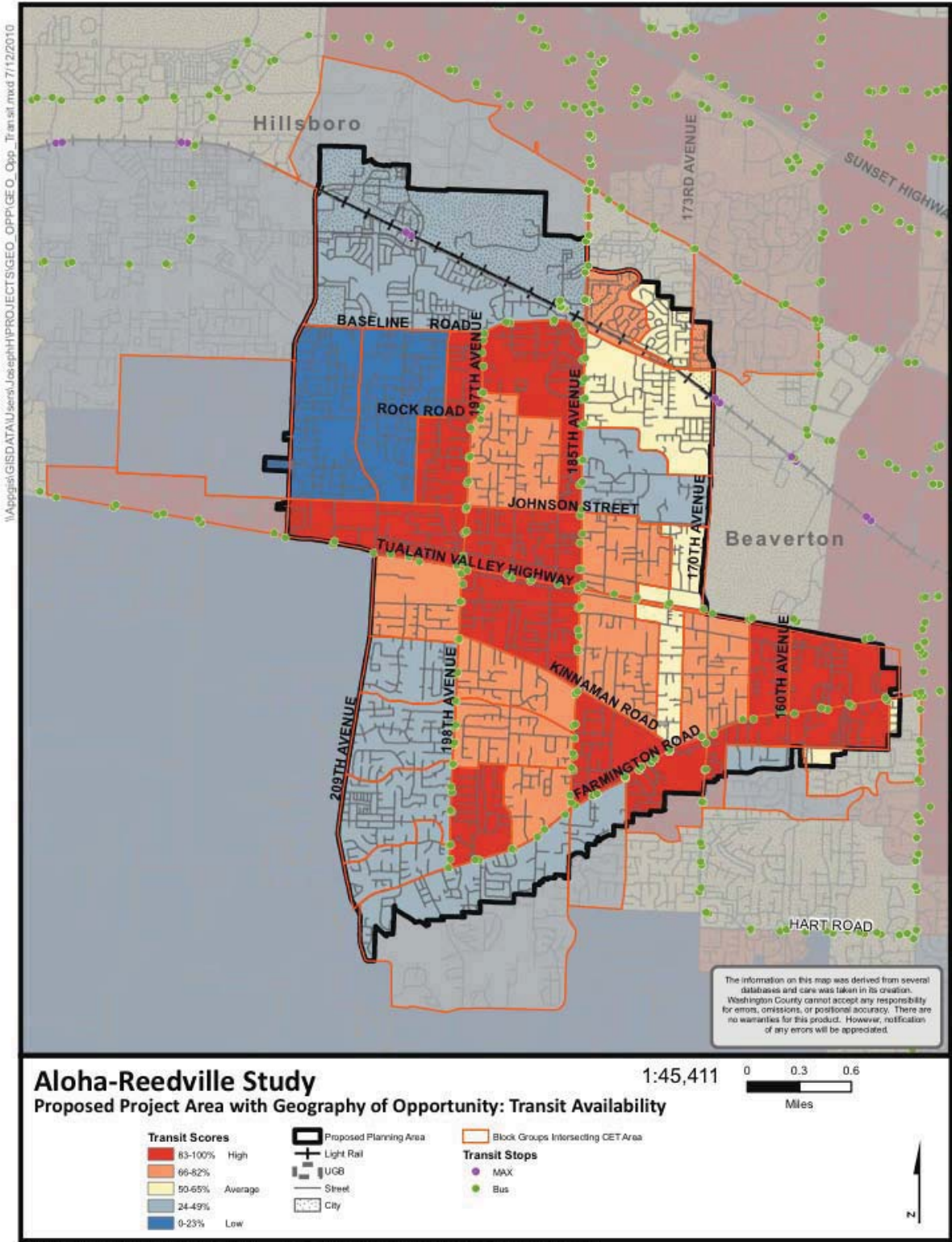
Bus lines that travel through the Aloha-Reedville area include:

- 57 (TV Highway/Forest Grove), which runs east and west along Tualatin-Valley Highway (this is the area's only Frequent Service bus line, which provides 15-minute service during rush hours);¹²
- 88 (Hart/198th) which runs north and south in the western portion of the study area;
- 52 (Farmington/185th), which runs east and west at the southern portion of the study area; and
- 47 (Baseline/Evergreen), which provides a connection to Hillsboro.

Map 5 shows transit availability in the Aloha-Reedville study area.

¹² Tri-Met Frequent Service Lines, <http://trimet.org/schedules/frequentservice.htm>

Map 5. Transit availability, Aloha-Reedville study area 2011



CET Planning Grant Application – Aloha-Reedville Study, Washington County
 Source: Washington County

The three most used transit lines in the study area, accounting for 93 percent of all transit trips that originate or end in the study area, are: the Blue Line Max, #52 bus line, and #57 bus line. The Blue Line Max accounts for 58 percent of total trips in the study area.

The #52 bus line accounts for 21 percent of total trips, acting as the primary bus line connecting to the Blue Line Max at the Willow Creek Transit Center at the north edge of the study area.

The #57 connects the Beaverton Transit Center and Forest Grove and runs east and west across the middle of the study area. This line likely serves as another commuter route for nearby residents to Hillsboro.

A fourth line, the #88, connects the Willow Creek Transit Center to the Beaverton Transit Center. It runs less frequently, however, than either the #52 or the #57 and follows a more circuitous route outside the study area.

The remaining routes, the #47, #48, #59 bus lines account for about 3 percent of all trips within the study area. Each line has only one stop within the study area, at the Willow Creek Transit Center. The #47 and #48 run infrequently to the Hillsboro Transit Center. The #59 bus line runs infrequently to the Sunset Transit Center.

Table 13. Transit ridership, Aloha-Reedville study area, 2011

Route	On and Off (Study Area)	On and Off (Entire Line)	Percent of Total Trips for the Line	Percent of Total Trips within the Study Area
47	205	915	22%	1%
48	283	1,209	23%	2%
52	3,636	8,138	45%	21%
57	2,321	14,492	16%	13%
59	58	272	21%	0.3%
88	740	2,460	30%	4%
Blue Line Max	10,141	134,297	8%	58%
Total	17,384	161,783	11%	

Source: Tri-Met, Fall 2010 passenger census

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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.

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Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

December 2011

Appendix 3



This project also 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.

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ALOHA-REEDVILLE WASHINGTON COUNTY

ECONOMIC OPPORTUNITIES REVIEW AND ANALYSIS

19 December 2011

Leland Consulting Group
ECONorthwest
The Nielson Group



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INTRODUCTION

This study 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. Community participation is vital to its success. The study's goal is to identify strategies to support job growth, business development, affordable housing options and transportation solutions.

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

Aloha-Reedville Citizen Advisory Committee

This technical report describes the economic opportunities within the Aloha-Reedville Study Area based in part on the recent Economic Opportunities Analyses (EOAs) prepared for the cities of Beaverton and Hillsboro. It evaluates the local, regional, and national economic trends that will shape future employment opportunities in the Study Area and assesses the area's relative strengths and weaknesses as it pertains to job creation. In short, it is intended to be an abbreviated economic opportunities assessment of the Aloha-Reedville study area. This information will be valuable throughout the planning process in several ways. It will help inform the community about its existing strengths and weaknesses, especially in light of known trends about employment and the economy. Secondly, it will help in identifying the types of amenities and improvements that will be needed to help grow existing business, attract new ones, and serve the employment needs of current and future residents. Finally, it will inform the discussion of the type, scale, and location of redevelopment efforts in commercial and employment areas throughout the study area.

KEY ISSUES AND IMPLICATIONS

This section provides a summary of the key findings analyzed in greater detail in the remainder of this document. The strengths and weaknesses of the study area from an economic development perspective are as follows:

- **Central location.** The study area is located between Hillsboro and Beaverton, two areas of concentrated employment. This can be both an opportunity and a weakness for Aloha-Reedville. Many large companies will want to be close to existing employment areas in Hillsboro or Beaverton rather than Aloha-Reedville where there are no significant employment concentrations outside of the commercial corridors. However, small supplier firms or start-ups that can take advantage of the study area's central location between Hillsboro and Beaverton could be attracted to the area.

- **Lower housing costs.** The study area has lower housing costs which can be attractive for firms that need lower wage employees, providing them affordable housing opportunities close to their jobs.
- **Limited vacant land.** There are limited vacant sites within the study area, as is also the case with Beaverton and Hillsboro. There are only nine acres of vacant industrial land and about 21 acres of vacant commercial land in the study area. The majority, 57 acres, of vacant land is designated for mixed use. Redevelopment of existing uses will likely be needed in order to accommodate future employment growth in the region.
- **Lack of large vacant parcels.** There are only two vacant sites larger than 15 acres and one approximately 50 acre site in the study area. All three of these sites are designated for mixed use.
- **Potential for growth.** The most likely employment growth in the study area will be small businesses, either support or supplier firms for the established industry clusters in the region, such as electrical equipment, scientific and medical instruments, software and information services, sporting equipment and apparel, and clean tech (research and development).
 - Opportunities for retail and services for local and neighboring communities. These types of businesses include: professional services (e.g., legal services, software engineering, or accounting), construction or architects, cottage industries (e.g., small-scale manufacturing done at home, such as making jewelry or apparel), restaurants, convenience stores, small-format retail, medical services (including services for the aging population), branch banks, real estate offices, or personal services.
 - Opportunities for small-scale manufacturing. This could include: food production, cabinet or furniture manufacturing, apparel manufacturing, businesses associated with existing firms west of Portland such as parts suppliers, or other small-scale production.

Next Steps

The list of potential economic opportunities is modest and reflects constraints within the study area—particularly land supply. Public policy, however, can influence what opportunities exist in the study area. Following are key steps appropriate to developing a refined evaluation of economic opportunities:

- **Articulate the economic development vision for the study area.** An important step in economic development planning is to articulate a vision and goals for economic development, as well as develop implementation measures to achieve the goals.
- **Articulate the redevelopment vision for the study area.** The limited amount of vacant land in the study area could potentially be supplemented with a redevelopment strategy. If the County pursues this path, it is important to (1) identify the objectives of the strategy, and (2) conduct additional analysis on areas where redevelopment opportunities may exist. The objectives should be specific enough to identify the types of uses/employers that are targeted and the types of sites that would be desirable to those uses. The land analysis should identify general areas that might be appropriate for those uses. The vision for redevelopment should be articulated in two products of the project grant, the Redevelopment and Suitability Plan and Corridor and Town Center Economic Development Plan.
- **Capitalize on the efforts of the county as well as the neighboring jurisdictions.** The neighboring jurisdictions have invested a considerable amount of effort on conducting technical analysis and visioning around economic development. These efforts (infrastructure, urban renewal, recruitment, etc.) have implications for the study area in terms of creating employment opportunities for existing residents, providing housing for households that work at the businesses, or creating business opportunities in the study area.

PURPOSE AND POLICY CONTEXT

This report is not intended to be a full EOA in the context of the Goal 9 requirements; rather it summarizes the major components that are relevant to the Aloha-Reedville study area. The intent is to provide foundational data and analysis, identifying key issues and policy questions related to the relationship between land use and economic development. It focuses on the first two elements (economic trends and comparative advantages) in the context of the study area.

Statewide Planning Goal 9 requires local governments to plan for economic development. The goal aims to “...provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.” OAR 660-009 (the State Administrative Rule that provides implementation guidance) requires that cities and counties with unincorporated areas within a UGB conduct an economic opportunities analysis (described in OAR 660-009-0015) to determine land need. Per 660-009-0015,

Cities and counties must review and, as necessary, amend their comprehensive plans to provide economic opportunities analyses containing the information described in sections (1) to (4) of this rule, which are paraphrased as follows:

- A) **Analyze Economic Trends (OAR 660-09-0015(1)).** A review of national, state, regional, county and local trends to identify the major categories of industrial or other employment uses that could reasonably be expected to locate or expand in the Urban Growth Boundary (UGB).
- B) **Assess Comparative Advantages (OAR 660-09-0015(4)).** An estimate of the type and amount of employment uses likely to occur in the UGB. The assessment must consider the area's economic advantages and disadvantages, including: location, size, buying power of markets, availability of transportation facilities, public facilities and services, labor market factors, access to suppliers and utilities, access to necessary support services, limits on development due to environmental protection laws, and educational and technical training programs.
- C) **Forecast Employment Growth (OAR 660-09-0015(1)).** The next step in determining demand for employment land is to forecast employment growth, based on economic trends, current and historical conditions, comparative advantages, likely growth industries, and regional forecast of employment growth.
- D) **Identify Required Sites (OAR 660-09-0015(2)).** The final step in the EOA is to identify the number of sites by type reasonably expected to be needed to accommodate the forecast of employment growth. According to OAR 660-009-0005(11), identification of required sites should consider the characteristics of the needed sites, such as: site size, site configuration, topography, visibility, need for specialized services or infrastructure, or proximity to needed transportation.

NATIONAL, STATE, REGIONAL, COUNTY, AND LOCAL ECONOMIC TRENDS AFFECTING ECONOMIC GROWTH IN ALOHA-REEDVILLE

The Beaverton and Hillsboro EOAs provide a thorough overview of national and state trends. Both the Beaverton and Hillsboro EOAs commented on the lingering effects of the economic recession and downturn that started in 2007.

Table 1 summarizes short- and longer-term economic trends and their regional implications.

Table 1. Short- and Long-Term National to Regional Trends, from the Hillsboro and Beaverton EOAs

Trend	Regional Implications	Affect on Aloha-Reedville
Short-Term/Early Phase Recovery (1 to 9 years)		
<p>Financial Market Retrenchment – related to financial deleveraging, tightened consumer and business credit, and public sector intervention</p>	<ul style="list-style-type: none"> • Financial deleveraging: Risk of added local banking closures in 2010 and maybe beyond; shifting balance from community to financial institutions (at least near-term) • Tightened Lending: Loss of locally generated purchasing power has been greatest in communities where housing prices declined significantly and with a high foreclosure rate or job loss • Tightened Business Credit: Potential lender focus on larger and economically diverse metro communities (but more challenging for places facing substantial business closure issues) • Public Sector Intervention: Rapidly emerging state-local government budget shortfalls in California, Oregon and Washington (in relative order of severity); Oregon State government vulnerable due to income tax dependence and decline of employment. The State may address the budget shortfalls through reducing spending, increasing revenues (through changes in the tax system or expansion or revenue sources) or a combination of the two approaches. 	<p>Households and employers in Aloha-Reedville will be affected by these trends in a similar way that all communities on the west side of Portland will be:</p> <ul style="list-style-type: none"> • Potential homeowners may have a difficult time obtaining mortgages, especially if they have any issues with their credit rating. • Employers, especially small businesses, may have difficulty obtaining credit for daily operations or to finance business expansions.
<p>Employment Downturn – reflecting sectoral and location specific job loss</p>	<ul style="list-style-type: none"> • Jobless Recovery: Oregon return to ranks of relative high unemployment rates due to natural resource and construction reliance; Oregon’s unemployment rate is generally one to two percent higher than the national unemployment rate during recessions and one percent or less higher than the national average during economic expansions. 	<ul style="list-style-type: none"> • Washington County’s unemployment rate is generally lower than Oregon’s unemployment rate and similar to the national average. • In the future, unemployment in Aloha-Reedville is likely to follow a pattern similar to Washington County’s pattern.

<p>Stalled Development – including recent virtual construction shut-down, declining home and investment real estate values</p>	<ul style="list-style-type: none"> • Construction Shut-Down: Previous high growth markets most detrimentally affected; growth controls may have limited the speed of construction growth, resulting in a smaller decrease in construction in some communities • Declining Home Values: Previous high growth markets most detrimentally affected; land use and growth controls may have limited the large growth in housing values, resulting in smaller decreases in housing values in some Portland metro communities • Investment Real Estate: Most challenging for communities with home foreclosures and high unemployment; suggests great economic development priority near-term for business retention 	<p>Households and businesses in Aloha-Reedville will be affected by these trends similar to the way of other communities in Portland metro.</p> <ul style="list-style-type: none"> • Employment, especially in construction, will not increase until the overall economy improves. • Housing values in Aloha-Reedville will stabilize as housing values in Portland metro stabilizes, especially in west side communities.
<p>Longer-term (10-20 years)</p>		
<p>Financial Market Restructuring – with more conservative underwriting and emerging public sector fiscal stress</p>	<ul style="list-style-type: none"> • Conservative Underwriting: Higher risk projects (including mixed use) will have more difficulty accessing capital and financing, making these projects more difficult to develop; best opportunities are for in-town property rehab, then infill development or end-user needs resulting from business recruitment and expansion initiatives • Public Fiscal Stress: Continued Oregon vulnerability on income tax receipts; local governments better protected still well below real market values 	<p>Development opportunity sites in Hillsboro and Beaverton include redevelopment and infill sites.</p> <ul style="list-style-type: none"> • Aloha-Reedville also has a limited amount of vacant land and will rely on redevelopment and infill sites to accommodate economic growth. • Aloha-Reedville will be in a position to compete with nearby cities for businesses that may locate in redevelopment and infill sites, especially for sites along transportation corridors.
<p>Changing Competitive Advantage – with competitive positioning favoring global pathways of economic opportunity</p>	<ul style="list-style-type: none"> • Competitive Positioning: Potentially increased differentiation between economic winners and losers - with winners comprising regions with globally and regionally competitive traded sector functions. • Global Pathways: Seattle and San Francisco are in the top tier for US pathway markets; Portland is viewed as 2nd tier. 	<p>Aloha-Reedville is located between two of the cities with the largest employment in regionally competitive traded sector industries (Hillsboro and Beaverton) in Oregon.</p> <ul style="list-style-type: none"> • This proximity gives Aloha-Reedville the opportunity to grow or attract businesses that provide goods and services to these industries.

<p><i>Emerging Economic & Demographic Drivers</i> – for targeted employment amid ongoing economic instability, aging demographics and urbanization</p>	<ul style="list-style-type: none"> • Targeted (Shifting) Employment: Key industry clusters targeted by Business Oregon are advanced manufacturing, clean technology, forestry and wood products, high technology, outdoor gear and apparel • Economic Instability: Perceived investment risk greater for less diversified communities 	<p>The industries targeted by Business Oregon will require a range of sites, from small sites for manufacturing or small-scale distribution to large manufacturing sites (at 50 acres and larger).</p> <ul style="list-style-type: none"> • Aloha-Reedville does not have the land-base to provide sites for large manufacturing. • Aloha-Reedville may attract businesses in these target industries that require smaller sites, with good transportation access and location near the larger businesses in the targeted industries. • Aloha-Reedville is well positioned for businesses that prefer to locate between Hillsboro and Beaverton, either as part of the targeted industry cluster or to provide goods and services to the businesses in the targeted industry clusters.
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Demand for employees is the result of two factors: (1) growth of businesses and (2) changes in workforce participation. Businesses generally grow as a result of overall economic growth or comparative advantages in a community that lead to growth in businesses in a specific industry (e.g., Oregon's access to raw timber gave the state an advantage over other states in producing wood products early in the 20th Century). The changes in workforce participation that most affect demand for employment are generally growth in children (future workers) or growth in retirees (workers who will be leaving the workforce). The nation is entering a period where workforce participation is expected to decrease, as Baby Boomers retire, leaving the workforce.

The Beaverton EOA also included an emphasis on the aging of the population, as it relates to the shrinking of the workforce. People are retiring later than previous generations, continuing to work past 65 years old. This trend is seen both at the national and state levels. Even given this trend, demand for workers to replace retiring Baby Boomers will outpace job growth resulting from growth of businesses. Stated another way, more jobs will become available in the near future, due to impending vacancies in existing positions currently held by workers that will be retiring, than from the creation of new positions. Given the likely increase in the share of retirees in most Oregon communities, the need to maintain enough skilled workers will require an intentional economic development strategy that focuses on high-wage job creation, providing educational opportunities, and housing affordability and amenity values for quality of life.

Implications for local and regional economies can be expected to include:

- Continued shift in housing demand even with slower overall population growth – to accommodate downsizing and changing needs of older households
- Reduction of purchasing power for a significant component of the consuming public – aggravated by the loss of wealth and greater imperative to save for a large age cohort now quickly approaching retirement
- Slower labor force growth as the Baby Boomers retire – creating impetus for attracting in-migration from a less robust nationwide pool of younger workers together with potential foreign in-migrants
- Continued growth of health care sector and related services. Despite the challenging economic climate, both the Beaverton and Hillsboro EOA suggest some opportunity exists related to broader economic trends:

Specific opportunities for Beaverton suggested by this *global to local* review consist of greater focus on encouraging globally competitive traded sector businesses and more urban scale development including infill and redevelopment of underutilized sites – together with encouraging viable multi-modal options including transit and pedestrian alternatives to auto dependency.

The Hillsboro EOA identified green tech as an emerging opportunity nationwide that is a good match regionally: “Over the next ten years, green industries are expected to create over 2.5 million new jobs in the United States across a range of manufacturing and service industries.”

FACTORS AFFECTING FUTURE ECONOMIC GROWTH IN ALOHA-REEDVILLE

A discussion of Aloha-Reedville’s economic opportunities should begin by describing the study area’s economic comparative advantages and disadvantages relative to other communities on Metro’s Westside, especially the cities of Hillsboro and Beaverton.

Each community and broader region has different combinations of productive factors: land (and natural resources), labor (including technological expertise), and capital (investments in infrastructure, technology, and public services). While all areas have these factors to some degree, the mix and condition of these factors vary. The mix and condition of productive factors may allow firms in a region to produce goods and services more cheaply, or to generate more revenue, than firms in other regions.

By affecting the cost of production and marketing, competitive advantages and disadvantages affect the pattern of economic development in a region relative to other regions. Goal 9 and OAR 660-009-0015(4) recognize this by requiring plans to include an analysis of the relative supply and cost of factors of production.¹ An analysis of competitive advantage depends on the geographic areas being compared. In general, economic conditions in Aloha-Reedville will be largely shaped by regional economic conditions affecting the Portland Metro Area, especially the west side of the Metro region.

This section focuses on the competitive advantages and disadvantages of the Aloha-Reedville study area for attracting businesses, relative to Hillsboro, Beaverton, and Portland Metro.

- **Location.** Aloha-Reedville is a part of Portland Metro, the largest metro area in Oregon, with a population of over two million people. The study area is located directly between Hillsboro and Beaverton, the fifth and sixth largest cities in the State. Downtown Hillsboro is about a six-mile drive from the study area and downtown Beaverton is about a three-mile drive. Aloha-Reedville’s proximity to Beaverton, Hillsboro, and Portland gives businesses in the study area a large potential market area, as well as a large potential regional labor pool.
- **Access to transportation.** Highways 8 (Tualatin Valley Highway) and 10 (Farmington) run through the study area and are important routes with high traffic counts, connecting the study area to Beaverton and Hillsboro. Highways 26 (Sunset) and 217 are less than five miles from the study area, and connect Aloha-Reedville to the rest of the Portland area and the I-5 corridor. Public transit connections to the Portland area are available via the TriMet bus system, and the MAX Red Line and Blue Line, which also provide service to the Portland Airport. Businesses have access to freight rail in Beaverton and commercial air service at the Portland International Airport, as well as the Portland-Hillsboro Airport.

¹ OAR 660-009-0015(4) requires assessment of the “community economic development potential.” This assessment must consider economic advantages and disadvantages—or what Goal 9 broadly considers “comparative advantages.”

Particularly for industrial and light industrial businesses, proximity to limited-access highways is an important consideration. The study area's transportation disadvantages include distance from I-5 and the congestion of highways on the Westside. The distance from I-5 and congestion on regional highways make Aloha-Reedville less attractive to businesses that require direct, high-capacity access to I-5. While the northern half of the study area is close to Highway 26, the southern portion is more remote.

- **Workforce availability.** Businesses in Aloha-Reedville have access to the labor force on the region's west side and potentially in other parts of the Metro region. In 2009, 3% of workers at businesses located in Aloha-Reedville lived in the study area, with most other workers at Aloha-Reedville businesses living in Portland, Beaverton, Hillsboro, or other parts of Washington County.² Businesses in Aloha-Reedville have access to workers in Washington County, who are more educated on average and have a bachelor's or graduate degree more frequently (38%) than the State average (29%). In addition, the unemployment rate in Washington County and nearby cities is generally 1% to 2% lower than the State average.
- **Housing costs.** Housing costs in Aloha-Reedville are generally lower than in the region. The median value of owner-occupied housing in Aloha-Reedville was 20% lower than Washington County's housing value, at less than \$240,000 in 2009, compared with Washington County's average of about \$296,000. Rent costs, however, were higher in 2009, with a median gross rent of \$930 in the study area, compared with \$870 for Washington County.³ In 2009, the median housing cost was 4.2 times the median household income in Aloha-Reedville, compared to 4.8 times median household income in Washington County. This lower homeownership cost makes Aloha-Reedville an attractive place to live for workers in the region who are able to afford homeownership. The lower ownership costs may make the study area attractive to businesses (especially small or start-up businesses, where pay may be comparatively low) where the owner or key employees want to live near their business.
- **Income and wages.** The income and wages in Aloha-Reedville are generally lower than the County averages. Median household income in Aloha-Reedville was about \$57,000, compared to Washington County's median of \$62,000.⁴ The average pay per employee in Aloha-Reedville was about \$42,300 in 2009, compared with Washington County's average of \$54,000.⁵ The lower cost of labor may be a factor in making Aloha-Reedville attractive to businesses with lower-paying jobs, such as retail and some service jobs.
- **Existing industry clusters.** Economic development efforts by nearby cities have identified regional industry clusters that have strong established presences and potential to grow in the future.
 - The Beaverton EOA identified the following target industries for Washington and Clackamas Counties: furniture and home furnishing stores; support activities for transportation; internet service providers, web search portals, and data processing

² U.S. Census Longitudinal Employer-Household Dynamics

³ U.S. Census, 2005-2009 American Community Survey

⁴ U.S. Census, 2005-2009 American Community Survey

⁵ Oregon Employment Department, Quarterly Census of Employment and Workforce

services; building material and garden equipment and supplies dealers; credit intermediation and related services; clothing and clothing accessory stores; wholesale electronic market and agents and brokers; specialty trade contractors; and construction of buildings.⁶

The City of Beaverton identified the City's five target industries as: electrical equipment, scientific and medical instruments, software and information services, sporting equipment and apparel, and clean tech (research and development).⁷

- The City of Hillsboro EOA identified a broad range of target industries including: large office users, such as corporate headquarters or regional offices for banks or health care; medium office users, such as financial or real estate offices or legal services; small office users, such as sole proprietor or small business services; large retail users for regional retail; medium retail users for community retail; small retail users; large industrial users, such as lumber or food product manufacturers or warehousing; medium industrial users such as mid-sized manufacturers or wholesalers; and small industrial users such as small-scale manufacturers or warehousing.
- **Beaverton and Hillsboro's site needs.** One of the requirements of an EOA is to assess site needs of target industries. This component is intended to document the relationship between a community's aspirations and the types of land needed to accommodate those aspirations. Elements of site needs go beyond size and can include attributes such as topography, access, visibility and many others.
 - *Beaverton.* A particular issue identified with the Beaverton buildable lands inventory is the lack of large sites in single parcels. Beaverton has only two industrially zoned sites of over 10 acres (at 14 and 23 acres), neither of which is vacant but are identified as having redevelopment potential. Without large sites, Beaverton's opportunities for attracting or growing large traded sector firms that typically require sites larger than 10 acres (and often larger than 25 acres) is limited.
 - *Hillsboro.* Hillsboro's EOA shows that Hillsboro has a relatively large supply of industrial sites larger than 25 acres (727 acres of vacant industrial land in 13 sites). The EOA concludes that, for the baseline forecast of land demand, Hillsboro has enough sites to accommodate expected growth, with the exception of need for one large sites (approximately 200 acres). This suggests that Hillsboro will continue to attract or be able to accommodate growth of large traded sector firms that require large sites.
- **Aloha-Reedville's land base.** Aloha-Reedville has a small supply of vacant buildable land for employment uses. Table 2 shows the acres of vacant land in the study area by land use category and jurisdiction responsible for the zoning. The relatively small supply of vacant land, with few large sites, limits development potential in Aloha-Reedville. Businesses that need sites larger than those available in Aloha-Reedville will not locate in

⁶ Beaverton Economic Opportunities Analysis, June 2010, E.D. Hovee and Company, LLC.

⁷ City of Beaverton website: <http://www.beavertonoregon.gov/index.aspx?nid=205>

the study area, unless land becomes available. The types of businesses likely to locate in Aloha-Reedville are generally small to mid-sized businesses that either need small sites or can locate in existing built space (such as vacant office space).

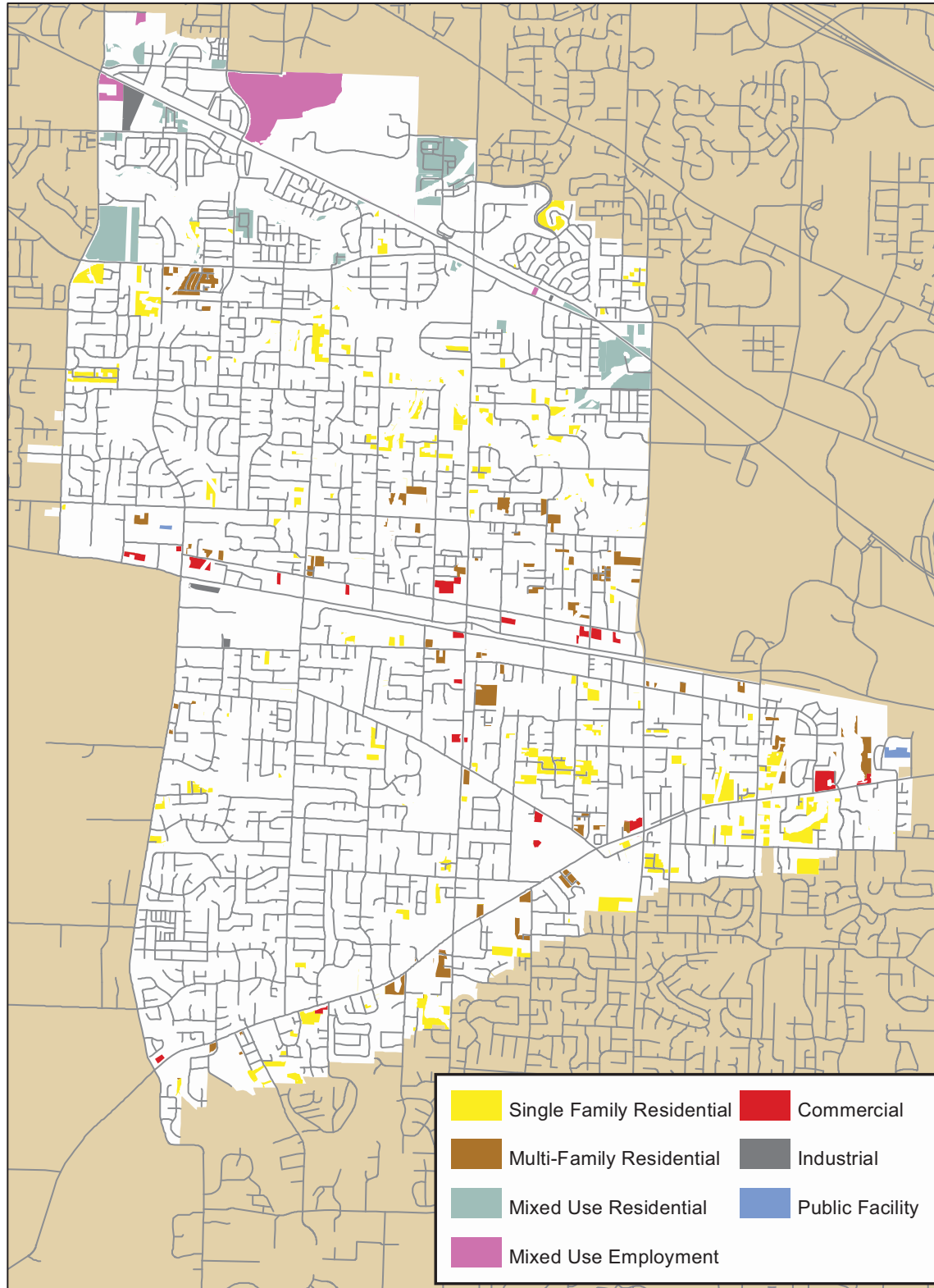
- The study area has about 21 acres of vacant commercial land. The largest site is 4 acres and there is one three acre site. The remaining sites are two acres or smaller. Vacant commercial lands are scattered throughout the study area, generally along major transportation corridors (i.e., TV Highway or along Farmington Road).
- The study area has about 9 acres of vacant industrial land on four sites. The largest site is 7 acres and there is a two acre site. The remaining two sites are one-half acre or smaller. The seven acre site is in the northwest part of the site, north of Baseline Road.
- The study area has about 57 acres of vacant land for mixed-use. The largest mixed-use site is about 50 acres. Other mixed-use sites are four acres or smaller. The 50 acre mixed use site is in the northwest part of the study area, north of Baseline Road.
- Map 1 shows that the majority of vacant industrial and mixed-use land is located in the northwest part of the study area. That means that the employment development opportunities are concentrated in the northwest part of the study area, limiting the type of development that may occur in the rest of the study area to development that can occur on redevelopment sites.

Table 2 . Vacant land by jurisdiction, acres, Aloha-Reedville study area

Zoning	Jurisdiction Responsible for Zoning			Total
	Beaverton	Hillsboro	Washington County	
Commercial	0.0	0.0	20.9	20.9
CBD			10.4	10.4
GC			1.4	1.4
OC			3.4	3.4
NC			5.8	5.8
Industrial/Employment	0.0	6.9	2.6	9.4
IND			2.6	2.6
SCI		6.9		6.9
Mixed Use/Comm'l/Empl	0.0	56.7	0.4	57.1
SCRP		51.5		51.5
M-P		1.1		1.1
SCBP		0.0		0.0
TO:EMP		4.0		4.0
TO:BUS			0.4	0.4

Source: Washington County, summary by Leland Consulting Group

Map 1. Vacant Lands by general land use designation



Source: Washington County

- **Redevelopment opportunities.** Previous and ongoing analysis shows that Aloha-Reedville has several commercial areas with underutilized properties. Table 3 shows Washington County’s estimate of potentially redevelopable land and the related employment capacity in the study area. The County estimated potentially redevelopable land using the following assumptions:
 - Improvement to Land Value (I:L) Ratio of 0.75 or lower. Meaning that the improvement (building) was worth only three quarters or less, of the value of the land it sits upon. Viewing this relationship from the land side, it means that the land is worth at least 25% more than the value of the improvements upon it.

Employment Capacity, as shown in Table 3, was calculated by multiplying the total acreage that had an I:L ratio of 0.75 or lower by the employment density per acre shown in the table⁸.

Table 3. Potentially redevelopable land, acres and employment capacity, Aloha-Reedville study area

Zone	Acres	Employment Density (Employees per acre)		Employment Capacity (Employees)	
		Minimum	Maximum	Low	High
Commercial	71			1,260	3,320
CBD	40	20	60	800	2,400
GC	9	10	20	90	180
NC	7	10	20	70	140
OC	15	20	40	300	600
Industrial/Employment	14			112	560
IND	14	8	40	112	560
SCI		30	45	-	-
Mixed Use - Comm'l/Employment	2			40	80
TO:BUS				-	-
TO:EMP	2	20	40	40	80
M-P		25	150	-	-
SCRP			45	-	-

Source: Washington County, summary by Leland Consulting Group

Table 3 shows that 71 acres of commercial land is potentially redevelopable, with an employment capacity of between 1,200 employees and 3,300 employees. The majority of potentially redevelopable land is located along major transportation corridors, such as TV Highway. Fourteen acres of industrial land is potentially redevelopable, with a capacity for 110 to 560 employees, and two acres of mixed-use land is potentially redevelopable with capacity for 40 to 80 employees.

New development on redevelopable land will need to develop at a higher density than the existing development in order to add new employment capacity to the study area. Without increasing development density, the new building will simply replace the

⁸ Employment density was derived from a Washington County analysis based upon existing land use designation, average employment densities found in the area, and FAR standards. These are ‘generalized’ employment densities intended to reflect the relatively broad range of types of businesses that could be permitted within the respective land-use districts.

existing building, without adding new capacity. While the new building may be nicer than the old building, the redevelopment site will not add capacity for accommodating new employment in Aloha-Reedville, which is important if the study area is to increase economic opportunities.

Table 3 estimates the amount of redevelopment potential in Aloha-Reedville based on information about existing development. In fact, redevelopment may happen on lands that do not currently appear to be likely to redevelop, based on the relatively high value of improvements (i.e., existing buildings). Conversely, sites that look primed for redevelopment may not redevelop during the planning period. The factors that affect redevelopment are complex, including land prices, availability of sites in Aloha-Reedville and adjacent cities, growth in the study area and adjacent cities, the types of businesses that grow on the west side of Portland Metro region, and other factors. Ways to increase the likelihood of redevelopment are discussed in the *Summary Report and Call to Action*.

- **Redevelopment opportunity sites.** Opportunity sites for redevelopment were identified beginning with the analysis of potentially redevelopable land in Aloha-Reedville as described above. The best opportunities for redevelopment for employment uses in Aloha-Reedville are on sites fronting along a major transportation corridor (i.e., TV Highway or 185th Street); sites larger than 5 acres; sites with multiple contiguous parcels under the same ownership; and sites next to vacant lands. These criteria resulted in identification of fewer than 3 redevelopable parcels. Additional analysis including sites smaller than 5 acres resulted in several parcels with redevelopment potential along TV Highway and 185th Street, as well as some on other major roads, the majority of which are smaller than two acres.

Based on this analysis, our professional opinion is that the best opportunity for redevelopment within the study area is in the vicinity of the intersection of TV Highway and 185th Street. This intersection includes a few redevelopment sites larger than two acres, a number of smaller redevelopment sites, and vacant buildable land. This intersection provides the best opportunity for redevelopment for a number of reasons. First it includes fewer individual parcels. Assembling many small parcels in different land ownership into a larger site for redevelopment (i.e., a five or ten acre site) that provides opportunity for substantial redevelopment is very challenging.

In addition, the intersection of TV Highway and 185th Street provides an opportunity for developing a center, with redevelopment on all four corners of the intersection. In contrast, most other redevelopment opportunities in the study area are in isolated linear strips along the transportation corridors. In addition this area is designated as a Town Center in Metro's 2040 Growth Concept Plan.

- **Economics of Commercial to Industrial Redevelopment.** One stakeholder who was interviewed suggested assembly and redevelopment of existing commercial space (possibly a retail center) for use as industrial or flex space. This proposal presents several challenges. The biggest challenge is that flex and industrial space generally have rents that are less than half the rent for office or retail space. For example, the Beaverton EOA identified the average annual cost per square foot of industrial space as \$5 and flex space

as \$8. In contrast, office space rents for an average of \$19 per square foot per year and retail rents for \$21 per square foot per year. The economics of redeveloping commercial space for industrial or flex space would be, at best, extremely challenging, and nearly impossible without public sector intervention and support.

ECONOMIC OPPORTUNITIES

This section summarizes economic opportunities that would be relevant to the Aloha-Reedville study area. The opportunities identified in this section build from the Beaverton and Hillsboro EOAs and are industries identified in those documents that would be most viable in the study area. We begin with a summary of strengths and weaknesses in the study area, and conclude with a list of economic opportunities.

Table 4. Strengths and Weaknesses of the Study Area

Strengths	
Location	The study area is located between two major economic centers on the Westside. This creates opportunity for a broad range of businesses.
Regional Labor Pool	As part of the Portland Metro region, the study area has the ability to draw from the regional labor pool.
Mixed-use land	The largest parcel of vacant mixed-use land (51 acres) is located in the northwest portion of the study area, relatively near Orenco Station and Amber Glen. This site may be attractive to businesses that want to locate near these areas.
Low cost housing for owners	The study area has lower cost homeownership options than either Beaverton or Hillsboro.
Transportation network	The study area is well-served by major transportation linkages.
Ethnic diversity	The ethnic composition creates opportunities for a broader range of cultural amenities and services.
Existing regional industry clusters	Several well-established industry clusters on the west side of the Portland Metro region create opportunities in the study area. These opportunities include small-scaled manufacturing firms or those that distribute goods for larger businesses in the industry clusters.
Weaknesses	
Limited land supply	This is the single biggest limiting factor for business development in the study area. Preliminary figures suggest that the area has 21 acres of vacant commercial land, 9 acres of industrial land, and 57 acres of mixed-use employment land. While vacant commercial sites are scattered throughout the study area, the industrial and mixed-use land are concentrated in the northwest part of the study area. This limits development potential for industrial and some types of commercial (i.e., office buildings) that may locate on industrial or mixed use

	land.
Location of employment	Most of the existing employment in, or close to, the study area is located along TV Highway and 185 th ; very little employment exists in the study area, most of that employment is commercial with very little traded sector employment.
Location between two larger communities	The draw of the larger communities of Beaverton and Hillsboro adjacent to the study area creates a gravitational pull for new employment to locate in a larger community.
Lack of a dedicated economic development advocate	The study area does not have the benefit of a dedicated economic development expert to advocate on behalf of the community.
Lack of a cohesive economic/community development vision	The study area lacks a cohesive economic/community development vision. The development of such a vision is part of the purpose of this project.

The economic opportunities in Aloha-Reedville are related to the study area’s competitive advantages and disadvantages. Our preliminary assessment of economic opportunities in the study area is:

- **Small businesses.** Aloha-Reedville may be attractive to small businesses that want to locate on the Metro Westside without necessarily being in Hillsboro or Beaverton. These businesses may choose to locate in Aloha-Reedville for quality of life preferences (e.g., the more rural character of parts of the community), lower housing costs, preference for the study area’s location, proximity to existing businesses in the area, or for other reasons. These businesses could locate in existing built space, may require small (less than one acre) vacant or redevelopable sites, or be a home occupation. These types of businesses include: professional services (e.g., legal services, software engineering, or accounting), construction or architects, cottage industries (e.g., small-scale manufacturing done at home, such as making jewelry or apparel), or other small businesses.
- **Retail and services for local growth.** As the population in Aloha-Reedville grows, demand for retail and services will grow. Potential opportunities include: restaurants, convenience stores, small-format retail, medical services (including services for the aging population), branch banks, real estate offices, or personal services.
- **Retail and services for neighboring communities.** The Hillsboro and Beaverton EOAs both identified a lack of land to accommodate projected employment growth. Some businesses that are unable to find sites in Hillsboro or Beaverton or want a location between the two cities may choose to locate in Aloha-Reedville. These businesses would be limited to small businesses that can locate a few miles from either city and be accommodated within a small site. They include the same types of businesses listed above for retail or small business.
- **Small-scale manufacturing.** Aloha-Reedville may provide opportunities for small-scale manufacturing, for businesses that need small sites (less than two acres), especially those

that prefer to locate on the Westside of the region. Small-scale manufacturing could include: food production, cabinet or furniture manufacturing, apparel manufacturing, businesses associated with existing firms on the Westside such as parts suppliers, or other small-scale production.

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ALOHA-REEDVILLE WASHINGTON COUNTY

LOCAL REAL ESTATE MARKET ANALYSIS

19 December 2011

Leland Consulting Group
ECONorthwest
The Nielson Group



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INTRODUCTION

This study 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. Community participation is vital to its success. The study's goal is to identify strategies to support job growth, business development, affordable housing options and transportation solutions.

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

Aloha-Reedville Citizen Advisory Committee

The purpose of this report is to provide an analysis of historic development and real estate patterns, current real estate conditions and trends within the Aloha-Reedville area and project plausible future changes based upon market demand. It utilizes a growth capacity analysis to assess the ability of the area to accommodate projected commercial and employment growth. It characterizes the type and scale of future development indicated by the discussed trends and gives an assessment of the area's capacity to capture projected growth based on a vacant land analysis and current zoning. This report analyzes the retail and service needs of Aloha-Reedville and includes a discussion of land-use policies that could reasonably encourage and support improvements that will lead to a more livable community.

This document provides the background research necessary to develop alternatives and identify potential strategies and tools that could be utilized to implement the community's desired aspirations. A forthcoming report, *Economic Development and Implementation and Funding Tools Report*, will build off of this report by discussing potential strategies and funding tools to guide future growth.

Key findings

Aloha-Reedville was once on the fringe of the Portland metropolitan area, a fast growing enclave on the road between suburban Beaverton and Hillsboro. Though still suburban, it is no longer on the edge of Portland's metropolitan area. Over time, prime stretches of vacant land have been built out, leaving a landlocked community in need of a strategy to round out its development over the coming decades. As Aloha-Reedville has built out, it is entering a mature development phase, where new development will be more incremental and there will be greater demand to maintain and redevelop existing commercial and industrial/employment areas.

With approximately 370 acres of non-public vacant lands, Aloha-Reedville would seem well-stocked for a variety of diverse future development. The location and zoning of its empty parcels, however, may significantly constrain most non-residential growth and will limit major new residential development to a few assemblies north of Baseline Road.

- Two vacant parcels in Hillsboro, owned by the Oregon Health & Science University, account for just over 50 acres of potential future employment capacity (zoned Station Community Research Park).
- A Wal-Mart-owned assembly of 7 parcels at Baseline and Cornelius Pass, also in Hillsboro, totals over 26 acres and is zoned Station Community Commercial Multi-Modal (approximately 5 acres of this assemblage is taken up by high tension overhead electrical transmission easement). The County considers this zoning to be primarily residential in nature while allowing for some mixed use development.

Beyond land that is strictly vacant, commercial growth will need to take place on existing commercial land through selective infill redevelopment. Tualatin Valley Highway includes a number of outdated or poorly maintained retail, office and light industrial uses that may be candidates for such revitalization activity. However, most of the parcels that have been deemed potentially redevelopable are less than 2 acres in size, making redevelopment more difficult as discussed in the *Economic Opportunities Review and Analysis Report*.

Retail in Aloha-Reedville depends on the spending potential of households across a much wider area, a trade area that stretches from eastern Hillsboro and includes most of Beaverton. That same area encompasses Aloha-Reedville's meaningful retail competition. Trade area households are expected to grow at approximately 1.5% annually through 2020 – about half the pace of recent decades. This growth, together with some ability to recapture spending currently leaking outside the area, should result in new demand in Aloha-Reedville of around 130,000 square feet over 10 years – enough for a new grocery-anchored center. Retail supply in Portland is currently suffering declining rents but maintains a reasonable vacancy rate of just over 6 percent.

Both office and employment (industrial and flex) markets across the U.S. are experiencing challenging conditions including restrictive lending, high vacancies and depressed rents. Office space in the Metro area is finally showing some stability but inventory in the suburbs is still too plentiful for market demand. At over 25 percent vacancy, the Sunset Corridor is 10 to 15 percent

above a healthy equilibrium. Although the market will take another 2 to 3 years to right itself, Aloha-Reedville could absorb another 115,000 square feet of office space by 2020, at expected growth rates. Much of this potential would likely need to be accommodated through redevelopment, as there is very little vacant land available today. Industrial vacancies are also high – around 9 percent metro-wide and over 12 percent along Beaverton’s 217 Corridor. A five percent vacancy rate is more indicative of a healthy market. By 2020, Aloha-Reedville could add up to 200,000 square feet of industrial/flex space (assuming it can find the land).

Methodology

The analysis of economic and real estate conditions presented in this memorandum relies on a number of different data sources and research methodologies.

Demographic inputs to the real estate demand forecasts rely on newly available data from the 2010 U.S. Census as well as "beta" (tentative) household and employment projections produced by Washington County for entry into Metro's regional traffic forecasting models. Some detailed demographic breakdowns (such as likelihood of renting by income group) use slightly older data from the American Community Survey (ACS) 5-year estimates ending in 2009. Census-based estimates from ESRI (a commercial data provider) are also used for certain demographic statistics, as noted.

Employment data compiled by the State of Oregon's Labor Market Information (OLMI) system was valuable for examining national and regional trends affecting the Aloha-Reedville economy. More detailed establishment-level employment data helped uncover local patterns within the study area across different types of firms. Market information from commercial real estate brokerages provided a better understanding of occupancy, rents and construction activity across office, industrial, retail and multifamily land uses.

These various data sources, together with information from direct observation and discussions with local planners, made it possible to produce estimates of existing Study Area development conditions and to create reasonable estimates of future demand for new development across the major land use types. Although this report includes some discussion of residential land supply, the local residential real estate market is analyzed in greater detail in the *Housing Adequacy Assessment and Recommendations Report*.

Organization of the memorandum

This report covers eight key aspects of non-residential market conditions:

- Vacant developable land
- Mapping of potentially underutilized land
- Existing commercial and employment properties
- Broad economic and employment conditions

- Definition of a "trade area" for Aloha-Reedville
- Retail supply and demand
- Office supply and demand
- Industrial/employment supply and demand

ANALYSIS AND FINDINGS

Vacant Lands Analysis

Vacant Lands

An analysis of vacant lands by planned future land use was undertaken to quantify remaining development capacity and to begin to identify redevelopment opportunity sites. Table 1 below, shows the breakout of non-public, non-institutional, vacant lands in the Aloha-Reedville Study Area by land use designation. Map 1 shows the location and general land use designation¹ of these lands.

This analysis began with a map layer of vacant lands completed by Metro in 2009. Metro's map layer generally conforms to tax lot boundaries, but combines any adjacent vacant parcels and, in some cases, divides larger parcels into vacant and non-vacant portions. From this layer, any park, open space or other public or institutional use (educational, religious, etc.) was removed to arrive at a set of lands presumed to be vacant and potentially developable.

While there are some substantial vacant sites, many are discontinuous and scattered. These dispersed sites may eventually absorb some future development; most are probably destined to remain de facto open space adjacent to residential areas long into the future.

¹ As of 2011

Table 1. Study Area Vacant Lands by General Zoning Classes

Zoning	Beaverton	Hillsboro	County	Total
Commercial	0	0	21	21
Industrial/Employment	0	7	3	9
Mixed Use - Comm'l/Empl	0	57	0	57
Multifamily	0	0	59	59
Single-Family	1	4	125	130
Mixed Use - Residential	4	57	29	90
Public	0	0	3	3
Grand Total	5	125	237	367

Source: Washington County, Leland Consulting Group, Metro

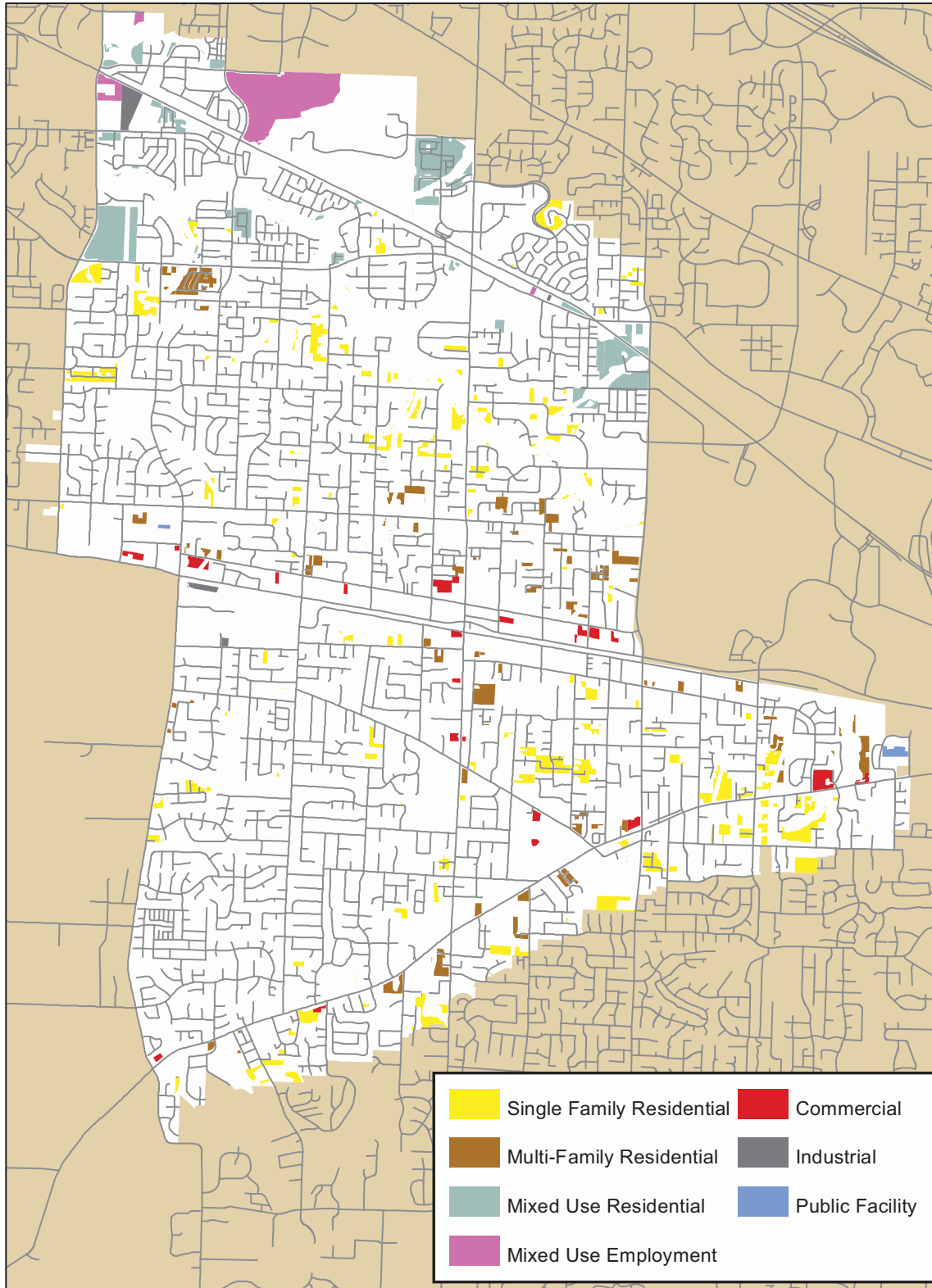
Table 2 further breaks out these general land use classifications into specific planned land use types, based on the zoning designations of Washington County and, in some cases, the municipalities of Hillsboro and Beaverton. A designation of "TO" indicates a transit-oriented zone.

Table 2. Vacant Lands by Detailed Land Use Designation

Zoning	Beaverton	Hillsboro	County	Total
Commercial	0	0	21	21
CBD			10	10
GC			1	1
OC			3	3
NC			6	6
Industrial/Employment	0	7	3	9
IND			3	3
SCI		7		7
Mixed Use - Comm'l/Empl	0	57	0	57
SCR-P		52		52
M-P		1		1
SCBP		0		0
TO:EMP		4		4
TO:BUS			0	0
Multifamily	0	0	59	59
R-24			13	13
R-25+			2	2
R-15			44	44
Single-Family	1	4	125	130
R-5	1		30	32
R-6			18	18
R-7		4		4
R-9			77	77
Mixed Use - Residential	4	57	29	90
SCR-V		1		1
TO:R9-12			3	3
TO:R18-24			11	11
TO:R24-40			15	15
SCR-MD		6		6
SCR-HD		2		2
SCC-MM		41		41
SCC-SC		7		7
SC-MU	4			4
Grand Total	5	125	237	367

Source: Washington County, Leland Consulting Group, Metro

Map 1. Vacant Lands by Land Use Designation



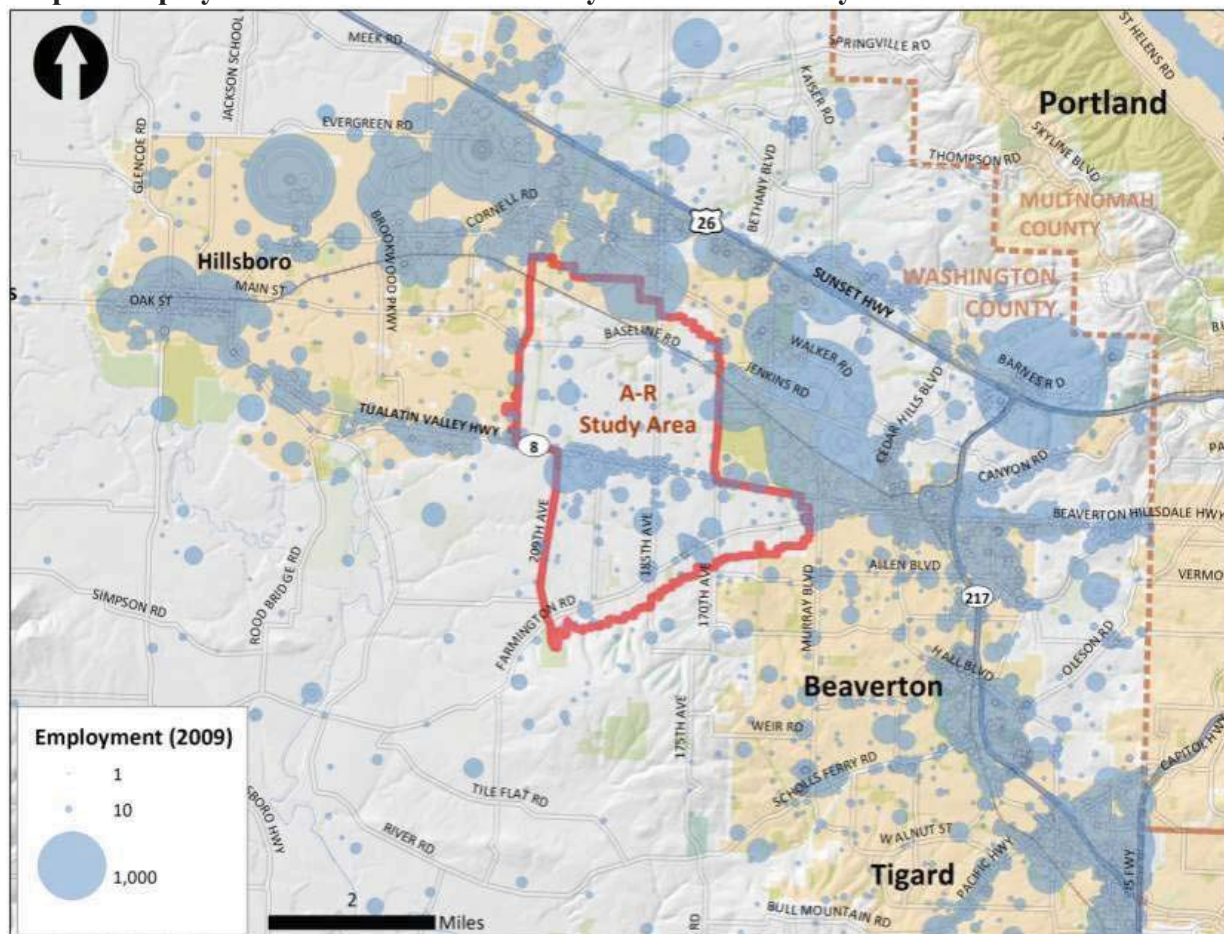
Source: Washington County GIS

Existing Commercial and Employment Space

Land use in the Aloha Reedville study area is primarily residential, and residential-supporting in nature. There are, however, many clusters and stand-alone instances of non-residential land uses, including typically neighborhood scale retail, automotive (sales, parts, service), institutional, light industrial, and scientific. While the County Assessor's valuation data includes an indication for land use, there is unfortunately no breakout of sub-types within the large "Commercial" land use category. Using employment data collected by the Bureau of Labor Statistics, however, we can identify and locate establishments by size and industry type.

Map 2 illustrates the general distribution of employment locales throughout the Study Area and in adjacent parts of Washington County. Note the intense clustering of businesses along the Sunset Corridor to the north and Highway 217 Corridor to the east, as compared with the relatively low-intensity employment concentrations within the Study Area itself. The Intel campus and surrounding businesses on Tualatin Valley Highway are one exception to this pattern, but Aloha-Reedville in total has just over 7,000 employees, which is only 3 percent of the County's more than 230,000 employees.

Map 2. Employment Concentrations: Study Area and Vicinity

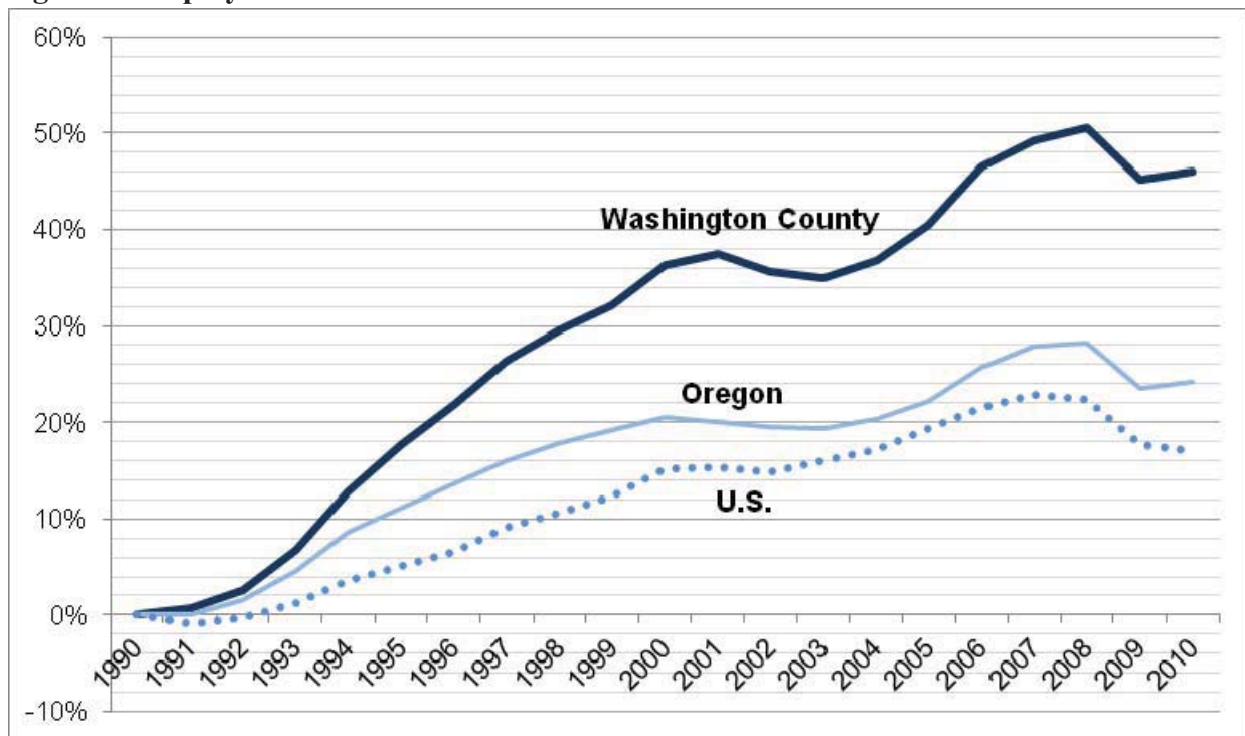


Source: BLS ES-202 data, Washington County GIS, Leland Consulting Group

Employment Trends Affecting Commercial and Residential Demand

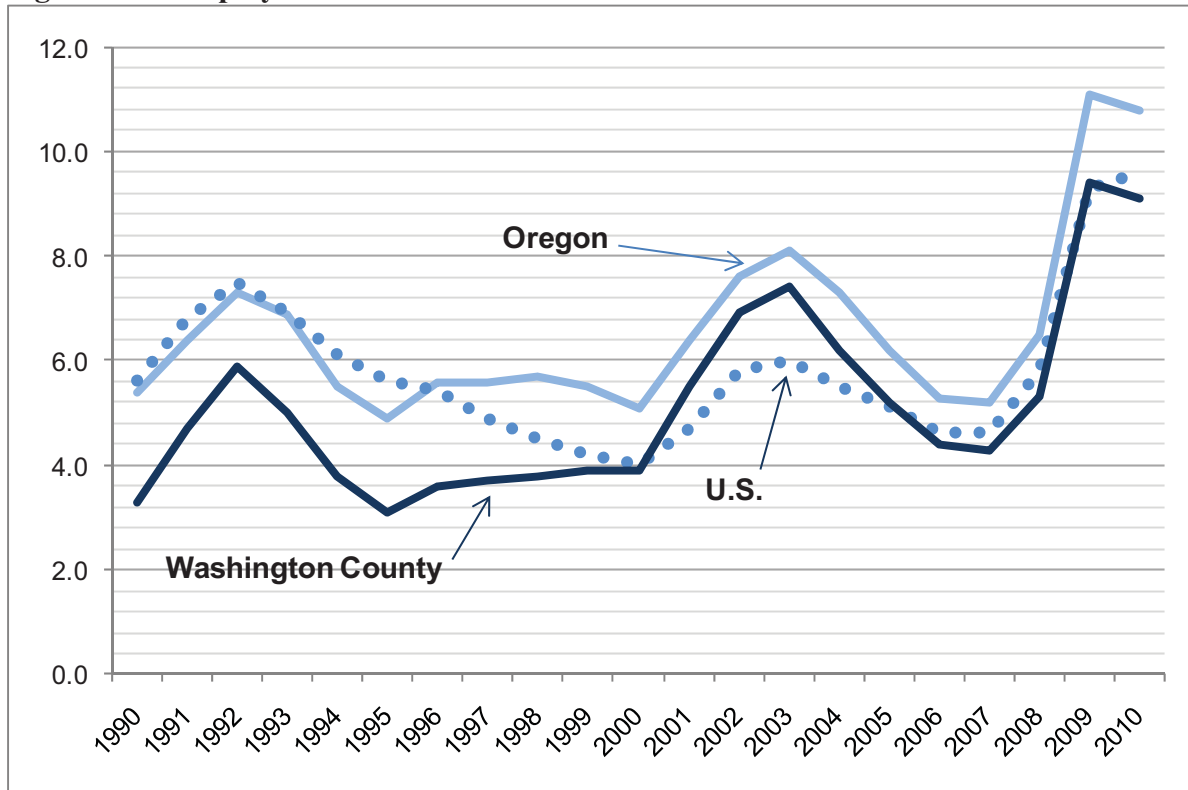
For the past two decades, Washington County job growth has far outpaced that of Oregon, which in turn outpaced national growth as seen in Figure 1. Washington County suffered disproportionately during the technology sector bust of 2001, but all three geographies have seen declines during the housing and banking sector's recession of 2008-09. Unemployment rates for the county and state, shown in Figure 2, began the 1990's considerably higher than the nation overall, nearly converged during the most recent recession, and remain somewhat higher at the end of the decade.

Figure 1. Employment Growth Since 1990



Source: Oregon Employment Department and Leland Consulting Group

Figure 2. Unemployment Trends Since 1990



Source: Oregon Employment Department and Leland Consulting Group

Trade Area Definition

In order to understand how much and what type of development might be supportable in Aloha-Reedville in the future, one must understand how the Study Area interacts with surrounding areas. In some cases, these surrounding areas might act as competition for certain land uses (e.g., new retail demand in Aloha-Reedville might be drawn to competitive sites in Hillsboro). In other cases, surrounding areas might provide a supply to drive development in Aloha-Reedville (e.g., residents in Hillsboro might support retail growth in Aloha-Reedville). A trade area is that area from which a project(s) will likely draw the majority of its demand and in which the majority of its major competitors across all land uses will be located. Thus, the trade area for Aloha-Reedville, and therefore the area that needs to be studied for the market analysis, will be larger than Aloha-Reedville itself. The Trade Area includes both AmberGlen and South Hillsboro, which will have an affect market conditions in Aloha-Reedville. The boundaries of the trade area are influenced by the following conditions:

- **Physical Barriers** – the presence of certain physical barriers including highways, arterials, and significant structures which influence driving and shopping patterns;
- **Location of Possible Competition** – inventory of potentially competitive projects (vacant lands, shopping centers, employment districts) which could diminish the market share available to a given project;
- **Proximity to Population and/or Employment Concentrations** – concentrations of housing and/or businesses in an area which could support the project;
- **Zoning** – restrictive or favorable regulatory environment which will influence a developer’s interest in constructing projects in one location vs. another;
- **Market Factors** – conditions which influence sale and lease prices, influence a developer’s interest, or impact the project’s revenue potential (value):
 - Note that a planned new community (South Hillsboro) at the southwestern edge of the Study Area will be a significant “market factor” for Aloha-Reedville in coming years;
- **Drive Times, Spending and Commuting Patterns** – habits and patterns that have been established which could impact the project’s ability to capture market share.

AmberGlen

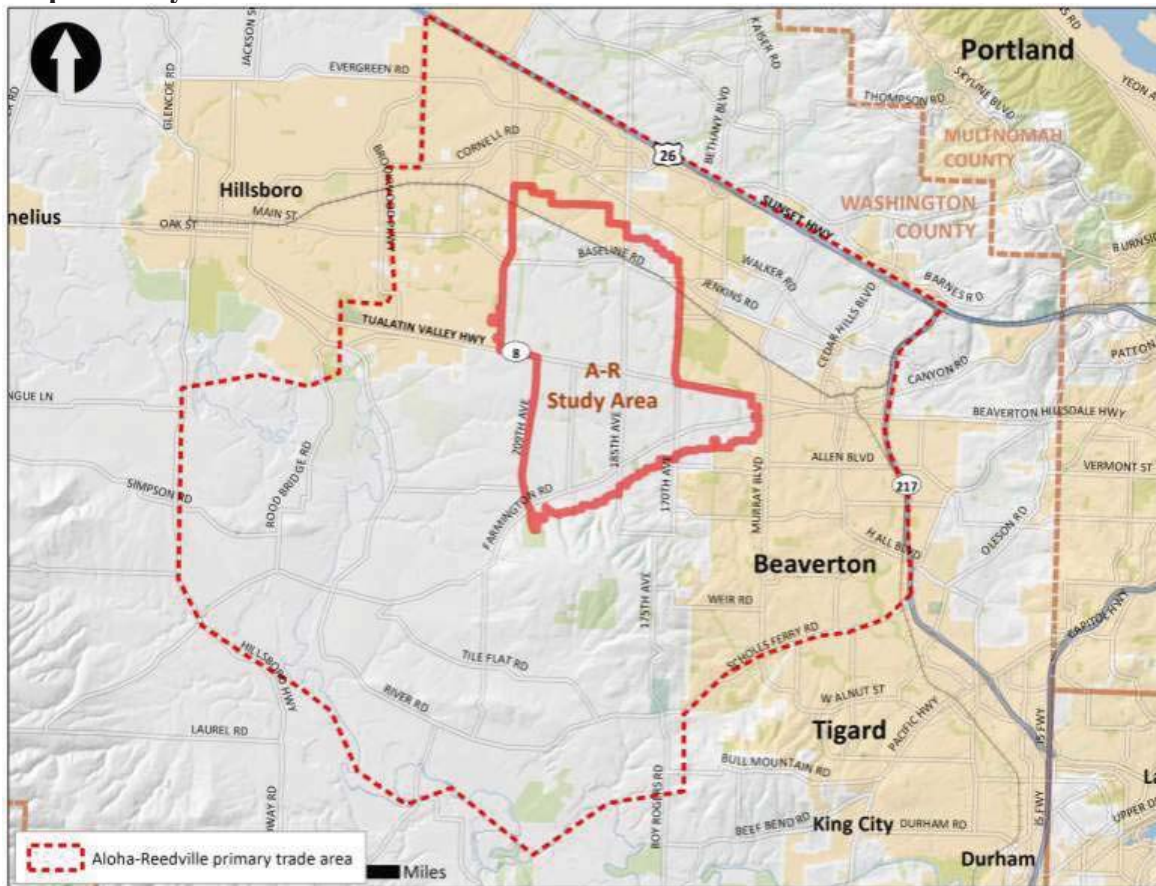
“The AmberGlen Community Plan identifies a mixed-use urban community focused on a dramatic central park. Residential, employment, shopping, education, and recreation are integrated throughout a high-quality urban and natural environment. Land use policies identify over 6,000 new medium- to high-density residential units, 3,000,000 square feet of office, 500,000 square feet of retail including shops, restaurants and entertainment, and over 170 acres of parks, greenways and protected natural areas. It identifies key concepts integrating land use, open space, transportation, and urban design elements.”

City of Hillsboro

The trade area used for this analysis is shown in Map 3. The trade area generally reflects a three-mile radius from the study area, with a greater southern extent reflecting the limited shopping choices in those more sparsely populated neighborhoods. In reality, every specific land use contemplated for development or redevelopment somewhere within the study area would have its own trade area tailored to reflect its product category, proposed size and target market. The use of a single trade area shape across all categories is chosen here for the sake of simplicity of analysis and clarity in communication.

In summary, the trade area assumes that most demand for most categories of new development in the study area, and the potential competition for such development, will be located in the defined trade area. To a limited extent, it is possible that some more regional-serving development types could be built in Aloha-Reedville that draw from a more regional trade area.

Map 3. Study Area and Trade Area



Source: Leland Consulting Group

Retail Demand and Supply Analysis

Demand for retail space is determined by the potential level of retail expenditures in a given trade area. Existing and projected total household retail expenditures in the trade area were determined by multiplying households and forecast household growth by that portion of household income typically spent on specific retail purchases. Additional adjustments were made to account for sales leakage (spending by Study Area households outside the Study Area) shown to be occurring, and demand from tenant turnover and space obsolescence.

The results of this analysis indicated demand for approximately 1.1 million square feet of additional retail space in the trade area over the next 10 years. Of this, the Aloha-Reedville area could capture between 100,000 and 180,000 square feet by 2020, assuming quality design, good tenant selection and supportive development policies. Specific categories of retail uses which could be supported include: smaller neighborhood-serving stores, dining/entertainment-related (theaters, restaurants, clubs) a general merchandise store, and an additional small-to-medium format grocery store.

South Hillsboro

“In October of 2011, Metro council approved the addition of 1,060 acres of urban reserve land into the Urban Growth Boundary (UGB). This combined with the previously added Areas 69 and 71 make up an area of approximately 1,400 acres just southwest of Aloha-Reedville, known as South Hillsboro. According to Conditions of Approval from Metro guiding the residential density, the entire South Hillsboro area would have an adjusted residential unit capacity of 12,066 dwelling units at 100% build out. South Hillsboro is currently being planned as a complete, mixed-use community, emphasizing schools, civic and open spaces, parks trails and natural areas, and public gathering areas. South Hillsboro is designed around a town center along the Tualatin Valley Highway and neighborhood center along the proposed extension of Cornelius Pass Road.”

City of Hillsboro

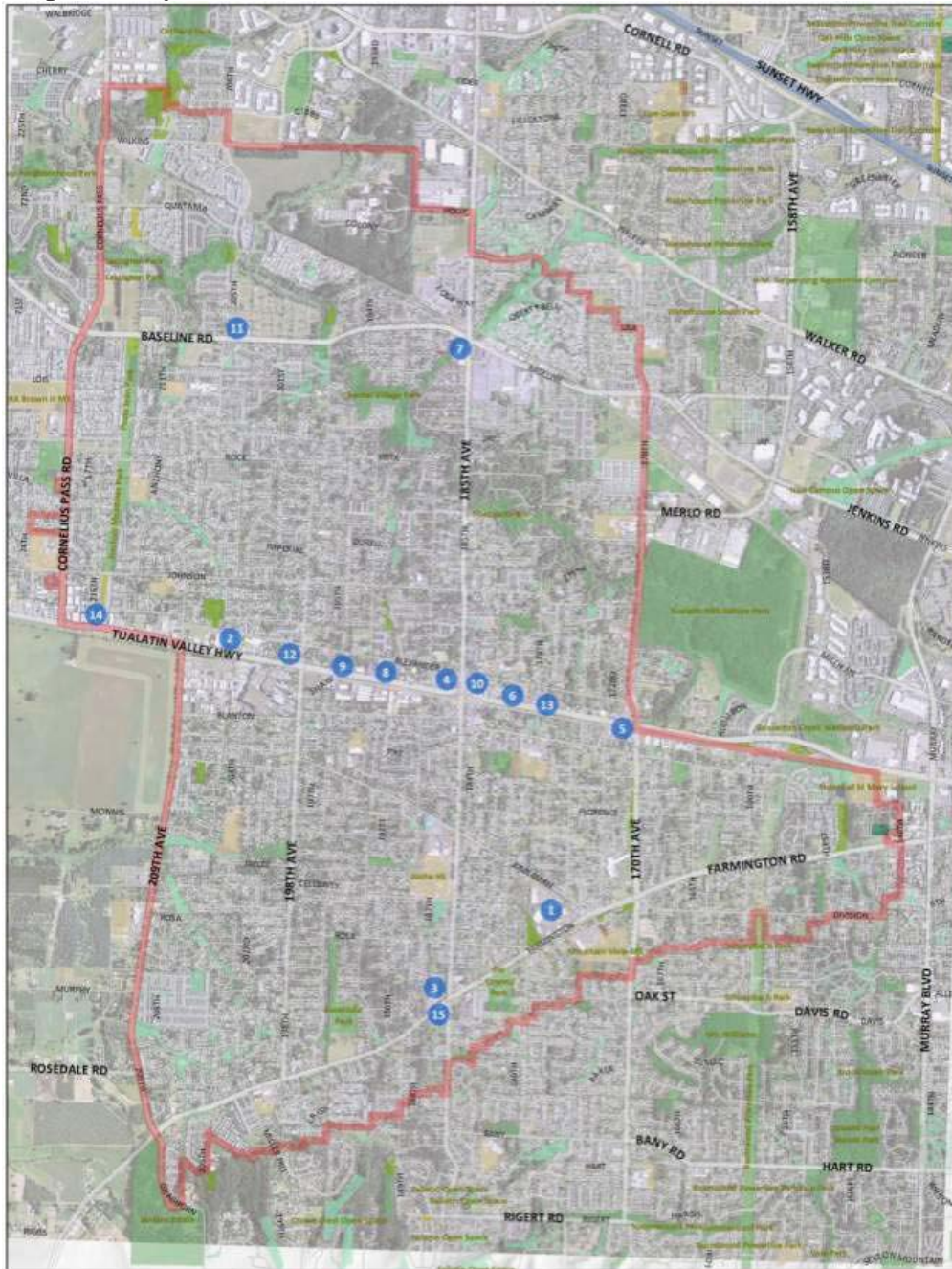
Table 3 shows existing retail concentrations in the Study Area. While there are a few organized shopping centers, much of the area's retail is freestanding, loosely-organized, and dispersed among other non-retail commercial uses. Map 4 provides a locator for these projects.

Table 3. Existing Retail Centers and Clusters

Map ID	Location	Description	Anchors	Other Tenants	Est. retail s.f.
1	NWQ Farmington Rd & Kinnaman Ave	Farmington Mall community S.C.	Bales Thriftway, Dollar Tree, Rite Aid	Key Bank, Chase Bank, Tuesday Morning, USPS, Bally, restaurants	205,000
2	N. side of Tualatin Valley Hwy @ 205th	grocery-anchored S.C.	Safeway, Rite Aid	Arby's, Papa Murphy's, etc.	120,000
3	NWQ Farmington Rd & 185th Ave	grocery-anchored S.C.	Albertson's, Bi-Mart	Miller Paint, restaurants	115,000
4	NWQ TV Hwy & 185th	Aloha Mall: neighborhood S.C.	Big Lots, O'Reilly Auto Parts	several misc.	75,000
5	TV Hwy @ 174th to 170th (both sides of TVH)	misc. pads	Furniture outlet, 2 service stations, Manila Market, Nonna Emilia Ristorante,	Plaid Pantry, Rose City Lumber, misc. automotive	50,000
6	N. of TV Hwy, btw. 182nd & 178th	Aloha Villa: strip S.C.	Bobz garden center/nursery	Curves, thrift store, game store, chiro, Annies, Don Chilito, Schlotzky's, Car Stereo City	45,000
7	SWQ Baseline Rd. & 185th	neighborhood/community strip S.C.	Goodwill	Food 4 Mart, misc. incl. restaurants	45,000
8	N. of TV Hwy, btw. 192nd & 187th	detached strip retail	KFC, BK, Pappa John's, Quiznos, Aloha Feed	service station/c-store, prof. office & other non-retail on this super-block	40,000
9	N. of TV Hwy, btw. 198th & 192nd	detached strip retail	McDonalds, Wendy's, Taco Bell	AutoZone, Knecht's Auto Parts, Stereo King, etc. (non-retail prof/med office in mix)	35,000
10	NEQ TV Hwy & 185th	scattered neighborhood S.C.	Suburban Ace Hardware at 185th	misc. incl. many non-retail	30,000
11	NEQ Baseline Rd & 206th	small neighborhood center	Plaid Pantry, GOGO Burgers	76 service station, misc., including restaurants	25,000
12	NWQ TV Hwy & 198th	Walgreens	Walgreens	America's Best Inn (not incl. in retail total)	15,000
13	NEQ TV Hwy & 178th	misc. pads	7-11, Subway	21 Teriyaki Bento	15,000
14	NEQ TV Hwy & Cornelius Pass Rd.	misc. pads	7-11, Marathon Pizza,	misc.	15,000
15	SWQ Farmington Rd & 185th Ave	C-store & restaurant	Buddy's, H-Mart		10,000

Source: Leland Consulting Group

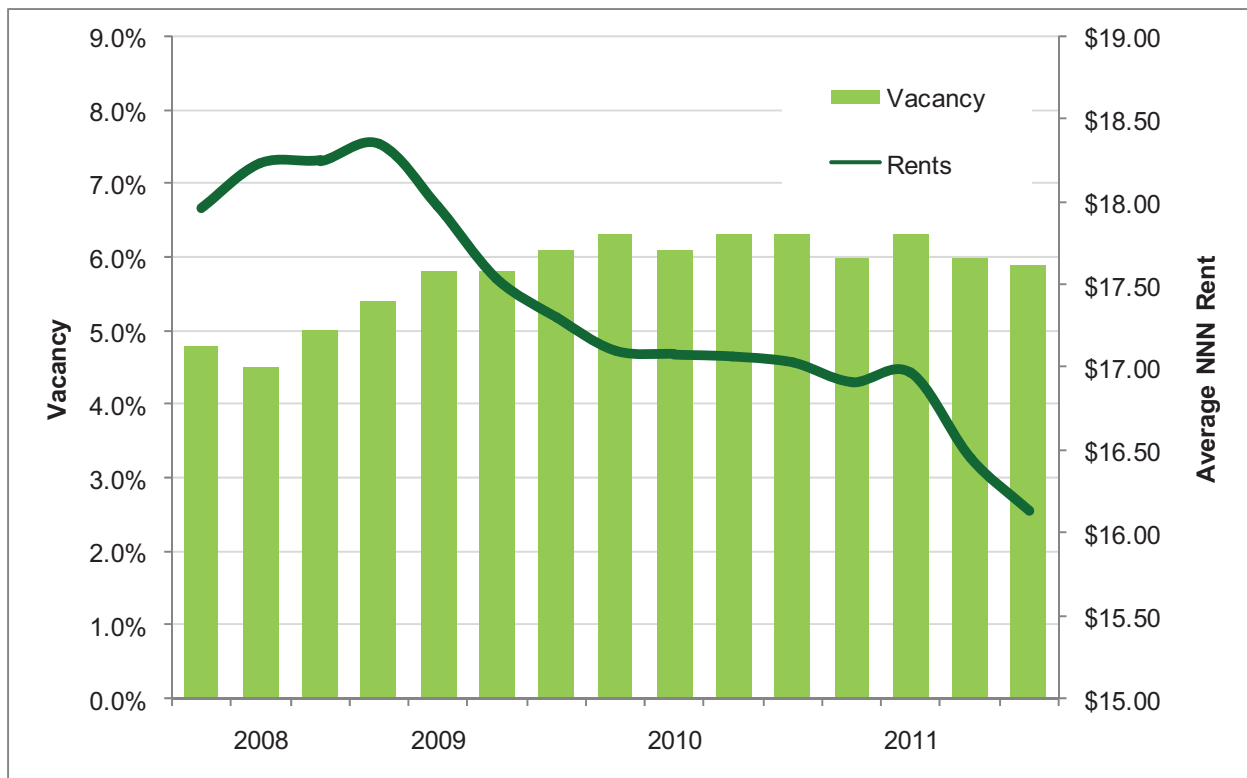
Map 4. Study Area Retail Concentrations



Source: Leland Consulting Group

Regionally, retail market conditions have deteriorated since the onset of the recession in 2008, with rising vacancies and decreasing asking rents, as shown in Figure 3. As projects that were under construction at the start of the recession reached completion after the recession had already started, the inventory of total available space increased at the same time as absorption² decreased, shown in Figure 4, compounding the problem.

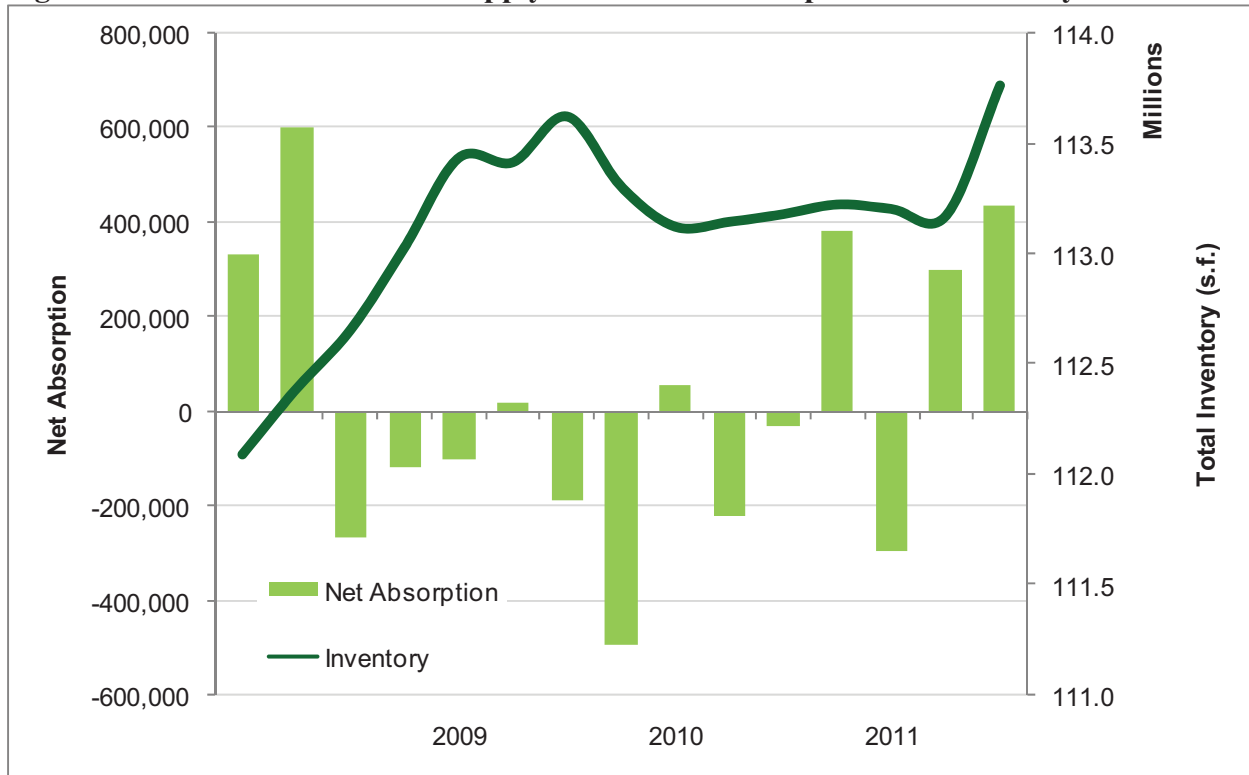
Figure 3. Metro Portland Retail Supply Conditions: Vacancy & Rent



Source: Kidder Mathews and Leland Consulting Group

² Absorption is the net amount of space leased in an area less the amount that was vacated in the same timeframe.

Figure 4. Metro Portland Retail Supply Conditions: Absorption and Inventory



Source: Kidder Mathews, Costar, and Leland Consulting Group

Table 4 below shows estimated annual sales within the trade area across retail categories. For the same categories, trade area household incomes and expenditure patterns are used to estimate retail spending potential of those homes. An estimate of existing retail square footage is then calculated using likely averages of annual sales per square foot by category. This last figure is calibrated against known inventory totals for the area.

Table 4. 2010 Trade Area Spending Potential and Existing Supply

Industry Group	Trade Area Annual Sales	Trade Area Spending Potential (based on HHs)	Est. Existing Trade Area s.f.
Food & Beverage	\$432,599,745	\$360,250,914	900,627
Food Services & Drinking Places	\$367,069,287	\$336,002,148	1,033,853
Health & Personal Care	\$34,520,425	\$46,767,253	155,891
Miscellaneous Store Retailers	\$35,038,450	\$28,167,137	187,781
Bldg Materials, Garden Equip. & Supply	\$45,505,462	\$72,915,289	291,661
Sporting Goods, Hobby, Book, and Music	\$30,888,618	\$25,381,837	126,909
Electronics & Appliance	\$182,134,729	\$75,282,355	334,588
General Merchandise	\$301,762,495	\$412,254,454	1,268,475
Furniture & Home Furnishings	\$65,821,880	\$66,087,231	377,641
Clothing and Clothing Accessories	\$79,268,866	\$85,120,110	283,734
Other non Automotive Retail Center Tenants (banks, clinics, cinema, fitness, etc.) at 20% of total	\$393,652,489	\$377,057,182	2,154,612
Total Non-Automotive Retail	\$1,968,262,446	\$1,885,285,910	7,115,773
Gasoline Stations	\$150,717,230	\$265,848,531	
Motor Vehicle & Parts Dealers	\$634,678,256	\$469,814,840	

Source: ESRI Business Analyst, BLS ES-202 data, Leland Consulting Group

In Table 5 below, the trade area household spending potential is projected out to 2020 and translated into additional square feet of retail store demand. This trade area figure is then used to estimate an attainable capture rate for the smaller Aloha-Reedville Study Area, using historical "fair share" capture, adjusted where there appears to be potential to regain some existing areas of spending leakage. See Table 6 below for retail leakage estimates, which are discussed in the next section.

Table 5. Trade Area Household Growth and Projected Demand

Industry Group	Trade Area Spending Potential (annual, after 10 yrs.)	10-yr Growth in Trade Area HH Spending Potential	Est. New 10-yr Trade Area Demand from HH Growth (s.f.)
Food & Beverage	\$416,851,813	\$56,600,899	141,502
Food Services & Drinking Places	\$388,793,197	\$52,791,049	162,434
Health & Personal Care	\$54,115,100	\$7,347,847	24,493
Miscellaneous Store Retailers	\$32,592,623	\$4,425,486	29,503
Bldg Materials, Garden Equip. & Supply	\$84,371,390	\$11,456,101	45,824
Sporting Goods, Hobby, Book, and Music	\$29,369,710	\$3,987,873	19,939
Electronics & Appliance	\$87,110,358	\$11,828,003	52,569
General Merchandise	\$477,025,901	\$64,771,447	199,297
Furniture & Home Furnishings	\$76,470,540	\$10,383,309	59,333
Clothing and Clothing Accessories	\$98,493,774	\$13,373,664	44,579
Other non Automotive Retail Center Tenants (banks, clinics, cinema, fitness, etc.) at 20% of total	\$436,298,602	\$59,241,420	338,522
Total Non-Automotive Retail	\$2,181,493,009	\$296,207,099	1,117,996
Gasoline Stations	\$307,617,380	\$41,768,849	\$307,617,380
Motor Vehicle & Parts Dealers	\$543,629,899	\$73,815,059	\$543,629,899

Source: ESRI Business Analyst, BLS ES-202 data, Leland Consulting Group

In general, the Trade Area, which includes much of the Sunset Corridor, is fairly self-sufficient in terms of retail supply and in fact has several surpluses. It is somewhat counterintuitive, but a negative number, as shown for the Food and Beverage and Food Services and Drinking Places categories, implies that businesses in the area are capturing more than the household spending potential in the area. In other words, the businesses within the Trade Area are drawing customers from, and thus being supported by, people living outside of the Trade Area.

The Study Area, on the other hand, has considerable leakage across all categories, except for Food & Beverage category. This leakage is largely a function of being a bedroom community in support of the Sunset Corridor and 217 Corridor employment and commercial areas. This means that people who live in Aloha-Reedville are shopping outside of Aloha-Reedville, some of which is unavoidable. However, it also implies that there are opportunities to capture some categories of retail, discussed by category type in Table 7.

Table 6. Retail Leakage: Trade Area and Study Area

Industry Group	Sales Potential Leaking Outside Trade Area (negative # reflects surplus)	Sales Potential Leaking outside A-R Study Area
Food & Beverage	-\$72,348,831	-\$7,851,869
Food Services & Drinking Places	-\$31,067,139	\$40,617,387
Health & Personal Care	\$12,246,828	\$3,417,055
Miscellaneous Store Retailers	-\$6,871,313	\$4,167,193
Bldg Materials, Garden Equip. & Supply	\$27,409,827	\$11,322,333
Sporting Goods, Hobby, Book, and Music	-\$5,506,781	\$3,732,778
Electronics & Appliance	-\$106,852,374	\$4,806,351
General Merchandise	\$110,491,959	\$85,990,492
Furniture & Home Furnishings	\$265,351	\$10,542,171
Clothing and Clothing Accessories	\$5,851,244	\$19,104,821
Other non Automotive Retail Center Tenants (banks, clinics, cinema, fitness, etc.) at 20% of total	-\$16,595,307	\$43,962,178

Source: ESRI Business Analyst, BLS ES-202 data, Leland Consulting Group

Table 7. Retail Demand: From Trade Area to Study Area

Group	Est. New 10-yr Trade Area Demand from HH Growth (s.f.)	Est. Existing Study Area Capture of Trade Area Sales	Attainable Capture Rate	Attainable 10-yr Study Area Absorption (s.f.)	Notes
Food & Beverage	141,502	22%	25%	35,376	Together with a portion of health/pharm, this equates to a small to med. format grocer
Food Services & Drinking Places	162,434	11%	15%	24,365	2 large full-service restaurants + 2-3 quick/casual
Health & Personal Care	24,493	24%	25%	6,123	not enough for a chain pharmacy, but maybe an independent
Miscellaneous Store Retailers	29,503	8%	15%	4,425	1-2 "filler" stores
Bldg Materials, Garden Equip. & Supply	45,824	14%	20%	9,165	sites outside A-R probably better suited, otherwise maybe another Ace-sized format
Sporting Goods, Hobby, Book, and Music	19,939	8%	12%	2,393	smaller independent store for music, books, or speciality sporting goods
Electronics & Appliance	52,569	8%	10%	5,257	again, insufficient for large format chain, but would support 1-2 independents
General Merchandise	199,297	5%	10%	19,930	major big box discounter spending will probably continue to leak outside A-R (unless concerted recruitment), but plenty of demand for 1-3 smaller chains or independents
Furniture & Home Furnishings	59,333	8%	10%	5,933	again, nothing big box, but 1-2 smaller furnishing stores
Clothing and Clothing Accessories	44,579	2%	5%	2,229	most clothing demand will continue to travel outside A-R to shop, but Trade Area may add 1-2 big boxes
Other non Automotive Retail Center Tenants (banks, clinics, cinema, fitness, etc.) at 20% of total	338,522	2%	5%	16,926	not sufficient for large cinema, but smaller format theater, drive-thru bank or other misc. stores
Total Non-Automotive Retail	1,117,996	8.4%	12%	132,122	

Source: ESRI Business Analyst, BLS ES-202 data, Leland Consulting Group

Office Demand Analysis

Despite having one of the lowest vacancy rates in the U.S. for office space, as shown in Table 8, Portland is seeing little in the way of new construction. While the Highway 217 Corridor around Tigard has a vacancy rate lower than the regional average, fewer than 12 percent as shown in Table 9, both Beaverton/Hillsdale and Sunset Corridor submarkets are more on par with current national average of around 17 percent. Rents in the Portland Metro region and the local submarkets have lower overall and Class A rents than the national comparison.

Table 8. The 10 "Tightest" U.S. Office Markets* Q3-2011

Market	Vacancy Rate	RBA
Manhattan	9.3	393
Richmond, VA	10.7	58
Washington, DC	11.6	105
San Francisco	12.4	76
Portland	12.4	42
Cleveland	12.5	142
Hampton Roads, VA	12.9	46
Nashville	13.1	31
San Francisco (Peninsula)	13.4	36
Raleigh/Durham	14.0	60

*based on market areas with over 25,000,000 s.f.

Source: Cushman & Wakefield, and Leland Consulting Group

Table 9. Q3-2011 Office Supply Conditions, Nation, Metro and Local Submarkets

Market	Inventory (million s.f.)	Vacancy	Avg. Rent (overall)	Avg. Rent (Class A)	Construction Activity (as % of standing inventory)
U.S.	4,426	17.1%	\$24.72	\$29.33	0.96%
Metro Portland	42	12.4%	\$20.92	\$23.57	0.33%
Beaverton/Hillsdale	1.5	17.0%	\$16.47	\$19.46	0.00%
Sunset Corridor	2.4	17.6%	\$20.56	\$21.18	0.00%
Tigard/I-5 & Hwy 217	1.9	11.8%	\$20.23	\$21.42	0.00%

Source: Cushman & Wakefield, and Leland Consulting Group

Demand for new office space is derived from two primary sources – expansion of existing industries and the relocation of new companies into the market. 2008 to 2018 employment projections by industry classification for Washington County (prepared by the Oregon Department of Employment) were used to estimate trade area job growth. Overall employment growth in the trade area, projected by Metro, was used as a control total to help "localize" the county-wide job growth projections by industry.

Each industry category has a different propensity to use space in office buildings, reflected in Table 10 below, although the office space per employee is fairly comparable. Each likely office space user is allotted an estimated 225 square feet of space³. Unlike industrial space, office space is fairly comparable across industries. Brokerage information on existing office space in the region's submarkets was used to adjust these assumptions and calibrate an estimate of existing office space inventory.

Table 10. Trade Area Office Demand: Employment and Existing Space

Industry	Trade Area Jobs 2009	Pct. in Office Space (Trade Area)	Office s.f. per Office Job (Trade Area)	Est. Existing Office Space 2010 (Trade Area)
Ag/Forestry	564	5%	225	6,345
Mining	88	5%	225	990
Utilities	434	25%	225	24,413
Construction	2,751	3%	225	18,569
Manufacturing	18,725	3%	225	126,394
Wholesale Trade	7,870	3%	225	53,123
Retail Trade	9,847	3%	225	66,467
Transportation/Warehousing	1,584	3%	225	10,692
Information	5,459	90%	225	1,105,448
Finance & Insurance	4,859	90%	225	983,948
Real Estate	1,224	90%	225	247,860
Prof./Tech. Services	3,778	90%	225	765,045
Management	3,225	80%	225	580,500
Admin/Waste/Remediation	6,748	30%	225	455,490
Educational Services	5,473	10%	225	123,143
Health Care & Social Asst.	5,920	30%	225	399,600
Arts, Entertainment, Recreation	2,099	5%	225	23,614
Hotel/ Food Services	6,801	5%	225	76,511
Other Services (non-gov.)	3,231	50%	225	363,488
Public Administration	1,663	50%	225	187,088
Total	92,343			5,618,725

Source: BLS ES-202 data, Oregon Employment Department, Leland Consulting Group

³ The square foot per job figures used in Table 10 are the consultant's professional estimate, tailored to the Portland Metro region based on experience in several communities across the western United States, and a compilation of industry standards. A *Metro 1999 Employment Density Study* used 375 square feet per employee. However recent trends indicate that this space requirement has decreased over the past 12 years and will continue to do so.

The estimate of existing office square footage (again, for the larger trade area, not just the study area) is then shown in Table 11 below to grow over ten years at estimated rates to arrive at new 10-year trade area demand. Using an estimated 15 percent market share, or "capture rate," the study area is shown to require almost 114,000 square feet of new office space by 2020. This demand estimate is based on prevailing trends, and could be lower if Aloha-Reedville is unable to accommodate this growth with available zoned land.

Table 11. Office Demand: From Trade Area to Study Area

Industry	Projected Annual Job Growth (Trade Area)	Projected 10-yr Office Space Needs (Trade Area)	10-yr. New Office Space Demand (Trade Area)	Study Area 10-yr. Office Space Demand
Ag/Forestry	1.3%	7,220	875	131
Mining	1.3%	1,126	136	20
Utilities	0.8%	26,437	2,025	304
Construction	0.4%	19,326	756	113
Manufacturing	-0.1%	125,135	-1,258	-189
Wholesale Trade	1.2%	59,853	6,730	1,010
Retail Trade	0.8%	71,980	5,513	827
Transportation/Warehousing	0.7%	11,464	772	116
Information	0.6%	1,173,594	68,147	10,222
Finance & Insurance	0.8%	1,065,558	81,611	12,242
Real Estate	0.7%	265,767	17,907	2,686
Prof./Tech. Services	1.8%	914,460	149,415	22,412
Management	1.8%	693,873	113,373	17,006
Admin/Waste/Remediation	1.8%	544,448	88,958	13,344
Educational Services	2.4%	156,102	32,959	4,944
Health Care & Social Asst.	2.4%	506,553	106,953	16,043
Arts, Entertainment, Recreation	1.5%	27,405	3,791	569
Hotel/ Food Services	1.5%	88,794	12,283	1,842
Other Services (non-gov.)	1.1%	405,510	42,022	6,303
Public Administration	1.3%	212,882	25,795	3,869
Total		6,377,489	758,764	113,815

Source: BLS ES-202 data, Oregon Employment Department, Leland Consulting Group

Industrial and Flex Space Demand Analysis

As was the case with office space, Portland has very favorable industrial occupancy rates relative to other major metropolitan areas, as shown in Table 12. At 6.6%, however, vacancies are still not low enough to generate much in the way of new construction activity. Submarkets near Aloha-Reedville are not faring quite as well as metro Portland overall in terms of vacancies, as shown in Table 13.

Table 12. 10 "Tightest" U.S. Industrial Markets* Q3-2011

Market	Vacancy Rate	RBA
Greater Los Angeles	4.8%	1,068
Orange County, CA	6.3%	275
Portland	6.6%	177
Kansas City	7.3%	196
Philadelphia	7.3%	277
Louisville, KY	7.4%	126
Pittsburgh	7.5%	137
Denver	7.7%	224
Hampton Roads, VA	7.7%	116
Indianapolis, IN	8.1%	212

*based on market areas with over 100,000,000 s.f.
Source: Cushman & Wakefield, and Leland Consulting Group

Table 13. Q3-2011 Industrial Supply Conditions, Nation, Metro and Local Submarkets

Market	Inventory (million s.f.)	Vacancy	Mfg.	Whse/Dist.	Construction Activity (as % of standing inventory)
U.S.	12,045	10.1%	\$4.71	\$4.41	0.41%
Metro Portland	177	6.6%	\$4.06	\$4.87	0.28%
Beaverton/Highway 217	6.6	9.3%	\$3.00	\$8.16	0.00%
Hillsboro/Sunset Corridor	17.4	9.5%	\$2.40	\$5.28	0.00%

Source: Cushman & Wakefield, and Leland Consulting Group

Demand for new industrial and flex space is derived from the same two primary sources as office demand – expansion of existing industries and the relocation of new companies into the market. Employment projections by industry classification for Washington County were used to estimate trade area job growth. Industrial demand, in general, is suffering from steady declines in manufacturing employment in the country and region. That being said, however, there is some anticipated growth in transportation, wholesaling and certain technical service markets that should fuel some new demand in this real estate sector.

Unlike office demand, where space usage by employee is consistently around the 225 square feet average, industrial and flex space needs per employee varies quite widely across industry groups⁴. Warehousing and transportation uses tend to have the highest per-square foot needs per job, while manufacturing employees (particularly in non-automated assembly functions) can have much smaller space needs.

Table 14. Trade Area Industrial Demand: Employment and Existing Space

Industry	Trade Area Jobs 2009	Pct. in Industrial/Flex Space (Trade Area)	Ind/Flex s.f. per Job (Trade Area)	Est. Existing Ind/Flex Space 2010 (Trade Area)
Ag/Forestry	564	50%	400	112,800
Mining	88	50%	400	17,600
Utilities	434	50%	400	86,800
Construction	2,751	25%	400	275,100
Manufacturing	18,725	90%	350	5,898,375
Wholesale Trade	7,870	90%	800	5,666,400
Retail Trade	9,847	3%	400	118,164
Transportation/Warehousing	1,584	80%	900	1,140,480
Information	5,459	30%	800	1,310,160
Finance & Insurance	4,859	5%	600	145,770
Real Estate	1,224	5%	500	30,600
Prof./Tech. Services	3,778	5%	500	94,450
Management	3,225	5%	450	72,563
Admin/Waste/Remediation	6,748	40%	450	1,214,640
Educational Services	5,473	5%	450	123,143
Health Care & Social Asst.	5,920	5%	450	133,200
Arts, Entertainment, Recreation	2,099	3%	450	28,337
Hotel/ Food Services	6,801	3%	450	91,814
Other Services (non-gov.)	3,231	20%	450	290,790
Public Administration	1,663	20%	450	149,670
Total	92,343			17,000,854

Source: BLS ES-202 data, Leland Consulting Group

⁴ The square foot per job figures used in Table 14 are the consultant’s professional estimate, tailored to the Portland Metro region based on experience in several communities across the western United States, and a compilation of industry standards.

The estimate of existing industrial square footage (again, for the larger trade area, not just the study area) is then shown in Table 14 above, to grow over ten years at estimated rates to arrive at new 10-year trade area demand, shown in Table 15 below. Using an estimated 15 percent market share, or "capture rate," the study area is shown to require almost 194,000 square feet of new office space by 2020. This demand estimate is based on prevailing trends, and could be lower if Aloha-Reedville is unable to accommodate this growth with available zoned land.

Table 15. Industrial Demand: From Trade Area to Study Area Growth

Industry	Projected Annual Growth (Trade Area)	10-yr Projected Ind/Flex Space Needs (Trade Area)	10-yr. New Ind/Flex Space Demand (Trade Area)	Study Area 10-yr. Ind/Flex Space Demand
Ag/Forestry	1.3%	128,352	15,552	2,333
Mining	1.3%	20,027	2,427	364
Utilities	0.8%	93,999	7,199	1,080
Construction	0.4%	286,304	11,204	1,681
Manufacturing	-0.1%	5,839,656	-58,719	-8,808
Wholesale Trade	1.2%	6,384,286	717,886	107,683
Retail Trade	0.8%	127,965	9,801	1,470
Transportation/Warehousing	0.7%	1,222,876	82,396	12,359
Information	0.6%	1,390,926	80,766	12,115
Finance & Insurance	0.8%	157,861	12,091	1,814
Real Estate	0.7%	32,811	2,211	332
Prof./Tech. Services	1.8%	112,896	18,446	2,767
Management	1.8%	86,734	14,172	2,126
Admin/Waste/Remediation	1.8%	1,451,862	237,222	35,583
Educational Services	2.4%	156,102	32,959	4,944
Health Care & Social Asst.	2.4%	168,851	35,651	5,348
Arts, Entertainment, Recreation	1.5%	32,886	4,549	682
Hotel/ Food Services	1.5%	106,553	14,740	2,211
Other Services (non-gov.)	1.1%	324,408	33,618	5,043
Public Administration	1.3%	170,306	20,636	3,095
Total		18,295,661	1,294,807	194,221

Source: BLS ES-202 data, Oregon Employment Department, Leland Consulting Group

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Research and Report:



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Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

December 2011

Appendix 4



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ALOHA-REEDVILLE WASHINGTON COUNTY

HOUSING ADEQUACY ASSESSMENT AND RECOMMENDATIONS

23 December 2011

Leland Consulting Group
ECONorthwest
The Nielson Group



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INTRODUCTION

This study 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. Community participation is vital to its success. The study's goal is to identify strategies to support job growth, business development, affordable housing options and transportation solutions.

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

Aloha-Reedville Citizen Advisory Committee

The purpose of this *Housing Adequacy Assessment and Recommendations Report* is to summarize key issues and imbalances between the community's demographics and its existing housing situation. Its purpose is to evaluate the existing housing inventory (quantity and quality) and compare it to current demographic conditions and forecasted growth to identify where gaps exist or where strategies will be needed to better serve the needs of current and future populations, including a range of market and restricted affordability levels, as well as special needs populations. This information will be used to identify programs, plans, and actions that should be implemented over the short- and long-term to address housing needs in Aloha-Reedville.

KEY TAKEAWAYS

- **Growth is expected to slow.** Although Aloha-Reedville has seen steady growth over the past 20 years, it is largely built out. There are very few large vacant parcels for development. Development in the future will mainly consist of infill on single lots and redevelopment of run-down buildings, not the construction of entire neighborhoods.
- **Vacant land largely residential.** The majority of the vacant land in the Study Area, approximately 280 acres out of the approximately 370 acres of vacant buildable land, is appropriately zoned to support single-family, multifamily, or mixed-use residential uses. Most of the remaining buildable parcels are smaller than two acres and are scattered throughout the Study Area.

Smaller infill parcel development and/or assembling multiple sites for large scale development is costly because the developer loses efficiencies of scale realized in large developments with multiple housing units. Small scale development would normally be targeted to ownership for highest per unit profitability. However with the increasing rental housing demand relative to current supply and increasing rents, the small scale

rental may emerge as a more viable option. Small scale projects are more difficult for developers of regulated affordable housing to attract funding because the cost per unit is higher and requires more subsidies to finance and develop. The level of development of these sites in the near term will largely be determined by the housing finance environment for both owner-occupied and rental.

- **Residential character.** The character of the area is largely residential outside of the commercial corridors, and contains many single-family homes on larger lots. Over 57 percent of the houses contain three bedrooms. This is certainly an attractive housing product for many people, especially families with children. However, because the Study Area has a very narrow range of housing products available, it does not necessarily meet residents' demand for other types of housing units, and in that respect does not allow for a complete community. For example, when the children of families living in Aloha-Reedville leave their parent's household, they may not be able to afford, or may not want to live in a three bedroom home. They will have fewer housing options that meet their needs within Aloha-Reedville and although they may want to stay in the area, they may be forced to look in other places because they cannot find a home that fits their needs. The same could be true for an older couple whose children have left home. Perhaps they would like to move into a smaller unit without a yard to maintain. There are many other examples of households whose needs are not met by a three bedroom house and to be inclusive, Aloha-Reedville needs a broader spectrum of housing options.
- **Baby Boomer, Echo Boomers and housing.** Baby Boomers and Echo Boomers will influence housing trends in the future. Some reports show that both generations have an increasing preference for housing in walkable, amenity rich locations (e.g., downtowns or town centers), rather than far flung suburban locations with little access to entertainment, daily necessities or transit options. The combined aging of the Baby Boomers and move-out of the Echo Boomers will generate a demand for smaller housing units in areas with access to transit and amenities. However, as Echo Boomers begin to start families, there may be a return in demand for larger housing units.

The oldest of the Baby Boomers have reached retirement age, although many are working much past 65 for a variety of reasons. One of the biggest reasons is that many have seen a reduction in the value of their retirement savings caused by the Great Recession. This could mean that there will be a large number of seniors who need housing assistance in the near future, as retirement funds will be insufficient to cover their needs. Many will choose to remain in their homes as long as possible potentially with the aid of an in-home care service; others will choose to move to assisted living facilities or other models of supportive living arrangements, or a mother-in-law apartment attached to a relative's home. This study has a unique opportunity to explore senior housing models that provide a range of housing opportunities allowing seniors to age within their community, thereby creating a more complete community.

The Echo Boomers are just beginning to strike out on their own; leaving college or their parent's homes, renting their first apartments, purchasing their first homes. Stagnant

wages, college debt, and lack of job security along with the cost of family health coverage will have a profound effect on their housing choices. Homeownership, although desirable to many households, may limit new employment options. Some households may therefore choose to delay home purchases until they feel more secure in employment status.

- **Redevelopment needed to accommodate housing growth.** Metro's initial housing projection shows an addition of 7,000 new households through 2035 in the Aloha-Reedville area. According to Washington County's vacant and redevelopable lands inventory there would have to be significant redevelopment to accommodate all this projected growth. The vacant land capacity analysis shows a range of capacity for only 3,300 to 5,300 units on the vacant land within the area, if all of the vacant land were fully built out. Estimates of redevelopment capacity show a potential for an additional 5,500 to 8,900 units. Redevelopment opportunities are complex and dependent upon many factors which are discussed in detail in the *Summary Report*.
- **Housing affordability encompasses more than regulated affordable housing.** Housing affordability issues affect households of all income levels, not just low-income households. Many factors play into housing affordability including family size, real estate market conditions, proximity to employment, and transit options.

Federal guidelines issued by the department of Housing and Urban Development (HUD) state that housing is affordable when a household pays no more than 30% of their gross income in housing costs. Housing costs include basic utilities and rent or mortgage costs. Any household, regardless of income, that pays more than 30% of their gross income to housing costs may be considered cost-burdened. Higher-income households generally have access to a wider range of housing options provided by the private market. Lower-income households have fewer choices available, and may be forced to pay a large portion of their income for housing that meets their needs.

- **Market-rate housing and regulated affordable housing.** Market-rate housing is housing that is available to consumers in the open market without public subsidies. Market-rate housing may be low-cost or subsidized by a private agency, but does not include any public subsidy and is not subject to any statutory regulations restricting resident income levels or rents.

Regulated affordable housing is housing that is made affordable through public subsidies and/or statutory regulations that restrict or limit resident income levels and/or rents. Regulated affordable housing generally provides housing for households that otherwise could not afford adequate housing at market rates.

- **Regulated affordable housing includes a large stock of single-family units.** Regulated affordable housing in the area includes a relatively large supply of detached single-family homes (over 55 units, or 71 percent of all of regulated affordable properties in the area). This ratio is high compared to other areas, where the vast majority of regulated properties are in multifamily housing. These single-family public housing units provide qualifying low-income households an opportunity to live in a single-family home rather than an

attached home or an apartment. It may benefit the community by having regulated affordable units integrated into local neighborhoods rather than clustered into one area. However, from a business perspective, it is more costly to maintain multiple single unit sites scattered throughout a region than it is to maintain a single complex with multiple units. To increase the stock of affordable housing units, more multifamily housing, potentially with some larger units, will need to be added to the range of regulated housing options.

- **Transportation costs impact housing affordability.** Research indicates that some households make trade-offs that increase their transportation costs when they decide where they want to live. Some households may wish to spend a little more money on housing that is located in a place that allows them to lower their transportation costs. Other households may have different preferences.
- **Regulated affordable housing located near transit.** About 30 percent of the regulated affordable housing in the study area is located within a half mile of transit lines. This provides transportation options for low-income households that may not be able to afford a vehicle, and can help households reduce their combined housing and transportation expenses. HUD funding standards and programs have begun to place a priority on transit oriented/friendly development. Local funders (OCD Washington County and Metro among others) have established funding criteria that includes transit accessibility criteria. The Fair Housing Plan for Washington considers transit accessibility as a Fair Housing issue especially for special needs and very low income populations.
- **Special needs populations.** It is challenging to finance and build housing for extremely low-income and special-needs households. Many of these vulnerable households do not have sufficient income to afford even the most modest housing in Washington County without assistance. This is not unique to Washington County, but is a challenge that many communities face. The housing gap shows that there is a need for roughly 1,600 additional units of housing affordable to households making less than 30 percent Median Family Income (MFI). A portion of these households probably include special needs populations.

Current service providers include both private nonprofit and public agencies which provide support for special populations. Mental health and/or housing services are provided by Sequoia Mental Health Services in Aloha, Luke Dorf and LifeWorks. Housing for adults living with Developmental Disabilities is often provided through a HUD 811 grant and rent subsidy to a single asset designated nonprofit owner who provides independent living with outside support services to sustain the residents. There are also group homes that are staffed by specially trained personnel who care for the residents. Many people with special needs live with their parents or other relatives.

There is a difference between independent living and licensed facilities. In licensed facilities, services are paid by Medicaid for all individuals that live in that model of care. In an unlicensed, independent housing facility, services may be funded by nonprofit agencies under contracts with the County. Services may not be consistent for all residents

and some residents may not receive the services that they need. A lack of service to a person of identified mental health, alcohol/drug abuse, and/or other disability can result in an eviction for non compliance with housing rules, causing them to become homeless. In reality the person suffers from a lack of specialized service according to their specific needs, which results in the loss of their housing. Service support and consistent funding is the key to successful residency for many people with special needs.

- **Opportunities.** Aloha-Reedville has many opportunities looking toward the future.
 - Good schools
 - Growth is coming
 - Central to employment
 - Strong sense of community
 - Relatively affordable existing housing stock
- **Barriers to Housing Development.** The Study Area has a few barriers that will need to be addressed in order to maintain and increase its stock of affordable housing into the future.
 - **Few large sites available for development.** Smaller parcels are less cost-efficient for developers. Large sites allow for economies of scale in the construction of housing that decreases the per unit cost, while the smaller sites must spread fixed development costs over fewer units and thus each unit costs more and increases the purchase price or monthly rent for new homes. This is common to all developers and contractors whether they are developing market rate or regulated affordable housing.
 - **Limited financing available.** Financing is extremely difficult for both market-rate and regulated affordable housing under current market conditions. Market-rate housing developers are currently constrained by the availability of financing for new owner-occupied housing as lenders are hesitant to invest in new properties when there is a high foreclosure rate and relatively large inventory of available units at very low prices. These conditions will probably not change until the majority of foreclosures have worked through the system and the inventory is absorbed.

Demand for regulated affordable rental housing continues to exceed supply. The resources to provide the equity gap funding, or the difference between debt service capacity and total project costs, are being reduced at the federal and local levels, so that fewer projects are being funded. As well, current funding priorities are focused on preserving the current inventory of project-based rent-subsidized projects; especially where the long-term subsidy is about to expire and the project owners are considering converting existing regulated affordable housing to market rate housing. Often these private owners are ready to exit, which provides an opportunity for nonprofit Community Development Corporations (CDC's) to

acquire the project, renew the subsidy and address deferred maintenance. Funding for acquisition and rehabilitation, not new construction, is the priority on such projects.

- **Lack of infrastructure.** Many areas in Aloha-Reedville lack sidewalks and stormwater management facilities. These infrastructure needs add additional costs to the development of infill housing. These added costs further limit the number of households that may be able to afford to purchase a home in this community. In a large development this cost would be shared among all of the housing units, and would likely be less per unit because of efficiencies of scale that can be reached when constructing multiple units. It will mean that infill is more likely to occur in neighborhoods with existing infrastructure, not those lacking sidewalks or other critical infrastructure which would have to be paid at the time of development.
- **Lack of amenities.** Infill housing products can be more feasible for a developer in an area that commands high rents or home prices. The more amenities an area has – access to restaurants, shops, grocery stores, employment opportunities, and multiple transit options – the more people will be willing to pay to live there. This lack of amenities may limit future infill projects in Aloha-Reedville..
- **Potential loss of affordable housing.** A significant portion of potentially-redevelopable land in the study area is currently occupied by manufactured home parks. These units likely provide private, non-regulated affordable housing for low-income residents. Redevelopment of these properties could displace existing residents and decrease the supply of affordable housing units in the area. There have been instances in which manufactured home parks were acquired by a nonprofit CDC and redeveloped to provide long-term affordable housing. Such redevelopment could be ownership or rental and subsidized by public and/or private funding.
- **Redevelopment of existing housing.** Redevelopment of single-family and multifamily housing may also decrease the supply of private, non-regulated affordable housing units, as older units are rehabbed or replaced with new ones. Older housing stock is often the most affordable, market-rate housing option for lower-income households.
- **Current housing gaps.** The existing housing supply in the study area does not meet housing needs of current residents in a number of ways. Gaps include:
 - Roughly 1,600 units affordable to households with incomes below 30 percent MFI.
 - Roughly 500 units affordable to households earning between 50 and 80 percent MFI.
 - Other potential gaps that are less quantifiable include: housing units for large families, housing for seniors and people with disabilities, housing for affluent families seeking larger homes, and apartment units among others discussed fully below.

METHODOLOGY

The funding for this study mandates transportation, economic development, and housing data be compiled, coordinated and applied to create an integrated community profile of existing conditions in the unincorporated area of Washington County known as Aloha-Reedville. This information will be analyzed to inform the next phase of the study, which will help the community set goals and identify/prioritize their plan for a livable community. This *Housing Adequacy Assessment and Recommendations Report* takes into account the key findings gleaned from the following:

- Existing Conditions Housing Survey conducted by Washington County
- Economic Opportunities Review and Analysis Report
- Economic and Demographic Growth Trends and Projections Report
- Local Real Estate Market Analysis Report
- Washington County Department of Community Development, 2011 Field Work Review Fair Housing Choice
- Washington County Consolidated Plan
- Interviews with affordable housing providers active in the area

ORGANIZATION OF THIS REPORT

This report analyzes data from previous and tandem reports within the *Aloha-Reedville Study and Community Livability Plan*, summarizing key demographics affecting housing from the *Economic and Demographic Growth Trends and Projections*. This report discusses the broader concept of housing affordability which is essential to understanding the role of regulated affordable housing providers. It highlights segments of the market that may be cost burdened by their housing and transportation needs but are currently unrecognized by housing assistance programs. The appendix includes the results of a survey of current housing stock, summarizes a report which analyzed the opportunities and barriers to the development of housing in Washington County and lists the housing priorities set forth by the Washington County Consolidated Plan. A comprehensive overview of all of the funding tools that could be used to preserve and possibly increase affordable housing in the study area is included in the *Funding Tools and Implementation Report*.

Ultimately this report will lead into the next phase of the *Aloha-Reedville Study and Community Livability Plan*, by helping the County understand critical housing issues, including strategies and specific funding tools that could be utilized to support affordable housing preservation and the development of market rate housing befitting the needs of existing and future residents within the study area.

FRAMEWORK FOR HOUSING ANALYSIS

Economists view housing as a bundle of services. The housing bundle of services includes shelter, amenity (type and quality of fixtures and appliances, landscaping, views), prestige, proximity to other attractions (jobs, shopping, and recreation), and quality and access to public services (quality schools and access to transit). Because it is almost always impossible for households to find housing that provides all the amenities and services they desire at a price they can afford, households must, and do, make tradeoffs. What they can get for their money is influenced by both economic forces and government policy. Moreover, different households value amenities differently. They will have different preferences, influenced by many factors such as income, age of household head, number of adults and children in the household, number of workers and related job locations, number of automobiles, and so on.

Thus, housing choices of individual households are influenced in complex ways by dozens of factors. The housing markets in Washington County and Aloha-Reedville are the result of individual decisions of thousands of households. Because housing choice is a complex network of many individual decisions, it is difficult to project the types of housing that will be built over the next 20 years.

Housing markets are complex and estimating future demand for housing is inherently difficult. Housing policy should consider assumptions about market dynamics and consumer preferences, in addition to looking at specific estimates of future demand and need. Thus, we start our housing analysis with a framework for thinking about housing and residential markets, and how public policy may affect those markets.

Factors Determining New Housing Development

Housing market demand is determined by complex interactions related to housing supply, land supply, construction and development costs, and population growth trends. Figure 1 shows the basic factors that influence housing cost. A more complete model would be disaggregated by type of housing product (e.g., single-family detached housing, townhomes, multifamily housing, etc.), and type of household with effective demand for those products (e.g., by household size, age of household head, income).

Figure 1. Factors affecting housing price

Source: ECONorthwest



Source: Leland Consulting Group and The Nielson Group

The Aloha-Reedville housing market is part of the larger Portland Metro housing market. It is important to understand the basic factors that drive housing demand. Specific Study Area factors are discussed later in this report. The broader factors have been summarized into the six categories below:

- **Population.** Even if none of the subsequent factors changed, housing demand will change, all else being equal, if population or the number of households changes. Population grows either when people move to a region (in-migration) or through natural increase (births minus deaths). The demographic characteristics of new population affect housing demand.
- **Purchasing power.** The amount that a household can spend on housing is predominantly dependent on household income and wealth, but the availability of development and mortgage financing also affects a homebuyer's purchasing power.
- **Preferences.** Households have preferences about: (1) types of housing, (2) housing amenities (e.g., fireplaces or multiple-car garages), (3) and locational amenities (e.g., distance from work, quality of schools, or access to shopping). Housing preferences are linked to demographic characteristics and purchasing power.
- **Prices (and costs) of housing.** Households have housing budgets, and preferences about the kind of housing they want to pay for. Prices tell them how much of what they want they can afford to get. If there are reasons to believe, for example, that the real price of residential land will increase, or construction costs will rise, then one would expect housing developers and purchasers to begin to economize on lot size (land) or building size (construction). Total development costs describe the costs of building a house including land costs, construction costs and public services and infrastructure. Costs are strongly related to prices, but are not identical. For example, in a strong market with high demand, a developer may be able to sell homes at a price that is much higher than development costs and a standard rate of return. In addition, certain advances in construction technology or infrastructure may reduce total development costs, which may reduce housing prices and/or increase profits to developers.
- **Transportation options.** Transportation options broaden housing location choices. Historically, lower travel costs have encouraged some households to purchase suburban housing: if travel costs had been higher, fewer households could have afforded to move to suburban locations. Recent significant increases in automobile based travel costs have resulted in reductions in housing location choices for a significant percentage of households. Advancements in telecommunications technology is also affecting housing location choices related to proximity to employment. The pricing of this technology has dropped substantially in the last three decades, providing opportunity for a greater number of households to work from home (or other locations) and optionally choose to live further from work.
- **Policy.** Governments affect the housing location options through policies and actions that encourage or discourage development of certain types of housing in certain locations.

The importance of factors that influence housing location is different for each individual household. Some households like the excitement, diversity, and opportunities of an urban location; others like the quiet and security of a suburban cul-de-sac. Some may want a big yard; some want no maintenance responsibilities. Children and pets make a difference. Similar tradeoffs apply for own vs. rent; close-in vs. far out; amount of space and quality vs. price.

The following discussion focuses on population, household purchasing power (income) and price of housing. It does not discuss housing preferences in detail or address prices of housing options, or housing policy.

Housing Demand versus Need

The language of Statewide Planning Goal 10 refers to housing *need*: it requires communities to provide needed housing types for households at all income levels. Goal 10's broad definition of need covers all households—from those with no home to those with more than one home. State policy does not make a clear distinction between need and demand. The following descriptions distinguish between housing need and demand.

- *Housing need* can be defined broadly or narrowly. The broad definition is based on the mandate of Goal 10 that requires communities to plan for housing that meets the needs of households at all income levels. Goal 10, though it addresses housing, emphasizes the impacts on the households that need that housing. Since everyone needs housing, Goal 10 requires that a jurisdiction address, at some level, how every household will be affected by the housing market over a 20-year period. Public agencies that provide housing assistance (primarily the Department of Housing and Urban Development – HUD, and Oregon Housing and Community Services - OHCS) define housing need more narrowly. HUD and OHCS focus on households that cannot acquire affordable market-rate housing that meets their needs. As a result, these households may be homeless, living in substandard or overcrowded housing, or cost-burdened (paying too much of their household income towards their housing costs¹).
- *Housing market demand* is what households demonstrate they are able and willing to purchase in the market place. Growth in population generally means growth in number of households and implies increased demand for housing units. That demand is met primarily by the construction of new housing units by private developers. Developers build housing based on their judgments about the types of housing that people will choose to buy or rent.

ORS 197.296 includes a market demand component which requires cities and counties to develop an analysis of buildable land needs that considers the density and mix of housing developed over the previous five years (or since their most recent periodic review, whichever is greater). In concept, what got built in that five-year period was the *effective*

¹ HUD affordability guidelines state that households should be paying no more than 30% of their gross income to housing costs. Housing costs include basic utilities and rent or mortgage costs.

demand for new housing: it is the local equilibrium of demand factors, supply factors, and price.

In short, a housing needs analysis should make a distinction between housing that people might need (a normative, social judgment) and what the market is likely to produce (an observable outcome).

HOUSING IN ALOHA-REEDVILLE

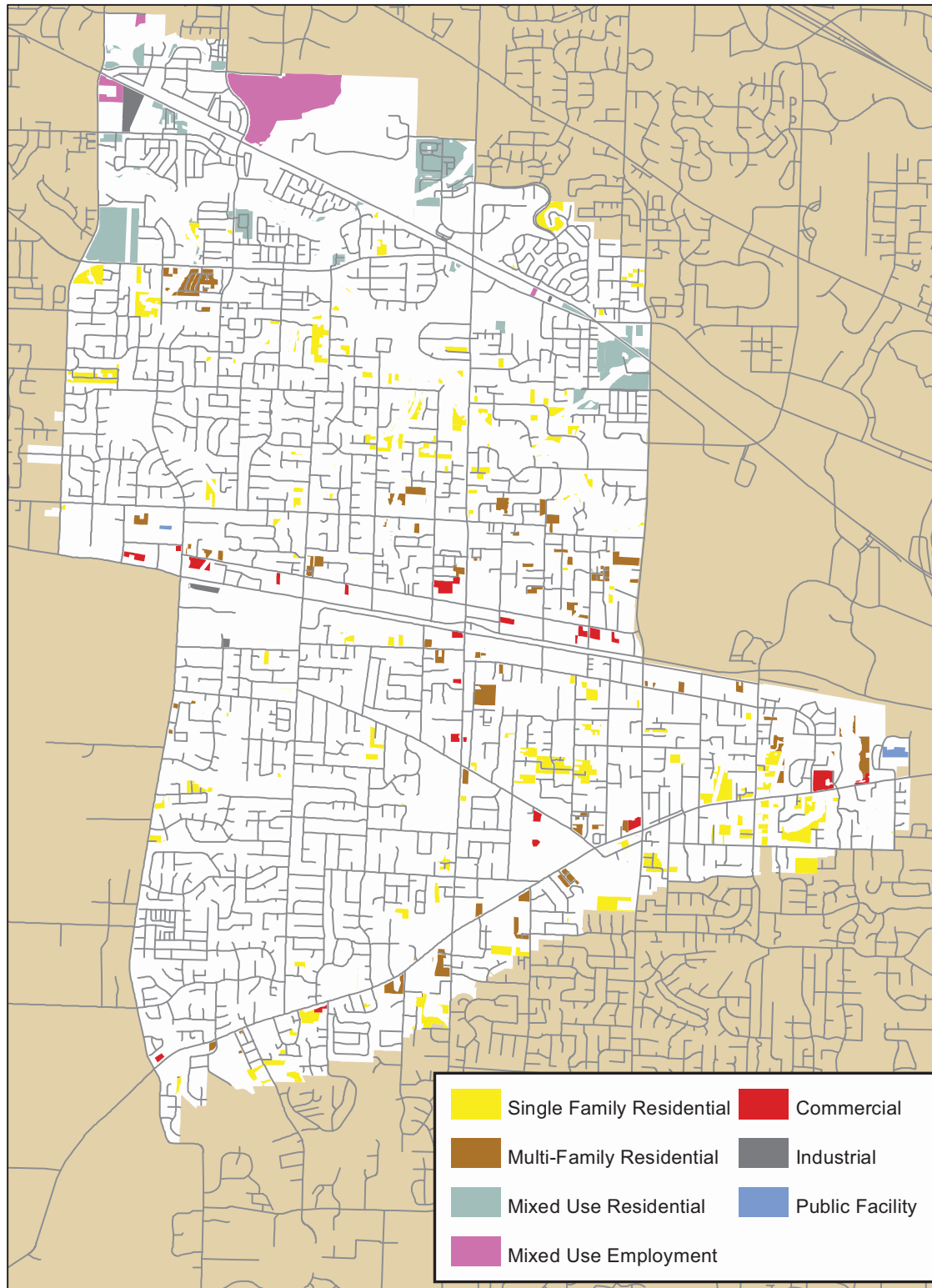
This section describes development and demographic trends that may affect housing demand in Aloha-Reedville specifically.

Development Trends

The Aloha-Reedville area has experienced a significant amount of growth and development over the last 30 years. Only a few large vacant parcels remain, with the vast majority of development capacity being in small parcels. There are only a total of four parcels zoned for residential use that are greater than 10 acres in size, three of which are located within the city of Hillsboro. These parcels are located near the MAX line on the northern edge of the study area. Over half of the vacant residential parcels are less than an acre in size and are scattered throughout the study area as shown on

Map 1 and summarized by general land use category in Table 1. This indicates that housing development in the future will not consist of large tracts being developed by a single developer, but many single lots being developed by different developers. Single lot development can be more costly, as developers may not be able to take advantage of efficiencies of scale. Most of the new housing development in the study area will consist of infill and redevelopment or remodeling of existing homes.

Map 1. Vacant Lands by general land use designation



Source: Washington County GIS

Table 1. Summary of Vacant land by jurisdiction and general land use category

Zoning	Beaverton	Hillsboro	County	Total
Commercial	0	0	21	21
CBD			10	10
GC			1	1
OC			3	3
NC			6	6
Industrial/Employment	0	7	3	9
IND			3	3
SCI		7		7
Mixed Use - Comm'l/Empl	0	57	0	57
SCR-P		52		52
M-P		1		1
SCBP		0		0
TO:EMP		4		4
TO:BUS			0	0
Multifamily	0	0	59	59
R-24			13	13
R-25+			2	2
R-15			44	44
Single-Family	1	4	125	130
R-5	1		30	32
R-6			18	18
R-7		4		4
R-9			77	77
Mixed Use - Residential	4	57	29	90
SCR-V		1		1
TO:R9-12			3	3
TO:R18-24			11	11
TO:R24-40			15	15
SCR-MD		6		6
SCR-HD		2		2
SCC-MM		41		41
SCC-SC		7		7
SC-MU	4			4
Grand Total	5	125	237	367

Source: Washington County GIS

Appendix 4: Building Permit Activity includes charts showing the building permit activity in the Portland Metro region, Unincorporated Washington County, and Hillsboro and Beaverton. The summary below discusses this building permit activity. For the sake of simplicity, one permit is considered equal to one housing unit in the discussion below.²

- **Portland Metro Area.** Between 1980 and 2010, the number of permits for single-family and multifamily units rose and fell together at similar points in time. The highest number of multifamily permits issued was 10,000 in 1989. The highest number of single-family permits was nearly 13,000 in 2005. Beginning in 1990, single-family permits began to significantly outpace multifamily permits. A sizeable gap remained between the two until approximately 2008, when economic conditions lowered the number of each type of permit issued to nearly the same amount.
- **Unincorporated Washington County.** The majority of housing developed between 2000 and 2010 was single-family housing. Between 2007 and 2008, both multifamily and single-family permits fell significantly (multifamily – from 284 to 27) and single-family – from 913 to 572) and remained relatively low through 2010.
- **Hillsboro.** The number of single-family and multifamily permits issued fluctuated significantly between 2000 and 2010. While in most years single-family housing was the predominant type of development in the area, in 2003, multifamily permits outnumbered single-family permits by 126, and in 2008, by 20.
- **Beaverton.** Beaverton had a more balanced mix of single-family and multifamily development between 2000 and 2010. Typically, more single-family permits were issued each year than multifamily permits with a couple of notable exceptions. In 2004, 1,001 multifamily permits were issued compared to 392 single-family permits. Also, in 2006, 437 multifamily permits were issued compared to 189 single-family permits.

² It is important to note that while each single-family house would probably be issued a single permit (therefore a one to one: permit to unit correlation), a permit for a multifamily complex may include several units. For simplicity permits are considered to mean one unit, regardless of building type.

Demographic Trends Affecting Housing Demand in Aloha-Reedville

The framework section above described the factors that affect housing production in an area. This section focuses on population factors that may affect future housing choice. The main demographic and socioeconomic variables that may affect housing choice include: age of householder, household composition (e.g., married couple with children or single-person household), size of household, ethnicity, race, household income, or accumulated wealth (e.g., real estate or stocks). The literature about housing markets identifies the following household characteristics as those most strongly correlated with housing choice: age of the householder, size of the household, and income.³

- **Age of householder** is the age of the person identified (in the Census) as the head of household. Households make different housing choices at different stages of life. For example, a person may choose to live in an apartment when they are just out of high school or college, but prefer a different type of housing (such as a single-family detached house) when they have a spouse and children.
- **Size of household** is the number of people living in the household. Younger and older people are more likely to live in single-person households and people in their middle years are more likely to live in multiple person households (often with children).
- **Household income** is a measure of the combined incomes of all people sharing a particular household or place of residence. Household income is probably the most important factor in housing choice. Income is strongly related to the type of housing a household chooses (e.g., single-family detached, duplex, townhome, apartment, etc.) and to household tenure (e.g., rental or ownership). A review of census data that analyzes housing types by income in most cities shows that households become more likely to choose single-family detached housing as their income increases. Higher income households are also more likely to own than rent their homes.

³ The research in this memorandum is based on numerous articles and sources of information about housing, including:

- M. Dieleman. *Households and Housing*. New Brunswick, NJ: Center for Urban Policy Research. 1996.
The State of the Nation's Housing 2010. The Joint Center for Housing Studies of Harvard University. 2010.
The Case for Multifamily Housing. Urban Land Institute. 2003
E. Zietz. *Multifamily Housing: A Review of Theory and Evidence*. Journal of Real Estate Research, Volume 25, Number 2. 2003.
E. Birch. *Who Lives Downtown*. Brookings Institution. 2005.
C. Rombouts. *Changing Demographics of Homebuyers and Renters*. Multifamily Trends. Winter 2004.
J. McIlwain. *Housing in America: The New Decade*. Urban Land Institute. 2010.
M. Lerner. *The New American Renters*. Multifamily Trends. May/June 2006.
W. Hudnut III. *Impact of Boomer Retirement on Sprawl*. Urban Land, February 2005.
D. Myers and S. Ryu. *Aging Baby Boomers and the Generational Housing Bubble*. Journal of the American Planning Association. Winter 2008.
M. Riche. *The Implications of Changing U.S. Demographics for Housing Choice and Location in Cities*. The Brookings Institution Center on Urban and Metropolitan Policy. March 2001.
L. Lachman and D. Brett. *Generation Y: America's New Housing Wave*. Urban Land Institute. 2010.
AARP. *Home and Community Preferences of the 45+ Population*. 2010.
AARP. *Approaching 65: A Survey of Baby Boomers Turning 65 Years Old*. 2010.
U.S. *Interim Projections by Age, Sex, Race, and Hispanic Origin: 2000 to 2050*. Bureau of the Census.
ECONorthwest's analysis of 2000 Census Public Use Microdata Sample (PUMS) data for Oregon and counties within Oregon.
U.S. Census data for 1990, 2000, and American Community Survey data.

The introductory section described the three household characteristics that are most closely correlated with housing choice. This section describes the demographic and socioeconomic trends in Aloha-Reedville and Washington County related to these characteristics by describing the characteristics of households currently in Aloha-Reedville. It is difficult (if not impossible) to accurately project the characteristics of households that may move to Aloha-Reedville over the next 20 years, beyond the projections for changes in population by age group. Projecting future housing preference relies on estimating how future household characteristics will change, and how those changes may impact housing choice over the course of the forecast time period (20 years). Current economic, employment and business trends are in a state that is very unpredictable due to the unprecedented dynamic global marketplace and demographic shifts that are in process.

Three key national demographic trends that will affect housing demand across the U.S., as well as Oregon and Aloha-Reedville, are discussed in general terms below. Table 2, Table 3, and Table 4 describe how these demographics trends may affect Aloha-Reedville specifically, based upon recently released Census data pertaining to residents of Aloha-Reedville.

- **Aging of the Baby Boomers.** By 2029, the youngest Baby Boomers will be 65 years old. By 2030, people 65 years and older are projected to account for about 20% of the U.S. population, up from about 12% of the population in 2000.
- **Growth in Echo Boomers.** Echo Boomers are a large group of people born from the late-1970's to early 2000's, with the largest concentration born between 1982 and 1995. By 2030, Echo Boomers will all be older than 25 years old, with the majority between the ages of 35 to 48 years. The echo boomers will form households and enter their prime earnings years during the current 20 year planning period.
- **Growth of immigrants.** One of the fastest growing groups in the U.S. will be immigrants, with Hispanics the fastest growing subgroup. By 2030, Hispanics are projected to account for about 20% of the U.S. population, an increase from about 13% of the U.S. population in 2000. Growth in Hispanics and Latinos will be the result of natural increase (more births than deaths) and immigration from other countries.

Table 2 shows the affect of demographics for housing choice for Baby Boomers, who are between age 47 and 66 years in 2011. By 2030, they will be 66 to 85 years old. Table 2 shows demographic information for current residents of Aloha-Reedville and Washington County, based on Census data, and describes potential effect of these trends on future housing demand.

Table 2. Effect of demographic trends on household choice for Baby Boomers

<i>Demographic Trend</i>	<i>Age of household head</i>	<i>Household size and composition</i>	<i>Household income</i>	<i>Potential effect on housing demand</i>
<p>Baby boomers are the fastest growing segment of Washington County's population.</p> <ul style="list-style-type: none"> • People over 60 years are forecast to grow from 12% of Washington County's population in 2000 to 20% in 2030. • The population of those over 60 years old in Washington County is expected to increase by nearly 106,000 or 31% of total population growth over the 2000 to 2030 time period. 	<p>Census data shows that Aloha-Reedville's older householders are more likely to be homeowners.</p> <ul style="list-style-type: none"> • Between 70% to 82% of householders 45 to 75 years and older in Aloha-Reedville are homeowners. • Older residents in Aloha-Reedville are generally choosing to age in place. 67% of householders in Aloha-Reedville 85 years and older own their homes. This is a considerably higher percentage than in Washington County overall (52%). 	<p>Household size decreases with age after age 65 in Aloha-Reedville.</p> <ul style="list-style-type: none"> • About 30% of households with one or more persons age 65 or older are single-person households. • About 24% of households with no one over 65 years are single-person household. • Growth in households with at least one person age 65 years and older will result in growth in single-person households. 	<p>Aloha-Reedville's household income is highest between ages 25 to 64, with approximately 42%-43% making between \$50,000 to \$99,000 per year.</p> <ul style="list-style-type: none"> • Household income decreases substantially after age 65. About 68% of Aloha-Reedville's households over 65 had income of less than \$50,000, compared to 37% of households 45 to 64. • Median income for all households in Aloha-Reedville is about \$57,000. Median income for householders 65 years and older is about \$35,000. 	<p>The major impact of the aging of the baby boomers on demand for new housing will be through demand for housing types specific to seniors, such as assisted living facilities. Baby boomers will require a range of housing choices in Aloha-Reedville:</p> <ul style="list-style-type: none"> • Many will choose to remain in their houses as long as they are able. • As their health fails, some will choose to move to group housing, such as assisted living facilities or nursing homes. • Some may downsize to smaller homes (detached and attached) or multifamily units. These will be a mixture of owner and renter units.⁴ • Some may choose to move to retirement or age-restricted communities.

⁴ The AARP survey *Approaching 65: A Survey of Baby Boomers Turning 65 Years Old* of people 65 years old shows that about 15% of responding households are planning to downsize to smaller homes over the next few years.

Table 3 summarizes the potential affect of Echo Boomers, (between age 16 and 29 in 2011) on housing choice. By 2030, this group will be 35 to 48 years old. Table 3 shows demographic information for current residents of Aloha-Reedville and Washington County, based on Census data, and describes potential effect of these trends on future housing demand.

Table 3. Effect of demographic trends on household choice for Echo Boomers

<i>Demographic Trend</i>	<i>Age of household head</i>	<i>Household size and composition</i>	<i>Household income</i>	<i>Potential effect on housing demand</i>
<p>Echo boomers are one of the fastest growing segments of Washington County's population.</p> <ul style="list-style-type: none"> By 2030, the State projects that there will be nearly 279,000 people 25 to 49 years old in Washington County, up from approximately 186,000 people in 2000. The number of people 25 to 49 years old is expected to increase by about 25,000 people (or 24% of total population growth) over the 2000 to 2030 time period. 	<ul style="list-style-type: none"> About 85% of people under 25 years old and 54% of people 25 to 34 years old were renters. Homeownership rates are expected to increase for householders 35 to 44 years old; 61% of these households are owners. Homeownership is higher in Aloha-Reedville than in Washington County and the Portland Metro Area among younger household groups. About 46% of householders between ages 25 to 34 are homeowners in Aloha-Reedville, compared with 38% of householders in this age category in Washington County 	<p>Household size generally increases until middle-age, around 45 years old.</p>	<p>Younger households in Aloha-Reedville have lower income on average.</p> <ul style="list-style-type: none"> Approximately 41% of householders under 25 years had income of less than \$25,000 per year. By comparison, only 16% of householders 25 to 44 and 12% of those 45 to 64 had household income under \$25,000. Householders under age 25 in Aloha-Reedville were likely to have less household income than in Washington County. Median income for all households in Aloha-Reedville is about \$57,000. Median income for householders under age 25 is about \$42,000, increasing to \$60,000 for householders 25 to 44 years old. 	<p>Growth in the echo boomer population will result in increased demand for all housing types in Aloha-Reedville. Some recent research suggests that echo boomers may make different housing choices than their parents as a result of the ongoing recession and housing crisis. This may mean that echo boomers will prefer to rent or live in multifamily housing, especially in large cities.⁵</p> <p>Other studies suggest that the majority of echo boomers will prefer to own a single-family home.⁶ Our conclusion based on review of recent research is that the majority of echo boomers are unlikely to make fundamentally different housing choices than previous generations as they age and establish families.</p> <ul style="list-style-type: none"> It seems likely that echo boomers are likely to choose to rent when they are under 30 years old. This choice may reflect preferences, but is also likely to be necessitated by lower income and housing costs. The people in this age group who may choose to rent a multifamily unit in Aloha-Reedville are those who work on the Westside of the Portland Metro region or have other connections that lead them to prefer to live in Washington County. As echo boomers establish careers, increase income, and form families, most echo boomers in Aloha-Reedville will likely prefer to live in owner-occupied single-family homes.

⁵ Examples of such research include *Housing in America: The New Decade* from the Urban Land Institute or *The Rise of the Non-Traditional Household* from Multifamily Trends.

⁶ A national survey of Echo Boomers in 2010 shows that: two-thirds of Echo Boomers expect to own their home by 2015, that nearly two-thirds expect to live in a single-family home, one-quarter expects to live in an apartment or condominium. These results are from the Urban Land Institute study *Generation Y: America's New Housing Wave*.

<i>Demographic Trend</i>	<i>Age of household head</i>	<i>Household size and composition</i>	<i>Household income</i>	<i>Potential effect on housing demand</i>
	and 37% in Portland Metro.			<ul style="list-style-type: none"> Recent articles suggest that echo boomers who prefer single-family units may prefer (or may only be able to afford) smaller single-family units. <p>Aloha-Reedville is part of the Portland Metro regional housing market and provides more single-family housing opportunities than some parts of the region. Echo boomers who prefer to live in a more urban environment are likely to choose to live in one of the region's larger cities or in regional Centers like Tanasbourne or AmberGlen. Echo boomers may choose to live in Aloha-Reedville, rather than in nearby larger cities, if housing in Aloha-Reedville is more affordable or they have already started families and seek a more traditional single-family environment.</p>

Table 4 shows the effect of immigrants and Hispanic households on housing choice. Table 4 shows demographic information for current residents of Aloha-Reedville and Washington County, based on Census data, and describes potential effect of these trends on future housing demand.

Table 4. Affect of demographic trends on household choice for immigrants and Hispanic households

<i>Demographic Trend</i>	<i>Age of household head</i>	<i>Household size and composition</i>	<i>Household income</i>	<i>Potential effect on housing demand</i>
<p>Immigrants are a growing segment of Aloha-Reedville's population. At the same time, Aloha-Reedville is becoming more ethnically diverse, with growth in the Hispanic and Latino population (both from immigration and from natural increase).</p> <ul style="list-style-type: none"> • Aloha-Reedville became more ethnically diverse, with Hispanic and Latino population growing from 4% in 1990 to over 22% in 2010 – an increase of nearly 11,000 residents. • Aloha-Reedville became more racially diverse between 1990 and 2010, with a 4% increase in Pacific Islanders, from 2,100 to 5,400 people. Residents identifying as “other” races also saw a significant increase from approximately 516 people to over 9,158 people. 	<p>Aloha-Reedville's most common minority populations are those of two or more races, Asians, and Hispanics. These minority groups have a different age structure than Aloha-Reedville's overall population:</p> <ul style="list-style-type: none"> • The median age in Aloha is 32.8 years old. • The median age for non-Hispanic whites is 36.9 years. • The median age for minority populations is: 14.9 years for persons of two or more races, 35.7 years for Asians, and 23.3 years for Hispanics. <p>The following national housing trends are likely to apply to <u>immigrant</u> households in Aloha-Reedville:</p> <ul style="list-style-type: none"> • Immigrant households are generally younger than the average household in the U.S. • About 55% of immigrant households own their homes, compared with 76% of native-born households. Reasons for this include: (1) immigrants are younger than the average of the population, (2) some immigrants may expect their stay in the U.S. will be temporary, and (3) immigrant households are more likely to have a lower income and have no established credit record in the U.S. 	<p>Aloha-Reedville has more racially diverse households than Washington County, Oregon, and the Portland Metro Area.</p> <ul style="list-style-type: none"> • Eighty-one percent of households in Aloha-Reedville are White compared to 86% in Washington County, 89% in the Portland Metro Area, and 91% in Oregon. • Asian residents in Aloha-Reedville have the highest percentage of homeowners at 66%. For all other races (excluding White) homeownership is between 31% to 40%. • Other races (excluding White) have a higher percentage of households with 4 or more members. 	<p>Hispanic households in Aloha-Reedville have lower than average income.</p> <ul style="list-style-type: none"> • 63% of Hispanic households earn less than \$50,000 per year compared to 44% of all households in Aloha-Reedville. • Lower income levels for immigrant households are likely partially due to their relatively young age, as well as generally lower educational achievement. 	<p>Growth in immigrant households, many of whom are Hispanic or Asian, will affect the characteristics of housing demand in Aloha-Reedville in the future. Most significantly, growth in immigrant populations may result in increased demand for multifamily housing in Aloha-Reedville.</p> <ul style="list-style-type: none"> • Housing affordability is a problem for many households in Aloha-Reedville. Affordability is likely to be a more common problem for immigrants, especially recent immigrants, due to lower than average incomes in immigrant households. • Recent immigrants are likely to choose multifamily housing, in part because that is what they can afford. • Homeownership increases the longer immigrants stay in the U.S. Longer-term immigrants may become homeowners, depending on their ability to afford homeownership. • Homeownership increases for second-generation immigrant households.

Other Key Findings Affecting Housing in Aloha-Reedville

Two other reports that were produced for the *Aloha-Reedville Study and Livable Community Plan*, the *Local Real Estate Market Analysis* and the *Economic and Demographic Growth Trends and Projections*. Trends and key findings from these reports that affect housing are summarized below:

- **Few Vacant Sites.** There are few large parcels of buildable land in Aloha-Reedville. However, development patterns have established opportunities throughout the community for future infill and redevelopment. Smaller infill parcel development and/or assembling multiple sites for large scale development is costly because the developer loses efficiencies of scale realized in large developments with multiple housing units. Small scale development would normally be targeted to ownership for highest per unit profitability. However with the increasing rental housing demand relative to current supply and increasing rents, the small scale rental may emerge as a more viable option. Small scale projects are more difficult for developers of regulated affordable housing to attract funding because the cost per unit is higher and requires more subsidies to finance and develop. The level of development of these sites in the near term will largely be determined by the housing finance environment for both owner-occupied and rental.
- **Low Rental Vacancy.** The Portland metropolitan area has the distinction of having one of the lowest rental vacancy rates in the nation during the last half of 2011. Rental vacancy rates for the third quarter of 2011 for Beaverton and Aloha are 1.92%. Hillsboro is 3.88%. This will most likely cause an increase in rents which will affect housing affordability, but may make the construction of apartments economically feasible for developers, which will in turn increase the number of housing units in the area.
- **Newer Housing Stock.** Aloha-Reedville's housing stock is of the same general age as surrounding Washington County; over half of the area's housing was built after 1980, and one in five was built since 2000.
- **Cost Burdened Homeowner Households.** While home values in Aloha-Reedville may be notably lower than in the rest of Washington County, a greater share of households with a mortgage are considered cost burdened: they report selected housing costs equal to or greater than 30% of their gross income. Aloha-Reedville's owner cost burden (42% of householders) is similar to State and Portland Metro rates (40%), but above Washington County's (36%).
- **Mix of housing.** Aloha Reedville's housing is predominantly single-family.
 - Sixty-four percent of the housing units in Aloha-Reedville are detached single-family homes (including mobile and manufactured dwellings), comparable with the averages in Washington County (62%) and the Metro region.
 - Twelve percent of the housing units in Aloha-Reedville are attached single-family homes. By comparison, in Washington County, attached single-family units are 7% of the total units and in the Metro region they make up 5% of the total units.

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- In Aloha-Reedville, 5% of housing units are 2 to 4 unit dwellings. This is comparable to 7% for both Washington County and the Metro region.
 - Attached dwellings of 5 or more units (typically apartment buildings) account for 20% of all housing units in Aloha-Reedville. In Washington County and the Metro region the percentages are considerably higher at 28% and 22%, respectively.
 - **Tenure.** 62% percent of Aloha-Reedville’s housing is owner-occupied and 38% is renter occupied. In comparison, 61% of Washington County’s housing is owner-occupied and 39% is renter occupied.
 - **Population growth.** Population in Aloha-Reedville was 55,151 people in 2010. The area grew by 22,389 people over the 1990 to 2010 period, a 68% increase in population. Metro has released an initial population forecast, projecting new household growth of just 7,030 new households in the study area through 2035.⁷
 - **Household size.** The average household size in the Aloha CDP is 2.91, which is larger than Washington County (2.60) and the State (2.47).

⁷ This forecast is preliminary and may change as Metro refines its allocation of household growth throughout the region.

HOUSING AFFORDABILITY

The definition of affordability is an important concept in understanding the housing market. The word affordable is often perceived to be a euphemism for low income housing. However, in this report, affordable is defined as any owner-occupied or rental housing that costs no more than 30% of gross household income (HHI) for mortgage, taxes, insurance and utilities for owner-occupied homes or rent plus utilities for rental housing. The measurement of 30% of HHI is the standard determined by the U.S. Department of Housing and Urban Development (HUD) and is measured as a percentage of median family income (MFI).

HUD establishes a regional estimated annual Median Family Income (MFI)⁸ to set eligibility limits for regulated affordable housing projects and financing programs. The estimated MFI for the Portland Metro region, which includes Aloha-Reedville, was \$72,000 in 2011.⁹ Households are grouped according to their income, relative to the area MFI. The typical income brackets are used to determine eligibility and funding for renter and homeowner assistance programs. Standard HUD income brackets are:

- below 30%,
- 30%-50%,
- 50%-80%,
- 80%-120%, and
- over 120%.

Housing and Transportation

Recent studies suggest that transportation costs should be considered as part of overall housing affordability issues. When households chose to live in locations far from employment opportunities and other daily needs, they may incur high transportation costs and higher overall household expenses. Low-income families are especially vulnerable in this regard; national studies have shown that working families spend about \$0.77 in increased transportation costs for every dollar they save on housing expenses, and that low-income households living long distances from employment centers frequently experience higher overall housing and transportation costs than households living in more central locations¹⁰.

Access to transit may allow households to improve housing affordability by reducing transportation costs. Households with lower transportation costs may be able to afford to pay slightly higher rent

⁸ HUD establishes Median Family Income based on Metropolitan Statistical Areas (MSA). The Portland-Vancouver MSA includes Washington, Multnomah, Clackamas, Columbia, and Yamhill Counties, as well as Skamania and Clark County, WA. HUD's MFI is tiered based on household size.

⁹ HUD Median Family Income Estimate for Oregon: <http://www.huduser.org/portal/datasets/il/il11/or.pdf>

¹⁰ Center for Housing Policy. 2006, October. *A Heavy Load: The Combined Housing and Transportation Burdens of Working Families*. http://www.nhc.org/media/documents/pub_heavy_load_10_06.pdf

or mortgage costs in order to be closer to transit and other amenities. Current research suggests affordable housing and transportation costs should total about 45% of household income¹¹.

A recent Associated Press article¹² found that “the typical American household will have spent \$4,155 on fuel for transportation this year (2011), a record. That is 8.4 percent of what the median family takes in, the highest share since 1981.” According to ABOGO, Aloha’s transportation cost is lower than the regional average. It estimates that the average household spends \$817 per month on gas, as opposed to the regional average of \$842, based on 2000 gas prices. When considering transportation as part of a household’s housing costs, Aloha-Reedville may be a very affordable option, especially for people working on the Westside. Data from the Census *On the Map* website shows that 70 percent of residents of Aloha-Reedville commute less than 10 miles to work.

¹¹ Center for Housing Policy. 2010 March. *Penny wise, Pound Fuelish: New Measures of Housing + Transportation Affordability*. <http://www.cnt.org/repository/pwpcf.pdf>

¹² “At the gas pump, 2011 was the year of the big squeeze”, Fahey, Jonathan, December 19, 2011. <http://www.suntimes.com/business/9545827-420/at-gas-pump-2011-was-the-year-of-the-big-squeeze.html>

Household Profiles by Income Range

This section is intended to discuss what housing is affordable to whom. It is important in understanding the dynamics of both the ownership and rental housing market and what factors will influence the development of new housing products. This section gives a brief mention of funding tools in regard to housing. Funding tools are discussed in more detail in the *Funding Tools and Implementation Report*. Table 5 below shows the percent of households in Aloha-Reedville in each MFI range as compared to the County, state and region.

Table 5. Percent of Households according to Median Family Income (MFI) range

	Oregon	Portland Metro	Washington Co.	Aloha-Reedville Area
Below 30%	21%	17%	14%	15%
30 - 50%	16%	14%	13%	15%
50 - 80%	21%	20%	19%	24%
80 - 120%	20%	21%	22%	25%
Over 120%	22%	28%	32%	22%

Source: US Census, ACS 5 year estimates, 2005-2009

Table 6 and Table 7 below show the number of households in each MFI range by age and presence of children. The tables show:

- Households with children or households with a head of household younger than 25 or older than 65 are households most likely to have income of 50 percent of MFI or less.
- Households with no children or with a head of household between 25 and 64 years are the most likely to have income of 120 percent of MFI.

The tables show that the groups most likely to need regulated affordable housing are younger and older householders and households with children.

Table 6. Households by age and MFI bracket, Aloha CDP

	Householder Age (years)			
	Under 25	25 to 44	45 to 64	Over 65
Number of households				
Below 30%	329	1,144	715	678
30 - 50%	243	1,372	795	435
50 - 80%	276	2,101	1,614	622
80 - 120%	151	2,176	1,541	285
Over 120%	31	2,273	2,331	245
Percent of households				
Below 30%	32%	13%	10%	30%
30 - 50%	24%	15%	11%	19%
50 - 80%	27%	23%	23%	27%
80 - 120%	15%	24%	22%	13%
Over 120%	3%	25%	33%	11%

Source: US Census, ECONorthwest

Table 7. Families with and without children by MFI bracket, Oregon, Portland Metro, Washington County, and Aloha-Reedville CDP

	Oregon	Portland Metro	Washington Co	Aloha CDP
Family with children under 18 years				
Below 30%	17%	14%	12%	17%
30 - 50%	14%	11%	11%	13%
50 - 80%	20%	18%	15%	19%
80 - 120%	22%	22%	22%	27%
Over 120%	27%	35%	40%	24%
Family with no children under 18 years				
Below 30%	10%	8%	7%	7%
30 - 50%	13%	10%	9%	9%
50 - 80%	23%	20%	18%	24%
80 - 120%	25%	25%	24%	30%
Over 120%	29%	37%	41%	30%

Source: US Census, ECONorthwest

This section describes three categories of household groups for which housing affordability may be an issue. These are vulnerable households, working but cost-burdened households, and moderate income households. For each group, there is a description of potential households found within the group and their income characteristics, a discussion of funding tools available to address the affordability need, the state of the current housing stock for this group, market conditions, and demographics.



Vulnerable Households

- **Income range.** Households below 30 percent MFI can be considered vulnerable households. This group often includes: single-parent households, fixed income seniors, persons living with a disability (physical or mental) and/or homeless households. Individuals in this group often need a range of assistance in addition to housing.
- **Funding Tools.** There are some funding tools available to assist groups that work with vulnerable households. However, funding is limited, and it can be a serious challenge to assemble enough funding to develop and maintain housing affordable for this income group.
- **Current Housing Stock.** Households in this income group nearly always need some kind of assistance in order to secure affordable housing. Regulated rental housing almost always needs to be subsidized for these households and ownership is rarely an option. Housing that may be affordable to these households includes group homes, some regulated affordable housing, and some manufactured homes.
- **Market Conditions.** Largely unserved by the private market. Housing for vulnerable households is unlikely to be built or rented without incentives. Ownership is rarely an option.
- **Demographics.** Thirty percent of Aloha-Reedville households had incomes below 50 percent MFI, compared with just over twenty-five percent of Washington County households. Approximately twenty percent of the children in Aloha-Reedville live in poverty. Eight percent of people over age 65 in Aloha-Reedville live in poverty.

According to American Community Survey data for 2005-2009, over half (52.35%) of the family households earning under \$20,000 a year in the Aloha CDP were single-parent households with children under 18.

- **Residents with Special Housing Needs.** There are currently 3,006 persons living in and around Aloha-Reedville (ZIP codes 97006 and 97007) that are seniors and/or people with disabilities who qualify for medical assistance programs administered by the Oregon Department of Human Services. This does not mean that there are only 3,006 seniors and people with disabilities in Aloha—but it does indicate that the Aloha area includes a number of residents who are extremely low-income and need specialized housing to meet their needs.

The table below indicates the limit of allowable cash resources for persons within each program area. Cash resources may include bank or retirement savings in addition to income.

Table 8. Seniors and People with Disabilities by Program and Income Restriction

Program	Total residents in study area	Income Restriction		Resources Restriction	
		1 person	2 people	1 person	2 people
SPD	1,948	\$674	\$1,011	\$2,000	\$3,000
SPD	27	\$699	\$1,036	\$5,000	NA
Medicare	233	\$903	\$1,215	\$6,600	\$9,910
Medicare	165	\$1,083	\$1,457	\$6,600	\$9,910
Medicare	114	\$1,219	\$1,640	\$6,600	\$9,910
Medicare	61	\$903	\$1,215	\$2,000	\$2,000
Services	458	\$2,022	N/A	\$2,000	N/A
Total	3,006				

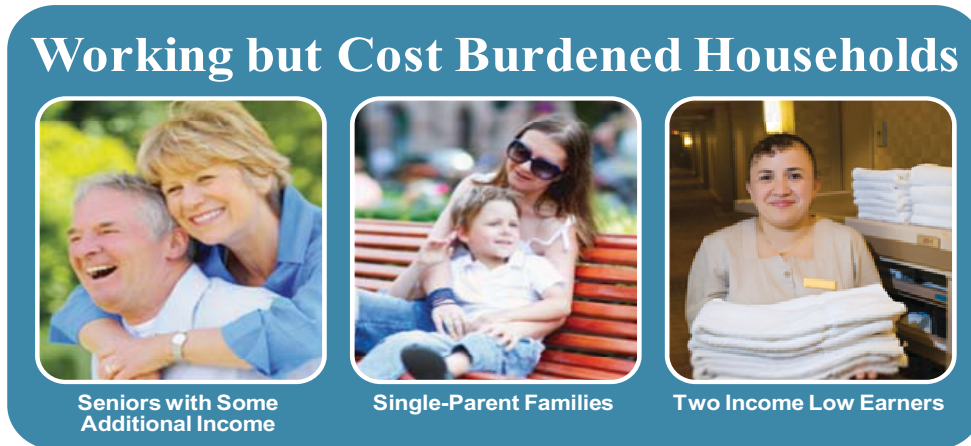
Source: State Department Human Services Seniors and Persons with Disabilities Department

Local Service Providers

Service providers for special-needs persons in the study area include such agencies as:

- ARC of Washington County, serving people with intellectual and developmental disabilities.
- National Alliance on Mental Illness, NAMI focuses on three cornerstones of activity that offer hope, reform and health: support, education and advocacy.
- Sequoia Mental Health Services provides both clinical and housing assistance that engages special needs individuals in a way that enables them to grow and enhance the community around them.
- Edwards Center, enhances the lives of individuals with developmental disabilities by helping them reach their highest potential through training, education, employment, housing and social opportunities in safe, healthy and stimulating environments.

- Elder Care is a nonprofit organization designed to be the central facilitator of services to seniors and their families, emphasizing wellness and independence.



Working but Cost Burdened Households

- **Income range.** Many households between 30 and 80 percent MFI may be considered working but cost burdened. Market-rate rental and ownership housing units frequently cost more than 30% of the gross income for these households, meaning that households pay a large portion of their income towards rent or mortgage costs. Households that fall within this category may include couples or singles working at lower wage or part-time jobs, one-parent households, younger households, start-up business/entrepreneurs, and/or two-person senior households.
- **Funding Tools.** There are some funding tools available for this income range, although some of the tools have specific cut offs that may apply to some income levels in this group, but not to others. The conventional thought is that the market will provide housing to meet the needs of families in the upper end of this income range. Therefore, families in the upper end of this income range may not qualify for some forms of housing assistance, yet may not earn high enough incomes to own or rent homes that meet their needs. Habitat for Humanity will work with households earning at least 50 percent MFI.
- **Current Housing Stock.** Ownership housing stock in Aloha-Reedville is generally more affordable than in other areas of Washington County. Rental housing units in large multifamily complexes, which may be more affordable to households in this income range, is very limited in Aloha-Reedville. Manufactured homes may provide ownership opportunities to this group by allowing them to pay only for the housing unit while renting the land it sits on, effectively eliminating the ownership cost of land.
- **Market Conditions.** Largely served by the market. New housing that would be affordable to this group is unlikely to be built without incentives, meaning that these households will rent or buy existing housing stock, often in poorer condition, and/or be forced to pay more in housing costs than they can afford. This group may sacrifice location for housing that meets their budget. This tradeoff can result in high transportation costs for these households.

- **Demographics.** Aloha-Reedville had a higher concentration of households earning 50-80% of MFI (24 percent of households) than in Washington County overall (19 percent of households) or Portland Metro (20 percent of households). About three quarters of households headed by seniors earned less than the 80 percent of the area MFI, compared to the countywide average of 69 percent of senior households.



Two Income Young Professionals

Established Business Owners

One Income High Earner

Moderate Income Households

- **Income range.** Households between 80 and 120 percent MFI can be considered moderate income households. Households that fall within this category include: two-income households employed at higher wage jobs, families with one high-wage earner, and/or established small business owners.
- **Funding Tools.** There are few funding tools available for this income range. The market will typically meet the needs of this income group, although households in this range may still cost burden themselves in order to find housing that meets their preferences.
- **Current Housing Stock.** Current housing stock that is within the range of affordability for this income group includes market rate housing. Table 9 shows that 100 percent of the homes sold in Aloha-Reedville from September 5th 2011 to October 5th 2011 were affordable to a family of four earning the adjusted median income for the Portland Metropolitan region, which was \$72,000 in 2011. Of course this may be an extraordinarily low point in the housing market because of the housing crisis and ensuing foreclosures, etc.
- **Market Conditions.** Moderate income households are generally served by the market, and housing that is affordable to these households is more likely to be built without incentives. This group may be able to purchase new homes or well maintained existing homes in good locations. Rentals for this group are likely to be in well-served areas and may include luxury apartments near transit or work centers.
- **Demographics.** Age is a significant factor in income. In Aloha-Reedville, as in Washington County, people between 25 and 64 years old represent the highest percentage of those earning over 80 percent MFI. However, fewer households in Aloha-Reedville earned above 80 percent of MFI when compared to households in the same age categories in Washington County overall.

EXISTING HOUSING CONDITIONS IN ALOHA-REEDVILLE

Housing Conditions Survey Results

A housing physical condition survey was conducted by Washington County which included a 100 percent survey of all of the regulated affordable properties (all rental units) and a random sampling of market rate properties, which included a mix of rental and owner-occupied units. The full survey results are included in the *Appendix: Housing Conditions Survey* at the end of this report. The survey instrument is also included in the *Appendix: Housing Survey Instrument* following the survey findings.

The survey results show that housing in the area is generally in fair to good condition, and that there is little difference in the condition of market rate versus regulated affordable housing. Market-rate housing tended to have more extreme situations, both good and bad, whereas the regulated affordable housing tended to have more properties scoring in the middle range. This probably reflects the fact that regulated affordable housing must be maintained to meet minimum quality standards established by HUD and other agencies. It may also reflect greater investment by property owners in owner-occupied housing.

Owner Occupied Housing

Owner-occupied housing is the primary type of housing in Aloha-Reedville. Since the 2008 financial collapse, the values and demand profile of home ownership has been highly dynamic. Given the currently reduced and fluctuating home prices, the asking price is no longer the driver of home sales, but rather the capacity of the borrower to secure a loan based on their credit worthiness/employment stability and ability to support the total cost of their housing including utilities and maintenance. Another difficulty in assessing the ownership market is the prevalence of distressed home sales that have caused a significant drop in home prices across the country, Oregon included. Many foreclosed homes are not sold by a willing seller and resulting sales therefore do not reflect true market value. In this light, it is important to include data on the current condition of the housing inventory with an eye to deferred maintenance issues as well as the maintenance challenges of vacant foreclosed properties. These factors are key determinants of the affordability of housing in Aloha-Reedville.

The foreclosure rate is calculated by dividing the number of properties that received a foreclosure filing in August 2011 by the number of housing units. Washington County's foreclosure rate (0.14%) was lower than the rate for Oregon (0.16%) or the U.S (0.18%). Data is not available for the Aloha-Reedville area except within the context of Washington County, which suggests that the area has generally fared better than the state or nation.

The Regional Multiple Listing Service (RMLS) compiles data about recent home sales activity in the area. The following Table 9 shows a snapshot of home sales during the same one month period over the last three years. The prices shown here give a slightly different picture of home values, which may be an anomaly due to the current state of the housing market, especially the dip in prices due to foreclosure activity. However, Table 9 shows that 100 percent of the homes sold in Aloha-

Reedville from September 5th 2011 to October 5th 2011 were affordable to a family of four earning 100% MFI for the Portland Metropolitan region, which was \$72,000 in 2011.

While the data does not provide an exact count of the number of families earning 100% MFI, it shows that only 22 percent of the households in Aloha-Reedville earned 120% MFI or more, compared to 32 percent of Washington County's households overall. Roughly 25 percent of the households in Aloha-Reedville earned between 80 and 120 percent MFI. The average sales price, for all homes sold including condos and townhomes, during this period was \$182,907, lower than the median home value in the Aloha CDP, recorded by the American Community Survey in 2009. Homes sold during this period received on average 83 percent of asking price and were on the market for 87 days. Eighty seven percent of the homes sold in Washington County during this period were affordable to a family of four earning the adjusted median income. The point is that homes in Aloha-Reedville might be more affordable than surrounding areas, but residents there may still have a hard time affording them.

Table 9. HOUSING SUPPLY

AFFORDABLE HOMEOWNERSHIP 2009-2011								
Maximum affordable home price for a household of four (Portland Housing Center estimate): \$385,525 ¹ in 2011, \$385,000 ² in 2010, \$350,000 ³ in 2009								
Maximum affordable home price for a household of one (Portland Housing Center estimate): \$258,350 ¹ in 2011, \$258,000 ² in 2010, \$225,000 ³ in 2009								
The affordable price range for a family of four is determined based on an adjusted median income of \$72,000 in 2011, \$71,200 in 2010, and \$70,000 in 2009.								
The affordable price range for a single person household is determined based on an adjusted median income of \$50,400 in 2011, \$49,840 in 2010, \$49,000 in 2009.								
	Washington County: FAMILY OF FOUR		Washington County: SINGLE PERSON		Aloha-Reedville Study Area: FAMILY OF FOUR		Aloha-Reedville Study Area: SINGLE PERSON	
AFFORDABLE HOMES SOLD 9/5/11—10/5/11	Single-family home	324	Single-family home	199	Single-family home	50	Single-family home	42
	Condo/townhome	93	Condo/townhome	89	Condo/townhome	13	Condo/townhome	13
	All Affordable Homes	422	All Affordable Homes	292	All Affordable Homes	63	All Affordable Homes	55
	All Homes Sold During Time Period	484	All Homes Sold During Time Period	484	All Homes Sold During Time Period	63	All Homes Sold During Time Period	63
	Percent Affordable	87%	Percent Affordable	60%	Percent Affordable	100%	Percent Affordable	87%
AFFORDABLE HOMES SOLD 9/5/10—10/5/10	Single-family home	298	Single-family home	190	Single-family home	39	Single-family home	32
	Condo/townhome	59	Condo/townhome	52	Condo/townhome	6	Condo/townhome	6
	All Affordable Homes	366	All Affordable Homes	251	All Affordable Homes	45	All Affordable Homes	38
	All Homes Sold During Time Period	417	All Homes Sold During Time Period	417	All Homes Sold During Time Period	45	All Homes Sold During Time Period	45
	Percent Affordable	88%	Percent Affordable	60%	Percent Affordable	100%	Percent Affordable	84%
AFFORDABLE HOMES SOLD 9/5/09—10/5/09	Single-family home	338	Single-family home	135	Single-family home	48	Single-family home	30
	Condo/townhome	119	Condo/townhome	100	Condo/townhome	22	Condo/townhome	23
	All Affordable Homes	463	All Affordable Homes	240	All Affordable Homes	70	All Affordable Homes	53
	All Homes Sold During Time Period	558	All Homes Sold During Time Period	558	All Homes Sold During Time Period	73	All Homes Sold During Time Period	73
	Percent Affordable	83%	Percent Affordable	43%	Percent Affordable	96%	Percent Affordable	73%

1. Based on an interest rate of 4.5% for 30 years with 5% down, using ratios of 40.5%. Estimate from Portland Housing Center.
2. Based on an interest rate of 4.5% for 30 years with 5% down, using ratios of 40.499%. Estimate from Portland Housing Center.
3. Based on an interest rate of 5.125% for 30 years with 5% down, using ratios of 40.493%. Estimate from Portland Housing Center.

Source: Regional Multiple Listing Service (RMLS), Leland Consulting Group

Rental Housing

The Portland market overall has an apartment market with vacancy rates well below what is considered a "healthy equilibrium" across most national markets. When vacancies remain consistently below the five percent level, market alternatives for renters are unable to keep up with natural turnover. This results in increased rents, but also means renters may settle for housing far from their places of work. Overly tight conditions also may lead households to remain in sub-optimal apartments for longer than they would in a free-flowing market. The combined Beaverton-Aloha submarket, with over 98 percent occupancy, as shown in Table 10, clearly needs an increased inventory of apartment units. As a result of this housing need, apartments are the most likely development type over the next year and probably over the next five-year period.

Table 10. Apartment Supply Conditions: Portland Metro vs. Local Submarkets

SUBMARKET	1 Bed - 1 Bath	2 Bed - 1 Bath	2 Bed - 2 Bath	3 Bed - 2 Bath	Vacancy Rate
Downtown Portland	\$1,292	\$1,223	\$2,122	\$2,850	2.4%
Southwest Portland	\$703	\$759	\$1,009	\$1,052	2.3%
Tigard/Tualatin	\$638	\$709	\$825	\$937	3.0%
Beaverton/Aloha	\$669	\$725	\$839	\$983	1.9%
Hillsboro	\$719	\$765	\$894	\$1,064	3.9%
TOTAL	\$758	\$754	\$977	\$1,017	2.5%

Source: NAI; and Leland Consulting Group

Building permit activity is one way of measuring development activity. *Appendix 4: Building Permit Trends*, shows that building permit activity has been well below historical averages for both multifamily and single-family over the past few years, throughout the region and throughout the three jurisdictions governing building permits in Aloha-Reedville. This, along with a very tight rental market implies that housing construction activity should pick up in the next few years. Table 11 illustrates the range of monthly rent that would be affordable to a household based on household income and assumed payments not to exceed 30 percent of their income.

Table 11 shows the affordable monthly housing cost according to income range. Cost burdened households; those paying more than 30 percent of their income to housing, without a mortgage (i.e., renters) in Aloha-Reedville are in line with state, region and Washington County rates.

Table 11. Rental Affordability for households in Aloha-Reedville.

Income Range		Affordable Monthly Housing Cost
Below 30%	Less than \$21,000	\$0 to \$525
30 - 50%	\$21,000 to \$35,000	\$525 to \$875
50 - 80%	\$35,000 to \$56,000	\$875 to \$1,400
80 - 120%	\$56,000 to \$84,000	\$1,400 to \$2,100
Over 120%	\$84,000 or more	More than \$2,100
Total		

Source: US Census, Portland Housing Bureau, HUD, ECONorthwest

Section 8 Vouchers

One tool that helps low-income and special needs households is the HUD Section 8 voucher program. The Section 8 voucher program provides rental subsidies to low-income tenants based on family income. The owner sets rental rates at “fair market rent” based on unit size. Tenants pay a portion of the rent (about 30% of their household income), and the remaining rent is paid by the Section 8 voucher program through the local housing authority.

Fair market rents for the Portland Metropolitan region in 2011 are shown in Table 12 below.

Table 12. Fair Market Rent, 2011

Unit Size	Cost
1BR	\$783
2BR	\$905
3BR	\$1,318
4BR	\$1,583

Source: Portland Housing Bureau, HUD, Leland Consulting Group

The Housing Authority of Washington County (HAWC) administers the HUD Section 8 rental assistance and Public Housing programs in Washington County. These programs allow low-income households to secure housing and pay no more than 30% of their income in rent. Over 350 households with Aloha addresses were on the Section 8 and Public Housing waitlist as of November, 2011. However, it should be noted that HAWC is not accepting new applications for the waitlist, and the wait time for households already on the waitlist to receive rental assistance is several years.

Regulated Affordable Housing Rentals

There are several nonprofit entities, and a few for-profit entities, whose mission is to provide housing to low-income households that cannot afford safe and adequate housing on their own. Regulated affordable rental housing consists of rental units that are priced to be affordable (cost 30% of gross income) to households at a certain MFI, based on family size. Resident income limits and/or unit rents are generally restricted by contract or statutory requirements tied to funding subsidies. Regulated affordable housing rentals are subject to the same demand issues as the market rate units and will use many of the same strategies to maintain occupancy.

Rent for regulated affordable housing is not *directly* tied to individual household income. Households living in regulated affordable housing must be low-income and pass the landlord's tenant screening process. However, most affordable units have fixed rental rates, and these rates can still burden extremely low-income households. For example, a family earning 30% MFI but living in a unit priced to be affordable at 50% MFI is likely to be putting a large percentage of their income towards housing expenses. Why would a household take on this greater rent burden? Often, the answer is that there is no decent housing available in the vicinity of jobs or schools at rent levels affordable to these households.

Table 13 shows the age of the regulated affordable housing properties in the Study Area. All of the properties were built prior to 1990, with two projects having an unknown construction date.

Table 13. Regulated Affordable Housing Properties by Age

Year Built	Number of Project	Total Units	Regulated Units	Unregulated Units
< 1950	2	16	15	1
1950 to 1970	13	32	32	0
1970 to 1990	50	225	217	7
> 1990	10	1,313	1,312	1
Unknown	2	436	435	0
Total	77	2,022	2,011	9

Source: Washington County Survey of Housing Providers, Leland Consulting Group

Table 14 shows that 838 or 40 percent of the regulated housing units are within a quarter mile walk of transit lines. Over 80 percent of the regulated units are within a half mile walk of transit service. Access to transit may allow households to improve housing affordability by reducing transportation costs. Households with lower transportation costs may be able to afford to pay slightly higher rent or mortgage costs in order to be closer to transit and other amenities. Just because households are within proximity to transit does not necessarily make the transit accessible, especially if sidewalks or shelters are infrequent or missing, or other conditions make it hazardous to physically reach the transit stop.

Table 14. Regulated Affordable Housing and Transit

Distance from nearest Transit Stop	Number of Projects	Total Units	Regulated Units	Unregulated units
0.2 miles or less	24	838	827	9
0.3 to 0.5 miles	38	954	954	0
0.6 to 0.9 miles	8	223	223	0
1 mile or greater	7	7	7	0
Total	77	2,022	2,011	9

Source: Washington County Survey of Housing Providers, Leland Consulting Group

Gaps in the Existing Housing Supply

The *Economic and Demographic Growth Trends and Projections Report* summarized key housing conditions in Aloha-Reedville that point toward gaps in the existing housing supply relative to the people living in the area. It is very difficult to quantify an existing housing supply gap, in part because people who live in the area have already self-selected based on their ability to afford the housing products in the area that best meet their particular household's needs. However, there are indicators that point to a current gap of affordable housing units with four or more bedrooms in both the rental and ownership categories, and a lack of large multifamily complexes, which may provide lower priced units suitable for families with children. Aloha-Reedville may have an oversupply of three bedroom single-family homes and attached single-family homes compared to the rest of Washington County. There may also be a gap in affordable or assisted living facilities for seniors. Finally, the data indicates that the area is not attracting more affluent households. This could be due to a lack of amenities that attract high-income households, or may reflect the fact that affluent households tend to cluster in exclusive neighborhoods.

The following list highlights key data supporting this conclusion.

- Aloha-Reedville has larger households and fewer housing units with four bedrooms or more.** There is probably more overcrowding in Aloha-Reedville than in Washington County overall based on the fact that Washington County has a smaller average household size (2.60, as opposed to 2.91 in Aloha-Reedville), but has a greater percentage of four bedroom units than Aloha-Reedville, which has 57 percent of its housing stock in three bedroom units. Fourteen percent of the households in Aloha-Reedville include more than four household members, compared to only 11 percent in Washington County. This may mean that some households are living in overcrowded conditions, because the housing that is most affordable has fewer bedrooms. A housing unit with more than 2 persons per bedroom would be considered overcrowded according to the Persons per Bedroom (PPB) overcrowding measurement used by HUD.¹³ There could be instances of a seven person household living in a 3 bedroom house, or a 5 person household living in a two bedroom

¹³

[Measuring Overcrowding in Housing, September 2007](#)

unit, both of which would be considered overcrowded for the unit size. This may be particularly true for non-white households, as they tend to have lower incomes and larger household sizes than white households.

- **Apartment units.** Apartment complexes of 5 or more units account for 20% of all housing units in Aloha-Reedville. In Washington County and the Metro region the percentages are considerably higher at 28% and 22%, respectively. This may indicate a lack of affordable housing options in Aloha-Reedville, as larger multifamily properties are often more affordable than smaller complexes with comparable bedroom counts.
- **Seniors and people with disabilities.** There are over 3,000 seniors and people with disabilities in and near the study area. This accounts for roughly 5% of the population that may need housing assistance. Eight percent of those 65 and older are living in poverty, which could also indicate a need for more regulated affordable senior housing. Many seniors are choosing to remain in their homes as long as possible. Seniors may choose to move to more affordable, lower maintenance housing with supportive services, if this type of housing is available in the community. Some may not have a choice as they age and their health fails.
- **Number of regulated affordable units.** There are over 2,000 regulated affordable units in Aloha-Reedville, which account for 10 percent of all housing units in the study area.
- **Wait list for Section 8 and Public Housing assistance.** The Housing Authority of Washington County (HAWC) administers the HUD Section 8 rental assistance and Public Housing programs in Washington County. HAWC is not accepting new applications for the waitlist, and the wait time for households already on the waitlist to receive rental assistance is several years.
- **Manufactured homes.** Manufactured homes are an important low-cost, unregulated affordable housing product. However, manufactured home parks are often used as a transitional use until the land can be redeveloped into more permanent housing such as apartment buildings or single-family homes. There are just over 1,000 manufactured homes in four different sites that are considered to be part of the redevelopable lands inventory. If these parcels are redeveloped and affordable units are lost, there may be an understated need for affordable housing products.
- **Poverty rates for children.** The fact that Aloha-Reedville has higher poverty rates for children, (nearly 20 percent), than the county, region or state, combined with the fact that Aloha-Reedville has larger household sizes, could be another indicator of households that may be living in crowded conditions because they cannot afford a larger housing unit. However, families with children may be attracted to Aloha-Reedville because of the large supply of comparably more affordable single-family homes.
- **Affluent households.** Aloha-Reedville has a lower percentage of affluent households than Washington County. The median home price is lower and there are fewer larger (four bedroom or more) houses in the Study Area.

Table 15 provides a rough estimate of housing gaps in Aloha-Reedville, assuming that households should not pay more than 30 percent of their income on rent and that homeowners can afford a house with a value up to three times their annual income.

- **Deficit of housing for households with an income of 30 percent of MFI or less.** Aloha-Reedville has a deficit of about 1,600 dwelling units for households with very low income. The majority of these 1,600 households are most likely paying more than 30 percent of their income on rent. Providing affordable housing for households in this income category is very difficult because many of these households are cost burdened even by the cost of regulated affordable housing.
- **Surplus of housing for households earning 30 to 50 percent of MFI.** Aloha-Reedville has a surplus of nearly 500 units for households in this income category. These dwelling units are most likely occupied by households earning 30 percent or less of MFI. This category of housing includes regulated affordable housing. In many cities in Oregon (especially those outside of the Portland Metro region), there is a deficit of housing in this income category. The surplus suggests that Washington County may be doing better at meeting demand for regulated affordable housing.
- **Deficit of housing for households earning 50 to 80 percent of MFI.** Aloha-Reedville has a deficit of 500 units for households in this income range. Some households in this income range may be cost burdening themselves in order to find housing that meets their needs. Other households could be competing with lower income households for lower cost housing units, absorbing some of the surplus of housing units affordable to the lower income range.
- **Surplus of housing for households earning 80 to 120 percent MFI.** Aloha-Reedville has a surplus of 1,700 dwelling units affordable to households earning 80 to 120 percent of MFI. Dwellings affordable to this income range are generally market-rate housing. The surplus of housing in this income category is probably taken by households in lower income categories that are cost burdened and households in the highest income category that could afford to pay more for housing but choose not to.
- **Deficit of housing for households earning 120 percent or more of MFI.** Aloha-Reedville has a small deficit of housing in this income category, suggesting that some households in lower income categories live in housing affordable to this income category, thereby cost burdening themselves. These households are most likely homeowners.
- **Deficit of larger affordable units.** According to HUD Fair Market Rents, there are no housing units affordable to households earning less than 30% MFI; no three bedroom units are affordable to households in the 30 to 50% range; and four bedroom units are only affordable to households earning 80% MFI or above. This illustrates that low-income families may have be especially hard pressed to find units of an adequate size to meet their needs, and may be especially vulnerable to overcrowded conditions. This does not reflect actual rental prices, merely what HUD considers a fair price for each unit size.

Table 15. Rough Estimate of Existing Housing Gaps, Aloha-Reedville Study Area, 2009

				Affordable	Crude Estimate of	Est.			HUD Fair
	Income Range	Number of HH	Percent	Monthly Housing Cost	Affordable Purchase Owner-Occupied Unit	Number of Owner Units	Est. Number of Renter Units	Surplus (Deficit)	Market Rent (FMR) in 2009
Below 30%	Less than \$21,000	2,866	15%	\$0 to \$525	\$0 to \$63,000	768	453	(1,645)	
30 - 50%	\$21,000 to \$35,000	2,846	15%	\$525 to \$875	\$63,000 to \$105,000	65	3,259	478	Studio: \$604 1 bdrm: \$700 2 bdrm: \$809
50 - 80%	\$35,000 to \$56,000	4,613	24%	\$875 to \$1,400	\$105,000 to \$168,000	1,162	2,947	(504)	3 bdrm: \$1,178
80 - 120%	\$56,000 to \$84,000	4,756	25%	\$1,400 to \$2,100	\$168,000 to \$252,000	5,947	513	1,704	4 bdrm: \$1,415
Over 120%	\$84,000 or more	4,276	22%	More than \$2,100	More than \$252,000	4,223	21	(32)	
Total		19,357	100%			12,164	7,193	0	

Source: US Census, ECONorthwest

RESIDENTIAL DEMAND ANALYSIS

Development Prospects for Future Housing

Each year the Urban Land Institute (ULI) in partnership with PricewaterhouseCoopers (PwC) conducts a survey of real estate development and investment professionals across the country in order to produce a real estate market forecast for the coming year. The newly released results summarize the development prospects for multiple product types. The forecast for 2011 included no development prospects above “fair”, most were closer to abysmal. Although prospects are not great, non-single-family housing development tops the list, as it did last year and can be expected to remain at the top of the list for a few more years to come, simply based on demographic trends, which are discussed in detail above, and overall market conditions. This year several housing product types have crossed the “fair” threshold with others just slightly below, as shown in Figure 2. Apartment housing, senior housing and student housing along with medical offices are expected to be the primary focus of new development as the real estate market slowly recovers from the recession. Infill and in-town housing and urban mixed-use properties follow, with prospects just slightly below “fair”.

Figure 2. Development Prospects, 2012



Source: ULI Emerging Trends in Real Estate 2012, Leland Consulting Group

Demand for New Units

Table 16 below shows the estimated housing units needed according to income segment through 2035. About 30 percent of new households will earn 50 percent or less of MFI. These households will require affordable housing, such as inexpensive apartments, manufactured homes in parks, or regulated affordable housing. About 50 percent of households will earn between 50 and 120 percent of MFI. These households will generally be able to afford market-rate housing, although some of their choices may be limited and some households may cost burden themselves to find adequate housing. More than 20 percent of new households will earn 120 percent or more of MFI, allowing them to afford the full range of housing options.

Table 16. Aloha-Reedville future housing need by income range based on Metro's forecast of new Dwelling Units

Market Segment by Income	Income range	Number of Households	Percent of Households	Financially Attainable Products		
				Owner-occupied	Renter-occupied	
Over 120%	\$86,400 or more	1,553	22%	All housing types; higher prices	All housing types; higher prices	↑ Primarily New Housing
80 - 120%	\$57,600 to \$86,400	1,727	25%	All housing types; lower values	All housing types; lower values	
50 - 80%	\$36,000 to \$57,600	1,675	24%	Manufactured on lots; single-family attached; duplexes	Single-family attached; detached; manufactured on lots; apartments	↓ Primarily Used Housing
30 - 50%	\$21,600 to \$36,000	1,033	15%	Manufactured in parks	Apartments; manufactured in parks; duplexes	
Below 30%	Less than \$21,600	1,041	15%	None	Apartments; new and used government assisted housing	

Source: US Census, ECONorthwest

APPENDICES

APPENDIX 1: SUMMARY OF WASHINGTON COUNTY CONSOLIDATED PLAN

Washington County Consolidated Plan, data and goals

The 2010-2015 Consolidated Plan describes community needs and determines local priorities for using public resources to assist low and moderate-income residents of Washington County and the Cities of Beaverton and Hillsboro (the Washington County Consortium). It sets forth a five year strategic plan consisting of actions and production targets to address community needs. The success of the plan depends on the voluntary participation of numerous agencies and local governments in the collaborative implementation of the strategies. The Washington County Office of Community Development is responsible for plan coordination and reporting.

Following is a summary of the plan priorities. HOME is a federal funding program administered locally for income/rent restricted housing (rental and owner-occupied). A more detailed discussion of financing tools will occur in a follow-up to this report, *Neighborhood and Housing Opportunities Report and Tools*. High priority needs generally address vulnerable populations that require community based services to meet their housing needs. Most often these vulnerable populations fall within the 0% - 30% MFI range.

Consolidated Plan - Needs Assessment Methodology

The consolidated plan has been the standard in Washington County to determine housing affordability need and funding priorities, however, given multiple jurisdictions and differing audiences for affordable housing information, there is no one standard methodology to assess housing needs within the Portland Metropolitan Area.

Overview

The Consolidated Plan provides information related to housing characteristics, needs and supply in Washington County:

- Overall summary of housing conditions and needs are documented in more detail in the rest of the chapter.
- General information about the Washington County housing market, including the number of units and condition of existing housing stock, availability of affordable housing, and geographic concentrations of affordable units. This information provides an overall context for what the private market does and doesn't do to meet general and specific needs of Washington County residents.
- Housing needs for county residents with low and moderate incomes and for certain sub-populations, such as minority or elderly residents and households with special needs. This

section compares the demand for and supply of housing for these groups, describing the extent of the unmet affordable housing need for each (Sections III and IV).

- The nature and extent of homelessness in Washington County and the types of housing and other support programs available to the county's homeless residents (Section V).

The overall focus of this chapter is to describe the supply and demand of the entire housing market, assess who is not served by the market (focusing on low income and special needs populations), determine the number of households whose housing needs are not met by the market but are being met by existing public or nonprofit programs, and determine the gaps that still exist for these groups.

HOME-Assisted Homeless and Special Needs Housing¹⁴

High Priority Needs

- Homeless
- Elderly and frail elderly
- Persons with severe mental illness
- Dual diagnosis: persons with drug and alcohol addictions and mental illness
- Developmentally disabled persons
- Physically disabled: adaptation of existing housing and inclusion in new housing not limited to persons with disabilities
- Farmworkers
- Released offenders

HOME-Assisted Renter Non-Special Needs Housing (other than Preservation Projects)

This list describes the priority level of projects that would be eligible to use the HOME program.

High Priority Needs

High Priority Needs Projects are those in which 100% of the units are affordable to households earning 50% MFI or less. All of the HOME-assisted units must meet Low HOME rent guidelines. The remaining units can achieve this affordability level either by having Low HOME rents or through guaranteed project-based vouchers (and a higher rent structure).

Medium Priority Needs

Projects in which at least 50% of the units are affordable to households earning 50% MFI or less. All of the HOME-assisted units must meet Low HOME rent guidelines. The remaining units can achieve this affordability level either by having Low HOME rents or through guaranteed project-based vouchers (and a higher rent structure).

¹⁴ Source: Strategic Plan | 2010-2015 Washington County Consolidated Plan

Low Priority Needs

Projects in which less than 50% of the units are affordable to households earning 50% MFI or less. All of the HOME-assisted units must meet Low HOME rent guidelines. HOME-Assisted Owner-Occupied Non-Special Needs Housing.

New Construction and Rehabilitation Projects

These projects are not eligible for the HOME program, rather they would be funded primarily through a series of tax credits and bonds. Those projects dedicating 100 % of the units as regulated affordable housing would have a higher funding priority than those with fewer regulated affordable units.

High Priority Needs

Projects in which 100% of the units are affordable to households earning 60% MFI or less.

Medium Priority Needs

Projects in which at least 75% of the units are affordable to households earning 60% MFI or less.

Low Priority Needs

Projects in which less than 75% of the units are affordable to households earning 60% MFI or less.

Additional High Priority Needs

Projects described below are also considered to be a high priority in Washington County. For example, some existing regulated affordable projects are set to expire and if not preserved could become market rate units.

- Preservation of existing subsidized rental housing units.
- Housing rehabilitation activities for low/moderate income households, including accessibility.
- Improvements to existing properties.

APPENDIX 2: HOUSING SURVEY

Introduction

The purpose of the survey was to assess the condition of residential properties and the surrounding neighborhood in Aloha-Reedville. The survey rates the condition of the structure, as well as some element of the surrounding neighborhood. The survey includes market-rate housing and regulated affordable housing. The tenure of the properties surveyed was not known but it is reasonable to expect that the market-rate housing includes both renter- and owner-occupied properties, while the regulated affordable housing is renter-occupied.

Methodology

The survey included 400 properties in Aloha-Reedville, of the areas approximately 15,750 residential parcels. The survey sample was developed in two parts:

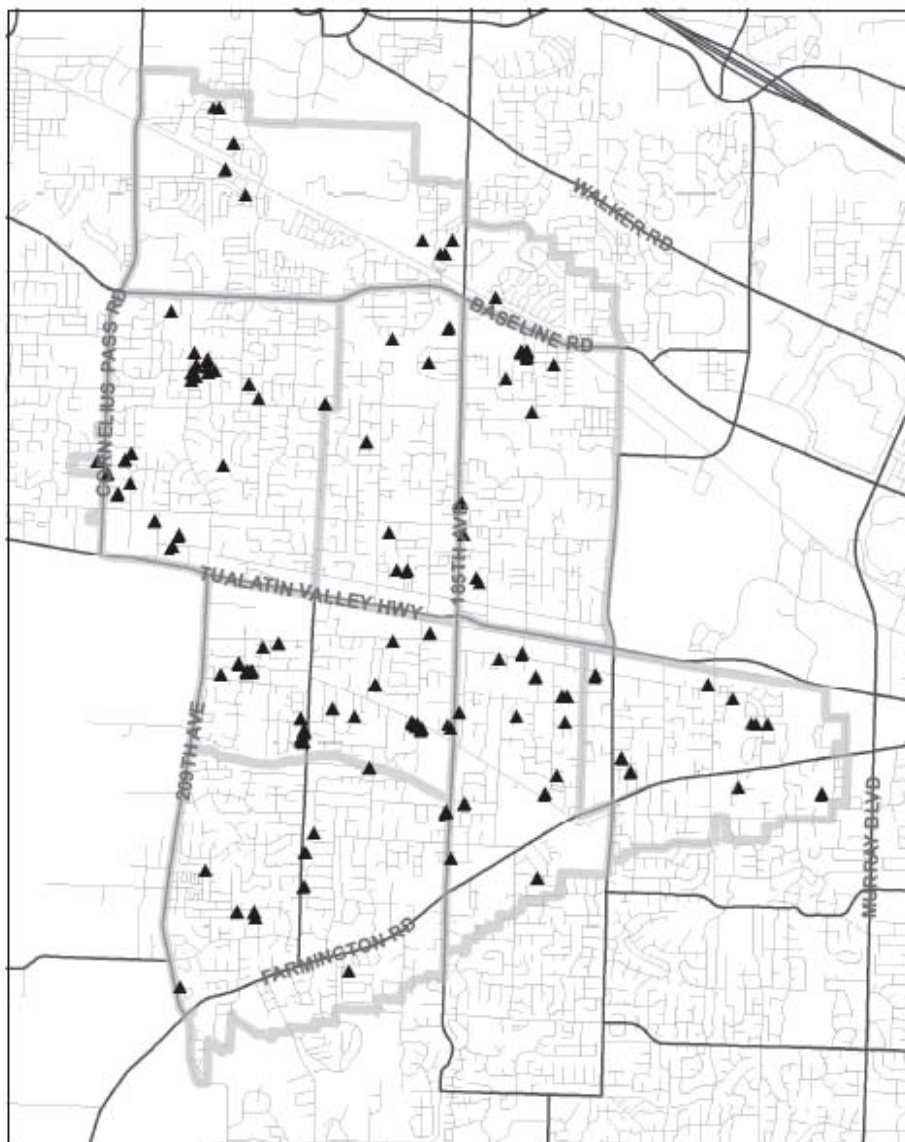
- **Market-rate housing** survey sites were selected through generating 32 random points in the study area and surveying all residential structures within a 200-foot radius of each point.
- All **regulated affordable housing** properties (44 properties with 240 units) in the Aloha-Reedville study area were surveyed.

Each survey site assessed housing stock by property (i.e., tax lot), not by individual dwelling unit, as follows:

- **Single-family properties on individual tax lots.** A survey site with six single-family residential properties would result in six responses to the survey.
- **Stand-alone apartment building.** A survey site with one multi-unit apartment building would be assessed as a single property, resulting in one response to the survey.
- **Apartment building in a complex.** A survey site with one multi-unit apartment building in an apartment complex with two or more apartment buildings would be assessed based on the overall conditions of all buildings within the complex, resulting in one response to the survey.

Map 1. Shows all of the sites surveyed.

Map 1. Survey site map



Housing Survey - Locations

- ▲ Housing Inventory Survey Center
- ▭ Subarea Boundary



Source: Washington County

The surveyors assessed properties based on what was visible from the sidewalk or road in front of the properties. They did not walk around the properties to look into back or side yards or to assess non-visible housing or neighborhood elements.

Organization of the memorandum

This memorandum is generally organized according to the topics of the survey:

- Executive Summary
- Survey Summary
 - Number and type of properties
 - Parking
 - Condition of the property
 - Landscaping
 - Outbuildings
 - Neighborhood elements

Executive Summary

Key findings

The survey divided properties into two types: market-rate and regulated affordable. Nearly three-quarters of the market-rate housing surveyed was single-family detached structures. Regulated affordable properties accounted for 18% of the surveyed properties. Regulated affordable housing included some multi-building apartment complexes, but 8 in 10 of the regulated affordable properties surveyed were single-family detached structures.

In general, the condition of all housing was rated as relatively good. Market-rate housing generally had a slightly better rating than regulated affordable housing, with the majority of all housing rated as “moderate” or better condition. The total number of properties with trash, graffiti and yard debris was overall low for all properties, but was slightly more common for regulated affordable properties.

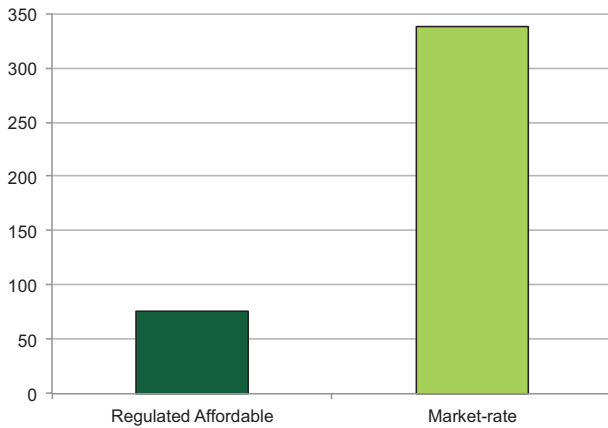
Survey Summary

Number and type of dwellings

The information reported in this section refers to properties (not dwelling units), which may be single-family homes, apartment buildings or apartment complexes. A total of 414 properties were surveyed in the area; this should not be confused with the number of dwelling units, which was not recorded in the survey.

Figure 3 shows that 338 properties (82%) were identified as market-rate units and 76 (18%) were regulated affordable units.

Figure 3. Properties Surveyed by Type

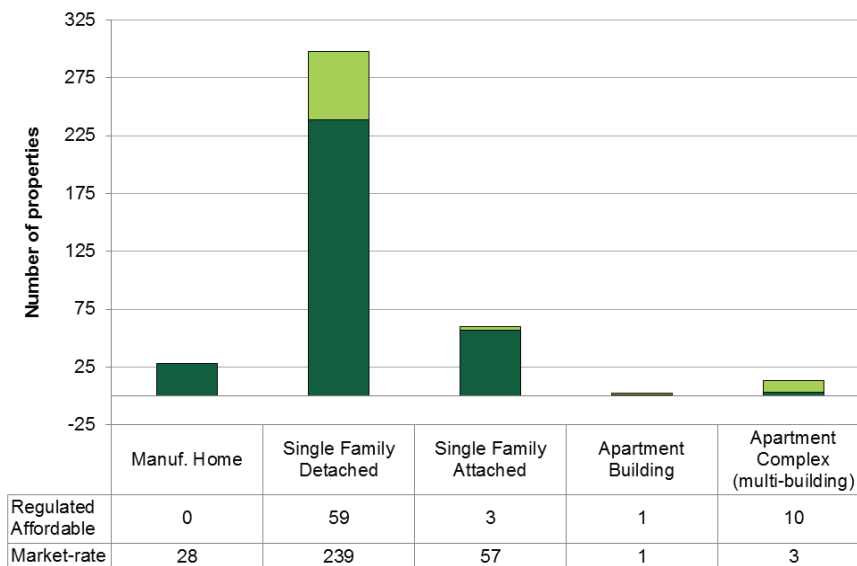


Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 4 shows that the majority of properties consist of single-family detached structures. About three quarters (73%) of market-rate properties are single-family detached structures, compared with 81% of regulated affordable properties that are single-family detached structures.

Apartment housing is primarily located in multi-building complexes. Of the apartment complexes with more than one building, most (10 out of 13) are composed of all or part regulated affordable housing.

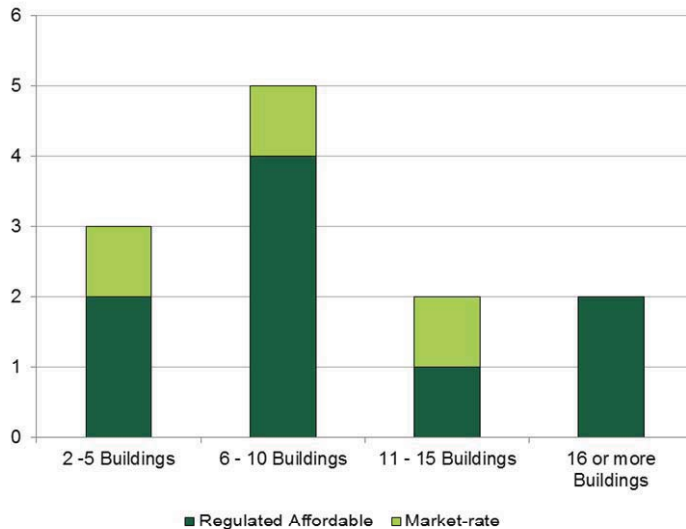
Figure 4. Properties Surveyed by Structure and Type



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 5 shows how apartment complexes with more than one building (12 total) are distributed. Most apartment complexes of regulated affordable housing have six to ten buildings.

Figure 5. Apartment Complex by Type and Number of Properties Surveyed



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

The surveyors also counted properties that advertised units for rent and for sale, as well as those under some form of construction. Table 17 shows that a total of 13 properties were advertised with signage, only market-rate properties were listed as for sale (5), while half of those for rent were market-rate or regulated affordable. It should be noted that this is a count of signs on properties, not of actual units (i.e., a multiple-building complex could have been advertising several units).

Only two properties, both market-rate, were observed to be under construction or remodel. Four properties were classified as not a residential dwelling.

Table 17. Properties on the Market, Under Construction and Not Considered Residential Dwellings

	Market-rate	Regulated Affordable
For Sale	5	0
For Rent	4	4
Under Construction or Remodel	2	0
Not a Residential Dwelling	3	1

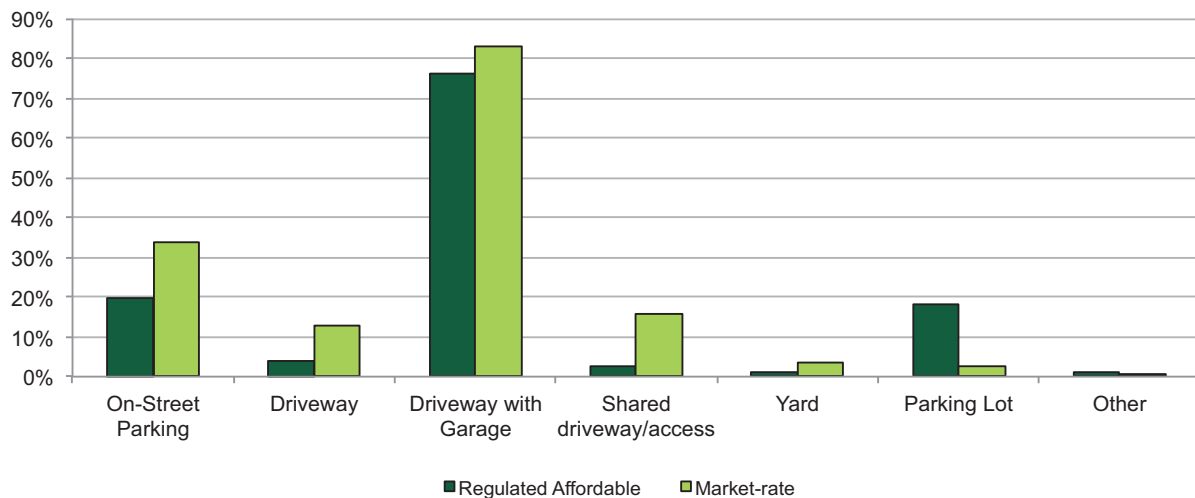
Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Parking

Surveyors recorded the type of parking available at each property. Figure 6 shows that for both regulated affordable and market-rate properties a driveway with garage was the most common. It should be noted that these figures represent the observed frequency of parking type for all properties surveyed; some properties likely had both street parking and driveways and garages.

Of all market-rate properties surveyed, 83% had a driveway with garage, whereas 76% of regulated affordable properties had a driveway with garage. Nearly one in five (18%) of regulated affordable properties were served by parking lots, as compared to 3% for market-rate properties. On-street parking was also less frequent for regulated affordable properties (20%) than market-rate properties (34%). This is likely a result of more regulated affordable units being located in multi-building apartment complexes.

Figure 6. Parking (of all surveyed)



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Condition of the property

An assessment of property condition (structure) by the surveyors found that 98% of market-rate and 97% of regulated affordable properties were in “moderate” or better condition (score of 3 to 5). A total of 7 market-rate properties and 2 regulated affordable properties scored a 2 for condition.¹⁵ A quarter of market-rate properties (27%) were in “great” condition, as opposed to 11% of regulated affordable properties.

Figure 7. Overall Property Condition

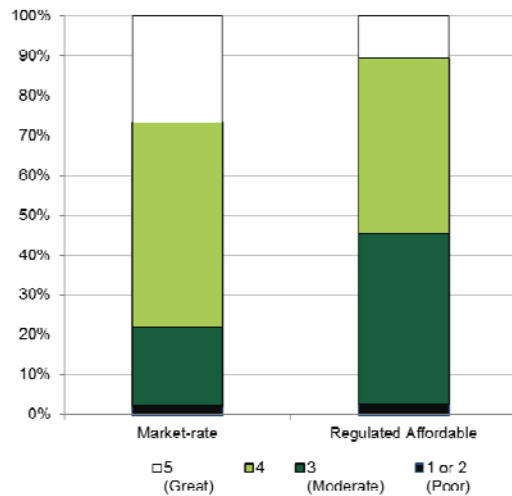
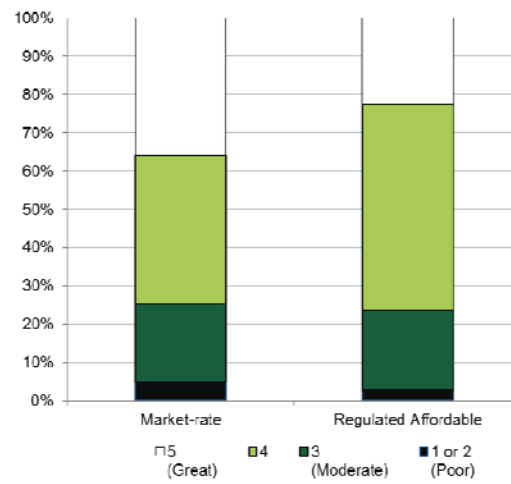


Figure 8. Roof Condition



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 8 shows that a larger proportion (36%) of roofs at market-rate properties were rated as in “great” condition, compared with 22% for regulated affordable properties. A majority of regulated affordable properties (54%) had roofs that rated four (between “moderate” and “great”).

A few properties had relatively poor roof condition. Four percent of market-rate properties (14 properties) had roofs that were rated as a two (and one property ranked as “poor”); for regulated affordable properties, the figure was 3% (two properties) rated as a 2.

¹⁵The conditions of “1” and “2” were combined in most charts throughout the report to make the conditions graphs easier to read. In many cases, no properties were rated with a condition of “1” and, at most, 2% of all properties had a condition of “1.”

Figure 9 shows that an assessment of the exterior paint and/or siding found that 96% of market-rate properties were considered “moderate” or better, compared with 88% of regulated affordable properties. No regulated affordable properties were rated “poor”, but 12% (9 properties) received a score of two. Of market-rate properties, 3% (10 properties) were ranked with a two and 1% (2 properties) were rated as “poor”.

Figure 9. Exterior Condition

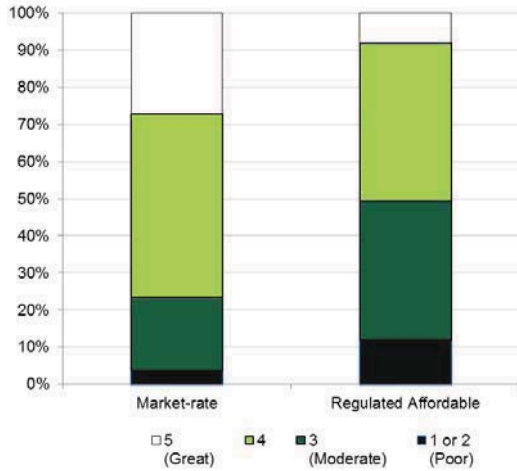
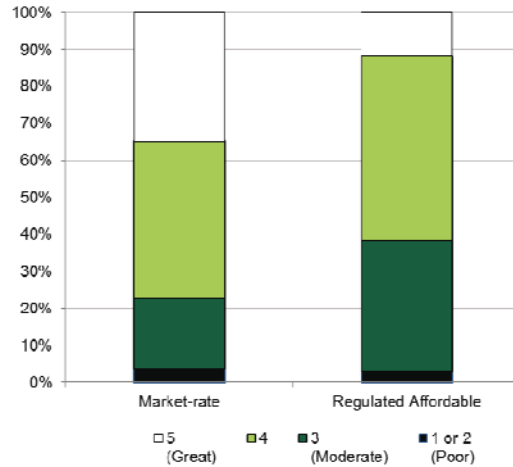


Figure 10. Windows and Doors Condition



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 10 shows the observed condition of windows and doors by property type. Ninety-six percent of market-rate properties were rated “moderate” or better; 97% of regulated affordable properties were rated “moderate” or better. The condition of windows and doors on market-rate properties was generally higher, however, with one third of all properties (35%) rated “great”, compared with 12% for regulated affordable properties.

Of market-rate properties, 4% (12 properties) were ranked with a 2 and 3% (2 properties) were rated 2. None were rated as “poor”.

Landscaping

Figure 11 shows that the majority, 94% of market-rate and 92% of regulated affordable properties have yards and landscaping in “moderate” to “great” condition. Eight percent of regulated affordable properties (6 properties) and 5% of market-rate (15 properties) were rated two; three market-rate properties were rated “poor”.

Figure 11. Landscaping Condition

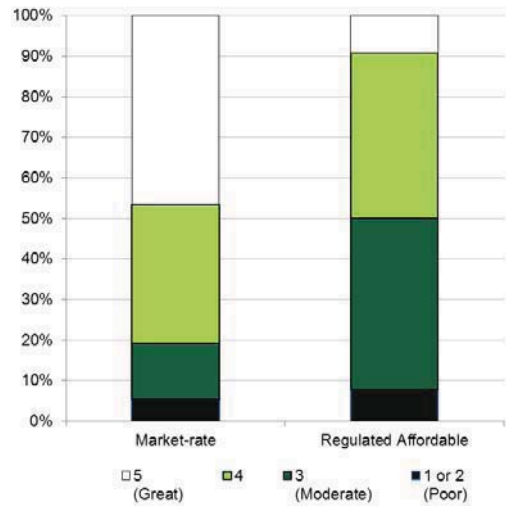
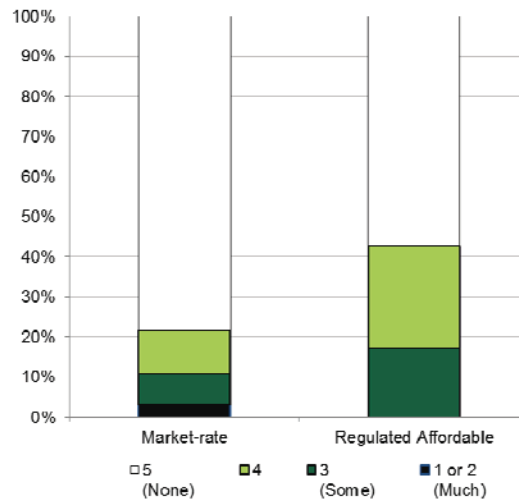


Figure 12. Properties with Yard Debris or Trash



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 12 shows that 78% of market-rate properties had no trash or debris in the yard, compared to 57% of regulated affordable properties. Seventeen percent of regulated affordable properties (13 properties) had “some” trash or debris, compared with 8% of market-rate properties (25). No properties of either type had “much” yard debris or trash.

Figure 13 shows that 78% of market-rate properties had no overgrown foliage, compared to 62% of regulated affordable properties. Sixteen percent of regulated affordable properties (12 properties) had “some” trash or debris, compared with 7% of market-rate properties (23). Four total market-rate properties had “much” overgrown foliage.

Figure 13. Properties with Overgrown Foliage

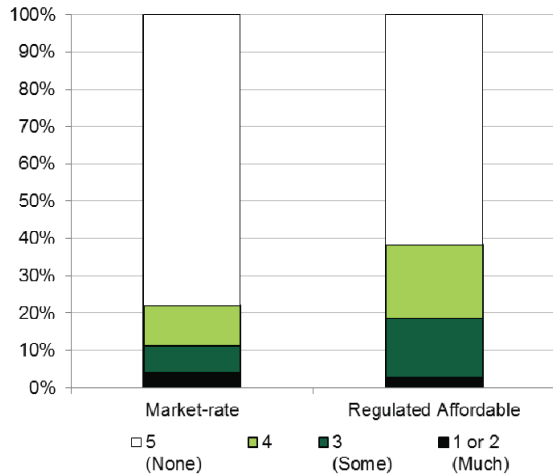
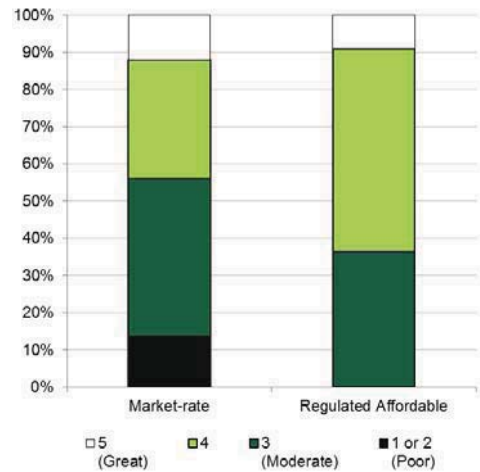


Figure 14. Condition of Outbuildings



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Outbuildings

Surveyors recorded the number, size, and condition of outbuildings, where visible. A total of 72 market-rate properties had outbuildings, compared to 12 regulated affordable properties. Most outbuildings were small- to medium sized for market-rate properties (62), while half were large for regulated affordable properties.

Table 18. Properties with Outbuildings by Size

Properties with Outbuildings	Market-rate	Regulated Affordable
Small	40	4
Medium	22	2
Large	10	6
Total	72	12

Source: Washington County Housing and Neighborhood Conditions Survey, 2011

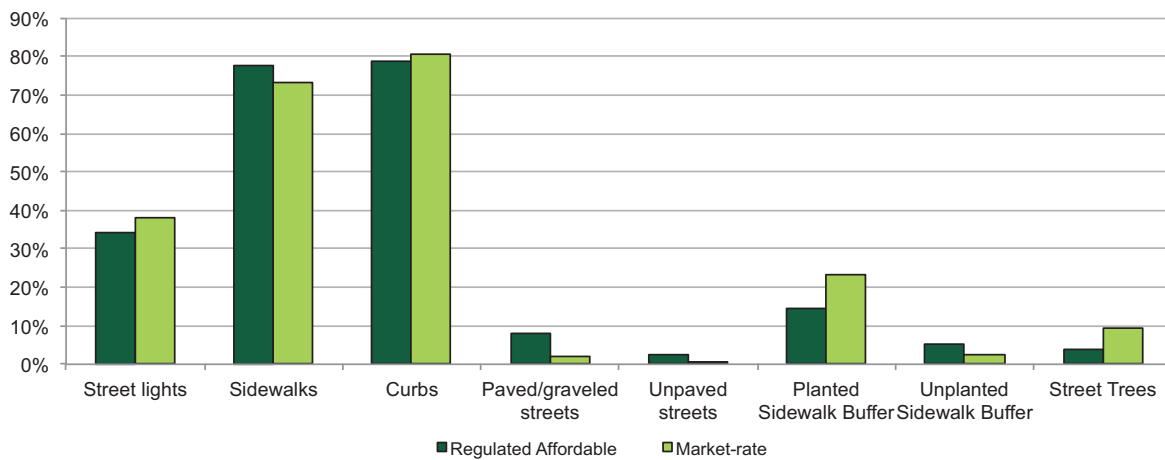
The condition of outbuildings was generally good for both property types, 86% of market-rate and 100% of regulated affordable properties were considered “moderate” or better. Twelve percent of market-rate properties were rated two (8 properties) and one was rated “poor”.

Neighborhood elements

Surveyors recorded public-realm amenities surrounding each property, including sidewalks, street trees, and street lights. Figure 15 shows that both regulated affordable and market-rate properties tend to have similar provision of these amenities. Market-rate properties tended to be more often served with street lights (38%), planted sidewalk buffers (23%) and street trees (9%) than regulated affordable properties.

Six regulated affordable properties have paved/graveled streets (8%) and two have unpaved streets (3%). This is compared to six market-rate properties with paved/graveled streets (2%).

Figure 15. Street Amenities (of all surveyed), percent of properties with each amenity.



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Table 19 shows that properties with leafy street trees, which provide shade for pedestrians, were more often found at market-rate properties. Most trees were considered “medium” sized.

Table 19. Properties with Leafy Street Trees

Properties with Leafy Street Trees	Market-rate	Regulated Affordable
Small	3	1
Medium	44	2
Large	0	1
Total	47	4

Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 16 shows that most properties are free of graffiti. Nearly all properties had no graffiti. One regulated affordable property had “some” graffiti, and four had between “some” and “none”. Two market-rate properties had “some” graffiti, and three had between “some” and “none”.

Figure 16. Properties with Graffiti

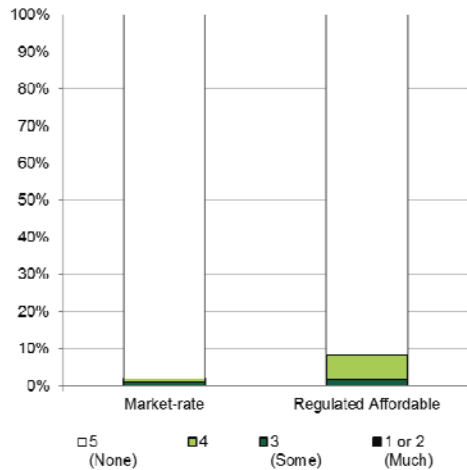
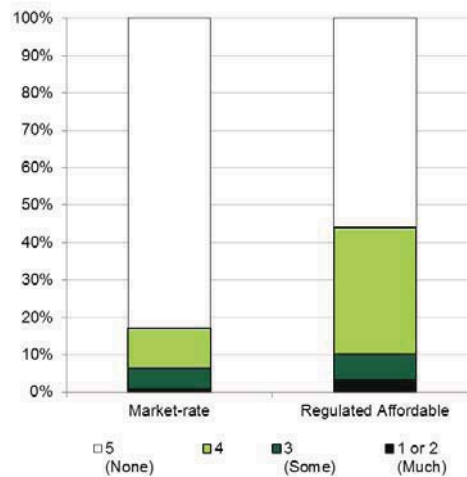


Figure 17. Neighborhood with Trash or Debris



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 17 shows neighborhood trash and debris. Regulated affordable properties had more of a problem with neighborhood trash and debris. Eighty-three percent of market-rate properties have no trash or debris, compared to 56% of regulated affordable properties. A total of 43 market-rate properties and 26 regulated affordable properties had some trash or debris on site.

Table 20 shows the share of properties with neglected vehicles is a little more common at regulated affordable properties than market-rate properties.

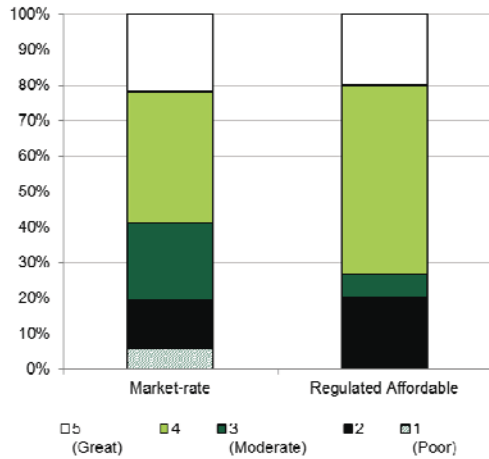
Table 20. Properties with Neglected Vehicles

Properties with Neglected Vehicles	Market-rate	Regulated Affordable
Total	69	18
Share of Property Type	20%	24%

Source: Washington County Housing and Neighborhood Conditions Survey, 2011

Figure 18 shows that one in five of neglected vehicles on regulated affordable properties was rated “poor”.

Figure 18. Condition of Neglected Vehicles



Source: Washington County Housing and Neighborhood Conditions Survey, 2011

APPENDIX 3: HOUSING SURVEY INSTRUMENT

Group ID # :
Property ID #:

Housing Condition Survey Form

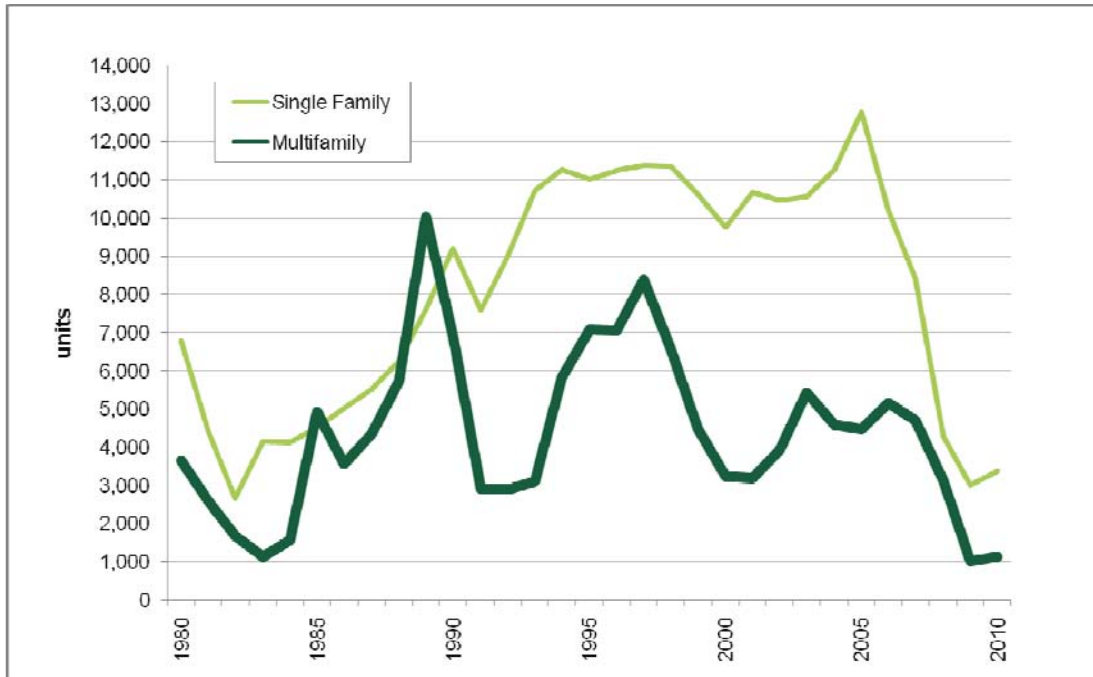
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<td>Much 1</td> <td>2</td> <td>Some 3</td> <td>4</td> <td>None 5</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Neglected Vehicles: (Count = _____)</td> <td>Poor 1</td> <td>2</td> <td>3</td> <td>4</td> <td>Great 5</td> <td><input type="checkbox"/></td> </tr> </table>	Elements of Residence	Rating					Not Visible	Overall condition of residence	Poor 1	2	3	4	Great 5	<input type="checkbox"/>	Roof	Poor 1	2	3	4	Great 5	<input type="checkbox"/>	Exterior Surfaces	Poor 1	2	3	4	Great 5	<input type="checkbox"/>	Windows, Doors	Poor 1	2	3	4	Great 5	<input type="checkbox"/>	Overall Landscape	Poor 1	2	3	4	Great 5	<input type="checkbox"/>	Debris/Refuse in Yard	Much 1	2	Some 3	4	None 5	<input type="checkbox"/>	Overgrown Foliage	Much 1	2	Some 3	4	None 5	<input type="checkbox"/>	Additional visible outbuildings							Number of outbuildings (Count)		Small	Med	Large			Condition of outbuildings	Poor 1	2	3	4	Great 5	<input type="checkbox"/>	Neighborhood elements <input checked="" 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Total Bldgs. _____																																																																																																																																													
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3) For Sale ___ For Rent ___ sign(s) <input type="checkbox"/>																																																																																																																																													
Not a residential dwelling <input type="checkbox"/>																																																																																																																																													
Under construction (New ___ Remod ___) <input type="checkbox"/>																																																																																																																																													
Type of Parking <input checked="" type="checkbox"/>																																																																																																																																													
On-Street Parking <input type="checkbox"/>																																																																																																																																													
Driveway <input type="checkbox"/>																																																																																																																																													
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Yard <input type="checkbox"/>																																																																																																																																													
Parking Lot <input type="checkbox"/>																																																																																																																																													
Not visible from street <input type="checkbox"/>																																																																																																																																													
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Elements of Residence	Rating					Not Visible																																																																																																																																							
Overall condition of residence	Poor 1	2	3	4	Great 5	<input type="checkbox"/>																																																																																																																																							
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Exterior Surfaces	Poor 1	2	3	4	Great 5	<input type="checkbox"/>																																																																																																																																							
Windows, Doors	Poor 1	2	3	4	Great 5	<input type="checkbox"/>																																																																																																																																							
Overall Landscape	Poor 1	2	3	4	Great 5	<input type="checkbox"/>																																																																																																																																							
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Overgrown Foliage	Much 1	2	Some 3	4	None 5	<input type="checkbox"/>																																																																																																																																							
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Paved/graveled street pathways <input type="checkbox"/>																																																																																																																																													
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Neglected Vehicles: (Count = _____)	Poor 1	2	3	4	Great 5	<input type="checkbox"/>																																																																																																																																							

Notes:

- 1) Plex' units on individual taxlots should be recorded as Duplex, Triplex or 4-plex. Multiple 'Plex' buildings on a tax lot (or lots) should be recorded on the Multi-building apartment complex line below.
- 2) Refer to multi-family project database to identify applicable Multi-building apartment complexes.
- 3) Check whether for sale or rent
- 4) Ratings: 1=Needs major maintenance/replacement, 3=Moderate condition, 5=Good condition- include 2 or 4 rating as appropriate
- 5) Ratings: 1=Substantial, 3=Moderate, 5=None - include a 2 or 4 rating as appropriate

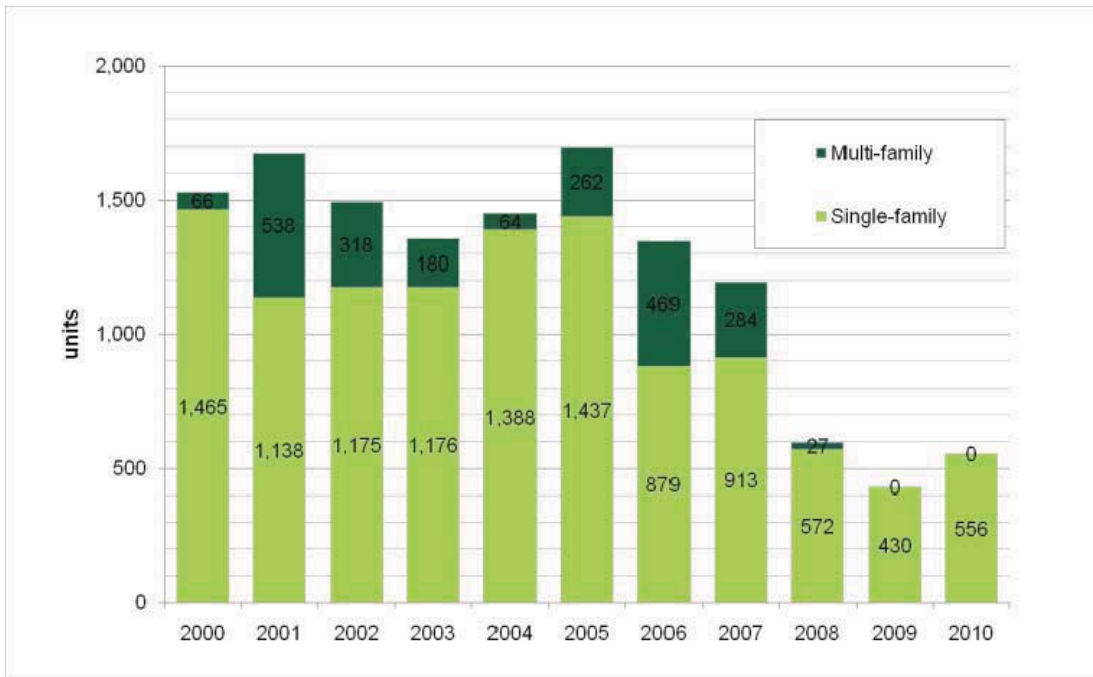
APPENDIX 4: BUILDING PERMIT TRENDS

Table 21. Portland Metro Area Building Permit Trends: 1980 to Present



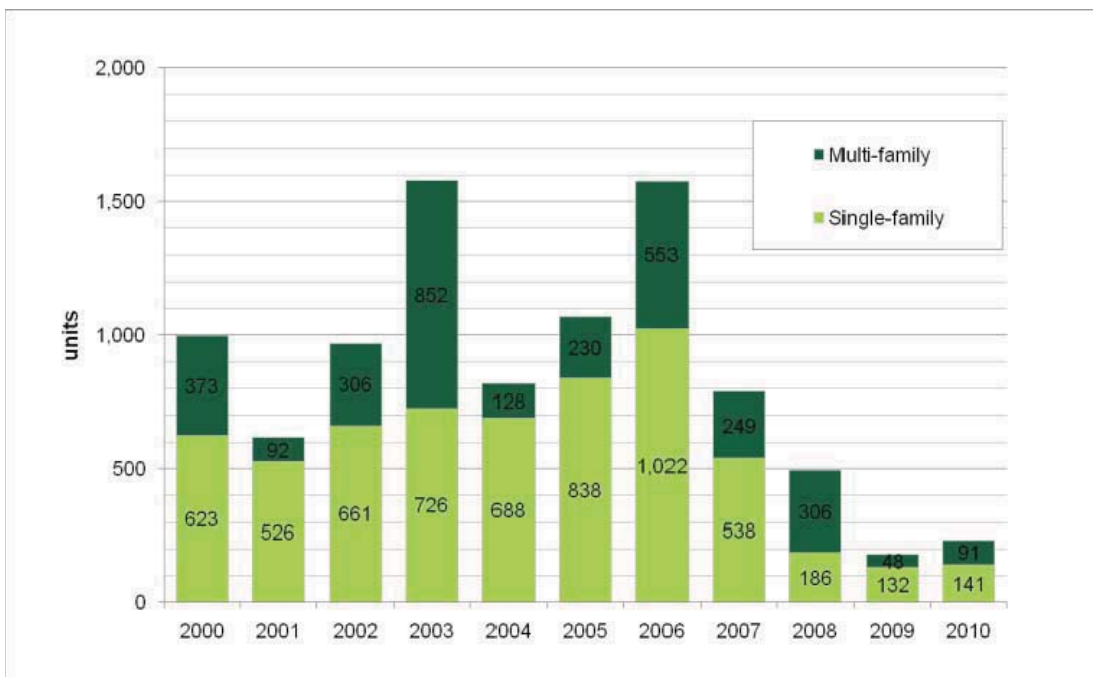
Source: U.S. Census (using permit data from local jurisdictions), and Leland Consulting Group

Figure 19. Unincorporated Washington County Building Permit Trends



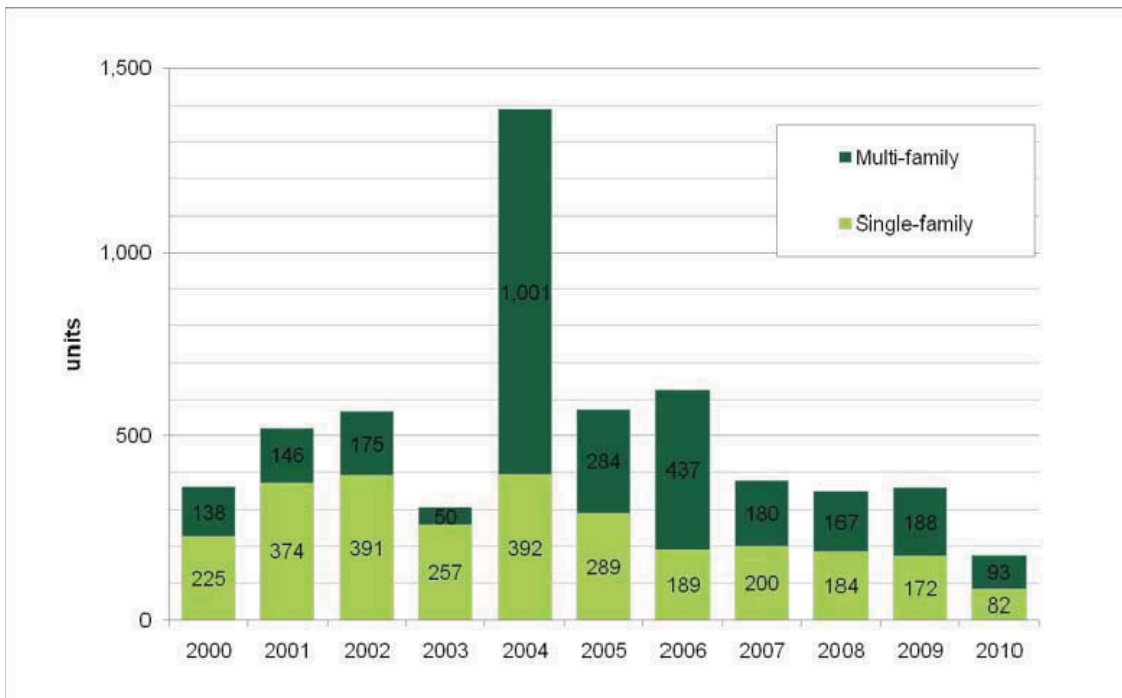
Source: U.S. Census (using permit data from local jurisdictions), and Leland Consulting Group

Figure 20. Hillsboro Building Permit Trends



Source: U.S. Census (using permit data from local jurisdictions), and Leland Consulting Group

Figure 21. Beaverton Building Permit Trends



Source: U.S. Census (using permit data from local jurisdictions), and Leland Consulting Group

APPENDIX 5: FAIR HOUSING CHOICE REPORT SUMMARY

A *Fair Housing Choice Report* prepared for Washington County by PSU graduate students, reviewing housing choices in Washington County. The following is a brief summary of their findings as they apply to both market rate housing and regulated affordable housing.

Fair Housing Choice Report (Survey Results)¹⁶

As a recipient and allocator of federal grant money from the Department of Housing and Urban Development (HUD), Washington County must demonstrate compliance with the Fair Housing Act. This is achieved by regularly updating its Analysis of Impediments to reflect actions being taken to affirmatively further fair housing for classes protected at the federal, state, and county level. A list of protected classes is available in Section III.

Impediments to fair housing can be both active and passive, including actions *and* omissions, direct barriers *and* items that are simply counter-productive to affirmatively furthering fair housing. Potential impediments identified in this section refer to zoning or building code requirements, project planning and development requirements or regulations, and general procedural challenges. They also can refer to the less concrete lack of knowledge or understanding of fair housing, protected classes, or the provision of housing accessible to those classes. The Fair Housing Choice paper presents the findings and recommendations for next steps.

The following list summarizes key issues which are further explained below:

- NIMBY issues (community opposition) and protected classes
- Zoning/Planning issues
- Design Codes
- Inconsistent knowledge and rule interpretation between jurisdictions
- Working with Oregon Department of Transportation (ODOT) and local transportation authorities, regarding parking and variances

Process Problems

- Washington County planners, building officials, and other development staff may not have adequate or clear understanding of financing requirements for the variety of public/private funding sources.

¹⁶ Source: Washington County Department of Community Development (OCD) 2011 Field Work Review Fair Housing Choice, prepared by PSU graduate students, May 2011.

- There is a disparity between jurisdictions on how they would go about considering special issues such as reduced parking, reduced square footage per unit, or mandated higher density per acre to reduce land and building costs.
- The permitting process is too slow. It causes developers to lose significant amounts of money that are not factored into their budget. The slow economy exacerbates this situation.
- One interviewee commended Tigard for their permitting speed; one also commended Hillsboro and Forest Grove; another mentioned that Beaverton was very slow.
- There is no regulated process for introducing specialized housing to the neighborhood in which it is slated to be built. Organizations use their judgment to decide how to integrate housing for people with criminal histories, those with drug and alcohol abuse problems, the homeless, and chronically mental ill into the community.
- Some communities get upset that they didn't know these people are living in their community and that they were not involved in the planning process.

Some organizations developing this type of housing felt that the County is purposely working to make this process opaque so that individual politicians are not connected with these projects. They are frustrated by a perceived lack of support for their projects by the County.

Zoning/ Building Problems

- A few interviewees expressed concern that “blanket” parking requirements and transportation development impact fees were unreasonable for many protected classes, e.g., the physically disabled who do not drive, notably in Beaverton.
- Limited mixed-use zoning restricts housing that has supportive services within residential buildings (daycare, communal kitchen, etc.).
- Despite federal min/max occupancy standards based on number of bedrooms, individual landlords can set their own occupancy requirements. This leads to clustering of large families.
- Service providers are unclear who regulates occupancy standards and what they are. Because of their lack of knowledge, service providers are unable to help families advocate for themselves.
- Residential density zoning and existing housing stock in Washington County is not suited for large families or group living facilities.

Other Issues Affecting Regulated Housing

- **Systems Development Charges (SDC).** There is a significant transportation fee increase due January 2012 but may be delayed a year by County Commissioners due to housing developer input.
- **Property Taxes.** An analysis of the various property tax exemptions that are available to support regulated housing was prepared by Washington County Housing. A discussion of these exemptions and their usefulness to regulated housing will be included.

- **Building/Design/Construction issues:**
 - Green Building Options
 - Cost of construction issues related to federal wage rates
 - Building type
 - Required life cycle and maintenance.

DOT/HUD Acknowledgements

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.

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.

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

Research and Report:



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Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

June 2012

Appendix 5



This project also 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.

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APPENDIX 5: TRANSPORTATION

5.1 Background

The existing transportation system in the Aloha-Reedville area has developed in a piecemeal and intermittent pattern over time. Transportation improvements have been typically installed in one of two ways:

- Through required development improvements as a condition of approval, with improvements reflecting the applicable standards at the time of the development;
- Through improvements as part of a major road improvement project, where the entire road was rebuilt and travel lanes, bike lanes, sidewalks, streetlights, and/or signals may have been installed as part of the improvements.

This has led to the existing uneven transportation network on the ground. Today, sidewalk gaps exist along key transportation corridors and many streets lack shoulders and continuous bike lanes while connectivity is precluded by cul-de-sacs and other barriers.

Through surveys, on-line comments, and open houses, Aloha-Reedville residents have voiced transportation-related concerns such as:

- gaps in sidewalk coverage
- access to transit
- bicycle safety issues
- lack of adequate pedestrian crossings on TV Highway
- traffic congestion

This chapter is intended to provide a current description of transportation facilities in the study area, noting gaps and opportunities where data exists.

The Existing Conditions Report for the TV Highway Corridor Plan (TVCP) has been completed and contains the most current information for traffic conditions on TV Highway and the major streets that intersect the highway. TriMet's Pedestrian Network Analysis, Technical Memo #2, (January 2011) analyzed each of TriMet's transit stops from a variety of perspectives, using GIS tools to understand how transit stops relate to the surrounding street network and how they perform relative to the transit network. Data from both of these resources informs this report.

5.2 Washington County Transportation Plan (TP)

The 2020 Transportation Plan (TP) is the county's guiding document that identifies transportation policies and strategies specific to streets and highways, transit, demand management, bicycles and pedestrians, and air and rail transportation. Mobility, efficiency, safety, equity, and the natural environment are all addressed in this document. The existing plan was adopted in 2002 and identifies system needs and characteristics through the year 2020. The TP is one element of the county's Comprehensive Plan.

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

Much of the information referenced in this appendix report is explained in greater detail in the technical appendix to the 2020 TP. The appendix can be accessed at

<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/Publications/tsp-technical-appendix.cfm>

Most provisions of the TP are implemented by the community plans, the Rural/Natural Resource Plan and the Community Development Code. For example, local street connectivity and pedestrian connectivity to major bus stops are addressed in the community plans. The Development Code contains specific standards and procedures necessary to implement the TP, such as standards for access spacing, major bus stops, and neighborhood circulation.

All city and county transportation plans must be consistent with Metro's Regional Transportation Plan (RTP). The RTP provides a framework for local government planning work. The latest version of the RTP was adopted by the Metro Council in June 2010 and extended the transportation planning horizon to 2035.

In departing from the typical approach of addressing transportation needs on a facility-by-facility basis, the 2035 RTP considers needs and solutions in a broader corridor context known as a Mobility Corridor Strategy. An overall mobility corridor strategy encompasses all modes of travel within a broadly defined travel corridor as well as land use issues, traffic management and operations activities. The 2035 RTP contains 24 such mobility corridors within Metro's planning jurisdiction. *Mobility Corridor #24 – Beaverton to Forest Grove* traverses the Aloha-Reedville study area. Identified needs and strategies for this corridor include, but are not limited to, access management issues, congestion and safety issues, and a lack of adequate bicycle and pedestrian connections to major destinations located on arterial roads. Information on Metro's Mobility Corridors is found at <http://www.oregonmetro.gov/index.cfm/go/by.web/id=35555>.

5.3 County Update to the Transportation Plan

Staff has begun a limited update to the Transportation Plan that is expected to be completed by the end of 2013.

Primary objectives of the update include:

- Achieving consistency with regional and state transportation plans
- Coordinating with adopted city transportation system plans
- Coordinating with regional corridor studies (TV Highway, Southwest Area Corridor Study, etc.)
- Addressing planned growth in housing and employment through 2035

Other issues to be discussed in the update will include:

- Identifying safety improvements that will benefit all users of the roadway – people walking, biking, taking transit, and driving vehicles

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

- Planning for efficient freight movement now and into the future
- Prioritizing short- and long-term transportation investments to best utilize limited transportation funding sources

An inventory of existing conditions is necessary to get details on traffic and freight counts and insufficiencies in transit, bicycle and pedestrian networks as well as establishing a list of potential safety improvements. Growth forecasts and transportation system needs for all modes of transportation through 2035 will be identified and used to define deficiencies and develop system alternatives and preferred alternatives. Finally, general funding strategies will address overall transportation needs within the county, including those identified study area.

TP updates will be shared with the advisory committees of both the Aloha-Reedville study and the TVCP to ensure consistency of information among both planning projects. The latest information on the county's Transportation Plan update can be found at <http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/Transportation2035/index.cfm>.

5.4 Roadways

The county's road system is categorized by a hierarchical system of roadway types, as shown on Maps 5.1 and 5.2 contained in this appendix.

Principal Arterials are freeways and highways that typically connect over the longest distances in the county. TV Highway is the only principal arterial in the study area. *Arterial Streets* provide connections between major commercial, residential, industrial and institutional areas. Typically they accommodate the bulk of the freight and commuter traffic in the area. Arterials in the study area include:

- SW 170th Avenue
- SW 185th Avenue
- SW 209th Avenue (south of TV highway)
- Baseline Road
- Cornelius Pass Road
- Farmington Road

Approximately two and one half miles of TV Highway and approximately 13.5 miles of non-principal arterials are within the study area boundary.

Recent capital improvements-arterials:

- A street widening of SW 185th between SW Shaw Road and SW Kinnamen Road. Improvements included widening to three lanes and five lanes, curbs, sidewalks, bike lanes, underground storm drainage with catch basins, street lighting, surface storm runoff collection, traffic and pedestrian signal improvements at Kinnaman Road, roadside tree plantings and retaining walls where appropriate. A new storm line on SW Blanton (west of SW 185th) was

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

also installed. Future expansion to 5 lanes for the length of the project is planned but timing and funding for the work has yet to be determined. The above work was completed in December 2010.

- Widening Farmington Road to five lanes between 170th Avenue and Kinnaman Road. The improvements included two travel lanes in each direction and a center turn lane, matching the improvements of the adjacent roadway sections. The project also included upgrades to the existing signal. These improvements were implemented to relieve congestion on Farmington Road that caused delays between 170th Avenue and Kinnaman Road. The project was completed in August, 2008.
- Cornelius Pass Road, from NW Wilkins Street to SE Frances Street – a cooperative road improvement project between the county and Hillsboro designed to reduce congestion and improve safety. Improvements included the widening of Cornelius Pass Road to five lanes, bridge replacement at Beaverton Creek, installation of bike lanes, sidewalks and street lighting, and drainage improvements. This project was completed in July, 2011.

Within the study area, segments of TV Highway and of SW 185th Avenue (within the Town Center) are designated for ‘street design’ consideration and segments of Baseline Road and SW 170th Avenue are included for ‘Boulevard Design’ features (Map 5.3). ‘Street’ design and ‘Boulevard’ design are the two primary design considerations of the Regional Street Design Overlay map in the TP. The intent of the overlay is to use design features that enhance pedestrian, bicycle, and transit functions while maintaining adequate vehicle capacity within the design areas. Street design options can range from two to more than four travel lanes, with turn lanes, landscaping, bike lanes and landscaped buffered sidewalks of six feet or more. Boulevard design may have three or more travel lanes, with landscaped medians, on-street parking, landscaped buffered sidewalks, bicycle lanes, wide sidewalks, and enhanced pedestrian crossings, such as pedestrian-activated crossings.

Some but not all of the above design elements are currently reflected in the design areas. Application of design features are implemented through the Community Development Code at the time of redevelopment.

Collectors provide both access and circulation between commercial, residential, industrial and institutional areas. Generally, they tend to carry fewer vehicles at reduced travel speeds than arterials. The collectors in the study area north of TV Highway include:

- SW Alexander Street
- SW Johnson Street
- SW Rock Road
- NW Quatama Road
- SW 197th/SW 198th Avenue
- SW 205th/206th Avenue
- SW 209th Avenue /SW Anthony Drive

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

Recent capital improvements-collectors:

The 209th Avenue Bridge over Butternut Creek was replaced and rebuilt to planned capacity, with completion and reopening in September 2009. The new bridge has bike lanes and sidewalks. These improvements continue on the east side of SW 209th north and south of the bridge; currently the west side lacks these amenities.

The Alexander Street Improvement Project evaluated potential road and pedestrian improvements from 170th Avenue to 185th Avenue on SW Alexander Street. This project was an exploratory exercise that could possibly lead to project development at some undetermined future date. Map 5.4 in this appendix shows the project area.

The collectors in the study area south of TV Highway include:

- SW Kinnaman
- SW Rosa Street
- SW Division
- SW 198th Avenue
- SW 179th Avenue (to study area boundary)
- SW 160th Avenue
- Short segments of SW Oak Street and SW Grabhorn Road

Recent improvements include a sidewalk improvement project on SW 198th Avenue from just south of TV Highway north to SW Johnson Street. The project was completed in early 2007.

There are approximately 17.2 miles of collectors in the study area. The draft Aloha-Reedville Transportation Inventory Study of arterials and collectors, completed December 23, 2011, is included in Appendix 5.

Neighborhood Routes provide connectivity to the arterial and collector system. Neighborhood streets are rarely reconstructed, so sidewalk construction occurs incrementally as development occurs. This typically results in gaps between completed sections of sidewalks as new development occurs around older development. In neighborhoods that are completely built out, there is seldom an opportunity for installation of sidewalks unless adjacent property owners are willing to pay for them.

Neighborhood routes in the study area are numerous and some of the longest include:

- SW 187th Avenue
- SW 192nd Avenue
- SW Blanton Street
- SW 189th Avenue
- SW Shaw Street

There are approximately 25.3 miles of neighborhood routes in the study area.

The final street classification is *Local Streets*, which provide direct access to residential and occasionally commercial properties. The majority of streets in the study area are classified as local streets. There are approximately 83 miles of designated local streets in the study area.

Table 5.1 shows standards for the county’s roadways.

Table 5.1

Roadway Classification	Lanes	Bike lanes	Maximum Right-of-Way	Maximum Paved Width
Principal Arterials and Arterials	7	Yes	122 feet	98 feet
	5	Yes	98 feet	74 feet
	3	Yes	90 feet	50 feet
	2	Yes	90 feet	48 feet
Collectors	5	Yes	98 feet	74 feet
	3	Yes	74 feet	50 feet
	2	Yes	60 feet	38 feet
Neighborhood Routes	2	No	60 feet 60 feet	36 feet 36 feet
Local Streets	24' foot travel way	No	50 feet	32 feet

To ensure that the local street system will provide a connected network that supports local travel needs, sufficiently sized areas that are candidates for development or redevelopment are identified on the Local Street Connectivity map (Map 5.5; 5.6) . The Local Street Connectivity map indicates where new local streets are required to connect to the existing road network as part of new development. Where it is impracticable to provide a local street connection based on applicable criteria in the Community Development Code, bicycle and pedestrian access ways are required to improve connectivity of the transportation network.

Street system inventory

The project team is currently reviewing collectors and arterials within the study area to estimate the cost of improving road sections to meet adopted road standards. Assessments will include a calculated average cost to purchase right-of-way. It will also include an estimated cost per mile for construction of the roadway, bike/pedestrian facilities, required street amenities and a factor for road-way underlayment. General estimates based on similar and recent construction will be provided for bridges and some intersection improvements. The appendix has tabulated information on existing conditions of arterials and collectors in the study area – included are lane width, sidewalk, curb, and bike lane detail. The estimates will provide a basis to discuss transportation priorities in Phase 2 of the project.

5.5 Traffic

Traffic Counts

The county regularly conducts traffic counts at assigned stations county-wide. Within the study area, traffic counts are taken from 33 road stations entirely within the study area and from 16 stations along the study area's edge. Map 5.7 shows 1-day vehicle counts at these locations.

The neighborhood streets program provides a mechanism to help preserve and improve neighborhood livability by discouraging undesirable driver behavior, encouraging safe pedestrian and bicycle use, improving safety for pedestrians, bicycles, and drivers, involving area residents in solving traffic problems, and making efficient use of tax dollars by prioritizing requests for improvements. As part of the program, county staff has responded to neighborhood requests to evaluate traffic patterns within the study area. Eight road segments south of TV Highway and two segments north of the highway, shown in Table 5.2 below, were evaluated for safety based on citizen input. These traffic studies counted vehicles and assessed traffic speed over a 24-hour period. Improvements such as speed cushions and curb bump-outs for SW Blanton and SW Alexander have been identified to mitigate for increased traffic volumes each road experiences from TV Highway overflow. Funding priority for these improvements has not yet been determined.

Table 5.2

South of TV Highway			
<i>Street</i>	<i>Segment</i>	<i>Average Daily Traffic Count</i>	<i>Speed recorded</i>
SW 149 th Av.	SW 6 th to Farmington	2,300	30 MPH
SW 179 th Av.	South of Farmington	3,000	28 MPH
SW 192 nd Av.	SW Rosa Rd. to Farmington	1,000	26 MPH
SW Rosa Rd.	196 th to 185 th Aves.	3,000	30 MPH
SW Rosa Rd.	198 th to 209 th	1,200	28 MPH
SW Carlin Blvd.	SW 198 th to SW 209 th	1,000	30MPH
SW Blanton	SW 170 th to SW 185 th	3,000	29 MPH
SW 173 rd Av.	SW Blanton to Farmington	2,500	26 MPH
North of TV Highway			
SW 178 th Av.	Alexander to Johnson	2,500	30 MPH
SW 201 st Av.	SW Rock Rd. to baseline	2,400	33 MPH

The August 2011 TVCP Existing Conditions Report includes an analysis of 20 intersections within the study area, from SW Farmington Road to Baseline Road. Traffic volume was recorded during peak hour periods and analyzed relative to estimated capacity and levels of service at each intersection. Seven intersections in the study area exceed design capacity for levels of service during evening peak hour periods; three of these intersections also exceed design capacity during the morning peak traffic period.

Within the TVCP study area (10th Avenue in Hillsboro to Cedar Hills Boulevard in Beaverton), the report notes that the peak morning traffic period eastbound on TV Highway is slowest between 209th Avenue and 170th Avenue and westbound traffic is slowest between Cedar Hills Boulevard and 170th Avenue. During the peak evening period, eastbound traffic was slowest between 170th Avenue and Cedar Hills Boulevard and westbound it is slowest between 170th Avenue and 209th Avenue.

Details on intersection analysis and travel times along TV can be found in the TVCP report included in Appendix 5.

Safety Priority Index System (SPIS)

The Safety Priority Index System (SPIS) is a ranking methodology originally developed by ODOT in 1986 for analyzing locations on state highways that demonstrated a high rate of crash activity. A roadway segment becomes an ODOT SPIS site if a location has three or more crashes or one or more fatal crashes over a three year period. Crash frequency, crash rate, and crash severity are evaluated for each SPIS site.¹

SPIS reports provide the basis for site ranking for potential improvements in the future. Improvements such as signal installation, turn lane construction, or road widening are applied where the widest benefit can be attained with available resources. SPIS data is relatively general in nature and does not denote types of crashes (e.g. automobile crash only or bike/ped-automobile accident) or the specific reason for the accident's occurrence. Moreover, crashes where property damages were not over \$1500 for any vehicle are not required to be reported to police.²

Within the study area, ODOT manages TV Highway and a segment of SW Farmington Road between SW 170th Avenue and SW 198th Avenue. The Farmington Road segment has a Category 2 rank, meaning it had 1-2 crashes through this segment during the 2007-2009 time period. TV Highway is ranked as a Category 5 road, which equates to more than ten crashes per five mile segment over that period (see Map 5.8).³ Information on automobile collisions on TV Highway and proposed safety improvements for specific sites are contained in Table 7 of the TVCP Report. This report also notes that approximately one-third of all fatal and serious injury crashes along the corridor involved a bicycle or pedestrian and that the high frequency area for bike and pedestrian accidents

¹ *Project Safety Management System: Safety Priority Index System (SPIS). Oregon Department of Transportation; Traffic Roadway Section. April, 2009. Page 1.*

² *Ibid.*

³ Road safety ranking categories are from 1-5, with 5 being the worst.

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

is between SW 170th Avenue and 198th Avenue (p.24). The five year average crash rate along TV Highway was 30% higher than crash rates for similar ODOT facilities throughout the rest of the state.

County SPIS locations are located where the county has jurisdiction over at least one approach to an intersection. Crash incidents are coded to an intersection up to 265 feet in each direction where three or more crashes occurred or where one or more severe injury or fatal crashes occurred during any three year survey period. For the 2006-2008 period, 262 intersections that met the above criteria were on the county SPIS list (see Map 5.9).⁴ Five of the top ten priority-ranked intersections are included within the study area. Four of the five intersections are on TV Highway; the fifth intersection is Baseline Road and SW 185th Avenue. The full SPIS list is included in Appendix 5.

The TVCP report contains improvement recommendations for 1) TV Highway at 185th, 2) TV Highway at 192nd, and 3) TV Highway at 209th.

5.6 Bicycle Network

Oregon State statutes, administrative rules and the Oregon Transportation Plan establish that bicycle facilities are required on all collector or higher classification roadways in conjunction with all roadway construction, reconstruction or relocation projects (excluding signal improvements, signage, landscaping and pavement overlays primarily intended to preserve the riding surface). Exceptions are provided where constructing a bikeway is not safe, where cost is excessively disproportionate to need or probable use, or where there is an absence of need due to low population.⁵

The Bicycle Element of the TP is intended to guide development of the county's bikeway system through the year 2020. Bike lanes typically consist of a six-foot wide travel lane with an 8-inch "barrier" line separating the bike lane from the vehicular travel lane. Paved shoulders may also be provided in the absence of bike lanes. Shoulders are deemed suitable for bike travel when there is a minimum of four feet of pavement outside the 4-inch fog line.

Approximately 20 miles of bike lanes are within the study area. Of this total, 17.95 miles are on arterials and 1.84 on collectors. Approximately 4.4 miles of arterials and 15.8 miles of collectors do not have bike lanes. Existing bike lanes and gaps in the system are shown in Maps 5.10 and 5.11 of this appendix.

Within the study area, only a few arterials have continuous bike lanes on each side of the street: These streets are:

- SE Baseline Road
- Cornelius Pass Road
- SW 185th Avenue (with gaps south of Kinnaman Road)
- TV Highway (with gaps near some intersections)

⁴ The county SPIS Priority list represents the top 50% of all locations analyzed by county staff.

⁵ ORS 366.514

- SW 170th Avenue south of TV Highway

Farmington Road has bike lanes on both sides of the road at the west and east ends of the study area only.

Figure 10 of the TVCP Existing Conditions Report complements the bike maps referenced above by showing multi-use paths and low volume traffic streets where bicyclists can share the road with vehicles, as well as existing bike lanes. The report also notes caution areas for bicycle traffic, which include:

- SW 170th Avenue, from TV Highway to Baseline Road
- SW 198th Avenue, from TV Highway south
- SW 209th Avenue, from SW Wyngate Street to TV Highway
- SW 206th Avenue, from SW Rock Road to SW Baseline Road

The county's Bicycle and Pedestrian Prioritization Project currently underway will result in a prioritization list of future bike and pedestrian improvements on arterials and collectors in the urban unincorporated areas of the county. Enhanced safety will be a key component for future improvement projects.

Bikeways and bike planning is covered in depth in Technical Appendix C-8 of the 2020 Transportation Plan, found at this link: <http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/Publications/tsp-technical-appendix.cfm>

Secondary Bike Routes

The planned system of bicycle lanes on collector and arterial roadways is appropriate for more skilled, adult cyclists. However, less skilled adult cyclists and younger riders that do not have the skills or desire to operate bicycles in heavier traffic benefit from having 'secondary' bicycle routes that are not on the major street system. Although traffic volumes can increase during peak volume traffic activity on secondary bike routes, they nevertheless can often provide a safer bicycle route than nearby parallel arterial and collector streets for much of the day. Lower traffic volumes provide a more appropriate access to local schools. Secondary bike routes are shown on Maps 5.10 and 5.11 and labeled as "connecting low speed street".

The existing secondary bicycle route network will be reviewed as part of the Bicycle and Pedestrian Prioritization Project to determine what if any changes to the existing secondary bike map need to be made to account for current traffic conditions on these routes.

5.7 Pedestrian Network

Sidewalks

Maps 5.12 and 5.13 are included in Appendix 5 that show existing sidewalk coverage in the study area. Sidewalk gaps are common throughout much of the study area given intermittent redevelopment patterns. Virtually all of the collectors and some arterial

segments in the study area have sidewalk gaps, with the highest percentage of uncompleted sidewalks on the following streets:

- SW Johnson Street
- SW 198th Avenue
- SW 209th Avenue
- SW Farmington Road
- SW Rosa Road

In addition to the sidewalk gaps shown in the appendix maps, pages 43-50 of the TVCP contains a detailed current conditions assessment specific to pedestrian facilities and safety issues for each of the following high volume road corridors:

- TV Highway
- SW 197th/SW 198th Avenue
- SW 185th Avenue
- SW 170th Avenue
- SW Farmington Road

The following county programs allow for transportation improvements in areas where redevelopment is not expected in the foreseeable future:

- Minor Betterments – Typically these are connectivity projects to fill in intermittent gaps in sidewalk coverage. There is a limited amount of funding for the long list of needed projects and new projects are proposed by the public every year. Each fall, a small number of projects are selected by the Board of County Commissioners for construction during the following fiscal year. A pedestrian path for SW Kinnaman between SW 185th Avenue and Farmington road is scheduled to begin in summer 2012 under this program.
- Grants - The State of Oregon offers grants for bike and pedestrian improvements. Grant funding is highly competitive and does not function as a stable funding source. County staff typically pursues state funding as grant opportunities arise. Obtaining necessary right-of-way for improvements typically must be resolved prior to applying for this grant program.
- Urban Road Maintenance District (URMD) – The URMD was approved by voters in urban unincorporated Washington County in 1987. URMD provides preventive road maintenance services for public roads not designated arterials or collectors within URMD boundaries. Approximately 430 miles of neighborhood streets are within the district. In September 2011, the Board expanded the services eligible for URMD funding to include construction of safety improvements such as sidewalks. These safety improvements can also be made on arterials and collectors within the URMD boundary. The amount and priority of URMD funding allocated for safety improvements in any given year will be determined during the annual budget process.

A pedestrian safety plan for TV Highway was prepared for ODOT in August 2007 that focuses exclusively on pedestrian activity, pedestrian accident occurrences, and

mitigation/safety measures for TV Highway. A pedestrian network needs analysis is discussed in the Pedestrian Element of the county's Pedestrian and Bicycle Plan (August, 2010).

Mid-block Crossings – TV Highway

The 2009 Transportation Plan update included a report on mid-block crossings of arterials. The report looked at why people attempt mid-block crossings and an evaluation of different improvements that would facilitate mid-block crossings of busy streets. Staff has developed a formal policy for application, evaluation, and approval of mid-block crossings. The policy calls for applying various techniques to future designated crossings depending on traffic, width, speeds, and conditions at the proposed location. All mid-block crossings shall be approved by the County Engineer.

Mid-block crossings are a significant safety concern on TV Highway given the distance between signalized intersections coupled with traffic speed and volume. The only designated mid-block pedestrian crossing on TV Highway is located at SW 178th Avenue. This crossing has a pedestrian-activated signal. Throughout the corridor, there are a number of unofficial pedestrian trails which cross the railroad tracks (immediately south of TV Highway and adjacent to SW Shaw) that concentrate pedestrian activity at random locations along the highway. These areas and other mid-block crossing locations will be considered for possible improvements as part of the TVCP.

Trail Network

The off-street pedestrian network within the study area consists of existing and planned multi-use trails and pathways that are generally located within drainage and utility corridors, parks, and other public rights of way. In the study area and the other unincorporated urban areas of Washington County, off-street trails are constructed and maintained by trail providers and homeowners' associations. Trail service providers include THPRD and cities. Trails and pathways constructed as part of private development are often maintained by homeowner's associations. All planned trail alignments are generalized pending a more detailed site analysis. Specific alignments will be determined through the development review process or a specific planning process for a trail.

The Tualatin Hills Parks and Recreation District (THPRD) is the primary trails provider in Washington County. The district covers approximately two thirds of the study area and operates and maintains the 222-acre Tualatin Hills Nature Park immediately east of the study area. About 1.5 miles of trails are paved, while the remaining 3.5 miles are well maintained, soft-surface trails. Sections of the trail are paved and wheel-chair accessible. Study area access to the park occurs from two locations on SW 170th Avenue.

Maps 5.14 and 5.15 show the existing trail network in the study area.

Pedestrian Districts:

Pedestrian Districts are identified in the TP as areas well-served by transit and planned for dense, mixed-use development. Buildings are typically oriented to the street, with wide sidewalks, marked street crossings, pedestrian scale lighting, benches, bus shelters and street trees. Pedestrian Districts within the study area are located in the Aloha Town

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

Center and in the vicinity of the study area's three light-rail stations. The Community Development Code ensures that the above requirements are applied at the time of development or redevelopment.

The above features are more prevalent in the Transit Oriented Districts proximate to the light rail stations than in the designated town center area. This is due in part to the more recent development of the station areas, such as the on-going residential buildout in the vicinity of SW 170th Avenue and Quatama stations. These areas have small commercial nodes providing services to the immediate area. Pedestrian district features will be applied through the CDC as buildout progresses.

Virtually the entire pedestrian district east of SW 185th Avenue is currently in use as the largest nursery in Aloha. While the area has sidewalks on both sides of Baseline Road, there are no commercial or mixed-use activities uses to draw people to the area. The Aloha Town Center is also a designated pedestrian district. Clear bike and pedestrian access and pedestrian-scale lighting is lacking in much of the residential area and commercial areas along TV Highway are primarily auto-centric, with wide (often treeless) parking areas serving stores set back considerably from the highway.

Streetscape Improvement Areas

Streetscape improvements have the potential to change the relationship between automobiles and pedestrians by allocating more space to pedestrian travel. Streetscapes where the elements are scaled to human size rather than vehicle size are attractive to pedestrians. Amenities such as benches, drinking fountains, trash receptacles, special transit shelters, pedestrian-scaled lighting fixtures and public art can all be incorporated into coordinated streetscape improvements.

Streetscape improvement areas include the TV Highway corridor, including SW Blanton and SW Alexander Streets, from SW 170th Avenue to SW 198th Avenue and segments of several streets in the area of SW Kinnaman and Farmington. The Plan anticipates that enhanced standards for pedestrian facilities and amenities will be used in these areas. Staff has relied on the *Washington County Road Design and Construction Standards* adopted in Feb. 2011 for guidance in development or redevelopment within Streetscape Improvement Areas. These enhanced facilities are intended to adequately address pedestrian safety, sidewalk width, ease of street crossing, illumination, connectivity and streetscape improvements and amenities.

The above enhancements are not consistently found throughout each area. Gaps in sidewalk coverage and lighting are not uncommon. Areas that have been improved to plan standards are typically multi-family developments that have been constructed within the last 20-25 years, when streetscape enhancements are applied as part of the development process. Aloha High School and Aloha Huber Park School are both located in Streetscape Improvement Areas but both lack complete sidewalk coverage within a half mile of each school and marked crossings at intersections that border the school. Residential areas may have acquisition constraints that will preclude locating new sidewalks on either side of a street.

Altering existing area designations for streetscape improvement areas as they are mapped in the TSP may be considered in the current county update of the TP.

Streetscape Improvement Areas and Pedestrian Districts within the study area are shown in Map 5.16 of Appendix 5.

Street Lighting:

Good lighting of street and pedestrian facilities increases the comfort and perception of personal safety of pedestrians during evening hours, which influences their choice of route or their decision whether or not to walk to preferred destinations. At minimum suitable lighting levels should be provided at intersections and at key crossing locations such as transit stops and mid-block crossings.

Neighborhood street lighting is provided through service districts for lighting (SDLs) formed by developers or neighborhood residents. Specific property tax assessments on landowners fund the maintenance, repair and electrical charges of district lighting facilities. The assessments differ depending on the number and types of lights as well as the number of residents within a district. Creation of a SDL must be with the consent of at least half (50%) of all property owners in the proposed district. Districts for existing development are created at the request of property owners by petition to the Board of County Commissioners.

Washington County has 2,803 street lights on arterial and collector roads under its jurisdiction. Roughly 11,057 street lights are funded through service districts in unincorporated Washington County. Map 5.17 and 5.18 show SDLs within the study area and is included in Appendix 5.

5.8 Public Transit – Tri-Met

Most of the study area is served by transit, with five transit routes (the MAX line, Baseline Road, 185th Avenue, Farmington Road and TV Highway) connecting Aloha-Reedville to employment and residential areas throughout the rest of the Metro region. Transit service, transit generators, and ridership characteristics within the study area are addressed in pages 16-21 of the December 2011 TVCP Existing Conditions Report.

Line 57-TV Highway/Forest Grove is the only high-frequency bus line in the study area. In 2010, this route had the highest ridership of any bus route west of Portland, with nearly 50,000 boarders per week. Ridership has increased 33 percent since the line was upgraded to frequent service (every 15 minutes) in 2004.⁶ The highest number of eastbound and westbound boardings on this line occurs at SW 185th Avenue. In the study area, transit coverage is limited west of SW 185th Avenue outside the MAX Light Rail corridor and the TV highway corridor.

Average boarding numbers for transit lines in the Aloha Reedville Study Area (FY 2011, excluding summer quarter) were as follows:

⁶ TriMet Investment Plan FY 2012. Page 75.

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

- Blue Line MAX (166 boarding rides per vehicle hour)
- Frequent Service Bus – Line 57 TV Highway/Forest Grove (42 boarding rides per vehicle hour)
- Standard Service Bus – Line 52 Farmington/185th (34 boarding rides per vehicle hour)
- Standard Service Bus - Line 88-Hart/198th (23 boarding rides per vehicle hour)
- Standard Service Bus - 47 Baseline/Evergreen (14 boarding rides per vehicle hour)

TriMet's Pedestrian Network Analysis Technical Memo #2, released in December 2010, is a useful reference document for transit elements in the study area. The report is a comparative analysis of the agency's transit network and stop locations. A series of maps is provided that show proximity to community resources such as schools, grocery stores, parks, and social services and ranks transit stops based on the degree of a transit-supportive environment around each stop, proximity to essential services, and an overlay analysis that considered deficiencies and opportunities in the vicinity of each stop. The scores were then compared to census tract maps that illustrate where there are above average concentrations of low-income households and communities of color. Ten high priority focus areas have been chosen in the report, none of which are in the study area. However, the following three areas in the study area were determined to have strong potential for improved safety, increased local pedestrian activity and transit ridership:

- 1) SW Farmington Road between SW 185th Avenue and SW170th Avenue.
- 2) SW 185th Avenue and TV Highway
- 3) SW 185th Avenue and SW Baseline Road

The final Pedestrian Network Analysis Report can be found at <http://trimet.org/projects/pedestrian-network.htm>

Despite declining revenues since 2008 and continuing budget cuts, TriMet's five-year *FY2012 Transit Improvement Program* offers some possibility for future route improvements on the Westside, which include expanding service for employers, more north-south service, and improved frequency along Cornell and Baseline Roads, as well as along 185th Avenue on weekends.

Recent improvements to transit stops in the Study Area include:

- 1) TV Highway at SW 178th, east: Shelter pad
- 2) TV Highway at 185th, east and west: Sidewalk and shelter pad
- 3) TV Highway at SW 209th, east: Sidewalk and shelter pad

Within the larger study area, recent bus stop improvements also occurred at SW 185th Avenue and TV Highway (north and south) and SW 185th and SW Kinnamen Road (south). Map 5.19 shows the existing transit network in the study area.

During Phase 2 of the project, the advisory committees and community members will evaluate existing land use conditions and Tri-Mets' current and projected routes in order to evaluate opportunities and constraints that exist in the study area and to inform recommendations.

5.9 Freight

To provide for the most efficient transport of freight and to minimize impacts on residential neighborhoods, through-truck routes are designated primarily on arterial and collector roads. The primary purpose of designating through-truck routes is to ensure that any future improvements on these roads provide for the safe and efficient movement of trucks. Policy 16 of the Transportation Plan addresses the safe and cost effective movement of freight in the county.

The TVCP lists through truck routes within the study area and includes a table showing those intersections where heavy truck traffic constitutes 3% or more of vehicles entering the intersection. The highest percentage of heavy truck traffic occurs at TV Highway and SW 209th Avenue.

Included on page 10 of the TVCP is a brief discussion of future plans for the Northwestern Pacific Rail line (NWP) line south and adjacent to TV Highway. Freight shipments are expected to increase from the current 2-4 trains/day to a total of six trains per day by the end of 2013 as a result of a new rail connection project designed to improve connectivity to and from the Willamette Valley.

5.10 Funding Options for Transportation Improvements

Transportation projects in Washington County fall into three main categories. Each category relies on very specific sources of funding:



Major Streets Transportation Improvement Program (MSTIP)

This program is funded through a county-wide property tax. The fund is primarily used for capital projects. A recent MSTIP project in the study area was the widening of SW 185th Avenue between Kinnaman and Shaw Street. There are currently no other planned MSTIP projects within the study area. Since the first voter-approved MSTIP levy in

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

1986, over 110 improvement projects have been completed. Washington County and its cities are currently contemplating another increment of MSTIP funding (MSTIP 3d) that could result in approximately \$170 million in additional transportation improvements throughout the county over the 2012-2017 period.

The following 5 projects on the MSTIP 3d list are within the study area:

- 198th Avenue (Farmington to TV Highway): improve to 3 lanes with bike/ped facilities, storm drainage, street lighting
- 205th Avenue (Quatama to Baseline): Improve to 5 lanes and replace bridge w/ bike/ped facilities , storm drainage, street lighting
- 185th Av (Alexander to Blanton): Add bike lanes and enhance pedestrian facilities.
- 170th Avenue (Alexander to Merlo): Improve to 5 lanes with bike/ped facilities, storm drainage, street lighting
- 185th Av (Farmington to Kinnaman): Interim 3 lane improvement w/ bike/ped facilities, storm drainage, street lighting

Transportation Development Tax (TDT).

This fund, previously known as the Traffic Impact Fee (TIF), comes from fees paid at the time of development. The TDT is not a property tax. It is levied county-wide (including within cities) and is based on estimated traffic generated by each type of development. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects are on major roads and include sidewalks and bike lanes as well as transit capital projects (such as bus shelters). New development is required to pay the tax when a building permit is issued, though remodeling is exempt. Development may receive credit towards the charge for constructing eligible transportation improvements. The TDT is being gradually phased-in over the next several years. More information regarding the TDT is available at <http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/transportation-development-tax.cfm>.

Gas Tax.

Washington County receives from ODOT a portion of state funds generated by state gas tax, weight-mile fees, and vehicle registration fees. A local one-cent-a-gallon gas tax is assessed by ODOT at the point of sale and returned to the county along with the portion of the state funds provided by formula. Gas tax revenues are generally dedicated to the maintenance of roads.

Minor Betterment Program.

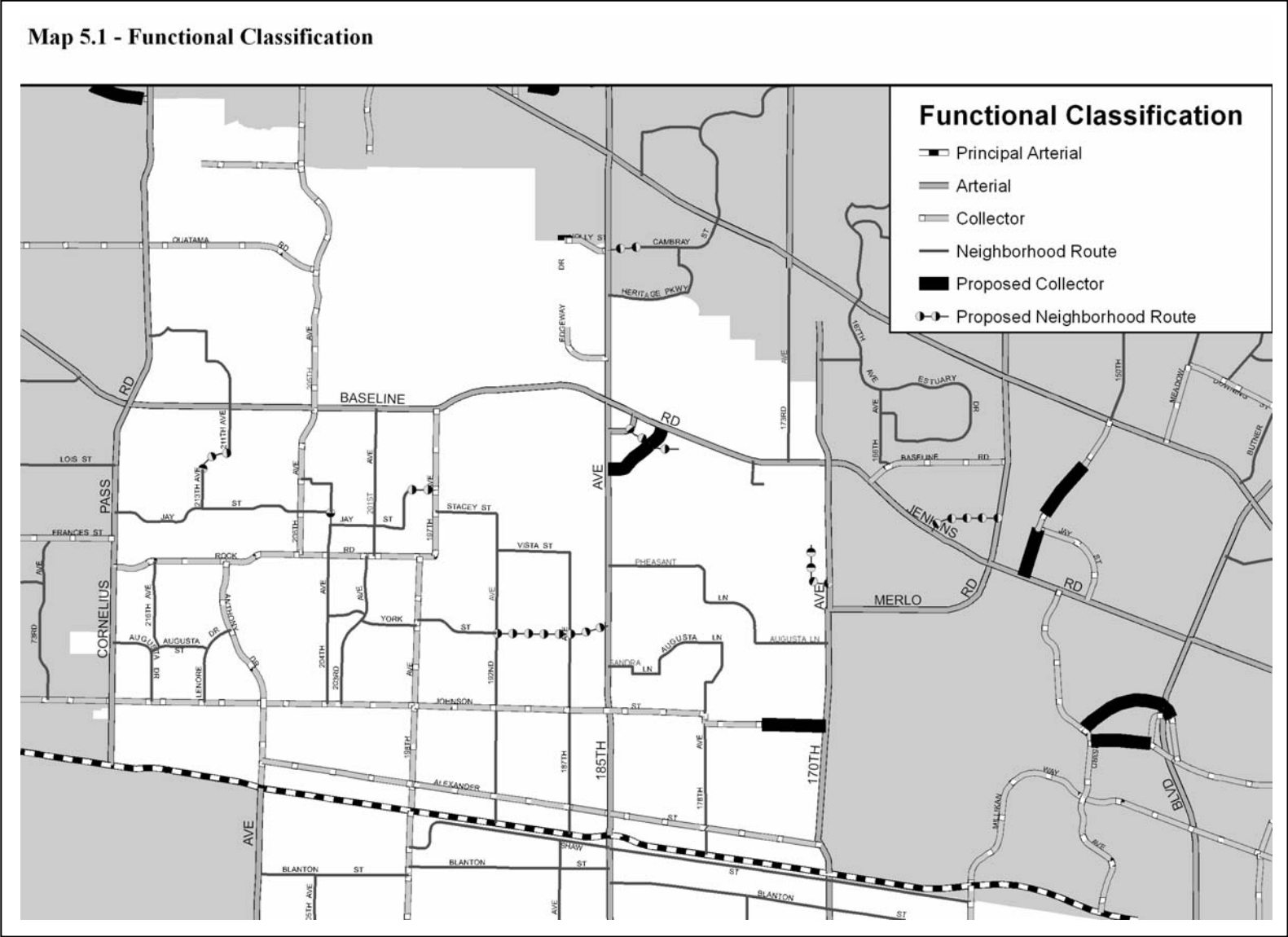
This program is funded with a portion of gas tax dollars. The Minor Betterment Program constructs site-specific projects like new sidewalks, pedestrian paths or other safety and connectivity solutions. There are 16 Minor Betterment candidates within the Study Area. The list can be seen <http://www.co.washington.or.us/LUT/Divisions/Operations/Programs/minor-betterments.cfm>. Funded Minor Betterment projects within the study area for 2011-2012 include a pedestrian path on Kinnaman from Farmington to 185th and shoulder widening at Miller Road and Farmington.

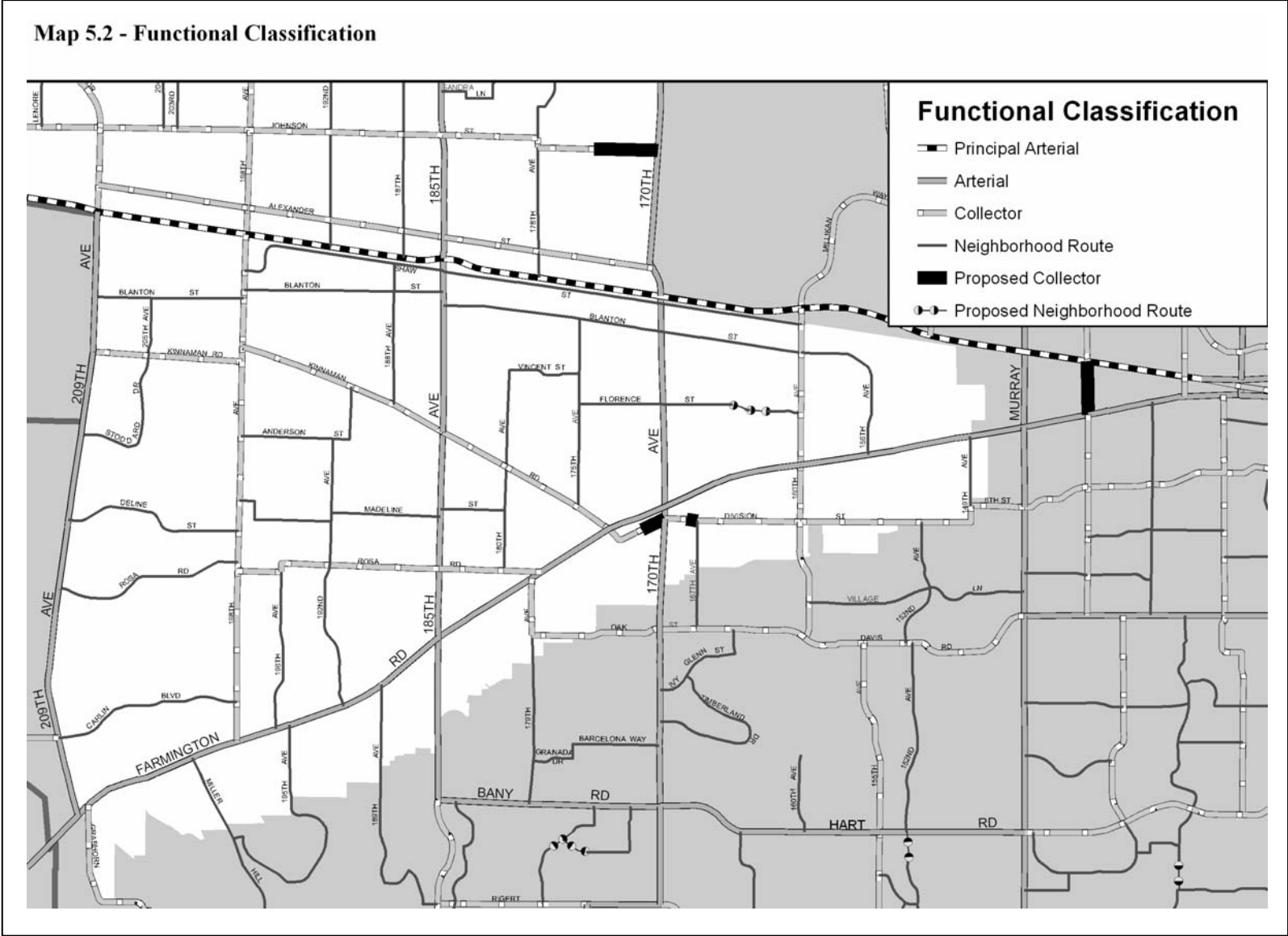
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Urban Road Maintenance District (URMD)

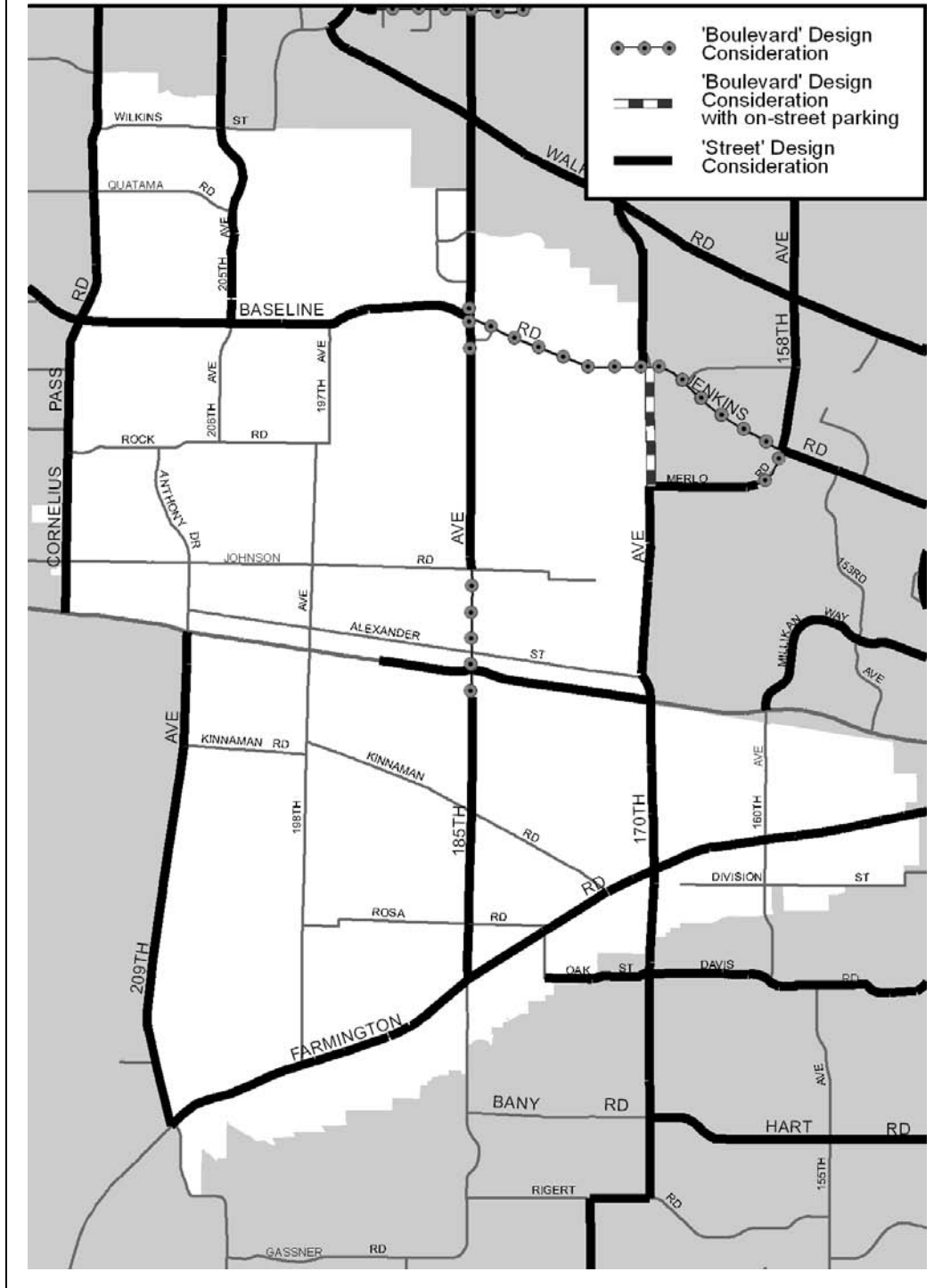
The voter-approved URMD property tax provides preventive road maintenance for public roads in urban unincorporated areas. Property owners in the URMD pay \$0.2456 per \$1,000 assessed value. The owner of a home with an assessed value of \$200,000 pays less than \$50 per year for URMD. Pavement maintenance is URMD's primary responsibility. In 2011 URMD rules were amended to allow for qualified safety improvements on roads of any functional classification. A schedule of routine maintenance and safety improvements is developed through Washington County Operations annual work plan and budget process. Most local streets in the study area are within the URMD. Information on the URMD can be found at <http://www.co.washington.or.us/LUT/Divisions/Operations/Programs/urban-road-maintenance-district.cfm>

Map 5.1 - Functional Classification

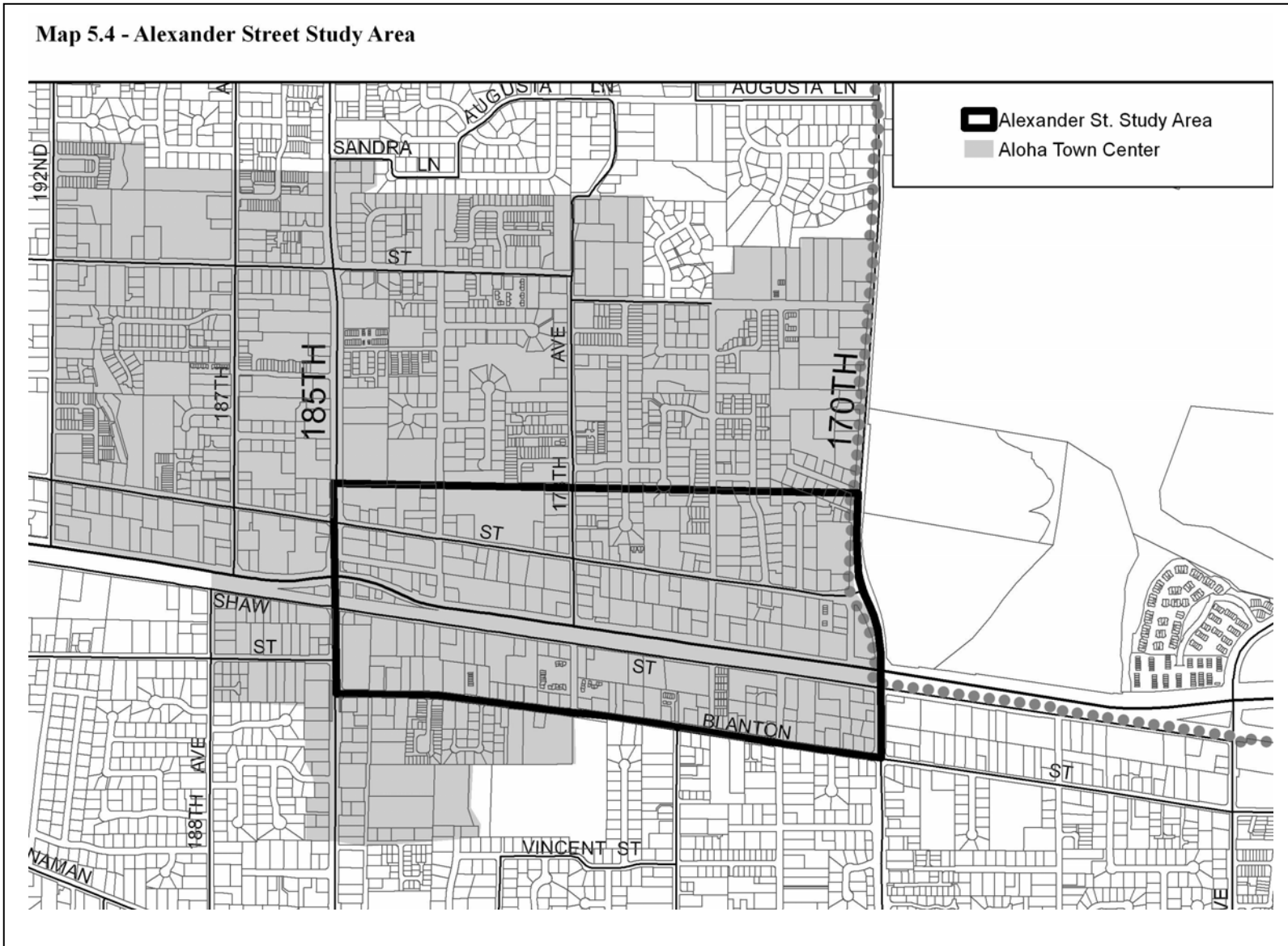




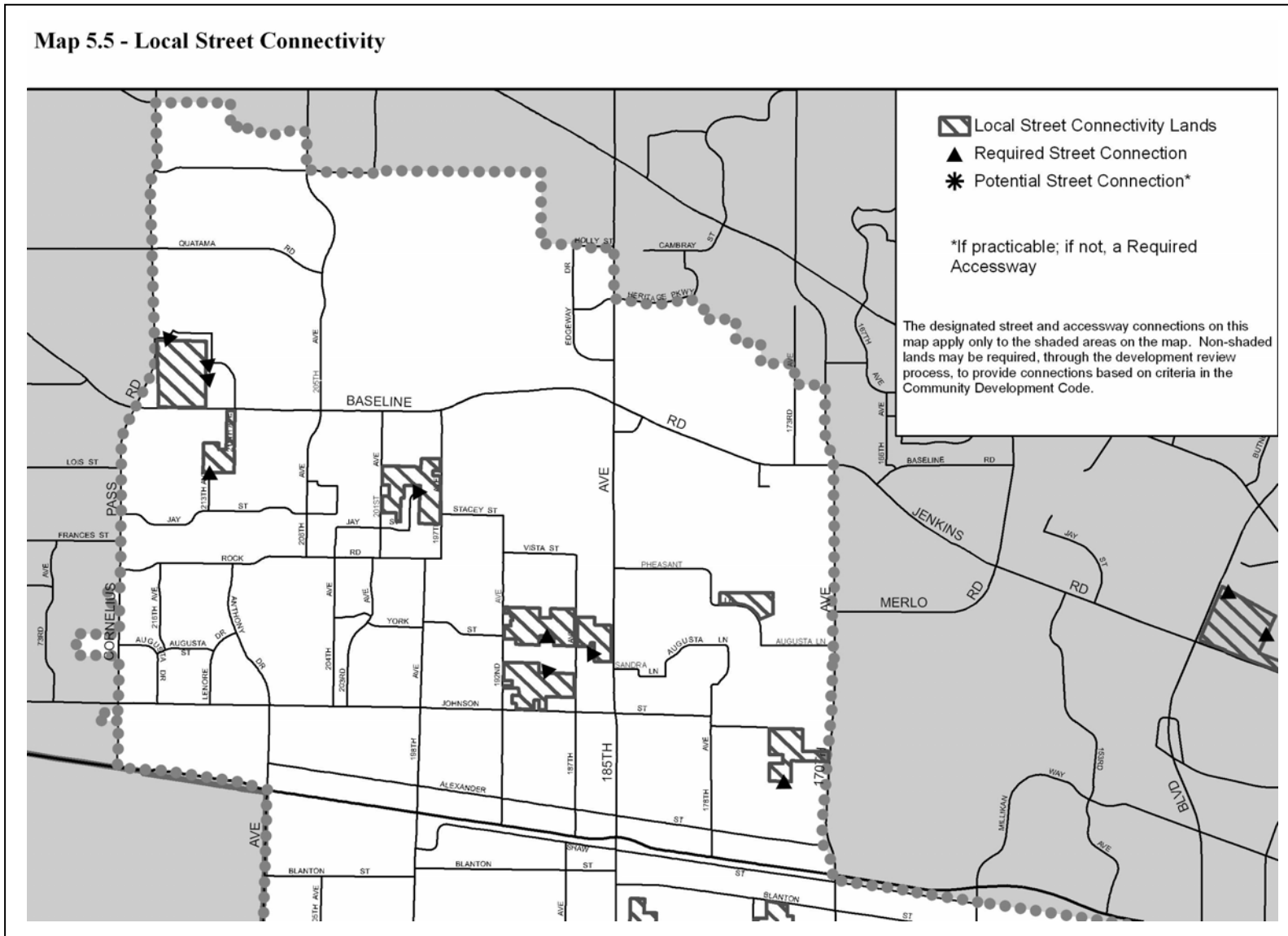
Map 5.3 - Regional Street Design



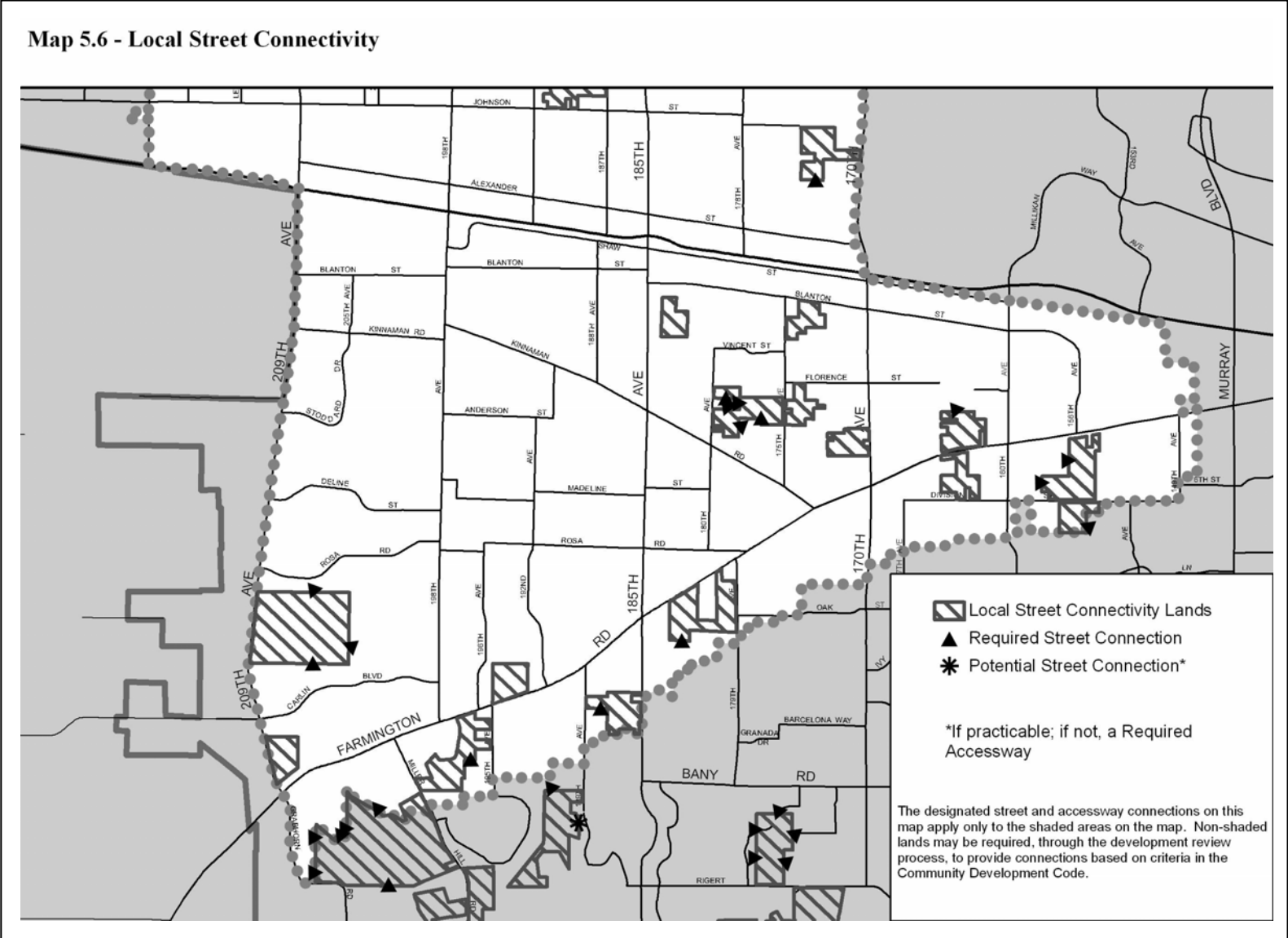
Map 5.4 - Alexander Street Study Area

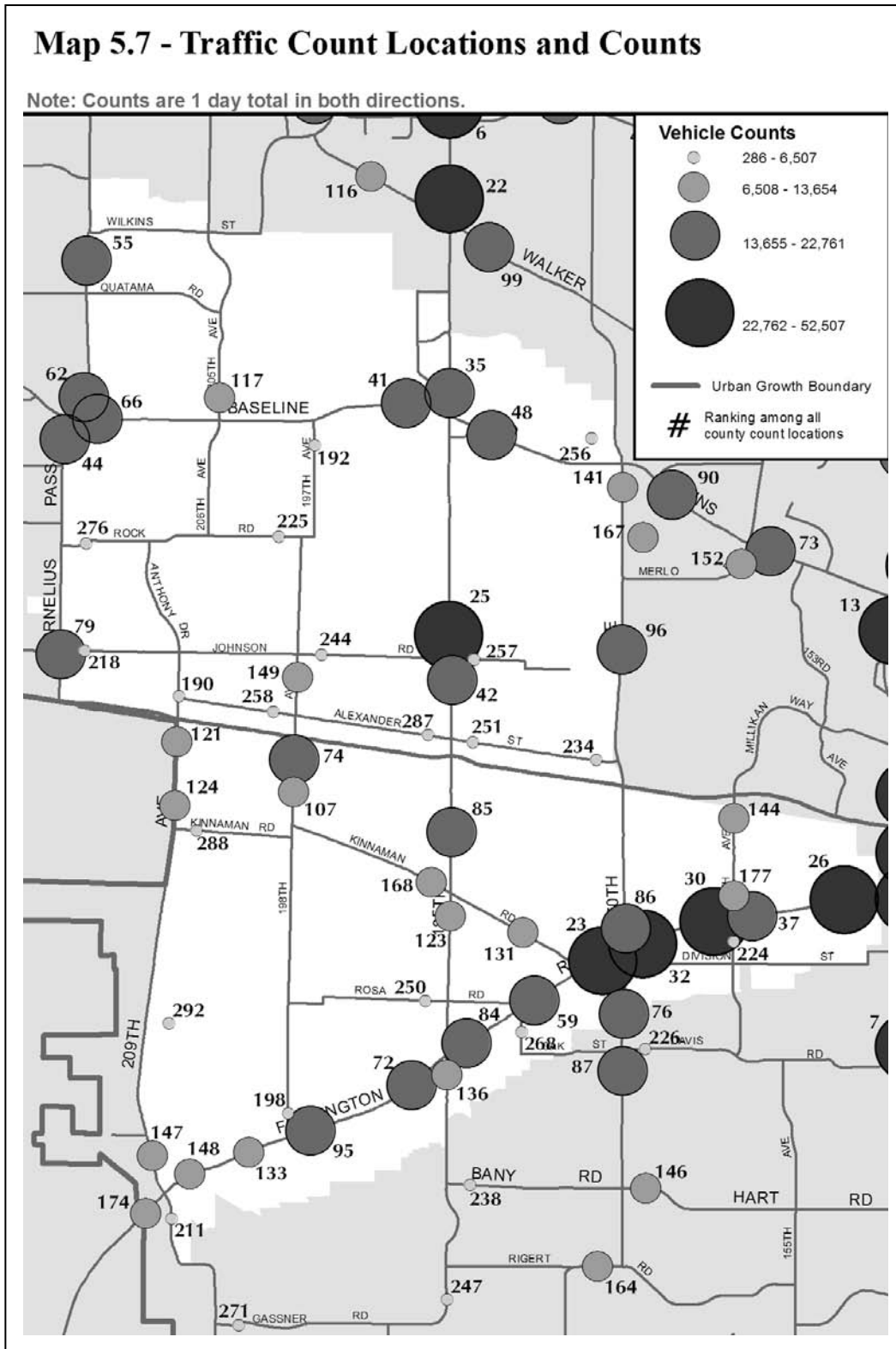


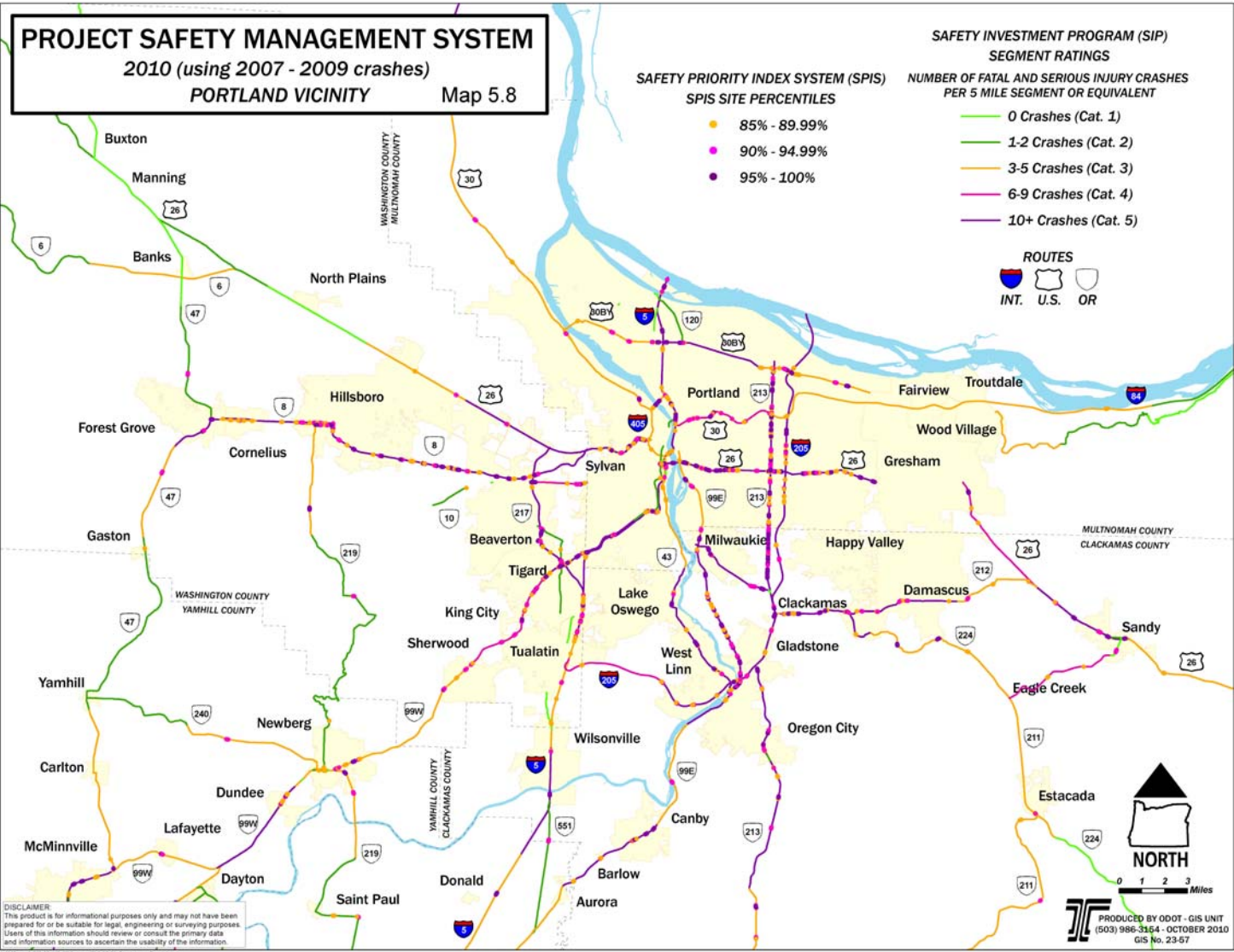
Map 5.5 - Local Street Connectivity



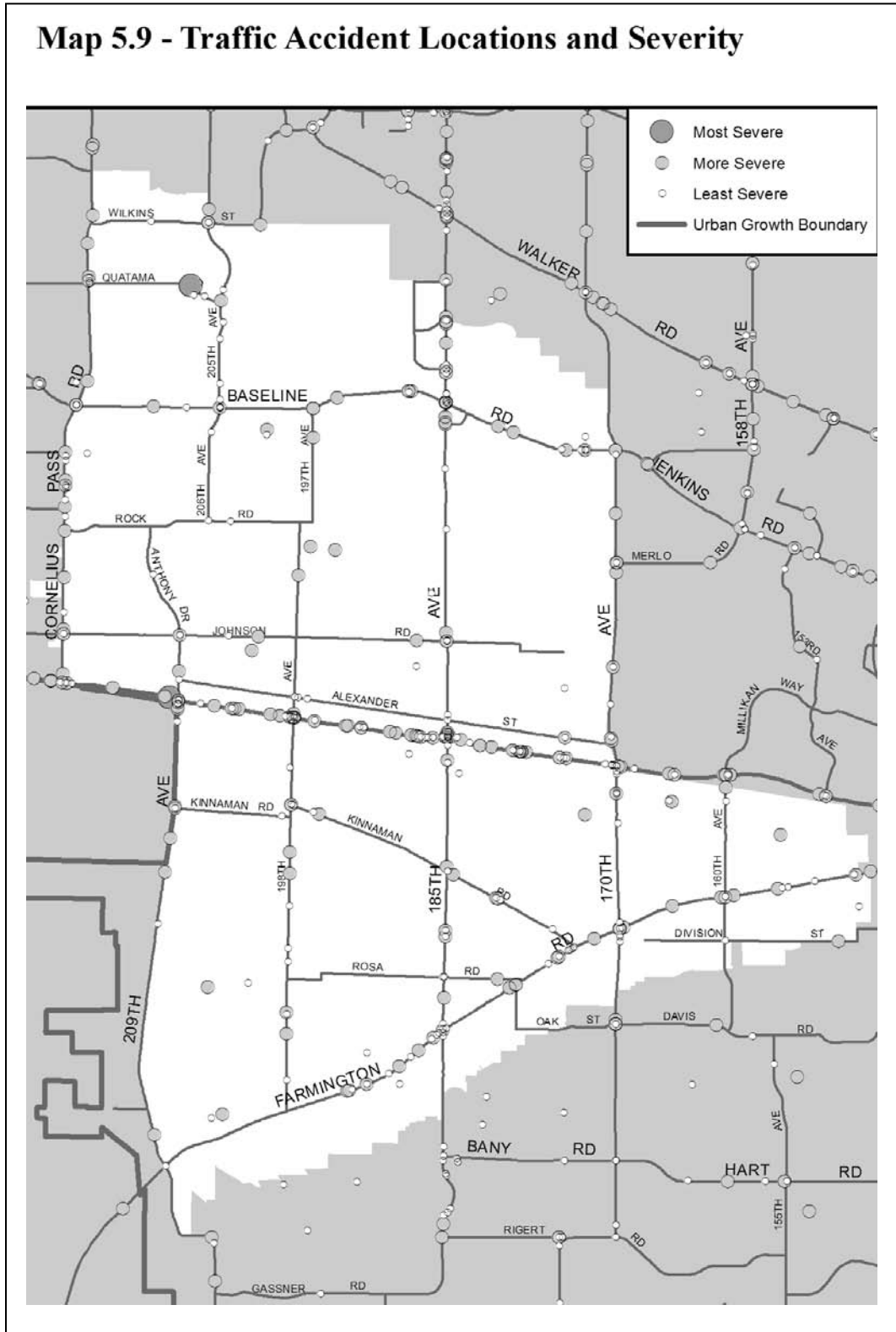
Map 5.6 - Local Street Connectivity



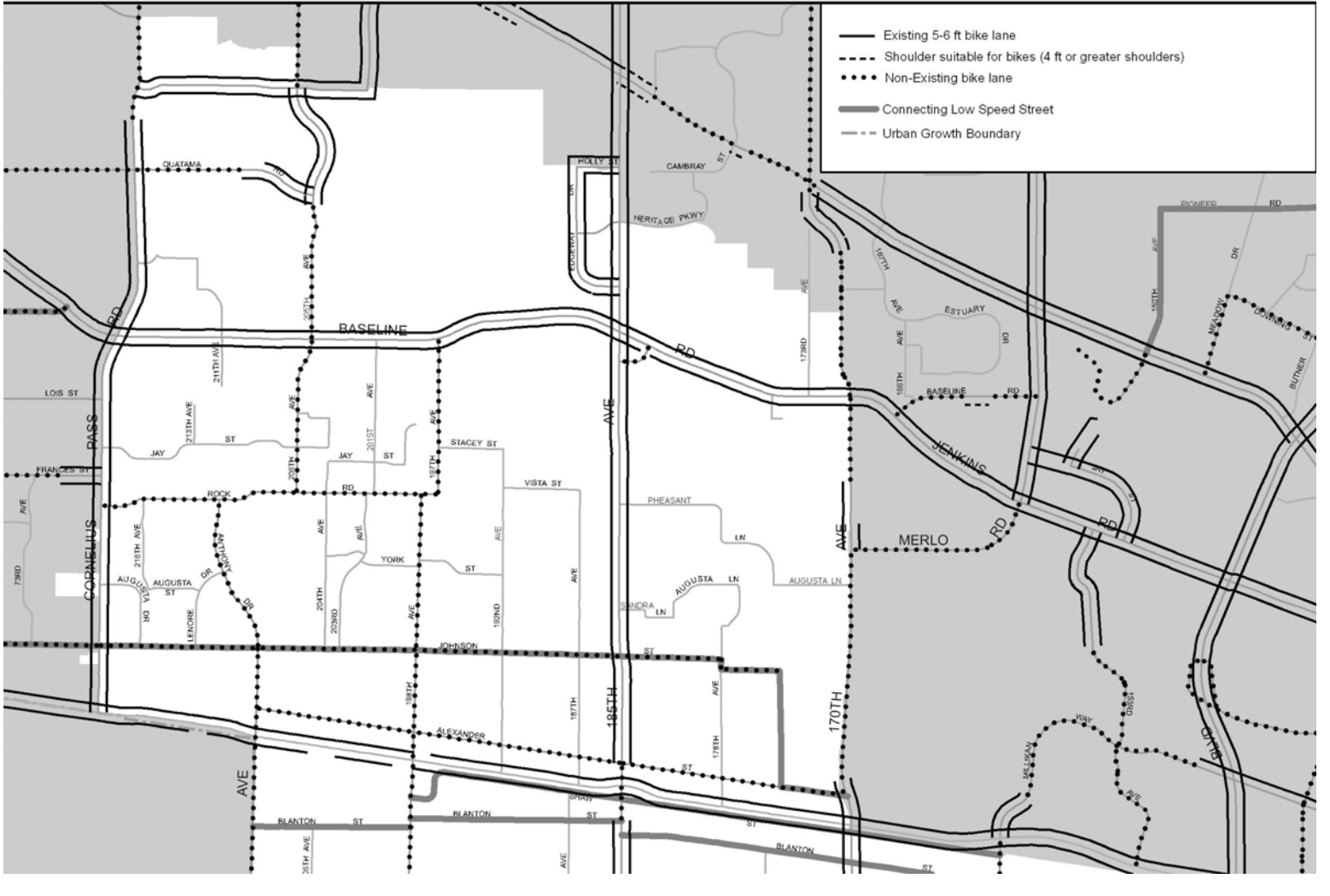




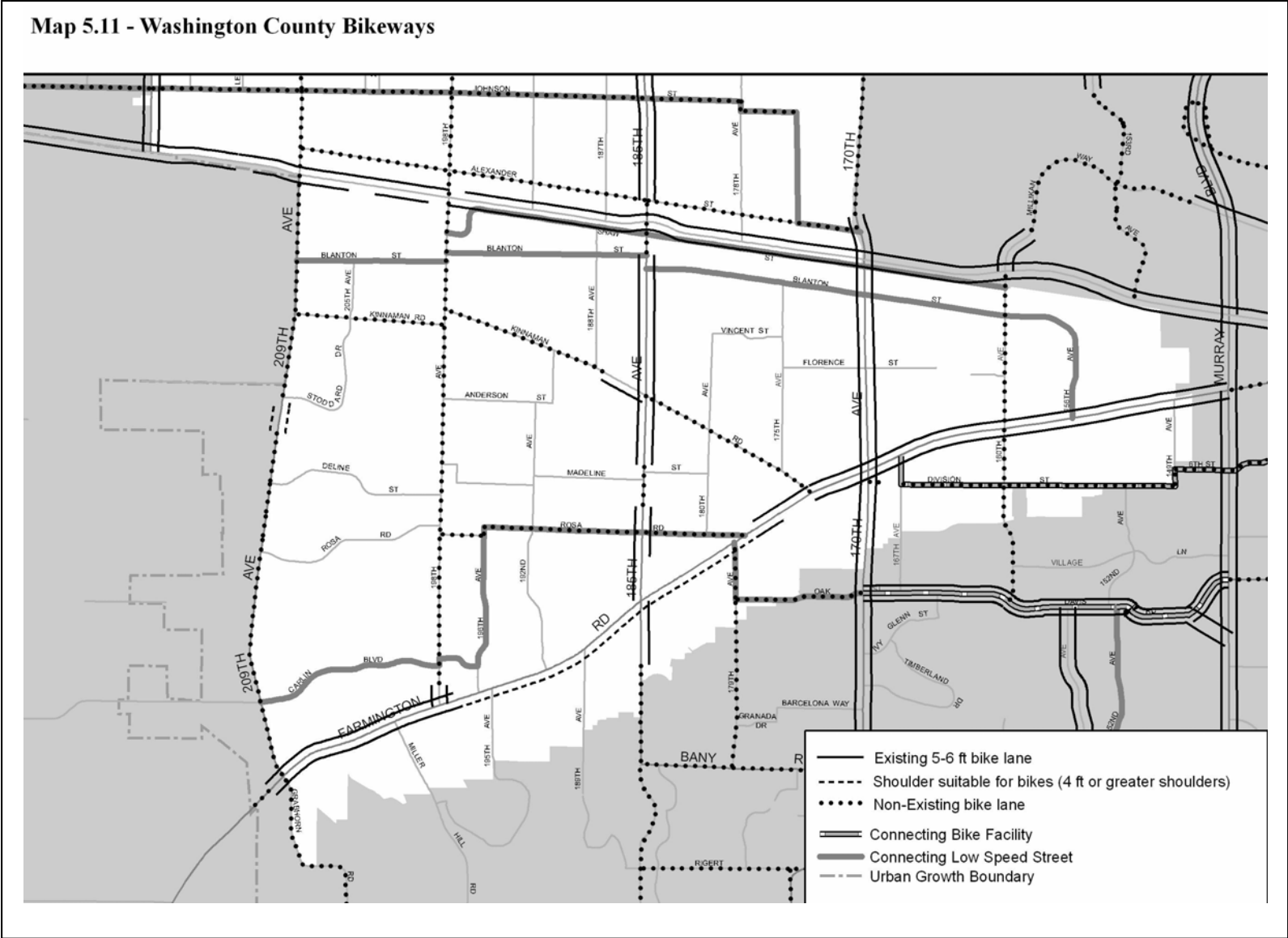
Map 5.9 - Traffic Accident Locations and Severity



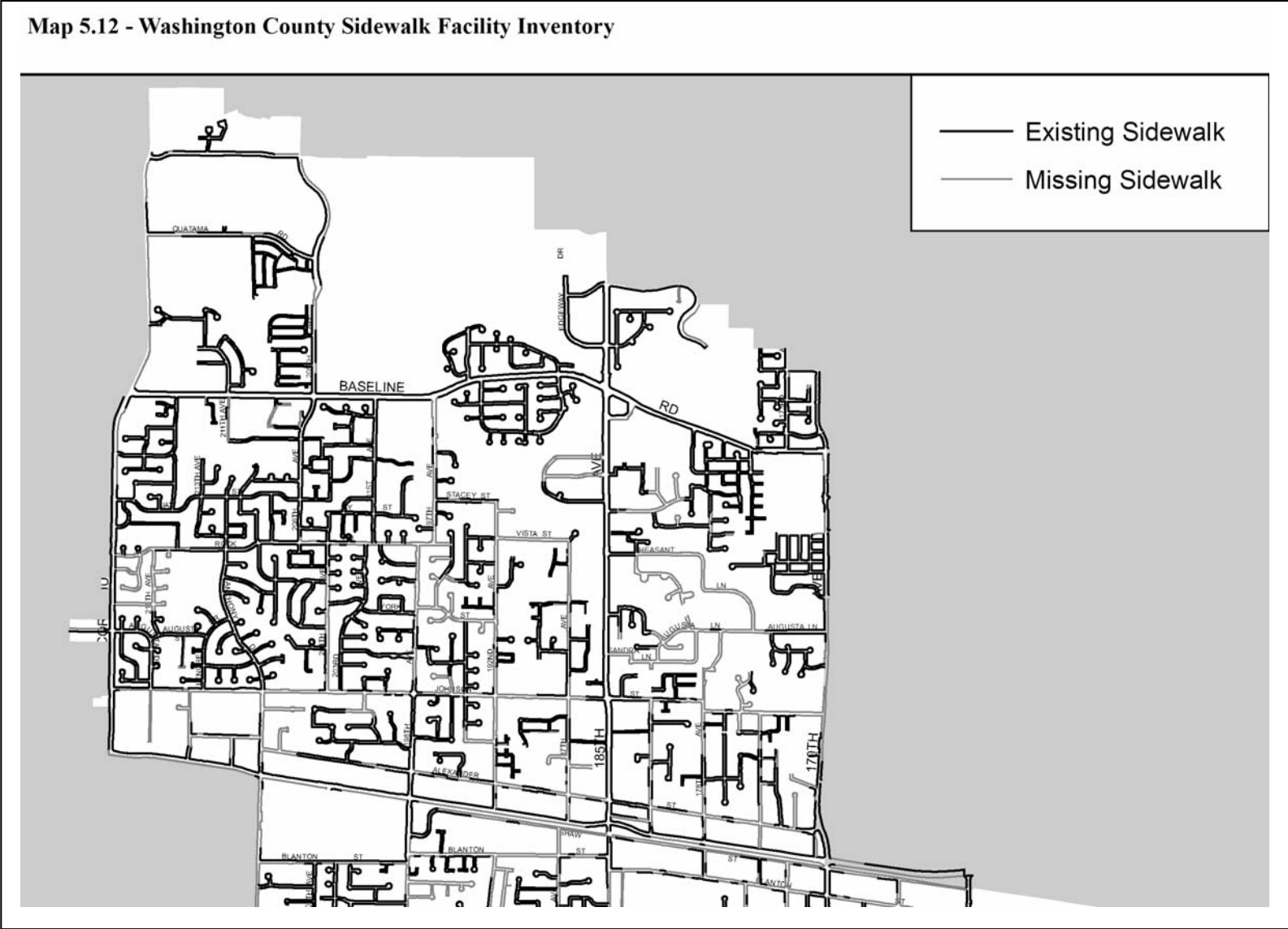
Map 5.10 - Washington County Bikeways



Map 5.11 - Washington County Bikeways



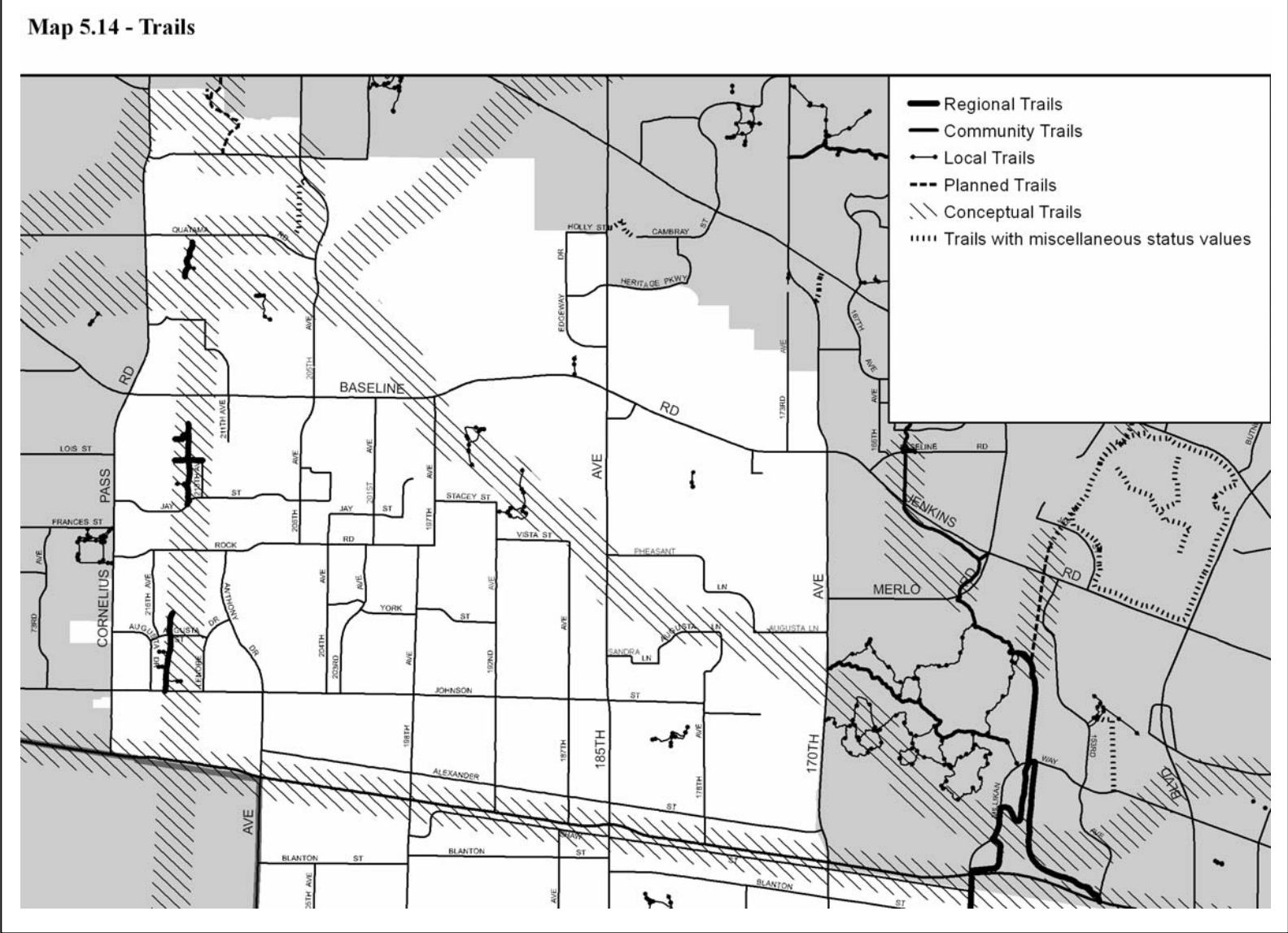
Map 5.12 - Washington County Sidewalk Facility Inventory



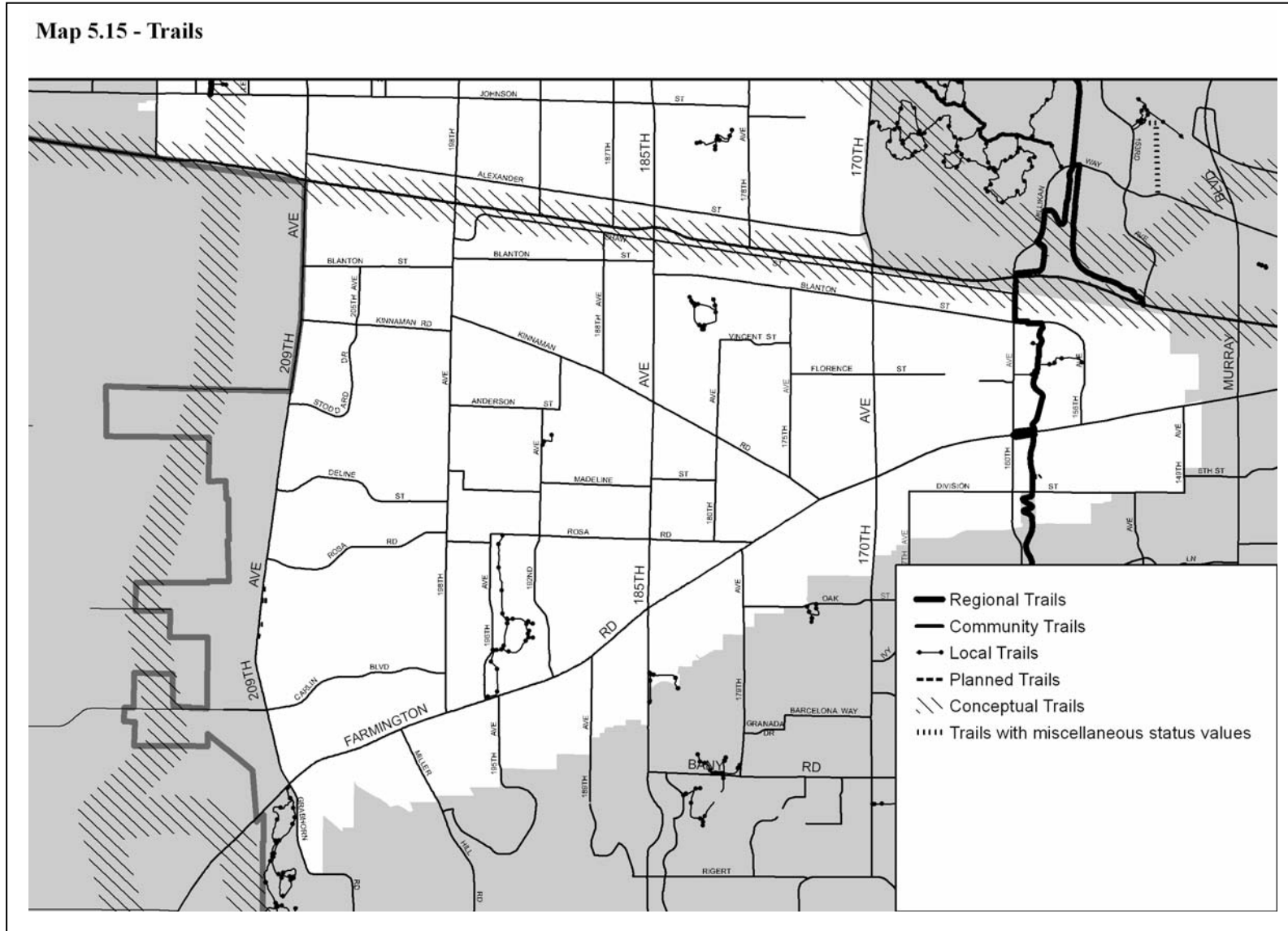
Map 5.13 - Washington County Sidewalk Facility Inventory



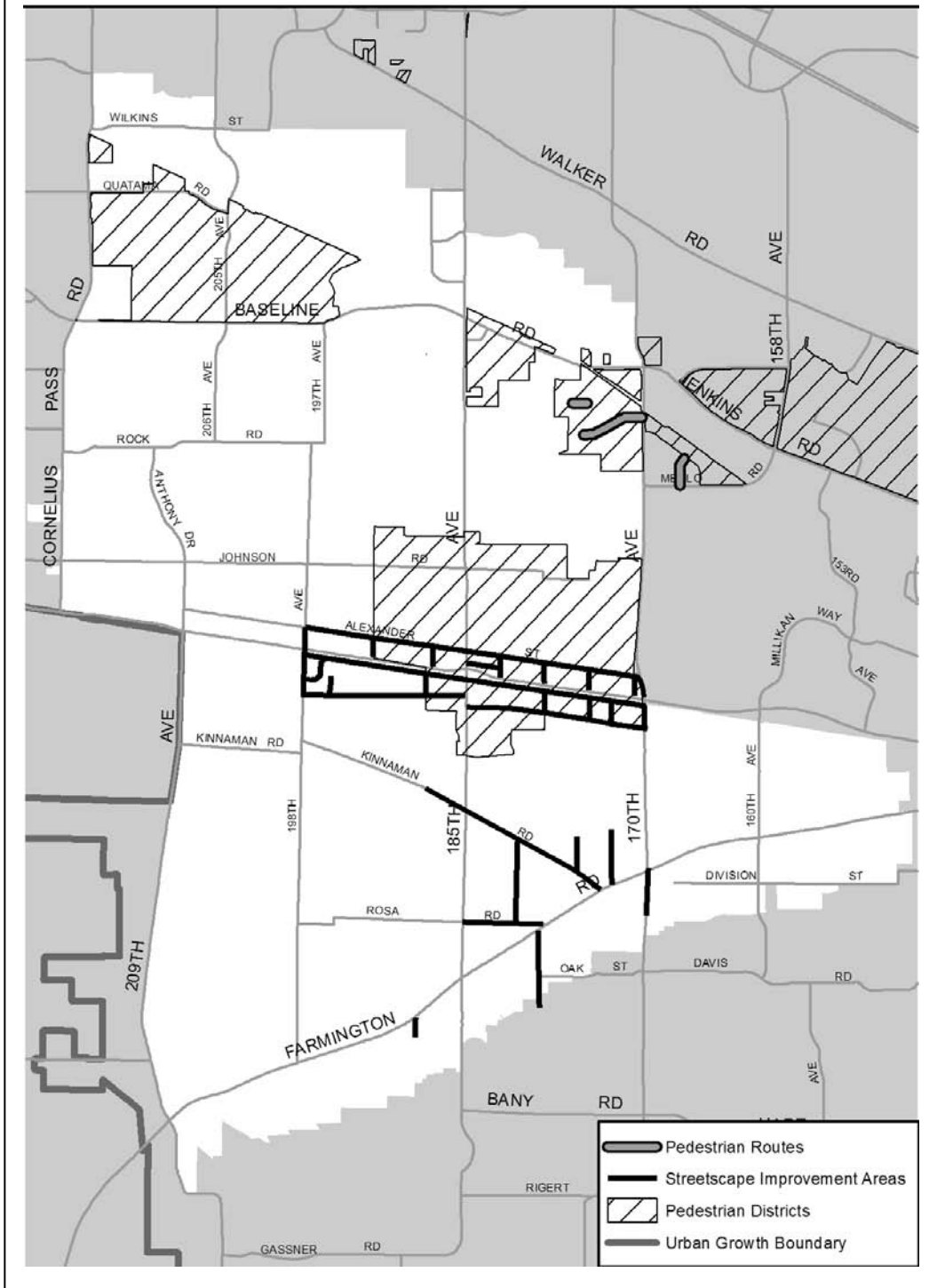
Map 5.14 - Trails

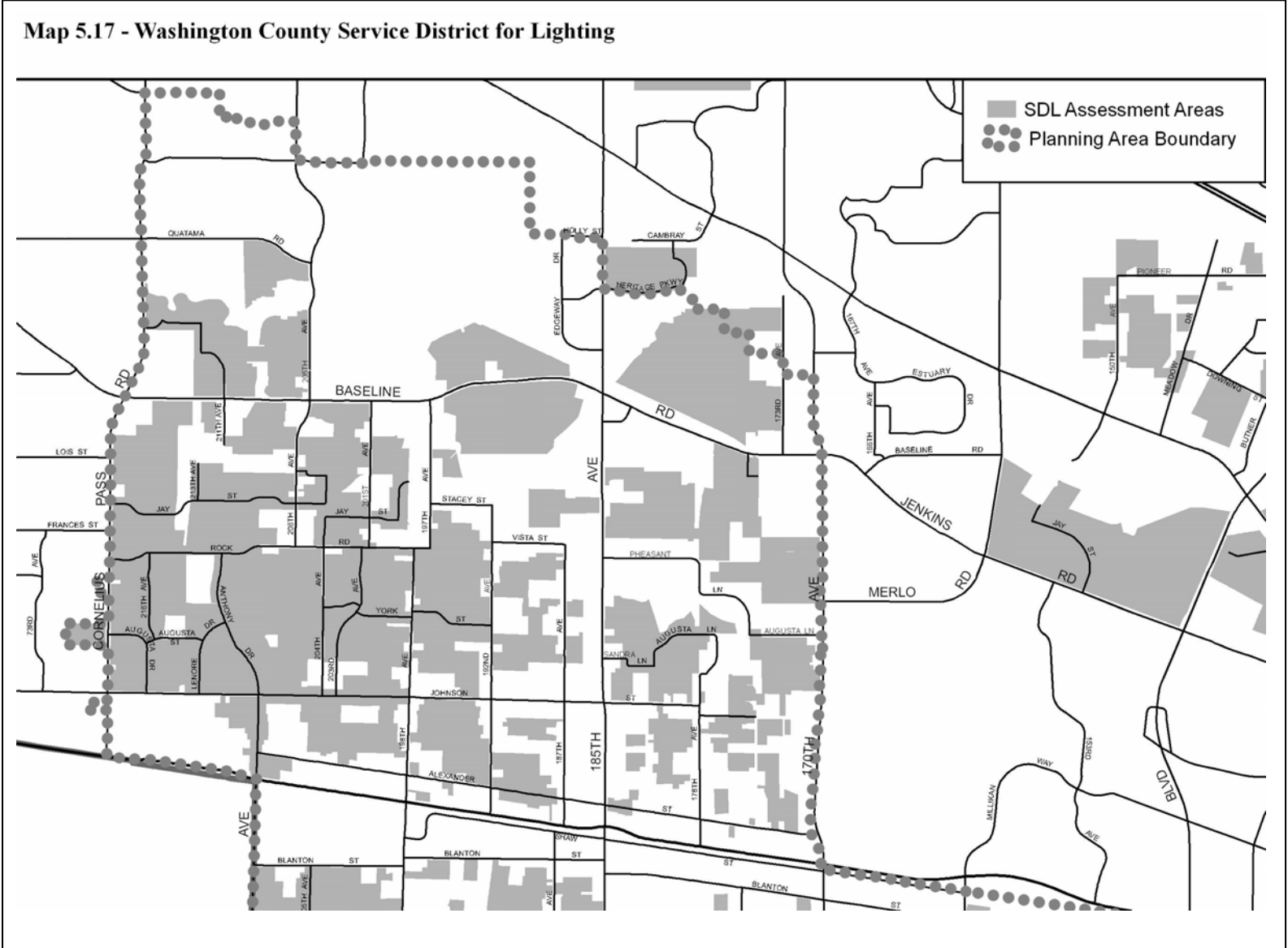


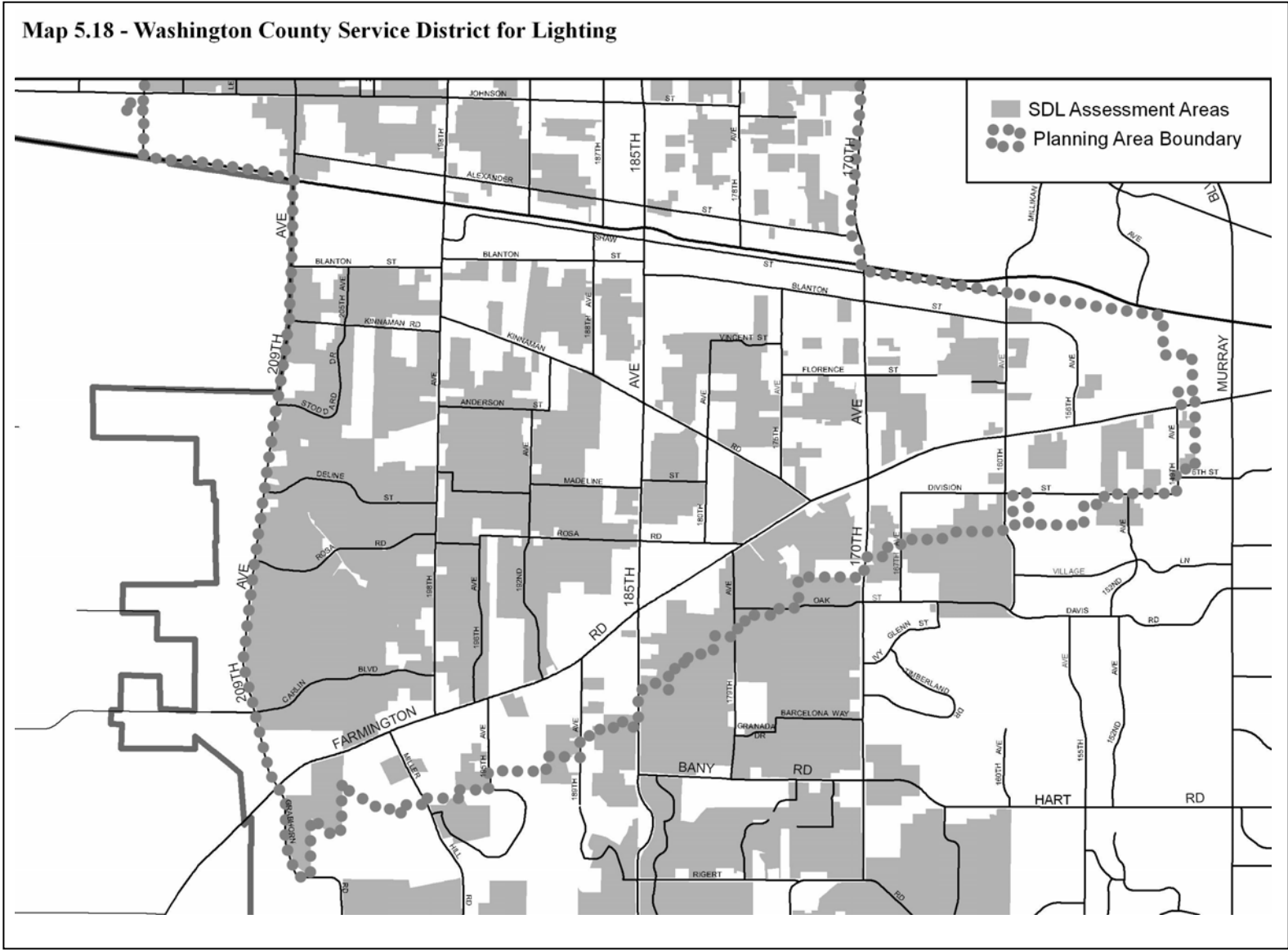
Map 5.15 - Trails



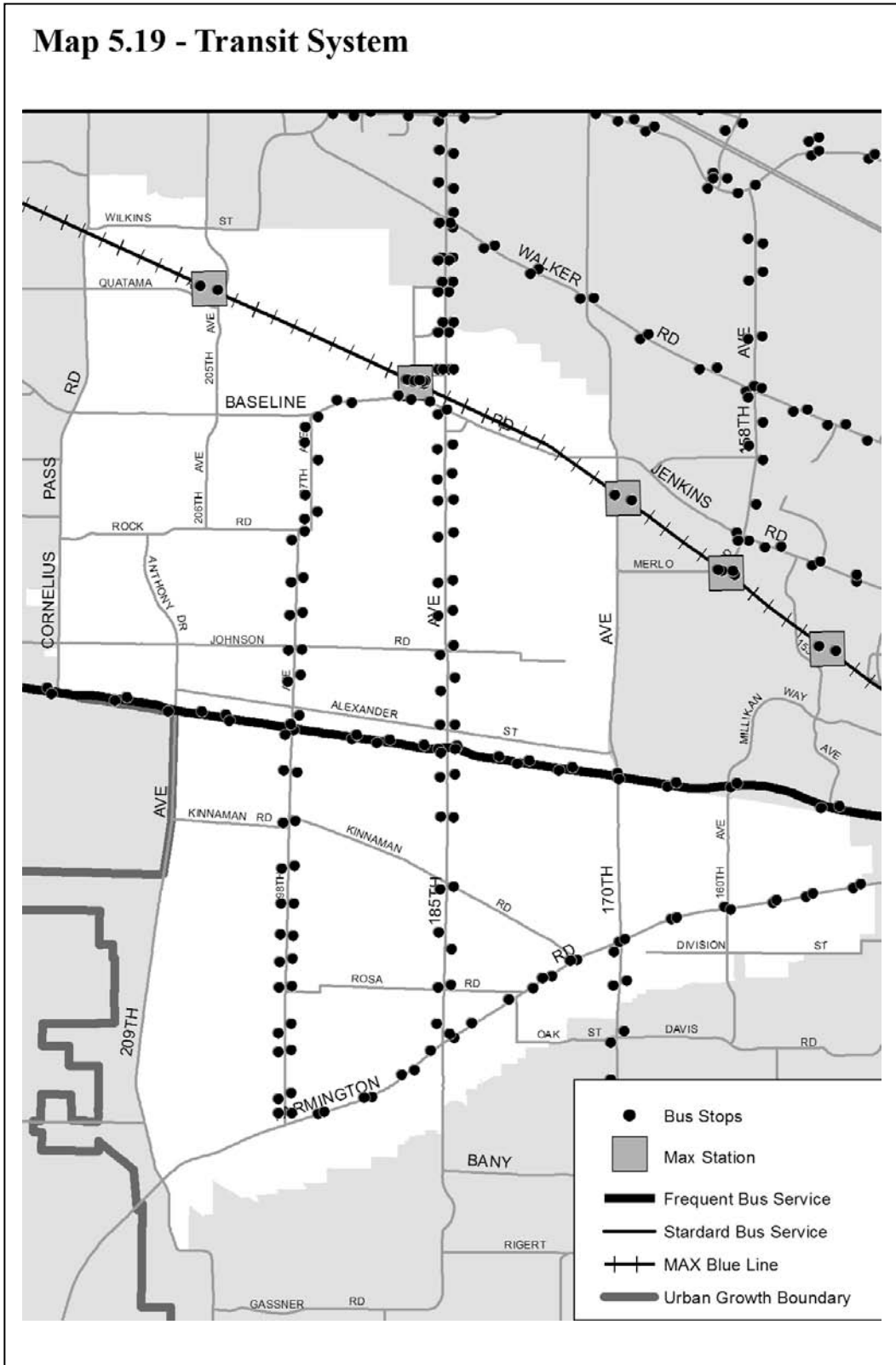
**Map 5.16 - Streetscape Improvement Areas,
Pedestrian Routes, and Pedestrian Districts**







Map 5.19 - Transit System



Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

June 2012

Appendix 6



This project also 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.

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APPENDIX 6 – SOCIAL SERVICES

6.1 Overview

The Aloha-Reedville Study Area is served by a broad spectrum of social service providers, many located within the study area boundaries. Many of the providers serve the most vulnerable community members, including low-income, special needs, youth, the elderly, and minority populations. Other providers serve the entire community. Services come from both local organizations and regional service providers, including:

NAMI (National Alliance on Mental Illness)	ARC of Oregon
Bienestar	Oregon Food Bank
Centro Cultural	Oregon Law Center
Community Action Community	Providence Hospital
Alliance of Tenants	Tuality Hospital
Virginia Garcia Memorial Medical Center	Families For Independent Living
Housing Independence	Vision Action Network
Legacy Hospital	Sequoia Mental Health
Edwards Center, Inc	

Washington County provides further assistance through (among others):

- Disability, Aging and Veterans Services (DAVS)
- Office of Community Development (OED)
- Health and Human Services (HHS)

Identifying and locationally pinpointing need within the boundaries of the study area is challenging. Most service providers accept requests from a broad area and have limited to no intake or processing mechanism to identify where people live who are receiving assistance. This is especially true in times of dire need, where the distribution of emergency food boxes (for example) may provide a critical support for families living on the edge.

6.2 Oregon Food Bank

The Oregon Food Bank (OFB) works with a statewide network of partner agencies to distribute emergency food to hungry families. In addition, OFB uses public policy advocacy, nutrition information, and garden education to help communities strengthen local food systems.

Food demand fluctuates year to year based on a multitude of factors. However, over the last five years, OFB's western district (which includes Aloha-Reedville) has experienced an increase in demand up to 24 percent, which is the highest percentage increase in Oregon during that time. With partner agencies, OFB distributed more than 525,000 pounds of food through six locations in the study area between July 1, 2010 and June 30,

2011. That distribution served approximately 7,100 households (about 30,600 people) with an anticipated distribution of 92,000 food boxes by end of that year.

Social Service Providers within the study area are shown on Map 6.1

Distribution Site within study area	Households/People Served	Oregon Food Bank / pounds	Oregon Food Bank/ produce (pounds)	Partner Associations (pounds)
The Lord's Cupboard	224/900	16,429	1,569	13,349
St. Vincent DePaul/ St. Elizabeth Ann Seton	858/3,353	43,310	3,281	17,083
Aloha Church of God	1,450/6,589	91,925	10,640	65,453
Hope Pantry	4,597/19,904	151,621	19,499	57,359
House of Hope Shelter	27,483 meals served*	28,643	3,186	
HDC Bienestar		1,782	246	

**House of Hope Shelter provides meals on site; the others provide emergency food boxes. Approximately 56 other OFB distribution locations serve the greater Beaverton area. OFB locations do not have a prescribed service area and those in need may reside beyond the study area.*

6.3 Assisted / Residential / Long Term / Active Care Facilities

The study area has:

- One Assisted Living & Residential Care facility – Katrina’s Care Home
- One Independent Living facility – Brentwood Oaks
- 34 Adult Foster Care facilities with capacity for 158 residents (registered with the Washington County Department of Disabilities, Aging and Veterans Services)

There is an active retirement development, two memory care assisted living centers, and a two assisted living and residential care centers outside of but in proximity to the study area.

6.4 Washington County Department of Health and Human Services (DHHS) Overview

Physical Activity and Health Issues: Where people live, work and play affects their health and quality of life, with sedentary lifestyles and physical inactivity having a significant impact on the health of community residents. The built environment near our home and work places can influence the daily choices we make that that impact health.

Within the study area, limited access to sidewalks and trails and lack of adequately spaced full-service grocery stores, available fresh produce markets or farmers markets compound an already distinct increase in chronic disease prevalence.

Within Washington County, only a quarter of 8th graders and one fifth of 11th graders are getting the recommended level of physical activity. Figure 1 suggests that there is concern for the adult population as well.

Low physical activity is also associated with a high prevalence of overweight and obesity. Recently, 24% of 8th graders and 22.2% of 11th graders surveyed statewide were overweight or obese <http://public.health.oregon.gov/BirthDeathCertificates/Surveys/OregonHealthyTeens/Pages/index.aspx>. This is compounded by the fact that the study area also includes an identified food desert in the southwestern portion of the study area, representing about 1,600 people with low access to healthy food¹.

Figure 1. Chronic disease modifiable risk factors in Washington County (percent)²

Modifiable risk factor	Adult	8th graders	11th graders
Met the CDC recommendations for physical activity	55.4%	26%	20%
Overweight	36.9%	13.8%	12.2%
Obese	22.7%	10.2%	10.0%
Current smokers	13.1%	6.8%	12.7%

Another indicator of limited access to healthy and affordable food is demonstrated through the use of a special supplemental nutrition program for Women, Infants and Children (WIC). This program specifically serves low-income pregnant and postpartum women as well as breastfeeding women, infants, and children up to age 5 who are at nutritional risk. Mapping of the use of WIC services in the county in 2010 shows that the study area had a range of 11 to 67 WIC-eligible women per square mile and who used WIC services, depending on location. Additional outreach through this program will help to ensure that all children born within the study area have access to adequate nutrition.³

General Health Issues of County Residents: Sedentary lifestyle and poor nutrition not only increase the risk for developing high blood pressure, elevated cholesterol, and obesity but are also risk factors that exacerbate chronic illness. A quarter of county residents suffer from high blood pressure and nearly a third has high cholesterol levels. Both of these conditions are strong indicators for heart attacks and stroke. More Oregonians die each year from heart disease and stroke than from AIDS, suicide and all forms of cancer combined⁴.

¹ <http://www.ers.usda.gov/data/fooddesert/fooddesert.html>

² BRFSS 2004-2007 and OHT 2007-2008, Adult percentages are age-adjusted.

³ Washington County WIC maps, 2010 – internal document

⁴ <http://public.health.oregon.gov/DiseasesConditions/ChronicDisease/Documents/healthor.pdf>

In Oregon, the death rate for heart disease is higher in rural areas than urban areas.⁵

The high prevalence of elevated blood pressure and cholesterol can be tied to the percentage of deaths in the county that is attributable to cardiovascular disease and heart attack (Figure 4). There are several modifiable risk factors for heart disease and stroke, including: physical activity, weight, diet, fruit/vegetable intake, cessation of tobacco use, and treatment for depression, all of which are influenced by the built environment, healthy communities and quality of life. Six percent of county residents have been diagnosed with diabetes, a leading cause of blindness. Diabetes is also strongly correlated with an increased rate of heart disease and double the risk of stroke relative to those without the disease.

Figure 4. Age-adjusted prevalence/incidence of chronic disease conditions in Washington County⁶

Chronic health condition	Adult	Deaths in Washington County attributable to health conditions (2008)
Arthritis	23.1%	
Asthma	9.2%	
Heart Attack	2.3%	546
Coronary Heart Disease	2.8%	
Stroke	1.9%	208
Diabetes	5.9%	101
High Blood Pressure	24.4%	32
High Blood Cholesterol	30.5%	
Cancer Incidence	446 per 100,000	703

6.4 Oregon Department of Education Homeless Student

ODE tracks homeless student issues annually. For the 2010 – 2011 school year ODE released the following information

“The number of homeless students in Oregon continues to rise as families and communities struggle with persistent economic challenges,” said Superintendent Susan Castillo. “But behind each of these numbers is a child, a family, a story. Homeless families in Oregon, and around the country, face a host of challenges from finding a safe place to stay and food to eat to making sure students get to school ready to learn. These are very real challenges without easy solutions, but in every school district in Oregon

⁵http://public.health.oregon.gov/DiseasesConditions/ChronicDisease/HeartDiseaseStroke/Documents/heartstroke_update2010.pdf

⁶ BRFSS 2004-2007, Adult percentages are age-adjusted

these families have a resource, a homeless liaison ready to help with school supplies, clothing, placement assistance, and transportation to school. These individuals make it possible for our homeless youth to both access and achieve at school.”

A Look at the Numbers

The number of identified homeless students in Oregon K-12 public schools has more than doubled since the 2003-04 school year and has increased by more than 1,500 since the 2009-10 school year. Statewide, 3.7% of Oregon K-12 students were homeless at some point during the 2010-11 school year. This is up from 3.4% in the 2009-10 school year the table below lists the ten Oregon school districts with the largest numbers of homeless students grades K-12.

ODE Assessment for the 2012 – 2011 school year.

School District	Number of Homeless Students Grades K-12	Total District Enrollment	Percent of Homeless to Total Enrollment
Beaverton SD	1,584	38,737	4.1%
Medford SD	1,341	12,583	10.7%
Portland SD	1,200	45,718	2.6%
Reynolds SD	859	11,294	7.6%
Salem-Keizer SD	800	40,370	2.0%
Bend-LaPine	726	16,157	4.5%
Eugene SD	726	17,436	4.2%
David Douglas	611	10,831	5.6%
Springfield	498	10,864	4.6%
Hillsboro	463	20,827	2.2%

This last year (2010 - 2011) was the first time data was widely available on the number of homeless preschoolers in Oregon. With the assistance of Head Start and Oregon Pre-Kindergarten Programs, a total of 1,087 homeless preschoolers (age 3-5) were identified across the state. This number is not included in the K-12 total.

On the other end of the spectrum, Oregon has more homeless students in their senior year of high school than in any other grade level, a statistic that is different from other states. National data shows most states have identified more homeless students in primary grade levels. Liaisons work with homeless high school students to help them with graduation goals, credit recovery, and applications for financial aid.

This past year, the number of homeless students who were unaccompanied by parents or guardians grew to 3,494—an increase of 17% over the previous year. Liaisons play a particularly critical role when working with unaccompanied minors in helping students stay in school and work toward completing Oregon’s graduation requirements.⁷

6.5 Opportunity Maps

Opportunity Mapping provides another assessment tool for the study area. It is a new approach to identifying “high opportunity” and “low opportunity” areas through assessing the availability for those services that enhance a community’s livability. High opportunity indicators would include conditions such as access to high-performing schools, high-quality health care facilities, adequate transportation, and safe neighborhoods.

Opportunity mapping in Washington County was introduced in the 2010-2015 Washington County Consolidated Plan (Chapter 5). Four principle indicators used by the Consortium (Washington County, and the cities of Beaverton and Hillsboro) include:

- Proximity to Public Transportation
- Access to Services; medical facilities, child care and senior and youth centers, food resources, job training
- Healthy Environments; parks and trails, sidewalks, nourishing food sources
- Quality Schools; math and reading proficiency, free and reduced lunch eligibility.

These maps are intended to be used as one of several tools and strategies to help inform decisions about public investments. Maps 6.2-6.5 in Appendix 6 provide perspective on the following community elements within the study area: Public transportation; sidewalks; math and reading proficiency; and free and reduced lunch eligibility.

The full 2010 – 2015 Washington County Consolidated Plan and additional maps are available at: <http://www.co.washington.or.us/CommunityDevelopment/Planning/2010-2015-consolidated-plan.cfm>.

6.6 Faith-based Communities

Faith communities are a vibrant element of community life in Washington County and are central to many community partnerships, acting to reinforce spiritual values while serving other social service needs. Members of the faith community in and near the study area have had two meetings as of summer 2012. On March 12, 2012, representatives of 16 faith-based organizations met for a facilitated roundtable discussion to share their perceptions and comments on their work within the study area. The roundtable's purpose was three-fold:

- To introduce staff and the Aloha-Reedville Study and Livable Community Plan to faith community leaders from within the Aloha-Reedville Study Area;

⁷ <http://www.ode.state.or.us/news/announcements/announcement.aspx?ID=7674&TypeID=5>

- To discuss the current state of services in the area, explore partnering opportunities, and provide insight to the Aloha-Reedville Study project team for future planning efforts;
- To establish a foundation for interaction between the faith communities over the long-term.

Key Themes

A key intent in convening the roundtable was to initiate a discussion on what the community priorities are for each of the representatives. Discussion questions included what public and/or private support services exist in the community, whether these services meet the needs of the community or not and more generally what they feel is required to make the study area a vibrant and livable community now and in the future. The following key themes resulted emerged:

- **Services for Underserved Residents/Seniors:** Many faith-based leaders have developed programs or partner with other organizations to meet the needs of their parishioners. Common examples of this service outreach include providing food through community gardens and partnering with non-profits such as Oregon Food Bank, Sunrise Food Pantry, St. Vincent DePaul, and Love, Inc.
- **Homelessness/ Affordable Housing:** The faith community is actively engaged in homeless issues and ensuring that an adequate amount of affordable housing is available to parishioners. Many faith leaders have immigrant and low-income members of their congregations that struggle with housing issues. A concern was voiced that there would not be an adequate supply of affordable housing, especially for seniors, in Aloha-Reedville 30 years from now. There is currently no continuing care retirement facility in the community. Several facilities for elderly care do exist in Beaverton and Hillsboro, however.
- **Aloha-Reedville Schools/ Students:** The majority of faith leaders currently partner with local schools or operate their own educational programs/schools in order to engage the younger members of their congregations. School partnerships include support through volunteer hours, assisting with reading programs, landscape maintenance, providing school supplies, sharing community gardens and providing housing for homeless youth to allow them the opportunity to complete their education.
- **Sidewalks/ Walkability:** Increasing street and sidewalk connectivity was very important to the participants. In particular safe routes for students to walk and bike to school are a high priority for the representatives. Participants would also like Aloha-Reedville to be safe for bicycle and pedestrian access to housing, transit, employment, shopping options, and services within the community.
- **Community-building and Identity:** Building a greater sense of community pride was a central goal for roundtable participants. One participant has developed a program for church youth that encourages community development

with local organizations as a way to develop good citizens. While many members are proud to live in Aloha, they also struggle with distinguishing Aloha's community identity separate from Beaverton or Hillsboro. Aloha was referred to as the "Not place" e.g. it is not Hillsboro and not Beaverton. As a foundation of the faith community, providing an identity for the community was important to the participants.

- **Expanded Transit Services and Community Connectivity:** Some parishioners are unable to attend services due to the lack of public transportation and street connectivity in certain areas in Aloha-Reedville. Increasing transit frequency and connectivity to the town center (SW185th and TV Hwy) and on corridors was deemed important. Additional north/south and east/west street connections are needed to improve connectivity within the community.
- **Fragmented Resources/ Laws:** The location of Aloha-Reedville in unincorporated Washington County has created challenges. Faith leaders have experienced issues completing projects, retaining resources and obtaining funding as well as dealing with inconsistent laws, regulatory processes, and confusion regarding who is the responsible jurisdiction. There are tax base implications that impact the funding of local schools and infrastructure as well as the provision of adequate fire, police, water, and sewer services.
- **Community Gathering Place:** Most participants agreed that there is no single community gathering place in Aloha-Reedville. There was some consensus that the Bales Thriftway Shopping Center has become a de facto gathering location. The center will be the location of the new community library, hosts annual holiday tree lighting ceremony and "Aloha Cruise-in" Friday night car gatherings in summer and is across the street from Mountain View Middle School. A community gathering place that feels more people-centric versus car-centric is desired. Several participants suggested the creation of "micro communities" as gathering places that align with school district boundaries and parks, with the ultimate goal of building community solidarity. However, as participants some felt that micro-communities would limit the ability for the entire community to congregate and share ideas.
- **TV Highway:** The TV Highway corridor is central to Aloha-Reedville. Many participants agreed TV Highway lacks community activity and may not be the actual 'town center' of Aloha-Reedville. Concerns of safety and appearance along the corridor were also discussed. Some voiced the opinion that trying to create the conditions typical of a town center adjacent to TV Highway may be forced and/or artificial. They agreed the recommendations made by the TV Highway Corridor Study Plan on the functionality of TV Highway will influence the business and appearance of the community in the future.
- **Parks and Recreation:** For a community made up of approximately 65% families with children, there is a perception that Aloha lacks enough parks, fields

for sporting events or recreation centers to serve the community. Parks serve as gathering places for families and community events and concerts. Parks and a trail system that connects the community are important to improving livability in Aloha-Reedville in the future.

- **Community Networks:** The Aloha Business Association was mentioned several times as being a new community group that undertakes important collaborative work with several local organizations in the community, not just businesses owners. The [Aloha Business Association](#) has contributed to fostering community identity by promoting public activities, such as organizing the Aloha Centennial Celebration and planning the first annual tree lighting ceremony this past Christmas. Many faith leaders noted that communication within and between faith leaders and the faith community/ are informal. The faith communication network is mostly word-of-mouth and by posts to community boards.

Participants expressed an interest in developing a stronger network of faith leaders in Aloha-Reedville as a way to stay informed of each congregation's activities and programs. The majority of participants of the roundtable expressed interest in meeting again to build deeper and larger connections in the community and to expand upon this initial interfaith dialogue effort.

Faith community members met a second time on May 14th, 2012 to continue the discussion from the first meeting. The second roundtable was meant to provide faith leaders in the Aloha-Reedville (A-R) study area the opportunity to discuss the current state of services in the area, explore partnering opportunities, and provide insight to the project management team for the Aloha_Reedville Study on future planning efforts. Some of the issues raised at this meeting were also raised at the first meeting:

- **Homelessness:** Reedville Presbyterian currently has three vacant plots of land, one of which now has a trailer on it where a recently-made homeless family is now living. This family's situation is not unique in Washington County. Many faith leaders discussed the growing concern and need to support homeless community members. In the Beaverton School District alone, there are 443 registered homeless youth who are 16 years old or older. The Beaverton Youth Second Home program aims to get these students into stable homes in the community so that they are able to complete their schooling. In addition, there are several other programs that Aloha-Reedville's faith leaders are engaged in to address this issue, including sponsoring rooms at the Good Neighbor Center.
- **Affordable Housing/ Rent Assistance:** There is currently not enough affordable housing for parishioners and many parishioners struggle to pay their rent and utility bills each month. This is an issue that many faith leaders are actively engaged with. In fact, due to limited funding for service providers in the area,

many providers have referred community members to local faith leaders for support in rent and bill assistance.

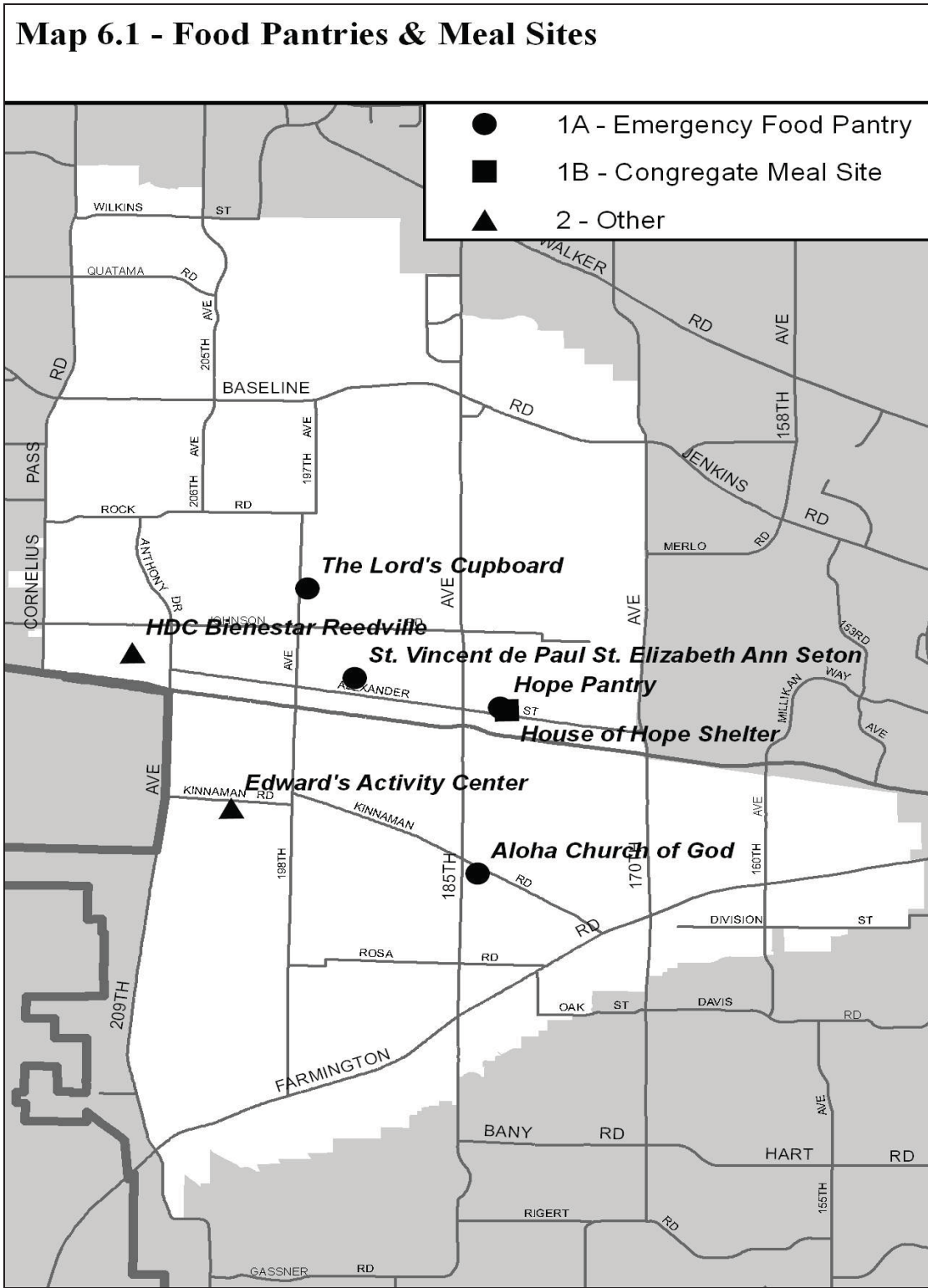
- **Refugee and Immigrant Support:** The refugee community and many immigrants in Washington County have a diverse range of needs. For many refugees, due to previous experiences in their native countries, they struggle with adapting to their new American lifestyles. In addition, there are mental health issues, domestic violence concerns, a need for youth educational support, and demands for additional affordable housing. Due to a general lack of trust of the government, identifying ways to work with and better support refugee communities in the area will require a tailored approach with trusted members of the community, such as faith leaders.
- **Food:** Many of the faith leaders are involved with food assistance programs in Washington County. Some of these include community-supported gardens, working with the Food Bank and the Emergency Food and Shelter Board, and providing food items directly to families in need.
- **Aging Community/ Seniors:** Providing adequate services and affordable housing options for seniors in the area was identified by faith leaders as an additional area of focus for Washington County.
- **Business Appearance/ Beautification:** There are many inconsistencies with the way businesses are maintained in Aloha-Reedville. There are several opportunities to do storefront improvements in the area.
- **Safe Sidewalks & Bikeways:** Generally the same points were raised for this topic as were raised during the first meeting.
- **Schools:** Generally the same points were raised for this topic as were raised during the first meeting.

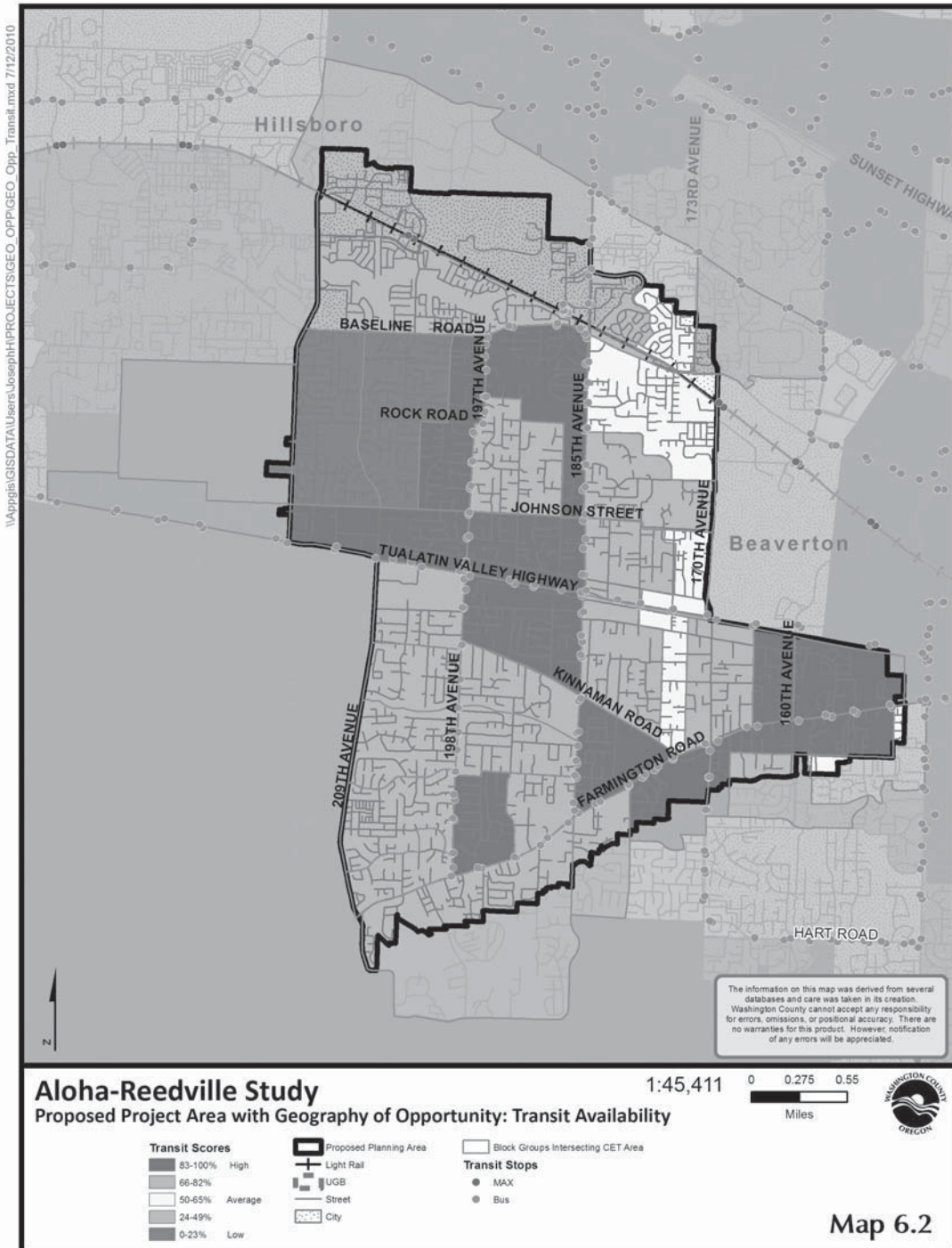
Meeting attendees discussed a wide variety of community needs and local efforts focused on meeting those needs. While faith leaders in Aloha-Reedville worship a variety of different faiths, faith leaders can come together to support one another on social efforts and community goals. The majority of participants expressed interest in finding ways to stay connected and collaborate with one another going forward. This conversation sparked several ideas for collaboration opportunities among Aloha's faith-based organizations, including:

- **Inter-Religious Action Network of Washington County (IAN)**
 - Sign up for IAN's listserv and attend their monthly meetings to share ideas for cooperation.
- **Blog or social networking tool.**
 - Washington County can support this group in developing a blog or social networking tool to stay in touch with one another. This tool could be an additional resource (in addition to the IAN listserv) to maintain a faith

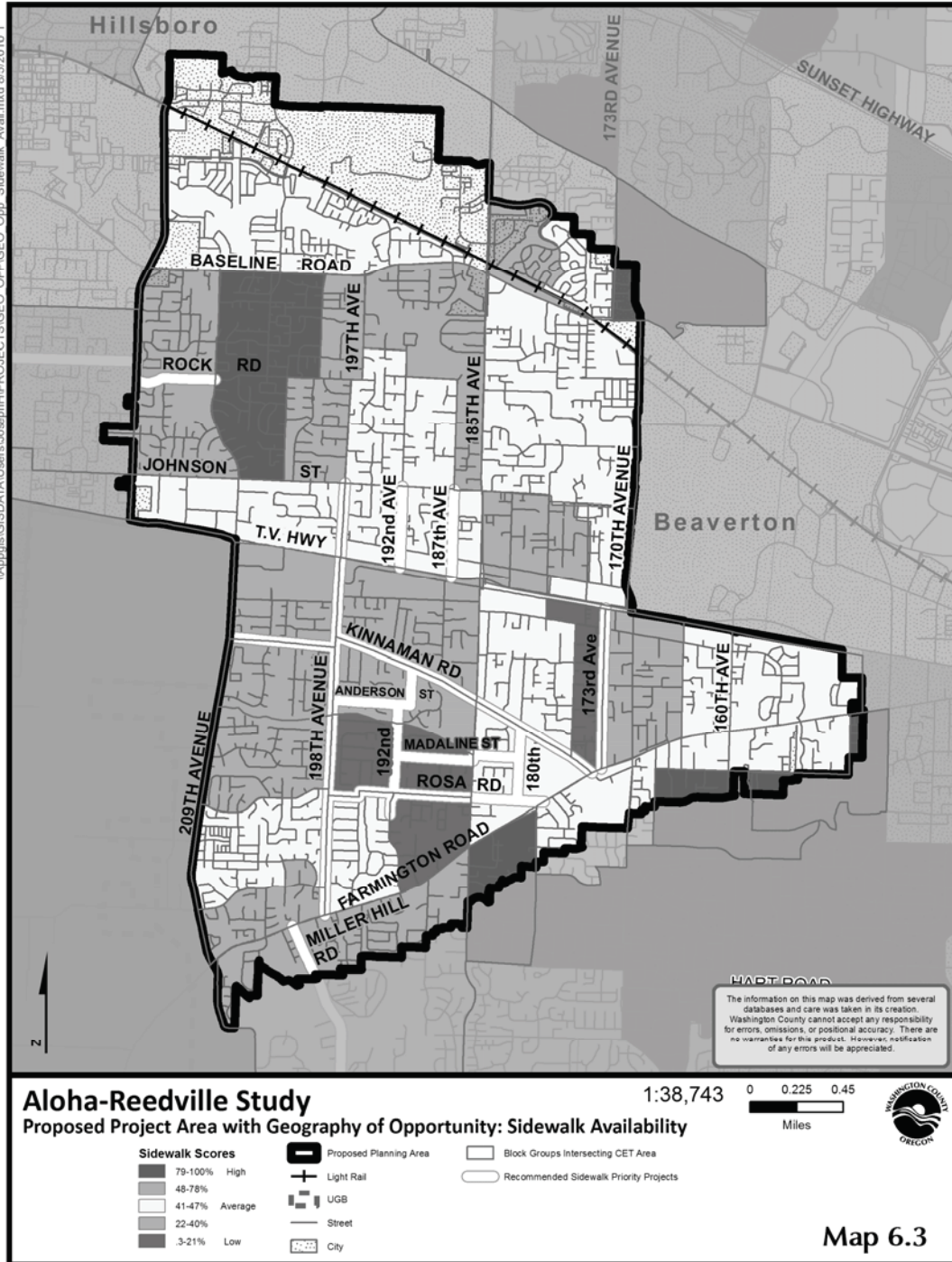
leader contact list, events calendar, etc. This resource would need to be managed by an interested party or parties within the faith leader community.

- **Aging Initiative of Washington County.**
- **Love, INC.**
 - A Christian-faith based organization that hosts several events and provides tangible items to community members in need.
- **Aloha Business Association.**
 - This community organization currently has around 60 members and welcomes Aloha-Reedville business and organization leaders to become members.
- **Social Network Mapping.**
 - Bev Stein at Public Strategies Group was listed as the contact.
<http://www.psg.us/team/teambios/bevbio.html>
- **Distribution of the Faith Leader Contact List.**
 - Washington County's contact list of faith leaders around the Aloha-Reedville area could be distributed so that attendees can contact each other directly.

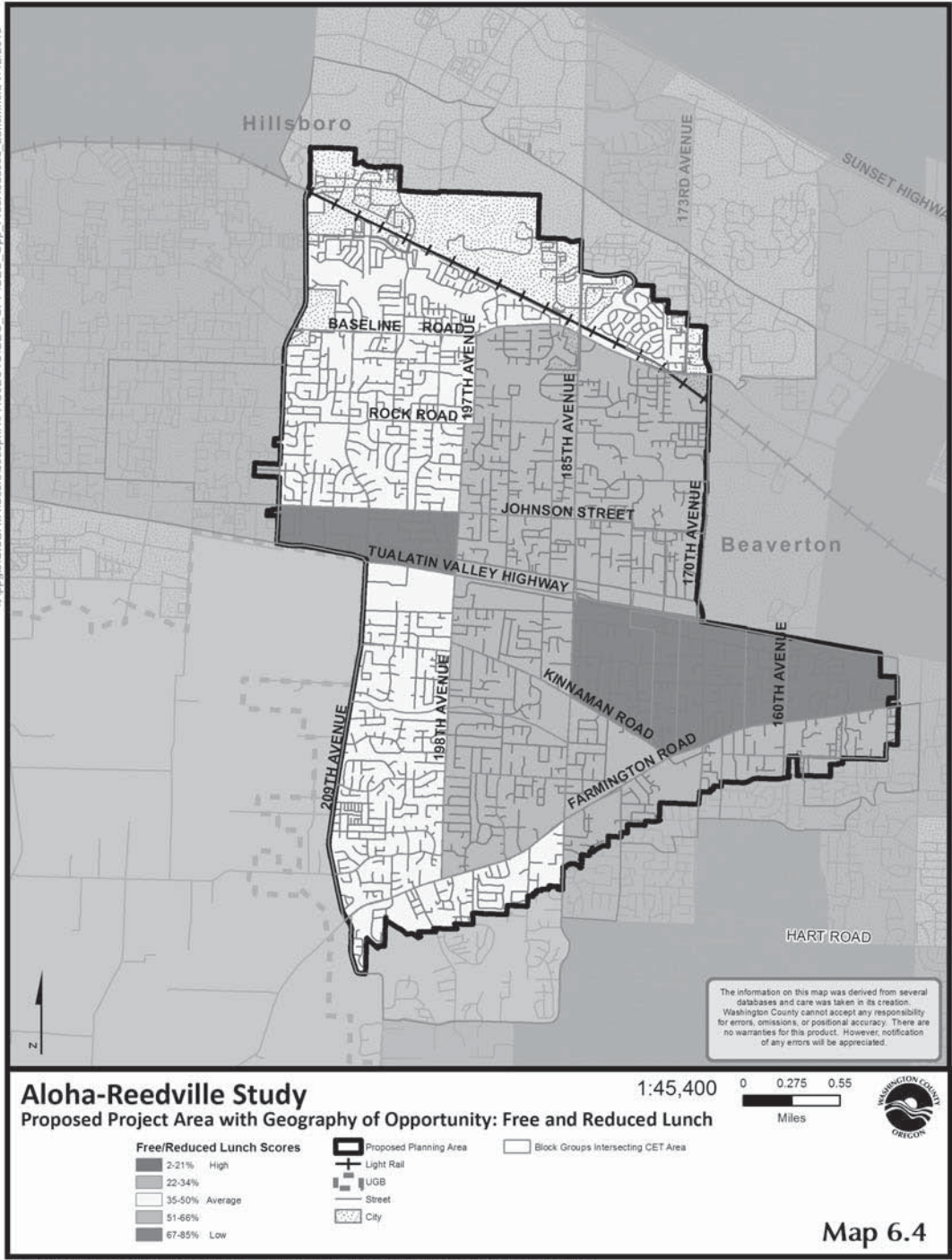




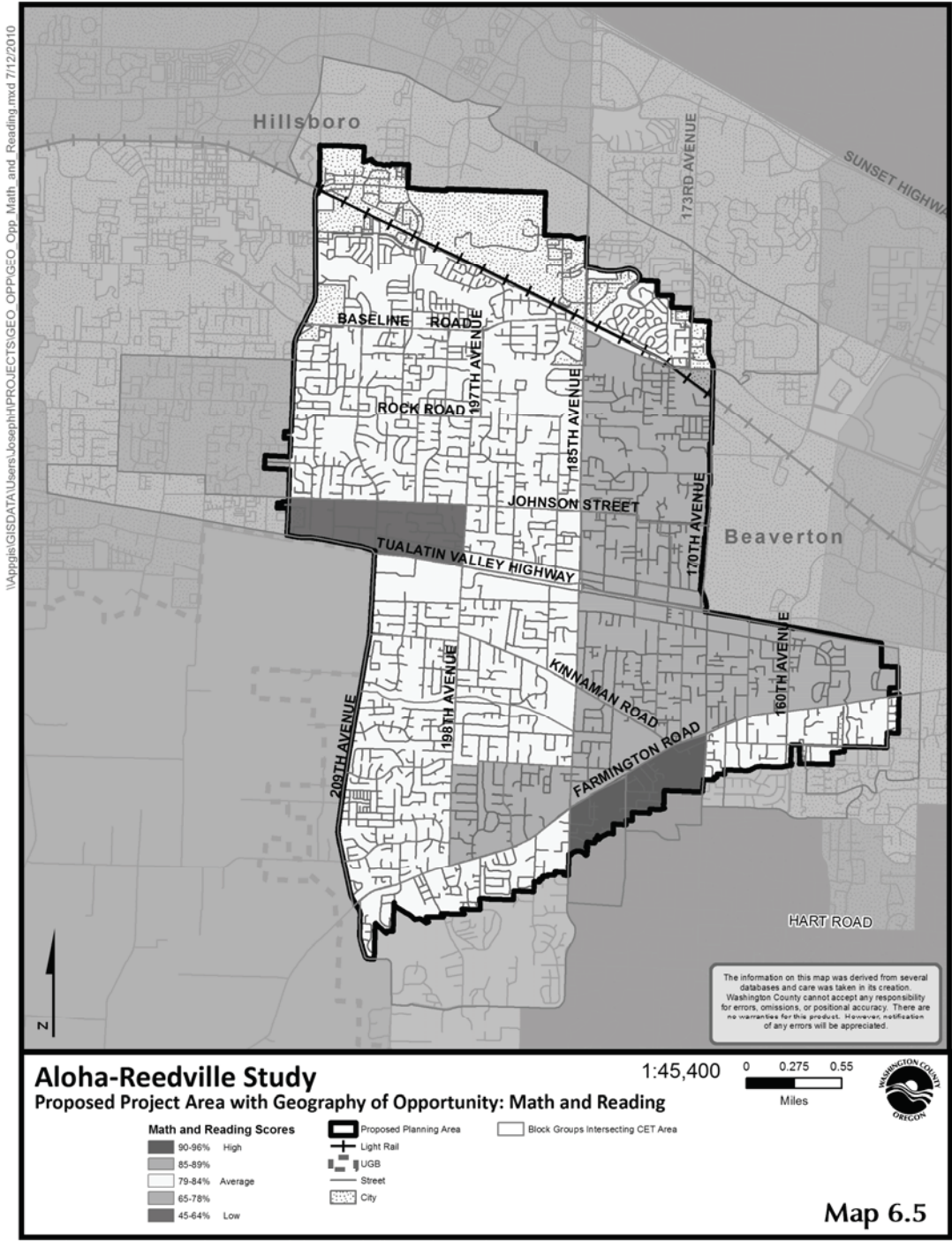
CET Planning Grant Application – Aloha-Reedville Study, Washington County



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Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

June 2012

Appendix 7



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APPENDIX 7 - ENVIRONMENT

7.1 Natural Resources /Goal 5 Inventory

Statewide Planning Goal 5 addresses natural resources, scenic and historic areas, and open spaces. Goal 5 requires local governments to adopt programs that "...protect natural resources and conserve scenic, historic and open space resources for present and future generations". In order to carry out the requirements of this Goal, Washington County developed resource inventories for a series of unincorporated urban planning areas. The urban planning areas covering the Aloha-Reedville Study Area include Aloha-Reedville-Cooper Mountain and Sunset West. The Community Plan that addresses each of these three areas was adopted in the early 1980s.

The Goal 5 inventories included data sheets for each resource together with an analysis of the relative importance of the resource. Map 7.1 and 7.2 in Appendix 7 show all significant natural and cultural resources within and immediately adjacent to the study area.

Goal 5 Resources identified within the Aloha-Reedville study area include:

- *Water Areas and Wetlands:* Segments of Beaverton Creek, Willow Creek, Butternut Creek, Bronson Creek, and feeder tributaries to these streams (resource designation identifies 100-year floodplains, drainage hazard areas, and ponds).
- *Wildlife Habitat:* Forested areas adjoining segments of Beaverton Creek, Bronson Creek, Willow Creek and tributaries to these streams. The forested area along the Westside LRT line beginning at the western edge of the Willow Creek LRT Station is also designated as Wildlife Habitat (Resource designation identifies sensitive habitats determined by the Oregon Department of Fish & Wildlife, the Audubon Society Urban Wildlife Habitat Mapping effort, and forested areas adjacent to water areas and wetlands).
- *Water Areas and Wetlands and Fish & Wildlife Habitat:* Large segments of Beaverton Creek in the northern portion of the study area, small segments of Willow Creek north of Baseline Road and east of SW 185th Avenue, a small segment of Butternut Creek east of SW 209th Avenue, and a segment of Beaverton Creek located east of SW 160th Avenue between TV Highway and Farmington Road near the east edge of the study area. (Resource identifies water areas and wetlands that are also fish and wildlife habitat).
- *Open Space:* resource identifies existing parks, recreation sites, golf courses, cemeteries, school playgrounds, powerline right-of-ways, and future park sites owned by Tualatin Hills Park and Recreation District (THPRD). Most of the park sites are owned and managed by THPRD and the city of Hillsboro.

- *Scenic Resources:*
 - Scenic Routes: The segment of TV Highway east of SW 170th Avenue is designated a Scenic Route for the views of Mount Hood to the east. Scenic routes in Washington County are roads which offer scenic views of the Tualatin Valley or the Cascade mountains.
 - Scenic Views: Actual scenic viewpoint location as seen from scenic routes. The view of Mount Hood from T.V. Highway, beginning near the intersection with SW 170th Avenue is designated as a viewpoint.

- *Park deficient areas:* areas that are more than one-half mile from a park site or public school playground. Three general areas within the study area were designated as “Park Deficient” pursuant to the area Community Plan. This includes lands in the southwestern portion of the study area north of Farmington Road near SW 209th Avenue, the area south of TV Highway east of SW 160th Avenue and the area near the northern edge of the OHSU Primate Research Center site located north of the Westside LRT line and west of NW 185th Avenue. Map 7.3 in Appendix 7 shows park deficient lands in the study area, where darker colors indicate areas that have closer access to parks. Generally the southwest corner and the area east of SW 197th and north of Johnson Street are comparatively park deficient.

Depending upon the type of resource, the regulatory standards of the county’s Community Development Code (CDC) require protection of all or part of the resources that have been determined to have significant value. Conditions of approval on development typically require limited to no net impact on the mapped resource.

7.2 Updated Resource Identification and Mapping

Metro Regional Functional Plan – Title 13

The Regional Functional Plan is an element of Metro’s regulatory code applicable to cities, counties and service providers throughout the three-county region. Title 13 of the Metro Code is entitled “Nature in Neighborhoods”. The intent of this Title is to: *“(1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams’ headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.”*

This program supplements Goal 5 Resource protection required by the county’s CDC by providing education and incentives designed to carry out the intent of the program as described below. Additionally, in cooperation with Clean Water Services, land

development activities are prohibited or restricted from developing within stream corridors, floodplains or wetlands and are required to establish and/or maintain protective vegetated buffers surrounding these areas. Developers also are required to restore degraded stream corridors that lie within their project areas.

This program:

- Is designed to achieve its purpose through conservation, protection, and appropriate restoration of riparian and upland fish and wildlife habitat through time, using a comprehensive approach that includes voluntary, incentive-based, educational, and regulatory elements
- Balances and integrates goals of protecting and enhancing fish and wildlife habitat, building livable Region 2040 communities, supporting a strong economy, controlling and preventing water pollution for the protection of the public health and safety, and complying with federal laws including the Clean Water Act and the Endangered Species Act
- Includes provisions to monitor and evaluate program performance over time to determine whether the program is achieving its objectives and targets, to determine whether cities and counties are in substantial compliance with this title, and to provide sufficient information to determine whether to amend or adjust the program in the future
- Establishes minimum requirements and is not intended to repeal or replace existing requirements of city or county comprehensive plans and implementing ordinances to the extent those requirements already meet the minimum requirements of this title, nor is it intended to prohibit cities and counties from adopting and enforcing fish and wildlife habitat protection and restoration programs that exceed the requirements of this title.

A map-based inventory forms the basis of the Title 13 fish & wildlife habitat protection and restoration program as implemented in Washington County through the “Basin Approach” noted below. The map identifies the areas that have been determined to contain regionally significant fish and wildlife habitat. The Inventory Map divides habitat into two general categories, riparian and upland wildlife, and further differentiates each habitat category into low, medium, and high value habitats. Impacts from development to a particular resource have varying limitations (see Map 7.4 and 7.5).

Under the alternative implementation options supported by Metro and Title 13, Washington County and its cities developed a “Basin Approach Plan” for lands within the Tualatin River drainage basin. This plan (entitled the “Tualatin Basin Program”) was adopted by the Tualatin Basin Natural Resources Coordinating Committee (TBNRCC) on April 4, 2005. Under this program, the jurisdictions within the basin carry out voluntary and incentives- based habitat protection, and cooperate with Clean Water Services in enforcing regulatory standards designed to protect water quality throughout the Tualatin River Basin.

7.3 Natural Hazards Mitigation

County officials and residents are well aware of the potential for future economic loss, damaged infrastructure, and loss of life caused by floods, windstorms, and other natural hazards. Flood events that occurred in 1995, 1996, 2007, and 2008 were all declared federal disasters. As a result, the Federal Emergency Management Agency (FEMA) provided assistance to help the county recover from these losses.

In 2004, the county developed a mitigation plan to respond to significant flood events when the Board of County Commissioners first adopted the Natural Hazards Mitigation Action Plan (NHMAP, refined in 2009-2010). The creation of a plan was also a federal requirement in order to receive reimbursement for funds spent on post-flood clean up for some of the above flood events. The plan was approved by FEMA that same year.

The mission of the NHMAP is:

“...to assist in reducing risk, preventing loss, and protecting life, property, and the environment from future natural hazard events. The NHMAP fosters coordinated partnerships and the development of multi-objective strategies for mitigation.”

The NHMAP contains resources and information to guide county staff, public and private sector organizations, and others as they work together to reduce the county’s risk from natural hazard events. It describes actions that the county can take to reduce its risk from these events and identify actions (by county and others) to prevent loss from future natural hazard events.

The following goals were developed to provide the overall direction that county agencies, organizations, and citizens can take to work toward mitigating risk from natural hazards:

- **GOAL 1:** Minimize loss of life, public and private property damages and the disruption of essential infrastructure and services from natural hazards.
- **GOAL 2:** Provide documentation for effective implementation and increased success in funding opportunities.
- **GOAL 3:** Minimize the impact of natural hazards while protecting and restoring the environment.

7.4 Parks, Recreation, and Open Space

Parks, recreation and open spaces within the Aloha-Reedville study area are provided primarily by Tualatin Hills Park & Recreation District (THPRD) with Hillsboro Parks and Recreation providing services to the northern section of the study area (See Map 7.6).

The dividing line between the service areas was established by the April 2003 Hillsboro Urban Service Agreement in coordination with THPRD. It follows the current Hillsboro and Beaverton school district boundary except for portions of SW 185th Avenue and areas north of Baseline Road that were already inside Hillsboro or Beaverton. This

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

boundary was used for Hillsboro’s Parks & Trails Master Plan approved in February 2010.

Tualatin Hills Park & Recreation District (THPRD)

The parks owned and maintained within the study area by THPRD are shown in Table 7.1.

Table 7.1

Existing Park	Location	Amenities	Notes
Hazeldale Park	Between Rosa and Farmington Roads and east of SW 198 th Avenue)	Tennis courts, ADA accessible trails, playground equipment, ballfields (soccer/softball/baseball), sports courts, open grass play areas, and restrooms	Approx 15.5 acres. The District also leases a portion of the adjoining parcel to the south for a dog park. Located on a bus route
Burnsridge Park	Located south of Farmington Road on the east side of SW 185 th Avenue	Picnic tables, playground, and trails	Approx. 2 acres Located on a bus route
Lawndale Park	Located adjacent to the southwest corner of Mtn. View Middle School	Playground	Approx. 1 acre Located on a bus route
Arnold Park	Located next to Beaverton School District’s International School and Aloha-Park Elementary on the south side of Blanton at SW 178 th Avenue	Picnic tables, trails and shared-use of school district soccer / softball / baseball fields	Approx. 4.3 acres (excluding school district property on which the ball fields are located) Located on a bus route
Melilah Park	Located between SW 182 nd and SW 178 th Avenues, south of Johnson Street	Tennis courts, playground equipment and open grass areas	Approx. 4.2 acres
Lilly K Johnson Woods Natural Area	On the south side of Farmington Road, east of SW 160 th Avenue between Farmington Road and Division Street	Picnic tables	Approx. 3.3 acres Located on a bus route
Butternut Park	On the southeast corner of SW 192 nd Avenue and Butternut Street	Picnic tables and playground	Two parcels totaling about 2.5 acres Located on a bus route
Deline Park	On the southeast corner of 187 th Avenue and Deline Street	<i>(No amenities identified by THPRD)</i>	Approx. 0.5 acres Located on a bus route

THPRD also owns and maintains the historic Jenkins Estate and Camp Rivendale, located close to the study area at the southwest corner of SW 209th Avenue/Grabhorn Road and Farmington Road.

Future Parks:

THPRD owns several parcels or groups of parcels located in the study area that have been acquired for future developed parks (Table 7.2).

Table 7.2

Future Parks	Location	Notes
Barsotti Park	On the south side of Blanton Street and east of SW 170 th Avenue	Two parcels totaling about 3.8 acres This park will be located in one of the three park deficient areas mapped on the Community Plan. Located on a bus route. Improvement scheduled for completion in 2014.
Cedars Wetlands Natural area	West of SW 160 th and north of Farmington Road at the west end of Shelton Street	Two parcels totaling 1/4 acre.
Future Park	At the northeast corner of SW 165 th Avenue and Farmington Road.	The District owns five parcels totaling 6.67 acres. This park will be located in one of the three park deficient areas mapped on the Community Plan. Located on a bus route
Beaverton Creek Greenway	Near the northeast corner of Johnson Street and SW 178 th Avenue	This approximate 1.5 acres of future park land (formerly Alohawood Park) is now part of the larger Beaverton Creek Greenway (see Beaverton Creek Greenway discussion below.)
Crowell Woods Natural area	Near the western terminus of SW Beaver Court, generally between Pheasant Lane and Marty Lane and east of SW 178 th Avenue	This park site encompasses two small parcels/tracts (Crowell Court Park and Crowell Court Open Space) totaling approximately 0.37 acres

Recreational Facilities:

In addition to parks and trails, THPRD maintains the Aloha Swim Center (adjacent to Aloha High School) that serves the study area.

Natural Areas and Open Space:

THPRD has acquired numerous parcels and/or tracts of natural areas for preservation as natural open space (such as the Tualatin Hills Nature Park) including:

- *Beaverton Creek Greenway:* THPRD recently consolidated two of its parks (Vendla and Pheasant) to form the Beaverton Creek Greenway. The greenway consists primarily of natural resource lands associated with Beaverton Creek. When completed (site acquisition and improvements) the greenway will extend between SW 185th and SW 170th Avenues –at SW 170th Avenue it will connect with the greenway element of the Tualatin Hills Nature Park located east of 170th Avenue. Due to the significant natural resources along this corridor, recreational amenities are generally limited. Existing amenities are limited to picnic tables and horseshoe pits in the former Vendla Park.
- *Whispering Woods Natural Area:* THPRD recently consolidated Whispering Woods and Chantel Village Parks to form the Whispering Woods Natural Area. This natural area consists primarily of natural resource lands along Beaverton Creek and is generally located between SW185th and SW197th Avenues and south of Baseline Road. Due to the significant natural resources along this

corridor, recreational amenities are generally limited. Existing amenities are limited to picnic tables and trails in the former Whispering Woods Park.

- *Willow Creek Greenway:* This greenway located east of SW 192nd Avenue and northeast of Chantel Village Park consists primarily of natural resource lands along Willow Creek. This greenway encompasses more than 4 acres and extends northeast of Baseline Road and SW 185th Avenue along Willow Creek drainage corridor. Amenities are currently limited to picnic tables.
- *Bales Wetlands Natural Area:* An approximate 3 acre wetland tract located north of SW Rosa Road at Farmington.
- *Elizabeth Meadows Wetlands Natural Area:* Approximately 0.5 acres located east of SW 192nd Avenue between Trelane Street and Christopher Drive. A pedestrian pathway bisects the open space connecting Trelane Street/SW 191st Avenue and Christopher Drive.

As shown on THPRD's October 2006 Trails Plan, the Beaverton Creek Greenway Trail is planned to continue east through the study area and connect to THPRD's Fanno Creek Trail at Denney Road in Beaverton. This trail is conceived of as part of a trail system referred to as the "Crescent Connection".

Existing Regional Trails and Greenways:

The Westside Regional Trail is the only regional trail that traverses the study area. While the preferred alignment for the trail has not been determined, it is expected to be located immediately east of the study area, through Tualatin Hills Nature Park. A planned pedestrian and bicycle bridge over the Tualatin River will designate the southern terminus of the Westside Trail and the northern terminus of the proposed Tonquin Trail, which has a preferred alignment and is currently nearing the end of the master planning process. These two trails will form a continuous route from Graham Oaks Park in Wilsonville to Portland's Forest Park.

Acquisition and Development Areas:

THPRD is continuing to pursue acquisition of natural area properties in the Aloha-Reedville area using funds from its 2008 voter-approved bond measure. According to THPRD, the bond will help preserve natural habitat, improve water quality and fund the construction of new trails and trail connections throughout the District's service area. Bond revenue will also be used to fund upgrades to existing parks and sports fields as well as expand some of THPRD's recreational buildings.

Bond-funded projects (completed and on-going) within the study area are shown in Table 7.3.

Table 7.3

Project Type	Location	Notes	Future Plans
Land Acquisition	On the east side of SW 165th just north of Farmington Road	District completed the purchase of five parcels totaling 6.67 acres on January of this year. There are currently five homes on the site, three of which are uninhabitable and will be removed soon with two retained as rentals until the park is developed.	About half of the property will likely remain a wetland and riparian corridor. The District intends to develop a 3.5 acre neighborhood park on the remaining western section of the property.
Land Acquisition	To be determined	The 2008 Bond Measure calls for the District to acquire a site for a recreation & aquatic center to serve the area. Five million dollars has been set aside for this purpose. A site of approximately 10 acres is wanted.	Funds are not available at this time to fully build the recreation & aquatic center. This would be similar to the Conestoga Recreation & Aquatic Center in south Beaverton.
Future Park	On the south side of Farmington Road, between SW 185 th and SW 179 th Avenues (northeast of Burnsridge Park)	Three parcels totaling about 10 acres. The District's 2008 Bond Measure calls for development of a community park to serve the Aloha-Reedville-Cooper Mountain area, possibly in this location. Timing of the park development is not certain at this point, but it should occur within the next four years. Over 7.8 million dollars budgeted for site improvements.	
Park Improvements	Lawndale Park	District relocated and installed new play equipment in April 2010. The new play area is approximately 800 square feet larger than the old area and provides increased play opportunities for all age groups and abilities and ADA access from the street to the new play area. Additional improvements such as concrete curbing for containment of the wood fiber safety surfacing, benches, picnic tables and/or trash receptacles were also included.	
Park Improvements	Arnold Park	District relocated and installed new play equipment in May 2010, providing greater opportunities for all age groups and abilities. Additional improvements such as concrete curbing for containment of the wood fiber safety surfacing, an ADA-accessible pathway, benches, picnic tables, and trash receptacles were included.	
Park Improvements	Hazeldale Park	District completed the installation of a new combination wood-plastic bridge across Butternut Creek in March 2011.	The bridge is built with slip-resistant decking and railing and has an expected lifespan of up to 75 yrs.
Park Improvements	Whispering Woods Natural Area	The Natural Resources Department will be enhancing the forest in Whispering Woods and the meadow in Chantal Village by removing weeds and invasive species, then replanting with native trees and shrubs. A soft-surface loop trail will be completed to connect Whispering Woods and Chantal Village.	The project is expected to be completed in the Spring of 2012.
Park Improvements	Willow Creek Nature Park	The Natural Resources Department will be removing non-native weeds and plants then replanting with native trees	The project is expected to be completed in the

		and/or shrubs after park improvements occur.	Spring of 2013.
Site Improvements	Aloha Swim Center	District completed the installation of pervious sidewalks and off-street parking in August 2010.	
Building Expansion	Aloha Swim Center	District completed the construction of two new ADA family changing rooms in February 2010. The lobby was also updated to provide ADA access from the new changing rooms to the pool.	

Service Areas:

THPRD’s service area is shown in Map 7.6. Levels of service standards are discussed in *Appendix Report 8, Service Provision*.

City of Hillsboro Parks and Recreation:

Hillsboro’s Park and Recreation Department serves as the parks provider for park areas in the northern portion of the study area that are within the city. Hillsboro also owns and maintains some parks within the study area and outside the city’s boundaries. These parks were transferred from THPRD (Figure 7.2) pursuant to Hillsboro's Urban Services Agreement and include:

- Paula Jean Trachsel Meadows Greenway
- Beaverton Creek
- Willow Creek (formerly Arleda) Parks
- The Master's House property

Beyond maintenance, the city currently does not have plans to improve these parks or the Master's House. The city currently does not have any additional acquisitions planned for parks or trails within the study area.

Approximately 25.5 acres of natural open space in the study area are owned by the city. These areas include:

- Two parcels totaling approximately 5.5 acres along Butternut Creek in the southwestern quadrant.
- Approximately five acres of wetlands (Intel Aloha Wetlands Park) located north of Alexander Street and northeast of SW 209th Avenue.

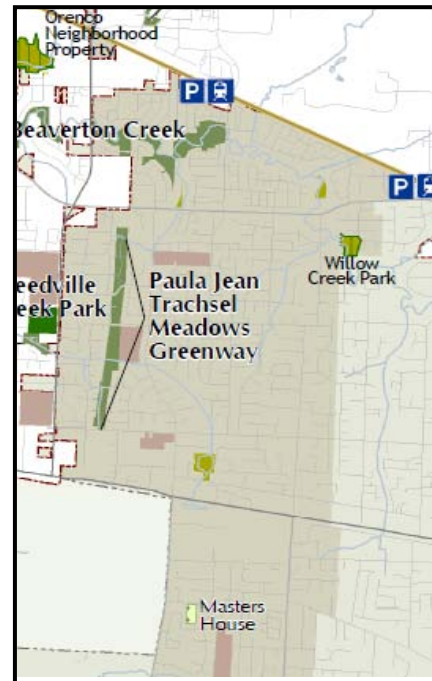


Figure 7.1

- An approximately two acre open space parcel located north of Baseline Road and SW 197th Avenue.
- Five parcels totaling approximately 13 acres along Beaverton Creek, located between SW 205th Avenue and Cornelius Pass Road in the northwestern quadrant.

Existing Regional Trails and Greenways:

The city has identified the following regional trails and greenways as part of their master plan:

- Bronson Creek Greenway Trail
- Beaverton Creek Greenway Trail
- Rock Creek Trail
- Turf to Surf Trail
- B-N Powerline Trail (following the Paula Jean Trachsel Meadows Greenway corridor)

Together these trails provide a strong regional trail network. To date, portions of the Rock Creek and B-N Powerline Trails have been constructed (Fig. 7.2).

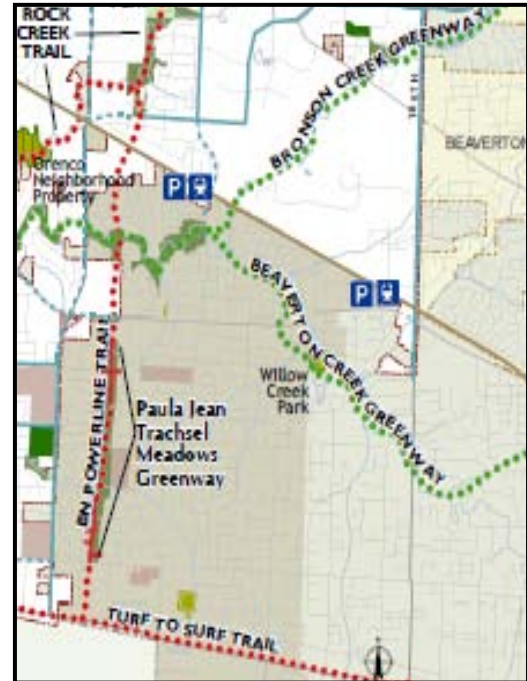


Figure 7.2

7.5 Tree Inventory

A tree inventory for the study area (and the county) does not currently exist. Work on a county tree ordinance has been on the Long Range Planning work program for several years but has not been initiated due to staff constraints and higher priority planning efforts such as Urban and Rural Reserves, and planning efforts for North Bethany and West Bull Mountain. At the project outset, a tree inventory for the Aloha-Reedville area was discussed as possibly being a template for a more in-depth effort leading to a county tree ordinance in the near future. To date, tree inventory in the study area has included an assessment of the presence of street trees along arterials and collectors and a review of existing canopy coverage from Metro data. Preliminary inventory work has also been conducted on parcels adjacent to arterials and collectors where staff has determined a greater likelihood of redevelopment relative to the surrounding area. This effort may be developed further during Phase 2 of the project.

Staff continues to research methodologies which can be applied to a pilot project within the study area but will also look to the project advisory committees for guidance in defining future tree inventory work.

7.6 Air Quality

Oregon Administrative Rule (OAR) 340-046-0090 sets ambient benchmarks for targeted air toxins in an effort to reduce air toxicity levels at the local level throughout the state. The Portland Metro area was the first community selected by the Department of

Environmental Quality (DEQ) to participate in air toxics reduction planning. The Portland Air Toxics Solutions (PATS) project study area includes portions of Multnomah, Clackamas and Washington Counties and included a technical analysis and a series of recommendations from the Portland Air Toxics Solutions Advisory Committee

(PATSAC), which met between August 2009 and October 2011. In a series of 14 meetings, the committee and DEQ worked through the challenges of understanding and discussing air toxics problems and potential solutions in the Portland area, considered monitoring and modeling data, sources of pollutants, and potential emission reduction strategies.¹

Using PATSAC's input, DEQ developed a framework for next steps, including:

- A priority list of air toxics categories
- White papers that form the technical foundation for future emission reduction strategies
- Definition of key considerations
- Future steps for technical analysis
- Future steps for stakeholder involvement, including representation and consideration of equity issues.

DEQ has prioritized five categories of emission sources for near-term action for emission-reduction actions. These categories are:

- residential wood combustion
- on-road mobile light duty vehicles
- on-road mobile heavy duty
- construction emissions
- industrial metals

Because the PATSAC recommendations in all five categories contain a roadmap for further stakeholder work, the report does not include specific reduction requirements, milestones, or ten year goals. DEQ will incorporate these elements in each category as part of future collaborative stakeholder processes.

In April 2012 the DEQ released the Portland Air Toxics Solutions Advisory Committee Report and Recommendations.² The plan includes recommendations for next steps to reduce targeted air toxics in the three-county area. DEQ will work with local governments and community stakeholders to further refine implementation strategies that achieve PATS emission reductions. The Executive Summary of the PATSAC report is included in Appendix 7.

¹ PATSAC Report, Draft Executive Summary. Page 1. October 13, 2011.

² <http://www.deq.state.or.us/aq/planning/patsReport.htm>

<http://www.co.washington.or.us/LUT/PlanningProjects/alohareedville/index.cfm>

Study Area Relevance:

The PATS effort has resulted in a series of air toxics maps based on modeling efforts that show *projected* concentrations of airborne pollutants over the Portland Metro area by the year 2017. The Aloha-Reedville Study Area consistently ranked high in the projected number of days over benchmarks for different individual airborne pollutants. A combined air toxicity map shows the Aloha area and NW Portland as having the greatest number of days over the target benchmarks set by (OAR) 340-046-0090 (Figure 7.4). For residential wood combustion, the modeling predicted that the study area would have the highest number of days over emissions benchmarks as anywhere in the Metro area (Figure 7.5). It is important to note that the projections for emissions releases for air toxics are based on limited existing air monitoring data. Inputs into the model are based in part on reported data to the DEQ and –in the case of residential wood consumption – self-reported data derived from Census Bureau information. The maps below show what *may* occur based on recent modeling efforts.

7.7 Other Toxicity Issues in the Study Area

This section is a placeholder as of March 9, 2012. Staff will review state Department of Environmental Quality data to determine presence or absence of contaminated sites in the study area.

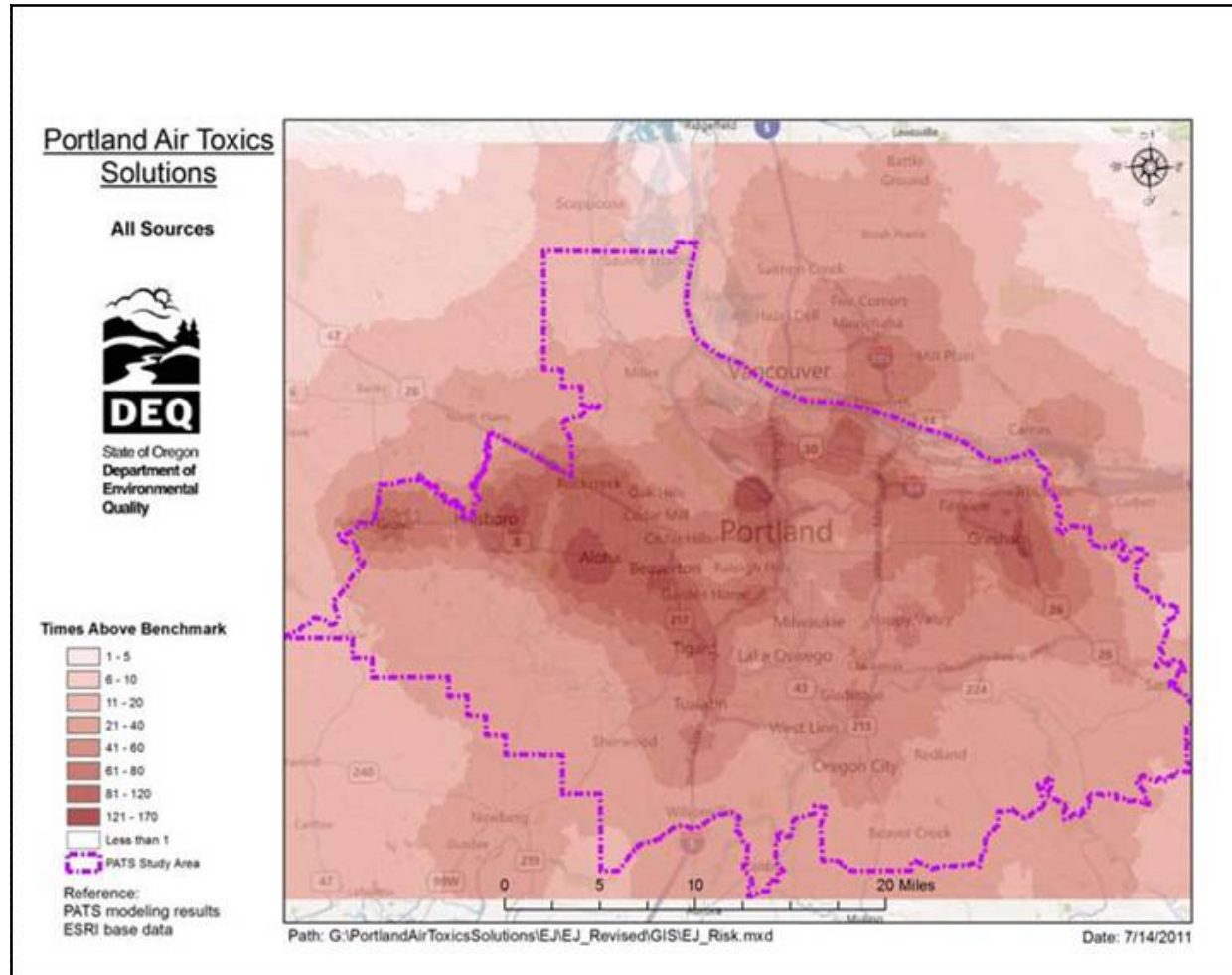


Figure 7.4

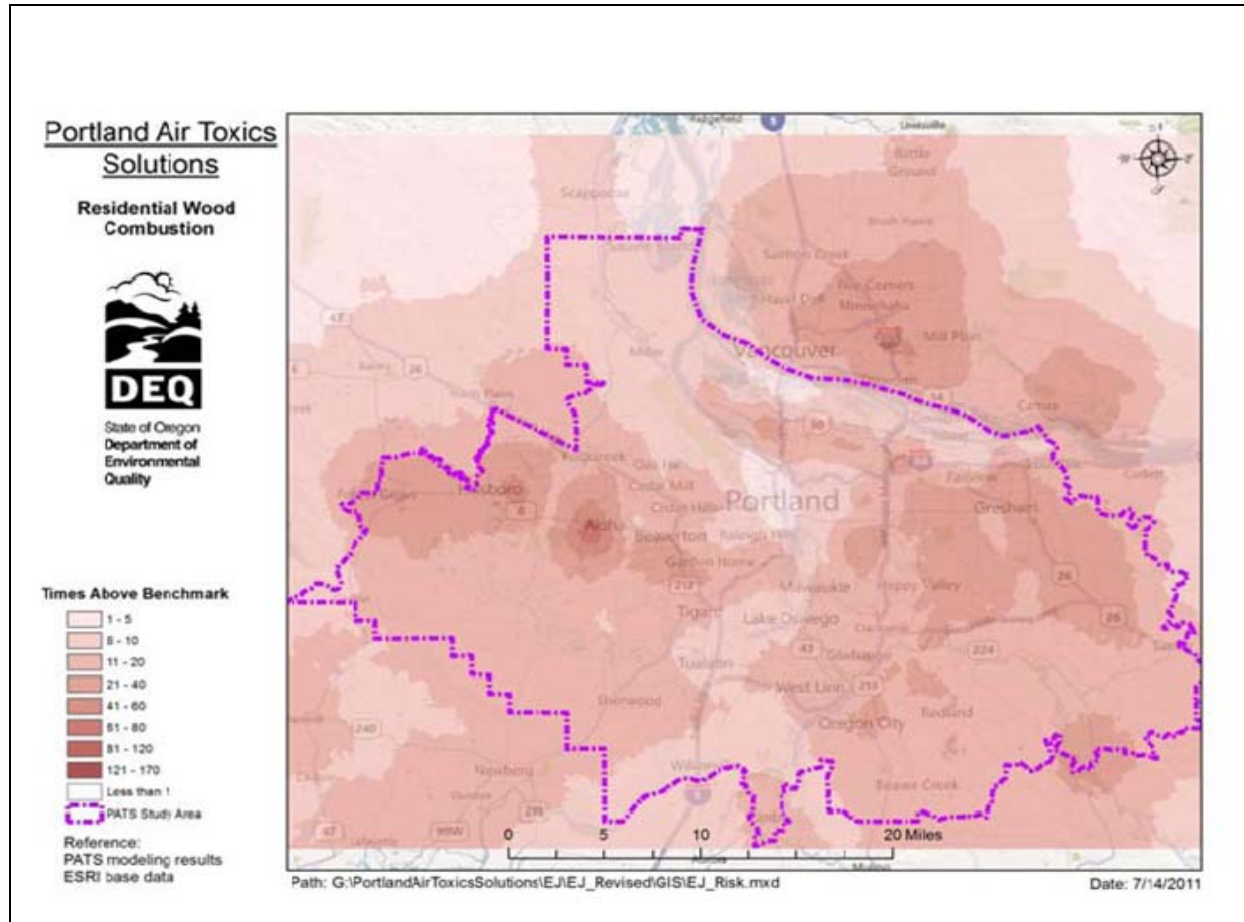
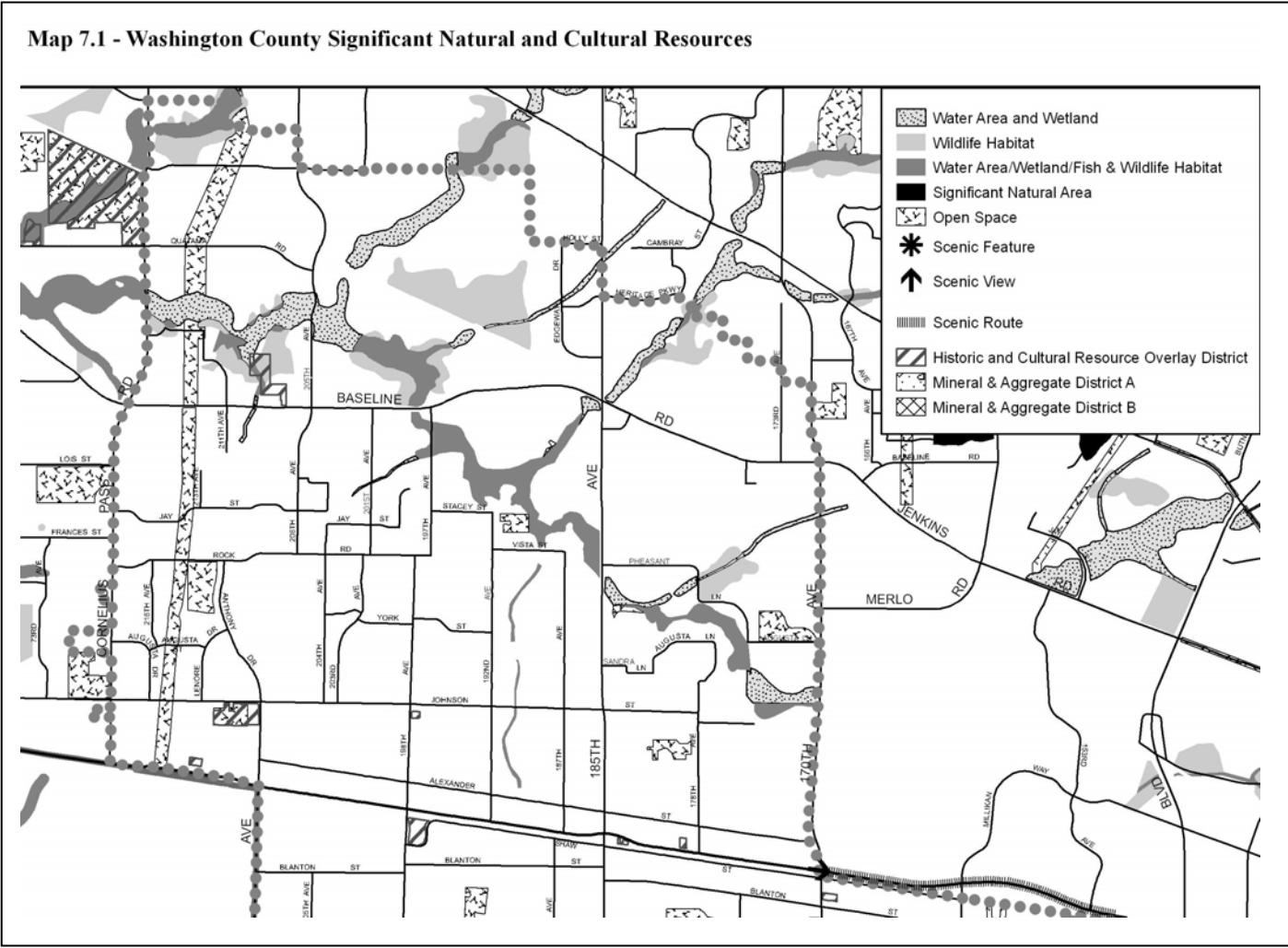
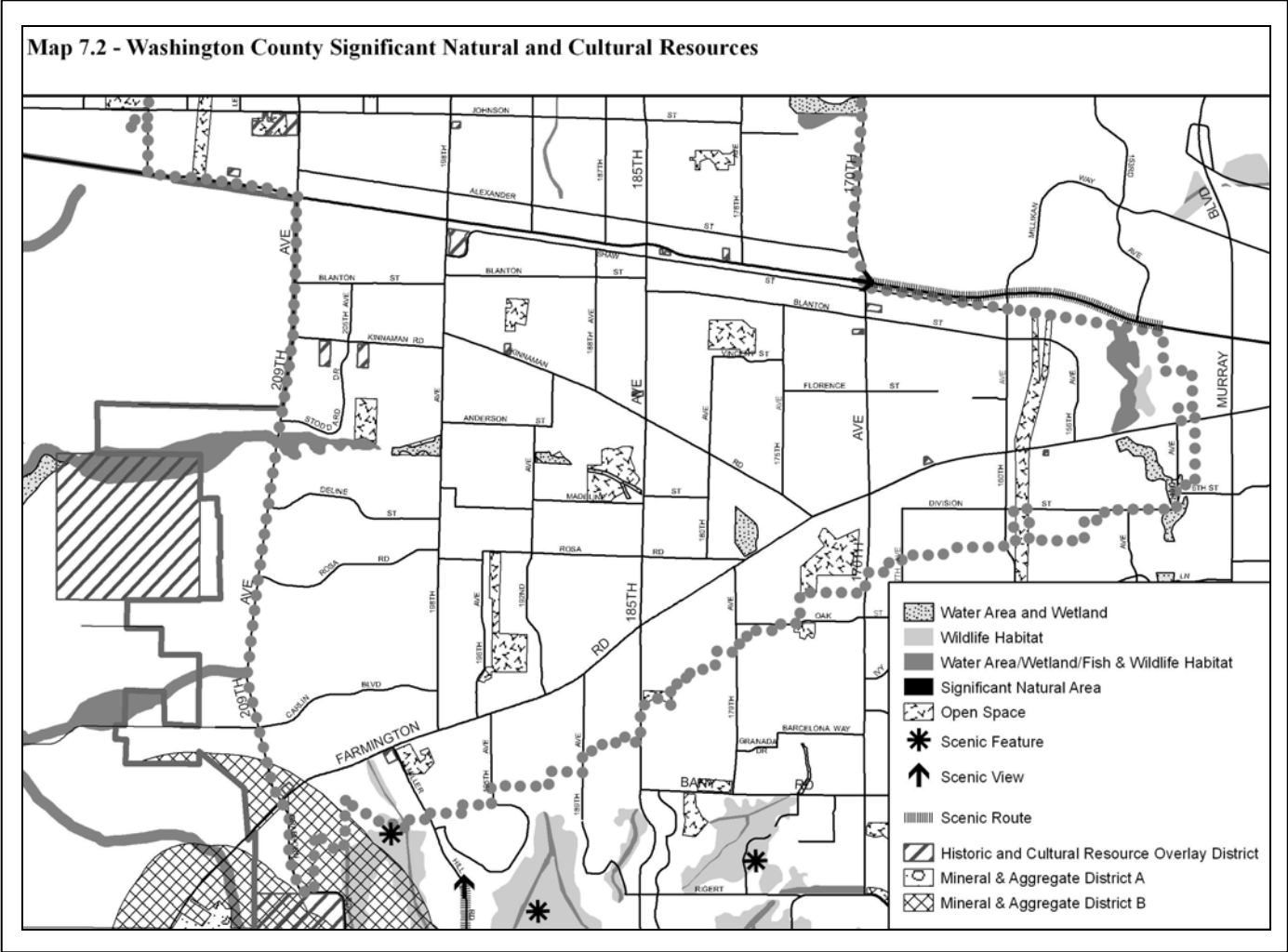
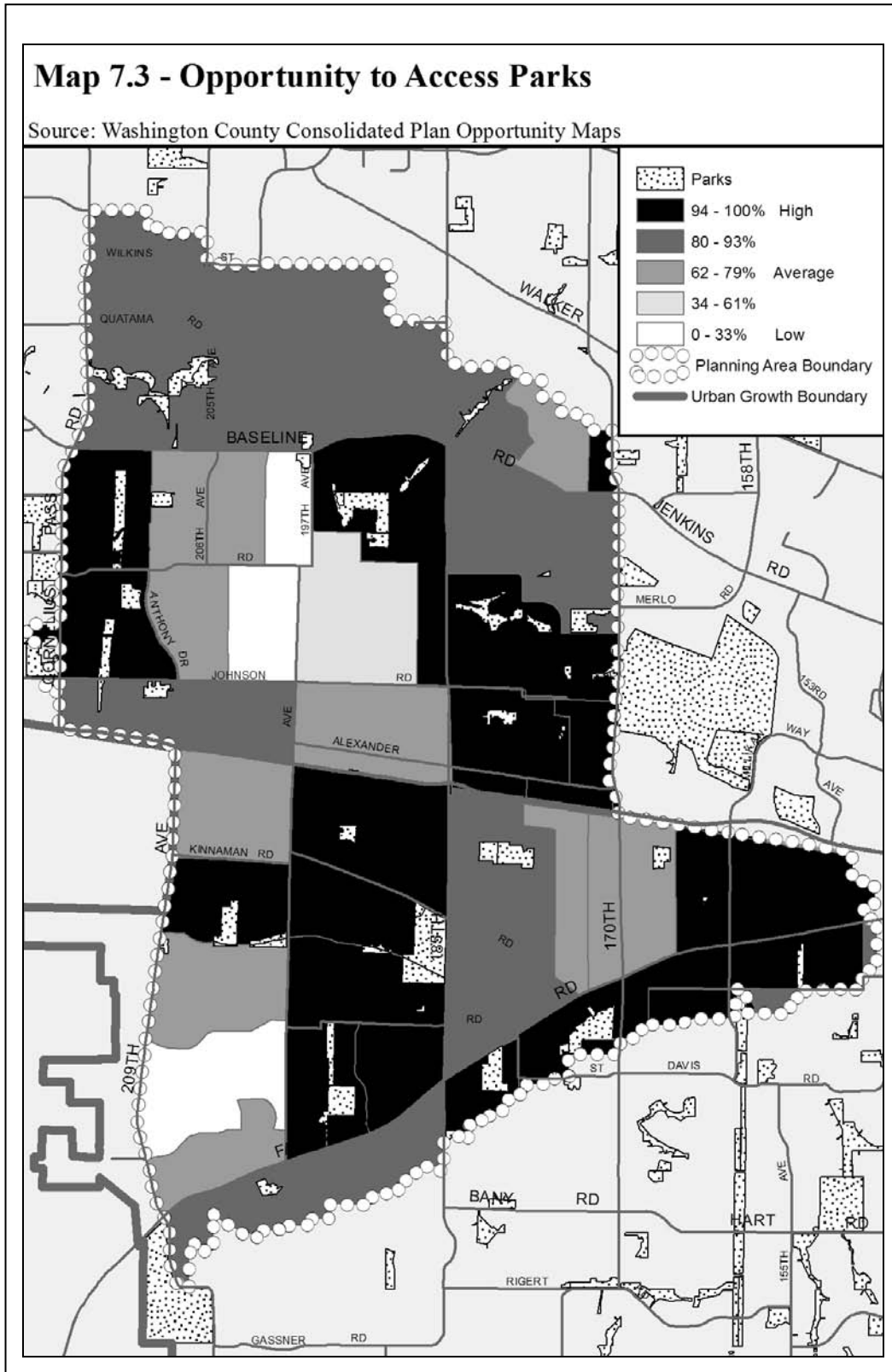
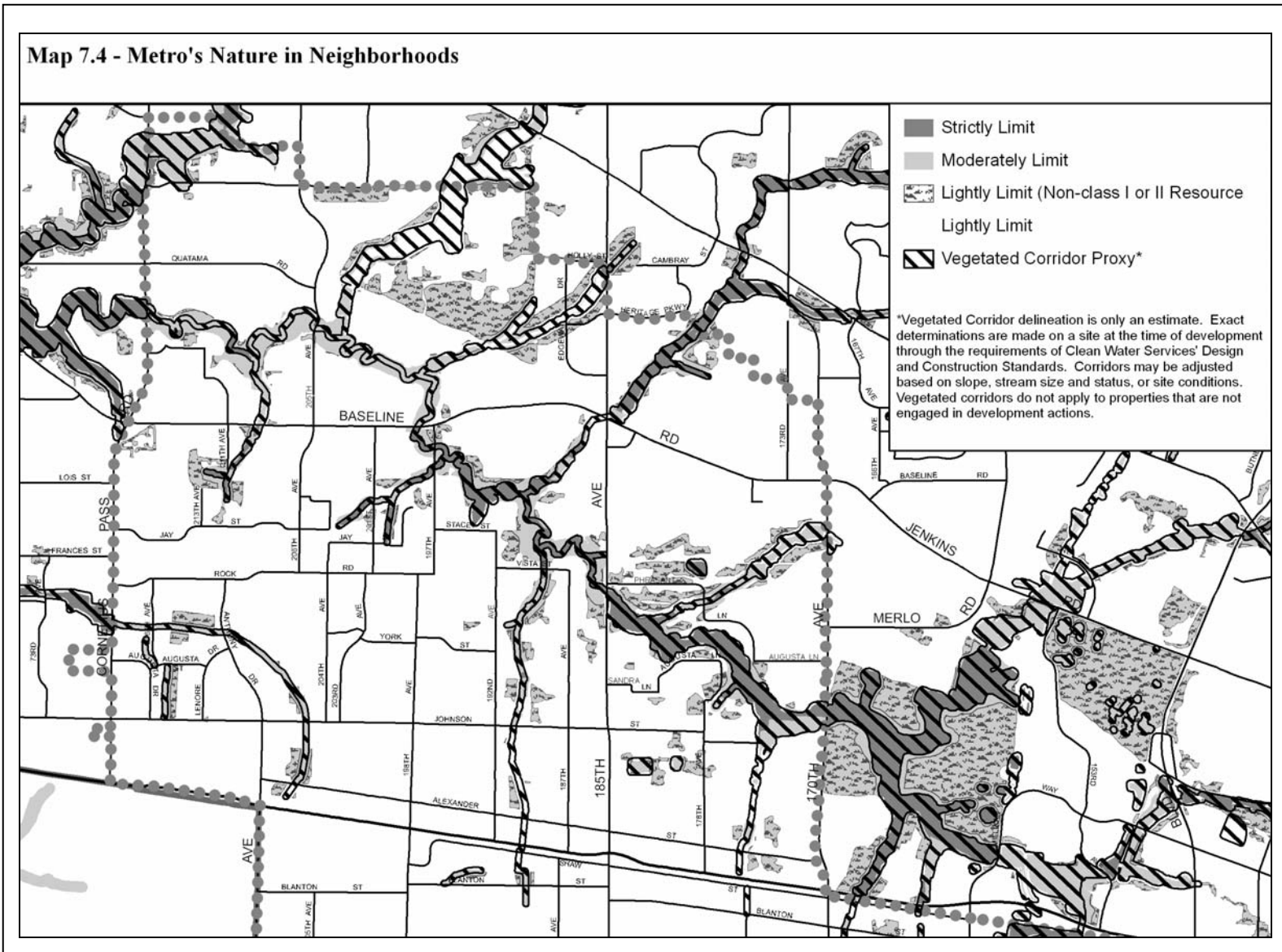


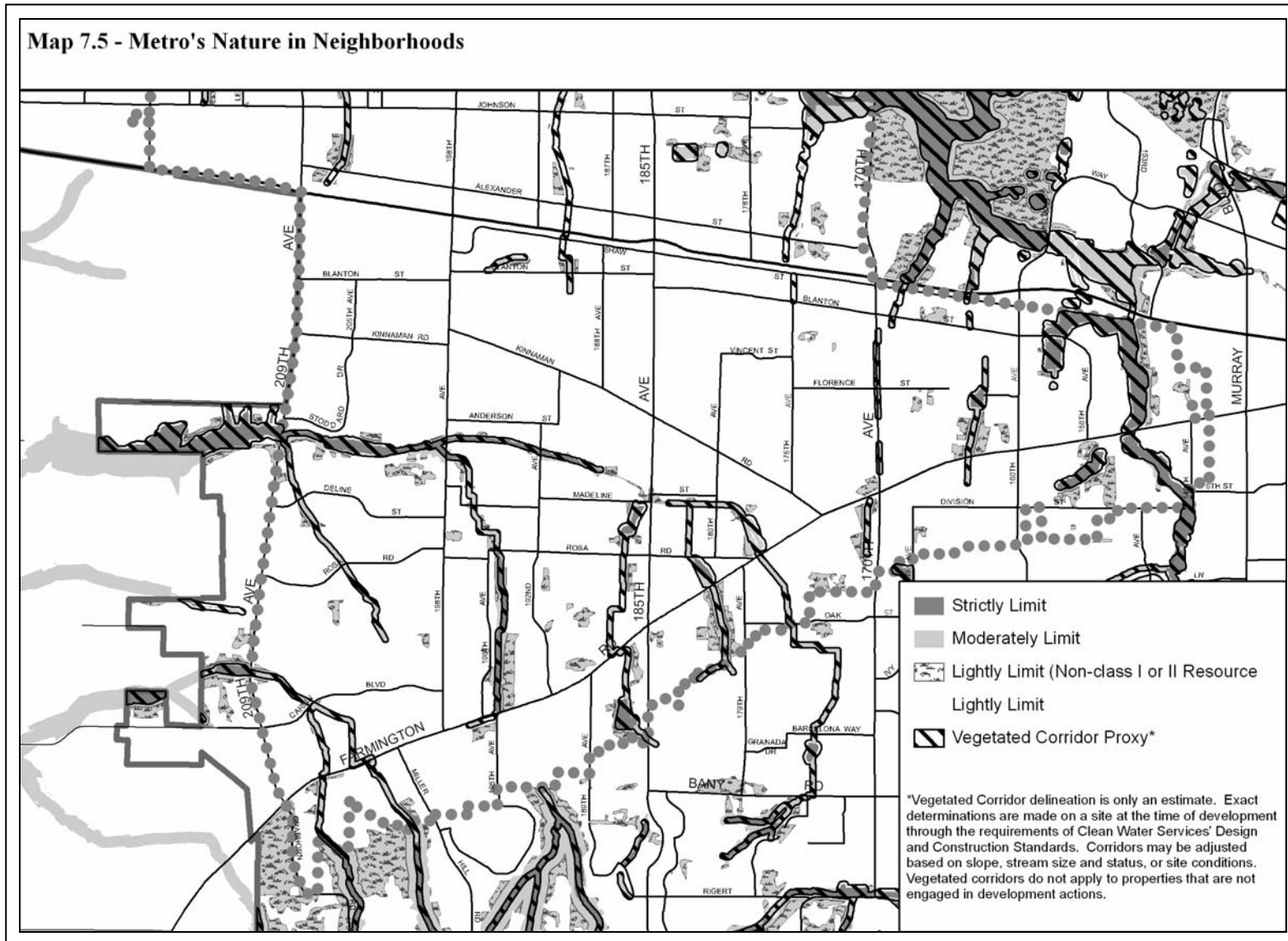
Figure 7.5













Portland Air Toxics Solutions Committee Report and Recommendations

April 2012



State of Oregon
Department of
Environmental
Quality



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1. Executive Summary

1.1 Background and Purpose

Compared to other areas in Oregon, the Portland region has the highest risk to the population from air toxics due to business and population density. Along with national estimates of air toxics emissions, Portland monitoring studies confirm the presence of air toxics at levels that can cause adverse health effects. Forming individual airsheds based on geography allows the Department of Environmental Quality or DEQ to define problem areas for air toxics in Oregon. It also allows DEQ to prioritize and focus efforts to reduce air toxics. Under this geographic approach, DEQ and community members evaluate air toxics holistically in an area, striving for reductions from various sources roughly commensurate with their contributions.

DEQ created the Portland Air Toxics Solutions project, also called PATS, to work with local communities to develop an air toxics reduction plan for the Portland region. Ultimately DEQ seeks to reduce concentrations of air toxics to ambient benchmark concentrations, health based clean air goals established in state regulations. Between August 2009 and October 2011, DEQ collaborated with a diverse stakeholder committee called Portland Air Toxics Solutions Advisory Committee, known as PATSAC, to develop a foundation and framework for an air toxics reduction plan. In a series of 14 meetings, the committee and DEQ worked through the challenges of understanding and discussing air toxics problems and potential solutions in the Portland area, considering monitoring and modeling data, pollutants above health based benchmarks, sources of pollutants and potential emission reduction strategies.

1.2 Technical Study

To understand Portland air toxics problems and sources, DEQ produced a PATS modeling study that projects air toxics concentrations for 19 pollutants in 2017. The PATS model used the most current and detailed emissions information from industrial, mobile, and residential activities. The model also factored in economic conditions, population growth, topography, weather and new regulations to reduce pollution. PATSAC reviewed all stages of the PATS modeling and monitoring data and initiated technical advances that improved methodologies and data quality. In addition, DEQ and the advisory committee considered monitoring data from a 2005 regional monitoring study and performed a model to monitor comparison.

The PATS modeling study identified 14 of the 19 pollutants above health based benchmarks. Eight of the 14 pollutants cause the most risk. These pollutants are: 1, 3 butadiene, benzene, diesel particulate, 15 PAH,

naphthalene, cadmium, acrolein, and formaldehyde. The study shows that most air toxics are found throughout the study area. Higher concentrations are found in densely populated neighborhoods, near busy roads and highways and in areas with business and industrial activity.

1.3 Portland Air Toxics Solutions Advisory Committee Contributions

The advisory committee provided DEQ with a wide diversity of opinion on the technical study and developing emission reduction options. DEQ fully considered and incorporated much of the committee's input. While the scientific complexity, need for additional stakeholder representation, and lack of consensus about air toxics in the study area prevented DEQ and PATSAC from developing the type of ten year plan envisioned in the project charter, PATSAC work resulted in ground-breaking analysis and understanding of toxics problems and potential solutions in the Portland area.

PATSAC and DEQ developed a framework for next steps, including:

- A priority list of air toxics source categories;
- White papers that lay an initial technical foundation for future emission reduction strategies;
- Definition of key considerations;
- Future steps for technical analysis; and
- Future steps for stakeholder involvement, including representation and consideration of environmental justice issues.

1.4 Priority Emission Source Categories

Five categories of emissions are high priority for near term follow up action, including stakeholder consultation, planning, and emission reduction actions. This prioritization is based on total modeled risk, practicability of emission reductions, and the directive in Oregon air toxics regulations to address both area wide and localized risk. The prioritized source categories will guide DEQ and partner actions to reduce toxics. However DEQ and others may take advantage of additional emission reduction opportunities as they arise. The five priority categories are:

- Residential Wood Combustion
- On Road Mobile Light Duty
- On Road Mobile Heavy Duty
- Construction
- Industrial Metals

For all priority categories, it is clear that additional stakeholder consultation will be necessary to thoroughly consider emission reductions. This consultation will allow development of more detailed technical information and more complete consideration of affected stakeholder interests. Future stakeholder processes will also evaluate strategies to achieve emission reductions, and recommend specific actions consistent with the PATSAC considerations, including cost effectiveness, feasibility and benefits analysis as well as options for ongoing improvement. Highlights of recommendations for the priority categories are summarized below.

1.4.1 Residential Wood Combustion

In the category of residential wood combustion, the next steps are to conduct a residential wood heating survey to refine DEQ emission estimates, to implement a regional public awareness campaign to promote cleaner burning techniques, and to improve implementation of the uncertified woodstove change out program, with emphasis on assistance to affected environmental justice communities. DEQ follow-up actions also include evaluation of opacity limits, finding long term funding for woodstove change out, and supporting stronger national standards for new wood heating devices.

1.4.2 On Road Mobile Light Duty Vehicles

For on road mobile emissions, DEQ plans to coordinate with Metro's ongoing regional transportation planning process to reduce vehicle miles traveled (VMT) from light duty vehicles. Under this effort, Metro, DEQ and partners would work to identify sustainable funding for VMT reduction, incorporate air toxics reductions into existing VMT reduction planning and strive to achieve a per capita reduction of 20% of light duty vehicle air toxics emissions by 2035. Other VMT reduction elements include transportation demand management, operation improvements and transit improvements. DEQ plans to advocate for strong national standards for light duty vehicles, adopt California LEV III standards and promote infrastructure for low emitting vehicles. Cleaner fuel recommendations include a life cycle evaluation of air toxics reductions from low carbon fuels, and an evaluation of reformulated gasoline.

1.4.3 On Road Mobile Heavy Duty Vehicles

General strategies to reduce emissions from on road mobile heavy duty vehicles are to identify opportunities for financial support of clean diesel activities and to identify the most effective use of education and outreach. To burn fuel cleaner, DEQ is directed to work with stakeholders to accelerate engine turnover, repowering, and retrofits. DEQ can also work with partners to assess the feasibility and effectiveness at all levels of government of incenting or requiring clean diesel fleets at publically funded projects. To burn cleaner fuel, DEQ can evaluate alternative fuels as well as the need for a technical clearinghouse on environmental benefits of alternative fuels. To burn less fuel DEQ can evaluate efficiency measures, and current idling restrictions in Oregon and other jurisdictions.

1.4.5 Construction Equipment

Recommendations in this category direct DEQ to conduct a survey of construction equipment in the Metro area. This would better define equipment characteristics, improve emission estimates, and inform reduction strategies. Other general strategies include evaluations of an equipment registration system and evaluation of the impacts of high emission equipment imported from California. DEQ can identify opportunities for financial support of clean diesel activities as well as the role of education in promoting clean diesel activities. Strategies to burn fuel cleaner include acceleration of engine turnover, repowering and retrofits, and evaluation of requiring clean diesel equipment on publically funded projects. To burn cleaner fuel, next steps include evaluation of alternative fuels and a technical clearinghouse on alternative fuels. To burn less fuel, DEQ and partners can evaluate efficiency measures and the feasibility of idle reduction for construction equipment, including private and other jurisdictions' idle reduction programs.

1.4.6 Industrial Metals

For industrial metals facilities DEQ would refine emission estimates using facility-specific models and improved emission characteristics. DEQ would encourage facilities with modeled impacts above benchmarks to make voluntary early reductions, and as with all the other high priority categories, convene a stakeholder process to identify and evaluate strategies to achieve emission reductions.

1.5 Additional Technical Information

The PATS process highlighted several areas in need of data refinement for better understanding of emissions, potential risks and possible emission reduction strategies. With assistance from EPA and other state and local partners, DEQ would develop additional and more accurate information in the following areas:

- Methylene chloride
- Secondary formation pollutants
- Cadmium
- Arsenic
- Additional Monitoring Studies

1.6 Next Steps

In collaboration with PATSAC, DEQ identified several important future considerations for implementing emission reduction strategies. For many categories of emissions there are common potential future needs:

- 1) continuous improvement in achieving emission reductions,
- 2) responding to growth in emissions,
- 3) providing the best quality information about air toxics, and
- 4) mitigating exposures in ways that complement reduction strategies.

DEQ understands through comments received and group discussion that many PATSAC members support the next steps stated in this section. However, the report and recommendations do not represent the views of all PATSAC members. DEQ will seek further comment from the public and stakeholders before finalizing this proposal for presentation to the Environmental Quality Commission.

At the time of this report, DEQ has exhausted the funding for ongoing air toxics work. However, because air toxics are produced by many of the same sources that produce particulate, ozone precursors and greenhouse gases, DEQ will link efforts to reduce all of these pollutants in a comprehensive approach. While DEQ will coordinate local air toxics reduction efforts, it is also relying on partnerships and collaborations with local agencies and communities for resources and for strategy implementation.

Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

June 2012

Appendix 8



This project also 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.

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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.

APPENDIX 8 - PLANNING AND SERVICE PROVISION

8.1 Metro Context

Metro is the elected regional government for over 1.5 million residents in 25 cities within Washington, Multnomah, and Clackamas Counties. Metro provides overarching policy direction for land use issues within the regional Urban Growth Boundary (UGB) and coordinates with counties and cities in planning for urban growth management and transportation. Its seven-member council, directly elected by the region's voters, determines when land is added to the UGB. Additional Metro functions include the management of the region's recycling and garbage services, the Oregon Zoo, the Oregon Convention Center, and a number of regional parks.

In 1995, Metro adopted the 2040 Growth Concept to serve as a regional 50-year plan for managing growth and development inside the UGB. The purpose was to capture and implement a set of shared values, expressed by the citizens of that time, which would lead to stable neighborhoods, economic prosperity, efficient use of available land, protection and enhancement of existing environmental resources, a balanced transportation system, and improved housing opportunities for citizens.

Metro 2040 Design Types

The county's Comprehensive Plan implements Metro's 2040 Urban Growth Concept. The 2040 Concept Plan and map define the desired form for regional growth and development within the Portland metropolitan area for the next 50 years. The 2040 Design Types within the study area include *Regional Center, Town Center, Station Community, Corridors, Neighborhoods, and Employment Areas*. The 2040 map in Figure 1 is the 2040 map adopted by the county. This map differs slightly from Metro's 2040 map, which notes SW Kinnamen Road as a 2040 Corridor and not SW 185th Avenue and Farmington Road west of SW Kinnamen Road (as shown in Figure 1). Characteristics of these design types as they have been incorporated into the county's Comprehensive Plan are discussed below.

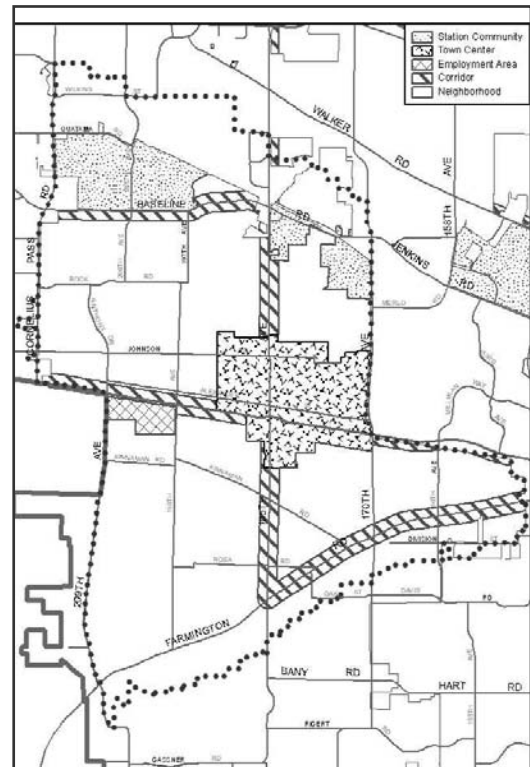


Figure 1

Regional Center:

A small portion of the Tanasbourne-AmberGlen Regional Center occurs in the northwest part of the study area in the vicinity of the Quatama light rail station. Regional Centers are typically characterized by compact employment and housing development served by

high-quality transit. They are planned to be intensively developed with a wide range of uses intended to foster a lively, prosperous community center that serves as a place to live, work, recreate, and shop.

Town Center:

The area around the intersection of SW 185th Avenue and TV Highway – near the heart of the study area – is a designated town center. Town centers are intended to provide a strong sense of community for the surrounding area through a mix of commercial, retail, and residential uses. Mixed-use development, with residential above commercial activity, allows for an 18-24 hour activity pattern that gives an area a ‘lived in’ feeling. Town Centers are well served by transit and should be pedestrian-friendly, with wide sidewalks and amenities such as street trees and benches. Metro acknowledged the Aloha Town Center in 2000 based on the County’s existing land use designations.

It is anticipated that this study will identify transportation improvements in the Town Center area; however, existing plan designations will not necessarily change. Expected outcomes of this project will be an Aloha Corridor and Town Center Economic Development Plan, and a Corridor and Town Center Land Use and Streetscape Improvement Plan.

Station Community:

Station communities are areas of development within walking distance (up to 1/2 mile) of a light-rail or high-capacity-transit station. These areas are designated for higher density, transit-supported uses. Primary uses include retail and service businesses, offices, mixed-use development, higher-density housing and rowhouses. The areas are served by a range of transportation options, including easy bike and pedestrian access.

The light-rail line (Westside MAX) runs generally east-to-west through the northern portion of the study area, connecting Hillsboro and Beaverton with Portland and points east. There are three light rail stations serving the study area. The SW 185th Avenue Transit Center and the Quatama light rail stations are located within the study area, and the SW 170th Avenue/Elmonica light rail station is located just east of the study area boundary. Station area planning for these transit areas is undertaken in conjunction with Beaverton’s and Hillsboro’s planning policies and standards.

Corridor:

Transit corridors generally include areas along transit routes that have or will have frequent transit service. Transit corridor development will include a mix of complimentary land uses, including rowhouses, duplexes, apartments, office or retail buildings, institutional uses, and mixed commercial and residential uses. Commercial and office uses will be allowed to develop at specific points along the transit corridor with an attempt to limit strip development and traffic congestion. The corridors are intended to contain a high-quality and safe pedestrian environment with wide sidewalks and pedestrian amenities.

The following streets are designated Corridors in the Community Plan.

- TV Highway
- Baseline Road
- Farmington Road from SW 185th Avenue east to Beaverton
- SW 185th Avenue south to Kinnamen Road
- Kinnaman Road

Neighborhoods:

Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. Some redevelopment can occur over time so that vacant land or under-used buildings could be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types including row houses and accessory dwelling units. The growth concept distinguishes between slightly more compact inner neighborhoods and outer neighborhoods, with slightly larger lots and fewer street connections.

Employment Areas

Employment Areas are designed to provide the community with locations for jobs. Primary uses include firms that fit the niche between commercial services and industrial uses. New commercial development is typically limited to uses that are of a size and nature that serve Employment Area workers. The only designated employment land in the study area is Intel's Aloha campus on SW 198th Avenue and TV Highway.

Regional Transportation Plan

The 2035 Regional Transportation Plan (RTP) was adopted by Metro in June 2010. The RTP presents the overarching policies and goals, system concepts for all modes of travel, funding strategies and local implementation requirements within Multnomah, Clackamas and Washington counties.

The plan:

- sets the direction and guides planning for future investments in the region's transportation system
- establishes policies and priorities for all forms of travel – motor vehicle, transit, pedestrian, bicycle and freight – and street design for the efficient management of the overall system
- anticipates the region's current and future travel needs based on forecasts of growth in population, households and jobs as well as future travel patterns and analysis of travel conditions
- evaluates federal, state and local funding that will be available for transportation improvements
- estimates costs of projects and proposes funding strategies to meet these costs.

The RTP identified TV Highway as a regional mobility corridor. The regional mobility corridor concept integrates arterial streets, high capacity transit, frequent bus routes,

freight/passenger rail, and bicycle parkways into subareas of the region that work together to provide for regional, statewide, and interstate travel. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region.

TV Highway was also identified in the June 2010 Regional High Capacity Transit System Plan as a Next Phase Regional Priority Corridor for high capacity transit service. High capacity transit (HCT) is defined by its function: to carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights of way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and passenger facilities. As a Next Phase Regional Priority Corridor, TV Highway has been identified as a corridor where future HCT investment may be viable if recommended planning and policy actions are implemented. The TV Highway Corridor Plan (TVCP) efforts address this planning effort.

8.2 *Washington County Comprehensive Plan*

The Comprehensive Plan is a policy document that guides future growth and development in the county through applicable standards and regulations. It includes the Comprehensive Framework Plan for the Urban Area (CFP), the Community Development Code (CDC), the Rural and Natural Resource Plan, the Transportation System Plan (TSP) and community plans for the unincorporated portion of the county within the UGB. The Aloha-Reedville-Cooper Mountain Community Plan is one such plan and is included in Appendix 8. Community plans include a plan map and plan text that describes map designations. Community design and context is maintained through the application of General Design Elements for the overall planning area. Subarea Design Elements also maintain context for specific areas planned for similar types of land uses. Application of these design elements during development and redevelopment help maintain the vision of the community plans.

8.3 *Aloha-Reedville-Cooper Mountain Community Plan*

The Aloha-Reedville-Cooper Mountain Community Plan and Map was adopted in 1983 via Ordinances 263, 264, and 265 and has been updated several times since then. The Plan map applies land use designations (zoning) to the area and provides a description of community development activities envisioned for this planning area. As noted above, community design and context is maintained through the application of General Design Elements to the overall planning area and Subarea Design Elements are applied to specific areas planned for similar types of land uses.

The provisions of the Aloha-Reedville-Cooper Mountain Community Plan, including General Design Elements and Subarea Design Elements, will continue to apply to the study area. However, identified recommendations generated as part of this study by

residents, stakeholders and advisory committee members will inform future updates to the Community Plan.

Existing Land Use Designations

The study area encompasses about 5,890 acres and has 16 plan designations within it. Sixty-two percent (62%) of the study area is planned for residential use, with significant acreage of commercial and institutional designations. Roughly 2,710 acres (46%) are designated as low-density residential (R-5 and R-6), 482 acres (8.2%) are designated for medium-density residential (R-9 and R-15) and 438 acres (7.4%) are designated as high-density residential. The higher density residential lands are planned mainly along designated corridors and near expected commercial retail uses.

Of the remaining study area, around 191 acres (3.2%) are designated for commercial uses, about 202 acres (3.4%) are designated for institutional uses (schools, churches, etc.) and about 62 acres (1%) are designated for industrial uses. There are also approximately 66 acres of designated park lands within the study area, including 32.5 acres maintained by the city of Hillsboro. Many of the parks are on lands designated Institutional, with the remaining parks in residential areas.

Commercial uses in the study area are mostly located either along SW TV Highway or in shopping centers (Farmington Mall, 185th and Baseline, and 185th and Farmington.) Commercial land along Tualatin Valley Highway consists primarily of small parcels that are not conducive to large-scale development without lot consolidation.

Several small-scale light industrial uses are located in the area, generally along the south side of TV Highway. The largest industrial use in the Community Planning Area and the study area is the Intel facility at 198th Avenue and TV Highway.

Maps 8.1 – 8.7 in Appendix 8 show all land use designations in the study area.

8.4 Urban Service Agreements (USA)

In 1993, the State Legislature adopted Senate Bill 122 (SB 122) which requires local governments to determine the long-term service providers to urban areas for the following services: sewer, water, fire protection, parks, recreation and open space, streets, and mass transit. Local governments in the county chose to also include law enforcement and storm water services in the SB 122 discussions. Cities and special service districts were identified as the long-term providers of urban services so that the county can focus on programs that benefit all county residents, such as the justice system, health and human services, and the major transportation system.

Identifying long-term urban service providers and their service areas provides a degree of certainty for consumers as to who will provide their future services. Another benefit in identifying service providers is that each provider will know the areas they will serve now and in the future, avoid duplication of services, and be able to plan for and provide services and facilities in the most efficient and cost effective manner.

The cities of Hillsboro and Beaverton are the only two municipalities that border the study area. Pursuant to SB122, the Hillsboro Urban Services Agreement was executed April 2003 between the county, Hillsboro, Beaverton, Metro and the following special districts: CWS, TriMet, THPRD, TVF&R, TVWD (identified and discussed below) and Washington County Fire District No. 2.

An Intergovernmental Agreement (IGA) between the county and Beaverton has been adopted as the initial step in the process of developing a Beaverton Urban Services Agreement. The IGA addresses the interim provision of urban services

8.5 *Urban Service Provision*

The unincorporated area in the study area is currently served by several urban service providers as noted in Table 8.1:

<i>Service Provider</i>	<i>Service</i>
Clean Water Services	sanitary sewer & stormwater services
Tualatin Valley Water District	water
Tualatin Valley Fire & Rescue; Washington County Fire District 2	fire protection
Tualatin Hills Park & Recreation District	parks, open space and recreation
Tri-Met	transit
ODOT; Washington County	streets and roads
Enhanced Sheriff Patrol District	law enforcement

Table 8.1

The County’s Urban Road Maintenance District maintains the local street system (neighborhood routes and local streets). Map 8.8 in Appendix 8 shows that the district covers the majority of the study area. ODOT is responsible for TV Highway and sections of Farmington Road. THPRD serves most of the area with the exception of the area surrounding the Quatama MAX station. Clean Water Services is responsible for major elements of the sanitary sewer and stormwater system and is discussed below. Portions of the study area that are in Hillsboro are served by that city. Service provider district area maps (Maps 8.8 – 8.13) are contained in Appendix 8.

Electricity, natural gas and heating oil, and telephone services are supplied by private companies to the area’s residents.

There are no libraries located in the study area. A citizen-driven initiative is currently underway that would establish a (non-profit) library in the Farmington/Kinnaman commercial complex. The nearest libraries are located in Hillsboro’s Shute Park,

downtown Beaverton, and in the Cedar Mill area of unincorporated Washington County. These libraries are part of the Washington County Cooperative Library Services (WCCLS) network. WCCLS is a system composed of all city, county, community, school, academic and special libraries in the county that provides service to county residents.

Transit service within the study area includes MAX Blue Line light rail service connecting Gresham to Hillsboro and four bus lines. Transit service provision is discussed in the Appendix 5 Transportation Report.

8.6 Clean Water Services

Clean Water Services (CWS) is a water resources management utility that works with its 12 member cities to build and maintain the public sanitary sewer and surface water management system for the Tualatin River Basin. The agency serves over 520,000 customers and works to improve water quality in the Tualatin River and its tributaries, manage flooding, protect fish habitat, and operate four waste-water treatment facilities and 41 pump stations. Flood management projects, water quality and stream enhancement projects, and fish habitat protection are some of the key functions of the agency.

Four capital projects in the study area were started in 2011. They are:

- SW Kinnamen (173rd to 185th) – project evaluates 3,000 feet of 8”inch pipe for defects and potential replacement in an effort to reduce stormwater runoff into the sewer system. Defective sewer laterals to be replaced. Expected completion is January 2012.
- Sump Pump Pilot Project - identical to the above objective. Expected completion is spring 2012.
- SW 196th and Blanton – open conveyance channel work and replacement of undersized culverts. Project was completed in summer 2011 and revegetation monitoring is on-going.
- SW 201st and Jay Street Drainage Upgrade – pipe replacement and stream enhancements. Completed in autumn 2011. Revegetation monitoring is on-going.

Maps 8.14 and 8.15 in Appendix 8 show areas where tree planting has occurred for both watershed restoration and development mitigation. The map also shows areas that were identified as potential future tree planting projects during Watersheds 2000, the agencies intensive review of watershed data. Some of these project sites have been planted. Riparian corridors are typically protected to a minimum of 50 feet as measured from the center line of the stream.

Maps 8.16 and 8.17 in Appendix 8 show priority locations for stormwater drainage improvements. Upgrades typically entail installation of larger pipe to increase capacity but also include the installation of new pipe into existing open ditches. Currently none of these mapped projects have allocated funding.

8.7 Tualatin Valley Water District (TVWD)

TVWD is the water provider for residents and businesses within the study area. The district covers nearly 45 square miles and serves nearly 200,000 customers. Seventy-five percent (75%) of water usage is residential and twenty-five percent (25%) is commercial or government. Typical infrastructure elements include water pipes, pumping stations and hydrants. Two significant capital improvement projects occurred within the study area in 2010:

- installation of 350 feet of 12" inch pipe on a bridge replacement at SW 209th Avenue at Butternut Creek
- replacement and installation of new hydrants and 1,745 feet of 12" and 8" inch pipe from SW 170th Avenue to SW 173rd Avenue.

The District's capital projects improvement list extends out to 2017 and includes projected infrastructure improvements in the study area. The capital projects list is found at <http://www.tvwd.org/your-water/capital-improvement-projects.aspx>.

8.8 THPRD Service Provision:

THPRD's Parks Comprehensive Plan calls for a ½ mile service area for neighborhood parks and a 3 mile service area for community parks. The service area goals for both entities are comparable. THPRD service provision for the study area is shown on Map 7.6 in Appendix 7.

The standards for park and recreation amenities/services and open space applicable to lands within the remaining portions of the study area are set forth in THPRD's November 2006 Comprehensive Plan and October 2006 Trails Plan. With a recent reclassification of many of its parks to natural areas, THPRD is starting an update of its master plan that will involve reconsideration of park standards, including proximity and access to residential areas.

Approximately 60% of the Aloha-Reedville Study Area is within the district's current service boundary while the remaining area is located within the ultimate service area of the City of Hillsboro, as established by the adopted Hillsboro Urban Services Agreement with Washington County. For purposes of this report, the service gap analysis focuses on the district's level of service.

The district has adopted Level of Service standards (LOS) for each park type as well as special uses, such as aquatic and recreation centers (LOS is typically expressed in acres per 1,000 residents). Park and recreation facilities are developed and/or expanded in accordance with the adopted LOS. The district has recently begun the process of updating its Comprehensive Plan, which will include a reconsideration of current standards. The update is anticipated to be completed by August 2012. The district's existing LOS standards are shown in Table 8.2 and discussed below.

Table 8.2

Park/Recreation Facility	Existing Level of Service (based on acres/resident)	Existing Service Area Radius (based on distance from residents)	Strategic Plan Objectives
Neighborhood Parks or Neighborhood Park Facilities within other parks (e.g., a linear park)	0.9 acres of neighborhood park / 1,000 resident	½ mile for neighborhood parks	0.9 – 1.0 acres / 1,000 resident All residents to be within ½ mile of a neighborhood park or neighborhood park facility. <i>(Objective 1B.)</i>
Community Parks or Special Use Facilities	0.8 acres / 1,000 resident	3 mile	2 acres / 1,000 resident All residents to be within 2 miles of a community park facility or special use facility. <i>(Objective 1C.)</i>
Linear Parks, includes trails	1.1 acres / 1,000 resident	½ mile	
Natural Areas	2.3 acres / 1,000 resident	N/A	
Special Use Facilities (e.g., Jenkins Estate, Fanno Farmhouse)	1.4 acres / 1,000 resident	N/A	(Same as for Community Parks)
All parks and natural areas	6.4 acre / 1,000 pop		
Aquatic Centers (e.g., Aloha Swim Center)	1 facility / 30,300 residents	1-3 miles	
Community/Recreation Centers (e.g., Cedar Hills Rec. Center)¹	1 facility / 53,000 residents	1.75 miles	
Recreation Complex (e.g., HM Terpenning Complex)	N/A	3-5 miles	
Recreation and Aquatic Centers (e.g., Conestoga Rec. & Aquatic Center) - for new combined facilities		N/A	1 facility / 50,000 residents 1.75 mile service area

Neighborhood Parks:

The study area is served by several Neighborhood Parks with plans by the district to build two additional Neighborhood Parks in the future (see Tables 6.1 and 6.2). The district anticipates improving one site (Barsotti Park) by 2014. Acquisition of a second park site, located at the northeast corner of SW 165th Avenue and Farmington Road, was made possible by funds from the district’s 2008 Bond Measure. Funds are not yet available to improve this future park site. The district may be able to acquire an additional park site north of Tualatin Valley Highway using bond funds if an appropriate site with a willing seller can be identified. Additionally, the district may be constructing a

¹ Future facilities proposed in the District’s Comprehensive Plan are for combined aquatic/recreation centers (e.g., Conestoga; HM Terpenning Complex).

youth athletic field complex and associated amenities in the area. (According to district staff, site acquisition for that improvement is pending).

The eastern quadrant of the study area is park-deficient in the provision of Neighborhood Park service. However, the nearly 200-acre Tualatin Hills Nature Park located between TV Highway and the MAX light-rail line does help provide for outdoor recreational needs through established walking trails.

The northwest quadrant of the study area is also Neighborhood Park deficient. The district currently has not allocated funds to purchase land for the construction of a new Neighborhood Park in this area. However, the district has identified this area in its comprehensive plan for a potential future Neighborhood Park when funds are available. The Hillsboro Parks Department owns and operates Arleda Park, which provides outdoor park needs for this area.

Community Parks:

The study area is primarily served by two existing Community Parks², one of which is located within the study area itself (Hazeldale Park). The area is also served by Cooper Mountain Nature Park (Metro) which provides study area residents with passive open space needs, including walking trails. The district's 2008 Bond Measure calls for the future development of an additional Community Park that would serve residents of the study area.

The City of Hillsboro owns/maintains Reedville Creek Park, a nine acre community park which provides a variety of recreational amenities that include a skate park, basketball and tennis courts, ball fields, and restrooms.

Linear Parks & Trails:

Linear Parks are generally associated with and/or constructed with or next to an identified trail.

Two planned regional trails are located within or adjacent to the study area. Metro's Westside Trail is still in various stages of completion and will take pedestrians and bicyclists along the eastern third of the study area. The Beaverton Creek Trail, a Regional Greenway Trail, will parallel Beaverton Creek in the northern quadrant of the study area. No sections of the Beaverton Creek Regional Trail have been completed, whereas sections of the Westside Trail south of the Tualatin Hills Nature Park have been or are in the process of being constructed. Existing sidewalk coverage allows trail users to cross TV Highway at Millikan Way, which connects them with the Tualatin Hills Nature Park.

Several neighborhood trails have been constructed throughout the study area and the district has proposed two future Community Trails along TV Highway and along Willow Creek.

² The other Community Park is Commonwealth Park which is located to the northeast of the study area.

Community and Swim Centers:

The study area is primarily served by two aquatic-only centers (Aloha and Beaverton Swim Centers). According to the district's November 2006 Comprehensive Plan two combined aquatic and recreation centers will be needed to meet future demand, one of which is likely necessary in the southwest corner of the district given expected residential increase from the South Hillsboro Planning Area. Five million dollars has been allocated from the 2008 Bond Measure to acquire land for a future combined aquatic and recreation center though funds are not yet available to build the facility.

The nearest stand-alone community center or recreation center (and non-aquatic) that can serve the study area is the Elsie Stuhr Center located on Hall Boulevard in Beaverton and approximately 3 miles from the center of the study area (Aloha Town Center). However, the district's aspiration is to not construct future stand alone community or recreation centers but to combine aquatic and recreation centers.

Recreation Complex:

The entire study area is served by the HM Terpenning Complex, located at SW 158th Avenue and Walker Road, given that the entire area is within 5 miles of the complex. This recreation complex is the largest combined aquatic and recreation facility owned/maintained by the district.

8.9 Sheriff

The Enhanced Sheriff Patrol District serves the urban unincorporated areas of Washington County. The study area is contained within four separate patrol districts.

Planning staff met with members of the Sheriff's Office in autumn 2011 to discuss how to map different types of crimes occurring in the study area. Given the large number of categories used by the sheriff's department to record crime incidents³, planning and sheriff office staff decided to map just those crimes that constituted "livability" crimes, such as burglary, vandalism, gang activity, and disorderly conduct calls. With this in mind, the crime locations map (Map 8.18) in Appendix 8 shows a composite of sixteen different types of "livability" crimes that occurred in the study area over a two-year period. These combined crime occurrences have been broken into five quantifiable classes based on the number of incidents. As expected, isolated crime events are scattered randomly across the study area and residential areas show lower rates of crime than commercial areas.

8.10 School District Boundaries

The study area is served by the Hillsboro and Beaverton School Districts (Map 8.19). Hillsboro School District operates and maintains four elementary schools within the study area: L.C. Tobias, Indian Hills, Reedville and Butternut Creek. Study area schools in the Beaverton School District are Aloha High School, the International School, and Mountain View Middle School as well as four elementary schools (Beaver Acres,

³ Over 60 general crime categories, many of which have multiple subsets.

Kinnaman, Aloha Huber Park, and Hazeldale). School locations are shown on the *School and School District* map in Appendix 8.

Hillsboro Schools

L.C. Tobias Elementary: Tobias was constructed in 1992 and received an overall school rating of “Satisfactory” from the Oregon Department of Education for student performance, participation and attendance during the 2010-11 school year. During this period, the school had 21 classes, the majority of which (57%) had 26-30 students per class. Eleven percent of the students were in the English as a second language program. Tobias is the largest of the district's four elementary schools within the study area, with 2012 enrollment at 482 students. The school district does not have any current plans for future additions to Tobias.

After school activities at Tobias include day care during the school year and summer, student after-school classes (“Young Rembrandt's”), homework club, PTO Evening activities (meetings, Science Fair and community events), girl scout and boy scout meetings, youth athletic activities such as basketball, baseball, and Special Olympics, adult athletic activities, including basketball and Zumba, and community meetings such as Weight Watchers and Homeowners Association meetings.

Indian Hills Elementary: Indian Hills was constructed in 1979. According to the school district's website, Indian Hills received an overall school rating of “Outstanding” from the Oregon Department of Education for student performance, participation and attendance during the 2010-11 school year. Four of sixteen classes had more than 30 students per class and 10.7% were in the English as a second language program. 2011-12 enrollment is 448 students. The school district does not have any current plans for future additions to Indian Hills.

After school activities at Indian Hills day care during the school year, student after-school classes (“Young Rembrandt's”, Mad Science, lego robotics, homework club, PTO Evening activities (meetings, movie night, car wash, dance), girl scout and boy scout meetings, youth athletic activities such as basketball, baseball, adult athletic activities (cricket), and community meetings such as Weight Watchers and Homeowners Association meetings.

Reedville Elementary: Reedville is the oldest of the district's elementary schools, dating back to 1847 when it was started as a subscription school (Oregon became a state in 1859.) By 1859, Reedville School District 29 was formed, which included a one-room schoolhouse built that same year at what is now Johnson Road and SW 209th Avenue. In 1922, that building was demolished and a three-room school was built at the same site. The school continued to expand, growing to 12 classrooms, a gym, and several other rooms by 1976. The single-story building remains in use as the current Reedville Elementary School. Since completion of the three-room school in 1922, some additions, including portable classrooms, have been made to the school. The school will be launching a Spanish & English Dual Language program for students who will be in kindergarten and first grade in 2012-13. 2012 enrollment is 254 students. Nine of the

twelve classes offered during the 2010-11 school year had 20-25 students and 48% of the students are in English as a second language classes. Reedville received a rating of "in need of improvement" from the Oregon Department of Education for the 2010-11 school year based in part on not meeting benchmark targets in English language arts and mathematics for Hispanic students. The school district does not have any current plans for future additions to the school.

After school activities at Reedville include math and reading clubs, homework club, girl's empowerment group, and robotics class. Youth athletic activities include volleyball, baseball, soccer, tennis and basketball and adult activities include aerobic fitness classes. A student/parent computer class is also offered.

Butternut Creek Elementary: Butternut was constructed in 1977 and is the district's second oldest elementary school in the study area. The school received an overall school rating of "Satisfactory" from the Oregon Department of Education for student performance, participation and attendance during the 2010-11 school year. During this period, the school had 15 classes, with seven classes of 26-30 students per class. Fifteen percent of the students were in the English as a second language program. Enrollment for 2012 is 410 students. The school district does not have any current plans for future additions.

After school activities at Butternut include day care throughout the school year, math enrichment, mad science, chess club, lego club, garden club and young Rembrandts. PTO uses the facilities for after school meeting and school-related events such as fundraisers. Baseball, soccer and basketball are offered after classes.

District schools outside the study area: R.A. Brown Middle School and Century High School are district schools outside the study area but each draw roughly 65% of their attendance from within the study area boundary. Brown Middle School was constructed in 1963. The school received an overall school rating of "Satisfactory" from the Oregon Department of Education for student performance, participation and attendance during the 2010-11 school year. Seven percent of the students during this school year were enrolled in the English as a second language program. Century High School was constructed in 1997 and received an overall school rating of "Satisfactory" from the Oregon Department of Education for student performance, participation and attendance during the 2010-11 school year. Just over five percent of the students during this school year were enrolled in the English as a second language program.

Hillsboro District staff has confirmed that new facilities will need to be constructed to account for the expected increase in students from future development of the South Hillsboro Planning area immediately west of the study area. Adam Stewart of the HSD has informed county staff that a demographic study recently completed by the Portland State University Population Center projects over 3,000 new students as a result of the South Hillsboro's inclusion within the city limits.

The Hillsboro School District Information did not provide information on present and future enrollment capacity for this report.

Beaverton Schools

The Beaverton School District (BSD) is the third largest school district in the state. According to the most recent district-based statistics, enrollment has grown 11% in the last ten years, to 38,571 at the start of the 2010-11 school year. The percentage of minority students has risen from 27% to 46% in that time. Students claiming Hispanic/Latino ancestry is the largest minority group. The percent of students who qualify for federal funds that provide free or reduced lunch free has risen in Beaverton during the past ten years from 22% to 38%.

The percent of students who are English Language Learners has risen from 12% to 14% during the past ten years. The percent of students in the Talented and Gifted program has fallen from 14% to 11%. The percent who qualify for Special Education has also fallen in the past ten years, from 13% to 12%.

The average years teaching among BSD instructors is 10 years and 82% of teachers have at least a Master's degree.

Aloha High School: The existing high school was constructed in 1970. Between 2005-2006 and 2010-2011 school years, enrollment averaged 1,982 students, with a high of 2,083 (2006-2007) to a low of 1,879 (2009-2010). Enrollment at the beginning of the 2011-12 school year was 1,930. As of March 22, 2012, enrollment was 1,869 students, which is slightly under the available capacity of 1,913 students. The District's enrollment projection for September, 2012 is 1,965 students, which is 102.7% of available capacity.

For the 2010-11 school year, Aloha High received a rating of "Outstanding" from the Oregon Department of Education for student performance, participation and attendance. This rating improves upon the prior two academic years, when the school was rated as "In need of improvement." Graduation rates for the three (four-year) cohorts from 2005-07 were higher for each cohort than the state average. Dropout rates fell from 3.9% during the 2008-09 school year to 1.9% during the 2009-10 school year.

Roughly 8% of students were enrolled in English as a Second Language program. ESL-based instruction targets are not yet met. For the 2010-11 school year, adequate yearly progress (AYP) benchmarks were not met in math instruction and English/Language Arts for limited English speakers and were not met for math for students with disabilities. According to the district's website, the school is 53% Caucasian, 28% Hispanic, 7% Asian or Pacific Islander and 4% African-American.

Aloha High has numerous activity clubs, including language clubs, theater, dance and music clubs, and various civic clubs. The school offers a number of sports as after-school activities.

The district has listed the seismic risk score of the main building as "6+" (on a 1-10 scale, where 10 is the best rating). Work was conducted on the roof of the main building in

1995 and 1996. In 2003 the older section of modular classrooms located west of the main building was re-roofed. The district does not have any additional buildings planned for construction.

International School of Beaverton: The school opened originally as a middle school in 2006 but since 2009 has educated high school students through 12th grade. Enrollment at the beginning of the school year was 831 students, which fell to 814 by March, 2012. The District's enrollment projection for September, 2012 is 883 students, which is 109.6% of available capacity.

For the 2010-11 school year, the International School maintained a rating of “Outstanding” from the Oregon Department of Education and carried over from the previous school year. The rating applies to student performance, participation and attendance. The graduation rate (in 2011) for the 2006-07 cohort was 95%.

During the 2010-11 school year, fewer than one and a half percent (1.4) of the students at the school were enrolled in English as a Second Language program. Student achievement and participation targets for all student subgroups (including ESL) were met during this time. According to the district's website, middle school students are 48% Caucasian, 28% Asian or Pacific Islander, Hispanic 13%, and 1% African-American, with 9% selecting multiple categories. High school students are 46% Caucasian, 22% Asian or Pacific Islander, Hispanic 20%, and 2% African-American, with 9% selecting multiple categories.

The District's website notes that the school

"is an options program for students in grades 6 -12 offering the International Baccalaureate Middle Years Program and the IB Diploma Program. The International Baccalaureate Program is a rigorous standardized worldwide curriculum enhanced with World Languages including Chinese, Japanese, or Spanish. At ISB, students experience regular presentations and/or dialogue sessions about international topics presented by international visitors and community members. International perspectives and critical thinking skills are emphasized and promoted throughout the rigorous curriculum."

US News and World Report rated the high school as the best in the state and ranked it 20th in the nation based on state proficiency standards, how well students are prepared for college, and other factors. Extracurricular activities include Model United Nations and National Honor Society. After-school athletics are also available.

Seismic information on the school was not available.

Mountain View Middle School: Mountain View was constructed in 1969. Between 2005-2006 and 2010-2011 school years, enrollment averaged 951 students, with a high of 1,046 (2005-2006) to a low of 878 (2009-2010). Enrollment at the beginning of the current school year was 846, which increased by 1 to 847 by March, 2012. The

enrollment figure is roughly 79% of total capacity at the school. The District's enrollment projection for September, 2012 is 825 students, which is 76.8% of available capacity. According to the school district's website, Mountain View received (in 2010) an overall school rating of "Satisfactory" from the Oregon Department of Education for student performance, participation and attendance. This is the same as the school's rating in 2008-2009.

Roughly 12% of the students were enrolled in the English as a second language program during the 2010-11 school year. Adequate yearly progress levels were not met in mathematics for Hispanic, limited English proficiency, special needs and economically disadvantaged students. Adequate yearly progress levels in the English language arts were not met for special needs students. The school continues to have improvement targets under the District's School Improvement Plan template that provides guidance in preparing students for further academic studies in high school and beyond. According to the district's website, the school is 55% Caucasian, 27% Hispanic, 6% Asian or Pacific Islander and 3% African-American.

According to the school's website, after-school activities for the 2010-11 school year at Mountain View includes Drama Club, Girl's Soccer, Homework Club, Hip Hop Club, track and field, Athletic Club, and Yoga class. The school has a parent's council that meets regularly.

The district has listed the seismic risk score of the main building as "7". Roofing work in 1997 replaced approximately two-thirds of the east side of the building. In 2002, in-place strengthening of a number of steel roof trusses occurred. District staff estimates that roughly 40% of the roof has been upgraded. No additional capital improvements are currently planned.

Aloha Huber Park (K-8) Elementary: Aloha Huber was constructed in 2006. Between the 2005-2006 and 2010-2011 school years, enrollment has averaged about 951 students, with a high of 1,013 (2007-2008). Enrollment at the beginning of the current school year was 1,007, which increased slightly to 1,010 by March, 2012. The District's enrollment projection for September, 2012 is 1,022 students, which is 98.1% of available capacity. According to the school district's website, Aloha Huber received (in 2010) an overall school rating of "Satisfactory" from the Oregon Department of Education for student performance, participation and attendance. The school has received this rating since the 2006-07 school year.

Roughly 40% of the students at Aloha-Huber are enrolled in the English as a Second Language Program. Student achievement in mathematics and English language arts has been met across all student groups, with the exception of students with disabilities, where the AYP for English Language arts was not met for the most recent school year. Strategies are in place as part of the school's improvement plan to establish learning targets that increase student proficiency in reading, writing, and mathematics. According to the district's website, the school is 59% percent Hispanic, 27% Caucasian, 5% African-American and 5% Asian or Pacific Islander.

Aloha-Huber Park maintains a Spanish immersion program. Native English speaking children can learn to speak and read both Spanish and English beginning in kindergarten. The school site offers a soccer clinic for students after school.

The district has rated the seismic risk score of the school at 7+. The school underwent a remodel during 2006/07 and lateral support for the building was determined to not be compromised from this work. No work has been performed at the school since this remodel. The 2000 rating of 7+ is primarily due to the age of construction in parts of the building and to the presence of masonry veneers. The new south wing is believed to be compliant with seismic codes and would therefore score as a 10.

Beaver Acres Elementary: Beaver Acres was constructed in 1955. Between the 2005-2006 and 2010-2011 school years, enrollment averaged about 836 students, with a high of 895 (2010-2011). Enrollment at the beginning of the current school year was 848, which increased to 856 by March, 2012. The District's enrollment projection for September, 2012 is 712 students, which is 79.7% of available capacity.

According to the school district's website, Beaver Acres received an overall school rating of "Outstanding" during the 2010-11 school year from the Oregon Department of Education. The school has maintained this rating since 2008-09.

Roughly 22% of the students at Beaver Acres are in the English as a Second Language program. Student achievement in mathematics and English language arts has been met across all student groups. Strategies are in place as part of the school's improvement plan that establishes learning targets that increase student proficiency in reading, writing, and mathematics. According to the district's website, the school is 45% Caucasian, 32% Hispanic, 8% Asian or Pacific Islander, and 5% African- American.

The school has an active parent-teacher organization (PTO) and also has Family Math Night, Family Literacy Nights, Family Games night, and Science Fair. The Virginia Garcia Medical Center, which (in part) provides services for migrant/seasonal workers and the Dougy Center, which lends support to children hit by tragedy, are located at Beaver Acres.

The district considers seismic upgrading of the school to be partially complete and lists the seismic risk score between 5 and 10. In 2008, 14 new classrooms were constructed, which resulted in structural improvements to the connecting walls. The lateral risk rating of this section of the school is a "10". Seismic ratings for the remainder of the school are at 5. No future expansions are currently planned.

Kinnaman Elementary: Kinnaman was constructed in 1975. Between the 2005-2006 and 2010-2011 school years, enrollment has averaged about 477 students, with a high of 564 (2010-2011). Enrollment at the beginning of the current school year was 556, which decreased to 547 by March, 2012. The District's enrollment projection for September, 2012 is 685 students, which is 85.5% of available capacity. Kinnaman was rated

“Outstanding” from the Oregon Department of Education for student performance, participation and attendance for the 2010-11 school year. The school has received this rating since 2008-09.

Roughly 26% of the students at Kinnaman are enrolled in the English as a Second Language Program. Student achievement in mathematics and English language arts has been met across all student groups. Specific improvement targets were not posted on the school's website at the time this report was written. According to the district's website, the school is 46% Caucasian, 39% Hispanic, 5% Asian or Pacific Islander, and 3% African-American.

Two head start classrooms and the SMART reading program are offered at the school. After school activities include an extended day program and the provision of space for the YMCA and for scouts.

The district has rated the seismic risk score of the school at 9. Support improvement for the school roof was included as part of roofing work finished in 2003. Lateral upgrades and re-roofing are now considered complete. In 2008, 12 classrooms were added as were a resource center, a special ed. classroom and an administrative area. No additional work is scheduled for Kinnaman at this time.

Hazeldale Elementary: Hazeldale was constructed in 1942. Between the 2005-2006 and 2010-2011 school years, enrollment has averaged about 575 students, with a high of 611 (2008-2009). Enrollment at the beginning of the current school year was 441, which increased slightly to 450 by March, 2012. The District's enrollment projection for September, 2012 is 414 students, which is 72.4% of available capacity. Hazeldale was rated “Satisfactory” from the Oregon Department of Education for student performance, participation and attendance for the 2010-11 school year. The school received an "Outstanding" ranking for the 2009-10 school year.

Roughly 18.5% of the students at Hazeldale are enrolled in the English as a Second Language Program. Student achievement in mathematics and English language arts has been met across all student groups, with the exception of students with disabilities, where the AYP for mathematics was not met for the most recent school year. Strategies are in place as part of the school's improvement plan to establish learning targets that increase student proficiency in reading, writing, and mathematics. According to the district's website, the student population is 57% Caucasian, 24% Hispanic, 11% Asian or Pacific Islander, and 3% African-American.

Hazeldale does not have an after-school program but does have several family nights, including Family Literacy Night, Family Math Night and a Science Open House night. The school has an active parent-teacher organization.

Seismic ratings for the school vary between 7 and 9 depending on the type and location of recent upgrades. The building received extensive lateral upgrades in 2001. The west

wing walls were reinforced at this time but the risk rank to this wing is a 7 due to age and original construction. The modular 1987 wing remains a nine and no upgrade is needed.

Schools outside the study area that are also attended by Aloha-Reedville students include Chehalem and Elmonica Elementary, RA Brown Middle School, and Century and Merlo High Schools. Information on these schools can be found at the Beaverton and Hillsboro School District websites as well as the websites of the individual schools.

Safe Routes to Schools

In the United States, the Safe Routes to School (SRTS) program gained prominence in the late 1990's. According to the National Center for Safe Routes to School (www.saferoutesinfo.org), the first SRTS program began in the United States in the Bronx, NY in 1997, with two pilot programs funded by the federal Department of Transportation the following year. State and local efforts to develop safe routes to school programs increased into the early 2000's and, in 2005, Congress passed legislation establishing and funding a national program. The Federal Highway Administration administers the program and provides funding and guidance to the states for infrastructure completion efforts within two miles of a school as well as non-infrastructure activities such as education and program development. Studies released by the program since its inception include the *Getting Results* series, which to date has evaluated ways to increase walking and biking to school, how to reduce traffic near schools, and how to reduce speeding and distracted driving near schools.

Community education and awareness have typically been included in SRTS action plans. Action plans provide a framework for infrastructure needs and community involvement activities that better position a school to seek SRTS funding through the state program, or to implement SRTS projects and activities with other funding sources (www.oregon.gov/ODOT/TS/saferoutes.shtml). In the past, Oregon schools that received federal funds for the SRTS program were required to submit an action plan as part of their application. At the time of this writing, it was unknown whether federal funding for the SRTS program would be available after June, 2012. To better position themselves for alternative grant opportunities should that be necessary, the Oregon SRTS program currently recommends that K-8 schools interested in enhancing an existing program or developing a new SRTS effort develop an action plan and to submit the action plan with the school's grant applications to the state.

Between 2005 -2009, Oregon's SRTS Program was eligible for roughly \$5 million dollars, of which \$3.5 million dollars was distributed to projects and activities across the state. Four million dollars in infrastructure construction funds was awarded statewide for 2012-13. Funds are distributed through ODOT's Transportation Safety Division.

The Beaverton School District has an active SRTS program that has resulted in several grant awards since 2009 (http://apps.saferoutesinfo.org/project_list/results.cfm).⁴ For schools within the study area, Hazeldale Elementary and Mountain View Middle School were included among a pilot group of ten schools that applied for and received funding in 2010-11 to determine needs and priorities for safe routes to schools district-wide. All BSD elementary & middle schools received above assistance in 2011-12 including safety information and mapping of safe routes in an ongoing program.

District staff has determined walking hazard areas within one mile of elementary schools and 1.5 miles of middle schools and high schools. Walk hazard areas - marked in grey on Maps 8.20 – 8.25 in Appendix 8 - lack a consistently safe route to/from a school. Each of the 6 district schools within the study area has significant walk hazard areas. Additional safety information has been provided by parents of students at these schools. Included in the appendix are walking and bike safety comments for 13 schools within or near the project boundary. The information is summarized from parent surveys submitted to the district in 2011.

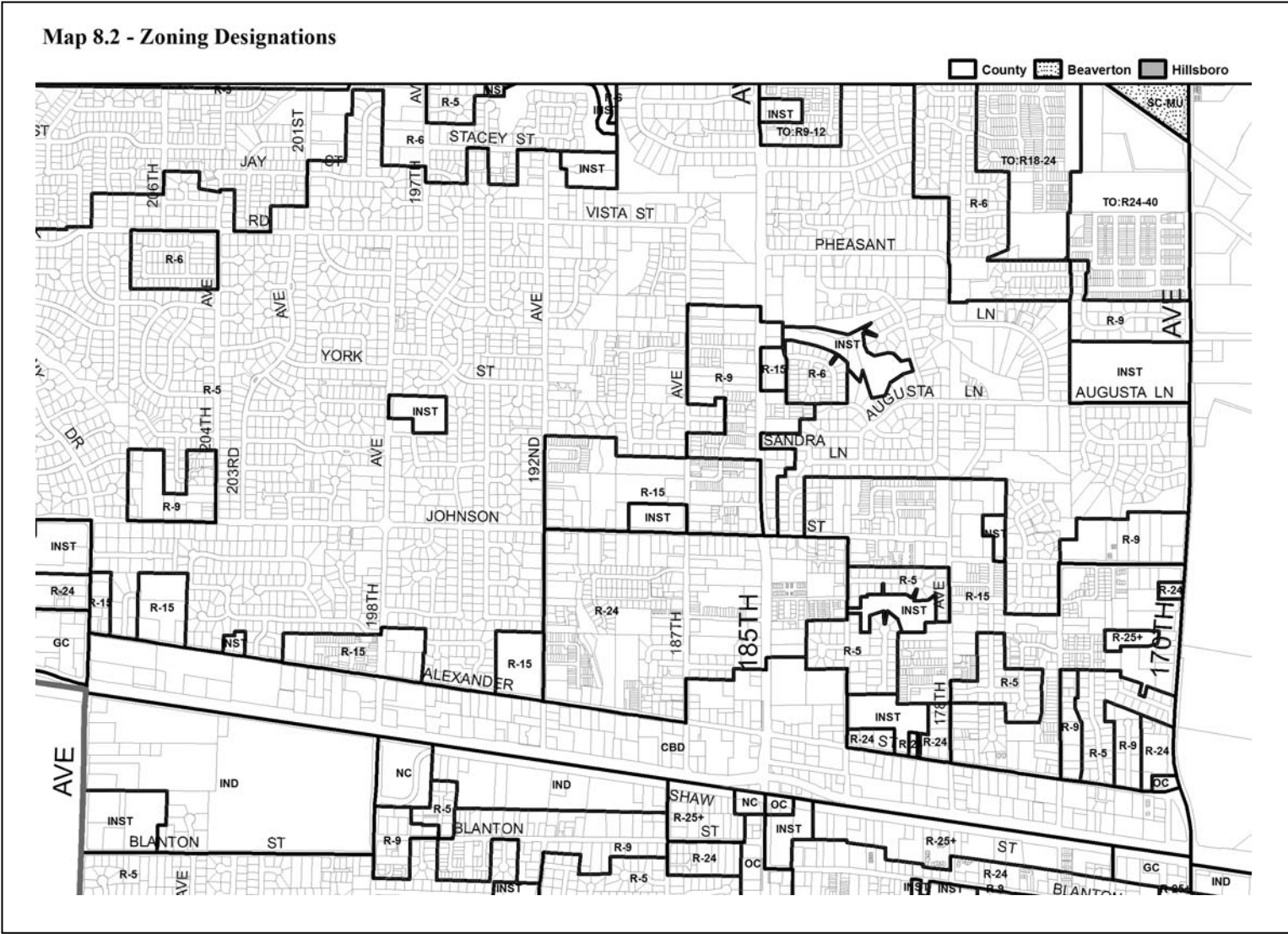
County staff is currently finishing grant applications to ODOT's Transportation Enhancement program that would provide for action plan development for one or more schools in the study area.

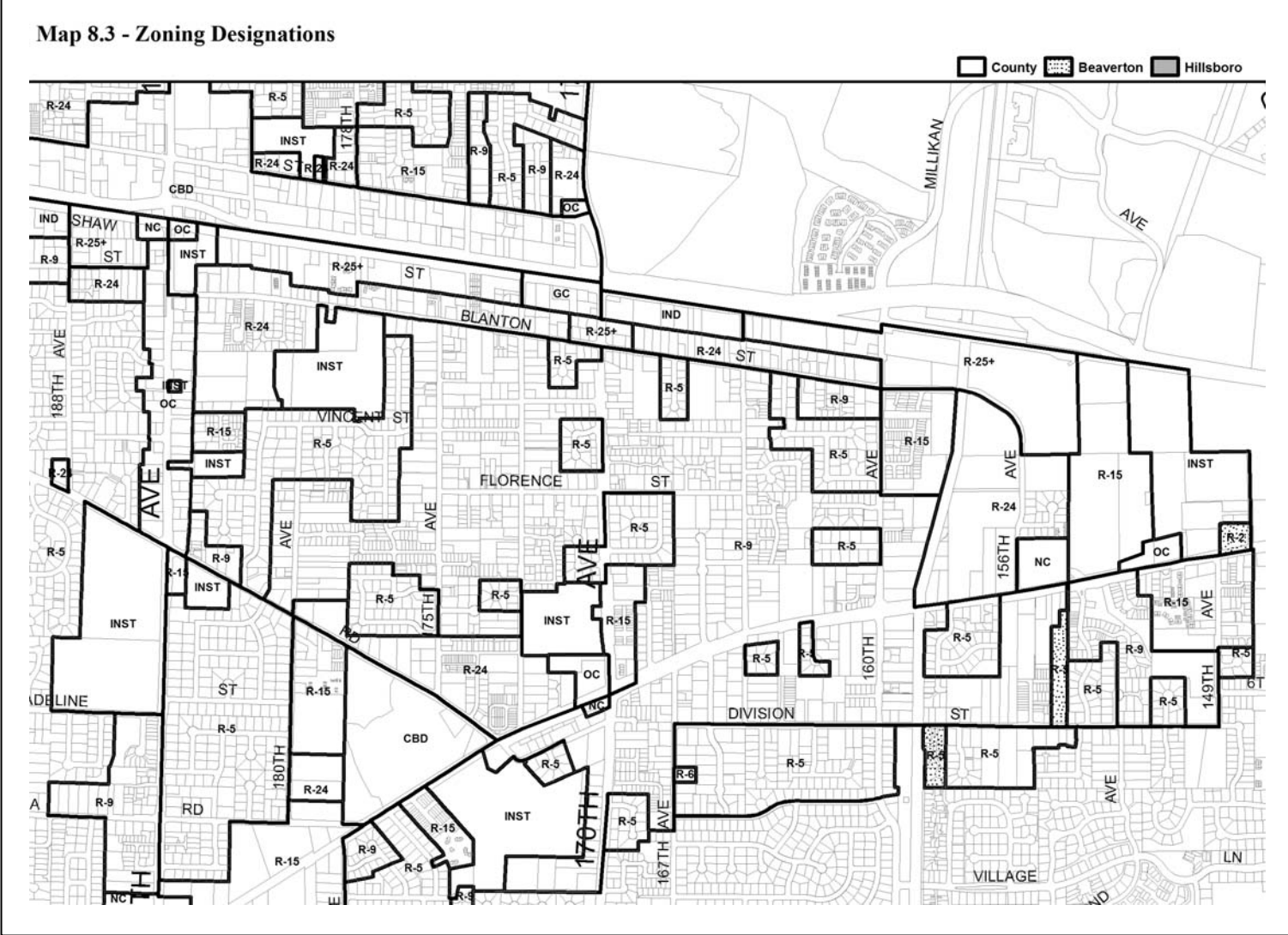
As can be seen from the sidewalk map in Appendix 5, there are still considerable gaps in safe access to schools along important travel roads in the study area, including SW 198th Avenue between Farmington and TV Highway, SW 173rd Avenue north of Farmington, Blanton Street, the east side of SW 185th Avenue, SW 170th Avenue south of Beaver Acres Elementary, and large sections of Farmington Road. Pheasant Lane between SW 185th and SW 170th just west of Beaver Acres is a well-used neighborhood street that also lacks adequate safety features for pedestrians and bikers.

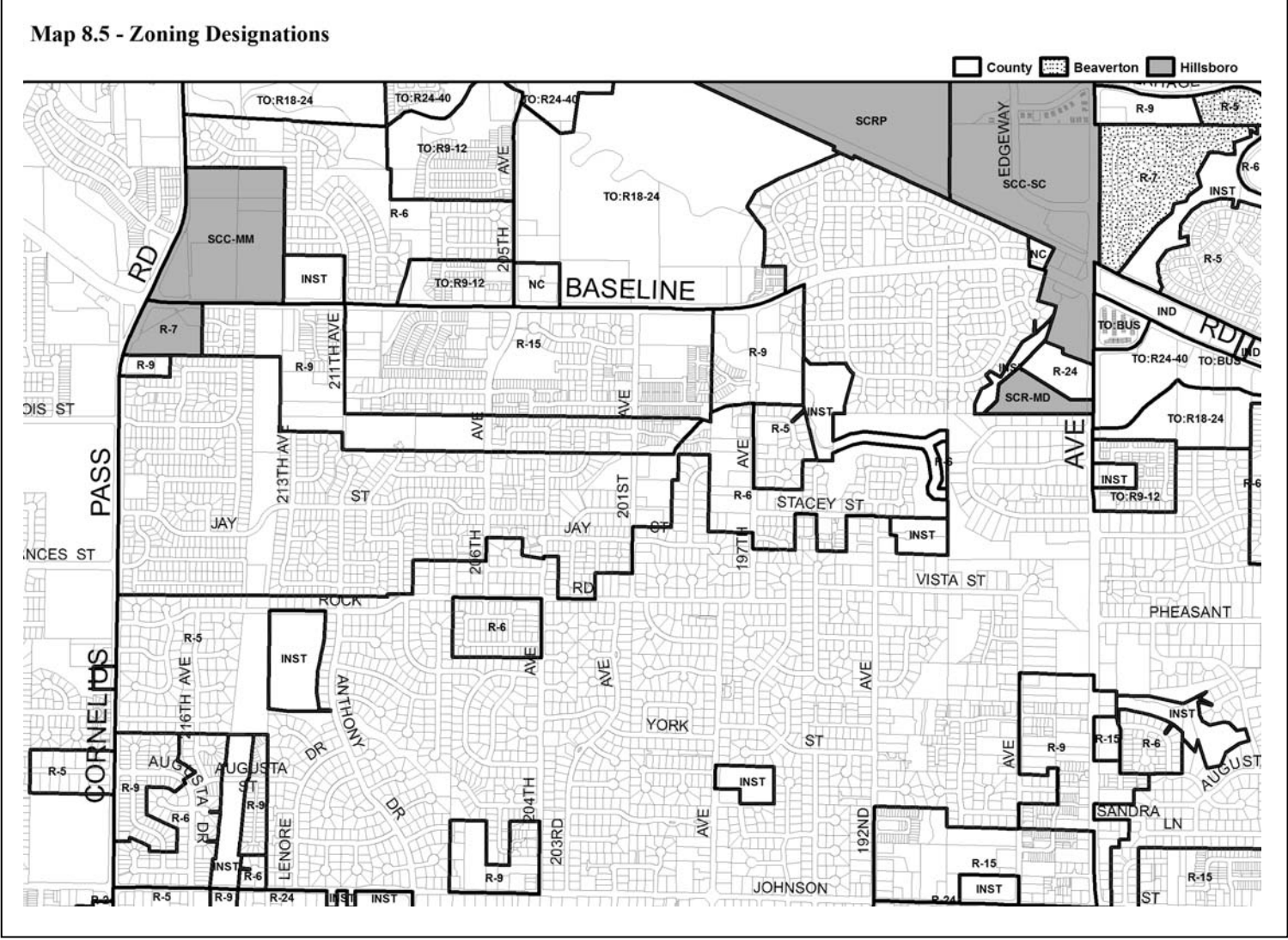
County funding mechanisms to improve infrastructure that would enhance safety, such as sidewalks, pedestrian paths separated from the roadway, and bike lanes is addressed in the Appendix 5 report. Within the study area, a pedestrian path on Kinnaman Road from Farmington Road to SW 185th Av. is included as part of the 2011-2012 Minor Betterment projects.

Updates to Hillsboro School District walk and bike hazard areas are scheduled to begin in summer 2012.

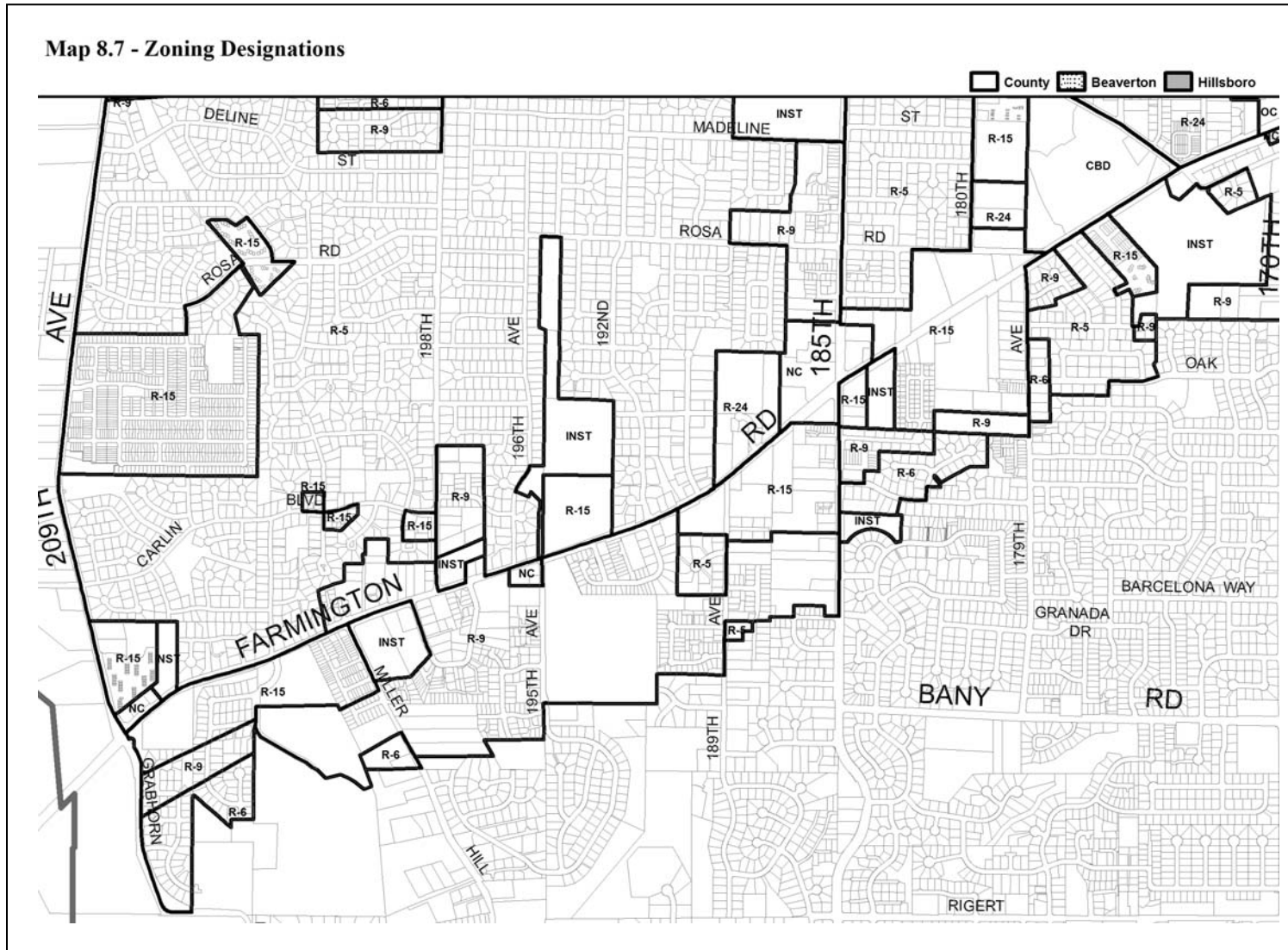
⁴ Award numbers 5253 and 5165 incorrectly list Hillsboro as the receiving school district in the table found at this link. These awards were for infrastructure improvements in the vicinity of West Tualatin View Elementary in the Beaverton SD.



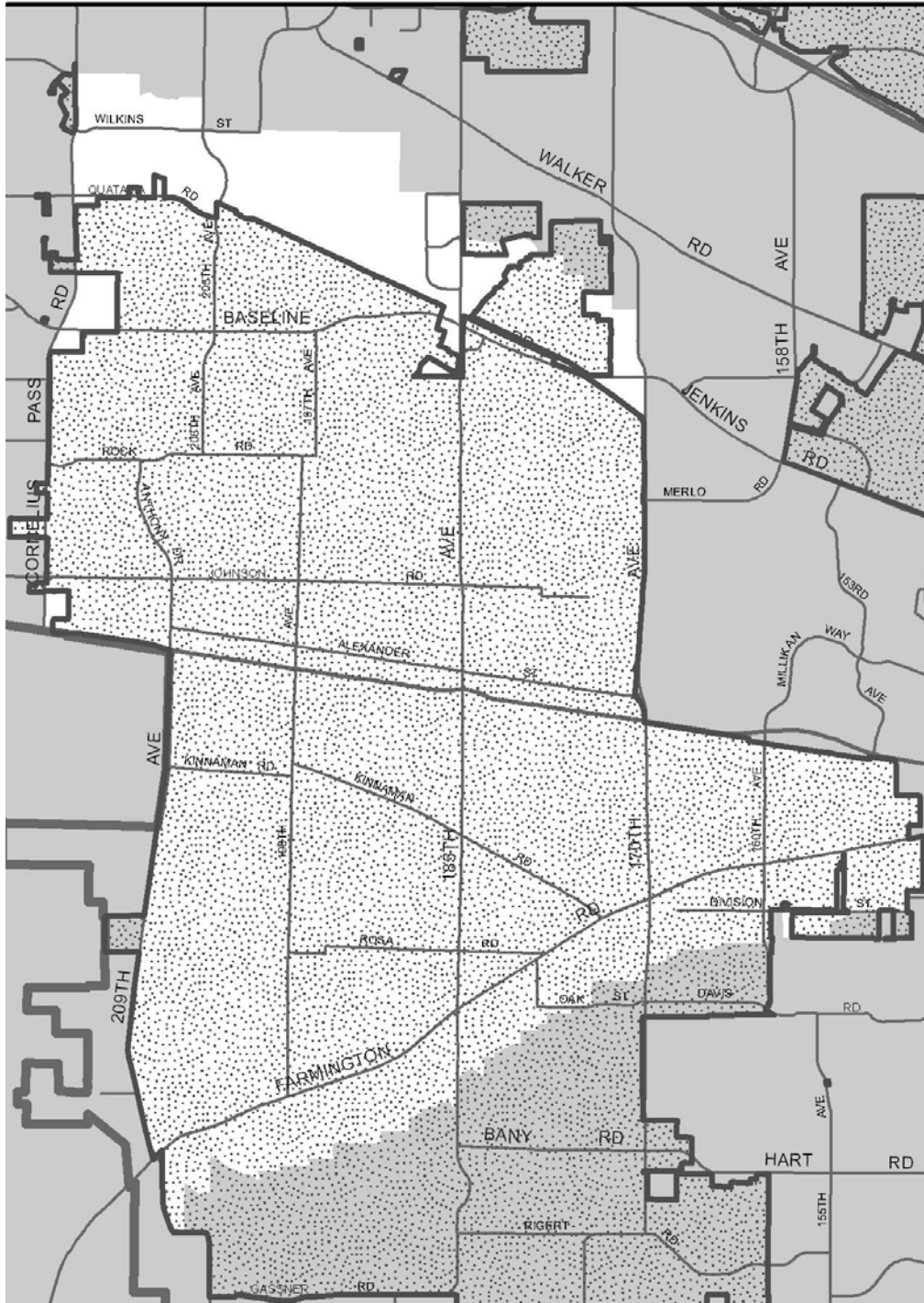




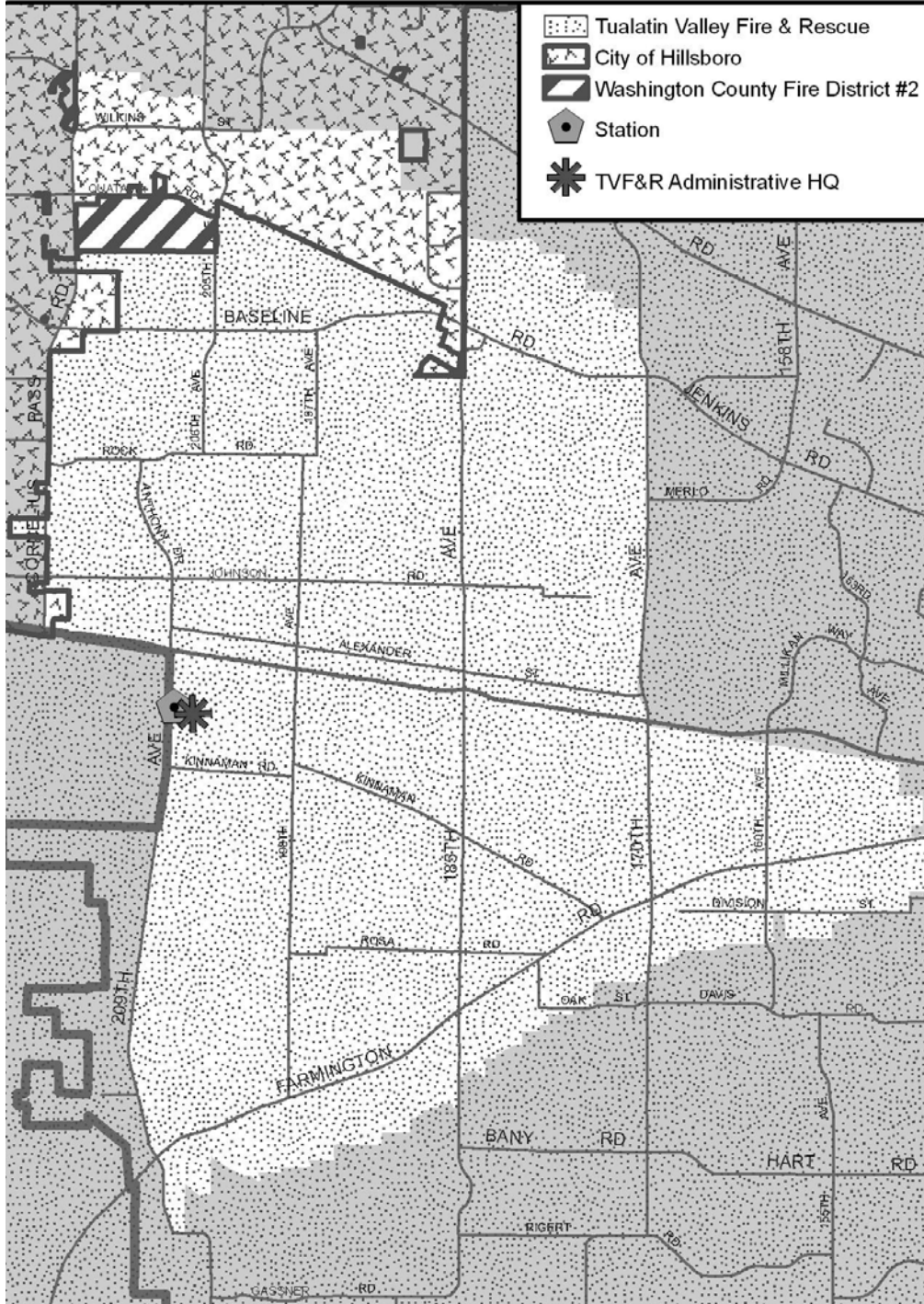
Map 8.7 - Zoning Designations



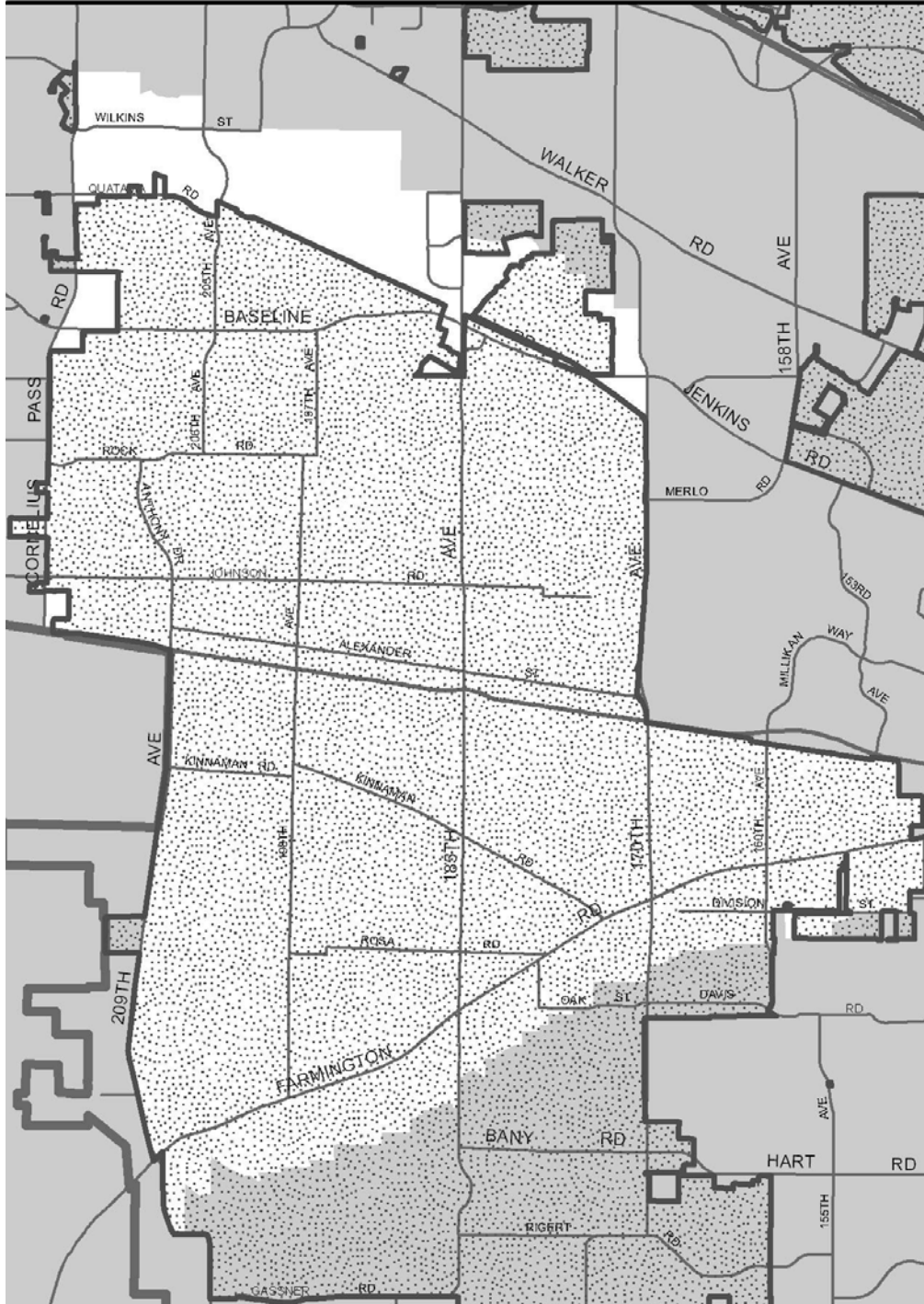
Map 8.8 - Urban Road Maintenance District (URMD)



Map 8.9 - Fire Stations and Providers



Map 8.10 - Enhanced Sheriff's Patrol District (ESPD)



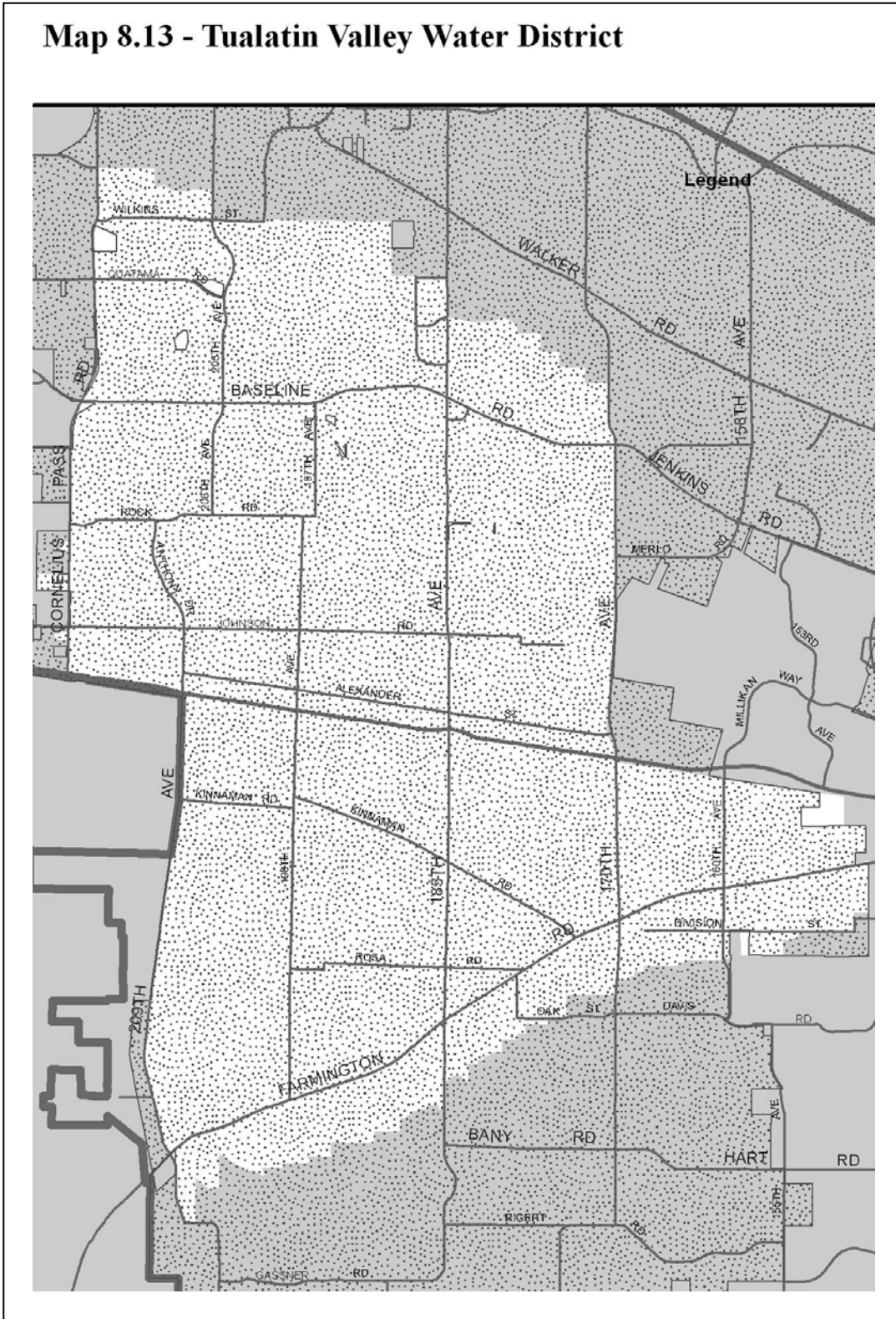
Map 8.11 - Clean Water Services District



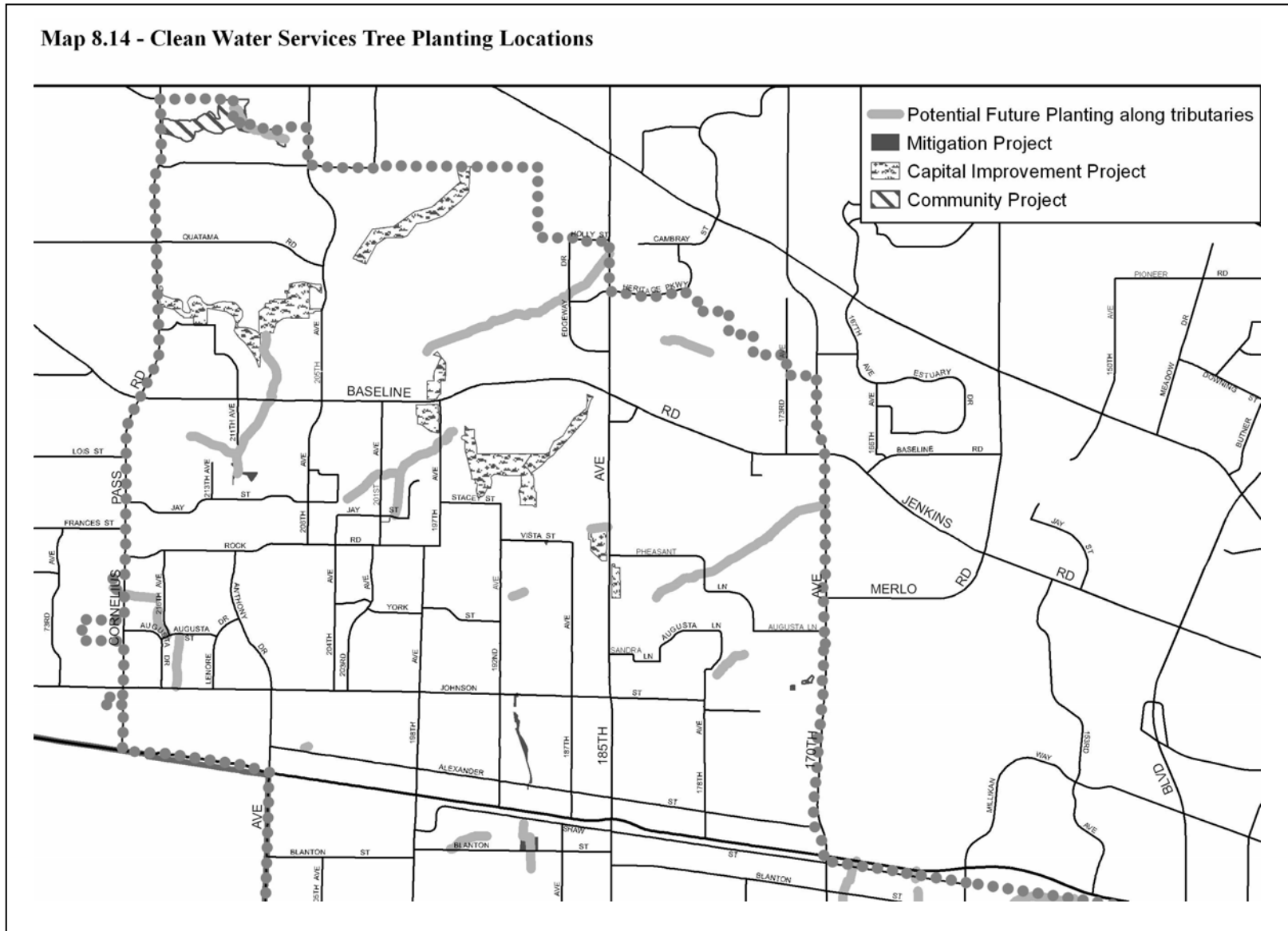
Map 8.12 - Transit District

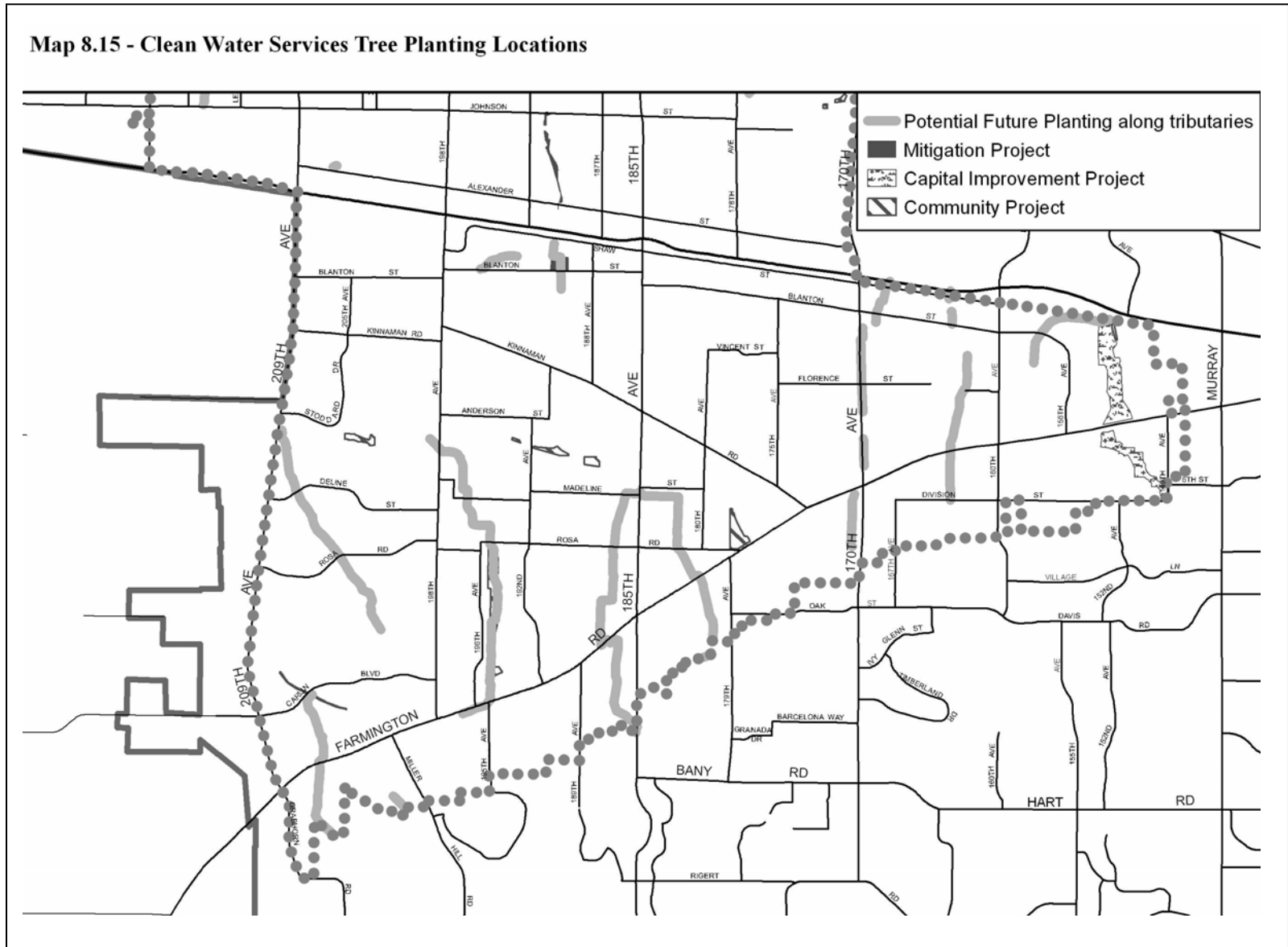


Map 8.13 - Tualatin Valley Water District

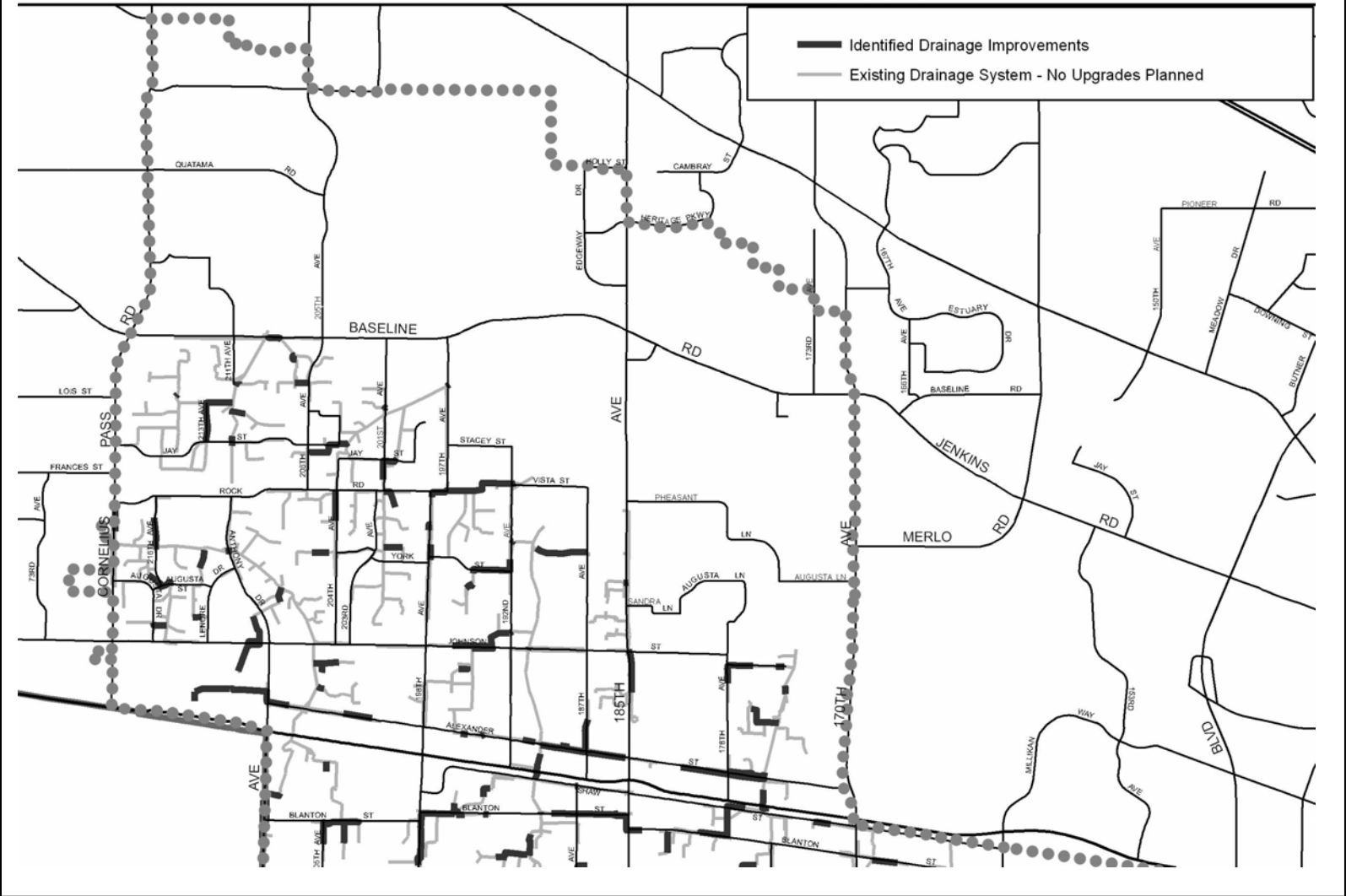


Map 8.14 - Clean Water Services Tree Planting Locations

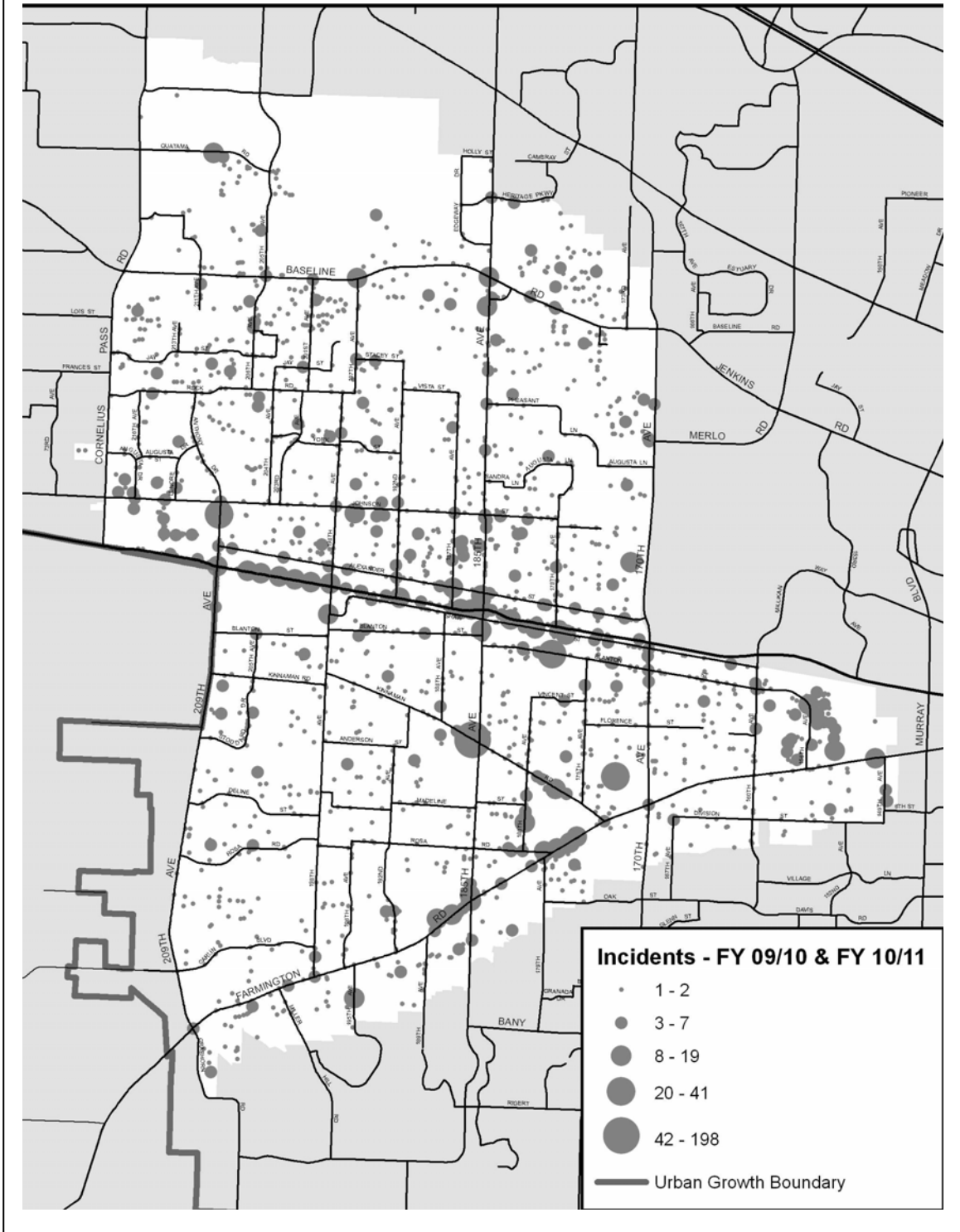




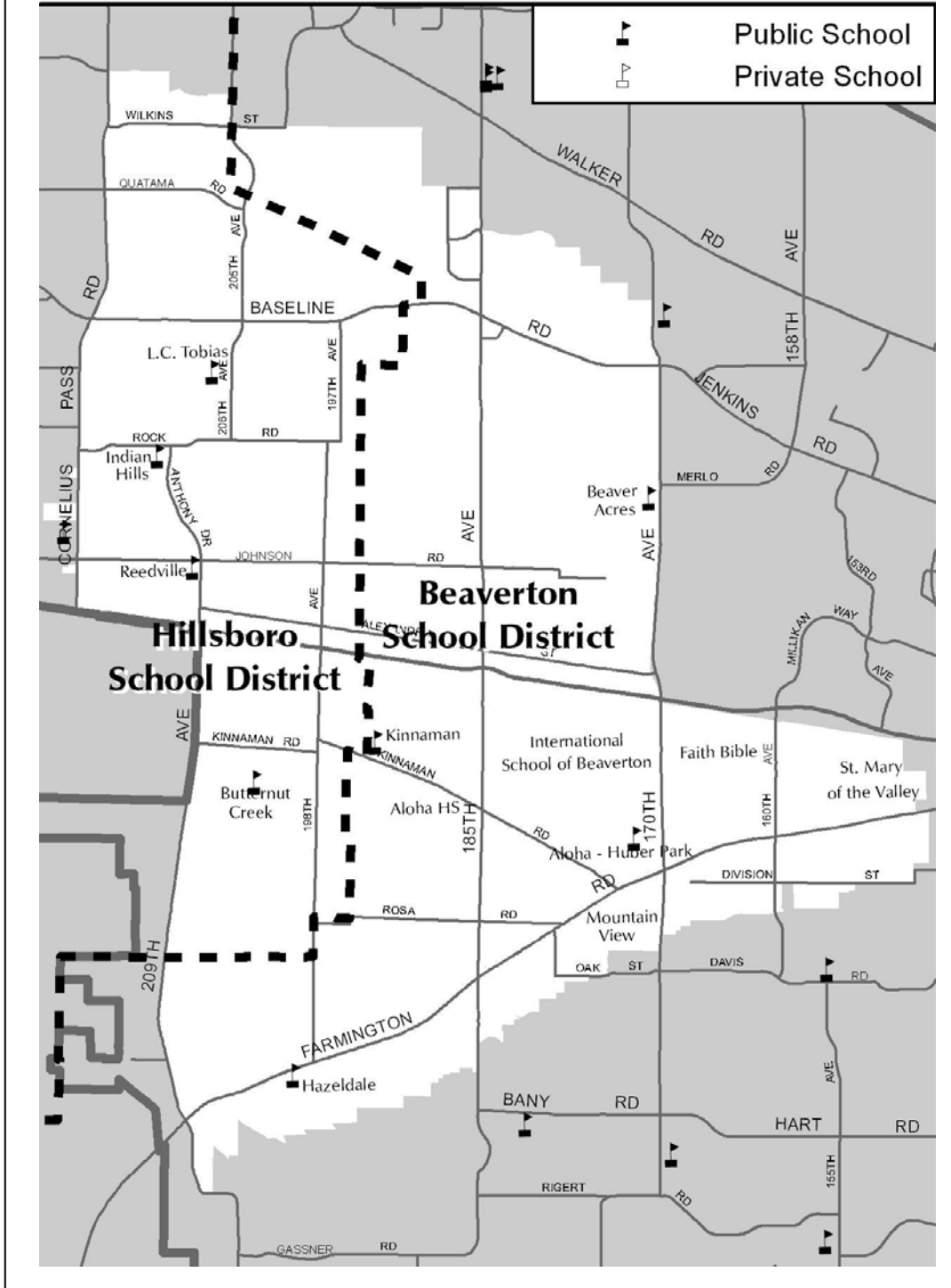
Map 8.16 - Clean Water Services Storm Water System

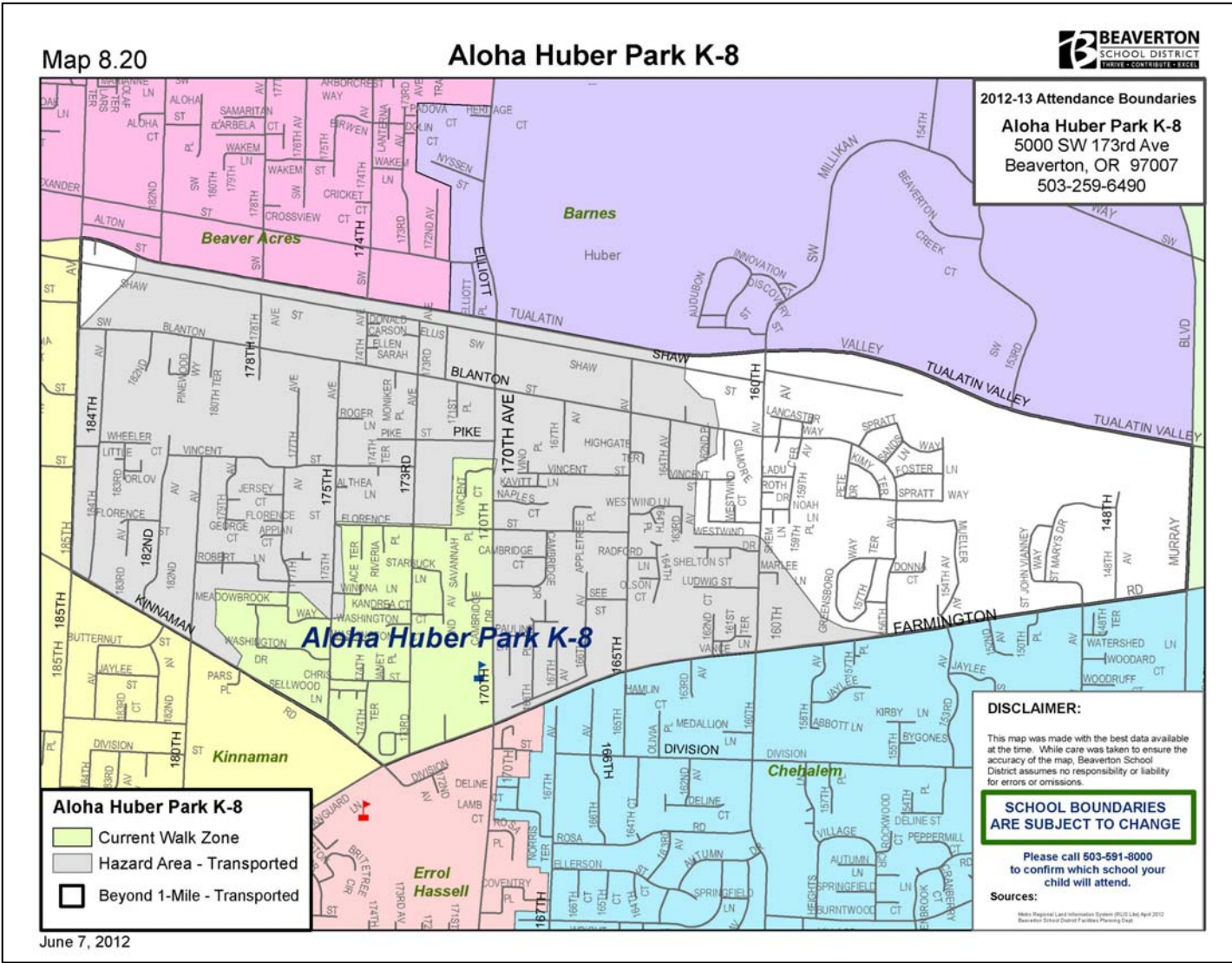


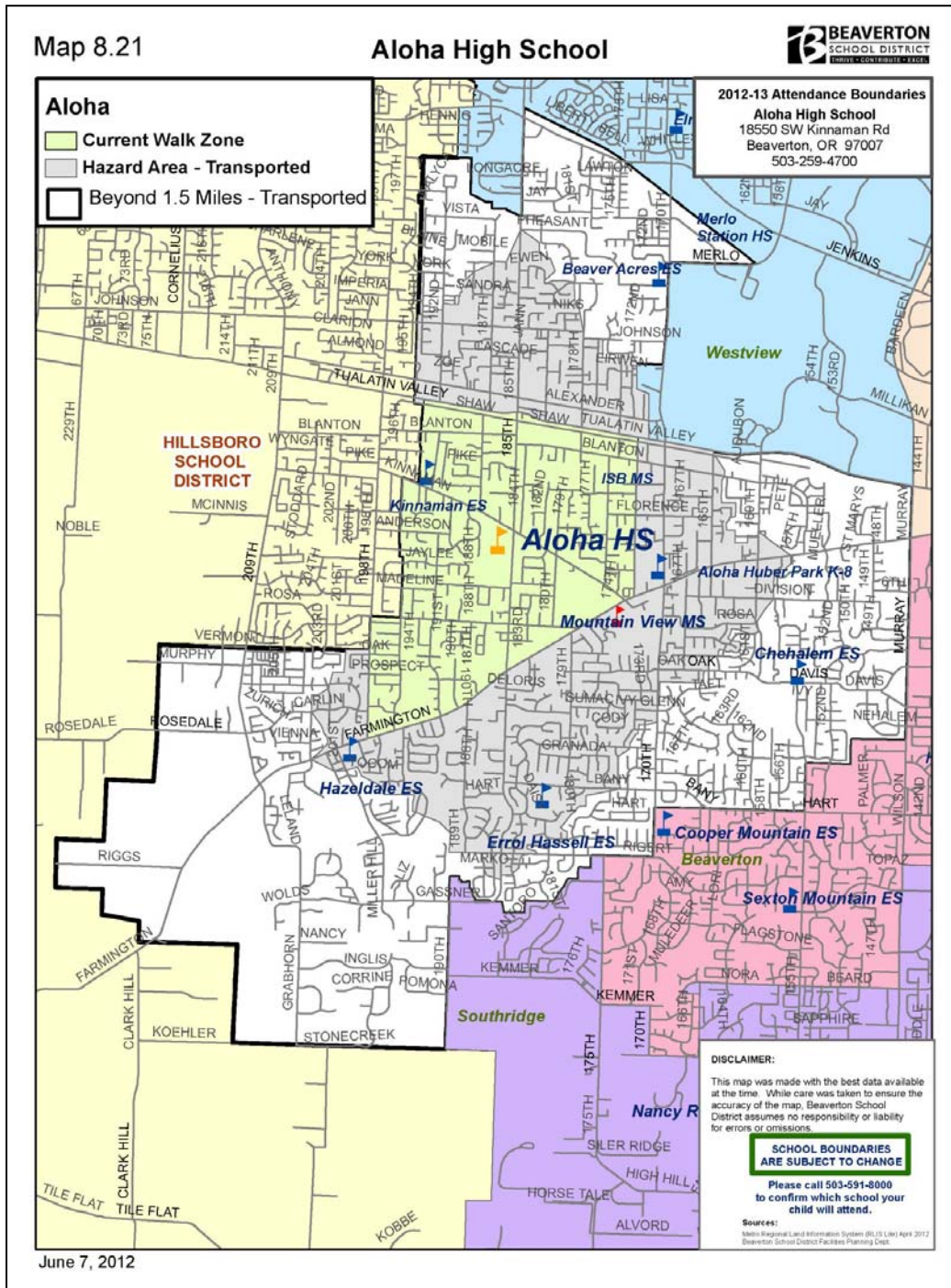
Map 8.18 - "Livability" Crimes

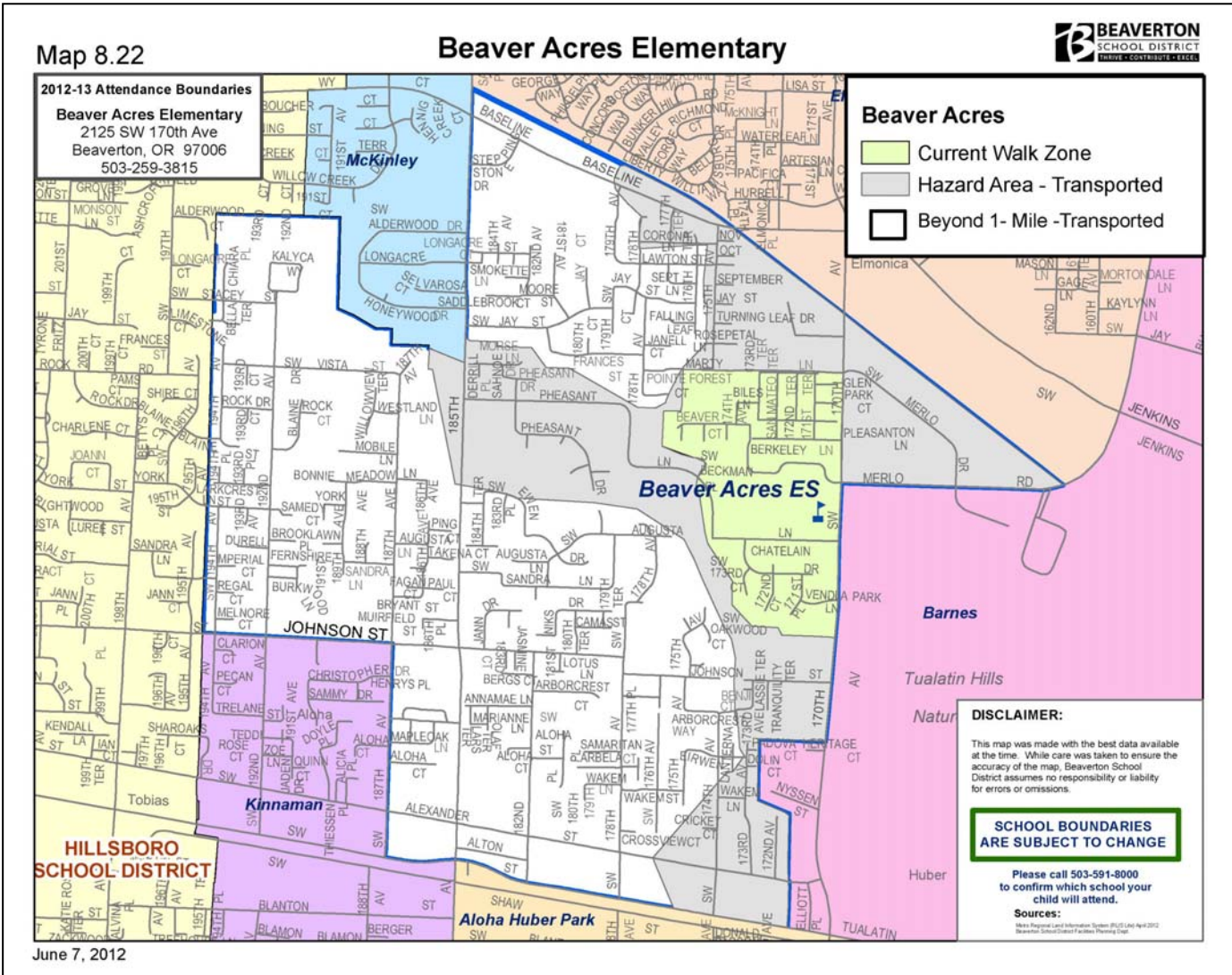


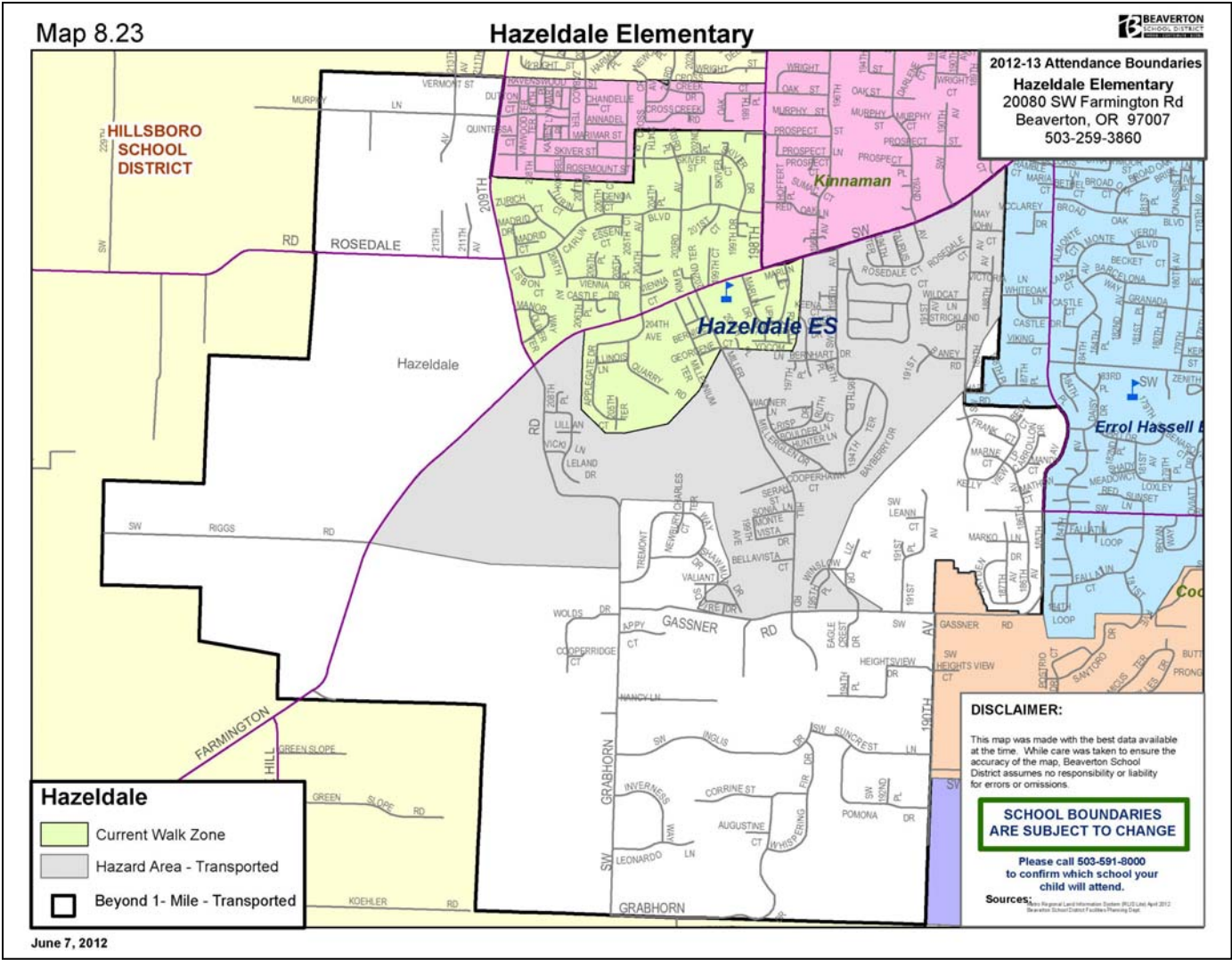
Map 8.19 - Schools and School Districts

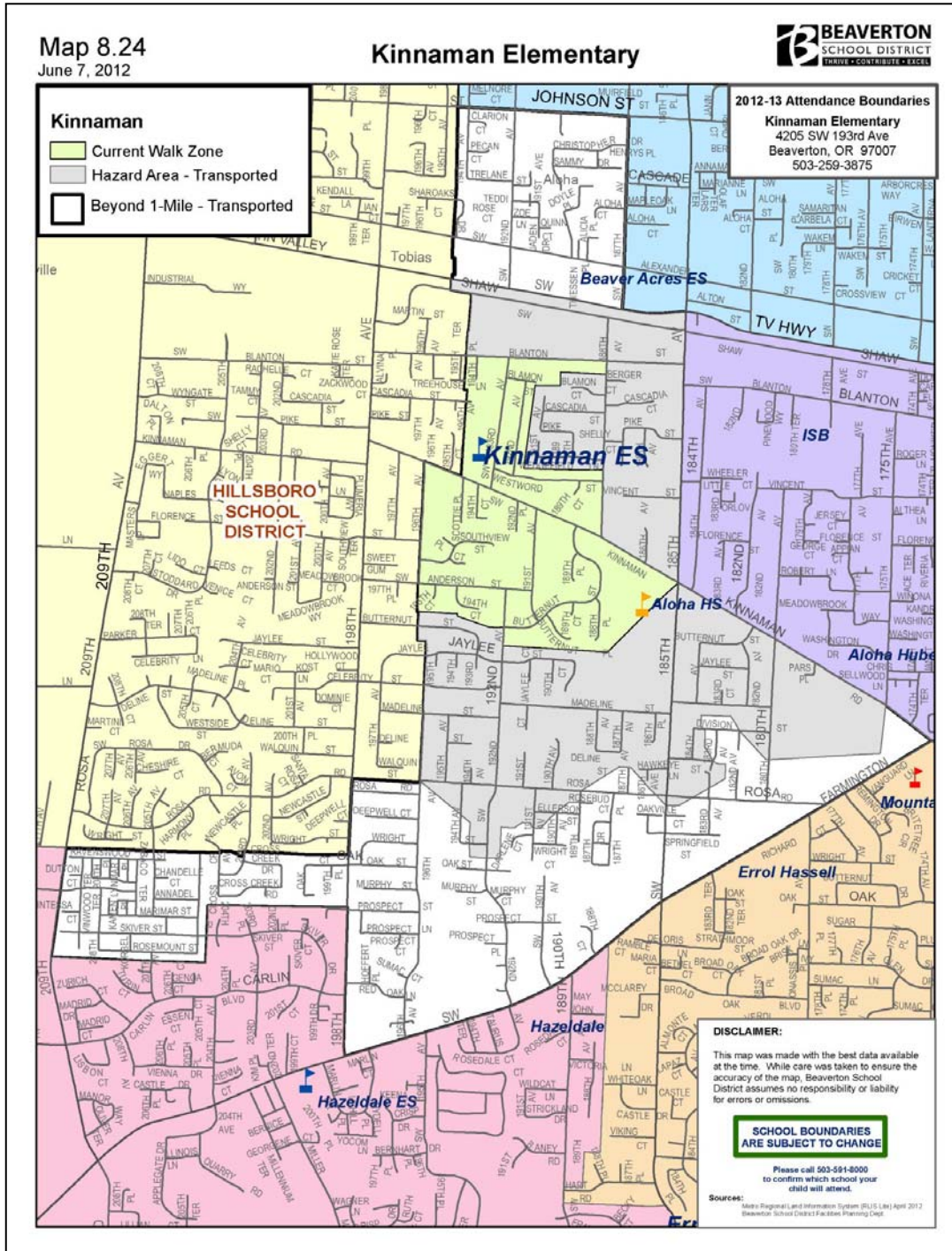


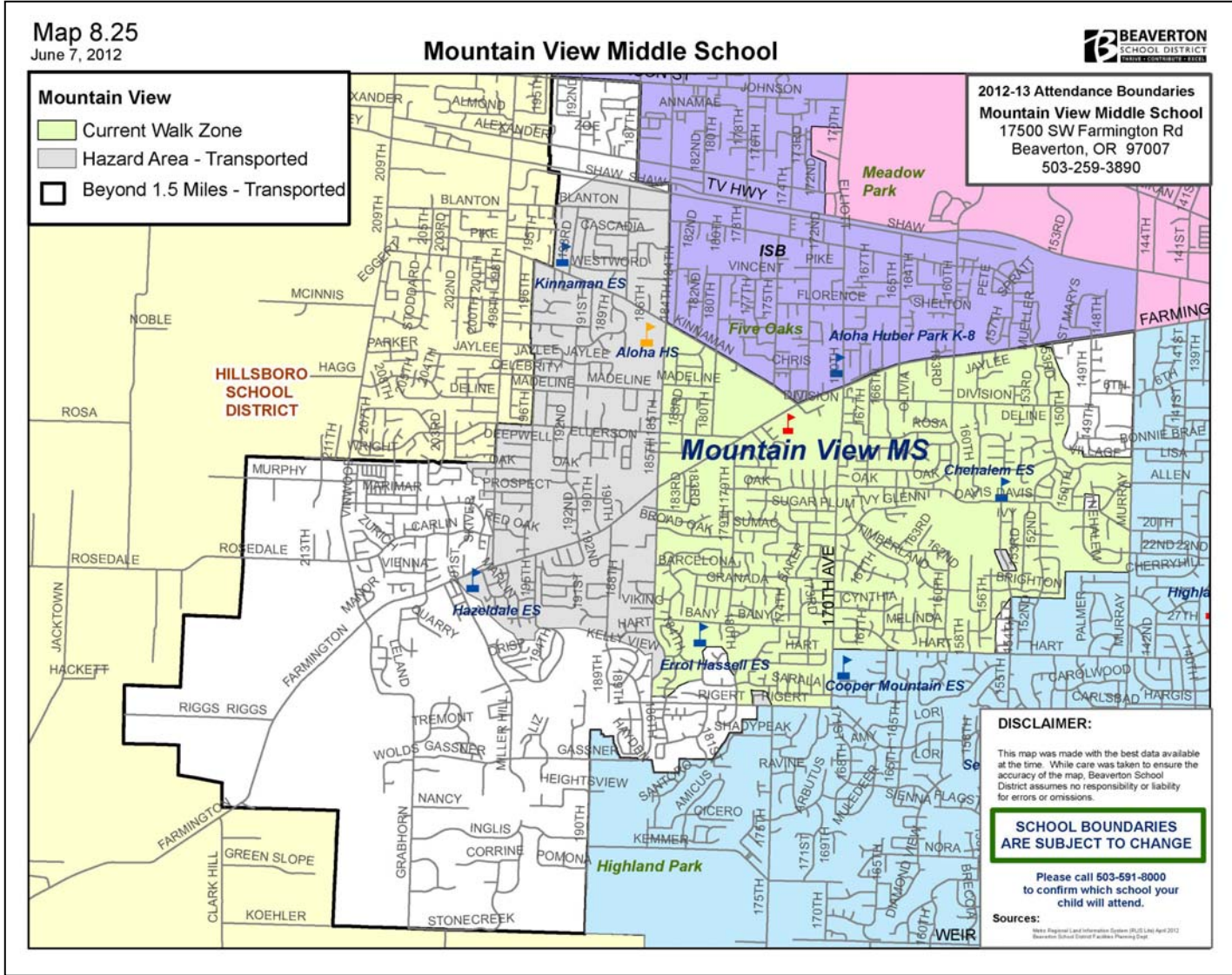












Aloha -Reedville Notes – Parent Survey Summary

Includes notes from 13 schools within or near project boundary

Aloha High School -18550 SW Kinnaman Rd

- Students often cut across 185th mid point between Rosa and Kinnaman and across Kinnaman closer to 185th.

Aloha Huber Park- 5000 SW 173rd Street

- concern about lack of sidewalks and bike paths within AHP boundary.
- concern about lack of sidewalks, crosswalks or crossing guards on 173rd, as well as high traffic volume. They state the intersection of 173rd and Florence needs a crosswalk and should be a 4-way stop rather than a 2-way stop.
- concern about 170th being extremely busy and therefore unsafe and specifically cite the intersection of 170th and Farmington.

Beaver Acres- 2125 SW 170th Ave

- concern about the amount of traffic and lack of safe sidewalks on 170th.

Chehalem- 15555 SW Davis Rd

- concern about children crossing 160th.
- concern about safety of walking on Davis; traffic is fast and drivers are often distracted on cell phones. Parents state the intersection into the Four Seasons neighborhood closest to Murray has very heavy traffic. This creates a deterrent to walking/ biking.
- vehicles fail to stop or slow down at east side of intersection at SW Village Lane and SW Village Circle.

Cooper Mountain- 7670 SW 170th Ave

- concern about lack of sidewalks on Rigert between SW Bryan Way and SW 170th. They state it is a very dangerous stretch of road with no safe place to walk.
- repeated concern about safety of intersections, lack of crosswalks, or vehicles ignoring crossing guards along 170th, specifically at Sarala, Rigert, and Bany.
- need for a crosswalk on Hart Road somewhere between Hargis and 170th.
- notes traffic consistently speeds along Bany and ignores crossing guards. They state need for occasional, ongoing police presence and tickets given to correct this.
- concern regarding lack of monitoring at back of the school and lack of crosswalk there at 166th and Hart.

Errol Hassell- 18100 SW Bany RD

- unsafe conditions at 3-way intersection of SW Hart to SW 181st Ave. They state there is no stop sign, no crosswalk or crossing guard. Street is very busy w/ parents picking up, making u-turns, and high schoolers being released. They state stop sign should be installed and crosswalk defined. Parent states they have witnessed several near misses of cars hitting children.

- speed of drivers on Hart/Bany is out of control; speed limits are routinely ignored. Furthermore, there is a section that has an incomplete sidewalk on the north side of the road east of 179th Ave. The combination of factors makes the route unsafe.
- unsafe conditions at Oviatt Dr. and Sarala St.. They state traffic can move very quickly at times, and the nature of the road incline and curve limits visibility.
- concern about students practicing bicycle safety, endangering themselves and others. Suggests need for a bicycle safety class during or after school.

Five Oaks MS- 1600 NW 173rd Ave

- multiple concerns about students crossing Walker Rd. due to volume and speed of traffic, and lack of traffic controls. Specific intersections cited are Walker and 173rd, and Walker and NW Cambray. They state the new bridge over the creek along Walker is an improvement, but still a dangerous road to cross.
- concern about lack of continuous sidewalks on 173rd between Baseline and the new cutoff to 170th.
- concern about drivers speeding on SW 178th and that the roadway is used as a bypass to 185th and TV Hwy. Additionally, lack of sidewalks is a concern.
- concern about safety of intersection at Baseline and 170th.
- crosswalk which is currently located on 173rd would be better if lined up with Fieldstone Dr. or the exit at Five Oaks. Stated there have been many near misses when cars run the red light; has happened when parent was walking with students.
- route along 175th to Kinnaman is unsafe due to narrow road and lack of sidewalk.

Hazeldale- 10080 SW Farmington Rd

- concerns about students walking on Miller hill; stating it is steep, narrow, lacking sidewalks and busy.

Health and Science School- Capital Center- 18640 NW Walker Rd

- Most kids are bussed; there are a few walkers and some MAX riders.

International School of Beaverton- 17770 SW Blanton St

- No sidewalks on Blanton, drivers can't see walkers.
- Congestion on Blanton due to dead end street and small parking lot.

Kinnaman- 4205 SW 193rd Ave

- concerns about lack of sidewalks southbound on 185th Ave past Rosa Rd. on either side of the street.
- that there is also no sidewalk on Rosa Rd. between 185th and 183rd.
- concern about lack of sidewalk or path on 188th.
- extremely dangerous for students to cross where Butternut St. and 191st Ave intersect with Kinnaman Rd. They state a need for better stop signs with clearly marked crosswalks at these locations.

Merlo Station HS- 1841 SW Merlo Dr

- Most students ride the MAX and walk to school from MAX, ride the bus or drive.

Mountain View MS- 17500 SW Farmington Rd

- concern about large number of car accidents along 170th where students walk. One parent cites an experience where they were almost hit while walking their child to school on 170th and state
- there have been 6 accidents in this area this winter (2010-11).
- multiple concerns about 179th Ave including lack of sidewalks (including narrowed areas), high traffic volume, speed of traffic, large number of walkers, and busy intersection at 179th and Farmington which is gravel and has no bike path.
- the intersection of Rigert Rd. and 175th Ave is extremely dangerous.
- need for fully functional traffic light at the Farmington and Dairy Queen/Blockbuster intersection. They state the crossing guards are great but are unable to control westbound traffic turning left into the parking lot. They also state they have witnessed several near misses as cars speed through the Thriftway parking lot to 176th as students are crossing 176th.
- 185th is too dangerous for students to cross and lacks sidewalks on both sides.

Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

June 2012

Appendix 9



This project also 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.

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.

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

APPENDIX 9 – RELATED PLANNING PROJECTS

Current projects related to the study area planning work include the Tualatin Valley Highway Corridor Plan, the Alexander Street Improvement Project, and the Department of Energy Bike/Pedestrian Improvement Prioritization Project. Information specific to each project is discussed in the Existing Conditions Summary report.

Maps specific to these projects are contained in this appendix. The maps include Map 5.4 (Alexander Street Improvement Project) and Maps 5.10 and 5.11, which show the bike network in the study area.

Aloha-Reedville Study & Livable Community Plan Existing Conditions Report

June 2012

Appendix 10



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10 Public Involvement Appendix

The Public Involvement Appendix provides background and detailed information on the outreach plan, and community input received through a variety of activities. The appendix includes the:

1. Public Engagement and Communications Plan for Phase 1
2. Statistically Valid Random Sample Survey reports (the first of two to be conducted in the process): Baseline Report, Cross-Tabulated Report, and Verbatim Response Report
3. Stakeholder Interviews
4. Phase 1 Interim Public Involvement and Input Summary #2 (March – November, 2011¹)
5. Tualatin Valley Highway Corridor Plan Public Input Summary (November, 2011)
6. Summary of Public Engagement Best Practices Roundtable Discussions

Public involvement efforts are guided by the Public Engagement and Communications Plan. The Public Engagement and Communications Plan is scheduled for annual revisions to incorporate improved ways to get the community involved and to jettison those approaches that are not meeting expectations.

Several early public involvement efforts have already contributed to building a foundation of understanding about the community. Future engagement efforts will build upon this foundation.

Two surveys (*Statistically Valid Random Sample Surveys*) will be conducted over the course of the project. The baseline survey was completed in September, 2011 representing the views of 394 community members. A follow-up survey will be conducted in late 2013 to assess changes in community viewpoints.

Stakeholder interviews were conducted to gain knowledge from long-time residents, business owners, and property owners about the study area. The interviews also sought to identify other community members who should be involved in the process.

The Phase 1 Interim summary will continually be built upon throughout the process and each substantial addition will be re-assessed and a new summary provided. This current summary captures input from about 600 comments.

Two roundtable discussions were convened by the county to identify best practices in engaging historically under-represented communities. The discussions included representatives from county and regional organizations and agencies that have demonstrated success in reaching these community members. A summary highlights those best practice efforts.

What Is That Term?

Statistically Valid Random Sample Surveys

These types of surveys are generally used to predict the responses of a population (within a given error range) based upon a random sample of that population.

In this case those responding to the Aloha-Reedville survey represented approximately the same percentages as the demographic groups in the Aloha Census data.

Industry standards are a survey of 200 for a population over 2,000.

¹ This report builds upon Phase 1 Interim Summary #1 March – August, 2011



Aloha-Reedville Study and Livable Community Plan

SUMMARY OF STAKEHOLDER INTERVIEWS

October 21, 2011

JLA Public Involvement



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INTRODUCTION

The Aloha-Reedville Study and Livable Community Plan is a three-year effort to identify ways to enhance community livability and impact the future growth in the area. The study will identify transportation improvements and possible zoning changes that could support job growth, business development, increase affordable housing options, and provide more access to public transit and more options for biking and walking. Identifying these options along with community aspirations will play a vital role in discussions about where the community wants to go and how those outcomes could be achieved. Although this study is primarily a transportation, affordable housing and economic analysis, the study may serve as a catalyst for future planning efforts and discussion amongst service providers to the study area.

Overview

Between September and October, Eryn Deeming Kehe of JLA Public Involvement and Dena Marshall of Marshall Mediation (a sub-contractor to JLA) conducted 12 interviews with individuals who represent a range of local and regional interest groups, neighborhood associations, property owners and community facilities.

The purpose of the interviews was to understand stakeholders' perspectives and gather their input in order to learn about the project area and inform future outreach efforts. In addition to gathering information from key stakeholders, the interviews were intended to introduce and/or update them about the Aloha-Reedville Study and Livable Community Plan project.

Interview Format

Interviews were casual and conversational in format. Specific questions are contained in Attachment B. Questions ranged from stakeholders' desired project outcomes and anticipated challenges, to their thoughts on the best ways to engage community members.

INTERVIEW FINDINGS

All interviewees were asked a series of questions according to their role in the community (see Appendix B: Interview Questions). The comments have been organized by topic and paraphrased to capture the main perceptions of the speaker. Comments are not attributed to any one person.

Themes

When asked about the community's needs, a high level of agreement and interest was identified on the following topics:

1) Infrastructure

The majority of interviewees describe Tualatin Valley Highway (TV Highway), a thoroughfare between Hillsboro and Beaverton, to be overly congested and in need of repairs, additional sidewalks and safe pedestrian crosswalks. In addition, there was general agreement that a successful plan will incorporate improvements to transportation infrastructure and public transit in Aloha-Reedville.

The following list is a sample of infrastructure comments received in three categories: *existing conditions*, *rail and freight*, and *areas of opportunity*. These are direct comments from individuals and represent a sample of comments received. They do not necessarily represent the feeling of a majority of those interviewed.

Existing Conditions

a. Roads

- Roads in the area, including TV highway, are congested and in need of repairs. Some community members believe that TV Highway is unsafe because it is over capacity.
- The 1980s community plan did not result in needed infrastructure investments for all transportation modes, specifically, the Westside Bypass freeway that was planned.
- There are not enough crosswalks, traffic lights, or street lights on TV Highway and other major streets to make for safe crossing.
- People want to see more sidewalks on major streets.
- People do want to see bike lanes – believing that people will start to bike more often if they feel safe on the streets.
- Aloha-Reedville does not need a \$2 million study. Funding should be spent on fixing existing infrastructure (roads, ditches, paving), as the private sector will respond.

- TV Highway has declined over the years; however Baseline seems to be holding its own.
- TV Highway has high volume of automobile traffic, proving bus lines in the area valuable.

b. Rail and Freight

- The railroad is a big challenge. It's hard to get to businesses on the other side of TV Highway.

Infrastructure Areas of Opportunity

- The heart of the planning process must link back to the transportation plan.
- Construct safe passageways: more sidewalks, crosswalks, and street lights.

2) Community Identity

Those interviewed report that residents do not necessarily see a connection between Aloha and Reedville. The towns are generally considered to be separate spaces and separate communities. Aloha may be more closely associated with Beaverton; while Reedville may be more closely associated with Hillsboro. Also, almost unanimously, they reported a sense of community pride in Aloha High School, but interviewees could not identify something in Reedville that enjoyed the same sense of place-based pride.

Interviewees expressed a strong desire to improve overall community connection and increase feelings of pride for those that call Aloha-Reedville home. Several community members suggested that developing a gathering place where the diverse members of this community can get together is of importance. In addition, community stakeholders believe the beautification of Aloha-Reedville would be one way to accomplish a renewed sense of community identity.

The following list is a sample of community identity comments received in two categories: *existing conditions*, and *areas of opportunity*. These are direct comments from individuals that represent a sample of comments received. They do not necessarily represent the feeling of a majority of those interviewed.

Existing Conditions

- Beautification is needed and also a solution for some of the worst properties.
- There seems to be less of a sense of an Aloha-Reedville community among the newer residents.

- Aloha-Reedville has a great deal of community loyalty.
- Home values appear to be in decline.
- You know when you are in Aloha because it looks less cared for than Beaverton or Hillsboro.
- Business owners have a role to play in beautification efforts, but they also have businesses to run.
- Aloha-Reedville could be described as diverse, proud, and ragged.
- The school is the “hub” of the community.
- The success of sports teams has sparked the area’s pride.
- Aloha-Reedville feels comfortable. There is a small town feel. The people of Aloha-Reedville are friendly.
- One community identity struggle is the perceived division and boundaries of Aloha versus Reedville.
- People of Aloha struggle with financial struggles. The largest percentage of homeless students in the Beaverton School District is within the Aloha high school district.
- Resident perception of themselves include: underdogs; not put together; mishmash; evolutionary; and patchwork.
- There is no Rotary Club in this area anymore. This is a loss for civic engagement in the area.

Community Identity Areas of Opportunity

- The hope is that the Aloha-Reedville livability plan will bring a sense of community and belonging to people.
- Build a gathering place for the arts.
- Develop a public library in Aloha.
- Orenco is an example of what some residents would like to see for the future of Aloha. Orenco is clean, safe, and nice to walk in.
- Need some way to draw people together.
- Aloha needs an extreme makeover.
- Create an identifying “tag line” for Aloha / Reedville.

3) Economic Development

While certain large business employers, such as Intel, are located in Aloha and Reedville, many interviewees shared their concern that the combination of high rents, heavy traffic, and a lack of support for small to medium sized businesses is preventing the area from attracting desired businesses and services to the area. Several suggestions including improving the development permitting process, an increased focus on promoting small businesses in the area, and evaluating current land zoning were all offered as possible economic development solutions for Aloha-Reedville.

The following list is a sample of economic development comments received in three categories: *challenges, key stakeholders and areas of opportunity*. These are direct comments from individuals that represent a sample of comments received. They do not necessarily represent the feeling of a majority of those interviewed.

Existing Conditions:

a. Challenges

- Blight is a result primarily of this area being a thoroughfare for the surrounding areas, coupled with a lack of transportation investments.
- There have been few new investments in the area and those that have occurred have struggled.
- The County's TIF fees have been a barrier, but they're getting better.
- A big problem is that there is a limited amount of affordable, quality, or leasable business space in the area. Overall, there's not a lot of commercial land in the area.
- Commercial trends are shifting from Safeway to Big Lots. The area is transitioning from banks and real estate offices to auto parts stores.
- Some property owners are being proactive to maintain tenancy by lowering rents. Others keep rents higher.
- Aloha is good business location.
- The economy is affecting resident spending.
- There is a fear that Aloha-Reedville will result in a growth in adult businesses, resulting in families moving out of the area, like in Milwaukie on McLaughlin Blvd.
- There are a limited amount of nice restaurants in the area.
- Quality office space is limited in the area.
- There are challenging signage limitations and sidewalk requirements placed on businesses in the area.
- Aloha-Reedville lacks medium-sized businesses.
- Many shopping centers and grocery stores are old and "run down".
- Most customers are local.
- There are not many good food-store options.

b. Key Economic Development Stakeholders

- **Commercial:**
A major property owner in the area is the owner of the 185th and TV Highway shopping center (with Big Lots).
- **Large employers:**
 - Intel:
 - There are approximately 1,000 Intel employees at the Aloha site.
 - The Aloha facility was Intel's first facility in Oregon (started 1974, opened 1976).
 - The Aloha facility does some back-end manufacturing to support Ronler Acres. Products go back-and-forth between the two at various stages of production.
 - Intel participates in the Hillsboro Chamber's Vantage program to encourage employees to go off-site and patronize local businesses.
 - Intel has good relations with their neighbors.
 - Intel has 2,000 PhD employees in Oregon. New hires are 4 times more likely to have a PhD than a BS.
- **Organizations:**
 - The Hillsboro Chamber of Commerce, while not located in Aloha or Reedville serves many Aloha-based businesses, including Latino businesses, and the number is increasing.
 - The Aloha Business Association is now in its second year, and membership is growing. The ABA recently launched a website and member directory. The sense of local business pride is obvious at ABA luncheon meetings.
 - Centro Cultural, located in Cornelius, provides services to many Latino families living in Aloha and Reedville. Centro services include education, job training, access to affordable housing, and English language, as well as providing a community gathering space.

Economic Development Areas of Opportunity

- Build a primary care clinic and work with the existing clinics and outreach workers.

- Region needs industrial land desperately. The redevelopment of underutilized commercial land in Aloha-Reedville could be an opportunity.
- The business community needs incentives to invest and stay in the area.
- County permitting and development services should be more cooperative and supportive of developers and small business owners. There is a need for a dedicated permit person for Aloha-Reedville to speed up the development process and to ensure a consistent response and process.
- Washington County should help/advocate for businesses more.
- Would like to attract customers from the surrounding areas, including Cooper Mountain, to Aloha-Reedville for shopping and services.

4) Affordable Housing

Although there was a common theme among stakeholder feedback about the need for additional quality, affordable housing, others worried about the impact to future investment in the area. Some saw an opportunity to update or renovate existing affordable housing to be more attractive.

The following list is a sample of affordable housing comments received related to existing conditions. These are direct comments from individuals that represent a sample of comments received. They do not necessarily represent the feeling of a majority of those interviewed.

Existing Conditions

- The area needs to lower the cost of living.
- There needs to be more affordable housing with better coordinated efforts between state and county.
- It appears as though Washington County wants to change Aloha into a low-income area.
- Housing developments that are not well-maintained (example: near the Max station at 185th) keep others from investing in the area.
- Majority of residential zoning is R-15, resulting in townhomes and starter homes; this reduces existing home values, hurting long-term property and business owners.

5) Growth and Changing Population

Aloha-Reedville is an area that is changing. This has resulted, at times, in a division between new and long-term residents. Additionally, the growing population has resulted in higher density in some areas. There is opportunity to build community awareness and pride in the new multicultural face of Aloha-Reedville.

The following list is a sample of comments received related to the changing population in Aloha-Reedville. These are direct comments from individuals that represent a sample of comments received. They do not necessarily represent the feeling of a majority of those interviewed.

Existing Conditions

- Amber Glen area is intensely developed, which makes sense as the area is close to the MAX and freeway.
- Aloha-Reedville has higher residential density than other areas.
- The area has too much density and “cookie cutter” homes. These are bad because they are unattractive and reduce the property value of nearby homes.
- South Hillsboro will attract a lot of new people; it is the elephant in the room for this planning process.
- There is the perception that wealth is leaving Aloha-Reedville.
- Perception is that county policies drive low-income residents and development to Aloha-Reedville.
- Some see the demographics of yesterday as solidly middle class/blue collar, but the area is quickly diverging into low-income and wealthy tech groups.
- The newest people moving to Aloha-Reedville are less community-oriented.
- The area is experiencing big changes with the multicultural influx.
- The area is undergoing many changes due to the foreign influx. Some of these changes are clashes of culture.
- Aloha high school seems to be far more multicultural and ethnically diverse than it used to be.

6) Crime and Safety

Several interviewees commented that safety, crime, and drug activity are becoming an increasing concern for Aloha-Reedville. There is a perception that crime is increasing and that gang activity has also increased. Some people expressed concern about traveling through certain parts of the community. To

minimize these concerns, many suggested graffiti clean up efforts, developing safe after-school programs, and the creation of a task force focused on dealing with Aloha-Reedville's crime issues.

The following list is a sample of crime and safety comments received in two categories: *existing conditions and areas of opportunity*. These are direct comments from individuals that represent a sample of comments received. They do not necessarily represent the feeling of a majority of those interviewed.

Existing Conditions

- Domestic violence is an issue in the community that is not well-addressed.
- There is a perception that recent crimes in the area have started a "wave of decline".
- Safety, crime, and drug activity are big issues.
- Some grocery stores and shopping area are beginning to get "seedy".
- Some customers are worried about crime near 185th and Farmington, leading to them to do their shopping elsewhere.
- The areas surrounding TV Hwy, (some mentioned Alexander, Blanton, or Shaw) are scary areas dominated by gangs. Graffiti in that area is a problem.

Crime and Safety Areas of Opportunity

- Designate a safe place for youth to go after school (i.e. a library) for structured activities (25-30% of children need safe places to work on homework).
- Clean up graffiti.
- Form a task force to deal with crime issues.

7) Leadership

Due to Aloha-Reedville's diverse population, there is a clear desire to have more representative leadership in the area. Some also discussed the need for increased support for Aloha-Reedville businesses by the Aloha Business Association.

Existing Conditions

- This region has had less community leadership.
- The CPO is 50+ and the landowners are white, non-immigrants.
- The lack of government is a mixed bag.
- There is not as much control because it is not incorporated.

- The local sheriff does a great job.
- The business association is very focused on school and giving to kids.
- Local government can be too bureaucratic.
- Local government sees no need for a vision. There is a sense of “let property owners do what they want.”

Leadership Areas of Opportunity

- Support and develop the Aloha Business Association.
- Have more proportionate multi-cultural and bicultural representation at all levels of government (staff and elected officials).

8) Area Planning and Zoning History

Previous planning efforts and a failed opportunity to incorporate has led some stakeholders to question the value of current planning objectives. Many feel that the previous plan that was conducted in the 1980s should be evaluated prior to developing a new plan. In addition, there is a need for transparency and tangible goals with the new planning efforts in order to maintain stakeholder interest.

Existing Conditions

- Westside freeway was part of original plan for this area (Community Plan). It would have supported industrial growth.
- The 1980s plan did not result in a freeway to encourage commuters move around Aloha. Instead, the area is still a heavily used thoroughfare.
- Some here feel abandoned. The community was denied the chance to incorporate. As a result, some people in the Aloha community feel dissatisfied.
- This is a community in flux. Many want to hold on to the old, unincorporated community.

Area Planning and Zoning Areas of Opportunity

- Reevaluate the former plan before developing a new plan.
- Do no damage. Don't let Washington County increase zoning again.
- Consider incorporation as a City.

SUGGESTIONS FOR COMMUNITY ENGAGEMENT AND OUTREACH

1. Be aware that people who get involved tend to be active because of a single issue. This could limit the dialogue.
2. The following community concerns should be addressed with outreach:
 - a. “Why should I participate?”
 - b. “What kind of changes are likely to result?”
 - c. “What value is a community plan to me?”
3. Churches and schools are safe places where people have trusting relationships. Build on those existing relationships. Aloha High School is a trusted place and symbol of local pride.
4. Be consistent with outreach efforts.
5. Provide concrete ways for the community to be involved.
6. Provide food and childcare.
7. Look to other cities for models. Find communities that have experienced improvements and duplicate those models.
8. The (e.g. Latino) community will get involved if it makes sense to them.
9. Need to go where the people are, such as parks.
10. Outreach via the newspaper will have immediate results.

APPENDIX A

Stakeholder Interview List:

1. Karin Kelley-Terregroza, Vision Action Network
2. Sam Soo Kim, Presbyterian Church
3. Jon-Michael Kowertz, Hillsboro Chamber of Commerce
4. Jill O'Neill, International School of Beaverton
5. Jose Rivera and Daniela Garza, Centro Cultural
6. Leon Taylor, Habitat for Humanity
7. Ramsey Weit, Community Housing Fund
8. Kaltun Cayan, Somali Family Resource Center
9. Kayse Jama, Center for Intercultural Organizing
10. Aloha High School
 - Ken Yarnell, Principal, Aloha High School
 - Tim Moe, Career Pathways Coordinator
11. Aloha Business Assoc.
 - Pam Yee, Schmit & Yee
 - Tammy Springer, Spring & Sons Funeral Home
 - Mike Holcomb, Holcomb Computer Service
 - John Claboe, Kinn 2nd Gen. 1985
 - Patrick Moullet, American Family Insurance
12. Steve Lawrence, Citizen Participation Organization #6

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Interview_Summary_102111(md).doc

APPENDIX B

Interview Questions

A. Business Leader Interview Questions:

1. What are the advantages/assets to doing business in the Aloha-Reedville area? Why?
2. What are the challenges/constraints? Why?
3. What trends or changes have you seen?
4. What changes would you like to see? Why? What is your vision for the future?
5. Who are your customers? Where do they come from?
6. How is the County to work with? What is the regulatory environment like for you?
7. Are absentee landlords a problem in the area?
8. Is there anyone else you think we should talk to?
9. And perhaps for the shopping center owner: Can you tell us about vacancy rates, lease rates, and other trends in your property or others? What brokers should we be talking to?

B. Community Interview Questions:

General familiarity:

1. Are you familiar with the A-R Study and Livable Community Plan? If so, what do you know about it? (If not, then refer back to the elevator speech and ask for feedback)
2. How did you learn about it?

Getting to know the stakeholder:

3. Do you live or work in Aloha-Reedville?
4. How long have you lived / worked in Aloha-Reedville?
5. Do you have children, grandchildren or other relatives in the area?
6. (organization representatives) Tell me more about the work you do in this area.

7. (organization representatives) What communities do you serve?

Looking out toward the future:

8. In your opinion, what would an ideal Aloha-Reedville look and feel like in 30 years?
9. What are your hopes for the Aloha-Reedville Study & Livable Community Plan? Do you have any concerns?
10. What do you see as the principal needs here in Aloha-Reedville?

Focusing the needs on specific areas: transportation, affordable housing, economics:

11. What do you see as the one or two major transportation issues in the area?
12. What is one or two ways you would you like to see the transportation system improved?
13. What do you see as the major issues in affordable housing in the area?
14. What are one or two ways you would like to see the affordable housing system improved?
15. What do you see as the one or two major economic issues in the area?
16. What are one or two ways you would like to see the economic environment improved?
17. What do you see as the one or two major issues for small businesses in the area?
18. What are one or two ways you would like to see the small business environment improved?

Identifying a sense of a place-based pride & needs:

19. What do you see as sources of pride or identity in Aloha-Reedville?
20. This project talks about Aloha and Reedville together. Are they the same? Are they different?
21. Understanding the people of Aloha-Reedville & how to reach them.
22. How do you tend to learn about area news, developments, and activities?

23. Tell me about any ideas you have about how to reach and involve people who live in Aloha/Reedville. What ways don't work so well?

24. Who will be the hardest to reach population(s) in Aloha and Reedville? Who is the least likely to participate in this process? What can we do to reach these people and engage them?

25. Is there anyone else that I should talk to?

Gauging trust:

26. To what extent do you think Washington County listens to the thoughts and ideas of people like you?

27. To what extent do you believe your thoughts and ideas impact decisions in Washington County?

28. How, if at all, would you like to stay involved in this process?

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ALOHA-REEDVILLE WASHINGTON COUNTY

BASELINE SURVEY CROSS TABULATIONS

September 2011

Michael Riley & Crystal Bolyard
Riley Research Associates



Q2. What are the main reasons you live in the Aloha-Reedville area, and the reasons you might recommend this area to others? (Unaided. Multiple responses)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT ¹			HEARD BY/ IMPACT CO ²		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	178	213	70	101	85	74	50	299	54	30	344	35	58	82	74	178	314	73	186	207	53	336	122	232	35	240	131	21	29	337
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	87%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	85%	31%	59%	9%	61%	33%	5%	7%	86%
Convenient to places	27%	28%	25%	27%	26%	29%	24%	26%	26%	24%	33%	26%	34%	26%	28%	34%	24%	26%	29%	26%	28%	19%	28%	20%	30%	29%	28%	27%	10%	24%	27%
Housing you can afford	24	24	24	24	21	28	31	14	26	9	33	25	11	34	27	20	21	25	19	24	24	38	22	21	25	29	23	27	14	28	23
Established and pleasant neighborhoods	22	25	19	19	17	25	23	28	23	17	20	24	9	19	18	22	24	23	18	18	25	26	21	14	27	11	24	20	10	14	22
Rural feel /Non-urban	21	20	23	13	19	24	28	28	25	9	10	24	-	7	16	16	31	25	10	15	27	25	21	20	24	11	23	22	-	3	24
Sense of Community	18	15	21	24	19	12	12	28	14	37	23	15	49	14	26	19	16	18	21	17	19	17	18	19	18	14	20	12	29	10	18
Good schools / School district	17	16	18	24	22	13	14	10	16	17	27	16	17	17	16	26	13	18	15	16	18	8	18	14	19	11	16	18	24	14	18
Always have	14	13	15	13	13	15	15	22	16	6	10	16	3	2	7	8	25	16	11	14	15	17	14	13	15	11	15	14	14	10	15
Work here / Close to work	14	18	12	16	19	18	9	10	15	11	17	15	6	16	16	16	13	14	15	11	18	6	16	14	16	6	16	14	5	3	16
Close to friends/family	13	13	12	11	15	12	15	10	13	13	10	13	9	16	15	10	12	16	14	12	17	12	10	14	11	14	11	10	7	12	
Good people	10	8	12	16	8	5	11	12	8	17	17	9	23	16	6	15	8	9	15	9	11	9	10	8	11	11	9	11	14	10	10
Convenient transit options	8	6	9	6	7	9	7	6	8	2	13	8	-	9	9	8	7	7	10	11	5	6	8	5	8	17	9	5	5	7	8
Quiet	7	8	6	11	7	6	5	2	5	11	10	6	11	7	4	9	7	6	8	5	8	4	7	8	6	-	5	8	14	3	7
Good parks	6	5	6	4	8	6	4	6	6	2	13	6	-	7	11	3	4	5	7	4	7	4	6	3	7	3	6	5	5	3	6
Safe / Safety	5	6	5	11	9	2	-	4	4	15	7	5	14	9	2	8	4	5	8	6	4	-	6	5	6	3	4	5	19	-	6
Unincorporated	3	5	2	1	6	5	3	-	4	2	-	4	-	5	1	4	3	4	-	4	3	6	3	2	4	3	3	4	-	3	4
Less congestion	2	2	2	1	2	1	4	2	2	4	3	2	6	3	1	3	2	2	3	3	1	2	2	2	2	-	2	2	-	3	2
Good sports/activities	2	3	1	1	4	1	-	1	4	3	1	6	2	4	1	1	2	3	2	1	2	2	2	2	2	-	2	2	5	-	2
Miscellaneous	10	8	12	4	16	11	7	14	12	7	3	11	6	14	12	7	10	10	12	12	9	8	11	9	11	14	13	8	-	14	11
Don't know /No Answer	1	1	0	1	-	-	1	-	-	4	-	-	6	2	1	-	-	-	3	1	-	-	1	-	1	-	0	-	5	-	0
Wouldn't / Can't recommend	4	3	4	6	2	5	1	4	3	2	3	4	-	3	2	3	4	4	3	4	3	2	4	2	4	6	3	4	14	10	3
Chi Square		18.32			81.34				82.35		94.09			86.26			27.56		24.02		22.34		28.93			60.43		19.76			
		.501			.317				.001		.001			.007			.092		.195		.268		.855			.012		.409			

¹ This banner represents Question 6 (Have you participated in any of the following types of activities). "Attended/CPO" refers to those who have contacted county agencies, attended public meetings, and/or have a Community Participation Organization (CPO) membership, in addition to other activities. "Other Activity" represents those who have participated in some event, but have not participated in the prior three events listed. "None" refers to those who have not participated in any activity.

² This banner represents Questions 9 and 10 (To what extent do you think Washington County listens to area residents; To what extent do you believe you impact decisions in Washington County). "Not at all" refers to those who answered "not at all" to both Q9 and Q10. "Yes" indicates those who answered "to an extent" or "not much" to one or both questions

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area.

Q3a. Safe and convenient access to transit services, including bus and MAX

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
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		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	57%	49%	64%	60%	56%	47%	59%	69%	53%	83%	60%	54%	89%	64%	65%	45%	56%	55%	67%	56%	58%	66%	56%	43%	63%	66%	57%	58%	57%	41%	57%
Somewhat important	29	32	26	31	30	33	28	20	31	7	40	32	-	29	23	39	27	30	25	29	29	28	29	34	26	29	28	32	19	28	30
Not at all important	13	18	9	9	13	19	12	12	15	7	-	14	9	7	9	16	16	15	8	14	13	6	14	21	10	6	15	9	19	31	12
Ref / Don't know / Not applicable	1	1	1	-	1	1	-	-	0	2	-	0	3	-	4	-	-	1	-	1	0	-	1	2	-	-	-	1	5	-	1
Chi Square		11.54		10.49					26.56			22.74		23.28				4.21		0.74		3.69		21.02			12.82			8.06	
		.009		.573					.001			.001		.006				.239		.863		.296		.002			.046			.045	

Q3b. Reducing traffic congestion

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	62%	57%	66%	59%	60%	65%	65%	65%	59%	70%	73%	61%	74%	48%	68%	68%	61%	63%	56%	57%	67%	66%	61%	61%	62%	66%	64%	60%	57%	66%	62%
Somewhat important	31	37	27	34	31	34	31	24	34	22	23	32	17	38	24	31	33	31	36	36	27	32	32	28	34	29	29	35	38	31	32
Not at all important	5	4	6	6	8	1	4	8	5	7	-	5	9	14	6	1	3	4	8	5	5	2	6	7	4	6	6	5	5	3	5
(Ref / Don't know / Not applicable)	1	1	1	1	1	-	-	4	1	-	3	1	-	-	1	-	2	1	-	2	1	-	1	3	-	-	1	1	-	-	1
Chi Square		5.16		12.55					8.57			4.33		19.73				3.51		4.60		2.04		10.93			2.18			0.51	
		.161		.403					.199			.228		.020				.319		.203		.563		.091			.903			.917	

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area. (Continued)

Q3c. Recreation opportunities

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	OTHR NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	46%	47%	45%	56%	52%	41%	30%	53%	40%	70%	67%	41%	89%	60%	46%	47%	41%	43%	56%	43%	49%	43%	47%	46%	48%	34%	45%	45%	71%	41%	46%
Somewhat important	44	39	48	37	42	47	59	31	50	22	30	48	11	29	50	43	46	46	36	45	43	47	44	37	45	60	44	48	14	38	45
Not at all important	8	12	5	7	4	11	8	12	8	7	-	9	-	5	2	8	11	9	4	10	6	9	7	14	6	3	10	4	14	17	7
Ref / Don't know / Not applicable	2	2	2	-	2	1	3	4	2	-	3	2	-	5	1	1	2	1	4	2	2	-	2	2	1	3	1	3	-	3	2
Chi Square		8.11			21.26				25.28		29.01		16.87		7.96	2.51	1.59		13.46		14.53		4.31								
		.044			.047				.001		.001		.051		.047	.474	.661		.036		.024		.230								

Q3d. Safe pedestrian and bicycle access to desired locations

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	OTHR NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	65%	60%	69%	71%	72%	60%	62%	59%	62%	78%	77%	62%	89%	66%	72%	65%	61%	63%	71%	63%	67%	66%	65%	53%	71%	69%	64%	66%	71%	55%	65%
Somewhat important	27	30	24	27	22	28	32	27	29	19	17	29	11	24	23	24	31	29	21	27	27	25	27	32	24	29	28	26	29	28	27
Not at all important	7	9	6	1	5	12	5	12	9	4	3	8	-	7	4	11	8	8	5	10	5	9	7	15	4	-	8	8	-	14	7
Ref / Don't know / Not applicable	1	1	1	-	1	-	-	2	0	-	3	1	-	3	1	-	-	3	1	0	-	1	-	0	3	0	1	-	3	0	
Chi Square		4.62			16.03				13.04		10.01		13.12		11.07	3.25	0.75		26.62		2.25		6.87								
		.202			.190				.042		.019		.157		.011	.355	.861		.001		.895		.076								

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area. (Continued)

Q3e. Housing you can afford

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	74%	72%	75%	74%	80%	67%	72%	75%	73%	83%	80%	72%	89%	83%	77%	74%	69%	71%	88%	75%	72%	89%	72%	72%	74%	83%	73%	73%	81%	76%	74%
Somewhat important	20	20	20	21	16	25	19	18	21	9	13	21	6	16	20	23	20	21	11	17	22	9	21	19	21	14	20	23	-	10	20
Not at all important	5	7	3	4	3	7	5	6	5	6	3	5	3	-	1	1	9	6	-	5	5	-	5	7	5	-	6	4	5	14	5
Ref / Don't know / Not applicable	2	2	2	-	1	1	4	2	1	2	3	1	3	2	2	1	2	2	1	3	0	2	1	2	0	3	1	-	14	-	1
Chi Square		2.49			9.30				5.81		5.75		17.37				9.87		5.91		7.75		7.45			30.16		5.79			
		.477			.677				.444		.124		.043				.020		.116		.051		.281			.001		.122			

Q3f. Access to shopping

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	38%	32%	43%	36%	35%	34%	39%	51%	32%	72%	37%	32%	91%	45%	37%	34%	37%	37%	40%	37%	39%	47%	36%	42%	35%	40%	35%	39%	57%	34%	38%
Somewhat important	49	49	48	47	51	58	45	39	55	22	40	54	3	45	50	51	49	50	45	49	49	47	49	47	49	54	52	45	38	31	51
Not at all important	13	18	8	17	14	8	16	8	13	6	23	14	6	10	12	15	13	12	15	13	13	6	14	10	16	6	12	15	5	34	11
Ref / Don't know / Not applicable	1	1	0	-	-	-	-	2	0	-	-	0	-	-	1	-	1	0	-	1	-	-	0	1	-	-	0	-	-	-	-
Chi Square		9.53			16.40				34.60		47.53		3.46				0.90		2.30		4.03		7.11			6.20		13.21			
		.023			.174				.001		.001		.943				.824		.512		.259		.311			.401		.004			

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area. (Continued)

Q3g. Public safety

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	89%	84%	92%	90%	87%	94%	85%	88%	88%	91%	97%	88%	97%	93%	88%	88%	88%	90%	84%	93%	85%	89%	90%	88%	94%	88%	91%	86%	83%	90%	
Somewhat important	10	15	7	10	13	4	15	12	11	9	-	12	3	7	10	11	12	11	10	15	6	13	10	9	12	6	11	9	10	14	10
Not at all important	1	1	-	-	-	1	-	-	1	-	-	1	-	-	1	-	1	1	-	-	1	2	0	1	0	-	1	-	-	3	0
Ref / Don't know / Not applicable	1	1	0	-	-	1	-	-	-	-	3	0	-	-	1	1	-	0	-	1	-	-	0	-	-	-	-	-	5	-	-
Chi Square		8.43		13.30					16.11			2.88		5.74				0.81		12.01		2.94		1.93			19.50		5.37		
		.038		.347					.013			.410		.766				.848		.007		.401		.926			.003		.146		

Q3h. Availability of community resources

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	49%	39%	59%	49%	52%	51%	47%	49%	45%	74%	67%	45%	94%	60%	55%	51%	43%	49%	58%	49%	50%	68%	47%	49%	46%	74%	50%	48%	62%	59%	48%
Somewhat important	40	46	34	44	35	41	43	35	43	20	33	43	3	34	37	43	41	39	40	39	40	26	42	38	44	20	40	42	24	28	41
Not at all important	6	9	4	4	9	7	3	6	7	4	-	7	-	2	4	4	9	8	-	5	7	4	6	8	6	3	7	5	10	10	6
Ref / Don't know / Not applicable	5	7	3	3	4	1	7	10	5	2	-	5	3	3	5	1	6	4	3	7	3	2	5	5	5	3	4	6	5	3	5
Chi Square		18.48		11.73					21.26			31.10		13.70				6.93		3.75		8.01		11.01			4.25		2.64		
		.001		.468					.002			.001		.133				.074		.290		.046		.088			.643		.451		

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area. (Continued)

Q3i. A sense of community

	GENDER			AGE					PRIMARY ETHNICITY			LANGUAGE		HOUSING YEARS LIVED IN AREA				TENURE		ZIP CODE		MODE OF DISABLED		RESIDENT TRANSPORTATION			HEARD BY/ ENGAGEMENT			IMPACT CO	
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	54%	48%	59%	53%	63%	54%	45%	55%	50%	78%	60%	51%	91%	52%	59%	62%	49%	53%	62%	51%	57%	51%	55%	57%	55%	40%	57%	48%	67%	59%	54%
Somewhat important	38	41	36	40	27	40	46	39	41	15	37	41	3	41	34	28	42	39	33	41	35	42	38	33	38	51	37	42	24	24	39
Not at all important	7	11	4	7	10	5	9	4	7	7	3	7	6	3	5	9	8	8	4	7	7	8	7	10	6	3	5	11	10	14	7
Ref / Don't know / Not applicable	1	1	1	-	-	1	-	2	1	-	-	1	-	3	2	-	-	1	1	2	0	-	1	-	0	6	1	-	-	3	1
Chi Square		8.96		14.59					16.54			22.46		15.51				2.93		2.68		0.79		18.49			9.38			6.14	
		.030		.264					.011			.001		.078				.402		.444		.851		.005			.154			.105	

Q3j. A vibrant economy and local jobs

	GENDER			AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO	
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	82%	80%	85%	86%	90%	79%	74%	86%	81%	91%	90%	82%	94%	79%	83%	95%	78%	81%	89%	83%	82%	79%	83%	76%	85%	94%	84%	80%	86%	76%	82%
Somewhat important	14	16	13	13	7	19	20	10	16	6	10	15	-	17	13	4	18	16	8	14	14	17	14	15	15	6	13	19	5	17	15
Not at all important	1	2	-	1	1	1	1	-	1	2	-	1	3	-	1	-	2	1	-	1	1	-	1	2	0	-	1	-	5	7	0
Ref / Don't know / Not applicable	2	2	2	-	2	1	4	4	2	2	-	2	3	3	2	1	2	2	3	2	2	4	2	7	-	-	3	1	5	-	2
Chi Square		5.44		14.24					6.08			7.28		12.01				4.00		0.86		1.89		24.32			10.47			15.14	
		.142		.286					.414			.064		.213				.261		.835		.595		.001			.106			.002	

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area. (Continued)

Q3k. Education opportunities

	GENDER			AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO	
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	77%	73%	80%	89%	82%	69%	72%	76%	74%	89%	93%	74%	97%	71%	84%	82%	73%	75%	86%	74%	79%	75%	77%	70%	81%	74%	79%	72%	86%	76%	77%
Somewhat important	15	16	14	9	12	18	18	17	17	6	7	17	-	17	10	12	18	16	12	16	14	19	15	16	14	17	13	19	10	14	14
Not at all important	7	10	4	3	6	12	8	6	8	6	-	8	3	10	2	5	8	9	-	9	5	4	7	12	4	9	6	8	5	7	7
Ref / Don't know / Not applicable	1	1	1	-	-	1	3	-	1	-	-	1	-	2	4	-	1	1	1	1	1	2	1	2	1	-	1	1	-	3	1
Chi Square		5.90		16.19					11.42			9.40		14.16				7.90		3.09		1.91		10.68			4.12			1.63	
		.117		.183					.076			.024		.117				.048		.378		.592		.099			.660			.652	

Q3l. Reduction of blight, graffiti, and run-down or abandoned properties

	GENDER			AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO	
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Very important	68%	60%	74%	63%	63%	81%	64%	71%	67%	81%	63%	66%	89%	69%	68%	73%	65%	69%	64%	67%	68%	68%	68%	65%	71%	63%	70%	65%	67%	59%	69%
Somewhat important	23	26	20	29	27	13	24	22	24	17	23	23	11	22	21	23	24	23	23	23	23	21	23	29	19	29	24	22	19	17	23
Not at all important	8	12	5	7	9	6	9	6	8	2	10	9	-	7	9	4	9	7	10	8	8	9	7	5	9	9	5	11	14	21	7
Ref / Don't know / Not applicable	2	2	1	1	1	-	3	2	1	-	3	1	-	2	2	-	2	1	3	2	1	2	1	1	1	-	1	2	-	3	1

Chi Square	10.71	12.02	7.55	7.90	4.12	2.09	0.04	0.56	7.17	5.81	8.34
	.013	.444	.273	.048	.903	.555	.998	.905	.305	.445	.039

Q4. The next couple of questions have to do with information and involvement in local activities. How do you tend to learn about local area news, plans, and activities? (Unaided. Multiple responses)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/ OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Newspapers	42%	36%	47%	19%	28%	42%	65%	65%	48%	24%	23%	45%	14%	31%	35%	22%	56%	45%	29%	39%	44%	40%	42%	41%	44%	37%	45%	43%	-	38%	43%
Television	39	41	38	40	42	38	41	33	33	69	40	35	86	45	49	41	32	35	58	42	37	53	37	48	34	49	39	37	62	45	39
Internet / Website	34	39	30	44	42	39	22	12	37	17	33	37	6	34	37	42	29	35	30	32	36	25	35	28	38	29	34	36	14	31	33
Washington county information / Publications / Mailers	18	13	22	19	17	18	16	25	18	17	30	17	20	12	21	15	21	19	14	16	20	17	19	16	20	17	18	21	-	10	19
Word of mouth (friends/family)	18	15	20	26	22	12	16	12	16	26	20	17	26	21	13	18	18	18	18	20	15	25	17	17	19	14	20	9	38	7	19
Radio	11	12	10	14	11	9	9	10	9	20	20	9	31	17	16	11	7	10	16	10	12	9	12	11	12	11	10	14	10	17	10
Community organization	9	7	10	13	9	5	4	18	8	11	17	9	9	9	9	14	7	9	10	7	10	9	9	8	9	9	10	8	-	7	9
Signs or billboards	7	8	6	9	7	7	7	4	7	7	7	7	11	3	9	7	7	6	10	5	8	6	7	4	9	6	8	6	-	7	7
Miscellaneous	2	1	2	3	2	2	-	-	1	2	3	1	-	-	1	3	2	2	-	1	2	-	2	2	2	-	1	2	-	-	2
Refused	4	4	4	1	3	4	4	8	4	2	-	4	-	5	5	4	3	3	4	6	2	11	2	3	3	6	3	5	5	7	3
Chi Square		13.50			70.57				44.48		50.18			42.21			16.79		9.88		16.34		12.73		43.97		6.82				.656
		.141			.001				.001		.001			.031			.052		.360		.060		.808		.001						

Q4a. (If mentioned newspapers in Q4) Which newspapers do you refer to?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/ OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	164	64	99	13	28	36	48	33	143	13	6	155	5	18	28	16	101	141	21	72	92	21	142	49	102	13	108	56	0	11	145
		39%	60%	8%	17%	22%	29%	20%	87%	8%	4%	95%	3%	11%	17%	10%	62%	86%	13%	44%	56%	13%	87%	30%	62%	8%	66%	34%	0%	7%	88%
Oregonian	88%	92%	85%	77%	89%	81%	92%	91%	90%	77%	83%	89%	60%	94%	86%	94%	86%	89%	81%	86%	89%	90%	87%	86%	90%	77%	86%	91%	-	82%	90%
Hillsboro Argus	18	19	18	-	7	28	17	24	20	8	-	19	-	6	18	-	24	18	19	24	14	14	19	14	21	15	21	13	-	9	19
Beaverton Times	13	11	14	8	14	19	13	9	13	8	33	13	-	11	11	13	14	13	10	7	17	19	12	10	14	15	13	13	-	18	12
Miscellaneous	7	6	8	31	11	8	4	-	5	23	17	6	40	11	14	13	4	4	24	7	8	19	6	8	7	8	6	9	-	9	8
Unspecified	1	-	1	-	-	-	-	3	1	-	-	1	-	-	-	-	1	1	-	-	1	-	1	2	-	-	1	-	-	-	1
Chi Square		1.36			26.44				11.74		11.49			11.62		10.24	6.21	4.61	3.52	2.48	0.93										
		.850			.048				.163		.022			.477		.037	.184	.329	.897	.647	.920										

Q4b. (If mentioned radio stations in Q4) Which radio stations do you refer to?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT		HEARD BY/ IMPACT CO																			
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES																
Total Participants	44	22	22	10	11	8	7	5	26	11	6	31	11	10	13	8	13	32	12	19	25	5	39	13	27	4	24	18	2	5	35																
		50%	50%	23%	25%	18%	16%	11%	59%	25%	14%	70%	25%	23%	30%	18%	30%	73%	27%	43%	57%	11%	89%	30%	61%	9%	55%	41%	5%	11%	80%																
91.5 - KOPB FM (Unspecified)	11%	9%	14%	-	18%	-	43%	-	15%	9%	-	13%	9%	20%	-	25%	8%	13%	8%	16%	8%	20%	10%	-	19%	-	13%	11%	-	20%	9%																
93.9 - KPDQ	9	9	9	10	9	13	-	-	8	18	-	6	18	20	8	-	8	9	8	11	8	-	10	15	7	-	13	6	-	20	9																
101.9 - KINK	7	5	9	10	-	13	-	-	4	-	33	6	-	10	8	-	8	9	-	5	8	-	8	8	7	-	4	11	-	-	9																
90.7 - KBOO	5	5	5	-	-	13	14	-	4	-	17	6	-	-	8	-	8	3	8	-	8	20	3	-	4	25	8	-	-	3																	
92.3 - KGON	5	9	-	-	9	-	14	-	4	9	-	3	9	-	8	-	8	3	8	5	4	20	3	8	4	-	4	6	-	6																	
98.7 - KUPL	5	5	5	-	18	-	-	-	8	-	-	6	-	10	-	13	-	6	-	11	-	-	5	8	4	-	-	11	-	-	6																
1360 - KUIK	5	9	-	-	9	-	14	-	8	-	-	6	-	-	13	8	3	8	-	8	-	5	-	7	-	4	6	-	-	6																	
89.9 - KQAC	2	-	5	-	-	-	-	-	4	-	-	3	-	-	8	-	3	-	5	-	-	3	-	4	-	4	-	-	-	3																	
99.5 - KWJJ	2	-	5	-	-	-	-	20	4	-	-	3	-	-	-	8	3	-	-	4	-	3	-	4	-	-	6	-	-	3																	
105.1 - KRSK	2	-	5	10	-	-	-	-	4	-	-	3	-	10	-	-	-	8	5	-	-	3	8	-	-	4	-	-	-	3																	
1150 - KXET	2	5	-	-	-	13	-	-	4	-	-	3	-	-	-	8	3	-	5	-	-	3	-	-	25	4	-	-	-	3																	
Miscellaneous	64	68	59	60	64	88	43	100	65	64	50	65	64	30	62	88	77	66	58	63	64	80	62	62	63	75	67	56	100	60	66																
Chi Square		8.87			43.78				20.51		6.46		30.93		7.75		13.43		7.57		24.57		12.38		3.85		.714		.646		.667		.891		.708		.805		.338		.818		.429		.975		.986

Q4c. (If mentioned TV stations in Q4) Which TV stations do you refer to?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/ OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	155	74	80	28	42	32	30	17	100	37	12	120	30	26	40	30	58	111	42	78	77	28	126	59	78	17	93	49	13	13	133
		48%	52%	18%	27%	21%	19%	11%	65%	24%	8%	77%	19%	17%	26%	19%	37%	72%	27%	50%	50%	18%	81%	38%	50%	11%	60%	32%	8%	8%	86%
Ch. 8 - KGW	41%	47%	35%	32%	33%	59%	33%	47%	46%	19%	50%	47%	17%	15%	47%	47%	50%	17%	38%	44%	39%	42%	37%	41%	53%	48%	33%	23%	46%	41%	
Ch. 12 - KPTV (Fox)	38	39	38	43	43	38	37	29	39	38	50	39	33	35	45	47	31	35	48	38	38	46	37	36	40	35	40	37	31	23	38
Ch. 6 - KOIN	36	31	41	36	38	34	30	41	39	24	42	42	17	31	30	30	47	41	24	31	42	32	37	32	41	24	31	47	31	38	35
Ch. 2 - KATU	34	36	33	25	21	31	50	53	41	14	17	41	7	8	28	27	53	39	19	27	42	32	34	32	37	24	39	31	15	31	33
Univision / Telemundo / Spanish	15	12	19	21	29	9	7	-	1	62	-	2	73	42	20	13	2	11	29	19	12	11	17	19	14	12	11	16	46	15	14
Miscellaneous	3	1	5	11	-	-	3	6	1	8	8	2	10	8	3	3	2	2	7	3	4	4	3	2	3	12	3	2	8	8	3
Not local	4	1	6	4	-	3	7	12	5	-	8	5	-	-	-	3	9	5	-	3	5	4	4	-	5	12	4	4	-	-	5
Unspecified	1	1	-	-	2	-	-	-	1	-	-	1	-	-	-	-	2	1	-	-	1	-	1	-	1	-	1	-	-	-	1
Chi Square		8.75		36.75					89.36			109.17		52.77				27.30		5.60		1.57		13.67			20.24			2.39	
		.271		.124					.001			.001		.001				.001		.587		.980		.475			.123			.935	

Q4d. (If mentioned websites in Q4) Which websites do you refer to?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR ONLY	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	133	70	63	31	42	33	16	6	111	9	10	127	2	20	30	31	52	110	22	59	74	13	118	34	88	10	82	48	3	9	112
		53%	47%	23%	32%	25%	12%	5%	83%	7%	8%	95%	2%	15%	23%	23%	39%	83%	17%	44%	56%	10%	89%	26%	66%	8%	62%	36%	2%	7%	84%
Google	28%	30%	25%	16%	24%	30%	38%	50%	30%	11%	30%	28%	50%	15%	33%	35%	25%	28%	23%	24%	31%	54%	25%	24%	28%	30%	27%	29%	33%	33%	24%
Oregonian (Oregon Live)	26	23	29	32	29	27	13	-	26	33	10	25	-	35	23	26	23	26	23	31	22	23	26	32	24	20	26	25	33	33	26
KGW.com	12	13	11	6	14	6	19	50	14	-	10	12	-	10	10	10	15	13	9	14	11	8	13	12	11	20	15	8	-	11	13
Washington County	8	7	8	6	12	6	-	17	9	-	-	8	-	15	3	6	8	8	5	10	5	-	8	3	10	-	5	13	-	11	7
VisitWashingtonCounty.com	8	7	8	3	10	9	13	-	5	22	10	8	-	10	3	6	10	7	9	10	5	8	7	3	9	10	9	6	-	11	7
MSN / MSNBC	8	7	8	13	5	9	-	-	8	-	10	8	-	10	10	6	6	8	5	7	8	-	8	3	10	-	6	10	-	11	7
KATU.com	7	9	5	3	14	6	-	-	7	-	10	7	-	15	7	3	6	8	-	5	8	-	8	6	7	10	5	10	-	11	7
KPTV.com	6	4	8	6	12	-	6	-	6	11	-	6	50	-	13	3	6	6	5	5	7	-	7	9	6	-	6	6	-	-	7
Yahoo	5	7	2	-	10	3	-	-	5	-	-	5	-	5	3	10	2	4	9	7	3	8	4	3	6	-	4	6	-	-	5
BeavertonValleyTimes.com	3	3	3	3	2	3	6	-	3	-	10	3	-	5	3	3	2	4	-	2	4	-	3	6	1	10	4	2	-	11	3
Tualatin Hills Park & Recreation	3	3	3	6	5	-	-	-	4	-	-	3	-	-	3	6	2	4	-	-	5	-	3	3	3	-	2	4	-	-	4
KOINLocal6.com	1	1	-	-	2	-	-	-	1	-	-	1	-	-	-	-	2	1	-	-	1	-	1	3	-	-	1	-	-	-	1
Unspecified	2	1	3	6	-	3	-	-	2	11	-	2	-	10	3	-	-	14	5	-	8	2	-	2	10	1	2	33	-	2	
Miscellaneous	23	21	25	19	24	27	25	17	23	11	30	24	-	35	17	19	25	22	32	19	27	38	22	18	26	20	22	25	33	33	22
Chi Square		6.15			49.16				22.95		11.73			28.17			22.63	15.08		11.83			21.58			22.44		3.82			
		.941			.586				.636		.550			.901			.046	.303		.542			.711			.664		.993			

Q4e. (If mentioned community organizations in Q4) What community organizations do you refer to?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT		HEARD BY/ IMPACT CO			
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	34	12	22	9	9	4	3	9	23	6	5	30	3	5	7	10	12	27	7	14	20	5	29	10	21	3	24	10	0	2	29
		35%	65%	26%	26%	12%	9%	26%	68%	18%	15%	88%	9%	15%	21%	29%	35%	79%	21%	41%	59%	15%	85%	29%	62%	9%	71%	29%	0%	6%	85%
Churches	18%	25%	14%	33%	-	-	33%	22%	13%	17%	40%	17%	33%	40%	29%	-	17%	11%	43%	21%	15%	20%	17%	10%	19%	33%	17%	20%	-	-	17%
Library (unspecified)	15	8	18	22	11	25	-	11	17	17	-	17	-	40	29	10	-	15	14	29	5	20	14	10	14	33	4	40	-	-	14
Community Participant Organization (CPO)	9	8	9	-	11	-	-	22	9	17	-	3	33	-	-	10	17	11	-	-	15	20	7	20	5	-	13	-	-	-	10
Community Action Organization	6	17	-	11	-	-	-	11	-	-	40	7	-	-	14	-	8	7	-	7	5	20	3	10	5	-	8	-	-	-	7
Tualatin Hills Park & Recreation District (unspecified method)	6	17	-	11	-	-	33	-	4	-	20	7	-	-	14	-	8	7	-	7	5	-	7	10	5	-	8	-	-	-	7
Senior centers	3	-	5	-	-	-	-	11	4	-	-	3	-	-	-	-	8	4	-	-	5	-	3	-	5	-	4	-	-	-	3
Other (Specify)	26	33	23	-	33	-	33	56	30	-	40	30	-	-	14	40	33	30	14	21	30	60	21	10	33	33	29	20	-	50	28
Schools	38%	25%	45%	44%	56%	75%	33%	-	43%	50%	-	40%	33%	20%	43%	50%	33%	37%	43%	29%	45%	-	45%	40%	38%	33%	42%	30%	-	50%	38%
Schools - Unspecified	32	25	36	44	44	50	33	-	39	33	-	37	-	-	43	50	25	33	29	29	35	-	38	30	33	33	33	30	-	50	34
Schools - Elementary	3	-	5	-	11	-	-	-	-	17	-	-	33	20	-	-	-	-	14	-	5	-	3	-	5	-	4	-	-	-	-
Schools - Middle / High	3	-	5	-	-	25	-	-	4	-	-	3	-	-	-	-	8	4	-	-	5	-	3	10	-	-	4	-	-	-	3
Chi Square		10.02			40.14				25.50			20.78		31.00			10.28	8.03		7.10		9.99		11.09				1.94			
		.348			.292				.112			.014		.271			.329	.531		.627		.932		.269				.992			

Q6. Please tell me if you have participated in any of the following types of activities. If you have, just tell me "yes" after I read it. (Read list, Mark all that apply)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT		HEARD BY/ IMPACT CO				
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	1000+ NONE	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338	
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%	
Voting in recent elections	79%	77%	80%	57%	76%	82%	88%	94%	87%	37%	70%	86%	20%	66%	66%	84%	87%	84%	55%	76%	81%	85%	78%	80%	80%	71%	87%	77%	-	79%	80%	
Reading informational mailers from the County, others	77	73	79	57	78	80	88	82	81	59	60	79	49	62	73	74	84	82	55	71	82	79	76	78	78	69	84	76	-	66	79	
Media stories or County plans	65	65	65	54	61	69	76	69	71	44	53	69	34	53	55	65	75	70	47	59	71	47	69	60	71	51	75	59	-	62	69	
Reading letters to the editor	48	45	50	29	34	54	66	69	54	22	47	52	20	43	35	38	60	54	26	47	50	42	50	43	53	43	56	42	-	48	50	
Contacting County agencies	46	44	48	34	43	47	50	63	49	37	30	48	29	38	46	43	49	47	40	47	45	60	43	48	42	63	75	-	-	52	47	
Checking County website	41	46	37	36	45	41	41	39	44	28	27	43	17	38	40	35	44	44	26	36	45	36	41	33	45	37	52	27	-	45	41	
Attending public meetings	29	32	26	16	23	35	35	41	30	20	30	30	20	14	24	31	35	32	16	24	34	34	28	20	34	31	48	-	-	48	28	
Community Participation	13	15	11	14	9	16	14	16	13	7	23	13	9	9	11	16	14	15	5	12	14	11	13	11	15	9	21	-	-	3	14	
Organization membership (CPO)																																
Sending a letter to the editor	11	13	9	10	2	14	16	16	12	4	10	12	3	14	7	4	15	12	8	14	8	15	10	9	11	17	14	7	-	10	12	
None of these	6	7	5	14	6	5	3	-	3	22	7	3	31	10	9	7	3	3	16	10	2	2	7	7	5	6	-	2	100	7	4	
Refused	0	-	0	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	
Chi Square		8.72			48.57				62.85		94.27			30.65			35.31		23.80		10.72		16.51			1000+		7.58				
		.559			.166				.001		.001			.433			.001		.008		.380		.685			.001		.669				

Q7. With regard to local community involvement, please tell me if you have participated in any of these types of activities. If you have, just tell me yes after I read it. (Read list, Mark all that apply)

	GENDER		AGE					ETHNICITY				PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTENDED /CPO	OTHR ACTIVITY	NONE	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338	
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%	
Talking with neighbors	91%	89%	92%	89%	89%	91%	95%	94%	95%	78%	83%	93%	74%	93%	88%	88%	93%	92%	88%	88%	94%	94%	91%	89%	93%	91%	94%	89%	76%	90%	91%	
Social networks	53	53	53	69	61	59	41	29	54	46	57	55	34	52	55	68	46	55	48	49	57	45	54	46	58	49	55	52	38	48	55	
Volunteering w/ local non-profits	46	47	45	37	44	60	45	45	48	26	57	49	17	36	38	54	49	49	32	39	53	36	47	37	50	51	55	36	5	45	47	
Volunteering at local schools	43	39	46	44	48	52	34	35	43	48	33	43	46	31	35	58	44	45	33	37	48	30	45	39	47	31	48	36	33	34	46	
Participating in youth sports or activities	40	41	38	54	47	42	23	27	38	43	53	39	43	19	41	54	39	41	34	38	41	26	42	41	42	20	43	33	48	41	40	
Volunteering with local religious organizations	36	34	38	33	33	39	32	49	35	35	43	36	37	29	38	41	35	37	32	36	35	30	36	36	36	37	40	34	5	34	37	
Other Aloha community events	27	22	30	23	28	29	24	33	26	37	20	25	46	21	21	36	27	27	26	20	32	26	27	20	31	23	33	19	5	21	27	
Participating in an adult sports league	16	16	16	24	11	19	16	10	16	19	17	16	11	21	15	14	16	17	14	17	15	17	16	16	18	3	18	13	19	24	17	
Volunteering for local gov commissions o committees	9	7	10	4	5	9	14	14	10	2	7	10	3	5	2	14	11	10	3	10	8	9	8	9	8	9	12	5	-	10	9	
Involvement with the Aloha Business Association	4	3	4	6	1	2	7	4	3	4	13	4	-	-	4	3	5	4	3	2	5	2	4	4	3	3	4	3	-	3	4	
None of these	4	3	4	4	5	4	1	4	2	11	7	3	11	9	2	4	2	3	7	5	2	-	4	4	3	3	1	5	19	-	4	
Refused	0	-	0	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	
Chi Square		5.34		52.58					37.17				26.60		40.01				9.55		13.32		7.01		15.12			58.70			3.18	
		.914		.176					.023				.005		.187				.571		.273		.798		.857			.001			.988	

Q8. Thinking about the types of activities I just mentioned in the previous two questions, which activities or areas of involvement do you think could have the most impact, in terms of shaping plans or decisions for the Aloha-Reedville area? (Unaided. Multiple responses)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO			
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ALL LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338	
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%	
Attending public meetings	25%	28%	23%	29%	32%	24%	18%	27%	27%	17%	27%	26%	17%	26%	21%	27%	27%	18%	25%	26%	13%	28%	27%	25%	29%	27%	23%	29%	41%	25%		
Volunteering at local schools, PTO	17	14	19	20	27	13	11	16	16	26	23	15	31	14	20	24	15	18	14	14	20	9	19	19	18	9	20	13	19	10	18	
Voting in recent elections	15	14	15	16	11	8	23	18	17	6	17	16	3	9	22	8	16	14	16	17	13	21	14	19	12	20	16	14	-	10	15	
Talking with neighbors	14	13	15	14	17	9	16	12	16	7	13	15	6	12	17	9	16	15	12	15	14	15	15	15	11	13	20	5	10	16		
Reading informational mailers	10	8	12	6	12	12	15	6	10	11	13	10	9	16	6	11	10	10	11	11	9	2	12	10	11	6	10	11	10	17	10	
Volunteering with local non-profits	10	12	8	10	15	8	5	10	9	13	10	9	17	12	13	11	7	9	15	11	9	9	10	6	13	9	11	8	14	3	10	
Other A-R Community events	10	8	11	11	16	6	8	6	7	28	3	7	40	14	12	15	6	8	16	11	9	4	11	9	9	14	9	9	19	3	10	
Participating in youth sports or activities	8	7	8	23	3	9	-	6	5	15	20	6	20	9	12	7	6	6	14	6	9	9	7	9	7	6	8	5	14	3	8	
Volunteering for local government involvement with the Aloha Business Association	7	8	6	6	8	9	7	6	8	-	10	8	-	12	9	8	4	8	4	6	8	8	7	4	8	9	8	7	-	-	8	
Volunteering for local religious organizations	6	7	6	-	7	11	7	8	7	6	3	7	6	7	6	5	7	6	7	7	6	8	6	3	7	14	7	5	5	-	7	
Community Participation Organization (CPO) membership	6	6	7	6	7	5	7	8	7	4	-	6	3	7	5	7	6	7	1	4	8	4	7	7	5	9	6	7	-	7	6	
Participating in an adult sports league	4	3	5	11	4	4	1	2	2	7	20	4	9	9	5	5	2	3	12	5	3	4	4	2	6	3	3	5	14	7	4	
Media stories on County plans	4	3	5	-	4	5	5	4	4	2	3	4	3	3	2	7	3	4	3	4	3	4	4	7	3	-	4	4	-	3	4	
Contacting County agencies	3	4	2	1	1	5	7	-	3	4	3	3	3	-	-	1	6	3	-	3	2	6	2	2	3	3	3	3	5	-	3	
Sending a letter to the editor	3	2	3	3	1	6	3	-	3	4	-	3	-	3	2	1	3	3	3	4	1	4	2	2	2	9	2	2	10	-	3	
Social networks	3	2	3	1	3	4	-	4	3	-	-	3	-	5	2	3	2	2	4	3	2	2	3	3	2	6	3	3	-	3	3	
Checking County website	2	2	3	3	3	1	3	2	2	-	7	2	-	2	-	4	2	4	3	1	-	3	1	3	3	3	3	1	-	-	3	
Reading letters to the editor	1	1	1	1	-	1	3	-	1	2	3	1	3	2	-	3	1	1	-	2	0	-	1	2	1	-	1	1	5	-	1	
Miscellaneous	13	13	13	3	8	18	15	24	14	7	7	15	-	2	13	9	17	14	8	11	15	19	12	7	16	14	16	9	-	21	13	
Don't know / Refused	10	9	11	7	6	8	14	18	10	9	7	11	3	10	9	11	11	10	8	12	9	21	9	11	9	11	8	15	5	10	9	
Chi Square		13.89			131.24				88.76		79.03			77.86			39.11		24.26		29.79		45.43			54.94		20.77				
		.836			.001				.001		.001			.060			.006		.231		.073		.256			.058		.411				

Q9. To what extent do you think Washington County listens to the thoughts and ideas of area residents like you?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
<u>Listens to an extent</u>	53%	56%	49%	64%	52%	46%	46%	65%	53%	50%	60%	54%	40%	47%	55%	51%	54%	55%	47%	56%	49%	43%	55%	42%	59%	51%	54%	52%	38%	-	61%
To a great extent	9	8	9	9	8	9	9	12	9	13	3	8	17	9	9	8	9	7	15	8	10	6	9	7	10	9	12	5	5	-	10
To some extent	44	48	39	56	45	36	36	53	44	37	57	46	23	38	46	43	45	47	32	48	40	38	45	35	49	43	43	48	33	-	51
<u>Does not listen much or at all</u>	35%	31%	38%	23%	37%	42%	39%	25%	35%	39%	27%	34%	43%	31%	32%	35%	37%	34%	37%	30%	39%	40%	34%	46%	29%	31%	37%	33%	24%	100%	32%
Not much	26	21	30	16	26	33	28	24	28	20	20	26	20	17	23	26	30	26	25	20	30	25	26	36	21	20	26	27	19	-	30
Not at all	9	9	9	7	11	9	11	2	7	19	7	8	23	14	9	9	7	8	12	10	8	15	8	10	8	11	11	6	5	100	2
<u>Unsure</u>	13%	13%	13%	13%	11%	12%	15%	10%	12%	11%	13%	12%	17%	22%	13%	14%	9%	11%	16%	13%	12%	17%	12%	12%	12%	17%	9%	15%	38%	-	7%
Don't know / Refused	13	13	13	13	11	12	15	10	12	11	13	12	17	22	13	14	9	11	16	13	12	17	12	12	12	17	9	15	38	-	7
Chi Square		4.44		15.15					12.34			15.09		12.14				9.73		6.39		4.84		12.72			24.21			289.52	
		.350		.513					.137			.005		.435				.045		.172		.304		.122			.002			.001	

Q10. To what extent do you believe your thoughts and ideas impact decisions in Washington County?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
<u>Have an impact</u>	39%	42%	36%	49%	39%	32%	36%	45%	39%	44%	37%	39%	49%	36%	46%	42%	36%	41%	36%	45%	34%	26%	42%	29%	45%	34%	38%	42%	33%	-	46%
To a great extent	4	4	5	6	4	2	4	8	3	11	-	3	17	7	4	4	4	3	10	4	5	4	4	4	4	6	5	2	5	-	5
To some extent	35	39	31	43	35	29	32	37	36	33	37	36	31	29	43	38	32	37	26	41	29	23	37	25	41	29	33	39	29	-	41
<u>Have not much or no impact</u>	53%	49%	56%	43%	51%	65%	57%	45%	54%	43%	50%	54%	31%	45%	45%	50%	59%	53%	49%	47%	57%	62%	51%	66%	47%	49%	55%	52%	38%	100%	53%
Not much	31	26	36	27	29	40	34	27	33	26	30	32	20	28	26	30	36	31	33	29	33	30	31	40	28	23	33	29	29	-	36
Not at all	21	23	20	16	23	25	23	18	21	17	20	22	11	17	20	20	23	22	16	18	24	32	19	26	19	26	22	23	10	100	16
<u>Unsure</u>	8%	8%	8%	9%	10%	4%	7%	10%	6%	13%	13%	7%	20%	19%	9%	8%	5%	6%	15%	8%	9%	11%	8%	5%	8%	17%	7%	7%	29%	-	2%
Don't know / Refused	8	8	8	9	10	4	7	10	6	13	13	7	20	19	9	8	5	6	15	8	9	11	8	5	8	17	7	7	29	-	2
Chi Square		4.84			12.72				13.19		24.43		17.11		14.42	6.79	7.08	18.77	16.63	106.09											
		.304			.693				.106		.001		.146		.006	.147	.132	.016	.034	.001											

Q11. To the extent the Aloha-Reedville area has - or should have - a gathering place, or a single community center, where would that gathering place or central location be? (Unaided. Single response)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO																		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ALL LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES																
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338																
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%																
185th and TV Highway	24%	26%	23%	10%	25%	29%	30%	31%	29%	9%	10%	27%	9%	21%	21%	20%	29%	26%	18%	22%	26%	25%	25%	28%	24%	17%	26%	23%	14%	28%	25%																
Aloha High School	10	9	11	16	6	15	7	10	9	17	10	10	11	10	7	14	10	11	8	8	12	8	11	8	11	11	12	8	5	10	9																
School	4	3	4	6	2	2	3	8	3	9	-	3	14	5	4	3	3	3	8	4	4	4	4	3	4	6	4	3	5	3	4																
THPRD / Rec center / 158 & Walker	3	2	4	-	6	2	5	2	3	7	-	3	9	3	1	3	4	3	5	2	4	2	4	2	4	-	3	5	-	3	3																
209th area	3	2	4	3	3	4	4	-	3	4	3	3	-	-	4	-	5	3	4	4	2	2	3	3	3	-	4	2	-	3	3																
Library	3	2	3	7	4	-	1	-	1	7	7	2	9	5	6	1	1	1	7	3	2	4	2	2	2	9	2	4	5	-	2																
Aloha Grange Hall / Convention Center / Community Hall	2	2	2	-	2	1	3	6	2	2	-	2	3	-	4	1	2	2	3	2	2	4	2	2	2	3	2	3	-	-	2																
Reedville Cafe	2	1	2	1	3	1	1	-	1	2	3	1	3	2	-	4	1	2	-	1	2	-	2	2	1	-	2	2	-	-	2																
Miscellaneous	20	15	25	23	22	20	23	14	19	30	20	19	34	10	27	22	20	20	25	22	18	32	19	15	22	29	23	13	43	21	20																
None	3	3	3	3	3	4	3	2	3	4	-	3	3	2	5	1	3	3	3	5	1	2	3	3	3	3	3	3	10	3	3																
Don't know / Refused	26	34	20	31	25	21	20	27	26	9	47	27	6	41	22	31	21	27	19	28	24	19	27	29	24	23	21	36	19	28	25																
Chi Square		16.19			49.54				46.98		35.01		44.19		22.69		11.74		8.58		17.12		30.97		2.08		.094		.143		.001		.001		.046		.012		.303		.573		.645		.056		.996

Q12. What kinds of transportation options do you, or does your household, use to get around? (Read list as necessary. Mark all that apply)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE			YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO	
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	OTHR	ALL	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR ONLY	OTHR ONLY	ATTENDED /CPO	OTHR ACTIVITY	NONE	NOT AT ALL
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Personal vehicle (car, truck, etc)	90%	93%	88%	93%	94%	86%	89%	90%	91%	93%	90%	90%	91%	81%	87%	95%	93%	93%	81%	87%	93%	83%	92%	100%	100%	-	88%	95%	86%	90%	91%
TriMet MAX / Light Rail	48	47	49	49	47	45	51	53	50	37	50	52	26	53	45	42	51	49	45	47	49	43	50	-	70	77	47	54	33	38	49
TriMet Bus	28	24	32	36	27	29	30	22	26	43	30	27	43	38	34	18	27	25	42	25	31	30	28	-	39	57	28	29	29	24	28
Bicycle	19	23	15	20	27	26	12	4	21	6	20	21	3	16	17	24	19	19	19	20	18	13	20	-	30	14	19	20	14	31	19
Walk	15	16	14	13	14	16	18	14	15	13	13	15	14	17	16	15	13	14	21	14	15	13	15	-	22	20	16	13	14	17	14
Friends / others	3	-	5	1	2	1	5	4	3	4	-	3	-	3	4	1	3	3	4	4	1	8	2	-	3	9	3	2	-	-	3
Miscellaneous	3	3	2	4	4	4	-	2	3	2	3	3	-	3	2	8	1	3	1	3	3	4	3	-	3	9	4	2	-	7	3
TriMet LIFT	3	1	4	-	-	2	4	8	2	-	7	3	-	3	4	-	2	2	5	3	2	15	0	-	2	14	4	-	-	7	2
Refused	1	1	1	-	-	2	1	-	0	-	3	1	-	-	1	3	1	1	-	2	0	2	0	-	-	-	1	-	5	-	1
Chi Square		21.82			40.39				22.46		16.40			27.97				14.12		5.81		52.39		254.13		18.12				8.57	
		.005			.147				.129		.037			.262				.079		.668		.001		.001		.317				.380	

Q13. What, if anything, might make transit options easier or more efficient for you? (Unaided. Multiple responses)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ALL LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
Closer stops (bus)	17%	19%	15%	23%	21%	13%	14%	14%	14%	20%	40%	16%	20%	21%	22%	19%	13%	17%	18%	18%	16%	25%	16%	20%	16%	17%	17%	17%	19%	14%	18%
Pedestrian access (sidewalks/ Lighting)	15	11	17	13	19	14	16	10	16	11	13	15	11	12	13	23	13	16	11	14	15	11	15	9	18	17	18	11	5	14	15
More frequent bus service	12	12	13	20	13	12	8	12	11	19	13	12	17	16	16	8	12	11	19	14	11	15	12	9	13	20	9	17	19	28	11
Pedestrian safety /security	9	5	13	9	9	8	15	6	8	20	3	8	29	12	9	8	9	9	11	10	9	13	9	10	9	14	11	8	5	7	10
Closer stops (MAX)	7	7	8	17	7	7	3	2	6	13	13	7	17	10	11	5	5	6	11	8	7	2	8	7	7	11	6	7	24	3	8
Lower cost service	5	6	4	10	8	1	1	4	4	11	3	4	17	10	5	1	5	4	11	7	3	4	5	4	6	3	5	4	19	3	5
Bike lanes added / improved	5	5	5	7	5	4	8	-	6	-	7	6	-	5	5	1	7	6	3	4	6	2	6	3	7	-	6	4	-	7	5
Fewer transfers / More express / Shuttle services	3	3	3	-	2	5	8	2	4	2	-	4	-	-	2	1	6	4	-	1	5	2	3	2	4	-	5	2	-	-	4
Better access for handicapped residents	3	1	4	-	1	5	3	4	3	-	3	2	-	2	4	-	3	2	4	4	1	17	0	2	2	6	3	2	-	-	3
Improve safety / cleanliness of bus / MAX shelters	2	2	1	-	1	6	-	2	2	-	-	2	-	2	1	1	2	2	1	1	2	2	2	1	3	-	3	-	-	-	2
More Bus / MAX lines	1	1	1	-	2	-	1	4	2	-	-	1	-	3	1	1	1	1	1	1	2	2	1	1	2	-	1	2	-	-	1
More / overnight Park & Rides	1	2	1	3	-	-	3	2	1	2	-	1	-	2	-	-	2	1	1	1	2	-	1	1	2	-	1	2	-	-	1
More frequent MAX service	1	1	1	1	3	-	-	-	1	2	3	1	-	2	1	1	1	1	3	2	0	-	1	-	1	3	1	2	-	-	1
Miscellaneous	11	8	14	11	10	14	8	10	11	6	13	12	3	12	11	12	10	10	15	12	10	13	11	8	11	20	11	10	14	3	12
Not practical / Would not use	29	32	26	23	22	32	36	39	32	28	10	30	20	21	22	26	36	31	22	32	27	19	31	40	25	20	30	30	10	31	29
Don't know / Refused	7	8	7	4	7	11	7	6	6	6	20	7	6	5	7	12	6	7	4	3	11	8	7	10	5	6	6	9	10	7	7
Chi Square		18.34		89.50					52.95			38.55		48.67				22.03		31.32		59.96		38.72			47.12			13.03	
		.245		.008					.006			.001		.327				.107		.008		.001		.132			.024			.600	

Q14. What is the primary language spoken in your home? (Single response)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/ OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NON	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
English	88%	88%	87%	71%	80%	98%	96%	96%	98%	35%	73%	100%	-	76%	74%	88%	97%	92%	71%	88%	87%	92%	87%	80%	91%	91%	91%	88%	48%	86%	89%
Spanish	9	7	10	19	17	2	4	-	-	65	-	-	100	21	15	11	2	5	25	10	8	6	9	13	7	9	5	8	52	14	8
Chinese	1	-	1	1	-	-	-	2	0	-	3	-	-	-	1	-	1	0	-	-	1	2	0	2	-	-	1	-	-	-	1
Korean	0	1	-	1	-	-	-	-	-	-	3	-	-	-	-	-	1	-	1	-	0	-	0	1	-	-	0	-	-	-	0
Miscellaneous	3	4	1	7	3	-	-	2	1	-	20	-	-	3	9	1	-	3	3	2	3	-	3	4	2	-	2	4	-	-	3
Refused	0	-	0	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Chi Square		7.14		48.59					290.46			380.00		50.52				31.77		5.69		4.90		13.06			55.53			2.27	
		.210		.001					.001			.001		.001				.001		.337		.429		.220			.001			.811	

Q15. May I ask your race or ethnicity? (If not mentioned) And I also have to ask, are you Hispanic? (Single response)

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
White	76%	77%	75%	53%	68%	84%	89%	94%	100%	-	-	86%	-	64%	65%	72%	88%	82%	56%	77%	75%	83%	76%	72%	79%	77%	80%	76%	33%	66%	78%
Hispanic / Latino	14	9	17	26	25	6	7	2	-	100	-	6	100	24	21	15	7	10	30	16	12	8	15	18	12	11	10	13	57	21	13
Asian	4	6	3	11	2	4	1	2	-	-	53	3	-	5	7	7	1	4	4	3	5	4	4	7	3	-	3	7	5	3	4
Black or African American	2	3	1	4	2	2	1	-	-	-	27	2	-	2	5	1	1	2	3	1	3	2	2	2	2	3	3	2	-	-	2
Native Hawaiian / Pacific Islander	1	1	1	1	2	-	-	-	-	-	10	1	-	-	-	3	1	0	3	1	1	-	1	-	1	-	1	-	-	3	1
Native American	1	1	-	1	-	1	-	-	-	-	7	1	-	3	-	-	-	3	1	-	-	2	0	-	0	3	0	1	-	-	0
Miscellaneous	0	-	0	1	-	-	-	-	-	-	3	0	-	-	1	-	-	1	1	-	-	0	-	0	-	0	-	-	5	-	0
Refused	3	3	2	1	1	4	1	2	-	-	3	-	2	1	3	3	2	-	2	3	2	2	1	2	6	3	2	-	7	2	
Chi Square		11.40			65.89				768.00		232.73			52.45			41.26		10.27		4.99		17.27			61.65			8.44		
		.122			.001				.001		.001			.001			.001		.174		.661		.242			.001			.295		

Q16. May I ask whether or not you are disabled?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/ OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	OTHER NONE	NOT AT ALL	AT YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
No	86%	89%	83%	97%	89%	84%	74%	86%	85%	93%	87%	85%	91%	90%	78%	91%	86%	88%	78%	84%	86%	-100%	85%	88%	77%	82%	90%	95%	76%	87%	
Yes	13	11	16	3	11	14	26	14	15	7	13	14	9	10	21	8	13	11	22	15	12	100	-	15	11	23	16	10	5	21	12
Refused	1	1	1	-	-	2	-	-	0	-	-	1	-	-	1	1	1	0	-	1	1	-	-	-	1	-	1	-	-	3	1
Chi Square		3.18			23.97				2.37		1.20			7.17			5.81		1.47		390.00		5.11			6.57			4.44		
		.204			.002				.668		.549			.305			.055		.480		.001		.276			.161			.108		

Q17. Do you own or rent your residence? Is that a house or a multi-family building?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/ OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
<u>Own</u>	80%	83%	77%	63%	76%	86%	88%	94%	86%	59%	63%	84%	49%	53%	60%	89%	94%	100%	-	74%	86%	68%	82%	86%	81%	57%	82%	81%	48%	76%	83%
Own house	78	80	76	61	73	84	86	90	83	57	63	82	46	48	56	88	93	97	-	71	84	66	80	84	79	51	80	78	48	76	80
Own condo / other	2	3	1	1	3	2	1	4	3	2	-	2	3	5	4	1	1	3	-	3	2	2	2	2	2	6	2	3	-	-	3
<u>Rent</u>	19%	16%	21%	36%	23%	13%	12%	6%	14%	41%	33%	15%	51%	47%	37%	9%	5%	-100%	25%	13%	30%	17%	13%	19%	40%	16%	18%	52%	21%	17%	
Rent house	8	6	9	17	9	4	5	-	6	13	13	7	11	17	17	5	1	-	41	11	4	11	7	6	8	11	6	8	24	10	6
Rent apartment building	7	8	7	13	9	6	4	6	4	24	13	4	37	22	12	3	2	-	40	10	5	15	6	5	6	26	7	7	19	7	7
Rent duplex	2	2	2	3	3	1	1	-	1	2	7	1	3	3	5	1	-	-	10	2	2	4	1	1	2	3	2	2	5	3	1
Rent condo / other	2	1	3	3	2	2	1	-	2	2	-	2	-	3	2	-	2	-	10	2	1	-	2	2	2	-	2	2	5	-	2
<u>Refused</u>	2%	1%	2%	1%	1%	1%	-	-	1%	-	3%	1%	-	-	4%	1%	1%	-	-	1%	2%	2%	1%	1%	1%	3%	2%	1%	-	3%	1%
Refused	2	1	2	1	1	1	-	-	1	-	3	1	-	-	4	1	1	-	-	1	2	2	1	1	1	3	2	1	-	3	1
Chi Square		7.72			31.26				43.15		53.99			94.19		388.00		12.90		10.53		27.72		18.98		4.36					
		.259			.146				.001		.001			.001		.001		.045		.104		.006		.089		.627					

Q18. For about how many years have you lived in the Aloha Reedville area?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHITE	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
4 years or less	15%	18%	12%	26%	17%	15%	5%	8%	12%	26%	20%	13%	34%	100%	-	-	-	10%	37%	19%	11%	11%	15%	11%	14%	31%	11%	20%	29%	17%	13%
5-9 years	21	17	23	41	22	13	9	12	18	31	37	18	34	-	100	-	-	16	41	22	19	32	19	20	20	29	20	20	29	17	21
10-14 years	19	20	18	13	38	19	12	4	18	20	27	19	23	-	-	100	-	21	10	18	19	11	20	21	19	6	19	19	19	24	18
15-24 years	23	26	20	14	7	41	35	20	25	13	13	25	6	-	-	-	50	26	7	21	24	23	23	23	24	17	24	22	14	17	23
25 or more years	23	19	26	6	17	12	38	57	27	9	3	26	3	-	-	-	50	27	5	20	26	23	23	24	23	17	26	20	10	21	25
Refused	0	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	0	-	0	-	-	3	-
Mean	17	16	18	9	13	16	23	29	18	11	9	18	8	3	7	12	28	19	8	16	18	17	17	18	17	12	18	15	10	15	17
Chi Square		8.81			142.22				31.49			26.95			1000+			74.37		7.23		6.09		14.13		12.68				13.24	
		.117			.001				.001			.001			.001			.001		.204		.297		.167		.242				.021	

Q19. May I ask your age?

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	Total	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	ALL OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NON	NOT AT ALL	YES
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
		45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%
16-24	5%	7%	3%	27%	-	-	-	-	3%	11%	17%	4%	11%	3%	9%	4%	4%	4%	8%	5%	4%	-	6%	3%	6%	-	2%	6%	29%	3%	5%
25-34	13	15	12	73	-	-	-	-	10	22	30	11	26	28	27	8	4	10	26	14	12	4	15	13	13	14	12	15	14	7	13
35-44	26	27	24	-	100	-	-	-	23	46	20	23	49	29	27	51	13	24	32	27	25	21	27	28	26	17	24	29	29	34	25
45-54	22	23	20	-	-	100	-	-	24	9	20	24	6	22	13	22	25	23	15	18	25	23	21	22	20	29	24	19	14	24	22
55-64	19	15	23	-	-	-	100	-	22	9	7	21	9	7	9	12	30	21	12	18	19	36	16	18	19	20	21	17	10	21	19
65+	13	12	14	-	-	-	-	100	16	2	3	14	-	7	7	3	22	15	4	14	12	13	13	13	13	14	15	11	-	-	14
Refused	3	2	5	-	-	-	-	-	3	-	3	3	-	3	9	-	2	3	3	4	3	4	3	3	3	6	3	4	5	10	2
Mean	48	46	49	28	40	50	60	73	51	39	38	50	37	43	41	44	55	50	41	47	49	54	47	49	47	50	50	46	35	43	48
Chi Square		11.46				1000+			60.39		31.04			125.56			24.76		4.06		17.13		7.06			38.72			13.80		
		.075				.001			.001		.001			.001			.001		.668		.009		.854			.001			.032		

Record Gender

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO								
	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES							
Total Participants	392	179 213	70 101	84 74	50 298	54 30	343 35	58 81	74 178	313 73	187 205	53 335	123 230	35 238	132 21	29 336	46% 54%	18% 26%	21% 19%	13% 76%	14% 8%	8% 88%	9% 15%	21% 19%	45% 80%	19% 48%	52% 14%	85% 31%	59% 9%	61% 46%	34% 45%	5% 52%	7% 45%	86% 46%			
Male	46%	100%	-	56%	49%	49%	35%	42%	46%	31%	60%	46%	37%	55%	38%	49%	45%	48%	40%	46%	45%	36%	47%	46%	48%	31%	46%	45%	52%	45%	46%						
Female	54%	-	100%	44%	51%	51%	65%	58%	54%	69%	40%	54%	63%	45%	62%	51%	55%	52%	60%	54%	55%	64%	53%	54%	52%	69%	54%	55%	48%	48%	48%	55%	48%	55%	54%		
Chi Square		392.00			6.98				6.90		1.02		4.20			1.48		0.02		2.49		3.29		0.43		0.03											
		.001			.137				.032		.312		.241			.224		.901		.115		.193		.806		.868											

Record Spanish / English language interview

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO								
	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES							
Total Participants	394	179 213	70 101	85 74	51 300	54 30	345 35	58 82	74 179	315 73	187 207	53 337	123 232	35 240	132 21	29 338	45% 54%	18% 26%	22% 19%	13% 76%	14% 8%	8% 88%	9% 15%	21% 19%	45% 80%	19% 47%	53% 13%	86% 31%	59% 9%	61% 46%	34% 45%	5% 52%	7% 45%	86% 46%			
English	92%	94%	89%	86%	84%	96%	96%	100%	100%	41%	100%	100%	11%	79%	85%	91%	99%	95%	78%	90%	93%	94%	91%	87%	94%	91%	94%	92%	67%	86%	93%						
Spanish	8%	6%	11%	14%	16%	4%	4%	-	-	59%	-	0%	89%	21%	15%	9%	1%	5%	22%	10%	7%	6%	9%	13%	6%	9%	6%	8%	33%	14%	7%						
Chi Square		3.43			19.54				213.33		321.13		27.98			22.21		0.72		0.53		5.86		19.53		1.70											
		.064			.001				.001		.001		.001			.001		.395		.468		.053		.001		.193											

Record zip code

	GENDER		AGE					ETHNICITY			PRIMARY LANGUAGE		YEARS LIVED IN AREA				HOUSING TENURE		ZIP CODE		DISABLED		MODE OF TRANSPORTATION			RESIDENT ENGAGEMENT			HEARD BY/ IMPACT CO		
	MALE	FE MALE	18-34	35-44	45-54	55-64	65+	WHT	HISP	OTHR	ENG LISH	SPA NISH	1-4	5-9	10-14	15+	OWN	RENT	97006	97007	YES	NO	CAR ONLY	CAR/OTHR	OTHR ONLY	ATTE NDED /CPO	OTHR ACTI VITY	NONE	NOT AT ALL	YES	
Total Participants	394	179	213	70	101	85	74	51	300	54	30	345	35	58	82	74	179	315	73	187	207	53	337	123	232	35	240	132	21	29	338
	45%	54%	18%	26%	22%	19%	13%	76%	14%	8%	88%	9%	15%	21%	19%	45%	80%	19%	47%	53%	13%	86%	31%	59%	9%	61%	34%	5%	7%	86%	
97006	47%	48%	47%	51%	50%	39%	46%	53%	48%	54%	33%	48%	54%	60%	51%	46%	42%	44%	64%	100%	-	53%	47%	48%	45%	60%	45%	45%	86%	48%	47%
97007	53%	52%	53%	49%	50%	61%	54%	47%	52%	46%	67%	52%	46%	40%	49%	54%	58%	56%	36%	-	100%	47%	53%	52%	55%	40%	55%	55%	14%	52%	53%
Chi Square		0.02			3.83			3.27		0.58			6.19			10.06		394.00		0.65		2.85			13.13		0.02				0.02
		.901			.429			.195		.446			.103			.002		.001		.420		.240			.001		.898				.898

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ALOHA-REEDVILLE WASHINGTON COUNTY

BASELINE REPORT SUMMARY

September 2011

Michael Riley & Crystal Bolyard
Riley Research Associates



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APPENDIX: Questionnaire



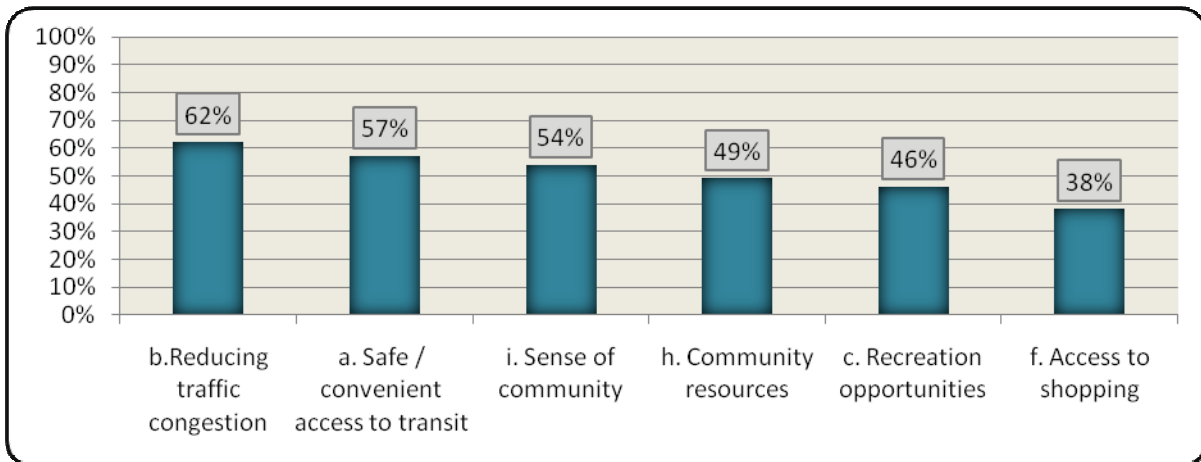
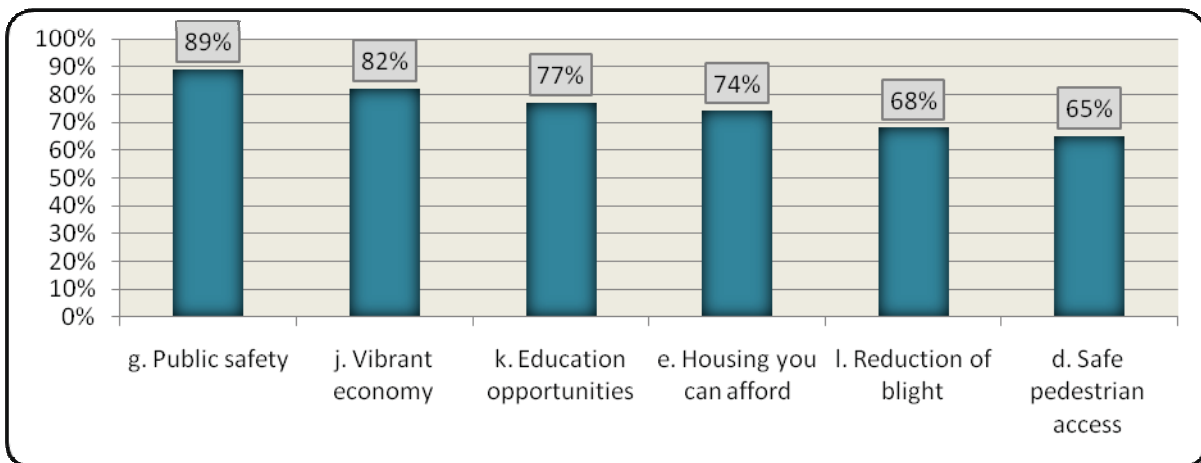
EXECUTIVE OVERVIEW: RESIDENT PERCEPTIONS & PRIORITIES

Residents view the Aloha-Reedville area as a region conveniently located to other places (27%), with housing they can afford (24%), established and pleasant neighborhoods (22%), and a rural, non-urban feel (21%). Many also praised the sense of community (18%) and the good schools (17%).

Residents were read a list of issues and were asked whether they viewed that issue as “very important,” “somewhat important,” “or not important at all.”

Public safety and a vibrant economy/local jobs were considered the two most important issues, followed by education opportunities and housing they can afford.

Percentage of residents rating each issue “very important” (in descending order):





EXECUTIVE OVERVIEW: COMMUNITY INVOLVEMENT

% Aloha-Reedville residents tend to be engaged in many of the civic activities mentioned, namely voting, reading informational mailers, and reading media stories or county plans. Just 6% said they had not participated in any of these activities.

Civic Activities	% Participated
Voting in recent elections	79
Reading informational mailers from the County, others	77
Reading media stories or County plans	65
Reading letters to the editor	48
Contacting County agencies	46
Checking the County website for information	41
Attending public meetings	29
Community Participation Organization membership (CPO)	13
Sending a letter to the editor	11
None of these	6

% Aloha-Reedville residents are also engaged in many community activities mentioned, namely, talking with neighbors and using social networks. Just 4% said they had not participated in any of these activities.

Community Activities	% Participated
Talking with neighbors	91
Social networks, such as Facebook or Twitter	53
Volunteering with local non-profit organizations	46
Volunteering at local schools (including PTOs)	43
Participating in youth sports or activities	40
Volunteering with local religious organizations	36
Other Aloha community events	27
Participating in an adult sports league	16
Volunteering for local government commissions or committees	9
Involvement with the Aloha Business Association	4
None of these	4

% When asked which activities they thought could have the most impact in terms of shaping plans for their area, many mentioned attending public meetings, volunteering at schools, voting, and talking with neighbors. It is worth noting that

many consider schools as one of the best avenues for engaging in community planning.

- % Residents currently feel Washington County listens, and that their thoughts have a moderate impact on Washington County’s decisions.

County Impact	Great extent	Some extent	Not much	Not at all	Don’t know
Washington County listens to residents	9%	44%	26%	9%	13%
Resident ideas impact on Washington County plans	4	35	31	21	8



EXECUTIVE OVERVIEW: COMMUNICATION & TRANSPORTATION

- % Aloha-Reedville residents had many ideas about what would be considered Aloha-Reedville’s central location, with the largest proportion answering *185th and TV Highway*, followed by *Aloha High School*. However, about one-quarter of residents were unsure.

- % Residents often rely on newspapers (42%), television (39%), and the Internet (34%) to gather information about local area news, plans, and activities.
 - ✓ The most mentioned newspaper is The Oregonian
 - ✓ The local television stations (KGW, KPTV, KOIN, and KATU) were mentioned by nearly the same proportion of respondents
 - ✓ Popular websites include Google and Oregonlive.com
 - ✓ Many radio stations were mentioned, with Oregon Public Broadcast (OPB) the most-mentioned
 - ✓ Schools were the most commonly mentioned community organizations, followed by churches and libraries

- % The vast majority of residents use a *personal vehicle* to get around (90%). The majority also uses some other form of transportation, including public transit options, and walking or bicycling.

- % Residents had many ideas of ways to make transit easier or more efficient, namely closer bus stops, better pedestrian access (such as sidewalks and lighting), and more frequent bus service. Many, however, do not currently use any public transit options (29%).



INTRODUCTION

The Aloha-Reedville region is a largely unincorporated area within Washington County. As part of a larger public involvement effort for the Aloha-Reedville area, Riley Research Associates (RRA) was asked to provide a statistically valid survey of Aloha-Reedville area residents.

The initial survey serves as a baseline of resident perceptions, opinions, and current levels of engagement and involvement. A benchmark survey to assess trends and changes in resident perception and involvement after one year is planned for late in Phase 3 (fall of 2013).

The primary goals of the baseline survey were to:

- ✓ Better understand the Aloha-Reedville area's needs from residents' perspectives
- ✓ Assess current levels of satisfaction with aspects of the area
- ✓ Assess current levels of community involvement
- ✓ Gather a demographic profile
- ✓ Create a baseline assessment of community members
- ✓ Utilize the baseline to assess changes and trends after the community involvement effort



METHODOLOGY

Riley Research Associates worked with key team members from JLA Public Involvement and Washington County to develop a baseline questionnaire. Key team members on development included Eryn Deeming Kehe with JLA Public Involvement; and Mike Dahlstrom, Traci Shirley, and Kimberly Armstrong with Washington County.

RRA conducted interviews with 394 Aloha-Reedville area residents, ages 16 and older. Care was taken to create a profile of survey respondents that is comparable to the 2010 or most current census demographics of the Aloha CDP (Census Designated Place). The landline contact list was enhanced with cell phone numbers.¹

Demographics including age, gender, and ethnicity were closely monitored to ensure a comparable sample. Additionally, RRA maintained a Spanish-language interviewer on staff throughout data collection to conduct interviews with Hispanic residents. (Please see demographics on page 24 for a complete profile).

The sample of 394 produces a margin of error of +/- 4.9%, at a 95% level of confidence. The survey was conducted from August 15th to August 29, 2011, between the hours of

¹ Cell phone numbers were included in the contact list. However, due to the lack of cell phone towers in the Aloha-Reedville region, relatively few such numbers could be geographically targeted.

4:30 and 8:30pm, for maximum response rates. At least three attempts were made for a phone number before considering it unusable.

Following is a question-by-question summary of results, with highlights for statistically significant demographic differences, where applicable. Due to rounding and/or multiple response questions, not all responses add up to 100%. Miscellaneous and verbatim responses are included in the body of the report, and the questionnaire appears in the appendix. Cross tabulations are in a separate document.



RESULTS

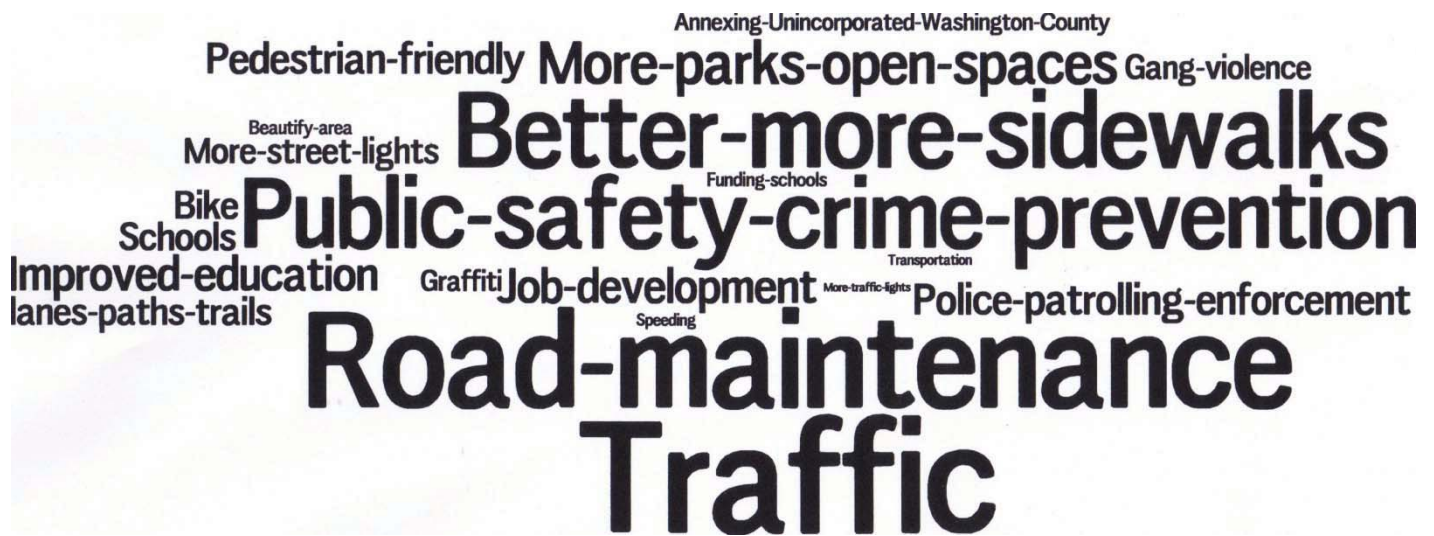
Q1. When it comes to maintaining or improving the quality of life in the Aloha Reedville area, what would you say are your top two or three issues? (Unaided)

The verbatims were grouped by like-responses and categorized by topic. The most commonly-mentioned topics include:

Most Commonly-mentioned Verbatim Topics	%
Roads / Lighting	28
Traffic	28
Crime / Police / Safety	25
Schools	14
Sidewalks	13
Aesthetics / Sanitation	11
Economy	9
Housing / Taxes	9

Besides the easily quantifiable measures, and in order to get a sense of the somewhat intangible responses to this question, RRA took the verbatim responses to the question, then edited for clarity, and categorized the responses into like-terms. We focused on responses that received at least 10 mentions. This edited list of verbatim responses was then applied to the "Wordle.net" application, which positions and sizes the terms used, in proportion to the frequency of their occurrence:

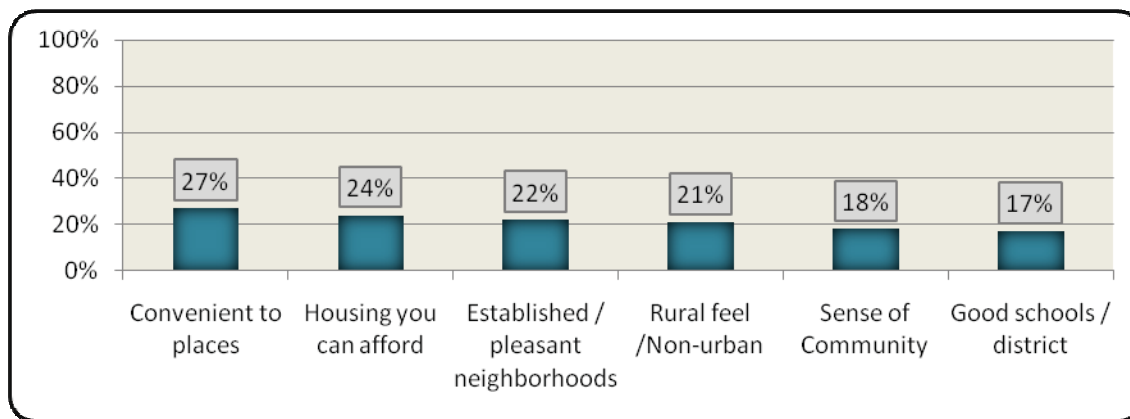
Wordle.net Graphic:



Please see the separate verbatim appendix for full list of miscellaneous responses.

Q2. What are the main reasons you live in the Aloha-Reedville area, and the reasons you might recommend this area to others? (Unaided, Multiple Responses)

Aloha-Reedville residents have chosen the region for many reasons, namely that it is *convenient to places* (27%), has *housing they can afford* (24%), has *established and pleasant neighborhoods* (22%), and a *rural/non-urban feel* (21%).



	<u>2011 Baseline</u>
Total participants	394
Convenient to places	27%
Housing you can afford	24
Established and pleasant neighborhoods	22
Rural feel /Non-urban	21
Sense of Community	18
Good schools / School district	17
Always have	14
Work here / Close to work	14
Close to friends/family	13
Good people	10
Convenient transit options	8
Quiet	7
Good parks	6
Safe / Safety	5
Unincorporated	3
Less congestion	2
Good sports/activities	2
Miscellaneous	10
Wouldn't recommend / Can't recommend anymore	4

Don't know / No Answer	1
------------------------	---

(Please see following page for notable demographic differences)

Q2. What are the main reasons you live in the Aloha-Reedville area, and the reasons you might recommend this area to others? (Unaided, Multiple responses) (Continued)

Some interesting differences emerged among respondents of different ethnicities, regarding the main reasons they live in the area. Some of the more notable differences:

	Total Sample	White	Hispanic	All other
Housing you can afford	24%	26%	9%	33%
Rural feel /Non-urban	21	25	9	10
Good schools / School district	17	16	17	27
Always have	14	16	6	10
Sense of Community	18	14	37	23
Good people	10	8	17	17
Good parks	6	6	2	13
Safe / safety	5	4	15	7

Once again, in order to get a sense of the somewhat intangible miscellaneous responses to Q2, RRA edited the "other/miscellaneous" responses to the question, removed the common, non-descriptive words, (such as "the"), and then applied the comments to the "Wordle.net" application, which positions and sizes the terms used, in proportion to the frequency of their occurrence:

Wordle.net Graphic:



Please see the separate verbatim appendix for full list of miscellaneous responses.

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area.

The most important issue to Aloha-Reedville respondents was *public safety* (89% answering “very important”), followed by *a vibrant economy and local jobs* (82% answering “very important”), *education opportunities* (77% answering “very important”), and *housing you can afford* (74% answering “very important”).

The least important issues were *access to shopping* (38% answering “very important”), *recreation opportunities* (46% answering “very important”), and *availability of community resources* (49% answering “very important”).

(Please see following page for notable demographic differences)

Quality of life issues: Importance (n=394)	Very	Some	Not at all	DK/NA
g. Public safety	89%	10%	1%	1%
j. A vibrant economy and local jobs	82	14	1	2
k. Education opportunities	77	15	7	1
e. Housing you can afford	74	20	5	2
l. Reduction of blight, graffiti, and rundown or abandoned properties	68	23	8	2
d. Safe pedestrian and bicycle access to desired locations	65	27	7	1
b. Reducing traffic congestion	62	31	5	1
a. Safe and convenient access to transit services	57	29	13	1
i. A sense of community	54	38	7	1
h. Availability of community resources	49	40	6	5
c. Recreation opportunities	46	44	8	2
f. Access to shopping	38	49	13	1

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area. (Continued)

In general, Hispanic respondents (and those whose primary household language is Spanish) were more likely than other respondents to indicate the issues were very *important* to them.

Other notable demographic differences of those answering “very important” include:

a. Safe and convenient access to transit services

- ✓ Gender: females (64%) vs. males (49%)
- ✓ Mode of transportation: those who only use a personal vehicle (43%) vs. those who use other modes of transportation instead or in addition to a personal vehicle (63%-66%)
- ✓ Heard by/Impact Washington County: Those who feel they are not at all heard and have no impact (41%) vs. others (41%)

b. Reducing traffic congestion

- ✓ Years lived in area: 1-4 years (48%) vs. 5+ years (61%-68%)

c. Recreation Opportunities

- ✓ Age: ages 18-44 and 65+ (52%-56%) vs. ages 45-64 (30%-41%)
- ✓ Years lived in the area: 1-4 years (60%) vs. 5+ years (41%-47%)
- ✓ Mode of transportation: those who only use modes of transportation other than a personal vehicle (34%) vs. those who use a personal vehicle instead or in addition to other modes of transportation (46%-48%)
- ✓ Resident engagement: those who engage in no civic engagement (Q6) (71%) vs. those who have (45%)

d. Safe pedestrian and bicycle access to desired locations

- ✓ Housing tenure: owners (63%) vs. renters (71%)
- ✓ Mode of transportation: those who only use a personal vehicle (53%) vs. those who use other modes of transportation only (69%) and those who use a personal vehicle instead or in addition to other modes (71%)

e. Housing you can afford

- ✓ Years lived in area: 1-4 years (83%) vs. 5+ years (69%-77%)
- ✓ Housing tenure: owners (71%) vs. renters (88%)
- ✓ Disabled: yes (89%) vs. no (72%)
- ✓ Resident engagement: those who engage in no civic engagement (Q6) (81%) vs. those who have (73%)

f. Access to shopping

- ✓ Gender: females (43%) vs. males (32%)

g. Public safety

- ✓ Gender: females (92%) vs. males (84%)
 - ✓ Zip code: 97006 (84%) vs. 97007 (93%)
-

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area. (Continued)

h. Availability of community resources

- ✓ Gender: females (59%) vs. males (39%)
- ✓ Disabled: yes (68%) vs. no (47%)

i. A sense of community

- ✓ Gender: females (59%) vs. males (48%)
- ✓ Mode of transportation: those who only use modes of transportation other than a personal vehicle (40%) vs. those who use a personal vehicle instead or in addition to other modes of transportation (55%-57%)

j. A vibrant economy and local jobs

- ✓ Mode of transportation: those who only use modes of transportation other than a personal vehicle (94%) vs. those who use a personal vehicle instead or in addition to other modes of transportation (76%-85%)
- ✓ Heard by/Impact Washington County: Those who feel they are not at all heard and have no impact (76%) vs. others (82%)

k. Education opportunities

- ✓ Housing tenure: owners (75%) vs. renters (86%)

l. Reduction of blight, graffiti, and rundown or abandoned properties

- ✓ Gender: females (74%) vs. males (60%)
- ✓ Heard by/Impact Washington County: Those who feel they are not at all heard and have no impact (59%) vs. others (69%)

Q4-5. The next couple of questions have to do with information and involvement in local activities. How do you tend to learn about local area news, plans, and activities? (Unaided, Multiple Responses)

Newspapers are the most common method of getting information about local activities (42%), followed closely by *television* (39%), and the *Internet* (34%).

Overview	2011 <u>Baseline</u>
Total participants	394
Newspapers	42%
Television	39
Internet / Website	34
Washington County information / Publications / Mailers	18
Word of mouth (friends/family)	18
Radio	11
Community organization	9
Signs or billboards	7
Miscellaneous	2
Refused	4

Notable demographic differences:

Newspapers

- ✓ Age: the likelihood to rely on newspapers increases with age
- ✓ Ethnicity: white respondents are more likely than other respondents
- ✓ Primary household language: those who primarily speak English are more likely than those who primarily speak Spanish
- ✓ Years in area: those who have lived in the area 15+ years are more likely than others
- ✓ Housing tenure: owners are more likely than renters
- ✓ Resident engagement: newspapers were only mentioned by those who had participated in some sort of civic engagement (Q6)

Television

- ✓ Ethnicity: Hispanic respondents (and those who primarily speak Spanish in their households) are more likely than other respondents
- ✓ Housing tenure: renters are more likely than owners

- ✓ Disabled: those with a disability are more likely than those without
 - ✓ Resident engagement: those who had not participated in any civic engagement are more likely than those who have (Q6)
-

Q4-5. The next couple of questions have to do with information and involvement in local activities. How do you tend to learn about local area news, plans, and activities? (Unaided. Multiple responses) (Continued)

Internet / Website

- ✓ Age: the likelihood to rely on the Internet decreases with age
- ✓ Ethnicity: Hispanic respondents (and those who primarily speak Spanish in their households) are less likely than others
- ✓ Disabled: those without a disability are more likely than those with
- ✓ Resident engagement: those who have participated in any civic engagement are more likely than those who have not (Q6)

Washington County information / publications / mailers

- ✓ Age: residents age 65 and older are more likely than younger residents
- ✓ Ethnicity: white and Hispanic respondents are less likely than other respondents
- ✓ Resident engagement: Washington County information was only mentioned by those who had participated in some sort of civic engagement (Q6)

Word of mouth

- ✓ Age: younger residents (ages 18-44) were more likely than older residents
- ✓ Ethnicity: Hispanic respondents (and those who primarily speak Spanish in their households) were more likely than other respondents
- ✓ Disabled: those with a disability were more likely than those without
- ✓ Resident engagement: those who have attended meetings or have a CPO membership and those who have not participated in any civic engagement are more likely than those who participated in activities other than attending meetings or a CPO membership (Q6)

Radio

- ✓ Ethnicity: White respondents are less likely than other respondents
- ✓ Years in the area: mentions decrease the longer residents have been in the area
- ✓ Housing tenure: renters are more likely than owners

Community organizations

- ✓ Age: residents ages 18-34 and 65+ were slightly more likely than others
- ✓ Ethnicity: white and Hispanic respondents were slightly less likely than other respondents
- ✓ Years in the area: residents of 10-14 years were more likely than others

- ✓ Resident engagement: community organizations were only mentioned by those who had participated in some sort of civic engagement (Q6)

Q4-5. The next couple of questions have to do with information and involvement in local activities. How do you tend to learn about local area news, plans, and activities? (Unaided. Multiple responses) (Continued)

Specific responses for types of media sources:

Newspapers	2011 <u>Baseline</u>
Total participants	164
Oregonian	88%
Hillsboro Argus	18
Beaverton Times	13
Miscellaneous	7
Unspecified	1

TV Stations	2011 <u>Baseline</u>
Total participants	155
Ch. 8 - KGW	41%
Ch. 12 - KPTV (Fox)	38
Ch. 6 - KOIN	36
Ch. 2 - KATU	34
Univision / Telemundo / Spanish channels	15
Not local	4
Miscellaneous	3
Unspecified	1

Q4-5. The next couple of questions have to do with information and involvement in local activities. How do you tend to learn about local area news, plans, and activities? (Unaided. Multiple responses) (Continued)

Websites	<u>2011 Baseline</u>
Total participants	133
Google	28%
Oregonian (Oregon Live)	26
KGW.com	12
Washington County	8
VisitWashingtonCounty.com	8
MSN / MSNBC	8
KATU.com	7
KPTV.com	6
Yahoo	5
BeavertonValleyTimes.com	3
Tualatin Hills Park & Recreation District (THPRD)	3
KOINLocal6.com	1
Miscellaneous	23
Unspecified	2

Radio Stations	<u>2011 Baseline</u>
Total participants	44
91.5 - KOPB FM (OPB)	11%
93.9 - KPDQ	7
101.9 - KINK	7
90.7 - KBOO	5
92.3 - KGON (Classic Rock)	5
98.7 - KUPL (Most new country)	5
1360 - KUIK	5
89.9 - KQAC (All Classical)	2
99.5 - KWJJ (The Wolf)	2
105.1 - KRSK (The Buzz)	2
1150 - KXET	2

Miscellaneous	64
Unspecified	9

Q4-5. The next couple of questions have to do with information and involvement in local activities. How do you tend to learn about local area news, plans, and activities? (Unaided. Multiple responses) (Continued)

Community Organizations	2011 <u>Baseline</u>
Total participants	34
<u>Schools</u>	38%
Schools - Unspecified	32
Schools - Elementary	3
Schools - Middle / High	3
<u>Other Organizations</u>	71%
Churches (Miscellaneous)	18
Library (Unspecified)	15
Community Participant Organization (CPO)	9
Community Action Organization	6
Tualatin Hills Park & Recreation District (Unspecified method)	6
Miscellaneous	26

Q6. Please tell me if you have participated in any of the following types of activities. If you have, just tell me "yes" after I read it. (Aided, Multiple Responses)

Virtually all of the respondents have participated in at least one of these activities (94%). The vast majority of Aloha-Reedville residents has *voted in recent elections* (79%) and has *read informational mailers from the County and others* (77%), and most have also *read media stories or County plans* (65%).

White respondents were more likely than other respondents to have participated in each of the activities. The only exception was *attending public meetings*, for which non-white / non-Hispanic respondents were equally as likely as white respondents to participate. Hispanic respondents were most likely to have participated in *none* of the activities (22%, compared to 3% of white respondents and 7% of other respondents). While the most-participated in activity for both white respondents and other non-Hispanic respondents was *voting in recent elections*, the most-participated in activity for Hispanics was *reading informational mailers from the County, others*. Additionally, those who primarily speak English in their household were more likely than those who primarily speak Spanish to have participated in each activity.

Home owners were more likely to participate in each of the activities than renters.

Those who live in the 97007 zip code were more likely to participate in each of the activities than those in the 97006 zip code. Exceptions to this include *contacting county agencies* and *Community Participation Organization membership*, for which participation was virtually equal.

	<u>2011 Baseline</u>
Total participants	394
Voting in recent elections	79%
Reading informational mailers from the County, others	77
Reading media stories or County plans	65
Reading letters to the editor	48
Contacting County agencies	46
Checking the County website for information	41
Attending public meetings	29
Community Participation Organization membership (CPO)	13
Sending a letter to the editor	11
None of these	6
Refused	0

Q7. With regard to local community involvement, please tell me if you have participated in any of these types of activities. If you have, just tell me yes after I read it. (Aided, Multiple Responses)

Virtually all respondents have participated in at least one of these activities (96%). The vast majority of Aloha-Reedville residents have *talked with neighbors* (91%), and the majority has used *social networks* (53%). Many have *volunteered with local non-profit organizations* (46%), *volunteered at local schools* (43%), and *participated in youth sports or activities* (40%). Very few have *volunteered for local government commissions or committees* (9%) or had *involvement with the Aloha Business Association* (4%).

	<u>2011 Baseline</u>
Total participants	394
Talking with neighbors	91%
Social networks, such as Facebook or Twitter	53
Volunteering with local non-profit organizations	46
Volunteering at local schools (including PTOs)	43
Participating in youth sports or activities	40
Volunteering with local religious organizations	36
Other Aloha community events	27
Participating in an adult sports league	16
Volunteering for local government commissions or committees	9
Involvement with the Aloha Business Association	4
None of these	4
Refused	0

There were many differences in participation in the activities, based on ethnicity. Notable differences include:

	White	Hispanic	All other
Talking with neighbors	95%	78%	83%
Social networks, such as Facebook or Twitter	54	46	57
Volunteering with local non-profit organizations	48	26	57
Volunteering at local schools (including PTOs)	43	48	33
Participating in youth sports or activities	38	43	53
Volunteering with local religious organizations	35	35	43
Other Aloha community events	26	37	20
Participating in an adult sports league	16	19	17
Volunteering for local government commissions or committees	10	2	7

Involvement with the Aloha Business Association	3	4	13
None of these	2	11	7

Q8. Thinking about the types of activities I just mentioned in the previous two questions, which activities or areas of involvement do you think could have the most impact, in terms of shaping plans or decisions for the Aloha-Reedville area? (Unaided, Multiple Responses)

Aloha-Reedville residents named many areas of involvement they felt would have the most impact, namely *attending public meetings* (25%), *volunteering at local schools* (17%), *voting in elections* (15%), and *talking with neighbors* (14%).

	<u>2011 Baseline</u>
Total participants	394
Attending public meetings	25%
Volunteering at local schools, PTO meetings	17
Voting in recent elections	15
Talking with neighbors	14
Reading informational mailers	10
Volunteering with local non-profit organizations	10
Other Aloha-Reedville Community events	10
Participating in youth sports or activities	8
Volunteering for local government	7
Involvement with the Aloha Business Association	6
Volunteering for local religious organizations	6
Community Participation Organization (CPO) membership	6
Participating in an adult sports league	4
Reading media stories on County plans	4
Contacting County agencies	3
Sending a letter to the editor	3
Social networks, such as Facebook or Twitter	3
Checking the County website for information	2
Reading letters to the editor	1
Miscellaneous	13
Don't know / Refused	10

Q9. To what extent do you think Washington County listens to the thoughts and ideas of area residents like you? (Aided)

A slight majority of residents feel Washington County listens to the thoughts and ideas of area residents, though only 9% felt Washington County listens *to a great extent*, and 44% feel they listen *to some extent*. With 13% *unsure*, 35% feel Washington County listens *not much / not at all*.

Respondents who primarily speak English in their households were more likely than those who primarily speak Spanish to feel Washington County listens to the thoughts and ideas of residents (54% vs. 40%).

Home owners are more likely than renters to feel Washington County listens (55% vs. 47%). Those who have participated in any civic engagement (Q6) were more likely than those who have participated in none to feel Washington County listens to the thoughts and ideas of residents. Those who have not participated in anything were more likely to be unsure.

	2011 <u>Baseline</u>
Total participants	394
<u>Listens to an extent</u>	53%
To a great extent	9
To some extent	44
<u>Does not listen much or at all</u>	35%
Not much	26
Not at all	9
Don't know / Refused	13%

Q10. To what extent do you believe your thoughts and ideas impact decisions in Washington County? (Aided)

About four-in-ten residents feel their thoughts and ideas impact decisions in Washington County, though only 4% felt their ideas impact decisions *to a great extent*, while 35% feel they impact decisions *to some extent*. With 8% *unsure*, the slight majority (53%) feel their ideas impact decisions in Washington County *not much or not at all*.

Those who primarily speak Spanish in their households are more likely than those who primarily speak English to feel their thoughts and ideas impact decisions in Washington County (49% vs. 39%); despite being less likely than those who primarily speak English to feel Washington County listens to the thoughts and ideas of residents.

Home owners are slightly more likely than renters to feel their thoughts and ideas impact decisions in Washington County (41% vs. 36%).

	2011 <u>Baseline</u>
Total participants	394
<u>Have an impact</u>	39%
To a great extent	4
To some extent	35
<u>Have not much or no impact</u>	53%
Not much	31
Not at all	21
Don't know / Refused	8%

Q11. To the extent the Aloha-Reedville area has - or should have - a gathering place, or a single community center, where would that gathering place or central location be? (Unaided, Single Response)

About one-quarter of respondents felt *185th and TV Highway* is the town center for the Aloha-Reedville area (24%), and 10% mentioned Aloha High School. Many were *unsure* (26%).

White respondents were more likely than other respondents to mention *185th and TV Highway* as Aloha-Reedville's central location. Hispanic respondents were more likely than others to mention *Aloha High School* as the central location, though they and other non-white respondents often cited *miscellaneous* locations. Additionally, nearly half of respondents who were not white or Hispanic were unable to name any location.

	2011 <u>Baseline</u>
Total participants	394
185th and TV Highway	24%
Aloha High School	10
School	4
THPRD / Rec center / 158 & Walker	3
209th area	3
Library	3
Aloha Grange Hall / Convention Center / Community Hall	2
Reedville Cafe	2
Miscellaneous	20
None	3
Don't know / Refused	26

Q12. What kinds of transportation options do you, or does your household, use to get around? (Aided, Multiple Responses)

Virtually all residents use a *personal vehicle* (90%), and about half use *TriMet MAX / Light Rail* (48%). Many also ride the *TriMet bus* (28%).

Males were more likely than females to indicate they use a *personal vehicle* (93% vs. 88%) and ride a *bicycle* (23% vs. 15%), while females were more likely to indicate they ride the *TriMet bus* (32% vs. 24%).

Those who primarily speak English in their households were more likely than those who primarily speak Spanish to ride the *TriMet MAX / Light Rail* (52% vs. 26%) and ride a *bicycle* (21% vs. 3%). Those who primarily speak Spanish were more likely than those who primarily speak English to ride the *TriMet bus* (43% vs. 27%).

Those with a disability were the only group to indicate they take the *TriMet LIFT* (15%). Those without a disability were more likely than those with, to use a *personal vehicle* (92% vs. 83%), take the *TriMet MAX / Light Rail* (50% vs. 43%), and ride a *bicycle* (20% vs. 13%).

	2011 <u>Baseline</u>
Total participants	394
Personal vehicle (car, truck, etc)	90%
TriMet MAX / Light Rail	48
TriMet Bus	28
Bicycle	19
Walk	15
Friends / others	3
TriMet LIFT	3
Miscellaneous	3
Refused	1

**Q13. What, if anything, might make transit options easier or more efficient for you?
 (Unaided, Multiple Responses)**

Closer bus stops (17%), pedestrian access (15%), and more frequent bus service (12%) were the most-mentioned aspects that could make transit options easier for residents. Many (29%) said they would not use public transit.

	2011 <u>Baseline</u>
Total participants	394
Closer stops (bus)	17%
Pedestrian access - sidewalks/ lighting, etc	15
More frequent bus service	12
Pedestrian safety /security	9
Closer stops (MAX)	7
Lower cost service	5
Bike lanes added / improved	5
Fewer transfers / More express / Shuttle services	3
Better access for handicapped residents	3
Improve safety / cleanliness of bus / MAX shelters	2
More Bus / MAX lines	1
More / overnight Park & Rides	1
More frequent MAX service (extend hours, weekends)	1
Miscellaneous	11
Not practical / Would not use / Nothing	29
Don't know / Refused	7



DEMOGRAPHICS

Generally, the sample of Aloha-Reedville residents interviewed for the survey is representative of the Aloha-Reedville population as a whole. The only population that seems to be somewhat under-represented is the Asian community. As such, this community could potentially benefit from additional outreach.

Q14. What is the primary language spoken in your home?

	2011 <u>Baseline</u>	2009 <u>Census</u> ²
Total participants	394	42,332
English	88%	88%
Spanish	9	7
Asian	1	4
All other	3	1
Refused	0	-

Q15. May I ask your race or ethnicity? (If not mentioned) And I also have to ask, are you Hispanic?

	2011 <u>Baseline</u>	2010 <u>Census</u> ³
Total participants	394	35,552
White / Caucasian	75%	68%
Hispanic / Latino	14	17
Asian	3	9
Black / African American	2	2
All other	6	4 ⁴
Refused	3	-

² Selected Social Characteristics in the United States: 2005-2009; American Community Survey 5-Year Estimates; Language Spoken at Home / English Less than "Very Well" / Population 5 years and over

³ 2010 Census Summary File; American Fact Finder; Hispanic or Latino and not Hispanic or Latino by Race for the Population 18 years and over

⁴ Includes all other races, and two or more races combined

Q16. May I ask whether or not you are disabled?

	<u>2011 Baseline</u>	<u>2007⁵ Census</u>
Total participants	394	35,329
No	86%	83%
Yes	13	17
Refused	1	-

Q17. Do you own or rent your residence? Is that a house or multi-family building?

	<u>2011 Baseline</u>	<u>2010 Census⁶</u>
Total participants	394	35,552
Own	80%	67%
Own house	78	-
Own condo / Other	2	-
Rent	19%	33%
Rent house	8	-
Rent apartment building	7	-
Rent duplex	2	-
Rent condo / other	2	-
Refused	2	-

⁵ 2005-2007 American Community Survey 3-year estimates; Disability Characteristics for the Population 16 years and over

⁶ Profile of General Population and Housing Characteristics: 2010; 2010 Demographic Profile Data; American Fact Finder; Housing Tenure: Owner-occupied housing units / Renter-occupied housing units

Q18. For about how many years have you lived in the Aloha Reedville area?

	2011 <u>Baseline</u>
Total participants	394
1-4 years	15%
5-9 years	21
10-14 years	19
15-24 years	23
25 or more years	23
Refused	0
Mean	17 years

Q19. May I ask your age?

	2011 <u>Baseline</u>	2010 <u>Census</u> ⁷
Total participants	394	35,552
16-24	5%	11%
25-34	13	25
35-44	26	21
45-54	22	19
55-64	19	14
65+	13	10
Refused	3	-
Mean	48	-

⁷ Profile of General Population and Housing Characteristics: 2010; 2010 Demographic Profile Data; American Fact Finder

Gender

	<u>2011 Baseline</u>	<u>2010 Census⁸</u>
Total participants	394	35,552
Female	54%	51%
Male	46	49

Interview conducted in...

	<u>2011 Baseline</u>
Total participants	394
English	92%
Spanish	8

Zip code

	<u>2011 Baseline</u>
Total participants	394
97007	53%

⁸ Profile of General Population and Housing Characteristics: 2010; 2010 Demographic Profile Data; American Fact Finder; Male and Female Population for the Population 18 years and over

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APPENDIX: QUESTIONNAIRE

Hi, my name is _____ with Riley Research Associates, and I'm calling Aloha-Reedville residents on behalf of Washington County, with a quick, confidential survey, to listen to your thoughts on local priorities.

(IF NECESSARY) I'm not trying to sell or sign you up for anything. We're simply gathering feedback from local residents. The survey will take about five minutes. Is now a good time to ask you a few questions?

And to confirm, do you currently live in the Aloha Reedville area? (If no, Discontinue)

Q1. When it comes to maintaining or improving the quality of life in the Aloha Reedville area, what would you say are your top two or three issues? (Unaided)

(If necessary) Quality of life refers to those things that either enhance or take away from the enjoyment of living in an area. _____

Q2. What are the main reasons you live in the Aloha-Reedville area, and the reasons you might recommend this area to others? (Unaided. Probe for specifics. Multiple responses)

- | | |
|--|--|
| <input type="checkbox"/> 01 Always have | <input type="checkbox"/> 11 Good parks |
| <input type="checkbox"/> 02 Housing you can afford | <input type="checkbox"/> 12 Good people |
| <input type="checkbox"/> 03 Convenient to places | <input type="checkbox"/> 13 Less congestion |
| <input type="checkbox"/> 04 Convenient transit options | <input type="checkbox"/> 14 Work here / Close to work |
| <input type="checkbox"/> 05 Established and pleasant neighborhoods | <input type="checkbox"/> 15 Quiet |
| <input type="checkbox"/> 06 Good schools / School district | <input type="checkbox"/> 16 Unincorporated |
| <input type="checkbox"/> 07 Good sports/activities | <input type="checkbox"/> 17 Safe / Safety |
| <input type="checkbox"/> 08 Rural feel /Non-urban | <input type="checkbox"/> 97 Wouldn't recommend / Can't recommend anymore |
| <input type="checkbox"/> 09 Close to friends/family | <input type="checkbox"/> 98 Other /Miscellaneous (Specify) |
| <input type="checkbox"/> 10 Sense of Community | <input type="checkbox"/> 99 Don't know /No Answer |

Q2b. Other / Miscellaneous _____

Q3. As I read through the following list of issues, please tell me whether each issue is very important, somewhat important, or not important to you, in terms of the future quality of life in the Aloha-Reedville area.

Q3a. Safe and convenient access to transit services, including bus and MAX

- | | |
|---|--|
| <input type="checkbox"/> 1 Very important | <input type="checkbox"/> 3 Not at all important |
| <input type="checkbox"/> 2 Somewhat important | <input type="checkbox"/> 9 (Refused / Don't know / Not applicable) |

Q3b. Reducing traffic congestion

- | | |
|---|--|
| <input type="checkbox"/> 1 Very important | <input type="checkbox"/> 3 Not at all important |
| <input type="checkbox"/> 2 Somewhat important | <input type="checkbox"/> 9 (Refused / Don't know / Not applicable) |

Q3c. Recreation opportunities

- | | |
|---|--|
| <input type="checkbox"/> 1 Very important | <input type="checkbox"/> 3 Not at all important |
| <input type="checkbox"/> 2 Somewhat important | <input type="checkbox"/> 9 (Refused / Don't know / Not applicable) |

Q3d. Safe pedestrian and bicycle access to desired locations

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3e. Housing you can afford

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3f. Access to shopping

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3g. Public safety

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3h. Availability of community resources

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3i. A sense of community

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3j. A vibrant economy and local jobs

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3k. Education opportunities

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q3l. Reduction of blight, graffiti, and run-down or abandoned properties

- ₁ Very important
- ₂ Somewhat important

- ₃ Not at all important
- ₉ (Refused / Don't know / Not applicable)

Q4. The next couple of questions have to do with information and involvement in local activities. How do you tend to learn about local area news, plans, and activities? (Unaided. Multiple responses)

- ₀₁ Newspapers
- ₀₂ Washington county information / Publications / Mailers
- ₀₃ Radio
- ₀₄ Television
- ₀₅ Internet / Website

- ₀₆ Signs or billboards
- ₀₇ Word of mouth (friends/family)
- ₀₈ Community organization
- ₉₈ Other (Specify)
- ₉₉ (Refused)

Q4a. Which newspapers do you refer to?

- ₁ Beaverton Times
- ₂ Hillsboro Argus

- ₃ Oregonian
- ₈ Other (specify)

Q4b. Which radio stations do you refer to?

- | | |
|---|---|
| <input type="checkbox"/> 01 89.9 - KQAC (All Classical) | <input type="checkbox"/> 09 99.5 - KWJJ (The Wolf) |
| <input type="checkbox"/> 02 90.7 - KBOO | <input type="checkbox"/> 10 100.3 - KKRZ (Z-100) |
| <input type="checkbox"/> 03 91.5 - KOPB FM (OPB) | <input type="checkbox"/> 11 101.9 - KINK |
| <input type="checkbox"/> 04 92.3 - KGON (Classic Rock) | <input type="checkbox"/> 12 105.1 - KRSK (The Buzz) |
| <input type="checkbox"/> 05 93.9 - KPDQ (Home for faith and family) | <input type="checkbox"/> 13 1080 - KFXX (The fan) |
| <input type="checkbox"/> 06 94.7 - KNRK (Alternative Portland) | <input type="checkbox"/> 14 1150 - KXET |
| <input type="checkbox"/> 07 95.5 - KBFF (Live 95-5) | <input type="checkbox"/> 15 1360 - KUIK |
| <input type="checkbox"/> 08 98.7 - KUPL (Most new country) | <input type="checkbox"/> 98 Other (Specify) |

Q4c. Which TV stations do you refer to?

- | | |
|---|--|
| <input type="checkbox"/> 01 Ch. 2 - KATU | <input type="checkbox"/> 05 Univision / Telemundo / Spanish channels |
| <input type="checkbox"/> 02 Ch. 6 - KOIN | <input type="checkbox"/> 97 (Not local) |
| <input type="checkbox"/> 03 Ch. 8 - KGW | <input type="checkbox"/> 98 Other (Specify) |
| <input type="checkbox"/> 04 Ch. 12 - KPTV (Fox) | |

Q4d. Which websites do you refer to?

- | | |
|---|---|
| <input type="checkbox"/> 01 Google | <input type="checkbox"/> 06 KOINLocal6.com |
| <input type="checkbox"/> 02 Washington County | <input type="checkbox"/> 07 KPTV.com |
| <input type="checkbox"/> 03 Oregonian (Oregon Live) | <input type="checkbox"/> 08 VisitWashingtonCounty.com |
| <input type="checkbox"/> 04 KGW.com | <input type="checkbox"/> 09 BeavertonValleyTimes.com |
| <input type="checkbox"/> 05 KATU.com | <input type="checkbox"/> 98 Other (Specify) |

Q4e. What community organizations do you refer to?

- | | |
|--|--|
| <input type="checkbox"/> 01 Centro Cultural | <input type="checkbox"/> 05 Community Participant Organization (CPO) |
| <input type="checkbox"/> 02 Community Action Organization | <input type="checkbox"/> 06 Schools - Elementary |
| <input type="checkbox"/> 03 Churches (Miscellaneous) | <input type="checkbox"/> 07 Schools - Middle / High |
| <input type="checkbox"/> 04 Senior centers (Miscellaneous) | <input type="checkbox"/> 98 Other (Specify) |

Q4. Other / Miscellaneous) _____

Q6. Please tell me if you have participated in any of the following types of activities. If you have, just tell me "yes" after I read it. (Read list, Mark all that apply)

- | | |
|---|---|
| <input type="checkbox"/> 01 Voting in recent elections | <input type="checkbox"/> 07 Reading media stories or County plans |
| <input type="checkbox"/> 02 Contacting County agencies | <input type="checkbox"/> 08 Checking the County website for information |
| <input type="checkbox"/> 03 Reading informational mailers from the County, others | <input type="checkbox"/> 09 Community Participation Organization membership (CPO) |
| <input type="checkbox"/> 04 Attending public meetings | <input type="checkbox"/> 10 (None of these) |
| <input type="checkbox"/> 05 Sending a letter to the editor | <input type="checkbox"/> 11 (Refused) |
| <input type="checkbox"/> 06 Reading letters to the editor | |

Q7. With regard to local community involvement, please tell me if you have participated in any of these types of activities. If you have, just tell me yes after I read it. (Read list, Mark all that apply)

- | | |
|---|---|
| <input type="checkbox"/> 01 Talking with neighbors | <input type="checkbox"/> 07 Participating in an adult sports league |
| <input type="checkbox"/> 02 Volunteering with local non-profit organizations | <input type="checkbox"/> 08 Other Aloha community events |
| <input type="checkbox"/> 03 Volunteering at local schools (including PTOs) | <input type="checkbox"/> 09 Social networks, such as Facebook or Twitter |
| <input type="checkbox"/> 04 Involvement with the Aloha Business Association | <input type="checkbox"/> 10 Volunteering with local religious organizations |
| <input type="checkbox"/> 05 Volunteering for local government commissions or committees | <input type="checkbox"/> 11 (None of these) |
| <input type="checkbox"/> 06 Participating in youth sports or activities | <input type="checkbox"/> 12 (Refused) |

Q8. Thinking about the types of activities I just mentioned in the previous two questions, which activities or areas of involvement do you think could have the most impact, in terms of shaping plans or decisions for the Aloha-Reedville area? (Unaided. Multiple responses)

- | | |
|--|---|
| <input type="checkbox"/> 01 Voting in recent elections | <input type="checkbox"/> 12 Participating in youth sports or activities |
| <input type="checkbox"/> 02 Contacting County agencies | <input type="checkbox"/> 13 Participating in an adult sports league |
| <input type="checkbox"/> 03 Reading informational mailers | <input type="checkbox"/> 14 Reading media stories on County plans |
| <input type="checkbox"/> 04 Talking with neighbors | <input type="checkbox"/> 15 Checking the County website for information |
| <input type="checkbox"/> 05 Volunteering with local non-profit organizations | <input type="checkbox"/> 16 Community Participation Organization (CPO) membership |
| <input type="checkbox"/> 06 Volunteering at local schools, PTO meetings | <input type="checkbox"/> 17 Social networks, such as Facebook or Twitter |
| <input type="checkbox"/> 07 Involvement with the Aloha Business Association | <input type="checkbox"/> 18 Volunteering for local religious organizations |
| <input type="checkbox"/> 08 Attending public meetings | <input type="checkbox"/> 19 Other Aloha-Reedville Community events |
| <input type="checkbox"/> 09 Sending a letter to the editor | <input type="checkbox"/> 98 Other (Specify) |
| <input type="checkbox"/> 10 Reading letters to the editor | <input type="checkbox"/> 99 (Don't know / Refused) |
| <input type="checkbox"/> 11 Volunteering for local government | |

Q8b. Other (specify) _____

Q9. To what extent do you think Washington County listens o the thoughts and ideas of area residents like you? (Read list)

- | | |
|--|---|
| <input type="checkbox"/> 1 To a great extent | <input type="checkbox"/> 4 Not at all |
| <input type="checkbox"/> 2 To some extent | <input type="checkbox"/> 9 (Don't know / Refused) |
| <input type="checkbox"/> 3 Not much | |

Q10. To what extent do you believe your thoughts and ideas impact decisions in Washington County? (Read list)

- | | |
|--|---|
| <input type="checkbox"/> 1 To a great extent | <input type="checkbox"/> 4 Not at all |
| <input type="checkbox"/> 2 To some extent | <input type="checkbox"/> 9 (Don't know / Refused) |
| <input type="checkbox"/> 3 Not much | |

Q11. To the extent the Aloha-Reedville area has - or should have - a gathering place, or a single community center, where would that gathering place or central location be? (Unaided. Single response)

- | | |
|--|---|
| <input type="checkbox"/> 01 Aloha High School | <input type="checkbox"/> 06 THPRD / Rec center / 158 & Walker |
| <input type="checkbox"/> 02 185th and TV Highway | <input type="checkbox"/> 07 (None) |
| <input type="checkbox"/> 03 Reedville Cafe | <input type="checkbox"/> 08 Other (Specify) |
| <input type="checkbox"/> 04 School | <input type="checkbox"/> 09 (Don't know / Refused) |
| <input type="checkbox"/> 05 Library | |

Q11b. Other location (Specify) _____

Q12. What kinds of transportation options do you, or does your household, use to get around? (Read list as necessary. Mark all that apply)

- | | |
|--|--|
| <input type="checkbox"/> 01 Personal vehicle (car, truck, etc) | <input type="checkbox"/> 06 Friends / others |
| <input type="checkbox"/> 02 TriMet Bus | <input type="checkbox"/> 07 Walk |
| <input type="checkbox"/> 03 TriMet LIFT | <input type="checkbox"/> 98 Miscellaneous |
| <input type="checkbox"/> 04 TriMet MAX / Light Rail | <input type="checkbox"/> 99 (Refused) |
| <input type="checkbox"/> 05 Bicycle | |

Q13. What, if anything, might make transit options easier or more efficient for you? (Unaided. Multiple responses)

- | | |
|---|---|
| <input type="checkbox"/> 01 Closer stops (bus) | <input type="checkbox"/> 07 Fewer transfers |
| <input type="checkbox"/> 02 Closer stops (MAX) | <input type="checkbox"/> 08 Pedestrian access sidewalks/lighting, etc |
| <input type="checkbox"/> 03 Pedestrian safety /security | <input type="checkbox"/> 09 Bike lanes added / improved |
| <input type="checkbox"/> 04 Better access for handicapped residents | <input type="checkbox"/> 97 (Not practical / Would not use / Nothing) |
| <input type="checkbox"/> 05 More frequent bus service | <input type="checkbox"/> 98 Other (Specify) |
| <input type="checkbox"/> 06 Lower cost service | <input type="checkbox"/> 99 (Don't know / Refused) |

Q13b. Other (Specify) _____

Q14. I have just a few questions to finish up, and again, this is a confidential survey (and I appreciate your time). What is the primary language spoken in your home? (Single response)

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> 01 English | <input type="checkbox"/> 06 Vietnamese |
| <input type="checkbox"/> 02 Spanish | <input type="checkbox"/> 07 Russian |
| <input type="checkbox"/> 03 Korean | <input type="checkbox"/> 98 Other (Specify) |
| <input type="checkbox"/> 04 Chinese | <input type="checkbox"/> 99 (Refused) |
| <input type="checkbox"/> 05 Japanese | |

Q14b. Other language _____

Q15. May I ask your race or ethnicity? And I also have to ask, are you Hispanic or Latino?

- | | |
|---|--|
| <input type="checkbox"/> 01 White | <input type="checkbox"/> 05 Native American |
| <input type="checkbox"/> 02 Hispanic / Latino | <input type="checkbox"/> 06 Native Hawaiian / Other Pacific Islander |
| <input type="checkbox"/> 03 Black or African American | <input type="checkbox"/> 98 Other (Specify) |
| <input type="checkbox"/> 04 Asian | <input type="checkbox"/> 99 (Refused) |

Q15b. Other race / ethnicity _____

Q16. May I ask whether or not you are disabled?

- | | |
|--------------------------------|--------------------------------------|
| <input type="checkbox"/> 1 Yes | <input type="checkbox"/> 9 (Refused) |
| <input type="checkbox"/> 2 No | |

Q17. Do you own or rent your residence? Is that a house or a multi-family building?

- | | |
|--|---|
| <input type="checkbox"/> 1 Own house | <input type="checkbox"/> 5 Own condo / Other |
| <input type="checkbox"/> 2 Rent house | <input type="checkbox"/> 6 Rent condo / other |
| <input type="checkbox"/> 3 Rent apartment building | <input type="checkbox"/> 9 (Refused) |
| <input type="checkbox"/> 4 Rent duplex | |

Q18. For about how many years have you lived in the Aloha Reedville area? Years .. ____

Q19. May I ask your age? Age .. ____

Q19b. (Categorize, or if refused ask) May I ask which of the following categories includes your age?

- | | |
|----------------------------------|--------------------------------------|
| <input type="checkbox"/> 1 16-24 | <input type="checkbox"/> 5 55-64 |
| <input type="checkbox"/> 2 25-34 | <input type="checkbox"/> 6 65+ |
| <input type="checkbox"/> 3 35-44 | <input type="checkbox"/> 9 (Refused) |
| <input type="checkbox"/> 4 45-54 | |

Those were all my questions! Thank you for your time and opinions. If you would like some more information on the Aloha-Reedville planning project, you can look up "AlohaReedville" - all one word.

Or, if you'd like, I can give you the website address: (Give as necessary)
www.co.washington.or.us/alohareedville

Record Gender

- ₁ Male
- ₂ Female

Record Phone number _____

Record Spanish / English language interview

- ₁ English
- ₂ Spanish

Record zip code

- ₁ 97006
- ₂ 97007



**Aloha-Reedville Study and Livable Community Plan
Phase 1 Interim Public Involvement and Input Summary #2
December 8, 2011**

Interim Public Involvement and Input Summary

This Phase 1 Interim Public Involvement and Input Summary #2 provides an overview of public involvement efforts to date and community feedback collected through a variety of sources. The summary covers input from stakeholder interviews; Statistically Valid Random Sample Survey (SVRS) conducted with 394 community members; online and printed surveys (concurrent with both the June 16 and November 2 open houses); comment cards; an online mapping comment application on the project website; website comments; emailed comments to project team members; feedback and discussions with staff at the open houses; and comments captured during a Tualatin Valley Highway Corridor Plan tour.

Public Input Summary

The first Phase 1 Interim Public Involvement and Input Summary, published August 2, 2011, indicated the community's comments focused primarily on a few key themes; **benefits, safety, sense of community pride, community center, planning and development, Tualatin Valley Highway conditions and related concerns, affordable housing, and bicycle/pedestrian networks** (filling in gaps in sidewalks, bike lanes and pedestrian paths.)

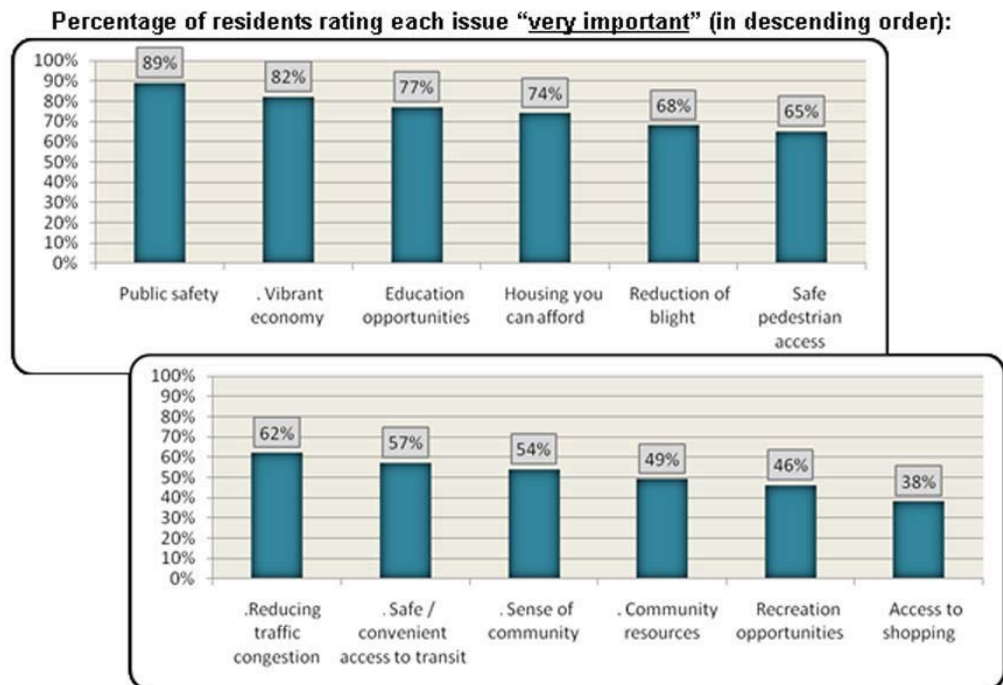
Since the first summary the number of public input more than doubled with 575 comments logged to date. The key themes remain relatively consistent with the most comments focusing on issues of:

- **Safety** (safe routes to schools, auto-bicycle-pedestrian interactions, TV Highway and multiple intersection concerns, street lighting). Safety ranked highest out of 12 issues identified as “very important” in the SVRS survey.
- **Sense of community** (desire for community center, library, code enforcement, tree preservation, and provide more recreational opportunities for youth)
- **Community pride** (recognition of diversity, relationships, sense of history and desire for community “clean up” minimizing run down/derelict development). There does seem to be a lesser sense of community among newer residents.
- **Economics** (desire for more retail opportunities – shopping and restaurants, minimize barriers to small business development, more jobs needed including higher paying, consider business incentives, funding concerns – capture franchise fees, prioritize county-

wide funding and direct it to local need, economic and transportation impacts of adjacent development in South Hillsboro and Amberglen, address development blight)

- **Growth and Development** (much of the area is built out, little potential for large commercial/industrial, adjacent development will have significant impact – South Hillsboro and Amberglen, concerns about infill compatibility, tree preservation)
- **Leadership** (lack of governance, voice in county- and region-wide decisions, governance issues, support for Aloha Business Association)
- **TV Highway** (pedestrian/bicycle safety, capacity, intersections, traffic flow, access to businesses, transit improvements, impacts from adjacent development in South Hillsboro and Amberglen.)
- **Transit** (access, shelters, lighting, service – including frequency, distance to stops, access to stops, disability standards)
- **Housing** (an almost equal split between support for- and arguments against affordable housing, parks/housing balance)
- **Connectivity** (sidewalk gaps, lack of pedestrian and bicycle paths, connections to broader trail systems and access to shopping/services)
- **Parks** (study area divided between two parks providers and service level disparities, desire for more parks/open space, more amenities, improved connections between parks)

This chart illustrates the top 12 issues identified in the SVRS Survey conducted with 394 community members.



The following sections expand on these bulleted items.

Benefits

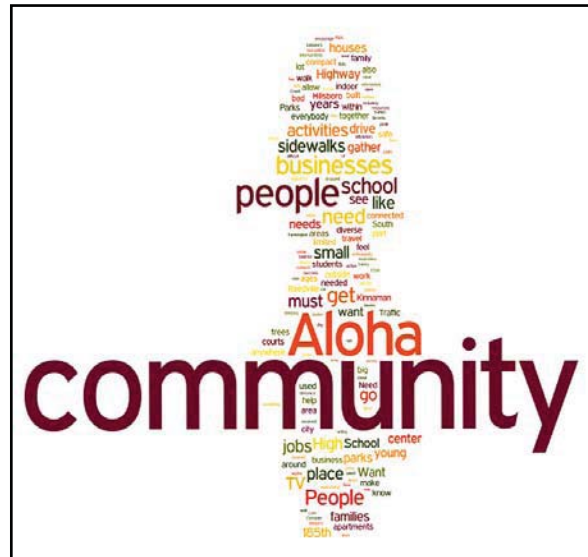
Many comments highlighted the benefits of living in the Aloha-Reedville area. Among the advantages community members see are: close in rural and urban amenities; established

neighborhoods, large residential lots and good neighbors; lower taxes than cities and housing affordability; good schools and a vibrant community; and low crime.

Students in Aloha High School's Leadership Classes spent two hours with project team members on November 2, 2011. Their responses to conditions in Aloha-Reedville and the future they envision are similar in many ways to the broader public.

They are concerned about the availability of jobs especially within the community and recognized that many existing businesses are locally-owned.

The students also described how they see the community (a Wordle of the student responses highlights their value of community.) Following are a few verbatim responses:



- *People identify themselves as part of the Aloha High School community where everyone has a role and works together sharing resources.*
- *Aloha is a family place where people are close and everybody knows everybody else in the community.*
- *People in the community are more accepting. There are not separate groups. People feel at home and can relate to other cultures. They have melded to make a better community over the years.*
- *The majority of the students plan on staying in the community to raise their families because of the community bond.*
- *Aloha is a young, racially diverse, family community that is still growing. The community is welcoming, there is no prejudice, people come together, and they are willing to help each other out.*

Safety

This issue was raised in several contexts. Tualatin Valley Highway was central to many safety issues including concerns and limitations for pedestrians and bicycles (both along and crossing the corridor), getting to transit stops (which includes crossing railroad right-of-way and mid-block crossings through traffic), intersections (with TV Highway & 209th intersection highlighted), bicycle lanes (209th, 198th specifically), and safe paths to schools.

Transit stops were a concern to many including little or no lighting in the area, location and access, lack of shelters at many stops, platforms too close to the railroad, and the condition of shelters.

Gangs, tagging, and graffiti were mentioned several times as concerns.

Sense of Community; Community Pride

Many comments regarding a sense of community were received from a broad cross-section of community members. Similar messages have been provided by Aloha residents; regardless if they have lived in the community for only for a couple of years or their whole life (including one 84-year old who was born and raised in Aloha) – they desire a community identity and they have a sense of pride in the area. These messages also included comments regarding the lack of a community center and issues with aesthetic conditions, especially along TV Highway.

Many comments addressed a desire for a community center noting Aloha High School is a primary gathering place and serves as de facto center. These comments also included the desire for a sense of community pride and addressing property conditions (especially along TV Highway) that give the community a poor impression.

An Aloha Library/Community Center is a key focus for many community members (although a few comments suggested a library would be a waste of funds with two others nearby.)

Growth and Development

Several comments referred to lack of design standards in planning along TV Highway, lack of design standards for infill projects to be compatible with the existing community, and tree preservation. A few comments noted an increased need for single-family homes, not splitting lots for infill (protecting older single family neighborhoods from redevelopment), and one comment said stop R-9 and higher development in R-5 neighborhoods.

One comment (from CPO6) noted that the existing access management plan for TV Highway (adopted in 1984) needs to be incorporated in the AR Study and the TV Hwy Corridor Plan.

Additional comments noted that the future of the community depends on how growth is handled now. Population could exceed services. If not taken care of properly, area could become depressed.

Leadership

Stakeholder interview comments mirrored some community comments about leadership and governance. A few suggested annexation and some indicated contentment with the existing unincorporated status. The comment was made that different governance models have drawbacks and benefits. A few discussed the previous incorporation attempt and feel dissatisfied with the failed outcome. The overarching concern is that the community has limited (one county commissioner) representation in regional discussions whereas if it was a city it would be the county's third largest.

Tualatin Valley Highway

Pedestrian and bicycle safety were noted several times. Railroad right-of-way maintenance and train noise was a concern for some. Boarded up buildings and generally poor maintenance along the corridor were noted several times as they impact the sense of community pride.

And many comments focused on traffic volume, speed, intersections safety issues, pedestrian/bicycle interactions, future vehicle capacity, impacts on neighborhood cut-through, and concern regarding future growth impacts.

Transit

Several comments focused on transit stops including lack of shelters, safety concerns with no lighting at transit stops, and proximity to railroad (including platforms that may be too close to tracks than railroad standards.) Also noted was poor access to transit stops (pedestrian created paths crossing railroad right-of-way and distance to nearest signalized pedestrian crossing on TV Highway enticing pedestrians to cross mid-block/mid-track.)

Other major roadways were also noted regarding needed roadway improvements (widening, adding turn lanes and sidewalks) and intersection improvements.

Housing

There was a split regarding comments on affordable housing. Several comments suggested a need for higher-end homes (“if cheap homes are built, the area tends to decline.”), less low-income housing and apartments, too many newly built low-price condominiums and concern about increased density. Several other comments suggested there needs to be more affordable housing and options. *[Staff comment: Some of the inconsistency in community comments may be the result of identifying all housing in poor repair as “affordable” or “low-income” housing, as opposed to differentiating between regulated affordable housing and market housing that is low-cost as a result of deferred maintenance or neglect.]*

Connectivity

The most comments received focus on pedestrian and bicycle safety (approximately 125 comments) including lack of facilities, safety issues along current roadways (no shoulders, ditches, traffic congestion and speed), and desire to fill gaps in connectivity. Several comments also noted a desire to connect to broader pedestrian/bike networks beyond the study area. Safe routes to school and safe pedestrian pathways for children to travel between home, school, and other activities (such as parks and after-school programs) were mentioned.

Many identified areas within the community where there is a concentration of children, low-English proficiency, poverty, elderly or lack of auto-ownership as focus areas for needed pedestrian and bicycle improvements.

Parks

Several comments illustrated a lack of understanding about who is providing parks service and what the service levels are for the different providers. Community members in the Hillsboro School District side of the study area appear to be unaware that the parks in that section are owned by the City of Hillsboro and there will be limited development until such time as the area is annexed. Many desire to be within the Tualatin Hills Parks and Recreation District for both the service available without non-district fees. Other comments included desire for more parks and open space, more amenities within existing parks (such as lighting tennis courts, building more types of sports facilities) and better connections (trail systems) between parks.

Background

The three-year Aloha-Reedville Study and Livable Community Plan (AR Study) will examine the extent to which existing conditions, community aspirations and emerging urban service and planning opportunities provide prospects for fulfilling regional planning objectives, while

addressing local community issues. The study will serve as a catalyst for future planning efforts through creation of sustainable development plans for the Aloha Town Center and transportation corridors designed to help the study area become more prosperous in the future. Information about the Study can be found at the county's website:

<http://www.co.washington.or.us/alohareedville>

The AR Study is jointly managed by the Washington County Department of Land Use and Transportation and Department of Housing Services with support from the Office of Economic Development. The AR Study is funded through a Community Challenge Grant provided by the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development as well as a Metro Construction Excise Tax grant. The study is underway and is coordinating with a concurrent Tualatin Valley Highway Corridor Plan (TVCP) managed by the City of Hillsboro and the Oregon Department of Transportation. Information about the Tualatin Valley Highway Corridor Plan is available at:

<http://www.tvhighway.org>

Public Involvement Efforts

The following bullet points highlight public outreach and engagement efforts between project funding (March, 2011) and December 8, 2011. Public engagement activities included:

- Launching a project website (www.co.washington.or.us/alohareedville)
- Coordinating with Tualatin Valley Highway Corridor Plan project team and sharing outreach, public involvement activities, interested parties lists and overlapping advisory committee members
- Cross-linking with TVCP website (www.tvhighway.org)
- Developing and distributing media releases
- Attending and presenting to CPO6 and CPO7 (affected Citizen Participation Organizations)
- Attending and presenting to the Aloha Business Association
- Creating, updating, and sending e-mail blasts to the Interested Parties list
- Creating, printing and mailing 24,000+ project mailers – delivered to homes and businesses in the study area in English and Spanish in June 2011.
- Hosting a June 16th Kick-off Open House and November 2 Open House (both in partnership with the TVCP project). Most of the information was provided in both English and Spanish.
- Convening two panel discussions of local and regional agencies/organizations that have demonstrated successful outreach to historically under-represented communities and compiling best practices.
- Attending community events such as Aloha High School football games, community resource fairs, farmers market, elementary school PTO and holiday bazaar, Aloha Community Library opening, and hosting neighborhood coffees.
- Presenting to Aloha High School Leadership classes (more than 60 students)

- Printing, and posting online, an AR Study survey to capture broad issues and goals
- Providing printed maps for public comment
- Developing and implementing an online mapping comment application providing community members opportunity to pinpoint their comments
- Implementing an online comment venue: alohareedville@co.washington.or.us
- Providing key project team emails and phone numbers (project manager and deputy project manager) for direct community contact
- Developing 22-member Technical Advisory Committee (representing urban services providers, school districts, and adjacent cities)
- Developing a 20-member Citizen Advisory Committee (representing community members, faith organizations, social service providers, cultural service centers and adjacent community chambers of commerce). 16 members were appointed by the Washington County Board of Commissioners, four positions are left vacant to be filled by community leaders identified during the process
- Developing a 16-member Leadership Coordinating Committee (policy group) of elected officials, executive directors of key service providers (water, fire, police, school districts, parks) and regional/state partners to be convened periodically during the process to address broad policy implications. Included in this group will be two members of the CAC, selected by the CAC.
- Developing an expandable Aloha-Reedville Partners (AR Partners) group of key affected stakeholders who are not included in the TAC or CAC but whose input could substantially inform the process. This group includes developers, finance representatives, significant property owners, regional business development, environmental and other interest groups.

Highlights of Public Involvement Efforts

Aloha-Reedville community members have demonstrated great enthusiasm for the project since late 2010 when the announcement of the grant award was made. That enthusiasm has continued. In particular, CPO6 has initiated several sub-committees to address long-standing community issues. A few are discussed below.

The Aloha Community Library Association has created a non-profit 501C(3), been provided a commercial store front in the Farmington Mall (Kinnaman and Farmington Roads intersection) and begun coordinating volunteer efforts and donations.

Another sub-committee of CPO6 is interested in assisting the County with development of bike and pedestrian network connections. A third sub-committee reinvigorated the Aloha Business Association (dormant for almost 20 years). Though not directly affected by project team efforts, these community members have generated interest in the broader community and are very active. Washington County project staff is working to support these efforts by sharing information and focusing staff and Board attention on their activities.

Another set of highlights were the June 16 and November 2 open houses. More than 230 community members attended (the combined open houses) and discussed the AR Study and TVCP efforts with project team members. CPO6, CPO7, Washington County Committee for Citizen Involvement (CCI) program managers, and Aloha Business Association members were available as well.



A 15' x 15' study area map provided a focal point for much discussion. This visual aid will be used at many community events to initiate conversation regarding benefits and issues in the

Aloha High School provided the open house space and students from the Early Childhood Development Program hosted a secure, bilingual “Kids Korner” with activities to entertain children during the June open house.

The project team provided roving Spanish-language translators and simultaneous translation during open house presentations. Although minimally used, it marks a first step in reaching Spanish-speaking community members.

At both open houses, participants were encouraged to complete a survey form. These surveys were also available online after each event to maximize participation from community members who could not attend.

A third highlight of the public involvement effort is the on-going coordination between the AR Study and TVCP effort. Although funded and managed separately, these two studies have overlapping focus of project area and have launched simultaneously. In order to minimize confusion within the community, the project teams are working collaboratively and sharing all information being provided to and coming from the community. Collaboration includes cross-linking websites, sharing community input, co-designing surveys, developing project branding (logos) that reflect a connection, and overlaps in Project Management Teams, Technical Advisory Committees, Policy Groups and Citizen Advisory Committees.

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