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## **CITY OF BEAVERTON STAFF REPORT**

**STAFF REPORT DATE:** Wednesday, January 15, 2020

**HEARING DATE:** Wednesday, January 22, 2020

**TO:** Planning Commission

**STAFF:** Rob Zoeller, Associate Planner

**PROPOSAL:** **CPA2019-0005 (Comprehensive Plan Vol. I. Ch. 3 Land Use Element and Ch. 4 Housing Element, and Vol. V Downtown Beaverton Regional Center Community Plan)**

**SUMMARY:** The City of Beaverton proposes to amend the Comprehensive Plan by updating the Land Use Element (Volume I, Chapter 3); Housing Element (Volume I, Chapter 4); and the Downtown Regional Center Community Plan (Comprehensive Plan Volume V: Community Plans) to implement the Downtown Design Project and the 2018 Urban Design Framework. No land use designation changes or zone changes are proposed as part of this amendment.

**APPLICANT:** City of Beaverton

**APPLICABLE CRITERIA:** Criteria for Legislative Amendments are listed in Section 1.5 of the Comprehensive Plan

**RECOMMENDATION:** Staff recommend the Planning Commission review the proposed amendment, hold a public hearing and recommend approval of CPA2019-0005 to the City Council.

## **1. Background**

A Comprehensive Plan is a municipality's road map for the future. The plan is typically written for a 20-year time period and provides policy direction on matters related to future growth and physical development of the city including land use, economy, transportation, housing, natural resources and other relevant topics. Oregon state law requires all cities and counties to prepare and adopt comprehensive plans that are consistent with Statewide Planning Goals, which are the framework of the state's land use planning system. Upon approval by the state's Land Conservation and Development Commission (LCDC), a Comprehensive Plan is said to be *acknowledged* and becomes the City's controlling document for land use policy.

Comprehensive Plan updates are typically undertaken when chapters of the plan become outdated and do not accurately reflect recent trends or conditions in the community.

In 2017, the Beaverton Community Vision was updated, reinforcing the aspiration for Downtown Beaverton to be the social and cultural heart of the community. Soon thereafter, the city kicked off the Downtown Design Project. In the past, many recently completed and adopted plans looked at portions of the Downtown area. The Downtown Design Project aimed to look comprehensively at the entirety of Downtown's two zoning districts, Regional Center-Transit Oriented (RC-TO) and Regional Center-Old Town (RC-OT), creating a new and up-to-date Urban Design Framework to guide future development and update the Development Code to create a more urban, vibrant Downtown.

After City Council approved the Urban Design Framework in October 2018, city implementation steps included preparing Comprehensive Plan updates. These changes will put new information, ideas and policies in the Comprehensive Plan based on the community-informed Downtown Design Project. This amendment is intended to update the existing Land Use Element (Volume I, Chapter 3) and Housing Element (Volume I, Chapter 4), and replace the Downtown Beaverton Regional Center Community Plan in Volume V.

## **2. Summary of Proposed Amendment**

A summary of the primary changes to the Land Use Element, Housing Element, and Downtown Beaverton Regional Center Community Plan is provided below.

### Volume I, Chapter 3: Land Use Element (CPA2019-0005)

This proposal amends the text of the Comprehensive Plan for the City of Beaverton by:

- Updating Policy 3.1.1.c to be more inclusive of pedestrians and bicycle users whose needs might vary with age or ability. (Exhibit 1)
- Refining and strengthening the policies under *Goal 3.6.2 Downtown Regional Center* so that Downtown can be an even more vibrant place in the future consistent with the Urban Design Framework and the city's Diversity, Equity and Inclusion Plan. (Exhibit 1)

### Volume I, Chapter 4: Housing Element (CPA2019-0005)

This proposal amends the text of the Comprehensive Plan for the City of Beaverton by:

- Updating the language in *Section 4.3 Housing in and near the Downtown Regional Center* so that it is consistent with the language used in the Land Use Element. (Exhibit 2)
- Deleting the map *Figure 2. Districts of Central Beaverton* to (1) facilitate consistent use of geographic area names in the Housing Element, Land Use Element and Downtown Beaverton Regional Center Community Plan and (a) prepare for future changes to the Downtown Beaverton Regional Center boundary in upcoming changes to the Land Use Element in 2020 that are expected to proceed with Downtown Development Code changes. (Exhibit 2)

### Volume V: Downtown Beaverton Regional Center Community Plan (CPA2019-0005)

This proposal amends the text of the Comprehensive Plan for the City of Beaverton by:

- Repealing the existing Downtown Beaverton Regional Center Community Plan (Exhibit 5) and replacing it with the updated Downtown Beaverton Regional Center Community Plan. (Exhibit 3)

### **3. Summary of the Legislative Process**

The Beaverton Community Vision identifies the creation of a vibrant Downtown as a major goal for the city to pursue. The Downtown Design Project began in October 2017 to promote a more vibrant Downtown. Project outcomes include:

- An Urban Design Framework that guides future code changes and identifies mini-districts, street hierarchies, and gateway opportunities, which has been completed;
- Changes to the Development Code that encourage desired development and remove barriers to development; and
- An implementation strategy that establishes next steps for the city and its partners and launches programs that will contribute to a vibrant Downtown.

An Urban Design Framework is a high-level document that provides guidance and an organizing structure to:

- Better define Downtown's distinct character areas;
- Establish strong connections for pedestrians, cyclists, and vehicles; and
- Reinforce points of arrival and departure to and from Downtown.

The Urban Design Framework provides high-level guidance to inform future implementation and Development Code changes. It further articulates a vision for a "Vibrant Downtown" and identifies the components that should inform future implementation measures. The Urban Design Framework is comprised of the following components:

- Urban Design Principles, which articulate the big-picture vision for Downtown and act as a touchstone for future planning, implementation, and regulatory measures to be undertaken for Downtown.
- Character Areas, which define different areas that are expected to have a different look, feel and identity as Downtown evolves over the years. These were defined based on existing activity areas, unique characteristics and likely development patterns. They seek to articulate a vision of the character of different parts of Downtown and how people will experience these areas as Downtown grows and changes.
- Connectivity and Mobility, which focuses on overcoming transportation barriers within Downtown and improving the pedestrian and cyclist experience throughout. This recommends a central organizing Loop, which is an enhanced bike and pedestrian system in the heart of Downtown supported on many blocks by active ground floor uses that face the Loop streets. The Loop is linked to the rest of the transportation network through key primary connectors to destinations within and outside of Downtown.
- Gateways, which help reinforce Downtown's location and identity through clear arrival and departure points. These gateways would signal Downtown's location and importance through methods such as signage, public art, distinct architecture and landscape features.

In preparing the draft Urban Design Framework, staff worked closely with the Technical Advisory Committee and the project consultant, SERA Architects. Staff engaged with a variety of stakeholders to provide an overview of the project and to request feedback.

City boards, commissions and committees were engaged during the Urban Design Framework development as was the Beaverton Downtown Association. In addition, a series of community meetings were held in 2018 for each of the design phases for developing the Urban Design Framework.

The City Council approved the Urban Design Framework in fall 2018.

The city then prepared a Comprehensive Plan amendment based on the Urban Design Framework and incorporating elements of the city's Diversity, Equity and Inclusion Plan. The draft amendment was reviewed by the Beaverton Committee for Community Involvement, the Central Beaverton Neighborhood Association Committee, and the Planning Commission via a work session. In addition, an online survey was available so members of the public could comment on the draft Comprehensive Plan amendment. The draft amendment was revised based on comments received during the public review period.

As required by Section 1.6 of the Comprehensive Plan, before City Council may adopt an amendment to the Comprehensive Plan, the Planning Commission or City Council shall hold a public hearing on the amendment. The following is an anticipated schedule of events:

- January 22, 2020 – Planning Commission Hearing
- February 11, 2010 – City Council Hearing
- February 18, 2020 – City Council First Reading
- March 3, 2020 – City Council Second Reading

#### **4. Comprehensive Plan Amendment Procedures and Approval Criteria**

Section 1.1.1 establishes procedures for city-initiated amendments of the Comprehensive Plan, stating that amendment requests shall be submitted to the Community Development Director for preparation and analysis for a Planning Commission public hearing or City Council consideration. The Planning Commission and City Council have the right to accept, reject or modify any specific request for amendment in accordance with the city's policies and procedures.

Section 1.3 identifies legislative amendments to the Comprehensive Plan text or map as those having a generalized nature that are initiated by the city, and which apply to an entire land use map category or a large number of individuals or properties, or that establish or modify policy or procedure. Legislative amendments include additions or deletions of text or land use map categories.

Section 1.4.1 establishes the notice requirements for legislative amendments including: inter-agency notice of the initial hearing to the Department of Land Conservation and Development (DLCDC), as well as to Neighborhood Association Committees (NACs) and Beaverton Committee for Community Involvement (BCCI); publication in a newspaper of general circulation; posting in Beaverton City Hall and the Beaverton City Library; and posting on the city's website.

Section 1.5.1 outlines the criteria for legislative amendment decisions. For the proposed Comprehensive Plan text amendments, the findings are as follows:

##### **1.5.1.A. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;**

Of the 19 Statewide Planning Goals, staff finds that the following goals are directly relevant to the proposed amendments: Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), Goal 10 (Housing), and Goal 12 (Transportation).

##### **Goal 1 - Citizen Involvement**

**Findings:** The Beaverton Citizen Involvement Program adopted by Resolution 2229 in 1980 established a formalized public participation program for the BCCI that provides a method by which the committee and other community members can communicate their opinions and inquiries about city matters, including the planning process.

As previously noted in Section 3 of the Staff Report, the Downtown Design Project included significant public engagement over a two-year period – five open houses,

15 meetings with advisory or decision making bodies, and 10 meetings with stakeholder groups. In addition, the Planning Commission, BCCI, Central Beaverton NAC and the general public were all invited to review and comment on the draft Comprehensive Plan amendment related to CPA2019-0005. Engagement dates are summarized in Table 1.

**Table 1: Comprehensive Plan Public Engagement Summary**

<b>Venue</b>	Public Forum	Advisory or Decision Body	Neighborhood Association Committee
<b>Dates</b>	<u>11/15 – 12/5</u> : Neighborhood Land Use Survey	<u>12/11</u> : Planning Commission Work Session	<u>12/2</u> : Central Beaverton

The proposed amendments are subject to the public notice requirements of the Comprehensive Plan. At the public hearing, the Planning Commission will consider written or oral testimony before making a recommendation to City Council.

The amendment procedures outlined in Comprehensive Plan Section 1.4 allow for proper notice and public comment opportunities as required by Statewide Planning Goal 1. These procedures have been determined to be consistent with Goal 1 in the past and have been followed. Noticing procedures for the project are discussed in greater detail under Criterion 1.5.1.C.

**Conclusion:** The proposed amendment is consistent and compatible with Statewide Planning Goal 1.

**Goal 2 – Land Use Planning**

**Findings:** Statewide Planning Goal 2 requires local governments to establish a land use planning process and policy framework as a basis for all decisions and actions related to land use. The Urban Design Framework (Exhibit 4), reviewed at a work session by Planning Commission on August 14, 2018, and approved by City Council on October 9, 2018: (1) analyzes existing conditions in Downtown Beaverton, (2) identifies opportunities and constraints, (3) outlines framework concepts and alternatives, and (4) presents a final framework that considers social, economic, energy, and environmental needs by promoting a mixed-use, compact urban form with multimodal streets. The Urban Design Framework provides the factual basis for the update to the proposed Downtown Beaverton Regional Center Community Plan (Exhibit 3), and in turn, for the updated policies in the Land Use Element and Housing Element. Selected findings from the analysis are also found in the Community Plan amendment.

Section 1.5 of the Comprehensive Plan provides the approval criteria for legislative amendments. The findings and conclusions in the Staff Report explain how the

proposed text changes are consistent with the approval criteria and procedural requirements for amending the Comprehensive Plan.

**Conclusion:** The proposed amendment is consistent and compatible with Statewide Planning Goal 2.

### **Goal 10 – Housing**

**Findings:** In 2015, the city added the Housing Strategies Report to Volume II of the Comprehensive Plan (Background and Supporting Material) in conjunction with the amendment to the Housing Element. The report was reviewed by DLCDC, which found it to be consistent with the requirements of Statewide Planning Goal 10. Based upon findings in the Housing Strategies Report, the city adopted goals and policies in the Housing Element to encourage a mix of housing types and densities commensurate with a variety of income levels to meet the community's housing needs. In 2017, in keeping with the newly adopted Housing Element, the Land Use Element was updated to encourage a variety of downtown housing options to reach the critical mass of people needed to support downtown businesses and increase mixed-use vibrancy.

In this proposed amendment, the housing-related policies under Goal 3.6.2 in the Land Use Element are updated for two reasons: (1) to acknowledge the impact of new development on potential displacement, and (2) to encourage a diverse population to live downtown as a way to enhance vibrancy. These policies include:

- **Policy 3.6.2.g.** “The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.”
- **Policy 3.6.2.i.** “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”

For the Housing Element, this proposed amendment only affects Goal 4.3.1 and its associated policies. The intent of updating this section is to revise the language so that geography references in the Land Use Element match geography references in the Housing Element. This involved removing references to “Central Beaverton” because it could be confused with references to “Downtown Regional Center” or “Beaverton Central” in other documents. The goal and policy changes below retain the original intention without using that specific geographical reference. A goal and two policies that were changed now read:

- **Goal 4.3.1.** “Increase the supply of housing in and near Beaverton's Downtown Regional Center and close-in neighborhoods.”

- **Policy 4.3.1.a.** “Make targeted improvements to public infrastructure and facilities to stimulate private investment and housing construction attractive to urban residents.”
- **Policy 4.3.1.b.** “Stimulate the development of housing through tools such as capital investment, vertical housing incentives, tax exemptions, public/ private partnerships, land acquisition, and disposition.”

**Conclusion:** The proposed amendment is consistent and compatible with Statewide Planning Goal 10.

### **Goal 12 - Transportation**

**Findings:** OAR (Oregon Administrative Rules) 660-012-000 through 660-012-0070, referred to as the Transportation Planning Rule<sup>1</sup> (TPR), provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP), adopted pursuant to OAR Division 12, fulfills the requirements for public facilities planning required under ORS (Oregon Revised Statute) 197.712(2)(e), Goal 11 and OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume IV of the Comprehensive Plan contains the City's adopted TSP, effective October 21, 2010.

**Significant effects.** The TPR states that “if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule.”

“A plan or land use regulation significantly affects a transportation facility if it would:

- Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- Change standards implementing a functional classification system; or
- Result in ... types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
- Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
- Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”

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<sup>1</sup> The Transportation Planning Rule requires local governments to review Comprehensive Plan and land use regulation amendments and contains standards by which to review the effect of the proposed amendment on existing or planned transportation facilities.

The proposed amendment does not: (1) change the functional classification or standards implementing a functional classification system; (2) change any land use designations, zoning, or development regulations; (3) change anything that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; or (4) degrade performance of an existing transportation facility. Therefore, staff concludes that the proposed amendment will not result in “significant effects” to a transportation facility, defined by OAR 660-012-0060, that would require additional steps to put land use and transportation in balance.

**Multimodal street networks.** The TPR states that transportation planning in coordination with land use planning should “encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation,” and “Within metropolitan areas, coordinated land use and transportation plans are intended to improve livability and accessibility by promoting changes in the transportation system and land use patterns... To accomplish this outcome, this division promotes increased planning for alternative modes and street connectivity and encourages land use patterns throughout urban areas that make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.” (OAR 660-012-0000)

The proposed amendment advances these goals through the Urban Design Framework, described in the proposed Downtown Beaverton Regional Center Community Plan (Community Plan) (Exhibit 3). The proposed Community Plan indicates that the aim of the Downtown Regional Center is to promote a pedestrian-oriented, mixed-use environment that includes safe and comfortable connectivity using a variety of ways to move around (walking, biking, rolling, riding transit, using automobiles and moving freight). This is accomplished through the Urban Design Framework that consists of three components – Character Areas, a Connectivity & Mobility Network, and Gateways. The Connectivity & Mobility Network establishes a structure for Downtown that is easy to navigate and makes it comfortable for people to move among different destinations Downtown.

To implement the Urban Design Framework, the proposed amendment would update the Comprehensive Plan to include two transportation-related policies in the Land Use Element that: (1) acknowledge individuals whose experience walking or biking may be affected by ability or age, and (2) prioritize multimodal street networks. These policies include:

- **Policy 3.1.1.c.** “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.

- **Policy 3.6.2.c.** “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”

**Summary Finding:** The proposed amendment is consistent with Statewide Planning Goal 12. In addition, the city intends to update the Transportation System Plan in the next two to three years, providing the opportunity for a holistic look at city goals and policies. This will ensure that the Transportation System Plan is consistent with the proposed land use designations.

**Conclusion:** The proposed amendment is consistent and compatible with Statewide Planning Goal 12.

**1.5.1.A. Conclusion: Staff finds that the proposed amendment to Volume I of the Comprehensive Plan (Land Use Element and Housing Element) and Volume V (Downtown Beaverton Regional Center Community Plan) is consistent and compatible with applicable Statewide Planning Goals, thereby satisfying Criterion 1.5.1.A.**

**1.5.1.B. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and Regional Transportation Functional Plan;**

Metro's 2040 Growth Concept establishes a vision for the preferred form of regional growth and development. To implement the 2040 Growth Concept, Metro established two functional plans – the Urban Growth Management Functional Plan (Functional Plan) and the Regional Transportation Functional Plan (RTFP). The Functional Plan is the general implementation tool for achieving the goals and objectives in the 2040 Growth Concept. The RTFP is the primary implementation tool for transportation-related policies.

As described in Section 5(e)(2) of the Metro Charter, the Functional Plan requires that cities update comprehensive plans and implementing regulations to comply with regional policies. The Functional Plan currently includes 11 Titles. The applicable Titles of the Functional Plan (Chapter 3.07) are addressed below, along with findings for the RTFP.

#### **Title 6: Centers, Corridors, Station Communities and Main Streets**

**Findings:** Title 6 calls for Centers, Corridors, Station Communities and Main Streets – a hierarchy of mixed-use, pedestrian friendly centers, connected by high capacity transit and corridors - to be the principal centers of urban life in the region. The actions and investments of cities should enhance this role. Completing these actions and investments makes cities eligible for regional investments. Regional investments

include MAX light rail transit, WES commuter rail, bus service, pedestrian and bicycle access, and automobile travel options.

All mixed-use, pedestrian friendly centers are shown on Metro's *2040 Regional Growth Concept Map and Centers, Corridors, Station Communities and Main Streets Map (Title 6 Map)*. The map indicates that Downtown Beaverton is designated as a Regional Center. Therefore, Title 6 applies to the proposed amendment. Relevant Title 6 policies include:

- **3.07.620.a.** "In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall ... establish a boundary for the Center ... perform an assessment of the Center ... and adopt a plan of actions and investments to enhance the Center."
- **3.07.620.b.** "The boundary of a Center... shall be consistent with the general location shown in the RFP [Regional Functional Plan]."
- **3.07.620.c.** "An assessment of a Center ... shall analyze the following: (1) physical and market conditions in the area; (2) physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area ... "
- **3.07.620.d.** "A plan of actions and investments to enhance the Center... shall consider the assessment completed under subsection (c) and include at least the following elements: (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development; (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow ... in Regional Centers ... the mix and intensity of uses specified in section 3.07.640 ... "
- **3.07.640.b.** "Centers ... need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each: (1) The amenities identified in the most current version of the State of the Centers: Investing in Our Communities, such as grocery stores and restaurants; (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities; (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces."

In the proposed amendment, the Downtown Beaverton Regional Center Community Plan describes actions that the city is taking to make Downtown more vibrant. This process started with the Downtown Design Project, which began in 2017. Project goals included:

- An Urban Design Framework that would act as a roadmap to make transform Downtown into the social, economic, and cultural heart of the city;
- Opportunities for the community to influence downtown design;

- New development rules to ensure the urban design framework can become a reality;
- The identification of development obstacles; and
- An action plan to identify quick wins and long term efforts.

The study area for the project was based on the current Downtown Regional Center (RC) land use designation. The RC designation corresponds with three implementing zoning districts: Regional Center – Old Town (RC-OT), Regional Center – Transit Oriented (RC-TO), and Regional Center – East (RC-E). At the beginning of the project, the study area was defined as the joint outline of the RC-OT and RC-TO zones. This is because their development patterns, mostly small blocks with access to transit, were similar, as opposed to the currently more auto-oriented land use pattern where the RC-E zone applies. As the project progressed, the study area was expanded to include additional areas that were important to achieving the city's goals for a vibrant Downtown. This also means that the Downtown Regional Center boundary will soon be adjusted to reflect these changes. This change is planned for 2020, but the new boundary is not associated with this proposed amendment. No changes to the Land Use Map or Zoning Map are proposed at this time. Additional Comprehensive Plan changes, including changes to the Land Use Map, and Development Code changes, including changes to the Zoning Map, are planned for 2020. The proposed new boundary will still be consistent with the location shown in the Regional Functional Plan, as required by Metro Policies 3.07.620.a and 3.07.620.b.

As required by Metro Policy 3.07.620.c, existing conditions analysis included an exploration of physical and market conditions, as well as physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development. Opportunities were then explored that identified strategic locations for development intensification and/or revitalization. Supported by existing conditions, constraints, and opportunities, the project resulted in an Urban Design Framework that acts as a roadmap to transform Downtown into the principal center of urban life in the city. (Exhibits 3 and 4)

To implement the Urban Design Framework, the proposed amendment would update the Comprehensive Plan to include new information, ideas, and policies that will in turn guide future changes to the Development Code. The proposed amendment contains new or revised Comprehensive Plan policies that demonstrate compliance with Metro Policies 3.07.620.d and 3.07.640.b. These proposed policies include:

- **Policy 3.6.2.c.** "New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun."
- **Policy 3.6.2.i.** "Encourage an '18-hour' mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a

diverse population that works, lives, and gathers downtown.”

- **Policy 3.6.2.j.** “Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.”
- **Policy 3.6.2.k.** “Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge.”
- **Policy 3.6.2.l.** “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”
- **Policy 3.6.2.m.** “Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.”
- **Policy 3.6.2.n.** “For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers.”
- **Policy 3.6.2.q.** “Ensure that developments at highly visible locations that serve as “gateways” to the Central City has have design features (e.g. height, mass, and building orientation) that enhance awareness of Central Beaverton the Downtown Regional Center and Downtown Design District.”

**Conclusion:** The proposed amendment is consistent and compatible with Metro Title 6.

### **Title 8: Compliance Procedures**

**Findings:** Section 3.07.810.A of Metro Title 8 establishes a process for determining whether city or county comprehensive plans and land use regulations substantially comply with requirements of the Functional Plan, and requires cities to submit proposed comprehensive plan amendments to Metro for their review. Metro requires the city to submit the proposed amendment to Metro at least 35 days before the first evidentiary hearing, which is the Planning Commission hearing. The city provided the notice on December 18, 2019, more than 35 days before the Planning Commission hearing. The city has not received any comments from Metro.

**Conclusion:** The proposed amendment is consistent and compatible with Metro Title 8.

## **Regional Transportation Functional Plan**

**Findings:** Title 5 of the RTFP addresses the amendment of comprehensive plans. However, the proposed amendment does not include: (1) any proposed changes to the Transportation Element (Chapter 6), (2) any proposed changes to the Transportation System Plan (TSP), or (3) new development; therefore, approval criteria A-E in Title 5 are not applicable. In addition, the requirements and findings for Statewide Planning Goal 12 are applicable to the RTFP. As previously stated in the TPR findings under Goal 12, the proposal will not significantly affect the transportation system.

Furthermore, the city's 2035 TSP was adopted in 2010 with full review by Metro for consistency with the 2035 Regional Transportation Plan (RTP). The Transportation Element will be amended in the next two to three years to ensure compliance with Metro's updated RTP, now known as the 2018 Regional Transportation Plan.

**Conclusion:** The proposed amendment is consistent and compatible with the Metro Regional Transportation Plan.

***1.5.1.B. Conclusion: The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and Regional Transportation Functional Plan; thereby satisfying Criterion 1.5.1.B.***

**1.5.1.C. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans;**

The proposed amendment consists of updates to the Land Use and Housing Elements in Volume I of the Comprehensive Plan and the Downtown Beaverton Regional Center Community Plan in Volume V of the Comprehensive Plan. The update was initiated to implement the Downtown Urban Design Framework, which the City Council approved in fall 2018. The proposed amendment will put new information, ideas and policies in the Comprehensive Plan based on the community-informed Downtown Design Project.

### **Amendment Procedures (Chapter 1)**

**Findings:** The proposal complies with the procedures and requirements for legislative Comprehensive Plan amendments found in Chapter 1. Pursuant to the notice requirements specified in Section 1.4.1, notice of the initial hearing before the Planning Commission was provided as follows:

- Notice of the proposed amendment was submitted online to DLCD on December 17, 2019 (at least 35 days before the hearing);

- Notice of the proposed amendment was mailed to Metro, Washington County, NAC Chairs and the BCCI Chair on December 18, 2019 (at least 35 days before the hearing);
- Notice was posted in the Beaverton Building, the City Library, the Griffith Drive Building and on the city website on December 17, 2019, (between 20 and 40 days prior to the hearing); and
- Notice was published in the Beaverton Valley Times on December 26, 2019 (between 20 and 40 days prior to the hearing).

**Conclusion:** The proposed amendment is consistent and compatible with the Amendment Procedures Element.

### **Community Involvement (Chapter 2)**

**Findings:** The proposed amendment was developed through an extensive public outreach and review process consistent with the intent of the Community Involvement Element. The proposed Downtown Beaverton Regional Center Community Plan is heavily informed by the Urban Design Framework, the main product of the Downtown Design Project. By October 2018, the Downtown Design Project held 30 public engagement events involving the public, advisory or decision-making bodies, and various stakeholder groups. (Exhibit 4)

To implement the Urban Design Framework, the proposed amendment would update the Comprehensive Plan. This involves updates to the Land Use and Housing Elements that provide policies shaped by community input and technical analysis.

Engagement efforts included a survey that was open from November 15 to December 5, 2018, a meeting with the Central Beaverton NAC on December 2, 2018, and a work session with the Planning Commission on December 11, 2018. Following these efforts, the policies were revised to incorporate input from the public and Planning Commission. As such, the proposed amendment is consistent with Chapter 2.

**Conclusion:** The proposed amendment is consistent and compatible with the Community Involvement Element.

### **Land Use (Chapter 3)**

Of the 21 goals in the Land Use Element, staff finds that the following goals are directly relevant to the proposed amendment: Goal 3.1.1, Goal 3.2.1, Goal 3.3.1, Goal 3.5.1, Goal 3.6.1, and Goal 3.6.2.

**Goal 3.1.1 Encourage development and land use patterns that support a variety of transportation options.** This goal recognizes that the coordination of land use and transportation planning results in multimodal streets that reduce reliance on any one mode of transportation.

Existing Policy	Proposed Downtown Beaverton Regional Center Community Plan (Community Plan) Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.1.1.a.</b> “Emphasize pedestrian convenience and safety in all developments and transportation facilities.”</p>	<p><b>Community Plan.</b> The Urban Design Framework includes an enhanced connectivity and mobility network that prioritizes people. This makes Downtown easier to navigate and more comfortable for people to move among different destinations Downtown.</p> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.1.1 and Goal 3.6.2 emphasize pedestrian convenience and safety by (1) being more inclusive of pedestrians and bicycle users whose needs might vary with age or ability, and (2) encouraging multimodal street networks through both private development and public investments. The policy changes provide more thorough and detailed policies through which the city can achieve Policy 3.1.1.a. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.1.1.b.</b> “Encourage development and programs that reduce the need for vehicle use and ownership.”</p>	<p><b>Community Plan.</b> The Urban Design Framework includes an enhanced connectivity and mobility network that prioritizes people. This makes Downtown easier to navigate and more comfortable for people to move among different destinations Downtown.</p> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of</p>

	<p>ability or age, to and through the development, including to reach nearby points of interest.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p>
<p><b>Findings:</b> The proposed Community Plan updated policies under Goal 3.1.1 and Goal 3.6.2 support Policy 3.1.1.b. by calling for development and public investments that make non-automobile travel and transit travel more welcoming, inclusive and safe, which gives people an option to travel without using a personal motor vehicle. Having these options available supports lower use and ownership of vehicles. Therefore, the proposed changes in the Community Plan, Goal 3.1.1, and 3.6.2 are in compliance with existing policies in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections to and through the development, including to reach nearby points of interest.”</p>	<p><b>Community Plan.</b> The Urban Design Framework includes an enhanced connectivity and mobility network that prioritizes people. A supporting street network, consisting of existing streets, trails, and mid-block connections, completes the Downtown street grid and reinforces a system of walkable, bikeable blocks. “</p> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p> <p><b>Proposed 3.6.2.j.</b> “Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”</p> <p><b>Proposed 3.6.2.m.</b> “Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats,</p>

	which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members."
<p><b>Findings:</b> The proposed Community Plan and updated policies in Goal 3.1.1 and Goal 3.6.2 emphasize safe, comfortable, and direct pedestrian and bicycle connectivity by: (1) being more inclusive of pedestrians and bicycle users whose needs might vary with age or ability; and (2) promoting humanly scaled buildings, open spaces, and streetscapes that are welcoming and enjoyable for pedestrians and cyclists. The policy changes provide more thorough and detailed policies through which the city can achieve Policy 3.1.1.c; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.1.1.f.</b> "Ensure that development adjacent to transit stops and stations is designed to provide direct, convenient and comfortable connections between buildings and the stop or station."</p>	<p><b>Community Plan.</b> The Urban Design Framework includes an enhanced connectivity and mobility network that prioritizes people. This includes a map of future pedestrian paths and future mid-block connections that connect transit gateways with adjacent development.</p> <p><b>Proposed 3.1.1.c.</b> "Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest."</p> <p><b>Proposed 3.6.2.c.</b> "New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun."</p> <p><b>Proposed 3.6.2.i.</b> "Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people."</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies in Goal 3.1.1 and Goal 3.6.2 emphasize direct, convenient, and comfortable connections between transit and adjacent development by: (1) calling for future pedestrian paths and future mid-block connections that connect transit gateways with adjacent development; and (2) prioritizing the safety, comfort and appeal of walking or cycling so that people are more inclined to do so before or after they ride transit. The policy changes provide more thorough and detailed policies through which the city can achieve Policy 3.1.1.f; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.1.1.g.</b> “Encourage providing amenities for transit users at transit stops or stations, such as food carts and coffee stands, covered benches, trash/recycling receptacles, and lighting.”</p>	<p><b>Proposed 3.6.2.j.</b> Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.</p> <p><b>Proposed 3.6.2.i.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”</p> <p><b>Proposed 3.6.2.m.</b> “Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.”</p>
<p><b>Findings:</b> The updated policies in Goal 3.1.1 and Goal 3.6.2 aspire to make public spaces, such as transit stops or stations, more inviting through pedestrian-scaled places and streetscapes where people can sit, relax, and socialize. By bringing people together and prioritizing their comfort, Downtown can become a more inviting destination. The policy changes provide more thorough and detailed policies through which the city can achieve Policy 3.1.1.g by promoting pedestrian-oriented design near transit stop or stations; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

**Goal 3.2.1 Provide for thoughtful and strategic infill and redevelopment.** This goal recognizes that undeveloped land in the city is limited; therefore, future development will likely take the form of infill and redevelopment. Existing policies provide guidance on strategies and considerations for infill and redevelopment.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.2.1.a.</b> “Provide a set of residential infill guidelines and standards that encourage compatible infill development, consistent with the following principles:</p> <p>i. Provide flexibility on development</p>	<p><b>Community Plan.</b> The Urban Design Framework includes eight guiding principles that act as high-level guidance for redevelopment.</p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 6:</b> “Enhance &amp; Integrate Natural Elements: Preserve, enhance and engage nature and natural systems, including Downtown’s creeks and trees, to promote flood control, wildlife habitat, beauty and improved health for all community members.”</li> </ul>

standards when it can help preserve trees and natural resources."	<b>Proposed 3.6.2.p.</b> "Preserve, enhance and engage nature and natural systems, including Downtown's creeks and trees to promote flood control, wildlife habitat, beauty and improved health for all community members."
<b>Findings:</b> The proposed Community Plan and updated policy under Goal 3.6.2 recognize the environmental and health benefits of nature. By designing with nature, the city can enhance and engage nature and natural systems, even as land use diversifies and intensifies Downtown. The policy change not only acknowledges the unique natural system of Downtown's creeks and trees; but also calls for preserving, enhancing, and engaging nature and natural systems. Therefore, the proposed changes in the Community Plan and updated policy under Goal 3.6.2 are in compliance with existing policy 3.2.1.a in the Land Use Element.	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<b>3.2.1.b.</b> "Encourage and support quality redevelopment in target areas that is consistent with city goals."	<p><b>Community Plan.</b> The Community Plan is based on a target area – the Downtown Regional Center. It also establishes the Urban Design Framework, which applies to the Downtown Design District (DDD). The DDD is a focus area within the Downtown Regional Center boundary.</p> <p><b>Proposed 3.1.1.c.</b> "Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest."</p> <p><b>Proposed 3.6.2.a.</b> "Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center. "</p> <p><b>Proposed 3.6.2.c.</b> "New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun."</p> <p><b>Proposed 3.6.2.j.</b> "Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by."</p> <p><b>Proposed 3.6.2.k.</b> "Use a block-by-block approach to activate the ground floor of buildings and edges of</p>

	<p>public spaces to enhance street life, connecting pedestrians with activity along the street edge.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”</p> <p><b>Proposed 3.6.2.m.</b> “Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.”</p>
<p><b>Findings:</b> Designated a Regional Center by Metro, the Downtown Regional Center should focus on compact development, redevelopment, and transit-oriented development; multimodal street networks, and pedestrian-oriented design. The proposed Community Plan advances these goals by providing greater specificity on what needs to happen at the local level for Downtown to strengthen its identity as a mixed-use urban center. By focusing on safe and comfortable multimodal street networks, pedestrian-oriented design, and development regulations that respond to the urban form of the Downtown Regional Center, the updated policies under Goal 3.1.1 and Goal 3.6.2 provide more thorough and detailed policies through which the city can achieve the goals of the proposed Community Plan, and thus Policy 3.2.1.b. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.2.1.c.</b> “Work to reduce and mitigate displacement and loss of affordable housing and commercial/employment space when planning and implementing major capital investments that increase livability and desirability.”</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 5:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown,” and in doing so, “Consider the potential of new development to cause physical or economic displacement of residents in vulnerable communities and identify strategies to prevent or mitigate anticipated displacement.”</li> </ul> <p><b>Proposed 3.6.2.g.</b> “The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policy under Goal 3.6.2 recognize that by increasing allowed uses and development intensities Downtown, this may place pressure on existing properties with high redevelopment potential. Some of these existing properties are in vulnerable areas where communities of color</p>	

and low-income populations live and work. The policy change recognizes the nexus between development and displacement and provides direction to the city on when to identify strategies to prevent or mitigate displacement, thereby achieving the goal of Policy 3.2.1.c. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.

**Goal 3.3.1 Promote sustainable development, resilience, and resource protection.**

This goal focuses on how sustainable development means building in a way that mitigates and adapts to climate change impacts, reduces energy and resource consumption in buildings, reduces the energy and fossil fuel consumption associated with transportation, and connects people to the environment. It also addresses resiliency and the protection of natural resources.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.3.1.a.</b> “Use land effectively in urban areas to relieve development pressure in rural areas and help protect farms, forests and natural resources.”</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.”</li> <li>• <b>Guiding Principle 6:</b> “Enhance &amp; Integrate Natural Elements.”</li> </ul> <p><b>Proposed 3.6.2.p.</b> “Preserve, enhance and engage nature and natural systems, including Downtown’s creeks and trees to promote flood control, wildlife habitat, beauty and improved health for all community members.”</p>
<p><b>Findings:</b> Guiding Principle 3 in the proposed Community Plan acknowledges that by using land effectively Downtown, the city relieves development pressure in rural areas. Guiding Principle 6 and the updated policy under Goal 3.6.2 recognize that even in highly developed urban areas, there are opportunities to preserve, enhance, and engage nature and natural systems. This policy recognizes the social and environmental benefits of nature. It also underscores the linkage between protecting nature at a local scale and maintaining the integrity of regional natural systems. In addition, existing policies in the Comprehensive Plan already support the effective use of land, including policies that call for dense development Downtown. In conclusion, proposed Policy 3.6.2.p achieves Policy 3.3.1.a by encouraging the preservation, enhancement and engagement of natural and natural systems Downtown. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.3.1.b.</b> “Conserve, protect and enhance natural resources identified in the city’s adopted Significant Natural Resources inventories, consistent with policies in the Natural Resources Element.”</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 6:</b> “Enhance &amp; Integrate Natural Elements.”</li> </ul> <p><b>Proposed 3.6.2.p.</b> “Preserve, enhance and engage nature and natural systems, including Downtown’s creeks and trees to promote flood control, wildlife habitat, beauty and improved health for all community members.”</p>
<p><b>Findings:</b> Volume III of the Comprehensive Plan includes the Statewide Planning Goal Five Resource Inventory. The Habitat Benefit Areas Map indicates that the Downtown Regional Center includes three wildlife habitat classifications – Riparian Wildlife Habitats I, II, and III. The Tree Inventory Map indicates that the Downtown Regional Center includes Significant Individual Trees and Significant Tree Resources. And the Local Wetland Inventory indicates that the Downtown Regional Center includes wetlands and ponds. Guiding Principle 6 in the proposed Community Plan and the updated policy under Goal 3.6.2 in Vol. I of the Comprehensive Plan promote additional protections for natural resources as they specifically relate to Downtown, and in doing so, are consistent with Policy 3.3.1.b. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.3.1.d.</b> “Wherever possible, allow resource areas to serve multiple purposes and acknowledge their multiple benefits.”</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 6:</b> “Enhance &amp; Integrate Natural Elements.”</li> </ul> <p><b>Proposed 3.6.2.p.</b> “Preserve, enhance and engage nature and natural systems, including Downtown’s creeks and trees to promote flood control, wildlife habitat, beauty and improved health for all community members.”</p>
<p><b>Findings:</b> Guiding Principle 6 and the updated policy under Goal 3.6.2 recognize that there are opportunities to preserve, enhance, and engage nature and natural systems. This policy recognizes the social, aesthetic and environmental benefits of nature, specifically calling out Downtown’s creeks and trees. In doing so, proposed Policy 3.6.2.p achieves Policy 3.3.1.d. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

**Goal 3.5.1 Recognize unique needs of different parts of the city through Community Plans.** This goal recognizes that Community Plans are a way to identify unique needs for a specific area, and provide policy guidance that refines the vision for that area.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.5.1.a.</b> “Create and implement Community Plans to address place-specific issues and opportunities and to tailor development regulations and policies to certain areas of the city where more detailed consideration is warranted.”</p>	<p><b>Community Plan.</b> The proposed Community Plan addresses issues and opportunities specific to Downtown. The Urban Design Framework provides guidance on policies and development regulations that can transform Downtown into an even more vibrant place.</p> <p><b>Proposed 3.6.2.a.</b> “Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.”</p> <p><b>Proposed 3.6.2.b.</b> “Celebrate and enhance the diversity; cultural and natural history; and geographic importance of the city to establish an overall sense of place that is uniquely Beaverton.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.6.2 acknowledge that the cultural and natural history of the city, and its geographic importance in the region, require thoughtful, place-specific solutions to transform Downtown into an even more exciting destination. They also recognize that these solutions will look different for each part of Downtown. Development regulations should reinforce the character and aspirations of a subarea, while providing transitions between mixed-use areas within its boundary, and commercial and residential areas outside of its boundary. The policy change provides more thorough and detailed policies through which the city can achieve Policy 3.5.1.g by reinforcing the need for tailored development regulations and promoting a sense of place in Beaverton. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.5.1.b.</b> “Prioritize creation of Community Plans for areas where:</p>	<p><b>Community Plan.</b> The proposed Community Plan summarizes issues and opportunities for redevelopment, new development and infill Downtown and offers eight guiding principles to act as high-level guidance for development, such as <b>Guiding Principle 5:</b> “New development, redevelopment, and public investments in</p>

<p>ii. Significant change is occurring or anticipated;</p> <p>iii. Opportunities for substantial new development, infill or redevelopment are present or needed;</p> <p>vi. There is a need to coordinate private development and public investment; and/or</p> <p>vii. The opportunity for development in conjunction with a transit station exists."</p>	<p>this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun." In addition, Exhibit 4 provides additional information on the significant change that is occurring and anticipated Downtown.</p> <p><b>Proposed 3.6.2.c.</b> "New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun."</p> <p><b>Proposed 3.6.2.g.</b> "The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement."</p> <p><b>Proposed 3.6.2.n.</b> "For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers."</p>
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**Findings:** Downtown Beaverton is already experiencing significant change, as documented in Exhibit 4. This includes new development, redevelopment and infill projects, some of which are examples of private development with public investments. The proposed Community Plan and updated policies under Goal 3.6.2 capitalize on this momentum by providing policy guidance that prioritizes transit and multimodal street networks. In doing so, they also acknowledge that increasing development activity may place pressure on existing properties with high redevelopment potential. Some of these existing properties are in areas with vulnerable residents and businesses. The policy changes direct the city to identify strategies to prevent or mitigate displacement. They also encourage the city to prioritize equity in decision making when moving forward with public agency projects. In doing so, the proposed changes achieve the goal of Policy 3.5.1.b. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.5.1.c.</b> "Ensure that Community Plans are created using an inclusive public process and include</p>	<p><b>Community Plan.</b> The proposed Community Plan includes the Urban Design Framework, which is based off an analysis of needs and considerations specific to Downtown. (Exhibit 4)</p>

<p>both analysis of place-specific needs and consideration of citywide needs and goals.”</p>	<p><b>Proposed 3.6.2.a.</b> “Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.”</p> <p><b>Proposed 3.6.2.b.</b> “Celebrate and enhance the diversity; cultural and natural history; and geographic importance of the city to establish an overall sense of place that is uniquely Beaverton.”</p> <p><b>Proposed 3.6.2.g.</b> “The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p> <p><b>Proposed 3.6.2.n.</b> “For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers.”</p>
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**Findings:** The proposed Community Plan provides an overview of issues raised during the Existing Conditions Analysis for the Downtown Regional Center. In response to these issues, the proposed Community Plan provides a roadmap – the Urban Design Framework – to transform Downtown Beaverton into a more vibrant destination. “Create a vibrant Downtown” is one of six goals in the Beaverton Community Vision, a document that establishes citywide needs and goals. In addition, the Urban Design Framework was informed by an inclusive public process detailed in the findings for Goal 1 and the Community Involvement Element. The updated policies under Goal 3.6.2 provide more thorough and detailed policies through which the city can achieve Policy 3.5.1.c by providing guidance on how to make Downtown an even more inviting, pedestrian-oriented mixed-use urban center. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.5.1.d.</b> “Consider the needs of Beaverton’s diverse cultural communities</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should,</li> </ul>

<p>in developing Community Plans.”</p>	<p>“Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse population that works, lives, and gathers downtown,” and “Consider the potential of new development to cause physical or economic displacement of residents in vulnerable communities and identify strategies to prevent or mitigate anticipated displacement.”</p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 4:</b> “Promote High-quality Design.” In doing so, the city should “Promote designs of public spaces that welcome and accommodate past, current, and future community members with a variety of cultures and traditions.”</li> <li>• <b>Guiding Principle 7:</b> “Offer Places to Gather &amp; Linger Outdoors.” In doing so, the city should “Promote the design of public spaces that recognize the unique preferences, values, and practices of multicultural communities.”</li> <li>• <b>Guiding Principle 8:</b> “Nurture a Unique &amp; Authentic Identity.” In doing so, the city should, “Celebrate and enhance the diversity; cultural and natural history; and geographic importance of the city to establish an overall sense of place that is uniquely Beaverton,” and “Create opportunities that strengthen shared identifies among the people who live, work, gather and recreate downtown.”</li> </ul> <p><b>Proposed 3.6.2.b.</b> “Celebrate and enhance the diversity; cultural and natural history; and geographic importance of the city to establish an overall sense of place that is uniquely Beaverton.”</p> <p><b>Proposed 3.6.2.g.</b> “The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p> <p><b>Proposed 3.6.2.n.</b> “For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers.”</p>
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**Findings:** The Guiding Principles in the proposed Community Plan and updated policies under Goal 3.6.2 are informed by an extensive public engagement process and the city's Diversity, Equity and Inclusion Plan. They establish that a diverse community is essential for a vibrant Downtown, while recognizing that these communities may be vulnerable to displacement. They acknowledge that diverse cultural communities have not always had access to the same public spaces, or the design of those space have not sufficiently welcomed or included diverse cultural communities. And when they do use public spaces, their culture and traditions may affect how they inhabit the space. By addressing potential displacement, and the preferences, values, and practices of multicultural communities, the Guiding Principles and updated policies under Goal 3.6.2 provide more thorough and detailed policies through which the city can achieve Policy 3.5.1.d. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.

**Goal 3.6.1 Support pedestrian-oriented mixed-use areas.** This goal provides guidance on how to create walkable, vibrant mixed-use areas.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.6.1.a.</b> “Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.”</p>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes Character Areas that address mixed land uses, and a Connectivity and Mobility Network to make Downtown more walkable.</li> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should, “Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse population that works, lives, and gathers downtown.”</li> </ul> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p>

	<p><b>Proposed 3.6.2.i.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.</p> <p><b>Proposed 3.6.2.m.</b> “Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.”</p>
<p><b>Findings:</b> The proposed Community Plan provides an overview of the Urban Design Framework, which consists of three components: Character Areas, a Connectivity and Mobility Network, and Gateways. (Exhibits 3 and 4) Each Character Area provides a unique mix of commercial, residential, employment, and civic uses. The proposed amendment does not directly address the mix of these uses at high densities. However, other Comprehensive Plan policies, including existing policies 3.1.1.d, 3.1.1.e, and 3.6.2.f., promote a mix of commercial, residential, employment, and civic uses at relatively high densities. The Connectivity and Mobility Network creates vibrant, walkable areas where activities can be accomplished on foot or by bike or transit. The Urban Design Framework and policies under Goal 3.6.2 provide specific guidance on how the city can achieve Policy 3.6.1.a by reinforcing the connection between mixed land uses and vibrant walkable areas. Therefore, the proposed changes in the Community Plan and in Goal 3.6.2 are in compliance with existing policies in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.6.1.b.</b> “Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings), but should be mixed so that different uses are within easy walking distance of one another.”</p>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Design Framework:</b> The Urban Design Framework includes Character Areas that address mixed land uses, and a Connectivity and Mobility Network to make Downtown more walkable.</li> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should, “Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse population that works, lives, and gathers downtown.”</li> </ul> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p>

**Findings:** The proposed Community Plan provides an overview of the Urban Design Framework, which consists of three components: Character Areas, a Connectivity and Mobility Network, and Gateways. (Exhibits 3 and 4) Each Character Area provides a unique mix of commercial, residential, employment, and civic uses. The Connectivity and Mobility Network creates vibrant, walkable areas where activities can be accomplished on foot or by bike or transit. The Urban Design Framework and policies under Goal 3.6.2 provide specific guidance on how the city can achieve Policy 3.6.1.b by reinforcing the connection between mixed land uses and vibrant walkable areas. Therefore, the proposed changes are in compliance with existing policy 3.6.1.b in the Land Use Element.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.6.1.d.</b> "Pedestrian-oriented design is a priority within mixed use areas. Pedestrian-oriented design generally includes:</p> <ul style="list-style-type: none"> <li>i. Commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g. lighting, awnings and signage), and majority of parking located behind, above, or beneath development</li> <li>ii. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest setbacks</li> <li>iii. Complete streets and sidewalks that provide high-quality</li> </ul>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes a Connectivity and Mobility Network to make Downtown more walkable.</li> <li>• <b>Guiding Principle 2:</b> "Prioritize Pedestrian Activity." In doing so, the city should "Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest," and "Ensure that new development contributes to active streets that function as outdoor pedestrian gathering spaces as well as key destination connections."</li> <li>• <b>Guiding Principle 5:</b> "Provide Safe &amp; Comfortable Connectivity." In doing so, the city should, "Respect the Old Town block structure and improve Central Beaverton's pedestrian and vehicular network."</li> </ul> <p><b>Proposed 3.6.2.c.</b> "New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.</p> <p><b>Proposed 3.6.2.j.</b> "Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by."</p> <p><b>Proposed 3.6.2.k.</b> "Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge."</p>

space for pedestrians and protect pedestrians from fast-moving traffic (by using buffers such as curbside parking, landscaping, trees and street furniture)"	<b>Proposed 3.6.2.I.</b> "Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people."
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**Findings:** The proposed Community Plan and updated policies under Goal 3.6.2 prioritize pedestrian-oriented design Downtown, a mixed-use area. The proposed Community Plan provides an overview of the Urban Design Framework, which includes a Connectivity and Mobility Network. (Exhibit 3) The central feature of the Connectivity and Mobility Network is The Loop. The Loop will prioritize pedestrian-oriented design and distinguish the core of Downtown through prominent bike and pedestrian enhancements; improved intersections and crossings; and a distinct palette of fixtures and materials that help identify Downtown. The updated policies under Goal 3.6.2 call for multimodal street networks, ground floor activation, humanly scaled buildings and pedestrian-oriented streetscapes. The Urban Design Framework and policies under Goal 3.6.2 provide specific guidance on how the city can achieve Policy 3.6.1.d; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.

**Goal 3.6.2. Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton.** This goal focuses on how to make Downtown more vibrant by addressing place-specific issues and opportunities.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.6.2.b.</b> "New development, redevelopment, and public investments in this area should help make it a pedestrian-oriented and transit-friendly urban mixed use center."</p>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes a Connectivity and Mobility Network to make Downtown more walkable.</li> <li>• <b>Guiding Principle 2:</b> "Prioritize Pedestrian Activity." In doing so, the city should "Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest," and "Ensure that new development contributes to active streets that</li> </ul>

	<p>function as outdoor pedestrian gathering spaces as well as key destination connections.”</p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should, “Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse population that works, lives, and gathers downtown.”</li> <li>• <b>Guiding Principle 5:</b> “Provide Safe &amp; Comfortable Connectivity.” In doing so, the city should ensure that “New development, redevelopment, and public investments in this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun,” and “Respect the Old Town block structure and improve Central Beaverton’s pedestrian and vehicular network.”</li> </ul> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</p> <p><b>Proposed 3.6.2.a.</b> “Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p> <p><b>Proposed 3.6.2.j.</b> “Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.”</p> <p><b>Proposed 3.6.2.k.</b> “Use a block-by-block approach to activate the ground floor of buildings and edges of</p>
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	<p>public spaces to enhance street life, connecting pedestrians with activity along the street edge.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.6.2 address how new development, redevelopment, and public investments Downtown can make it even more of a pedestrian-oriented and transit-friendly urban mixed use center. The proposed Community Plan provides an overview of the Urban Design Framework, which consists of three components: Character Areas, a Connectivity and Mobility Network, and Gateways. Each Character Area provides a unique mix of commercial, residential, employment, and civic uses. The Connectivity and Mobility Network creates vibrant, walkable areas where activities can be accomplished on foot or by transit. The Urban Design Framework, existing policies under Goal 3.6.2, and proposed policies in the amendment to Goal 3.6.2, all provide more detailed guidance on how the city can achieve Policy 3.6.2.b by encouraging development that is mixed-use, pedestrian-oriented, and transit-friendly. Therefore, the proposed changes are in compliance with existing policy 3.6.2.b in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.6.2.c.</b> “Ensure that redevelopment intensifies land use, with less land dedicated to surface parking and more land occupied by multistory buildings along walkable streets.”</p>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes Character Areas that address mixed land uses, and a Connectivity and Mobility Network to make Downtown more walkable.</li> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should, “Focus development intensity in strategic locations, while remaining sensitive to existing development, to activate Downtown,” and “Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse population that works, lives, and gathers downtown.”</li> </ul> <p><b>Proposed 3.6.2.a.</b> “Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while</p>

	<p>also ensuring strong connections between these areas and throughout the Downtown Regional Center.”</p> <p><b>Proposed 3.6.2.g.</b> “The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.”</p>
<p><b>Findings:</b> The proposed Community Plan provides an overview of the Urban Design Framework, which consists of Character Areas, a Connectivity and Mobility Network, and Gateways. Character Areas – Core Areas, Corridor Areas, and Transition Areas – aim to diversify and intensify land use Downtown. (Exhibits 3 and 4) They are meant to illustrate the vision for specific areas, not regulate development. Future Comprehensive Plan and Development Code amendment(s) will address development intensity through zoning, height maximums, and allowed uses, and likely will change the Land Use Map and the implementing zoning in the Land Use Element. The Connectivity and Mobility Network prioritizes pedestrian-oriented environments, which reduces the need for cars, and therefore, surface parking. The Urban Design Framework and proposed policies under Goal 3.6.2 provide specific guidance on how the city can achieve existing Policy 3.6.2.c by reinforcing the need for intensified land use, while acknowledging the displacement potential that is associated with more intense development. Therefore, the proposed changes are in compliance with existing policy 3.6.2.c in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.6.2.e.</b> “Use a block-by-block approach to identify areas where active ground floors and retail uses should be concentrated to enhance the pedestrian realm.”</p>	<p><b>Community Plan.</b> The proposed Community Plan includes an overview of the Existing Conditions Analysis and Urban Design Framework, which calls for active streets to enhance the pedestrian realm. A block-by-block approach to opportunities and constraints is detailed in Exhibit 4.</p> <p><b>Proposed 3.6.2.a.</b> “Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p> <p><b>Proposed 3.6.2.j.</b> “Design places for people by promoting buildings and open spaces near sidewalks and streets</p>

	<p>that are interesting, enjoyable, and engaging for people passing by.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.6.2 call for active street fronts that enhance the pedestrian realm. The proposed Community Plan provides an overview of the Urban Design Framework, which consists of Character Areas, a Connectivity and Mobility Network, and Gateways. Character Areas – Core Areas, Corridor Areas, and Transition Areas – aim to diversify and intensify land use Downtown. Exhibit 4 provides additional information on opportunities and potential locations for active street frontages. Future amendment(s) will provide more detailed information on regulations for active street frontages that will vary by zoning. The proposed Community Plan and proposed policies under Goal 3.6.2 provide specific guidance on how the city can achieve existing Policy 3.6.2.e by creating an “18-hour” Downtown, promoting pedestrian interest by placing buildings along the sidewalk, and developing zoning that is applied based on context. Therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.6.2.f.</b> “Encourage an “18-hour” mix of uses, including retail, employment, civic, entertainment, and residential uses, to bring people downtown and generate activity throughout the day and evening.”</p>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes Character Areas that address mixed land uses, and a Connectivity and Mobility Network to support more people coming Downtown throughout the day and evening.</li> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should, “Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse population that works, lives, and gathers downtown.”</li> </ul> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p> <p><b>Proposed 3.6.2.k.</b> “Use a block-by-block approach to activate the ground floor of buildings and edges of</p>

	<p>public spaces to enhance street life, connecting pedestrians with activity along the street edge.”</p> <p><b>Proposed 3.6.2.m.</b> “Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.”</p> <p><b>Proposed 3.6.2.n.</b> “For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers.”</p>
<p><b>Findings:</b> The proposed Community Plan provides an overview of the Urban Design Framework, which consists of three components: Character Areas, a Connectivity and Mobility Network, and Gateways. Each Character Area provides a unique mix of commercial, residential, employment, and civic uses. The Connectivity and Mobility Network creates vibrant, walkable areas that support more people coming Downtown throughout the day and evening. The proposed Community Plan and policies under Goal 3.6.2 provide specific guidance on how the city can achieve Policy 3.6.2.f by encouraging a mix of uses and places for people to gather; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.6.2.g.</b> “Encourage a variety of downtown housing options to reach the critical mass of people needed to support downtown businesses and increase mixed-use vibrancy.”</p>	<p><b>Proposed 3.6.2.g.</b> “The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p>
<p><b>Finding:</b> The updated policies under Goal 3.6.2 encourage a variety of housing options Downtown by: (1) supporting higher density centers of housing and employment near transit; (2) identifying strategies to mitigate displacement of vulnerable residents in areas with significant change; and (3) acknowledging that a vibrant Downtown requires a diverse population living Downtown, and thus, a mix of housing types. Collectively, the proposed policies under Goal 3.6.2 provide guidance on how the city can achieve Policy 3.6.2.g; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.6.2.h.</b> “Encourage higher intensity development near MAX and WES stations, creating mixed-use station communities that locate housing, jobs, and services near transit.”</p>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes a Connectivity and Mobility Network that connects two transit stations with a street network marked by prominent bike and pedestrian enhancements.</li> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.”</li> <li>• <b>Guiding Principle 5:</b> “Provide Safe &amp; Comfortable Connectivity.” In doing so, the city should ensure that “New development, redevelopment, and public investments in this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</li> </ul> <p><b>Proposed 3.6.2.a.</b> “Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.6.2 encourage higher intensity, mixed-use developments near MAX and WES stations by: (1) connecting stations with an enhanced street network that prioritizes active transit; (2) tailoring development regulations to respond to the unique conditions of transit-oriented areas; and (3) encouraging an “18-hour” mix of uses Downtown that locate housing, jobs, and services near transit. Future amendment(s) will address development intensity near MAX and WES stations through zoning, height maximums, and allowed uses. Collectively, the proposed policies under Goal 3.6.2 provide guidance on how the city can achieve Policy 3.6.2.h; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.</p>	

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>3.6.2.i.</b> “Ensure high-quality pedestrian-oriented design, especially along pedestrian routes, to create an environment that is enjoyable for pedestrians.”</p>	<p><b>Community Plan:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes a Connectivity and Mobility Network to make Downtown more walkable.</li> <li>• <b>Guiding Principle 2:</b> “Prioritize Pedestrian Activity.” In doing so, the city should “Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest,” and “Ensure that new development contributes to active streets that function as outdoor pedestrian gathering spaces as well as key destination connections.”</li> <li>• <b>Guiding Principle 5:</b> “Provide Safe &amp; Comfortable Connectivity.” In doing so, the city should, “Respect the Old Town block structure and improve Central Beaverton’s pedestrian and vehicular network.”</li> </ul> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p> <p><b>Proposed 3.6.2.j.</b> “Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.”</p> <p><b>Proposed 3.6.2.k.</b> “Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge.”</p> <p><b>Proposed 3.6.2.l.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”</p>

	<p><b>Proposed 3.6.2.m.</b> “Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.”</p> <p><b>Proposed 3.6.2.n.</b> “For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.6.2 prioritize pedestrian safety, comfort and enjoyment through pedestrian-oriented design, especially along pedestrian routes. The proposed Community Plan provides an overview of the Urban Design Framework, which includes a Connectivity and Mobility Network. The central feature of the Connectivity and Mobility Network is The Loop. The Loop will prioritize walkable streets through prominent bike and pedestrian enhancements; improved intersections and crossings; and a distinct palette of fixtures and materials that help identify Downtown. The proposed new and revised policies under Goal 3.6.2 call for multimodal street networks, ground floor activation, humanly scaled buildings, pedestrian-oriented streetscapes, and welcoming public spaces. The Urban Design Framework and policies under Goal 3.6.2 provide specific guidance on how the city can achieve Policy 3.6.2.i by focusing on pedestrian-oriented design; therefore, the proposed changes are in compliance with existing policy 3.6.2.i in the Land Use Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>3.6.2.i.</b> “The Downtown Regional Center designation is intended for areas within Central Beaverton that have been designated in collaboration with Metro as a Regional Center in the Metro Regional Framework Plan and 2040 Growth Concept.”</p>	<p><b>Community Plan.</b> The study area for the proposed Community Plan was based on the current Downtown Regional Center (RC) land use designation, an area designated in collaboration with Metro as a Regional Center.</p>
<p><b>Findings:</b> The Downtown Regional Center is defined by a boundary that has been designated in collaboration with Metro as a Regional Center, and is consistent with the general location in the Metro Regional Framework Plan and 2040 Growth Concept. According to Metro, regional centers should be walkable, mixed-use areas that prioritize compact development, redevelopment, high-quality transit</p>	

service, and multi-modal street networks. The Community Plan emphasizes compact development, transit, mixed uses, multimodal street networks, and the pedestrian experience through the Urban Design Framework and Guiding Principles.

In the Community Plan, the Downtown Regional Center boundary appears slightly different than the approved Downtown Regional Center boundary in the current Land Use Map. This is because it brings in additional areas that are important to achieving the city's goals for a vibrant Downtown. The proposed amendment is a text amendment only; it does not address updating the boundary at this point in time. However, in a future amendment to the Land Use Map planned for 2020, the city will propose that the Downtown Regional Center boundary is adjusted.

As for this amendment, the proposed Community Plan and policies under Goal 3.1.1 and Goal 3.6.2 provide specific guidance on how the city can achieve Policy 3.6.2.1 by reinforcing the 2040 Growth Concept; therefore, the proposed changes are in compliance with existing policies in the Land Use Element.

**Summary Finding:** Based on the evaluation of the proposed Community Plan proposed amendment and proposed policy changes in the Comprehensive Plan policy amendment, the city concludes that the proposed changes are consistent and compatible with relevant existing policies in the current version of the Land Use Element.

**Conclusion:** The proposed amendment is consistent and compatible with the Land Use Element.

#### **Housing (Chapter 4)**

**Findings:** As previously addressed under the explanation for Goal 10, the proposed amendment only affects Goal 4.3.1 and its associated policies. The proposed amendment would update the background and information and change geographical references to avoid confusion. The proposed amendment does not change the policy intent for meaning in Chapter 4. The existing policies in the Housing Element encourage a variety of housing types and densities commensurate with a variety of income levels. In addition, the existing policies in the Land Use Element address residential infill and maximizing development potential, particularly within the Downtown Regional Center and areas located near transit. Therefore, the proposed amendment is consistent with Chapter 3.

**Conclusion:** The proposed amendment is consistent and compatible with the Housing Element.

**Transportation (Chapter 6)**

**Goal 6.2.1 Transportation facilities designed and constructed in a manner to enhance Beaverton’s livability and meet federal, state, regional, and local requirements.** This goal focuses on the design and construction of transportation facilities. For the purpose of this amendment, the policy relating to pedestrian and bicycle facilities is called out.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>6.2.1.g.</b> “Provide convenient direct pedestrian and bicycle facilities to promote the health and physical well-being of Beaverton residents, to reduce traffic congestion, to provide commuting and recreational alternatives to the motor vehicle, and to support local commerce.”</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework.</b> The Urban Design Framework includes an enhanced Connectivity and Mobility network that prioritizes people. This makes Downtown easier to navigate and more comfortable for people to move among different destinations Downtown.</li> <li>• <b>Guiding Principle 2:</b> “Prioritize Pedestrian Activity.” In doing so, the city should, “Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</li> <li>• <b>Guiding Principle 5:</b> “Provide Safe &amp; Comfortable Connectivity.” Moreover, “New development, redevelopment, and public investments in this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</li> </ul> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p>
<p><b>Finding:</b> The Community Plan and updated policies under Goal 3.1.1 and Goal 3.6.2 emphasize a connected network of pedestrian and bicycle facilities that promote the health and well-being of residents by: (1) encouraging multimodal street networks through both private development and public investments, and (2) being</p>	

more inclusive of pedestrians and bicycle users whose needs might vary with age or ability. The revised policies aim to make walking and biking more safe, comfortable and inviting. If people walk or bike instead of driving a car, this reduces traffic congestion and increases pedestrian activity, thereby supporting local commerce. The policy changes provide more thorough and detailed policies through which the city can achieve Policy 6.2.1.g. Therefore, the proposed changes are in compliance with existing policy 6.2.1.g in the Transportation Element.

**Goal 6.2.2 A balanced multimodal transportation system that provides mobility and accessibility for users.** This goal addresses removing barriers to the transportation system, providing equitable access to the transportation system, enhancing connectivity, and prioritizing the pedestrian experience.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>6.2.2.b.</b> "Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of people and businesses."</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework.</b> The Urban Design Framework includes an enhanced Connectivity and Mobility network that prioritizes people. This makes Downtown easier to navigate and more comfortable for people to move among different destinations Downtown.</li> <li>• <b>Guiding Principle 2:</b> "Prioritize Pedestrian Activity." In doing so, the city should, "Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest."</li> <li>• <b>Guiding Principle 5:</b> "Provide Safe &amp; Comfortable Connectivity." Moreover, "New development, redevelopment, and public investments in this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun."</li> </ul> <p><b>Proposed 3.1.1.c.</b> "Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest."</p> <p><b>Proposed 3.6.2.c.</b> "New development, redevelopment, and public investments in this area should prioritize transit</p>

	and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun."
<p><b>Finding:</b> The Community Plan and updated policies under Goal 3.1.1 and Goal 3.6.2 emphasize an equitable transportation system by: (1) being more inclusive of pedestrians and bicycle users whose needs might vary with age or ability, (2) encouraging multimodal street networks through both private development and public investments, and (3) calling for development and public investments that make non-automobile travel and transit travel more welcoming, inclusive and safe, which gives people an option to travel without using a personal motor vehicle. The policy changes provide more thorough and detailed policies through which the city can achieve Policy 6.2.2.b. Therefore, the proposed changes are in compliance with existing policies in the Transportation Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>6.2.2.e.</b> "Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs."</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework.</b> The Urban Design Framework includes an enhanced Connectivity and Mobility network that prioritizes people. This makes Downtown easier to navigate and more comfortable for people to move among different destinations Downtown.</li> <li>• <b>Guiding Principle 2:</b> "Prioritize Pedestrian Activity." In doing so, the city should, "Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest."</li> <li>• <b>Guiding Principle 5:</b> "Provide Safe &amp; Comfortable Connectivity." Moreover, "New development, redevelopment, and public investments in this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun."</li> </ul> <p><b>Proposed 3.1.1.c.</b> "Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest."</p> <p><b>Proposed 3.6.2.c.</b> "New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming</p>

	environment that increases social interaction, commerce, creativity and fun.”
<p><b>Finding:</b> The Community Plan and updated policies under Goal 3.1.1 and Goal 3.6.2 emphasize a connected, multimodal network by: (1) encouraging multimodal street networks through both private development and public investments, and (2) calling for development and public investments that make non-automobile travel and transit travel more welcoming, inclusive and safe, which gives people an option to travel without using a personal motor vehicle. The proposed amendment applies to Downtown only, a mixed-use Regional Center with transit access, a pedestrian network, a bicycle network, and a road network that connects Downtown with schools, parks, commercial, employment and recreational areas throughout the city and region. The policy changes provide more thorough and detailed policies through which the city can achieve Policy 6.2.2.e. Therefore, the proposed changes are in compliance with existing policy 6.2.2.e in the Transportation Element.</p>	

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>6.2.2.g.</b> “Identify specific areas within the City where pedestrian needs and the pedestrian experience should be given highest priority in the design of streets, parking, intersections, connectivity, signal controls, mapping and signing, and other transportation facilities.”</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework.</b> The Urban Design Framework includes an enhanced Connectivity and Mobility network that prioritizes people. This makes Downtown easier to navigate and more comfortable for people to move among different destinations Downtown.</li> <li>• <b>Guiding Principle 2:</b> “Prioritize Pedestrian Activity.” In doing so, the city should, “Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</li> <li>• <b>Guiding Principle 5:</b> “Provide Safe &amp; Comfortable Connectivity.” Moreover, “New development, redevelopment, and public investments in this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</li> </ul> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</p>

	<p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.1.1 and Goal 3.6.2 prioritize the pedestrian experience Downtown. The proposed Community Plan provides an overview of the Urban Design Framework, which includes a Connectivity and Mobility Network. (Exhibit 3) The central feature of the Connectivity and Mobility Network is The Loop. The Loop will prioritize pedestrian-oriented design and distinguish the core of Downtown through prominent bike and pedestrian enhancements; improved intersections and crossings; and a distinct palette of fixtures and materials that help identify Downtown. The updated policy under Goal 3.6.1 prioritizes pedestrians whose needs might vary with age or ability. And the updated policies under Goal 3.6.2 call for multimodal street networks, ground floor activation, humanly scaled buildings and pedestrian-oriented streetscapes. The proposed Community Plan and proposed policies under Goal 3.1.1 and Goal 3.6.2 provide specific guidance on how the city can achieve Policy 6.2.2.g by promoting safe and comfortable multimodal street networks. Therefore, the proposed changes are in compliance with existing policy 6.2.2.g in the Transportation Element.</p>	

**Goal 6.2.4 An efficient transportation system that reduces the percentage of trips by single occupant vehicles, reduces the number and length of trips, limits congestion, and improves air quality.** This goal focuses on the efficiency of the transportation system. For the purpose of this amendment, the policy relating to the connection between land use and transportation is called out.

Existing Policy	The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment
<p><b>6.2.4.g.</b> “Plan land uses to increase opportunities for multi-purpose trips (trip chaining).”</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework:</b> The Urban Design Framework includes Character Areas that address mixed land uses, and a Connectivity and Mobility Network to make Downtown more walkable.</li> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should, “Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse</li> </ul>

	<p>population that works, lives, and gathers downtown.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.6.2 address how planning land uses can increase opportunities for multi-purpose trips Downtown. The proposed Community Plan provides an overview of the Urban Design Framework, which consists of three components: Character Areas, a Connectivity and Mobility Network, and Gateways. Each Character Area provides a unique mix of commercial, residential, employment, and civic uses. The Connectivity and Mobility Network creates vibrant, walkable areas where activities can be accomplished on foot or by transit. By promoting mixed land uses and making it easier to travel Downtown, people may be more likely to make multi-purpose trips. The Community Plan and proposed policies in the amendment to Goal 3.6.2 all provide more detailed guidance on how the city can achieve Policy 6.2.4.g by encouraging a mixed-use, 18-hour Downtown. Therefore, the proposed changes are in compliance with existing policy 6.2.4.g in the Transportation Element.</p>	

**Summary Finding:** The proposed amendment is consistent with the Transportation Element. In addition to the findings in this section, the findings for Statewide Planning Goal 12, provided earlier in this report, are applicable to the Transportation Element. Furthermore, the city intends to update the Transportation System Plan in the next two to three years, providing the opportunity for a holistic look at city goals and policies. This will ensure that the Transportation System Plan is consistent with the proposed changes to the Land Use Element.

**Conclusion:** The proposed amendment is consistent and compatible with the Transportation Element.

**Community Health (Chapter 10)**

**Physical Activity Goal: Increase access to safe and convenient opportunities for recreation and physical activity throughout the community.** This goal focuses on planning efforts that promote physical activity. This might include pedestrian and bicycle-oriented street design or design elements that link neighborhoods to public transit.

<b>Existing Policy</b>	<b>The Community Plan Proposed Amendment and Proposed Comprehensive Plan Policy Amendment</b>
<p><b>Physical Activity Policy 3.</b> “Promote mixed-use urban</p>	<p><b>Community Plan.</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Design Framework.</b> The Urban Design Framework includes an enhanced Connectivity</li> </ul>

<p>streets that balance public transit, walking and bicycling with other modes of travel.”</p>	<p>and Mobility network that prioritizes people. This makes Downtown easier to navigate and more comfortable for people to move among different destinations Downtown.</p> <ul style="list-style-type: none"> <li>• <b>Guiding Principle 2:</b> “Prioritize Pedestrian Activity.” In doing so, the city should, “Ensure that new development is designed to provide safe, comfortable and direct pedestrian connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</li> <li>• <b>Guiding Principle 3:</b> “Support an Intensely Developed, Mixed-income, Mixed-use Downtown.” In doing so, the city should, “Encourage an 18-hour mix of uses, including retail, employment, civic, entertainment, and residential uses, which supports a diverse population that works, lives, and gathers downtown.”</li> <li>• <b>Guiding Principle 5:</b> “Provide Safe &amp; Comfortable Connectivity.” Moreover, “New development, redevelopment, and public investments in this area should help prioritize active transportation and transit to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</li> </ul> <p><b>Proposed 3.1.1.c.</b> “Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.”</p> <p><b>Proposed 3.6.2.c.</b> “New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.”</p> <p><b>Proposed 3.6.2.i.</b> “Encourage an ‘18-hour’ mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.”</p> <p><b>Proposed 3.6.2.j.</b> “Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.”</p> <p><b>Proposed 3.6.2.k.</b> “Use a block-by-block approach to activate the ground floor of buildings and edges of</p>
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	<p>public spaces to enhance street life, connecting pedestrians with activity along the street edge.”</p> <p><b>Proposed 3.6.2.I.</b> “Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.”</p>
<p><b>Findings:</b> The proposed Community Plan and updated policies under Goal 3.1.1 and Goal 3.6.2 prioritize a multimodal street network lined with mixed-use buildings. The proposed Community Plan provides an overview of the Urban Design Framework, which consists of three components: Character Areas, a Connectivity and Mobility Network, and Gateways. Each Character Area provides a unique mix of commercial, residential, employment, and civic uses. For the Connectivity and Mobility Network, the central feature is The Loop. The Loop will prioritize walkable streets through prominent bike and pedestrian enhancements; improved intersections and crossings; and a distinct palette of fixtures and materials that help identify Downtown.</p> <p>The proposed revised policy under Goal 3.1.1 prioritizes walking by being more inclusive of pedestrians whose needs might vary with age or ability. The proposed new and revised policies under Goal 3.6.2 call for multimodal street networks, ground floor activation, humanly scaled buildings, and pedestrian-oriented streetscapes. Together, these new and revised policies balance the needs of transit users, pedestrians, and cyclists to promote more multimodal streets Downtown. In conclusion, the Community Plan and policies under Goal 3.1.1 and Goal 3.6.2 provide specific guidance on how the city can support Physical Activity Policy 3 by prioritizing the needs of pedestrians Downtown; therefore, the proposed changes are in compliance with Physical Activity Policy 3 in the Community Health Element.</p>	

**Conclusion:** The proposed amendment is consistent and compatible with the Community Health Element.

**1.5.1.C. Conclusion: The proposed amendment is consistent and compatible with the policies of Chapters 1 through 10 of the Comprehensive Plan; therefore, Criterion 1.5.1.C. is met.**

**Summary Conclusion for CPA2019-0005: Based on the facts and findings presented, staff conclude that the proposed text amendment to the Comprehensive Plan text is consistent with all Legislative Comprehensive Plan amendment approval criteria set forth in Section 1.5.1.A. through D.**

**5. Staff Recommendation**

Based on the facts and findings outlined in this staff report and contained in supporting documents, staff offers the following recommendation for the conduct of the January 22, 2020, public hearing for CPA2019-0005 (Comprehensive Plan Vol. I. Ch. 3 Land Use

Element and Ch. 4 Housing Element, and Vol. V Downtown Beaverton Regional Center Community Plan):

- A. Conduct the public hearing and receive all public testimony relating to the proposal.
- B. Consider the public testimony and the facts and findings presented in the staff report, deliberate on policy issues and other issues identified by the Commission or the public.
- C. Recommend **APPROVAL** of proposed legislative Comprehensive Plan text amendment (CPA2019-0005) to the City Council.

## **6. Exhibits**

- Exhibit 1. Land Use Element (Chapter 3), amendment to Volume I, City of Beaverton Comprehensive Plan
- Exhibit 2. Housing Element (Chapter 4), amendment to Volume I, City of Beaverton Comprehensive Plan
- Exhibit 3. Downtown Beaverton Regional Center Community Plan, amendment to Volume V, City of Beaverton Comprehensive Plan
- Exhibit 4. Beaverton Downtown Design Project Urban Design Framework (October 2018)
- Exhibit 5. Downtown Beaverton Regional Center Community Plan, Volume V, City of Beaverton Comprehensive Plan (existing)