

DATE: March 4, 2015

ECO Project #: 21892

TO: Liz Jones and Cadence Moylan

FROM: Abe Farkas and Nick Popenuk

SUBJECT: BEAVERTON ARTS AND CULTURE CENTER SITE FEASIBILITY STUDY

1. Introduction

The City of Beaverton (“City”) is considering the development of an Arts and Culture Center (“ACC”). One important decision to be made regarding the potential ACC is what is the most suitable location for the facility? The City identified three potential sites for the facility, and asked a consultant team led by ECONorthwest (“ECO”) to evaluate the feasibility of these sites. Other members of the consultant team included ZGF Architects and AMS Planning and Research. This memorandum summarizes the key findings of our analysis.

1.1 Development program

The City and other key stakeholders have been considering a performing arts center for many years. Past research efforts have helped the community gain a better understanding of the desired facility requirements (*i.e.*, development program). Our analysis relied on the Beaverton ACC Business Plan document for key assumptions regarding the development program. These program elements were then refined to determine more specific space requirements and the total facility size. Core elements of the development program include:

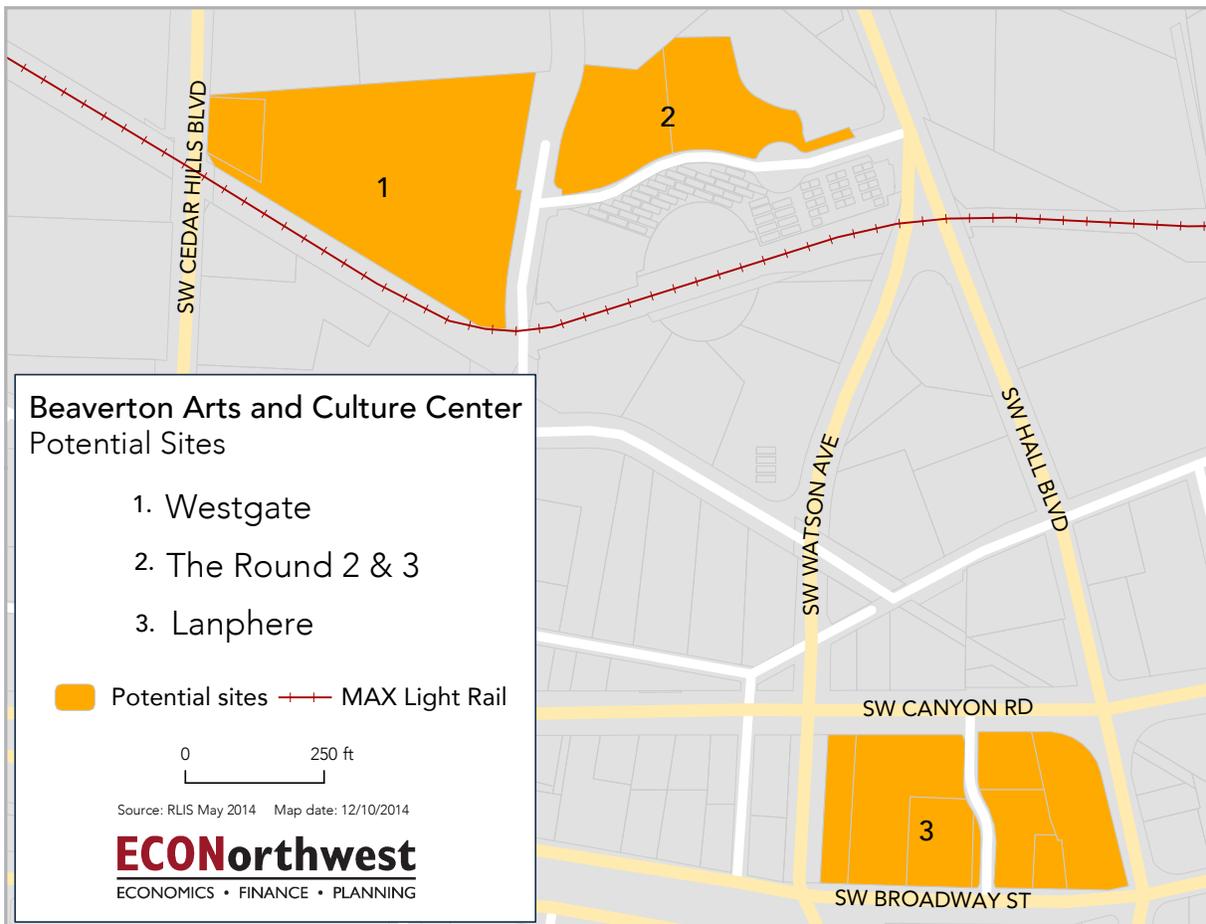
- Main auditorium: 400 seats
- Second auditorium: 150 seats
- Storage/Receiving
- Dressing rooms
- Classrooms: 2 (1 with dance floor, 1 with art/wet space)
- Office space: (including box office)
- Concessions (café, catering kitchen and coat check)

Attachment A to this document includes a more detailed development program for the proposed ACC facility. This analysis estimates the total size of the facility at 41,232 SF. Additionally, we recognize that it may be mutually-advantageous for the BACC to be located adjacent to a new hotel. Recent market studies conducted for the City indicate that there may be sufficient demand to support a new 150-room hotel. Thus, our analysis looked at the ability of each site to accommodate the ACC development program, as well as a 150-room hotel, and a structured parking garage of sufficient size to accommodate both facilities.

1.2 Potential sites

Many sites have been considered during past research efforts. Based on prior research, stakeholder input, and City objectives, three sites are being considered for this current analysis. Exhibit 1 shows the three sites considered in this analysis: the Westgate Site, the Round (lots 2 and 3), and the Lanphere Site.

Exhibit 1. Beaverton ACC, potential sites included in this evaluation



1.3 Methods

Our evaluation began with conceptual site designs for each site. Through this process ZGF Architects took the spatial requirements of each of the desired program elements, examined the relationships between the different program elements, and proposed how each of these elements could fit together to provide a functional ACC.

Drafts of the conceptual site designs were shared with City staff and discussed at a team work session, where the strengths and weaknesses of each concept were discussed, and revisions to each site were proposed. ZGF Architects then made refinements to their work, and provided

final conceptual site designs for each site. These designs are included as Attachment B to this document.

Once the conceptual site designs were completed, we conducted a SWOT (strengths-weaknesses-opportunities-threats) analysis for each site, evaluating the myriad factors that could affect the feasibility of each site for development of the ACC. Factors considered in this analysis include:

- **Site size:** Can the site accommodate all elements of the desired ACC development program? Parking? Hotel?
- **Site characteristics:** Is the site impacted by wetlands or floodplain? Are there topographic constraints or advantages? Are there known contamination issues? Are there issues with the soil that make construction more difficult and costly?
- **Ownership:** Is the site publicly or privately owned? How many different parcels would need to be acquired? What is the estimated acquisition cost? Are there existing uses or other constraints on the site that make acquisition and development more difficult or expensive?
- **Accessibility:** How accessible is the site by car, transit, and pedestrians? How visible is the site?
- **Connectivity/Compatibility/Catalytic potential:** What are the surrounding uses and are they compatible with the proposed ACC? How can development of the site affect neighborhood parking? What is the site's potential to serve as a catalyst for additional development in the Creekside or Old Town areas?

1.4 Organization of this document

The remainder of this document is organized to present the key findings for site individually, using the SWOT format, highlighting the most important findings. The final section of this report compares the three sites, and provides our summary conclusions on which sites are most and least feasible for the proposed ACC. Attachments to this document include:

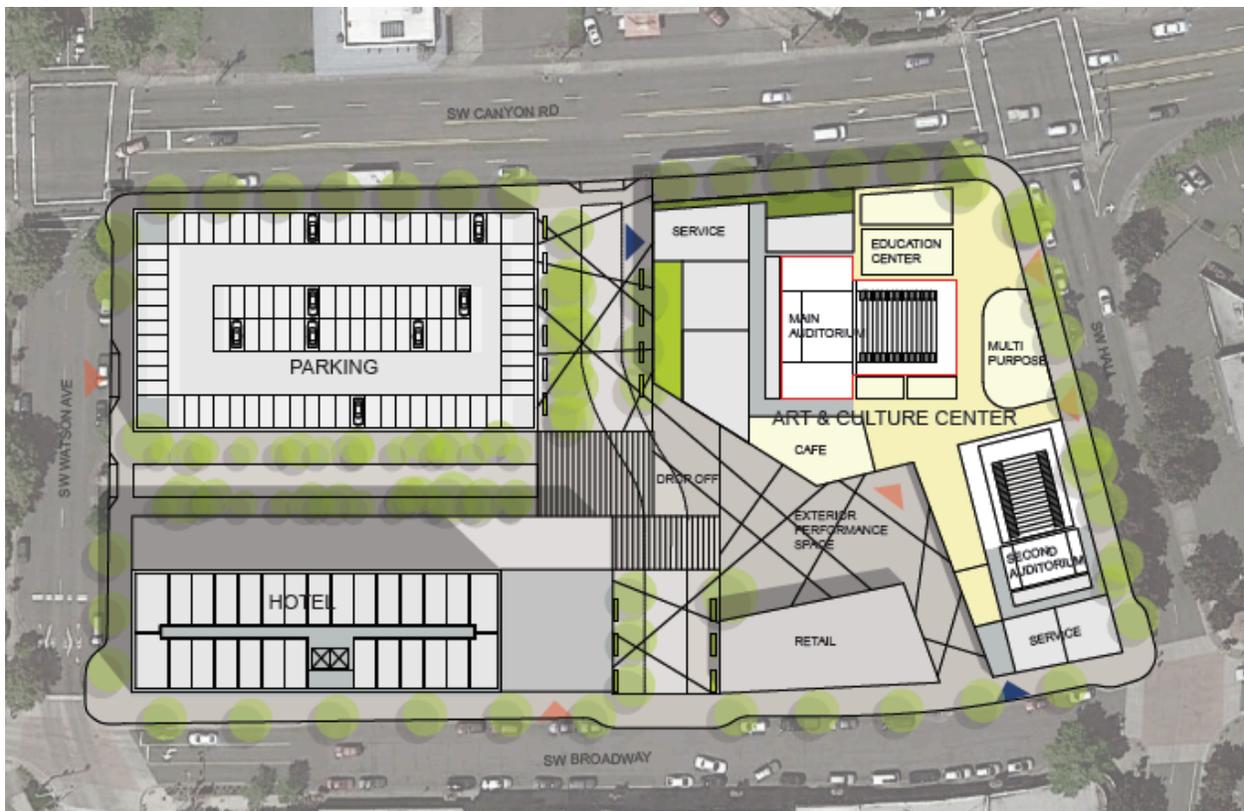
- Attachment A: Development Program
- Attachment B: Conceptual Site Designs
- Attachment C: Summary SWOT Matrix

2. Lanphere Site

The Lanphere Site is located in Old Town, bordered by SW Canyon Rd to the north, SW Watson Avenue to the west, SW Broadway to the south, and SW Hall Blvd to the east. SW West Street runs north-south through the site, bisecting it.

Exhibit 2 shows the conceptual site design for the Lanphere Site. The design calls for the ACC to occupy the eastern half of the site, providing great visibility and accessibility from SW Canyon Road. The two auditoria could be sited to share a common lobby, with each having its own separate back-of-house facilities.¹ The hotel and parking garage would be located on the western half of the site, with the hotel located on SW Broadway to strengthen the streetscape on one of Beaverton's most pedestrian-friendly streets.

Exhibit 2. Lanphere Site, conceptual site design



Source: ZGF Architects in collaboration with AMS Planning and Research and ECONorthwest, November 2014.

¹ This conceptual site design with two separate back-of-house facilities may result in higher capital costs and operating expenses than an alternate design with adjacent, or shared back-of-house facilities. Issues like this will need to be further investigated before selecting a final design.

2.1 Strengths

Site Size

The site is large enough to accommodate the full development program, including an adjacent hotel and structured parking for both facilities: one of the most basic factors for evaluating the feasibility of each site.

Auto-accessibility

The site has excellent auto accessibility, located at the corner of SW Canyon Road and SW Hall Blvd, two major arterials in Beaverton. Access to the parking garage would likely come on SW Watson Ave, rather than Canyon Road to mitigate potential congestion on Canyon. From Canyon Road, the site also offers convenient access to Hwy 217 for out-of-town attendees.

Visibility

The site offers the best visibility of the three sites. The location at the corner of SW Canyon Road and SW Hall Blvd, allows for the potential for an iconic building to be seen by large numbers of people, both residents of Beaverton, and commuters passing through the City. Not only does good visibility of the ACC enhance civic pride, but it also could lead to larger attendance and increased operating income.

Site characteristics

Other strengths include a number of site characteristics: The site has no wetlands, and is outside of the floodplain. The site is flat and easy to build on. The Beaverton Building Division has stated there are no known soil stability issues that would make development a challenge; however, an exhaustive research was not conducted. None of the parcels that comprise the Lanphere Site are considered current environmental cleanup sites by the Oregon DEQ, however soil contamination is a higher possibility given the past and current auto-oriented uses on the site. One of the parcels, located at 12520 SW Canyon Road, has a prior cleanup record, but the site was achieved No Further Action needed status in 1996.

2.2 Weaknesses

Ownership/Relocating Current Uses

The site's biggest weakness is its ownership. The site is comprised of eight individual parcels, all with a single owner, which is good, as negotiations could occur with just one party. The property is owned by the Lanphere family, which would require the public-sector to acquire the site from a private party. We have no information to suggest that the Lanphere family is interested in selling the property, or at what price, which is why we characterize ownership as a weakness at this time.

The site includes eight separate buildings, most of which are used by the Beaverton Kia car dealership and Beaverton Motorcycle's museum located on the site. Both of these businesses are owned by the property owner, which could provide a disincentive for the property owner to

sell. This disincentive stems from the fact that they are economically viable uses that require relatively large amounts of land, and currently have a desirable location on a major road. Relocation of these businesses with minimal disruption to their profitability will be challenging.

The acquisition cost of the site would depend upon negotiations with the private property owner. As these negotiations have not been initiated, we can only estimate the acquisition cost, based on other sources. The Washington County Assessor estimates the real market value of the property at \$6.8 million. This provides an order of magnitude cost estimate for site acquisition. However, the sale price desired by the property owner will likely also need to account for the cost of relocating the active businesses on the site. These are revenue-generating businesses for the Lanphere family, and acquisition and redevelopment of this site will likely require the successful relocation of these businesses, which could entail significant costs.

The assumed high cost of acquiring this site from the private sector could potentially be a fatal flaw for this site. Alternatively, if the private property owner were motivated to sell the site for a price below the estimated real market value, or donate the property for the purpose of constructing the ACC, then it would mitigate this weakness. Conversations with the property owner will be necessary to determine if there is any possibility to acquire this site at a price that is financially feasible for construction of the ACC.

Transit accessibility

Another weakness of the site is its distance from light rail. The site is 1,800 feet in walking distance from the closest MAX station, approximately an 8-minute walk. This may not seem like a great distance, but given the current unfriendly pedestrian environment, and the need to cross Canyon Road, light rail will not be an attractive transportation option for attendees. The site does have good access by bus, with five bus stops located immediately adjacent to the site, serving three bus lines: 57 TV Hwy / Forest Grove, 76 Beaverton / Tualatin, and 78 Beaverton / Lake Oswego. Although the availability of bus service is beneficial, MAX light rail would be a more desirable transit option for patrons of the proposed ACC, and this is a weakness of the Lanphere Site.

2.3 Opportunities

Catalyst for Old Town development

The site has the potential to serve as a catalyst for development in Old Town. Attendees at the ACC could provide a boost to local retailers and restaurants in the area on the nights of performances. And visitors at the hotel would provide a boost during times when the ACC is inactive.

SW Broadway is one of the City's most pedestrian-oriented commercial streets. There are roughly dozen businesses on the south side of Broadway adjacent to the Lanphere site. These businesses range from a smoke shop to a shoe repair store, and include numerous restaurants and cafes. Current uses on the Lanphere site offer little in terms of retail activity, or pedestrian-friendly urban design. Development of the ACC on the site, including a hotel, which could offer

active ground floor uses on SW Broadway would be a significant upgrade to the north side of SW Broadway, strengthening this retail corridor.

Looking at the broader surrounding area, there are a number of buildings that are run-down, and predominantly auto-oriented, low-intensity uses. These sites could potentially redevelop at higher-densities with more active uses. Development of the ACC and the associated hotel at the Lanphere Site could help spur redevelopment on these neighboring sites as well. Though it is important not to be overly optimistic about the catalytic potential of any single development.

Shared parking for Old Town

One specific way in which the Lanphere Site could be a catalyst for new development in the Old Town is through the provision of a shared parking garage. While the ACC and an adjacent hotel would require enough parking to justify a multi-story garage for just those two uses, it is assumed that the parking could be shared with other nearby users. Ultimately, the number of floors in the parking garage could be sized to accommodate the needs of future development on nearby sites, though this would have an impact on capital costs of the facility, and larger garages could encounter geotechnical issues (see below). Although a shared parking facility is needed in this area, the location is perceived to be landlocked between Canyon Road and Farmington Road. The perceived relatively poor pedestrian accessibility for this location could limit the number of surrounding properties who would be interested in sharing the facility.

Connecting Central Beaverton

Development at the Lanphere Site has the potential to help bridge the gap between Old Town and the Creekside District. Central Beaverton is currently disconnected by railroads and busy arterials. Successful pockets of development are isolated from each other, and the area lacks connectivity. The Lanphere Site is in the Center of Central Beaverton, and has the potential to support a transformation on Canyon Road, encouraging more active, pedestrian-friendly development, and connecting the Creekside District to Old Town and other parts of Central Beaverton.

2.4 Threats

Historic district

The site is located within the Beaverton Downtown Historic District. One of the buildings located on the site, the Rossi Building (12505 and 12525 SW Broadway), is designated as a historic landmark. The conceptual design for the site anticipates that all existing buildings on the site, including the historic building would need to be demolished to accommodate the desired development program. The fact that one of the buildings has been designated historic, will make it more challenging to demolish, and could add to development costs.

Beaverton Development Code states that any new construction, demolition, or exterior alterations to a historic landmark or on property within a historic district requires a historic review application (Section 40.35.15) and would be heard by the Planning Commission. Approval of the Rossi Building demolition, and redevelopment of the Lanphere Site within a

historic district would add complications to development on this site, and would likely result in design requirements to ensure new development is compatible with the historic character of the district. It is unknown exactly what impact this would have on project costs.

Ground water

Note that a high water table is prevalent throughout Beaverton, and it is possible that ground water at the Lanphere Site could be at a level that would pose a challenge for development of the performing arts center. In particular, an orchestra pit would result in the lowest point of the facility being 12 to 16 feet below ground level. If there is groundwater at or near this level, then it could pose a challenge to development of the site. Currently, there is no information to suggest that ground water will be an issue at the Lanphere Site, but more geotechnical and design work would be required to rule out this potential threat.

3. The Round Site

The Round Site is located in the Creekside District. The site consists of two irregularly-shaped parcels bordered by SW Crescent Street to the south, SW Rose Biggi Avenue to the west, and Beaverton Creek to the north east.

Exhibit 3 shows the conceptual site design for the Round Site. The design calls for the two auditoria to share a common back of house, taking advantage of a single loading dock located off of SW Rose Biggi Avenue. Entrances for the main auditorium would be oriented towards SW Crescent Street and the corner of Crescent and Rose Biggi. The entrance for the second auditorium would be located at the east of the building, oriented towards Beaverton Creek, allowing the facility to be integrated with the adjacent natural open space. Note that this site design does not include a hotel or parking for the facility, as there is insufficient space on this site. The logistical impacts of having two separate entrances and lobbies would need to be further evaluated to determine if there are any significant negative impacts on the capital costs or operational performance of the facility.

Exhibit 3. The Round Site, conceptual site design



Source: ZGF Architects in collaboration with AMS Planning and Research and ECONorthwest, November 2014.

3.1 Strengths

Transit access

Access to transit is a strength of the Round Site. In walking distance, the site is approximately 300 to 600 feet from the nearest MAX station, depending on which entrance to the facility, and

whether or not SW Crescent Street is crossed mid-block or at the intersection with SW Rose Biggi Avenue. This results in a 2 to 3 minute walk from light rail.

The value of this strong transit accessibility depends upon the portion of attendees who could reasonably choose to take light rail to an event at the ACC. For residents in many Beaverton neighborhoods (e.g., Highland, Vose, South Beaverton, etc.), taking light rail to the Round Site would result in excessively long travel times, compared to traveling by car. Attendees coming from the West Slope or Five Oaks / Triple Creek neighborhoods may find light rail to be an attractive commute option, as well as attendees coming from the Hillsboro or Portland areas.

In addition to light rail, the site has strong access from bus service. The site is within 1/3 of a mile walk from 15 different bus stations, including the Beaverton Transit Center with service from 11 different bus lines, including 57-TV Hwy/Forest Grove, 52-Farmington/185th, 62-Murray Blvd, 20-Burnside/Stark, 76-Beaverton/Tualatin, and 78-Beaverton/Lake Oswego, among others.

3.2 Weaknesses

Site size

The biggest weakness of the Round Site is its small size. The site is 73,000 SF in size, which is roughly half the size of the other sites considered in this analysis. The irregular shape of the site, further reduces the practical buildable area. While the site is large enough to accommodate the ACC itself, there is no practical way to accommodate parking onsite, let alone an adjacent hotel.

Note that it is technically possible to accommodate onsite parking via a structured parking garage on the ground floor of the site, with the ACC located above the parking. But this approach has consequences from both a financial and design perspective. Financially, structured parking may cost approximately \$33,000 per stall.² Preliminary estimates indicate the facility would require approximately 183 parking stalls, per the City Development Code. This would result in an added construction cost of approximately \$6.0 million.

It is important to recognize that all of the sites considered in this analysis assume a structured parking garage as part of the development program, and thus the cost of the garage itself in the preceding paragraph should not be considered an added expense to the overall project. However, integrating the garage vertically into the ACC has other cost implications. For example, the ACC would now require elevators, not only for attendees, but for loading and unloading scenery and equipment related to the performances. These elevators would have an

² Recent cost estimates for structured parking in this area range from \$23,000 to \$33,000 per stall, depending on the size, configuration, and soil conditions. Given the small size, irregular shape, and potentially poor soil conditions of the Round Site, we have assumed cost estimates at the high-end of this range. "Creekside District Core Area Properties Focus Group Results Summary" memorandum from ECONorthwest to the City of Beaverton, October 10, 2014.

added expense of roughly \$100,000 based on our experience with similar facilities.³ Given the soil conditions of the site, and the added weight of a performing arts center above the parking garage, construction costs could be higher for an integrated parking garage on the Round Site, versus a stand-alone parking garage on other sites.

From a design perspective, elevating the ACC above one floor of structured parking reduces the ability of the ACC to be integrated with surrounding uses, resulting in a less active and less attractive streetscape, and little synergy between the facility and the Beaverton Creek open space.

Also from a design perspective, the small size of the site would make it impossible to include a single-story parking garage on the site large enough to be shared by other properties in Creekside, including the existing condos adjacent to the site (this replacement parking issue is described in further detail below). This means that another structured parking garage would be required elsewhere in the Creekside District, or two floors of parking would need to be built on the Round Site, further increasing project costs.

Ultimately, it is more realistic to assume that if the ACC were developed on the Round Site, parking would be accommodated offsite, most likely with a larger, shared parking facility on the Westgate site. While this may be viewed as an inconvenience for attendees of the ACC, it is a feasible solution to the parking problem. The logistics of off-site parking would need further consideration, including expanded valet parking service, and passenger loading and drop-off areas.

Replacement parking

The site's current use is a surface parking lot for residents of Lofts at The Round Condominiums. These 64 condo units are located on SW Crescent Street, across from the Round lots 2 and 3 (the Round Site). The Round Site has an easement that requires the site to permanently provide at least 82 parking spaces for the condo residents and potentially additional spaces for the commercial spaces in the Crescent Promenade building. Specifically, the easement states the spaces are to be located in a parking structure on Lot 2.

It would not be possible to maintain these parking spaces at the Round Site, while providing all elements of the desired development program for the ACC, unless a ground-floor structured parking garage were included. As described above, ground-floor structured parking on the site, poses significant challenges.

It may be possible to renegotiate the terms of the easement, to allow for parking to be sited on the Westgate Site, but the condo owners would be unlikely to agree to these terms without

³Architectural design and engineering work will need to be completed to arrive at a more refined cost estimate for an elevator for this facility.

receiving some form of compensation for the increased distance. We do not attempt to speculate what the amount of this compensation could total.

Geotechnical conditions

We are unaware of any geotechnical analysis that has been conducted for the site. However, we can make assumptions about the geotechnical conditions of the site based on the experiences of previous development on other parcels in the Round.

The Round Lots 2/3 were historically wetlands and beaver ponds. Much of the Westgate site, especially the northeastern portion, was also historically wetland. Later, they all were used for agricultural purposes for many years. The soil conditions encountered have been nearly entirely poorly-placed, fill material (to depths of approximately eight feet) overlying the organic clays found below the original valley-floor wetland.

Layers of clay and partially decomposed organic matter in 1 to 3 foot thicknesses were found that required significant remedial measures during construction of previous phases of The Round including the Westside Light Rail project. The layers found appeared to be the result of a repeating cycle of partially clean dirt placement, vegetation taking root, followed by a new layer of fill dirt without removal of the live vegetation. Bedrock is very deep at these locations; found at well more than 100 feet depth.

The soils closer to the existing creek channel are likely the same, or worse, as was experienced in the previous phases of development. A formal geotechnical field investigation that includes several drilled and logged boreholes is recommended to verify the soil conditions and to determine the approximate cost of constructing appropriate building foundations that will mitigate these soils.

Groundwater at the site could be another potential concern. Typical theater design calls for the stage to be level with the loading dock (a height of approximately 4-feet) to allow for the easy loading and movement of scenery and equipment. It is desirable for the proposed ACC to include an orchestra pit in front of the stage, as well as a trap room under the stage. These elements would require a depth of up to 20-feet below stage-level, resulting in the lowest point of the facility being approximately 12 to 16 feet below ground level.

If there is groundwater at or near this level, then it could pose a challenge to development of the site. Though more geotechnical and design work would be required to determine the exact impact of geotechnical conditions on the feasibility of the ACC at the Round Site.

3.3 Opportunities

Synergy with open space

The Round's location next to Beaverton Creek offers the potential for the facility to be oriented to the open space. The potential synergy with the creek is enhanced by the planned multi-use greenway path that will be developed along the southern edge of the creek. Design of the

facility should ensure that the building engages the open space, with lots of windows. The proposed site design calls for the lobby for the second auditorium, and classroom space facing the creek.

Catalyst for Creekside development

This Site has the potential to spur additional economic development at the Round and throughout the Creekside District. Other parcels at the Round are already home to a variety of businesses including several restaurants: Mio Sushi, MiNGO, Siam Lotus, and Bogza Coffee. Attendees at the ACC could provide a boost to these local restaurants on the nights of performances.

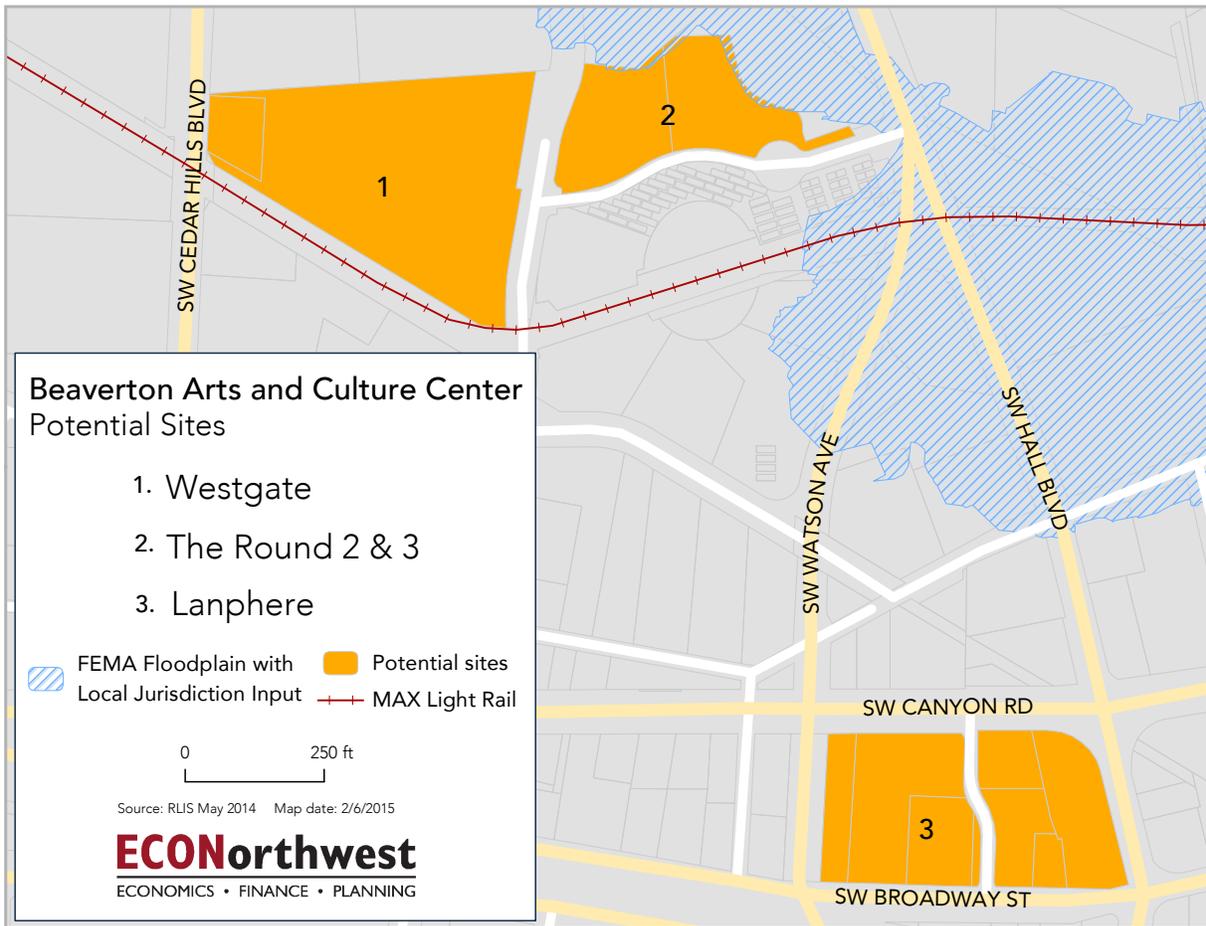
Looking at the broader surrounding area, there are a number of vacant sites that have development potential. These sites could potentially redevelop at higher-densities with more active uses. Development of the ACC at the Round Site could help spur redevelopment on these neighboring sites as well. Though it is important not to be overly optimistic about the catalytic potential of any single development.

3.4 Threats

Floodplain & wetlands

Exhibit 4 shows floodplain boundaries near the potential sites for the ACC. The Round Site is the only site to be encumbered by the Beaverton Creek floodplain. The Round Site sits partially within a designated 100-year floodplain area. However, the floodplain appears to be only a minor concern for the site, affecting only 3,429 SF or 5% of the site area. The conceptual site design in Exhibit 3 demonstrates a building footprint that is located entirely outside the official floodplain boundary (albeit on the very edge of the boundary). Beaverton Code, on these downtown sites, authorizes unlimited fill placement in the flood way fringe (floodplain outside the flood way) without compensating cut or material removal.

Exhibit 4. Beaverton ACC, potential sites and floodplain boundary



ECONorthwest, 2015, with floodplain data from FEMA.

3.5 Other factors

The following factors were evaluated, but were not determined to be a significant strength or weakness for the site:

- Ownership:** Currently, the site is privately owned by SkanlanKemperBard Companies (“SKB”), however the City will be assuming title for Lot 3, per the development agreement with SKB. While public-ownership of the site would be preferred to allow for easier acquisition, the City has partnered with SKB in the past, and it is likely that SKB would be willing to sell the site to the City or another public entity for the purpose of the ACC. The Washington County Assessor estimates the real market value of the property to be \$1.2 million, which is significantly lower than the value of the Lanphere Site, and would not be a significant concern, when compared against the total capital costs of construction. For this reason, we do not consider site ownership to be either a strength or a weakness of the Round Site.

- **Auto accessibility:** Direct access to the site is provided by SW Crescent Street and SW Rose Biggi Avenue. Neither of those streets are major arterials. However, SW Hall Blvd passes close by the site, providing sufficient auto access, and the site is only one mile from Hwy 217.
- **Visibility:** Similar to auto accessibility, the site is not located on any major street, which limits its visibility. However, the ACC would have good visibility from SW Hall Blvd, with the Beaverton Creek open space, ensuring no other structures would obstruct the view of the facility.

4. Westgate Site

The Westgate Site is located in the Creekside District. The site consists of two parcels bordered by SW Rose Biggi Avenue to the east, SW Cedar Hills Blvd to the west, and the MAX light rail tracks to the south. Although there is currently no street along the site's northern boundary, the conceptual site design for the Westgate Site calls for new street along this border.

Exhibit 5 shows the conceptual site design for the Westgate Site. The ACC would be located in the northeast corner of the site, close to the Round, and as far from the MAX tracks as possible to minimize the noise and vibration from passing trains. The hotel would be located at the southeast corner of the site, separated from the ACC by an extension of SW Crescent Street through the property. A shared parking garage would be located on the western half of the site.

Exhibit 5. Westgate site, conceptual site design.



Source: ZGF Architects in collaboration with AMS Planning and Research and ECONorthwest, November 2014.

4.1 Strengths

Site size

The site is large enough to accommodate the full development program, including an adjacent hotel and structured parking for both facilities: one of the most basic factors for evaluating the feasibility of each site.

Ownership

The site is owned jointly by the City and Metro, which negates the need for site acquisition from a private party. When compared to the preliminary estimated acquisition costs of the Round Site (\$1.2 million) or the Lanphere Site (\$6.8 million), this represents a significant cost savings. However, Metro's share of the site was purchased with transit-oriented development funds, with the intention that the site would be used for transient-oriented development ("TOD") (this issue is discussed in greater detail, later in this document). Note that if the project does not meet the requirements of Metro's TOD program, then the City may need to buy-out Metro's share of the site.

Transit access

Access to transit is a strength of the Westgate Site. In walking distance, the site is approximately 450 feet from the nearest MAX station, approximately a 2-minute walk.

The value of this strong transit accessibility depends upon the portion of attendees who could reasonably choose to take light rail to an event at the ACC. For residents in many Beaverton neighborhoods (e.g., Highland, Vose, South Beaverton, etc.), taking light rail to the Round Site would result in excessively long travel times, compared to traveling by car. Attendees coming from the West Slope or Five Oaks / Triple Creek neighborhoods may find light rail to be an attractive commute option, as well as attendees coming from the Hillsboro or Portland areas.

In addition to light rail, the site has strong access from bus service. The site is within 1/3 of a mile walk from 19 different bus stations, with service from six different bus lines, including 57-TV Hwy/Forest Grove, 52-Farmington/185th, 62-Murray Blvd, 20-Burnside/Stark, 76-Beaverton/Tualatin, and 78-Beaverton/Lake Oswego.

Site characteristics

The site is level, outside of the floodplain, devoid of wetlands, and with no known contamination, which are all positives.

4.2 Weaknesses

Visibility

The proposed conceptual site design, calls for the ACC to be located at the intersection of SW Rose Biggi Avenue and SW Crescent Street. These streets currently have relatively low traffic volumes. Major streets in the area include SW Cedar Hills Blvd, and SW Canyon Road. While

its possible that a performing arts center on the Westgate Site could be visible from one of these two major roads, the conceptual site design calls for a multi-story structured parking garage, and an eight-story hotel also developed on the same site, in locations that would further obstruct the view of the ACC from these major roads.

Geotechnical conditions

The soil conditions are likely suitable for development, but could potentially pose challenges. The geotechnical analysis conducted in 2008 by Geo Design Inc, found “subsurface conditions generally consist of soft to hard silt with varying amounts of sand interbedded with medium dense to dense, silty sand.” The geotechnical analysis also found zones of “stiff to very stiff clay” at depths of approximately 40 feet, and encountered groundwater at depths between 8.8 and 11.5 feet.⁴

The analysis determined that lightly-loaded structures with shallow foundations could be supported by conventional spread footing foundations. The hotel, however, may need more substantial foundations, as might the parking garage, depending on its ultimate size. And the performing arts center, will likely need a modest amount of excavation to accommodate the orchestra pit and trap room, which could potentially encounter challenges with groundwater. More design and geotechnical work would be needed to determine whether or not the geotechnical conditions present a serious challenge for this site.

4.3 Opportunities

Catalyst for Creekside development

This Site has the potential to spur additional economic development at the Round and throughout the Creekside District. The Round, adjacent to the Westgate Site, is already home to a variety of businesses including several restaurants: Mio Sushi, MiNGO, Siam Lotus, and Bogza Coffee. Attendees at the ACC could provide a boost to these local restaurants on the nights of performances. And visitors at the hotel would provide a boost during times when the ACC is inactive.

Looking at the broader surrounding area, there are a number of vacant sites that have development potential. These sites could potentially redevelop at higher-densities with more active uses. Development of the ACC, the hotel, and the shared parking facility at the Westgate Site could help spur redevelopment on these neighboring sites as well. Though it is important not to be overly optimistic about the catalytic potential of any single development.

⁴ Geo Design Inc., memo to Metro, regarding “Proposed Westgate Development: Geotechnical Conditions and Preliminary Recommendations.” November, 2008.

Shared parking for Creekside

One specific way in which the Westgate Site could be a catalyst for new development in the Creekside District is through the provision of a shared parking garage. While the ACC and an adjacent hotel would require enough parking to justify a multi-story garage for just those two uses, it is assumed that the parking could be shared with other nearby users. Ultimately, the number of floors in the parking garage could be sized to accommodate the needs of future development on nearby sites, though this would have an impact on capital costs of the facility, and larger garages could encounter geotechnical issues (see below).

4.4 Threats

Opportunity cost of Westgate site

The Westgate Site has long been heralded as one of the most important development opportunity sites in Beaverton, with numerous development options discussed over the years. The proposed conceptual site design would fully develop the site, preventing the future development of other uses. If there are other desired uses on this site, then they would be the opportunity cost of this development.

As mentioned above, Metro is a co-owner of the site. Based on the source of funds Metro used to purchase the site, it requires new development to be transit-oriented in nature. Metro typically determines if development is transit-oriented based on the number of trips generated. While the 150-room hotel would almost certainly qualify as transit-oriented, the other proposed uses on the site (parking garage and performing arts center) may not. However, there is an argument to be made that the ACC and shared parking facility would serve as catalysts for more dense transit-oriented development on nearby sites, generating additional transit ridership throughout the Creekside District, if not on this specific site. Additional conversations with Metro are required to determine if an ACC would qualify for TOD investment.

Market timing

The site is potentially desirable for a wide-range of development options. If there is no clear decision to reserve the site for development of the ACC, then it is possible that all or part of the site could be developed for other uses. The City owns the site, and therefore ultimately has control over what develops here, but other development interests may make attractive offers on the site that conflict with the ACC project.

Ground water

Note that a high water table is prevalent throughout Beaverton, and it is possible that ground water at the Westgate Site could be at a level that would pose a challenge for development of the performing arts center. In particular, an orchestra pit would result in the lowest point of the facility being 12 to 16 feet below ground level. If there is groundwater at or near this level, then it could pose a challenge to development of the site. Currently, there is no information to suggest that ground water will be an issue at the Westgate Site, but more geotechnical and design work would be required to rule out this potential threat.

4.5 Other factors

The following factors were evaluated, but were not determined to be a significant strength or weakness for the site:

- **Auto accessibility:** The site has direct access from SW Cedar Hills Blvd, which is a major street, and provides good accessibility. However, the hotel and ACC themselves would be located on the eastern half of the site, with direct access provided by SW Rose Biggi Avenue and SW Crescent Street, neither of which are major arterials. Additionally, the site is a little more than a mile from Hwy 217, which is further than either of the other sites considered in this evaluation, though still close enough to provide sufficient access.

5. Conclusions

To make a decision on which site is preferred for the ACC, it is helpful to filter the information from the SWOT analysis to focus on the most important points for each site. In this section, we reiterate the major advantages and disadvantages of each site, and the implications of choosing each site for the future development of the ACC.

5.1 Lanphere Site

Major advantages

The site has excellent visibility and auto-accessibility. Located at the intersection of SW Canyon Road and SW Hall Blvd, the site would be easy to get to by car, and easy to find for attendees from out of town. The site's visibility would foster a sense of civic pride, and could potentially boost attendance.

Major disadvantages

Acquisition cost and current uses. The site has an estimated real market value of \$6.8 million. The cost of relocating the successful businesses located on the site could also add significantly to the acquisition cost. Unless a suitable site can be found to relocate the existing businesses, and conversations with the property owner suggest that they would be willing to sell the land at a discounted price, it is likely that **the high acquisition cost could be a fatal flaw for this site.**

Implications

If the property owner is unwilling to sell the property at an affordable price, then this site is probably not worth exploring any further. However, if the property owner is willing to sell the site at an affordable price, then the site has many positive attributes, particularly its visibility and accessibility.

If this is the case, the Lanphere site offers a distinct choice from the other two sites: locate the project on Canyon Road as a potential catalyst for Old Town and a bridge between Old Town and the Creekside District? Or focus development in Creekside, and wait for future opportunities to develop in Old Town?

5.2 The Round Site

Major advantages

Synergy with surrounding uses. The site could complement the surrounding uses very well. The building could be oriented toward the Beaverton Creek open space, bringing together arts and nature. Attendees could provide a boost to the customer base of restaurants and retailers across the street at the Round. The development could serve as a catalyst for other, taxable development efforts on nearby sites, especially the Westgate Site.

Major disadvantages

Size. The site cannot accommodate onsite parking, nor does it have room for an adjacent hotel. This weakness can be mitigated by developing these uses across the street on the west side of SW Rose Biggi Avenue, however, this would limit the synergy between the hotel and the performing arts center. In particular, having a street separating the two facilities makes it less likely that conferences and events would book both facilities simultaneously for events, and less likely that the hotel's restaurant and kitchen would serve the needs of ACC events.

Replacement parking requirements. The site is required to provide at least 82 parking spaces for residents of the Lofts at The Round condominiums on the south side of SW Crescent Street and possibly additional spaces for the commercial tenants of the Crescent Promenade building. These parking spaces could not be accommodated on the site, given the desired ACC development program. Unless the parking agreement can be renegotiated to provide for parking offsite, for example at the Westgate Site, then this **parking requirement could be a fatal flaw for this site.**

Implications

Developing the ACC on the Round Site could result in a well-designed facility that takes advantage of the natural open space around Beaverton Creek, and spurs additional development in the Creekside District. However, the small size of the site means that the site could only accommodate a stand-alone performing arts section, which would require parking to be located offsite, and either eliminating the hotel component of the development program, or moving it offsite as well. Ultimately, the ability to develop on this site depends on the ability to renegotiate the terms of the parking requirement for the nearby condominiums, which may not be possible.

5.3 The Westgate Site

Major advantages

Public ownership. The City (in partner with Metro) already owns the site, which may eliminate any acquisition costs. This is a major advantage of the site, particularly when compared to the multimillion dollar acquisition cost of the Lanphere Site.

Major disadvantages

None. The only noteworthy disadvantages of the site are its poor visibility and potentially difficult soil conditions that are likely to increase development costs. However, these are somewhat less significant issues, when compared to the major weaknesses of other sites.

Implications

The Westgate Site is distinguished from the other two sites by its lack of any major potentially fatal flaws. The site is large enough to accommodate the desired development program, it is already in public ownership, and it has potential to serve as a catalyst for development in the Creekside District. With the exception of visibility and soils, it checks all the boxes for the

desired site requirements. However, because the site is so large and desirable, the opportunity costs need to be considered, in particular, whether there are other transit-oriented development opportunities that would be more in line with Metro's vision for the site.

PROGRAM SUMMARY

1 Art and Culture Center (2 auditoria / 650 seats total)	41,232	sq ft
2 Hotel (150 rooms)	98,294	sq ft
3 Parking (for Hotel & Art / Culture Center)	166,250	sq ft
4 Exterior Program	3,600	sq ft

TOTAL**309,376** sq ft

ASSUMPTIONS

- 400 seats for large auditorium, 150 seats small auditorium
- 60% grossing factor for net program for Arts and Culture Center
- 35% grossing factor for net program on Hotel
- 70 / 30 King to Double Queen room split with 150 total rooms
- 350 sq ft per stall gross area for parking
- Parking provided is only parking required for operation of Hotel and Arts and Culture Center independently. No district parking provided. Peak parking demand of Arts and Culture Center would not effect parking for Hotel

01 ART & CULTURE CENTER

CATEGORY	KEY #	SPACE	NOTES	NET SF	# OF ROOMS	# OF SEATS	SUB TOTAL	TOTAL SF
MAIN AUDITORIUM	1	Orchestra level seating	10 sq ft per seat	2,680	1	268	2,680	
	2	Balcony level seating		1,320	1	132	1,320	
	3	Stage + Wings	40' x 80'	3,200	1		3,200	
	4	Passage	8' corridor for the width of the stage	640	2		1,280	
	5	Lighting / Projection Booth		275	1		275	8,755
SECOND AUDITORIUM	6	Orchestra level seating	10 sq ft per seat	1,500	1	150	1,500	
	7	Stage + Wings	25' x 45'	1,125	1		1,125	
	8	Passage	8' corridor for the width of the stage	360	2		720	
	9	Lighting / Projection Booth		200	1		200	2,045
Shops/ Storage	10	Recliving area		500	1		500	
	11	Scene Storage		500	1		500	1,000
Dressing and Green Rooms	12	Small Dressing Room	two per auditorium	100	4		400	
	13	Large Dressing Room	one per auditorium	150	2		200	
	14	Large Toilet Room	one per auditorium	300	2		600	
	15	Small Toilet Room	one per auditorium	200	2		400	
	16	Green Room	one for performing arts center	500	1		500	2,100
Classrooms	17	Classroom with dance floor	25' x 40'	1,000	1		1,000	
	18	Classroom with art / wet space	25' x 30'	750	1		750	1,750
Offices	19	Box Office		325	1		325	
	20	Staff Office area	3 individual offices, 3 open office workstations plus copy / mail are, voffee	1,000	1		1,000	1,325
Concessions	21	Café + catering kitchen	adjacent to foyer, seating area in foyer	750	1		750	
	22	Coat Check	3 coats per linear foot / 3' space between racks	200	1		200	950

01 ART & CULTURE CENTER

Pre-Function Space			
23 Foyer/Lobby	5 sq ft per person minimum when combined with multipurpose room, based on simultaneous full occupancy of both theaters adjacent to and may be combined with foyer	2,000	2,000
24 Multipurpose room		750	750
			2,750
Service			
25 Toilet Rooms (public)	1 fixture per 25 patrons	1,320 tbd	1,320
26 General Storage		1,500	1,500
27 Mechanical / Electrical / Plumbing areas	Main electrical room, water entry, fire suppression, gas, IT / Telecom	2,275	2,275
28 Truck Loading	Covered exterior	1	-
			5,095

TOTAL NET AREA

25,770

TOTAL GROSS AREA

60% grossing factor

41,232

02 HOTEL (150 ROOMS)

CATEGORY	KEY #	SPACE	NOTES	NET SF	# OF ROOMS	SUB TOTAL	TOTAL SF
ROOMS	43	King Rooms		350	105	36,750	
	44	Double Queen Rooms		400	45	18,000	
					150		54,750
PUBLIC AREAS	45	Lobby		2,000	1	2,000	
	46	Reception		1,500	1	1,500	
	47	Food & Beverage		2,500	1	2,500	
	48	Meeting / Business Center	3 rooms with a maximum occupancy of 200 people	3,500	1	3,500	
	49	Fitness		1,500	1	1,500	11,000
BACK OF HOUSE AREAS	50	Mechanical / Electrical / Plumbing areas	Main electrical room, water entry, fire suppression, gas, IT / Telcom, roof top mechanical equipment excluded	1,500	1	1,500	
	51	Local MEP	Electrical / Telcom rooms at guest rooms floors	200	8	1,600	
	52	Kitchen		1,000	1	1,000	
	53	Housekeeping (main)		500	1	500	
	54	Housekeeping (local)		120	8	960	
	55	Loading	single bay	500	1	500	
	56	Laundry (Dirty & Clean)		500	1	500	
57	General Storage		500	1	500		
							7,060

TOTAL NET AREA

72,810

TOTAL GROSS AREA

35% grossing factor

98,294

03 PARKING

CATEGORY	KEY #	SPACE	NOTES	SQ FACTOR PER STALL	# OF STALLS	SUB TOTAL	TOTAL GSF
PARKING PAC	59	Parking	1 stall per 2 seats	350	325	113,750	113,750
PARKING HOTEL	60	Parking	1 stall per room	350	150	52,500	52,500

TOTAL GROSS AREA

166,250

04 EXTERIOR PROGRAM

CATEGORY	KEY #	SPACE	NOTES	GROSS SF	TOTAL GSF
Outdoor Spaces	1	Loading	2 exterior loading spaces including buffer zone but excluding roadway	1,000	
	2	Drop off (partons + kids)		300	
	3	Covered vestibule entry/lobby		300	
	4	Outdoor event space		2,000	

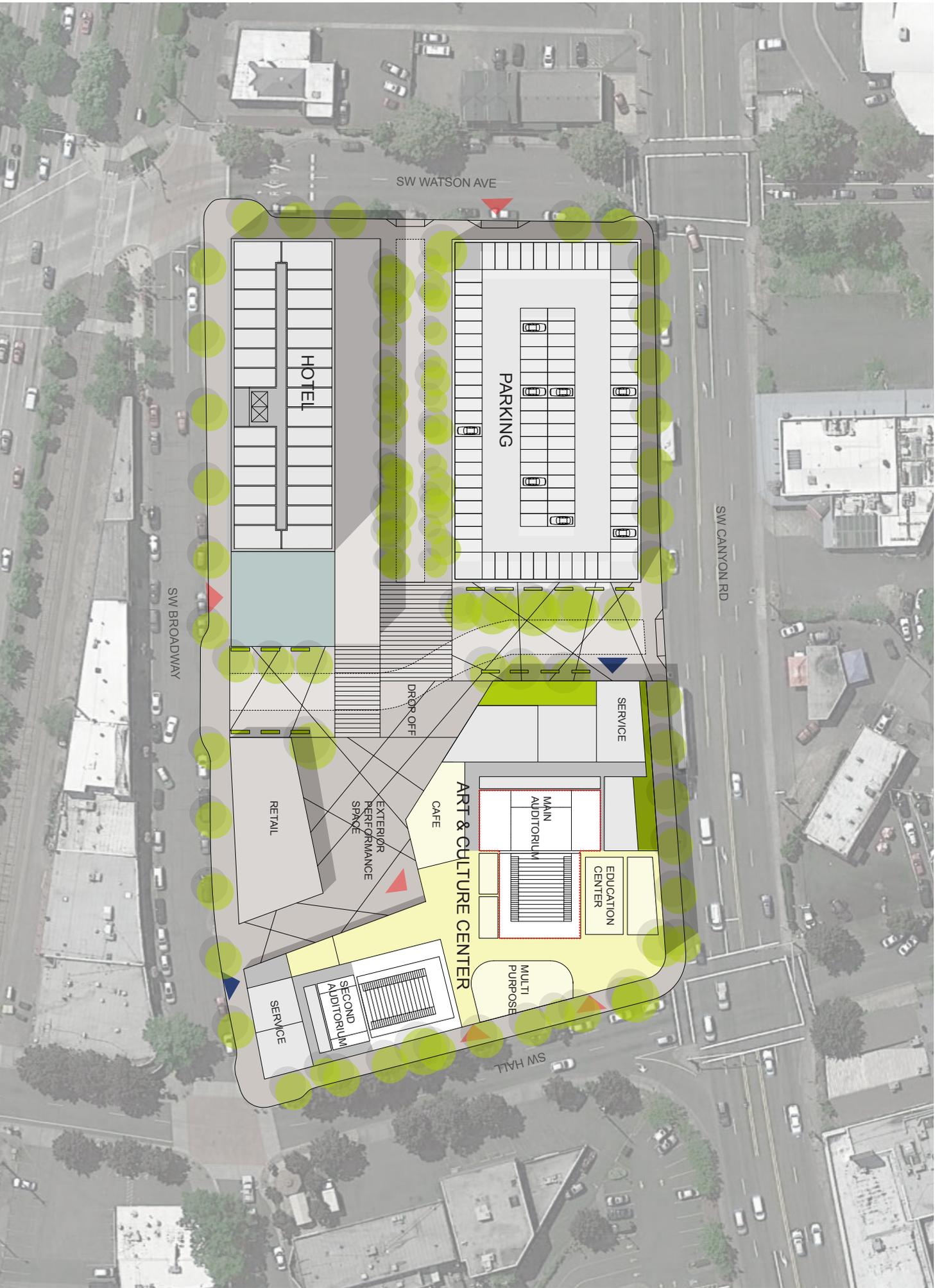
TOTAL GROSS AREA

3,600 sq ft

WESTGATE SITE







SW WATSON AVE

SW CANYON RD

SW BROADWAY

SW HALL

HOTEL

PARKING

SERVICE

MAIN
AUDITORIUM

EDUCATION
CENTER

MULTI
PURPOSE

CAFE

EXTERIOR
PERFORMANCE
SPACE

RETAIL

DROP OFF

SECOND
AUDITORIUM

SERVICE

Attachment C:

Beaverton Arts and Culture Center: Summary SWOT Matrix

Lanphere Site

The Lanphere Site is located in Old Town, bordered by SW Canyon Road to the north, SW Watson Avenue to the west, SW Broadway to the south, and SW Hall Blvd to the east. SW West St runs north-south through the site, bisecting it.

Number of parcels: 8 (one owner)

Total real market value: \$6.8 million

Total site area: 3.1 acres

Improvement to land value ratio: 1.6

Strengths

- **Size.** Large enough to accommodate the full development program, including an adjacent hotel and structured parking for both facilities.
- **Auto accessibility.** Excellent auto accessibility: located at the intersection of two major arterials, the site also offers convenient access to Hwy 217 for out-of-town attendees.
- **Visibility.** Offers the best visibility of the three sites, allowing for the potential for an iconic building to be seen by large numbers of people, enhancing civic pride, and driving attendance.

Opportunities

- **Old Town catalyst.** Attendees at the ACC could provide a boost to local retailers and restaurants in the Old Town area on the nights of performances. Development of the site could strengthen the adjacent retail corridor.
- **Shared parking development.** Provision of a shared parking garage could accommodate the needs of future development on nearby sites.
- **Connectivity improvement.** Development could encourage more active, pedestrian-friendly development, and connect the Creekside District to Old Town and other parts of Central Beaverton.

Weaknesses

- **Ownership / relocation of existing uses.** There is no information to suggest the owner is interested in selling the property. The site includes two existing businesses: a disincentive for sale, given they represent economically viable uses at a desirable location. Site acquisition costs will likely be high, given the market value of the property, compounded by business relocation costs, and could prove a fatal flaw for this site.
- **Transit accessibility.** The nearest light rail station (a desirable transit option for patrons of the proposed ACC) is a relatively long walk from the site. Five bus stops, however, are located adjacent to the site.

Threats

- **Historic landmark designation.** One of the buildings located on the site is designated as a historic landmark within the Beaverton Downtown Historic District. The conceptual design for the site anticipates the historic building would need to be demolished to accommodate the desired development program, which will be challenging given the designation and could add to development costs.

The Beaverton Planning Commission would have to approve demolition and would likely impose design requirements to ensure new development is compatible with the historic character of the district. It is unknown exactly what impact this would have on project costs, or the extent of development complications it would cause.

The Round Site

The Round Site is located in the Creekside District. The site consists of two irregularly-shaped parcels bordered by SW Crescent Street to the south, SW Rose Biggi Avenue to the west, and Beaverton Creek to the north east.

Number of parcels: 2 (one owner)

Total real market value: \$1.2 million

Total site area: 1.7 acres

Improvement to land value ratio: 0.0

Strengths

- **Transit accessibility.** The site is 300 to 600 feet from the nearest MAX station, resulting in a 2 to 3 minute walk from light rail. The value of this strong transit accessibility, however, depends upon the portion of attendees who could reasonably choose to take light rail to an event at the ACC.

Opportunities

- **Synergy with open space.** The site's location next to Beaverton Creek offers the potential for the facility to be oriented to open space. The potential synergy with the creek is enhanced by the planned multi-use greenway path that will be developed along the southern edge of the creek.
- **Creekside development catalyst.** The site has the potential to spur additional economic development at the Round and throughout the Creekside District. Attendees at the ACC could provide a boost to adjacent local restaurants on the nights of performances. Development of the site could spur future development on neighboring vacant sites at higher densities and with more active uses than would occur otherwise.

Weaknesses

- **Size.** The site is nearly half the size of the other candidate sites. The irregular shape of the site, further reduces the buildable area, making it impractical to develop onsite parking or a hotel.
- **Replacement parking requirement.** An easement requires the site to permanently provide at least 82 parking spaces to serve the Lofts at The Round Condominiums. It would not be possible to maintain these parking spaces while providing the desired development program for the ACC.
- **Geotechnical conditions.** Conditions of the site are likely to be the same or worse than what was experienced in previous phases of development at the Round. Providing appropriate building foundations will likely be challenging.

Threats

- **Floodplain and wetland impacts.** This is the only site that sits partially within a designated 100-year floodplain area. However, it appears the footprint of the proposed ACC could be built entirely outside of the floodplain.

Westgate Site

The Westgate Site is located in the Creekside District. The site consists of two parcels bordered by SW SW Rose Biggi Avenue to the east, SW Cedar Hills Blvd to the west, and the MAX light rail tracks to the south.

Number of parcels: 2 (two owners)

Total real market value: \$3.1 million

Total site area: 3.9 acres

Improvement to land value ratio: 0.0

Strengths

- **Size.** The site is large enough to accommodate the full development program, including an adjacent hotel and structured parking for both facilities.
- **Ownership.** The site is owned jointly by the City and Metro, which negates the need for site acquisition from a private party. This represents the potential for significant cost savings over other candidate sites.
- **Transit accessibility.** The site is approximately a 2-minute walk from the nearest MAX station. The value of this strong transit accessibility, however, depends upon the portion of attendees who reasonably choose to take light rail to ACC events.
- **Site characteristics.** The site is level, outside of the floodplain, devoid of wetlands, and with no known contamination, which are all positives.

Opportunities

- **Creekside development catalyst.** The site has the potential to spur additional economic development at the nearby Round and throughout the Creekside District. Attendees at the ACC could provide a boost to adjacent local restaurants on the nights of performances. Development of the site could spur future development on neighboring vacant sites at higher densities and with more active uses than would occur otherwise.
- **Shared parking for Creekside.** One specific way in which the Westgate Site could be a catalyst for new development in the Creekside District is through the provision of a shared parking garage. While the ACC and an adjacent hotel would require enough parking to justify a multi-story garage for just those two uses, it is assumed that the parking could be shared with other nearby users.

Weaknesses

- **Visibility.** The conceptual site design calls for the ACC to be developed at a low traffic volume intersection. While it is possible that a performing arts center on the Westgate Site could be visible from nearby major roads, the conceptual site design includes a multi-story parking garage and an eight-story hotel that would further obstruct the view of the ACC from these major roads.
- **Geotechnical conditions.** The soil conditions are likely suitable for lightly-loaded structures, but could potentially pose challenges for the hotel and parking garage which require substantial foundations.

Threats

- **Opportunity cost of site.** The Westgate Site has long been heralded as one of the most important development opportunity sites in Beaverton, with numerous development options discussed over the years. The proposed ACC would prevent other desired development on the site, including TOD uses which would be Metro's preferred use.
- **Market timing.** The site is potentially desirable for a wide-range of development options. As owner, the city retains control of the site, but other development interests may make attractive offers on the site that conflict with the ACC project.

		Lanphere	The Round: Lots 2-3	Westgate
Size	Acreage	3.1 acres	1.7 acres	3.9 acres
	Accommodates ACC	Yes	Yes	Yes
	Accommodates Parking	Yes	Off-site	Yes
	Accommodates Hotel	Yes	No	Yes
Site Characteristics	Wetlands/Floodplain	None	Minor Impact	None
	Steep slopes	None	None	None
	Contamination	None known	None known	None known
	Geotechnical	None known	Likely challenging conditions	Known issues pose modest challenges
Ownership	Owner	Lanphere	SKB	City/Metro
	Existing uses	Kia dealership, Lanphere offices and motorcycle museum	Vacant with parking	Vacant
	Number of parcels	8	2	2
	Acquisition cost	\$ 6.8 Million - RMV	\$1.2 Million - RMV	\$0 if meets TOD requirements. If not TOD, then costs associated with Metro ownership.
Accessibility	Distance from light rail	8 minute walk	2-3 minute walk	2 minute walk
	Bus access	Good	Good	Good
	Auto accessibility	Good	OK	OK
	Visibility	Good	OK	Bad
Neighborhood / Community	Neighborhood Parking	Provides parking downtown, but would not solve Creekside parking issues	Cannot provide parking onsite. Violates easement requiring at least 84 spaces for condos.	Onsite shared parking garage for Creekside
	Impact on Creekside	Potential to improve North/South downtown connections	Potential Catalyst	Potential catalyst
	Impact on Old Town	Potential catalyst	None	None