

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, June 8, 2011
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|---------|-----|---|------------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Charlotte Lehan, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Charlotte Lehan, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:15 PM | 5. | * <u>CONSIDERATION OF THE MAY 25, 2011 MPAC MINUTES</u> | |
| | 6. | <u>ACTION ITEMS</u> | |
| 5:20 PM | 6.1 | * High Capacity Transit System Expansion Policy Implementation Guidance: Resolution No. 11-4265 , For the Purpose of Adopting the Regional High Capacity Transit System Expansion Policy Implementation Guidance – <u>RECOMMENDATION TO THE METRO COUNCIL REQUESTED</u> | Josh Naramore |
| | | <ul style="list-style-type: none">• <u>Outcome</u>: Recommendation to Council for adoption of the HCT System Expansion Policy Implementation Guidance. | |
| 5:55 PM | 6.2 | * A Collaborative Approach to Building Livable, Prosperous, Equitable and Climate Smart Communities Using Scenarios – <u>RECOMMENDATION TO THE METRO COUNCIL REQUESTED</u> | Kim Ellis |
| | | <ul style="list-style-type: none">• <u>Outcome</u>: Recommendation to Metro Council to move forward with the Phase 1 scenario analysis. | |
| 6:55 PM | 7. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 7 PM | 8. | <u>ADJOURN</u> | Charlotte Lehan, Chair |

* Material included in the packet.

** Material will be distributed prior to the meeting.

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.



2011 MPAC Tentative Agendas

Tentative as of June 2, 2011

<u>MPAC Meeting</u> June 8 <ul style="list-style-type: none"> • High Capacity Transit System Expansion Policy Guidance (recommendation to council) • Climate Smart Communities – scenarios evaluation approach and strategies to test (recommendation to council) 	<u>MPAC Meeting</u> June 22
<u>MPAC Meeting</u> July 13 <ul style="list-style-type: none"> • Legislative recap • Outcomes-based Urban Growth Management/UGB • HUD Grant 	<u>MPAC Meeting (Possible MPAC field trip – local sharing of projects)</u> July 27 <ul style="list-style-type: none"> • <i>Intertwine System Development</i>
<u>MPAC Meeting</u> August 10	<u>MPAC Meeting</u> August 24 (cancelled)
<u>MPAC Meeting</u> September 14 <ul style="list-style-type: none"> • Outcomes-based Urban Growth Management/UGB (discussion) 	<u>MPAC Meeting</u> September 28 <ul style="list-style-type: none"> • Outcomes-based Urban Growth Management/UGB (recommendation) <u>League of Oregon Cities Annual Conference</u> September 29-October 1 Bend
<u>MPAC Meeting</u> October 12 <ul style="list-style-type: none"> • 	<u>MPAC Meeting</u> October 26 <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (discussion)</i>
<u>November</u> <i>Possible joint MPAC/JPACT meeting on Climate Smart Communities Scenarios: results and preliminary recommendations</i>	

<u>MPAC Meeting</u> November 9 <u>Associated Oregon Counties Annual Conference</u> November 15-17, Location to be determined	<u>MPAC Meeting</u> November 23 (Cancelled)
<u>MPAC Meeting</u> December 14 <ul style="list-style-type: none"> <i>Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation) (or 1/11/12)</i> 	

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.



METRO POLICY ADVISORY COMMITTEE

May 25, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Pat Campbell
Jody Carson
Steve Clark
Jennifer Donnelly
Andy Duyck
Kathryn Harrington
Jack Hoffman
Carl Hosticka
Charlotte Lehan, Chair
Keith Mays
Doug Neeley
Barbara Roberts
Norm Thomas
Jerry Willey, Vice Chair

MEMBERS EXCUSED

Sam Adams
Ken Allen
Shane Bemis
Matt Berkow
Nathalie Darcy
Michael Demagalski
Denny Doyle
Amanda Fritz
Annette Mattson
Marilyn McWilliams
Wilda Parks
Loretta Smith, Second Vice Chair
Steve Stuart
William Wild

ALTERNATES PRESENT

Stanley Dirks
Ed Gronke
John Hartsock
Mark San Soucie
Dresden Skees-Gregory

AFFILIATION

City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
TriMet Board of Directors
Oregon Department of Land Conservation and Development
Washington County Commission
Metro Council
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas County Commission
City of Sherwood, representing Washington Co. Other Cities
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
City of Troutdale, representing Multnomah Co. Other Cities
City of Hillsboro, representing Washington County Largest City

AFFILIATION

City of Portland
Port of Portland
City of Gresham, representing Multnomah Co. 2nd Largest City
Multnomah County Citizen
Washington County Citizen
City of North Plains, representing Washington Co. outside UGB
City of Beaverton, representing Washington Co. 2nd Largest City
City of Portland
David Douglas School Board, representing Governing Body of School Districts
Washington County Special Districts
Clackamas County Citizen
Multnomah County Commission
Clark County, Washington Commission
Oak Lodge Sanitation District, representing Clackamas Co. Special Districts

AFFILIATION

City of Wood Village, representing Multnomah Co. Other Cities
Clackamas County Citizen
Boring Fire District, representing Clackamas Co. Special Districts
City of Beaverton, representing Washington Co. 2nd Largest City
Washington County Citizen

STAFF: Aaron Brown, Andy Cotugno, Councilor Shirley Craddick, Kim Ellis, Brian Harper, Mike Høglund, Alison Kean Campbell, Robin McArthur, Sherry Oeser, Ken Ray, Nikolai Ursin, John Williams, Ina Zucker

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:04 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 Barbara Roberts updated the committee on the following Metro items:

- The Metro Council has given direction to staff on areas to study for possible Urban Growth Boundary (UGB) expansion later this fall. The staff has been instructed to examine all areas recommended to Metro last fall as well as parcels requested for study by the Cities of Hillsboro and Tigard. Metro staff's recommendations on the future designation on these parcels will be presented on July 5; these recommendations will be made available for public comment and feedback before the Council's final decision in October; questions about the process can be directed to Acting Chief Operating Officer Dan Cooper.
- Metro's new redistricting map was approved by the Council on May 19, and will go into effect for the 2012 election cycle. The council adopted a modified version of the Option 3 map proposed by Metro staff.
- Last week the Metro Council awarded \$1.6 million to 17 Nature in Neighborhood grant recipients. A document discussing these grants was distributed at the meeting and is available in the MPAC packet.

5. CONSENT AGENDA

MOTION: Mayor Keith Mays moved, and Mr. Steve Clark 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.

MOTION: Councilor Jody Carson moved, and Mayor Doug Neeley seconded, to approve the 2011 nominees for the Metro Technical Advisory Committee (MTAC) roster.

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

6.0 INFORMATION / DISCUSSION ITEMS

6.1 CLIMATE SMART COMMUNITIES SCENARIOS EVALUATION APPROACH AND STRATEGIES TO TEST – DISCUSSION

Mr. Andy Cotugno introduced Ms. Kim Ellis, both of Metro, to discuss the Climate Smart Communities Scenarios project. He explained that during the past two months Metro staff have been soliciting feedback on the scenario evaluation approach to be used this summer, and wanted to provide MPAC members with another opportunity to review the approach and provide comments. He reminded MPAC members that while House Bill 2001 focuses solely on reducing greenhouse gas emissions from light vehicles, this effort will consider a more comprehensive set of benefits and impacts of the different strategies. Ms. Ellis gave a brief slideshow presentation providing context of the process and noted that Metro staff would be asking for approval from MPAC at the next meeting to begin developing the detailed assumptions outlined in the Climate Smart Communities Scenarios evaluation framework.

Committee discussion included:

- The relevance of particular beta indicators included in Table 1 of the Draft Phase 1 Scenario Evaluation Framework. MPAC members questioned the value of measuring certain statistics such as “water consumption per capita;” Ms. Ellis noted that the provision of water services (transmission and heating at the household level) results in greenhouse gas emissions due to the energy used, and that the reduction of water use is a cobenefit of some of the strategies that will be evaluated this summer. Other clarifying questions were asked about specific beta indicators such as travel time per capita and the meaning of “investment revenues generated.” Another committee member suggested including a measurement of the carbon emissions associated with solid waste management on a per capita basis.
- The difficulty faced by local governments in balancing their budgets, and what that means for this legislation. Representatives from cities expressed concern of the high costs of revising local comprehensive and local transportation plans to meet potential mandates established by the state legislation’s emission reduction goals. A preferred Scenario for adopting rigorous greenhouse gas regulations is expected to be adopted in 2014. Under HB 2001, local jurisdictions are required to amend their land use and transportation plans to be consistent with the adopted scenario. Metro staff expressed interest in collaborating with municipalities who are currently updating their local plans to help ensure that their updates will be consistent with the preferred scenario. Ms. Ellis explained the tools developed this year and scenario planning in 2012 will be an opportunity to incorporate local plan updates into this process. Others expressed concern in the difficulty of finding the funds necessary to physically construct and maintain the new infrastructure that may be required to meet the state mandates, and noted that cities will need new innovative ways of raising revenue for these facilities if they plan on maintaining a current level of provision of services.
- The importance of having public officials use effective messaging when discussing these targets. Metro staff noted that this scenario process should be used to help communities craft policies that help them meet their aspirations, such as creating walkable neighborhoods, in addition to reducing the emissions of greenhouse gases.

- Questions regarding how the language in these documents can be modified to be relevant to a broader audience. MPAC members discussed how to make sure that this document communicates these Climate Scenarios to not only the region's urban planners but to other regional economists, agencies, and business leaders, since many of the Beta Indicators from Table 1 are measuring outputs that directly affect their role in the region. MPAC supported expanding the background section on page 1 to more clearly describe the broader mission and goals of this effort with a recognition that this effort should not focus solely on reducing greenhouse gas emissions (GHGs), or land use and transportation planning – it must do that and support the other 5 outcomes the region is collectively striving to achieve. Metro staff noted that this is important work for the region to choose the best path for us collectively and an opportunity to show how we can reduce GHGs and make the case for the economic, equity and other environmental benefits and potential public/private cost savings that will come from creating better, more energy efficient places to live and work – which is what many of these strategies will do.
- How to more explicitly include development of a finance strategy in the effort because many of the strategies will be implemented locally, and to the extent possible, demonstrate potential cost savings to the public and private sectors and potential costs of inaction.

6.2 MAKING A GREAT PLACE IMPLEMENTATION GUIDANCE – DISCUSSION

Mr. Brian Harper of Metro discussed the “State of the Centers” report produced this month by Metro. The report is an update of a 2009 report of the same title that quantitative metrics to perform a diagnostic analysis of the region's designated city center, regional centers, and neighborhood town centers. The updated metrics allows Metro and local jurisdictions to track the performances of these town centers over time, and Mr. Harper encouraged MPAC members to use this report to compare their own regional and town centers with others across the region. Because each of these centers are on a continuum, there is value for each regional leader to compare their centers with others of differing size, density, and population. The report also includes a series of “heat maps” of each of the centers, which spatially measure characteristics of a center (i.e., density, bike friendliness) across a center.

Committee discussion included:

- Accuracy of certain specific data sets used in the report. MPAC members noted potential inaccuracies in the report's measurements of the Washington Square, Fairview and Sherwood Town Centers. Mr. Harper noted that some discrepancies may be due to the difference between a designated boundary of a delineated center and the functional boundary, and that some centers' metrics do not account for amenities located on the other side of the border.
- The suggestion from an MPAC member to measure job density in the heat maps of each across the region.
- The potential for MPAC to “take a field trip” and occasionally conduct future meetings at other locations. Mr. Cotugno noted that hosting MPAC meetings at town centers across

the region could help foster regional collaboration and communication and encourage some leaders to “show off” their successes and challenges in developing regional and town centers. Mr. Cotugno noted that the possibility of hosting MPAC meetings at other locations would be discussed at the next MPAC meeting on June 9.

Mr. Harper then introduced Mr. Josh Naramore of Metro, who presented information regarding the High Capacity Transit (HCT) System Expansion Policy. Mr. Naramore explained he was asking for adoption of this guidebook to help the region develop a clearly articulated decision making process that outlines how the region decides where to next invest in HCT corridors. This document, written one year after the passing of the 2035 HCT plan, is intended to clarify and codify the process through which new system expansion is discussed and planned. This document will return for approval at the next MPAC meeting on June 9.

Committee discussion included:


- How this document takes into account the effect that system expansion has on TriMet’s capacity, and how the decision-making process can take TriMet’s operations into consideration when considering new HCT expansion.
- The potential for local governments with HCT aspirations to use this document as a guide for how to build their community in preparation for HCT expansion. This document outlines the factors considered by decision-making bodies when HCT expansion is considered, and therefore communities on emerging corridors should consider writing their comprehensive land use plans in accordance to the principles outlined here.
- Mr. Naramore continued to then discuss the Transportation and Land Use Guidance document, which he described as a handbook for local implementation of the Regional Transportation Plan (RTP) functional plan and the urban growth management functional plan. He noted that this document does not establish any new requirements for local governments to meet but rather updates the document to include new amendments in previous documents, such as Metro’s recently designated “Six Desired Outcomes.” Mr. Naramore cited the work of the City of Beaverton in including Metro’s guidelines into a framework for the city’s recently adopted Transportation System Plan.

7. MPAC MEMBER COMMUNICATION

There were none.

8. ADJOURN

Respectfully submitted,



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 05/25/11:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Handout	05/03/11	2011 MPAC Tentative Agenda	052511m-01
1	Handout		MPAC Roles and Responsibilities	052511m-02
4	Handout	05/01/11	Metro Nature in Neighborhoods capital grants	052511m-03
6.1	Slideshow	05/25/11	Climate Smart Communities Scenarios Timeline	052511m-04
6.2	Report	05/23/11	State of the Centers: Investing in our Communities	052411m-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 11-4265
REGIONAL HIGH CAPACITY TRANSIT)	
SYSTEM EXPANSION POLICY)	Introduced by Councilor Carlotta Collette
IMPLEMENTATION GUIDANCE)	

WHEREAS, the Metro Council accepted elements of the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the regional high capacity transit system plan was incorporated into the 2035 Regional Transportation Plan.

WHEREAS, the Metro Council adopted the 2035 Regional Transportation Plan ("RTP") and related elements by Ordinance No. 10-1241B (For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan) on June 10, 2010; and

WHEREAS, Chapter 6 of the 2035 RTP lists a number of implementation activities to be completed post-adoption, including developing guidance for implementing the high capacity transit system expansion policy and bringing it forward to the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the high capacity transit system expansion policy and the implementation guidance will be revisited as part of each update of the RTP; now therefore

BE IT RESOLVED by the Metro Council:

1. That the High Capacity Transit System Expansion Policy Implementation Guidance, attached as Exhibit A, is hereby approved for distribution to local governments and others interested.
2. That proposed revisions to the Guidance shall be presented to JPACT and MPAC for recommendations to the Council, and to the Council for approval.

ADOPTED by the Metro Council this _____ day of June 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean-Campbell, Metro Attorney

www.oregonmetro.gov

High Capacity Transit System Expansion Policy

Implementation Guidance

for the Portland metropolitan region

A guidebook for local implementation

June 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.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor

Suzanne Flynn

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 policy¹. 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 will enhance support for transit investments, but 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.

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

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.

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	Corridors²
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) ³
Emerging Corridors (Next Phase and Developing Regional Priority 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
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

² Corridors presented in each tier are sorted by numeric order only; corridor numbers refer to identifications used in the HCT System Plan technical evaluation processes.

³ Corridor 34: WES frequency improvements to 15-minute all day service are included in the 2035 RTP list of projects. The project as included in the 2035 RTP represents this level of improvement phased in over time, not construction as light rail as evaluated in the HCT System Plan technical evaluation processes.

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 four sections:

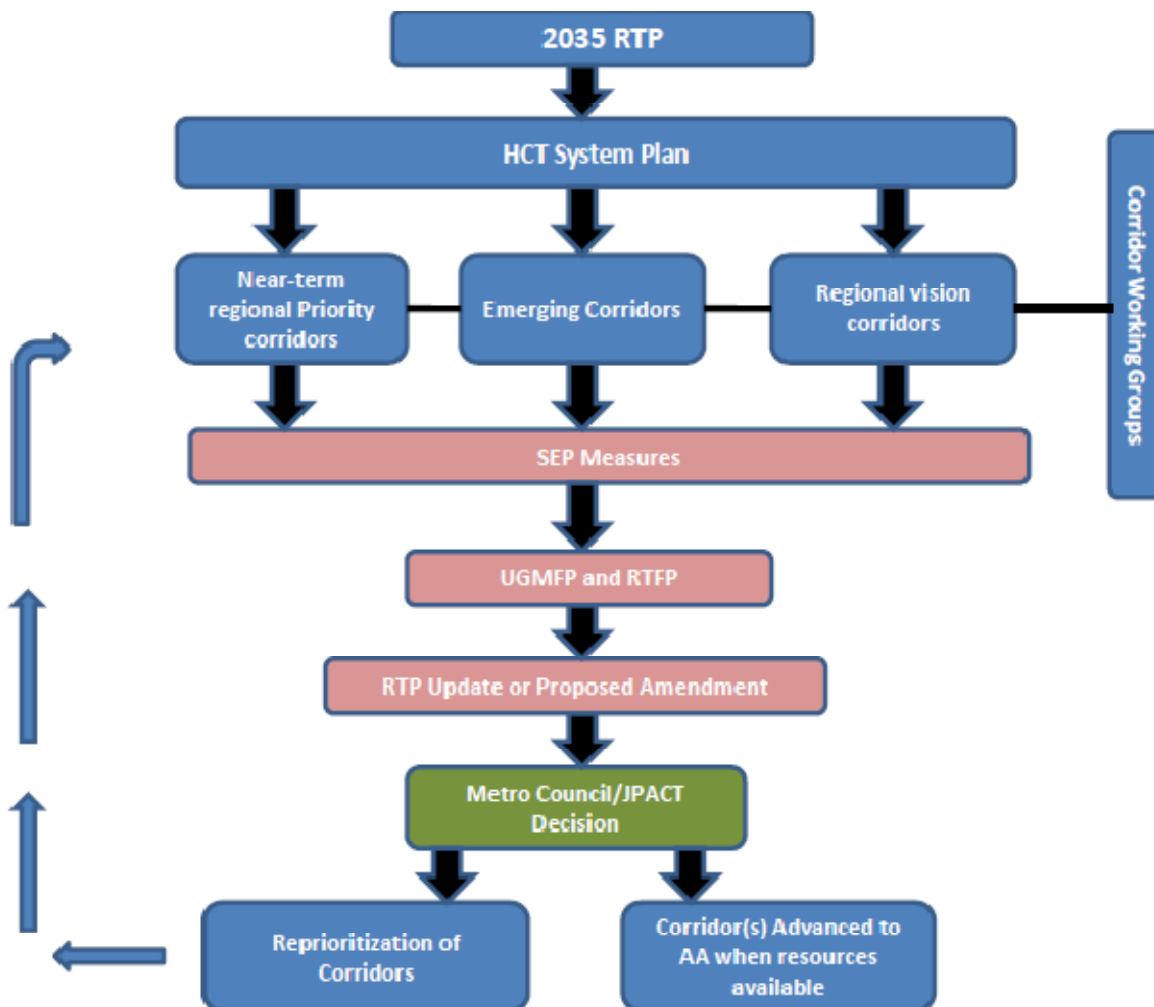
1. SEP Decision-making framework
2. Corridor Working Groups
3. Evaluating performance
4. Updating the 2035 RTP

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. All of the local jurisdictions in the HCT corridor as defined in the 2035 RTP and HCT System Plan must be invited to participate in the CWG. Participation of all local jurisdictions is not mandatory.
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. The IGA or MOU would be between the local jurisdictions participating in the CWG.

- 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 website⁴.

⁴ <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 (<i>discussed later in this report</i>)
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 (<i>discussed later in this report</i>)
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 the 2040 Context Tool measures.

Table 2 – SEP 2040 Context Tool Measures

Measure	Description (within distance of HCT Corridor)
<i>Density of People</i>	Current households and jobs per net acre within ½ mile
<i>Density of ULI Businesses</i>	Number of ULI Businesses within ½ mile
<i>Transit Oriented Zoning</i>	Assigning values to regional zoning classifications within ½ mile
<i>Average Block Size</i>	Density of acres of blocks within ½ mile
<i>Sidewalk Coverage</i>	Completeness of sidewalk infrastructure within ½ mile
<i>Bicycle Facility Coverage</i>	Access to bicycle infrastructure measured as distance to nearest existing bicycle facility within ½ mile
<i>Transit Frequency</i>	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*.⁵ 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
<i>Housing & Transportation Affordability</i>	Demonstrating that potential transit investment will serve communities with high rate of cost burdened households
<i>Parking Requirements</i>	Implement parking requirements in corridor that meet or exceeds Title 4 of the RTFP.
<i>Local Funding Mechanisms</i>	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.
<i>Equity</i>	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

⁵ 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.

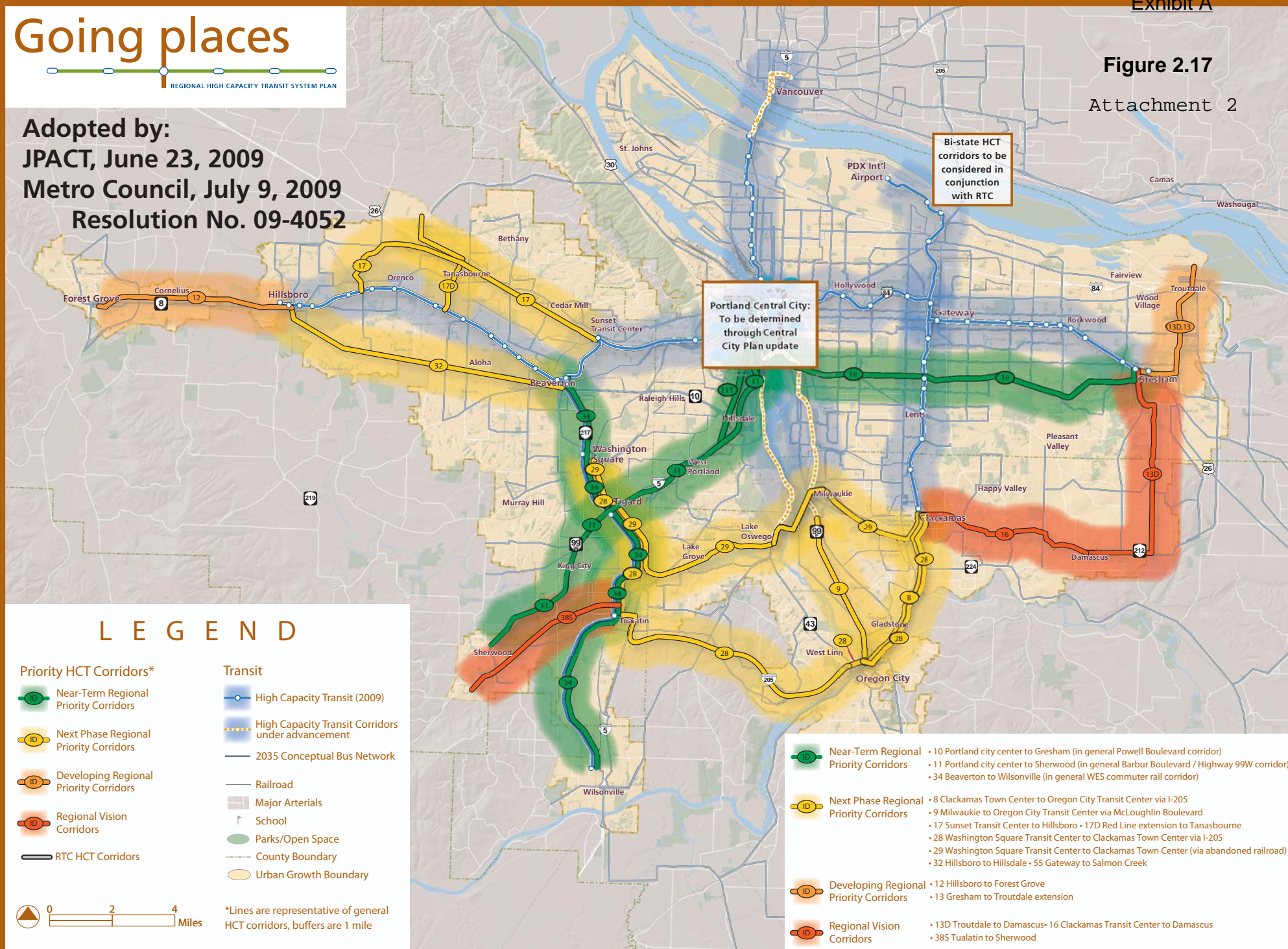
Going places



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

Figure 2.17

Attachment 2



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4265 FOR THE PURPOSE OF ADOPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM EXPANSION POLICY IMPLEMENTATION GUIDANCE.

Date: June 1, 2011

Prepared by: Josh Naramore 503-797-1825

BACKGROUND

The Regional High Capacity Transit (HCT) System Plan was developed as a component of the 2035 Regional Transportation Plan (RTP) and serves as the foundation for prioritizing future HCT investments. The Regional HCT System Plan identifies the best locations for major transit capital investments based on evaluation criteria derived from the 2035 RTP. These adopted evaluation criteria will provide the basis to inform MPAC, JPACT and Metro Council's regional decisions on HCT investments as part of future RTP updates.

The 2035 RTP adopted in June 2010 included an outline for developing a HCT system expansion policy (SEP). The SEP 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 JPACT, MPAC and the Metro Council.

This resolution adopts the HCT SEP Implementation Guidance in Exhibit A and is the first post-adoption 2035 RTP implementation activity to be completed. It builds upon the SEP policy framework that was adopted as part of the 2035 RTP by:

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

Following the SEP guidelines will enhance support for transit investments, but 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 implementation guidance 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.

Any changes to the HCT SEP implementation guidance will be addressed as part of each RTP update. With adoption of this resolution, changes to the HCT SEP implementation that arise between RTP updates will need to come before MPAC, JPACT and Metro Council.

TPAC recommended approval of this resolution to JPACT at its May 27 meeting. Similarly, MTAC recommended approval of this resolution at its June 1 meeting. Both TPAC and MTAC approved the guidebook with a few changes. The changes included adding language to clarify that participation of all local governments in a corridor working group is not mandatory, but all the jurisdictions must be invited to participate. The HCT SEP implementation guidance included in Exhibit A reflects both the TPAC and MTAC changes. It is scheduled for adoption at the June 8 MPAC meeting and the July 14 JPACT meeting.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** –

Metro Council Ordinance No. 10-1241B FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted by the Metro Council June 10, 2010.

Metro Council Resolution No. 09-4052 FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS, adopted by the Metro Council July 9, 2009.

3. **Anticipated Effects** – None Anticipated.

4. **Budget Impacts** – None Anticipated.

RECOMMENDED ACTION

Approve Resolution No. 11-4265 and adopt the High Capacity Transit System Expansion Policy Implementation Guidance.

MPAC Worksheet

Agenda Item Title: A collaborative approach to building livable, prosperous, equitable and climate smart communities using scenarios

Presenter(s): Kim Ellis

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

Date of MPAC meeting: June 8, 2011

Purpose/Objective

Request MPAC support for a work group of Metro, state and local agency staff to move forward with the scenario analysis this summer.

Action Requested/Outcome

Make a recommendation to the Metro Council to support moving forward with the Phase 1 analysis, using the approach and evaluation framework to guide the analysis and reporting.

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

MPAC discussed the 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 and May 27, the Metro Council on May 3, the Metro Technical Advisory Committee (MTAC) on May 4 and June 1, the Joint Policy Advisory Committee on Transportation (JPACT) on May 12, and a work group of TPAC and MTAC members on May 16. MPAC discussed the draft framework on May 25 and provided the following comments:

- Expand the background section on page 1 to more clearly describe the broader mission and goals of this effort with a recognition that this effort should not focus solely on reducing greenhouse gas emissions (GHGs), or land use and transportation planning – it must do that and support the other 5 outcomes the region is collectively striving to achieve within the context of investing in communities to achieve outcomes of importance to residents: a healthy economy, clean air and water, and access to good jobs, affordable housing, transportation options, and nature, trails and recreation.
- This is important work for the region to choose the best path for us collectively and an opportunity to show how we can reduce GHGs and make the case for the economic, equity and other environmental benefits and potential public/private cost savings that will come from creating better, more energy efficient places to live and work – which is what many of these strategies will do.
- More explicitly include development of a finance strategy in the effort because many of the strategies will be implemented locally, and to the extent possible, demonstrate potential cost savings to the public and private sectors and potential costs of inaction.

The attached regional approach and evaluation framework reflects input received to date from Metro's policy and technical advisory committees and the Metro Council.

- Changes shown in ~~striketrough~~ and underscore format address comments provided by the Joint Policy Advisory Committee on Transportation (JPACT) on May 12, 2011.
- Changes shown in ~~double striketrough~~ and double underscore address comments provided by the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives

Committee (TPAC), and the Metro Technical Advisory Committee on May 25 and 27 and June 1, respectively.

TPAC and MTAC recommend moving forward with the Phase 1 analysis, using the approach and evaluation framework to guide the analysis and reporting. The City of Hillsboro representative of MTAC abstained from voting on the committee's recommendation.

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 and subsequent policy discussions will consider the economic, environmental and community impacts and benefits, costs and the feasibility of implementation.

What packet material do you plan to include?

- A collaborative approach to building livable, prosperous, equitable and climate smart communities using scenarios (dated June 1, 2011)
- Climate Smart Communities Scenarios Project Work Plan Summary (dated May 12, 2011)

A collaborative approach to building livable, prosperous, equitable and climate smart communities using scenarios

June 1, 2011



www.oregonmetro.gov

The purpose of this document is to provide guidance to a work group of Metro, state and local agency staff. The document describes the evaluation approach and analytic framework to be used in Phase 1 of the Climate Smart Communities Scenarios effort. Included is a process overview, a statement of guiding principles, and specific direction on the strategies and outcomes to be evaluated. The approach and framework will be updated for Phase 2 to reflect lessons learned and recommendations from Phase 1.

DESIRED OUTCOME The goal of the Climate Smart Communities scenarios effort is to collaborate across different levels of government and public and private sectors to target investments to generate maximum local and regional benefits, and identify and implement programs and policies that help build prosperous, vibrant, equitable and climate smart communities.

WHERE HAVE WE BEEN AND WHERE ARE WE HEADED More than a decade ago, the region set a course for growth with the adoption of the 2040 Growth Concept. Over the years, Metro and its partners have collaborated to help communities realize their local aspirations while moving the region toward its goals for vibrant, prosperous, equitable and climate smart communities.

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing Metro to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce greenhouse gas emissions from light-duty vehicles. The legislation also mandated adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. A variety of different strategies are available, many of which are already being implemented in the region to realize the 2040 Growth Concept and local plans.

In 2010, Metro, its technical and policy committees and local elected officials continued to support the 2040 vision for the region by adopting an outcomes-based blueprint for the future – the Community Investment Strategy - through updates to the Regional Transportation Plan, Regional Freight Plan, High Capacity Transit Plan, Transportation System Management and Operations Plan, Capacity Ordinance, Urban Growth Report, urban growth boundary process and designating urban and rural reserves.

In May 2011, the Land Conservation and Development Commission (LCDC) adopted GHG emissions reduction targets for the Portland region. The State calls for the Portland region to reduce per capita GHG emissions from cars, small trucks and sport utility vehicles (SUVs) by 20 percent below 2005 levels. This means the region needs to build a transportation and land use strategy that will reduce GHG emissions an additional 20 percent below what we can anticipate from technology and fleet improvements. Concerns have been raised that the technology and fleet changes assumed in the targets may be too aggressive and difficult to reach and that the region should not rely on state or federal actions to meet the targets. Instead, the region should prepare itself to reduce emissions by more than 20 percent in case the technology and fleet improvements do not come to fruition as quickly as anticipated.

MEETING STATE CLIMATE GOALS AND ACHIEVING THE REGION'S SIX DESIRED OUTCOMES Now it's time to focus on the investments needed to collaboratively realize those local aspirations and shared regional goals, and address state climate goals. While reducing greenhouse gas emissions is important to the health of the region and the planet, the Climate Smart Communities scenario work provides an opportunity to demonstrate that the region can progress toward the GHG reduction goals set by the state within the context of achieving outcomes of equal importance to residents: a healthy economy, clean air and water, and access to good jobs, affordable housing, transportation options, and nature, trails and recreation. For now, this effort will focus on mitigation of greenhouse gas emissions from cars, small trucks and SUVs; preparation for and adaption to a changing climate will addressed in future phases and through other efforts already underway in the region and state.

HOW WE GET THERE This is a multi-year collaborative decision-making effort designed to help communities realize their local aspirations and maximize achievement of the region's six desired outcomes and state climate goals.

CLIMATE SMART COMMUNITIES SCENARIO PLANNING TIMELINE



PHASE 1 TESTING POLICY OPTIONS TO UNDERSTAND CHOICES (JAN. - DEC. 2011) In 2011, the region will use scenario planning and other research to determine the 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 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 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.

PHASE 2 TURNING POLICY OPTIONS INTO A REGIONAL STRATEGY TO SHAPE THE DIRECTION (JAN. - DEC. 2012) In 2012, the region will apply the most promising strategies in ~~explore additional scenarios in~~ communities around the region in a more customized way, examining the potential to pursue different strategies that support distinct community goals across the region in recognition that implementation ~~will~~ may be different in each community. This phase will also identify the benefits, impacts and costs (and cost savings) associated with different scenarios across environmental, economic and equity goals, and use case studies to illustrate effects in communities around the region.

Ultimately, **PHASE 3 BUILDING THE STRATEGY AND IMPLEMENTATION (JAN. 2013 - JUNE 2014)** of the **Climate Smart Communities Scenarios effort** In 2013 and 2014, the region will collaboratively build and adopt a preferred scenario that recognizes community values and local differences while moving toward regional and state goals. This will entail selecting a preferred set of land use and transportation strategies to be implemented ~~and implementing the policies~~ through state, local and regional plans, policies and investments. Effective implementation of the preferred strategy will likely require substantial financial resources at the federal, state, local and regional levels, and the participation and cooperation of an array of Federal, State regional and local government agencies and the private sector and community organizations. This work will include development of a finance strategy because many of the strategies will be implemented locally and regionally.

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 state, regional and local actions while advancing the region's efforts to build livable, prosperous and equitable communities.

Key products A number of products will be developed throughout the project that will support current and future planning and implementation efforts in communities throughout the region, including:

- **Resources, research and technical support** to help regional partners produce climate communications materials that inform communities, connect actions to outcomes and inspire residents to act at the neighborhood level.
- **Case studies from the Portland area** to illustrate on-the-ground examples of how local actions can achieve community aspirations and other desired outcomes. Many of the strategies being considered are already being implemented in the region to realize the 2040 Growth Concept and local plans.
- **User-friendly visualization tools** that bring local case studies and other technical information to life for decision-makers and the public by illustrating existing conditions and future choices.
- Enhanced and new **state-of-the-art analytic tools** for local and regional land use and transportation system planning efforts, available in FY 11-12. The tools help policy- and decision-makers evaluate **market feasibility** of development alternatives, housing and transportation **affordability**, **fiscal, economic, equity, environmental** and **public health** impacts, and **energy consumption** of buildings and transportation. New **pedestrian and bike models** will better account for walking and biking, and access to transit in the region.
- **Alternative growth scenarios** that build on community aspirations and support the 2040 Growth Concept.
- **Locally-developed preferred scenario recommendations** for land use and transportation **investment priorities, programs** and **actions** to be implemented in downtowns, main streets and employment areas across the region. This will include a **financing strategy** to fund investments in transportation systems and projects that support the development of great communities.
- **Updated Regional Transportation Plan, air quality conformity determination, Regional Framework Plan, Urban Growth Report, functional plans** and other growth management activities that support local elected officials and decision-makers in achieving local aspirations and meeting regional goals.

Phase 1 Scenario Evaluation Framework (June – December 2011)

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 actions¹ 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.
- **Be fact-based and make relevant, understandable and tangible:** Develop and organize information so decision-makers and stakeholders can understand the choices, consequences (intended and unintended) and tradeoffs. Use case studies, visualization and illustration tools to communicate results and make the choices real.
- **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.



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

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. 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 fiscal, 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 Phase 2 (Jan. - Dec. 2012) future project phases.

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.

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 or less aggressive assumptions for deployment of electric vehicle and hybrid vehicles.
- **Develop complementary packages of strategies to test policy options.** 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.

Table 1 summarizes the strategies ~~and assumptions~~ to be tested through ~~regional-level scenarios~~ during the summer of 2011. 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.

Scenario is a term that is used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning is a way to test and experiment with different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators without actually implementing the policies. This effort will use a 2-step scenario evaluation process.

In Phase 1 (June – Dec. 2011), policy options will be tested using different combinations of strategies and levels of implementation to determine the most promising strategies for meeting the state climate goals, considering cost, economic, equity and environmental implications.

In Phase 2 (Jan. - Dec. 2012), alternative scenarios will test the most promising combinations of strategies in a more customized manner to across the region to determine the best course of action to achieve the region's desired outcomes and state climate goals. This will reflect lessons learned from Phase 1 and include examining the potential to pursue different strategies that support distinct community goals in recognition that implementation ~~will~~ may be different in each community. The alternative scenario evaluation will be used to determine the best course of action to achieve the region's desired outcomes and state climate goals.

The table is for research purposes only, and does not represent a Metro Council, JPACT or MPAC endorsed policy proposal.

Table 1. Policies, programs and investment strategies to be tested in Phase 1 and Phase 2

Key Strategies to be Tested (indicated in bold)		<u>Phase 1 & 2</u> GreenSTEP	<u>Phase 2</u> Envision Tomorrow
COMMUNITY DESIGN	Urban growth boundary (rate of expansion relative to rate of population growth)	X	
	Households located in mixed-use areas and neighborhoods with public amenities ² (percent)	X	X
	Pedestrian travel (in GreenSTEP, this is accounted for in the mixed-use areas strategy)	X	X
	Bicycle travel (share of all trips)	X	
	Household with access to transit (percent)		X
	Road capacity (lane miles of arterial and freeway capacity)	X	
	Bus and rail transit service levels (revenue miles growth)	X	
PRICING	Workers that pay for parking (percent and cost in 2005\$)	X	
	Non-work trips that pay for parking (percent and cost in 2005\$)	X	
	Pay-as-you drive insurance (cost per mile driven)	X	
	Emissions pricing ³ (cost per mile driven)	X	
	Fuel pricing ⁴ (cost per mile driven)	X	
	Vehicle travel pricing ⁵ (cost per mile driven)	X	
MANAGE- MENT	System management strategies such as traffic signal timing, incident management (percent of delay addressed)	X	

² Forecasted population and employment held constant across all scenarios. This policy lever links several strategies to account for the effect of density (people and jobs), design, diversity of uses, destinations and distance to transit on vehicle miles traveled. Examples of amenities include pedestrian-friendly street designs, well-connected network of streets, sidewalks and biking facilities, and good transit.

³ Increased gas tax, or other instruments could be used.

⁴ Carbon fee or other instruments could be used.

⁵ Vehicle miles traveled fee or other instruments could be used.

Key Strategies to be Tested (indicated in bold)		<u>Phase 1 & 2</u> GreenSTEP	<u>Phase 2</u> Envision Tomorrow
MARKETING & INCENTIVES	Households participating in individualized marking programs (percent)	X	X
	Workers participating in employer-based commute options programs ⁶ (percent)	X	
	Individuals participating in carsharing (target participation rate per carshare vehicle)	X	
	Households participating in ecodriving ⁷ (percent)	X	
FLEET	Auto/truck vehicle proportions (light truck percent)	X	
	Fleet turnover rate/ages	X	
TECHNOLOGY	Fuel economy (average of auto and light trucks)	X	
	Carbon intensity of fuels	X	
	Electric vehicles and plug-in hybrids market shares	X	

⁶ Examples include transit fare reduction, carpool matching and other carpool programs, and compressed work week.

⁷ Educating motorists on how to drive in order to reduce fuel consumption and cut emissions. Examples avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, and avoiding idling.

OUTCOMES TO BE EVALUATED:

The policy options will be tested using a metropolitan GreenSTEP⁸ model. The evaluation will be supplemented with national research, past regional model runs and scenarios work, and localized case studies from current planning efforts and the Envision Tomorrow⁹ scenario planning tool. 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.



While the primary objective of the ~~scenarios~~ Phase 1 analysis (June - Dec. 2011) is to ~~determine~~ estimate 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:

- **Outcomes and co-benefits** – Evaluate the costs, benefits and impacts across environmental, economic, and equity goals from a business, individual/household, local government and regional perspective ~~will be evaluated~~ to clearly illustrate the policy choices and tradeoffs and political, community, social equity, and economic implications of different strategies. There are many choices – the first phase should clearly pose the consequences (intended and unintended) of different choices, including the consequences of no action and current plans and policies. Evaluation methods and criteria will be clearly explained and available.
- **Effectiveness and Cost** – A full cost-benefit analysis cannot be conducted. Carbon emissions reduction potential will be evaluated, along with the costs and cost effectiveness of different strategies. The analysis will use a “triple bottom line” approach to ~~to~~ apply generalized cost factors to develop relative cost comparisons ~~to show the cost implications and tradeoffs across economic, environmental and equity goals. The evaluation will identify potential public and private costs (and savings) associated with different strategies and the potential costs of inaction. The information provided must be well-grounded and fact-based reasonable from to inform a variety of backgrounds and interests, ~~and consider that there are public and private costs associated with different strategies and costs of inaction.~~~~
- **Implementation opportunities and challenges** – The feasibility of implementing different strategies, potential financing strategies and the timeframe required will be assessed to inform next steps and recommendations for Phase 2 (Jan. – Dec. 2012). Recommended solutions should not put the state, region or local governments at an economic disadvantage, but rather should boost economic competitiveness and provide greater economic opportunity.
- ~~**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.~~



⁸ 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 GHG 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 (June - Dec. 2011).

⁹ 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 (Jan. – Dec. 2012).

- ~~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 transportation disadvantaged dependent communities and places in the region that do not have well-connected street systems, transit, sidewalks, and bicycle facilities, or households of modest means that may not have access to lower carbon vehicle options (e.g., electric vehicles, more fuel-efficient vehicles).
- **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.

Table 2 identifies the outcomes-based indicators that are readily available to evaluate the Phase 1 scenarios using the metropolitan-scale GreenSTEP model. The indicators will be used to evaluate the costs, benefits and impacts across environmental, economic, and equity goals from a business, individual/household, and regional perspective.

Table 2. 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 <u>and for all</u> income groups	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 <u>range of affordable housing</u> <u>choices and access to good mix</u> of homes, jobs and services by income group	Transportation <u>and building</u> 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

The indicators will continue to be refined in Phase 2 (Jan. - Dec. 2012) ~~of the process~~ as the evaluation effort transitions to using Envision Tomorrow in combination with the metropolitan GreenSTEP model. ~~which~~ These tools will provide ~~expand the region's~~ spatial analysis capabilities allowing for a more robust analysis of economic development, public/private costs, accessibility, public health and environmental justice indicators.

Climate Smart Communities Scenarios Project

PROJECT GOALS

- **Build on existing efforts and aspirations:** Start with local plans and 2010 regional actions to develop a preferred land use and transportation strategy that meets state climate goals and advances the 2040 Growth Concept, community aspirations and the region’s six desired outcomes.
- **Focus on outcomes and co-benefits:** Consider the economic, equity, environmental and community benefits and impacts to demonstrate how strategies may affect realization of the region’s six desired outcomes. These outcomes may be realized by the potential for strategies to save money for individuals, local governments and the private sector, grow local businesses, create jobs and build healthy, livable communities.
- **Engage and educate:** Actively engage and inform the region’s decision-makers, public agencies and business and community leaders on land use and transportation strategies needed to achieve the state carbon emissions reduction target for cars, small trucks and sport utility vehicles in the Portland metropolitan region.
- **Collaborate:** Work together to build ownership and support for the preferred land use and transportation strategy and policies, investments, and actions that will be recommended by the region.



KEY TASKS

	Phase I Understanding Choices <i>Jan. – Dec. 2011</i>	Phase II Shaping the Direction <i>Jan. – Dec. 2012</i>	Phase III Building the Strategy <i>Jan. 2013 – Dec. 2014</i>
TECHNICAL WORK AND POLICY DEVELOPMENT	<ul style="list-style-type: none">▪ Participate in development of Statewide Transportation Strategy and transportation-related carbon emissions reduction target for the region (<i>LCDC adoption by June 2011</i>)▪ Develop tools and enhance regional data, tools and methods▪ Define outcomes-based indicators and 2040 development typologies▪ Research local and regional climate strategies to frame policy choices▪ Evaluate “broad-level” scenarios to learn “what it will take” to meet state target and understand the potential challenges, opportunities, tradeoffs and effectiveness of different strategies▪ Prepare Toolbox Report and case studies to illustrate research findings▪ Prepare findings and recommendations for regional policy discussion	<ul style="list-style-type: none">▪ Evaluate more tailored alternative scenarios with an integrated suite of tools, applying the lessons learned from Phase I and incorporating strategies identified in local and regional planning efforts that are underway▪ Continue to develop and enhance regional data, tools and methods; refine evaluation indicators, as needed▪ Prepare the region’s findings and recommendations for narrowing the range of alternatives, and prioritizing and phasing strategies to be included in the preferred scenario▪ Consider amending the 2035 RTP	<ul style="list-style-type: none">▪ Evaluate the preferred scenario with regional models▪ Prepare the region’s findings and implementation recommendations▪ Recommend a preferred land use and transportation strategy and needed changes to regional and local plans to support implementation<ul style="list-style-type: none">○ Regional Framework Plan and 2040 Growth Concept○ Regional Transportation Plan○ Regional Functional Plans○ Local transportation system plans, comprehensive plans and land use regulations
ENGAGEMENT	<ul style="list-style-type: none">▪ Conduct focus groups, public opinion research and targeted stakeholder outreach on values, beliefs and climate strategies (<i>Jan. - March 2011</i>)▪ Convene region’s elected officials and community leaders on policy choices and tradeoffs (<i>Spring and Fall 2011</i>)▪ Conduct stakeholder outreach on preliminary findings (<i>Fall 2011</i>)	<ul style="list-style-type: none">▪ Continue stakeholder outreach on findings and recommendations (<i>Winter 2012, Fall 2012</i>)▪ Convene subarea scenario planning workshops (<i>Spring-Summer 2012</i>)▪ Conduct focus groups on choices and tradeoffs (<i>Spring 2012</i>)▪ Convene region’s elected officials and community leaders to provide input on preferred scenario (<i>Fall 2012</i>)	<ul style="list-style-type: none">▪ Conduct stakeholder outreach on findings and recommendations (<i>Spring 2013</i>)▪ Convene region’s elected officials and community leaders to provide input on preferred scenario (<i>Fall 2013</i>)▪ Conduct stakeholder outreach and public review of preferred strategy as part of RTP update (<i>Spring 2014</i>)
MILESTONE	<ul style="list-style-type: none">▪ Confirm scenario evaluation approach (<i>MPAC, JPACT and Council in June 2011</i>)▪ Approve findings and recommendations report for consideration by the 2012 Legislature and Phase II (<i>MPAC, JPACT and Council in Dec. 2011/Jan. 2012</i>)	<ul style="list-style-type: none">▪ Report findings and make recommendations to the 2012 Legislature (<i>by Feb. 2012</i>)▪ Approve policy recommendations to direct development and evaluation of preferred scenario (<i>MPAC, JPACT and Council by Dec. 2012</i>)	<ul style="list-style-type: none">▪ Release preferred land use and transportation strategy for public and stakeholder review (<i>March 2014</i>)▪ Approve preferred land use and transportation strategy (<i>June 2014</i>)▪ Approve updated regional plans and policies, and new local government implementation requirements (<i>Dec. 2015</i>)
RELATED METRO ACTIONS	<ul style="list-style-type: none">▪ Portland-Vancouver Greater Indicators, June 2011▪ Regional Flexible Fund Allocation, Dec. 2011▪ Draft East Metro Connections Plan Investment Strategy, Dec. 2011▪ Urban Growth Boundary decision, Oct. 2011	<ul style="list-style-type: none">▪ 2040 regional growth forecast, Jan. 2012▪ East Metro Connections Plan Investment Strategy, March 2012▪ Active Transportation Action Plan, June 2012▪ Regional Transportation Plan Update Work Plan, Dec. 2012▪ Draft SW Corridor Plan Investment Strategy, Dec. 2012	<ul style="list-style-type: none">▪ SW Corridor Plan Investment Strategy, June 2013▪ Federal Regional Transportation Plan, June 2014▪ Urban Growth Report, Dec. 2014▪ <i>State Regional Transportation Plan, Dec. 2015</i>▪ <i>Functional plans, Regional Framework Plan and 2040 Growth Concept amended, Dec. 2015</i>

Materials following this page were distributed at the meeting.

MPAC Field Trip Survey

This summer MPAC may take a field trip to visit centers or downtowns in the region to see how local jurisdictions are addressing their needs, what challenges they face and how they are overcoming those challenges. ***Please complete this survey and return it to Sherry Oeser at Sherry.Oeser@oregonmetro.gov as soon as possible or bring it to the June 8 MPAC meeting.***

1. _____ I'd like to host an MPAC field trip _____
Name/Jurisdiction

2. Where would you like to visit in the region? List a city or center you would like to learn more about:

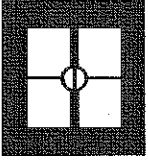
A. _____

B. _____

C. _____

D. _____

3. Are there particular obstacles or challenges that you are facing that you would like to see addressed during the field trip?



MEMORANDUM

DATE: June 8, 2011

TO: Metro Policy Advisory Committee

FROM: Mayor Jerry Willey

SUBJECT: City of Hillsboro Actions on Climate and Sustainability

Comments I made at the May 25 MPAC meeting created a stir in the bicycling community. Lest people wrongly think those comments mean Hillsboro isn't committed to addressing climate change and sustainability and increased bike/pedestrian travel, here are a few highlights of some important work we're doing in those areas.

One of the highest priorities in our Hillsboro 2020 Vision and Action Plan calls for actions that spur active transportation, including bicycle and pedestrian infrastructure and opportunities. Hillsboro:

- Leads grant-funded projects for pathways and other active transportation aspects
- Supports local and regional partners on actions such as an integrated bike network and increased bike rack capacity
- Worked with Metro to complete a brand new Hillsboro cycling map based on the Metro Bike There! map.

In 2008 Hillsboro hired its first full-time staff position dedicated to sustainability to strategically organize City efforts. Initiatives include:

- The region's first BikeStation facility, a brand new, secure bike commuting facility with 40 bike spaces, locker rooms, tools and other amenities
- 16 installed electric vehicle charging stations – the most in Oregon – with plans for 9 more in the near term
- 2009 Green Fleet of the Year Award from the Columbia-Willamette chapter of the Clean Cities Coalition
- First in Oregon "In-Sync" video detection street signal timing project to reduce idling and emissions from vehicles
- Hillsboro's first comprehensive greenhouse gas inventory
- A community energy/climate action plan (in process)
- Hillsboro's first comprehensive Sustainability Plan, with aggressive goals for 2030, including greenhouse gas emissions targets
- Nearly 200kW of solar capacity installed on City facilities
- An aggressive facility energy efficiency retrofit program
- Contributing jurisdiction to Clean Energy Works Oregon
- A successful Green Power Purchase campaign
- An employee commute trip reduction incentive program



Date: June 8, 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.

There are 3 nominations for MPAC consideration (highlighted on the attached sheet).
Additional nominations 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.

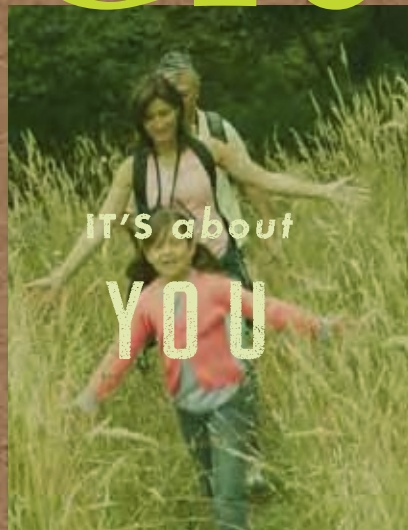
METRO TECHNICAL ADVISORY COMMITTEE
2011 MEMBERS

	<i>Jurisdiction/Organization</i>	<i>Member</i>	<i>Alternate</i>
	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 (1 st); Tom Armstrong (2 nd)
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 (1 st); Alwin Turiel (2 nd)
8.	2 nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2 nd Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen (West Linn)	Katie Mangle, Milwaukie (1 st); Michael Walter, Happy Valley (2 nd)
11.	Multnomah County: Other Cities	Lindsey Nesbitt (Fairview)	Rich Faith (Troutdale)
12.	Washington County: Other Cities	Julia Hajduk (Sherwood)	Aquilla Hurd-Ravich, Tualatin (1 st); Richard Meyer, Cornelius (2 nd); Jon Holan, Forest Grove (3 rd)
13.	City of Vancouver	Laura Hudson	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1 st); Jane McFarland (2 nd)
16.	Washington County	Brent Curtis	Andy Back (1 st); Joanne Rice (2 nd)
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	Kevin Hanway (water)	(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 (1 st); Dave Nielsen (2 nd)
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy
33.	Commercial / Industrial	Dana Krawczuk	(Nomination in progress)
34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	(Nomination in progress)
35.	Public Health & Urban Form	(Nomination in progress)	

SPECIAL EDITION | SUMMER 2011

GreenScene



Thanks to voters, Metro has preserved 11,000 acres of natural areas, protected 90 miles of rivers and streams, supported hundreds of community projects and opened three large nature parks. This special edition of GreenScene brings you up to date on the latest news, views and summer events.



Metro | *Making a great place*



River Island, Clackamas County

C. Bruce Forster photo

BY THE NUMBERS

90 miles of river and stream banks

Rivers and streams aren't just pretty places to fish or float; they also nurture native fish, keep our drinking water clean and support the local economy. That's why Metro preserves land along the region's waterways, from the banks of the Clackamas River to the headwaters of the Tualatin.



Jim Cruce photo

A natural history

1992 The region comes together around a vision for a network of natural areas, parks and trails, approving the Metropolitan Greenspaces Master Plan. It provides a blueprint for future investments in nature.

Thanks to voters, 'It's Our Nature' – 11,000 acres of it

Across the Portland metropolitan area, salmon are returning to streams where they haven't been seen in decades. Oak trees are getting the sunlight they need to survive into old age, helping reverse their dramatic decline in the Willamette Valley. Families are hiking and bird-watching at new nature parks near Beaverton, Wilsonville and Happy Valley.

It's our nature – 11,000 acres and counting – thanks to voters who approved natural areas bond measures in 1995 and 2006. And it's our nature, as Oregonians, to protect and restore the landscape as a legacy for future generations. "Some of this is because of luck. We happen to live in a very beautiful place," Metro Council President Tom Hughes said this January at his inaugural address. "Some of it is because we have appreciated that and recognized that and planned to preserve that to the greatest degree possible."

Voters have asked Metro's Natural Areas Program to invest a total of \$360 million in protecting water quality, wildlife habitat and outdoor recreation for future generations. The land preserved so far equals two Forest Parks, or one Beaverton. And these special places – acquired in less than two decades – account for nearly one-third of the region's natural areas and parkland.

Like any good hike, this journey warrants a stop along the way to reflect on where we've come from and where we're going. That's why Metro is engaging the community this summer with the "It's Our Nature" outreach initiative. You might catch a short film during movie previews, hear a message on the radio or chat with the natural areas team at your local farmers market. You can explore with Metro's naturalists or ponder the meaning of place at an outdoor event series co-hosted by Oregon Humanities. And you'll find lots of new pictures and videos on the natural areas web pages.

Much like the outreach blitz, the Natural Areas Program fans out across the region. About one-quarter of the most recent bond measure goes toward neighborhood nature grants and a "local share" program that allows cities, counties and park providers to invest in projects close to home.

Natural areas are being preserved; new trails and playgrounds are opening; stream banks are being restored. One partnership is even "greening" the Interstate 205 pedestrian and bicycle path with native trees and shrubs.

At a regional scale, Metro buys land from willing sellers at market value. New natural areas must be located in one of 27 "target areas" selected for their high-quality habitat and ability to make a



1995 Voters in Clackamas, Multnomah and Washington counties overwhelmingly approve a \$136 million bond measure to protect natural areas and complete missing sections of trails. Metro mobilizes to protect land in 21 target areas across the region.



difference, from Wapato Lake on the west to the Sandy River Gorge on the east. Several of these areas focus on closing gaps in trails, and many have the potential to improve water quality for fish, other wildlife and the humans who rely on clean drinking water.

Metro doesn't buy property to ignore it. A science and stewardship team crafts a restoration strategy for every new natural area. In the short term, that can mean fighting illegal dumping and invasive plants – and replacing them with native alternatives. Long-term partnerships have included building a side channel to the Clackamas River to help threatened salmon survive and installing water control structures to restore historical flooding patterns to the Multnomah Channel.

“We apply the collective knowledge of the world’s biologists and managers to improve the land entrusted to Metro,” says Jonathan Soll, who leads the science and stewardship team. “When we do our job right, the results are better quality wildlife habitat, cleaner water and air and a richer personal experience for the humans who visit these places.”

Some natural areas are intended to stay wild, because public access would damage the very qualities that made them worth saving. But the bond measures have allowed Metro to buy, restore and open three large-scale nature parks: Cooper

Mountain near Beaverton, Graham Oaks in Wilsonville and Mount Talbert near Happy Valley. And other properties are likely to open in the future, when Metro has the resources to plan and build parks that balance people and wildlife.

One such place is Chehalem Ridge Natural Area, which made history last year as the largest-ever purchase by Metro’s Natural Areas Program. The 1,100-acre forest features beaver ponds, valuable oak trees, streams that flow to the Tualatin River and views of five Cascade peaks. Metro is working to transform the young Douglas fir trees – a former commercial timber operation – into an old-growth forest that supports diverse wildlife.

When Lisa Sardinia heard the news, she recounts half-jokingly, she planned a party. Sardinia had two reasons to celebrate: She lives along one of the drainages from Chehalem Ridge, in a home she bought in part to nurture wildlife habitat. And she teaches biology classes at nearby Pacific University.

“As a neighbor, I am thrilled with the focus on maintaining water quality and wildlife habitat,” Sardinia says. “As a biologist and a teacher, I am looking forward to engaging students in projects at the site. Students will be able to conduct plant and animal surveys, test various waterways for chemicals and bacteria, and monitor the changes that occur as the site is restored. The property is one big learning laboratory!”

One third of the region’s natural areas and parkland

In a region known for its signature parks (the name Forest comes to mind) and outdoorsy people, how much difference can today’s voters make? A lot. Nearly one-third of all natural areas and parkland has been protected by two Metro bond measures – in just 16 years.



Chehalem Ridge Natural Area

C. Bruce Forster photo

1996 Metro begins protecting land near Clear Creek, which will grow into a 500-acre natural area beyond Carver. It provides a haven for wildlife, from endangered Coho and Chinook salmon to deer, coyote, beaver and river otter.



1998 An agreement is reached to complete a missing three-mile section of the Springwater Corridor, from just south of the Oregon Museum of Science and Industry to the Sellwood Bridge. Since opening in 2005, it has become one of the most popular trails in the region.



11,000 acres

Thanks to voters, Metro has protected enough regional natural areas to cover the entire city of Beaverton – or, put another way, the equivalent of two Forest Parks. Natural areas range from small, hidden gems to large public parks, from Forest Grove to Troutdale, from forests to wetlands.



Jim Cruce photo

Metro's voter-approved Natural Areas Program reports a steady stream of property purchases, park openings and community success stories – and an occasional brush with pop culture. Catch up on the latest news.



The Trolley Trail, as envisioned here, will connect Milwaukie and Gladstone.

Choo-choo! Trolley Trail is coming through Milwaukie and Gladstone

When the Portland to Oregon City railroad opened in 1893, Milwaukie and Gladstone were not even towns. They developed along the new line, which helped communities grow into prosperous cities.

Now, 43 years after the last freight train arrived in Portland and more than half a century after the last passengers stepped off the streetcar, the tracks between Milwaukie and Gladstone are being transformed

into a six-mile bike and pedestrian path.

When the trail opens late this fall, it will connect local neighborhoods, schools, parks, retirement communities and business districts. It also connects a lot of supporters, including Metro's voter-approved Natural Areas Program.

"The Trolley Trail is probably one of the best examples of projects that take long-term devotion and regional cooperation," Metro Councilor Carlotta Collette told nearly 100 people at a groundbreaking celebration this spring, hosted by North Clackamas Parks and Recreation District. Collette recalled being implored by community advocates, shortly after joining the Metro Council in 2007, to "get this thing built."

The trail has been a long time in the making. After the Portland

to Oregon City streetcar closed in 1958, freight trains used the tracks for another decade. By 1968, most of the rails were removed as the route fell out of use and into disarray.

Since the early 1970s, there has been consistent interest in turning the right of way into a walking and cycling path. Over the years, says Metro trails planner Mel Huie, the Trolley Trail has been added to "nearly every plan we have" – blueprints for trails, transportation and regional growth.

Supporters got their wish in 2001, when funds from Metro's first natural areas bond measure footed the bill for the historic right of way.

Metro also worked with the community to plan the trail and supported construction with federal transportation funds. The "flexible funds," which are distributed at a regional level and may be used to support alternative transportation projects, account for more than half the Portland metropolitan area's trails investments during the past decade.

Most recently, Metro awarded a Nature in Neighborhoods grant for a "green" park-and-ride station where the future Portland-Milwaukie light rail line meets up with the trail. The station will complement the trail's natural setting and provide another transportation link.

Other partners include Clackamas County, the City of Milwaukie, the Oregon Department of Transportation, the Oak Lodge Water District, Congressman Earl Blumenauer and the citizen group Friends of the Trolley Trail.

"Trails like this help connect the whole region," Clackamas County

2001 Metro and its partners install a water control structure at the Multnomah Channel natural area, restoring historic flooding patterns that support red-legged frogs – a great example of large-scale restoration made possible by voters.



2005 Metro celebrates the 10-year anniversary of the bond measure, which is winding down. The bond preserved more than 8,000 acres of natural areas, protected 74 miles of river and stream banks and supported more than 100 local park projects.



Chair Charlotte Lehan said at the groundbreaking, calling the Trolley Trail “a great milestone for Clackamas County.”

Huie should know, as he has worked on the route for more than 23 years – and his family’s connection goes back even further. His parents first rode the streetcar from their home in Gladstone to downtown Portland to celebrate their honeymoon and later used it for their daily commute to work.

“It’s funny,” Huie says, “because now I’ll be using it as a trail after my parents used it as transit.”

He plans to bring his 91-year-old mother, who lives near the historic rail line, to see its reinvention this fall.

“I know I’ll be excited to welcome her back,” Collette told the crowd at the groundbreaking. “And I know all of you will, too.”

At new Scouter Mountain Natural Area, region earns a badge in habitat protection

One minute you’re cruising past Happy Valley subdivisions, with basketball hoops in driveways and shrubs lining front yards. The next, you’re climbing a steep, narrow road with fir trees swaying overhead and birds chirping about your arrival.

Thousands of Boy Scouts have made this journey over the years – and, soon, so can everybody

else. Metro purchased part of a beloved scouting camp overlooking Happy Valley this spring, along with a smaller property next door. At nearly 100 acres, the new Scouter Mountain Natural Area will feature hiking trails, parking, restrooms and a picnic shelter.

“We don’t have many chances to protect nature on this scale in fast-growing communities,” says Metro Council President Tom Hughes. “Fortunately, in our region, we’re positioned to take advantage of these opportunities when they come along.”

Metro’s voter-approved Natural Areas Program purchased the land for a total of \$2.1 million: \$1.36 million for the 69-acre Scouts property and \$750,000 for the adjacent 30-acre parcel. The City of Happy Valley will make upgrades with its allocation from Metro’s 2006 natural areas bond measure, which set aside money for local communities to invest in nature close to home. The North Clackamas Parks and Recreation District will manage the future natural area, which could open as early as summer 2012.

Rising more than 700 feet above the valley floor, Scouter Mountain is part of a string of ancient lava domes that provide panoramic vistas across the east side of the Portland metropolitan area. The former scouting camp features a small wet meadow and a large Douglas fir forest with Western red cedar and hemlock trees.

“When you hike through the forest, you’d never guess you’re so close to streets, homes and schools,” says Metro Councilor Shirley Craddick, who represents the eastern part of the region. “We’re lucky that we don’t have

to leave town to connect with nature.”

Most of the new natural area was purchased from the Boy Scouts of America’s Cascade Pacific Council, which still owns another 110 acres next door. The 2,000 campers who visit every summer will now share Scouter Mountain with fellow hikers and bird watchers.

The Scouts plan to invest proceeds from the sale at their 17 camping properties in Northwest Oregon and Southwest Washington. More than 15,000 youth and volunteers attend overnight or day-camping programs every summer, and another 30,000 Scouts camp independently throughout the year.

Before selling part of their land at Scouter Mountain, the Scouts removed the 22,000-square-foot Chief Obie Lodge. An independent study determined that it would cost more than \$8 million to restore the deteriorating building, which had been closed since 2004 due to fire safety issues. The Scouts’ legacy will be honored, however, by incorporating salvaged pieces of the lodge in a new picnic shelter.

“Like so many others, I have very fond memories of camping and other activities on Scouter Mountain,” said the Scouts’ council president, Gene Grant, who visited as a dad and a young Scoutmaster. “I am truly excited to help create the new Scouter Mountain Natural Area.”

Three major nature parks

Mount Talbert hovers above busy shopping centers and neighborhoods in Clackamas County, offering a forested oasis. At Graham Oaks, the new Tonquin Trail meanders through a restored oak woodland in Wilsonville. And, nestled between the neighborhoods and farm fields of Washington County, Cooper Mountain provides a haven for wildlife. All three were protected, restored and opened by voters.



Mount Talbert Nature Park

C. Bruce Forster photo



2006 Nearly 60 percent of voters support a \$227 million bond measure to continue protecting water quality, wildlife habitat and outdoor recreation opportunities. This time, 27 target areas are selected for their high-quality habitat and ability to make a difference.



2007 Mount Talbert Nature Park opens in Clackamas County, providing a forested oasis for people and wildlife in a busy suburban area. It is the first of three major nature parks protected, restored and publicly opened by the two bond measures.



1.7 million native trees and shrubs

Metro doesn't ignore its natural areas. At each property, the science team develops a plan to oust invasive plants and replace them with native species that support water quality and wildlife. Some of the new additions are grown at Metro's own Native Plant Center.



Wealth Underground farmers Eric Campbell, Nolan Calisch and Chris Seigel

Fictional hippie farm on 'Portlandia' was actually a Metro natural area – and organic farm

If you watched the hit "Portlandia" this winter on the Independent Film Channel, you know that a locally grown, organic chicken named Collin ended his life as a trendy restaurant entrée.

But you probably didn't realize that Collin's buddies are alive and well – at a Metro natural area. They're actually egg-laying hens at Wealth Underground Farm, which leases Metro land near Forest Park and doubled as a filming location for the show's first episode.

As a community-supported agriculture farm, this one-acre vegetable and flower patch sells

"shares" to members who pick up a weekly haul of produce. Many make the steep, twisty trip to the farm, where boat horns rise from the Multnomah Channel below and bird calls echo from the fir trees above. Wealth Underground fulfills the college dream of three 20-something buddies, who literally wear their passion on their jackets, with matching antler-tip symbols of unity. Reflecting on the unapologetically over-the-top "Portlandia," farm co-founder Nolan Calisch jokes, "This is exactly what they wanted to make fun of."

Wealth Underground also shows exactly why Metro leases 580 acres of natural areas to farmers, bringing in nearly \$60,000 a year and supporting local agriculture.

Two voter-approved bond measures have allowed Metro to protect water quality, wildlife habitat and outdoor recreation opportunities by purchasing 11,000 acres across the Portland metropolitan area. Large properties with rich wildlife habitat sometimes include a farm field.

Without money to publicly open or restore these natural areas right away, Metro rents them. Part of Graham Oaks Nature Park in Wilsonville, for example, was leased to a wheat farmer until Metro had the resources to transform it into valuable oak habitat with hiking trails, picnic tables and other amenities.

"We're trying to use land that isn't being converted right away or restored for habitat," says Metro Councilor Carlotta Collette, who has toured some of Metro's leased farms. "It's just part of being a sustainable region. We have great soil, we have productivity. Let's use it."

Leasing property also reduces the cost of fighting invasive plants and protecting natural resources, because farmers actively care for their land. Laurie Wulf, who manages Metro's agricultural leases, works with farmers to navigate the challenges of growing crops in a natural area.

"We're keeping the land weed-free, for the most part," Wulf says. "And the farmer can make a living."

Farms on Metro's natural areas span the region, from Forest Grove to Corbett and Sauvie Island to Canby. They also span the agricultural spectrum, from permaculture to potatoes and clover to community-supported agriculture.

Calisch, the Wealth Underground co-founder, trained at another Metro-leased farm: Sauvie Island Organics. That's how he learned about a rental house and small field near Forest Park, part of a 58-acre property that might someday allow Metro to extend the Wildwood Trail.

2008 An independent citizen oversight committee releases its first report on the 2006 bond measure, praising the core work and making suggestions to improve outreach, attract a diverse mix of grant applicants and better measure progress.



2009 Cooper Mountain Nature Park opens near Beaverton, featuring high-quality wildlife habitat, vistas of the Tualatin River Valley and more than three miles of trails. The park is managed by the Tualatin Hills Park & Recreation District.



Timing was right. Calisch recruited two classmates from Denison University in Ohio, bringing Chris Seigel from the San Francisco Bay area and Eric Campbell from Washington's Olympic Peninsula to launch an organic farm. The Wealth Underground team didn't specifically look for publicly protected land, but the connection felt natural.

"It appeals to our sensibilities, putting land into conservation," Calisch says. "We're also interested in how a farm can operate in a low-impact and ecological way. You can have growing spaces in wild spaces."

They're learning to work alongside wildlife that relies on the wooded corridor in and around Forest Park. Wealth Underground planted a garden for a herd of elk, for example. And when chickens got killed, the farmers did a better job of protecting them instead of targeting the predators. As Campbell puts it, "We don't try to chase things off. It's not set up to push the animals back."

Wealth Underground was more focused on kale and rutabaga than publicity last year, when a talent scout inquired about using the farm as a filming location. It was deemed perfect for "Portlandia," the sketch comedy show created by "Saturday Night Live" star Fred Armisen and Sleater-Kinney rocker Carrie Brownstein. The storyline, the farmers were warned, would poke fun at Oregonians' obsession with living off the land.

As it turns out, a couple played by Armisen and Brownstein consider ordering chicken at

a restaurant. But they want to make sure it's local. And organic. And what about the sheep's milk, soy and hazelnuts the chicken ate? Are those local, too? Unsatisfied with details of Collin the chicken's chick-hood, Peter and Nance ask their waitress to hold the table while they visit the farm.

A true local might recognize the wooded backdrop as Peter and Nance pull up to the farm. And frequent visitors might spot their favorite rabbits and chickens, who make cameos. But that's where the similarities end. Wealth Underground is recast as Aliko Farms, named for a spiritual guru who runs the operation – and, apparently, is married to everybody else who works there. It's a sunbathed scene straight out of 1970.

"I'm just falling in love with this place. It's just beautiful," Nance gushes.

The Wealth Underground trio watched filming up-close, when they weren't busy tending crops. And they reveled in the fame just a little, naming one of the rabbits Aliko and proudly showing off the star chickens. Although "Portlandia" makes a satire of the farmers' profession and adopted city, they don't take offense. "It's not making fun of this at all in a malicious way," Seigel says. "To be able to laugh at yourself is very important."

Wealth Underground spent the off-season building a greenhouse and expanding memberships for this year. But Calisch took a break to attend the "Portlandia" premiere at the Hollywood Theatre, where he got VIP treatment.

"It's the only time in my life I can drop a farm name," he says, "and be ushered in on the red carpet."

Hundreds of community projects

Every neighborhood, city, county and park district plays a role in protecting the landscape. That's why Metro awards neighborhood nature grants and distributes money to local communities to invest in projects close to home. Some buy new natural areas, some restore them, some add trails or play areas. Without voters' investment, some of these neighborhood parks could be subdivisions or shopping centers today.



The Tualatin Hills Park & Recreation District recently improved Jackie Husen Park with support from Metro's Natural Areas Program.

Greening Interstate 205

Marcus Camby of the Portland Trail Blazers pitches in at a volunteer planting along the Interstate 205 cycling and pedestrian path. Friends of Trees, the Oregon Department of Transportation and other partners are teaming up to green the 16.5-mile path, with support from a Metro Nature in Neighborhoods grant. The project provides job training and environmental education opportunities to diverse communities and serves as a statewide model for roadside landscaping projects.



Photo by Tom Atiyeh, Friends of Trees

2010 Metro makes its largest single purchase to date, protecting a 1,143-acre forest now known as Chehalem Ridge Natural Area. Nestled in the Chehalem Mountains near Forest Grove, it features valuable oak habitat, beaver ponds and views of five Cascade peaks.



2010 Graham Oaks Nature Park in Wilsonville becomes the third major nature park, with trails traversing restored oak woodland, wetlands and a conifer forest. It also serves as an outdoor classroom for two schools with an environmental education center next door.



Naturalists, teachers, volunteers and community leaders experience the region's natural areas firsthand. Here, several nature lovers share their reflections on the places voters are protecting.

Looking for beavers and turtles? You might spot a special person, too

By James Davis, Metro naturalist

During 30 years as a naturalist, I've led hundreds of programs and helped thousands of people connect with nature. Every once in a while, I'm lucky enough to develop a longtime relationship with somebody who lives near one of "my" parks – somebody like Doolin O'Connor.

The first time I met Doolin, he was 4 years old and came with his mom for a turtle walk at Smith and Bybee Wetlands in North Portland. He carried a first aid kit in a small bucket and wore a helmet and red wool gloves. He was prepared for anything. Fortunately, Doolin took my suggestion that he could lighten his load since I already had an official first aid kit and the helmet would be way too hot in the sun. But he kept his gloves on – hardly ever a bad choice when working outdoors.

We had a great walk that day, and I got to know Doolin pretty well. I think there were a few other people along, but I was so busy keeping up with Doolin's curiosity that I can't remember. When we headed back, Doolin asked if he could hold my hand, and I said, "Sure." His mom, Sherry, says she will never forget seeing that little red-gloved hand in mine as we walked out. We were buds, that was clear.

Doolin and his family, who live in the St. Johns neighborhood, became regulars at Smith and Bybee. When his school came on field trips, he helped a younger grade because he's so familiar with the wetlands. Doolin has always liked uniforms, and I gave him one of my patches for his ranger shirt. He got some other great ones at summer nature camps, so he looks pretty official now. Doolin has volunteered at Bug Fest, an annual celebration that Metro co-hosts. His family comes to events along the Columbia Slough, too, and Doolin slips right in to take my place at the mammal pelts display if I step away for a moment. I know he wants my job, but I'm happy to make way for the next generation of naturalists – when they're ready.

It will be fun to watch how Doolin, who's 9 now, grows up. Will he stay in the naturalist groove? I know I'll stay in touch with Doolin and his



Metro naturalist James Davis and his protégé Doolin O'Connor

family, because they are my special friends from Smith and Bybee. Getting to know them is as important a part of my experience as the park naturalist as paddling among the painted turtles or seeing the beaver swimming at dusk.

The other day I ran into Doolin's mom and his younger brother, Keegan. I hadn't seen any of the family in a while. "Wow," I said, "Keegan sure looks older."

"Jamesdavis, Jamesdavis!" Keegan said, using the boys' one-word name for me. "Look at the bird we saw in our yard!" He pointed to a drawing of a varied thrush in his bird guide. Sherry let me know that Keegan, who's 6, is quite the bird watcher. Another naturalist in the making in St. Johns.

Making Tigard a 'place to call home' – and a green one at that

By Tigard Mayor Craig Dirksen

During the 1980s and 1990s, Tigard saw a period of explosive growth. It was changing from an outlying suburb, still surrounded by the remnant open fields of its agricultural past, to an integral part of the Portland metroplex with subdivision after subdivision crowding its original center on Pacific Highway. Tigard had only about eight acres of parks and open space per

Lifecycle of a natural area



- 1 Voters approve natural areas bond measure.
- 2 Natural resource and land use experts, scientists, land managers and residents help craft detailed goals for the 27 areas where Metro will protect land.
- 3 Metro's real estate team identifies property that meets Metro's goals for water quality, wildlife habitat and outdoor recreation opportunities. Working with the science and legal teams, they evaluate potential natural areas.
- 4 Metro buys land at market value from people who want to sell.
- 5 The science team crafts a short-term "stabilization" plan to control invasive plants, replace them with native plants, tear down or rent houses and deal with problems such as illegal dumping. Natural

thousand residents – far short of the 11 acres recognized as the national standard – and its population was growing. With the coming of the millennium, preserving our remaining open space and protecting the Fanno Creek Greenway had to become a priority if we were to maintain our quality of life and leave ourselves with a lasting legacy to pass on to future generations.

Over the past decade, we've managed to increase our park and open space from less than 300 acres to more than 500, but available funds kept us from making any significant purchases. One parcel we had our eye on was the Summer Creek property adjacent to Fowler Middle School, a 43-acre gem at the confluence of Fanno and Summer creeks with meadow, creek bottom and amazing mature forest. The school district had recently decided it didn't need the land, which was in danger of being lost to development.

Tigard assembled a group of local partners including Metro, Washington County and The Trust for Public Land in an attempt to buy the property. Despite negotiations, the money available wasn't enough. In 2010, after one failed attempt, Tigard voters approved a parks and open space bond measure to invest as much as \$17 million in park acquisition and development. This allowed us to finalize the purchase of the Summer Creek property and will also allow us to acquire up to 100 additional acres around

the city – including an amazing 20 acres at the crest of Bull Mountain with bluff and forested canyon and views all the way to the Coast Range. Combined with the previously purchased Cache Creek Nature Park, our residents will have a major asset in the western part of Tigard, the area that was most park-deficient. We will also make significant progress completing our segment of the Fanno Creek Trail, which eventually will reach from Willamette Park in Portland's Johns Landing all the way to the Tualatin River and beyond, linking Portland, Beaverton, Tigard and Tualatin.

With this vision, and with these resources, we will reach our goal of creating a park and trail system that will be one of Tigard's defining features and help keep the city, as we say, "a place to call home."

The City of Tigard, Metro and other partners gathered on a blustery winter day to celebrate the acquisition of Summer Creek natural area. The forested wetland, which is now Tigard's second largest park, is home to turtles, frogs, salamanders, red-tailed hawks, owls and herons. More than 40 percent of the money to buy the land came from Metro's voter-approved natural areas bond measure, through a Nature in Neighborhoods grant and "local share" funds distributed to Washington County and Tigard to invest in community projects.



C. Bruce Forster photo

Cooper Mountain Nature Park: *Listen to a legacy*

By Karen Mathieson, Metro volunteer

Each time I introduce friends to Cooper Mountain Nature Park, I point out the metal ear trumpets facing like fluted, otherworldly flowers toward the gentle hills and green fields of the Tualatin Valley. Bend to place an ear against the aperture at the narrow end, and you will catch the conversation of birds, and perhaps an amplified patter of rain or a swoosh of wind through dry grasses. What I hear when I stoop to listen or walk the looping, graveled paths of the 230-acre park is the past, the present and the future of humans connecting with a landscape.

Over thousands of years, native peoples established a complex relationship with the earth, plants and animals of this place and the fertile lands in the distance. Through practices such as controlled burns to halt encroaching conifers and preserve oak trees with their nourishing acorns, tribes thrived to the seventh generation and beyond. The ecosystem was affected by the human presence, but it was also held in balance.

A decade and a half ago, that ecosystem lay in shreds on Cooper Mountain. Vast mounds of Himalayan blackberries shrouded the logged-off terrain. What trees remained struggled in a stranglehold of English ivy. Small rodents sought in vain the seeds of native shrubs to keep them through the winter, and raptors circled fruitlessly above the impenetrable foliage. It seemed logical to assume that giant machinery would soon arrive to level the site for another suburban subdivision, harvesting all that remained of value: the view.

resource staff carry out much of this day-to-day work, teaming up with contract crews as necessary.

6 Metro's volunteer restoration program provides opportunities to help care for the land voters have protected.

7 After two years or so, the property graduates to a long-term restoration strategy.

8 On sites suited to public access, Metro plans amenities such as parking, trails and signage – balancing people with the natural resources that made the land worth protecting. Finding funding is a big part of

the puzzle; the bond measure paid for three major nature parks, but otherwise goes toward protecting land.



Then in November 1995, voters in Clackamas, Multnomah and Washington counties changed the future of Cooper Mountain. The passage of a visionary bond measure to preserve significant green space in the region allowed Metro to purchase the site, and an army of staff and volunteers began years of hand-to-hand combat with invasive vegetation.

My association with Cooper Mountain dates to blistering summer days in 2008, as I gingerly crouched amid poison oak to seek sparse clumps of native perennial flowers such as the rare pale larkspur. From beneath the broad brim of my straw hat, I saw fellow volunteers from Metro's Native Plant Center inch across the prairie of the past and future. The seeds we gathered have been nurtured to vigorous life, and amplified for restorative planting in areas deliberately scorched by fire as in millennia past.

In June 2009, Cooper Mountain Nature Park opened to the public, managed through a cooperative partnership between Metro and the Tualatin Hills Park & Recreation District. The Nature House – a charming red barn with firehouse doors that open to the fresh air in good weather – is a hub of activity and education throughout much of the year. Along hillside trails that pass between thousands of tiny trees and shrubs clad in protective netting, one finds coyote scat, deer tracks and reflective peace.

When I listen to Cooper Mountain Nature Park, I sense a legacy echoing across centuries to come. I can see things too, scenes that stretch from this very summer into the future: A small boy watches a red-legged frog emerge from life among the polliwogs, in a pond dug as the quarry for a logging road. The boy smiles, and a wildlife biologist is born. As night approaches on Cooper Mountain, a young girl learns from a Metro naturalist about constellations familiar to Northwest people of long ago. The girl studies the sky, and begins to dream of reaching for the stars.



Boones Ferry Primary School student artwork

As Graham Oaks grows up, so do the students next door

By April Brenden-Locke, Boones Ferry Primary School teacher

I noticed the old oak tree when I started teaching at Boones Ferry Primary School in Wilsonville. Its lone shape seemed out of place in the middle of the rolling farm field that bordered our playground. Rumor had it Metro was going to build a park there, where the Lone Oak stood. Little did I realize that this tree would capture the imaginations of my future third graders and connect them with their community's natural environment and history.

The construction of Graham Oaks Nature Park provided a unique opportunity for my students to create something authentic and important for the community. Few people, especially newcomers and younger people, knew why this land in the school's back yard was becoming a park. For several months last year, my students explored the question "What story would the

Lone Oak tell?" and researched how different cultures have used and cared for the land that is now the park. We then wrote and published the Lone Oak's story in book form with students' art and made it available to the community.

Students developed important research skills, asking and working to answer authentic questions. At first their questions were thoughtful, but surface-level, such as "Who lived on this land?" and "Why are they making a park here?" We interviewed a local historian, read local historical accounts and visited the park with Metro staff while it was under construction. We learned that the Lone Oak is an Oregon white oak, an increasingly uncommon tree in the Willamette Valley. It is some 200 years old, which means it likely "saw" the Kalapuya, the Native Americans who summered along this part of the Willamette River and maintained the land as an oak savanna through controlled burning. My class had recently completed a study of the time of the pioneers – a period that seems so far away for 9-year-olds. I was delighted when one student burst out with an important, sudden connection: "Wait! You mean the Lone Oak was here when the pioneers came?!"

As the project went on, their questions became deeper: "Why would the Kalapuya agree to work on the Boones Ferry?"

"How did people keep the land from becoming a landfill?" "Will Metro burn the savanna to preserve it even though there are houses nearby?" Students began to realize that, over time, cultural values have changed and different groups of people have had different ideas about how to use land. We wrote the story from the point of view from the tree; we had to infer how the tree might have felt about the changes it has seen, from the time of the Kalapuya to that of the trappers and traders, the pioneers, the farmers, industry and, now, restoration.

Today the Lone Oak is no longer alone. It is becoming an integral part of a slow-growing savanna ecosystem, along with thousands of young oaks and native plants that have been planted around it. Through this park and our project, my students have become more connected, too, by providing an important book for the community and becoming part of a new chapter in the story of this place.

"What's important is that children have an opportunity to bond with the natural world, to learn to love it, before being asked to heal its wounds."

David Sobel, *Beyond Ecophobia: Reclaiming the Heart in Nature Education*

Summer at Graham Oaks

Get to know the region's newest nature park through a summer of special activities, from bug hunting to papermaking. Graham Oaks Nature Park in Wilsonville was protected, restored and opened by Metro's voter-approved Natural Areas Program.

IT'S OUR NATURE EVENTS

Know your place

Exploring Metro's natural areas through language, movement and observation

Without the magic of nature, Henry David Thoreau never would have written "Walden" and Ansel Adams would have been another struggling photographer. Nature sparks new ways of looking at the world. That's why Oregon Humanities and the Metro Natural Areas Program are bringing provocative people and ideas together on a few of the 11,000 acres that voters have protected across the Portland metropolitan area. On the last Saturdays in July, August and September, explore the forests and trails, clearings and creeks that make Oregon Oregon – with people who do the same. Wear sturdy shoes. Bring water and a picnic, if you'd like. Free. Advance registration required; visit www.oregonmetro.gov/calendar, find your event and follow the instructions. If you have questions or prefer to register by phone, call 503-797-1650 option 2.

**Saturday, July 30,
3 to 5 p.m.**
Graham Oaks Nature Park,
Wilsonville

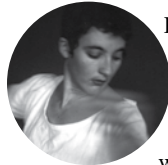


Delta, desire path, dune: The names of landscape features intimately tie us to the places we travel to, happen upon

and seek out for respite, shelter and inspiration. Barry Lopez and Debra Gwartney, editors of "Home Ground: Language for an American Landscape," explore the way that names of landscape features – their histories, stories and meanings – help you connect

with and understand the places that matter to you. Bring a notebook and pen. Meet at Graham Oaks Nature Park. (Debra Gwartney will host a small-group writing workshop at Graham Oaks on Friday, July 29, to generate material for the main event. To learn more and sign up, visit www.oregonhumanities.org.)

**Saturday, Aug. 27,
3 to 5 p.m.**
Scouter Mountain,
Happy Valley

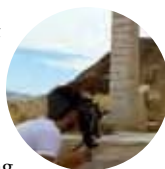


Performance artist Linda K. Johnson leads participants in engaging with the natural environment through

walking, stillness, writing and observation. Working both individually and in small groups, participants bring their deep attention to various elements of Scouter Mountain, with the intention of coming to know it kinesthetically, intellectually and aesthetically. Location provided with registration.

**Saturday, Sept. 24,
3 to 5 p.m.**
Cooper Mountain Nature
Park, Beaverton

Filmmaker Matt McCormick guides participants through discussions and exercises focusing on astute observation. Drawing on his background in making visually striking documentaries about Portland and the Pacific Northwest, McCormick describes his creative process and how thinking cinematically can yield deeper experiences with place. Bring a notebook, pen and camera. Meet at Cooper Mountain Nature Park.



See you at the market

Metro's natural areas team will rove the region's farmers markets this June, July and August. Stop by to meet the team, ask questions and pick up a free reusable shopping bag for your haul.

- June 2** Thursday Market at the Ville, Wilsonville, 4 to 8 p.m.
- June 8** Forest Grove Farmers Market, 4 to 8 p.m. Wednesday
- June 11** Portland Farmers Market at Portland State University, 8:30 a.m. to 2 p.m. Saturday
- June 12** Tigard Farmers Market, 9 a.m. to 2 p.m. Sunday
- June 18** Beaverton Farmers Market, 8 a.m. to 1:30 p.m. Saturday
- June 22** Moreland Farmers Market, 3:30 to 7:30 p.m. Wednesday
- June 25** Hillsboro Saturday Farmers Market, 8 a.m. to 1:30 p.m.
- June 30** Fairview Open Air Market, 4 to 8 p.m. Thursday
- July 9** Gresham Farmers Market, 8:30 a.m. to 2 p.m. Saturday
- July 10** Sunnyside Grange Open Air Farmers Market, 11:30 a.m. to 3 p.m. Sunday
- July 16** Oregon City Farmers Market, 9 a.m. to 2 p.m. Saturday
- July 17** Milwaukie Farmers Market, 9:30 a.m. to 2 p.m. Sunday
- July 23** St. Johns Farmers Market, 9 a.m. to 1 p.m. Saturday
- July 31** Lents Farmers Market, 9 a.m. to 2 p.m. Sunday
- Aug. 6** Parkrose Farmers Market, 8 a.m. to 2 p.m. Saturday

www.oregonmetro.gov/naturalareas

Metro's natural areas website got a makeover! Find the latest news, watch a short film that brings the landscape to life, and explore natural areas and trails on an interactive storytelling map. Don't forget to check out summer events so you can explore the old-fashioned way, too – in person.

Stay in touch

Sign up for It's Our Nature, a monthly e-newsletter that keeps you up to date on new natural areas, restoration projects, events, media coverage and volunteer opportunities. Just check the "It's Our Nature" box under email newsletters at www.oregonmetro.gov/connect.



Summer calendar

Durham City Park tree care

9 a.m. to noon Saturday, June 4

Help newly planted trees and shrubs get a jump on the invasive plant competition and ensure the success of this important planting site. Learn how to remove invasive plant species by hand as well as native plant identification skills and care techniques. Gloves, tools, breakfast treats and coffee provided. Meet at Durham City Park. For more information, call 503-282-8846, ext. 18. *Friends of Trees, Clean Water Services, City of Durham and Metro*


Gardens of eatin': edible landscaping

Get the skinny on blending edibles and ornamentals for a delicious low-maintenance landscape. Discover salad-boosting herbs and flowers, fruit trees for small spaces and native plants that hide "berried" treasures. Learn easy organic care methods. *Metro and partners*

10 to 11 a.m. Saturday, June 4

Led by regional gardening expert Glen Andresen. Meet at Tony's Garden Center. Free. Advance registration required; call 503-481-7710.

1 to 2:30 p.m. Sunday, June 19

Meet at Graham Oaks Nature Park. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. 

10 to 11 a.m. Saturday, July 30

Led by garden expert Jen Aron. Meet at Hughes Water Gardens. Free. Advance registration required; call 503-638-1709.



Acorn sculpture at Graham Oaks Nature Park

Michael D. Barton photo

Mount Talbert kids' nature walk

10 a.m. to noon Sunday, June 5

Naturalist Elaine Murphy introduces kids to plants and animals that live in the Pacific Northwest on a nature walk at Mount Talbert. Children must be accompanied by an adult. Location provided with registration. Free. Advance registration required; call 503-496-0908. *Backyard Bird Shop*

Home composting essentials

10 to 11:30 a.m. Saturday, June 11

Confused by composting? Get the real dirt on how simple it is to turn garbage into gardener's gold. Learn the dos and don'ts of composting yard waste and kitchen scraps. Discover the merits of basic, worm, hot and cold composting, and ways to master each method. Get tips on using compost as a soil amendment, mulch or tea. Plus learn where to find bins, tools and more information. Led by garden expert Lora Price. Meet at Clackamas Community College, Claimont Hall, room 117. Free event includes complimentary coupons

and publications. Advance registration required; call 503-234-3000. *Metro, Oregon State University Extension Service and Clackamas Community College*


Morning bird walk at Cooper Mountain

8:30 to 11:30 a.m. Saturday, June 11

Spring is the easiest time to see and identify birds of Cooper Mountain since they are in their best breeding plumage and singing up a storm. At this time, nesting will be in full swing, with some baby birds already out of the nest and on their own. This can be a good time to watch family activities, such as adults feeding their begging young. Learn to identify birds by sight and by sound. Join Metro naturalist and expert birder James Davis for this bird walk for beginners and intermediate birdwatchers. Bring binoculars or borrow a pair onsite; dress for standing outside on an open hilltop. Suitable for ages 10 and up. Meet at the Nature House. Registration and payment of \$10 per person required in advance; call 503-629-6350. *Metro and Tualatin Hills Park & Recreation District*

Native Plant Center volunteer ventures

9 a.m. to 1 p.m. Saturdays, June 11 and 25, July 9 and 23, and Aug. 6 and 20

Enjoy summer at Metro's Native Plant Center in Tualatin and learn to propagate native plant species used in regional restoration projects. Volunteers join together to harvest and clean seed, maintain native grow-out beds, learn propagation techniques, and work with herbaceous species from the region's prairie, oak, riparian and forested habitats. Family-friendly. No experience necessary. Gloves, tools, water and snack provided. Advance registration required; call 503-797-1653. *Metro*  by arrangement

The oaks, floods and fires of Canemah Bluff

10 a.m. to 1 p.m. Saturday, June 11

With sweeping views of the Willamette River, rare white oak woodlands and the historic Canemah Pioneer Cemetery nearby, Canemah Bluff brings a bit of the wild close-in for residents of surrounding neighborhoods. Join Metro naturalist Dan Daly to explore how floods, fires and world-class geologic events have created the woodlands, prairies and ephemeral wetlands of Canemah Bluff today. A Metro scientist is onsite to share how maintaining and enhancing the oak woodland and native prairie have been a priority for Metro's science team, as well as future plans for the site. Bring binoculars or borrow a pair onsite. Directions provided with registration. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro* 

 activity at new Graham Oaks Nature Park



wildlife watching



volunteering



nature discoveries



paddling



natural gardening



wheelchair accessible



Twilight Tuesdays at Smith and Bybee

7 to 9:30 p.m. Tuesdays, June 14, July 26 and Aug. 9

This relaxing walk takes advantage of long summer days and provides a chance to unwind after work. Dusk is one of the best times to view wildlife, especially during summer. It's about the only time most mammals such as beaver, muskrat, otter, raccoon, deer and bats can be seen. Metro naturalist James Davis teaches basic techniques of wildlife watching and identification. Bring binoculars or borrow a pair onsite. Suitable for ages 10 and up; all participants must be able to be quiet, sneaky and patient. Meet in the parking area on North Marine Drive. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*



Father's Day walk on Mount Talbert

10 a.m. to 1 p.m. Saturday, June 18

Surprise Dad this Father's Day by exploring a cinder cone volcano on a guided nature walk. The rare oak woodlands of Mount Talbert offer welcome refuge for migrating songbirds such as warblers, tanagers, orioles and cedar waxwings. Move quietly through shaded groves in search of the elusive Western gray squirrel and learn to identify poison oak. Binoculars provided. Trails are on the rough side and steep in places. Suitable for ages 8 and up. Directions provided with registration. Free for children under 18. Registration and payment of \$5 per adult required in advance; call 503-794-8092. *North Clackamas Parks & Recreation District and Metro*



Gardens of eatin': advanced vegetable gardening

Ready to take your veggie gardening to the next level? Learn how to plan for year-round harvests with careful crop choices, vertical gardening and techniques to stretch the growing season. Plus, explore the principles of nontoxic weed and

pest management to boost your harvests and reduce the amount of time and money needed for a healthy productive garden. Free event includes complimentary coupons and publications. *Metro, Oregon State University Extension Service and Portland Nursery*

10 to 11 a.m. Saturday, June 18

Led by regional gardening expert Glen Andresen. Meet at Portland Nursery on Stark. To register, call 503-231-5050.

10 to 11:30 a.m. Saturday, June 18

Led by Oregon State University horticulturist Weston Miller. Meet at Washington County Fair Complex Demonstration Garden, Cloverleaf entrance. To register, call Metro at 503-234-3000.

10 to 11:30 a.m. Saturday, June 25

Led by garden expert Jen Aron. Meet at Metro's Natural Techniques Garden. To register, call Metro at 503-234-3000.

Lone Fir Cemetery headstone cleaning workshops

1 to 3 p.m. Saturdays, June 18, July 16 and Aug. 20

Hold history in your hands and learn techniques to properly care for headstones. Grave markers in Portland's oldest cemetery can become damaged, darkened and difficult to read. Learn safe cleaning methodology and good ethics involved in caring for these chunks of history. You may want to bring a stool. Cleaning supplies and materials provided. Family friendly. Enter on Southeast 26th Avenue between Stark and Morrison streets. Meet at the Soldiers' Monument. Free. For more information, call 503-224-9200. *Friends of Lone Fir*



Native plants for birds, bees and butterflies

Eager to see beneficial birds, butterflies and gentle native bees? Discover how beautiful native plants can bring these allies to your yard, helping fight pests and improving garden productivity.

Learn which natives might be right for your yard and how to plant and care for them without harmful chemicals. Led by garden writer Lisa Albert. Free event includes complimentary coupons and publications. *Metro, Oregon State University Extension Service, Echo Valley Natives and Tualatin Hills Park & Recreation District*

10 to 11 a.m. Saturday, June 18

Meet at Echo Valley Natives. Advance registration required; call 503-631-2451.

1 to 2:30 p.m. Saturday, Aug. 20

Meet at Cooper Mountain Nature Park. Advance registration required; call THPRD at 503-629-6350.



Family habitat hike

9:30 to 11:30 a.m.

Saturday, June 25

Join a naturalist on a guided hike through the tall meadow grass of Cooper Mountain in search of butterflies, dragonflies and other insects. Meet at Cooper

Mountain Nature Park. \$9. Ages 11 and up must register; up to two children under 10 may accompany a registered adult. For more information, call 503-629-6350. *Tualatin Hills Park & Recreation District*



Lone Fir Cemetery clean-up day

10 a.m. to 2 p.m. Saturday, June 25

Help clean up Lone Fir. This event takes place rain or shine. Wear closed-toe shoes. Bring your own rake and gloves or borrow them onsite. Water and light snacks provided. Meet at the Soldiers' Monument. For more information, call 503-224-9200. *Friends of Lone Fir*



Stayin' Alive: Fire by friction for families

10:30 a.m. to 2:30 p.m.

Saturday, June 25

Nature provides for those with know-how. The darkness of night and deep-woods cold seem worlds away in the warm glow of a crackling campfire. In this family-oriented class at Graham

Continued

Compost tips

- For the freshest, fastest, most fertile compost, never dump and run. Instead, take a moment to thoroughly mix any new material – moist, rich food scraps or grass clippings, for example – into the compost pile. This simple step helps keep wet material from clumping, which can bring odors, slow the composting process and attract flies.
- Make sure the compost pile includes plenty of "brown" material such as straw, woody prunings or dead leaves to balance the "greens," which can include food scraps, grass clippings, coffee grounds and other nitrogen-rich waste. Keeping the ratio one or two parts brown to one part green helps microbes break down the pile faster.

- Keep the compost pile moist as a wrung-out sponge – not too wet, not too dry.



Did you know?

Metro now makes it even easier to turn food scraps and yard debris into organic gardener's gold with a new selection of value-priced compost bins. They're made from recycled plastic, available in different sizes and styles and a cinch to set up. Get the right bin for your garden or urban farm at the MetroPaint Swan Island store in North Portland. Open 8 a.m. to 4 p.m. Monday through Friday, and 7 a.m. to 4 p.m. Saturday.

Metro Recycling Information
503-234-3000

www.oregonmetro.gov/compost



Sunday Parkways 11 a.m. to 4 p.m.

Experience Portland from a new perspective – meet your neighbors and enjoy all kinds of entertainment along the way. The car-free routes along city streets focus on one area of the city at a time, connecting parks that host music, food and fun activities like yoga, juggling, stilt walking, hula hooping or disc golf. Sunday Parkways offer a chance to get out and enjoy walking, biking, rolling, running and skating. The events are suitable for mobility device users, seniors, adults and children. Portlanders enjoy a day of healthy physical activities right in their own neighborhoods.

Intersections are staffed by volunteers, allowing residents to get to and from their driveways, with larger streets supervised by police and

certified flaggers. For details or to volunteer, visit www.portlandsundayparkways.org or call 503-823-5358. *City of Portland Bureau of Transportation, Kaiser Permanente and Metro*

June 26 | North Portland
A 7.5-mile route connecting Peninsula Park and Rose Garden, and Trenton, Kenton and Arbor Lodge parks.

July 24 | Northwest and downtown
A 6.4-mile route along the Willamette River connecting through the city to Wallace Park in Northwest Portland.

Aug. 28 | Southeast Portland
A 6-mile route connecting Laurelhurst and Colonel Summers parks with the Hawthorne Street Fair.



Jerome Hart photo

12th annual Fourth of July fireworks and festivities

Celebrate Independence Day with music, fun and east county's largest fireworks display at Metro's Blue Lake Regional Park in Fairview. Pack a picnic, load up your loved ones and enjoy fireworks and live music alongside beautiful Blue Lake. Kids can cool off in the water spray ground and discover the new natural playground. For groups of more than 25 people, call 503-665-4995 to reserve a site. Gates open at 8 a.m.

Spray ground 11 a.m. to 6 p.m.

Live music The Stingrays will play from 4 p.m. until the fireworks begin.

Fireworks 10 p.m.

Admission \$10 per car, \$15 per bus, RV or 12-passenger van. No pets, alcohol or personal fireworks allowed.

Sponsored by
Metro
Gresham Outlook
CalPortland

Special thanks to
Gresham Fire Department
Fairview Police Department
Multnomah County Sheriff River Patrol
Troutdale Police Department
Gresham Lions Group
Urgent Care NW

Oaks Nature Park, learn how to make fire without matches by carving your own "bow drill" friction fire kits to keep and learn how to use them. Topics covered include fire safety, construction and fuel selection. Participants use knives during the class and the safe conduct of young children is the responsibility of their guardians. This class is led by Metro naturalist Dan Daly. Bring a sack lunch. No pets allowed. Meet rain or shine at the Elder Oak Plaza at Graham Oaks Nature Park. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*



Paddle Smith and Bybee Wetlands

It's a great time to get out your boat and do some paddling. Bring your own boat and gear and a 2011 boat registration from the Oregon Marine Board. Trips are water dependent; call ahead to confirm. Free. Advance registration required. *Friends of Smith and Bybee Lakes*

10 a.m. to 2 p.m. Sunday, June 26

To register, call Troy Clark at 503-249-0482.

10 a.m. to 2 p.m. Saturday, July 9

To register, call Troy Clark at 503-249-0482.

noon to 3 p.m. Saturday, Aug. 6

To register, call Dale Svart at 503-285-3084.



Bird walk at Smith and Bybee Wetlands 9 to 11:30 a.m. Saturday, July 2

By the Fourth of July, a lot of the Northwest's breeding birds are finishing their nesting cycle, unless they are going to do a second nest. This is a common time to see bird families flocking and young birds getting fed by parents. Identifying the young birds can be challenging since they may not look like their parents yet. Bring binoculars or borrow a pair onsite. Suitable for ages 10 and up. Meet in the parking area on North Marine Drive. Free. Advance registration

required; see page 19 for instructions. *Metro*



Painted turtle walk at Smith and Bybee

1 to 2:30 p.m. Saturday, July 2

Oregon's turtles are rare, shy and hard to find. Smith and Bybee Wetlands Natural Area is home to one of the largest populations of Western painted turtles in the Northwest. See these beautiful reptiles with the help of Metro naturalist James Davis, who will have small telescopes for a close look. Learn about the natural history of painted turtles and why they are so rare. Meet in the parking area on North Marine Drive. Free. Advance registration required; see page 19 for instructions. *Metro*



Pioneer candles at Graham Oaks

1 to 3 p.m. Sunday, July 10

Learn to make candles from scratch using an old-fashioned method at Graham Oaks Nature Park. Learn the technique to make yours unique. No pets allowed. Suitable for ages 5 and up. Meet under the picnic shelter at the Gateway Plaza Trailhead. Children under 16 must be registered and accompanied by an adult. Free for adults. Registration and payment of \$3 per child required in advance; see page 19 for instructions. *Metro*




Twilight Tuesday at Cooper Mountain

7 to 9:30 p.m. Tuesdays, July 12 and Aug. 2

What is the wildlife doing at sunset in this new park? Dusk is one of the best times to see wildlife. On this relaxing walk, Metro naturalist James Davis teaches basic techniques of wildlife watching and identification. Some mammals to watch for include deer, coyote, raccoon and bats. Bring binoculars or borrow a pair onsite. Suitable for ages 10 and up; all participants must be able to be quiet, sneaky and patient. Meet at Cooper Mountain Nature Park. Registration and payment of \$10 per person required in advance; call 503-629-6350. *Tualatin Hills Park & Recreation District and Metro*

Papermaking at Graham Oaks

10 to 11 a.m. or 1 to 2 p.m.
Thursday, July 14

Bees do it, so can you! Find out who invented the art of papermaking and participate in a skit on how paper is made. Learn how to make decorative paper from recycled materials, then dip in and get creative! Suitable for ages 5 and up. No pets allowed. Meet under the picnic shelter at the Gateway Plaza Trailhead at Graham Oaks Nature Park. Children under 16 must be registered and accompanied by an adult. Free for adults. Registration and payment of \$3 per child required in advance; see page 19 for instructions. *Metro* 

Gardens of eatin': basic vegetable gardening

Want to grow organic food but not sure how? Boost your garden IQ with simple steps to success. From picking edibles for the right spot and season to prepping the soil and watering waste-free, get the skinny on weeding, managing pests and growing a bountiful garden without toxic chemicals. Plus, learn where to find seeds and tips for easy organic gardening. Led by regional gardening expert Glen Andresen. Free event includes complimentary coupons and publications. Advance registration required. *Metro, Oregon State University Extension Service, Flat Creek Garden Center and Tualatin Hills Park & Recreation District*

1 to 2:30 p.m. Saturday,
July 16

Meet at Cooper Mountain Nature Park. To register, call THPRD at 503-629-6350.

1 to 2 p.m. Sunday, July 31
Meet at Flat Creek Garden Center. To register, call 503-663-4101.

Mount Talbert's hidden beauty

10 a.m. to 1 p.m. Sunday,
July 17

The rare oak woodlands of Mount Talbert Nature Park offer welcome refuge for migrating songbirds such as warblers, tanagers, orioles and cedar waxwings.

Move quietly through shaded groves in search of the elusive Western gray squirrel and learn to identify poison oak. Binoculars provided. Trails are on the rough side and steep in places. Suitable for ages 10 and up. Free for children under 18. Registration and payment of \$5 per adult required in advance; call 503-794-8092. *North Clackamas Parks & Recreation District and Metro*


Stories in the forest mini camp

1 to 4 p.m. Monday, July 18
through Friday, July 22

This mini nature camp is a half-day filled with fun and adventure. Create crafts, play games, learn about Oregon's best forest legends, make new friends and explore the trails and habitats of Cooper Mountain Nature Park. Suitable for ages 6 to 9. \$86 for five days of camp. For more information, call 503-629-6350. *Tualatin Hills Park & Recreation District*

Origami wildlife at Graham Oaks

11 a.m. to noon Tuesday,
July 19

Examine animal tracks and pelts, and talk with a naturalist about the wildlife of Graham Oaks, then use Origami paper to fold a paper hawk to take home. Suitable for ages 10 and up. No pets allowed. Meet under the picnic shelter at the Gateway Plaza Trailhead. Children under 16 must be registered and accompanied by an adult. Free for adults. Registration and payment of \$3 per child required in advance; see page 19 for instructions. *Metro* 

Grow a greener green lawn

Looking for easy, sustainable ways to keep your lawn looking great? Learn the latest on establishing, renovating and maintaining turf that meets your needs. Get time-tested tips practiced by golf course superintendents for mowing, mulching, watering and managing weeds without toxic chemicals. Discover eco-lawns and learn where to get more information on low-input lawn care. Led by Oregon State University horticulturist

Weston Miller. Free event includes complimentary coupons and publications. Advance registration required; call 503-234-3000. *Metro and Oregon State University Extension Service and Washington County Master Gardeners*

10 to 11:30 a.m. Saturday,
July 30

Meet at Metro's Natural Techniques Garden.

10 to 11:30 a.m. Saturday,
Aug. 13

Meet at Washington County Fair Complex Demonstration Garden, Cloverleaf entrance.

Family bug class and hunt at Graham Oaks

10 a.m. to noon Saturday,
Aug. 6

Summer time is bug time. Insects and other arthropods are busy everywhere, which is why Bug Fest is every August. This program for all "bugsters" ages 6 and up introduces ways to make sense out of the vast diversity of arthropods – insects, spiders, crustaceans, millipedes and centipedes. Then it's time to go hunt for them. Carefully and humanely catch live bugs at Graham Oaks, and then bring them to Arthropod Headquarters and try to figure out what they all are. Can you do it? Metro naturalist and Bug Fest creator James Davis heads up Metro's volunteer bugster team. All specimens returned to their habitat. Meet under the picnic shelter at the Gateway Plaza Trailhead. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*

Water less, save more and keep your garden green

10 to 11:30 a.m. Saturday,
Aug. 6

Want to save on your water bill? Discover the secrets of low-maintenance plantscaping with beautiful water-wise plants. Learn how soil amendments, mulch and proper planting save water and prevent pest problems without toxic chemicals. Plus, get the basics of efficient irrigation

using sprinklers, soaker hoses or a drip system. Led by regional gardening expert Glen Andresen. Meet at Clackamas Community College, Clairmont Hall, room 117. Free event includes complimentary coupons and publications. Advance registration required; call 503-234-3000. *Metro, Oregon State University Extension Service and Clackamas Community College*

Native bees to the rescue

1 to 3 p.m. Sunday, Aug. 7

Concerned about honeybees? No need for pollinator pandemonium – bees just need a little help from their friends. There is a hidden world awaiting you, full of dozens of species native to the Willamette Valley, from carpenter bees to leafcutters. These gentle bees almost never sting and they provide critical pollination. At this class, identify bees and the plants they eat, and learn how to install a bee nursery. Suitable for ages 11 and up. Meet at Cooper Mountain Nature House. \$8. Children must be registered and accompanied by a registered adult. For more information or to register, call 503-645-6433. *Tualatin Hills Park & Recreation District and Metro*

Simple, safe, clean and green

11 a.m. to 4 p.m. Sunday,
Aug. 14

Learn how to save money, protect your family and the environment, and clean your home! Discuss the hazards or dangers of standard store brands, critical information that you can find on the label and recipes you can make yourself using safer, cheaper ingredients such as vinegar, baking soda and more. Participants mix two cleaners to take home at a workshop from 1 to 2 p.m. under the picnic shelter at the Gateway Plaza Trailhead. This class is led by Metro toxics reduction educator Caran Goodall. Meet at Graham Oaks Nature Park. Children under 16 must be registered and accompanied by a registered adult. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*

Sunset sit at Graham Oaks

8:30 to 9:30 p.m. Thursday, Aug. 18

Immerse yourself in the experience known as twilight, a time when wildlife is active. Learn to use simple but profound techniques to get the most out of a short time spent in nature. Special technique used in the program allows participants to gain a “bird’s eye” perspective of the landscape, seeing more animals and their interactions than any one person can normally see. No pets allowed. Suitable for ages 11 and up. Meet under the picnic shelter at the Gateway Plaza Trailhead at Graham Oaks Nature Park. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*

Meet Scouter Mountain

10 a.m. to 1 p.m. Saturday, Aug. 20

Rising 700 feet above the valley floor, the new Scouter Mountain Natural Area provides a forested oasis and an interesting

vantage point on the surrounding community of Happy Valley. Someday soon, the property will feature new trails, restrooms and a picnic shelter. For now, a sneak preview gives you insight into the birds, blooms and volcanic inspiration that made the mountain what it is today. Bring binoculars or borrow a pair onsite. Suitable for ages 8 and up. Directions provided with registration. Free. Advance registration required; see page 19 for instructions. *Metro*

Myths and legends of the stars

8:30 to 9:30 p.m. Sunday, Aug. 20

All cultures find stories in the stars. Join Metro naturalist Deb Scrivens for tales from the Northwest and other regions. This program is weather-dependent – if it is raining or more than a quarter of the sky is covered, the program is canceled. Suitable for ages 11 and up. Meet at the Cooper Mountain Nature House. \$8. Advance registration required; call 503-645-6433. *Tualatin Hills Park & Recreation District and Metro*

Bug Fest

11 a.m. to 4 p.m.

Saturday, Aug. 27

Buzz on into Bug Fest to learn about bugs of all shapes and sizes. The event combines interactive discovery stations, crafts, games and family entertainment with a range of activities that help attendees experience the boneless/spineless creatures that keep the environment healthy. All those tiny critters – such as beetles, butterflies, bees, slugs, spiders, true bugs and ants that help recycle fallen trees, pollinate flowers and get eaten by other animals – are the real heroes of our planet. Meet at the Tualatin Hills Nature Park Interpretive Center. \$2. For more information, call 503-629-6350. *Tualatin Hills Park & Recreation District and Metro*

Lend a hand at Bug Fest

9 a.m. to 5 p.m.

Volunteers take part in activities from interpretive education to assisting with crafts and games. For more information, call 503-629-6450.

Healthy soil for healthy plants

10 to 11:30 a.m. Saturday, Aug. 27

Got a lackluster landscape or veggie garden? Learn how to turn any soil into a fertile bed for roots using all-organic methods that help plants thrive without costly chemicals or harmful runoff. Plus, learn how to “read” your soil, prep it for planting, and use slow-release fertilizers, compost and other soil amendments. Led by garden expert Jen Aron. Meet at Metro’s Natural Techniques Garden. Free event includes complimentary coupons and publications. Advance registration required; call 503-234-3000. *Metro and Oregon State University Extension Service*



Oregon Shadow Theatre

Around the campfire at Oxbow

M eet around the campfire for stories and old-fashioned entertainment when you are camping at Oxbow Regional Park this summer. Enjoy live music on Friday nights and captivating nature presentations and storytellers on Saturday nights. Campfire shows are only open to overnight campers because day use ends at legal sunset when the park gates are locked. Programs are held in the outdoor forest amphitheater across from the campground, starting at 8:30 p.m. in July and 8 p.m. in August. Free. For more information, call 503-797-1650 option 2. *Metro*

Camping at Oxbow

Oxbow’s 67 campsites each include a picnic table, fire pit/cooking grill and lantern pole. Camping fee is \$20 per night and all sites are available on a first-come, first-served basis. Two restroom/shower buildings offer hot and cold running water, coin-operated showers, heated-air hand dryers, radiant floor heating and flush toilets. The restroom facilities and two campsites are accessible by wheelchair. Twelve pull-through sites are available for RVs. Pets are not allowed in Metro parks and natural areas.

www.oregonmetro.gov/oxbow



This summer get outside and enjoy the many biking trails and routes in the Portland metropolitan area with the eighth edition of Metro’s Bike There! map. The waterproof, tear-resistant map features:

- detailed commuter maps of central Portland and 21 area cities
- an expanded regional view showing recreational cycling destinations
- more detailed street ratings
- elevation points and identification of steep slopes
- light rail, commuter train, streetcar lines and transit stations to extend your ride with transit.

Purchase Bike There! for \$9 at many local retailers, book stores and bike shops. Find a list of retailers and more information on Metro’s website.

www.oregonmetro.gov/bikethere



Fellow Travelers

8:30 to 9:30 p.m. Friday, July 1

Join the Fellow Travelers for harmonies that bring you back to the forgotten songs of the Oregon Trail, the Civil War and even '70s sitcoms. Consisting of a former concert violinist, a Rose Festival Queen and a card carrying ne'r-do-well, this band leaves you with a smile on your face and a spring in your step.

Salmon stories, bear tales and the legend of the swallowing monster

8:30 to 9:30 p.m. Saturday, July 2

Join master storyteller Will Hornyak for an evening of Northwest myths, legends and tall tales. Will's storytelling never fails to please the crowd.

Old-time bluegrass tunes

8:30 to 9:30 p.m. Friday, July 8

Come join the GTE String Band with Greg Stone on guitar, Tony Rocci on mandolin and guitar, and Eileen Rocci on upright bass for this year's bluegrass hoote-nanny around the campfire with some fun sing-along songs for the kid in everyone.

Slithering tales: Snakes and their kin

8:30 to 9:30 p.m. Saturday, July 9

Discover the fascinating world of snakes, lizards and turtles. Metro naturalist James Davis reveals the truth behind the many myths about reptiles. Some live reptiles join this super scaly program.

Yodel away the blues with Steve Cheseborough

8:30 to 9:30 p.m. Friday, July 15

Join a special performance with Steve Cheseborough, the blues authority, singer, guitarist – and yodeler! Steve sings and plays great old-style blues, including some yodeling numbers, and teaches the audience to yodel along on a few. With a little luck, the owls and bullfrogs might even yodel back!

The Dr. Wilderness Show

8:30 to 9:30 p.m. Saturday, July 16

Dr. Wilderness explores the mysteries of nature in his amazing traveling magic shows. Hiking across the globe for 30 years, he returns to Oregon tonight to celebrate "Earth, the water planet."

Old-time music with Dave and Will Elliott

8:30 to 9:30 p.m. Friday, July 22

This local father and son duo from just up the hill returns to Oxbow with great bluegrass tunes. Enjoy some old-style duets and perhaps sing along with some favorites.

Jack Tales: What's wrong with that boy?

8:30 to 9:30 p.m. Saturday, July 23

Join storyteller Ned Leager for traditional tales of Jack, the boy hero who never looked like he'd amount to much of anything. And every time he proved them wrong! Except when he didn't.

Kate Power and Steve Einhorn

8:30 to 9:30 p.m. Friday, July 29

Sing, listen and enjoy songs around the campfire with Kate Power and Steve Einhorn. Double guitars, banjos and ukuleles sweeten the harmonies in uplifting songs of life in the American landscape from award-winning songwriters and longtime mentors of the traditional sing-along.

How Butterflies Came to Be

8:30 to 9:30 p.m. Saturday, July 30

Enjoy the richness of Northwest Native American culture around the campfire this summer. Listen and learn with storyteller Ed Edmo as he shares the legend of "Why Columbia River Sparkles," "How Butterflies Came to Be" and more.

Songs with Dave Orleans the Earthsinger

8 to 9 p.m. Friday, Aug. 5

Note the time change from July. Dave Orleans brings energetic and folksy songs for all ages to the campfire. Sing along with songs about trees, watersheds, toads and more.

Birds of prey of the Pacific Northwest

8 to 9 p.m. Saturday, Aug. 6

Live birds of prey visit the campfire circle from the Audubon Society of Portland's Wildlife Care Center. Find out cool raptor facts and see these beautiful birds up close.

Fiddlin' in the park with Greg Clarke

8 to 9 p.m. Friday, Aug. 12

Musician Greg Clarke brings old-time tunes around the campfire. Enjoy the sounds of banjo, fiddle and mandolin among the trees. It's a contagious performance sure to get your toes tapping.

Around the campfire with Margaret Eng

8 to 9 p.m. Saturday, Aug. 13

Did you grow up with songs and stories around the campfire? Here's a chance to relive those memories and make some new ones too! Margaret Eng, Outdoor School staff member and storyteller, shares Native American legends, songs and stories.

The Folk City duo

8 to 9 p.m. Friday, Aug. 19

Enjoy sparkling instrumentals on hammered dulcimer and guitar as Mick Doherty and Kevin Shay Johnson play great traditional songs from the last few centuries. Sing along with original songs penned here in Oregon along with favorites from the likes of Woody Guthrie and John Prine.

The waters of life with Susan Strauss

8 to 9 p.m. Saturday, Aug. 20

Join renowned story teller Susan Strauss for stories from the water: this extraordinary substance, upon which all life depends. Susan's animated tales bring the audience closer to the source with native legends from

the Pacific Northwest, along with narrative from her own exploration of this dark and shimmering elemental force of nature.

Stillway and Bonham

8 to 9 p.m. Friday, Aug. 26

This lively duo mixes up a delightful blend of vintage musical styles, including ragtime, swing and traditional Hawaiian tunes. With wood-bodied and resonator guitars, and possibly even a ukulele in tow, they'll get your feet tapping and hands clapping in no time!

Bears!

8 to 9 p.m. Saturday, Aug. 27

No camping trip is complete without a good bear story. Join author, artist and tracker Linda Jo Hunter for lively bear tales collected from years of tracking and guiding people to see bears in the wild. Join in the rhythm of the story and practice some bear body language for a better understanding of how to live and camp with these amazing animals.

Rick Meyers' Old Time Music Show

8 to 9 p.m. Friday, Sept. 2

This lively show immerses the audience in the musical heritage of American pioneers along the Oregon Trail. Instruments and household items such as the musical saw, Jew's-harp, spoons, banjo, ukulele and washtub bass are included as part of this informative, fun-filled presentation.

Shadow puppets: Anansi the Spider

8 to 9 p.m. Saturday, Sept. 3

As the sunset fades over the campground, Oregon Shadow Theatre's magical screen is illuminated. Colorful shadow puppets come to life accompanied by live music and audience participation. In West African folk tales, Anansi the spider is clever but greedy. In this story, Anansi tracks in the forest, fishes in the river, picks a fight with a chimpanzee and plays a trick on the whole village.

Even more summer events

There are so many great nature events taking place this summer they couldn't all fit in this issue! Visit these organizations' websites or Metro's online calendar for information on work parties, bike rides, summer camps, gardening classes and more.

www.oregonmetro.gov/calendar

WEEKLY

Thursdays

Volunteer work party in Forest Park, Forest Park Conservancy

Fridays

Ladybug nature walks, various locations, Portland Parks & Recreation

Sundays

Guided tour of Magness Tree Farm in Sherwood, World Forestry Center

JUNE

- 2 Rain water harvesting and rain gardens, Tryon Creek State Natural Area**
Clackamas County Soil and Water Conservation District
- 2 Women on Bikes clinic, Historic Kenton Firehouse**
Portland Bureau of Transportation
- 4 Nature awareness and stealth**
TrackersNW
- 5 Cycle the well field in Northeast Portland**
Portland Water Bureau, Columbia Slough Watershed Council and Aloft Portland Airport at Cascade Station
- 5 Wildlife tracking taster**
TrackersNW
- 6 Birds of Portland area at Luscher Farm**
Lake Oswego Parks & Recreation
- 8 Neighborhood coordinator training**
Friends of Trees
- 9 Wise watering: Irrigation made easier, Luscher Farm**
Oregon Tilth
- 9 Women on Bikes ride from Peninsula Park Community Center**
Portland Bureau of Transportation
- 11 Nature awareness walk at Luscher Farm**
Lake Oswego Parks & Recreation
- 11 Outdoor education training**
TrackersNW
- 11 Protect Terwilliger Parkway**
Friends of Terwilliger
- 11 Sandy River Delta bird walk**
Backyard Bird Shop
- 11 Sandy River Gorge work party**
The Nature Conservancy

- 14 Healthy soil for healthy plants**
Growing Gardens
- 16 Women on Bikes ride from Grant Park**
Portland Bureau of Transportation
- 18 Explorando el Columbia Slough**
Columbia Slough Watershed Council
- 18 Survival series: Making shelter, North Clackamas Nature Park**
Cascadia Wild
- 18 Volunteer work party in Forest Park**
Forest Park Conservancy
- 18 What's blooming on the refuge? Wetland plants, at Tualatin River National Wildlife Refuge**
U.S. Fish and Wildlife Service
- 20 Tualatin River nature day camp**
Tualatin Riverkeepers
- 21 Summer solstice celebration at Tryon Creek State Natural Area**
Friends of Tryon Creek
- 23 Women on Bikes ride from Fernhill Park**
Portland Bureau of Transportation
- 25 Camassia Natural Area volunteer work party**
The Nature Conservancy
- 25 Mount Tabor Weed Warriors**
Friends of Mount Tabor Park
- 26 Portland Sunday Parkways and Women on Bikes, Peninsula Park Community Center**
Portland Bureau of Transportation

JULY

- 3 Family fun with worm bins at Tryon Creek State Natural Area**
Friends of Tryon Creek
- 8 Bat class**
Backyard Bird Shop
- 9 Survival series: Fire without matches, North Clackamas Nature Park**
Cascadia Wild
- 14 Women on Bikes ride from Peninsula Park Community Center**
Portland Bureau of Transportation
- 15 Family bat outing at the Nature Park Interpretive Center**
Tualatin Hills Park & Recreation District
- 16 Bull Run watershed tour**
City of Portland Water Bureau

- 16 Volunteer work party in Forest Park**
Forest Park Conservancy
- 21 Women on Bikes ride from Grant Park**
Portland Bureau of Transportation
- 23 Trapping and finding food, North Clackamas Nature Park**
Cascadia Wild
- 24 Ethnobotany Club: Cattails on Sauvie Island**
Cascadia Wild
- 25 Tualatin River nature day camp**
Tualatin Riverkeepers
- 27 Willamette River big canoe paddle**
Lower Columbia River Estuary Partnership
- 28 Chickens in the garden, Luscher Farm**
Oregon Tilth
- 28 Women on Bikes ride from Fernhill Park**
Portland Bureau of Transportation
- 29 Bull Run watershed tour**
City of Portland Water Bureau
- 29 Family bat outing at the Nature Park Interpretive Center**
Tualatin Hills Park & Recreation District
- 30 Mount Tabor Weed Warriors**
Friends of Mount Tabor Park
- 30 Summer barn dance and fundraiser**
Sauvie Island Center
- 31 Columbia Slough Regatta, Multnomah County Drainage District office**
Columbia Slough Watershed Council

AUGUST

- 1 Tualatin River nature day camp**
Tualatin Riverkeepers
- 11 Edible flower workshop at Luscher Farm**
Lake Oswego Parks & Recreation
- 11 Growing a fall salad, Luscher Farm**
Oregon Tilth
- 11 Women on Bikes ride from Peninsula Park Community Center**
Portland Bureau of Transportation
- 13 Bull Run watershed tour**
City of Portland Water Bureau
- 17 Willamette River big canoe paddle**
Lower Columbia River Estuary Partnership
- 18 Women on Bikes ride from Grant Park**
Portland Bureau of Transportation
- 19 Bull Run watershed tour**
City of Portland Water Bureau
- 19 Subs on the slough, Portland Water Bureau canoe launch**
City of Portland Water Bureau and Columbia Slough Watershed Council
- 20 Volunteer work party in Forest Park**
Forest Park Conservancy
- 21 Oak Island trail bird walk**
Backyard Bird Shop
- 25 Women on Bikes ride from Fernhill Park**
Portland Bureau of Transportation
- 27 Mount Tabor Weed Warriors**
Friends of Mount Tabor Park

Talk back to your government

Join the new online opinion panel and let Metro know what's important to you. You'll be entered into drawings for gift cards and other prizes.

optin
ONLINE PANEL

CONNECT WITH METRO

Subscribe by email

Metro email newsletters are organized by subject and contain news, events and stories you can use. Sign up for GreenScene by email, get updates from your Metro Councilor or receive a regular digest of stories from the Metro newsfeed.

Follow on Facebook and Twitter

www.twitter.com/oregonmetro
www.twitter.com/metrogreenscene
www.facebook.com/metrogreenscene



www.oregonmetro.gov/connect

Featured places

Blue Lake Regional Park

20500 NE Marine Drive, Fairview
503-665-4995

Oxbow Regional Park

3010 SE Oxbow Parkway, east of Gresham
503-663-4708

Smith and Bybee Wetlands Natural Area

5300 N. Marine Drive, Portland
503-797-1650

Mount Talbert Nature Park

10695 SE Mather Road, Clackamas
503-742-4353

Cooper Mountain Nature Park

18892 SW Kemmer Road, Beaverton
503-629-6350

Metro's Natural Techniques Garden

6800 SE 57th Ave., Portland
503-234-3000

Graham Oaks Nature Park

11825 SW Wilsonville Road, Wilsonville
503-797-1545

Oregon Zoo

4001 SW Canyon Road, Portland
www.oregonzoo.org
503-226-1561

How to register for Metro nature activities

You can now register online for Metro activities and pay online for activities with a fee. Go to Metro's online calendar, find your event by searching or browsing, and follow the instructions.

www.oregonmetro.gov/calendar

If you have any questions or prefer to register by phone, call 503-797-1650 option 2.

Metro's family pricing is for two or more adults from the same household. Free for children under 18.

Cancellation policy

Metro's program fees are nonrefundable. If you must cancel a registration, you may transfer credit to another class upon request.

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.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Barbara Roberts, District 6

Auditor

Suzanne Flynn



Metro | *Making a great place*

If you have a disability and need accommodations, call 503-813-7565, or call Metro's TDD line at 503-797-1804. If you require a sign interpreter, call at least 48 hours in advance. Activities marked with this symbol are wheelchair accessible:



Bus and MAX information

503-238-RIDE (7433)

To be added to the GreenScene mailing list or to make any changes to your mailing information, call 503-797-1650 option 2.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736


Presorted Standard
U.S. Postage
PAID
Portland, OR
Permit No. 1246

Oxbow Adventures

10:30 a.m. to noon,
Tuesdays in July
and August

The edge of an ancient forest at Oxbow Regional Park is the setting for this series of nature programs led by Metro naturalists. Suitable for ages

5 to 10. Meet at the Alder Shelter (group picnic area A); arrive at the park entrance by 10:15 a.m. to get to the area on time. \$2 per participating child payable at event. (Bring small bills.) No charge for adults and infant siblings. For childcare centers and other organized groups, payment is required in advance. \$5 park entry fee per car, or \$7 per bus or 15-passenger vehicle. Advance registration required; call 503-797-1650 option 2. *Metro*

 by arrangement except for "River birds and river bugs" program.



Forest games

July 12

Begin the summer with a laugh in an exciting day of nature games. Search for hidden objects on an "un-nature trail," build a mini nature park and play blindfold games in the shaded woods.

Animal detectives

July 19

Explore the forest like an animal detective in search of clues left behind by mysterious wild animals. Handle plaster casts of real footprints and examine bones, bird nests and other items up close.

River birds and river bugs

July 26

Enjoy the day watching creatures in the Sandy River and those that soar above. Look for big birds like osprey and turkey vultures. Discover firsthand the many creatures

that live in and near the river by catching and releasing water bugs, crayfish and more.

Junior Ranger Day

Aug. 9

Become a Junior Ranger by learning how to protect and preserve Oxbow Regional Park. Learn to share important information about wildlife, plants and the river with friends and family. Earn your Junior Ranger badge and take part in a project working to help real park rangers.

Ancient forest adventure

Aug. 23

Naturalists lead small teams through the deep shady forest on a fun adventure and scavenger hunt. But beware – the others might be sneaking up on you!

optin
ONLINE PANEL

Join Metro's online opinion panel today.

www.oregonmetro.gov/connect

PROTECTED BY OREGONIANS SINCE 1995

It's about more than most people realize. Clean water, clean air, healthy habitats for animals and curious humans—these are just a few of the things we're protecting. Learn about tours and events, check out photos and videos and sign up to stay in touch with Metro's voter-approved Natural Areas Program at www.oregonmetro.gov/naturalareas.

THE FUTURE THANKS YOU!

As a regional government, Metro crosses city limits and county lines to work with communities in creating a vibrant and sustainable region for all.



Metro | *Making a great place*

Photos courtesy of Jim Cruce, Bruce Forster and Michael McDermott.

Printed on recycled-content paper. 11432



A photograph of a woman and a young child standing in a field of tall grass. The woman is wearing a pink shirt and a backpack, and the child is wearing a red and blue shirt. They are both smiling and looking towards the camera.

IT'S about
YOU

11,000 acres preserved
as natural areas

A photograph of a forest landscape with tall evergreen trees in the foreground and a valley with rolling hills in the background.

IT'S about
US

Three major nature
parks opened

A photograph of a river flowing through a landscape with trees and rocks. The water is calm and reflects the surrounding greenery.

IT'S about
WATER

90 miles of rivers and
streams protected

A photograph of a bird of prey, possibly a hawk or eagle, in flight. The bird is shown from the side, with its wings spread wide, against a blurred background.

IT'S about
THEM

1.7 million trees and
shrubs planted

A close-up photograph of a person's face, focusing on their eyes and nose. The person is wearing a blue hat and has long, wavy hair.

IT'S about
**OUR
FUTURE**

Hundreds of community
projects supported

A circular graphic with a light green background and a dark green border. Inside the circle, the text "IT'S ABOUT MAKING A GREAT PLACE!" is written in a small, sans-serif font, and "IT'S OURS TO PROTECT." is written in a larger, bold, sans-serif font.

IT'S ABOUT MAKING
A GREAT PLACE!
**IT'S OURS TO
PROTECT.**

The Metro logo, which consists of a stylized mountain peak inside a circle, followed by the word "Metro" in a sans-serif font.

 Metro



Metro | Memo

Date: Thursday, June 2, 2011
To: Metro Policy Advisory Committee
From: Brian Harper, Assistant Regional Planner *BH*
Subject: State of the Centers Report

At the May 25, 2011 MPAC meeting, staff presented the second edition of the State of the Centers report dated May 2011 but were unable to distribute copies due to a printing glitch. These reports are now available and your copy is attached.

To recap, the first State of the Centers Report, published in 2009, provided a forum for communities to describe aspirations for their downtowns and mainstreets. This edition highlights the types of investments that contribute to community success. The profiles for each regional and town center help measure a center's performance in achieving local aspirations and regional goals. We hope you can use the State of the Centers report to determine the investments needed to foster walkable, transit-oriented, active, diverse and economically strong communities. By comparing the measures in the report to your local aspirations, the report can help you identify the need to:

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

We encourage you to share this report with your colleagues and interested stakeholders. Additional copies of the report and DVDs are available for your use. If you have any questions or would like more information about the report, please do not hesitate to contact me at brian.harper@oregonmetro.gov. The report is also available on Metro's website at <http://www.oregonmetro.gov/centersreport>. If you are a Mayor or a County Chair, you will receive your copy via a separate mailing.

Thank you.



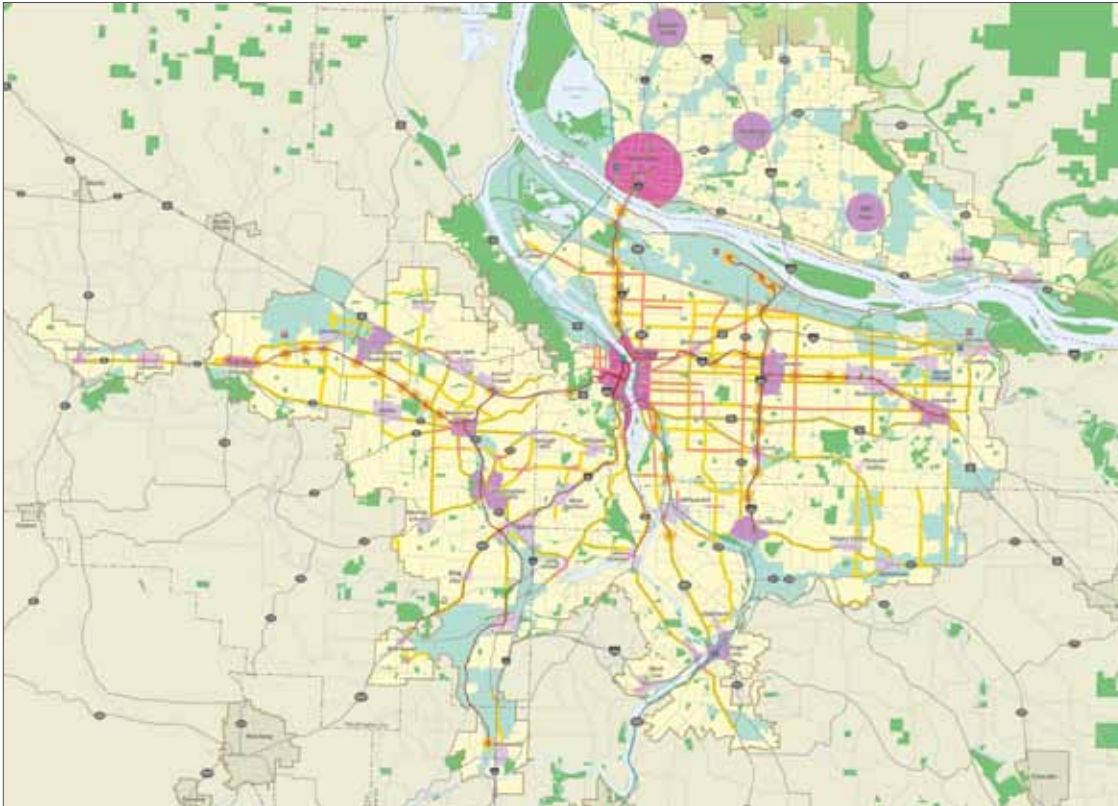
COMMUNITY INVESTMENT STRATEGY

State of the Centers

Investing in our communities

MAY 2011

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

State of the Centers	4	Cedar Mill	54
About the data	6	Cornelius	56
User guide	8	Damascus	58
Activity spectrum and typologies	11	Fairview	60
Activity spectrum	12	Forest Grove	62
Downtown and the Pearl	14	Gladstone	64
Nob Hill	16	Happy Valley	66
Lloyd	18	Hillsdale	68
Westmoreland	20	Hollywood	70
Clinton	22	King City	72
Hillsdale	24	Lake Grove	74
Regional centers	27	Lake Oswego	76
Beaverton	30	Lents	78
Clackamas	32	Milwaukie	80
Gateway	34	Murray/Scholls	82
Gresham	36	Orengo	84
Hillsboro	38	Pleasant Valley	86
Oregon City	40	Raleigh Hills	88
Tanasbourne	42	Rockwood	90
Washington Square	44	Sherwood	92
Town centers	47	St. Johns	94
Aloha	50	Sunset Transit Center	96
Bethany	52	Tigard	98
		Troutdale	100
		Tualatin	102
		West Linn – Historic Willamette	104
		West Linn – Bolton	106
		West Portland	108
		Wilsonville	110

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.

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.

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

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 existing 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.

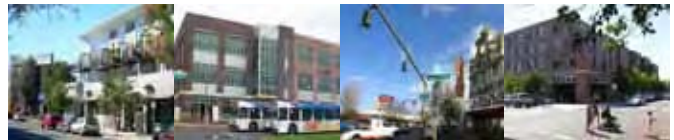
¹For further description of the context tool, see Appendix DVD.

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

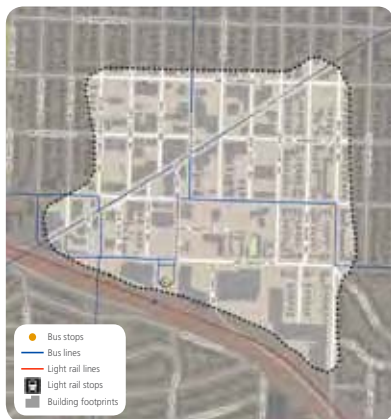
	Hollywood Town Center	Town center average	One-mile buffer
Net acreage	69	222	2,201
Total population	1,100	2,326	34,234
Total employees	3,031	1,745	16,155
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$145	\$39	\$75
People per acre	60.3	20.1	22.9
Dwelling units per acre	12.1	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

70

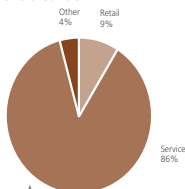
2011 State of the Centers | Town centers

By the numbers

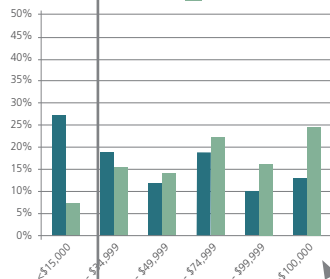
A successful, vibrant center needs a critical mass of people, both residents and workers, to sustain local business and support efficient transit and other services. By comparing a center's population, use of transportation mode, home ownership, businesses per acre, market value per square foot and other 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.



Employment breakdown



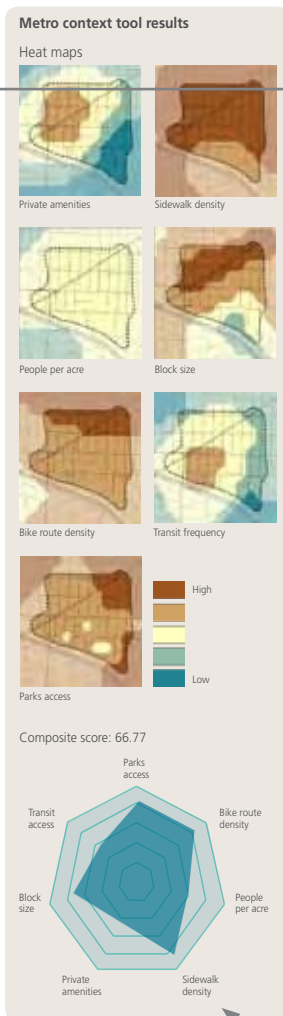
2010 Household income



2011 State of the Centers | Town centers

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.

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.

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.

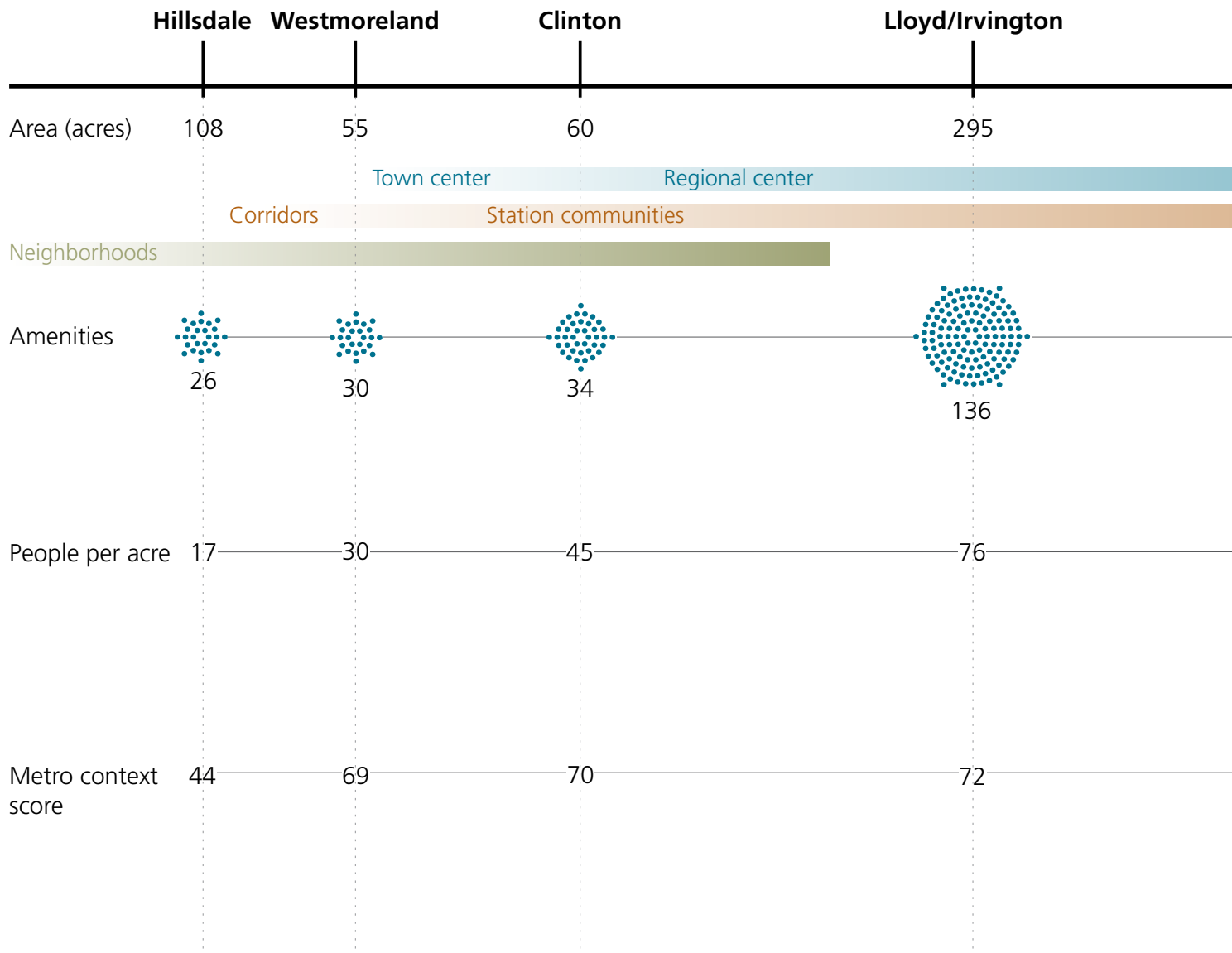
While there are a number of steps communities can take to encourage the development of a successful center, a center's greatest asset is a critical mass of people, both residents and workers, to sustain local businesses, support efficient transit and create a kind of place the community desires.

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

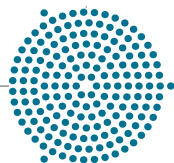


Nob Hill

Downtown/Pearl District

358

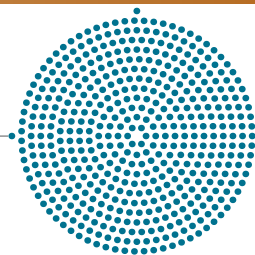
754



174

94

76



536

233

80

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 businesses 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



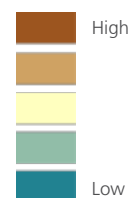
Bike route density



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



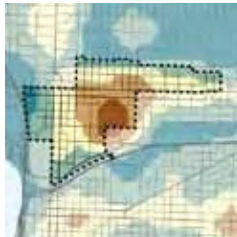
Private amenities

- 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

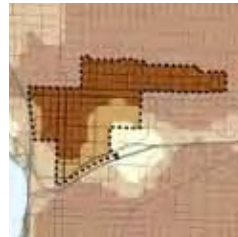
Public amenities

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

Heat maps



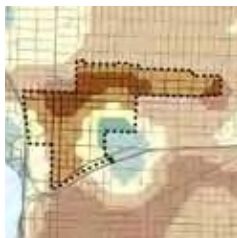
Private amenities



Sidewalk density



People per acre



Block size



Bike route density



Transit frequency



Parks access



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.

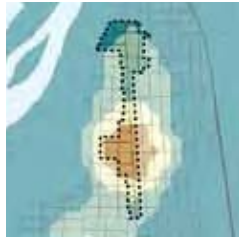
Westmoreland is considered an 18-hour activity center, with a majority of daytime uses in the form of grocery stores, garden stores, clothing stores and coffee shops. Nighttime activity includes several bars, one cinema and multiple restaurants.

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



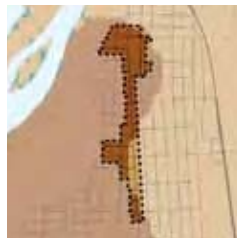
Sidewalk density



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

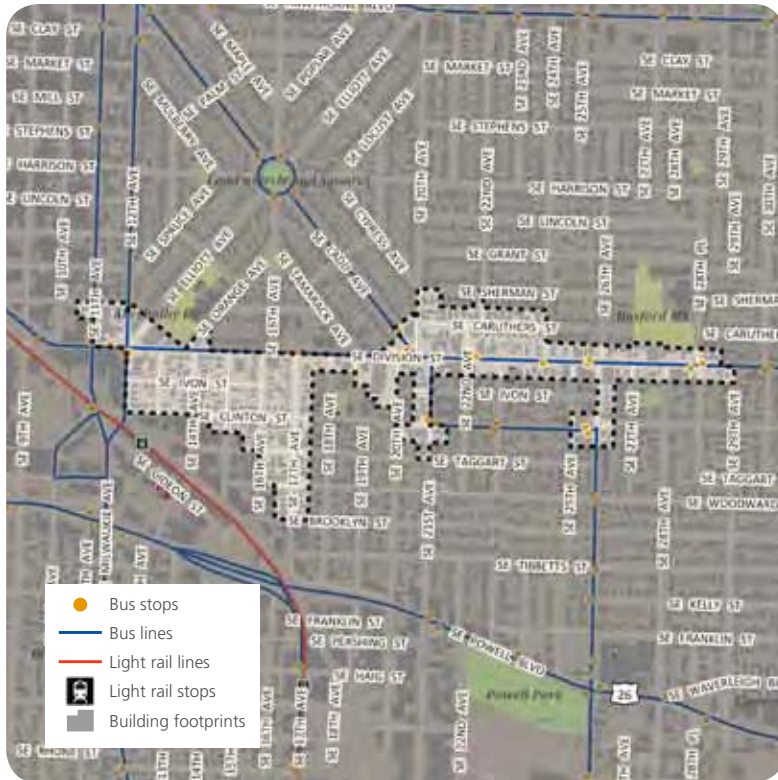
Clinton is a moderately populated district with a focus on dining and entertainment. The main retail and service core of this typology is surrounded by predominantly single-family and multi-family housing. The district clearly offers services to the local population and is also a popular scene for younger 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



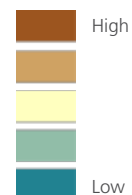
Bike route density



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

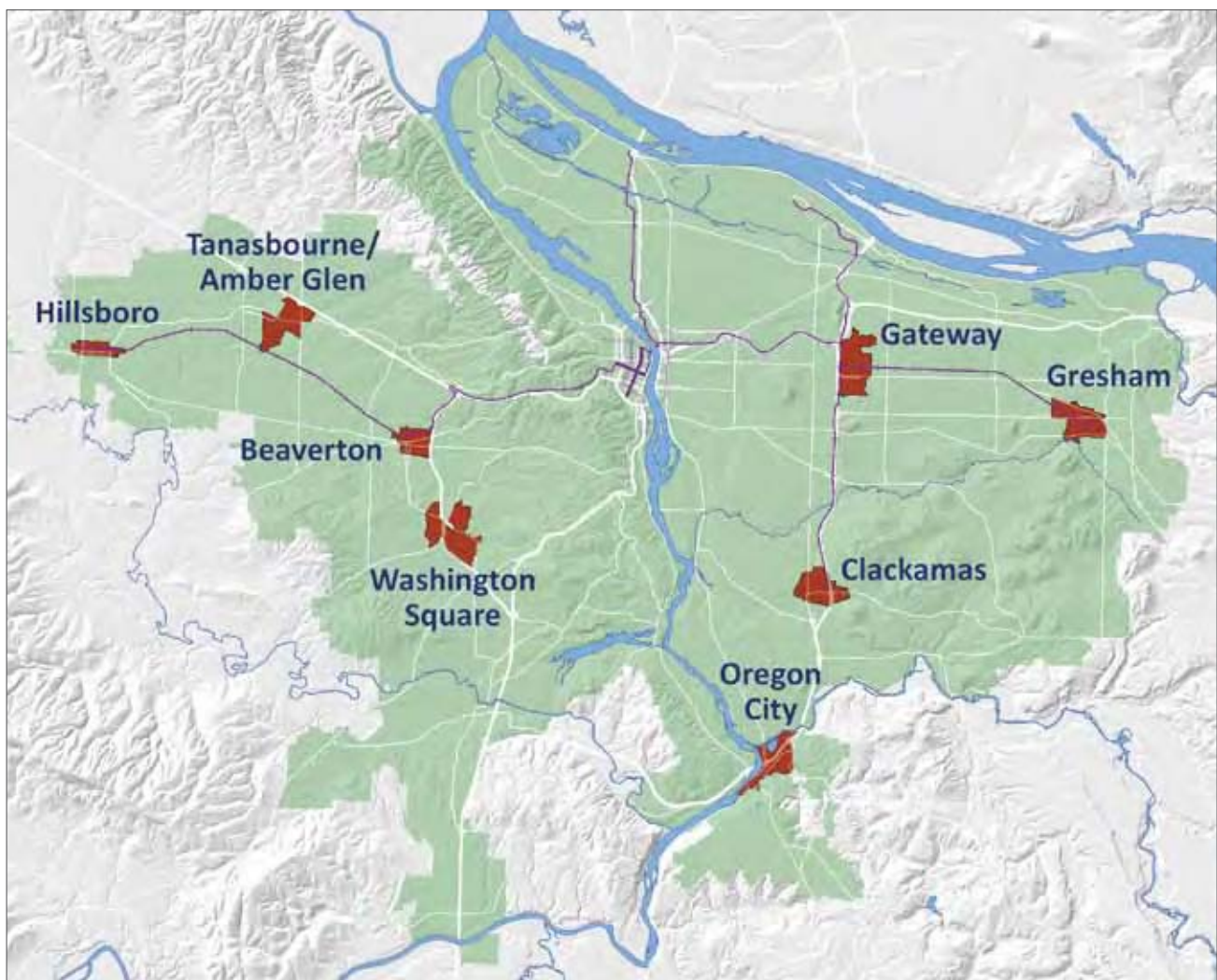
- 0 Community center
- 0 Fire station
- 0 Government building
- 1 Library
- 2 School

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

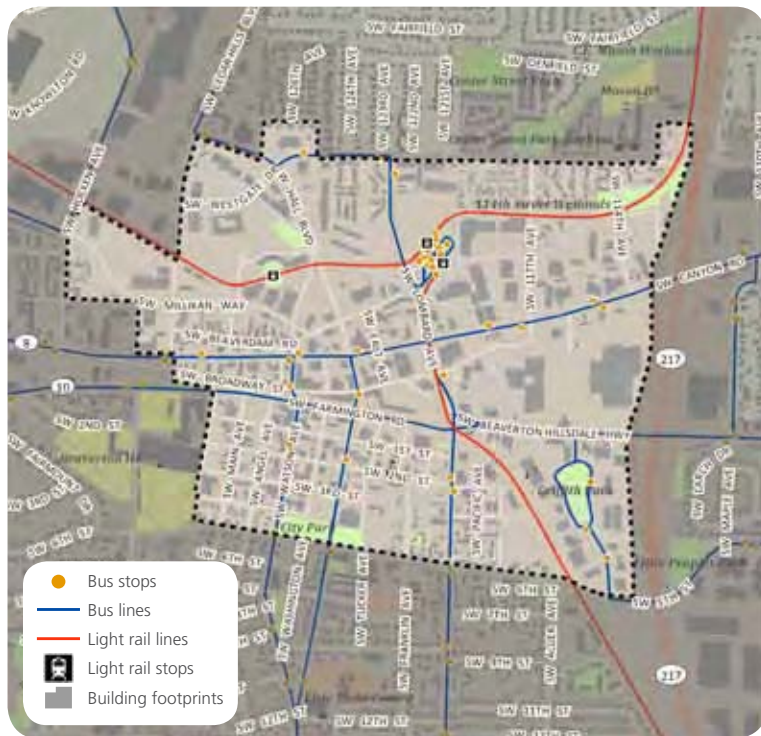
Public amenities

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

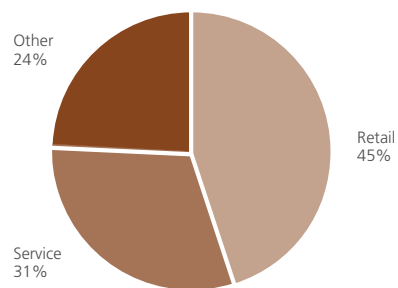
The Beaverton Regional Center serves as a retail and transportation hub for Beaverton and unincorporated Washington County. Located directly west of Highway 217 and south of Highway 26, the center is served by several additional ODOT facilities, including State Highway 8 and 10. Two MAX stops, as well 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

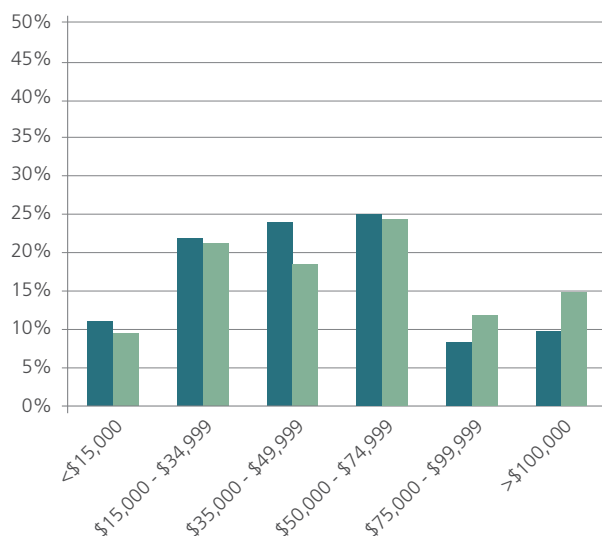


Employment breakdown



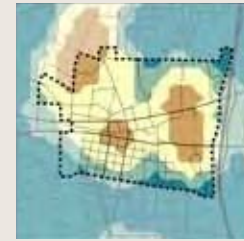
2010 Household income

■ Beaverton Regional Center
■ One-mile buffer



Metro context tool results

Heat maps



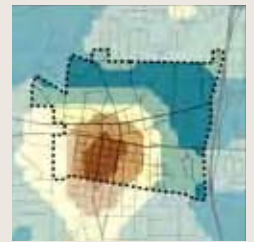
Private amenities



Sidewalk density



People per acre



Block size



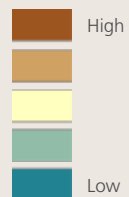
Bike route density



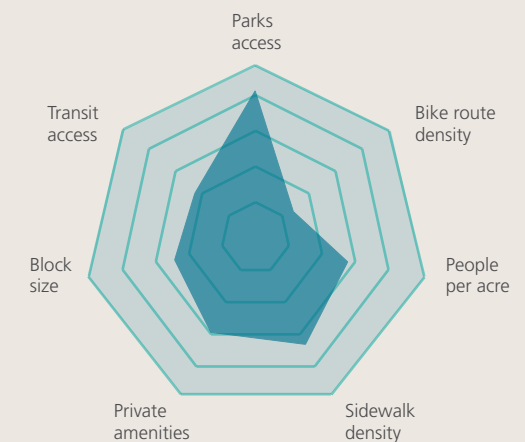
Transit frequency



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

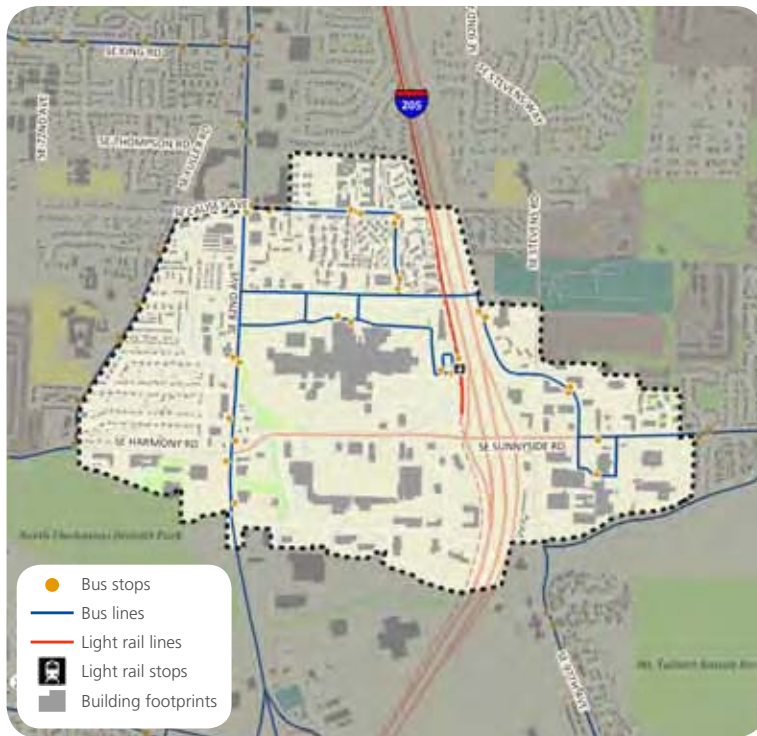
Public amenities

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

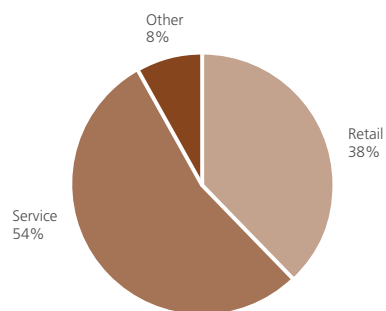
The Clackamas Regional Center is located directly adjacent to Interstate 205 and serves as the retail hub of northern Clackamas County and much of East Portland. Located in unincorporated Clackamas county, the center is home to a large regional mall and many destination shops and services. It is the 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

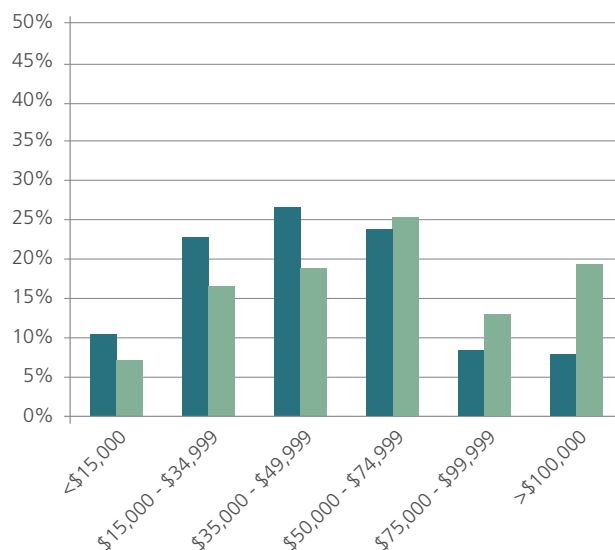


Employment breakdown



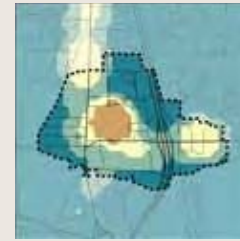
2010 Household income

■ Clackamas Regional Center
■ One-mile buffer



Metro context tool results

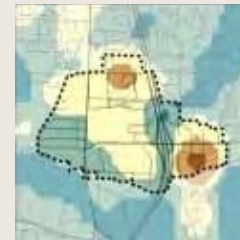
Heat maps



Private amenities



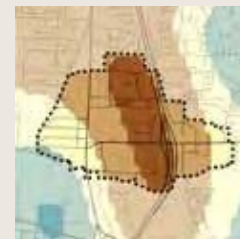
Sidewalk density



People per acre



Block size



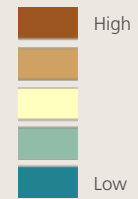
Bike route density



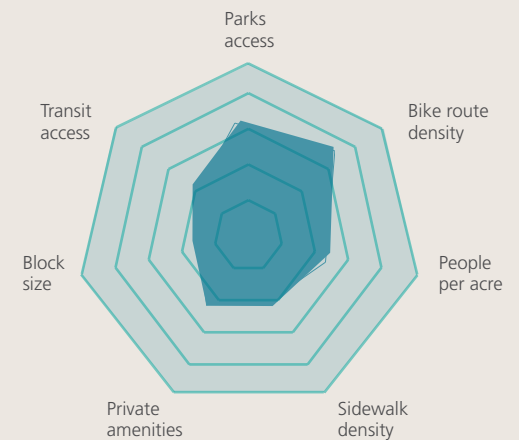
Transit frequency



Parks access



Composite score: 33.00



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

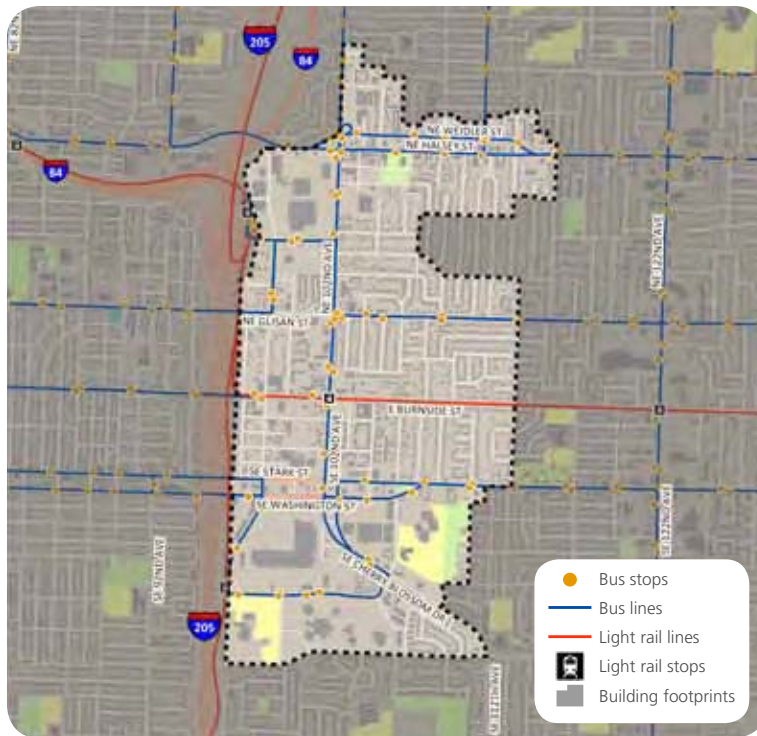
Public amenities

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

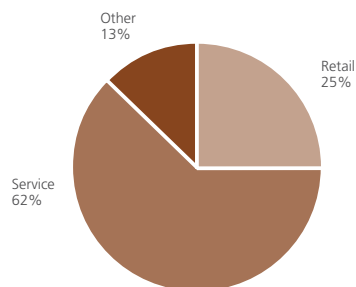
The Gateway Regional Center serves the northeast and eastern portions of Portland along with shoppers and travelers from most locations east of the Willamette River and both sides of the Columbia River. The center is well connected to the entire region through the major transportation corridors of Interstate 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

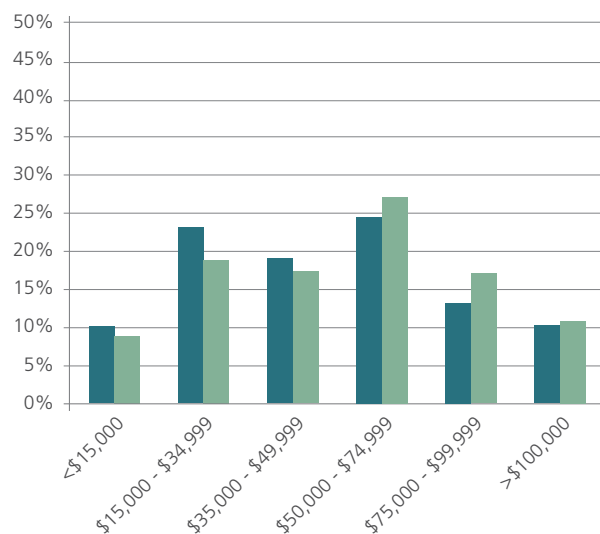


Employment breakdown



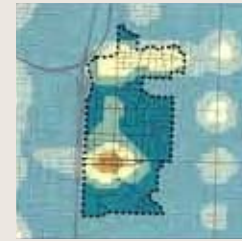
2010 Household income

Gateway Regional Center
One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



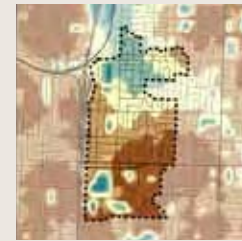
Block size



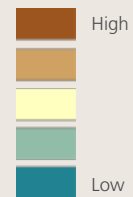
Bike route density



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

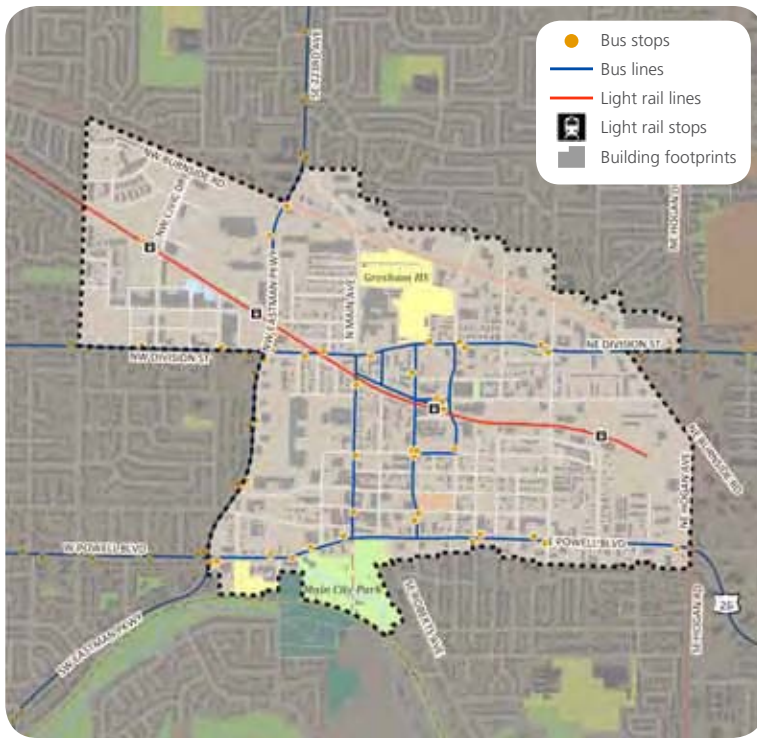
Public amenities

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

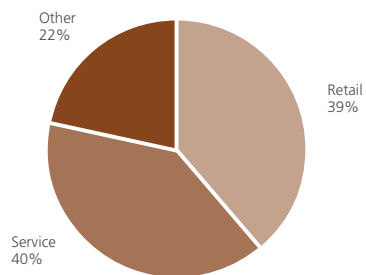
The Gresham Regional Center serves eastern Multnomah County with destination shopping and dining. The center encompasses two distinct neighborhoods: Civic Neighborhood and downtown Gresham. Although not on an interstate highway, the center is served by State Highway 26 (Powell Boulevard), and multiple 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

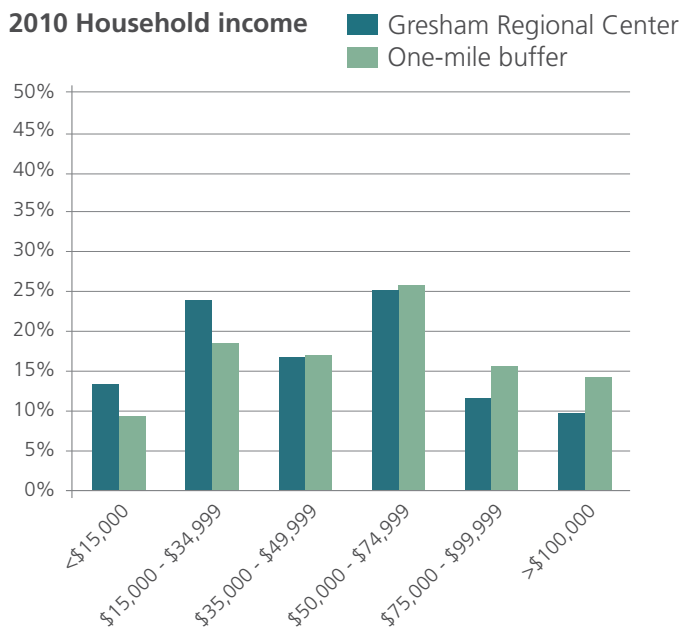
	Gresham Regional Center	Regional center average	One-mile buffer
Net acreage	552	518	4,933
Total population	4,684	3,698	48,395
Total employees	1,936	1,584	13,463
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	\$37	\$37	\$23
People per acre	12.0	10.6	12.5
Dwelling units per acre	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

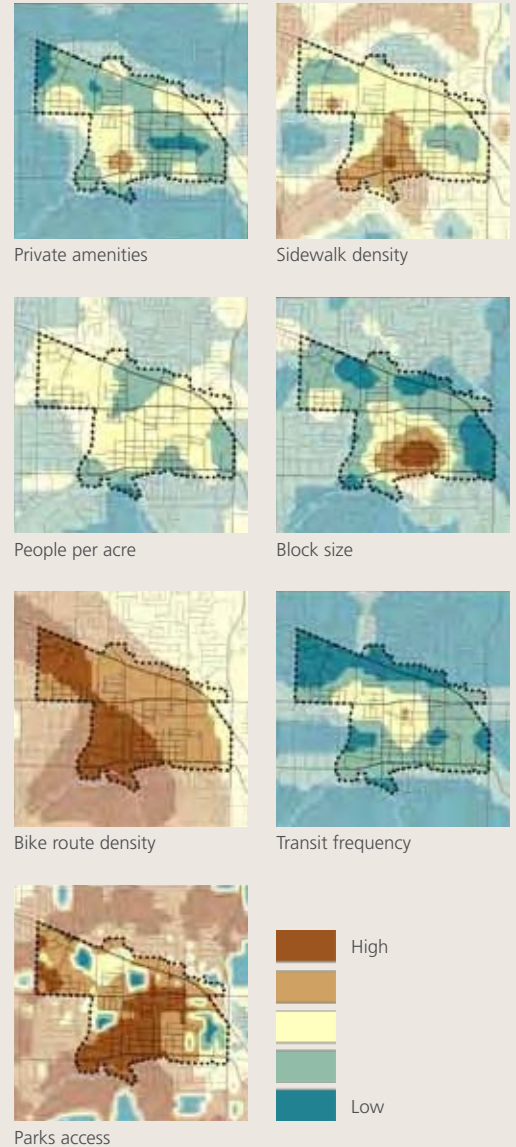


2010 Household income

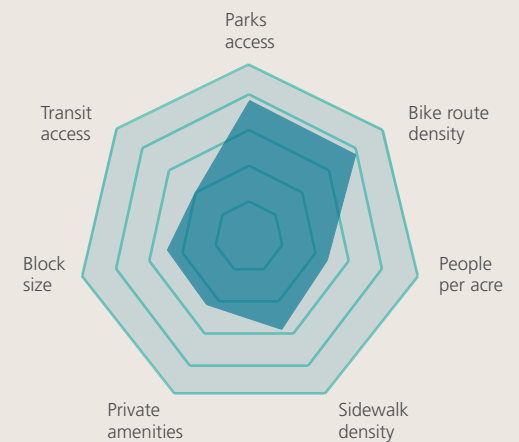


Metro context tool results

Heat maps



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

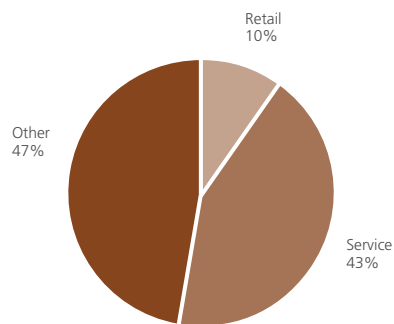
The Hillsboro Regional Center serves jurisdictions in the western part of region such as Forest Grove and Cornelius as well as rural portions of Washington County. Historic downtown Hillsboro is within the regional center, and is home to the Hillsboro Civic Building, Washington County Courthouse, a satellite 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

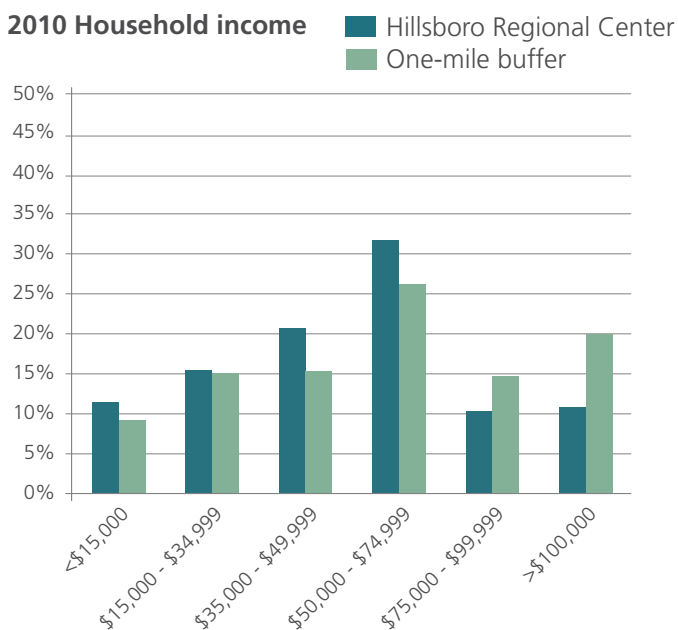
	Hillsboro Regional Center	Regional center average	One-mile buffer
Net acreage	212	518	3,753
Total population	2,336	3,698	31,694
Total employees	666	1,584	11,091
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	\$44	\$37	\$16
People per acre	14.1	10.6	11.4
Dwelling units per acre	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



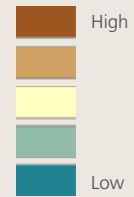
Bike route density



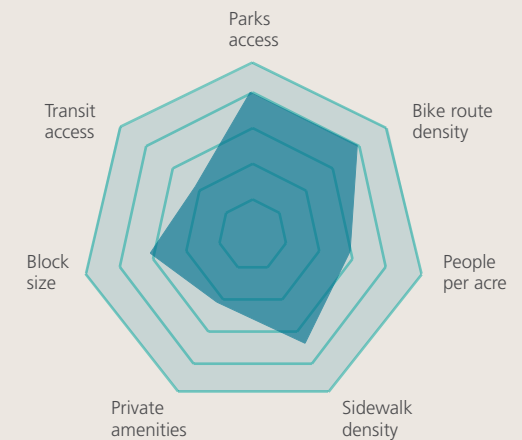
Transit frequency



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

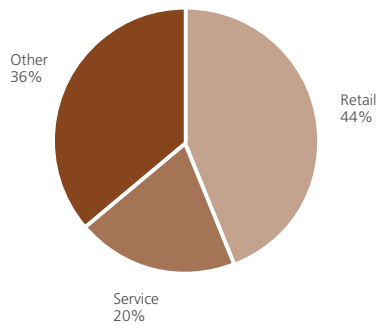
The Oregon City Regional Center is the southernmost regional center, serving Clackamas County and neighboring cities. The oldest incorporated city in Oregon, the center abuts the Willamette River and is known for its historic, small town feel. The transportation network consists of direct access to Interstate 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

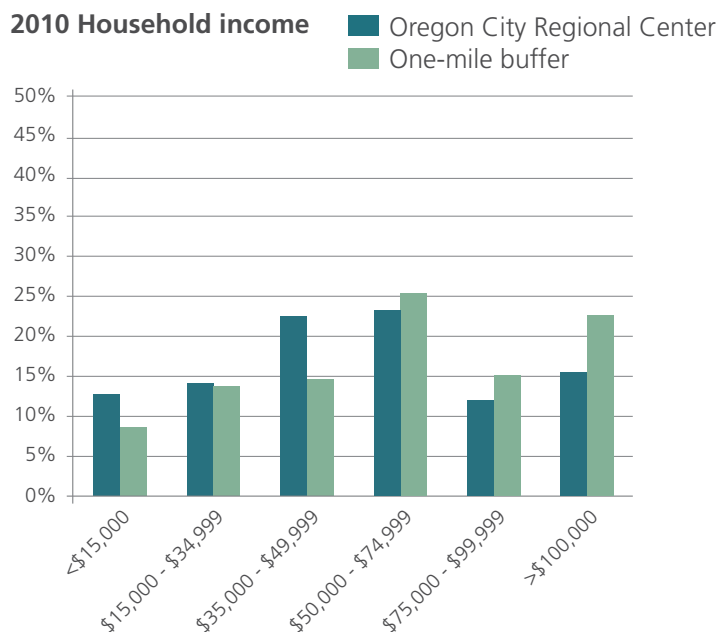
	Oregon City Regional Center	Regional center average	One-mile buffer
Net acreage	503	518	5,282
Total population	256	3,698	31,150
Total employees	172	1,584	10,297
Non-SOV mode share (all trips)	50%	55%	n/a
Market value per square foot	\$12	\$37	\$16
People per acre	0.9	10.6	7.8
Dwelling units per acre	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

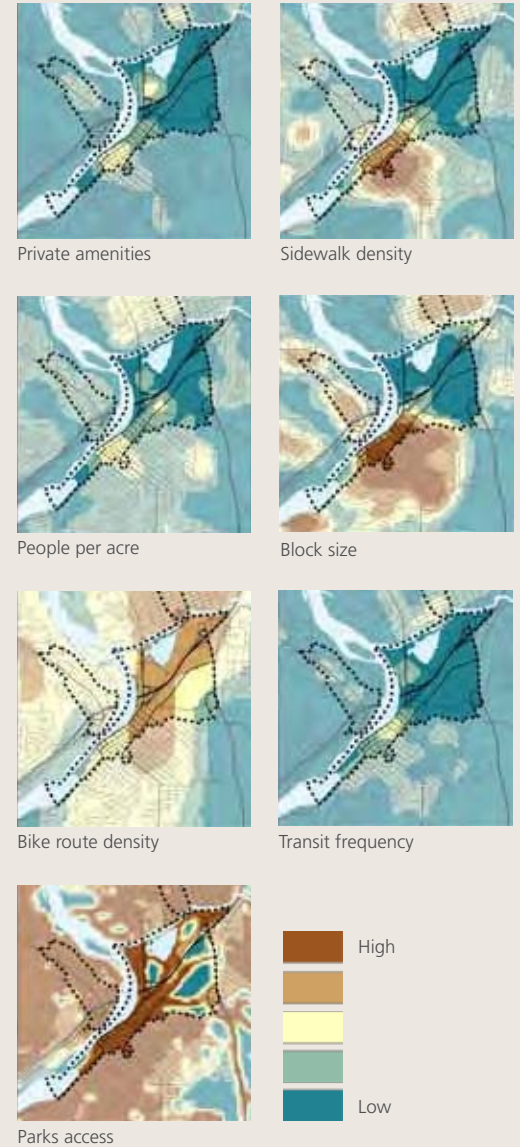


2010 Household income

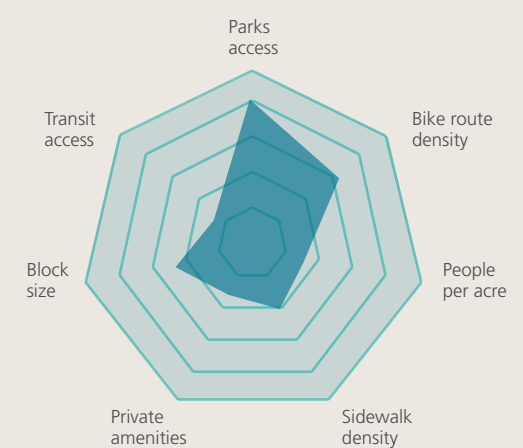


Metro context tool results

Heat maps



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

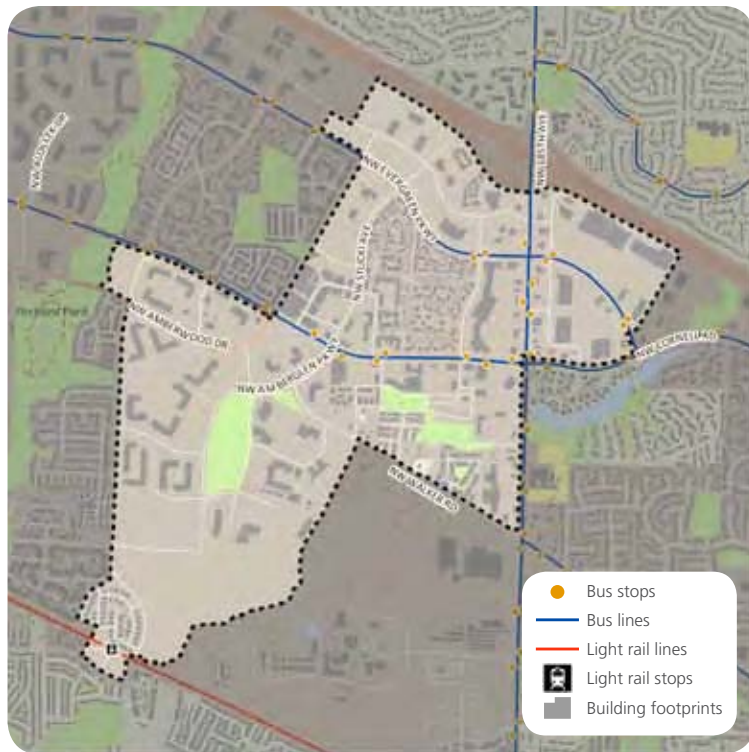
Public amenities

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

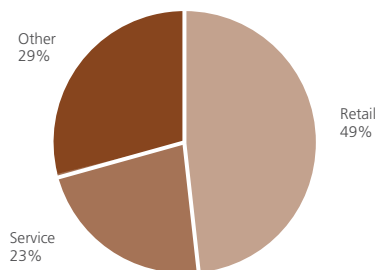
The Tanasbourne Regional Center is located along Cornell Road, south of Highway 26 in Hillsboro. Tanasbourne was upgraded to a regional center in 2010 when the City of Hillsboro completed a new area plan for AmberGlen, subsequently added it to the center boundary, and petitioned the Metro Council for 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

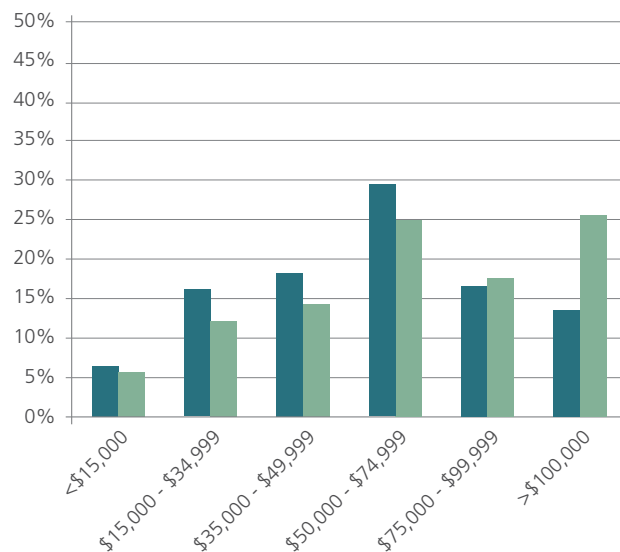


Employment breakdown



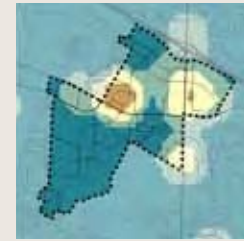
2010 Household income

■ Tanasbourne Regional Center
■ One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



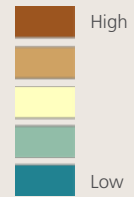
Bike route density



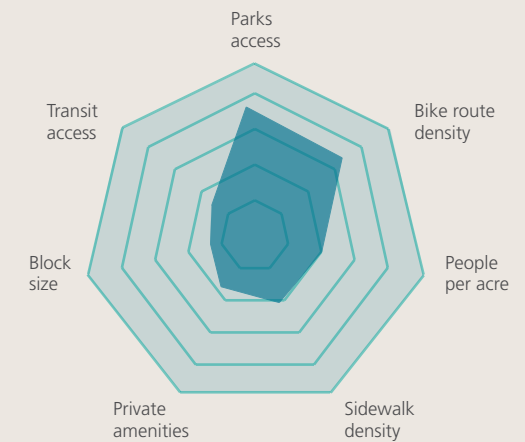
Transit frequency



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

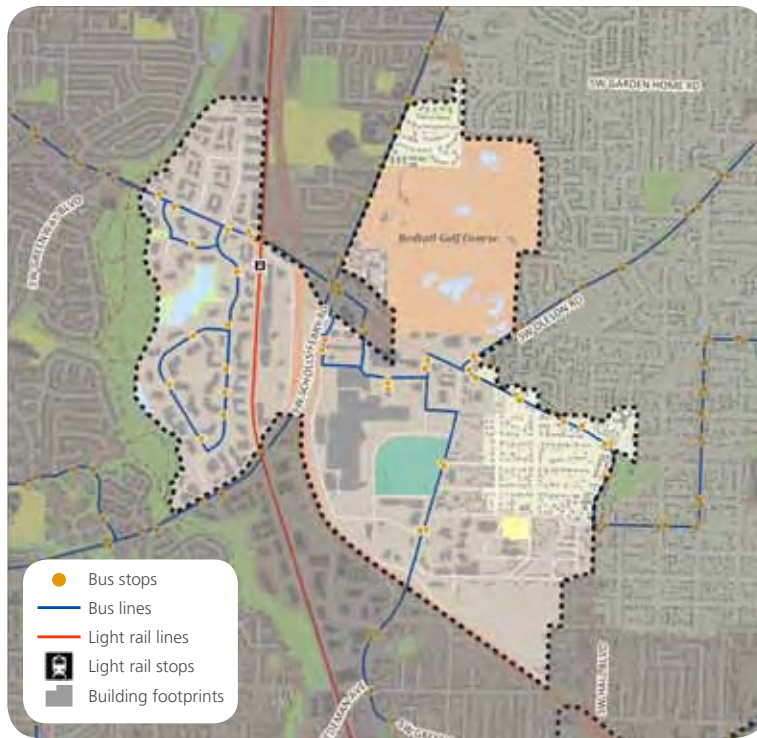
Public amenities

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

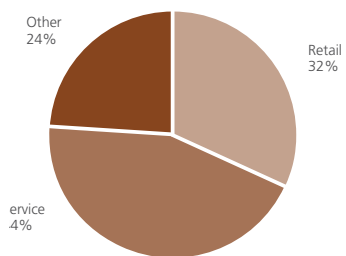
The Washington Square Regional Center is a major retail hub for central and southern Washington County, western Clackamas County, and surrounding cities. It is located in the jurisdictions of both Beaverton and Tigard and a portion of unincorporated Washington County. The Washington Square mall is a 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

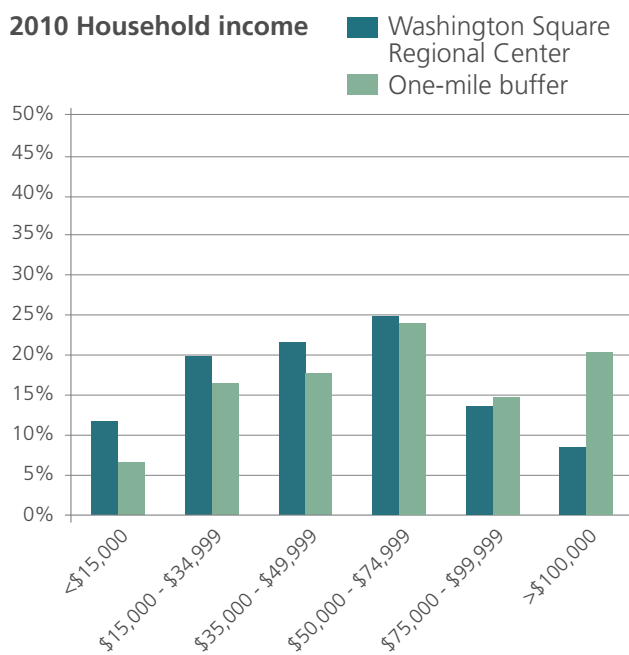
	Washington Square Regional Center	Regional center average	One-mile buffer
Net acreage	791	518	5,625
Total population	2,465	3,698	45,500
Total employees	1,083	1,584	27,586
Non-SOV mode share (all trips)	62%	55%	n/a
Market value per square foot	\$33	\$37	\$27
People per acre	4.5	10.6	13.0
Dwelling units 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



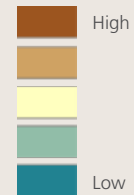
Bike route density



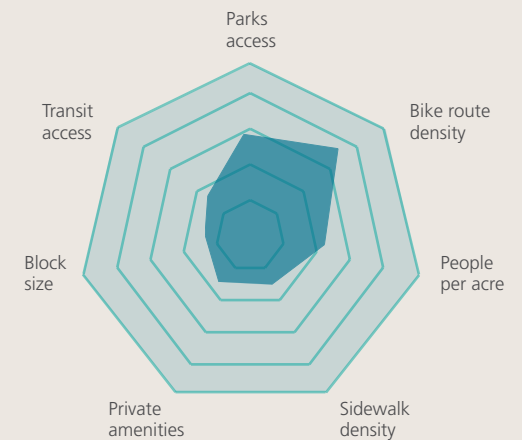
Transit frequency



Parks access



Composite score: 26.94



Town centers



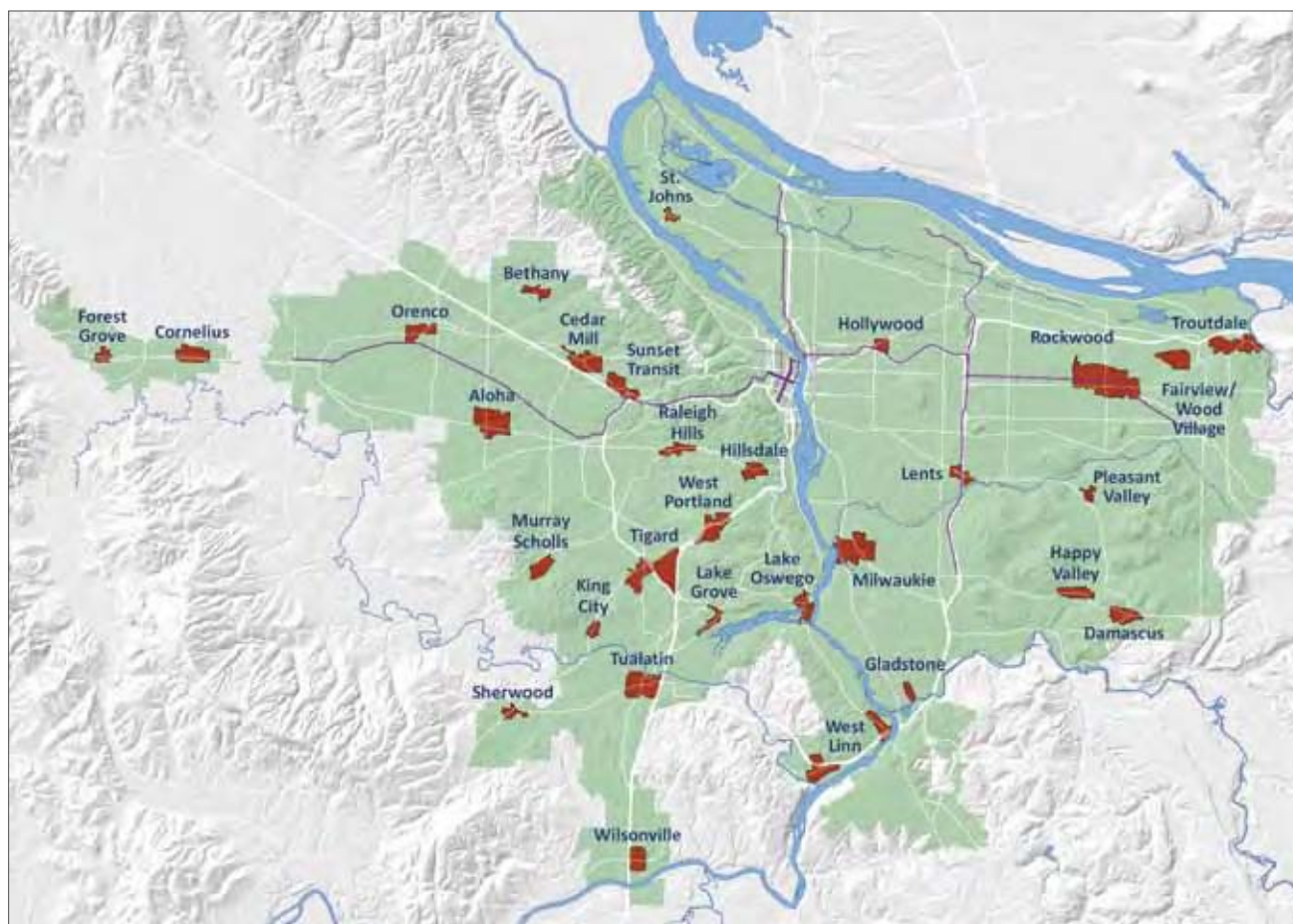
Town centers

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

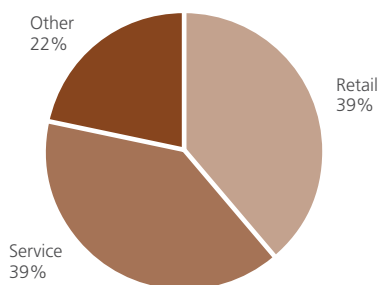
The Aloha Town Center is located along Tualatin Valley Highway, running north and south along 185th Avenue, within Washington County. The center has one ODOT facility within its boundary: Southwest Tualatin Valley Highway (State Highway 8), which connects Beaverton to Hillsboro. Auto-oriented retail 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

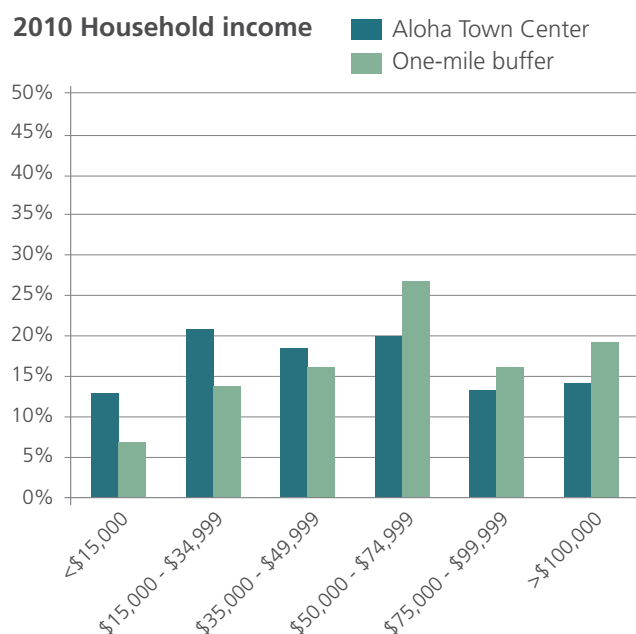
	Aloha Town Center	Town center average	One-mile buffer
Net acreage	419	222	4,168
Total population	6,611	2,326	45,914
Total employees	1,003	1,745	5,693
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$26	\$39	\$22
People per acre	18.2	20.1	12.4
Dwelling units per acre	6.0	5.0	4.0
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

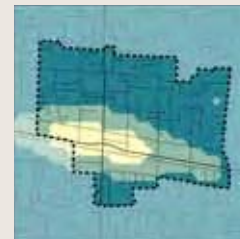


2010 Household income



Metro context tool results

Heat maps



Private amenities



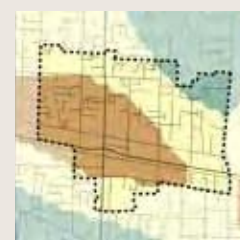
Sidewalk density



People per acre



Block size



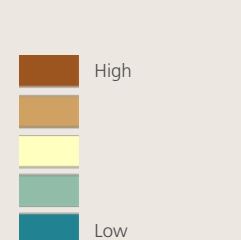
Bike route density



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

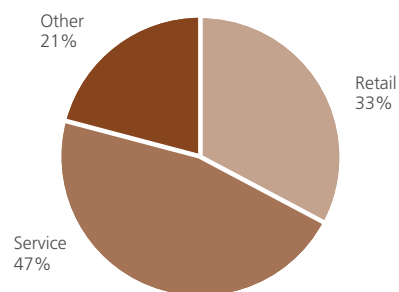
- 0 Community center
- 0 Fire station
- 0 Government building
- 1 Library
- 0 School

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.

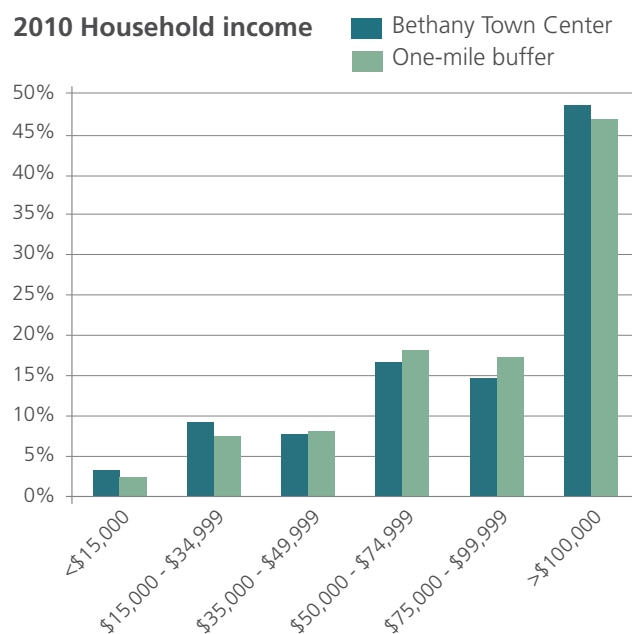
By the numbers	Bethany Town Center	Town center average	One-mile buffer
Net acreage	107	222	3,103
Total population	1,641	2,326	27,964
Total employees	649	1,745	1,531
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$50	\$39	\$28
People per acre	21.4	20.1	9.5
Dwelling units per 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



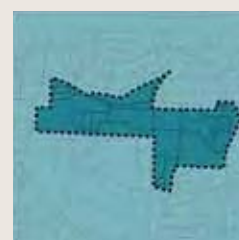
People per acre



Block size



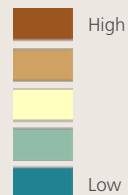
Bike route density



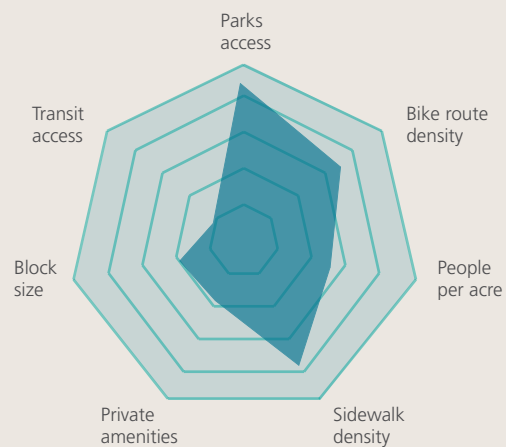
Transit frequency



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

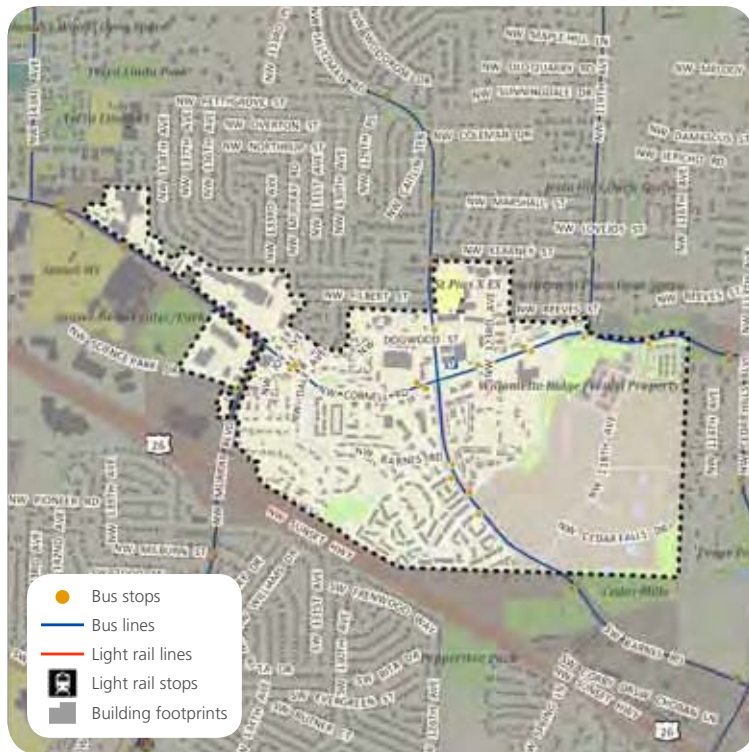
Public amenities

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

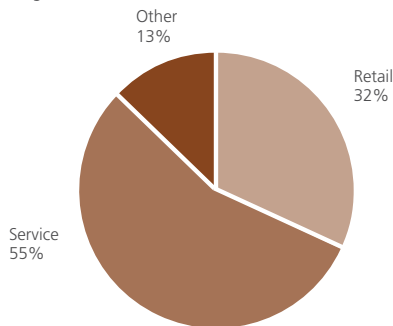
The Cedar Mill Town Center is located north of Highway 26, along Cornell Road in unincorporated Washington County. The center is accessed by two major arterials, Cornell and Murray roads, and is not served by any ODOT facilities. The area is characterized by single-family housing and local retail shopping.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

By the numbers

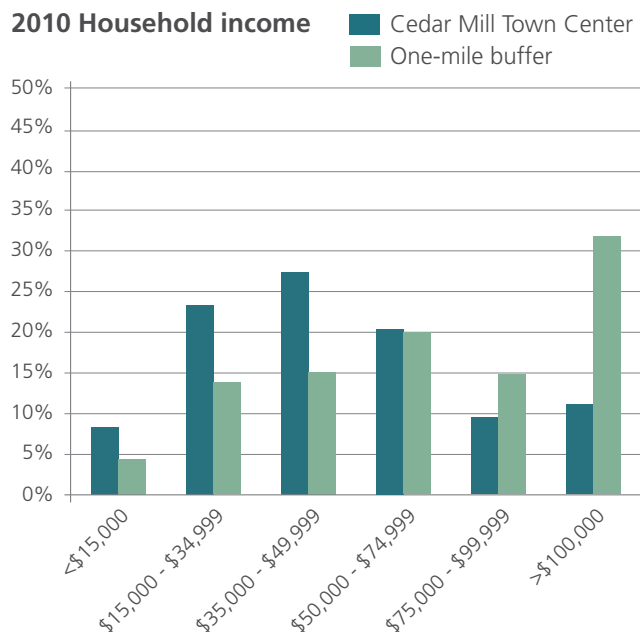
	Cedar Mill Town Center	Town center average	One-mile buffer
Net acreage	298	222	3,828
Total population	3,185	2,326	31,399
Total employees	1,476	1,745	7,339
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$30	\$39	\$29
People per acre	15.6	20.1	10.1
Dwelling units per acre	5.8	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

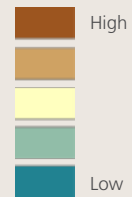


2010 Household income

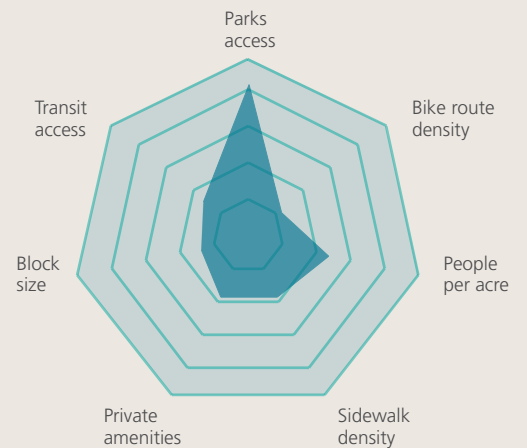


Metro context tool results

Heat maps



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

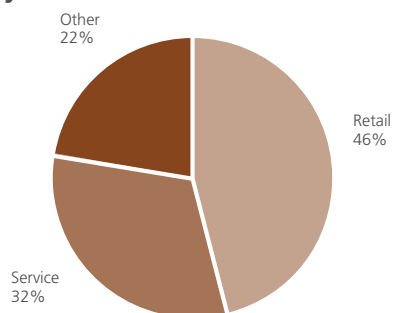
The Cornelius Town Center is located along Highway 8, in downtown Cornelius, between downtown Hillsboro and Forest Grove. The center has no major interstate access, but is served by one ODOT facility, Southwest Tualatin Valley Highway (State Highway 8). One frequent service bus line runs along Highway 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

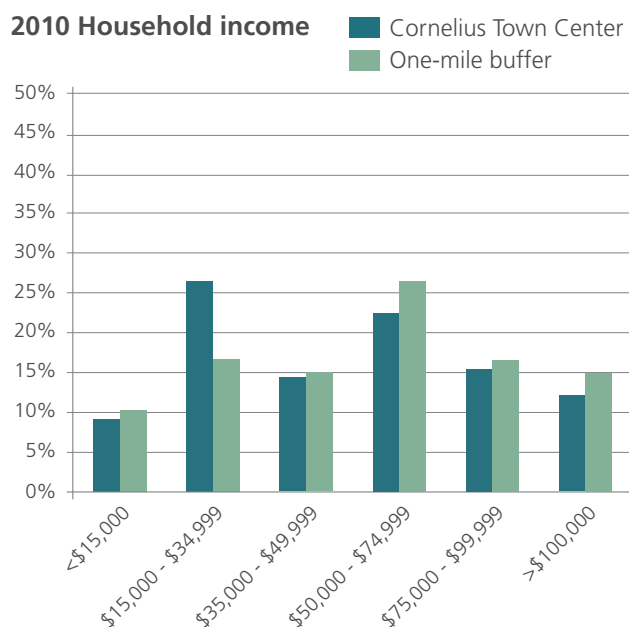
	Cornelius Town Center	Town center average	One-mile buffer
Net acreage	217	222	3,731
Total population	1,864	2,326	12,124
Total employees	352	1,745	1,721
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$18	\$39	\$7
People per acre	10.2	20.1	3.7
Dwelling units per acre	3.3	5.0	1.2
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



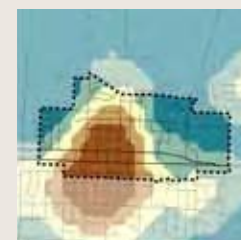
Private amenities



Sidewalk density



People per acre



Block size



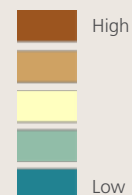
Bike route density



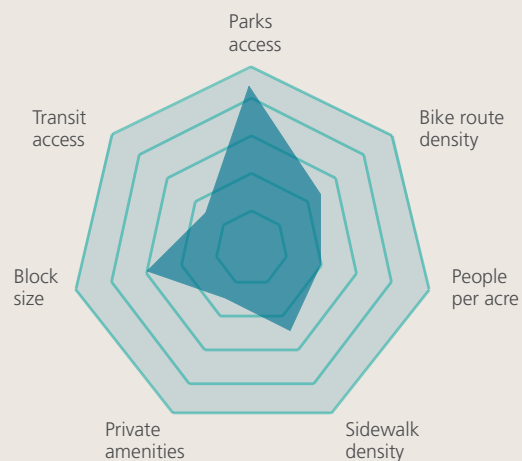
Transit frequency



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

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

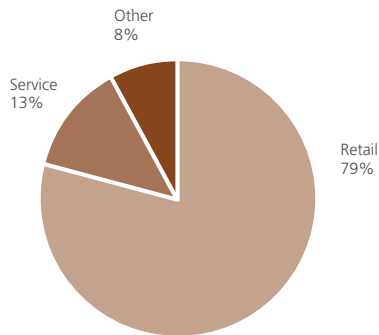
The Fairview/Wood Village Town Center is a combination of two local jurisdictions, located south of Interstate 84 at the intersection of Halsey Avenue and Fairview Road. The town center has direct access to I-84 and is serviced by the major arterials of Halsey and Glisan streets, but is not served by 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

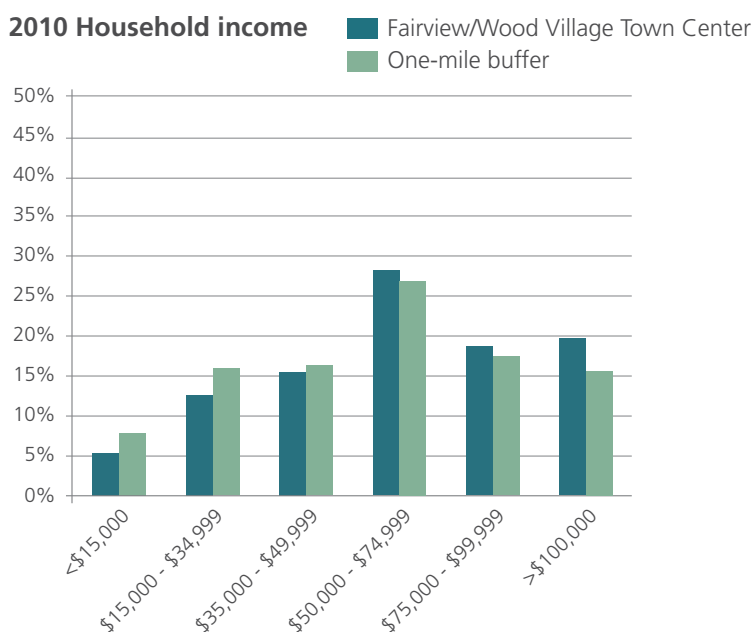
	Fairview Town Center	Town center average	One-mile buffer
Net acreage	241	222	2,990
Total population	2,199	2,326	19,935
Total employees	755	1,745	6,940
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$31	\$39	\$17
People per acre	12.3	20.1	9.0
Dwelling units per acre	3.4	5.0	2.6
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

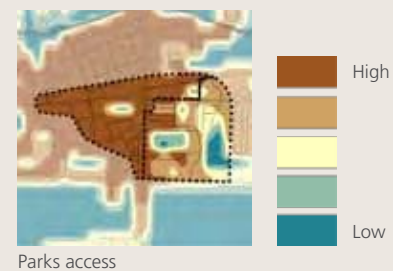


2010 Household income

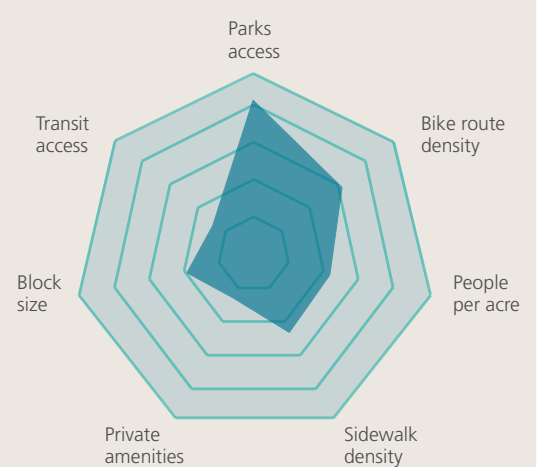


Metro context tool results

Heat maps



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

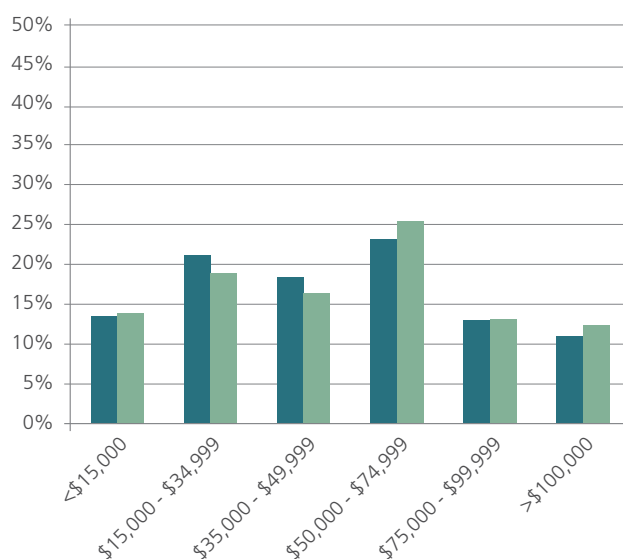
	Forest Grove Town Center	Town center average	One-mile buffer
Net acreage	88	222	2,792
Total population	991	2,326	14,269
Total employees	1,326	1,745	3,336
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$22	\$39	\$10
People per acre	26.2	20.1	6.3
Dwelling units per acre	5.2	5.0	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

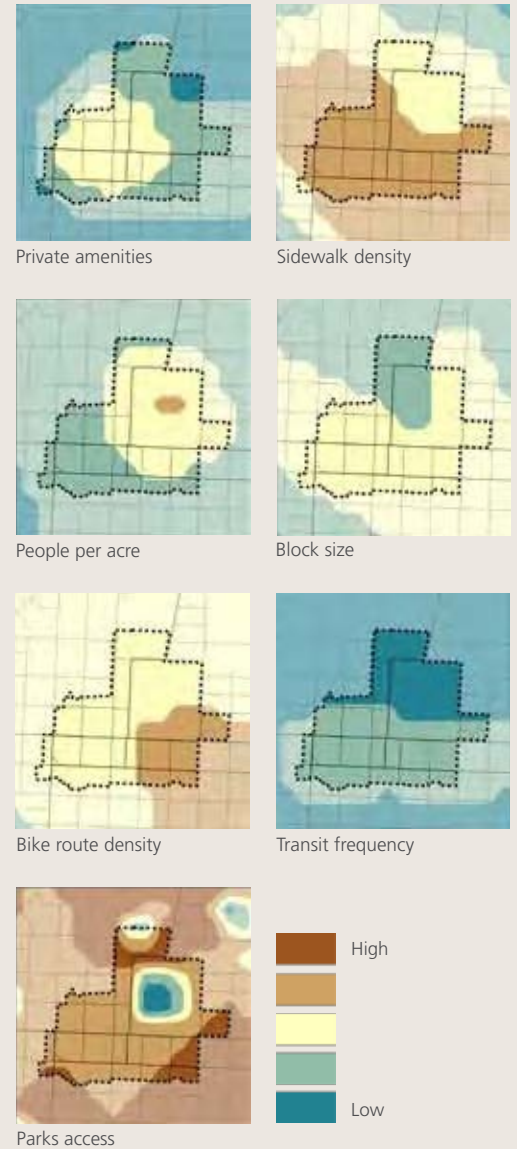
Data not available for publication.

2010 Household income

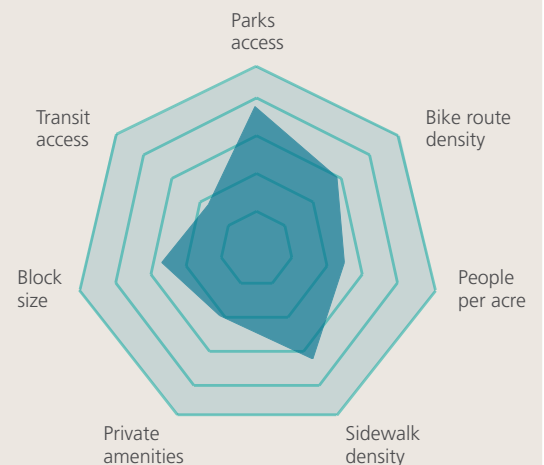


Metro context tool results

Heat maps



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

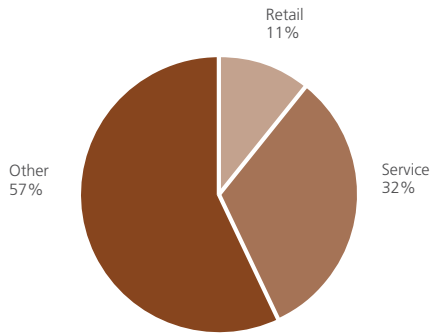
The Gladstone Town Center is located along the former street car line on Portland Avenue. Gladstone has no direct interstate access but has one ODOT facility, McLoughlin Boulevard, located a half mile west of the town center. The center is serviced by two bus lines and a grid street network pattern, 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

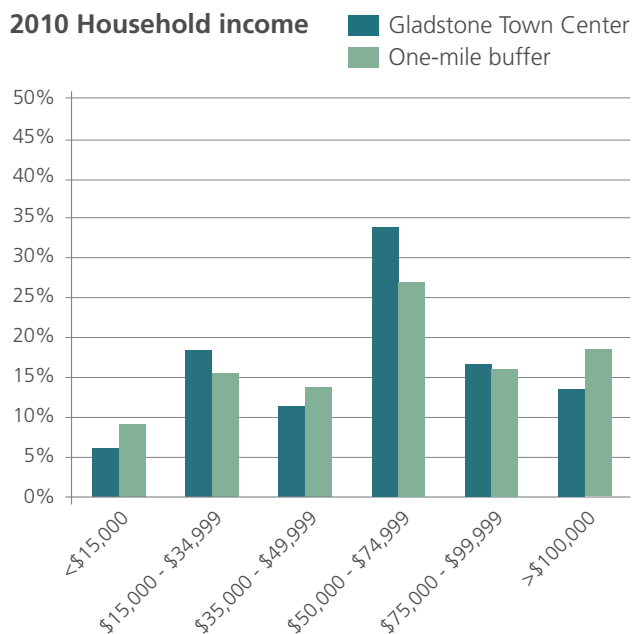
	Gladstone Town Center	Town center average	One-mile buffer
Net acreage	57	222	2,342
Total population	939	2,326	17,341
Total employees	289	1,745	5,064
Non-SOV mode share (all trips)	52%	52%	n/a
Market value per square foot	\$51	\$39	\$18
People per acre	21.7	20.1	9.6
Dwelling units per acre	6.0	5.0	2.7
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

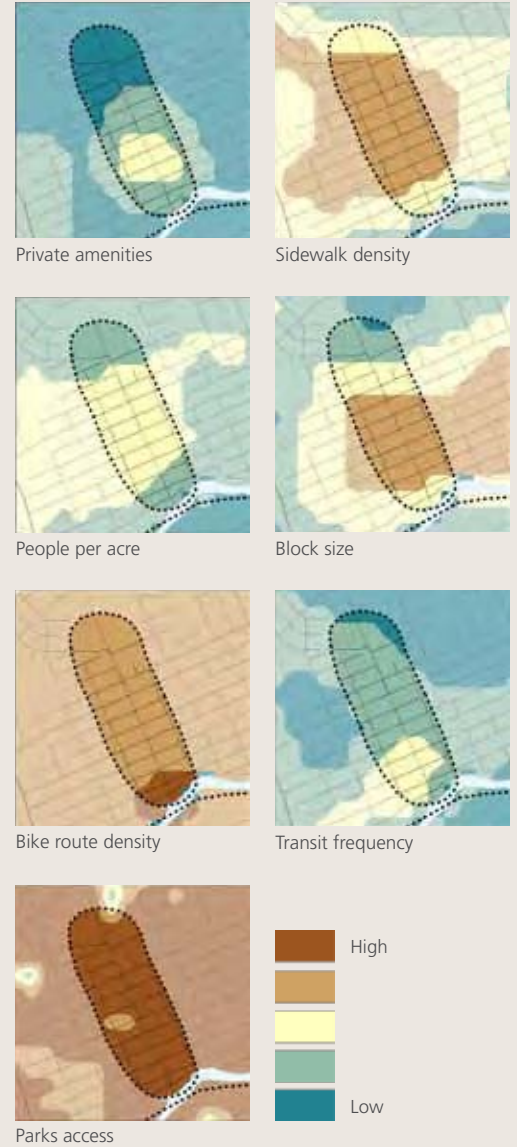


2010 Household income

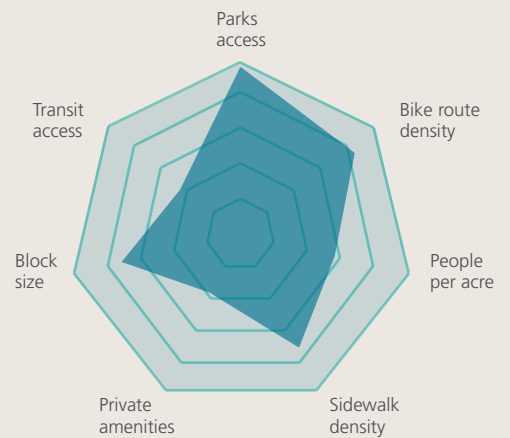


Metro context tool results

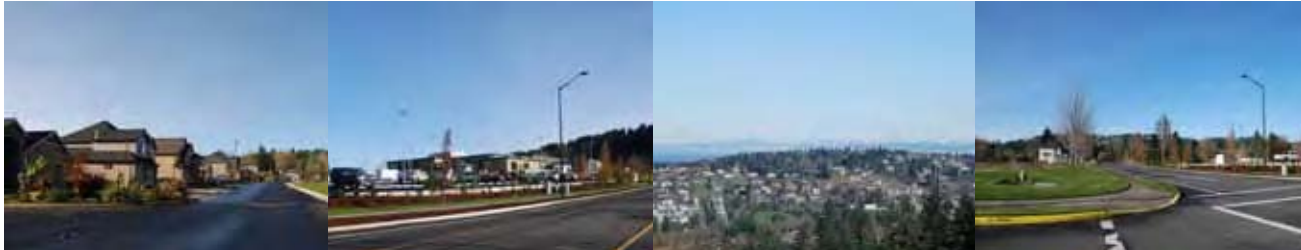
Heat maps



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

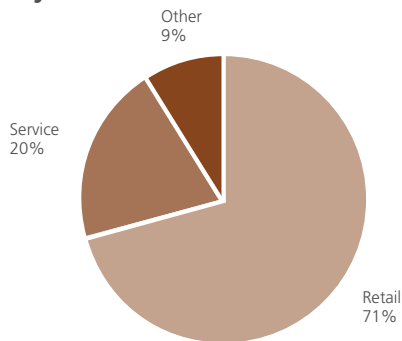
The Happy Valley Town Center has relocated since the 2009 State of the Centers report to the intersection of Southeast 162nd Avenue and Sunnyside Road. It is the retail and government center of Happy Valley and is served by a limited service bus line along Sunnyside Road. There are no ODOT facilities 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

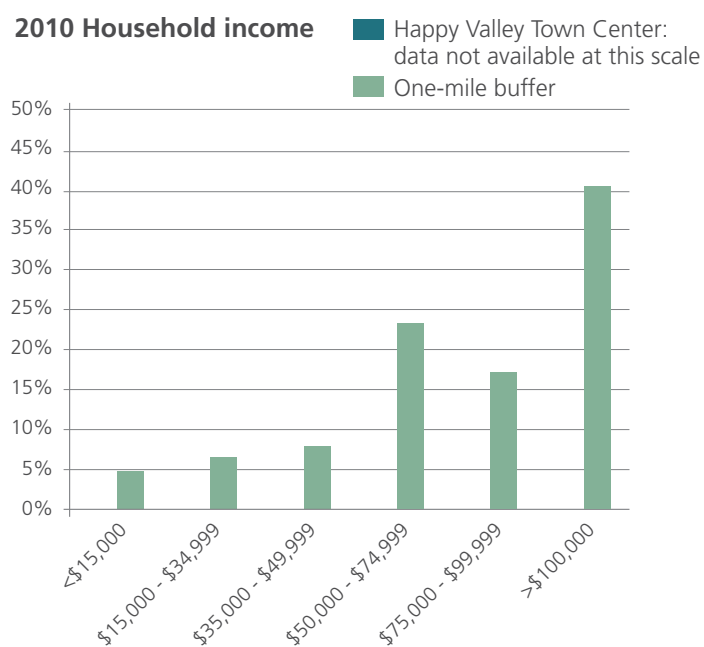
	Happy Valley Town Center	Town center average	One-mile buffer
Net acreage	185	222	3,664
Total population	540	2,326	9,504
Total employees	404	1,745	1,023
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	\$10	\$39	\$8
People per acre	5.1	20.1	2.9
Dwelling units per acre	1.3	5.0	0.9
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

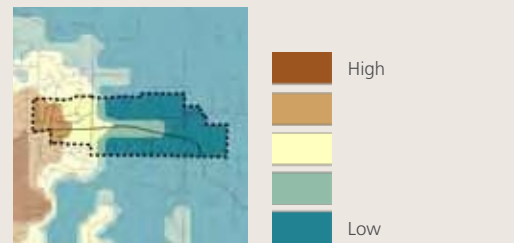
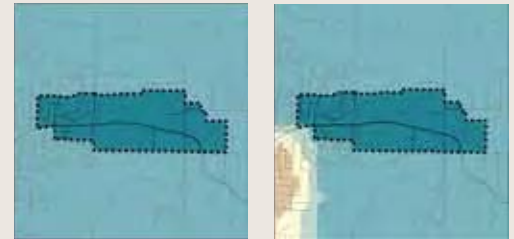


2010 Household income

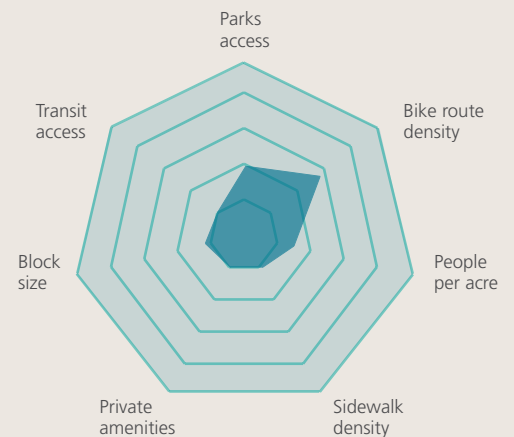


Metro context tool results

Heat maps



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

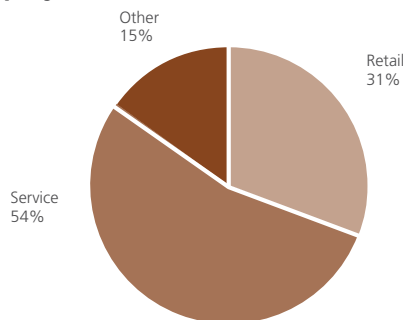
The Hillsdale Town Center is located in Southwest Portland, along the Beaverton-Hillsdale Highway (State Highway 10), an ODOT-managed facility. The center includes a high school and grade school with an adjacent middle school and is serviced by multiple bus lines, one of which is frequent service. Hillsdale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

By the numbers

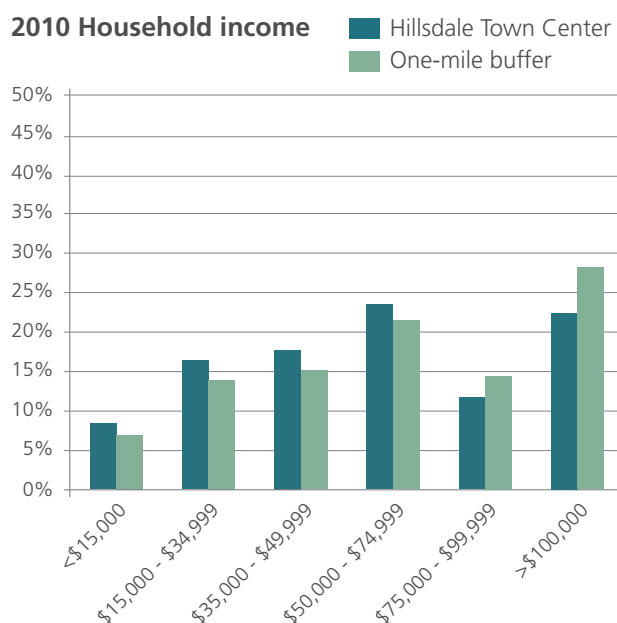
	Hillsdale Town Center	Town center average	One-mile buffer
Net acreage	145	222	2,730
Total population	1,600	2,326	22,495
Total employees	1,048	1,745	8,381
Non-SOV mode share (all trips)	52%	52%	n/a
Market value per square foot	\$47	\$39	\$43
People per acre	18.3	20.1	11.3
Dwelling units per acre	6.5	5.0	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



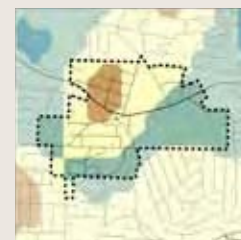
Private amenities



Sidewalk density



People per acre



Block size



Bike route density



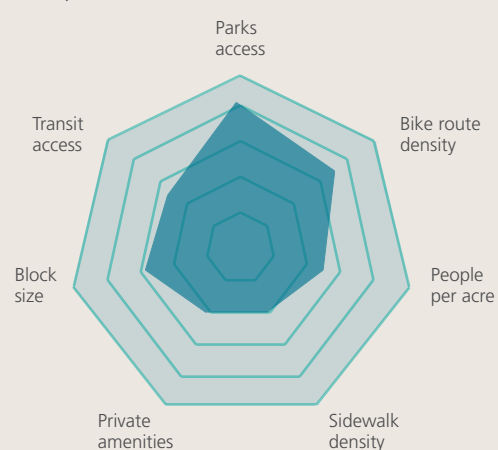
Transit frequency



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

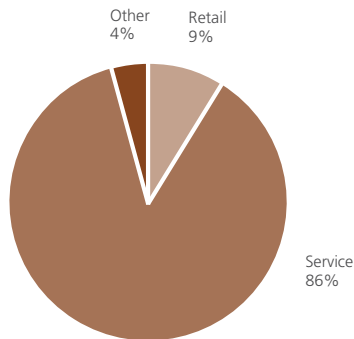
The Hollywood Town Center surrounds the intersection of Sandy Boulevard and Northeast Halsey Avenue. The area is high in employment concentrations and housing relative to its size. The center serves the local population with retail services, but also draws from the region due to the development of a 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

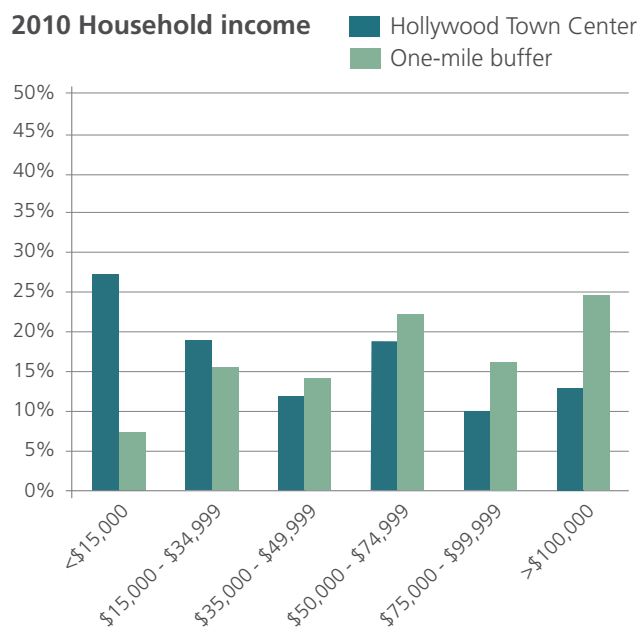
	Hollywood Town Center	Town center average	One-mile buffer
Net acreage	69	222	2,201
Total population	1,100	2,326	34,234
Total employees	3,031	1,745	16,155
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$145	\$39	\$75
People per acre	60.3	20.1	22.9
Dwelling units per acre	12.1	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

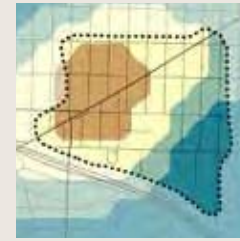


2010 Household income

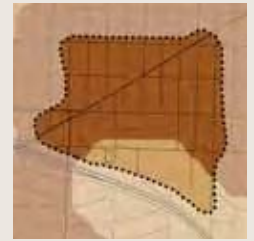


Metro context tool results

Heat maps



Private amenities



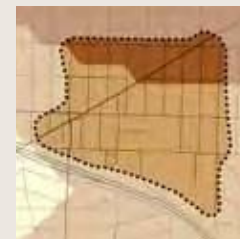
Sidewalk density



People per acre



Block size



Bike route density



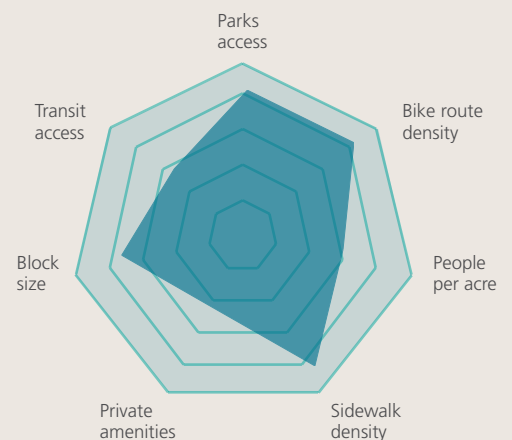
Transit frequency



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

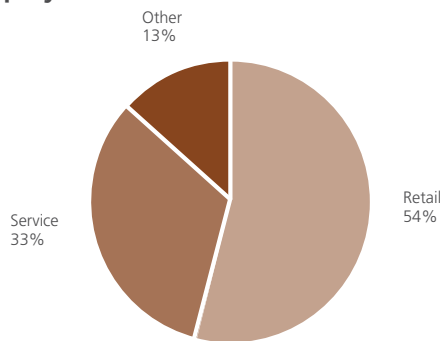
The King City Town Center is bisected by Southwest Pacific Highway (Highway 99 West), an ODOT facility. A single frequent service bus line runs along 99W, allowing for service from King City to surrounding communities along 99W and into central Portland. The center has 465 residents, 1,075 employees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

By the numbers

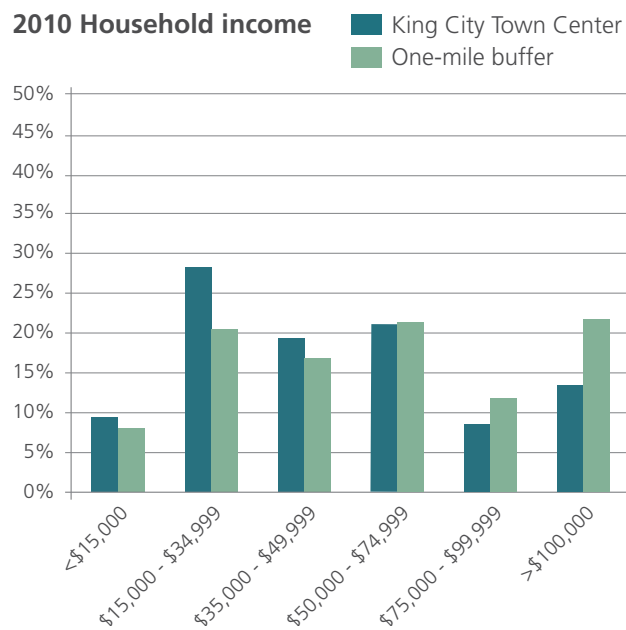
	King City Town Center	Town center average	One-mile buffer
Net acreage	75	222	2,595
Total population	465	2,326	23,532
Total employees	1,075	1,745	2,661
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$53	\$39	\$25
People per acre	20.4	20.1	10.1
Dwelling units per acre	4.0	5.0	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

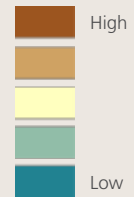


2010 Household income

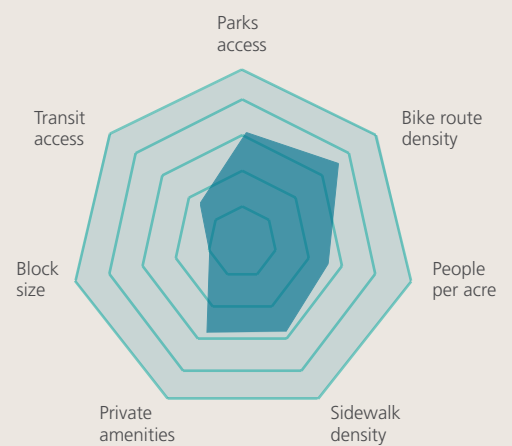


Metro context tool results

Heat maps



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

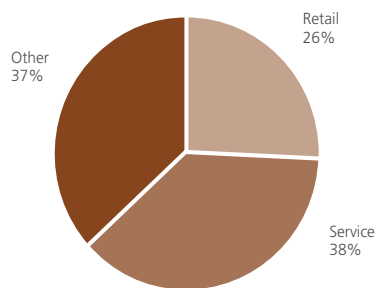
The Lake Grove Town Center is located roughly at the intersection of Boones Ferry Road and Kruse Way. Lake Grove is serviced by two separate bus lines that allow for connectivity to downtown Lake Oswego, Portland and parts of eastern Washington County. The center has 377 residents, 2,426 employees and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

By the numbers

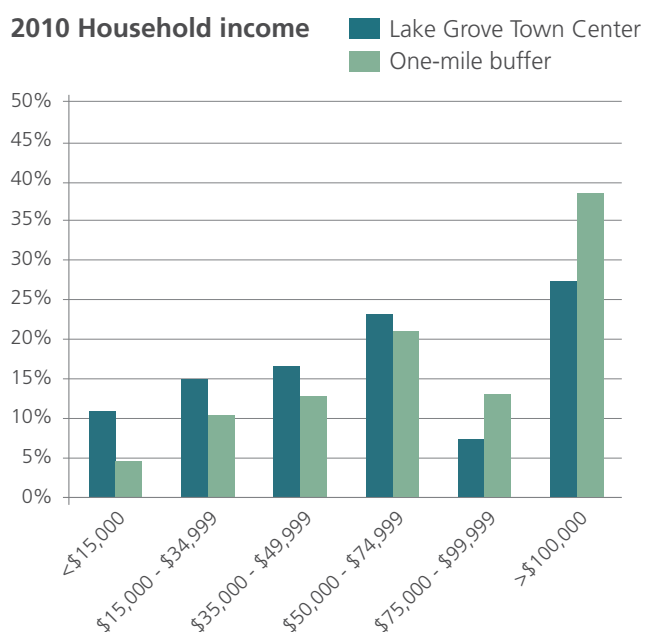
	Lake Grove Town Center	Town center average	One-mile buffer
Net acreage	98	222	3,338
Total population	377	2,326	21,730
Total employees	2,426	1,745	16,116
Non-SOV mode share (all trips)	47%	52%	n/a
Market value per square foot	\$41	\$39	\$37
People per acre	28.7	20.1	11.3
Dwelling units per acre	2.4	5.0	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

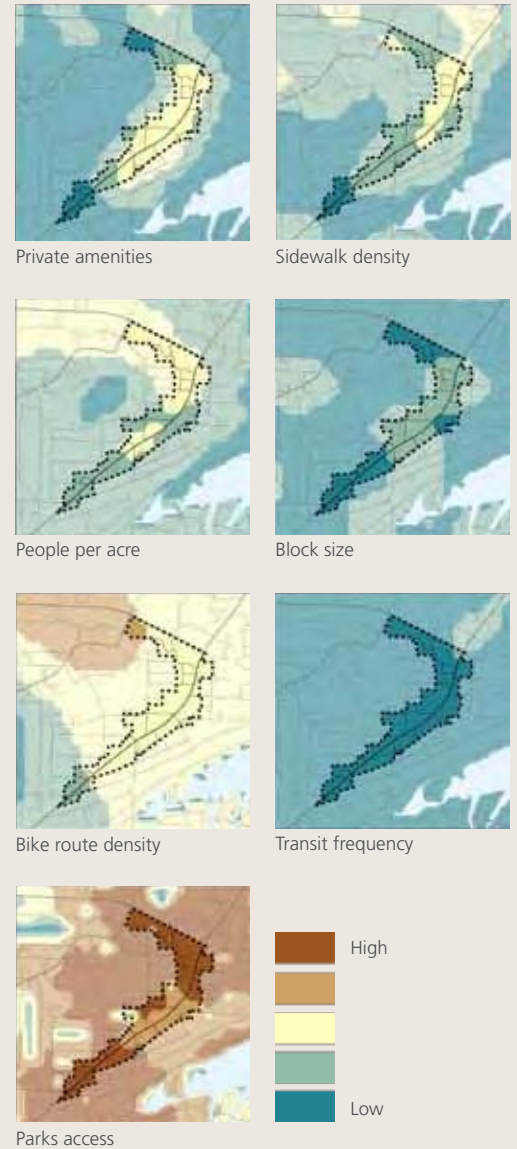


2010 Household income

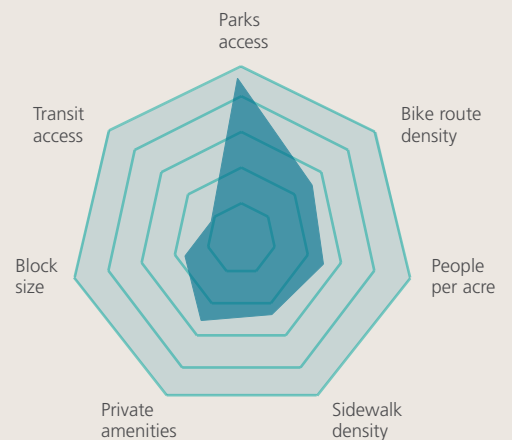


Metro context tool results

Heat maps



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

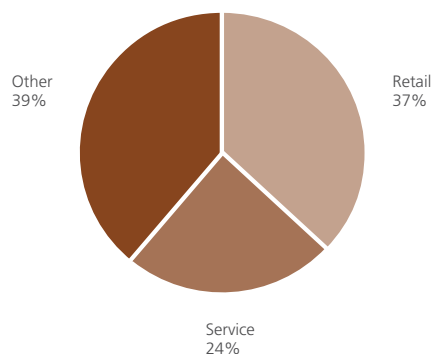
The Lake Oswego Town Center covers the majority of downtown and land along the Willamette River waterfront. The town center is serviced by three separate bus lines that connect to Portland and eastern Washington County. Highway 43, an ODOT facility, serves the center. The center has 2,194 residents,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

By the numbers

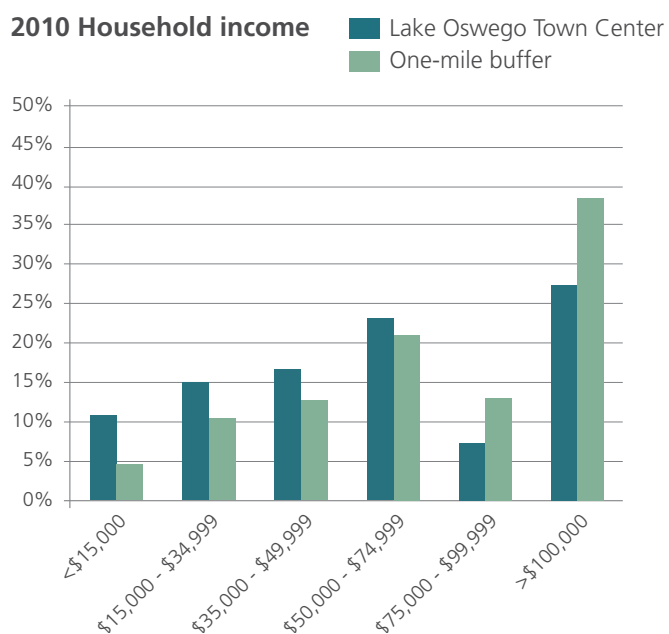
	Lake Oswego Town Center	Town center average	One-mile buffer
Net acreage	165	222	3,302
Total population	2,194	2,326	18,436
Total employees	2,054	1,745	4,175
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	\$73	\$39	\$26
People per acre	25.8	20.1	6.8
Dwelling units per acre	8.7	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



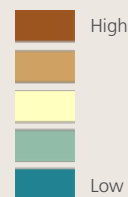
Bike route density



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

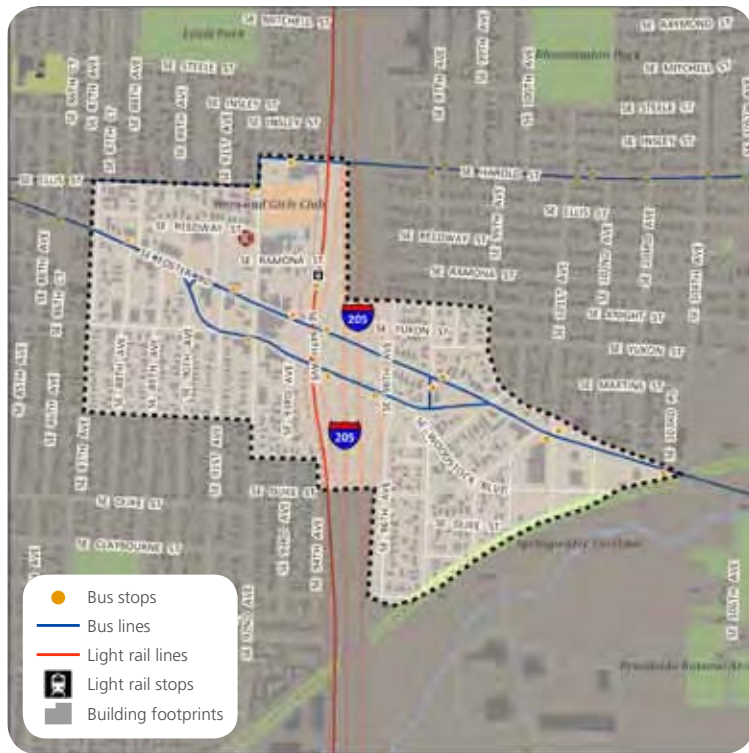
Public amenities

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

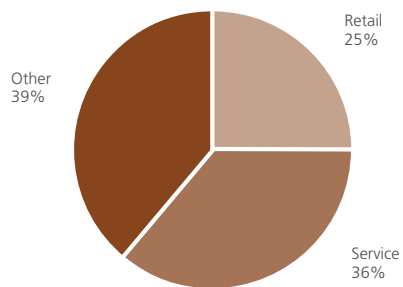
The Lents Town Center is located at the intersection of Interstate 205, an ODOT facility, and Foster Road in Southeast Portland. An Interstate 205 interchange, an ODOT facility, runs through the town center, offering direct auto access. The area is serviced by two bus lines (one of which is frequent 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

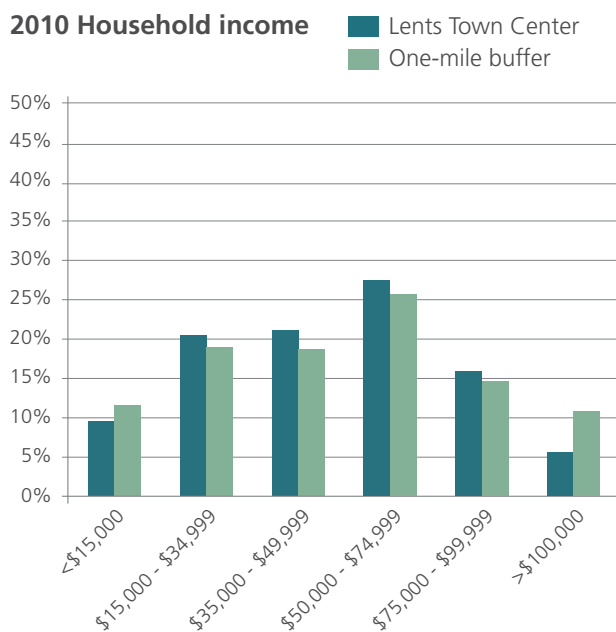
	Lents Town Center	Town center average	One-mile buffer
Net acreage	88	222	2,863
Total population	1,653	2,326	34,073
Total employees	312	1,745	5,544
Non-SOV mode share (all trips)	56%	52%	n/a
Market value per square foot	\$33	\$39	\$23
People per acre	22.2	20.1	13.8
Dwelling units per acre	7.2	5.0	4.7
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

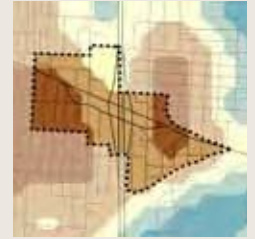


Metro context tool results

Heat maps



Private amenities



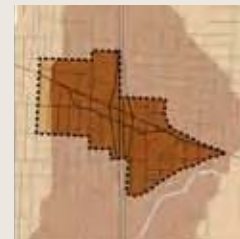
Sidewalk density



People per acre



Block size



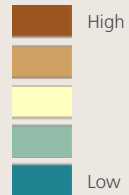
Bike route density



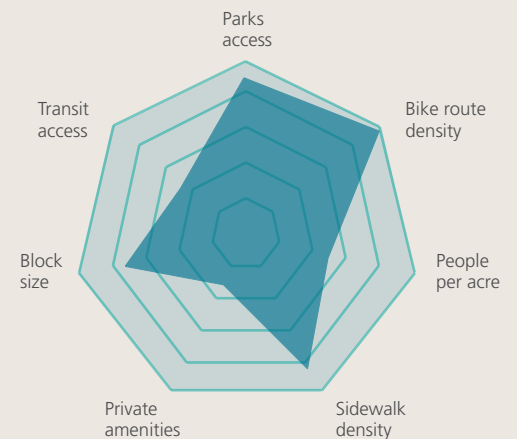
Transit frequency



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

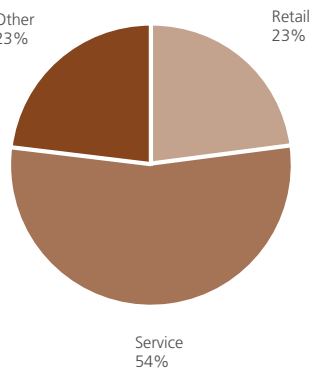
The Milwaukie Town Center represents the historic main street of downtown Milwaukie, the Highway 224 corridor and the surrounding residential neighborhoods in the area. The area is served by multiple bus lines, has a downtown transit center and will have a light rail station when the MAX line is continued 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

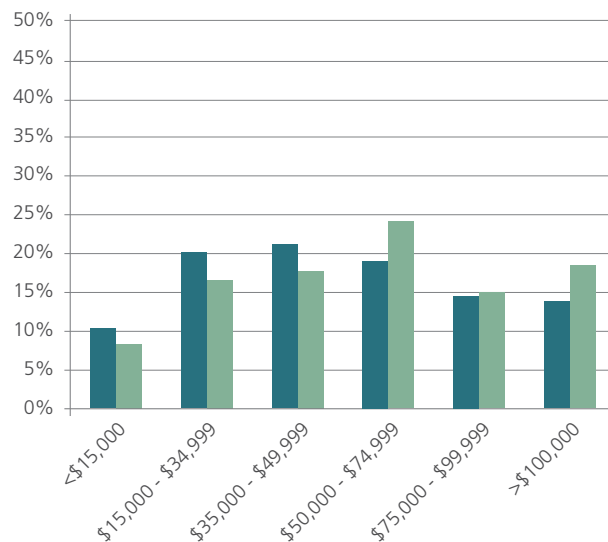


Employment breakdown



2010 Household income

■ Milwaukie Town Center
■ One-mile buffer

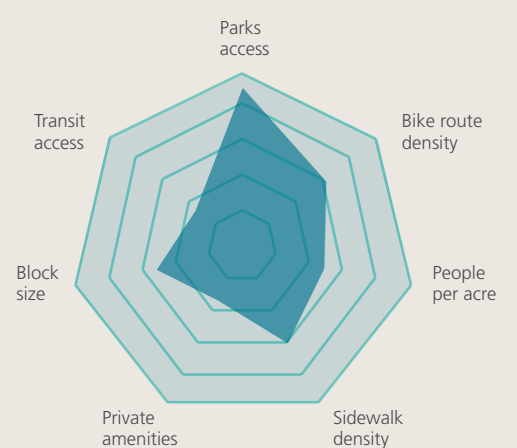


Metro context tool results

Heat maps



Composite score: 41.47



Murray/Scholls Town Center



Private amenities

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

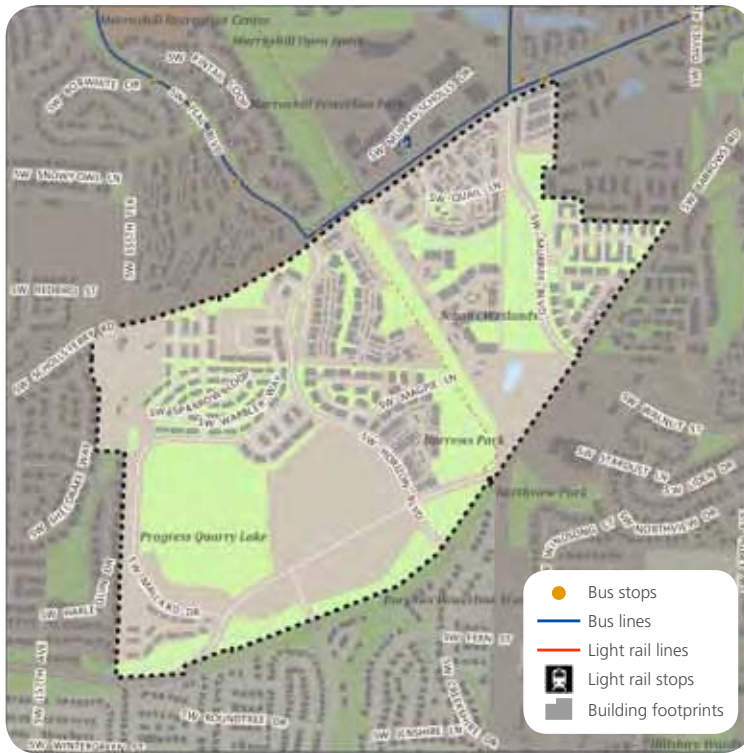
Public amenities

- ☐ Community center
- ☐ Fire station
- ☐ Government building
- ☐ Library
- ☐ 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.

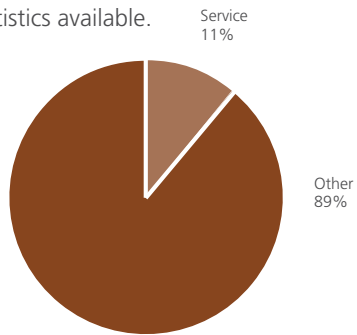
By the numbers

	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



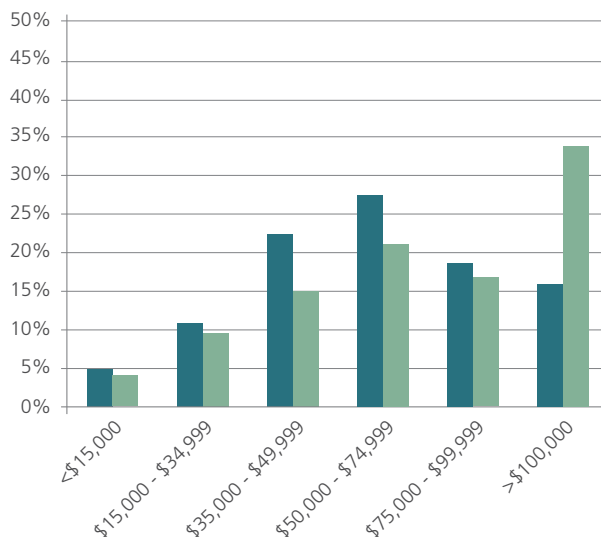
Employment breakdown

No retail statistics available.



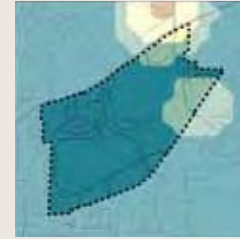
2010 Household income

■ Murray/Scholls Town Center
■ One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



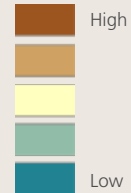
Bike route density



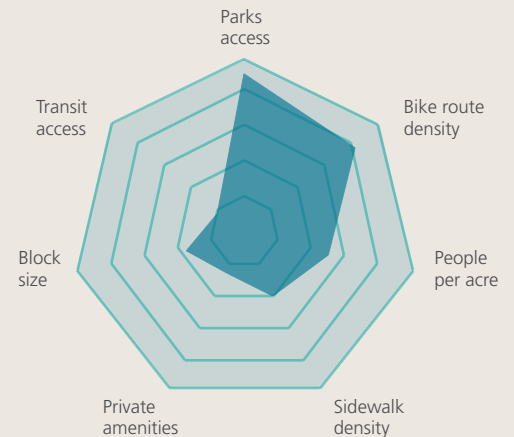
Transit frequency



Parks access



Composite score: 34.43



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

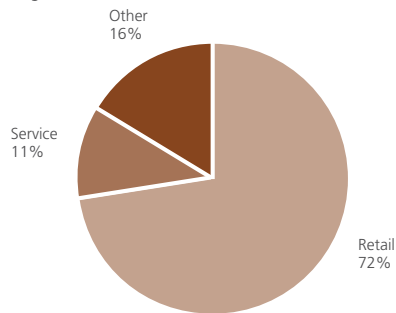
The Orenco Town Center in Hillsboro functions as a local retail destination and medium-density housing location. No major interstate access is available to the town center however, the major arterial of Cornell Road bisects it. The center is serviced by multiple bus lines and a MAX stop, located within 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

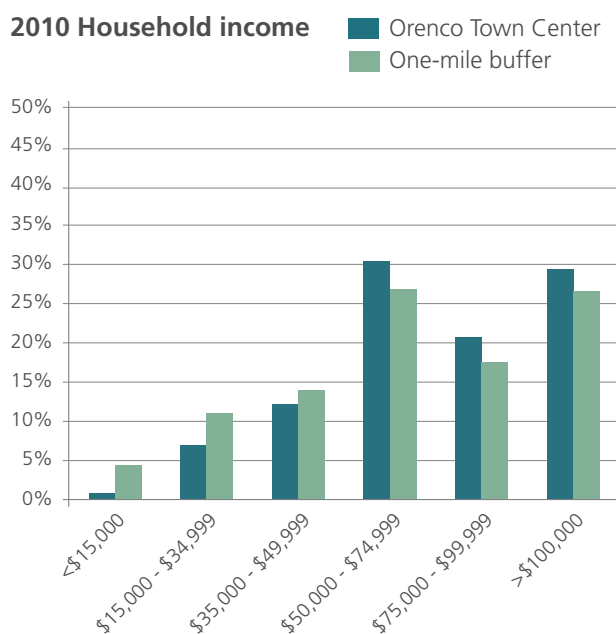
	Orenco Town Center	Town center average	One-mile buffer
Net acreage	182	222	3,639
Total population	3,200	2,326	21,954
Total employees	1,175	1,745	13,500
Non-SOV mode share (all trips)	55%	52%	n/a
Market value per square foot	\$51	\$39	\$22
People per acre	24.1	20.1	9.7
Dwelling units per acre	10.5	5.0	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

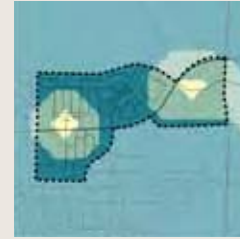


2010 Household income

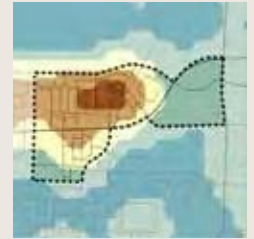


Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



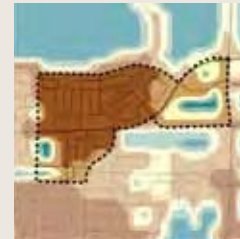
Block size



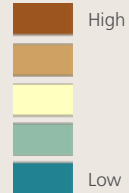
Bike route density



Transit frequency



Parks access



Composite score: 41.61



Pleasant Valley Town Center



Private amenities

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

Public amenities

- ☐ Community center
- ☐ Fire station
- ☐ Government building
- ☐ Library
- ☐ 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

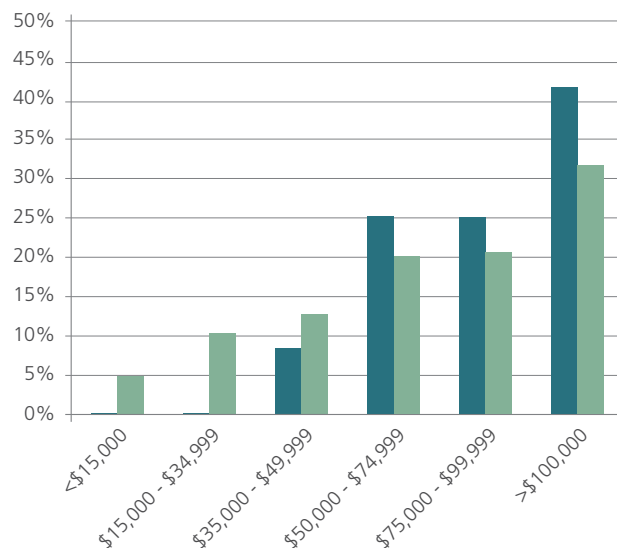
	Pleasant Valley Town Center	Town center average	One-mile buffer
Net acreage	77	222	2,982
Total population	31	2,326	6,968
Total employees	17	1,745	312
Non-SOV mode share (all trips)	48%	52%	n/a
Market value per square foot	\$4	\$39	\$7
People per acre	0.6	20.1	2.4
Dwelling units per acre	0.20	5.0	0.8
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

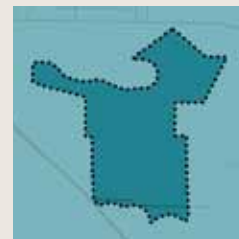


Metro context tool results

Heat maps



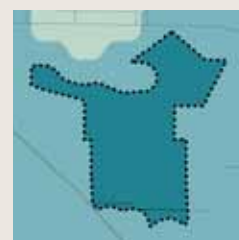
Private amenities



Sidewalk density



People per acre



Block size



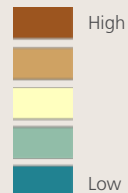
Bike route density



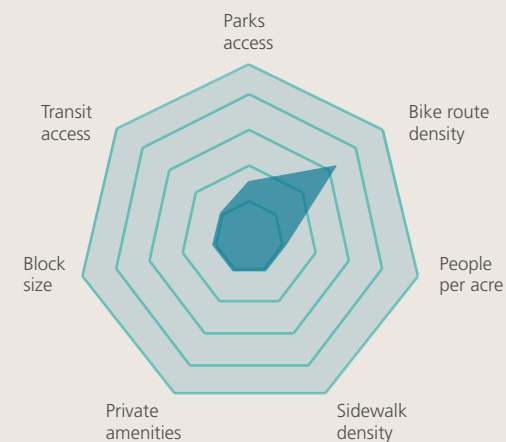
Transit frequency



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

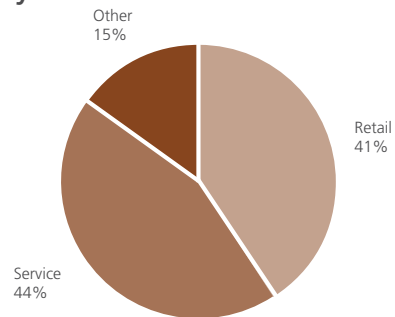
The Raleigh Hills Town Center is located at the intersection of the Beaverton-Hillsdale Highway, an ODOT facility, and Scholls Ferry Road in unincorporated Washington County, adjacent to Portland. The center is served by three separate bus lines, two of which are frequent service. It has 1,599 residents,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

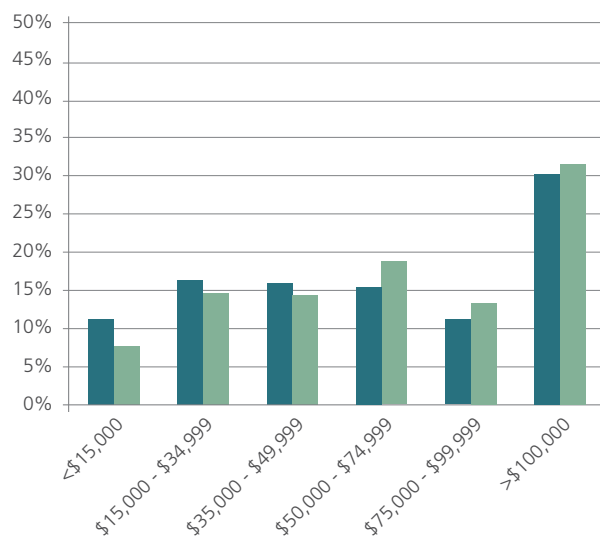


Employment breakdown



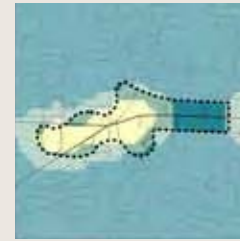
2010 Household income

Raleigh Hills Town Center
One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



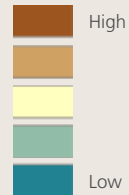
Bike route density



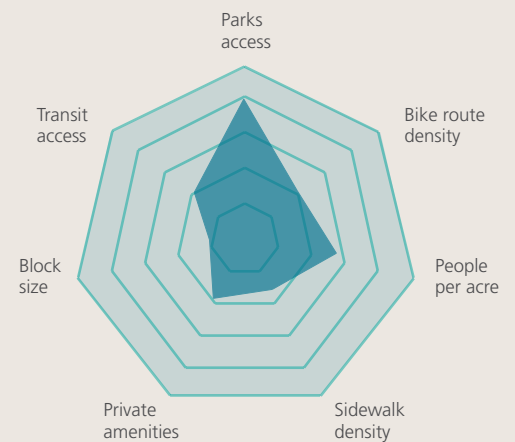
Transit frequency



Parks access



Composite score: 32.25



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

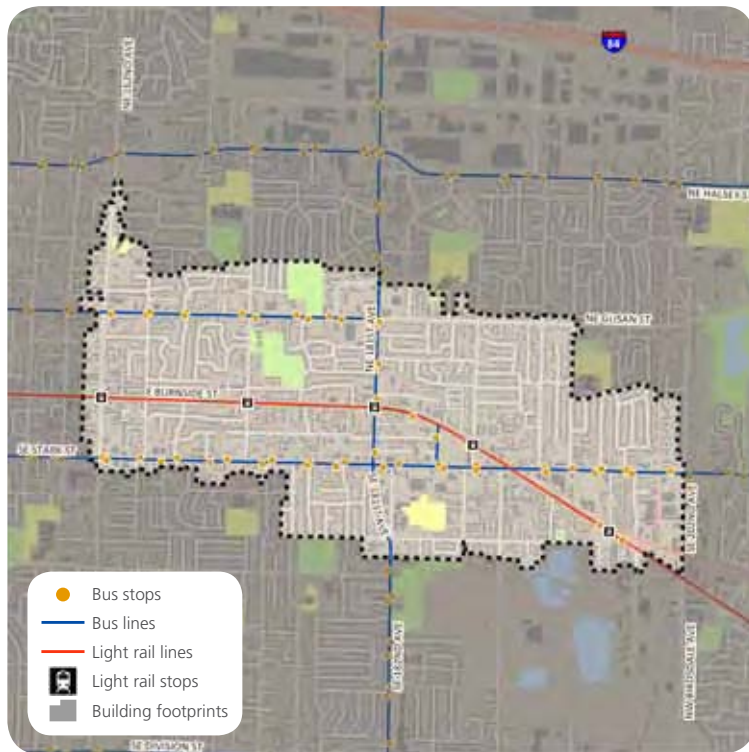
Public amenities

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

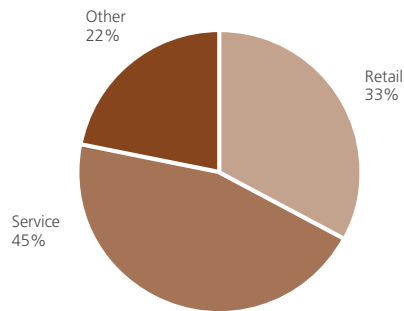
The Rockwood Town Center is located along the Eastside MAX line in Gresham. The center is bisected by two major arterials, Burnside and Stark streets. Two separate MAX stops are within the town center boundaries, as well as two bus lines along Stark Street and 182nd Avenue. The center has 16,456 residents,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

By the numbers

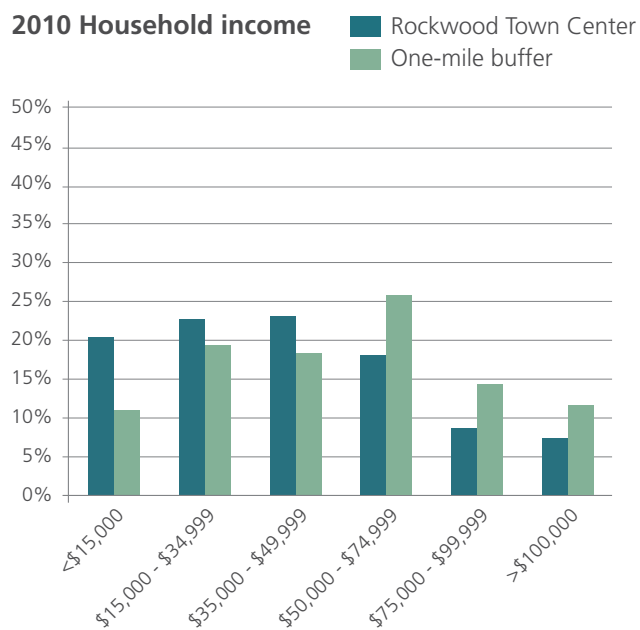
	Rockwood Town Center	Town center average	One-mile buffer
Net acreage	826	222	5,677
Total population	16,456	2,326	64,143
Total employees	2,264	1,745	11,882
Non-SOV mode share (all trips)	59%	52%	n/a
Market value per square foot	\$25	\$39	\$26
People per acre	22.7	20.1	13.4
Dwelling units per acre	7.6	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



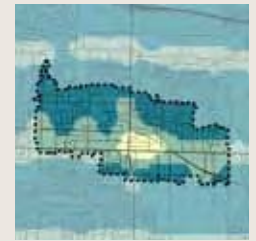
People per acre



Block size



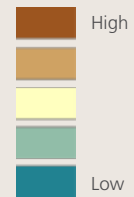
Bike route density



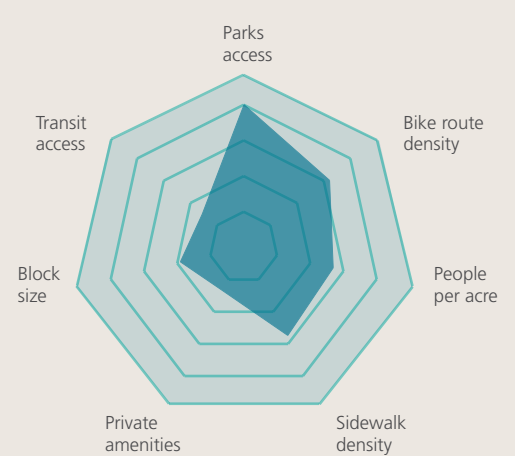
Transit frequency



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

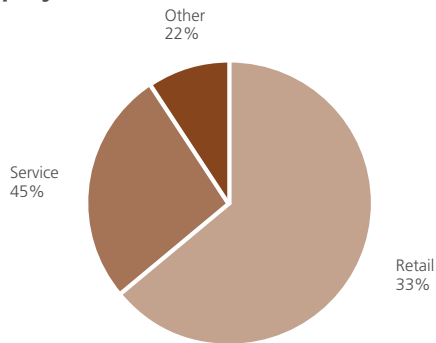
The Sherwood Town Center is located at the junction of Highway 99 West, an ODOT facility, and Tualatin-Sherwood Road. Sherwood has no direct interstate access. One bus line services the town center and continues to the Old Town portion of downtown Sherwood. Sherwood has 138 residents, 1,325 employees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

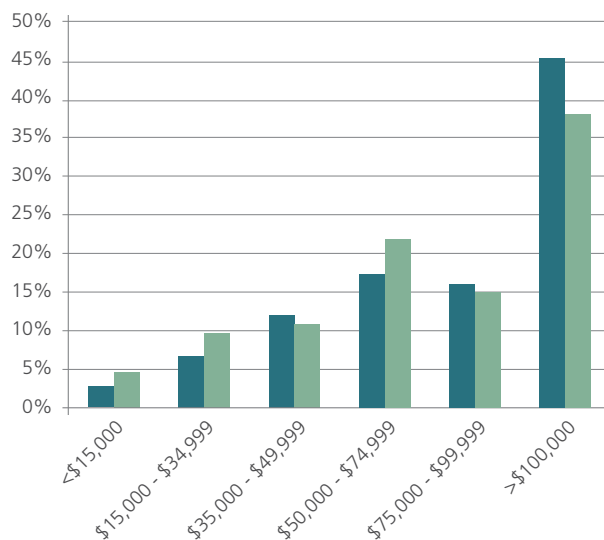


Employment breakdown



2010 Household income

■ Sherwood Town Center
■ One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



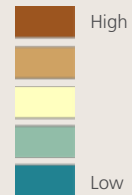
Bike route density



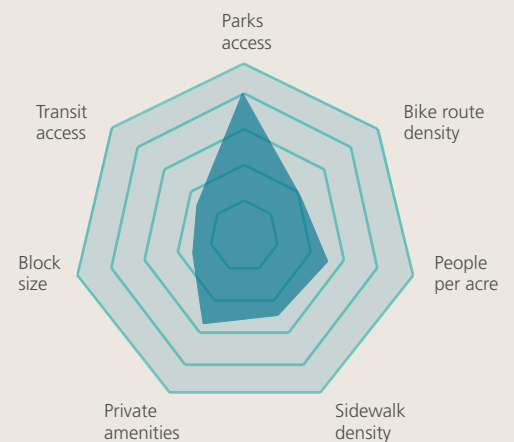
Transit frequency



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

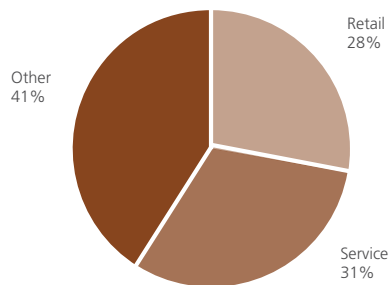
The St. Johns Town Center is located in North Portland, adjacent to the Willamette River. St. Johns has no direct interstate access, but can access U.S. Highway 30 by crossing the Willamette River at the St. Johns Bridge. The area is served by five bus lines, including one frequent service line, allowing 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

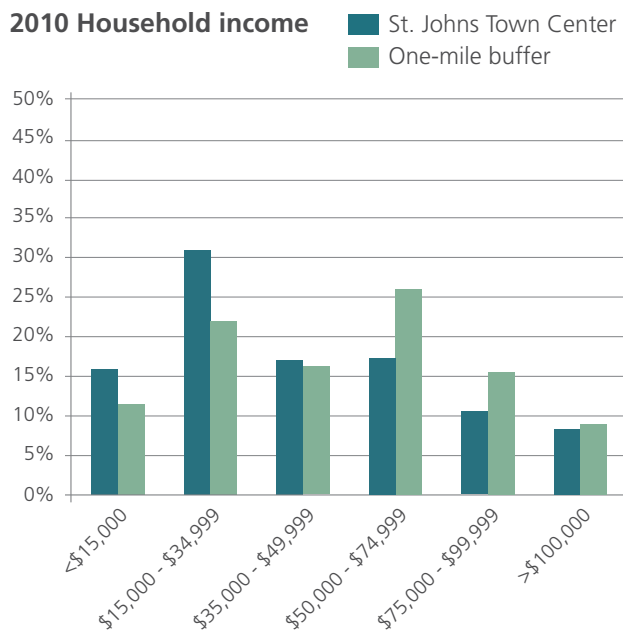
	St. Johns Town Center	Town center average	One-mile buffer
Net acreage	43	222	2,013
Total population	437	2,326	18,567
Total employees	857	1,745	4,575
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$68	\$39	\$22
People per acre	30.0	20.1	11.5
Dwelling units per acre	5.1	5.0	3.8
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

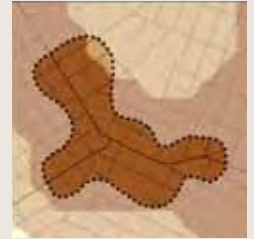


Metro context tool results

Heat maps



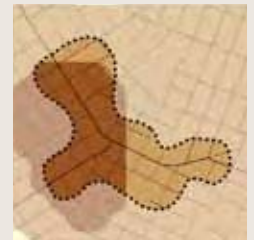
Private amenities



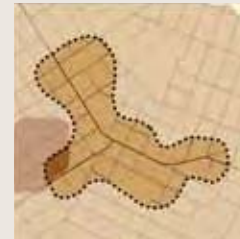
Sidewalk density



People per acre



Block size



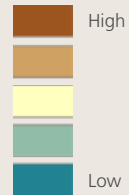
Bike route density



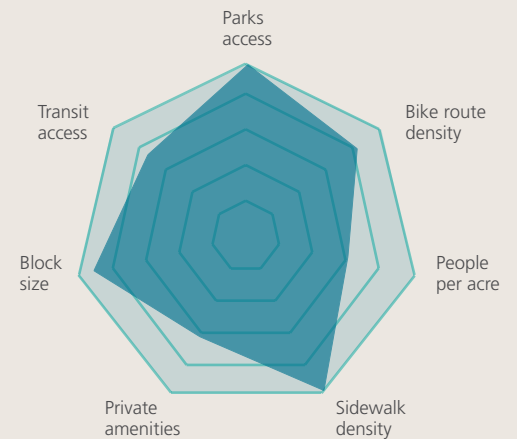
Transit frequency



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

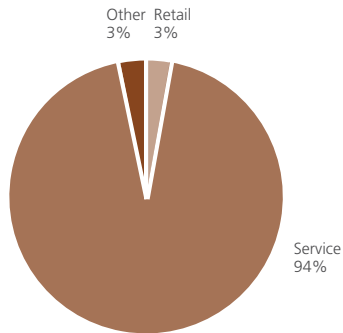
The Sunset Transit Town Center in unincorporated Washington County, adjacent to Beaverton, is located at the intersection of several major arterials including Barnes Road, Highway 26, Highway 217 and the MAX. The Sunset Transit Center serves as a transportation hub for the north portion of Washington 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

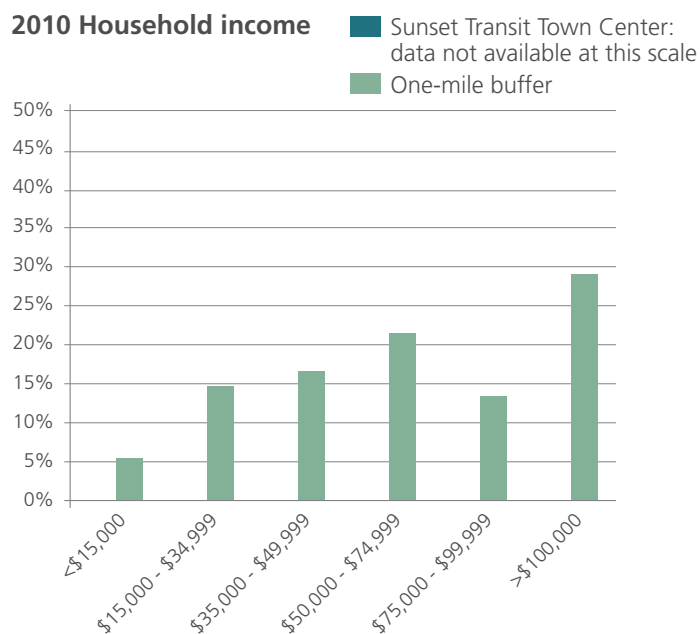
	Sunset Transit Town Center	Town center average	One-mile buffer
Net acreage	208	222	3,361
Total population	1,939	2,326	25,243
Total employees	6,221	1,745	11,412
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	\$40	\$39	\$25
People per acre	39.2	20.1	10.9
Dwelling units per acre	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

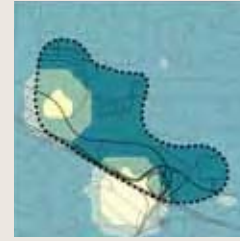


2010 Household income



Metro context tool results

Heat maps



Private amenities



Sidewalk density



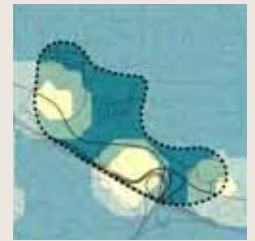
People per acre



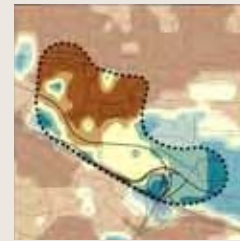
Block size



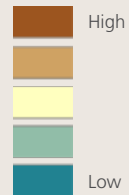
Bike route density



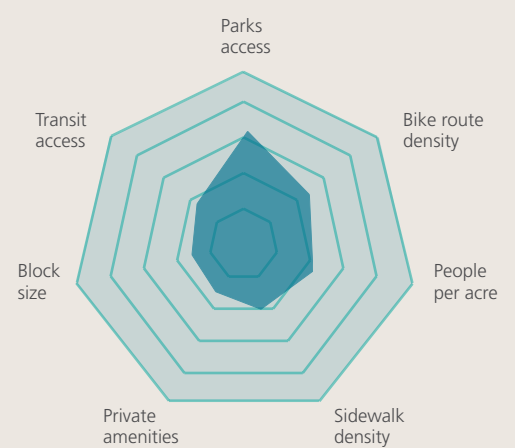
Transit frequency



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

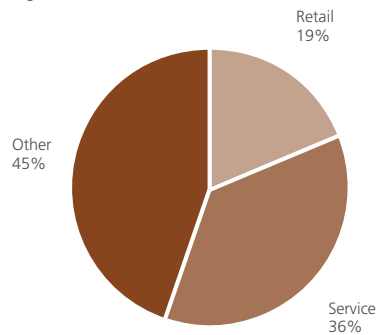
The Tigard Town Center includes the newly added Tigard Triangle area to the existing town center. The center is focused around the ODOT facility of Highway 99 West and has been chosen as the priority corridor for a study of future high capacity transit expansion in the region. The center is serviced 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

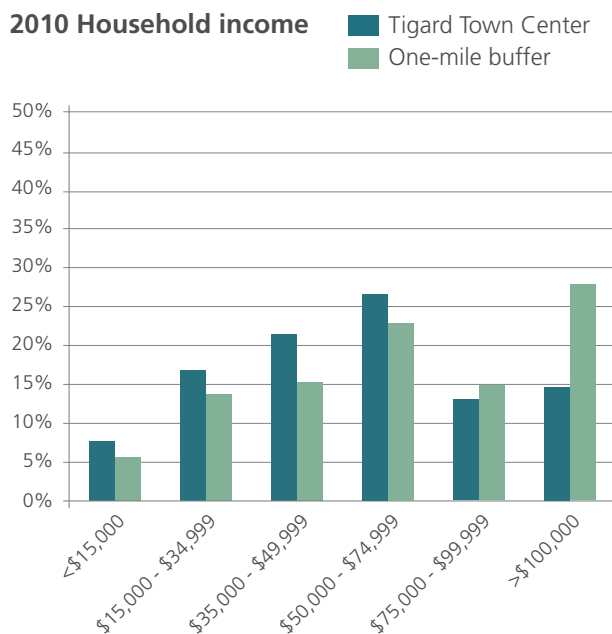
	Tigard Town Center	Town center average	One-mile buffer
Net acreage	558	222	5,259
Total population	1,923	2,326	39,885
Total employees	6,876	1,745	26,244
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$30	\$39	\$31
People per acre	15.8	20.1	12.6
Dwelling units per acre	1.7	5.0	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

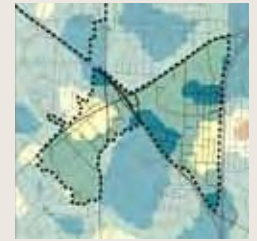


Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



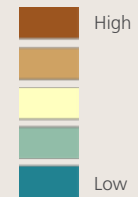
Bike route density



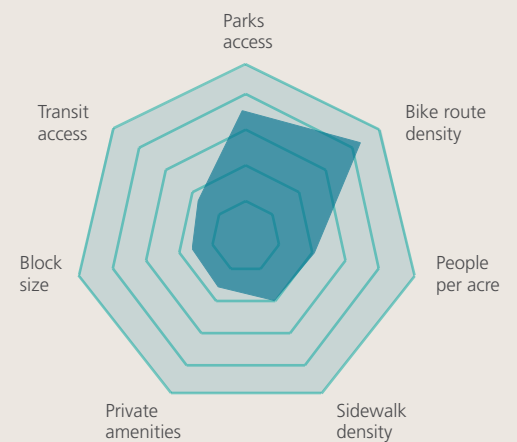
Transit frequency



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

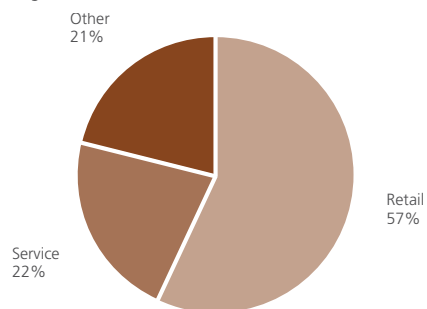
The Troutdale Town Center is located at the eastern end of the region. The center includes a historic main street in downtown Troutdale as well as a significant portion of land west of downtown. The center has direct access to Interstate 84 and contains the historic Columbia River Highway, an ODOT facility.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

By the numbers

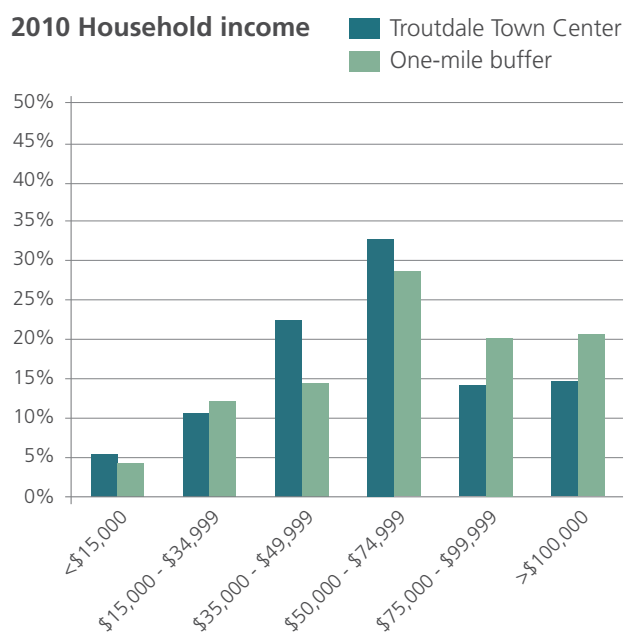
	Troutdale Town Center	Town center average	One-mile buffer
Net acreage	343	222	4,287
Total population	1,924	2,326	17,519
Total employees	775	1,745	6,861
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$17	\$39	\$12
People per acre	7.9	20.1	5.7
Dwelling units per acre	2.5	5.0	1.5
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



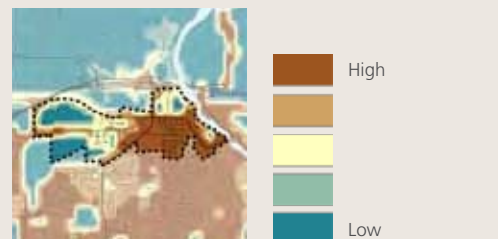
People per acre

Block size



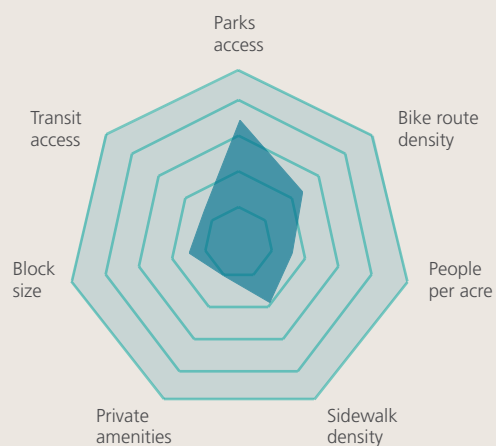
Bike route density

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

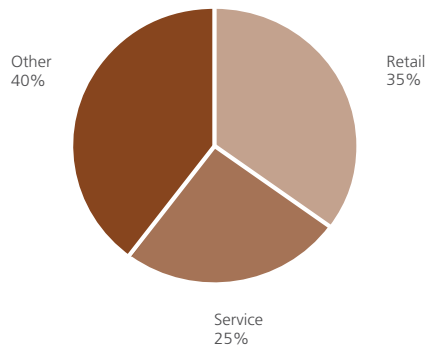
The Tualatin Town Center is located at the intersection of Tualatin-Sherwood and Boones Ferry roads, both major arterials. The center is serviced by multiple bus lines and has a stop on the Westside Express Service (WES) commuter rail line. The center has 3,636 residents, 3,332 employees and 1,660 dwelling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

By the numbers

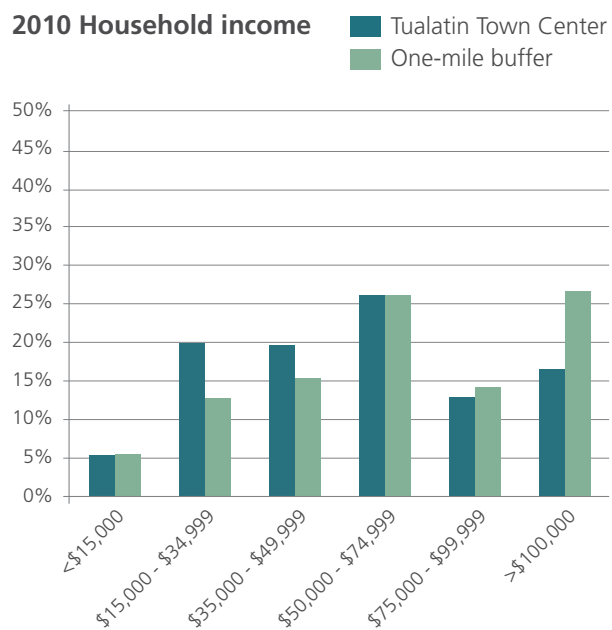
	Tualatin Town Center	Town center average	One-mile buffer
Net acreage	395	222	3,912
Total population	3,636	2,326	22,338
Total employees	3,332	1,745	16,680
Non-SOV mode share (all trips)	49%	52%	n/a
Market value per square foot	\$30	\$39	\$23
People per acre	17.6	20.1	10.0
Dwelling units per acre	4.2	5.0	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

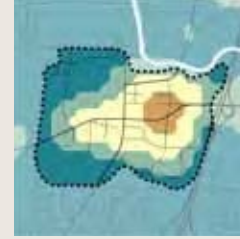


2010 Household income



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



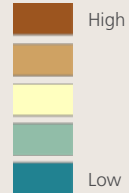
Bike route density



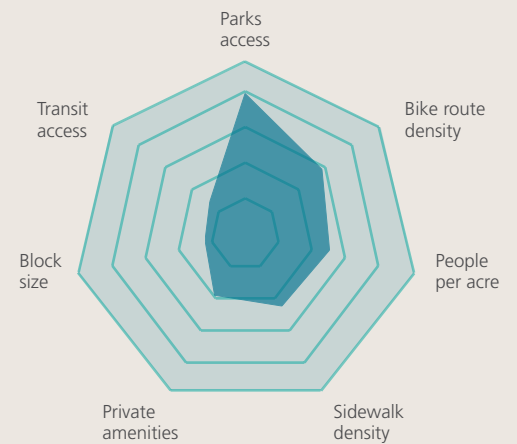
Transit frequency



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

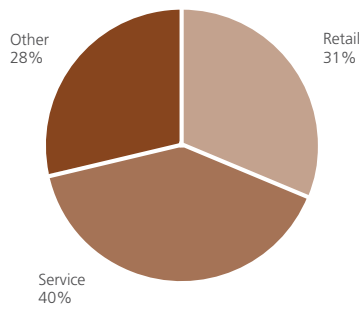
The West Linn town centers are represented by two distinct geographic locations, Bolton and Historic Willamette. Both locations are served by Interstate 205, an ODOT facility. Both centers are also serviced by bus lines. The centers have a combined total of 2,492 residents, 1,620 employees and 896 dwelling 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

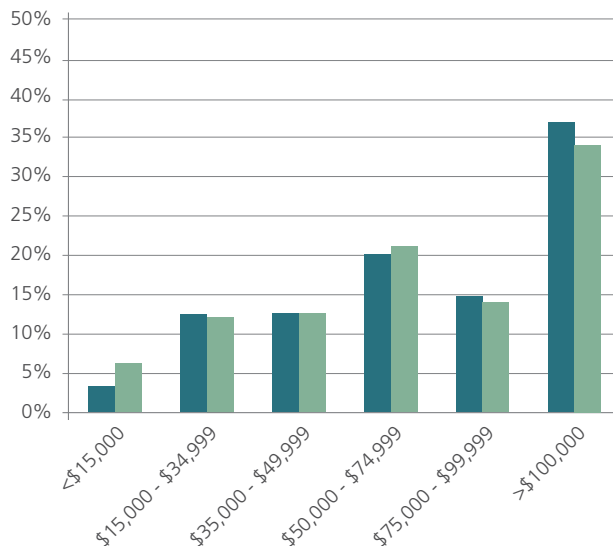


Employment breakdown



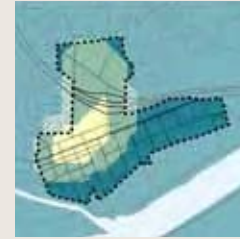
2010 Household income

West Linn town centers
One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



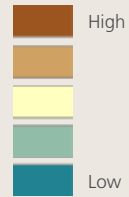
Bike route density



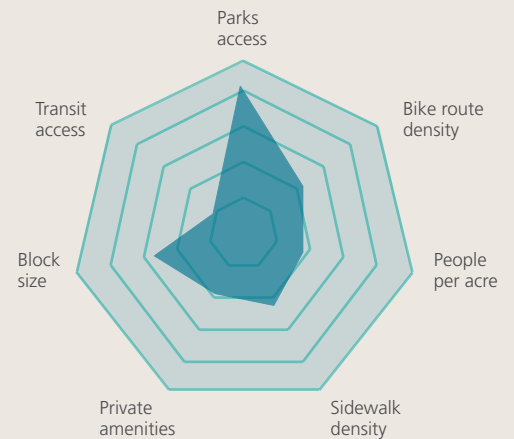
Transit frequency



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

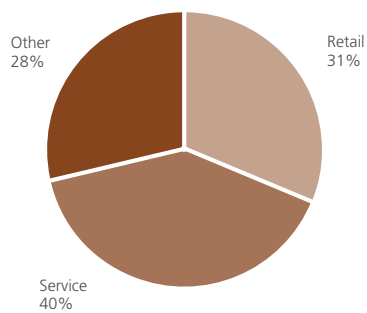
- 0 Community center
- 1 Fire station
- 0 Government building
- 1 Library
- 5 School

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.

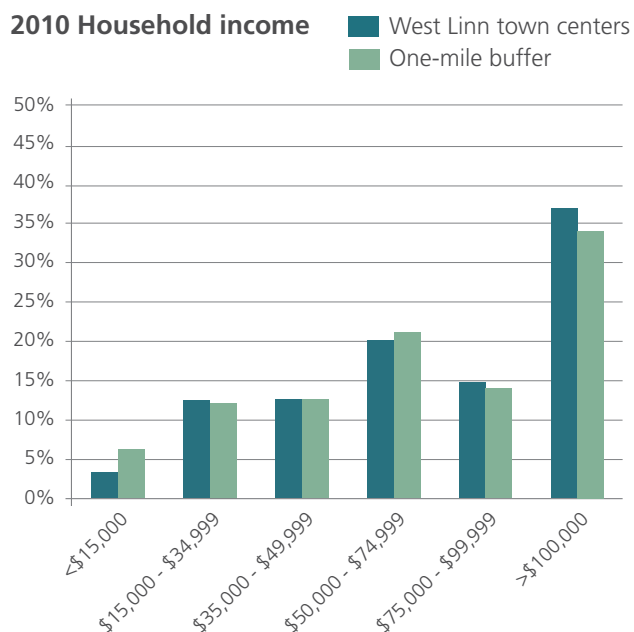
By the numbers	West Linn town centers	Town center average	One-mile buffer
Net acreage	316	222	5,872
Total population	2,492	2,326	30,016
Total employees	1,620	1,745	8,582
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$28	\$39	\$17
People per acre	13.0	20.1	6.6
Dwelling units 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

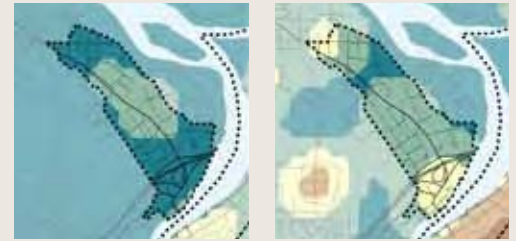


2010 Household income



Metro context tool results

Heat maps



Private amenities

Sidewalk density



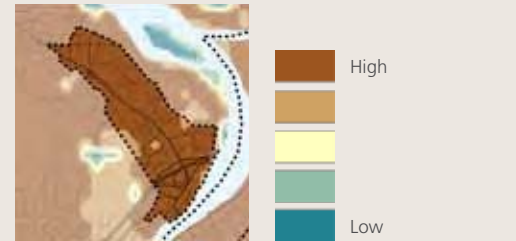
People per acre

Block size



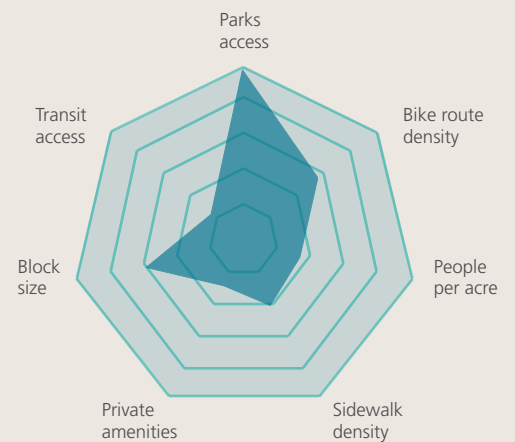
Bike route density

Transit frequency



Parks access

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

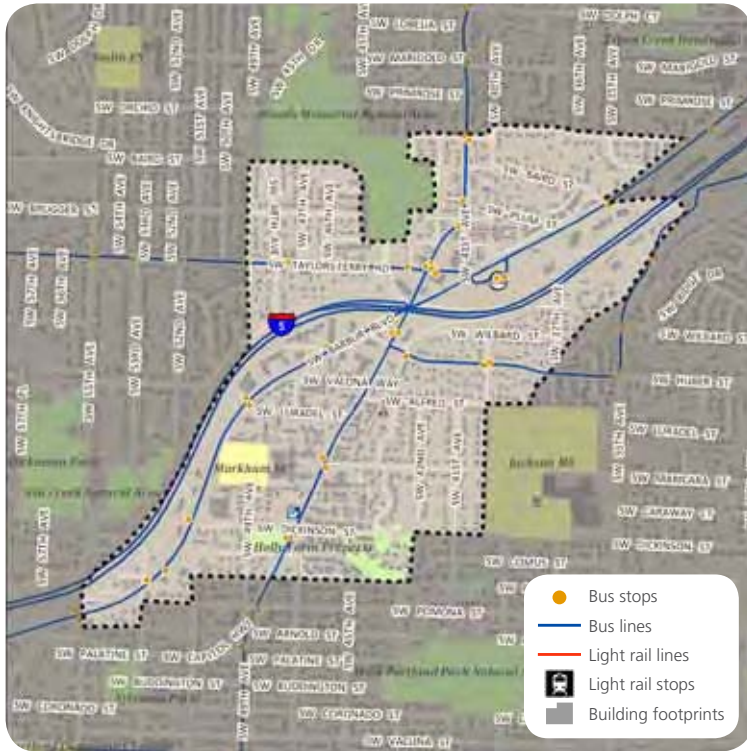
Public amenities

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

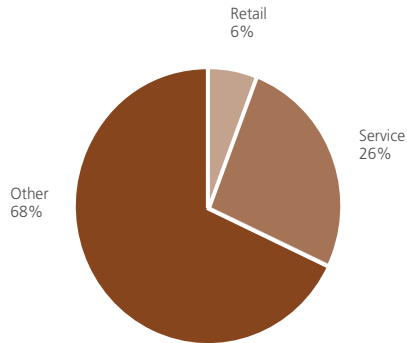
The West Portland Town Center is located at the interchange of Highway 99 West. The majority of service activity in the center revolves around Capital Highway and businesses located along Barbur Boulevard. The center is bisected by two ODOT facilities: Interstate 5 and Highway 99 West. The area is serviced 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

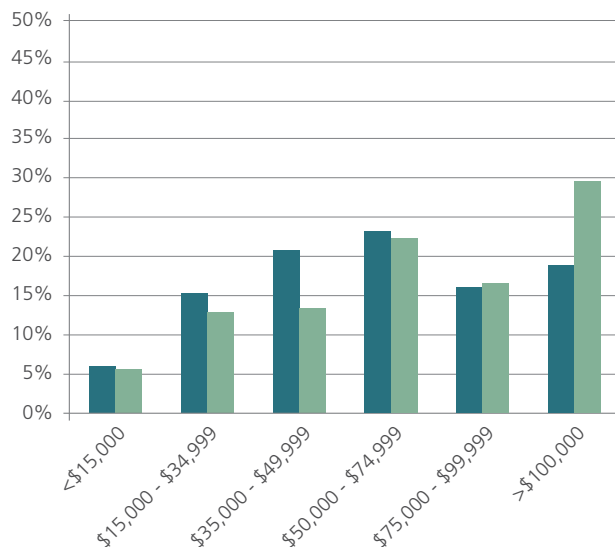


Employment breakdown



2010 Household income

West Portland Town Center
One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



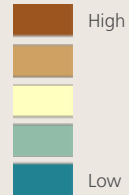
Bike route density



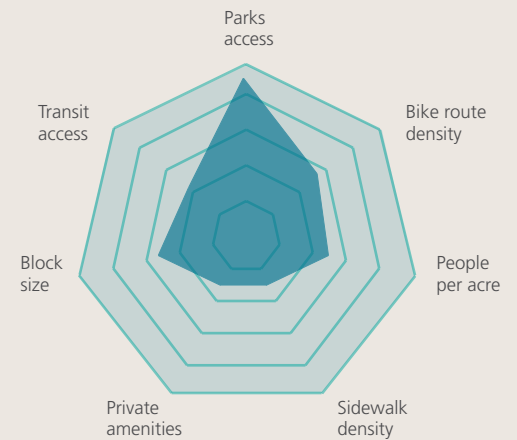
Transit frequency



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

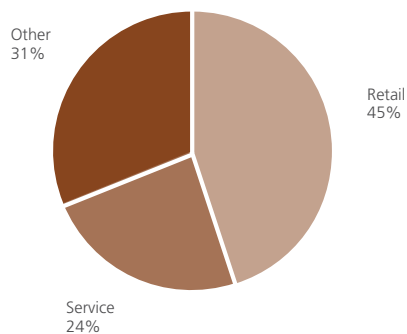
The Wilsonville Town Center is located east of Interstate 5, in downtown Wilsonville. The center has direct access to I-5, and is also serviced by Wilsonville's own Transit service, SMART, and by bus into the Portland area, a shuttle that runs between Wilsonville and Salem during the week and a Westside 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

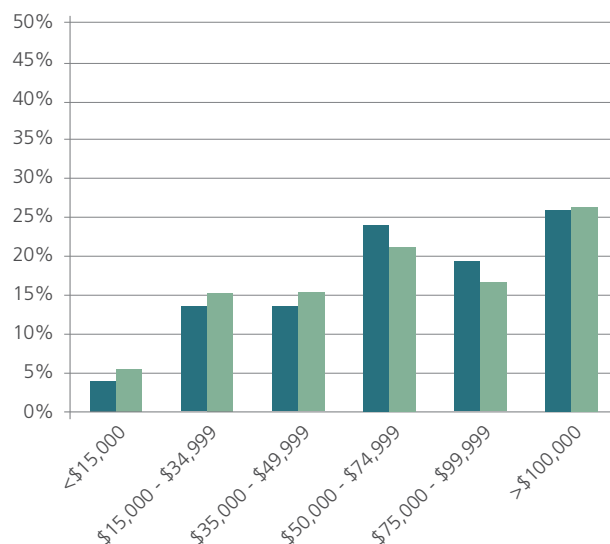


Employment breakdown



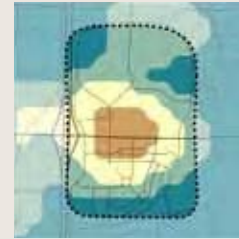
2010 Household income

Wilsonville Town Center
One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



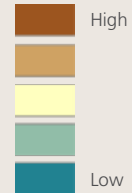
Bike route density



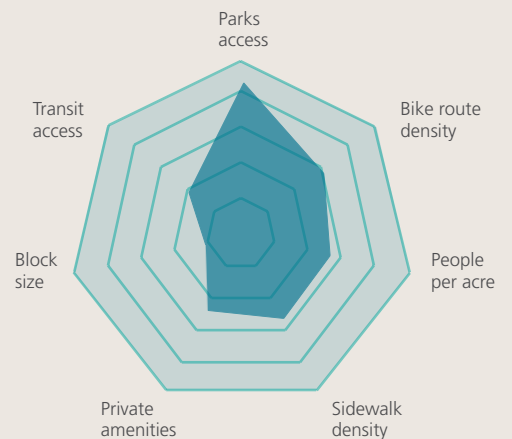
Transit frequency



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.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor

Suzanne Flynn

optin
ONLINE PANEL

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

www.oregonmetro.gov/connect



CITY OF

PORTLAND, OREGON

Sam Adams, Mayor
Nick Fish, Commissioner
Amanda Fritz, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner

June 7, 2011

Metro Policy Advisory Committee Members
600 NE Grand Avenue
Portland, OR 97232

RE: Climate Scenario Planning

Dear Colleagues:

Our region's response to climate change has long been an important issue to me and to the City of Portland. I regret that I am unable to attend the June 8 Climate Smart Communities discussion at MPAC, and appreciate your consideration of some written comments regarding the importance of this work.

First, we have not given sufficient consideration to the ways in which early and successful planning for climate change can create a global competitive advantage for our region. Although we cannot precisely predict the pace of change, the world marketplace is valuing clean energy and moving away from carbon dependence. Regions that act strategically to preserve a high quality of life, cultivate green technologies, and provide rapid, fuel-efficient freight transport will be increasingly attractive locations for new and expanding businesses. Such regions will also benefit by exporting their knowledge, technologies, and products.

Second, we must acknowledge that planning for climate change serves the long-term wellbeing of our citizens. When communities provide convenient access to local businesses and services as well as a growing job base, equity rises and we are all better off. Reduced oil dependence will also help households manage rising fuel prices and expected price shocks; spending less at the pump will keep more dollars circulating in the local economy. We can also achieve a human and financial "health dividend" from active transportation.

Our leadership on climate change can build on our tradition of innovation. Bold decisions made decades ago have already given us a head start over other American cities and regions. For example, Multnomah County per capita carbon dioxide emissions have fallen by 20 percent since 1990. This is unprecedented in the United States, and a measure of the success we can achieve if we continue to act with purpose and resolve. Continuing to lead in climate change planning will influence priorities in transportation, development, and land use planning. Clear commitments will help ensure our success and consequent economic advantage. These steps are not free, but the best economic study of climate change to date, the Stern Review on the Economics of Climate Change, supports the view that the benefits of action far outweigh the costs.

Climate planning is an investment in the long-term success of our region, advancing the goals of prosperity and equity, as well as demonstrating responsibility to our planet and to future generations. I look forward to continuing to work with you towards these aims.

Mayor Sam Adams

cc: Joint Policy Advisory Committee on Transportation

Scenarios Timeline



We are here.

1

Action requested



Direct staff to move forward with recommended approach and report back to MPAC and JPACT in September

2