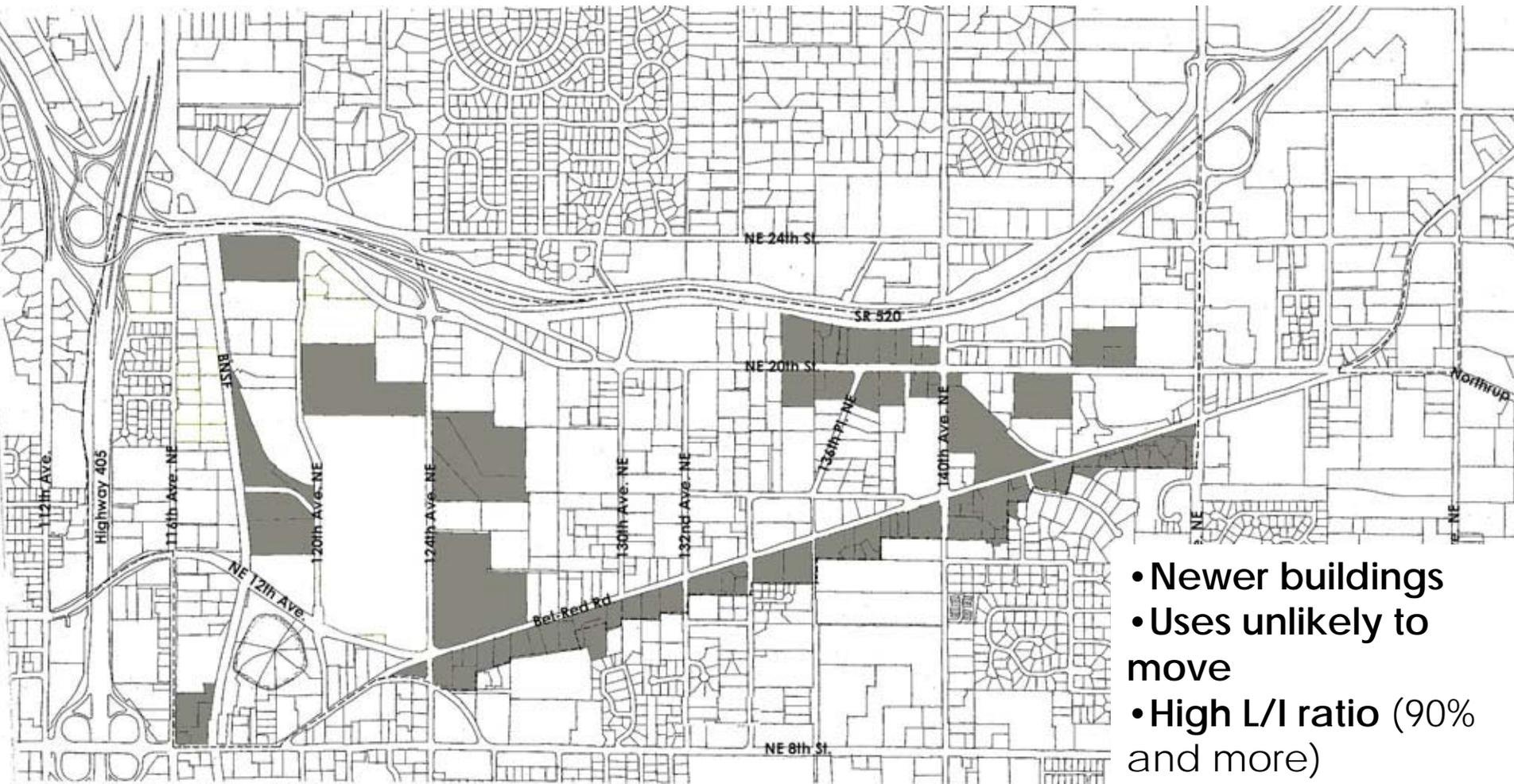




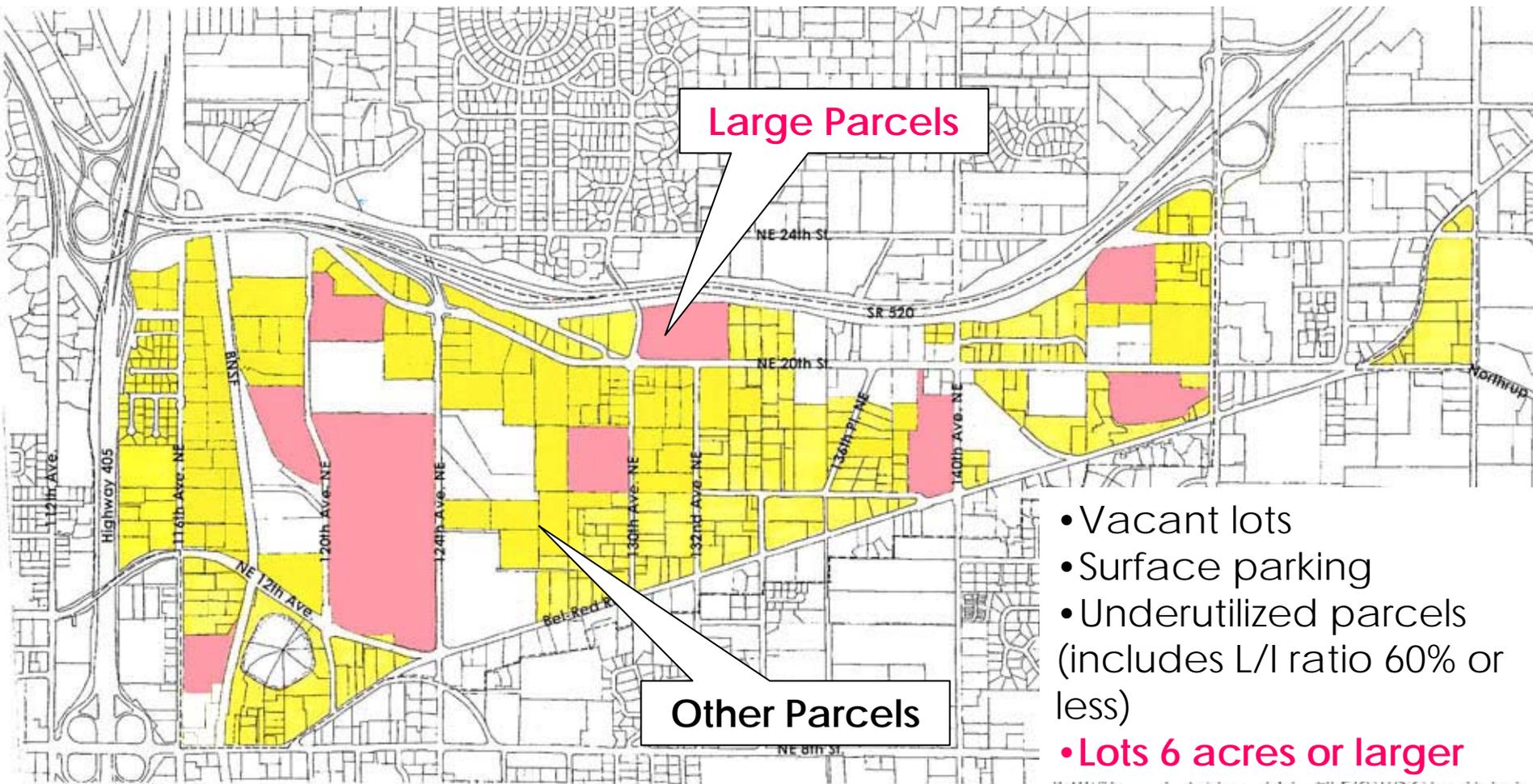
Bel-Red Corridor Study

January 19, 2006

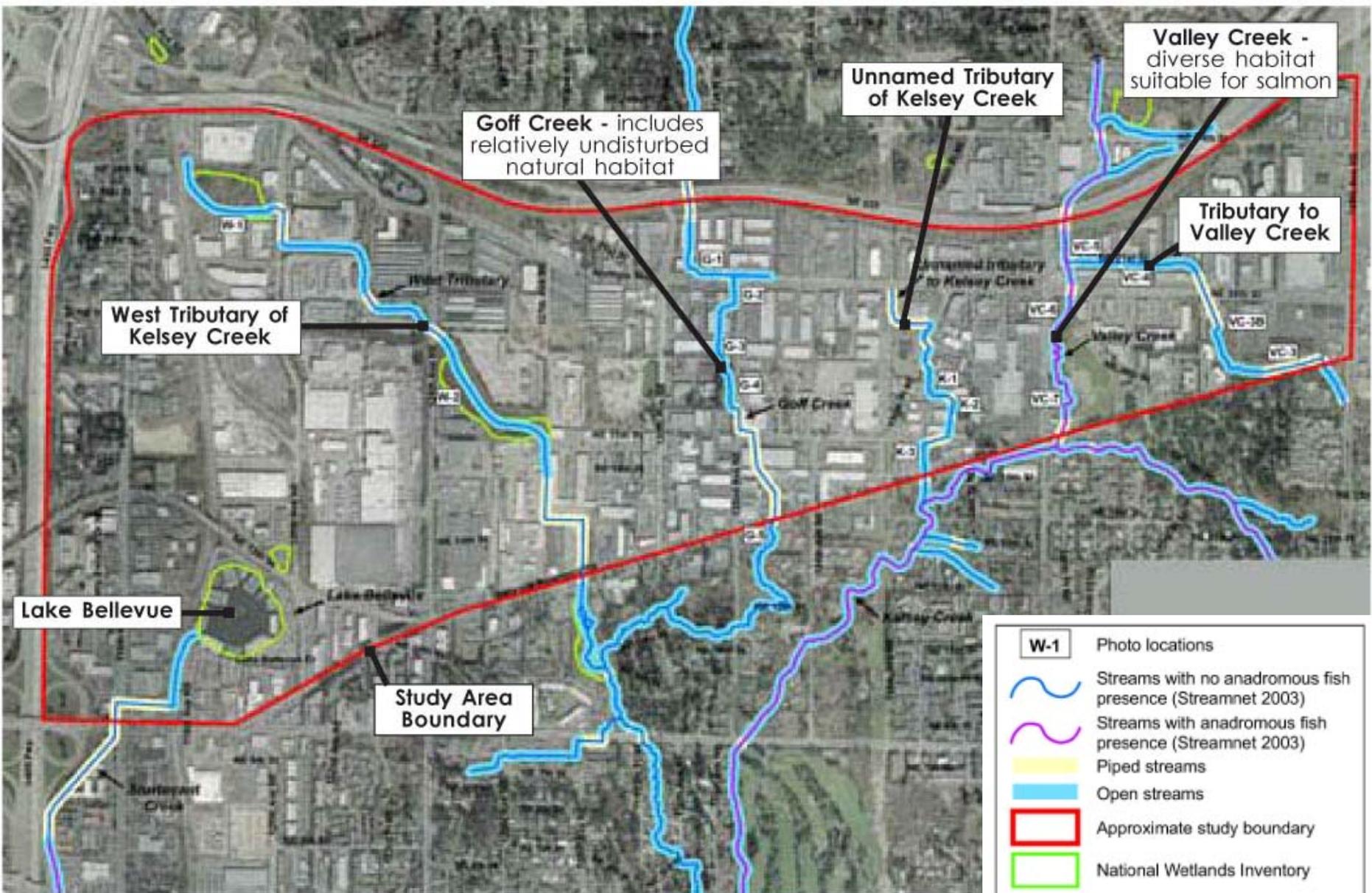
CRANDALL ARAMBULA



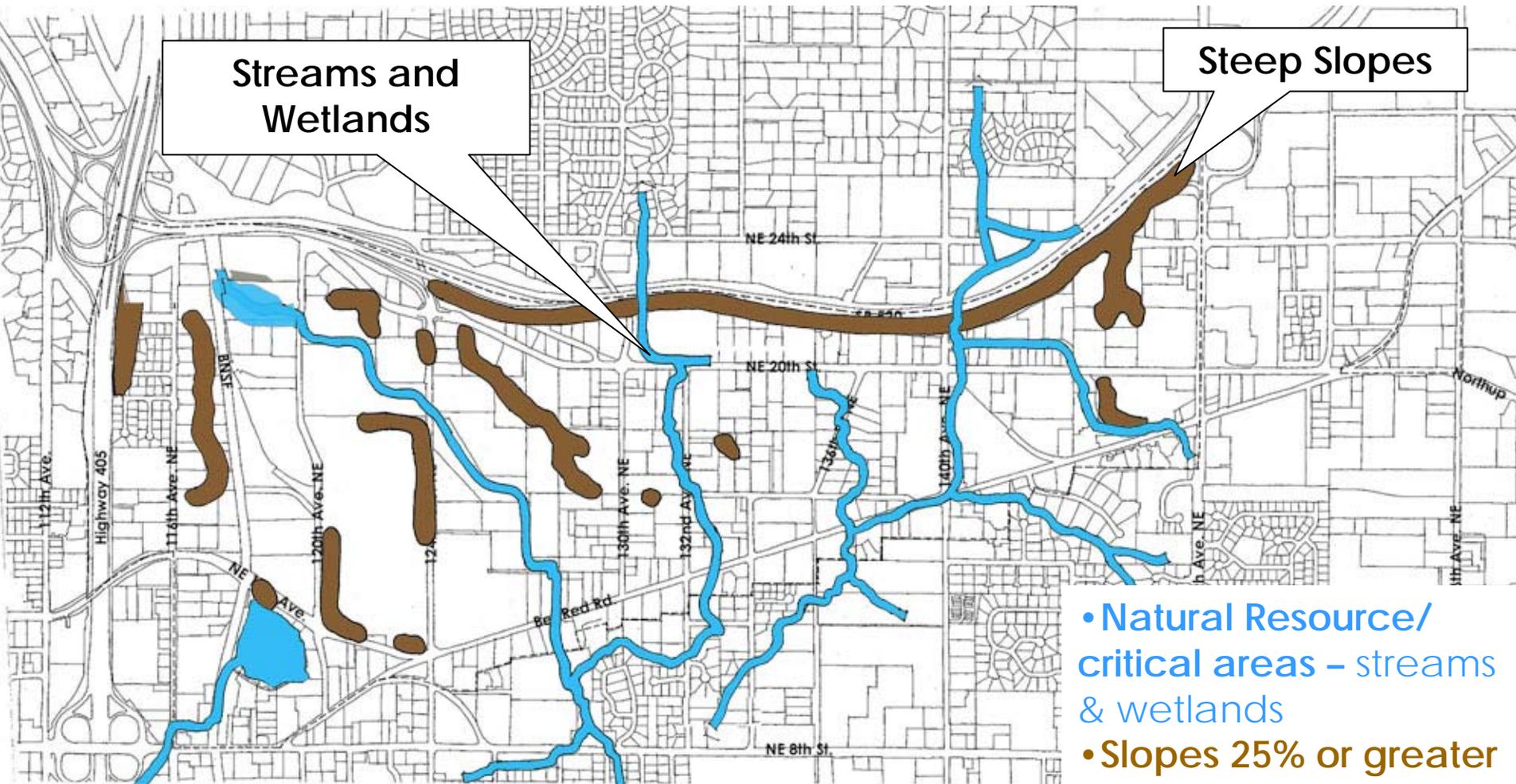
Stable Parcels



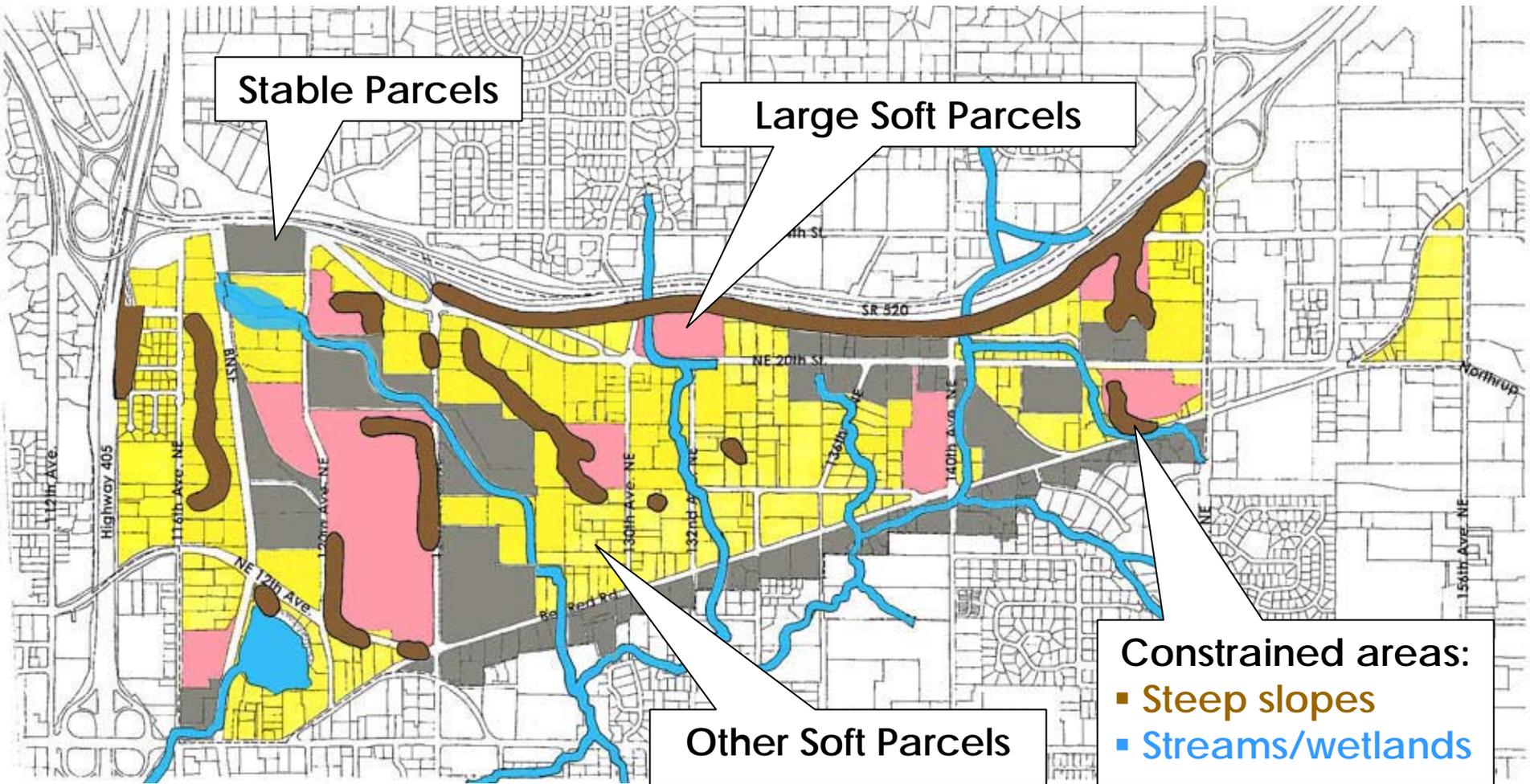
Soft Parcels



Natural Resources



Constrained Areas



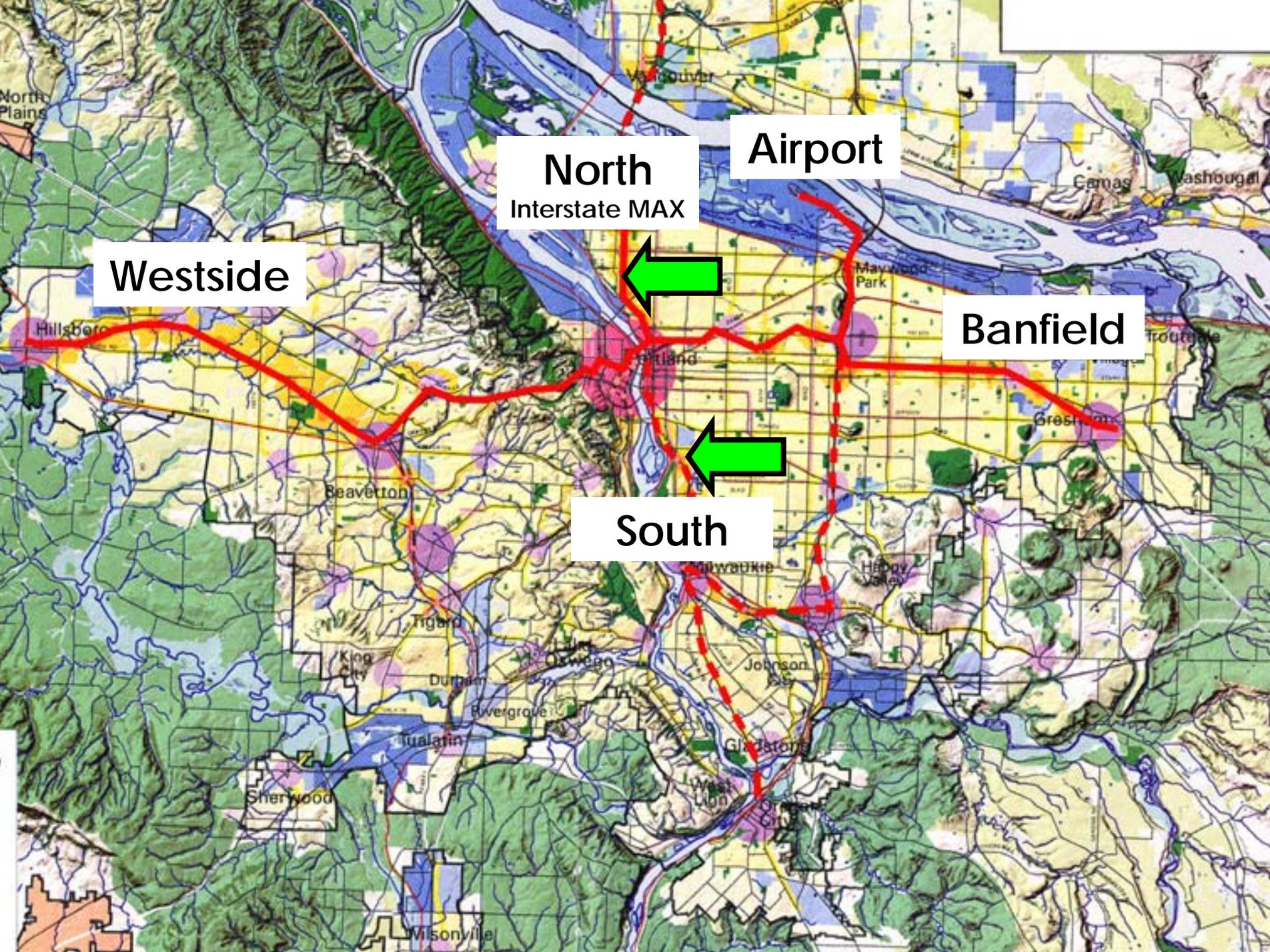
Potential Development Areas

HCT Lessons Learned



Fundamentals

- 1) Picking the Best Alignment
- 2) Alignment Design
- 3) Station Area Planning
- 4) Implementation



North
Interstate MAX

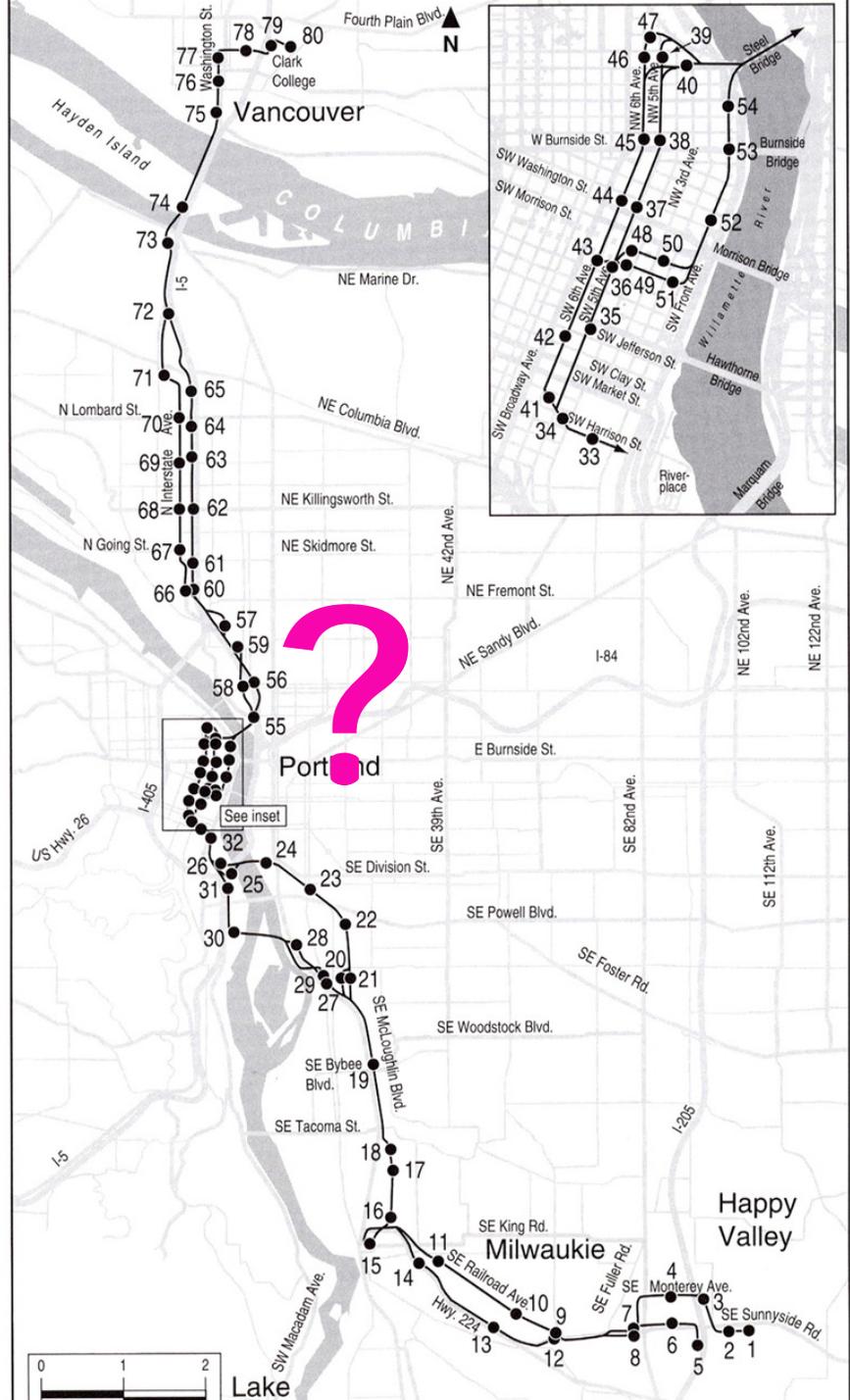
Airport

Westside

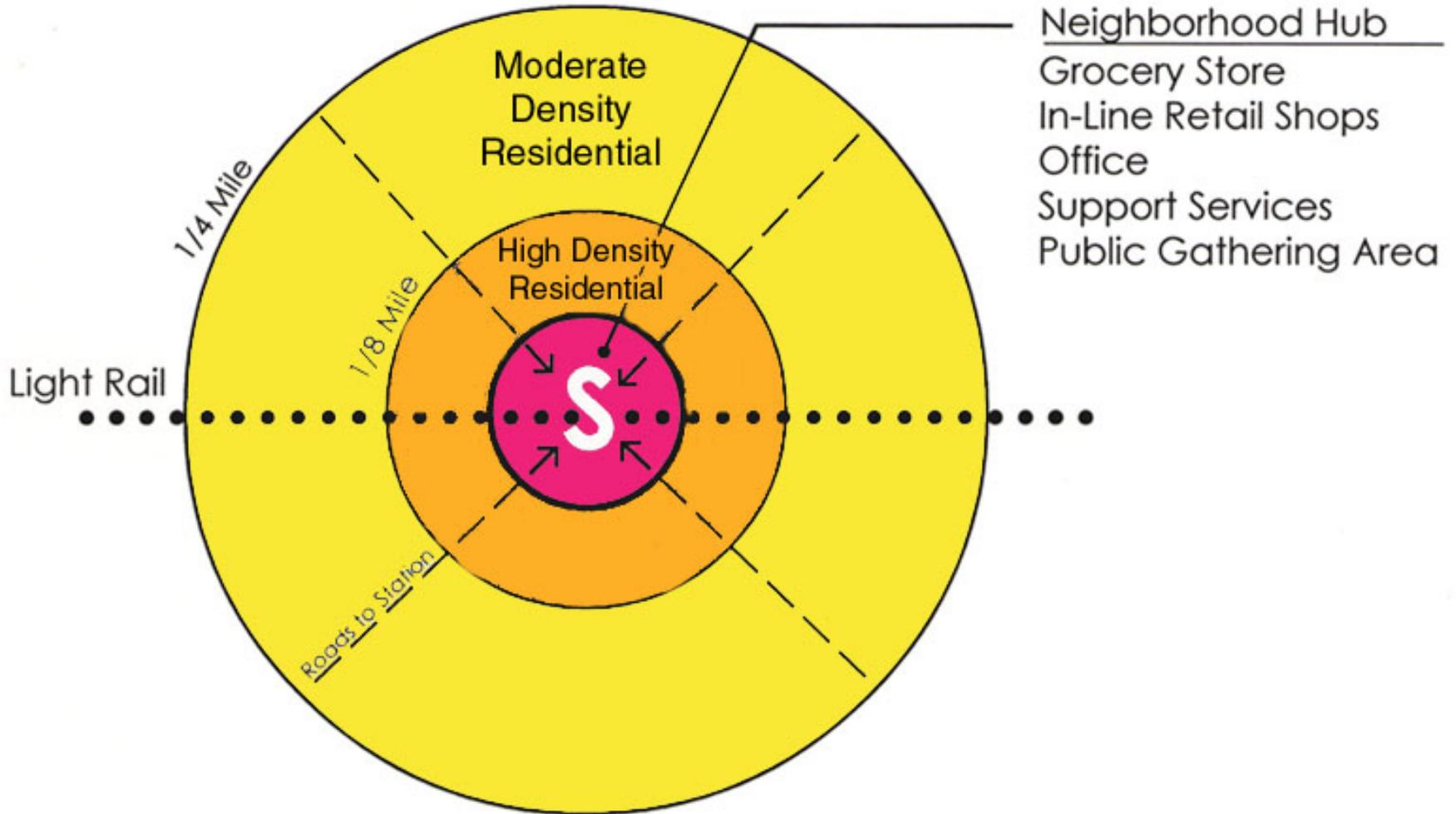
Banfield

South

South/North Alignment Options



Ideal Station



IDEAL TOD ASSUMPTIONS



The Ideal Transit Oriented Development (TOD) has the following characteristics:

- Occurs on vacant land within a 360 degree, 1/4 mile radius of the transit stop.
- Has a neighborhood hub adjacent to the transit station containing a grocery store, retail, support services and public gathering space.

Assumptions related to the Ideal TOD development potential and transit ridership are listed below:

Gross Areas - Ideal TOD

- Within 1/8 mile of station 31.4 acres
- 1/8 mile to 1/4 mile of station 94.2 acres

Developable Area

- Subtract 10% for environmentally sensitive areas
- Subtract 25% for streets and public facilities
- Within 1/8 mile of station, 31.4 acres x 65% 20.4 acres
- 1/8 mile to 1/4 mile of station, 94.2 acres x 65% 61.2 acres

Households & Employment

- 20.4 acres x 40 dwelling units/acre 816 units
- 61.2 acres x 25 dwelling units/acre 1,531 units
- Employment, 3 acres x 95 employees/acre 285 employees

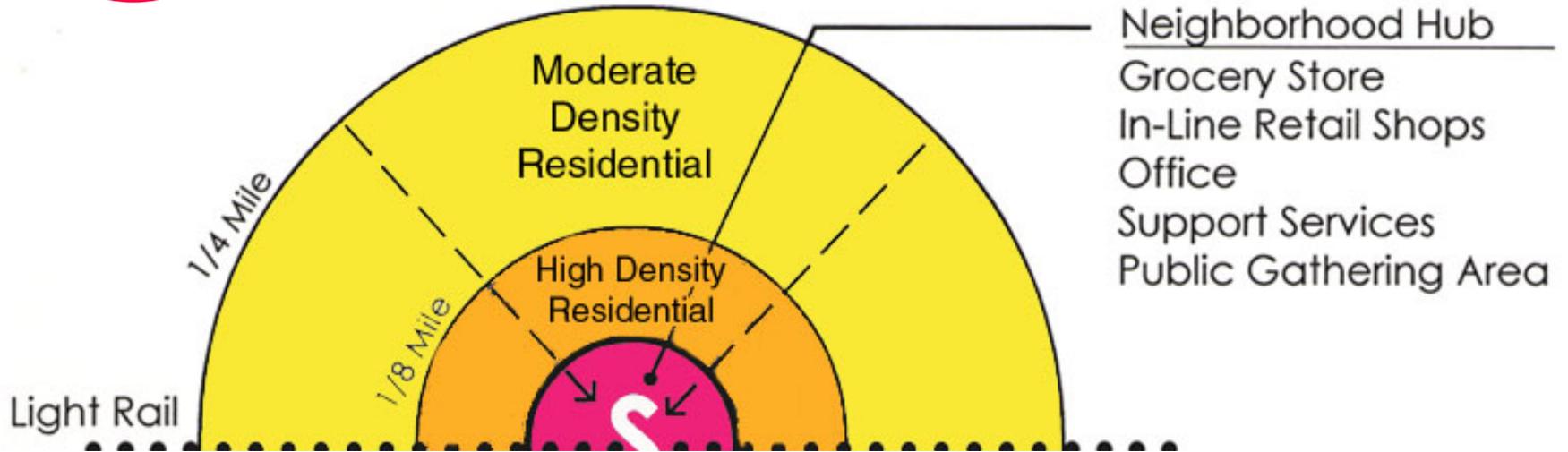
Generated Trips

- 2,347 dwelling units x 10.8 trips per day 25,347 trips per day
- 285 employees x 24.88 trips per day 7,090 trips per day

Transit Trips

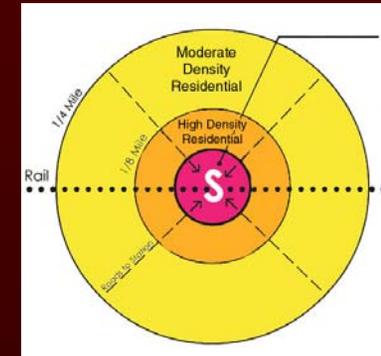
- 32,437 trips x 10% on transit 3,244 trips per TOD

~~Ideal Station~~



Station Location Evaluation

- 1) **Existing Population** - *Existing population within ¼ mile of the station*
- 2) **Future Development** - *Potential for new development within ¼ mile of the station*
- 3) **Neighborhood Hub** - *Potential for a neighborhood hub adjacent to the study*
- 4) **Pedestrian Access** - *Potential for on-grade access from all directions*
- 5) **Platform Environment** - *Potential for an on-grade platform in a quiet safe environment*
- 6) **Traffic Effects** - *Intermodal connections and effects on traffic*

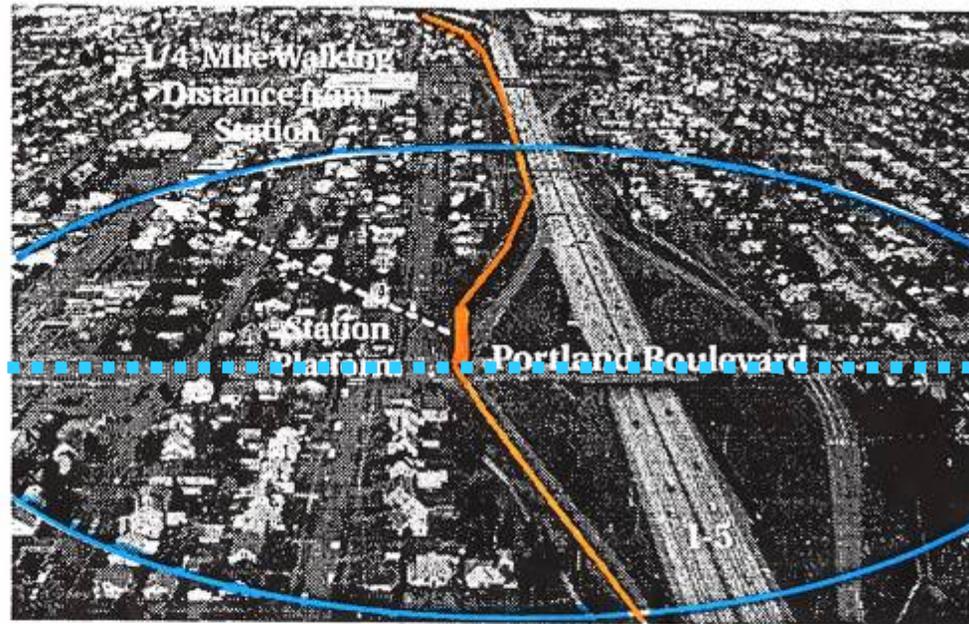
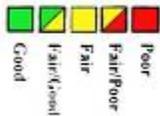


STATION CRITERIA

1. **Existing Population**
Existing Population Within 1/4 Mile Of The Station
2. **Future Development**
Potential For New Development Within 1/4 Mile Of The Station
3. **Neighborhood Hub**
Potential For A Neighborhood Hub Adjacent To The Station
4. **Pedestrian Access**
Potential For On-grade Access From All Directions
5. **Platform Environment**
Potential For An On-grade Platform In A Quiet Safe Environment
6. **Traffic Effects**
Intermodal Connections And Effects On Traffic



SUMMARY



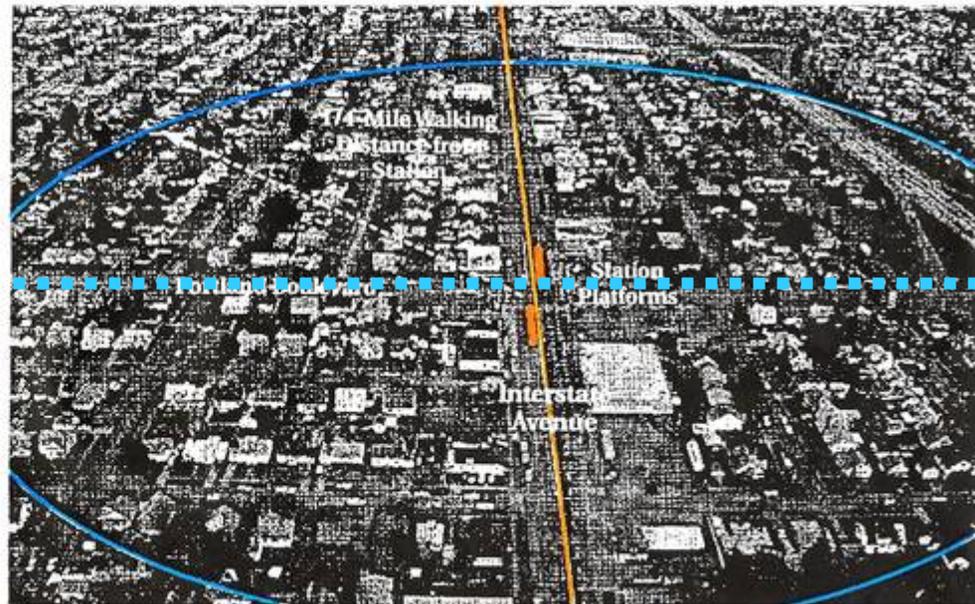
Interstate 5 Alignment

STATION CRITERIA

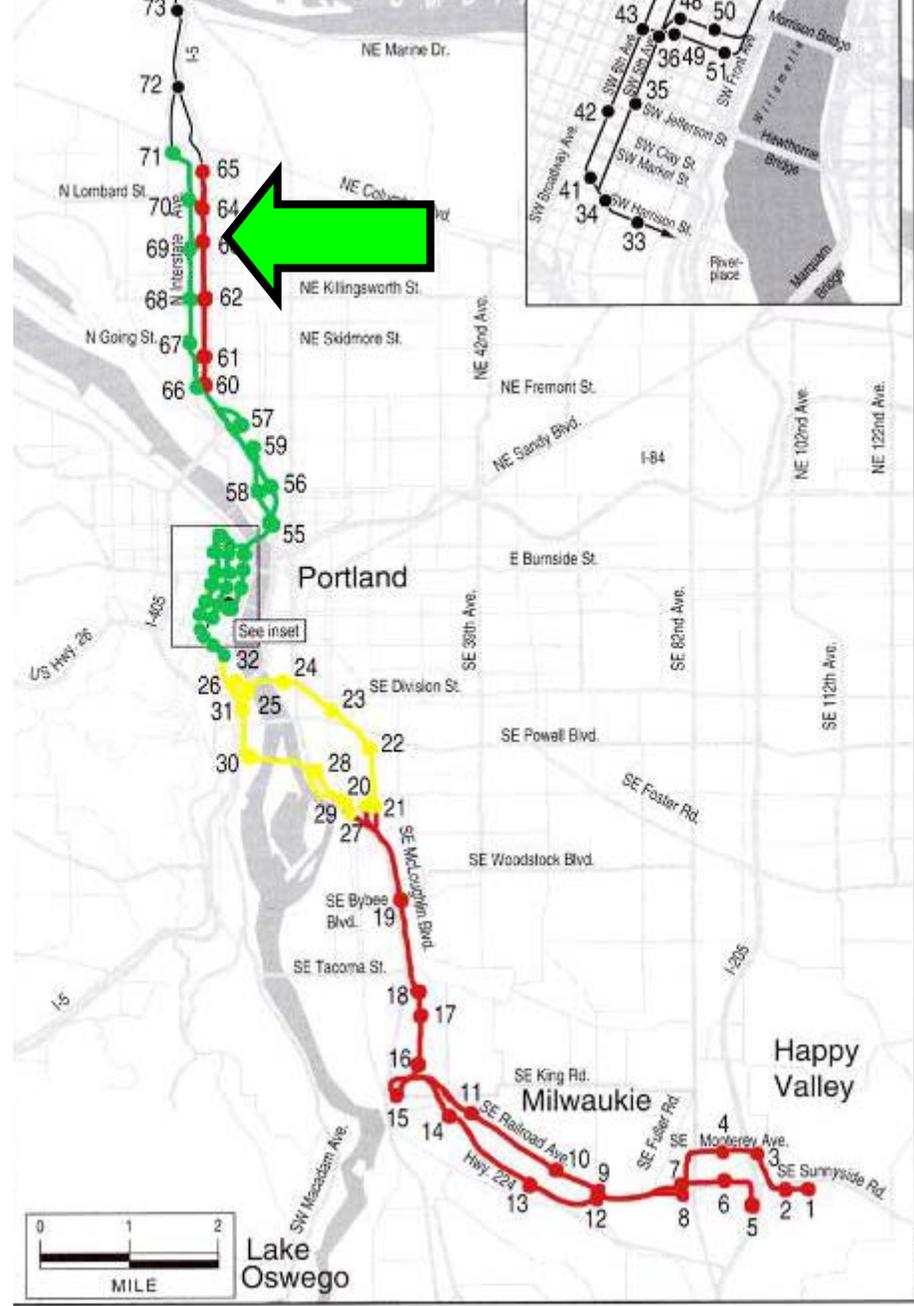
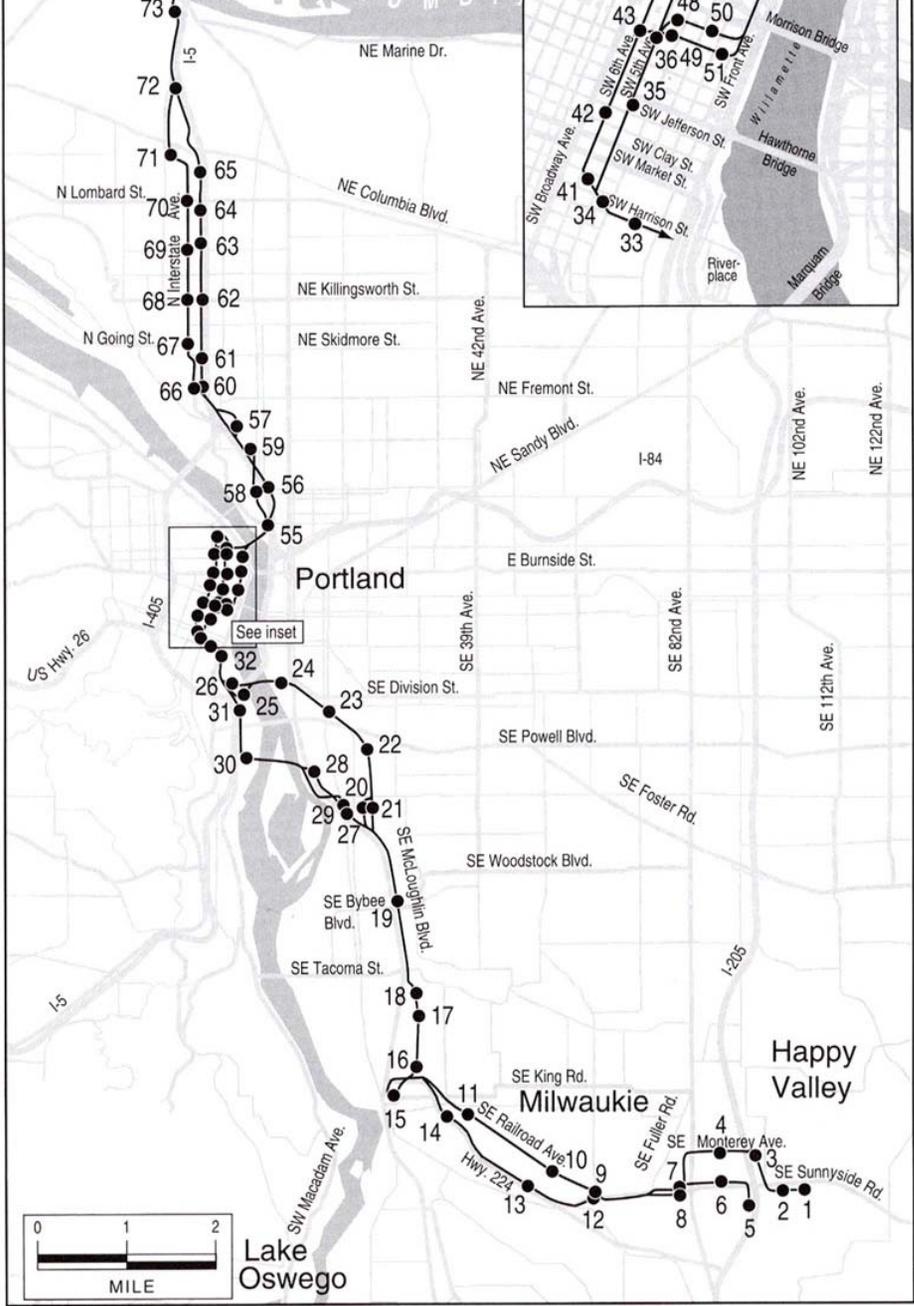
1. **Existing Population**
Existing Population Within 1/4 Mile Of The Station
2. **Future Development**
Potential For New Development Within 1/4 Mile Of The Station
3. **Neighborhood Hub**
Potential For A Neighborhood Hub Adjacent To The Station
4. **Pedestrian Access**
Potential For On-grade Access From All Directions
5. **Platform Environment**
Potential For An On-grade Platform In A Quiet Safe Environment
6. **Traffic Effects**
Intermodal Connections And Effects On Traffic



SUMMARY



Interstate Ave. Alignment



Alignments Options

Station Area Potential

February 1998

Alignment Selection

Lessons Learned

- 1) **Make TOD development potential a major consideration in the corridor selection process.**
- 2) Be clear about how TOD development potential is defined.

Fundamentals

- 1) Picking the Best Alignment
- 2) Alignment Design
- 3) Station Area Planning
- 4) Implementation

Good Streets = Good Neighborhoods



Bad Streets = Bad Neighborhoods





Before



After

Alignment Design Priorities

Typical

- 1) High Capacity Transit
- 2) Car/Truck Lanes
- 3) Bicycles
- 4) On-Street Parking
- 5) Pedestrians

Recommended

- 1) High Capacity Transit
- 2) Pedestrians
- 3) On-Street Parking
- 4) Car/Truck Lanes
- 5) Bicycles

Investors are attracted to pedestrian friendly streets

Alignment Design Priorities

Typical

- 1) High Capacity Transit
- 2) Car/Truck Lanes
- 3) Bicycles
- 4) On-Street Parking
- 5) Pedestrians

Recommended *

- 1) High Capacity Transit
- 2) Pedestrians
- 3) On-Street Parking
- 4) Car/Truck Lanes
- 5) Bicycles

* *Investors are attracted to pedestrian friendly streets.*



NO PARKING
2 HOURS

CAFFÉ
min
SIMPLE

ALBERS
JT

Hillsboro

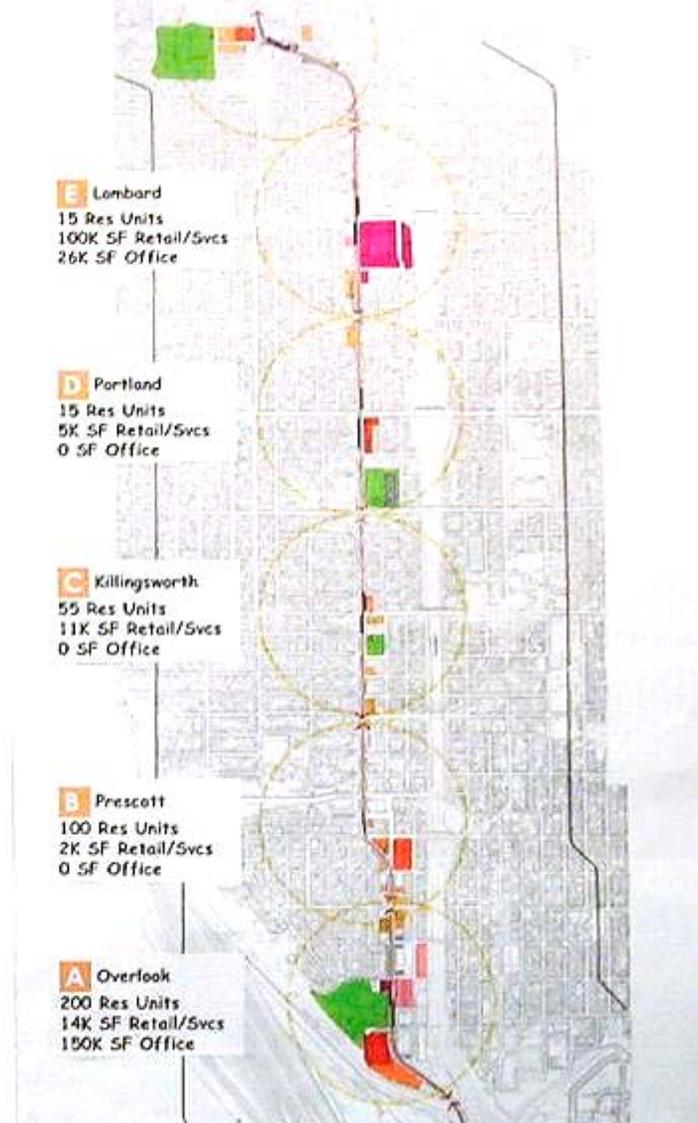
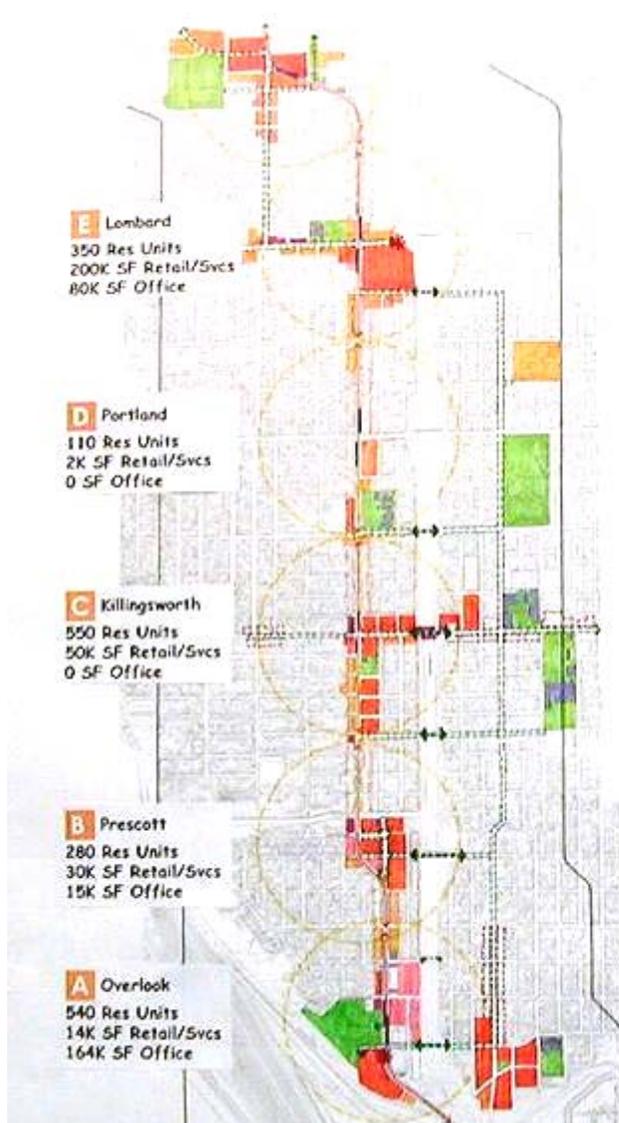
FEED

& GARDEN
CENTER









Investment

With Good Streets
+\$234 Million

With Poor Streets
+\$40 Million

Alignment Design

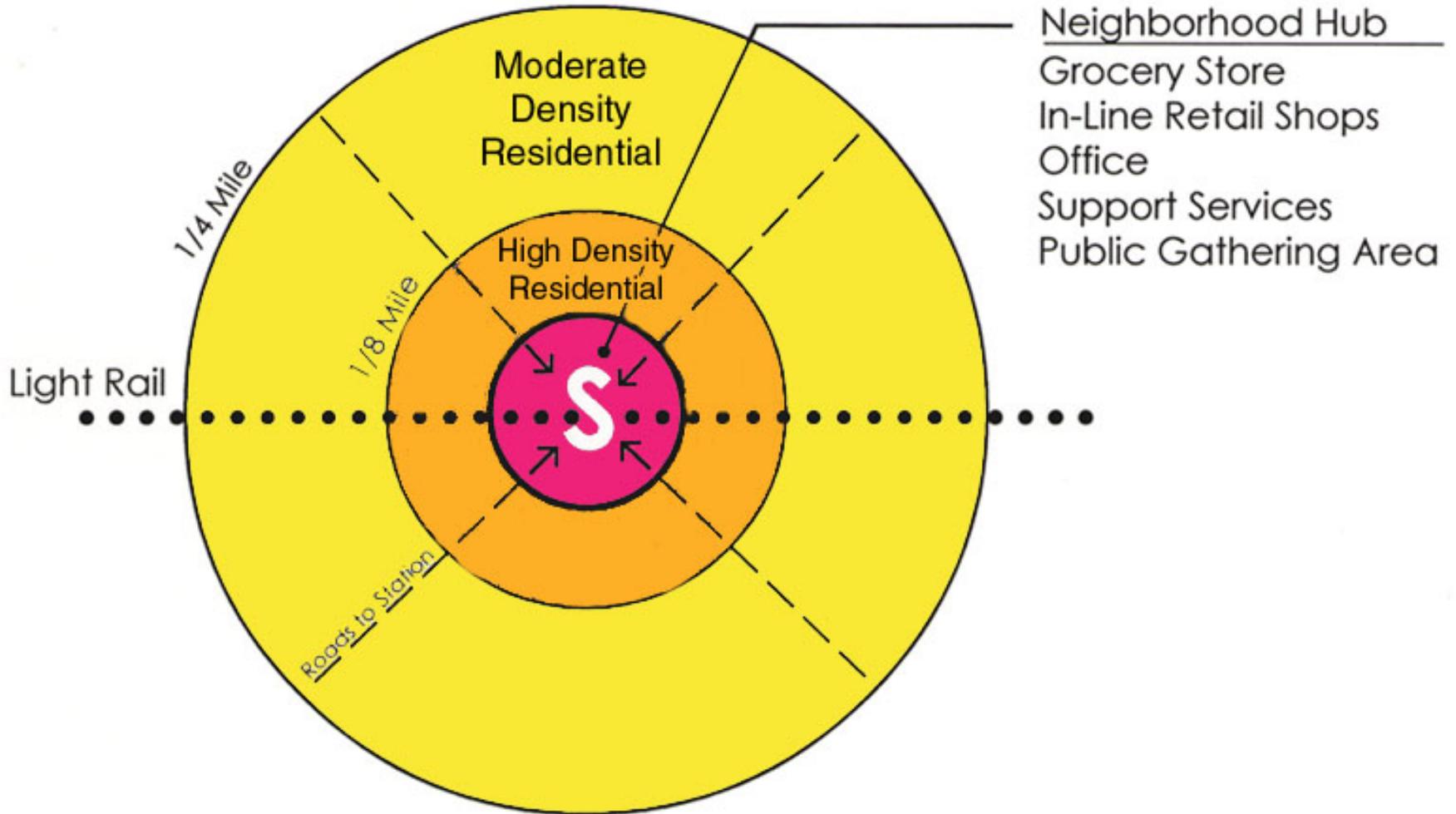
Lessons Learned - Interstate

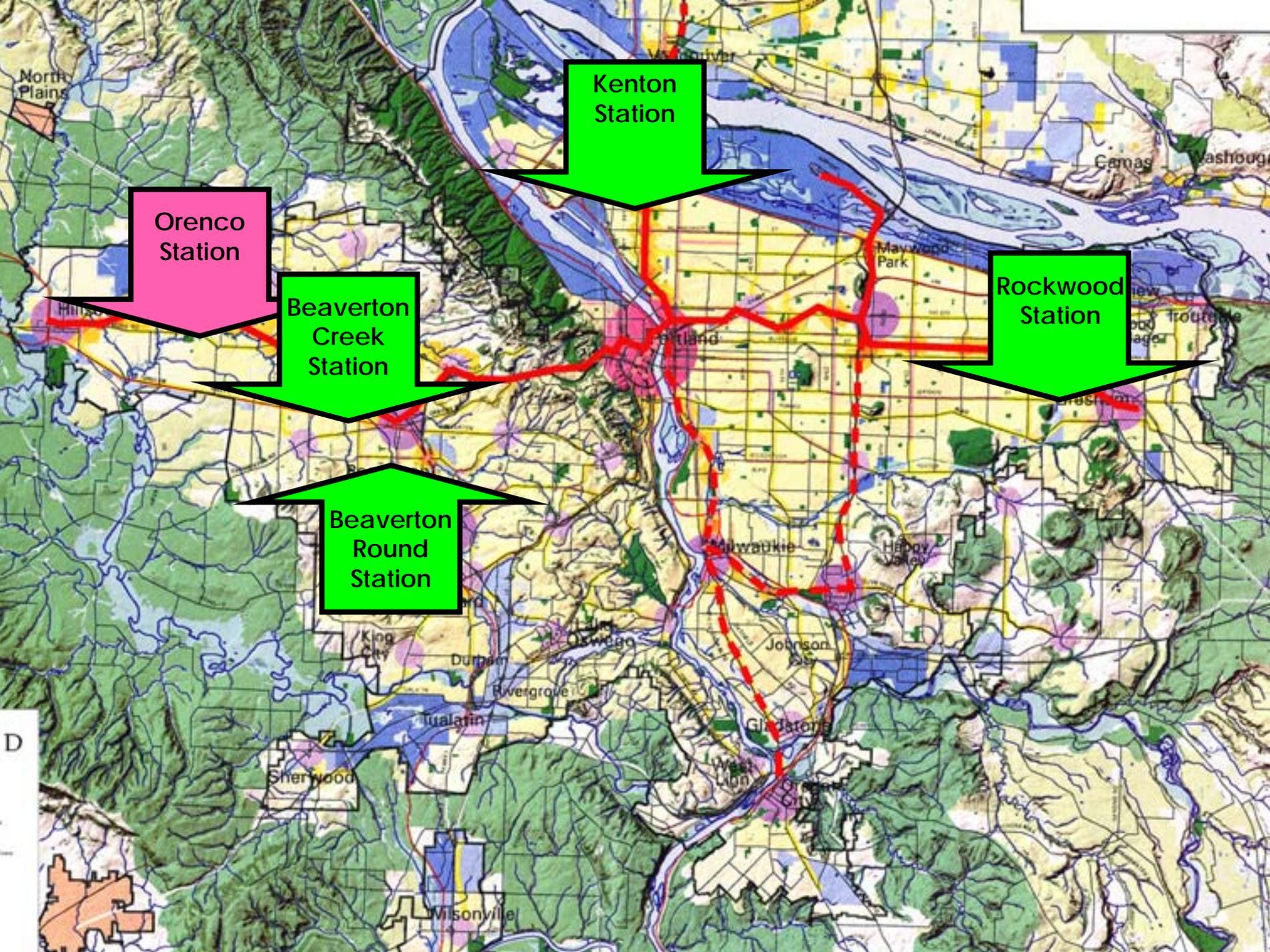
- 1) Recognize that **the street investment environment can be seriously eroded** by additional right-of way requirements
- 2) Recognize that adjacent neighborhoods can be degraded by a poor pedestrian environment along the alignment.
- 3) Clearly define the criteria to be used to evaluate the street investment environment.

Fundamentals

- 1) Picking the Best Alignment
- 2) Alignment Design
- 3) Station Area Planning
- 4) Implementation

Ideal Station





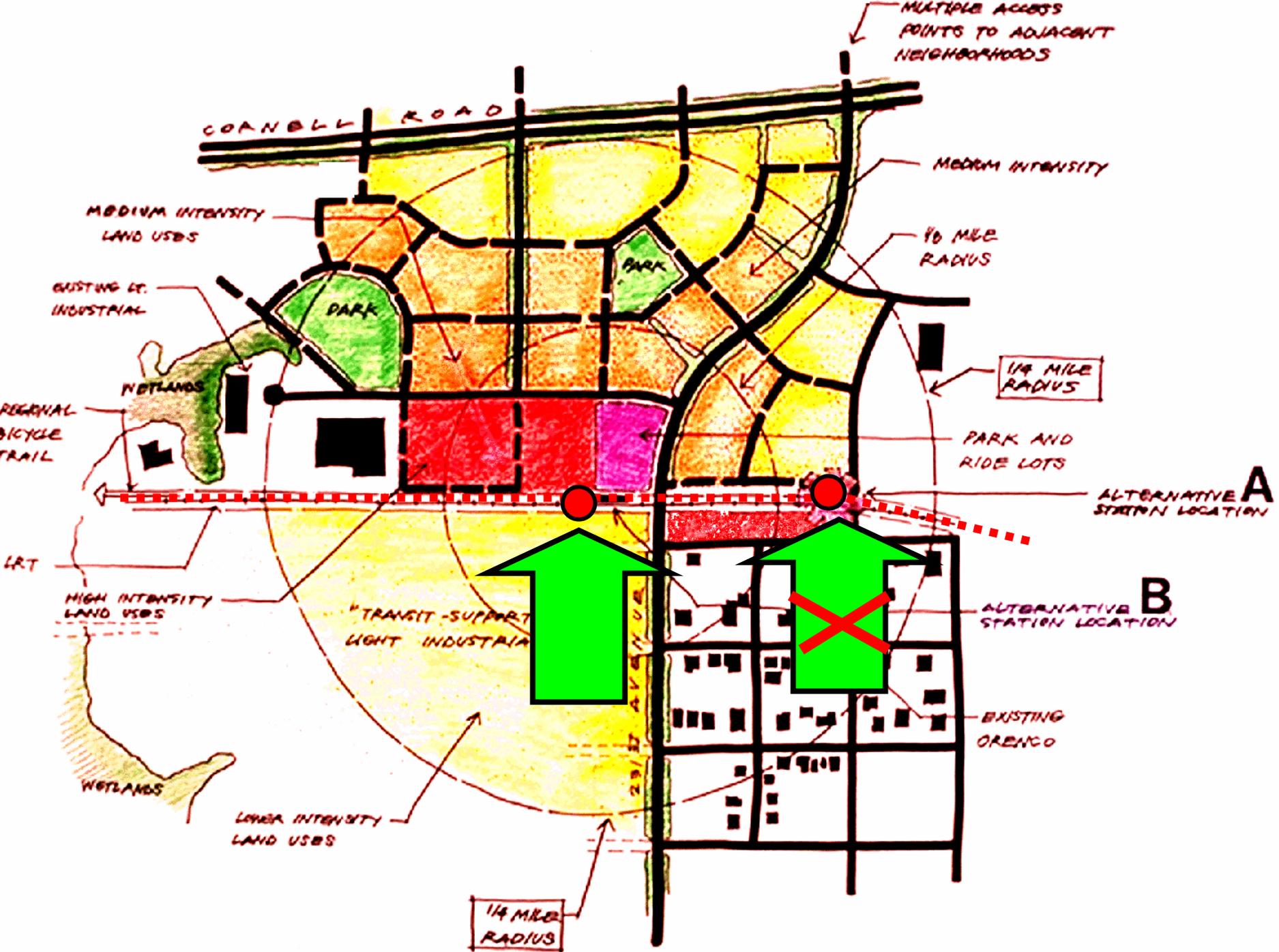
Kenton Station

Orenco Station

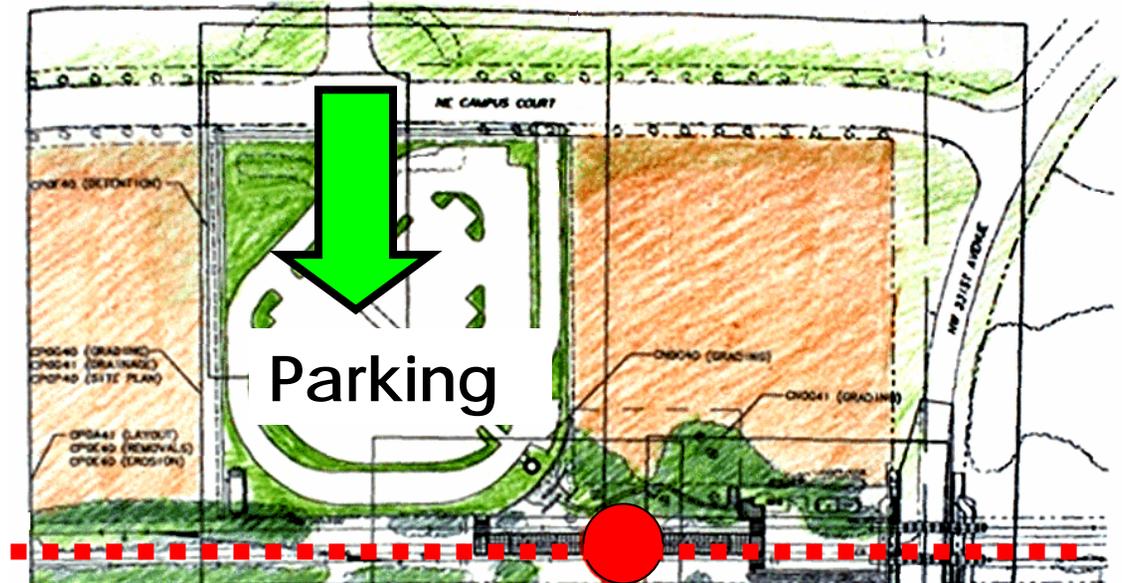
Beaverton Creek Station

Rockwood Station

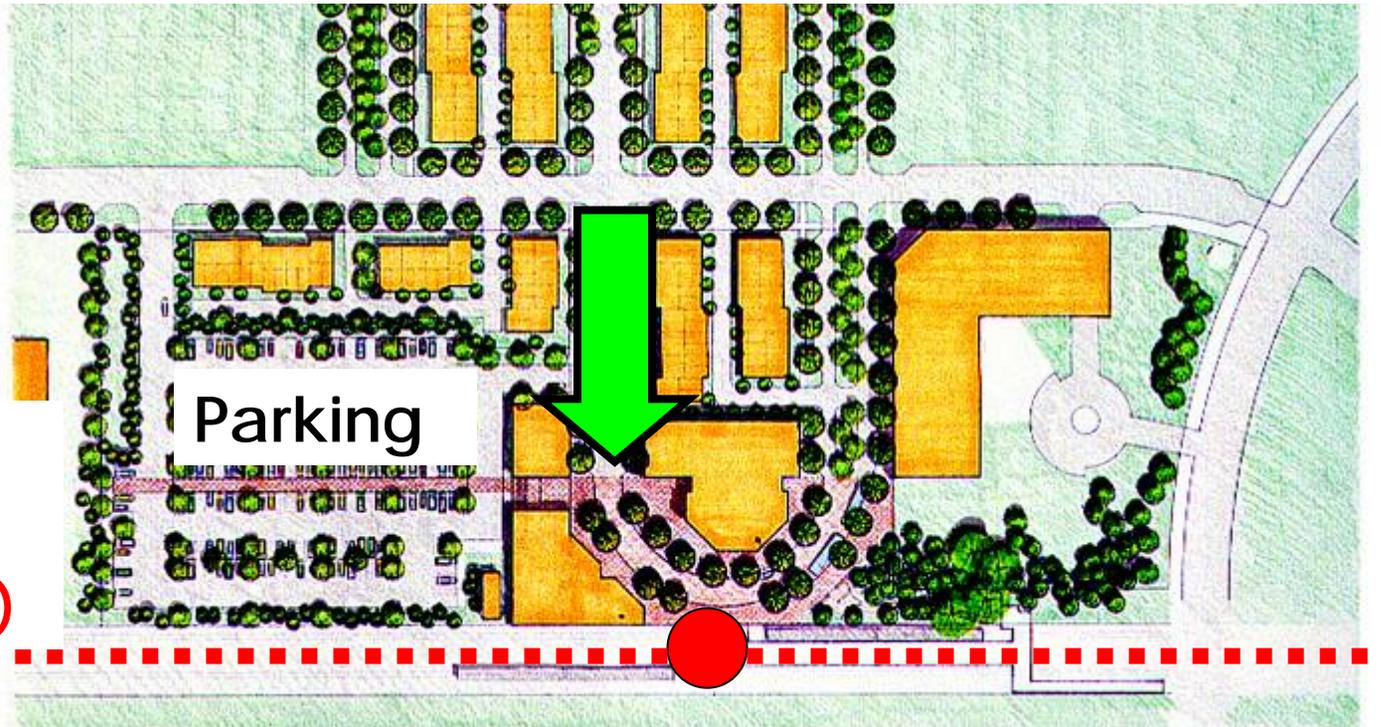
Beaverton Round Station

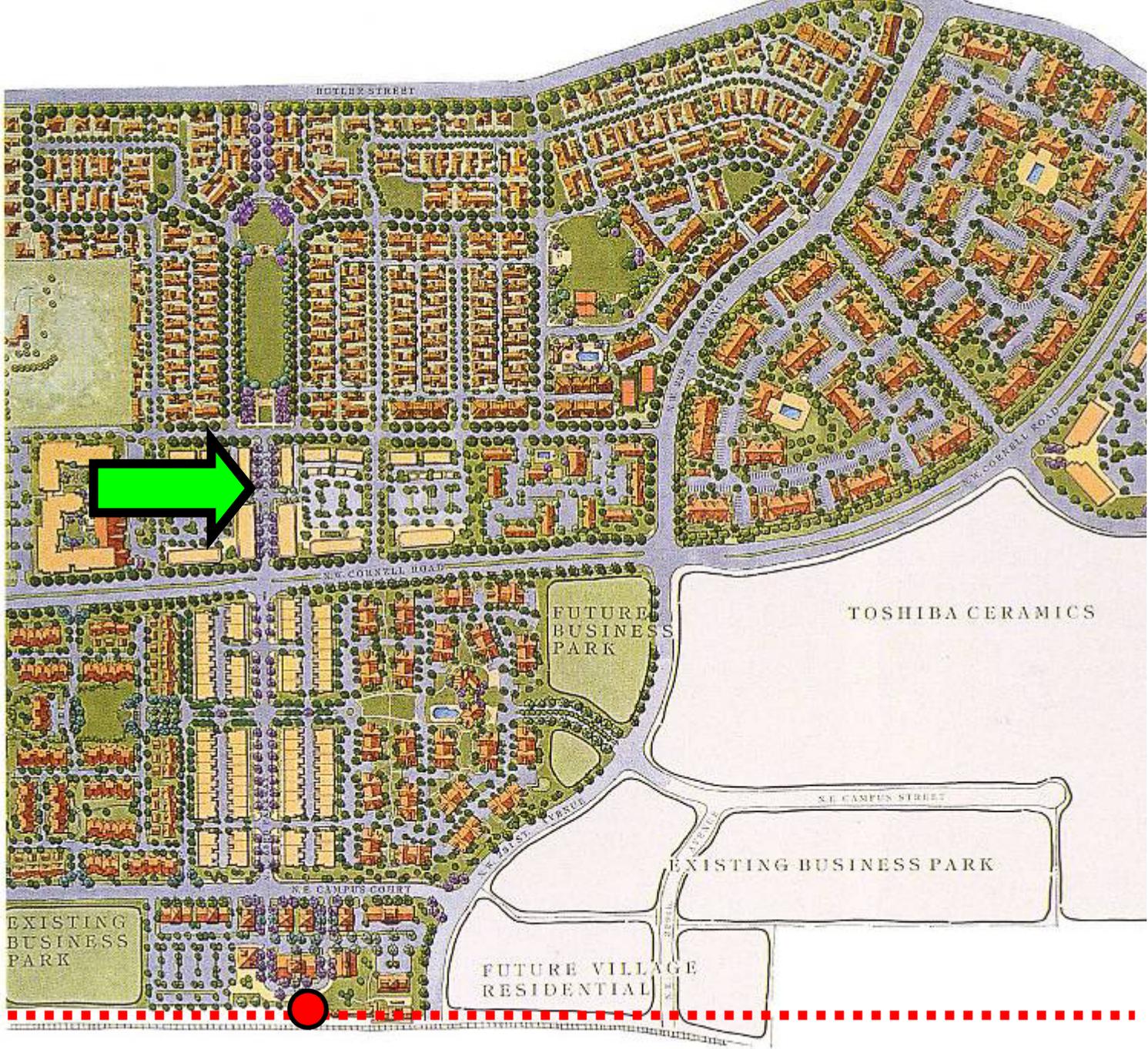


Agency Concept



Design Concept (\$500,000)







Hillsboro development Oregon's top project

Take a mix of housing, parks, a traditional neighborhood "main street" retail area and a community shopping center and what do you have? The DJC's top construction project for 1999.

Orenco Station is a well-publicized and much-honored experiment in mixed-use development taking shape on 190 acres along the westside light-rail line in Hillsboro. It has attracted nationwide attention as an example of "New Urbanism," a move to incorporate the successful elements of traditional neighborhoods as an alternative to sprawl, and has won praise from the likes of Vice President Al Gore, who called it a "smart development" for the type of land-use planning and neighborhood design that's needed to create more livable communities in America.

A main promenade connects Orenco Station to the MAX line, extending from the light-rail station through multifamily housing and the town center retail area, and terminating in the community's main park.

THE
TOP
30
PROJECTS

Traditional architecture, tree-lined streets and numerous open spaces — including two large parks — are signatures of the development. Garages are tucked behind homes on rear driveway lanes, and a large central park with two pavilions serves as the centerpiece of the community.

friendly environment, homes are closer to the street and feature detailed Craftsman and English Cottage exteriors, many with front porches. Single-family, detached and attached homes are integrated to help create the look and feel of a traditional neighborhood. Carriage rooms can be built out above the garages to extend or separate living spaces.

At the heart of Orenco Station is a mixed-use town center of shops, restaurants and offices with loft residences above. Also in the town center are live/work townhomes reminiscent of San Francisco or Boston neighborhoods, with workspaces below and living spaces above. These are served by rear driveway lanes, and the street is designed to capture the essence of a neighborhood business district.

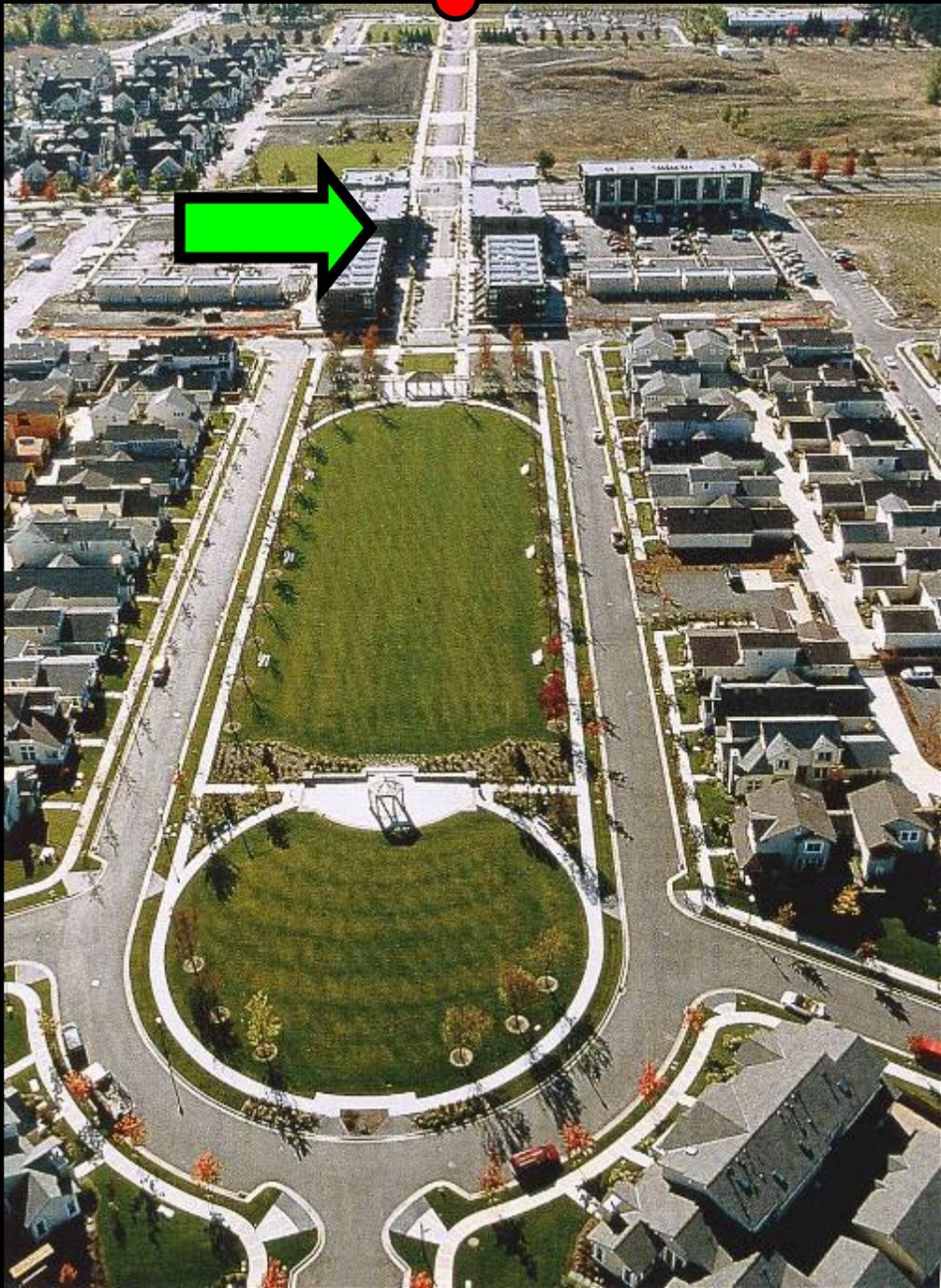
At the southeast corner of the community, located at the intersection of Cornell and Cornelius Plus roads, is The Crossroads at Orenco Station, a 50-acre, mixed-use development that features a supermarket, sporting goods store and other retailers.

The entire Orenco Station community adheres to certain design guidelines and common village architectural themes, features and materials.

Pacific Realty Associates (PacTrust) is the master developer for Orenco Station and will own and manage the two commercial sites.

PacTrust has teamed up with Costa Pacific Homes to build approximately 450 single-family cottages and townhomes. A pair of neighboring multifamily projects featuring nearly 1,400 apartments are being built by Simpson Housing and Fairfield Investments.

The land-planning team also consists of PacTrust, Iverson & Associates, Fletcher Farr Ayotte, Walker & Macy and Alpha Engineering Inc.





LEFT TURN
YIELD TO
ONCOMING
TRAFFIC

NW CORNELL RD

STARBUCKS COFFEE







The friendliest store in town since 2001

Dec Sha
Antipersp



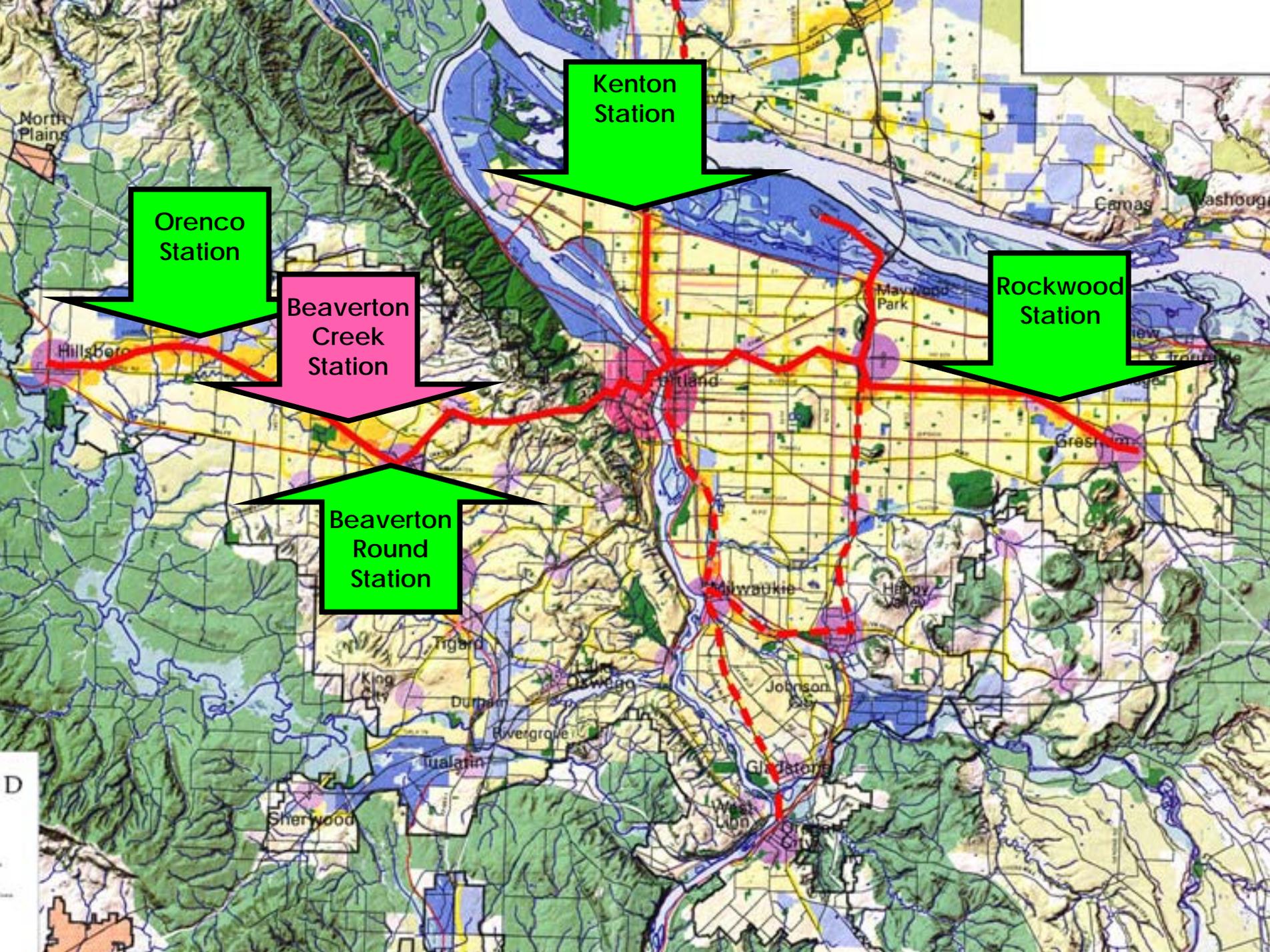




Station Area Planning

Lessons Learned – Orenco Station

- 1) The **station location can have a significant impact on future development potential.**
- 2) The station area “neighborhood hub” must be located and designed using fundamental economic siting requirements.



Kenton Station

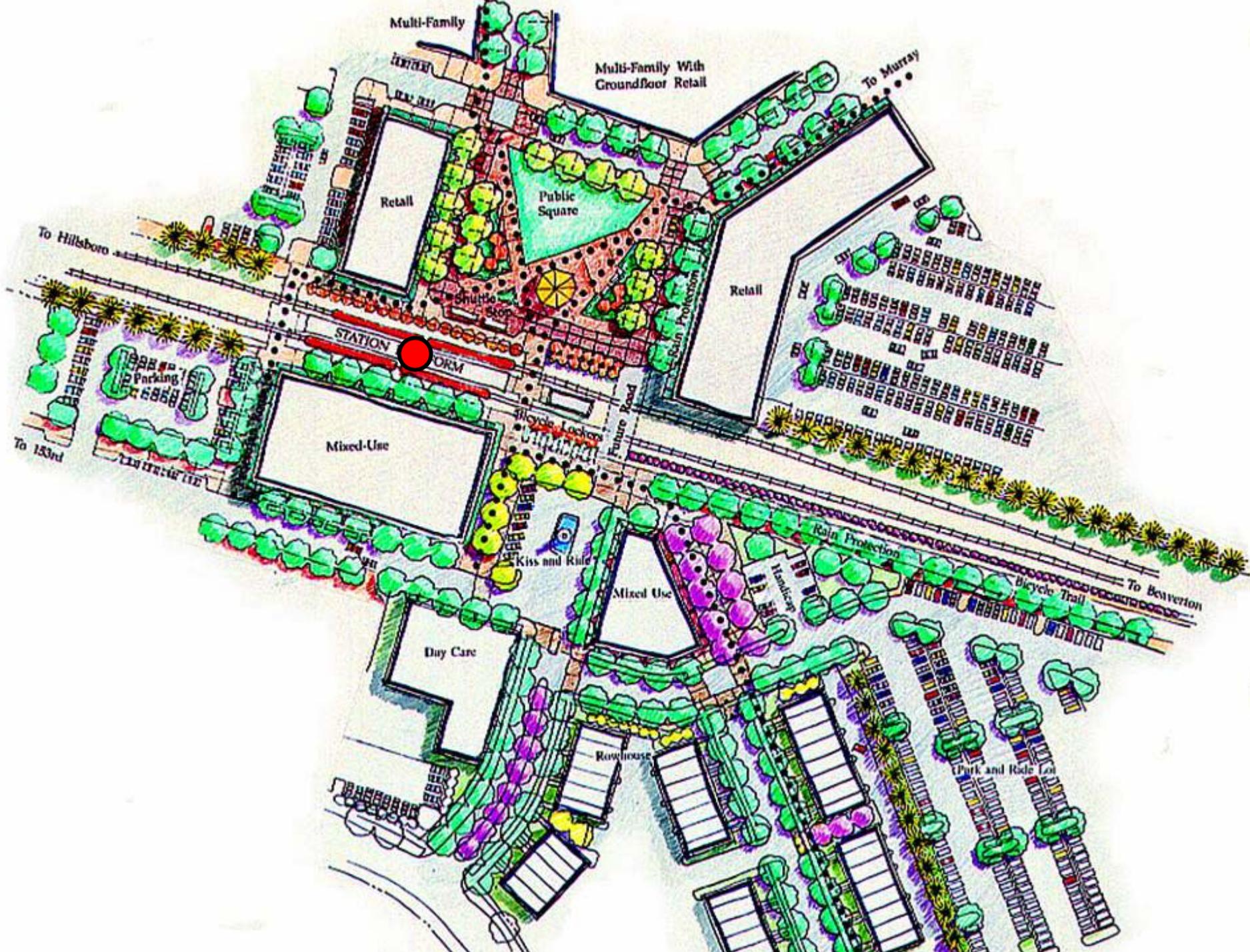
Orenco Station

Beaverton Creek Station

Rockwood Station

Beaverton Round Station

D



Multi-Family

Multi-Family With Groundfloor Retail

Retail

Public Square

Retail

STATION

Mixed-Use

Mixed Use

Day Care

Recreation

Park and Ride

To Hillsboro

To 153rd

To Murray

To Beaverton

Bicycle Lanes

Kiss and Ride

Rain Protection

Bicycle Trail

Shuttle Stop

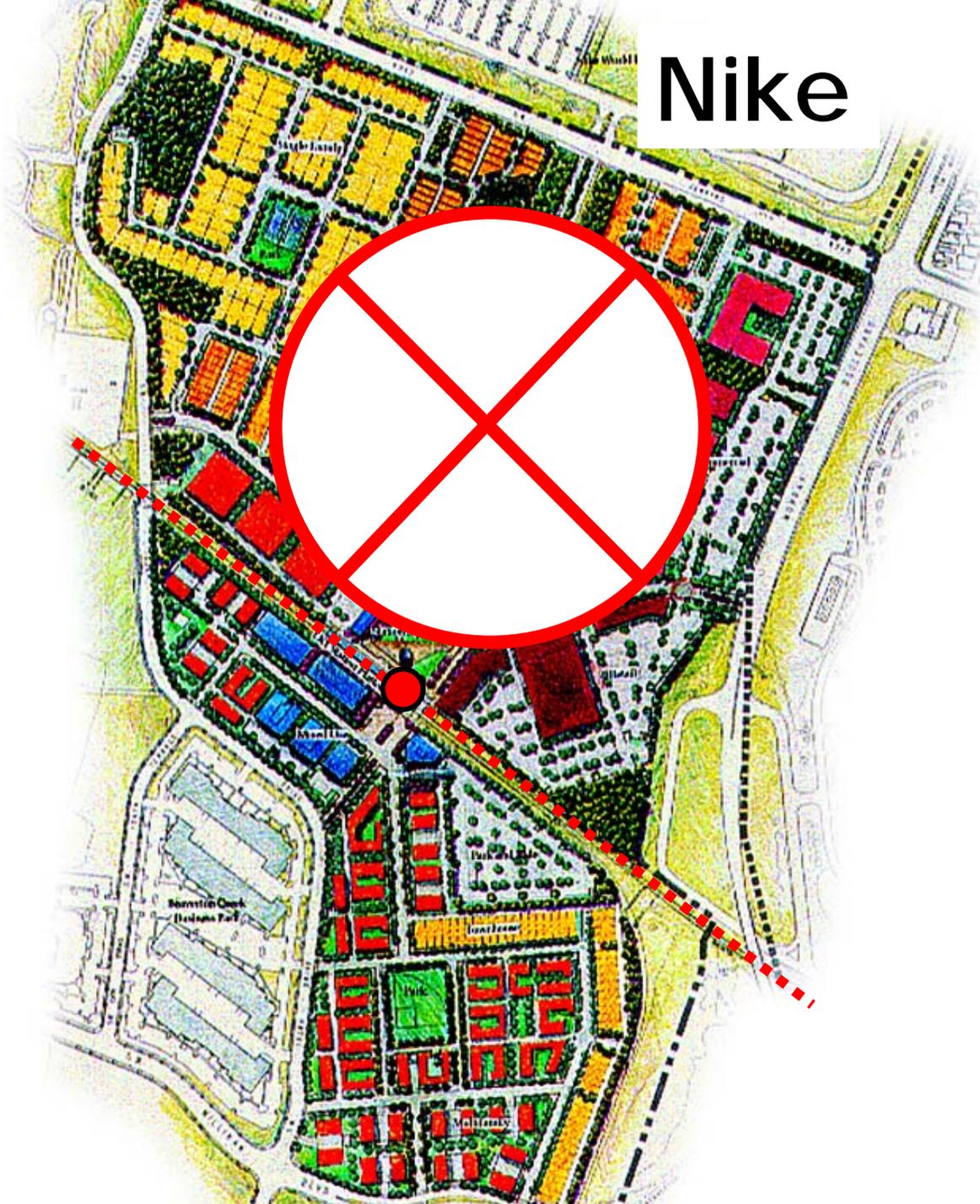
Future Road

Handicap





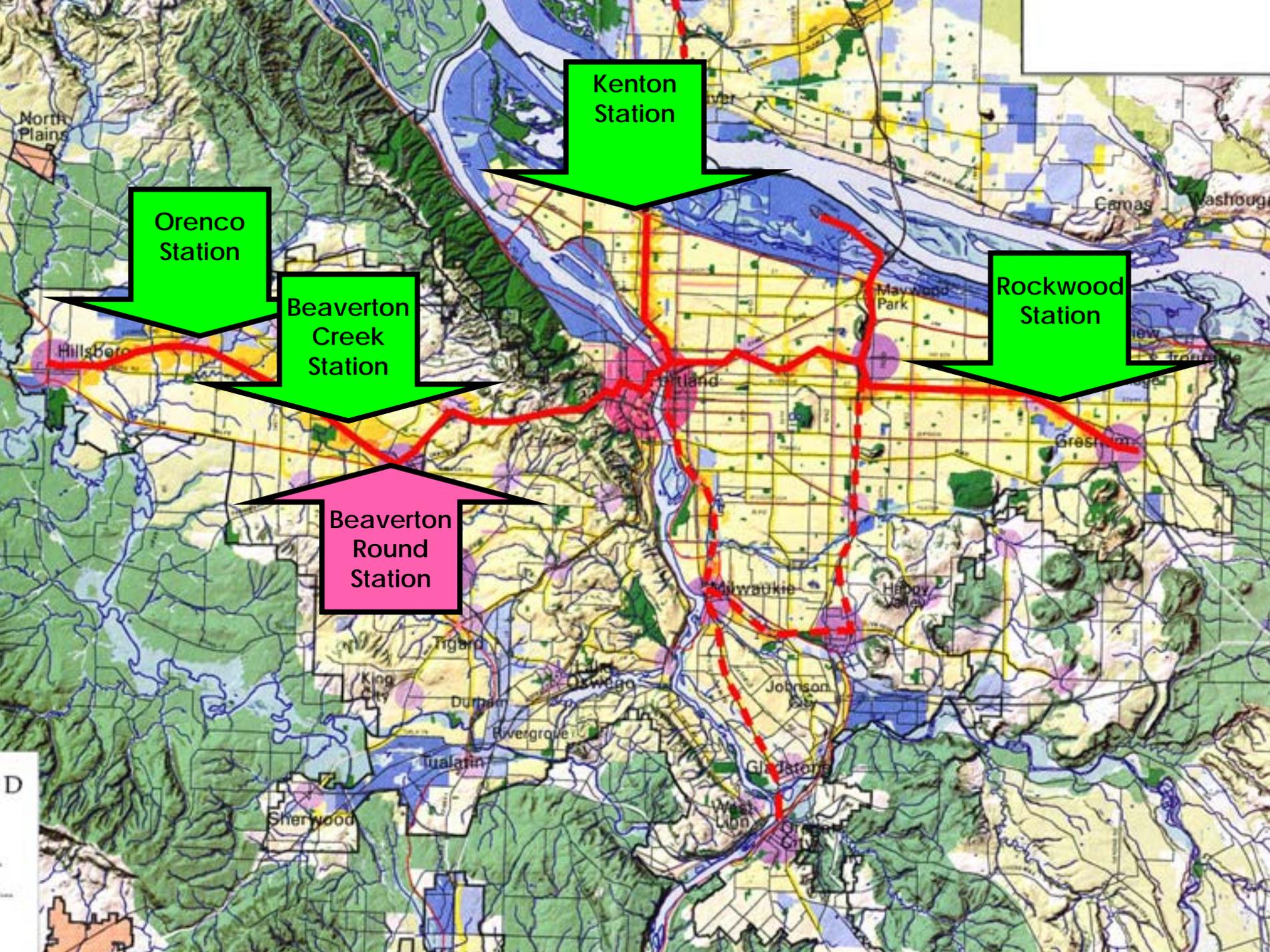
Nike



Station Area Planning

Lessons Learned – Beaverton Creek

- 1) Station area development plans – land use and circulation frameworks – need to be developed concurrent with preliminary engineering.
- 2) Supporting **ordinances and design guidelines need to be adopted** to ensure plan implementation.



Kenton Station

Orenco Station

Beaverton Creek Station

Rockwood Station

Beaverton Round Station

COMING SOON.



the Round



Beaverton, OR



Beaverton looks to take control of the Round

City officials want to bring in their own developer to finish the beleaguered downtown centerpiece

The Round was expected to include stores, offices, condominiums, apartments, a movie theater and a hotel surrounding a brick courtyard, all accessible by light rail.

If the land goes into foreclosure, it could be sold at a sheriff's sale. If that happens, the city would be in danger of losing the land altogether.

Offer for land fails

Beaverton downtown deal collapses again

Contractors who have gone unpaid balk at a deal in which the city would take over the Round at Beaverton Central

By AARON FENTRESS
THE OREGONIAN

BEAVERTON — Lienholders have turned down a proposed deal expected to save the Round at Beaverton Central, leaving the city and developers looking for other ways to complete the perpetually-under-construction downtown core.

Beaverton had offered to buy the 4.5-acre site from BCB Group Developers LLC for \$3.4 million over two years. That

money would have gone to about 75 contractors owed \$4.8 million to keep them from foreclosing on the property on Southwest Watson Avenue, just north of Canyon Road.

A handful of lienholders wary about giving up their lien rights, however, did not like the deal because it lacked guarantees that future city administrations would continue to make the staggered payments.

If nothing is resolved, lienholders could begin foreclosure proceedings that could result in a sheriff's sale of the property. But most have indicated that they would like to see the project completed.

Beaverton officials made the purchase offer to try to avoid foreclosure. They remain hopeful the project will be com-

pleted by either BCB or another developer, said Linda Adlard, Beaverton chief of staff and lead negotiator for the city. But securing an investor has proved difficult.

Beaverton and BCB have begun discussing other alternatives to save the project, envisioned as an amalgamation of stores, offices, condominiums, apartments, a movie theater and hotel surrounding a brick courtyard and accessible by light rail.

At this point, Beaverton taxpayers are not losing money on the project. Beaverton exchanged the land, valued at \$2.7 million, to BCB for its work on preparing the soft soil for construction. That work cost about \$3 million more than the land's value, prompting Beaverton to give BCB a \$3 million tax break over 10

Please see **ROUND**, Page C7

Round: Developer ran out of cash

Continued from Page C1

years after completion of the project.

“The reality is that all of the creditors are victims and they have the right to

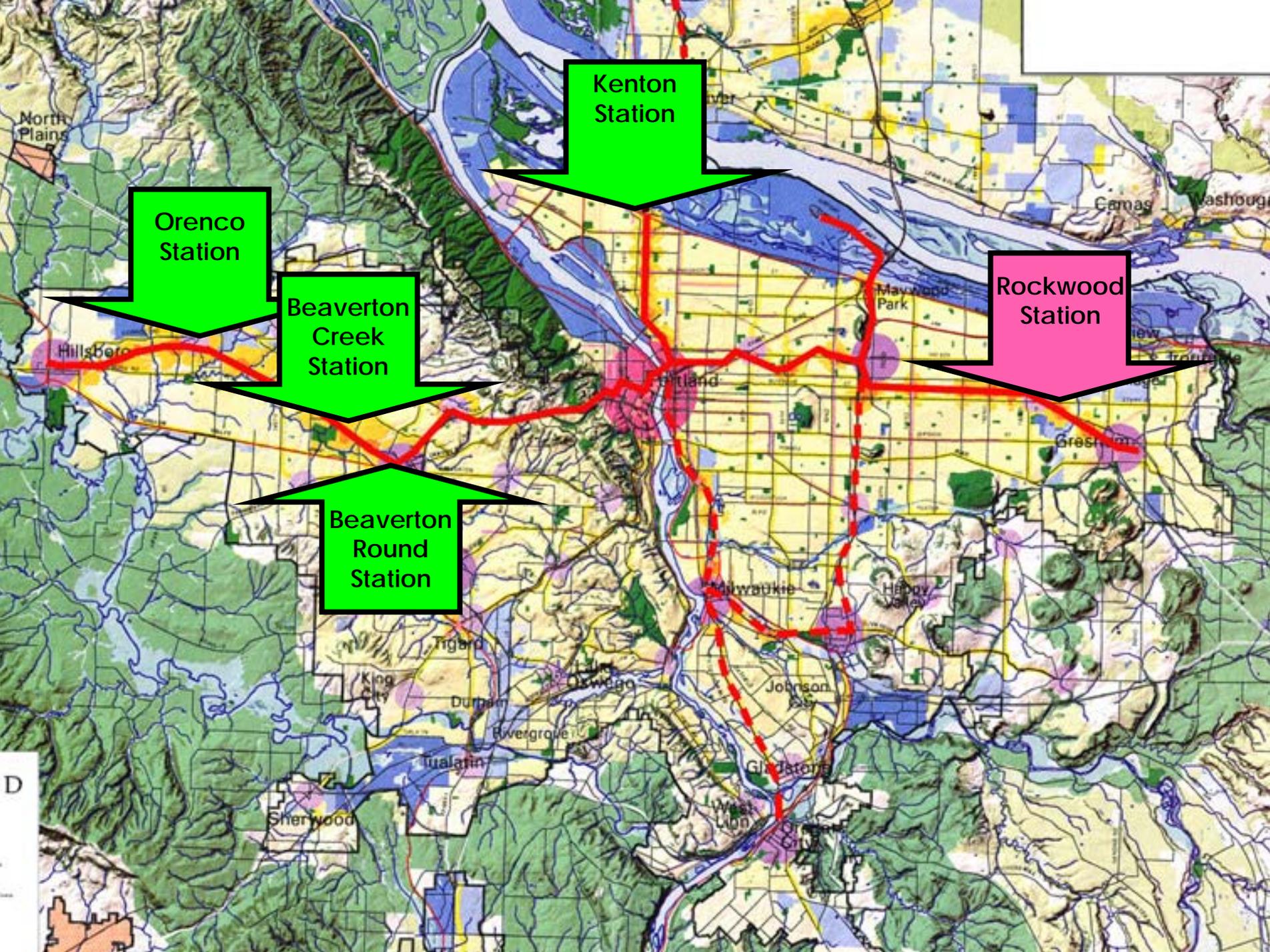
the \$2.9 million in liens now, she said.

That means contractors would probably end up having to settle

Station Area Planning

Lessons Learned – Beaverton Round

- 1) **Developer offerings are not a substitute for a station area framework plan**
- 2) **Developer offerings should be responsive to an adopted framework plan**



Kenton Station

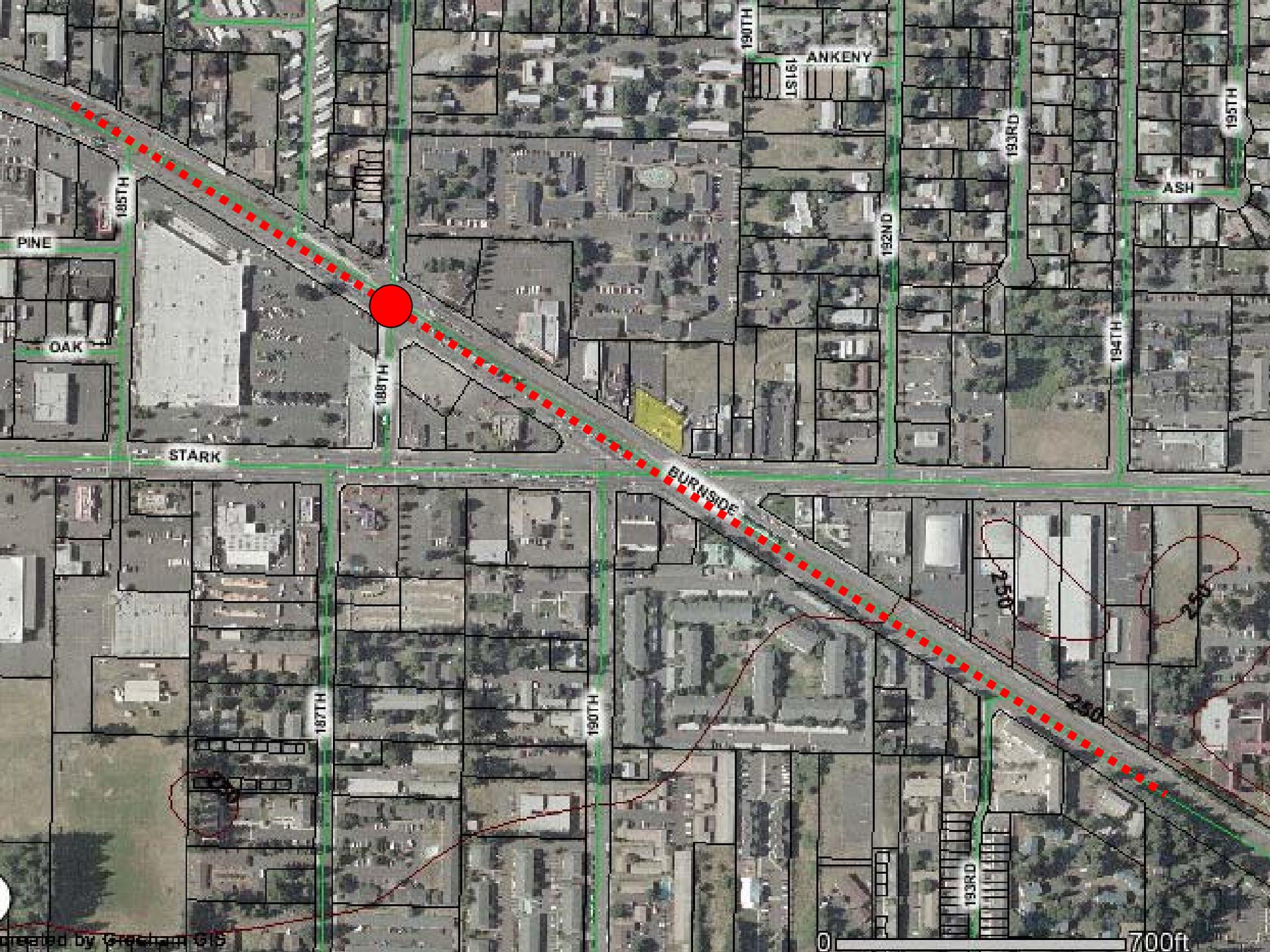
Orenco Station

Beaverton Creek Station

Rockwood Station

Beaverton Round Station

D





17 years later ...



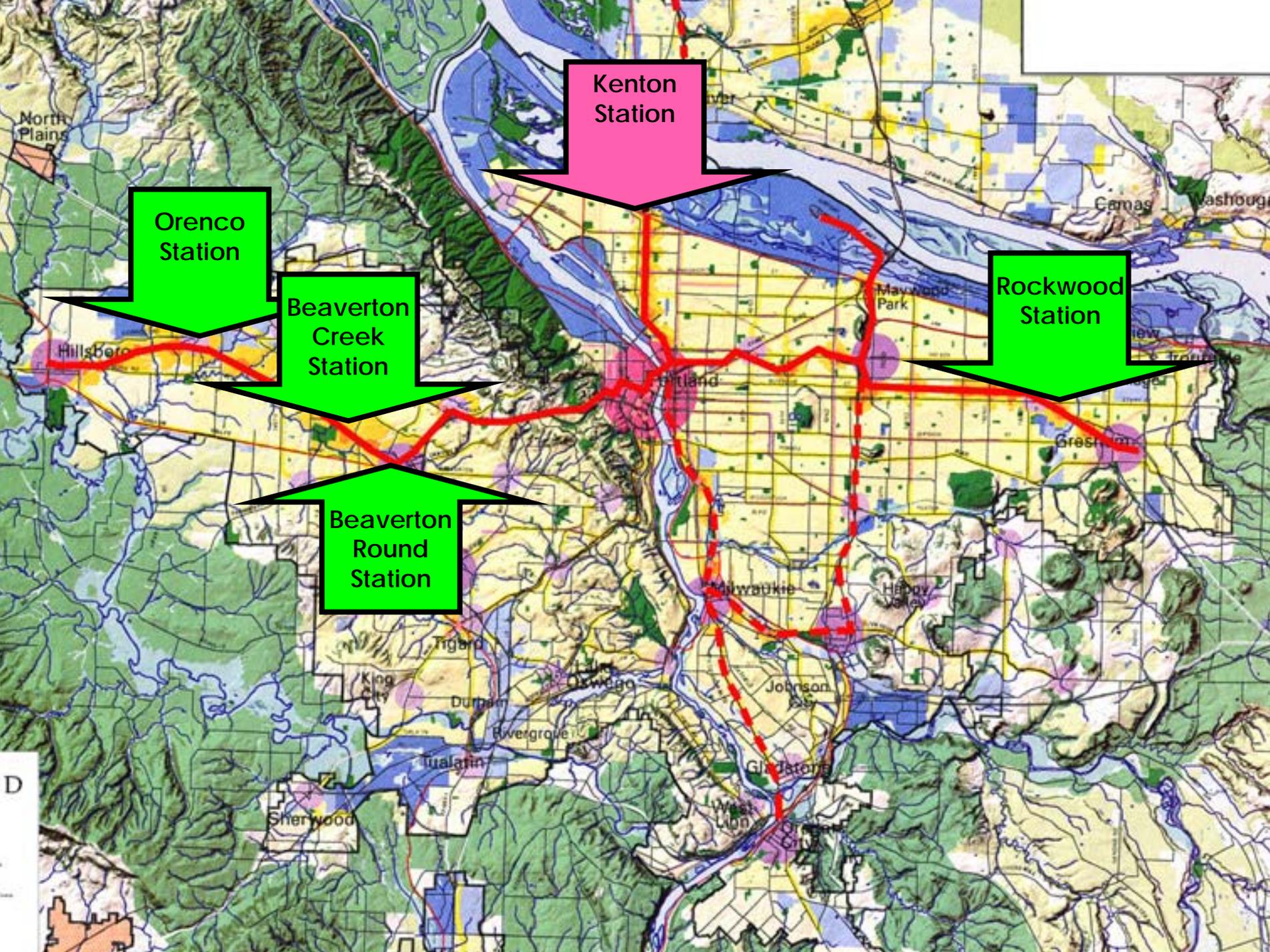




Station Area Planning

Lessons Learned – Rockwood

- 1) **A transit station alone will not stimulate development.**
- 2) A station area development framework plan is necessary to create investor interest.



Kenton
Station

Orenco
Station

Beaverton
Creek
Station

Rockwood
Station

Beaverton
Round
Station

D





Without

Development Framework
\$9.5 Million



With

Development Framework
\$83.5 Million

Development Comparison

Development Type	Existing Framework			Development Framework		
	Units	Area	Value	Units	Area	Value
Residential						
▪ Town Houses	38	-	\$ 5,320,000	39	-	\$ 5,460,000
▪ Housing	45	-	\$ 2,880,000	564	-	\$43,032,000
Office						
▪ New	-	11,000	\$ 1,155,000	-	43,000	\$ 4,515,000
▪ Renovated	-	-	-	-	11,000	\$ 1,100,000
Retail						
▪ New	-	-	-	-	75,300	\$ 7,153,000
Service Commercial						
▪ New	-	-	-	-	10,000	\$ 950,000
Light Industrial						
▪ New	-	-	-	-	93,000	\$ 4,185,000
Denver Ave. Renovation						
▪ Lofts	-	-	-	8	-	\$ 800,000
▪ SRO & Apartments	-	-	-	68	-	\$ 2,624,000
▪ Office	-	-	-	-	9,000	\$ 900,000
▪ Retail	-	-	-	-	82,600	\$ 3,717,000
Parking	-	-	\$ 186,000	-	-	\$ 9,064,000
Total	83	11,000	\$ 9,541,000	679	323,900	\$83,500,000

Revenue Benefit

						Station Area	
						Without	With
						Development	Development
						Plan	Plan
INVESTMENT							
1) Public Improvements						\$0	\$9.5 Mill.
2) Private Development						\$9.5 Mill.	\$83.5 Mill.
3) Land Acquisition (Net Neutral)						\$0	\$0
NEW REVENUES (Annual)							
1) Taxes From New Development (\$20/\$1000 of assessed value)						\$190,000	\$1,670,000
2) Taxes From Existing Development Upgrade (Not Included)						plus	plus
3) Farebox Income (10 % of new trips on transit)						\$52,000	\$582,000
						\$242,000	\$2,252,000
NEW EXPENSES (Annual)							
1) Annual Debt Service (\$9.5 Mill. @ 5.5% with 10 year payoff)						\$0	\$1,237,200
2) Operating Expenses (Not Included)						minus	minus
						\$0	\$1,237,200
SUMMARY							
1) New Revenues						\$242,000	\$2,252,000
2) Less: New Expenses						\$0	\$1,237,200
PUBLIC REVENUE BENEFIT (Annual)						\$242,000	\$1,014,800

Station Area Planning

Lessons Learned - Kenton

A development framework can:

- 1) Enhance the existing neighborhood.
- 2) Stimulate transit supportive development by minimizing the investor's risk.
- 3) Increase tax increment revenues.
- 4) Increase transit ridership.

Fundamentals

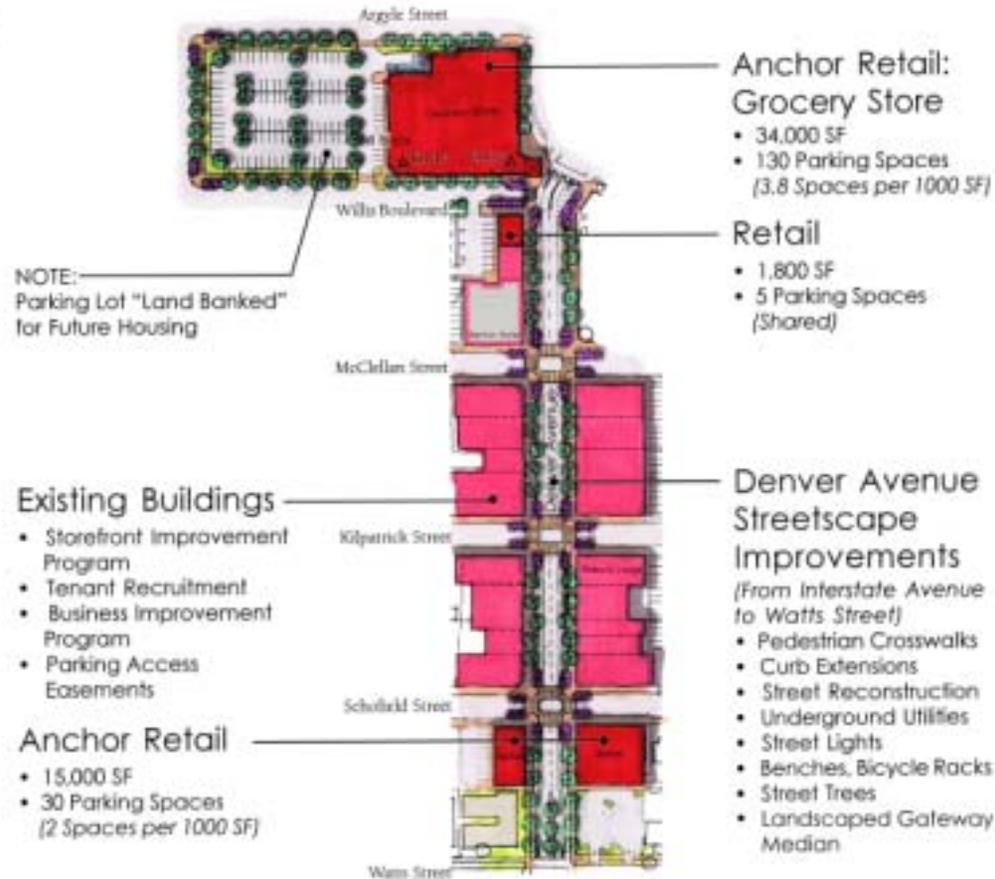
- 1) Picking the Best Alignment
- 2) Alignment Design
- 3) Station Area Planning
- 4) Implementation



Priorities

Priority

1



Public Investment \$ 1,800,000 1.0

Private Investment \$ 13,100,000 7.0

Investment Potential

	Private Investment	Public Investment	Investment Ratio
Priority 1	\$13,100,000	\$1,800,000	7/1
Priority 2	\$ 7,200,000	\$ 700,000	10/1
Priority 3	\$26,600,000	\$ 900,000	30/1
Priority 4	\$12,600,000	\$ 600,000	21/1
Priority 5	\$ 4,500,000	\$ 500,000	9/1
Total	\$64,000,000	\$4,500,000	14/1
Other	\$19,500,000	\$2,600,000	7/1
Community Center	-	\$2,400,000	
Total	\$83,500,000	\$9,500,000	9/1

Implementing Plans

Lessons Learned – All Stations

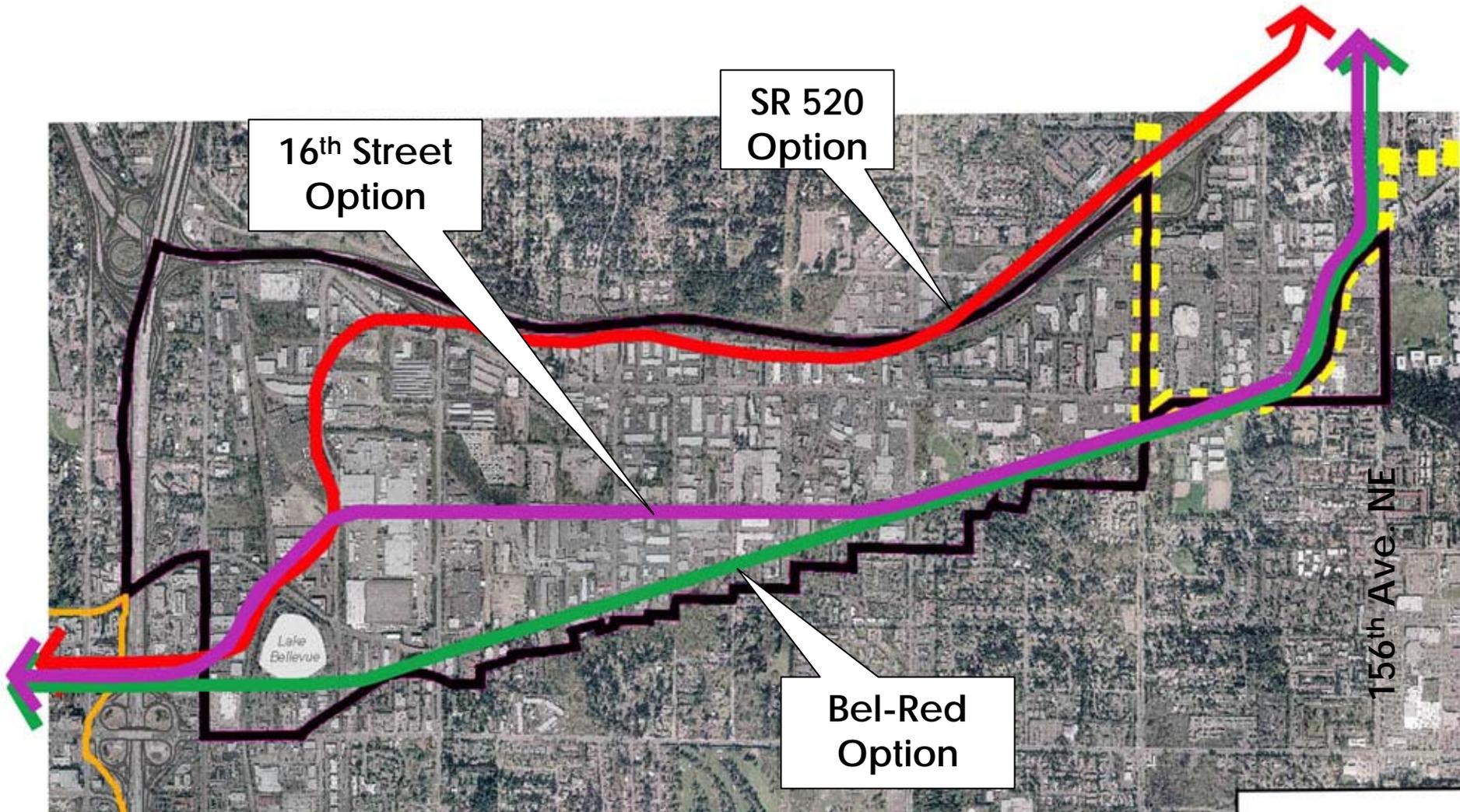
An implementation strategy requires:

- 1) Identifying catalyst projects.
- 2) Estimating costs for catalyst projects - public and private.
- 3) Establishing project priorities.
- 4) Developing zoning ordinances and design guidelines.
- 5) **Assigning responsibilities and preparing a schedule.**
- 6) Constructing street and open space improvements to catalyze private development.

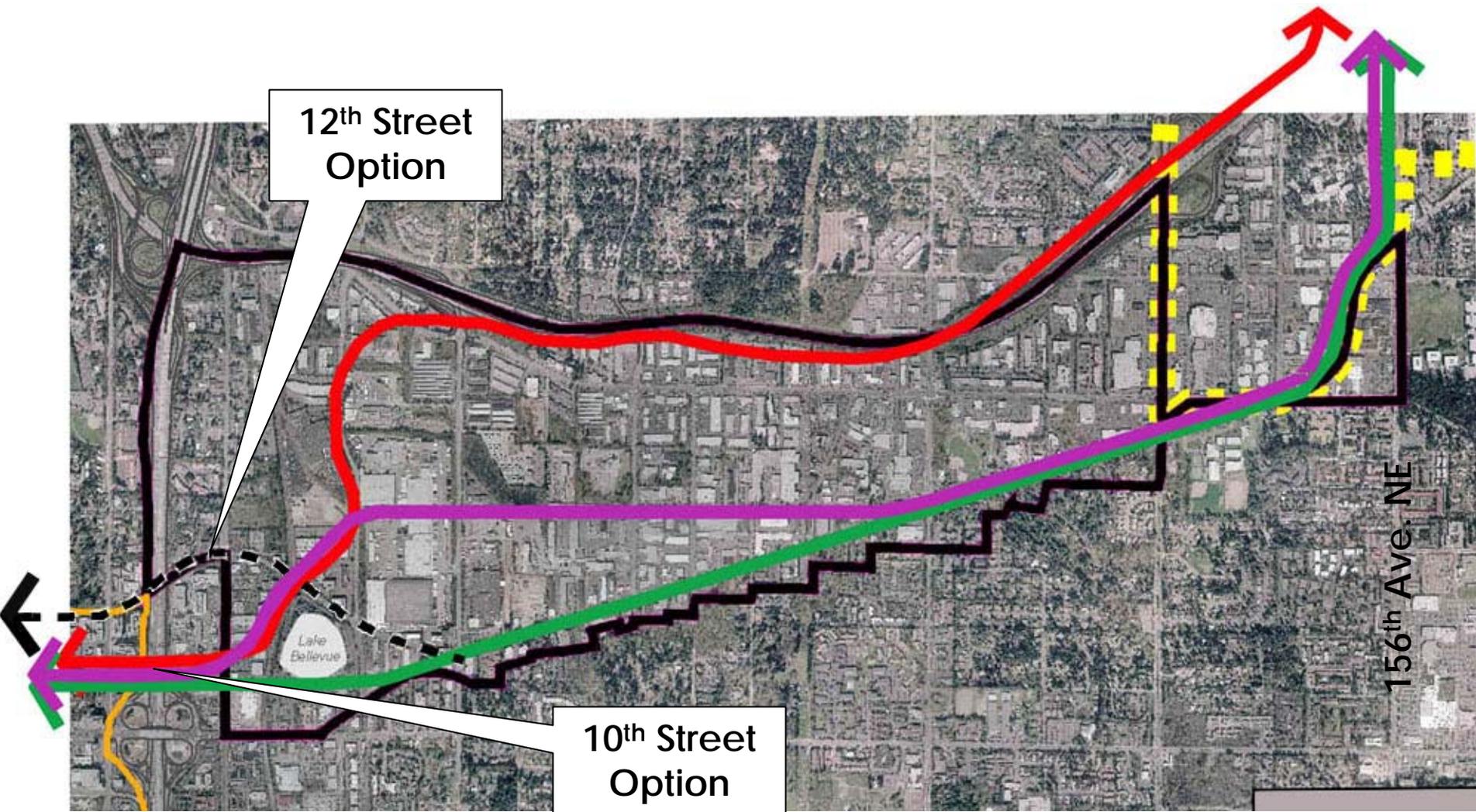


Bel-Red Corridor Study

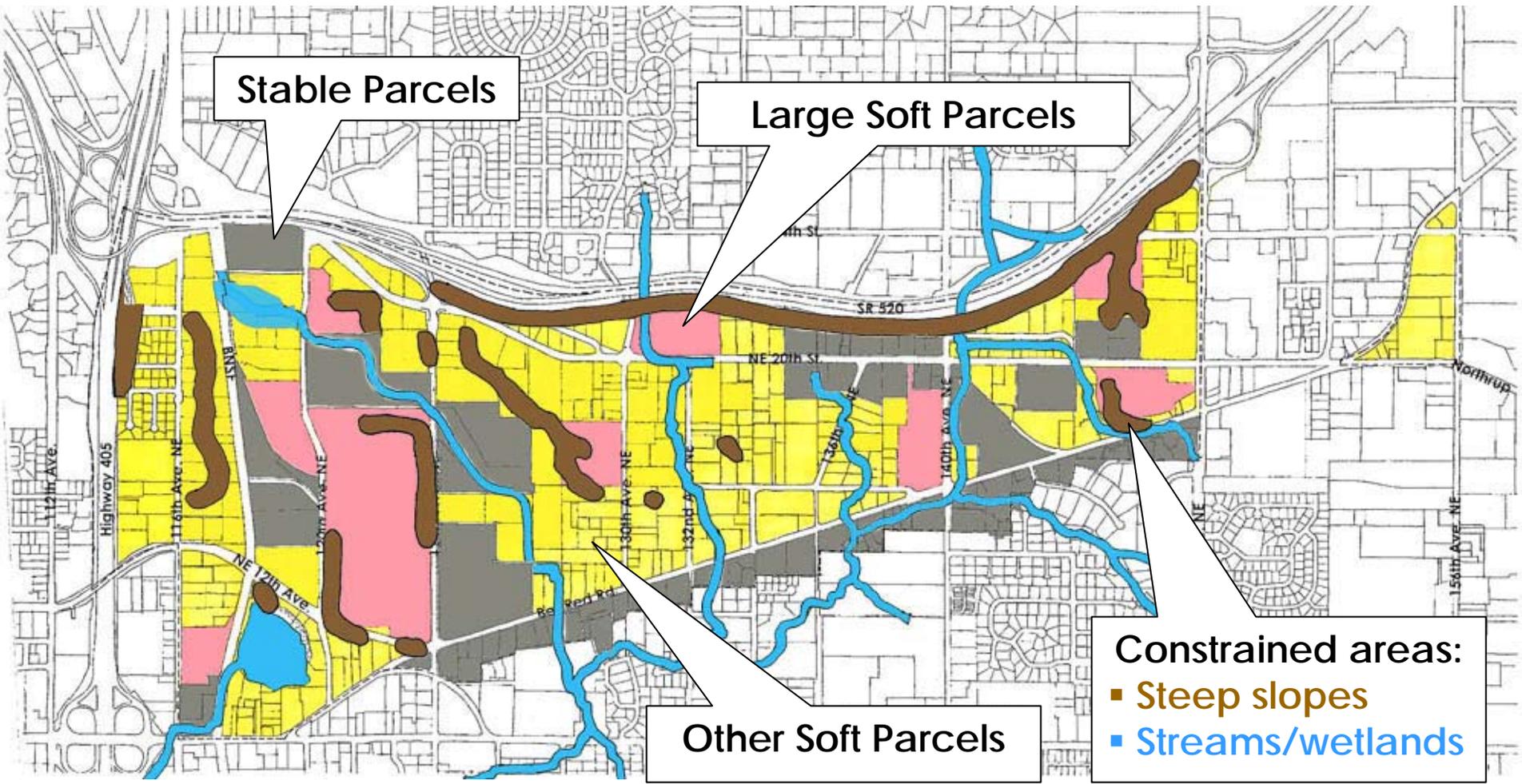
January 19, 2004



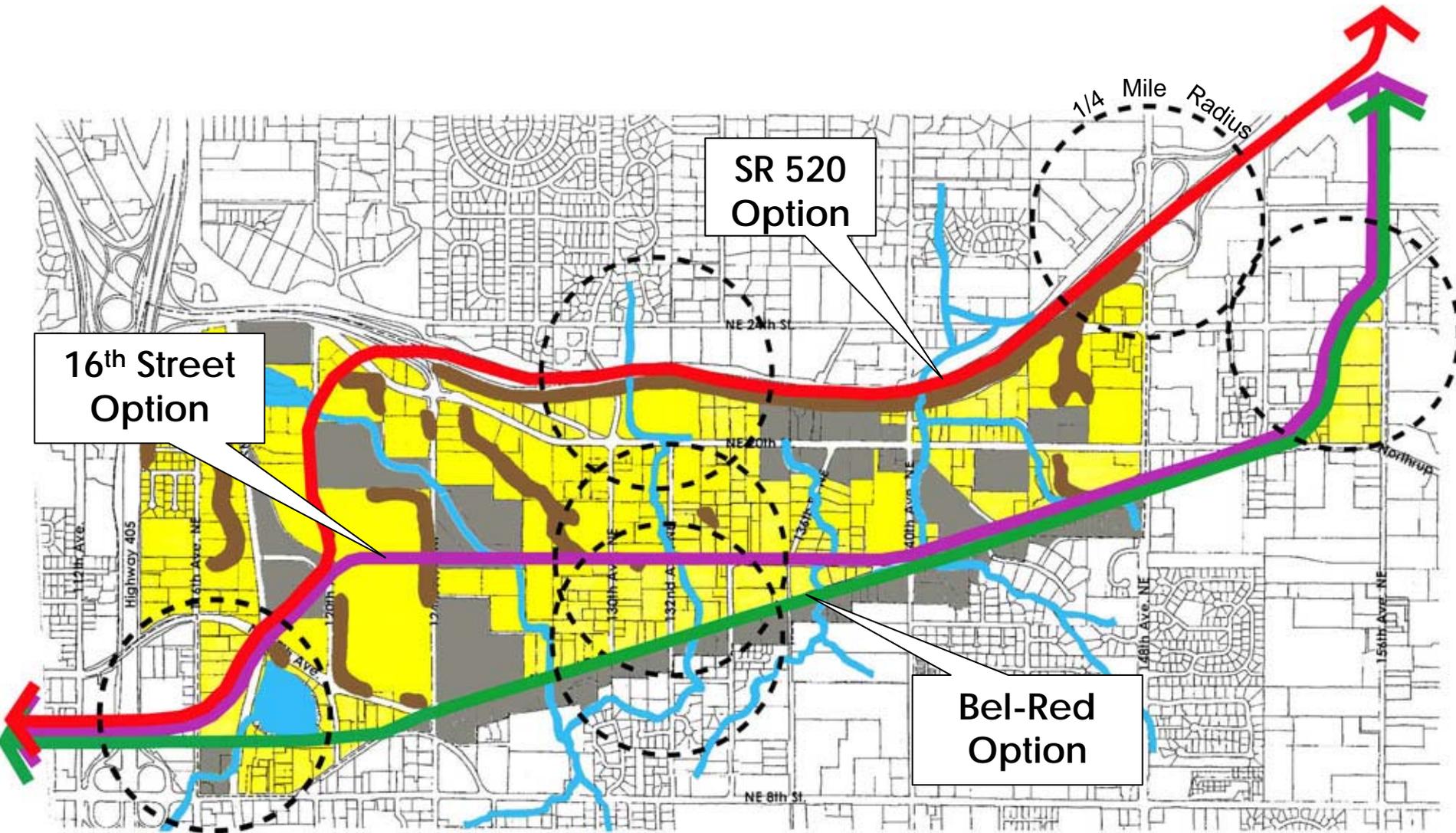
Alignments



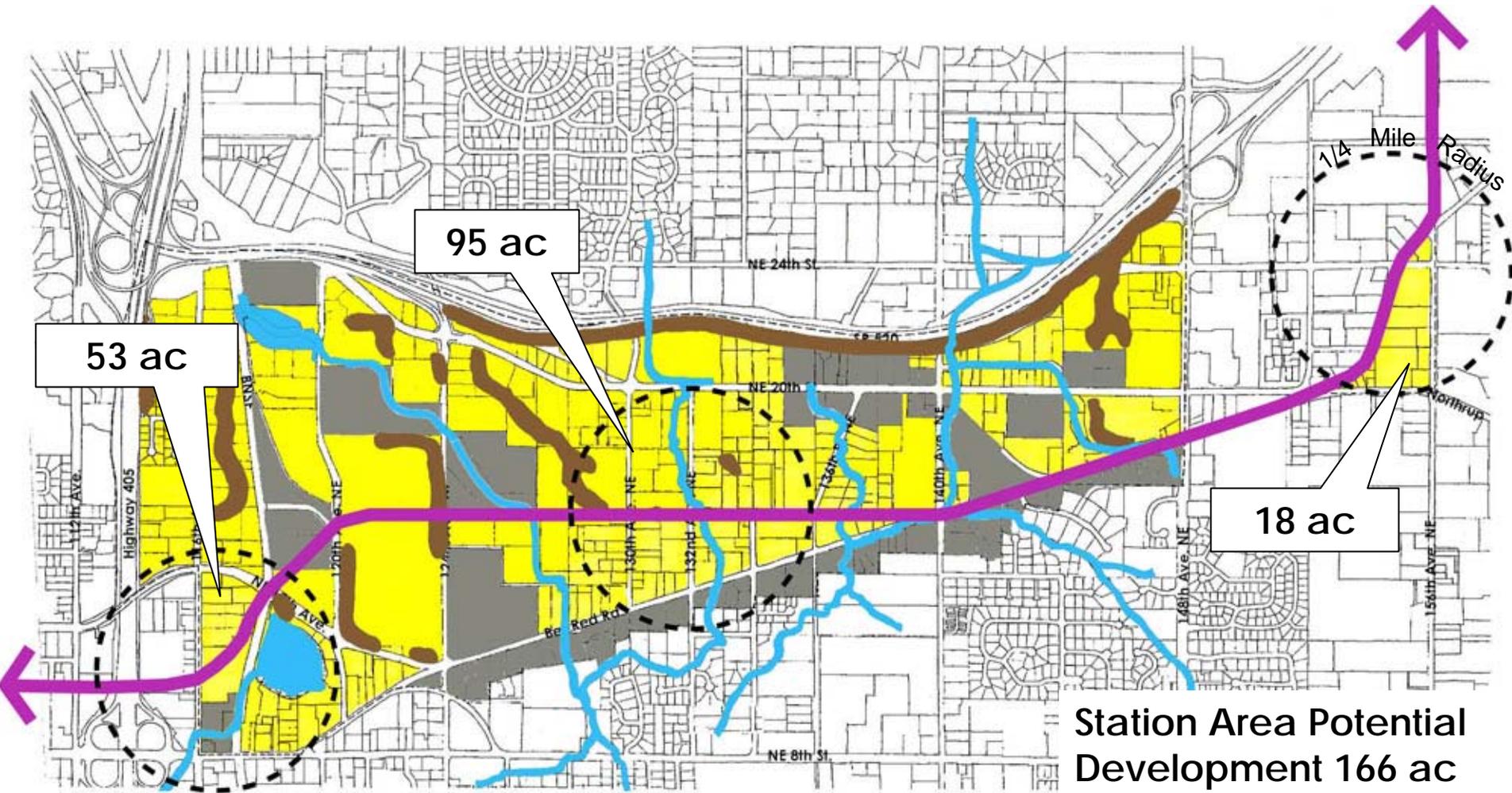
I-405 Crossing Alternatives



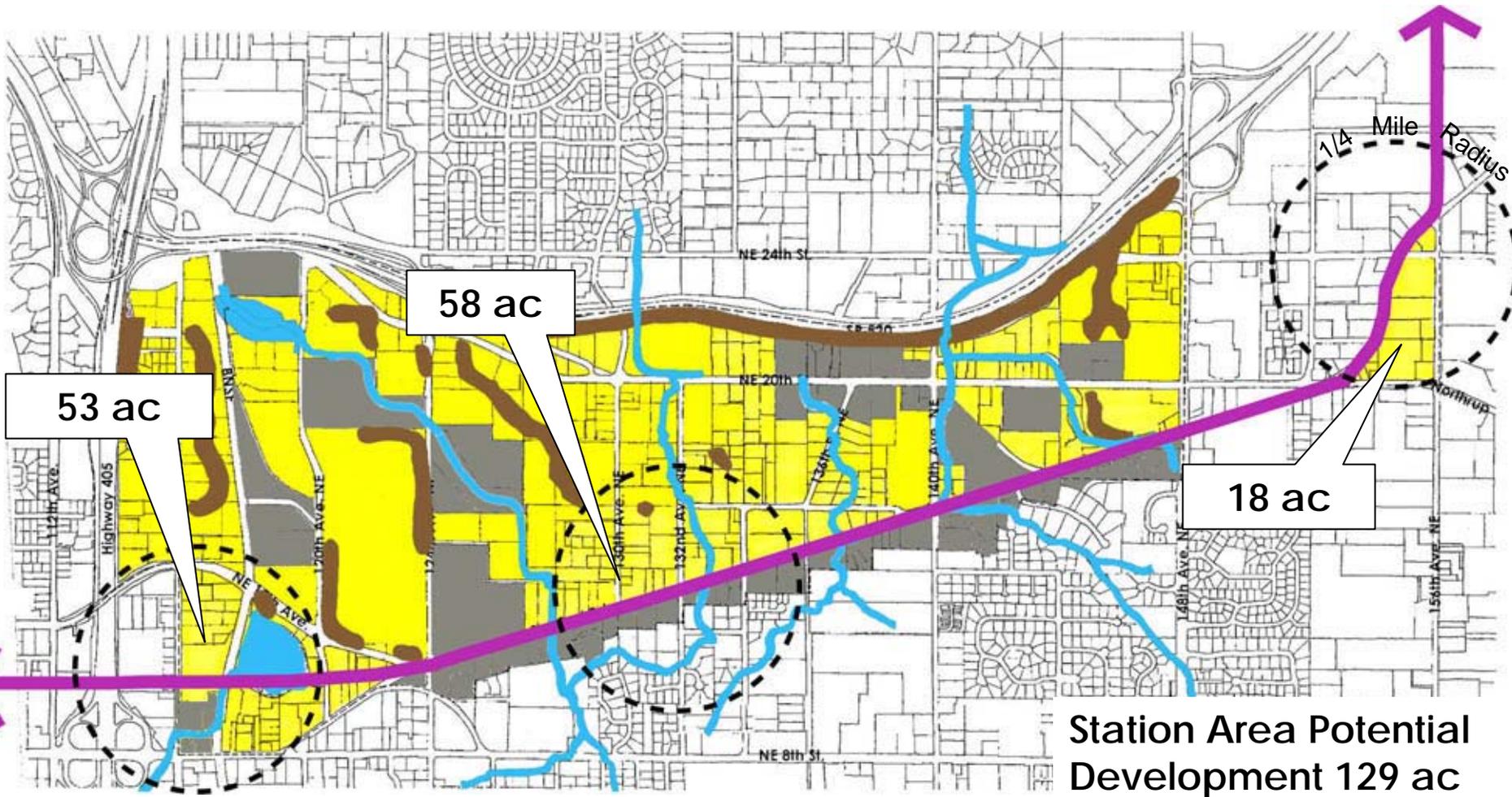
Potential Development Areas



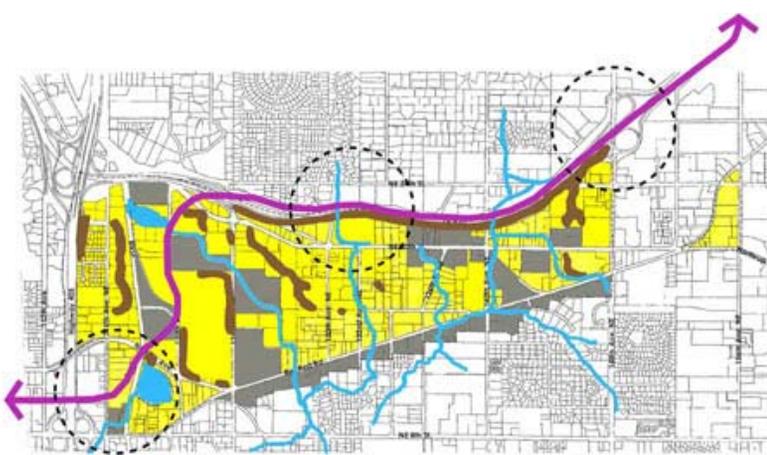
Potential Alignments



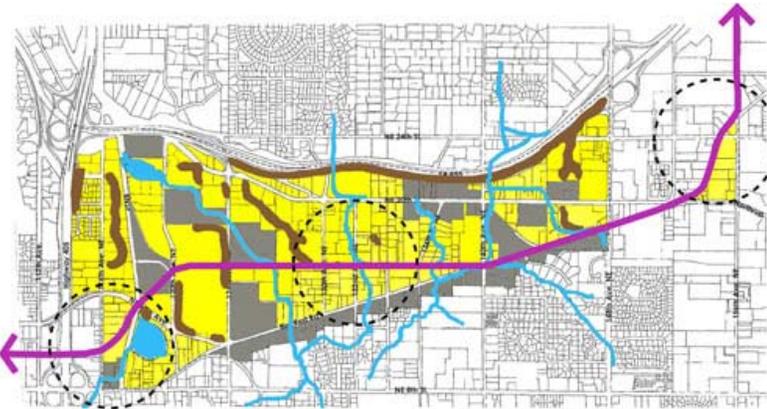
16th Street Alignment Option



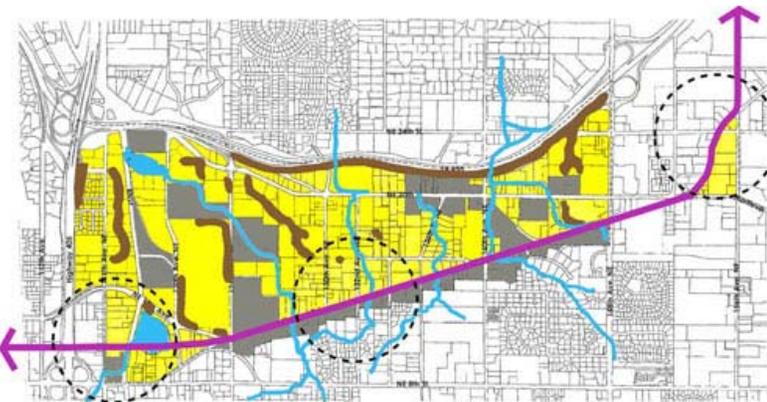
Bel-Red Alignment Option



SR 520 Option
92 ac



16th Street Option
166 ac



Bel-Red Road Option
129 ac

Station Area Potential Development



Bel-Red Corridor Study

January 19, 2006