

DRAFT

Making the Greatest Place

Investing in Great Places matrix | August 2009

Achieving local aspirations through strategic regional and local investments

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Achieving local aspirations through strategic regional and local investments to support them



Translating a vision into a reality is not a simple task. Often when people are asked to describe what they want their communities to be like in the future they use descriptions of how it should look and function. They describe the vibrant environment of people coming and going on the street, the inviting streetscapes of established neighborhoods and prosperous businesses that would anchor the community.



In 1995, with the support of the public and elected officials of the region, Metro adopted the 2040 Growth Concept as a vision to guide growth and development throughout the region over the coming decades. Since then, local governments have updated their zoning, targeted their investments and taken other steps to implement this vision. Though Metro works closely with cities and counties to track employment, zoning, household size and other data that indicate the potential for growth, it is a local government's investment in time, leadership and incentives that make a difference in how that community grows.



Through its comprehensive Making the Greatest Place effort, Metro has embarked on an integrated policy and investment program aimed at implementing the 2040 Growth Concept by focusing more growth and investment in the central city, town and regional centers, transportation corridors and employment areas while protecting valuable farm and forest land. This effort seeks to integrate long-term land use plans with public investments to achieve six outcomes that define a successful region:



1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

Local aspirations and the Investment Matrix

In an effort to better understand how and where local communities intend to grow and how the region can support them, Metro recently asked officials from local cities and counties to summarize their aspirations for how their communities will develop and function over the next few decades. The aspirations reflect the communities' priorities for redevelopment, the values that guide their decisions and the challenges and barriers they anticipate to achieving these aspirations.

Achieving these aspirations require different types and amounts of investments by local governments, Metro and the private sector in order to achieve on-the-ground results. To better understand what is needed to fulfill these aspirations, Metro summarized the needs identified by local governments for 16 different types of investments in five community design types described in the 2040 Growth Concept: central city (Downtown Portland), corridors, employment areas (including industrial areas), town centers and regional centers in an Investment Matrix. This Investment Matrix, will inform local and regional policy and investment decisions and longer term efforts to refine tools that assist with the achievement of these aspirations.


The Investment Matrix allows the region to look at its proposed investments that leverage private development in centers, corridors, and employment areas. Having a clear picture of the connection between public investments and local development allows the region to make best use of limited dollars. These public funds can then be used to leverage necessary private investments that support the creation and enhancement of vibrant urban communities.


Information presented on the matrix reflects the stated aspirations of local cities and counties for where and how they desire to grow. In cases where a local government specified goals of certain numbers of new households or jobs desired, those numbers are indicated. In most cases, the local aspirations were described in more qualitative terms, often referring to the level of activity desired – active 18 hours per day, for example, or the look of a place, similar to Sellwood or Hillsdale. These references were included in the matrix when the information was available.


Local governments identified investments needed to achieve their aspirations.

The Investment Matrix highlights areas in the region that are the focus of future employment and residential development. The matrix includes four distinct sections: regional investments, local investments, shared responsibilities and private actions.

Each icon represents some form of investment.

 **Solid** icons representing existing investments

 **Hollow** icons represent investments that are proposed, committed or under consideration.

 **Half** solid icons reflect that some investments have been completed and more are needed.

How the Investment Matrix informs policy decisions

The Urban Growth Boundary. By the end of 2009, the Metro Council is required by Oregon law to complete an analysis of the capacity of the existing urban growth boundary (UGB) to accommodate the population and employment growth projected over the next 20 years. If the analysis indicates that additional capacity is needed to accommodate projected growth, the Metro Council and local governments have until the end of 2010 to determine how best to add capacity to the boundary either through additional investments in centers, corridors and employment areas or by expanding the boundary.

Local and regional policy and investment commitments will largely determine the future capacity of the existing boundary. The Metro Council will be working with local governments throughout 2010 to achieve the most efficient use of existing resources to meet forecasted demands. The aspirations of local governments for centers, corridors and employment areas will affect regional policies and investment priorities.

If local and regional investments are insufficient to meet forecasted demand for new housing and employment capacity, then Metro Council will consider boundary expansion to meet additional demands.

Urban Reserves. By the end of 2009, the Metro Council and the boards of commissioners of Clackamas, Multnomah and Washington counties will reach agreements to designate areas outside the boundary as urban and rural reserves. Urban reserves will be areas that are suitable for accommodating urban development over the next 40 to 50 years. Rural reserves will include areas with high-value working farms and forests or important natural features that will be excluded from urban development. Land use actions to formally designate urban and rural reserves are scheduled to occur in 2010.

Per state law, urban reserves will be designated in a manner that supports development in existing centers, corridors and employment centers already inside the boundary. Urban reserves, once brought into the boundary, will need investments to support vibrant new centers, corridors and employment that sustain a diverse mix of housing and jobs while reducing global warming, protecting clean air and water and supporting healthy ecosystems. The Investment Matrix will inform the policy discussions around the designation of urban reserves in order to achieve these objectives.

The Regional Transportation Plan. As part of the solicitation for projects in the Regional Transportation Plan, Metro requested that local governments consider local aspirations for their community. The matrix reflects the transportation projects that local governments identified and illustrates their role in achieving the broader outcomes defined in the Regional Transportation Plan.

Investing in Great Places matrix | Definitions










































































































Local aspiration profile	Regional investment actions	Shared responsibilities	Local actions	Private actions
<p>The Matrix includes only those areas that local governments identified as areas with aspirations in the profile</p> <p>2040 Design: Existing design type defined in the 2040 Growth Concept (central city, corridor, employment area, regional center, town center).</p> <p>Activity level goal: The level of activity identified by a local government in its local aspiration submission, using the activity spectrum included in Metro’s State of the Centers Report. This level of activity indicates the hours of activity desired or the type of community that a local government seeks to emulate. The Matrix includes numerical targets if identified by the local aspiration.</p> <p>Current development: This is defined in the State of the Centers Report using 2007 data from Environmental Systems Research Institute (ESRI) and InfoUSA.</p>	<p>Existing or proposed investments largely using regional funds</p> <p>Bus Transit: Bus and frequent bus services.</p> <p>High-capacity transit: Light rail, rapid bus service, streetcar or other high capacity service, or other related facilities including park and ride lots and transit centers.</p> <p>Highways and arterials: New road capacity or new access points to existing roads, including interchange access and safety improvements. In freight areas, these investments also include multi-modal freight, rail and air.</p> <p>Transportation system management and operations: Technological enhancements such as traffic signal optimization, access management, or other efforts that serve to increase the capacity of the existing transportation system. Also includes Transportation Management Associations, targeted marketing and other efforts that serve to reduce demand for trips made by single-occupant vehicles.</p> <p>Transit-oriented Development: Investments by Metro in mixed-use development projects (commercial and residential) near light rail and frequent bus service.</p> <p>Grants: Grant funds administered by Metro to encourage redevelopment of existing communities, including brownfield assessment grants, Nature in Neighborhood grants, planning grants funded through the regional Construction Excise Tax, and other regional grant programs.</p> <p>Regional Greenspaces: Regional parks, natural areas and trails funded through regional bond measures or other regional funds.</p>	<p>Those investments that require funding from local and regional sources and other partnerships</p> <p>Enhanced pedestrian, bicycle and trail environment: Landscaping, median or curb extensions, sidewalks, bikeways, boulevard retrofits, trails.</p> <p>Utilities and civic infrastructure: Includes sewer, water and stormwater pipes and facilities as well as civic infrastructure including schools, libraries and other public buildings.</p>	<p>Existing or proposed actions largely requiring investments by local governments</p> <p>Local streets and connectors: New street connections, new local road capacity, realignments of existing residential streets and arterials.</p> <p>Supportive code: Mixed-use zoning or multi-family development zoning in centers, streamlined processes or other efficiencies in development permitting and inspections, bonuses or incentives that are included in code.</p> <p>Parking strategies: Shared parking, changing minimum (or maximum) parking requirements for certain developments, providing structured or metered parking.</p> <p>Financial incentives: Urban renewal, local improvement districts, business improvement districts, enterprise zones, main street programs, system development charge credits, variable system development charges, tax credits to support vertical housing development, other incentives financed by local general funds set in policy.</p> <p>Direct project incentives: Land acquisition, joint development agreements, storefront improvement grants, marketing directed toward specific projects.</p> <p>Local greenspaces: Local parks, trails and natural areas.</p>	<p>Collaboration: Active partnerships between property owners and the public sector, establishment of public/private partnerships to engage development.</p>

Investing in Great Places matrix | Central City

Achieving local aspirations through strategic regional and local investments

 Proposed
  Existing

 In progress



Local aspiration profile ^(1,2)	Regional investment actions							Shared responsibilities	Local actions						Private actions	
Current: 17,800 DU (2005), 150,500 jobs (2005) Goal: 50,000 to 60,000 additional DU; 75,000 additional jobs	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
South Waterfront High density, mixed use, future OHSU campus expansion																
University District PSU expansion; ECO District																
Goose Hollow Mixed-use community																
River District Mixed-use community																
Downtown Financial and regional retail center																
Lower Albina Industrial district																
Lloyd District Mixed use with emphasis on regional attractions; eco district																
Central Eastside Industrial with incubator and emerging creative sector emphasis																


1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA
















































































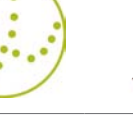








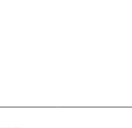













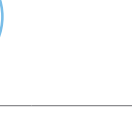






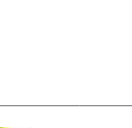


































2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Regional Centers

Achieving local aspirations through strategic regional and local investments

 Proposed
  Existing

 In progress

Local aspiration profile ^(1,2)	Regional investment actions							Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces
Beaverton Downtown Current: 1,170 DU / 7,420 EMP																
Washington Square Current: 1,270 DU / 13,770 EMP Goal: 50 DU/acre 2.0 FAR or greater																
Washington Square Beaverton																
Hillsboro Downtown Current: 3,600 DU / 12,850 EMP 18 hour activity 3,000 DU / 3,000 EMP																
Clackamas Town Center Current: 2,680 DU / 4,140 EMP																
Oregon City Downtown Current: 150 DU / 3,260 EMP																
Gresham Civic neighborhood, Current: 440 DU / 1,070 EMP Goal: Total of 2,000 DU / 2,000 EMP																
Gresham Downtown Current: 440 DU / 1,070 EMP Goal: Total of 2,000 DU / 2,000 EMP																
Gateway (Portland) Current: 3,500 DU / 7,190 EMP																



1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA


2. Development goal source: Local aspirations submitted to Metro

August 18, 2009

Investing in Great Places matrix | Town Centers

Achieving local aspirations through strategic regional and local investments

 Proposed
  Existing

 In progress

Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Aloha Current: 2,150 DU / 1,130 EMP	No information available																
Bethany Current: 950 DU / 510 EMP	No information available																
Cedar Mill Current: 1,530 DU / 1,710 EMP	No information available																
Cornelius Current: 3,240 DU / 2,270 jobs Goal: 2,800 DU and 7,100 jobs on an additional 640 acres by 2030 Aspiration to be a complete Town Center																	
Damascus Current: 90 DU / 550 EMP	No information available																
Forest Grove Current: 180 DU / 800 EMP Goal: Double residential density (20 DU)																	
Gladstone Current: 270 DU / 310 EMP	No information available																
Happy Valley Existing Town Center 14 hour activity																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA















































































2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Town Centers

Achieving local aspirations through strategic regional and local investments

 Proposed
  Existing

 In progress

Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Hillsdale-Portland Current: 980 DU / 1,050 EMP 18 hour activity																	
Hollywood-Portland Current: 800 DU / 4,200 EMP																	
King City Current: 410 DU / 720 EMP	No information available																
Lake Grove Current: 300 DU / 2,840 EMP																	
Lake Oswego Current: 1,500 DU / 2,830 EMP																	
Lents-Portland Current: 590 DU / 320 EMP																	
Milwaukie Current: 1,950 DU / 3,750 EMP																	
Murray/Scholls Current: 1,980 DU / 10 EMP																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA



2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Town Centers

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Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Orenco Current: 1,590 DU / 790 EMP	No information available																
Pleasant Valley Current: 20 DU / 10 EMP																	
Raleigh Hills Current: 870 DU / 1,600 EMP	No information available																
Rockwood Current: 4,360 DU / 1,990 EMP Goal: 7,000 DU / 3,500 EMP																	
Sherwood Current: 110 DU / 570 EMP																	
St. Johns-Portland Current: 290 DU / 1,009 EMP																	
Sunset Current: 160 DU / 1,760 EMP Transit Center																	
Tanasbourne/AmberGlen Current: 3,820 DU / 4,680 EMP Goal: Additional 6,800 DU / 6,580 jobs 18 hour activity																	


















































































1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Town Centers

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Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Tigard Downtown Current: 560 DU / 2,310 EMP Goal: 2,500 DU; 1.9 million sq. ft. employment/office/commercial																	
Troutdale Current: 970 DU Goal: Additional 530 DU 18 hour activity																	
Tualatin Current: 2,390 residents / 3,860 jobs Goal: 2,500-3,400 residents / 6,700-8,400 jobs 18 hour activity																	
West Linn Bolton Current: 1,820 EMP																	
West Linn Willamette																	
West Portland Hillsdale typology Current: 1,530 DU/1,670 EMP																	
Wilsonville Current: 400 DU / 1,850 EMP																	
Wood Village/Fairview Fairview Village Current: 760 DU / 960 EMP																	
Wood Village/Fairview Wood Village																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA












































2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

Achieving local aspirations through strategic regional and local investments

 Proposed
  Existing

 In progress



Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Beaverton Walker and 158th Goal: Wish to explore options, current zoning: 750 DU / 3,080 EMP by 2020																	
Beaverton Hillsdale Hwy Goal: Wish to explore options, current zoning: 290 DU / 3,390 EMP by 2020																	
Fairview Sandy Blvd. Current: 91 acres of vacant and redevelopable land																	
Forest Grove Hwy 8, Commercial																	
Milwaukie King Rd. to Harrison																	
Sherwood Pacific Highway																	
Sherwood Sherwood Blvd																	
Sherwood Oregon St.																	


1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA


























2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

Achieving local aspirations through strategic regional and local investments

 Proposed
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 In progress




Local aspiration profile ^(1,2)	Regional investment actions							Shared responsibilities	Local actions							Private actions	
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Sunnyside Happy Valley																	
Sunnyside Clackamas Co.																	
Tigard Hwy 99	Goal: 40 - 50 DU / 20 - 40 EMP; 2.0 FAR																
Wood Village Sandy Blvd																	
Wood Village Halsey St																	
Gresham 162nd																	
Gresham 181st																	
Gresham Eastman/223rd																	



































1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

Achieving local aspirations through strategic regional and local investments

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Local aspiration profile ^(1,2)	Regional investment actions							Shared responsibilities		Local actions						Private actions	
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Gresham 257th/Kane																	
Gresham Sandy																	
Gresham Halsey																	
Gresham Glisan																	
Gresham Stark																	
Gresham Burnside																	
Gresham Division																	
Gresham Powell																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA



















































2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

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	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Portland Interstate Avenue Goal: 3,250 DU / 1,220 jobs from 2005-2030																	
Portland 82nd Avenue																	
Portland Sandy Boulevard																	
Portland Martin Luther King Jr. Boulevard																	
Portland Cully Boulevard																	
Portland Barbur Boulevard																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

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	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Portland NE Killingsworth Street																	
Portland Powell Boulevard																	
Portland 102 Ave.																	
Portland Foster Road																	
Portland SE Belmont																	
Portland SE Hawthorne																	
Portland SE Division																	


1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

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Local aspiration profile ^(1,2)	Regional investment actions							Shared responsibilities		Local actions						Private actions	
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Portland Kenton/Denver																	
Portland Milwaukie Avenue																	
Portland Tacoma Street																	
Portland 122nd Avenue																	


1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA


















































2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Employment

Achieving local aspirations through strategic regional and local investments

 Proposed
  Existing

 In progress



Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Beaverton 217 East Goal: Wish to explore options, current zoning: 3,7540 jobs projected by 2020																	
Beaverton 217 West Goal: Wish to explore options, current zoning: 1,510 jobs projected by 2020																	
Beaverton Arctic and Western Goal: Wish to explore options, current zoning: 270 jobs projected by 2020																	
Beaverton Millikan Goal: Wish to explore options, current zoning: 1,410 jobs projected 2020																	
Beaverton Cornell Corridor Goal: Wish to explore options, current zoning: 3,690 jobs projected by 2020																	
Beaverton Cornell Oaks Goal: Wish to explore options, current zoning: 4,400 jobs projected by 2020																	
Forest Grove Goal: Additional 6,000 jobs																	


1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA











































2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Employment

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Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Gresham Springwater																	
Gresham Southshore																	
Happy Valley Rock Creek Employment Center																	
Hillsboro Evergreen Employment area	Goal: 20,000 jobs																
Lake Oswego Kruseway																	





































1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

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Milwaukie North Industrial Area																		
Milwaukie Johnson Creek Blvd.																		
Milwaukie International Way																		
Oregon City Beavercreek Rd	Goal: 3,600 jobs																	
Portland Columbia Corridor Swan Island NW Industrial	Current: 81,000 jobs Goal: 25,000 jobs																	


















































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Sherwood Pacific Highway and Tualatin-Sherwood Rd																	
Tigard Employment lands 14 hour Goal: 30-40 Employees/acre																	
Tigard Tigard Triangle Goal: 30-40 DU / 2.0 FAR or greater																	
Tualatin areas outside of existing city Southwest Concept Plan South Tualatin Goal: 5,970-12,470 jobs																	
Tualatin Existing Industrial/ Employment Lands Goal: 7,710 jobs																	
Wilsonville Coffee Creek Industrial Area Goal: 1,500 jobs																	
Columbia Cascade River District Troutdale Wood Village Gresham Fairview Goal: 32,500 jobs																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro