600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, May 25, 2011
Time: 5 to 7 p.m.
Place: Council Chambers

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5 PM	**1.**		**CALL TO ORDER**	**Charlotte Lehan, Chair**
5:02 PM	**2.**		**SELF INTRODUCTIONS & COMMUNICATIONS**	**Charlotte Lehan, Chair**
5:05 PM	**3.**		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	
5:10 PM	**4.**		**COUNCIL UPDATE**	
5:15 PM	**5.**		**CONSENT AGENDA**	
	5.1	*	Consideration of the May 11, 2011 MPAC Minutes	
	5.2	*	2011 MTAC Member Nominations	
	6.		**INFORMATION / DISCUSSION ITEMS**	
5:20 PM	6.1	*	Climate Smart Communities Scenarios Evaluation Approach and Strategies to Test – DISCUSSION • *Outcome*: Discuss and determine if additional refinements are needed to the guiding principles, research objectives, and "beta" indicators in order for MPAC to support staff moving forward with the evaluation in June	**Kim Ellis**

6:05 PM	6.2	*	Making a Great Place Implementation Guidance – DISCUSSION
			o State of the Centers II
			o High Capacity Transit System Expansion Policy
			o Transportation and Land Use Implementation Guidance
			Outcomes:
			• Provide feedback to staff on the High Capacity Transit System Expansion Policy Implementation Guidance in preparation for a recommendation to the Metro Council at the June 8 MPAC meeting:
			  • System Expansion Policy Decision-making Framework
			  • Corridor Working Group requirements
			  • Quantitative and Qualitative Performance Measures to guide local land use and transportation planning and investment decisions
			  • Process for updating the 2035 Regional Transportation Plan (RTP) for future HCT investment decisions
				Brian Harper
				Josh Naramore

6:55 PM 7. MPAC MEMBER COMMUNICATION

7 PM 8. ADJOURN **Charlotte Lehan, Chair**

* Material included in the packet.
\# Material will be provided at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

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METRO POLICY ADVISORY COMMITTEE
May 11, 2011
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
Matt Berkow	Multnomah County Citizen
Pat Campbell	City of Vancouver
Jody Carson	City of West Linn, representing Clackamas Co. Other Cities
Steve Clark	TriMet Board of Directors
Nathalie Darcy	Washington County Citizen
Denny Doyle	City of Beaverton, representing Washington Co. 2nd Largest City
Amanda Fritz	City of Portland
Kathryn Harrington	Metro Council
Jack Hoffman	City of Lake Oswego, representing Clackamas Co. Largest City
Charlotte Lehan, Chair	Clackamas County Commission
Annette Mattson	David Douglas School Board, representing Governing Body of School Districts
Marilyn McWilliams	Washington County Special Districts
Doug Neeley	City of Oregon City, representing Clackamas Co. 2nd Largest City
Barbara Roberts	Metro Council
William Wild	Clackamas County Special Districts

MEMBERS EXCUSED	AFFILIATION
Sam Adams	City of Portland
Ken Allen	Port of Portland
Shane Bemis	City of Gresham, representing Multnomah Co. 2nd Largest City
Michael Demagalski	City of North Plains, representing Washington Co. outside UGB
Jennifer Donnelly	Oregon Department of Land Conservation and Development
Andy Duyck	Washington County Commission
Carl Hosticka	Metro Council
Keith Mays	City of Sherwood, representing Washington Co. Other Cities
Wilda Parks	Clackamas County Citizen
Loretta Smith, Second Vice Chair	Multnomah County Commission
Steve Stuart	Clark County, Washington Commission
Norm Thomas	City of Troutdale, representing Multnomah Co. Other Cities
Richard Whitman	Oregon Department of Land Conservation & Development
Jerry Willey, Vice Chair	City of Hillsboro, representing Washington County Largest City

ALTERNATES PRESENT	AFFILIATION
Chris Barhyte	City of Gresham, representing Multnomah Co. 2nd Largest City

STAFF: Tony Andersen, Aaron Brown, Andy Cotugno, Mike Hoglund, Alison Kean Campbell, Robin McArthur, Kelsey Newell, Sherry Oeser, Ken Ray, Nikolai Ursin, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:07 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Audience and committee members introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Kathryn Harrington updated the committee on the following Metro items:

- Metro sent letters out to elected officials on April 29 that requested submissions for urban growth boundary (UGB) areas to be studied for potential expansion. Submissions must come from officials of local governments, must indicate the support of the governing body and are due to Metro no later than Friday, May 20. Recommendations will be presented by Metro staff to Metro Technical Advisory Committee (MTAC) on July 6 and MPAC on July 13, and will solicit public comment before the final decision in made by the Metro Council in October. Questions regarding the process should be directed to Metro Acting Chief Operating Officer Dan Cooper.
- Metro partnered with the City of Portland and the Trust for Public Land to purchase a 146-acre forest adjacent to the River View Cemetery in Southwest Portland. The site will be managed by the City of Portland, and the $2 million provided from Metro for the acquisition was provided by the 2006 natural areas bond measure. Metro also recently purchased 37 acres along North Abbey Creek in western Multnomah County, which creates a new 120-acre natural area near Rock Creek.

5. CONSENT AGENDA

MOTION: Ms. Marilyn McWilliams moved, and Ms. Annette Mattson seconded, to approve the April 23, 2011 MPAC minutes and the April 1, 2011 Climate Leadership Summit minutes.

ACTION TAKEN: With all in favor, the motion passed.

6.1 PROPOSED MPAC BYLAWS CHANGES

Mr. John Williams of Metro gave a brief presentation about the proposed changed to the MPAC bylaws that were introduced to the committee in February. These revisions include changes as to how MPAC members are appointed, how Metro Council liaisons to the committee are organized, and which positions are represented by MPAC's technical advisory committee (MTAC). Committee discussion included:

- How to encourage MPAC citizen representatives to reflect the diversity of the community Citizen members are currently appointed by the Council President, and the group discussed the value of having citizen voices at the table that reflect the region.
- The appropriate term length for membership on the committee. Members of the committee noted that long term lengths on the committee discourage turnover among elected officials and make it harder for new citizens and officials to join the committee. Others expressed concern that shorter term lengths will make it difficult to fill all of the MPAC positions; the committee has historically had difficulty finding representatives to serve certain positions on the body, and shorter term lengths could exacerbate the problem of recruitment. MPAC members also noted that term limits under two years would be too short of a timeframe for new representatives to learn the occasionally complicated rules and acronyms and therefore meaningfully contribute to the body.
- The appropriate size of the committee. Some members on MPAC suggested increasing the size of the committee to reflect more perspectives through such additions as an environmental justice representative on MTAC or representatives from regional youth councils such as the Multnomah Youth Commission. Others expressed concern about adding more citizen representatives or other perspectives to MPAC and MTAC, noting that the body exists to help regional leaders coordinate their long term plans and ensure state laws "actually play out on the ground," and that the presence of a larger deliberative body could dilute the relative voting power of existing members.
- Whether MPAC would benefit from having other Metro Councilors attend MPAC meetings on a regular basis. Some MPAC members noted that they thought the entire Metro Council would benefit from increased exposure to the regional dialogue that takes place at MPAC meetings; others noted that many already had significant working relationships with the entire MPAC body. Others noted that Metro Councilors have historically avoided taking "parochial" positions reflecting the sole interests of their own district, and that Councilors' interest in the region as a whole encourages them to meet elected officials from outside their district.
- Interest in learning more about Metro's Diversity Action Plan. Members of MPAC noted that they were unaware of Metro's plans to promote diversity within the agency and its' governing bodies, and were interested in what Metro was doing to encourage diverse voices were invited to participate in regional governance.

MOTION: Councilor Jody Carson moved to recommend the changes to the bylaws discussed by Mr. Williams and to encourage Metro staff to consider diversity when appointing citizen representatives to MPAC and other planning forums.

ACTION TAKEN: With all in favor, the motion passed.

7.1 METRO COUNCIL REDISTRICTING PROCESS

Councilor Barbara Roberts gave the committee an update on Metro's redistricting process. Redistricting is undertaken by the agency every ten years to update Metro's districts in accordance with the release of decennial Census data. These updates to the district boundaries are necessary because of uneven population growth around the region; District 4 currently has a

population that is 9.5% above the average district population, while District 2 is currently 7% below that number, which the Metro Charter uses as a benchmark. The subcommittee on redistricting, led by Councilor Roberts, instructed Metro staff to consider "communities of interest" such as cities, regional centers, town centers, school districts, neighborhood associations, and active community planning groups when drawing potential redistricting proposals. Metro staff created three potential options for redistricting: one that attempted to create near-complete population parity between districts, a second option that focused more on keeping school districts intact, and a final option that focused on conforming Metro Council district boundaries to city limits. This final option, known as Option 3, received the most support from the public and from regional officials, with minor modifications discussed in committee such as:

- The possibility of Maywood Park to be included wholly in District 1. Under Option 3 the city of Maywood Park would be included in District 5.
- Changing the boundary between Districts 1 and 2 to ensure that the entire city limits of Happy Valley are within a single district (District 2).
- Changing the northern boundary of District 2 from Tacoma Street to the Multnomah/Clackamas County line as to not bisect the City of Portland's Sellwood neighborhood.

Various members of MPAC voiced their support for Option 3, with comments supporting the minor changes to the boundary along Happy Valley. Letters from the City of Wilsonville Mayor Tim Knapp and the City of Hillsboro expressing support of Option 3 were distributed at the meeting and are included in the packet. Mayor Denny Doyle of Beaverton also noted that his city would also submit a letter in support of Option 3 with some minor changes near his city's limits. Councilor Roberts noted that public hearings on redistricting will be held May 12 and May 19 in the Council Chamber, and public comment and testimony are welcomed. A preferred option will be introduced for Council consideration at the May 12 Council meeting.

7.2 GREATER PORTLAND – VANCOUVER INDICATORS PROJECT – INFORMATION/DISCUSSION

Mike Hoglund of Metro gave a presentation outlining progress on the Greater Portland-Vancouver Indicators (GPVI) project, explaining why the initiative was started and what the project will accomplish. Mr. Hoglund noted that the region has done a good job of visioning but that the region needs to "measure our success on implementation." The GPVI project can provide statistical data to help the region determine if their actions are helping the region move towards Metro's six desired outcomes and other local aspirations. With the help of over two hundred organizations in the region, GPVI has convened nine task forces on topics such as Education and Economy to determine which particular units of measurement GPVI will utilize when measuring the region; Mr. Hoglund noted how each of these nine indicator categories correspond with Metro's six desired outcomes. Each of these task forces are also instructed to examine what how these indicators can be used to measure regional equity; the ability for data to be disaggregated, mapped, and relevant to local communities were listed as key strategies to encourage regional diagnostics to reflect regional concerns. Mr. Hoglund also asked for input on potential new names for the project, suggesting both "Columbia Compass" and "Greater Portland

Pulse." The first report from the GPVI project is expected in June. Committee discussion included:

- A suggestion for the GPVI project to include metrics on agricultural production and efficiency in the region.
- A discussion on how the data collected by the GPVI project can be gathered in a timely fashion; committee members stressed the importance of having accurate data that is updated with enough frequency to be relevant for policymakers.
- The need for GPVI data to be customizable for use by local governments within the region, and the potential for this data to be used for educational purposes by students. The committee was also interested in increased collaboration with the health research community to make sure the data collected could reflect their interests.
- The need for measurement of economic indicators to be more closely correlated with environmental indicators that measure items such as clean air and water. Mr. Hoglund agreed, and noted that much of the GPVI data will be studied for links between categories.

7.3 OUTLINE MPAC SUMMER 2011 SCHEDULE

Chair Lehan briefly outlined the tentative MPAC 2011 agenda plan, noting that the August 24 MPAC meeting has been cancelled.

8. MPAC MEMBER COMMUNICATION

The next MPAC meeting is scheduled for May 25, 2011.

9. ADJOURN

Respectfully submitted,

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 05/11/11**:**

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Document	05/11/11	Updated MPAC 05/11/11 Agenda	051111m-01
7.1	Letter	05/11/11	To: Metro Council From: City of Hillsboro Re: Metro redistricting	051111m-02
7.1	Letter	05/11/11	To: Metro President Hughes and Councilor Hosticka From: Mayor Tim Knapp Re: City of Wilsonville Preference on Metro Redistricting Options	051111m-03
7.2	Slideshow	05/11/11	Greater Portland-Vancouver Indicators (GPVI): An Overview of the Start-up Phase	051111m-04

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Metro | *Memo*

Date: May 17, 2011

To: Metro Policy Advisory Committee

From: Robin McArthur, AICP
Planning & Development Director

Re: MTAC Nominees for MPAC Approval

Please see the 2011 nominations for the Metro Technical Advisory Committee in the attached table. As per MPAC bylaws, MPAC may approve or reject any nomination.

The nominations for the five new MTAC positions are still pending and will be submitted for MPAC consideration as soon as they are received.

If you have any questions or comments, do not hesitate to contact me.

Thank you.

METRO TECHNICAL ADVISORY COMMITTEE 2011 NOMINEES
FOR METRO POLICY ADVISORY COMMITTEE CONSIDERATION

	Jurisdiction/Organization	***Member***	***Alternate***
	Non-voting Chair	Robin McArthur	John Williams
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	Vacant
3.	Washington County Citizen	Terri Wilson	Bruce Bartlett
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1st); Tom Armstrong (2nd)
5.	Largest City in Clackamas County: Lake Oswego	Denny Egner	Sidaro Sin
6.	Largest City in Multnomah County: Gresham	Jonathan Harker	Stacy Humphrey
7.	Largest City in Washington County: Hillsboro	Pat Ribellia	Colin Cooper (1st); Alwin Turiel (2nd)
8.	2nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2nd Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen (West Linn)	Katie Mangle, Milwaukie (1st); Michael Walter, Happy Valley (2nd)
11.	Multnomah County: Other Cities	Lindsey Nesbitt (Fairview)	Rich Faith (Troutdale)
12.	Washington County: Other Cities	Julia Hajduk (Sherwood)	Aquilla Hurd-Ravich, Tualatin (1st); Richard Meyer, Cornelius (2nd);Jon Holan, Forest Grove (3rd)
13.	City of Vancouver	Laura Hudson	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1st); Jane McFarland (2nd)
16.	Washington County	Brent Curtis	Andy Back (1st); Joanne Rice (2nd)
17.	Clark County	Michael Mabrey	Oliver Orjiako
18.	ODOT	Lainie Smith	Lidwien Rahman
19.	DLCD	Jennifer Donnelly	Anne Debbaut

20.	Service Providers: Water and Sewer	*(Nomination in progress)*	
21.	Service Providers: Parks	*(Nomination in progress)*	
22.	Service Providers: School Districts	Ron Stewart (N. Clackamas)	Tony Magliano (Portland), Dick Steinbrugge (Beaverton)
23.	Service Providers: Private Utilities	*(Nomination in progress)*	
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Jessica Tump	Alan Lehto
26.	Private Economic Development Associations	Mimi Doukas	Bev Bookin
27.	Public Economic Development Organizations	Tom Nelson	Vacant
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Vacant
29.	Environmental Advocacy Organization	Jim Labbe	Vacant
30.	Housing Affordability Organization	Ramsay Weit	Vacant
31.	Residential Development	Justin Wood	Ryan O'Brien (1st); Dave Nielsen (2nd)
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy
33.	Commercial / Industrial	*(Nomination in progress)*	
34.	Green Infrastructure, Design, & Sustainability	*(Nomination in progress)*	
35.	Public Health & Urban Form	*(Nomination in progress)*	

MPAC Worksheet

Agenda Item Title: Creating a Climate Smart Communities Strategy Using Scenarios

Presenter(s): Kim Ellis

Contact for this worksheet/presentation: Kim Ellis (x1617)

Date of MPAC meeting: May 25, 2011

Purpose/Objective

- Provide feedback and/or other comments on the Phase 1 scenario evaluation framework – focusing on the guiding principles, research objectives and "beta" indicators.

MPAC will be asked to give staff the "green light" to move forward with the scenario analysis at their June 8 meeting. The evaluation framework will guide the analysis to be conducted this summer. The strategies to be researched and tested represent a collection of different approaches to meet the state climate goals – many of which are already being implemented in the region to realize the 2040 Growth Concept and local plan visions. The analysis will consider the economic, environmental and community impacts and benefits, cost and the feasibility of implementation.

Action Requested/Outcome

1. Discuss and determine if additional refinements are needed to the guiding principles, research objectives and "beta" indicators in order for MPAC to support staff moving forward with the evaluation in June.

What has changed since MPAC last considered this issue/item?

MPAC discussed the Draft Phase 1 Scenario Approach and Framework in March and participated in the April 1 Climate Leadership Summit. An updated draft of the Scenario Evaluation Framework was discussed by the Transportation Policy Alternatives Committee (TPAC) on April 29, the Metro Council on May 3, the Metro Technical Advisory Committee (MTAC) on May 4, the Joint Policy Advisory Committee on Transportation (JPACT) on May 12, and a work group of TPAC and MTAC members on May 16.

JPACT identified a number of refinements on May 12 that reflected in track changes for reference.

What packet material do you plan to include?

- Memo - Updated Phase 1 Scenario Approach and Framework (dated May 17, 2011)
- Revised Draft Phase 1 Scenario Evaluation Framework (dated May 17, 2011)
- Memo - Strategies For Reducing Carbon Emissions From Light Vehicles (dated May 11, 2011)

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Metro | *Memo*

Date: May 17, 2011

To: MPAC and interested parties

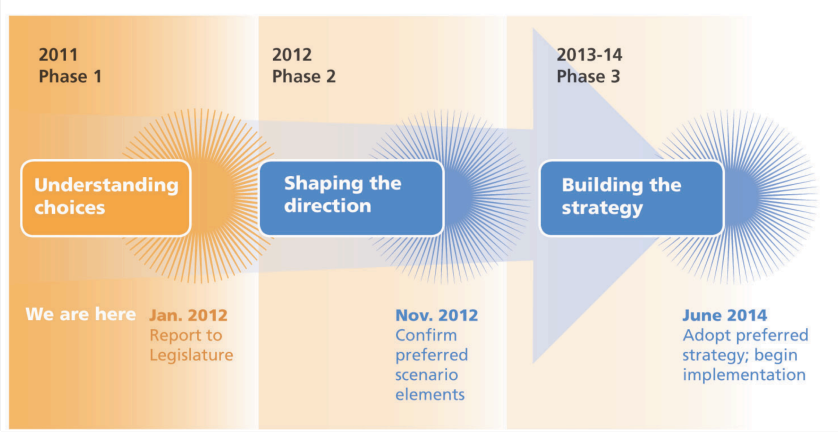
From: Kim Ellis, Principal Transportation Planner

Re: Updated Phase 1 Scenario Approach and Framework

BACKGROUND

The Phase 1 Climate Smart Communities Scenarios analysis is anticipated to begin in June, and will focus on determining the key characteristics and combinations of land use and transportation strategies that are most promising for meeting the region's carbon emissions reduction target and that should be carried forward to Phase 2 for further evaluation.

CLIMATE SMART COMMUNITIES SCENARIO PLANNING TIMELINE



Staff presented the *Phase 1 Scenario Approach and Framework* to the Metro Council and Metro's technical and policy committees during the past three months.

In addition, a work group of members of the Transportation Policy Alternatives Committee and the Metro Technical Advisory Committee has been created to provide technical support to the Climate Smart Communities Scenarios process in 2011. Table 1 lists the work group members for reference.

The committees supported the overall approach. The attached document reflects the comments and refinements identified during the Joint Policy Advisory Committee (JPACT) discussion on May 12, and provides direction to staff and the work group moving forward.

NEXT STEPS

Staff will work with the technical work group to continue refining the framework and scenario assumptions in May and June. This work will also include refining the set of indicators to be evaluated in Phase 1.

MPAC will be asked to affirm the evaluation approach at the June 8 meeting, allowing staff and the technical work group to move forward with the Phase 1 analysis.

The results of the analysis will be summarized and brought forward for discussion by the region's decision-makers and community and business leaders in Fall 2011. The regional policy discussion will shape the findings and recommendations forwarded to the 2012 Legislature and the next phase of the process.

Table 1. TPAC/MTAC Climate Smart Communities Scenarios Technical Work Group Members

	Name	Affiliation	Membership
1.	Tom Armstrong	City of Portland	MTAC alternate
2.	Andy Back	Washington County	TPAC alternate & MTAC alternate
3.	Chuck Beasley	Multnomah County	MTAC member
4.	Lynda David	Regional Transportation Council	TPAC member
5.	Jennifer Donnelly	DLCD	MTAC member
6.	Denny Egner	City of Lake Oswego	MTAC member
7.	Elissa Gertler/Karen Buehrig	Clackamas County	TPAC member/TPAC alternate
8.	Mara Gross/Chris Beane	TPAC citizen members	TPAC members
9.	Jon Holan	City of Forest Grove	MTAC alternate
10.	Katherine Kelly/Jonathan Harker	City of Gresham	TPAC member/MTAC member
11.	Nancy Kraushaar/Kenny Asher	City of Oregon City/City of	TPAC member/TPAC alternate
12.	Alan Lehto/Jessica Tump	TriMet	TPAC member/MTAC member
13.	Mary Kyle McCurdy	MTAC citizen/community group	MTAC member
14.	Mike McKillip/Margaret Middleton	City of Tualatin/ City of Beaverton	TPAC member/TPAC alternate
15.	Tyler Ryerson	City of Beaverton	MTAC alternate
16.	Lainie Smith	ODOT	TPAC alternate & MTAC member

/attachment: Draft Phase 1 Scenario Evaluation Framework *(May 17, 2011)*

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Metro | *Memo*

Date: May 11, 2011

To: MPAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Strategies For Reducing Carbon Emissions From Light Vehicles

PURPOSE AND BACKGROUND

The purpose of this memo is to summarize the actions, programs and incentives that local governments and Metro could implement to reduce carbon emissions from cars, small trucks and SUVs. While many of these strategies are already being implemented in the region to realize the 2040 Growth Concept and local plans, this information is intended to catalog the range of strategies that will be considered in the region's scenario planning effort.

Many strategies offer potential multiple benefits beyond carbon emissions reduction. Staff is developing a more detailed "Strategy Toolbox" report that will be used in conjunction with the scenario analysis conducted this summer to identify the combinations of land use and transportation strategies that are most promising for meeting the region's carbon emissions reduction target and that should be carried forward to Phase 2 for further evaluation. Complementing the scenarios analysis, the Toolbox will synthesize existing research on these strategies in terms of their carbon reduction potential, potential co-benefits and synergies, and implementation feasibility. The Toolbox will include case studies to illustrate how the strategies are being applied, or could be applied, in the Portland region.

Together the toolbox report and the summer's scenario analysis will help develop a common understanding of potential policy options and provide information useful for policymakers and stakeholders to discuss the trade-offs and choices presented by the most effective carbon reduction strategies next fall.

Selecting strategies will involve decisions that could have political, economic, equity, community and lifestyle ramifications. By identifying the policy choices and tradeoffs that decision-makers will need to consider this fall, this summer's research can serve as a basis for continuing policy dialogue to confront the threat of global climate change through regional and local actions. Ultimately, Phase 3 of the Climate Smart Communities Scenarios effort, taking place during 2013/2014, will entail selecting a preferred set of land use and transportation strategies and implementing the policies through local and regional plans.

STRATEGIES FOR REDUCING CARBON EMISSIONS FROM CARS, SMALL TRUCKS AND SUVs

The tables of actions, programs and incentives came mostly from a literature review conducted by Cambridge Systematics as part of the Oregon Sustainable Transportation Initiative (OSTI) effort and Metro for the Climate Smart Communities Scenarios effort. The literature review considered existing national, state and regional/local research completed in the past 10 years.

Strategy Organization

The strategies have been organized into seven tables for reference.

- Community design and the built environment
  - Land use *(Table 1)*
  - Active transportation *(Table 2)*
  - Public transit *(Table 3)*
- Pricing *(Table 4)*
- Marketing and travel demand management *(Table 5)*
- System management and operations/Intelligent Transportation systems *(Table 6)*
- Technology and Fleet *(Table 7)*

Community design and the built environment

The strategies outlined Tables 1-3 aim to change community design and the built environment in ways that will reduce the number of vehicle miles traveled in the region and their corresponding emissions, and increase walking, biking and use of transit.

Table 1. Land Use Actions, Programs and Incentives

Action/Program/Incentive	Description
More mixed-use, infill and reinvestment in centers and transit corridors	Change in the mix and location of certain land use types and densities to result in: • Increased density and mix of uses in strategic locations • Increased percentage of new development in attached or small-lot detached units, with good bike/ped/transit and mix of uses • Mixing of residential and commercial so jobs and residences are in closer proximity.
Transit-oriented development (TOD)	Moderate to higher density development within walking distance to high frequency transit service, generally with a mix of residential, employment and shopping opportunities.
Infill development funding and incentives	Strategic public investment in projects such as streetscaping, walking, cycling, and transit infrastructure. Can include tools such as land assembly, system development charges, enterprise zones, urban renewal and tax increment financing to produce investments in centers and corridors. Also includes waiving/reducing fees, tax abatement and developer subsidies for infill development or other desired development.

Action/Program/Incentive	Description
Parking management	Manage the supply of parking provided at a particular site or area. Examples include providing bicycle parking, shared parking credits, timed on-street parking, parking restrictions/minimums/maximums, structured parking and parking permit zones to prevent business customers and transit riders from using residential spaces, programs that allows businesses certain number of free permits/mo then charge for additional ones.
Parking restrictions/remove parking minimums/implement parking maximums	Limit parking allowed at a particular site or area (e.g., downtown major commercial center). Portland set a cap of approx. 40,000 parking spaces downtown in 1975. The number increased in the 1980s and 1990s, but is still said to have helped increase transit use. *(Source: Victoria Policy Transport Institute)*
Shared parking credits	System in which parking spaces are shared by multiple users to promote efficient use of parking spaces. Arrangements vary, but in some cases, allows developers to pay in lieu fees instead of private off-street parking.
Urban growth boundary	This regional boundary is a locational land supply tool to manage urban expansion to protect farms and forests from urban sprawl and to promote the efficient use of land, public facilities and services inside the boundary.
School siting/placement	School siting policies aimed at keeping existing schools, or constructing new schools within established communities. Schools with pedestrian and bicycle access can result in greater accessibility for students and parents without the need for a motor vehicle

Active Transportation

Table 2 summarizes the proposed active transportation actions and strategies. These strategies help reduce carbon emissions by expanding transportation options for people to walk and bike to meet some or all of their daily needs, particularly for short trips. The strategies also help make walking and biking more convenient and promote safety and access to local services and destinations.

Table 2. Active Transportation Actions and Programs

Action/Program	Description
Expand active transportation options/construct new or connect existing bicycle and pedestrian facilities	Construct both on- and off-street facilities such as greenways, bicycle boulevards, bicycle lanes, trails, and bicycle parkways to promote walking, biking, and access to transit.
"Complete Streets" policy	Policy that takes into account all users of streets rather than just autos with a goal of completing the streets with adequate facilities for all users.
Pedestrian-oriented design/Buffered sidewalks	Protect sidewalks by creating a landscaped buffer between motorized traffic and pedestrians.
Bicycle parking at destinations including transit stations	To encourage use – could be all types of parking – short term, long term, secure.
Promote bicycle and pedestrian use	Through marketing programs, safety lessons, etc.
Traffic calming	Tools employed to reduce vehicle speeds, improve safety, and enhance one's quality of life.
Increase number of crossings, curb cuts and signalized crossings and reduce crossing distances and intersections and mid-block crossings	These actions help people of all mobility levels to cross the street and access destinations. Add signals at pedestrian crossings, especially on busy streets, to increase pedestrian safety and improve traffic flow. Could include innovative signal types, such as hybrid beacons that are dark when not in use to allow traffic flow, but are triggered to flash when pedestrians activate them.
Neighborhood speed management	Encourage and implement reduced speed limits along residential streets re-engineered for heavy bicycle and pedestrian travel.
Urban nonmotorized zones	Designated areas for nonmotorized transportation modes only.

Public Transit

Table 3 identifies public transit actions and programs. These strategies increase service levels, provide incentives for using transit (and thus reduce the number of single-occupancy vehicle (SOV) trips) and/or enhance operational efficiency of transit vehicles. Together, these investments improve accessibility and can increase ridership levels, facilitating a reduction in the number of cars on the road, congestion levels and VMT. Additional improvements in comfort levels and reductions in fares also help to make transit a more attractive option. Implementation of these actions and programs should include an equity analysis to ensure base service levels are maintained.

Table 3. Public Transit Actions, Programs and Incentives

Action/Program/Incentive	Description
Discount transit passes/decrease fares	Reduce the cost of using transit.
Increase frequency of transit service	Expand service frequency to increase ridership.
Limited-stop service	Particularly useful for commuting, common routes into downtowns and major employment centers.
Expand public transportation options (LRT/BRT/Express bus/circulators)	Introduce new types of transit and add more service, routes, etc.
Park & ride facilities	These can include parking facilities at rail and bus stations, as well as near highway on-ramps to encourage ridesharing.

Pricing

Actions and programs related to pricing are included in Table 4. These actions and programs focus on raising the cost of vehicle miles traveled (VMT) and fuel consumption, which have been shown to result in people driving less – thereby reducing carbon emissions. These strategies also can help improve system operations by mitigating congestion.

Table 4. Pricing Actions, Programs and Incentives

Action/Program/Incentive	Description
Parking pricing	Fees charged for all parking in a certain area; could include: • Central business districts (CBD), employment areas, and retail areas • Higher fees on previously free parking lots • All downtown workers pay for parking • Requirements for residential parking permits and for visitors • Dynamic pricing is another form of parking pricing; it involves changing pricing based on the time of day; pricing

Action/Program/Incentive	Description
	could be higher during peak traffic periods to create a disincentive to drive. A flat fee-per-space on parking spaces provided by businesses would discourage automobile-dependent development, encouraging more efficient land use, and – to the extent the fees are passed on to parkers – encourage non-auto transportation choices. The revenue generated by such a fee (on parking spaces, not their use) could be used for transit and other transportation investments not eligible for highway dollars.
Traffic Impact Fee	A charge on new development to cover the full cost of the additional transportation capacity, including transit, required to serve the development. Only those developments that result in an increase in vehicle trips would be charged.
Emissions-based vehicle registration fees	Fees based on emissions.
Vehicle Miles Traveled (VMT) fee	Fee charged based on how many miles a car is driven; odometer readings determine the exact fee charged; a city or county could modify the structure of the fee to include a carbon fee; VMT fees can by layered to be higher or lower based on the fuel economy of one's car.
Congestion pricing/road user fees	Tolls are charged to drivers using congested roadways; toll based on specific level of service goal; refers to parking, tolling, or other road user fees where prices increase during congested times in congested locations.
Cordon pricing/area pricing	Requires all motorists who pass through a certain area, generally an area around a CBD or other major employment or retail area, to pay a fee.
Traditional toll roads	Payment charged for passage on roads, bridges or ferries that carry cars.
Nontraditional toll roads • Managed lanes • High-occupancy toll (HOT) lanes	• Managed Lanes – A lane or lanes designed to increase freeway efficiency through a combination of operational and design actions. • HOT Lanes – High Occupancy Vehicle (HOV) lanes that allow a limited number of low-occupancy vehicles to use the lane if a fee is paid

Marketing and Travel Demand Management

Table 5 identifies marketing and transportation demand management actions and programs including ridesharing. These actions and strategies reduce carbon emissions by reducing trips, shifting trips to other modes and thus reducing vehicle-miles traveled (VMT).

Table 5. Marketing and Travel Demand Management Actions, Programs and Incentives

Action/Program/Incentive	Description
Trip reduction ordinances/ Transportation Management Associations (TMAs)	Organizations that provide transportation services in a particular area that are controlled by association members.
Financial support for public, private, or nonprofit car-sharing organizations	Increased financial support shows commitment to this program.
Car-sharing • Standard • Personal Vehicle Car-Sharing (PVCS)	• Standard – Program in which automobile rental services are used to substitute private vehicle use and ownership. Programs are designed to be accessible to residences, affordable, follow easy check-in/out processes, and reliable. • PVCS – Enables private car owners to make their vehicle available on a temporary basis to a carsharing company for rental. In return, the vehicle owner gets a substantial portion of the rental revenue from the carsharing company. When not rented, the vehicle owner can continue to use their car as before. Also called “peer to peer carsharing” (abbreviated P2P carsharing).

Action/Program/Incentive	Description
Employer-based programs: • Alternative work schedules • Telecommuting • Teleconferencing/ videoconferencing • Ride-sharing • Vanpool programs • Park & ride • Mandatory SOV reduction programs for large employers • Parking cash-out • Guaranteed ride home • Fleet bicycles • Credits/incentive	• Commuter incentive programs take advantage of a variety of options used to reduce SOV trips for workplace travel. Employers can adopt programs that best suit the needs of their employee base, including: • Alternative work schedules – Schedules other than 9:00 a.m.-5:00 p.m.) • Telecommuting – Employees work from home rather than a central office • Teleconferencing/videoconferencing – Use of live video connections in place of physical meetings • Ride-sharing – Practice of commuting with other people (generally those that live nearby), often aided by a service or program that matches people going to the same employment area • Vanpool programs – Similar to ride-sharing but on a larger scale, allowing many people to ride in one vehicle • Park & ride – Parking facilities at transit stations, bus stops, and highway on-ramps, generally charging lower fees than in CBDs; these help facilitate transit use and ride-sharing • Mandatory SOV-reduction programs for large employers – Employers of a certain size would be required to reduce the number of SOV that commute to their offices • Parking cash-out – Program in which an employer offers a choice between a paid-for parking space or a cash allowance, equivalent to the market value of the parking place, giving employees an opportunity to save money if they avoid driving. • Guaranteed ride home – Provides subsidized ride home from work to commuters who use alternative modes. For example, a commuter would receive a ride if his/her carpool driver must stay late at work or a bus rider must return home in an emergency. This addresses challenges to the use of alternative modes. • Fleet bicycles - Encourage businesses to promote the use of bicycles for work trips when appropriate • Multi-modal credit – Provides an incentive for those who combine biking with public transit use. This can be in the form of a reduced transit pass based on a percentage of commute to work via bicycle.
Tire Fuel Efficiency Programs	Public education program to encourage the purchase of fuel efficient replacement tires.

Action/Program/Incentive	Description
Pay-as-you-drive insurance (PAYD)	A system where participants are assessed based on the number of vehicle miles traveled in combination with traditional risk based rates. PAYD goes beyond what current insurance companies are offering in premiums to low distance drivers. Shifting to this type of mileage-based auto-insurance system allows motorists to reduce their costs while encouraging them to drive less.

System Management and Operations/Intelligent Transportation Systems (ITS)

Table 6 identifies actions and programs related to operations and ITS. These strategies improve system operations using technology to provide information about roadway conditions or other data and other management strategies.

Table 6. System Management and Operations/ITS Actions and Programs

Action/Program	Description
Incident management	Restore "normal service operation" after roadway incidents (accidents or other actions that interrupt standard operation of roadways) as soon as possible after an incident.
Ramp-metering	Control entry of traffic onto freeways to improve traffic flow and decrease accidents. Cars are stopped and allowed to enter via ramp at intervals determined by current congestion levels.
Electronic message signs	Signs located along roadways providing drivers with traveler information, such as accidents, detours, etc.
Transportation Management Center (TMC)	A facility into which real-time traffic data from roadways flows that provides coordinated transportation management on transportation facilities (e.g., state highways, other parts of system). Data is processed and decisions are made (such as rerouting, etc.) in order to maintain best possible system operations. In an emergency, TMC is command center that directs relief efforts. The TMC can also provide transit user information (Transit Appliance) to coordinate better user information for bicyclists on major routes.
Freeway Management System	Provides highway conditions data, including freeway traffic camera, and information on related programs and services.
Traffic Signal Coordination/Arterial System Management	When a group of two or more traffic signals work together so that cars moving through the group will make the least number of stops.
Active Traffic Management (ATM)	Use of automatic systems and human intervention to manage traffic flow, aka "managed lanes" or "smart lanes."

Action/Program	Description
Integrated Corridor Management	Using all possible capacity in a transportation system to get out most of entire network. For example, using formerly underused parallel routes to help mitigate heavy traffic on freeways or using the nonpeak direction during peak hours.
Road weather management	Includes three types of strategies applied during inclement weather: advisory (fog warnings, etc.); control strategies (speed limit reductions using Variable Speed Limit (VSL) signs, etc.); and treatment strategies (sand, salt, ice).
Arterial management	Program designed to improve traffic signal systems operation, improve flow of traffic, and reduce arterial congestion.
Access management	Coordination between land use and design of roadways to improve transportation.
"Eco-driving" training programs	Programs that train drivers to use techniques that reduce gas consumption, such as avoiding rapid acceleration and braking, driving at lower speeds, proper gear changes, and other strategies; also includes proper vehicle maintenance, including tire pressure, etc.
Traffic signal timing coordination	When a group of two or more traffic signals work together so that cars moving through the group will make the least number of stops.
Transit priority treatments (includes signal prioritization)	Tools used to reduce transit vehicle delay. Could include bus lanes, queue-jumper lanes, bus-priority traffic signals, intersection reconfiguration, and grade separation so transit is not delayed by cross-streets and traffic congestion.
Traveler information system	Dissemination of traveler information through radio, traffic hotline (511) and other technologies such as the internet and smart phone applications.
Vehicle Infrastructure Integration (VII)	Research and applications dedicated to linking road vehicles to their physical surroundings to improve road safety.
Reduce speed limit	Lower speeds on city and county roads, possibly to 20 mph to increase bicycle/pedestrian safety.
Yield signs	Increase use of yield signs, as opposed to stop signs, which reduces car idling and helps bicycles move along faster. It would take driver education, but it's common in Europe. In the U.S., research has shown that completely unmarked intersections and roundabouts are safe.

Technology and Fleet Actions and Programs

Table 7 identifies fleet actions and programs. These provide incentives or disincentives to change travel behavior in a way that will reduce VMT and/or improve system operations.

Table 7. Technology and Fleet Actions/Programs

Action/Program	Description
Electric vehicle infrastructure	Build electric vehicle charging stations/infrastructure.
Vehicle Age Programs	Policies to influence the age of vehicles on the road (may be incentive or regulatory-based).
Vehicle Type Programs	Policies to influence vehicle type such as CAFE standards, etc.

Updated May 17, 2011

DRAFT Phase 1 Scenario Evaluation Framework

This framework provides a set of instructions to staff that will guide the development and evaluation of scenarios and other research to be conducted in summer 2011. The framework reflects input received from Metro's policy and technical advisory committees and the Metro Council.

Changes to the May 5, 2011 draft are shown in ~~strikethrough~~ and underscore format for reference.

BACKGROUND:

The purpose of the Phase 1 analysis is to use scenario planning and other research to determine the key characteristics and combinations of land use and transportation strategies that are most promising for meeting the region's carbon emissions reduction target for cars, small trucks and sport utility vehicles (SUVs) in the Portland metropolitan region. The analysis will include development of a "Strategy Toolbox" that synthesizes existing research on different strategies in terms of their carbon reduction potential, potential co-benefits and synergies, and implementation feasibility. Potential impacts and benefits will be evaluated against the region's six desired outcomes, local aspirations and feasibility of implementation using a combination of qualitative and quantitative indicators.

The region's six desired outcomes – adopted by the Metro Council on December 16, 2010.

The analysis will be used to identify potential policy options and provide information useful for policymakers and stakeholders to discuss the trade-offs and choices presented by the most effective carbon reduction strategies during Fall 2011. The regional policy discussion will shape the findings and potential packages of strategies recommended for further evaluation in 2012.

In 2012, the region will explore additional scenarios in more detail, examining the potential to pursue different strategies that support distinct community goals across the region in recognition that implementation will be different in each community. Ultimately, Phase 3 of the Climate Smart Communities Scenarios effort will entail selecting a preferred set of land use and transportation strategies and implementing the policies through local and regional plans.

Selecting strategies will involve policy decisions that could have political, economic, equity, community and lifestyle ramifications. By identifying the policy choices and tradeoffs that decision-makers will need to consider throughout the process, this summer's research can serve as a basis for continuing a regional policy dialogue on how to confront the threat of global climate change through regional and local actions while advancing the region's efforts to build livable, prosperous and equitable communities.

***Scenario** is a term that is used to describe a possible future, representing a hypothetical set of strategies or sequence of events. Scenarios will represent different ways in which the region can make progress toward the region's desired outcomes and state climate goals.*

GUIDING PRINCIPLES:

- **Focus on outcomes and co-benefits:** The strategies that are needed to reduce carbon emissions can help save individuals, local governments and the private sector money, grow local businesses and create jobs and build healthy, livable communities. The multiple benefits should be emphasized and central to the evaluation and communication of the results.
- **Build on existing efforts and aspirations:** Start with local plans and 2010 regional actions[1] that include strategies to realize the region's six desired outcomes.
- **Show cause and effect:** Provide sufficient clarity to discern cause and effect relationships between strategies tested and realization of regional outcomes.
- **Be bold, yet plausible and well-grounded**: Explore a range of futures that may be difficult to achieve but are possible in terms of market feasibility, public acceptance and local aspirations.
- **Make relevant, understandable and tangible:** Develop and organize information so decision-makers and stakeholders can understand the choices, consequences (intended and unintended) and tradeoffs.
- **Meet state climate goals:** Demonstrate what is required to meet state carbon emissions reduction targets for cars, small trucks and SUVs, recognizing reductions from other emissions sources must also be addressed in a comprehensive manner.

WHAT WE HOPE TO ACCOMPLISH:

- Determine what combinations of land use and transportation strategies are required to meet the state carbon emissions reduction targets for light vehicles.
- Show potential impacts and benefits through a comprehensive array of measures that link back to the six desired outcomes and community values. ~~to~~ This information will be used to demonstrate how well the strategies support local plans and the region's desired outcomes, and communicate the relationship of these strategies to carbon emissions reductions in other sectors beyond light duty vehicles.
- Identify the potential challenges, opportunities and tradeoffs associated with different strategies and the social equity, economic and environmental implications for the region and state.
- Identify the key characteristics and combinations of strategies that are most promising for meeting the region's carbon emissions reduction target and that should be carried forward to Phase 2 for further evaluation. This should include identifying the strategies that are needed if technology advancements do not come to fruition.
- Report findings and make recommendations to the 2012 Legislature and future project phases.

OUTCOMES TO BE EVALUATED:

While the primary objective of the ~~scenarios~~ analysis is to determine the carbon emissions reduction potential of different combinations of strategies and their ability to achieve state targets for cars, small trucks and SUVs, the evaluation ~~of a smaller set of scenarios~~ will also consider:

[1] In 2010, the Metro Council adopted the Community Investment Strategy and Regional Transportation Plan, and designated urban and rural reserves. These actions provide the policy foundation for better integrating land use decisions with transportation investments to achieve the region's six desired outcomes and state climate goals.

- **Outcomes and co-benefits** – Benefits and impacts across environmental, economic, and equity goals from a business, individual/household and regional perspective will be evaluated to clearly illustrate the policy choices and tradeoffs. Evaluation methods and criteria will be clearly explained and available.
- **Effectiveness and Cost** – Carbon emissions reduction potential will be evaluated**,** along with the costs and cost effectiveness of different strategies. A full cost-benefit analysis cannot be conducted. However, the information provided must be well-grounded and reasonable from a variety of backgrounds and interests, and consider that there are public and private costs associated with different strategies and a cost to inaction.
- **Implementation opportunities and challenges** – The feasibility of implementing different strategies and the timeframe required will be assessed to inform next steps and recommendations for Phase 2 of the process. Recommended solutions should not put the region at an economic disadvantage,

Table 1 identifies the outcomes-based indicators that are readily available to evaluate the Phase 1 scenarios using the metropolitan-scale GreenSTEP[2] model. The evaluation will be supplemented with national research findings, past regional model runs and scenarios work, and localized case studies from current planning efforts and the Envision Tomorrow[3] scenario planning tool.

The indicators will continue to be refined in Phase 2 of the process as the evaluation effort transitions to Envision Tomorrow, which will provide spatial analysis capabilities allowing for a more robust analysis of economic development, public/private costs, accessibility, public health and environmental justice indicators.

Table 1. Beta Indicators for Phase 1 (proposed)

Business	Individuals and Households	Region
Delay by vehicle type (light vehicle, bus, freight truck)	Amount of daily driving **(VMT)** & **travel time** per capita and by income group	**Carbon** emissions
Freight **truck travel costs**	**Housing and Transportation cost** per household by income group	**Air quality** emissions
Freight **truck travel time**	People living in **areas with a good mix of homes, jobs and services** by income group	Transportation and building **energy** consumption
Private costs	**Physical activity**/Walking, biking and transit per capita	**Land** consumption
	Fuel consumption per capita and by income group	**Public infrastructure costs** (capital and operations)
	Water consumption per capita	Investment **revenues generated**
	Transit service levels per capita	~~**Public services costs**~~

[2] Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) is a non-spatial model used to estimate transportation sector emissions with sensitivity to mixed-use, vehicle fleet mix, transportation cost, fuels and other factors which are used to calculate household VMT and corresponding greenhouse gas emissions. Inputs within the statewide model will be tailored where more current local/regional information is available to create a metropolitan GreenSTEP model for Phase 1.

[3] Envision Tomorrow is a spatial GIS-based scenario planning tool that estimates the effect of changes to land use using a combination of land use, environmental and transportation data. The inputs will be tailored where more current local/regional information is available for more refined scenario analysis in Phase 2.

The scenarios to be tested in this phase are for discussion and research purposes only, and do not represent a Metro Council, JPACT or MPAC endorsed policy proposal. The scenarios will be developed and analyzed with input from Metro's technical advisory committees during the summer 2011. The scenarios will be analyzed using a metropolitan GreenSTEP model.

The results of the analysis will be summarized and brought forward for discussion by the region's decision-makers and community and business leaders in Fall 2011. The regional policy discussion will shape the findings and recommendations forwarded to the next phase of the process and the 2012 Legislature.

DEFINING THE SCENARIOS:

- **Build on lessons learned from statewide scenarios.** Scenarios will be created by applying different levels of implementation to meet state carbon emissions reduction targets for cars, small trucks and SUVs. The region should use the attributes of the best performing statewide scenarios as a starting point for defining the region's scenarios. The region may want to consider different assumptions, however, such as more aggressive assumptions for deployment of electric vehicle and hybrid vehicles.
- **Develop complementary packages of strategies.** Scenario inputs will be based on different combinations of strategies and levels of implementation or investment, reflecting MPAC, JPACT and Metro Council direction. For example, combining mixed-use development, expanded public transit and parking management could make one scenario and combining industrial centers, travel demand management and vehicle travel fees could create another one.
- **Explore a range of possible futures.** The first phase is not about 'picking a winner' from the set of scenarios evaluated, but to explore a range of possible futures and then discuss and agree on the associated opportunities, challenges and implications for the region and state.
- **Test realistic pricing strategies.** The scenarios need to be realistic about pricing as a strategy given the lack of public acceptance and current economic climate.

EVALUATING THE SCENARIOS:

- **Good communication tools and methods are critical**. Use case studies, visualization and illustration tools to communicate results and make the choices real for policymakers and the public.
- **A comprehensive evaluation is needed to understand the political, community, social equity, and economic implications of different strategies**. Analysis needs to consider benefits, costs and tradeoffs for individuals, businesses and local governments. There are many choices – the first phase should clearly pose the consequences (intended and unintended) of different choices.
- **Public health and equity need to be meaningfully built into the evaluation.** This should include assessing the impacts to transit dependent communities and places in the region that do not have well-connected street systems, sidewalks, and bicycle facilities.
- **Evaluate parking management as a potential resource to realize community investments.** Assess how parking management and other resources developed by the strategies could be used to help fund expanded transit or streetscape investments in downtowns and main streets.

SCENARIOS TO BE TESTED IN PHASE 1:

Table 2 summarizes the strategies and assumptions to be tested through regional-level scenarios during the summer of 2011. **The table is for research purposes only, and does not represent a Metro Council, JPACT or MPAC endorsed policy proposal.** The scenario evaluation will be supplemented with national and local research findings, past regional model runs and scenarios work, and localized case studies from current planning efforts and the Envision Tomorrow scenario tool.

- Each category includes a set of carbon reduction strategies that the metropolitan GreenSTEP model is able to test, including transportation, land use, fleet and technology strategies. The strategies are assumed to be implemented with consideration of environmental justice and equity concerns; there may be some strategies that by their very nature could pose challenges.
- Scenarios will be created in Phase 1, reflecting different implementation levels for each strategy. Level 1 represents the Reference Case, reflecting current adopted plans and policies.

The top performing combinations of strategies will be evaluated in more detail, using the indicators listed in Table 1. Additional sensitivity analysis may be conducted after the initial set of scenarios are evaluated as time and resources allow.

Table 2. Climate Smart Communities Scenarios (DRAFT TO BE REFINED BY TPAC/MTAC TECHNICAL WORK GROUP IN MAY)

	2035 Implementation Levels			Climate Strategies to be Tested (indicated in bold)
	Level 1 (Reference)	**Level 2**	**Level 3**	
COMMUNITY DESIGN	*TBD*	Double	Triple	Households in **mixed-use areas and neighborhoods** [4] (percent)
	TBD	½-current rate	No expansion	**Urban growth boundary** (expansion relative to population growth)
	2%	Triple		**Bicycle travel** (mode share)
	2035 RTP Financially Constrained (FC) System			**Road capacity**
	TBD 2035 RTP FC	Double	Triple	**Bus and rail transit service** (revenue mile growth per capita compared to base year level)
PRICING [5]	31%	Double	100%	**Workers paying for parking** (percent)
	29%	*TBD*	*TBD*	**Non-work trips paying for parking** (percent)
	TBD	*TBD*	*TBD*	**Average daily parking fee** for work and non-work trips (2005$)
	$0	*TBD*		**Pay-as-you drive insurance**
	$0.42	*TBD*		**Fuel and emissions fees** [6]
	$0	*TBD*		**Vehicle travel fees** [7]

[4] Existing zoning and forecasted population and employment held constant across all scenarios.
[5] Reflected as the cost per mile to drive. Fuel price will held constant across all scenarios, reflecting market trends.
[6] Reference case assumes only current gas tax. Carbon fee, increased gas tax, or other instruments could be used.
[7] Vehicle miles traveled fee or other instruments could be used.

	2035 Implementation Levels			Climate Strategies to be Tested (indicated in bold)
	Level 1 (Reference)	Level 2	Level 3	
MARKETING & INCENTIVES	5%	*TBD*		Households participating in **individualized marking programs** (percent)
	TBD	*TBD*		Workers participating in **employer-based demand management programs**[8] (percent)
	5,000 hh/vehicle	*TBD*		Households participating in **carsharing** (target participation rate per carshare vehicle)
	0%	*TBD*		Households participating in **ecodriving** (percent)
MANAGE -MENT	10%	*TBD*		System management strategies such as traffic signal timing, **incident management** (percent of delay addressed)
FLEET	44%	29% *Level 3 from State Agency Report*		**Auto/truck vehicle proportions** (light truck percent)
	10 years	8 years *Level 3 from State Agency Report and assumed in the Metropolitan GHG Reduction Targets Rule*		**Fleet turnover rate/ages**
TECHNOLOGY	50 mpg	58.1 mpg *Level 3 from State Agency Report and assumed in the Metropolitan GHG Reduction Targets Rule*		**Fuel economy** (average of auto and light trucks)
	81.34 g CO_2e/ megajoule	72.38 g CO_2e/ megajoule *Level 3 from State Agency Report and assumed in the Metropolitan GHG Reduction Targets Rule*		**Carbon intensity of fuels**
	8% *Level 3 from State Agency Report*	*TBD*		**Electric vehicles and plug-in hybrids market shares**

[8] Examples include transit fare reduction, carpool matching and other carpool programs, and compressed work week.

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable):

Implementation Guidance: High Capacity Transit System Expansion Policy, State of the Centers II Report, and Transportation and Land Use Guidance

Presenter(s): Josh Naramore and Brian Harper

Contact for this worksheet/presentation: Sherry Oeser

Date of MPAC meeting: May 25, 2011

Purpose/Objective
(what do you expect to accomplish by having the item on *this meeting's* agenda): (e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

To review and discuss transportation and land use tools to assist local governments in becoming eligible for regional investments and supporting local aspirations

Action Requested/Outcome
(What *action* do you want MPAC to take at *this meeting?* State the ***policy*** questions that need to be answered; what policy advice does MPAC need to make to Council?)

Provide feedback to staff on the High Capacity Transit System Expansion Policy (HCT SEP) Implementation Guidance in preparation for a recommendation to the Metro Council at the June 8 MPAC meeting:

1. System Expansion Policy Decision-making Framework
2. Corridor Working Group requirements
3. Quantitative and Qualitative Performance Measures to guide local land use and transportation planning and investment decisions
4. Process for updating the 2035 Regional Transportation Plan (RTP) for future HCT investment decisions

What has changed since MPAC last considered this issue/item?

MPAC has not yet discussed. MTAC and TPAC reviewed the HCT SEP in April and held a joint session in May to discuss and comment on the draft; MTAC and TPAC and will be making recommendations to MPAC and JPACT in May and June.

What packet material do you plan to include?
(Must be provided 8-days prior to the actual meeting for distribution)

- Memo
- State of the Centers II (hard copies will be distributed to MPAC members at the meeting; DVDs will be available to interested parties)
- High Capacity Transit System Expansion Policy Implementation Guidance and HCT Corridor map
- Transportation and Land Use Implementation Guidance (for information only)

600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Memo*

Date: Tuesday, May 17, 2011

To: MPAC

From: Josh Naramore, Brian Harper, and Sherry Oeser, Planning and Development Department

Subject: Implementation Guidance: High Capacity Transit System Expansion Policy Guidance, State of the Centers II report, and Transportation and Land Use Implementation Guidance

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The Metro Council adopted a community investment strategy that leverages regional, local, and private investments to achieve the region's desired outcomes and local aspirations. The three drafts included in the agenda packet reflect the implementation of this direction and are intended to provide guidance to local governments: High Capacity Transit System Expansion Policy, State of the Centers II report, and Transportation and Land Use Implementation Guidance.

MPAC is scheduled to make a recommendation on the High Capacity Transit System Expansion Policy to the Metro Council at their June 8 meeting. At the May 25 meeting, staff will be available to answer any questions that MPAC members have. The State of the Centers II report will also be discussed at the May 25 MPAC meeting.

System Expansion Policy

The 2035 Regional Transportation Plan (RTP) adopted June 2010 included an outline for developing a high capacity transit (HCT) system expansion policy (SEP). The system expansion policy emphasizes fiscal responsibility by ensuring that limited resources for new HCT are spent where local jurisdictions have committed supportive land uses, high quality pedestrian and bicycle access, management of parking resources and demonstrated broad-based financial and political support.

Chapter 6 of the RTP calls for developing regional guidance for the system expansion policy. With adoption of the 2035 RTP, Metro committed to developing guidance and bringing it forward for discussion to MPAC, JPACT and Metro Council. The purpose of the system expansion policy implementation guidance is to:

1) Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment;
2) Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT;
3) Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions; and
4) Outline the process for updating the 2035 RTP, including potential future RTP amendments, for future HCT investment decisions.

Following the SEP guidelines does not guarantee a regional investment in HCT. The ultimate decision rests with JPACT and the Metro Council, both as part of RTP updates, or with potential RTP amendments should additional HCT resources become available in the interim. The guidebook is intended to help local jurisdictions understand and implement recent regional policy and regulatory changes with adoption of the 2035 Regional Transportation Plan, Regional Transportation Functional Plan (RTFP), and amendments to the Urban Growth Management Functional Plan (UGMFP). It also provides new analytical tools to help inform local jurisdiction planning and investment decisions to become more transit-supportive.

State of the Centers II Report
Linked to this guidance is the update on the State of the Centers. Timed for release with this guidance, the State of the Centers II report illustrates the existing conditions for many of the measures described in the system expansion policy and other factors for use in evaluating current conditions and barriers in centers. Rather than refer to these measures in the abstract, the State of the Centers report will help local jurisdictions see how their center performs today and how it compares to others. Copies and DVDs of the report will be available at the meeting. The report is also available on Metro's website: www.oregonmetro.gov/index.cfm/go/by.web/id=30760

Transportation and Land Use Guidelines
The Regional Transportation Functional Plan (RTFP) was also adopted as part of the 2035 RTP. The RTFP directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system plans (TSPs), and other land use regulations. The RTFP codifies existing and new requirements that local plans must comply with to be consistent with the RTP. Additionally, as part of the Urban Growth Capacity ordinance adopted by the Council in December 2010, many changes were made to the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) which may require changes to local comprehensive plans and local regulations to implement regional policies. As part of the adoption of changes to the RTFP and UGMFP, Metro committed to releasing guidance to local governments to assist in implementing the changes. Metro staff are reviewing this technical guidance document with the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). The draft Transportation and Land Use Implementation Guidance document is for information only. The purpose of the guidance document is to assist local governments to implement the policies Metro Council adopted last year.

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High Capacity Transit System Expansion Policy Implementation Guidance

for the Portland metropolitan region

A handbook for local implementation

May 2011

Metro | *Making a great place*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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HIGH CAPACITY TRANSIT SYSTEM EXPANSION POLICY GUIDELINES

In June 2010, the Portland Metropolitan region adopted the 2035 Regional Transportation Plan (RTP) that included an outline for developing a high capacity transit (HCT) system expansion policy. The system expansion policy emphasizes fiscal responsibility by ensuring that limited resources for new HCT are spent where local jurisdictions have committed supportive land uses, high quality pedestrian and bicycle access, management of parking resources and demonstrated broad based financial and political support.

One of the first post-adoption implementation steps included in Chapter 6 of the RTP called for developing regional guidance for the system expansion policy[1]. With adoption of the 2035 RTP, Metro committed to developing guidance and bringing it forward for discussion to MPAC, JPACT and Metro Council. The purpose of the system expansion policy implementation guidance is to:

1) Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment.

2) Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT.

3) Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions.

4) Outlines the process for updating the 2035 RTP, including potential future RTP amendments, for future HCT investment decisions.

Following the system expansion policy guidelines does not guarantee a regional investment in HCT. The ultimate decision rests with JPACT and the Metro Council. The purpose of this document is to help local jurisdictions and consultants understand and implement recent regional policy and regulatory changes with adoption of the 2035 Regional Transportation Plan, Regional Transportation Functional Plan (RTFP), and amendments to the Urban Growth Management Functional Plan (UGMFP). Additional implementation guidelines have been developed for the changes in the RTFP and UGMFP.

1.0 INTRODUCTION

Transit is necessary to implement the 2040 Growth Concept, which calls for focusing future growth in regional and town centers, station communities, main streets, and 2040 corridors. Investments in transit, particularly high capacity transit (HCT) help the region concentrate development and growth in centers and corridors, achieve local aspirations and serve as the region's most powerful tools for community building. The 2035 Regional Transportation Plan (RTP) lays out the region's transportation concepts and policies that will result in a complete and interconnected transportation system that supports all modes of travel and implementation of the 2040 Growth

[1] Section 6.7.3 of the 2035 RTP, Page 6-29 and is listed in Attachment 1.

Concept. Chapter 2 of the RTP details the policies for the regional transit system aiming to optimize the existing system, attract future riders and ensure transit-supportive land uses are implemented to leverage the region's current and future transit investments.

In 2008 the Metro Council, with guidance from the Metro Policy Advisory Committee (MPAC), agreed that our planning efforts should start with defining the desired outcomes that the residents of this region have consistently expressed when asked. To that end, the Metro Council and our regional partners adopted six desired outcomes to guide regional planning for the future. The 2035 RTP establishes an outcomes-based planning and decision-making framework to ensure transportation decisions support the six desired outcomes.

WHAT OUTCOMES ARE WE TRYING TO ACCOMPLISH?

VIBRANT COMMUNITIES – People live, work and play in vibrant communities where their everyday needs are easily accessible.

ECONOMIC PROSPERITY – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

SAFE AND RELIABLE TRANSPORTATION – People have safe and reliable transportation choices that enhance their quality of life.

LEADERSHIP ON CLIMATE CHANGE – The region is a leader in minimizing contributions to global warming.

CLEAN AIR AND WATER – Current and future generations enjoy clean air, clean water and healthy ecosystems.

EQUITY – The benefits and burdens of growth and change are distributed equitably.

As adopted by the Metro Council and MPAC.

The ability of this region to grow toward the 2040 Growth Concept vision hinges upon the ability to develop and sustain high capacity transit. However, the number of additional high capacity transit corridors that can be implemented in this region are limited by several factors, including:

- Local funding and community support.
- Competition with other regions for scarce federal funding.
- Institutional and financial capacity to develop, build and operate additional high capacity transit corridors.

Because this region cannot implement all of the desired high capacity transit corridors in the near term and we want to ensure we invest limited resources in the best way possible, it is necessary to prioritize which corridors are completed first. The High Capacity Transit System plan and system expansion policy provide a framework for the region to understand how transit can best deliver on the six outcomes for a successful region and the outcomes-based framework of the 2035 RTP.

1.1 HIGH CAPACITY TRANSIT SYSTEM PLAN

As part of the RTP, the region undertook a comprehensive assessment of the existing and potential future high capacity transit network. In July 2009, the Metro Council adopted the Regional High

Capacity Transit (HCT) System Plan. The HCT Plan identifies corridors where new HCT is desired over the next 30 years. It prioritizes corridors for implementation, based on a set of evaluation criteria, and sets a framework to advance future corridors, consistent with the goals of the RTP and the region's 2040 Growth Concept. The HCT system plan provides the framework for transit investments to be implemented as part of a broad corridor strategy that includes supportive land use and transit-oriented development (TOD), comprehensive parking programs, access systems for pedestrians and cyclists, park and rides and feeder bus networks. It assigned near- and long-term regional HCT priorities one of four priority tiers:

- Near-term regional priority corridors: Corridors most viable for Federal Transit Administration (FTA) alternatives analysis in the next four years (2010-2014).
- Next phase regional priority corridors: Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- Developing regional priority corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- Regional vision corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

To help simplify future analyses, the *next phase regional priority corridors* and *developing regional priority corridors* have been consolidated into *Emerging Corridors*. The HCT System Plan corridors are shown in **Table 1** and on the map in **Attachment 2.**

Table 1 – HCT System Plan Corridors

Tier	Corridors
Near-term regional priority corridors	10 – Portland Central City to Gresham (in general Powell Boulevard corridor) 11 – SW Corridor 34 - Beaverton to Wilsonville (in general WES commuter rail corridor)
Emerging Corridors	8 - Clackamas Town Center to Oregon City Transit Center via I-205 9 - Milwaukie to Oregon City TC via McLoughlin Boulevard 12 - Hillsboro to Forest Grove 13 - Gresham to Troutdale extension 17 – Sunset Transit Center to Hillsboro 17D - Red Line extension to Tanasbourne 28 - Washington Square Transit Center to Clackamas Town Center (via I- 205) 29 - Washington Square Transit Center to Clackamas Town Center (via abandoned railroad) 32 - Hillsboro to Hillsdale

Table 1 – HCT System Plan Corridors	
Tier	**Corridors**
Regional vision corridors	13D - Troutdale to Damascus 16 - Clackamas TC to Damascus 38S - Tualatin to Sherwood

1.2 SYSTEM EXPANSION POLICY OVERVIEW

The System Expansion Policy (SEP) provides the framework to advance future regional HCT corridors by establishing performance measures and defining regional and local actions that will guide the selection and advancement of those projects. The SEP framework is designed to provide a transparent process to advance high capacity transit projects and the key objectives are to:

- Promote transit supportive land uses in future HCT corridors
- Promote local policies that increase value of future HCT investments (i.e., parking management, street design and connectivity, Transportation Demand Management, etc)
- Provide local jurisdictions with a fair and measurable process for developing future HCT corridors
- Provide Metro with a tool to allocate limited planning resources to the most supportive, prepared communities
- Ensure that transit serves cost-burdened households

The SEP is designed to provide clear guidance to local jurisdictions and community partners in identified HCT corridors about the key elements that support high capacity transit system investments. It is designed to protect public investments and ensure limited resources are used to maximize adopted regional transportation and land use outcomes. The SEP is designed to provide:

- *Flexibility* (responsive to local aspirations) – no two communities or corridors in the region face the same set of land use and transportation planning conditions. Nor do any two communities have the same aspirations for future community form and land development. The SEP is flexible and allows communities and corridors an opportunity to promote transit development within the context of local priorities.
- *Local control* – the SEP process provides a framework for local jurisdictions in a corridor to initiate a corridor working group. While no jurisdiction is required to participate, those desiring HCT investments will need to work with local partners to establish a working group and to develop a corridor purpose and needs statement. The SEP creates a new level of transparency in decision making, which provides local jurisdictions a clearer path to project advancement that has been available in the past.
- *Corridor level cooperation* – since most HCT projects cross jurisdictional boundaries and since both HCT itself and HCT-supportive land uses potentially affect State facilities, the SEP requires cooperation between local jurisdictions, TriMet, ODOT and Metro by establishing a Corridor Working Group. By requiring local jurisdictions to work together to meet SEP

targets, the policy helps guide local jurisdictions to set joint priorities and balance tradeoffs associated with meeting land use and financial targets. Through the Corridor Working Group, local jurisdictions can take the lead in identifying the extent of a future HCT corridor, identifying possible future stations areas, and revising zoning policies.

- *Simplicity* – the SEP is straightforward and uncomplicated to enable local jurisdictions to work through the process easily.

The SEP is not intended to dramatically increase administrative requirements; rather it provides a fair and flexible process for corridor advancement and prioritization.

1.3 USING THE TRANSIT SEP HANDBOOK

The purpose of this handbook is to provide local jurisdictions that are located within one of the 18 corridors included in the 2009 HCT System Plan (**Figure 1** and **Attachment 2**) a path to move their HCT corridor toward a regionally supported project development and funding process. The handbook is divided into five sections:

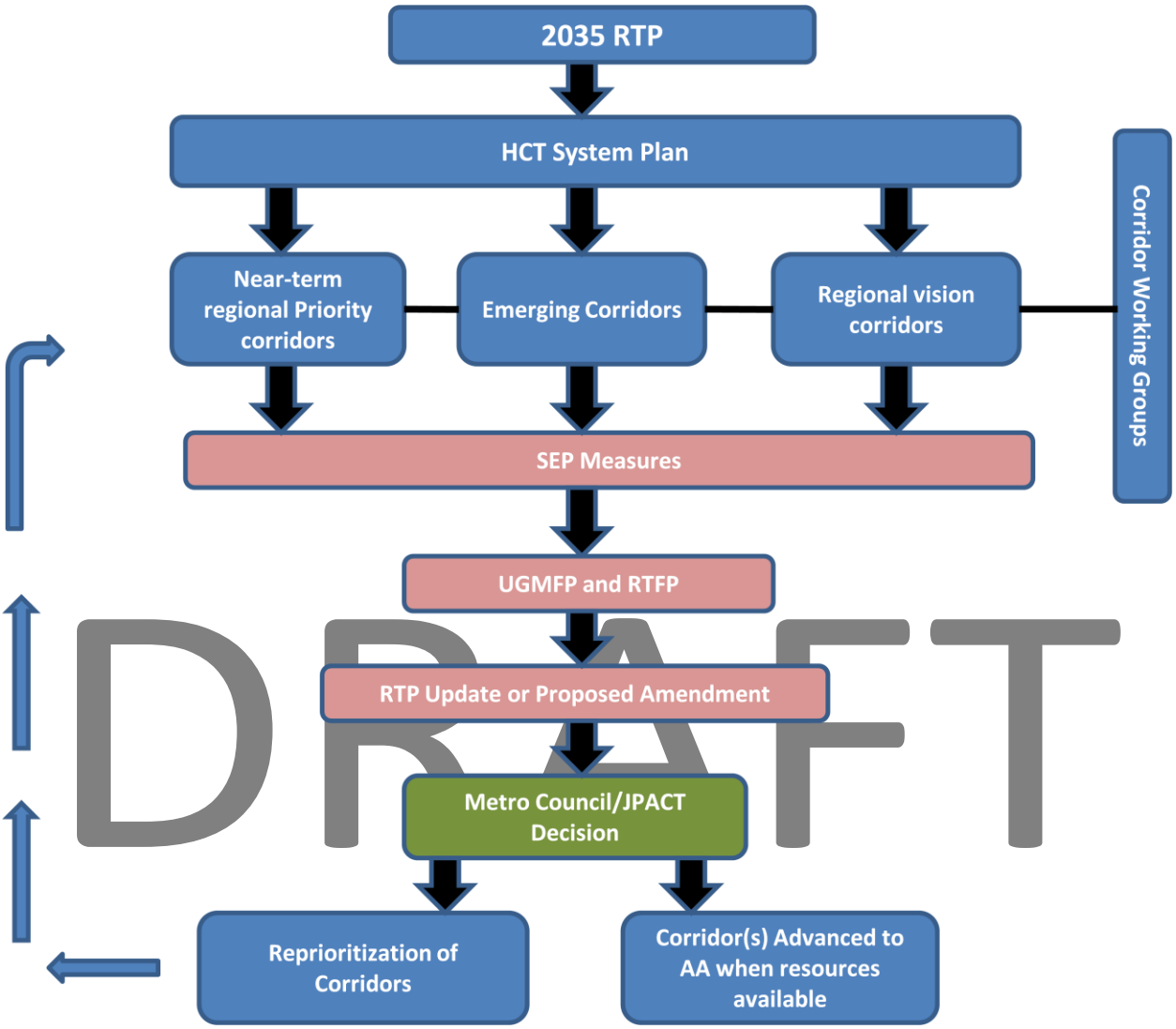
1. SEP Decision-making framework
2. Corridor Working Groups
3. Evaluating performance
4. Updating the 2035 RTP

The handbook also serves as a tool to educate local jurisdiction staff and policymakers about the investments needed to support transit.

1.3.1 SEP Decision-Making Framework

At the foundation of the SEP is a clear and transparent decision-making process for both local land use and transportation planning, and for future RTP amendments. As depicted in **Figure 1** below, the 2035 RTP serves as the umbrella for the HCT System plan and the SEP.

Figure 1 – SEP Decision-Making Framework



All of the HCT corridors will be evaluated using the measures in section 1.3.3 as well as requirements from the Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Functional Plan (RTFP) applied to them as part of the SEP. Every four years as part of RTP updates, Metro will run the multiple account evaluation (MAE) technical analysis that was as part of the HCT System Plan for all of the HCT Corridors. The results of the analysis will be used to inform Metro Council and JPACT's decision on prioritizing and advancing corridors to the FTA alternatives analysis (AA) process based on available resources. Section 1.3.3 discussed the details of the MAE analysis.

Should additional resources for HCT investment become available between RTP updates, the MAE analysis will be conducted to inform potential RTP amendments. Section 1.3.4 details the process for local governments to propose amendments to the RTP. Corridors that are not selected for

advancement will be reprioritized and will continue to work through the SEP for future RTP updates or amendments.

1.3.2 Corridor Working Groups

Corridor Working Groups (CWG) are the core organizational body that will be working to implement the SEP and develop HCT corridors. All local jurisdictions seeking to advance HCT priorities must utilize the following minimum requirements for CWGs:

Formation of a Corridor Working Group

1. Needs to include all of the local jurisdictions in the HCT corridor as defined in the 2035 RTP and HCT System Plan.
2. Assembled using the Mobility Corridors framework identified in Chapter 4 of the 2035 RTP. All of the HCT corridors are part of a larger Mobility Corridor and should coordinate with work underway as part of Metro's Congestion Management Process and any Mobility Corridor Refinement Plans.
3. Initiated by the local jurisdictions but must coordinate with staff from Metro, Tri Met and ODOT. This coordination includes, but is not limited to, inclusion on meeting notices and correspondence. The responsibility for organizing, staffing and coordinating CWGs rests with local jurisdictions. Once corridors are selected by Metro Council and JPACT for advancement for a regional investment, Metro will assume staffing and coordination responsibilities. The Southwest Corridor is the most recent example of when Metro will assume staffing responsibility for developing the HCT Corridor.

The following are minimum activities expected to be carried out by CWGs.

A) *Develop HCT Corridor Purpose & Needs Statement* – The CWG is responsible for developing a purpose and needs statement that establishes the purpose and need for the proposed high capacity transit investment (i.e., congestion mitigation, economic development, etc.). It assesses the role of the project in addressing other regional land use and transportation priorities and identifies opportunities for integration with other transportation system improvements in the corridor. It will need to reference how the HCT corridor investment would help the region address multiple desired outcomes.

B) *Develop an IGA or MOU* - This to get agreement on scope of work for the HCT-supportive corridor plan and the necessary state, regional and local actions needed to advance the HCT corridor.

C) *Recognition from JPACT & Metro Council* – Once local jurisdictions have completed steps A and B of the CWG process, they will need to have their designated elected officials make a presentation to JPACT and Metro Council to discuss their aspirations to develop and advance their HCT Corridor as a regional priority. This will not require a formal

resolution, but will allow the CWG to receive regional recognition and acknowledgement of local jurisdiction(s) intent to advance their HCT Corridor.

D) *Identification of High Capacity Transit Focus Areas*. Defining focus areas is important to conduct evaluation against the measures, but also helps local jurisdictions to begin planning for future areas that are highly supportive of a transit investment. It should be recognized that these "focus areas" do not represent a formal decision to site a HCT station, a decision that would be made at a later phase of planning. A basic principle should be to plan for one to two focus areas per mile on average along the corridor.

The CWG structure would carry forward as corridors move into the FTA alternatives analysis process.

1.3.3 Evaluating Corridor Performance

The 2035 RTP emphasizes measurable performance and linking investments in land use and transportation to support local community aspirations. Because of a combination of limiting factors, this region cannot implement all of the desired transit expansion in a short time. The SEP establishes a set of measures for evaluating performance. This analysis will assist in the prioritization of corridors for future high capacity transit expansion by Metro Council and JPACT.

There are two different kinds of performance measures to evaluate the performance of HCT Corridors. The first set of measures was developed as part of the HCT System Plan and will be used to evaluate HCT Corridors as part of each RTP update and with potential RTP amendments. The second set of measures focus more on existing conditions and are intended to help guide local jurisdiction planning and investment decisions to become more transit supportive in the future. The following provides details on both these sets of quantitative and qualitative performance measures.

HCT System Plan and the Multiple Account Evaluation (MAE) Analysis

For the Regional HCT System Plan, Metro and its agency and jurisdictional partners used a Multiple Account Evaluation (MAE) approach to evaluating project potential to deliver desired regional outcomes. Twenty-five evaluation criteria were developed to measure potential HCT corridor attainment across four outcome categories: Community, Environment, Economy and Deliverability. Intensive involvement by regional stakeholders, including local jurisdictions and agencies, was used to develop the evaluation framework and to guide the evaluation of corridors against the multiple criteria.

The MAE approach was adopted and refined from a standardized methodology employed in the United Kingdom for evaluation of major transportation projects. The approach was chosen for the HCT System Plan because of its ability to provide decision makers with data in a number of key areas, allowing them to assess the cost and benefits of proposed HCT investments. Figure 2 shows how the MAE process aligns closely with the RTP policy framework.

Figure 2: 2035 RTP evaluation approach and deliverability

Figure 3 summarizes the specific criteria under each account: community, environment, economy and deliverability. More detailed description of all of these criteria are available as part of the HCT System Plan available on Metro's website[2].

[2] http://www.oregonmetro.gov/index.cfm/go/by.web/id=25038

Figure 3: Adopted evaluation accounts and criteria

Community	
C1	Supportiveness of Existing Land Uses
C2	Local Aspirations
C3	Placemaking and Urban Form
C4	Ridership Generators
C5	Support of regional 2040 Growth Concept
C6	Integration with Regional Transit System
C7	Integration with Other Road Uses*
C8	Congestion Avoidance Benefit (M)
C9	Equity Benefit
C10	Health (Promotion of Physical Activity) (M)
C11	Safety and Security (*discussed later in this report*)
C12	Housing + Transportation Affordability Benefit
C13	Transportation Efficiency or Travel Time Benefit to Individual User (M)
C14	Transportation Efficiency or Travel Time Benefit to All Corridor Users (M)
Environment	
EN1	Reduction in Emissions and Disturbance (M)
EN2	Risk of Natural Resource Disturbance
EN3	Risk of 4(f) Resource Disturbance (*discussed later in this report*)
Economy	
EC1	Transportation Efficiency (Operator) (M)
EC2	Transportation Efficiency (User) (M)
EC3	Economic Competitiveness
EC4	Rebuilding/ Redevelopment Opportunity
Deliverability	
D1	Total Project Capital Cost (Exclusive & Non-Exclusive ROW Options)
D2	Capital Cost Per Mile (Exclusive & Non-Exclusive ROW Options)
D3	Operating & Maintenance Cost (M)
D4	Ridership (M)
D5	Funding Potential (M)

(M) Denotes criteria which are evaluated, at least in part, using Regional Travel Demand outputs

* Addressed through the Mobility Corridor work in Coordination with ODOT

The MAE measures listed in Figure 3 will analyzed as part of each RTP update to inform JPACT and Metro Council HCT investment decisions. Additionally, if additional HCT resources become available in between RTP updates, these measures will be used to inform JPACT and Metro Council decisions on potential HCT-related RTP amendments.

2040 Context Tool

The MAE analysis conducted as part of the HCT plan was an expensive and resource-intensive process and is currently not easily replicable for evaluating corridor performance over time. As Metro staff started the process of creating this guidance, it was clear that a simpler method was needed to supplement the MAE measures to better inform local jurisdictions planning and investment decisions between RTP cycles. Building on the HCT plan analysis framework, Metro has been exploring new tools to measure *existing conditions* that contribute towards a transit supportive environment. Using Metro's Regional Land Information System (RLIS), Metro's Data Resource Center staff have developed an innovative GIS based analysis tool that measures specific aspects of the built and natural environment to help illustrate the character of a place.

Known as the 2040 Context Tool, the idea came about as Metro staff thought of new ways to engage policy makers, community groups, and others to better understand how to achieve their aspirations using objective measures to evaluate elements that can be controlled with policy. The 2040 Context Tool can be used to measure existing conditions, perform diagnostics on a given area and track change over time. Even more importantly, the RLIS Data used by the 2040 Context Tool is updated region-wide, on a quarterly basis by all subscribers, allowing for the best data to be used in any analysis.

Specifically, the 2040 Context Tool is a walk accessibility model where a one minute walk time is the spatial resolution of the data. This is a simple additive model where each location knows its distance from individual land use, transportation and environmental variables. Taken together, the model gives a quantitative measure of the characteristics of a place based on a defined outcome. This analysis was developed as part of the TOD Strategic Plan to help prioritize station areas for future TOD investment that can best leverage additional private investment to increase land use efficiency and increase transit ridership. **Table 2** below shows the2040 Context Tool measures.

Table 2 – SEP 2040 Context Tool Measures

Measure	Description (within distance of HCT Corridor)
Density of People	Current households and jobs per net acre within ½ mile
Density of ULI Businesses	Number of ULI Businesses within ½ mile
Transit Oriented Zoning	Assigning values to regional zoning classifications within ½ mile
Average Block Size	Density of acres of blocks within ½ mile
Sidewalk Coverage	Completeness of sidewalk infrastructure within ½ mile
Bicycle Facility Coverage	Access to bicycle infrastructure measured as distance to nearest existing bicycle facility within ½ mile
Transit Frequency	Transit frequency within ½ mile of corridor

Household and employment density is a primary determinant of transit ridership and have been combined as *density of people*.[3] As demonstrated in Metro's State of the Centers Report, there is a basic relationship between the number of people living and working in a district and the number of urban amenities. The Urban Living Infrastructure (ULI) amenities are a set of land use amenities that together comprise an active urban environment and are captured in *density of ULI businesses*. To measure the transit supportive land use that is currently adopted by local governments, Metro's TOD group developed a *transit-oriented zoning* measure. The methodology behind each quantitative measure and the 2040 Context Tool can be found in Attachment X [under development].

As part of the UGMFP and RTFP there are also a number of qualitative measures that will need to be considered as part of the development of HCT Corridors. A list of qualitative measures is provided in **Table 3**.

Table 3 – Qualitative SEP Measures

Measure	Description
Housing & Transportation Affordability	Demonstrating that potential transit investment will serve communities with high rate of cost burdened households
Parking Requirements	Implement parking requirements in corridor that meet or exceeds Title 4 of the RTFP.
Local Funding Mechanisms	Implement funding mechanisms in corridor communities that could help fund capital or operations to support transit investment and station area development, including urban renewal, tax increment financing, local improvement district, parking fees, or other proven funding mechanisms.
Equity	Improving options for serving low-income, minority, senior and disabled populations within corridor.

The measures in Table 3 are of equal importance to the quantitative measures in Table 2. However, at this time, the region does not have a documented process for evaluating these measures. Work is

[3] Here in the Portland region, a 1995 study by Nelson\Nygaard Consulting Associates found that 93 percent of the variation of transit demand is explained by employment and housing density. These findings were the result of a regression analysis that controlled for 40 land use and socio-demographic variables. A study of 129 San Francisco Bay Area rail stations found that the commute mode split was 24.3 percent in neighborhoods with densities of 10 housing units per gross acre. This figure jumps to 43.4 percent and 66.6 percent, respectively, in station areas with densities of 20 and 40 housing units per gross acre.

currently underway to better define how to measure equity and affordability. Once this work is completed, the SEP guidance will need to be updated to reflect these changes. CWGs will need to document changes to each of these measures and work with Metro, ODOT, and TriMet to track changes over time..

The intent of this group of quantitative and qualitative measures is to ensure that a minimum level of density, pedestrian and bicycle connectivity, urban form, zoning and urban living infrastructure is in place or planned for proposed corridors/station areas. The measures from the 2040 Context Tool are to be used as a regional yardstick for a relative comparison of all of the HCT corridors. Local governments can use the results of each measure to prioritize different elements requiring local investment. Improving the 2040 Context Tool measures is likely to improve a corridor's MAE score because they are strongly linked with the MAE outcome categories of Community, Environment, and Economy.

1.3.4 RTP Updates and Initiating an RTP Amendment

The RTP establishes a comprehensive policy direction for the regional transportation system and recommends a balanced program of transportation investments to implement that policy direction. However, the recommended investments do not solve all transportation problems and are not intended to be the definitive capital improvement program on the local transportation system for the next 20 years.

Rather, the RTP identifies the projects, programs, refinement plans, and project development activities required to adequately meet regional transportation system needs during the planning period based on known available funding levels. The RTP is updated every four years to comply with federal and state regulations. As part of each RTP update all of the HCT corridors will be evaluated using the MAE performance measures. The analysis will be considered for potential action by Metro Council and JPACT as part of the RTP update.

If between RTP updates additional HCT resources become available or a CWG wishes to advance a HCT corridor it can request an RTP amendment. The CWG will need to draft a written application to Metro that demonstrates a set of actions adopted and work performed that would improve performance against both the MAE and 2040 Context Tool evaluation measures.

Metro staff would conduct a reevaluation of the HCT corridor using the MAE evaluation measures, as well as schedule consideration of the proposed amendment by resolution using the Metro advisory committee process. A Metro staff report would be prepared including a ridership forecast, land use forecast and input from TriMet. Metro Council and JPACT would then decide whether or not to take action and reprioritize and/or advance the corridor for alternatives analysis. Requests for RTP amendments and reevaluation using the SEP may be done no more than once a year or during an RTP update.

The following is excerpted from Chapter 6 of the 2035 RTP that was adopted in June 2010. This language can be found on pages 6-29 and 6-30 of the RTP.

6.7.3 High Capacity Transit System Expansion Policy (SEP) Guidebook

In June and July 2009, the Joint Policy Advisory Committee on Transportation and the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT Plan identifies corridors where new HCT is desired over the next 30 years. It prioritizes corridors for implementation, based on a set of evaluation criteria, and sets a system expansion policy (SEP) framework to advance future corridors by setting targets and defining regional and local actions, consistent with the goals of the Regional Transportation Plan (RTP) and the region's 2040 Growth Concept.

More work is needed to define how the SEP policy will be implemented. This work is underway and will be brought forward for future policy discussion by JPACT, MPAC and the Metro Council.

The SEP is intended to provide policy direction on the range of factors that should be considered when determining the next high capacity transit corridor to pursue, including:

- Community factors that center on local land use aspirations, transit-supportive land uses, building-orientation and block sizes, transportation infrastructure (e.g., sidewalks, bicycle facilities and street connectivity) parking and demand management policies, and design factors that will leverage HCT investments and increase ridership potential within a particular corridor. Generally, these factors are under the control of local governments and are implemented through local land use and transportation plans. If successfully implemented, these factors would bring a given HCT corridor and the communities connected by that corridor closer to the 2040 Growth Concept vision.

- Readiness factors such as political commitment, community support and partnerships needed to pursue the long and sometimes difficult process that even the most popular transportation investments must work through.

- Regional factors such as financial capacity and regional consensus on the appropriate next corridor.

To aid this decision-making, the HCT Plan focuses on technical factors. It will be updated with each RTP update, though the specific measures and methodologies are expected to evolve over time through a collaborative regional decision-making process. Potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated TriMet, Metro, ODOT and local jurisdiction actions that address the remaining factors.

More work is needed to define how the SEP policy will be implemented. This work is underway and will be brought forward for future policy discussion by JPACT, MPAC and the Metro Council. This section and the Regional Transportation Functional Plan will include guidance to help local

jurisdictions, Metro and TriMet work together to achieve the community, readiness and regional factors listed above. This can include Memorandum of Understandings (MOUs) and eventually Intergovernmental Agreements (IGAs) that harness the synergy between community aspirations, the ability to develop high capacity transit to further those aspirations and other needed local, regional and state actions. It will also include specific targets to measure corridor readiness and contribution to regional goals.

The factors are complex and stem from the interactions of private individuals and businesses, local jurisdictions, and regional agencies. The intention of the guidance is that those jurisdictions which are achieving positive outcomes in these factors and/or have the aspiration to create the most improvement on these factors are simultaneously improving their own communities, creating more transit-friendly environments, and also may be able to pursue a near-term high capacity transit project along with the other jurisdictions in the corridor.

Insert HCT System Plan map (Figure 2.17 from 2035 RTP).

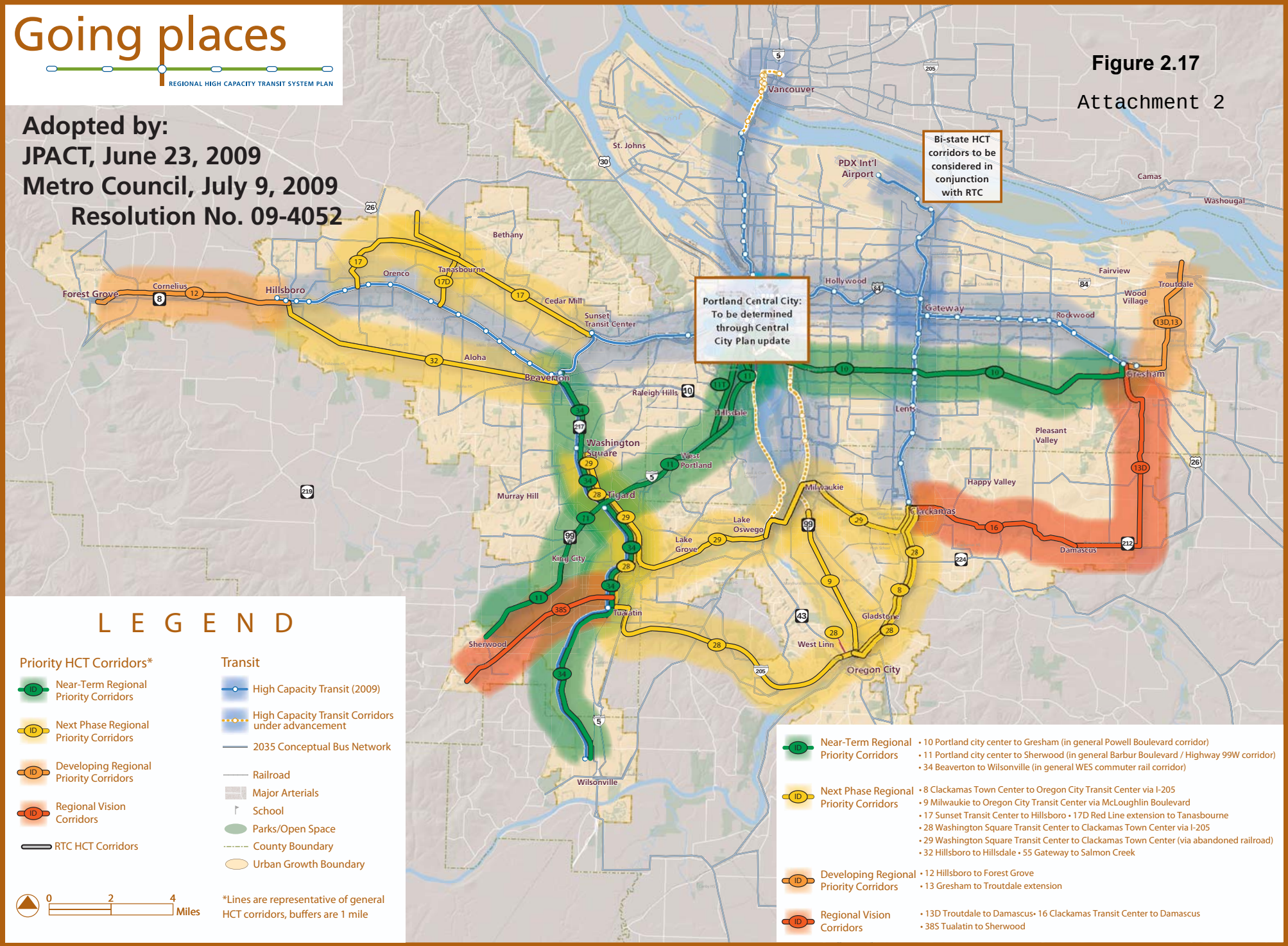
Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Figure 2.17

Attachment 2

Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary

0 2 4 Miles

*Lines are representative of general HCT corridors, buffers are 1 mile

Near-Term Regional Priority Corridors
- 10 Portland city center to Gresham (in general Powell Boulevard corridor)
- 11 Portland city center to Sherwood (in general Barbur Boulevard / Highway 99W corridor)
- 34 Beaverton to Wilsonville (in general WES commuter rail corridor)

Next Phase Regional Priority Corridors
- 8 Clackamas Town Center to Oregon City Transit Center via I-205
- 9 Milwaukie to Oregon City Transit Center via McLoughlin Boulevard
- 17 Sunset Transit Center to Hillsboro • 17D Red Line extension to Tanasbourne
- 28 Washington Square Transit Center to Clackamas Town Center via I-205
- 29 Washington Square Transit Center to Clackamas Town Center (via abandoned railroad)
- 32 Hillsboro to Hillsdale • 55 Gateway to Salmon Creek

Developing Regional Priority Corridors
- 12 Hillsboro to Forest Grove
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Regional Vision Corridors
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Transportation and land use

Implementation Guidance

for the Portland metropolitan region

A handbook for local implementation of the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan

May 2011

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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PURPOSE AND BACKGROUND

The Regional Transportation Functional Plan (RTFP) was also adopted as part of the 2035 Regional Transportation Plan (RTP). The RTFP directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system plans (TSPs), and other land use regulations. The RTFP codifies existing and new requirements that local plans must comply with to be consistent with the RTP. Additionally, as part of the Urban Growth Capacity Ordinance adopted by Metro in December 2010, many changes were made to the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) which may require changes to local comprehensive plans and implementing ordinances to implement regional policies. As part of the adoption of changes to the RTFP and UGMFP, Metro committed to releasing guidance to local governments to assist in implementing the changes.

The purpose of this document is to help local jurisdictions, consultants and stakeholders understand and implement recent regional policy and regulatory changes. This draft focuses on the RTFP and Title 6 of the UGMFP. Revisions to Title 6 broaden Metro's investment strategy beyond city centers and light rail stations to transit corridors and main streets throughout the region. Title 6 offers investment and other incentives to cities and counties to develop their own strategies and actions to better utilize zoned capacity, in a way that enhances each community and helps them achieve their aspirations in their own 2040 Centers, Corridors, Main Streets and Station Communities. A summary of other titles is provided.

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As adopted by the Metro Council and MPAC.

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

Relationship to 2035 Regional Transportation Plan

In 2008, the Metro Council, with guidance from the Metro Policy Advisory Committee (MPAC), agreed that our planning efforts should start with defining the desired outcomes that the residents of this region have consistently expressed when asked. To that end, the Metro Council and our regional partners adopted six desired outcomes to guide regional planning for the future. The 2035 RTP establishes

an outcomes-based planning and decision-making framework to ensure transportation decisions support the six desired outcomes.

The RTP provides the long-range blueprint for transportation in the Portland region. The RTP presents the overarching policies and goals, system concepts for all modes of travel, and strategies for funding and local implementation. This RTP update has been shaped by looking ahead to 2035 to anticipate 21st century needs and builds upon the six desired outcomes with the following ten goals:

- Foster Vibrant Communities and Efficient Urban Form
- Sustain Economic Competitiveness and Prosperity
- Expand Transportation Choices
- Emphasizes Effective and Efficient Management of the Transportation System
- Enhance Safety and Security
- Promote Environmental Stewardship
- Enhance Human Health
- Ensure Equity
- Ensure Fiscal Stewardship
- Deliver Accountability

The Regional Transportation Functional Plan directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system plans (TSPs) and other land use regulations. The RTFP codifies existing and new requirements that local plans must comply with to be consistent with the RTP. It establishes an outcomes-based framework that is performance-driven and includes policies, objectives and actions that direct future planning and investment decisions to consider economic , equity and environmental objectives. If a TSP is consistent with the RTFP, Metro shall deem it consistent with the RTP.

Template for Developing a local Transportation System Plan (TSP)

The following template is designed to help a local jurisdiction develop its TSP. It is organized in the order of a typical TSP statement of work (SOW) funded through the State of Oregon's Transportation Growth Management program.

Assess local update needs

For example, has the Urban Growth Boundary (UGB) been amended since the previous TSP was completed? Do the results of other plans need to be incorporated into the TSP? Are there specific local transportation problems, issues, complaints that need to be resolved? Has growth been significantly faster or slower than was anticipated in previous TSP? Have transportation issues come up in the course of development review cases?

Develop Scope, Schedule, and Budget

- Include project management, interagency coordination, public involvement. Allow sufficient time in schedule for local staff, consultants, CAC, TAC, and elected officials to become familiar and comfortable with the new RTP Policy framework.
- Coordinate with Metro, TriMet, ODOT and DLCD in development of SOW.

Develop Goals and Objectives for the TSP

- Use 2035 RTP Goals as a starting point

Revisit TSP Policies

Revisit the TSP policy framework to be consistent with the RTP policy framework including performance measures and targets, and with the current local plan/vision/policy direction.

Update Inventories/Existing Conditions

- Update inventories and assess existing conditions of all transportation systems/modes as needed
- Identify population and employment assumptions used in Metro 2035 RTP forecast. Cities and counties may use an alternative forecast, coordinated with Metro, only to account for changes to comprehensive plans or regulations adopted after adoption of the RTP.
- Compile and summarize plans/policies/standards that have changed since last TSP was developed – including the RTP and RTFP
- Conduct inventory and assessment of current TSP funding plan

Elements of the TSP and implementing ordinances/regulations

- Street system (RTFP 3.08.110)
    - Street Design
        - Must allow implementation of *Creating Livable Streets, Green Streets*, and transit-supportive street designs (per 3.08.120B)
        - Must allow implementation of skinny streets (pavement width less than 28 feet from curb face to curb face); sidewalks with at least 5 feet of pedestrian through zone; buffer strips; traffic calming; short and direct public streets and pathways that connect residences with commercial uses, parks, schools, hospitals, institutions, transit corridors, regional trails, and other neighborhood activity centers; opportunities to extend streets incrementally, including posted notification on streets to be extended
        - Must be consistent with arterial and throughways design concepts in Table 2.6 and Figure 2.11 of the RTP, i.e. throughways typically 6 through lanes plus auxiliary lanes and grade-separation, major arterials 4 through lanes plus turn lanes, minor arterials 2 lanes plus turn lanes.

        - Must be consistent with RTP Street Design Classifications (Figure 2.10) and RTP Arterial and Throughway Network (Figure 2.12), a.k.a "vehicular functional classification."
    - Street Connectivity
        - Arterials: Provide network of major arterials spaced one mile apart, and minor arterials or collectors spaced ½ mile apart, unless precluded by topography, rail lines, freeways, pre-existing development, and Title 3 natural resources.
        - Local streets: Incorporate a conceptual map in TSP of new streets for contiguous areas of vacant and redevelopable lots and parcels >5 acres zoned residential or mixed-use; regulations to implement the map. Spacing of local streets must be < 530 feet unless prevented by topography, rail lines, freeways, pre-existing development, and Title 3 natural resources. If streets must cross water features, crossings must be provided every 800-1200 feet. If full street connections are precluded, provide bike/ped accessways spaced < 330 feet apart (or 530 feet if they must cross water features).
        - Limit cul de sacs and where they are allowed, limit length to 200 feet and < 25 residences.
        - Establish local street standards for local street connectivity for redevelopment of parcels less than 5 acres.
    - Interchange management
        - Restrict driveway and street access in the vicinity of interchange ramp terminals consistent with OHP access management standards.
        - Accommodate local circulation on the local system.
        - Public street connectivity requirements supersede access management standards, but may be limited to right in right out or other appropriate configuration near ramp terminals. Pedestrian crossings and on-street parking shall be allowed where appropriate.
- Transit System (RTFP 3.08.120)
    - Include a transit system map in TSP, consistent with RTP transit classification – Figure 2.15, that shows major transit stops, transit centers, HCT stations, intercity bus and rail passenger terminals, transit-priority treatments, park and ride facilities, regional bike transit facilities, and bicycle and pedestrian routes between essential destinations and transit stops. Essential destinations are defined as hospitals, medical centers, grocery stores, schools, and social service centers with > 200 monthly LIFT pick-ups.
    - Include in development code site development standards for new retail, office, multi-family and institutional buildings located near or at major transit stops (per RTP transit map), that (i) provide reasonably direct pedestrian connections

between transit stops and building entrances; (ii) provide safe, direct, and logical pedestrian crossings at all transit stops; (iii) locate buildings within 20 feet of major transit stops; (iv) provide an accessible passenger landing pad; (v) dedication or easement for a shelter if requested by transit provider; (vi) lighting; and (vii) traffic management improvements to enable marked crossings.

        - Alternatively to these site design standards, establish pedestrian districts (this can also be established within the comprehensive plan or development code), that include the following elements: connected street and pedestrian network; inventory of existing facilities, gaps and deficiencies in pedestrian network; interconnection of ped., bike, and transit systems; parking management strategies; access management strategies; sidewalk and accessway location and width; landscaped or paved buffer strip; street tree location and spacing; pedestrian crossing and intersection design; pedestrian-scale street lighting and furniture; and a mix of types and densities of land uses that support a high level of pedestrian activity.
    - TSP must include investments, policies, standards, and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP.

- Pedestrian System (RTFP 3.08.130)
    - TSP must include pedestrian plan, i.e. inventory of existing facilities, identification of needs (gaps and deficiencies), assessment of needs for pedestrian access to transit and essential destinations, including direct, comfortable and safe routes, and a list of improvements to meet needs and to help achieve non-SOV modal targets.
    - Provide safe crossings of streets including controlled crossings on major arterials.
    - Provide sidewalks along arterials, collectors, and most local streets (but not along freeways).
    - Development code must require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.
- Bicycle System (RTFP 3.08.140)
    - TSP must include bicycle plan, i.e. inventory of existing facilities, identification of needs (gaps and deficiencies), assessment of needs for bicycle access to transit and essential destinations including direct, comfortable and safe routes and bicycle parking (considering *TriMet Bicycle Parking Guidelines*), and a list of improvements to meet needs and to help achieve non-SOV modal targets.
    - Provide bikeways along arterials, collectors and local streets
    - Provide bicycle parking in centers, at major transit stops, park and ride lots, and institutions.
    - Provide safe bicycle crossings of streets and controlled bicycle crossings of major arterials.

- Freight System (RTFP 3.08.150)
    - TSP must include a freight plan, including inventory of existing facilities, identification of needs (gaps and deficiencies), evaluation of freight access to freight intermodal facilities, employment and industrial areas, and commercial districts, and a list of improvements to meet needs and to increase reliability of freight movement, reduce freight delay, and meet RTP/OHP mobility standards.
- Transportation System Management & Operations (3.08.160)
    - TSP must include a Transportation System Management & Operations (TSMO) Plan, including an inventory of existing facilities, programs and strategies, identification of gaps and opportunities, and a list of projects and strategies.
        - TSMO projects or investments include traffic management (e.g. signal timing, access management, arterial performance monitoring, active traffic management), traveler information, incident management, and TDM.

<u>Needs Assessment</u>

- Identify local needs for all modes, based on (a) population and employment in acknowledged comprehensive plans, i.e. not including urban reserves (b) updated inventories of existing conditions; (c) gaps and deficiencies as defined by the RTP policy framework (street system design, i.e. local and arterial street connectivity, street design, and TSMO, freight, transit, bike, and ped. system design concepts; (d) identification of facilities that exceed mobility standards, based on current and future year traffic analysis; (e) regional needs identified in the RTP Mobility Corridors Strategies.
- The determination of needs must be consistent with (i) RTP population and employment forecast; (ii) RTP system maps i.e. functional classification for all modes and street design classification; (iii) RTP non-sov modal targets and mobility standards.
- Update model horizon year to 2035. TSPs generally require a greater level of analysis than was included in the RTP in order to identify and evaluate operational needs and solutions. Ideally we would be able to use a meso-model such as a dynamic assignment model, but this is not yet available at the regional level. Typically consultants will start with the trip tables from the 2035 Metro demand model, developing a more refined system of TAZs, and assign trips to the more refined network using the EMME 2 demand model (but not running the full 4-step model). Not all consultants have the capability of running the EMME 2 model; those that don't must assure that Metro can run the model for them, and they must still do the post-processing per ODOT requirements. The scope should identify a specific number or list of locations/intersections to do a micro-simulation level of analysis on, which should include most intersections with state highways – especially those locations which are already projected to fail in the 2035 RTP.
- Encourage use of the NCHRP Multimodal Level of Service (MMLOS) methodology.

Solutions

- Revisit/re-evaluate all previously identified solutions (in the financially constrained and "state" RTP, current local TSP, and elsewhere) and identify solutions for needs that weren't previously identified or that don't have a proposed solution yet.

- Prioritize solutions in the order prescribed in RTFP section 3.08.220, i.e. TSMO (including TDM); transit, bike, ped; traffic calming; land use strategies; arterial and local street connectivity improvements (filling gaps); arterial capacity improvements - first up to the number of lanes prescribed in the design concept (4 through lanes for arterial, 6 through lanes for throughways); and at the very last: capacity improvements beyond what the design concept calls for.
- Generally ODOT will not require or fund a land use strategy as part of a TSP. The reference in the RTFP is to land use strategies in OAR 660-012-0035(2) which essentially refers to 2040 Growth Concept implementation. Title 6 of the Urban Growth Management Functional Plan identifies more specific standards for implementing the 2040 Growth Concept, encouraging compliance through incentives rather than regulation. (FOR MORE ON INFO ON TITLE 6, SEE PAGE 20) One of those incentives is allowing a reduction in assumed vehicular trips for purposes of plan amendments subject to the TPR section -0060. The traffic analysis for TSPs is typically based on the Metro demand model, so reduced trip assumptions do not apply. However, if the TSP does not meet OHP mobility standards, ODOT may require consideration of a land use alternative to meet the requirements of OHP Actions 1F5 or 1F3.
- Evaluate the packages of solutions for consistency with the RTP and TSP performance targets and measures and with the RTP and TSP functional classifications for all modes and street design classifications. The evaluation includes qualitative and quantitative assessments against all of the performance measures and targets – not just transportation modeling.
- Proposed improvements must be coordinated with the owner of the facility or the service provider.
- The RTP Policy framework is based on completeness of the system as defined by the street design and arterial connectivity concepts – not on meeting certain V/C or LOS standards, based on demand. Alternatives or packages of solutions should be evaluated and modeled incrementally – thus there should be one or more packages of improvements that include everything except for capacity improvements, and one or more packages that include all the previous improvements plus capacity improvements up to the 4/6 lanes in the Arterial and Throughway Design Concept.
- Select preferred package of solutions.

The Transportation System Plan

- The TSP must include a system of planned transportation facilities and services. That includes modes, functions (i.e. type or functional classification for all modes), planned performance or capacity, general location of improvements, and facility parameters such as min. and max.

ROW width and the number and size of lanes (i.e. typical cross-sections). The planned system for all modes must be adopted by ordinance.

- Distinguish between the parts of the TSP that are adopted by ordinance as land use decisions ("mode, function, planned performance, general location of improvements, and typical cross-sections") and the elements that are background or supporting information such as inventories, existing and future conditions, alternatives description and evaluation, financing plan, cost estimates, etc.
- It is important that the planned facility of state highways includes not just typical cross-sections but also operational improvements such as signals, turn lanes and medians, so that the local jurisdiction can ask for these to be provided as part of development review or to be included on the SDC project list.
- Adopt the RTP performance measures or develop/refine local measures for safety, VMT per capita, freight reliability, congestion, and non-sov modal targets if not already included. Note - this includes performance measures for congestion (mobility standards). The RTP still includes interim mobility standards (from the Oregon Highway Plan (OHP)), and TSPs need to be consistent with those, or demonstrate they "did the best they can" (under OHP Action 1F5), or request alternative mobility standards (under OHP Action 1F3 and RTFP 3.08.230.B). It will not be known which of these is the best option until a jurisdiction is well into its TSP process. Thus, development of alternative mobility standards may be included as a contingency task.
- Revisit the functional classification for all modes and street design classifications as necessary especially for facilities within Mobility Corridors.
- Prepare findings justifying any capacity improvements, documenting why lower level solutions are not adequate or appropriate. Any planned widening beyond the 6/4 lane Throughway and Arterial Design Concept will require substantial justification.
- Prepare findings demonstrating that the planned system of solutions meets the RTP non-sov modal targets and mobility standards.

<u>Financing Plan</u>

- Revisit the financing plan and any SDC ordinances etc. The financing plan should be sufficient to implement the financial assumptions underlying the "state RTP" (note - this is not a RTFP requirement).
- The Financing Plan must include a constrained and a "preferred" list of improvements. The constrained plan must be consistent with the financially constrained RTP. Jurisdictions may request changes to the Financially Constrained RTP at the time of the next RTP Update.
- The TSP must include investments to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP (RTFP 3.08.120.A).

<u>Parking Management</u>

- Review minimum and maximum parking ratios in Centers and Corridors and revise as necessary.

- Develop and adopt parking policies, management plans and regulations for Centers and Station Communities.

Implementing Regulations

- Develop and adopt regulations/code amendments to implement the street system design and street design elements and the transit, pedestrian, bicycle and parking management elements of the TSP. This should also include any remaining items to implement the TPR section -045 (2) through (7).

Frequently Asked Questions

Will Metro require locals to consider widening major arterials that are not 4 lanes?
No. Metro's arterial design concepts (RTP Table 2.6) describe a "typical" number of planned lanes for major and minor arterials, but acknowledges that either classification type can be 2 or 4 lanes (with turn planes) depending on local context.

Checklists for local compliance in TSP, development code and comprehensive plan/other adopted documents

The following checklists are designed to help local jurisdictions comply with the RTFP within their TSP, development code or comprehensive plan/other adopted document. There is a separate checklist for each of the documents that should include RTFP related content.

Regional Transportation Functional Plan Requirement	Local TSP reference?
Include, to the extent practicable, a network of major arterial streets at one-mile spacing and minor arterials or collectors at half-mile spacing, considering: • existing topography; • rail lines; freeways; pre-existing development, leases, easements or covenants; • requirements of Metro's Urban Growth Management Functional Plan Title 3 (Water Quality and Flood plains) and Title 13 (Nature in Neighborhoods), such as streams, rivers, flood plains, wetlands, riparian and upland fish and wildlife habitat areas. • arterial design concepts in chapter 2 of RTP • best practices and designs as set forth in regional state or local plans and best practices for protecting natural resources and natural areas **(Title 1, Street System Design Sec 3.08.110C)**	
Include a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs consistent with Title 1, Sec 3.08.110E **(Title 1, Street System Design Sec 3.08.110D)**	
Applicable to both Development Code and TSP To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate. **(Title 1,Street System Design Sec 3.08.110G)**	
Include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP. **(Title 1, Transit System Design Sec 3.08.120A)**	
Include a transit plan consistent with transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bike-transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops. **(Title 1, Transit System Design Sec 3.08.120B(1))**	
Include a pedestrian plan, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include: • An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system; • An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe	

Regional Transportation Functional Plan Requirement	Local TSP reference?
pedestrian routes; • A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTFP, and other targets established pursuant to section 3.08.230; • Provisions for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along controlled roadways, such as freeways; • Provision for safe crossings of streets and controlled pedestrian crossings on major arterials **(Title 1, Pedestrian System Design Sec 3.08.130A)**	
Include a bicycle plan for an interconnected network of bicycle routes within and through the city or county. The plan shall include: • An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system; • An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering *TriMet Bicycle Parking Guidelines*; • A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTFP and other targets established pursuant to section 3.08.230; • Provision for bikeways along arterials, collectors and local streets, and bicycling parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; • Provision for safe crossing of streets and controlled bicycle crossings on major arterials **(Title 1, Bicycle System Design Sec 3.08.140)**	
Include a freight plan for an interconnected system of freight networks within and through the city or county. The plan shall include: • An inventory of existing facilities that identifies gaps and deficiencies in the freight system; • An evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts; • A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve targets established pursuant to section 3.08.230. **(Title 1, Freight System Design Sec 3.08.150)**	
Include a transportation system management and operations (TSMO) plan to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include: • An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs • A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas: o Multimodal traffic management investments o Traveler Information investments o Traffic incident management investments o Transportation demand management investments **(Title 1, Transportation System Management and Operations Sec 3.08.160)**	
Incorporate regional and state transportation needs identified in the 2035 RTP as well as local transportation needs. The determination of local transportation needs based upon: • System gaps and deficiencies identified in the inventories and analysis of transportation system pursuant to Title 1; • Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230; • Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city	

Regional Transportation Functional Plan Requirement	Local TSP reference?
of county, including minorities and low-income families. A local determination of transportation needs must be consistent with the following elements of the RTP: • The population and employment forecast and planning period of the RTP, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP; • System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; • Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2. When determining its transportation needs, a city or county shall consider the regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP. **(Title 2, Transportation Needs Sec 3.08.210)**	
Consider the following strategies in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen: • TSMO, including localized TDM, safety, operational and access management improvements; • Transit, bicycle and pedestrian system improvements; • Traffic-calming designs and devices; • Land use strategies in OAR 660-012-0035(2) • Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.01.110 and design classifications in Table 2.6 of the RTP, • Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and Section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs A city or county shall coordinate its consideration of the above strategies with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner. If analysis under subsection 3.08.210A (Local Needs determination) indicates a new regional or state need that has not been identified in the RTP, the city or county may propose one of the following actions: • Propose a project at the time of Metro review of the TSP to be incorporated into the RTP during the next RTP update; or • Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update. **(Title 2, Sec 3.08.220 Transportation Solutions)**	
Demonstrate that solutions adopted pursuant to section 3.08.220 (Transportation Solutions) will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D (local performance measures), or toward alternative targets and standards adopted by the city or county. The city or county shall include the regional targets and standards or its alternatives in its TSP.	

Regional Transportation Functional Plan Requirement	Local TSP reference?
A city or county may adopt alternative targets or standards in place of the regional targets and standards upon a demonstration that the alternative targets or standards: • Are no lower than the modal targets in Table 3.08-1 and no lower than the ratios in Table 3.08-2; • Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and • Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP. To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to improve performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following: • Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A; • Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1: and • TSMO projects and strategies consistent with section 3.08.160; and • Land use actions pursuant to OAR 660-012-0035(2). **(Title 2, Performance Targets and Standards Sec 3.08.230)**	
Specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and width of traffic lanes, of planned regional transportation facilities and improvements identified on general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows: • For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map; • For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps; • For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way and • For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map. A City or county may refine or revise the general location of a planned regional facility as it prepares or revises impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide goal requirement, it shall: • Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or • Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location. **(Title 3, Defining Projects in Transportation System Plan Sec 3.08.310)**	

Regional Transportation Functional Plan Requirement	Local TSP reference?
Could be adopted in TSP or other adopted policy document) Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies: • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking; • Structured parking; • Bicycle parking; • Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. **(Title 4, Parking Management Sec 3.08.410I)**	
If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consistency with the following in its project analysis: • The strategies set forth in subsection 3.08.220A(1-5) (TSMO, Transit/bike/ped system improvements, traffic calming, land use strategies, connectivity improvements) • Complete street designs consistent with regional street design policies • Green street designs consistent with federal regulations for stream protection. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities. **(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510C)**	

Regional Transportation Functional Plan Requirement	Local Development Code Reference?
Allow complete street designs consistent with regional street design policies **(Title 1, Street System Design Sec 3.08.110A(1))**	
Allow green street designs consistent with federal regulations for stream protection **(Title 1, Street System Design Sec 3.08.110A(2))**	
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B **(Title 1, Street System Design Sec 3.08.110A(3))**	
Allow implementation of: • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; • opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. **(Title 1, Street System Design Sec 3.08.110B)**	
Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that: • provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers • Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection) • provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers • limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections • includes no closed-end street longer than 220 feet or having no more than 25 dwelling units **(Title 1, Street System Design Sec 3.08.110E)**	
Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s). **(Title 1, Street System Design Sec 3.08.110F)**	
Applicable to both Development Code and TSP To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate. **(Title 1,Street System Design Sec 3.08.110G)**	
Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:	

Regional Transportation Functional Plan Requirement	Local Development Code Reference?
• Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable At major transit stops, require the following: • Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. **(Title 1, Transit System Design Sec 3.08.120B(2))**	
(Could be in Comprehensive plan or TSP as well) As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements: • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. **(Title 1, Pedestrian System Design Sec 3.08.130B)**	
Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel. **(Title 1, Pedestrian System Design Sec 3.08.130C)**	
Establish parking ratios, consistent with the following: • No minimum ratios higher than those shown on Table 3.08-3. • Mo maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas.	

Regional Transportation Functional Plan Requirement	Local Development Code Reference?
Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance. Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards. Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table. Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances. Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP. Require on-street freight loading and unloading areas at appropriate locations in centers. Establish short-term and long-term bicycle parking minimums for: • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. **(Title 4, Parking Management Sec 3.08.410)**	

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference?
(Could be located in Development code or Comprehensive Plan) As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements: • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. **(Title 1, Pedestrian System Design Sec 3.08.130B)**	
When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060. If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community. **(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)**	
(Could be located in TSP or other adopted policy document) Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies: • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking; • Structured parking; • Bicycle parking;	

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference?
• Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. **(Title 4, Parking Management Sec 3.08.410I)**	

TITLE 6 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Title 6 (Metro Code Sections 3.07.610 – 3.07.650) – Centers, Corridors, Station Communities and Main Streets

The Regional Framework Plan identifies Centers, Corridors, Station Communities and Main Streets throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to spur development in these areas.

As part of the Urban Growth Capacity Ordinance 10-1244B adopted by Metro in December 2010, many changes were made to the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP), including Title 6.

Previously, Title 6 covered only Centers and Station Communities and required local governments to develop a strategy to enhance all centers by December 2007. The previous version also required jurisdictions to submit progress reports to Metro every two years. This approach was not effective in encouraging center development and did not address other important 2040 design types. The new version adds corridors and main streets because of their potential for redevelopment and infill; aligns local and regional investment to support local aspirations; and better links land use and transportation to support mixed-use, pedestrian-friendly, and transit-supportive development.

The new version of Title 6 moves away from reporting requirements to an incentive-based approach. Available incentives are:

- Eligibility for a regional investment, currently defined as new high capacity transit lines only. In the future, the Metro Council, in consultation with the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) could add other major investments to this definition.
- Ability to use a higher volume-to-capacity standard under the Oregon Highway Plan when considering amendments to comprehensive plans or land use regulations, and
- Eligibility for an automatic 30 percent trip reduction credit under the Transportation Planning Rule when analyzing traffic impacts of new development in plan amendments for a center, corridor, station community, or main street

In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, cities and counties must:

- Adopt a boundary for the area by the governing body;
- Perform an assessment of current conditions, opportunities and barriers to development in the area; and
- Adopt a plan of actions and investments to address barriers and focus public investments in the area.

To be eligible for the lower mobility standards, a city or county must:

- Adopt a boundary for the area by the governing body; and
- Adopt land use regulations to allow a mix of uses

To be eligible for the automatic 30 percent trip reduction credit, a city or county must:

- Adopt a boundary for the area by the governing body;
- Adopt land use regulations to allow a mix of uses; and
- Adopt a plan to achieve the non-Single Occupancy Vehicle mode share targets in the Regional Transportation Functional Plan including 1) transportation system designs for streets, transit, bicycles, and pedestrians; 2) a transportation system or demand management plan; and 3) a parking management program for the Center, Corridor, Station Community or Main Street.

The chart that follows summarizes the required steps. If a local government is interested in becoming eligible for a regional investment, lower mobility standards, or trip reduction credit, the government should contact Metro staff as early in the process as possible. Metro staff can then work with the local government to meet the requirements listed below. Metro will notify interested parties including ODOT of a local government's interest in becoming eligible for the incentives previously listed. Metro, in consultation with state and regional agencies, will review materials submitted by local jurisdictions to ensure compliance with the purpose and requirements of Title 6. Upon approval, Metro will issue written confirmation of eligibility for regional investments, mobility standards, or trip reduction credit.

Urban Growth Management Functional Plan, Title 6 Requirement	Eligibility for	Reference and/or Action Taken
1. Establish a boundary for the designation or portion thereof (3.07.620A) *Provide proof of boundary adoption, via plan or stand alone action by the legislative body of the local jurisdiction. Local jurisdiction must provide Metro the ordinance/resolution and the applicable sections of the plan. A shape file of the adopted boundary should also be sent to Metro so that the Title 6 map can be updated.*	Regional investment Lower mobility standards 30% trip reduction credit	
2. Analyze physical and market conditions in the area (3.07.620C) *Metro will consider any market analysis conducted in the past fifteen years including those conducted for Title 11 concept planning and economic opportunities analysis conducted for Statewide Planning Goal 9.*	Regional investment	
3. Analyze physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area (3.07.620C)	Regional investment	
4. Analyze the city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development (3.07.620C)	Regional investment	
5. Examine existing and potential incentives to encourage mixed-use pedestrian-friendly and transit supportive development in the area (3.07.620C)	Regional investment	
6. For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4, analyze barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP. (3.07.620C)	Regional investment	

Urban Growth Management Functional Plan, Title 6 Requirement	Eligibility for	Reference and/or Action Taken
7. Describe actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development (3.07.620D)	Regional investment	
8. Revisions to the comprehensive plan and land use regulations, if necessary, to: a. In Regional Centers, Town Centers, Station Communities and Main Streets, allow the mix and intensity of uses specified in section 3.07.640; and b. In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, allow a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP (3.07.620D); and c. In Regional Centers, Town Centers, Station Communities and Main Streets, prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots (3.07.630B)	Regional investment Lower mobility standards 30% trip reduction credit	
9. Describe public investments and incentives to support mixed-use pedestrian-friendly and transit supportive development (3.07.620D)	Regional investment	
10. A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230A and B of the Regional Transportation Functional Plan (RTFP), that includes: a. The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP; b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and	Regional investment 30% trip reduction credit	

Urban Growth Management Functional Plan, Title 6 Requirement	Eligibility for	Reference and/or Action Taken
c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. (3.07.620D) *Resource information on transportation system design and demand management Is available on Metro's website: www.oregonmetro.gov* *At a minimum, the parking management program should include: conducting a parking supply inventory, consideration of structured parking, reducing or removing parking minimums, and consideration of parking maximums. More information can be found in Metro's Community Investment Toolkit, Volume 2, Innovative Design and Development Codes*		

OTHER TITLES OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

As previously mentioned, Metro Ordinance 10-1244B, adopted in December 2010, changed several sections of the Urban Growth Management Functional Plan (Metro Code Chapter 3.07). General implementation guidelines are included below that apply to all functional plan requirements. Guidelines for implementing specific titles follow below.

General

- Local jurisdictions have two years after acknowledgement by the Oregon Land Conservation and Development Commission to change comprehensive plans or land use regulations to come into compliance with the Metro Code changes. After LCDC acknowledgement, Metro staff will notify local jurisdictions when they must come into compliance.
- Local governments that amend their comprehensive plans or land use regulations are required to make such amendments in compliance with the new Metro Code requirement.
- Local governments whose comprehensive plans and land use regulations do not comply with the new Metro Code requirement are required, after one year following acknowledgement, to make land use decisions consistent with the Metro Code requirement. Metro staff will notify local jurisdictions the date that Metro Code requirements become applicable to land use decisions at least 120 days before that date.

Title 1 Housing Capacity (3.07.110-120)

Purpose: To achieve regional policy that calls for a compact urban form by each city and county maintaining or increasing its housing capacity.

- A local government must submit any proposed amendment to a comprehensive plan or land use regulation that may reduce or increase a jurisdiction's housing capacity to Metro's Chief Operating Officer (COO) at least 45 days before the first evidentiary hearing. In submitting the amendment, the local government should explain the proposal and demonstrate how the amendment complies with the functional plan.
- Each city and county is required to adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use. If a city or county has not adopted a minimum density for such a zone before March 16, 2011, the city or county is required to adopt a minimum density that is at least 80 percent of the maximum density.
- A local government must increase housing capacity elsewhere prior to reducing housing capacity in another area.
- If a local government has not amended its comprehensive plan or land use regulations to conform to Title 1 (within one year after LCDC acknowledgement), the local government is required to apply Metro Code sections 3.07.120 C, D, E and F to any land use decisions.
- A local government may reduce the minimum zoned capacity of a single lot or parcel as long as the reduction has a negligible effect on the local government's overall minimum zoned residential capacity.

Title 2 Regional Parking Policy
Purpose: To encourage more efficient use of land, promote non-auto trips, and protect air quality

NOTE: Although Title 2 of the Urban Growth Management Functional Plan was repealed in 2010 by Ordinance 10-1244B, it was added to the Regional Transportation Functional Plan (RTFP) as Title 4 (Metro Code Chapter 3.08.410) in the same ordinance. The requirements remain the same.

Title 4 Industrial and Other Employment Areas (3.07.410-450)

Purpose: To protect industrial and employment sites by limiting non-industrial uses in designated Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas.

- Changes made to Title 4 in 2010 affect only those local governments that have a designated Regionally Significant Industrial Area (RSIA) on the Title 4 map.
- Within two years of LCDC acknowledgement, those local governments with a designated RSIA are required to review and if necessary revise their land use regulations to prohibit the siting of schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working in the RSIA. The local government is required to submit the proposed land use regulation revision to the COO at least 45 days before the first evidentiary hearing.
- Other requirements remain

Title 6 Centers, Corridors, Station Communities and Main Streets (3.07.610-650)

Purpose: To enhance centers, corridors, station communities and main streets as the principal centers of urban life, local governments are called on to take actions and make investments complemented by regional investments

See pages 20-23 for Title 6 guidelines

Title 11 Planning for New Urban Areas (3.07.1110-1140)

Purpose: To ensure that areas brought into the Urban Growth Boundary are urbanized efficiently and contribute to mixed-use, pedestrian-friendly, and transit-supportive communities

- Concept planning for urban reserves must now be completed before an area is added to the urban growth boundary
- A concept plan is developed by the county and any city likely to provide governance or an urban service for the area in conjunction with Metro and appropriate service districts.
- Until comprehensive plan provisions and land use regulations are adopted by the appropriate local government, interim protection measures are required.
- Title 11 becomes applicable on December 31, 2011
- For more detailed information on concept planning, contact Metro Planning staff.

Appendix A:
COMPLIANCE DATES FOR THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C)[1]	**Land Use Decision** 3.07.810(D)[2]	**Adoption** 3.07.810(B)[3]
Title 1: Adopt minimum dwelling unit density (3.07.120.B)	12/16/2010		2 years after acknowledgement by LCDC
Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) *(provision included in previous version of Metro Code as 3.07.140.C)*	12/8/2000		12/8/2002
Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/08/2002
Title 3: Floodplain management performance standards (3.007.340.A)	12/8/2000	12/08/2001	12/08/2002
Title 3: Water quality performance standards (3.07.340.B)	12/08/2000	12/08/2001	12/08/2002
Title 3: Erosion control performance standards (3.07.340.C)	12/08/2000	12/08/2001	12/08/2002

[1] A city or county that amends its plan to deal with the subject of a Functional Plan requirement any time after the effective date of the requirement (the date noted) must ensure that the amendment complies with the Functional Plan

[2] A city or county that has not yet amended its plan to comply with a Functional Plan requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

[3] Cities and counties must amend their plans to comply with a new Functional Plan requirement within two years after acknowledgement of the requirement (the date noted)

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C)[1]	**Land Use Decision** 3.07.810(D)[2]	**Adoption** 3.07.810(B)[3]
Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420)	7/22/2005	7/22/2006	7/22/2007
Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regionally Significant Industrial Areas (3.07.420D)	12/16/2010	1 year after acknowledgement by LCDC	2 years after acknowledgement by LCDC
Title 4: Limit uses in Industrial Areas (3.07.430)	7/22/2005	7/22/2006	7/22/2007
Title 4: Limit uses in Employment Areas (3.07.440)	7/22/2005	7/22/2006	7/22/2007
Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)			
Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730)			6/30/04
Title 8: Compliance Procedures (45 day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820)	2/14/03		
Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110)			2 years after acknowledgement by LCDC

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C)[1]	**Land Use Decision** 3.07.810(D)[2]	**Adoption** 3.07.810(B)[3]
Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120)	12/08/2000	12/08/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
Title 11: Interim protection of areas added to the UGB (3.07.1130) *(provision included in previous version of Metro Code as 3.07.1110)*	12/8/2000	12/08/2001	12/08/2002
Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240B)			7/7/2005
Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009

Materials following this page were distributed at the meeting.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

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2011 MPAC Tentative Agendas

Tentative as of May 3, 2011

MPAC Meeting
May 25
• MTAC Appointments
• Climate Smart Communities – scenarios evaluation approach and strategies to test (discussion)
• Implementation Guidance (discussion)
  • High Capacity Transit System Expansion Policy Guidance
  • Transportation and land use implementation
  • State of the Centers II Report
	MPAC Meeting
	June 8
	• High Capacity Transit System Expansion Policy Guidance (recommendation to council)
	• Climate Smart Communities – scenarios evaluation approach and strategies to test (recommendation to council)

MPAC Meeting June 22	**MPAC Meeting** July 13 • Legislative recap • Outcomes-based Urban Growth Management/UGB • *HUD Grant*
MPAC Meeting July 27 • *Intertwine System Development*	**MPAC Meeting** • August 10
MPAC Meeting August 24 (cancelled)	**MPAC Meeting** September 14 • Outcomes-based Urban Growth Management/UGB (discussion)
MPAC Meeting September 28 • Outcomes-based Urban Growth Management/UGB (recommendation) **League of Oregon Cities Annual Conference** **September 29-October 1** **Bend**	

October *Possible joint MPAC/JPACT meeting on Climate Smart Communities Scenarios: results and preliminary recommendations*	
MPAC Meeting October 12 •	**MPAC Meeting** October 26 •
MPAC Meeting November 9 • *Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (discussion)*	**MPAC Meeting** (Note possible date change: November 16) • *Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation) (or Dec 14)* **Associated Oregon Counties Annual Conference** **November 15-17, Location to be determined**
MPAC Meeting December 14 • *Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation) (or Nov 16)*	

Projects to be scheduled:

- Southwest Corridor Plan
- East Metro Connections Plan
- Community Investment Initiative
- Industrial and employment areas for development-ready land for job creation
- Affordable housing/housing equity
- Downtowns, main streets, station communities development implementation
- Solid Waste Road Map

Parking lot:

* Planning areas adjacent to UGB
  (e.g., hamlet in undesignated areas)
* Invasive species management

Note: Items listed in *italic* are tentative agenda items.

Metropolitan Policy Advisory Committee
Roles and Responsibilities
February 2011

Metropolitan Policy Advisory Committee (MPAC)
The Metropolitan Policy Advisory Committee was established by the Metro Charter approved by voters in 1992. MPAC's duties, as outlined in the Charter and MPAC's bylaws, are to advise the Metro Council on the amendment or adoption of the Regional Framework Plan including such topics as:

- regional transportation
- urban growth boundary (UGB) management
- protection of lands outside the UGB for natural resource, future urban or other uses
- planning responsibilities required by state law
- other growth management and land use planning matters determined by the Council to be of metropolitan concern which will benefit from regional planning.

The Metro Technical Advisory Committee (MTAC) provides technical recommendations to MPAC. Similar to MPAC, MTAC members represent cities, counties, special districts and the public. In addition, members represent utilities, land use advocacy organizations, environmental organizations, development community, and economic development associations.

MTAC is governed by bylaws which are included within MPAC's bylaws. Each jurisdictions or organization named in the bylaws is required to submit annually the name of their MTAC representative. MPAC may approve or reject any nomination to MTAC. If a MTAC membership category (member and alternate) is absent for three consecutive MTAC meetings, the representative s lose their voting privilege. They may regain their voting status after attending three consecutive MTAC meetings.

MPAC/MTAC Responsibilities
Several members have expressed concern with the level and tone of discussions at the MPAC table over the past year. They articulated that the effectiveness of the committee is compromised when members come unprepared to represent fully the perspectives of the position they hold and resort to word-smithing and technical discussions rather than providing policy guidance to the Metro Council.

As your chair for 2011, I'd like to offer the following ways to make sure that MPAC is effective and focused in its discussions and recommendations.

- Remember that MPAC is an advisory body to the Metro Council on policy issues. MPAC recommendations, while not binding, provide the Council with valuable input from diverse perspectives throughout the region.
- Come to meetings prepared to discuss agenda items from the perspective you are representing (e.g., small cities of Clackamas County); not just the entity or department for which you work by
    - Establish effective ways to communicate and seek input from the interests you represent on upcoming agenda items.
    - Report back to those interests on committee discussions/decisions.
    - Communicate with your MPAC/MTAC member (if applicable) prior to the meetings to make sure that policy discussions are based on a sound understanding of the technical issues.
- Own the process. If meetings get off track, speak up and move committee toward productive discussions.

MPAC Meeting Ground Rules

Agreed upon by group; group members are responsible for monitoring ground rules; review regularly

Preamble: To accomplish objectives in a way that is respectful to all in the group, we have the following ground rules:

Respectful process

- Be on time/end on time
- It's okay to disagree – question topics, not people
- Respect each other's views
- Stay on task, on topic – no side conversations
- Turn off electronic devices

Efficient and cost-effective process

- Define clear meeting purpose
- Establish roles as needed
    - Chair: Responsible for facilitating the meeting and discussions, and summarizing feedback or decisions
- Establish outcomes
- Define decision-making protocol
- Move on after each decision point

Prepared participants

- Read agenda and materials beforehand
- Every attendee owns the process; if the meeting gets off track, speak up!
- If you don't speak up, own your silence (silence means agreement)
- Listen actively
- If you miss a meeting, be responsible for catching up
- Consult and communicate with and represent the concerns and interests of the governments, organizations and constituents a member represents

May 2011

To learn more about Nature in Neighborhoods capital grants, visit www.oregonmetro.gov/capitalgrants or contact Mary Rose Navarro at 503-797-1781 or maryrose.navarro@oregonmetro.gov.

Metro Nature in Neighborhoods capital grants

As the Portland metropolitan area expands, there's more and more pressure on water quality, and fish and wildlife habitat. Growth sparks some important questions: How can our region balance development and conservation? What are the best ways to improve ecology in urban areas? How can existing neighborhoods nurture the natural world? The Metro Council is seeking creative answers through the Nature in Neighborhoods capital grants program.

These grants are funded by Metro's natural areas bond measure, approved by voters in 2006. Their $227 million investment protects water quality, wildlife habitat and access to nature for future generations. The Metro Council wanted the program to work at every level – from large, regional natural areas to the community-based projects funded by capital grants.

Here's how the capital grants program works:

- Neighborhoods, community groups, nonprofit organizations, schools, cities, counties and public park providers are invited to apply.
- Projects must purchase land or make improvements to real property that result in a capital asset with a life of at least 20 years and a total value of at least $50,000.
- The applicant must match grant funds with outside funding or in-kind services equivalent to twice the grant request.
- The first step is a letter of inquiry, which helps Metro staff understand how a project matches the grant program's key criteria. Metro staff review letters and, when appropriate, invite full applications.
- Staff screen applications, conduct site visits and present proposals to the Metro Council's grant review committee. The committee recommends awards at least once a year to the council, which makes all final grant awards.
- Metro staff is available to help shape a project, connect you to resources and offer technical support. The earlier you call, the better the assistance. Throughout the application and review process, staff and committee members offer comments and suggestions to help shape the strongest possible project.

Past awards provide a window into the projects that Metro finds compelling – although yours may look very different. As the program evolves, Metro hopes to invest in a wide variety of innovative projects.

Crystal Springs Creek restoration

Conservation Corner

Nadaka Nature Park

2008 AWARDS

Crystal Springs Creek restoration and nature play at Westmoreland Park

Recipient: Portland Parks & Recreation

Partners: Johnson Creek Watershed Council, SMILE (Sellwood-Moreland Improvement League)

Grant amount: $150,000

Total project cost: $869,000

This project restores nearly half a mile of Crystal Springs Creek, an important tributary to Johnson Creek. The concrete channel and playground equipment are being removed from the floodplain area, and the banks are being replanted with native trees and shrubs. The grant also provides funding to design and construct a new play area, allowing children to improve sensory awareness and discover the natural environment.

Conservation Corner: North Portland nature and discovery garden

Recipient: East Multnomah Soil and Water Conservation District

Partner: Humboldt Neighborhood Association

Grant amount: $99,500

Total project cost: $1.7 million

A historic property in North Portland's Humboldt neighborhood is transformed into an outdoor classroom and living laboratory. This project enhances residents' appreciation of how natural features can be incorporated into the landscape and gives people new ideas to try at home. The demonstration garden includes nature-friendly designs for capturing and treating rainwater on site, including a rain garden, cistern, porous pavement and creative art for a disconnected downspout.

Hawthorne Grove Park acquisition and development

Recipient: Clackamas County Development Agency

Partners: Developer Nick Stearns, Clackamas County Land Trust, North Clackamas Parks and Recreation District, Clackamas County Soil and Water Conservation District

Grant amount: $140,000

Total project cost: $430,000

A park-deficient, low-income community with permanent affordable housing gets a small neighborhood park, thanks to this project. Active participation from diverse partners – including developers, residents and an affordable housing provider – keeps the community directly involved in caring for their park in the future.

2009 AWARDS

Nadaka Nature Park acquisition

Recipient: City of Gresham

Partners: East Multnomah Soil and Water Conservation District, The Trust for Public Land, Wilkes East Neighborhood Association, Audubon Society of Portland, St. Aidan's Episcopal Church

Grant amount: $220,000

Total project cost: $660,000

Metro helped foot the bill for a two-acre expansion of Nadaka Nature Park in Gresham's East Wilkes neighborhood. The new addition sits along Northeast Glisan Street, offering greater visibility and public access for this hard-to-find community asset. The City of Gresham developed a master plan and natural resource management plan for the entire park, which is now 12 acres, improving ecological function and enhancing native wildlife habitat. Participation from diverse partners – including the East Wilkes Neighborhood Association and members of nearby St. Aidan's Episcopal Church – keeps the community actively engaged.

White oak savanna acquisition

Recipient: City of West Linn

Partners: Oregon Parks and Recreation Department, Tanner Basin Neighborhood Association, The Trust for Public Land

Grant amount: $334,000

Total project cost: $1.8 million

By contributing one-third of the purchase price for 14 acres of significant Oregon white oak savanna, Metro helped protect this West Linn property as a natural area. Visible from Interstate 205, the acquisition preserves a rare habitat type – and views for commuters traveling the busy freeway. A new soft-surface trail allows public access to this unique habitat, showcasing the remarkable vistas over the Willamette River to Canemeh Bluff in Oregon City.

Humboldt learning garden

Recipient: Lower Columbia River Estuary Partnership

Partners: Portland Public Schools, Housing Authority of Portland, Humboldt Neighborhood Association, Lewis & Clark College

Grant amount: $33,686

Total project cost: $99,000

This project transforms a vacant lot next to Humboldt School into a learning garden accessible to students and residents of Humboldt Garden, a low-income housing development across the street. Metro's funding helps collect and re-use the school's stormwater and incorporate native plants throughout the garden. The project provides access to nature in a park-deficient, urban neighborhood with few opportunities to add new parks or open space.

Greening the Interstate 205 corridor

Recipient: Friends of Trees

Partners: Oregon Department of Transportation, Verde, community groups including Montavilla and Lents neighborhood associations

Grant program funding: $415,436

Total project cost: $1.2 million

This unique partnership demonstrates how changing the landscape is a cost-effective way to improve environment, health and scenery along a freeway. Over three years, this project will plant 1,300 native trees and 16,000 native shrubs in the Interstate 205 right-of-way. Friends of Trees is engaging about 2,400 volunteers, giving 9,600 hours of time. Project partner Verde is creating jobs in the nursery industry and expanding environmental education to underserved communities of color. Additionally, this project improves the freeway's bike and pedestrian path and demonstrates the value of planting native trees and shrubs along key transportation corridors. The Oregon Department of Transportation uses this project to inform a statewide discussion about updating the agency's landscaping standards.

2010 AWARDS

Re-greening Park Avenue park-and-ride

Recipient: TriMet, Urban Green

Partners: North Clackamas Parks and Recreation District, Oak Lodge Sanitary District, North Clackamas Urban Watershed Council

Grant amount: $349,305

Total project cost: $1 million

Finding inspiration in Metro's Integrating Habitats design competition, this project creates the region's first sustainable, habitat-friendly light rail station and park-and-ride. When TriMet's new orange line zips through Oak Grove in 2015, commuters will experience a re-created riparian forest, a natural stormwater treatment system and many other green features at the Park Avenue stop along Southeast McLoughlin Boulevard. Agencies and community groups are collaborating to showcase development that balances design excellence, ecological stewardship and economic enterprise. Project partners hope to restore the Courtney and Kellogg creek basins and promote low-impact development throughout the McLoughlin corridor – showing community members, Trolley Trail users and thousands of MAX riders how to restore ecosystems in a built environment.

Trillium Creek restoration

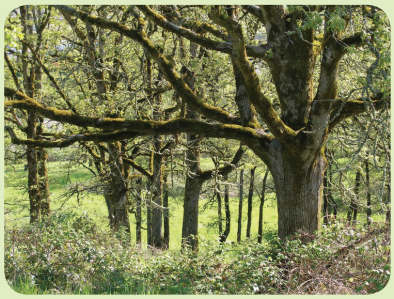
Recipient: City of West Linn

Partners: Mary S. Young Volunteers, Willamette Riverkeepers, Oregon Department of Fish and Wildlife, Harris Stream Service, Robinwood Neighborhood Association

Grant amount: $55,330

Total project cost: $179,000

Students, volunteers and other community members come together to restore a degraded stream system at Mary S. Young State Park, creating a healthy riparian corridor. Severe bank erosion compromised the 1,045-foot section of Trillium Creek that is being transformed. The project will restore floodplain connectivity and enhance the rich diversity of native trees, shrubs and other plants along the riparian corridor and adjacent wetlands in this West Linn park.



White oak savanna acquisition

Humboldt learning garden

Trillium Creek restoration

Baltimore Woods connectivity corridor

Summer Creek natural area acquisition

Baltimore Woods connectivity corridor

Recipient: City of Portland Bureau of Environmental Services, Three Rivers Land Conservancy

Partners: Portland Parks & Recreation, Friends of Baltimore Woods, Audubon Society of Portland, SOLV, Port of Portland

Grant amount: $158,000

Total project cost: $475,000

Metro funding helped purchase four parcels, totaling one acre, within the Baltimore Woods corridor in North Portland. This acquisition protects rare native oak trees and enhances the nature experience for bicyclists, walkers and joggers who will someday use this section of the Willamette River Greenway Trail envisioned along the adjacent street. These parcels are part of a larger natural area corridor connecting Cathedral Park and Pier parks. Active participation from city agencies, land trusts, nonprofit organizations and the Friends of Baltimore Woods involve the community in restoration and long-term stewardship.

Crystal Springs partnership

Recipient: City of Portland Bureau of Environmental Services

Partners: Johnson Creek Watershed Council, Friends of Crystal Springs, Portland Parks & Recreation, Reed College

Grant amount: $311,480

Total project cost: $968,000

Crystal Springs has all the characteristics of an excellent salmon stream: It's entirely spring-fed, which eliminates pollutants from urban runoff. Relatively consistent year-round flow and low temperatures attract some of Portland's most threatened fish species. This project helps realize the stream's potential by removing a culvert that blocks juvenile fish passage and restoring the floodplain and riparian habitat along 350 feet of the creek. Conservation easements or acquisition on three additional properties will allow future floodplain restoration.

Summer Creek natural area acquisition

Recipient: City of Tigard

Partners: The Trust for Public Land, Tualatin RiverKeepers, Tualatin Watershed Council, Fans of Fanno Creek, Washington County, Clean Water Services.

Grant amount: $1 million

Total project cost: $5.4 million

Metro contributed to the acquisition of 43 acres of wetlands and mature forests at the confluences of Summer and Fanno creeks. The property is a high-profile natural area – the best remaining unprotected land in Tigard and, soon, the city's second largest park. The site has functioned as an outdoor lab for students at Fowler Middle School. With the help of several community partners, this project expands environmental education programs to students throughout Washington County.

2011 AWARDS

Boardman Creek fish habitat restoration project

Recipient: Oak Lodge Sanitary District, Clackamas County Department of Transportation and Development

Partners: North Clackamas Urban Watershed Council, Oak Lodge Community Council, Jennings Lodge Citizen Participation Organization, Clackamas County Urban Green, North Clackamas Parks & Recreation District

Grant amount: $485,000

Total project cost: $1.7 million

If you visit Oak Grove's Stringfield Park in a few years, you might think you've traveled back in time: Fish will be swimming in lower Boardman Creek, which is slowly being transformed from an overgrown urban ditch to a refuge for fish and wildlife. The grant will support the keystone to the restoration of this basin – replacing two culverts near the mouth of the creek with bridges and allowing fish to return to more than a mile of the creek between the park and the Willamette River. This transformation will daylight and restore instream habitat along 300 feet of the creek and demonstrate how bridges can also create a wildlife crossing for amphibians and land animals. It's also part of a community transformation, with the six-mile Trolley Trail, a new light-rail line and a new vision for redevelopment of Southeast McLoughlin Boulevard on the way.

Klein Point overlook and habitat enhancement

Recipient: Johnson Creek Watershed Council, City of Milwaukie

Partners: Willamette Riverkeepers, Milwaukie Rotary, Oregon Dental Services, Gary and Sharon Klein, Oregon Watershed Enhancement Board, PGE Salmon Fund, FishAmerica Foundation, City of Portland

Grant amount: $225,000

Total project cost: $675,399

Someday soon, Milwaukie Riverfront Park will provide a unique vantage point on the history and restoration of fish and wildlife habitat along the Willamette River. This grant will initiate the first phase of a master plan for the park by constructing an interpretive overlook and a new trail tracing the river bluff. Visitors will be able to stand in the shade of a magnificent old Oregon white oak, an increasingly rare experience because the tree has declined dramatically across the Willamette Valley. Below the overlook they might see salmon and trout making their way into the mouth of Johnson Creek where six acres of restored riparian habitat, sixteen new log jams and boulders will provide refuge to help threatened fish species thrive.

Mount Scott Creek restoration at North Clackamas Park

Recipient: Clackamas Water Environmental Services

Partners: City of Milwaukie, North Clackamas Parks & Recreation District, Friends of Trees, North Clackamas Urban Watershed Council, Friends of Kellogg and Mt. Scott Creeks, Friends of North Clackamas Park

Grant amount: $150,034

Total project cost: $450,222

Restoring lower Mount Scott Creek at North Clackamas Park will balance the needs of people and fish, creating a model for improving habitat at popular destinations. Located in a densely developed urban area, Mount Scott Creek is a priority for restoration because of the salmon, steelhead and cutthroat trout that have been documented there. This project will restore the stream bank and its riparian areas and remove a small culvert at the confluence of Camas Creek. Redesigning access to the creek for people is also part of the project at Clackamas County's largest community park. Visitors will gaze at the creek from two new, sustainably designed overlooks with interpretive signs – reducing the heavy foot traffic that has trampled native plants and eroded the creek's banks. The new design strives to address the tension between access to nature and the impacts of heavy use on wildlife. Engaged community partners will work with the park agency to increase stewardship of Mount Scott Creek by all groups of park users.

Wildside boardwalk

Recipient: Pleasant Valley School

Partners: Ace Academy, City of Gresham, East Multnomah Soil & Water Conservation District, Johnson Creek Watershed Council

Grant amount: $112,350

Total project cost: $342,588

Restoring the Wildside natural area has been a learning experience for students at Centennial's Pleasant Valley Elementary School – and the lessons will multiply with a new network of trails and boardwalks. This project will allow students to explore the seven-and-a-half-acre natural area more easily, enhancing environmental education without sacrificing habitat. To get to this point, students and teachers have built rain gardens, a greenhouse and small overflow dams that improve the health of a seasonal stream. The new boardwalk will be constructed and installed by students from Ace Academy, a charter high school that specializes in architecture, construction and engineering.

Green Alley

Recipient: Virginia Garcia Memorial Health Center

Partners: City of Cornelius, Adelante Mujeres, Centro Cultural, Verde, Jackson Bottoms Wetlands Preserve

Grant amount: $322,234

Total project cost: $1.2 million

With this project the Virginia Garcia Memorial Health Center takes the concept of wellness and expands it from the personal to include the community and the environment. The nonprofit healthcare provider will transform an alley outside its Cornelius Wellness Center into a

Continued

Mount Scott Creek restoration at North Clackamas Park

Green Alley, Virginia Garcia Memorial Health Center

Collaborate. Innovate. Inspire.

The Nature in Neighborhoods capital grants program funds projects that preserve or enhance natural features and their ecological functions on public lands in neighborhoods. They help ensure that every community enjoys clean water and nature as an element of its character and livability.

Schools, neighborhood associations, community groups and other nonprofit organizations, cities, counties and public park providers are encouraged to apply.

Wapato Marsh wetlands

Red-legged frog

The Metro Council's voter-approved 2006 Natural Areas Program funds land acquisition and capital improvements that protect water quality and fish and wildlife habitat, enhance trails and wildlife corridors and provide greater connections to nature in neighborhoods throughout the Portland metropolitan area. For more information about this program or other habitat restoration projects at Metro's natural areas, visit **www.oregonmetro.gov/naturalareas.**

linear parkway that integrates nature and engages the community. The former alley will feature native plants, porous paving, on-site stormwater management and exhibits highlighting the area's ecological, cultural and historical significance. It will serve as a model for adjacent landowners and the city's vision for a transformed downtown. Located in the heart of Cornelius, this project will be accessible to nearby churches and cultural centers and could inspire similar improvements along the rest of the alley. It also offers an opportunity to incorporate watershed health into the clinic's wellness program, expected to provide services to more than 11,000 patients each year. The Cornelius clinic is the primary clinic location for Washington County's migrant and seasonal farmworkers.

Wapato Marsh wetlands restoration project

Recipient: City of Hillsboro

Partners: Ducks Unlimited, Clean Water Services, Jackson Bottom Wetlands Preserve

Grant amount: $129,200

Total project cost: $1.2 million

At 725 acres, Jackson Bottom Wetlands Preserve already serves as a destination for hiking, bird-watching and environmental education in Hillsboro. It's about to get even better. A major restoration effort, this grant will improve 120 acres of degraded wetlands located within the Tualatin River floodplain into a healthy ecosystem and improve water quality in the Tualatin River. Native plants will gain a foothold and support diverse wetland wildlife, including amphibians, fish and migratory birds. By connecting an isolated pond to a forest on the preserve's north side, the project will provide improved habitat for many native species, including threatened red-legged frogs. Thanks to restoration and some expanded trails, the preserve's 30,000 yearly visitors will be able to experience this healthy ecosystem firsthand.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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optin ONLINE PANEL

Let Metro know what's important to you. Join the new online opinion panel today.

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Scenarios Timeline

We are here.

1

Where we are headed

Today – Check-in	June 8 - Action
• Are we on the right track? • Questions? • Comments?	• Affirm overall approach • Give staff green light to begin technical work

Next Steps

- Convene technical work group
- Prepare draft Strategy Toolbox report
- Refine scenario framework based on tonight's discussion

3

Discussion Questions

- ❑ Are we on the right track?
  - ❑ Guiding principles ok?
  - ❑ Research objectives ok?
  - ❑ "Beta" indicators ok?
  - ❑ What's missing?
- ❑ Other comments to share?

4











COMMUNITY INVESTMENT STRATEGY

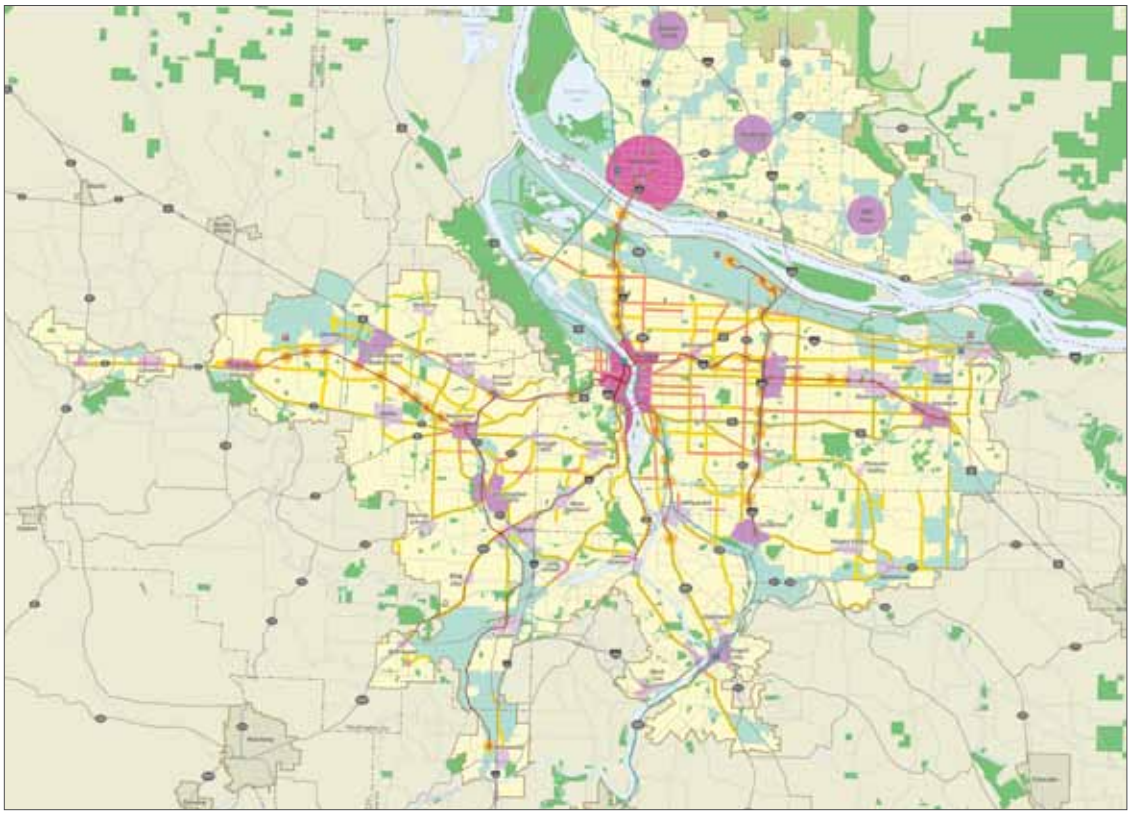
State of the Centers

Investing in our communities

MAY 2011

Metro | *Making a great place*

2040 Growth Concept



The 2040 Growth Concept is the region's blueprint for the future, guiding growth and development based on a shared vision to create livable, prosperous, equitable and climate smart communities now and for generations to come.

Attributes of great communities

Goals for the region endorsed by city and county elected officials and approved by the Metro Council

Vibrant communities
People live, work and play in vibrant communities where their everyday needs are easily accessible.

Economic prosperity
Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation
People have safe and reliable transportation choices that enhance their quality of life.

Leadership on climate change
The region is a leader in minimizing contributions to global warming.

Clean air and water
Current and future generations enjoy clean air, clean water and healthy ecosystems.

Equity
The benefits and burdens of growth and change are distributed equitably.

For more information about centers, call 503-797-1562. To download a copy of the report, visit www.oregonmetro.gov/centersreport.

State of the Centers

Table of contents

Companion DVD

2011 State of the Centers report
Region, center and typology composite heat maps
Context tool results and explanations
Resources for developing centers

State of the centers

Where we are today

More than a decade ago, the region set a course to grow as a constellation of compact, vibrant communities that use land efficiently, maintain connections to the natural environment and promote strong local and regional economies. The adoption in 1995 of the 2040 Growth Concept provided a guide to actively manage the growth of the region by encouraging development in centers and corridors and maintaining a tight urban growth boundary. By designating 38 centers across the Portland metropolitan area as a focus for redevelopment, transportation options and concentrations of housing and employment, the growth concept provides direction for achieving the desired outcomes for the region. It helps protect the farms, forestland and natural areas so critical to the quality of life residents of the region enjoy.

Over the 15 years since the growth concept was adopted, local governments have developed aspirations for vibrant centers that reflect the vision of the residents, businesses and property owners.

The State of the Centers report helps measure progress in creating the type of centers envisioned in the 2040 Growth Concept and to illustrate the kind of investments that contribute to a successful center.

City and county governments have taken steps to create vibrant, safe and livable centers by amending their comprehensive plans, providing financial assistance and investing in essential public amenities to help spur private investment.

The State of the Centers report is intended to help measure the region's progress in creating the type of centers envisioned in the 2040 Growth Concept and reflected in local aspirations, and to illustrate the kind of investments that contribute to a successful center. The report reflects the relationship between people, employment, housing, businesses and built environment that makes each center unique. What emerges is an indication of the common elements in centers that contribute to meeting aspirations of local communities. In categorizing and examining these elements, the report serves as a "toolbox" to help communities evaluate progress in achieving their aspirations and to promote successful investments that move communities toward the desired regional outcomes reflected in the growth concept.

2009 State of the Centers report

Two years ago, Metro published the first report on the state of the centers. The initial report provided a snapshot of land use and transportation conditions in centers to establish a framework for evaluating future development

and investments. In doing so, it illustrated the wide variation in the level of development among centers. It was the first report to delineate each center and provide comparative statistics about them as well as tools to guide conversation about future development. The boundaries for centers reflect those adopted by local governments where available. For centers without adopted boundaries, the data reflects mixed-use residential and commercial areas for analysis purposes within the vicinity of the center on the 2040 Growth Concept map.

The 2009 report displayed in graphic form different places along a spectrum of activity by illustrating the relationship between populations that live or work in a center and the number of urban amenities – a retail outlet or service that supports urban lifestyles and preferences – in each. The activity spectrum identified six districts within the Portland city limits that each represent a type of center, providing a reference point for local jurisdictions to use to guide their own aspirations for their center.

2011 State of the Centers report

Although economic conditions have slowed both nationally and regionally in the past three years, the region continues to see incremental investments in its urban centers. In a time of limited funding, it has become increasingly important to target investments and leverage them with other public and private funding to be successful.

> The Community Investment Strategy is an integrated set of policies and investments designed to achieve the six desired regional outcomes.

Based on suggestions from local jurisdiction staff and other stakeholders, the second edition of the State of the Centers report includes additional measures to help communities understand how their centers are performing, including information on jobs, income and transportation use. New in this year's report is the visual representation of seven characteristics of a successful center and the relative strength of each compared to the region. Another feature is the addition of comparative data for a one-mile buffer zone, measured from the center's boundary.

Not surprisingly, as communities evolve aspirations for centers change. The 2011 report reflects the change in 2010 of the Tanasbourne Town Center to a regional center, the addition of Cornelius Town Center and the relocation of the Happy Valley Town Center.

Community Investment Strategy

In 2010, the Metro Council adopted a Community Investment Strategy (Ordinance 10-1244B) that proposes a coordinated approach to target investments for the most effective use of public and private resources within each community in the context of broader regional needs.

The 2011 edition of the State of the Centers report is intended to help identify investment needs by illustrating current conditions and providing a comparison for centers across the region.

Looking forward

Future editions of the State of the Centers report will be increasingly web-based, allowing the data to be updated regularly to better monitor the performance of a center in meeting desired outcomes for vibrant communities, jobs, transportation choices, greenhouse gas reduction and equity. New 2010 census data and other sources will continue to be reviewed and included, as relevant, while retaining key measures that will allow for comparisons over time. Metro is open to suggestions for improving the presentation of data or in defining new measures for evaluating performance.

About the data

Measuring performance of a center

The data displayed in the profiles for regional and town centers help measure a center's performance in achieving local aspirations and regional goals. Communities can use the State of the Centers report to help determine the extent to which their centers have developed as the walkable, transit-oriented, active, diverse and economically strong center they originally envisioned. By comparing the measures to local aspirations and conditions in other centers, local communities can identify the need for targeted investments that:

- complete sidewalk and bike path networks
- improve park and natural area access
- promote mixed-use development that supports transit, vibrant places and affordable living
- promote a mix of housing and job types to support diverse income and economic needs.

Development of the region's centers is a long and evolutionary process. As part of the Community Investment Strategy, Metro established policies in the Urban Growth Management Functional Plan that give priority for regional investments, such as future high capacity transit, to those communities that have taken the steps to promote center development. These steps include:

- analyzing physical and market barriers to development goals and identifying an action plan to address them
- adopting a parking management program that supports compact development
- promoting public-private partnerships for planning and project implementation
- incorporating affordable housing near transit and services to promote affordable living
- promoting job growth in areas well-served by transit with transit-oriented design principles
- engaging diverse populations in decisions affecting their communities and promoting the capacity of organizations representing diversity to have an active role in the community.

The information provided in the State of the Centers report about exisiting conditions in each community can help inform a range of decisions, actions and priorities in local capital improvement plans, transportation system plans, housing needs, economic development strategies and targeted financial incentives.

Metro looks forward to partnering with communities as they analyze their centers, identify investment strategies and continue implementation of the 2040 Growth Concept and the Community Investment Strategy.

Measures and data sources

Measure	Data source
Numbers of residents	Metro's Regional Land Information System (RLIS) single-family/multi-family inventory
Numbers of employees	Environmental Systems Research Institute (ESRI) Business Analyst
Household size	2000 Census (2010 projections)
Home ownership	2000 Census (2010 projections)
Household income	2000 Census (2010 projections)
Urban amenities - private	Businesses that correlate with increased market strength, ranging from coffee shops to boutiques. Data provided by ESRI Business Analyst.
Urban amenities - public	Libraries, government offices, fire stations, community centers and schools as reported in Metro's Regional Land Information System (RLIS)
Businesses	Total businesses in the center from ESRI Business Analyst
Mode share	The nonsingle occupant vehicle mode share presented here includes all non-SOV modes (bicycle, walk, transit, carpool, etc) for all trips per day. This represents trips to, from and within a center. The data is based on the 2005 base year from Metro's Travel Behavior Forecasting Model.
Market value	Calculated at dollars per square foot using county assessor data; publicly owned land was subtracted to avoid distorting the market potential.
Job types	Summarized by retail, service and other using Metro Employment data. "Other" encompasses jobs related to office and industrial work.
One-mile buffer	The one-mile buffer represents a 20-minute walk, consistent with the 20-minute neighborhood concept that has been adopted by several local jurisdictions in the region.
Net acres	Total acres within the center boundaries with a subtraction for all public right-of-way.
People per acre[1]	A measure of the density of people within one-quarter mile of the grid cell. The measure counts both residents and employees and is an indication of the relative activity of an area.
Amenity density[1]	A measure of the density of specific private businesses that contribute to the livability of an area within one-quarter mile of the grid cell.
Sidewalk density[1]	A measure of the density of sidewalks within one-quarter mile of the grid cell. The measure is an indication of the accessibility of safe walking routes.
Transit density[1]	A measure of the density of transit within one-quarter mile of the grid cell. The measure reflects the frequency of trips through bus stops. Therefore, a bus stop that serves two high-frequency bus lines will have a higher weighting than a stop that serves a single, more limited frequency line.
Block size[1]	A measure of the block sizes within one-quarter mile of the grid cell. Block sizes were grouped into classifications and given weighted scores based on research tying smaller block sizes to increase transit mode split.
Bike access[1]	A measure of the relative "bikeability" of an area based on the bike lane classifications in Metro's "Bike There!" map. Every cell in the grid is based on the density of bike routes within one mile of the cell. The better the "Bike There!" classification, the higher the weighting of the route.

[1]For further description of the context tool, see Appendix DVD.

User guide

Urban amenities

What makes a center livable? Business such as coffee shops and grocery stores help residents meet everyday needs. Attractions like theaters, restaurants and pubs keep visitors coming. These private investments increase livability and market value of an area by supporting urban lifestyles and preferences. Public amenities such as schools, libraries, community centers, fire stations and civic buildings provide services residents rely on. Public investments such as these help leverage the private investment needed to bring more amenities to the area.

Hollywood Town Center

Private amenities

0	Bakery
3	Bar
0	Bike shop
1	Bookstore
0	Brewpub
1	Child care
1	Cinema
3	Clothing store
3	Coffee shop
0	Department store
3	Dry cleaners
2	Fitness gym
6	Grocery store
0	Music store
22	Restaurant
1	Specialty snacks and beverages

Public amenities

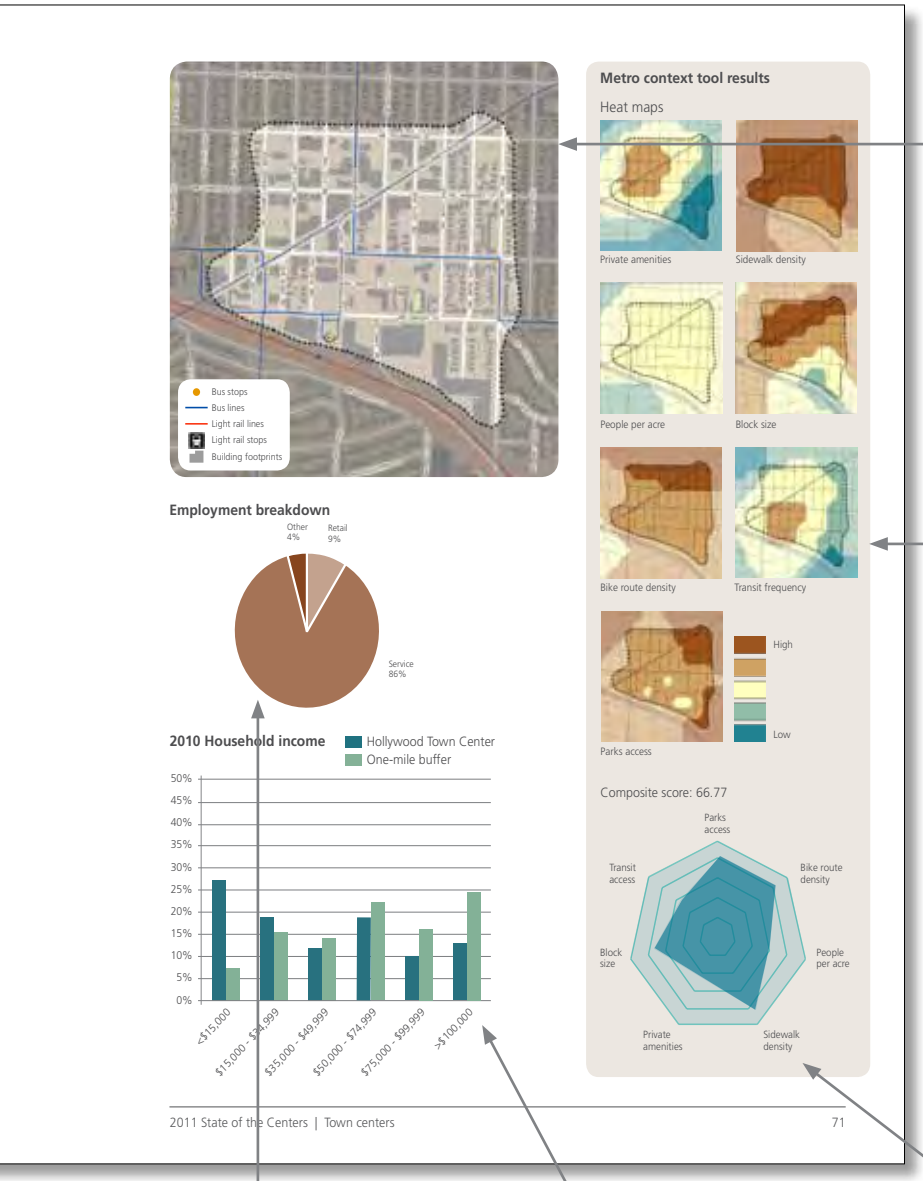
0	Community center
0	Fire station
0	Government building
1	Library
1	School

The Hollywood Town Center surrounds the intersection of Sandy Boulevard and Northeast Halsey Avenue. The area is high in employment concentrations and housing relative to its size. The center serves the local population with retail services, but also draws from the region due to the development of a concentration of specialty retail. The center has direct access to Interstate 84, is serviced by one MAX stop, and has multiple bus lines that include frequent service routes. The center has 1,100 residents, 3,030 employees and 829 dwelling units. Hollywood Town Center contains 105 gross acres.

By the numbers	Hollywood Town Center	Town center average	One-mile buffer
Net acreage	69	222	2,201
Total population	1,100	2,326	34,234
Total employees	3,031	1,745	16,155
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	$145	$39	$75
People per acre	60.3	20.1	22.9
Dwelling units per acre	12.1	5.0	8.1
Total businesses per acre	2.70	0.73	0.43
Home ownership	35.9%	47.4%	58.2%
Median household income	$38,215	$60,133	$63,569
Median household size	1.35	2.42	2.21
Median age	48.3	36.0	41

By the numbers

A successful, vibrant center needs a critical mass of people, both residents and workers, to sustain local business and support efficient transit and other services. By comparing a center's population, use of transportation mode, home ownership, businesses per acre, market value per square foot and other socioeconomic indicators to unweighted town or regional center averages, a picture emerges of the vibrancy, economic strength and diversity of the center. The same measures for one mile out, or a 20-minute walk, from the center's boundary indicate who benefits from investments made in the centers.



Center map

Centers vary greatly in size, form and transportation access. Proximity to interstates, street networks, light rail and bus lines provides a snapshot of access to, from and within the center by automobile and transit. Bus and light rail stops indicate options for travel within the center. Building footprints display the relative location and size of the built environment. Viewed together, they give an indication of the level of development within a center.

Metro context tool results

Heat maps

How do we measure the character of a center? The Metro context tool helps indicate character by producing heat maps that illustrate the accessibility of sidewalks, bike routes, block size, transit service and park access relative to the region as a whole. Sidewalks, high quality bike routes, frequent transit services and smaller block sizes score higher. The heat maps also illustrate relative density of business and people per one-quarter-mile cell. They provide an at-a-glance indication of the level of services available, the intensity of development and the relative strengths within the center. For each measure, the heat map displays the relative concentration – from low to high – represented by cool to warm colors. The measures reflect data in a 264-foot grid, representing a one-minute walk distance.

Composite score

How does the center measure up? In addition to providing a visual representation of the data, the context tool produces a composite score for each center. A score of 1 to 5 is based on the average score for each measure within a 264-foot grid cell. The composite score is the sum of each of the scores for the seven measures, unweighted, and normalized to a 100-point scale. The result is an at-a-glance score card that shows the relative strengths of the center on average.

Employment breakdown

Employment within the center is broken down into three general categories: retail, service and other. “Other” includes office, industrial and manufacturing jobs. These data help indicate if the job mix aligns with local aspirations and can inform future economic development activities.

2010 household income

Household income levels within the center and the one-mile buffer provide a look at who benefits from a center and the segments of the market that local jurisdictions should consider when planning for their centers.

Activity spectrum and typologies

Elements of a successful center

What makes a center successful? Every community is unique and there is no one formula that can transform local aspirations into a vibrant center. However, by looking at examples of successful centers in the Portland metropolitan area, elements common to each suggest a connection between the access to transit, number of people per acre, urban form, the diversity of businesses and the center's success.

Six vibrant centers differing in size, form and activity level are profiled in the pages that follow to provide reference points for communities that wish to see growth and development in their own centers. These typologies include three small neighborhood districts, similar to 2040 main streets or town centers, and three large districts, similar to 2040 regional centers or larger town centers. The areas selected represent the range of development possibilities and urban form that can be found throughout the region. Each district showcases how desirable characteristics of place, such as an active pedestrian environment, access to transit and a successful retail/housing mix, can be achieved in different forms and concentrations.

Some centers support activities throughout the day and evening, some are more active in a concentrated time period. The 14- to 24-hour duration of sustained activity indicated for each center highlighted in the typology section provides a clue to the center's focus – employment, entertainment, tourism, dining and shopping or a combination of several. These typologies can be used to help local leaders define how they want to maintain and enhance their communities as populations continue to grow.

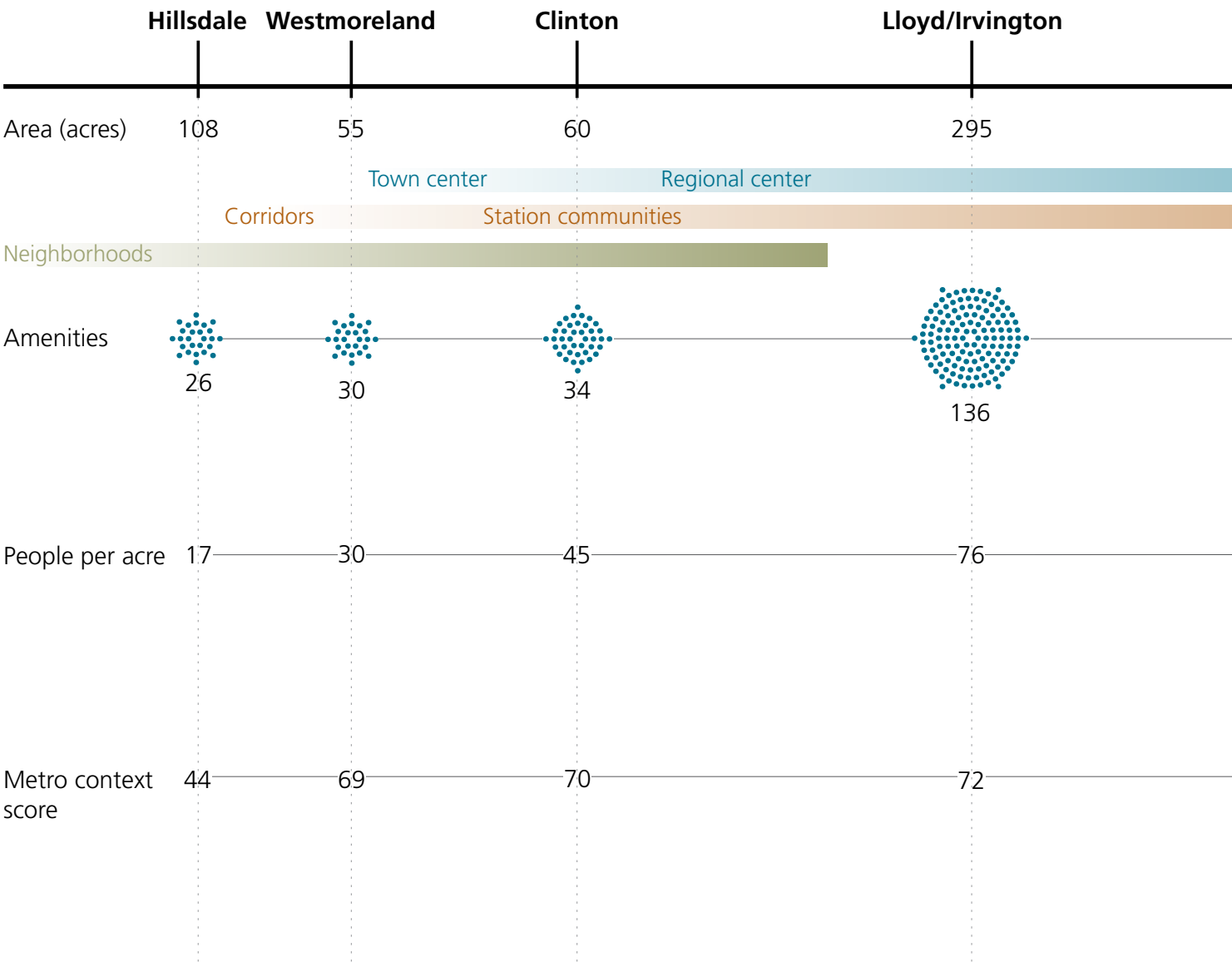
While there are a number of steps communities can take to encourage the development of a successful center, a center's greatest asset is a critical mass of people, both residents and workers, to sustain local businesses, support efficient transit and create a kind of place the community desires.

A spectrum of center activity

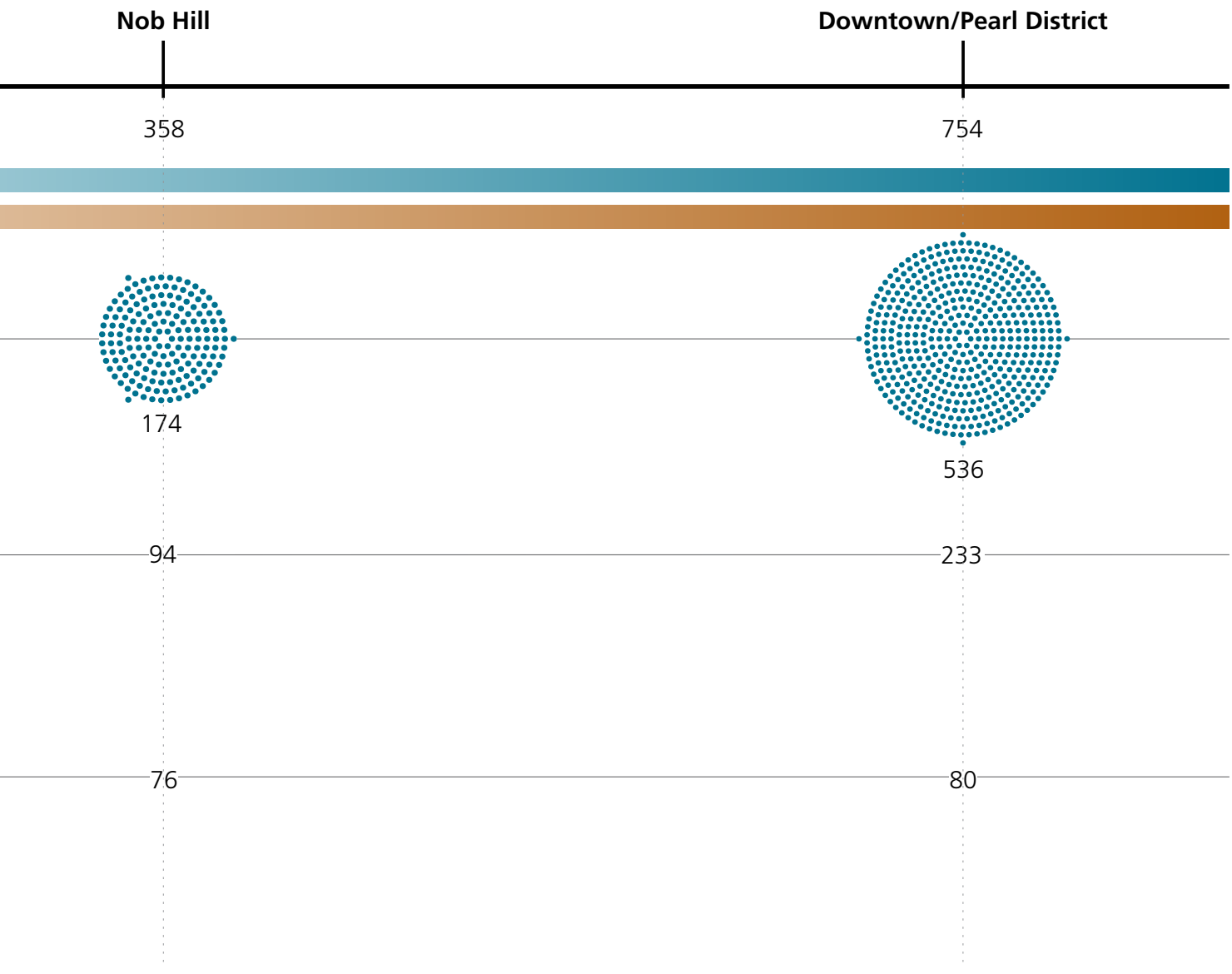
What makes a center an active place? Is it the number of people living and working there, the businesses they support, the size of the area – or is it the relationship between all three that makes a place come to life with continuous activity? The activity spectrum illustrates the relationships between the population, business activity, urban form and transportation that contribute to the activity levels of the six districts highlighted in the typology section. Each regional and town center presented in this report has a place within the continuum of the spectrum, determined by its own unique form and goal for future activity.

Activity spectrum

12-hour



24-hour



Downtown and the Pearl District

FOCUS | Employment, entertainment hub and tourist destination

Activity level
24 hour

Economic focus
Employment and tourism

Median household size
1.3

Median household income (2010)
$27,000

Median age
37

Home ownership
14 percent

People per acre
233

Dwelling units per acre
31

Market value per square foot
$573

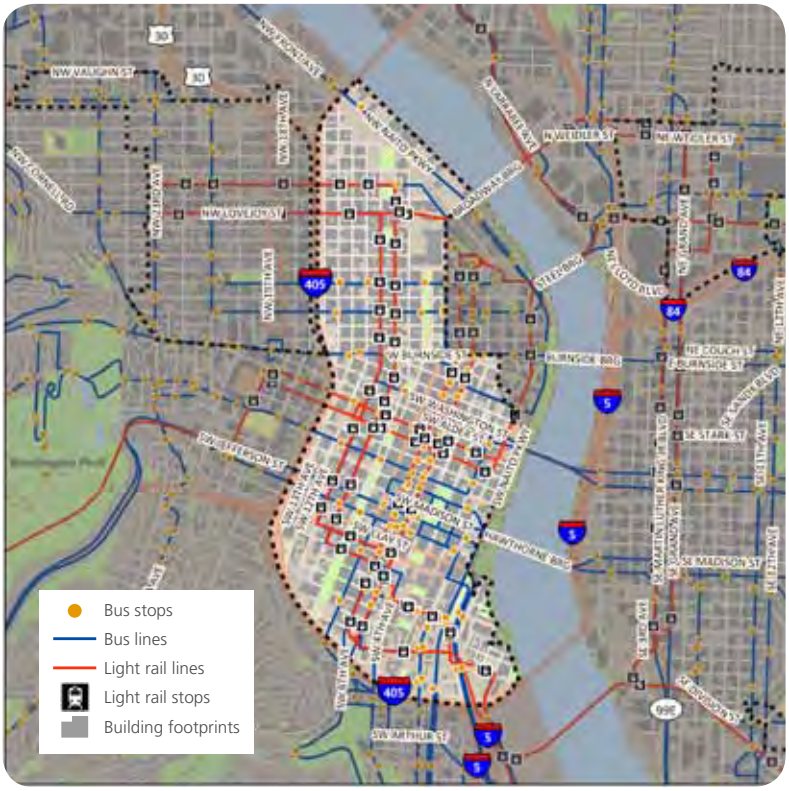
Downtown and the Pearl District include significant amounts of employment and businesses and an expanding housing stock. The area is the primary tourist destination in the region, boasting multiple theaters, museums, restaurants and high-end retailers.

The area has a population of 16,316 residents and a total of 79,750 employees, highlighting its primary function as the regional employment center. The area includes a substantial amount of housing stock in the form of urban-style condos and apartments, allowing for many to live and work within the district.

Downtown and the Pearl is considered a 24-hour activity center, with daytime uses that include office jobs, high-end and specialty retailers, grocery stores, farmers markets, museums and many limited-service restaurants. Nighttime activity includes fine dining restaurants, coffee shops, theaters, bars and nightclubs. Within the area there is a wide range of businesses, especially restaurants, coffee shops and specialty clothing stores, with additional businesses that include: bakeries, dry cleaners, fitness gyms, child care and book stores.

Residents, workers and visitors can easily access the area through a variety of transportation options. The area is served by multiple light rail and bus lines, a streetcar system, multiple bike routes, and pedestrian-friendly streetscapes based on an urban-style small grid network and narrow streets. Additionally, this center serves as the central hub for all bus lines in the region, meaning most major bus routes stop in this district at some point. Auto access is prevalent with access to several major highways and thoroughfares that further support the area's accessibility to others from outside the region. Land values in this center allow for the strategic placement of structured parking throughout. Large, mixed-use parking structures and underground parking are prevalent. In addition, surface parking lots can be found in key locations along the edge of the district. Various forms of public transit and walkable streetscapes help make the car a secondary choice for transportation into and out of the district. Parks are found in abundance throughout the district, and are utilized by workers, residents, and tourists alike.

24-hour



Heat maps


Private amenities


Sidewalk density


People per acre


Block size


Bike route density


Transit frequency


Parks access

Private amenities

4	Bakery
23	Bar
1	Bike shop
7	Bookstore
5	Brewpub
10	Child care
7	Cinema
71	Clothing store
48	Coffee shop
7	Department store
20	Dry cleaners
22	Fitness gym
16	Grocery store
4	Music store
281	Restaurant
10	Specialty snacks and beverages

Public amenities

0	Community center
1	Fire station
1	Government building
1	Library
17	School

Nob Hill District

FOCUS | Tourism and entertainment

Activity level
24 hour

Economic focus
Tourism and entertainment

Median household size
1.4

Median household income (2010)
$37,000

Median age
34

Home ownership
10 percent

People per acre
94

Dwelling units per acre
27

Market value per square foot
$210

The Nob Hill District includes significant housing, employment and commercial businesses. It serves the local population and functions as a regional and tourist destination, because of its unique combination of fine dining, specialty foods, clothing and accessory retail.

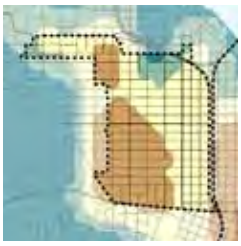
The area has a population of 8,467 residents and a total of 13,716 employees. While it is a hub for employment, it also has a significant amount of housing providing considerable opportunity for those living in the district to also work in the district.

Nob Hill is considered a 24-hour activity location, with daytime office uses and supporting services such as limited service restaurants and other services such as a grocery and dry cleaning that can be easily accessed by workers and residents alike. Nighttime retail activities include restaurants, a cinema, bars and brew pubs. There are many businesess in the district especially restaurants, coffee shops and specialty clothing stores, with an additional range of businesses that include: bakeries, dry cleaners, fitness gyms, grocery stores and bookstores.

Residents, workers and visitors can easily access the area through a variety of transportation options. The area is served by frequent bus service, a streetcar system, and has a high amount of established bike routes. Sidewalk coverage is high, with small block sizes, which helps to promote pedestrian movement and access to the area. The center has auto access to several major highways and thoroughfares that support the area's regional accessibility to others from outside the region. There is limited structured and surface parking in the area, however, on-street parking is available throughout the district. The area is home to multiple parks, allowing for easy access to greenspaces by residents and visitors alike.

24-hour

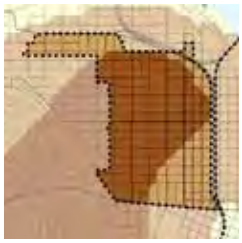
Heat maps


Private amenities


Sidewalk density


People per acre


Block size


Bike route density


Transit frequency


Parks access

Private amenities

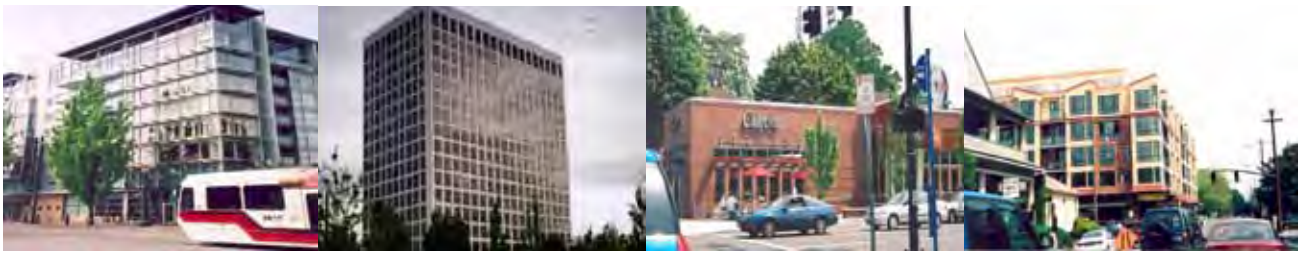
5	Bakery
11	Bar
3	Bike shop
1	Bookstore
2	Brewpub
2	Child care
2	Cinema
28	Clothing store
11	Coffee shop
0	Department store
4	Dry cleaners
3	Fitness gym
8	Grocery store
1	Music store
92	Restaurant
1	Specialty snacks and beverages

Public amenities

0	Community center
1	Fire station
0	Government building
1	Library
4	School

Lloyd/Irvington District

FOCUS | Shopping and employment



Activity level
18 hour

Economic focus
Shopping and employment

Median household size
1.6

Median household income (2010)
$48,000

Median age
38

Home ownership
20 percent

People per acre
76

Dwelling units per acre
9

Market value per square foot
$200

Lloyd/Irvington is a district with an emphasis on employment and commercial retail activities. This district focuses on office and retail employment, which is highlighted by a regional shopping center and several large-scale office complexes. Additionally, the core of the center is surrounded by low to medium density housing in the form of single-family housing and several apartment buildings.

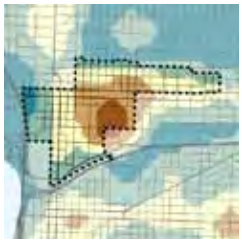
The area has a population of 3,202 residents and a total of 15,818 employees, which indicates that a large percentage of the workers in the center travel from outside the area to a job within the district. Additionally, the regional shopping center draws many trips in from outside the area.

The Lloyd/Irvington District is considered an 18-hour activity center, with a majority of daytime uses in the form of office jobs and retail employment. These uses are supported by many fast food and limited service restaurants as well as dry cleaners, child care and coffee shops. Nighttime activity includes restaurants, bookstores, specialty retail and a major movie theater.

As an employment and regional shopping destination, the area can be easily accessed by a variety of transportation options. The area is served by a light rail line for morning and evening commutes in and out of the district, as well as multiple bus lines. The automobile is the primary form of transportation in this district. Several major highways and thoroughfares provide access to the regional shopping and employment locations. The area is mainly comprised of surface and on-street parking with some structured parking attached to major employment/office locations. The street network tends to be a mix of small block grids in the residential neighborhood areas and “super blocks” in the office and shopping areas, making walking somewhat more difficult in several areas as wide streets and fast-moving traffic discourage pedestrian movement between the residential areas and the shopping/office areas. Regardless, the district has good sidewalk coverage and well-defined bike routes, allowing for more transportation options.

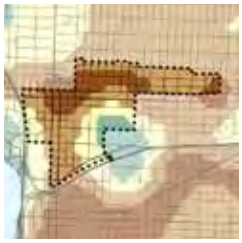
18-hour

Heat maps


Private amenities


Sidewalk density


People per acre


Block size


Bike route density


Transit frequency


Parks access

Private amenities

3	Bakery
1	Bar
0	Bike shop
1	Bookstore
0	Brewpub
3	Child care
2	Cinema
37	Clothing store
11	Coffee shop
6	Department store
3	Dry cleaners
3	Fitness gym
2	Grocery store
2	Music store
58	Restaurant
4	Specialty snacks and beverages

Public amenities

0	Community center
1	Fire station
0	Government building
0	Library
1	School

Westmoreland District

FOCUS | Specialty retail, small town feel




Activity level
18 hour

Economic focus
Shopping and dining

Median household size
1.8

Median household income (2010)
$48,000

Median age
43

Home ownership
52 percent

People per acre
30

Dwelling units per acre
8

Market value per square foot
$120

Westmoreland is a moderately populated district with an emphasis on dining and specialty retail shopping. It serves the local population and functions as a regional and tourist destination because of its unique combination of fine dining, specialty foods, and clothing and accessory retail. The area was historically considered a main street. Today, it still serves the same purpose but it has evolved into a destination location.

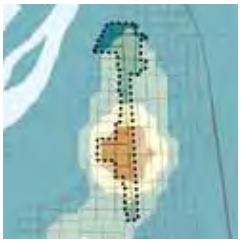
The area has a population of 508 residents and a total of 629 employees. While the area is a hub for specialty retail, it also has a significant amount of housing in the surrounding neighborhoods. The majority of the housing is single-family residential, of which 52 percent is owner occupied. The majority of the jobs in the district are retail and service-oriented.

Westmoreland is considered an 18-hour activity center, with a majority of daytime uses in the form of grocery stores, garden stores, clothing stores and coffee shops. Nighttime activity includes several bars, one cinema and multiple restaurants.

The Westmoreland District is accessible by many different modes of transportation. As a shopping destination to individuals outside of the immediate neighborhoods, the majority of access occurs via automobile. Parking is handled by multiple surface lots and considerable on-street parking. Additionally, parking tends to move into the residential neighborhoods during peak dining and shopping times. The area is served by bus lines, with a frequency of 15-minute headways and multiple stops. The street network is mainly small block in nature with narrower residential streets just off the main thoroughfare. With smaller blocks and good sidewalk connectivity, the area encourages local pedestrian access. Bicycle access is high, with well-defined bike routes through the district. The area has above average access to parks in much of the surrounding neighborhoods.

18-hour

Heat maps


Private amenities


Sidewalk density


People per acre


Block size


Bike route density


Transit frequency


Parks access

Private amenities

0	Bakery
2	Bar
0	Bike shop
1	Bookstore
0	Brewpub
0	Child care
1	Cinema
2	Clothing store
2	Coffee shop
0	Department store
2	Dry cleaners
0	Fitness gym
1	Grocery store
0	Music store
18	Restaurant
1	Specialty snacks and beverages

Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
0	School

Clinton District

FOCUS | Dining and entertainment



Activity level
18 hour

Economic focus
Dining and entertainment

Median household size
1.97

Median household income (2010)
$50,000

Median age
34

Home ownership
42 percent

People per acre
45

Dwelling units per acre
11

Market value per square foot
$102

Clinton is a moderately populated district with a focus on dining and entertainment. The main retail and service core of this typology is surrounded by predominantly single-family and multi-family housing. The district clearly offers services to the local population and is also a popular scene for younger people to come and hang out at the local bars and restaurants. Ample outside seating is present at most of the restaurants, cafes and bars.

The area has a population of 774 residents and total of 945 employees. The majority of the employment is centered around retail, restaurants and entertainment activities. The housing stock is primarily from the early 20th century and includes a mix of single-family residential and multi-family structures of which 42 percent are owner-occupied. Significant infill development has also been prevalent in the area, primarily in form of duplexes and apartments.

Clinton is considered an 18-hour activity center, with a majority of daytime uses in the form of coffee shops, clothing stores and music stores. Nighttime activity includes full-service and limited-service restaurants, as well as multiple bars and theaters.

The Clinton District is accessible by many different modes of transportation. The district is a network of narrow streets and small blocks, with a high amount of sidewalk coverage, making it very pedestrian-friendly. Additionally, Clinton is an official bike boulevard, making bike travel a viable and often-used option. Several bus lines cross through this district with multiple stops and short headways. The area has frequent bus service to assist in the movement of workers into and out of the district during morning and evening peak travel times. The district has above average access to parks in much of the surrounding neighborhoods.

18-hour

Heat maps


Private amenities


Sidewalk density


People per acre


Block size


Bike route density


Transit frequency


Parks access

Private amenities

1	Bakery
6	Bar
1	Bike shop
0	Bookstore
0	Brewpub
0	Child care
1	Cinema
3	Clothing store
2	Coffee shop
0	Department store
0	Dry cleaners
0	Fitness gym
3	Grocery store
3	Music store
13	Restaurant
1	Specialty snacks and beverages

Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
1	School

Hillsdale District

FOCUS | Dining and local services



Activity level
14 hour

Economic focus
Dining and local services

Median household size
2.10

Median household income (2010)
$54,000

Median age
34

Home ownership
36 percent

People per acre
17

Dwelling units per acre
6

Market value per square foot
$50

Hillsdale is a district with a more suburban, single-family residential feel. The area was historically considered a main street, serving the local population. Today, the area is still primarily geared toward serving the local population, and significant efforts have been made, or are underway, to improve the pedestrian environment. Despite having a state highway as the main street in the district, it has evolved into a destination location for restaurants and a farmer's market. The area also has several trails and two schools within walking distance.

The area has a population of 778 residents and a total of 342 employees. The majority of jobs in the district are retail and service-related, and housing is primarily single-family residential with some multi-family housing located in clusters near the main highway.

Hillsdale is considered a 14-hour activity center, with a majority of daytime uses in the form of coffee shops, clothing stores and child care. Nighttime uses are centered around restaurants, as there are no bars or nightclubs located in the district.

Hillsdale is accessed predominantly via the automobile. Transit service is average, with only one frequent service line along Southwest Capitol Highway. The area lacks sidewalk continuity and has larger block sizes, making pedestrian access less continuous and potentially discouraging for walking trips. Bicycle access is better in the eastern portion of the district, and above average overall. Parks can be found in abundance, and the area has very good park access for those living inside of, and in close proximity to, the district. Parking is generally found in surface lots and on street. The use of parking structures is limited due to land values and uses in the district.

14-hour

Heat maps


Private amenities


Sidewalk density


People per acre


Block size


Bike route density


Transit frequency


Parks access

Private amenities

1	Bakery
0	Bar
0	Bike shop
1	Bookstore
0	Brewpub
1	Child care
0	Cinema
1	Clothing store
1	Coffee shop
0	Department store
2	Dry cleaners
1	Fitness gym
2	Grocery store
0	Music store
14	Restaurant
2	Specialty snacks and beverages

Public amenities

0	Community center
0	Fire station
0	Government building
1	Library
2	School

Regional centers

Regional centers

Eight areas of concentration

Regional centers at a glance

	Net acreage	Total population	Total employment	People per acre	Dwelling units per acre	Market value per square foot
Beaverton	328	2,290	1,398	11.2	3.2	$37
Clackamas	500	5,227	2,261	15.0	5.4	**$54**
Gateway	**650**	**8,709**	**3,536**	**18.8**	**6.0**	$47
Gresham	552	4,684	1,936	12.0	3.8	$37
Hillsboro	212	2,336	666	14.1	3.7	$44
Oregon City	503	256	172	0.9	0.2	$12
Tanasbourne	610	3,614	1,616	8.6	3.3	$32
Washington Square	791	2,465	1,083	4.5	1.5	$33

Numbers in blue represent the largest in that category.

Regional centers are the focus of redevelopment, multi-modal transit connections and concentrated growth. Eventually, the 2040 Growth Concept calls for rail connections to tie all the regional centers to each other and to the central city area of Portland.

There are eight regional centers, serving different market areas (outside of the central city market area). The Metro Council recently added a new regional center to the 2040 Growth Concept map. The decision to change Tanasbourne from a town center to a regional center was consistent with regional plans and the City of Hillsboro's desire to leverage that investment to achieve goals more consistent with regional center metrics.

Hillsboro, Beaverton, Tanasbourne and Washington Square serve Washington County, the West Hills and the communities along the Interstate 5 corridor. Oregon City and Clackamas serve northern Clackamas County and the Interstate 205 corridor. Gresham and Gateway serve Portland east of I-205 and all of eastern Multnomah County.

All of the centers, with the exception of Oregon City and Tanasbourne, are well connected to the rest of the region through MAX lines, the Westside Express Service (WES) commuter rail line and frequent bus service.

Urban form varies greatly from center to center. Hillsboro, Oregon City and downtown Gresham all have grid street patterns and maintain a historic downtown feel. Washington Square, Tanasbourne, Clackamas and Gateway all have larger block sizes with large format retail, more typical of suburban style malls.

All of the regional centers except Washington Square are either using or considering urban renewal to spur growth.

Beaverton Regional Center

Private amenities

1	Bakery
5	Bar
2	Bike shop
4	Bookstore
0	Brewpub
1	Child care
0	Cinema
10	Clothing store
8	Coffee shop
3	Department store
3	Dry cleaners
5	Fitness gym
11	Grocery store
1	Music store
63	Restaurant
5	Specialty snacks and beverages

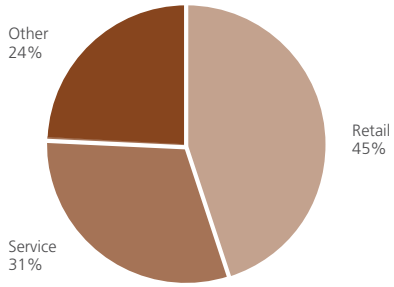
Public amenities

0	Community center
0	Fire station
1	Government building
1	Library
1	School

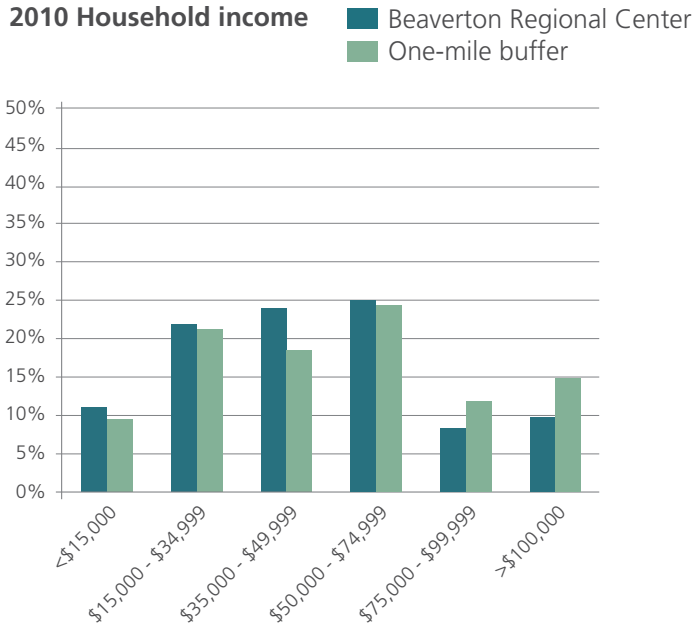
The Beaverton Regional Center serves as a retail and transportation hub for Beaverton and unincorporated Washington County. Located directly west of Highway 217 and south of Highway 26, the center is served by several additional ODOT facilities, including State Highway 8 and 10. Two MAX stops, as well as a regional transit center, provide extensive transit service in and out of the center. The center has 2,290 residents, 1,398 employees and 1,047 dwelling units. Beaverton Regional Center contains 407 gross acres.

By the numbers	Beaverton Regional Center	Regional centers average	One-mile buffer
Net acreage	328	518	3,792
Total population	2,290	3,698	32,908
Total employees	1,398	1,584	20,217
Non-SOV mode share (all trips)	56%	55%	n/a
Market value per square foot	$37	$37	$28
People per acre	11.2	10.6	14.0
Dwelling units per acre	3.2	3.4	4.0
Total businesses per acre	1.34	0.86	0.34
Home ownership	24.4%	30.0%	41.6%
Median household income	$45,422	$49,209	$50,796
Median household size	2.58	2.57	2.4
Median age	30	32.3	34.5

Employment breakdown

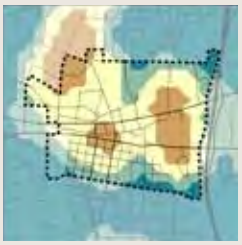


2010 Household income



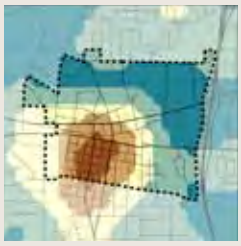
Metro context tool results

Heat maps

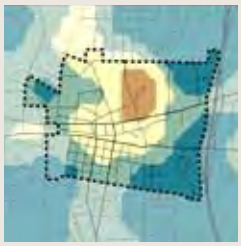

Private amenities


Sidewalk density


People per acre

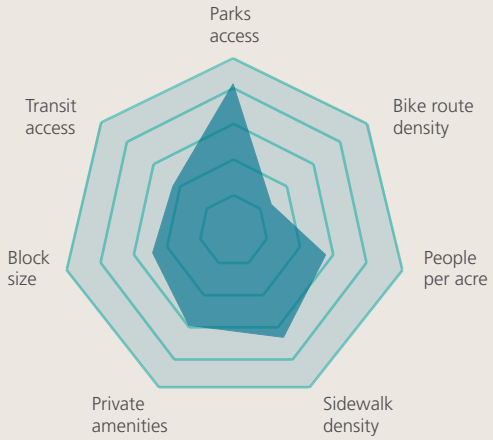

Block size


Bike route density


Transit frequency


Parks access

Composite score: 43.70



Clackamas Regional Center

Private amenities

2	Bakery
0	Bar
1	Bike shop
1	Bookstore
0	Brewpub
0	Child care
1	Cinema
42	Clothing store
7	Coffee shop
9	Department store
1	Dry cleaners
4	Fitness gym
0	Grocery store
1	Music store
44	Restaurant
8	Specialty snacks and beverages

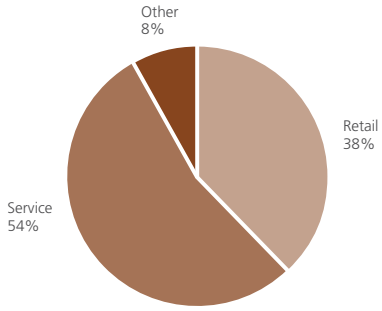
Public amenities

0	Community center
1	Fire station
0	Government building
1	Library
2	School

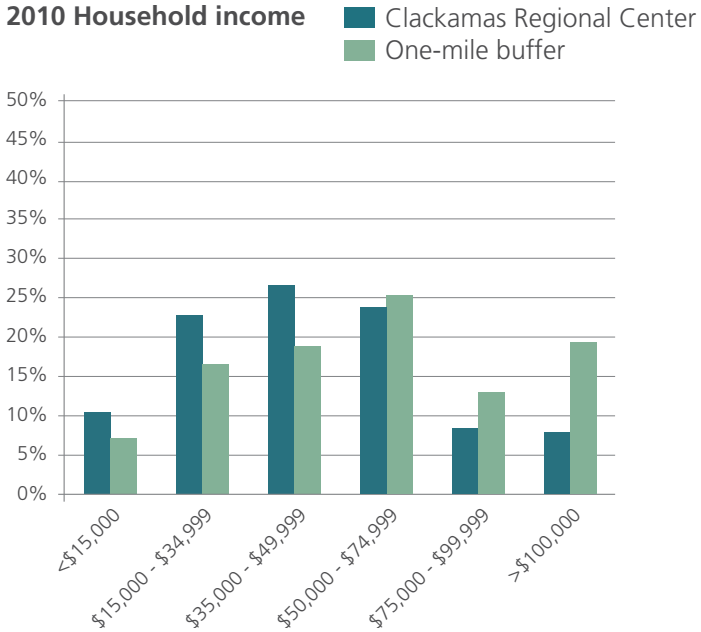
The Clackamas Regional Center is located directly adjacent to Interstate 205 and serves as the retail hub of northern Clackamas County and much of East Portland. Located in unicorporated Clackamas county, the center is home to a large regional mall and many destination shops and services. It is the final southbound stop on the newly opened MAX Green Line. This MAX station is also home to a 750-space park-and-ride facility, which allows for extended transit service to 10 bus lines. The regional center is part of an active urban renewal district and contains abundant surface parking. The center has 5,227 residents, 2,260 employees and 2,680 dwelling units. Clackamas Regional Center contains 631 gross acres.

By the numbers	Clackamas Regional Center	Regional center average	One-mile buffer
Net acreage	500	518	4,377
Total population	5,227	3,698	31,649
Total employees	2,261	1,584	20,775
Non-SOV mode share (all trips)	54%	55%	n/a
Market value per square foot	$54	$37	$22
People per acre	15.0	10.6	12.0
Dwelling units per acre	5.4	3.4	3.0
Total businesses per acre	0.68	0.86	0.21
Home ownership	15.2%	30.0%	46.9%
Median household income	$44,636	$49,209	$56,787
Median household size	2.22	2.57	2.52
Median age	28.5	32.3	32.9

Employment breakdown

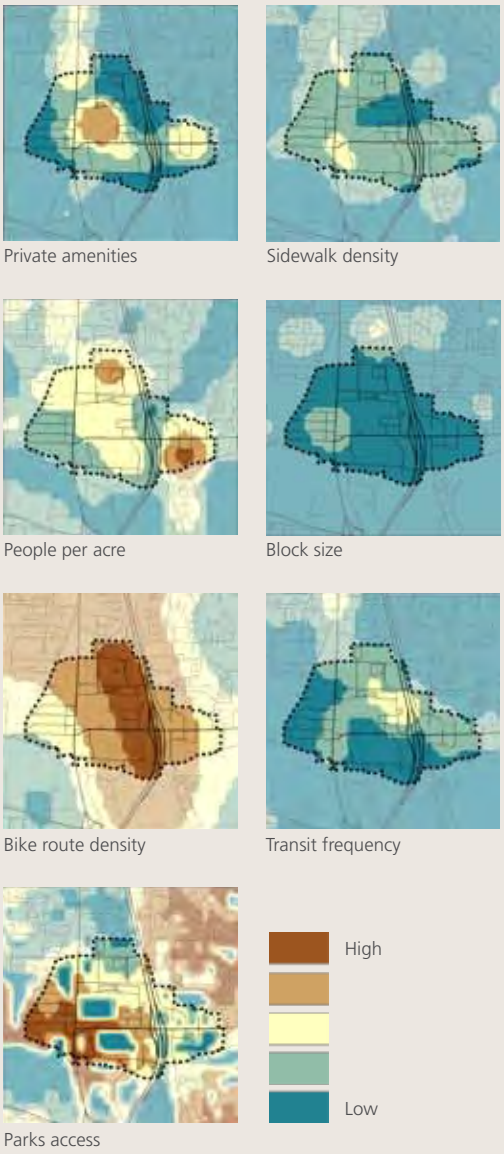


2010 Household income

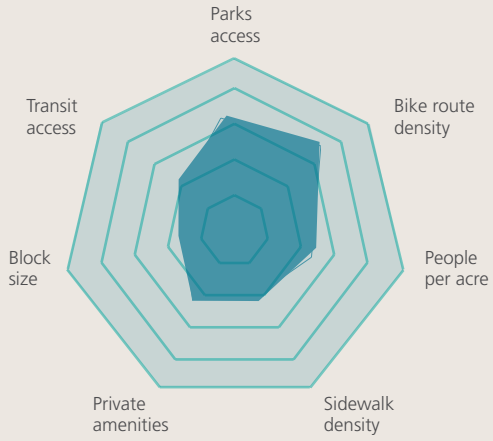


Metro context tool results

Heat maps



Composite score: 33.00



Gateway Regional Center

Private amenities

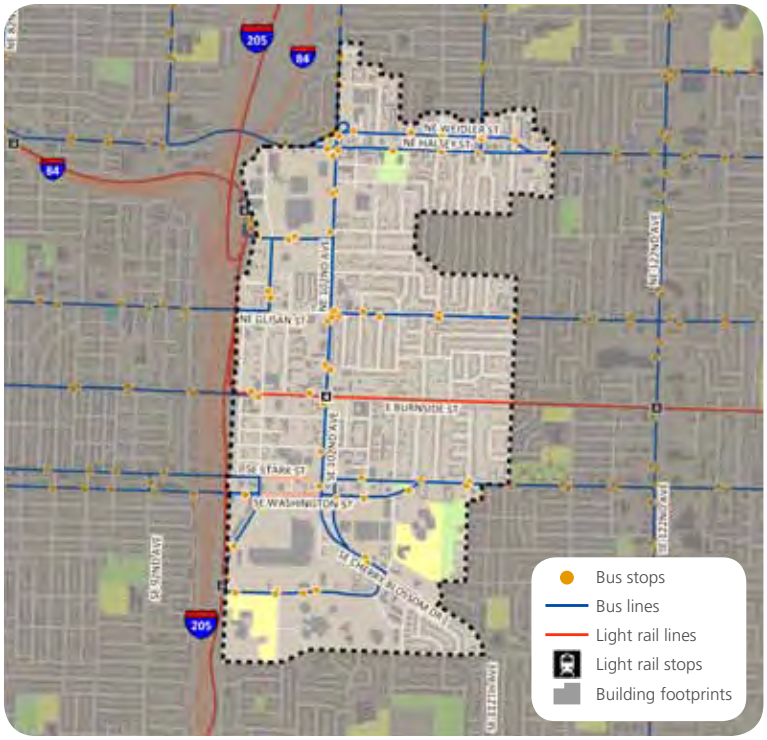
0	Bakery
5	Bar
1	Bike shop
0	Bookstore
0	Brewpub
2	Child care
0	Cinema
6	Clothing store
7	Coffee shop
3	Department store
4	Dry cleaners
5	Fitness gym
7	Grocery store
0	Music store
42	Restaurant
4	Specialty snacks and beverages

Public amenities

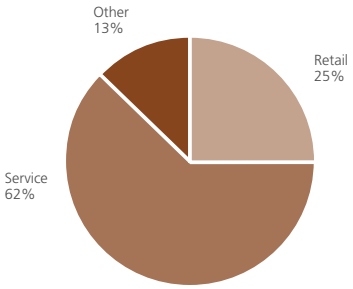
0	Community center
0	Fire station
0	Government building
0	Library
6	School

The Gateway Regional Center serves the northeast and eastern portions of Portland along with shoppers and travelers from most locations east of the Willamette River and both sides of the Columbia River. The center is well connected to the entire region through the major transportation corridors of Interstate 205 and Interstate 84. Additionally, the Gateway transit center serves the Blue, Green and Red MAX lines, six bus lines, and contains 690 parking spaces devoted to park-and-ride commuters. Gateway is part of an active urban renewal district. The center has 8,709 residents, 3,536 employees and 3,878 dwelling units. Gateway Regional Center contains 809 gross acres.

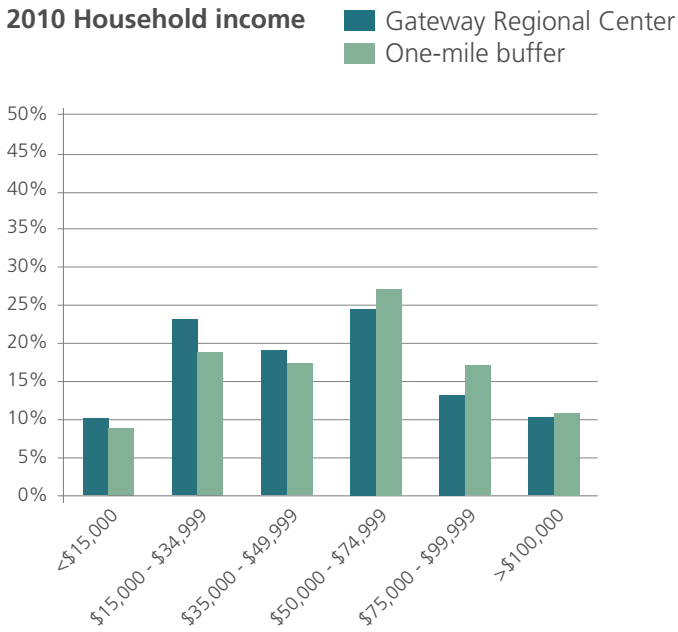
By the numbers	Gateway Regional Center	Regional center average	One-mile buffer
Net acreage	650	518	4,574
Total population	8,709	3,698	59,302
Total employees	3,536	1,584	18,233
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	$47	$37	$31
People per acre	18.8	10.6	17.0
Dwelling units per acre	6.0	3.4	5.3
Total businesses per acre	0.68	0.86	0.28
Home ownership	40.8%	30.0%	56.1%
Median household income	$47,871	$49,209	$54,368
Median household size	2.45	2.57	2.61
Median age	35	32.3	36.7



Employment breakdown

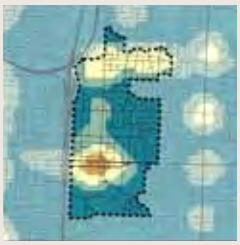


2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density

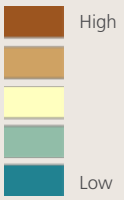

People per acre


Block size

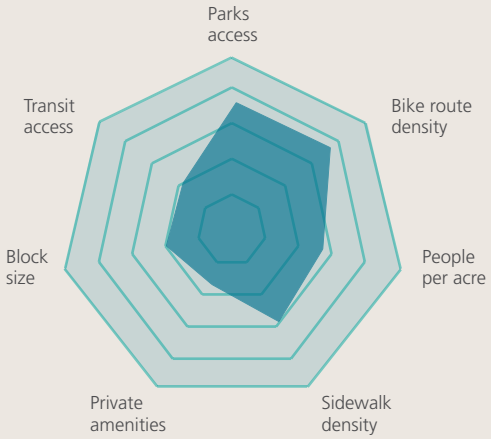

Bike route density


Transit frequency


Parks access



Composite score: 42.74



Gresham Regional Center

Private amenities

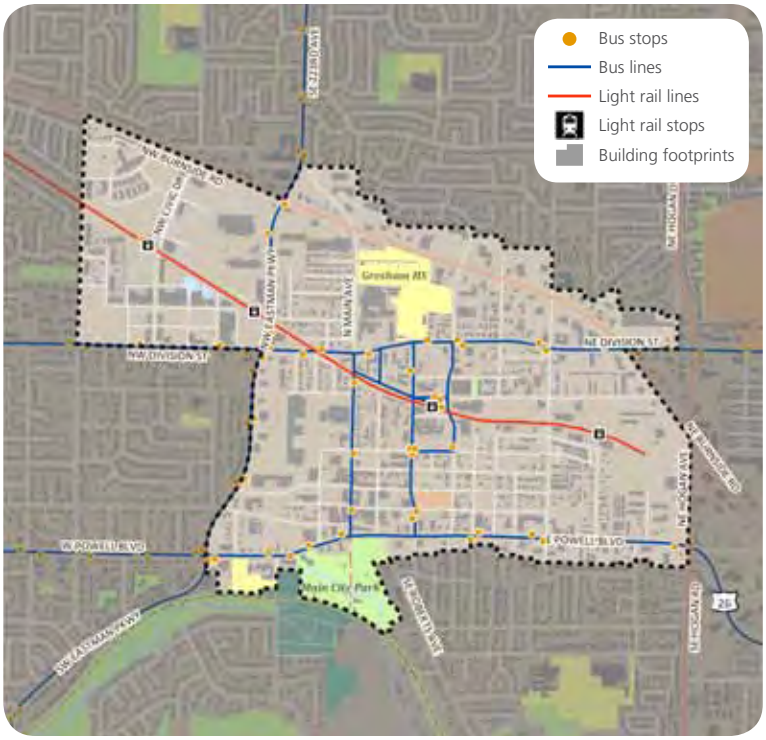
1	Bakery
5	Bar
2	Bike shop
1	Bookstore
1	Brewpub
3	Child care
1	Cinema
19	Clothing store
11	Coffee shop
2	Department store
3	Dry cleaners
3	Fitness gym
4	Grocery store
0	Music store
61	Restaurant
5	Specialty snacks and beverages

Public amenities

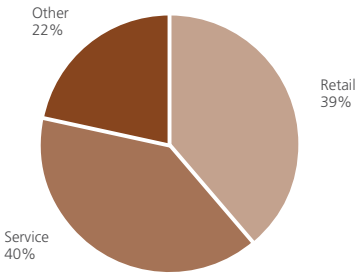
1	Community center
1	Fire station
1	Government building
1	Library
6	School

The Gresham Regional Center serves eastern Multnomah County with destination shopping and dining. The center encompasses two distinct neighborhoods: Civic Neighborhood and downtown Gresham. Although not on an interstate highway, the center is served by State Highway 26 (Powell Boulevard), and multiple east-west arterials. Downtown Gresham is the eastern terminus of the MAX Blue Line, which contains a 540-space park-and-ride facility and serves eight separate bus lines. The newly opened Civic Station MAX stop is developing into a transit-oriented site, with ongoing public and private investments. The center has 4,684 residents, 1,936 employees and 2,098 dwelling units. Gresham Regional Center contains 692 gross acres.

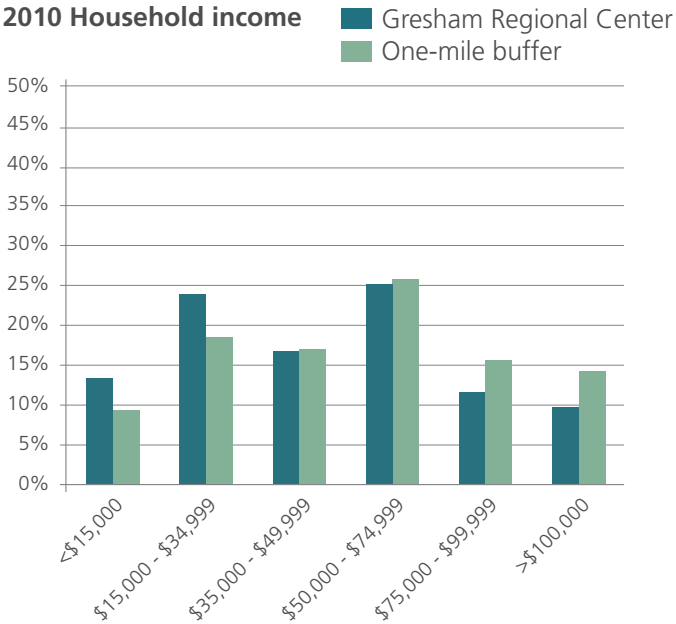
By the numbers	Gresham Regional Center	Regional center average	One-mile buffer
Net acreage	552	518	4,933
Total population	4,684	3,698	48,395
Total employees	1,936	1,584	13,463
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	$37	$37	$23
People per acre	12.0	10.6	12.5
Dwelling units per acre	3.8	3.4	4.0
Total businesses per acre	0.84	0.86	0.18
Home ownership	26.2%	30.0%	47.2%
Median household income	$47,298	$49,209	$54,440
Median household size	2.73	2.57	2.56
Median age	31	32.3	33.1



Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

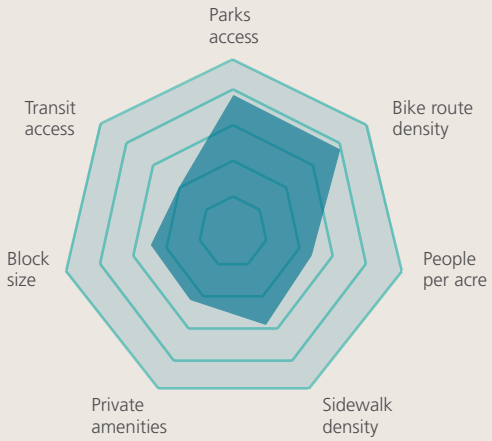

Block size


Bike route density


Transit frequency


Parks access

Composite score: 48.11



Hillsboro Regional Center

Private amenities

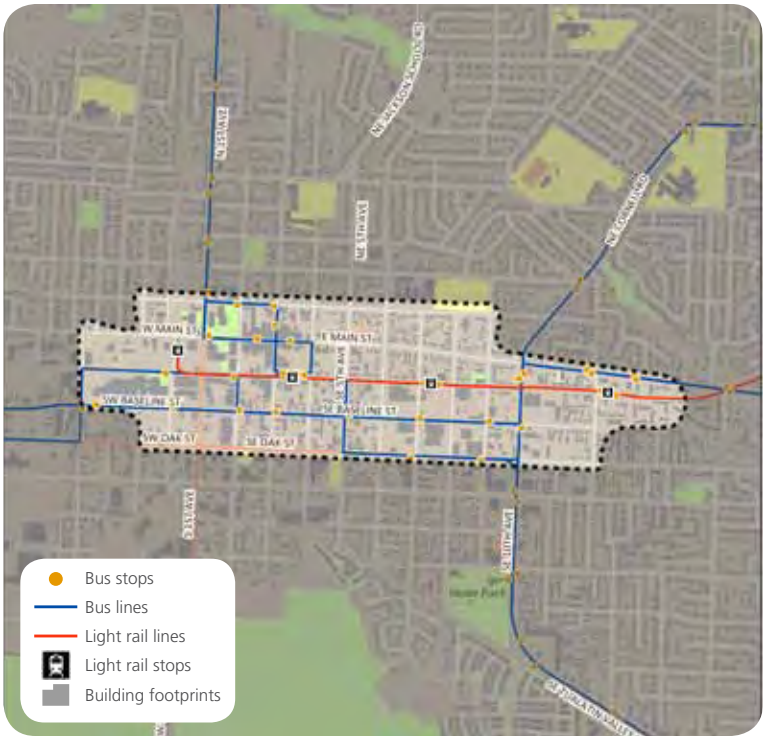
2	Bakery
1	Bar
1	Bike shop
0	Bookstore
0	Brewpub
4	Child care
1	Cinema
4	Clothing store
4	Coffee shop
0	Department store
3	Dry cleaners
0	Fitness gym
5	Grocery store
0	Music store
33	Restaurant
0	Specialty snacks and beverages

Public amenities

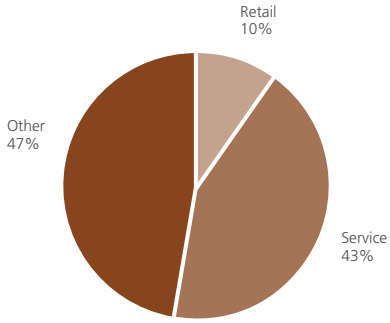
1	Community center
1	Fire station
1	Government building
2	Library
3	School

The Hillsboro Regional Center serves jurisdictions in the western part of region such as Forest Grove and Cornelius as well as rural portions of Washington County. Historic downtown Hillsboro is within the regional center, and is home to the Hillsboro Civic Building, Washington County Courthouse, a satellite campus of Pacific University, and Tuality Community Hospital. The center is the western terminus of the MAX Blue Line, and contains the Hillsboro Central Transit Center, which serves five bus lines. The nearby Hatfield Government Center parking garage contains 250 available spaces for park-and-ride users. The center has 2,336 residents, 666 employees and 784 dwelling units. Hillsboro Regional Center contains 295 gross acres.

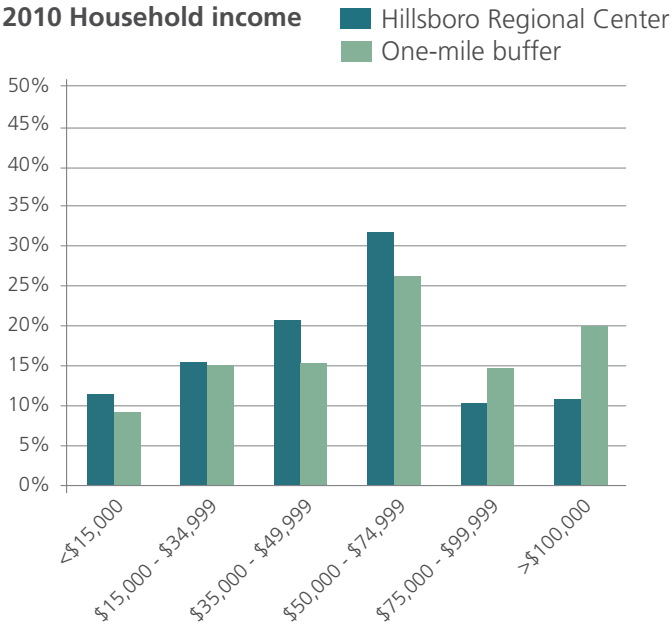
By the numbers	Hillsboro Regional Center	Regional center average	One-mile buffer
Net acreage	212	518	3,753
Total population	2,336	3,698	31,694
Total employees	666	1,584	11,091
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	$44	$37	$16
People per acre	14.1	10.6	11.4
Dwelling units per acre	3.7	3.4	2.9
Total businesses per acre	1.54	0.86	0.19
Home ownership	45.0%	30.0%	55.9%
Median household income	$51,675	$49,209	$60,690
Median household size	3.8	2.57	3.17
Median age	32.6	32.3	32



Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

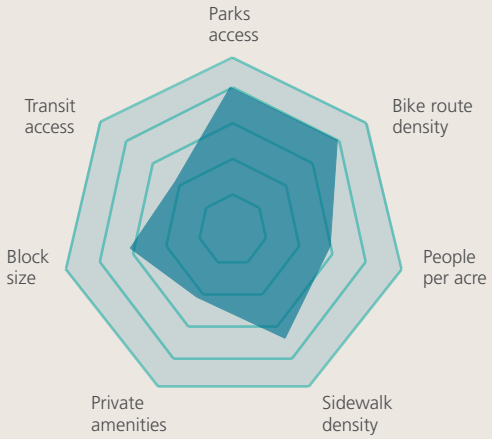

Block size


Bike route density


Transit frequency


Parks access

Composite score: 54.26



Oregon City Regional Center

Private amenities

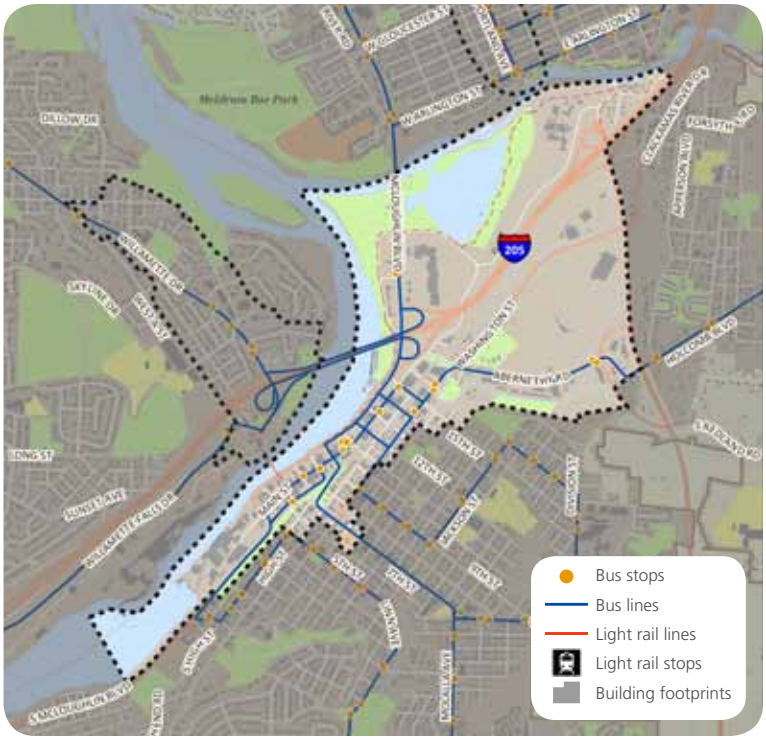
1	Bakery
7	Bar
1	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
0	Clothing store
8	Coffee shop
0	Department store
0	Dry cleaners
4	Fitness gym
0	Grocery store
0	Music store
20	Restaurant
0	Specialty snacks and beverages

Public amenities

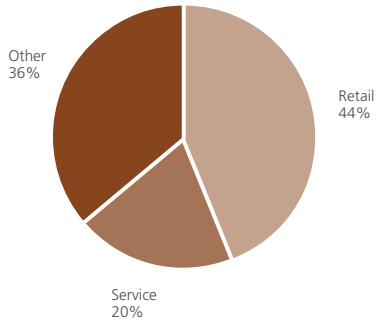
1	Community center
1	Fire station
0	Government building
1	Library
0	School

The Oregon City Regional Center is the southernmost regional center, serving Clackamas County and neighboring cities. The oldest incorporated city in Oregon, the center abuts the Willamette River and is known for its historic, small town feel. The transportation network consists of direct access to Interstate 205 and the additional ODOT facilities of McLoughlin Boulevard (Highway 99 East) and Highway 213. The center is served by several bus lines, and is included for a potential high capacity transit service in the the Regional Transportation Plan. Oregon City Regional Center contains 407 gross acres.

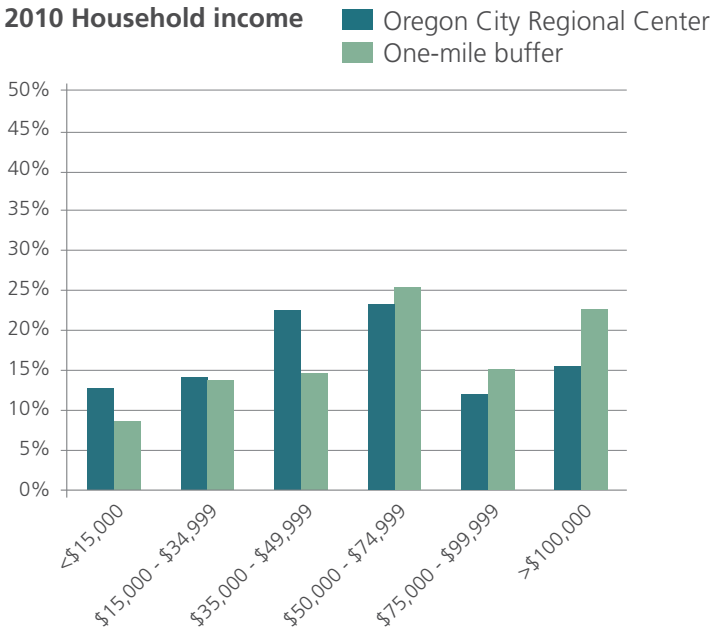
By the numbers	Oregon City Regional Center	Regional center average	One-mile buffer
Net acreage	503	518	5,282
Total population	256	3,698	31,150
Total employees	172	1,584	10,297
Non-SOV mode share (all trips)	50%	55%	n/a
Market value per square foot	$12	$37	$16
People per acre	0.9	10.6	7.8
Dwelling units per acre	0.2	3.4	2.3
Total businesses per acre	0.41	0.86	0.12
Home ownership	48.7%	30.0%	60.7%
Median household income	$50,704	$49,209	$62,725
Median household size	2.53	2.57	2.59
Median age	37.8	32.3	37.6



Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

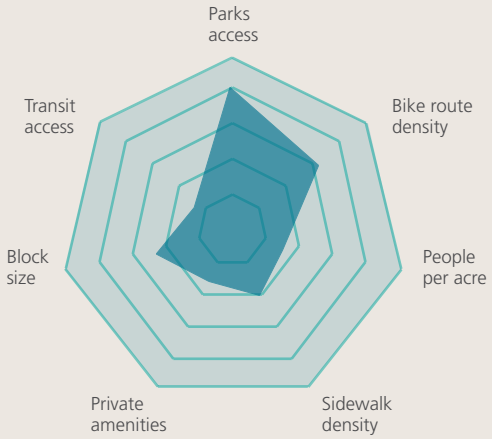

Block size


Bike route density


Transit frequency


Parks access

Composite score: 28.88



Tanasbourne Regional Center

Private amenities

1	Bakery
0	Bar
0	Bike shop
1	Bookstore
0	Brewpub
0	Child care
1	Cinema
28	Clothing store
5	Coffee shop
4	Department store
1	Dry cleaners
3	Fitness gym
5	Grocery store
1	Music store
41	Restaurant
1	Specialty snacks and beverages

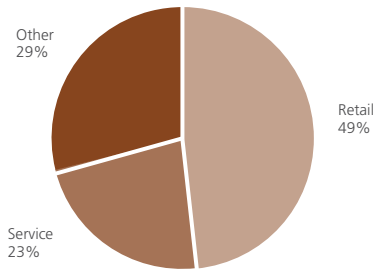
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
1	School

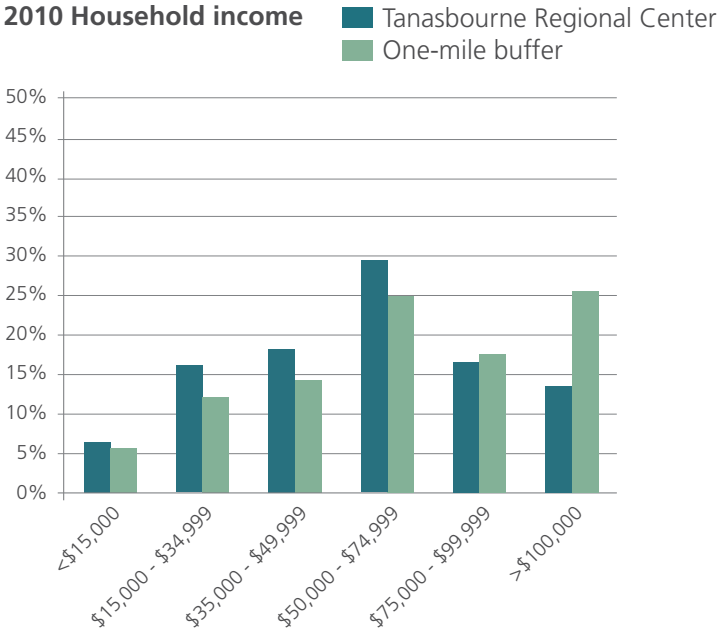
The Tanasbourne Regional Center is located along Cornell Road, south of Highway 26 in Hillsboro. Tanasbourne was upgraded to a regional center in 2010 when the City of Hillsboro completed a new area plan for AmberGlen, subsequently added it to the center boundary, and petitioned the Metro Council for the new designation. The area includes a mix of employment and commercial businesses, notably the Streets of Tanasbourne regional shopping center. The center is serviced by two major arterials, Cornell Road and Northwest 185th Avenue. The center has 3,614 residents, 1,616 employees and 2,037 dwelling units. Tanasbourne Regional Center contains 678 gross acres.

By the numbers	Tanasbourne Regional Center	Regional center average	One-mile buffer
Net acreage	610	518	5,046
Total population	3,614	3,698	49,133
Total employees	1,616	1,584	16,156
Non-SOV mode share (all trips)	52%	55%	n/a
Market value per square foot	$32	$37	$25
People per acre	8.6	10.6	12.9
Dwelling units per acre	3.3	3.4	4.2
Total businesses per acre	0.50	0.86	0.16
Home ownership	4.6%	30.0%	43.7%
Median household income	$58,286	$49,209	$67,579
Median household size	1.97	2.57	2.47
Median age	29.4	32.3	32

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

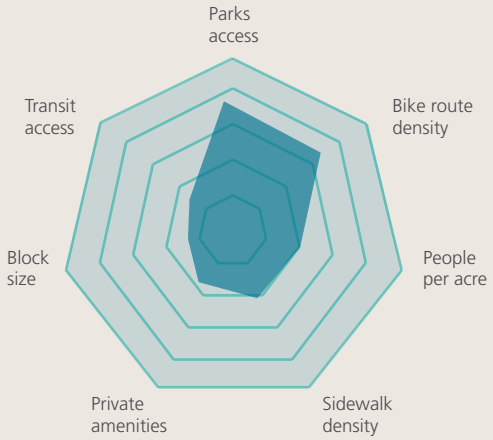

Block size


Bike route density

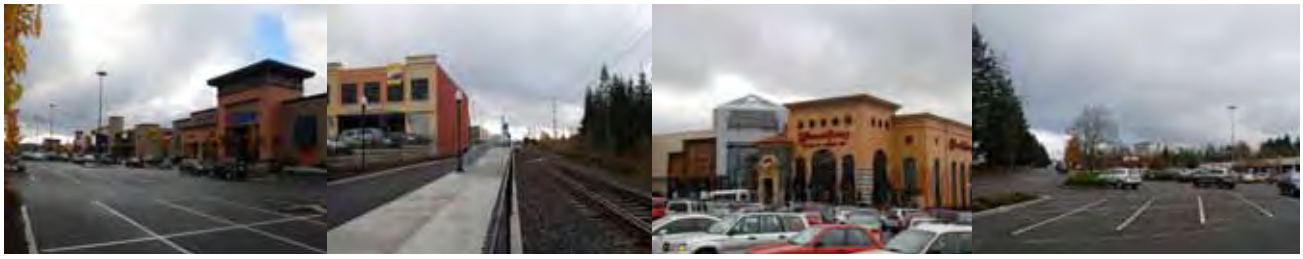

Transit frequency


Parks access

Composite score: 31.61



Washington Square Regional Center



Private amenities

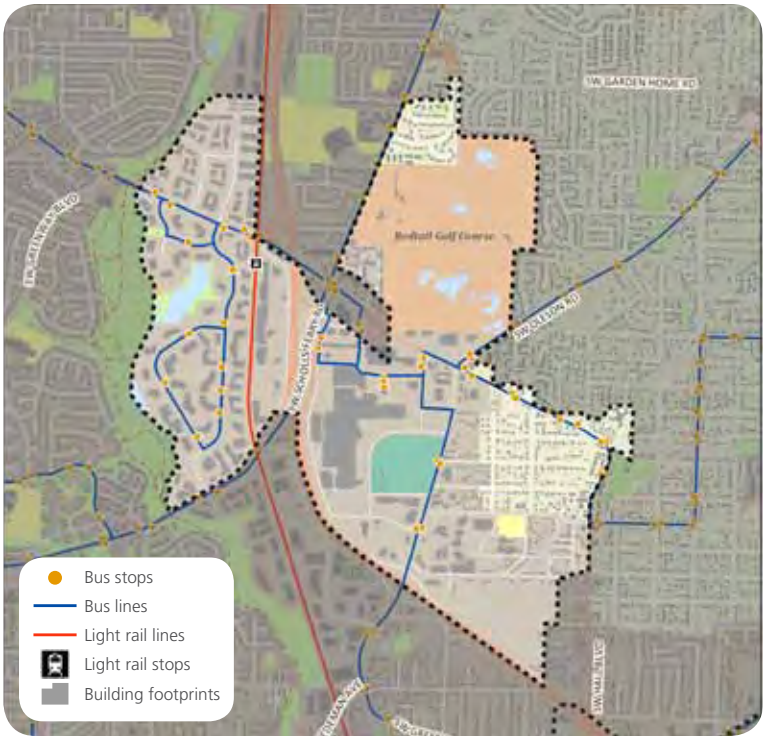
1	Bakery
1	Bar
0	Bike shop
2	Bookstore
0	Brewpub
3	Child care
0	Cinema
36	Clothing store
6	Coffee shop
6	Department store
2	Dry cleaners
2	Fitness gym
3	Grocery store
0	Music store
33	Restaurant
8	Specialty snacks and beverages

Public amenities

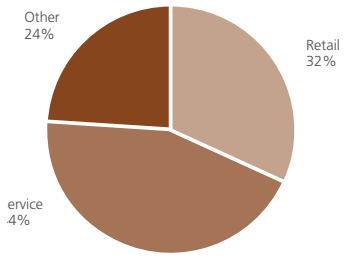
0	Community center
1	Fire station
0	Government building
0	Library
2	School

The Washington Square Regional Center is a major retail hub for central and southern Washington County, western Clackamas County, and surrounding cities. It is located in the jurisdictions of both Beaverton and Tigard and a portion of unincorporated Washington County. The Washington Square mall is a thriving shopping center and has attracted many other satellite retail developments. The center is served by Highway 217, Southwest Scholls Ferry Road and Southwest Hall Boulevard. Additionally, the center has a Westside Express Service (WES) commuter rail stop and three bus lines. The center has 2,465 residents, 1,083 employees and 1,161 dwelling units. Washington Square Regional Center contains 914 gross acres.

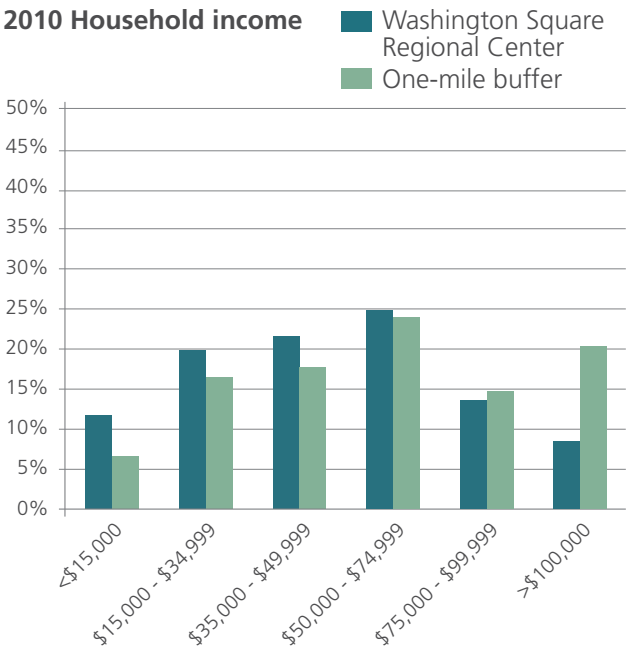
By the numbers	Washington Square Regional Center	Regional center average	One-mile buffer
Net acreage	791	518	5,625
Total population	2,465	3,698	45,500
Total employees	1,083	1,584	27,586
Non-SOV mode share (all trips)	62%	55%	n/a
Market value per square foot	$33	$37	$27
People per acre	4.5	10.6	13.0
Dwelling units per acre	1.5	3.4	3.5
Total businesses per acre	0.86	0.86	0.30
Home ownership	34.8%	30.0%	50.7%
Median household income	$47,783	$49,209	$60,133
Median household size	2.29	2.57	2.44
Median age	34	32.3	36.2



Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities

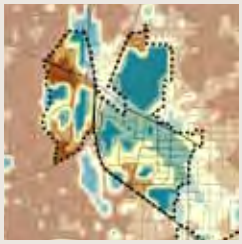

Sidewalk density


People per acre

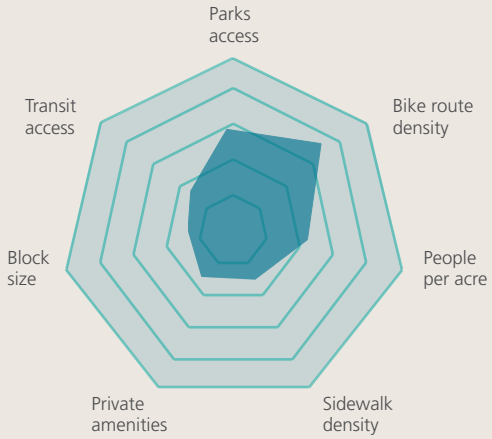

Block size


Bike route density

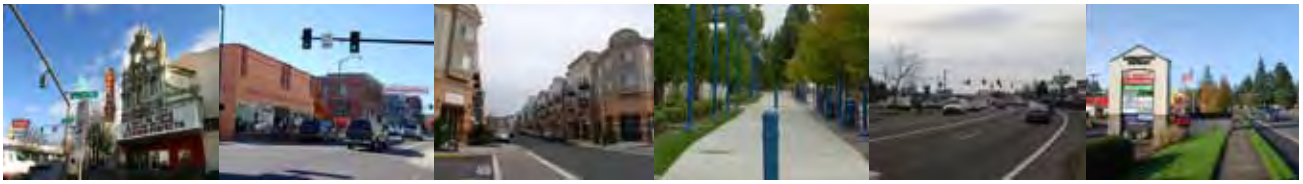

Transit frequency


Parks access

Composite score: 26.94



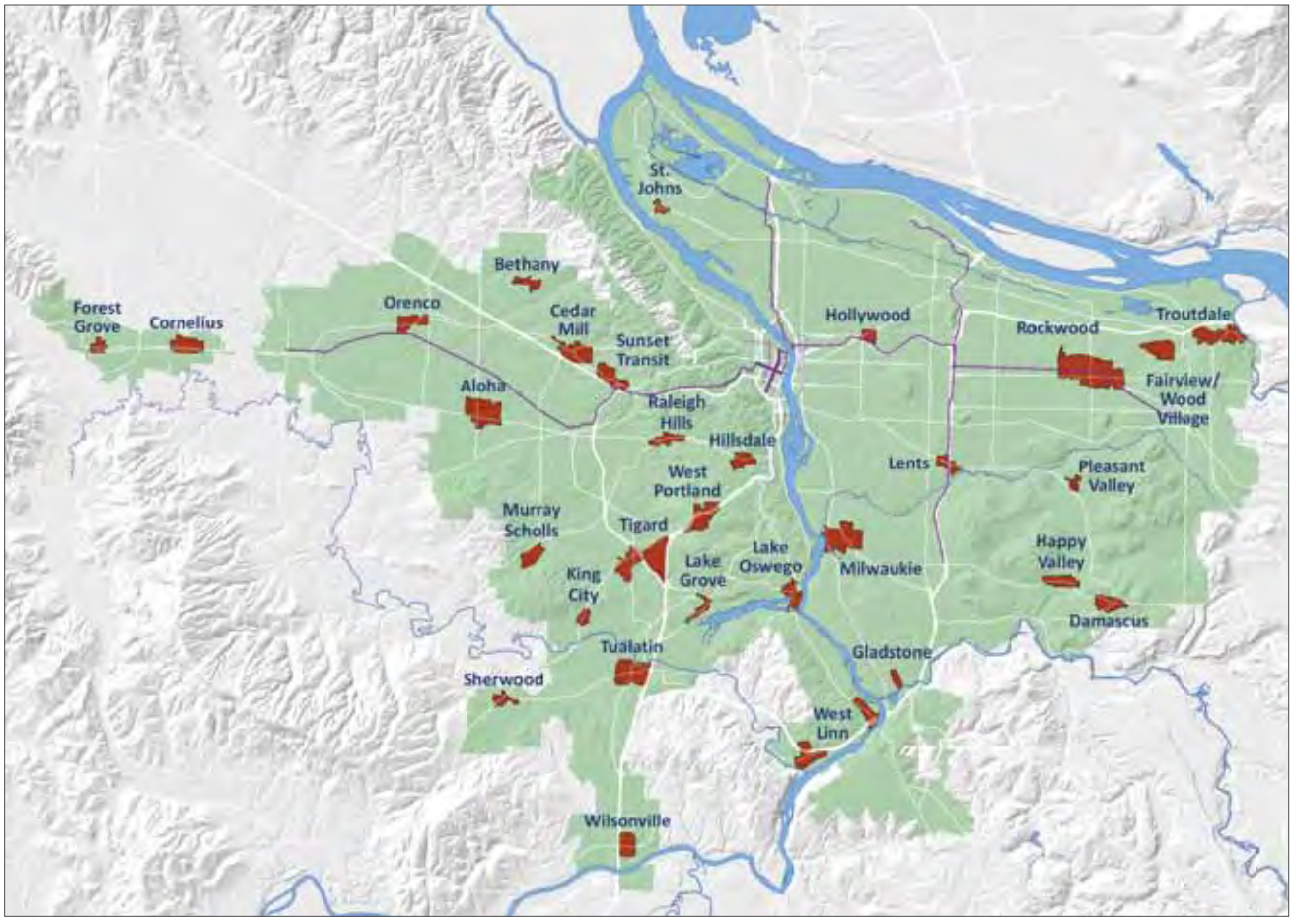
Town centers



Town centers

Building a strong community

The 2040 growth concept designates 30 town centers. Town centers serve local populations with everyday needs and on occasion have specialty and destination retail. Town centers are usually connected to regional centers via major road networks and transit, although the development of town centers varies greatly. For example, Damascus and Pleasant Valley, having been included in recent urban growth boundary expansions, are primarily rural and auto-oriented in nature. St. Johns, Hollywood and Gladstone were original "streetcar suburbs" and have more of a traditional grid street network. Transit service also varies greatly from center to center. A few, such as Orenco and Rockwood, are easily connected to the regional MAX system, while others, like Cedar Mill and Bethany, lack even frequent bus service.



Town centers at a glance

	Net acreage	Total population	Total employment	People per acre	Dwelling units per acre	Market value per square foot
Aloha	511	6,611	1,003	18.2	6.0	$26
Bethany	122	1,641	649	21.4	8.1	$50
Cedar Mill	338	3,185	1,476	15.6	5.8	$30
Cornelius	282	1,864	352	10.2	3.3	$18
Damascus	236	263	555	3.8	0.4	$7
Fairview/Wood Village	287	2,199	755	12.3	3.4	$31
Forest Grove	107	991	1,326	26.2	5.2	$22
Gladstone	85	939	289	21.7	6.0	$51
Happy Valley	212	540	404	5.1	1.3	$10
Hillsdale	181	1,600	1,048	18.3	6.5	$47
Hollywood	105	1,100	3,031	60.3	12.1	$145
King City	94	465	1,075	20.4	4.0	$53
Lake Grove	118	377	2,426	28.7	2.4	$41
Lake Oswego	218	2,194	2,054	25.8	8.7	$73
Lents	155	1,653	312	22.2	7.2	$33
Milwaukie	879	3,694	3,368	16.9	4.5	$26
Murray/Scholls	204	2,507	47	14.1	7.3	$38
Orenco	235	3,200	1,175	24.1	10.5	$51
Pleasant Valley	77	31	17	0.6	0.2	$4
Raleigh	153	1,599	1,802	26.0	7.2	$48
Rockwood	1,029	16,456	2,264	22.7	7.6	$25
Sherwood	109	138	1,325	16.9	0.8	$48
St. Johns	70	437	857	30.0	5.1	$68
Sunset Transit	262	1,939	6,221	39.2	4.2	$40
Tigard	702	1,923	6,876	15.8	1.7	$30
Troutdale	418	1,924	775	7.9	2.5	$17
Tualatin	462	3,636	3,332	17.6	4.2	$30
West Linn	462	2,492	1,620	13.0	2.8	$28
West Portland	339	2,880	3,820	29.4	6.5	$39
Wilsonville	230	1,292	2,107	17.8	3.5	$26

Numbers in blue represent the largest in that category.

Aloha Town Center

Private amenities

3	Bakery
2	Bar
0	Bike shop
0	Bookstore
0	Brewpub
2	Child care
0	Cinema
0	Clothing store
0	Coffee shop
0	Department store
1	Dry cleaners
0	Fitness gym
6	Grocery store
0	Music store
17	Restaurant
1	Specialty snacks and beverages

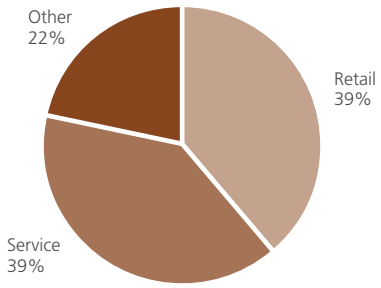
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
1	School

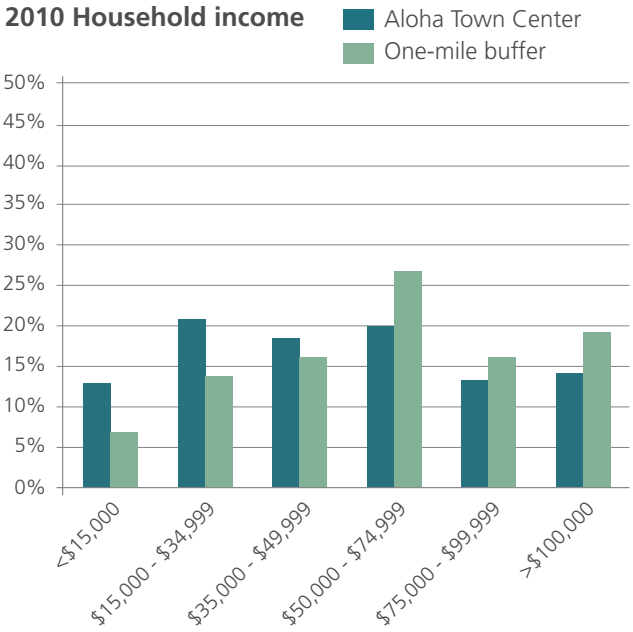
The Aloha Town Center is located along Tualatin Valley Highway, running north and south along 185th Avenue, within Washington County. The center has one ODOT facility within its boundary: Southwest Tualatin Valley Highway (State Highway 8), which connects Beaverton to Hillsboro. Auto-oriented retail locations serve the surrounding community along Southwest Tualatin Valley Highway. The center has 6,610 residents, 1,000 employees and 2,520 dwelling units. Aloha Town Center contains 511 gross acres.

By the numbers	Aloha Town Center	Town center average	One-mile buffer
Net acreage	419	222	4,168
Total population	6,611	2,326	45,914
Total employees	1,003	1,745	5,693
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	$26	$39	$22
People per acre	18.2	20.1	12.4
Dwelling units per acre	6.0	5.0	4.0
Total businesses per acre	0.28	0.73	0.10
Home ownership	38%	47.4%	48.3%
Median household income	$48,053	$60,133	$62,368
Median household size	2.91	2.42	2.77
Median age	29.3	36.0	31.1

Employment breakdown

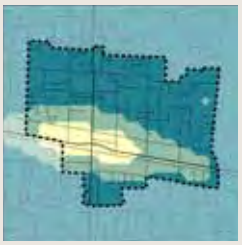


2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

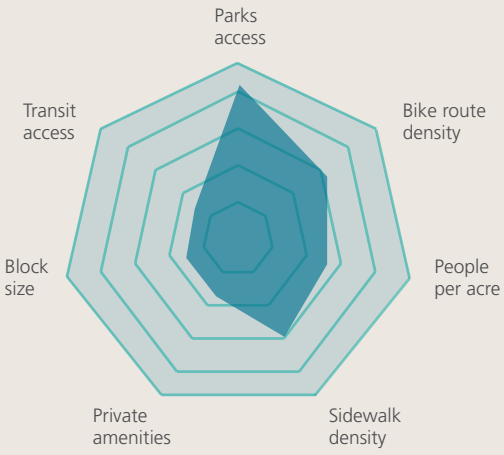

Block size


Bike route density


Transit frequency


Parks access

Composite score: 35.79



Bethany Town Center

Private amenities

0	Bakery
0	Bar
1	Bike shop
0	Bookstore
0	Brewpub
2	Child care
0	Cinema
0	Clothing store
2	Coffee shop
0	Department store
1	Dry cleaners
2	Fitness gym
1	Grocery store
0	Music store
4	Restaurant
1	Specialty snacks and beverages

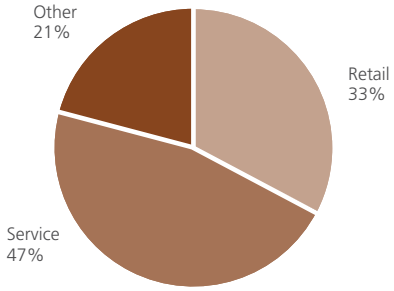
Public amenities

0	Community center
0	Fire station
0	Government building
1	Library
0	School

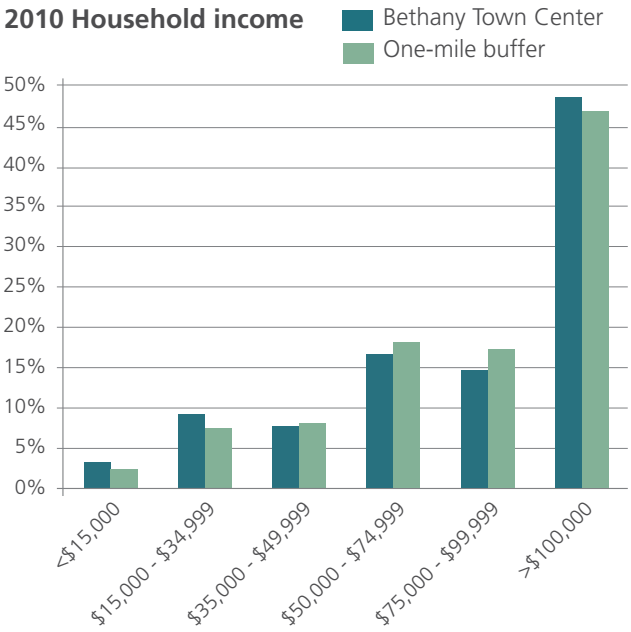
The Bethany Town Center is located in northern Washington County, along Bethany Road. The area, in unincorporated Washington County, has no direct highway access and is not serviced by any ODOT facilities. The center is primarily a local retail shopping destination and multi-family housing location. It has 1,641 residents, 649 employees and 868 dwelling units. Bethany Town Center contains 122 gross acres.

By the numbers	Bethany Town Center	Town center average	One-mile buffer
Net acreage	107	222	3,103
Total population	1,641	2,326	27,964
Total employees	649	1,745	1,531
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	$50	$39	$28
People per acre	21.4	20.1	9.5
Dwelling units per acre	8.1	5.0	3.2
Total businesses per acre	0.63	0.73	0.04
Home ownership	69.5%	47.4%	73.2%
Median household income	$96,870	$60,133	$94,093
Median household size	1.98	2.42	2.88
Median age	33.6	36.0	34.4

Employment breakdown

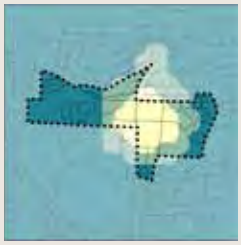


2010 Household income



Metro context tool results

Heat maps

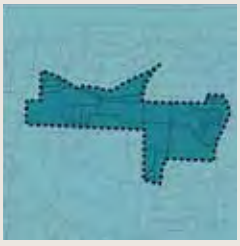

Private amenities


Sidewalk density


People per acre

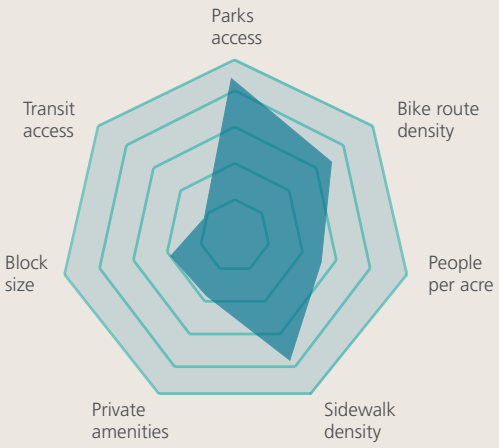

Block size


Bike route density


Transit frequency


Parks access

Composite score: 41.45



Cedar Mill Town Center

Private amenities

0	Bakery
2	Bar
0	Bike shop
0	Bookstore
0	Brewpub
3	Child care
0	Cinema
0	Clothing store
4	Coffee shop
0	Department store
3	Dry cleaners
1	Fitness gym
3	Grocery store
0	Music store
15	Restaurant
2	Specialty snacks and beverages

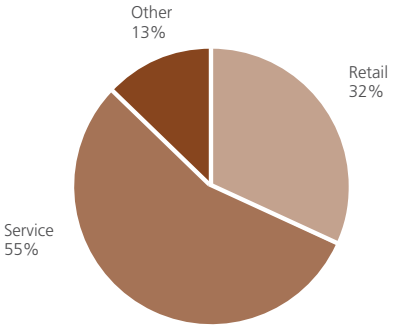
Public amenities

0	Community center
0	Fire station
0	Government building
1	Library
1	School

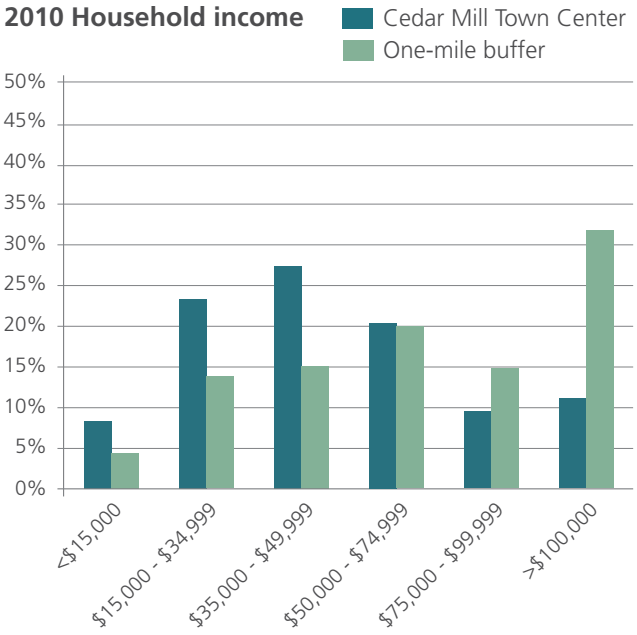
The Cedar Mill Town Center is located north of Highway 26, along Cornell Road in unincorporated Washington County. The center is accessed by two major arterials, Cornell and Murray roads, and is not served by any ODOT facilities. The area is characterized by single-family housing and local retail shopping. It has 3,185 residents, 1,476 employees and 1,735 dwelling units. Cedar Mill Town Center contains 338 gross acres.

By the numbers	Cedar Mill Town Center	Town center average	One-mile buffer
Net acreage	298	222	3,828
Total population	3,185	2,326	31,399
Total employees	1,476	1,745	7,339
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	$30	$39	$29
People per acre	15.6	20.1	10.1
Dwelling units per acre	5.8	5.0	3.3
Total businesses per acre	0.54	0.73	0.12
Home ownership	29.8%	47.4%	60.6%
Median household income	$44,455	$60,133	$70,262
Median household size	2.27	2.42	2.56
Median age	31.9	36.0	37.2

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

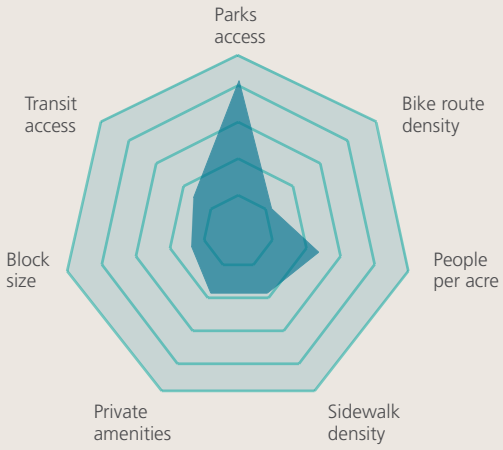

Block size


Bike route density

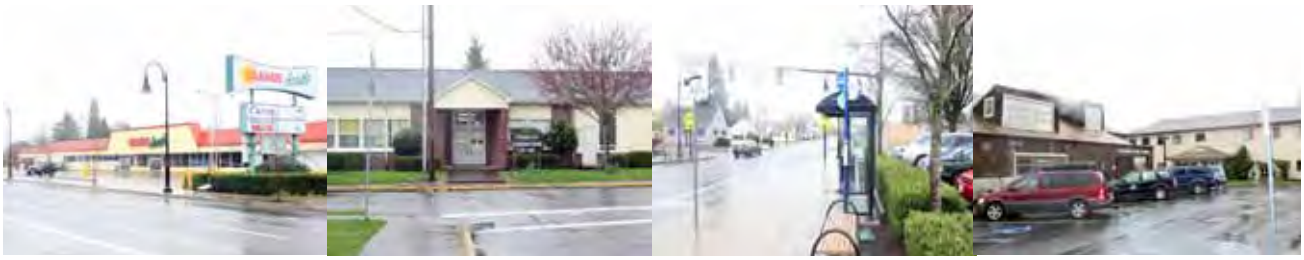

Transit frequency


Parks access

Composite score: 23.62



Cornelius Town Center



Private amenities

1	Bakery
1	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
1	Clothing store
1	Coffee shop
0	Department store
1	Dry cleaners
1	Fitness gym
0	Grocery store
0	Music store
4	Restaurant
9	Specialty snacks and beverages

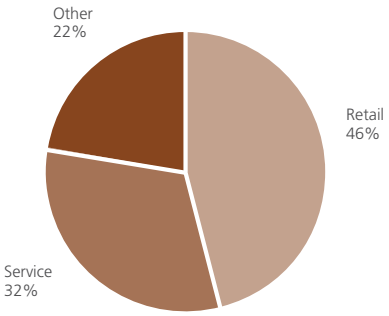
Public amenities

0	Community center
1	Fire station
1	Government building
1	Library
1	School

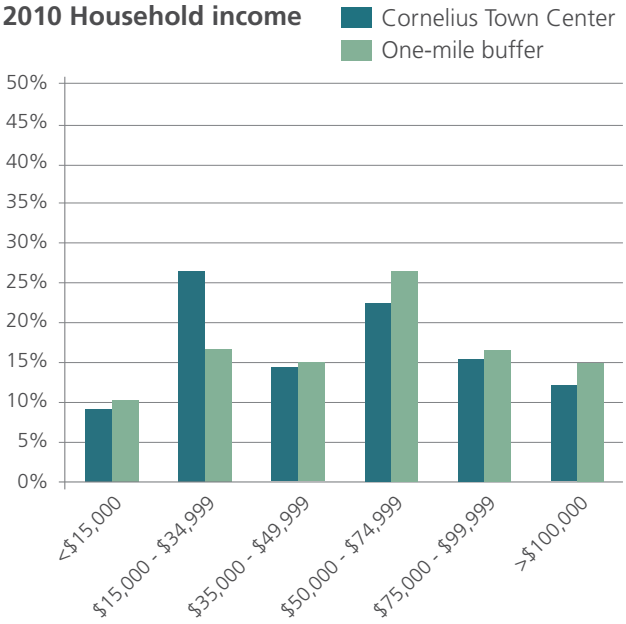
The Cornelius Town Center is located along Highway 8, in downtown Cornelius, between downtown Hillsboro and Forest Grove. The center has no major interstate access, but is served by one ODOT facility, Southwest Tualatin Valley Highway (State Highway 8). One frequent service bus line runs along Highway 8, with a connection to Hillsboro and the MAX line. The center has 1,864 residents, 352 employees and 722 dwelling units. Cornelius Town Center contains 282 gross acres.

By the numbers	Cornelius Town Center	Town center average	One-mile buffer
Net acreage	217	222	3,731
Total population	1,864	2,326	12,124
Total employees	352	1,745	1,721
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	$18	$39	$7
People per acre	10.2	20.1	3.7
Dwelling units per acre	3.3	5.0	1.2
Total businesses per acre	0.19	0.73	0.03
Home ownership	62.4%	47.4%	63.3%
Median household income	$50,000	$60,133	$56,781
Median household size	2.95	2.42	3.13
Median age	32	36.0	30.8

Employment breakdown



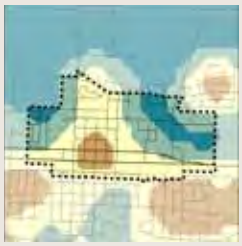
2010 Household income



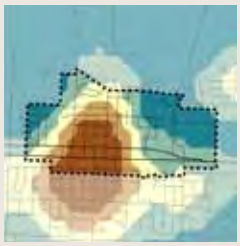
Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

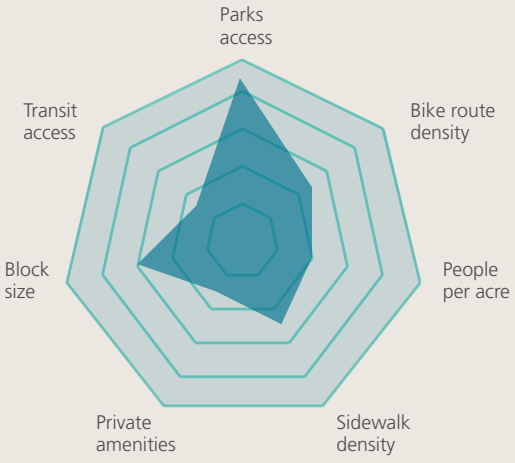

Block size


Bike route density


Transit frequency


Parks access

Composite score: 36.68



Damascus Town Center

Private amenities

0	Bakery
1	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
0	Clothing store
4	Coffee shop
1	Department store
0	Dry cleaners
1	Fitness gym
1	Grocery store
0	Music store
3	Restaurant
1	Specialty snacks and beverages

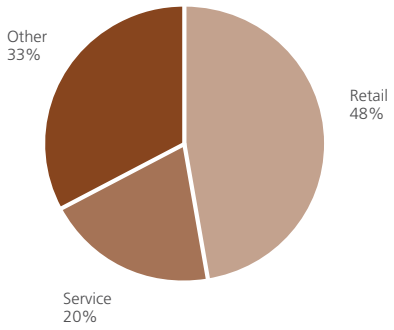
Public amenities

0	Community center
1	Fire station
0	Government building
0	Library
0	School

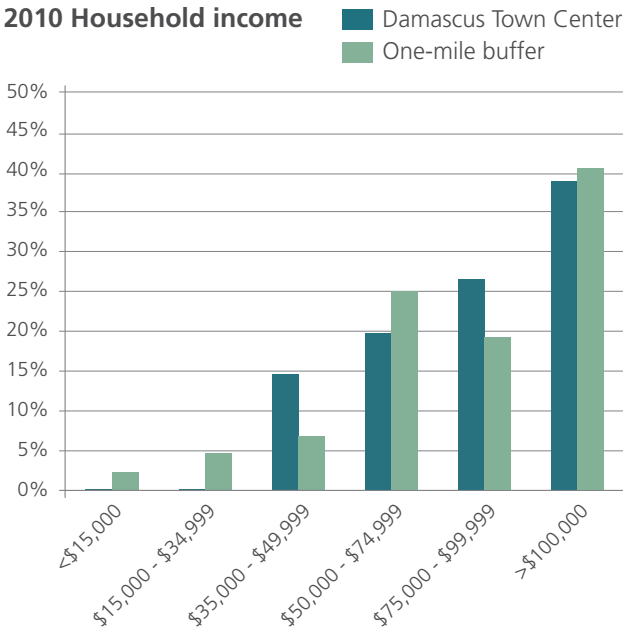
The Damascus Town Center is located in the southeastern portion of the region. The city, incorporated in 2004, has adopted a comprehensive plan but still has low-density rural zoning in place. The new plan calls for Damascus Town Center to relocate. The Damascus center has no direct access to the interstate system, but is bisected by the ODOT facility State Highway 212. The center has no transit service available. Damascus has 263 residents, 555 employees and 88 dwelling units. Damascus Town Center contains 236 gross acres.

By the numbers	Damascus Town Center	Town center average	One-mile buffer
Net acreage	215	222	3,708
Total population	263	2,326	3,908
Total employees	555	1,745	752
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	$7	$39	$4
People per acre	3.8	20.1	1.3
Dwelling units per acre	0.4	5.0	0.4
Total businesses per acre	0.20	0.73	0.02
Home ownership	90.6%	47.4%	90.3%
Median household income	$87,154	$60,133	$86,820
Median household size	3.13	2.42	2.99
Median age	42.8	36.0	45

Employment breakdown

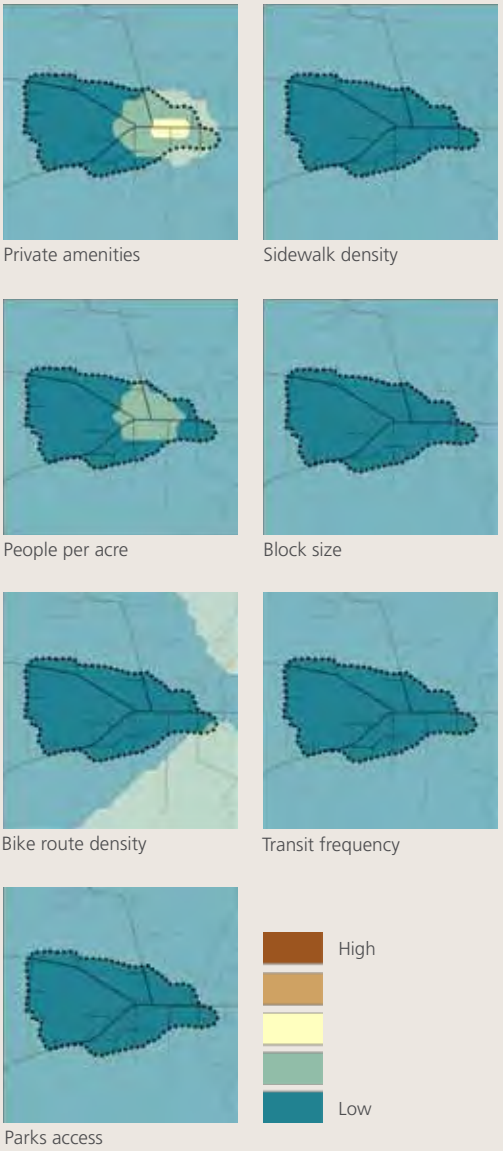


2010 Household income

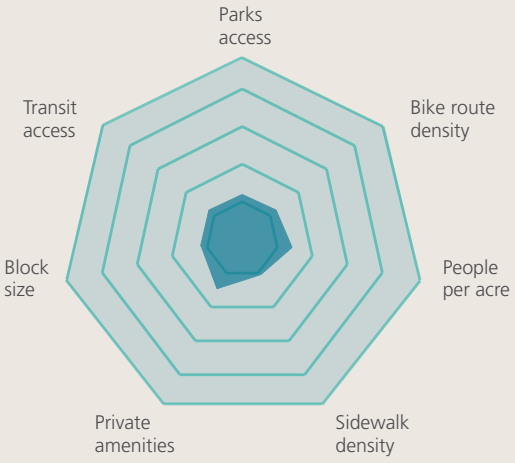


Metro context tool results

Heat maps



Composite score: 2.02



Fairview/Wood Village Town Center

Private amenities

0	Bakery
1	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
0	Clothing store
3	Coffee shop
1	Department store
0	Dry cleaners
2	Fitness gym
2	Grocery store
0	Music store
9	Restaurant
2	Specialty snacks and beverages

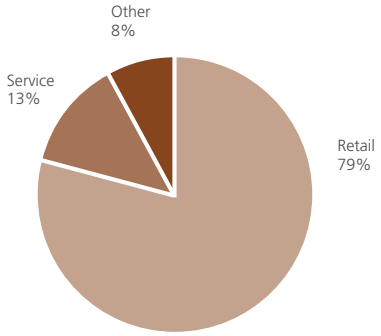
Public amenities

0	Community center
0	Fire station
1	Government building
1	Library
0	School

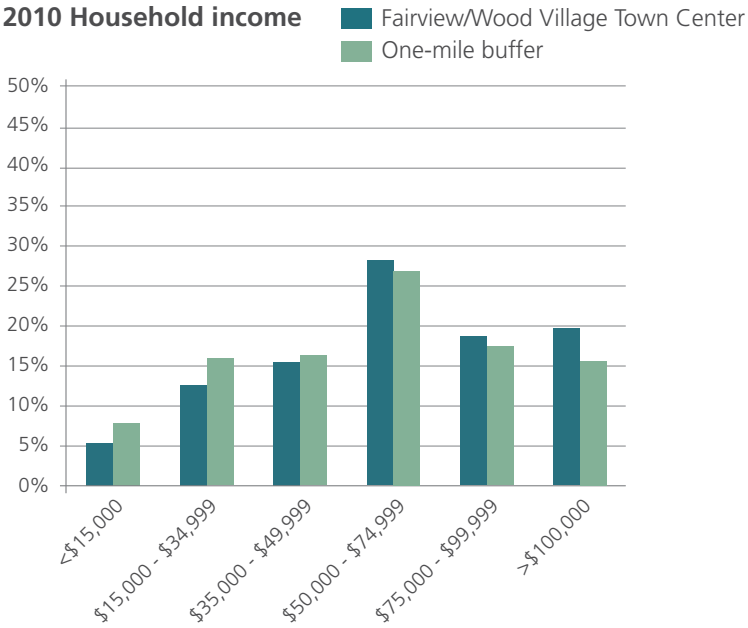
The Fairview/Wood Village Town Center is a combination of two local jurisdictions, located south of Interstate 84 at the intersection of Halsey Avenue and Fairview Road. The town center has direct access to I-84 and is serviced by the major arterials of Halsey and Glisan streets, but is not served by any major ODOT facilities. Both Wood Village and Fairview are serviced by two bus lines, one of which is a frequent service route. The center has 2,199 residents, 755 employees and 813 dwelling units. Fairview/Wood Village Town Center contains 287 gross acres.

By the numbers	Fairview Town Center	Town center average	One-mile buffer
Net acreage	241	222	2,990
Total population	2,199	2,326	19,935
Total employees	755	1,745	6,940
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	$31	$39	$17
People per acre	12.3	20.1	9.0
Dwelling units per acre	3.4	5.0	2.6
Total businesses per acre	0.19	0.73	0.08
Home ownership	64.2%	47.4%	56.6%
Median household income	$63,222	$60,133	$58,309
Median household size	2.50	2.42	2.69
Median age	34.5	36.0	33.5

Employment breakdown



2010 Household income



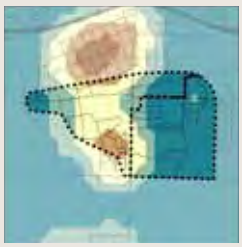
Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

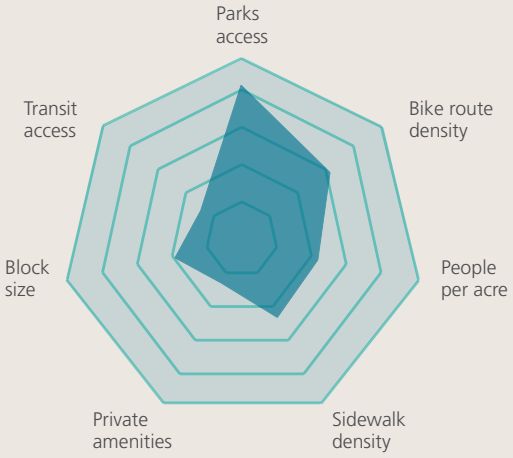

Block size


Bike route density


Transit frequency


Parks access

Composite score: 32.59



Forest Grove Town Center

Private amenities

0	Bakery
1	Bar
1	Bike shop
1	Bookstore
0	Brewpub
0	Child care
1	Cinema
0	Clothing store
2	Coffee shop
1	Department store
0	Dry cleaners
2	Fitness gym
1	Grocery store
0	Music store
12	Restaurant
1	Specialty snacks and beverages

Public amenities

0	Community center
1	Fire station
1	Government building
1	Library
2	School

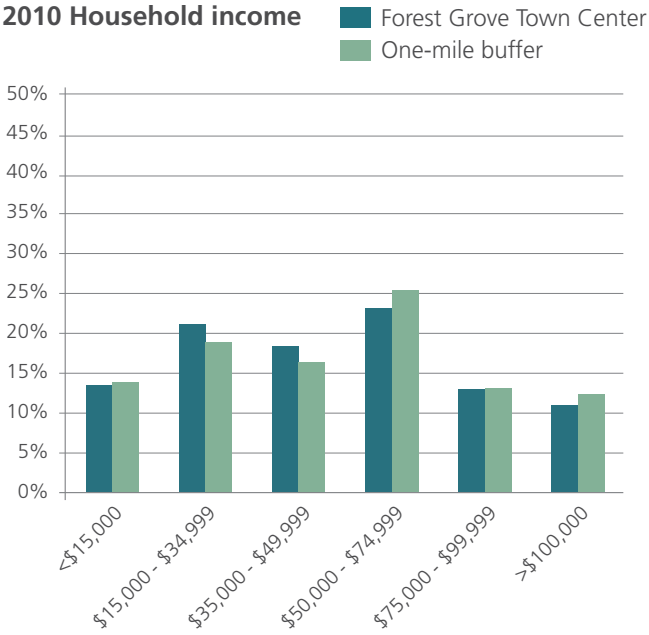
The Forest Grove Town Center is located on the far western edge of the region. The town center functions as the cultural and commercial heart of the town and is the home of Pacific University, which adds a student population. It has no major interstate access but is directly accessed by the ODOT facility State Highway 8. One frequent service bus line runs along Highway 8 with a connection to Hillsboro and the MAX line. The center has 991 residents (not counting students), 1,326 employees and 460 dwelling units. Forest Grove Town Center contains 107 gross acres.

By the numbers	Forest Grove Town Center	Town center average	One-mile buffer
Net acreage	88	222	2,792
Total population	991	2,326	14,269
Total employees	1,326	1,745	3,336
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	$22	$39	$10
People per acre	26.2	20.1	6.3
Dwelling units per acre	5.2	5.0	2.0
Total businesses per acre	0.76	0.73	0.07
Home ownership	38.9%	47.4%	52.8%
Median household income	$47,056	$60,133	$50,597
Median household size	6.37	2.42	2.65
Median age	30.8	36.0	34.1

Employment breakdown

Data not available for publication.

2010 Household income



Metro context tool results

Heat maps

Private amenities

Sidewalk density

People per acre

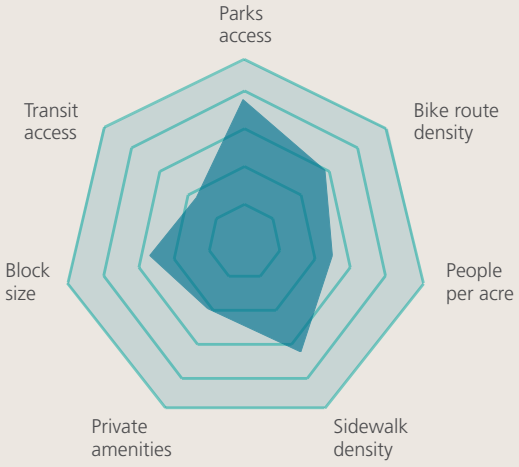
Block size

Bike route density

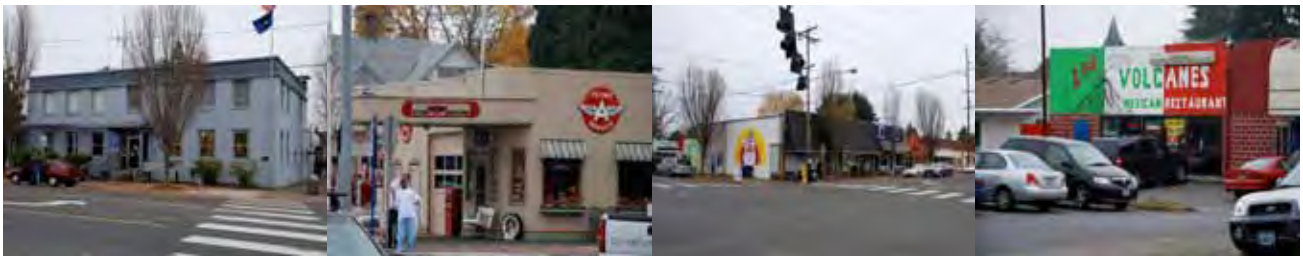
Transit frequency

Parks access

Composite score: 46.43



Gladstone Town Center



Private amenities

1	Bakery
2	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
0	Clothing store
1	Coffee shop
0	Department store
1	Dry cleaners
0	Fitness gym
1	Grocery store
0	Music store
5	Restaurant
0	Specialty snacks and beverages

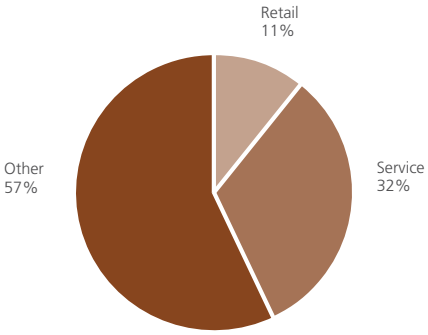
Public amenities

0	Community center
1	Fire station
1	Government building
0	Library
0	School

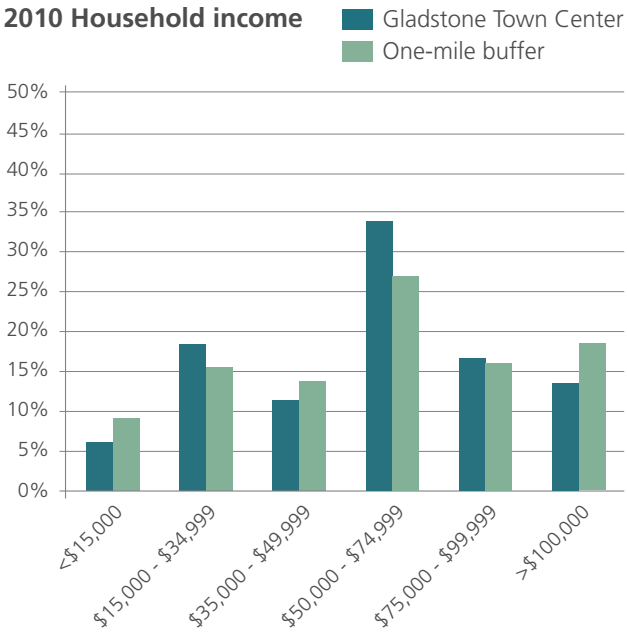
The Gladstone Town Center is located along the former street car line on Portland Avenue. Gladstone has no direct interstate access but has one ODOT facility, McLoughlin Boulevard, located a half mile west of the town center. The center is serviced by two bus lines and a grid street network pattern, encouraging pedestrian connectivity from the surrounding neighborhood to the main street. The center has 939 residents, 289 employees and 342 dwelling units. Gladstone Town Center contains 85 gross acres.

By the numbers	Gladstone Town Center	Town center average	One-mile buffer
Net acreage	57	222	2,342
Total population	939	2,326	17,341
Total employees	289	1,745	5,064
Non-SOV mode share (all trips)	52%	52%	n/a
Market value per square foot	$51	$39	$18
People per acre	21.7	20.1	9.6
Dwelling units per acre	6.0	5.0	2.7
Total businesses per acre	0.69	0.73	0.12
Home ownership	55.8%	47.4%	60.5%
Median household income	$60,901	$60,133	$61,605
Median household size	2.76	2.42	2.65
Median age	37.2	36.0	38.4

Employment breakdown

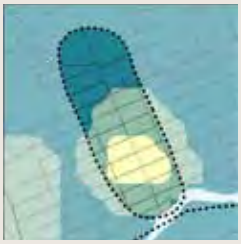


2010 Household income



Metro context tool results

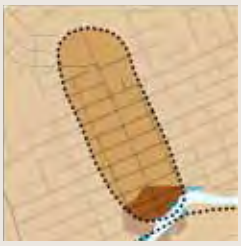
Heat maps


Private amenities

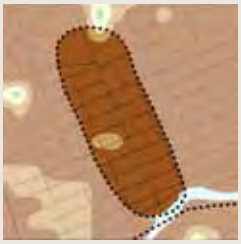

Sidewalk density


People per acre

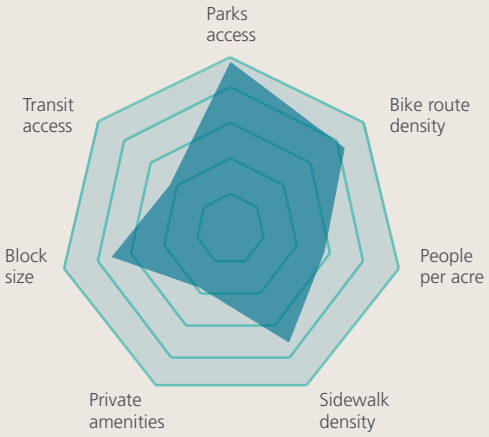

Block size


Bike route density


Transit frequency


Parks access

Composite score: 56.11



Happy Valley Town Center

Private amenities

0	Bakery
0	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
0	Clothing store
1	Coffee shop
0	Department store
1	Dry cleaners
1	Fitness gym
1	Grocery store
0	Music store
2	Restaurant
1	Specialty snacks and beverages

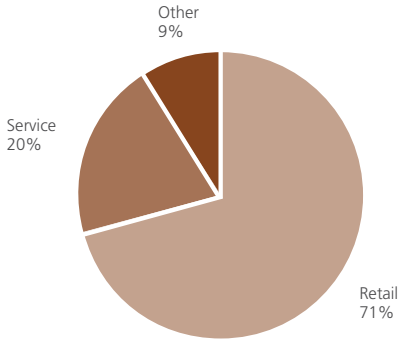
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
0	School

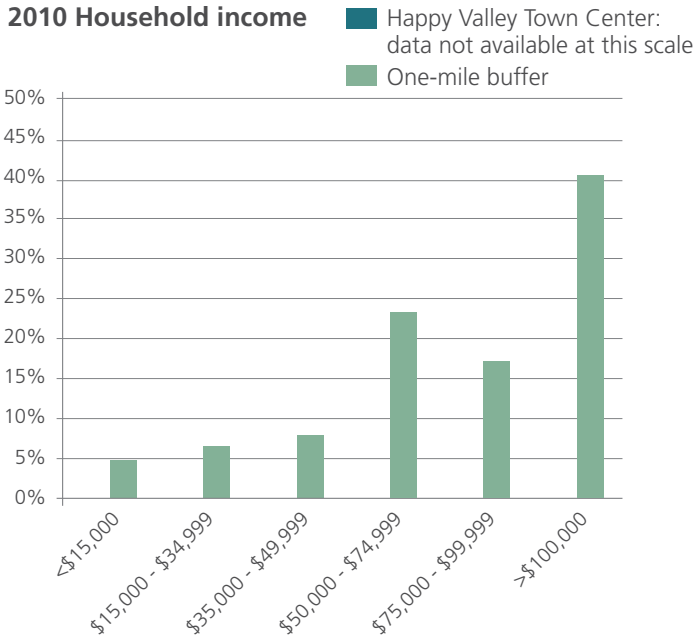
The Happy Valley Town Center has relocated since the 2009 State of the Centers report to the intersection of Southeast 162nd Avenue and Sunnyside Road. It is the retail and government center of Happy Valley and is served by a limited service bus line along Sunnyside Road. There are no ODOT facilities within the town center. The center has 500 residents, 400 employees and 244 dwelling units. Happy Valley Town Center contains 212 gross acres.

By the numbers	Happy Valley Town Center	Town center average	One-mile buffer
Net acreage	185	222	3,664
Total population	540	2,326	9,504
Total employees	404	1,745	1,023
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	$10	$39	$8
People per acre	5.1	20.1	2.9
Dwelling units per acre	1.3	5.0	0.9
Total businesses per acre	0.11	0.73	0.02
Home ownership	n/a	47.4%	80.7%
Median household income	n/a	$60,133	$84,206
Median household size	n/a	2.42	2.87
Median age	n/a	36.0	36.5

Employment breakdown



2010 Household income



Metro context tool results

Heat maps

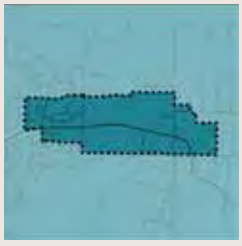

Private amenities


Sidewalk density


People per acre

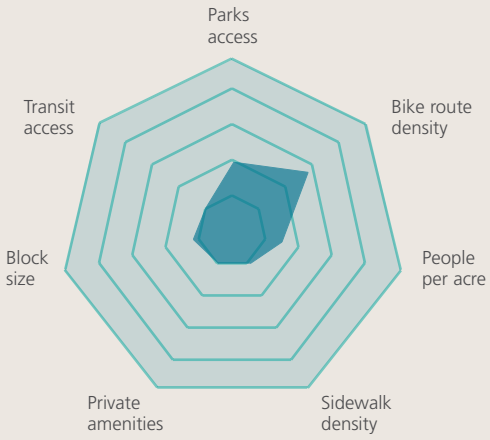

Block size


Bike route density


Transit frequency


Parks access

Composite score: 10.47



Hillsdale Town Center

Private amenities

1	Bakery
0	Bar
0	Bike shop
1	Bookstore
0	Brewpub
1	Child care
0	Cinema
1	Clothing store
1	Coffee shop
0	Department store
2	Dry cleaners
2	Fitness gym
2	Grocery store
0	Music store
14	Restaurant
2	Specialty snacks and beverages

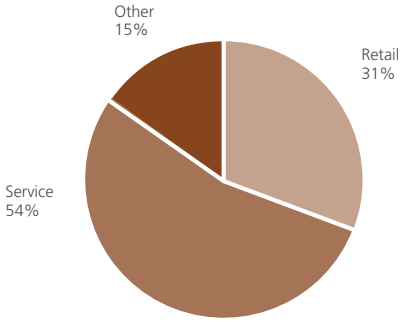
Public amenities

0	Community center
1	Fire station
0	Government building
1	Library
4	School

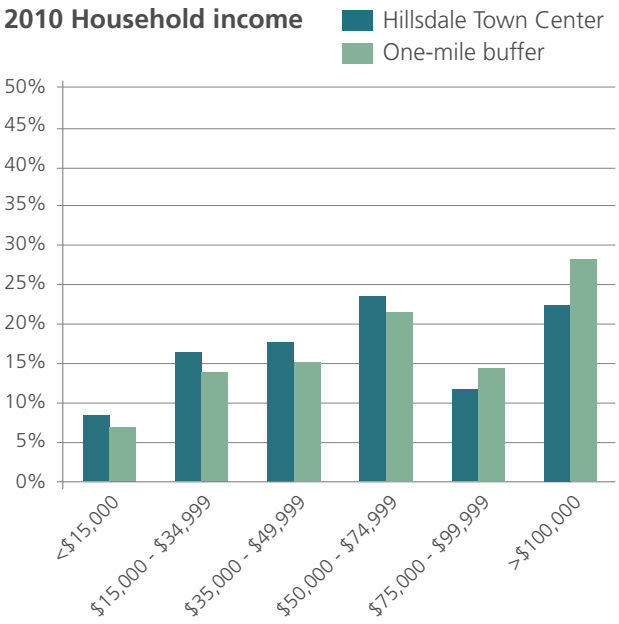
The Hillsdale Town Center is located in Southwest Portland, along the Beaverton-Hillsdale Highway (State Highway 10), an ODOT-managed facility. The center includes a high school and grade school with an adjacent middle school and is serviced by multiple bus lines, one of which is frequent service. Hillsdale has 1,600 residents, 1,048 employees and 935 dwelling units. Hillsdale Town Center contains 181 gross acres.

By the numbers	Hillsdale Town Center	Town center average	One-mile buffer
Net acreage	145	222	2,730
Total population	1,600	2,326	22,495
Total employees	1,048	1,745	8,381
Non-SOV mode share (all trips)	52%	52%	n/a
Market value per square foot	$47	$39	$43
People per acre	18.3	20.1	11.3
Dwelling units per acre	6.5	5.0	4.5
Total businesses per acre	0.77	0.73	0.29
Home ownership	42.3%	47.4%	55.3%
Median household income	$56,912	$60,133	$64,800
Median household size	2.02	2.42	2.07
Median age	34.1	36.0	39.3

Employment breakdown



2010 Household income



Metro context tool results

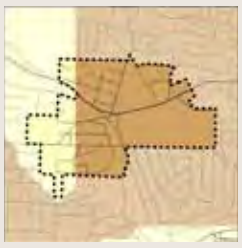
Heat maps


Private amenities


Sidewalk density


People per acre

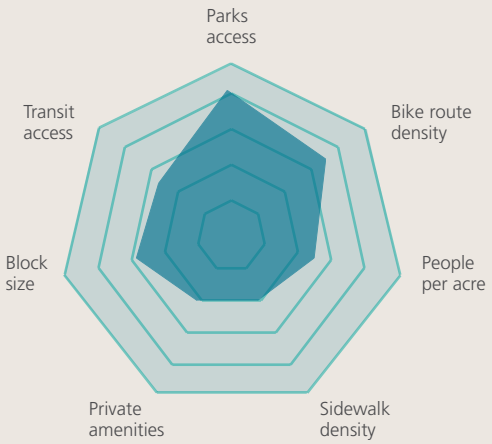

Block size


Bike route density


Transit frequency


Parks access

Composite score: 44.13



Hollywood Town Center




Private amenities

0	Bakery
3	Bar
0	Bike shop
1	Bookstore
0	Brewpub
1	Child care
1	Cinema
3	Clothing store
3	Coffee shop
0	Department store
3	Dry cleaners
2	Fitness gym
6	Grocery store
0	Music store
22	Restaurant
1	Specialty snacks and beverages

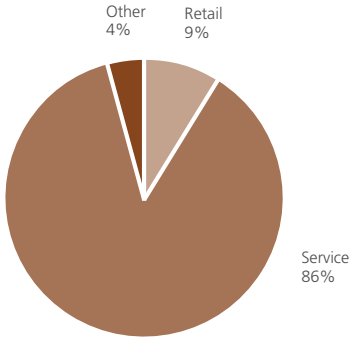
Public amenities

0	Community center
0	Fire station
0	Government building
1	Library
1	School

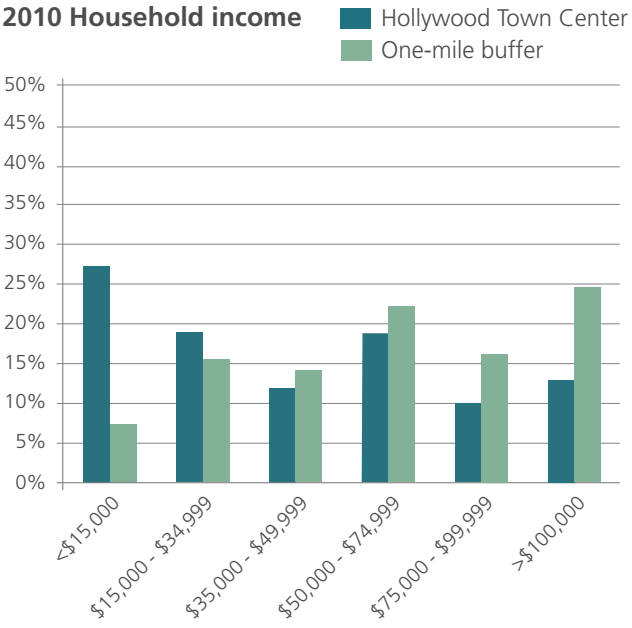
The Hollywood Town Center surrounds the intersection of Sandy Boulevard and Northeast Halsey Avenue. The area is high in employment concentrations and housing relative to its size. The center serves the local population with retail services, but also draws from the region due to the development of a concentration of specialty retail. The center has direct access to Interstate 84, is serviced by one MAX stop, and has multiple bus lines that include frequent service routes. The center has 1,100 residents, 3,030 employees and 829 dwelling units. Hollywood Town Center contains 105 gross acres.

By the numbers	Hollywood Town Center	Town center average	One-mile buffer
Net acreage	69	222	2,201
Total population	1,100	2,326	34,234
Total employees	3,031	1,745	16,155
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	$145	$39	$75
People per acre	60.3	20.1	22.9
Dwelling units per acre	12.1	5.0	8.1
Total businesses per acre	2.70	0.73	0.43
Home ownership	35.9%	47.4%	58.2%
Median household income	$38,215	$60,133	$63,569
Median household size	1.35	2.42	2.21
Median age	48.3	36.0	41

Employment breakdown

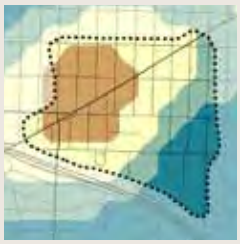


2010 Household income



Metro context tool results

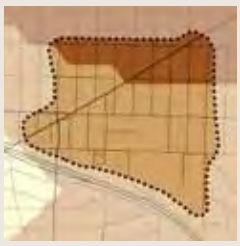
Heat maps

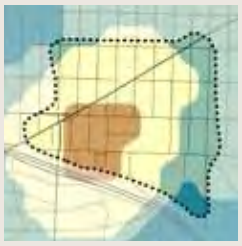

Private amenities


Sidewalk density


People per acre

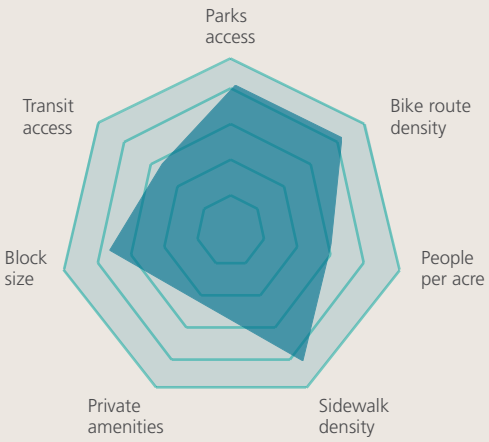

Block size


Bike route density


Transit frequency


Parks access

Composite score: 66.77



King City Town Center

Private amenities

1	Bakery
1	Bar
1	Bike shop
0	Bookstore
0	Brewpub
1	Child care
0	Cinema
1	Clothing store
4	Coffee shop
1	Department store
3	Dry cleaners
3	Fitness gym
3	Grocery store
0	Music store
12	Restaurant
1	Specialty snacks and beverages

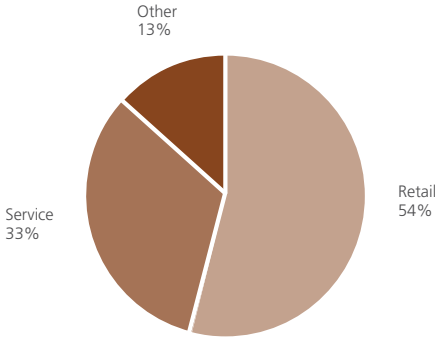
Public amenities

1	Community center
0	Fire station
1	Government building
0	Library
0	School

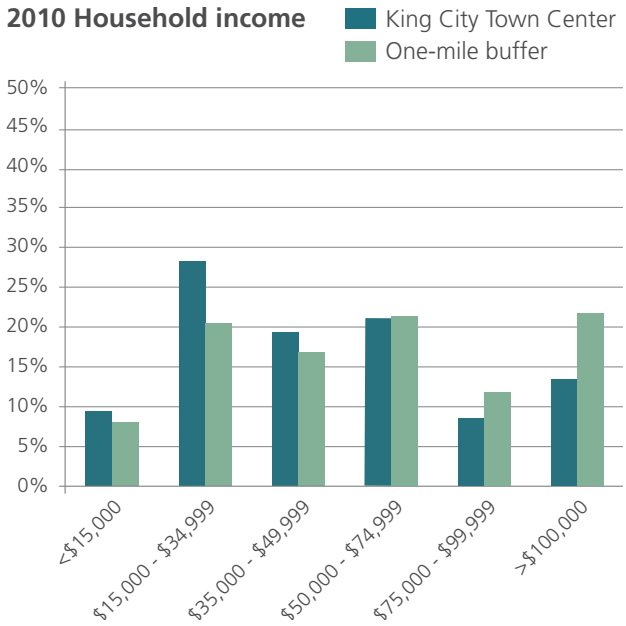
The King City Town Center is bisected by Southwest Pacific Highway (Highway 99 West), an ODOT facility. A single frequent service bus line runs along 99W, allowing for service from King City to surrounding communities along 99W and into central Portland. The center has 465 residents, 1,075 employees and 300 dwelling units. King City Town Center contains 94 gross acres.

By the numbers	King City Town Center	Town center average	One-mile buffer
Net acreage	75	222	2,595
Total population	465	2,326	23,532
Total employees	1,075	1,745	2,661
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	$53	$39	$25
People per acre	20.4	20.1	10.1
Dwelling units per acre	4.0	5.0	4.4
Total businesses per acre	1.38	0.73	0.09
Home ownership	44.3%	47.4%	57.9%
Median household income	$44,324	$60,133	$54,376
Median household size	1.35	2.42	2.2
Median age	56.9	36.0	44.6

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

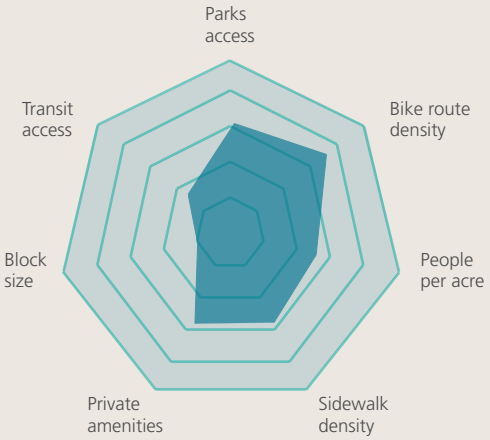

Block size


Bike route density


Transit frequency


Parks access

Composite score: 36.67



Lake Grove Town Center

Private amenities

2	Bakery
0	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
4	Clothing store
3	Coffee shop
0	Department store
7	Dry cleaners
0	Fitness gym
2	Grocery store
0	Music store
19	Restaurant
1	Specialty snacks and beverages

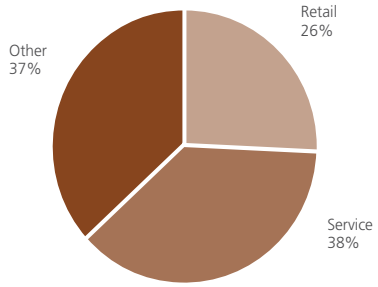
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
1	School

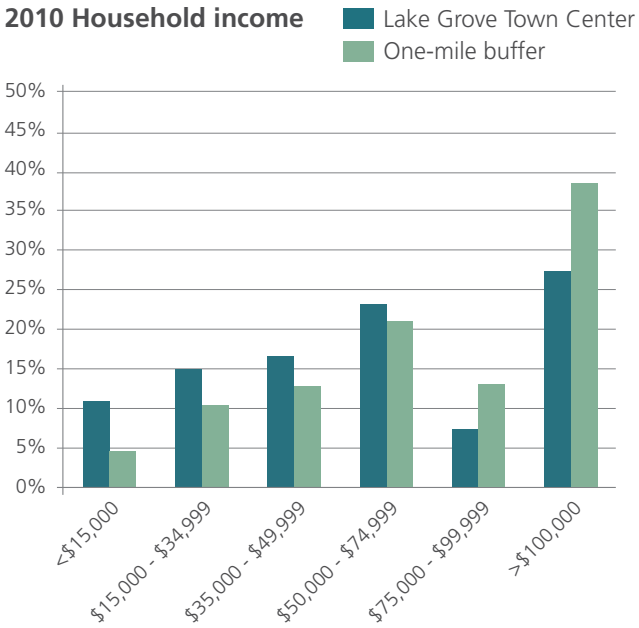
The Lake Grove Town Center is located roughly at the intersection of Boones Ferry Road and Kruse Way. Lake Grove is serviced by two separate bus lines that allow for connectivity to downtown Lake Oswego, Portland and parts of eastern Washington County. The center has 377 residents, 2,426 employees and 234 dwelling units. Lake Grove Town Center contains 118 gross acres.

By the numbers	Lake Grove Town Center	Town center average	One-mile buffer
Net acreage	98	222	3,338
Total population	377	2,326	21,730
Total employees	2,426	1,745	16,116
Non-SOV mode share (all trips)	47%	52%	n/a
Market value per square foot	$41	$39	$37
People per acre	28.7	20.1	11.3
Dwelling units per acre	2.4	5.0	2.7
Total businesses per acre	2.17	0.73	0.29
Home ownership	51.2%	47.4%	62.7%
Median household income	$56,040	$60,133	$77,080
Median household size	1.95	2.42	2.44
Median age	40.2	36.0	41.4

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre


Block size


Bike route density


Transit frequency


Parks access

Composite score: 36.15

Lake Oswego Town Center

Private amenities

2	Bakery
3	Bar
2	Bike shop
1	Bookstore
0	Brewpub
2	Child care
1	Cinema
11	Clothing store
4	Coffee shop
0	Department store
5	Dry cleaners
5	Fitness gym
5	Grocery store
0	Music store
22	Restaurant
3	Specialty snacks and beverages

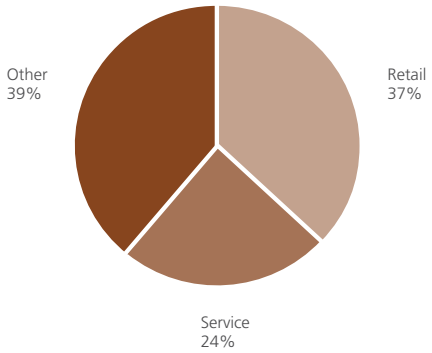
Public amenities

0	Community center
1	Fire station
1	Government building
0	Library
0	School

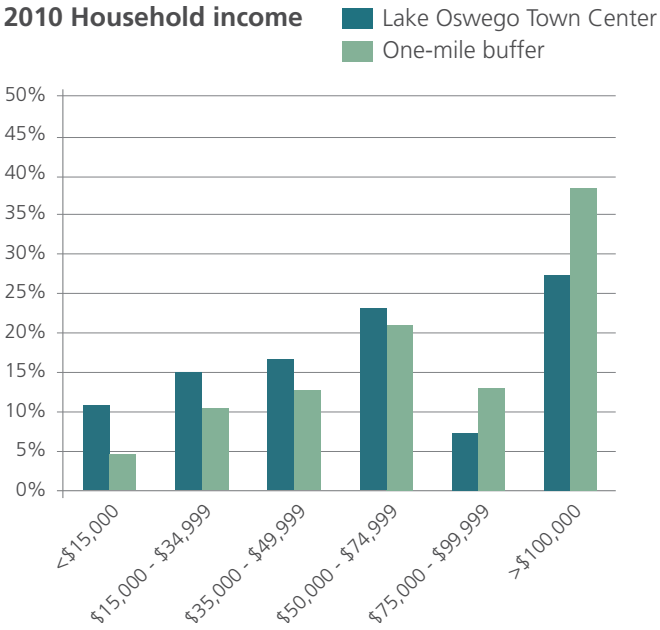
The Lake Oswego Town Center covers the majority of downtown and land along the Willamette River waterfront. The town center is serviced by three separate bus lines that connect to Portland and eastern Washington County. Highway 43, an ODOT facility, serves the center. The center has 2,194 residents, 2,054 employees and 1,429 dwelling units. Lake Oswego Town Center contains 218 gross acres.

By the numbers	Lake Oswego Town Center	Town center average	One-mile buffer
Net acreage	165	222	3,302
Total population	2,194	2,326	18,436
Total employees	2,054	1,745	4,175
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	$73	$39	$26
People per acre	25.8	20.1	6.8
Dwelling units per acre	8.7	5.0	2.5
Total businesses per acre	1.38	0.73	0.10
Home ownership	43.0%	47.4%	60.1%
Median household income	$67,849	$60,133	$67,922
Median household size	1.69	2.42	2.26
Median age	44.5	36.0	45.2

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

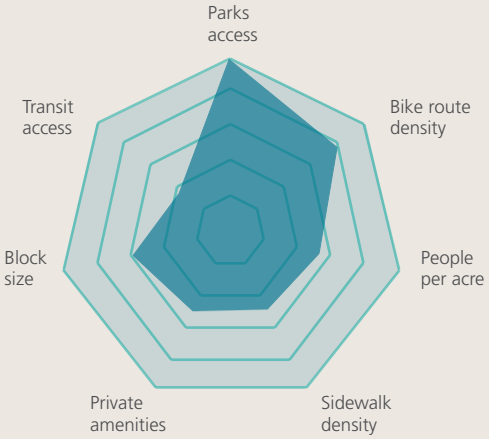

Block size


Bike route density


Transit frequency


Parks access

Composite score: 50.96



Lents Town Center

Private amenities

1	Bakery
0	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
0	Clothing store
2	Coffee shop
0	Department store
0	Dry cleaners
0	Fitness gym
0	Grocery store
0	Music store
6	Restaurant
0	Specialty snacks and beverages

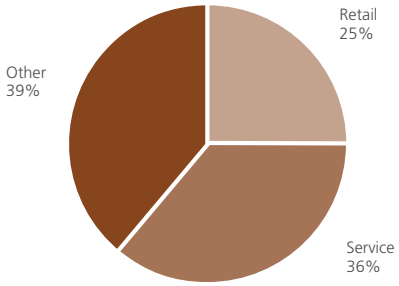
Public amenities

0	Community center
1	Fire station
0	Government building
0	Library
0	School

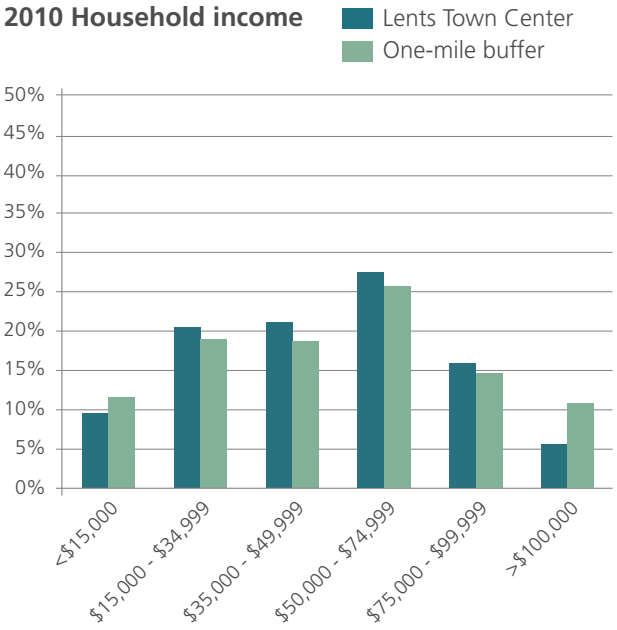
The Lents Town Center is located at the intersection of Interstate 205, an ODOT facility, and Foster Road in Southeast Portland. An Interstate 205 interchange, an ODOT facility, runs through the town center, offering direct auto access. The area is serviced by two bus lines (one of which is frequent service) and the MAX Green Line with a station at Foster Road. The center has 1,653 residents, 312 employees and 636 dwelling units. Lents Town Center contains 155 gross acres.

By the numbers	Lents Town Center	Town center average	One-mile buffer
Net acreage	88	222	2,863
Total population	1,653	2,326	34,073
Total employees	312	1,745	5,544
Non-SOV mode share (all trips)	56%	52%	n/a
Market value per square foot	$33	$39	$23
People per acre	22.2	20.1	13.8
Dwelling units per acre	7.2	5.0	4.7
Total businesses per acre	0.33	0.73	0.13
Home ownership	50.6%	47.4%	55.8%
Median household income	$49,340	$60,133	$50,638
Median household size	2.80	2.42	2.72
Median age	31.3	36.0	35.9

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

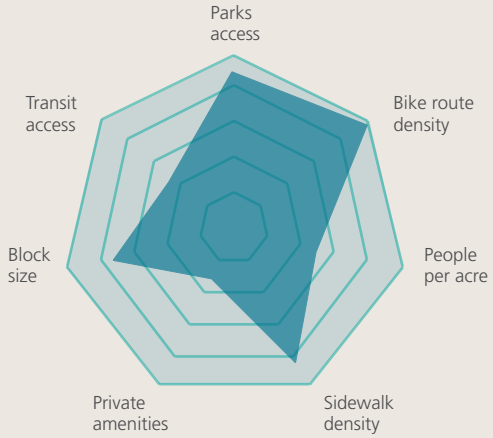

Block size


Bike route density


Transit frequency


Parks access

Composite score: 57.22



Milwaukie Town Center

Private amenities

1	Bakery
2	Bar
0	Bike shop
2	Bookstore
0	Brewpub
5	Child care
1	Cinema
2	Clothing store
4	Coffee shop
0	Department store
2	Dry cleaners
2	Fitness gym
4	Grocery store
0	Music store
20	Restaurant
1	Specialty snacks and beverages

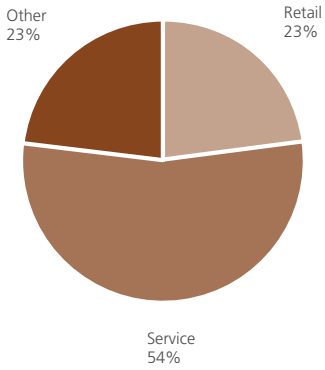
Public amenities

0	Community center
1	Fire station
1	Government building
1	Library
7	School

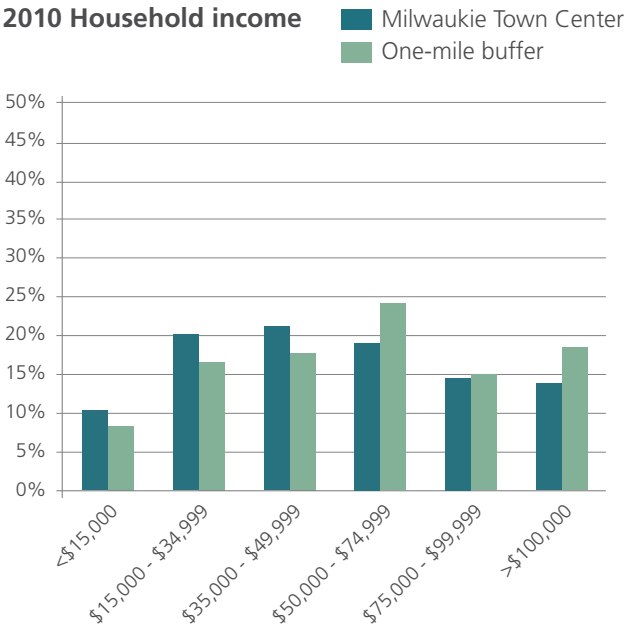
The Milwaukie Town Center represents the historic main street of downtown Milwaukie, the Highway 224 corridor and the surrounding residential neighborhoods in the area. The area is served by multiple bus lines, has a downtown transit center and will have a light rail station when the MAX line is continued to Milwaukie within the next 5 years. The center has 3,694 residents, 3,368 employees and 1,877 dwelling units. Milwaukie Town Center contains 579 gross acres.

By the numbers	Milwaukie Town Center	Town center average	One-mile buffer
Net acreage	418	222	4,049
Total population	3,694	2,326	31,373
Total employees	3,368	1,745	13,393
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	$26	$39	$24
People per acre	16.9	20.1	11.1
Dwelling units per acre	4.5	5.0	3.4
Total businesses per acre	0.52	0.73	0.16
Home ownership	38.6%	47.4%	53.0%
Median household income	$48,115	$60,133	$57,750
Median household size	2.07	2.42	2.24
Median age	38.3	36.0	39.8

Employment breakdown

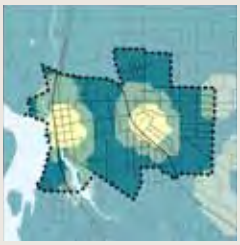


2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

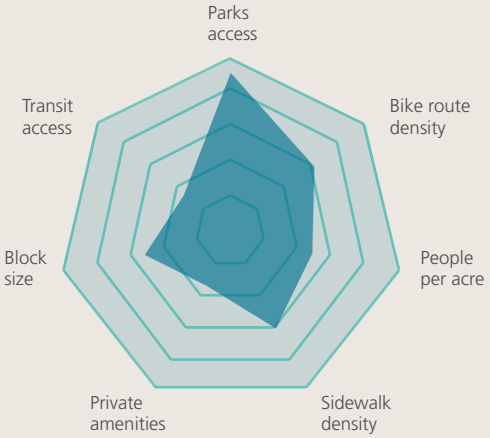

Block size


Bike route density


Transit frequency


Parks access

Composite score: 41.47



Murray/Scholls Town Center

Private amenities

- 0 Bakery
- 0 Bar
- 0 Bike shop
- 0 Bookstore
- 0 Brewpub
- 0 Child care
- 0 Cinema
- 0 Clothing store
- 0 Coffee shop
- 0 Department store
- 0 Dry cleaners
- 0 Fitness gym
- 0 Grocery store
- 0 Music store
- 0 Restaurant
- 0 Specialty snacks and beverages

Public amenities

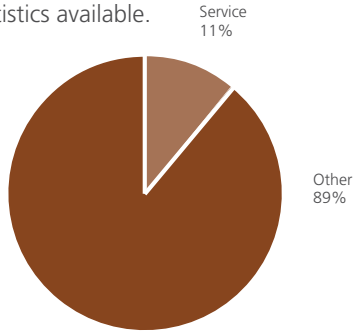
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 0 School

The Murray/Scholls Town Center in Beaverton is located at the intersection of Murray Boulevard and Scholls Ferry Road. A mixture of single- and multi-family residential units represent the majority of land uses within the center boundaries. The center has no direct interstate or highway access and is serviced by two bus lines, one along Murray Boulevard and another along Scholls Ferry Road. The center has 2,507 residents, 47 employees and 1,322 dwelling units. Murray/Scholls Town Center contains 204 gross acres.

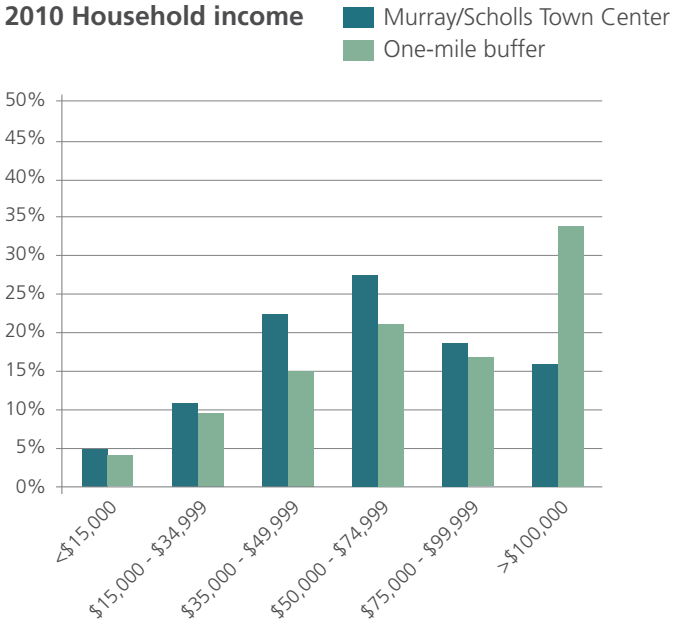
By the numbers	Murray/Scholls Town Center	Town center average	One-mile buffer
Net acreage	181	222	3,200
Total population	2,507	2,326	32,069
Total employees	47	1,745	2,419
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	$38	$39	$26
People per acre	14.1	20.1	10.8
Dwelling units per acre	7.3	5.0	4.0
Total businesses per acre	0.06	0.73	0.06
Home ownership	21.9%	47.4%	55.5%
Median household income	$57,662	$60,133	$75,578
Median household size	2.02	2.42	2.68
Median age	31.1	36.0	33.5

Employment breakdown

No retail statistics available.

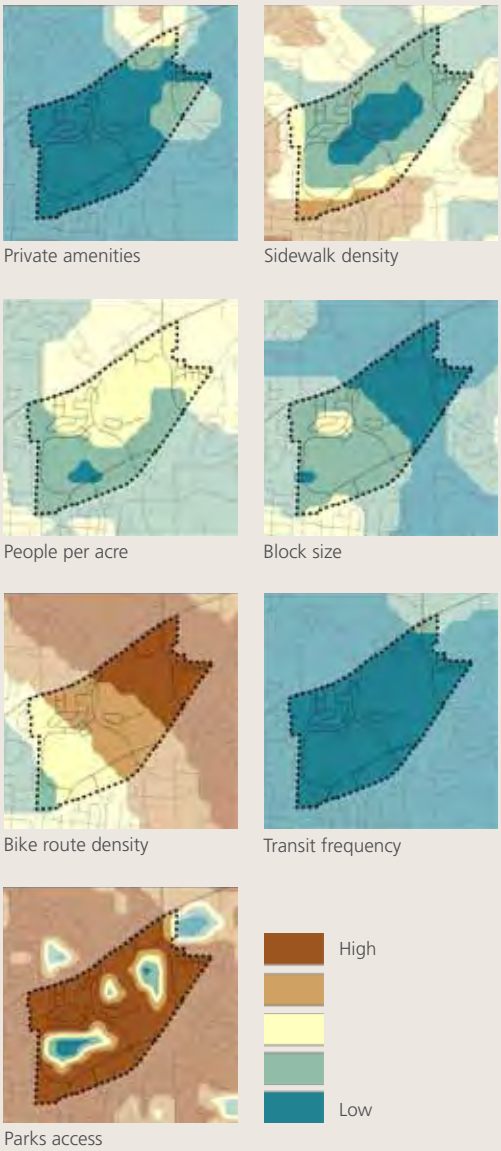


2010 Household income

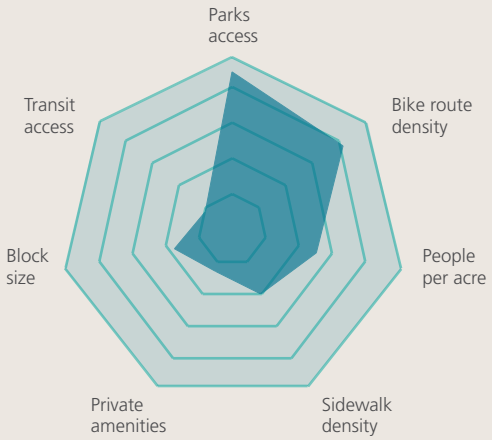


Metro context tool results

Heat maps



Composite score: 34.43



Orenco Town Center

Private amenities

0	Bakery
0	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
0	Clothing store
2	Coffee shop
1	Department store
1	Dry cleaners
2	Fitness gym
0	Grocery store
0	Music store
18	Restaurant
2	Specialty snacks and beverages

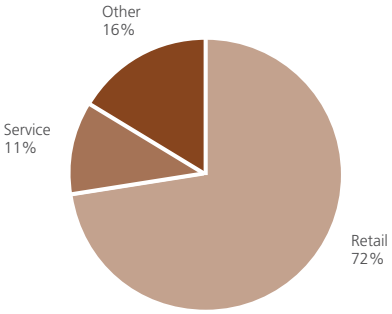
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
0	School

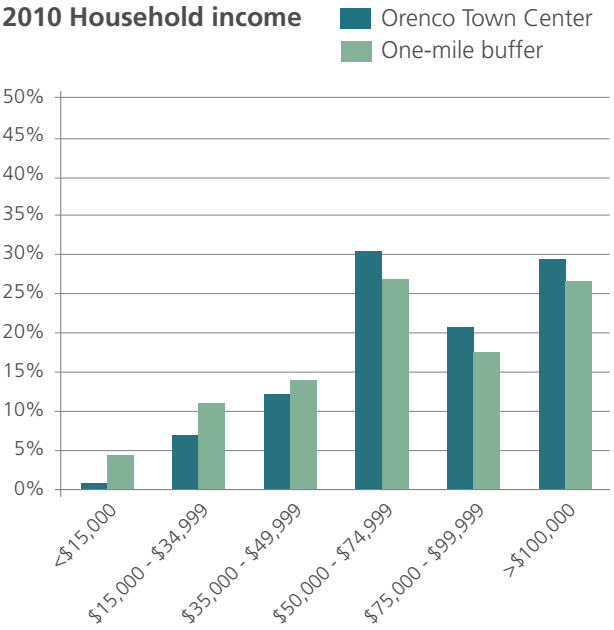
The Orenco Town Center in Hillsboro functions as a local retail destination and medium-density housing location. No major interstate access is available to the town center however, the major arterial of Cornell Road bisects it. The center is serviced by multiple bus lines and a MAX stop, located within its southern portion. The center has 3,200 residents, 1,175 employees and 1,910 dwelling units. Orenco Town Center contains 235 gross acres.

By the numbers	Orenco Town Center	Town center average	One-mile buffer
Net acreage	182	222	3,639
Total population	3,200	2,326	21,954
Total employees	1,175	1,745	13,500
Non-SOV mode share (all trips)	55%	52%	n/a
Market value per square foot	$51	$39	$22
People per acre	24.1	20.1	9.7
Dwelling units per acre	10.5	5.0	2.8
Total businesses per acre	0.36	0.73	0.14
Home ownership	21.7%	47.4%	36.0%
Median household income	$75,054	$60,133	$69,176
Median household size	1.78	2.42	2.3
Median age	35	36.0	31.3

Employment breakdown



2010 Household income



Metro context tool results

Heat maps

Private amenities

Sidewalk density

People per acre

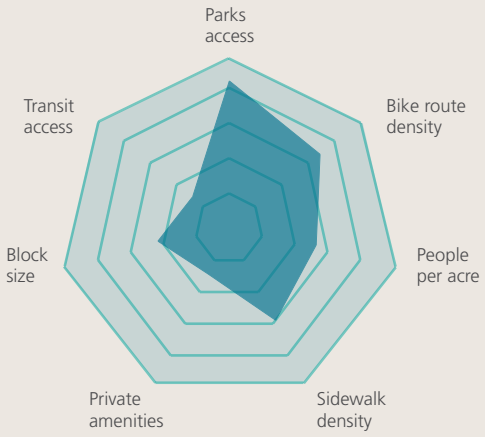
Block size

Bike route density

Transit frequency

Parks access

Composite score: 41.61



Pleasant Valley Town Center

Private amenities

- 0 Bakery
- 0 Bar
- 0 Bike shop
- 0 Bookstore
- 0 Brewpub
- 0 Child care
- 0 Cinema
- 0 Clothing store
- 0 Coffee shop
- 0 Department store
- 0 Dry cleaners
- 0 Fitness gym
- 0 Grocery store
- 0 Music store
- 0 Restaurant
- 0 Specialty snacks and beverages

Public amenities

- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 0 School

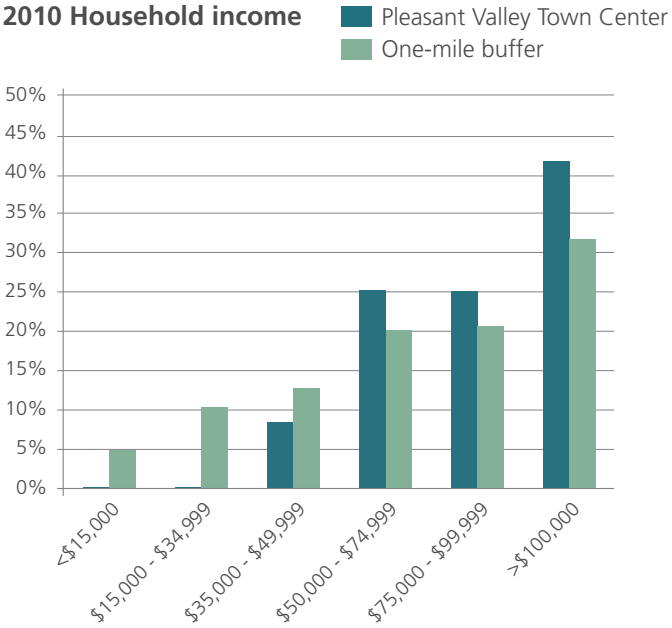
The Pleasant Valley Town Center in Gresham is a rural area brought into the urban growth boundary in 1998. It has no direct highway access and is serviced by Foster Road, the only major street in the center. No bus service is available in Pleasant Valley. Urban development has yet to occur with any frequency in this center. It has 31 residents, 17 employees and 14 dwelling units. Pleasant Valley Town Center contains 77 gross acres.

By the numbers	Pleasant Valley Town Center	Town center average	One-mile buffer
Net acreage	77	222	2,982
Total population	31	2,326	6,968
Total employees	17	1,745	312
Non-SOV mode share (all trips)	48%	52%	n/a
Market value per square foot	$4	$39	$7
People per acre	0.6	20.1	2.4
Dwelling units per acre	0.20	5.0	0.8
Total businesses per acre	0.04	0.73	0.01
Home ownership	85.7%	47.4%	71.0%
Median household income	$89,441	$60,133	$76,981
Median household size	2.21	2.42	2.78
Median age	36.3	36.0	39.4

Employment breakdown

Data not available for publication.

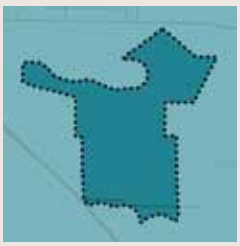
2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

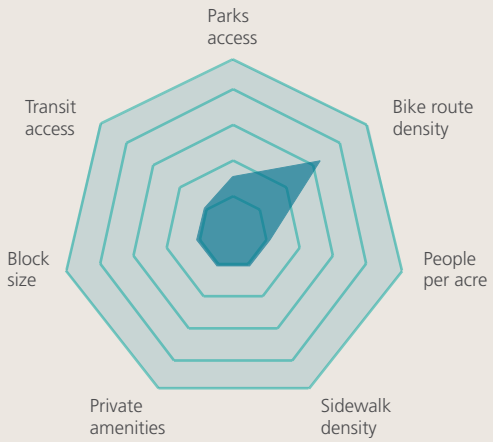

Block size


Bike route density

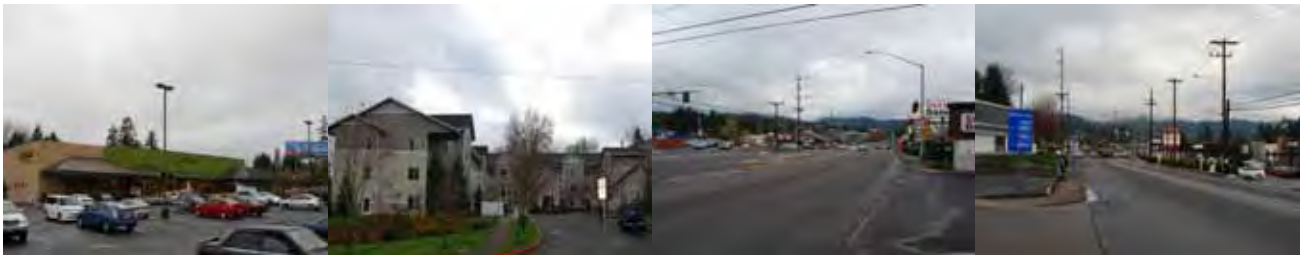

Transit frequency


Parks access

Composite score: 8.74



Raleigh Hills Town Center



Private amenities

1	Bakery
1	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
3	Clothing store
1	Coffee shop
0	Department store
3	Dry cleaners
1	Fitness gym
3	Grocery store
0	Music store
17	Restaurant
0	Specialty snacks and beverages

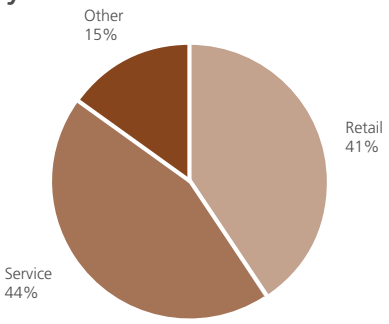
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
0	School

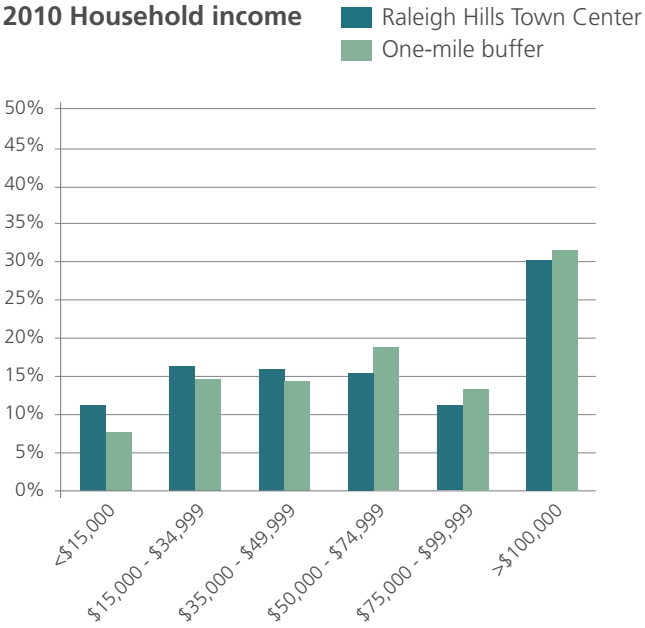
The Raleigh Hills Town Center is located at the intersection of the Beaverton-Hillsdale Highway, an ODOT facility, and Scholls Ferry Road in unincorporated Washington County, adjacent to Portland. The center is served by three separate bus lines, two of which are frequent service. It has 1,599 residents, 1,800 employees and 948 dwelling units. Raleigh Hills Town Center contains 153 gross acres.

By the numbers	Raleigh Hills Town Center	Town center average	One-mile buffer
Net acreage	131	222	3,264
Total population	1,599	2,326	22,587
Total employees	1,802	1,745	5,187
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	$48	$39	$27
People per acre	26.0	20.1	8.5
Dwelling units per acre	7.2	5.0	3.3
Total businesses per acre	1.12	0.73	0.14
Home ownership	48.5%	47.4%	57.1%
Median household income	$59,796	$60,133	$67,057
Median household size	1.91	2.42	2.26
Median age	42.2	36.0	42.7

Employment breakdown

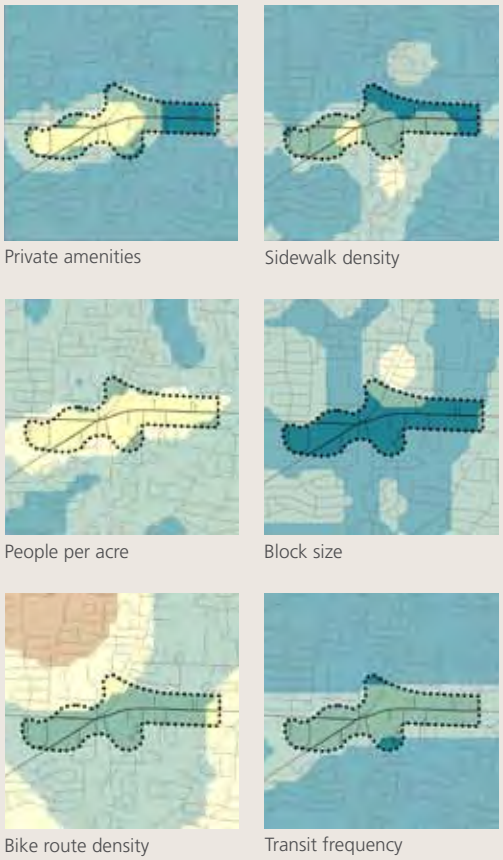


2010 Household income

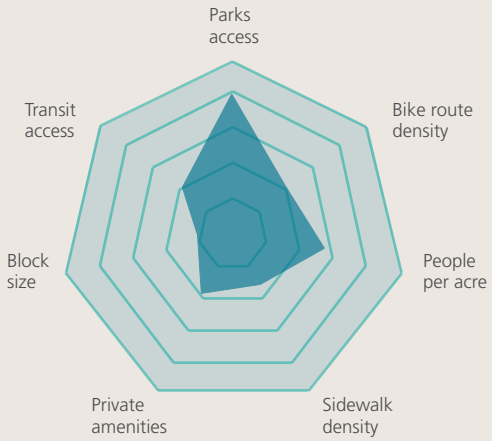


Metro context tool results

Heat maps



Composite score: 32.25



Rockwood Town Center

Private amenities

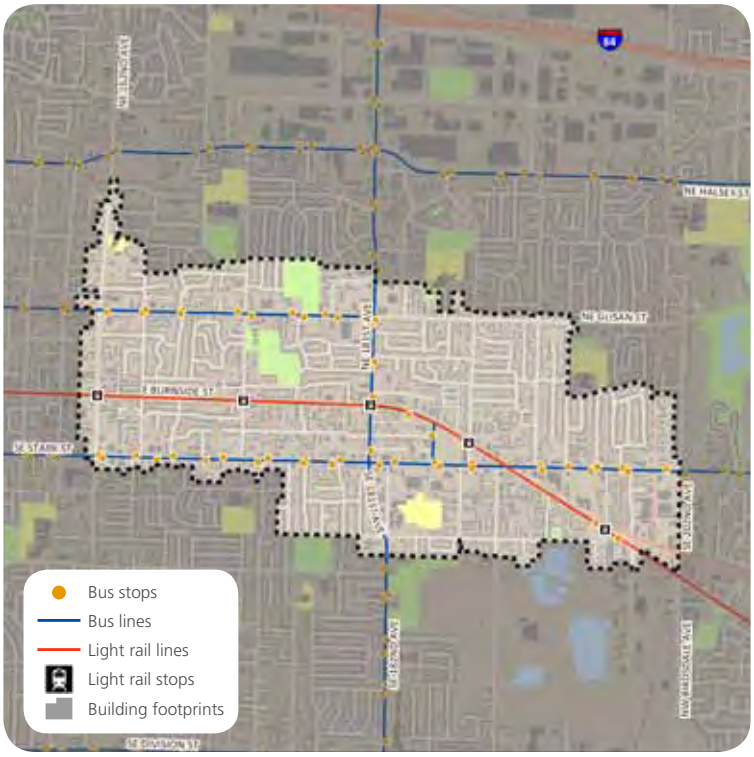
1	Bakery
2	Bar
0	Bike shop
0	Bookstore
0	Brewpub
2	Child care
0	Cinema
4	Clothing store
3	Coffee shop
0	Department store
2	Dry cleaners
0	Fitness gym
9	Grocery store
1	Music store
31	Restaurant
1	Specialty snacks and beverages

Public amenities

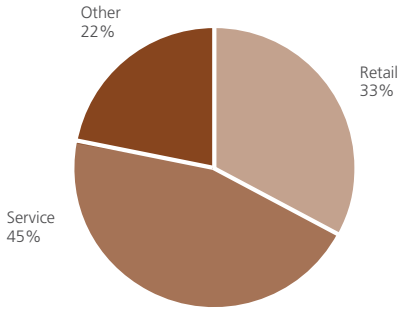
0	Community center
0	Fire station
0	Government building
1	Library
4	School

The Rockwood Town Center is located along the Eastside MAX line in Gresham. The center is bisected by two major arterials, Burnside and Stark streets. Two separate MAX stops are within the town center boundaries, as well as two bus lines along Stark Street and 182nd Avenue. The center has 16,456 residents, 2,264 employees and 6,278 dwelling units. Rockwood Town Center contains 1,029 gross acres.

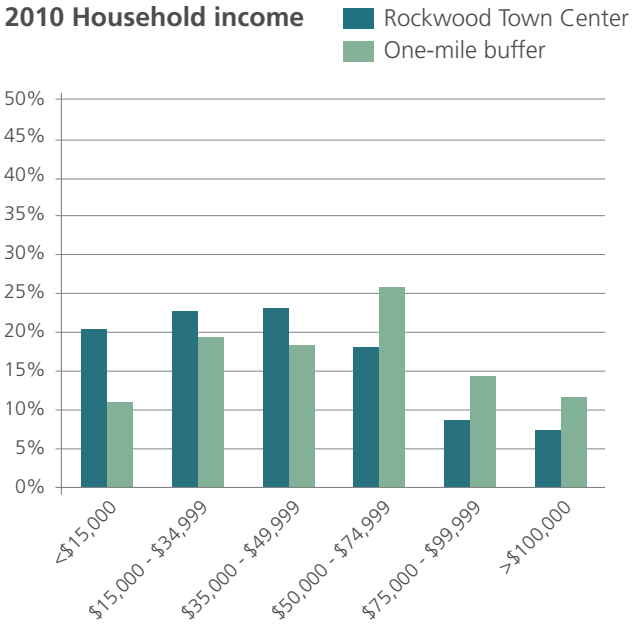
By the numbers	Rockwood Town Center	Town center average	One-mile buffer
Net acreage	826	222	5,677
Total population	16,456	2,326	64,143
Total employees	2,264	1,745	11,882
Non-SOV mode share (all trips)	59%	52%	n/a
Market value per square foot	$25	$39	$26
People per acre	22.7	20.1	13.4
Dwelling units per acre	7.6	5.0	4.4
Total businesses per acre	0.21	0.73	0.12
Home ownership	32.4%	47.4%	51.1%
Median household income	$39,943	$60,133	$51,179
Median household size	3.39	2.42	2.74
Median age	27.8	36.0	33.6



Employment breakdown

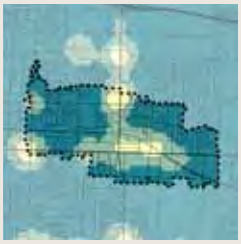


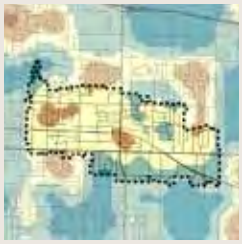
2010 Household income



Metro context tool results

Heat maps

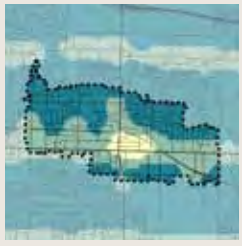

Private amenities


Sidewalk density


People per acre

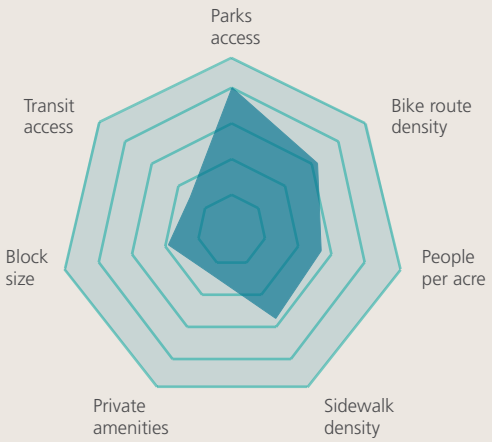

Block size


Bike route density


Transit frequency


Parks access

Composite score: 37.89



Sherwood Town Center

Private amenities

0	Bakery
0	Bar
0	Bike shop
0	Bookstore
0	Brewpub
0	Child care
0	Cinema
1	Clothing store
2	Coffee shop
0	Department store
0	Dry cleaners
1	Fitness gym
0	Grocery store
0	Music store
11	Restaurant
0	Specialty snacks and beverages

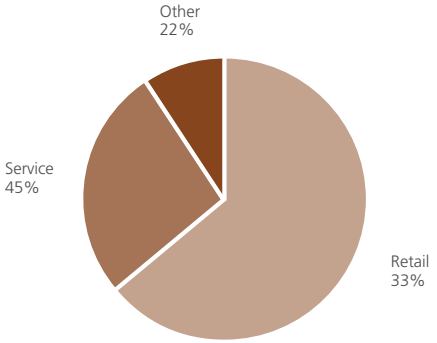
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
0	School

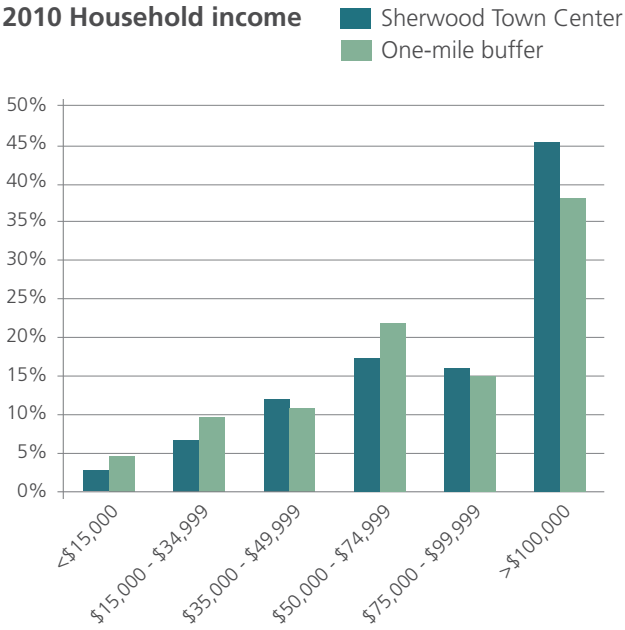
The Sherwood Town Center is located at the junction of Highway 99 West, an ODOT facility, and Tualatin-Sherwood Road. Sherwood has no direct interstate access. One bus line services the town center and continues to the Old Town portion of downtown Sherwood. Sherwood has 138 residents, 1,325 employees and 69 dwelling units. Sherwood Town Center contains 109 gross acres.

By the numbers	Sherwood Town Center	Town center average	One-mile buffer
Net acreage	86	222	3,120
Total population	138	2,326	13,669
Total employees	1,325	1,745	3,525
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	$48	$39	$12
People per acre	16.9	20.1	5.5
Dwelling units per acre	0.80	5.0	1.6
Total businesses per acre	0.95	0.73	0.08
Home ownership	77.9%	47.4%	71.8%
Median household income	$91,097	$60,133	$78,940
Median household size	2.60	2.42	2.75
Median age	34	36.0	32.2

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

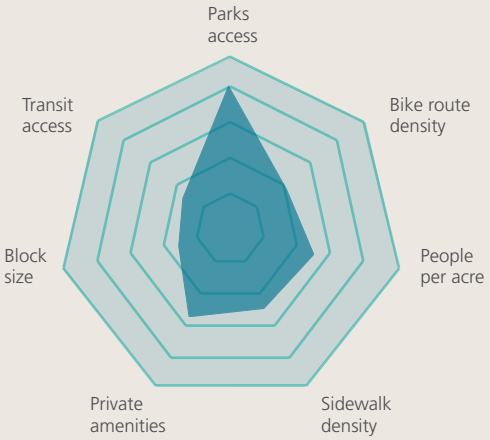

Block size


Bike route density


Transit frequency

Parks access

Composite score: 33.46



St. Johns Town Center

Private amenities

0	Bakery
1	Bar
1	Bike shop
1	Bookstore
0	Brewpub
0	Child care
1	Cinema
2	Clothing store
4	Coffee shop
0	Department store
0	Dry cleaners
1	Fitness gym
4	Grocery store
1	Music store
19	Restaurant
1	Specialty snacks and beverages

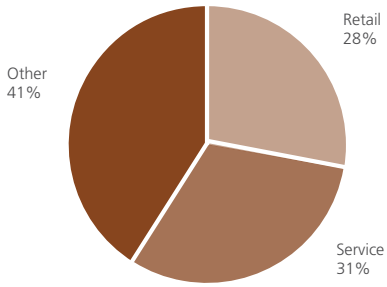
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
1	School

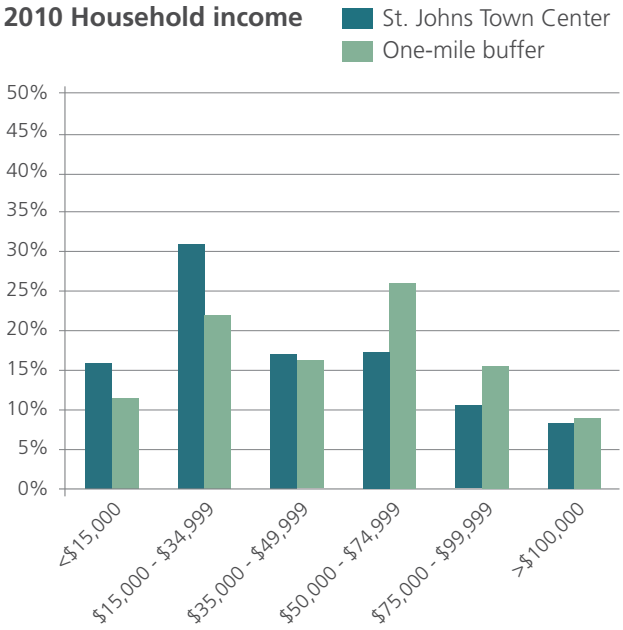
The St. Johns Town Center is located in North Portland, adjacent to the Willamette River. St. Johns has no direct interstate access, but can access U.S. Highway 30 by crossing the Willamette River at the St. Johns Bridge. The area is served by five bus lines, including one frequent service line, allowing for multiple transportation options both in and out of the center. St. Johns has 437 residents, 857 employees and 219 dwelling units. St. Johns Town Center contains 70 gross acres.

By the numbers	St. Johns Town Center	Town center average	One-mile buffer
Net acreage	43	222	2,013
Total population	437	2,326	18,567
Total employees	857	1,745	4,575
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	$68	$39	$22
People per acre	30.0	20.1	11.5
Dwelling units per acre	5.1	5.0	3.8
Total businesses per acre	1.83	0.73	0.11
Home ownership	43.1%	47.4%	52.6%
Median household income	$36,853	$60,133	$50,263
Median household size	2.12	2.42	2.59
Median age	37.9	36.0	34

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

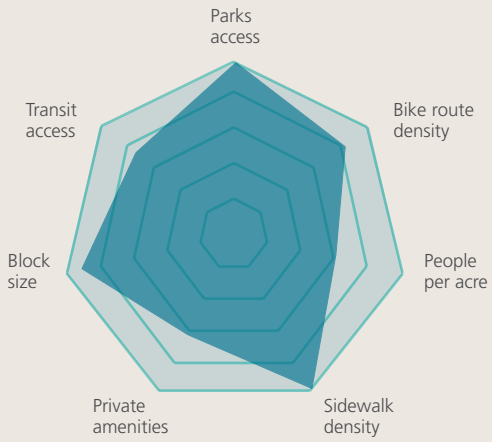

Block size


Bike route density


Transit frequency


Parks access

Composite score: 76.41



Sunset Transit Town Center

Private amenities

1	Bakery
0	Bar
0	Bike shop
0	Bookstore
0	Brewpub
1	Child care
0	Cinema
0	Clothing store
2	Coffee shop
0	Department store
1	Dry cleaners
0	Fitness gym
1	Grocery store
0	Music store
6	Restaurant
2	Specialty snacks and beverages

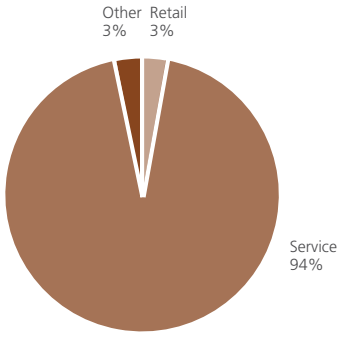
Public amenities

0	Community center
0	Fire station
0	Government building
0	Library
0	School

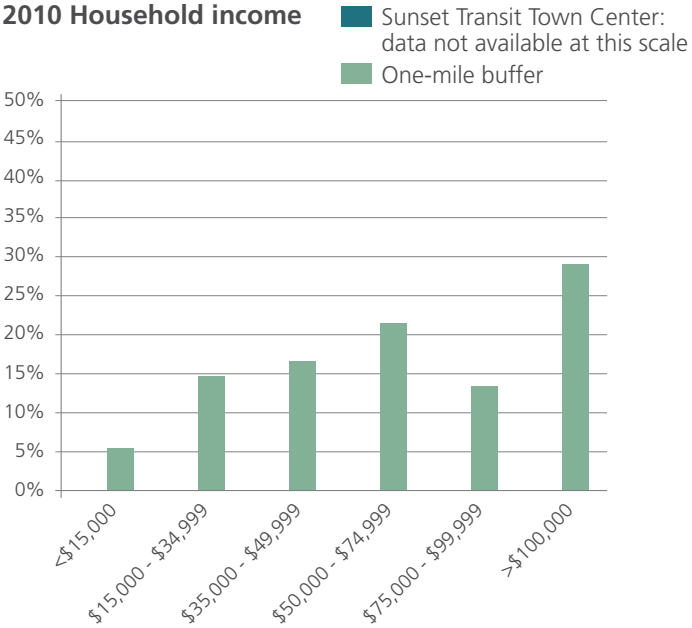
The Sunset Transit Town Center in unincorporated Washington County, adjacent to Beaverton, is located at the intersection of several major arterials including Barnes Road, Highway 26, Highway 217 and the MAX. The Sunset Transit Center serves as a transportation hub for the north portion of Washington County and northwest Portland. As a transit center, the area is serviced by multiple bus lines and both Blue and Red Line MAX trains. The center has 1,940 residents, 6,220 employees and 879 dwelling units. Sunset Transit Town Center contains 262 gross acres.

By the numbers	Sunset Transit Town Center	Town center average	One-mile buffer
Net acreage	208	222	3,361
Total population	1,939	2,326	25,243
Total employees	6,221	1,745	11,412
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	$40	$39	$25
People per acre	39.2	20.1	10.9
Dwelling units per acre	4.2	5.0	3.2
Total businesses per acre	0.80	0.73	0.16
Home ownership	n/a	47.4%	55.9%
Median household income	n/a	$60,133	$65,233
Median household size	n/a	2.42	2.32
Median age	n/a	36.0	37.9

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

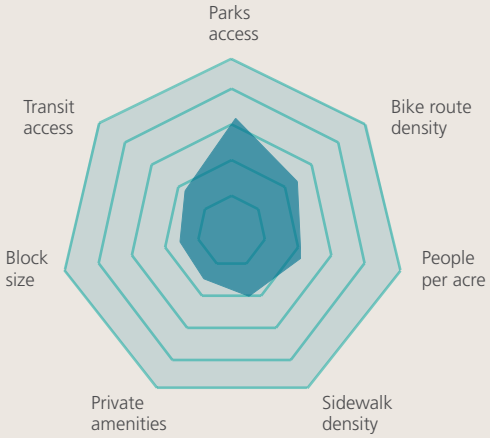

Block size


Bike route density


Transit frequency


Parks access

Composite score: 27.07



Tigard Town Center

Private amenities

1	Bakery
0	Bar
1	Bike shop
0	Bookstore
0	Brewpub
3	Child care
2	Cinema
3	Clothing store
4	Coffee shop
0	Department store
2	Dry cleaners
3	Fitness gym
2	Grocery store
0	Music store
37	Restaurant
1	Specialty snacks and beverages

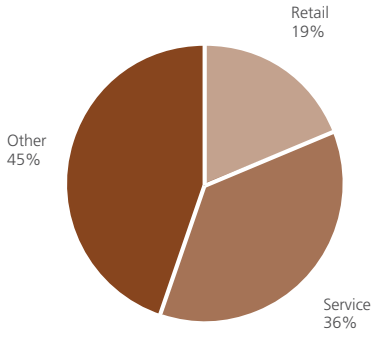
Public amenities

0	Community center
1	Fire station
1	Government building
0	Library
4	School

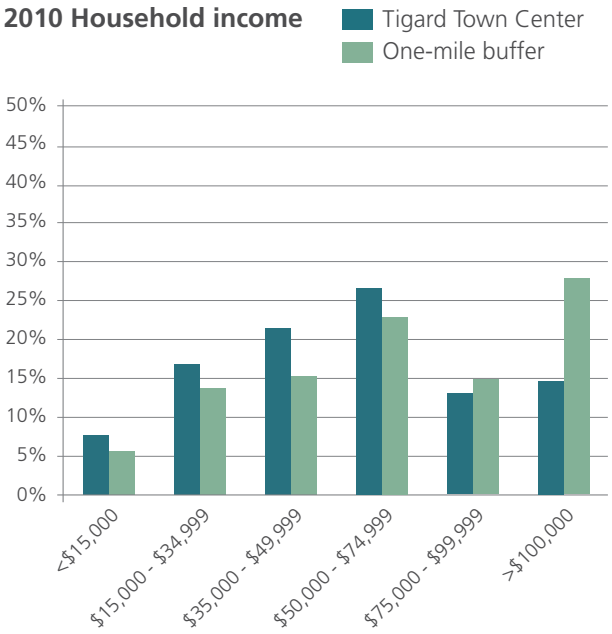
The Tigard Town Center includes the newly added Tigard Triangle area to the existing town center. The center is focused around the ODOT facility of Highway 99 West and has been chosen as the priority corridor for a study of future high capacity transit expansion in the region. The center is serviced by multiple bus lines and is home to a TriMet transit center and a Westside Express Service (WES) commuter rail station. The center has 1,923 residents, 6,876 employees and 944 dwelling units. Tigard Town Center contains 702 gross acres.

By the numbers	Tigard Town Center	Town center average	One-mile buffer
Net acreage	558	222	5,259
Total population	1,923	2,326	39,885
Total employees	6,876	1,745	26,244
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	$30	$39	$31
People per acre	15.8	20.1	12.6
Dwelling units per acre	1.7	5.0	3.1
Total businesses per acre	0.70	0.73	0.30
Home ownership	28.6%	47.4%	55.8%
Median household income	$53,777	$60,133	$66,312
Median household size	2.32	2.42	2.51
Median age	32.3	36.0	37.1

Employment breakdown



2010 Household income



Metro context tool results

Heat maps

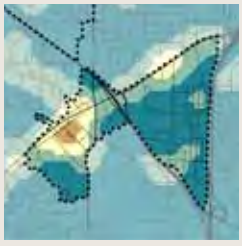

Private amenities

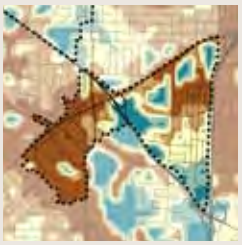

Sidewalk density


People per acre

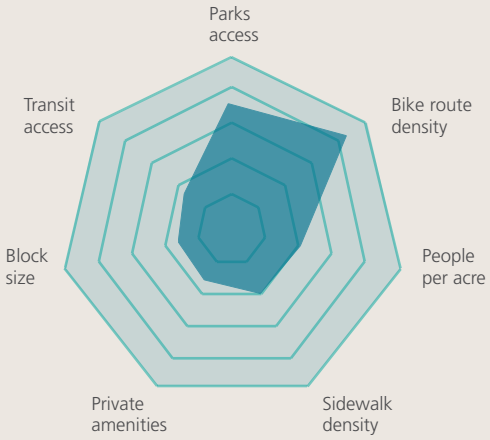

Block size


Bike route density


Transit frequency


Parks access

Composite score: 34.99



Troutdale Town Center

Private amenities

1	Bakery
0	Bar
0	Bike shop
1	Bookstore
0	Brewpub
0	Child care
0	Cinema
10	Clothing store
0	Coffee shop
0	Department store
0	Dry cleaners
0	Fitness gym
0	Grocery store
0	Music store
7	Restaurant
0	Specialty snacks and beverages

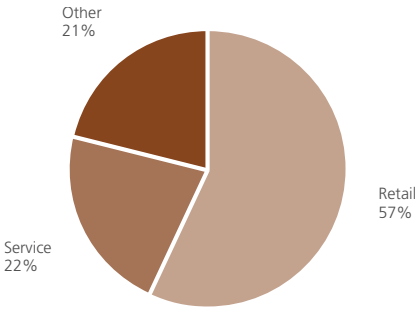
Public amenities

0	Community center
0	Fire station
1	Government building
0	Library
2	School

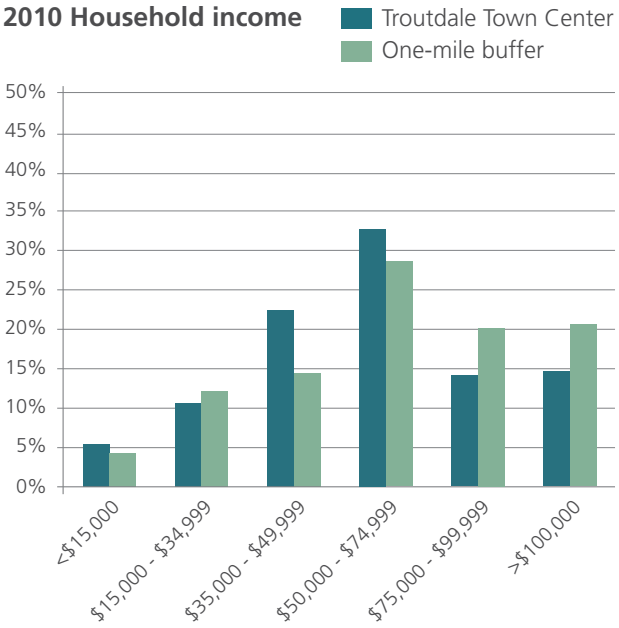
The Troutdale Town Center is located at the eastern end of the region. The center includes a historic main street in downtown Troutdale as well as a significant portion of land west of downtown. The center has direct access to Interstate 84 and contains the historic Columbia River Highway, an ODOT facility. The center has 1,924 residents, 775 employees and 853 dwelling units. Troutdale Town Center contains 418 gross acres.

By the numbers	Troutdale Town Center	Town center average	One-mile buffer
Net acreage	343	222	4,287
Total population	1,924	2,326	17,519
Total employees	775	1,745	6,861
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	$17	$39	$12
People per acre	7.9	20.1	5.7
Dwelling units per acre	2.5	5.0	1.5
Total businesses per acre	0.23	0.73	0.06
Home ownership	61.9%	47.4%	63.4%
Median household income	$58,685	$60,133	$65,196
Median household size	2.53	2.42	2.91
Median age	34.3	36.0	31.6

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

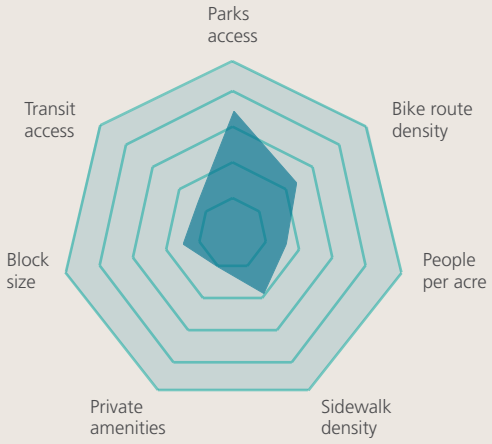

Block size


Bike route density


Transit frequency


Parks access

Composite score: 25.58



Tualatin Town Center

Private amenities

0	Bakery
1	Bar
0	Bike shop
0	Bookstore
0	Brewpub
1	Child care
0	Cinema
0	Clothing store
5	Coffee shop
2	Department store
4	Dry cleaners
3	Fitness gym
3	Grocery store
0	Music store
44	Restaurant
3	Specialty snacks and beverages

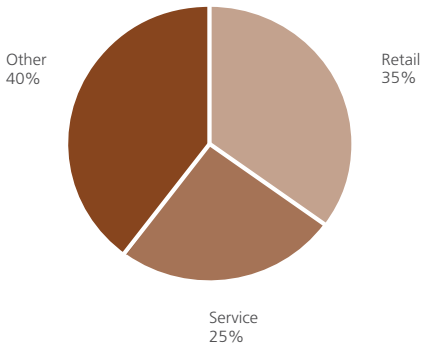
Public amenities

0	Community center
1	Fire station
1	Government building
1	Library
3	School

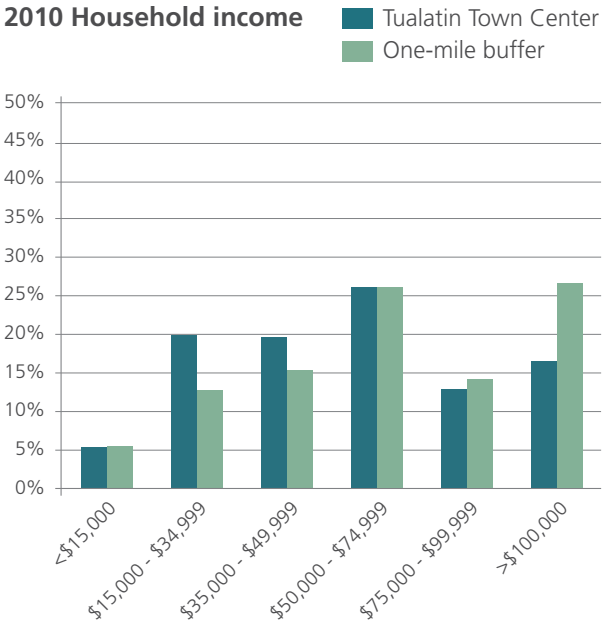
The Tualatin Town Center is located at the intersection of Tualatin-Sherwood and Boones Ferry roads, both major arterials. The center is serviced by multiple bus lines and has a stop on the Westside Express Service (WES) commuter rail line. The center has 3,636 residents, 3,332 employees and 1,660 dwelling units. Tualatin Town Center contains 462 gross acres.

By the numbers	Tualatin Town Center	Town center average	One-mile buffer
Net acreage	395	222	3,912
Total population	3,636	2,326	22,338
Total employees	3,332	1,745	16,680
Non-SOV mode share (all trips)	49%	52%	n/a
Market value per square foot	$30	$39	$23
People per acre	17.6	20.1	10.0
Dwelling units per acre	4.2	5.0	2.3
Total businesses per acre	0.67	0.73	0.23
Home ownership	5.0%	47.4%	48.6%
Median household income	$53,704	$60,133	$65,601
Median household size	2.05	2.42	2.57
Median age	28.1	36.0	33.8

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

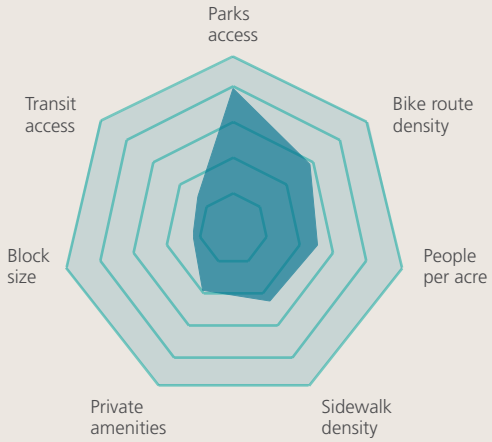

Block size


Bike route density


Transit frequency

Parks access

Composite score: 32.83



West Linn – Historic Willamette Town Center

Private amenities

1	Bakery
1	Bar
0	Bike shop
0	Bookstore
0	Brewpub
4	Child care
0	Cinema
1	Clothing store
5	Coffee shop
0	Department store
1	Dry cleaners
4	Fitness gym
2	Grocery store
0	Music store
20	Restaurant
1	Specialty snacks and beverages

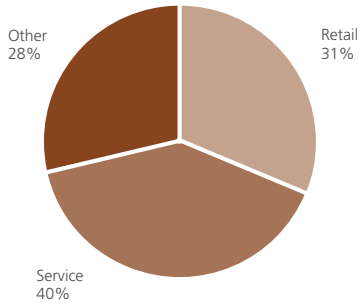
Public amenities

0	Community center
1	Fire station
0	Government building
1	Library
5	School

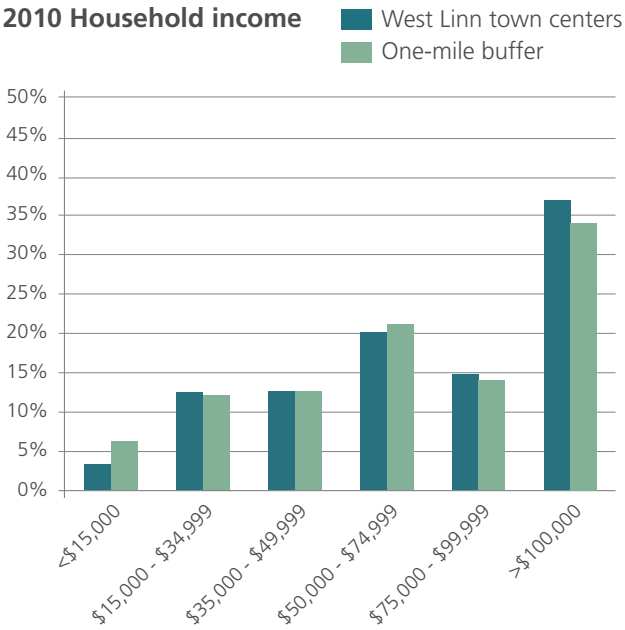
The West Linn town centers are represented by two distinct geographic locations, Bolton and Historic Willamette. Both locations are served by Interstate 205, an ODOT facility. Both centers are also serviced by bus lines. The centers have a combined total of 2,492 residents, 1,620 employees and 896 dwelling units. West Linn town centers contain a combined total of 462 gross acres, 274 in Bolton and 188 in Historic Willamette. Metro context tool results and center boundary map (p. 105) are specific to Historic Willamette. All other data reflect both Historic Willamette and Bolton locations.

By the numbers	West Linn town centers	Town center average	One-mile buffer
Net acreage	316	222	5,872
Total population	2,492	2,326	30,016
Total employees	1,620	1,745	8,582
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	$28	$39	$17
People per acre	13.0	20.1	6.6
Dwelling units per acre	2.8	5.0	2.0
Total businesses per acre	0.53	0.73	0.10
Home ownership	72.4%	47.4%	63.5%
Median household income	$81,054	$60,133	$72,217
Median household size	2.44	2.42	2.58
Median age	40.3	36.0	39

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

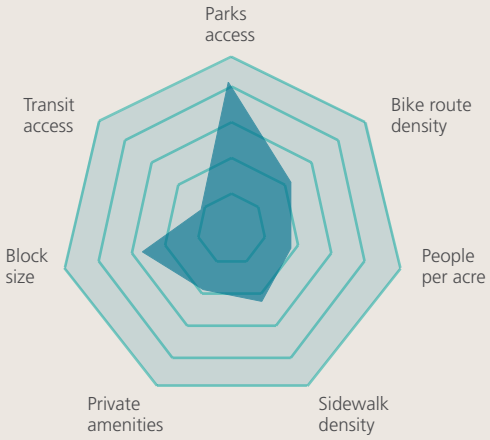

Block size


Bike route density


Transit frequency


Parks access

Composite score: 29.64



West Linn – Bolton Town Center

Private amenities

1	Bakery
1	Bar
0	Bike shop
0	Bookstore
0	Brewpub
4	Child care
0	Cinema
1	Clothing store
5	Coffee shop
0	Department store
1	Dry cleaners
4	Fitness gym
2	Grocery store
0	Music store
20	Restaurant
1	Specialty snacks and beverages

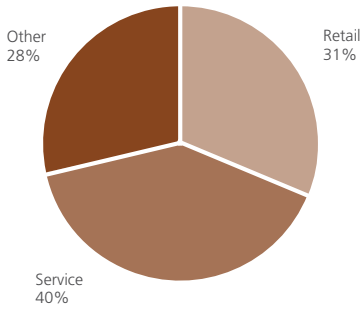
Public amenities

0	Community center
1	Fire station
0	Government building
1	Library
5	School

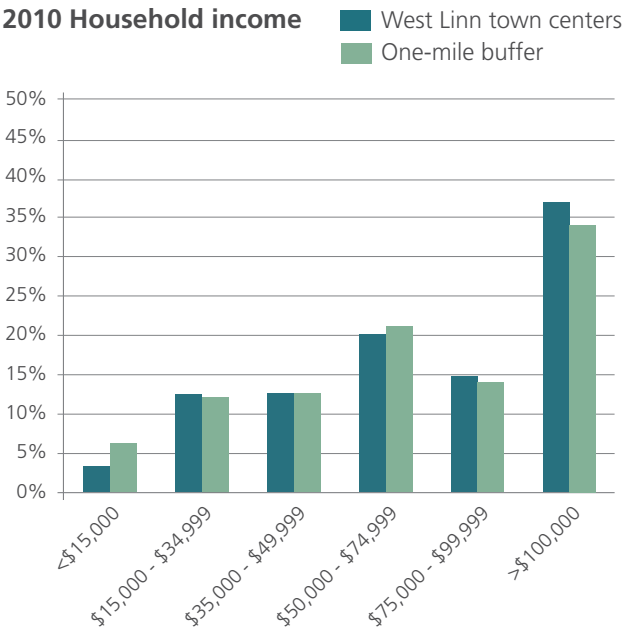
The West Linn town centers are represented by two distinct geographic locations, Bolton and Historic Willamette. Both locations are served by Interstate 205, an ODOT facility. Both centers are also serviced by bus lines. The centers have a combined total of 2,492 residents, 1,620 employees and 896 dwelling units. West Linn town centers contain a combined total of 462 gross acres, 274 in Bolton and 188 in Historic Willamette. Metro context tool results and center boundary map (p. 107) are specific to Bolton. All other data reflect both Historic Willamette and Bolton locations.

By the numbers	West Linn town centers	Town center average	One-mile buffer
Net acreage	316	222	5,872
Total population	2,492	2,326	30,016
Total employees	1,620	1,745	8,582
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	$28	$39	$17
People per acre	13.0	20.1	6.6
Dwelling units per acre	2.8	5.0	2.0
Total businesses per acre	0.53	0.73	0.10
Home ownership	72.4%	47.4%	63.5%
Median household income	$81,054	$60,133	$72,217
Median household size	2.44	2.42	2.58
Median age	40.3	36.0	39

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre


Block size

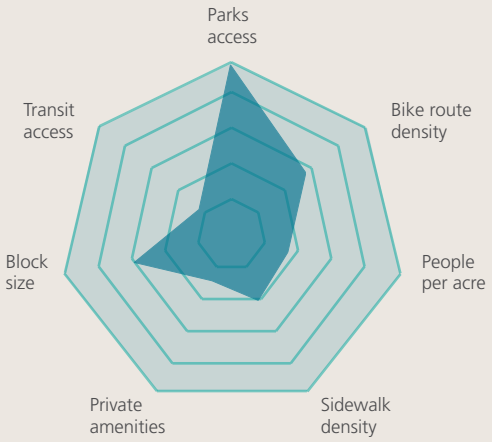

Bike route density


Transit frequency


Parks access

High
Low

Composite score: 37.03



West Portland Town Center

Private amenities

0	Bakery
1	Bar
0	Bike shop
2	Bookstore
0	Brewpub
3	Child care
0	Cinema
0	Clothing store
1	Coffee shop
0	Department store
1	Dry cleaners
1	Fitness gym
2	Grocery store
0	Music store
12	Restaurant
0	Specialty snacks and beverages

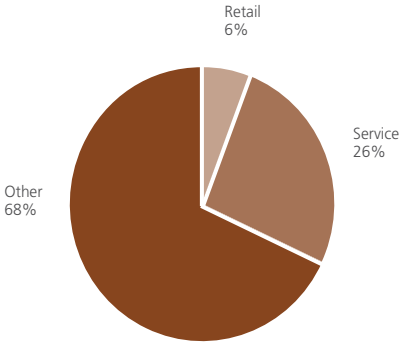
Public amenities

0	Community center
0	Fire station
0	Government building
1	Library
2	School

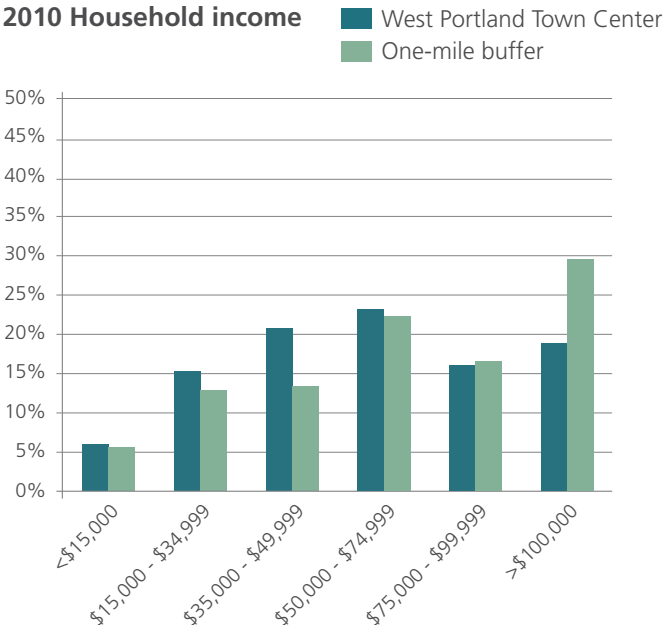
The West Portland Town Center is located at the interchange of Highway 99 West. The majority of service activity in the center revolves around Capital Highway and businesses located along Barbur Boulevard. The center is bisected by two ODOT facilities: Interstate 5 and Highway 99 West. The area is serviced by multiple bus lines, with one frequent service line along Barbur Boulevard. It has 2,880 residents, 3,820 employees and 1,489 dwelling units. West Portland Town Center contains 339 gross acres.

By the numbers	West Portland Town Center	Town center average	One-mile buffer
Net acreage	228	222	3,599
Total population	2,880	2,326	31,327
Total employees	3,820	1,745	8,546
Non-SOV mode share (all trips)	47%	52%	n/a
Market value per square foot	$39	$39	$32
People per acre	29.4	20.1	11.1
Dwelling units per acre	6.5	5.0	4.0
Total businesses per acre	0.79	0.73	0.18
Home ownership	44.3%	47.4%	63.1%
Median household income	$59,267	$60,133	$69,668
Median household size	2.33	2.42	2.32
Median age	33.1	36.0	39.9

Employment breakdown



2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

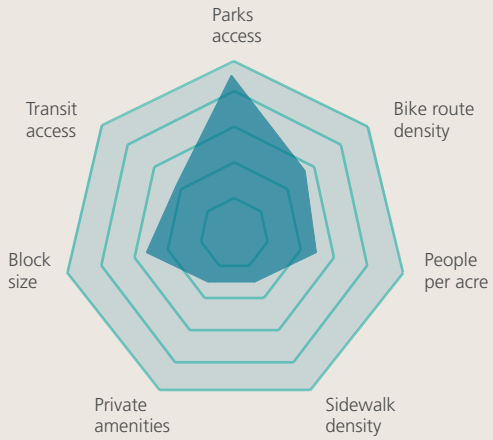

Block size


Bike route density


Transit frequency


Parks access

Composite score: 39.56



Wilsonville Town Center

Private amenities

1	Bakery
2	Bar
0	Bike shop
0	Bookstore
0	Brewpub
2	Child care
1	Cinema
1	Clothing store
1	Coffee shop
0	Department store
3	Dry cleaners
3	Fitness gym
4	Grocery store
0	Music store
26	Restaurant
1	Specialty snacks and beverages

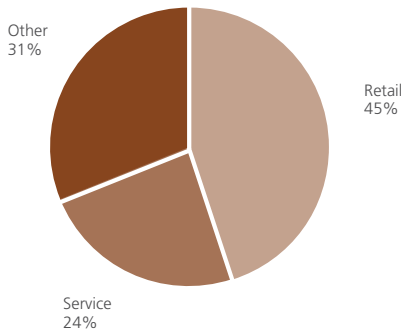
Public amenities

0	Community center
0	Fire station
1	Government building
1	Library
1	School

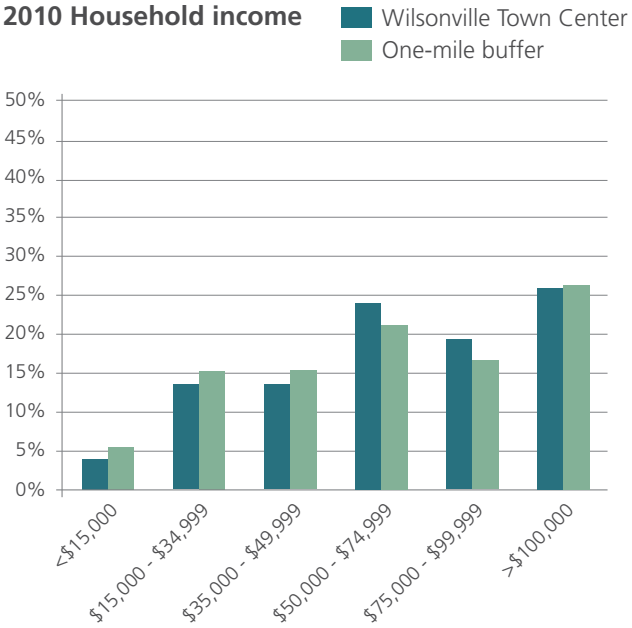
The Wilsonville Town Center is located east of Interstate 5, in downtown Wilsonville. The center has direct access to I-5, and is also serviced by Wilsonville's own Transit service, SMART, and by bus into the Portland area, a shuttle that runs between Wilsonville and Salem during the week and a Westside Express Service (WES) commuter rail stop located just outside of the center. The center has 1,292 residents, 2,110 employees and 662 dwelling units. Wilsonville Town Center contains 230 gross acres.

By the numbers	Wilsonville Town Center	Town center average	One-mile buffer
Net acreage	191	222	3,067
Total population	1,292	2,326	13,497
Total employees	2,107	1,745	7,256
Non-SOV mode share (all trips)	55%	52%	n/a
Market value per square foot	$26	$39	$16
People per acre	17.8	20.1	6.8
Dwelling units per acre	3.5	5.0	2.0
Total businesses per acre	0.66	0.73	0.10
Home ownership	29.6%	47.4%	47.5%
Median household income	$68,887	$60,133	$65,990
Median household size	2.02	2.42	2.31
Median age	29.7	36.0	35.8

Employment breakdown

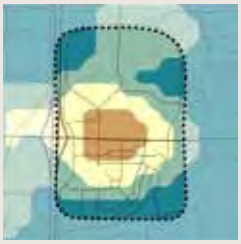


2010 Household income



Metro context tool results

Heat maps


Private amenities


Sidewalk density


People per acre

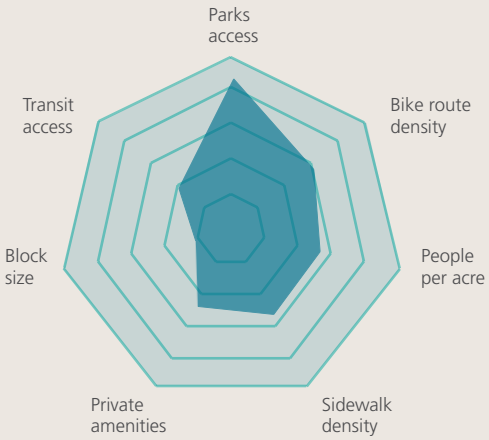

Block size


Bike route density


Transit frequency


Parks access

Composite score: 36.20



Acknowledgments

This report was developed through a collaborative effort between Metro planning, research and communications teams to help communities realize their aspirations to become vibrant, prosperous and livable centers. Special thanks to all those invested in developing successful centers who provided feedback on the 2009 State of the Centers report.

State of the Centers project team

Mark Bosworth, principal GIS analyst
Clint Chiavarini, GIS specialist
Paulette Copperstone, program assistant
Chris Deffebach, land use planning manager
Elizabeth Goetzinger, business and resource coordinator
Brian Harper, assistant regional planner
Robin McArthur, planning director
Peggy Morell, public affairs specialist
Resa Thomason, design and production coordinator
John Williams, deputy director for community development

Metro | *Making a great place*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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