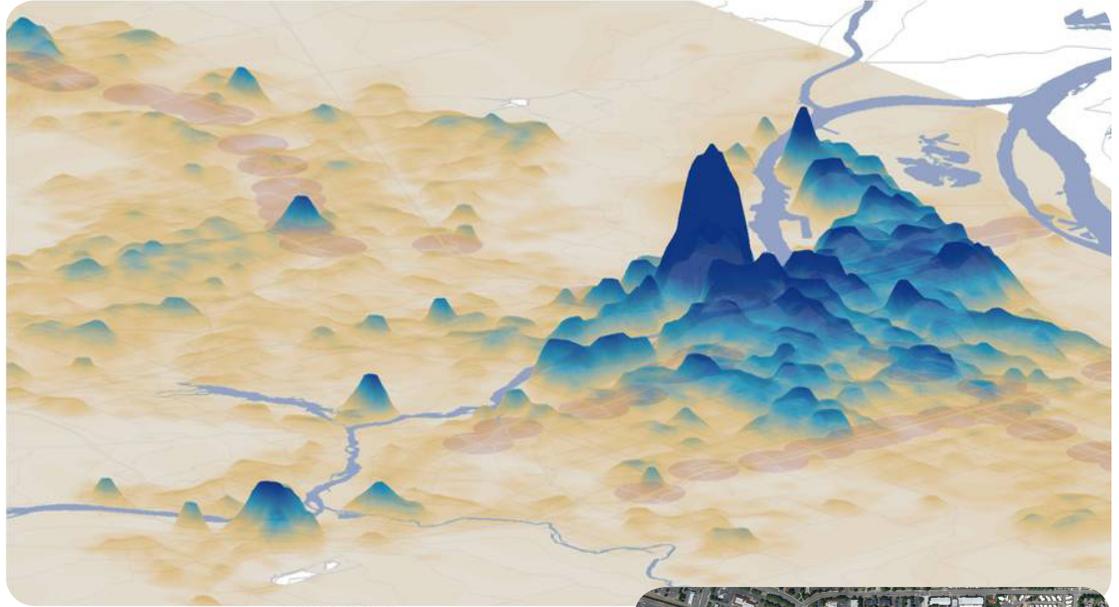




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Strategic Plan
May 2011

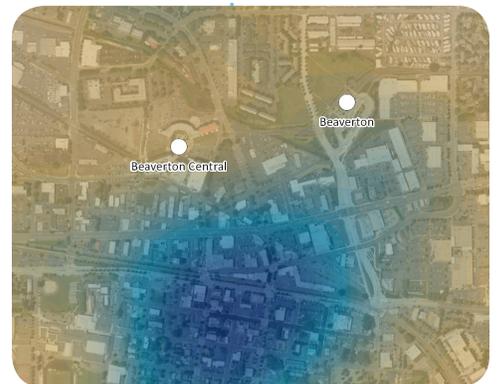
Transit-Oriented Development Program



Investing wisely

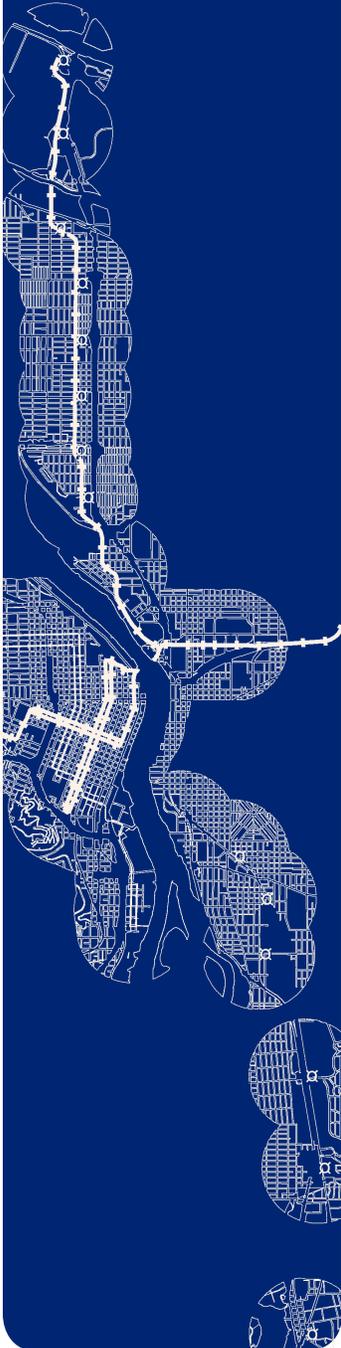
For more than a decade, Metro's Transit-Oriented Development Program has sought to implement the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town and regional centers. Over that time, the TriMet system has more than doubled its number of MAX stations from 30 to 85 and increased the number of frequent bus corridors from four to 12. The TOD program's funding has not kept pace with this growth. To best capture existing and future development opportunities with limited resources, the TOD program must be highly strategic when targeting and investing in station areas and corridors.

In order to maximize its ability to leverage transit-oriented development and increase travel by transit, walking and bicycling, the TOD strategic plan provides clear policy and investment direction. For the near term, the plan guides the allocation of limited resources by identifying and prioritizing station areas and corridors with existing transit orientation and emerging market potential. The TOD typology cluster map on the following pages illustrates this strategic approach moving forward.



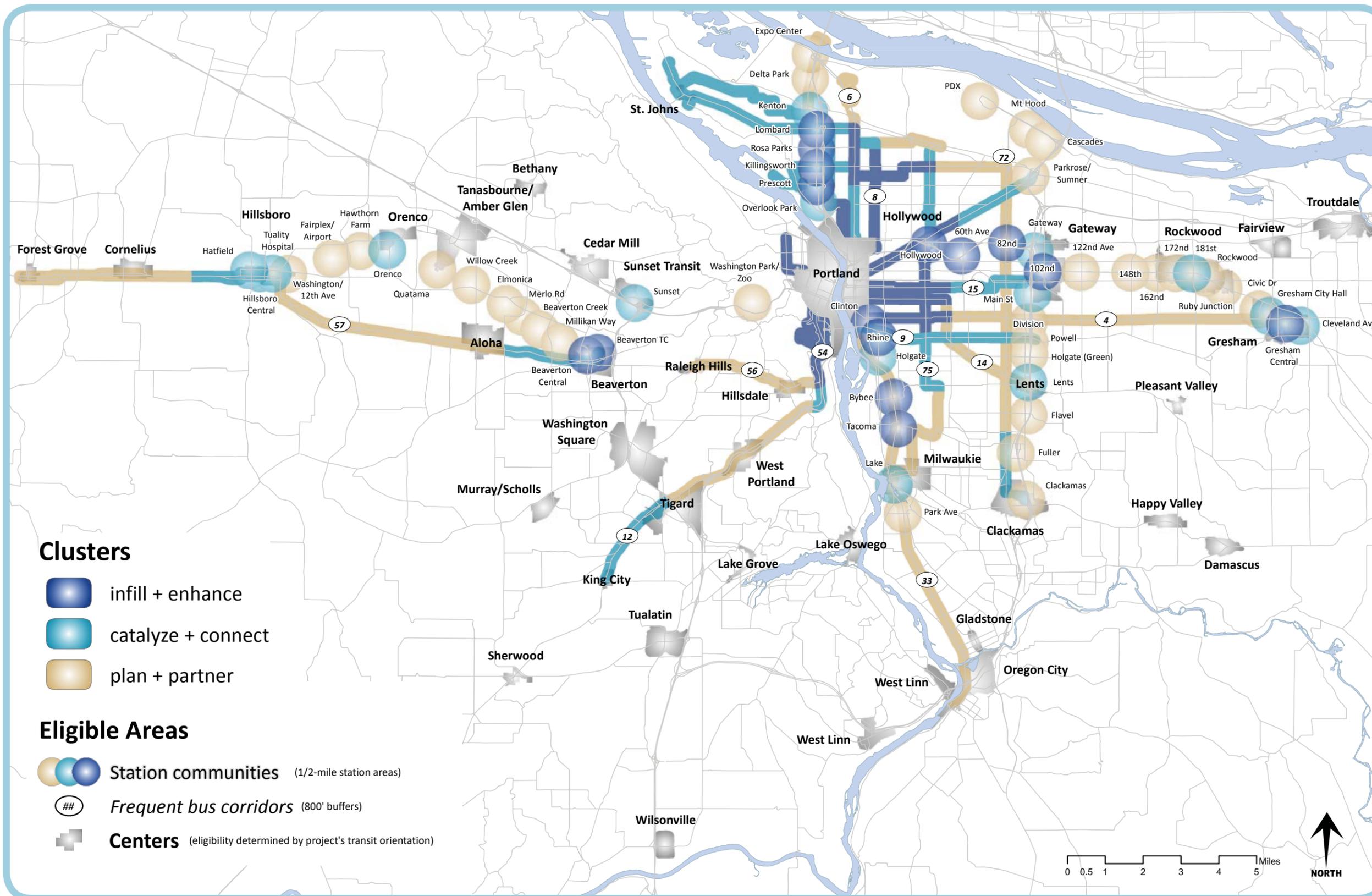
Transit orientation score

The two- and three-dimensional maps above display the relative transit orientation of the region. Those areas with higher concentrations of people, blocks, retail and services, pedestrian and bicycle infrastructure, and transit service are shaded blue.



TOD typology clusters

(transit orientation + market readiness)



infill + enhance

Infill and enhance transit communities are the most “TOD ready” areas in the region outside of downtown Portland. Given the relative strength of these areas, TOD program project investments should leverage significantly higher residential and/or employment densities, prototypical projects, urban living amenities (e.g. restaurants, shops), and/or workforce housing.

catalyze + connect

Catalyze and connect areas offer some physical and market foundation for supporting transit-oriented development. Projects that help catalyze future private development, and increase activity levels through density and/or urban amenities are appropriate. There is also an opportunity to work with local jurisdictions to identify placemaking and infrastructure needs to enhance the pedestrian orientation of the street network and provide better connectivity for all modes.

plan + partner

Plan and partner transit communities are not currently ripe for direct TOD program investments, since they generally lack the built form and market environment that would attract private investment. Given their transit accessibility, however, these areas are ideally suited for station area planning and development implementation technical assistance. The TOD program will work with local and regional partners as strategic opportunities arise to develop partnerships for future projects.



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.

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Your Metro representatives

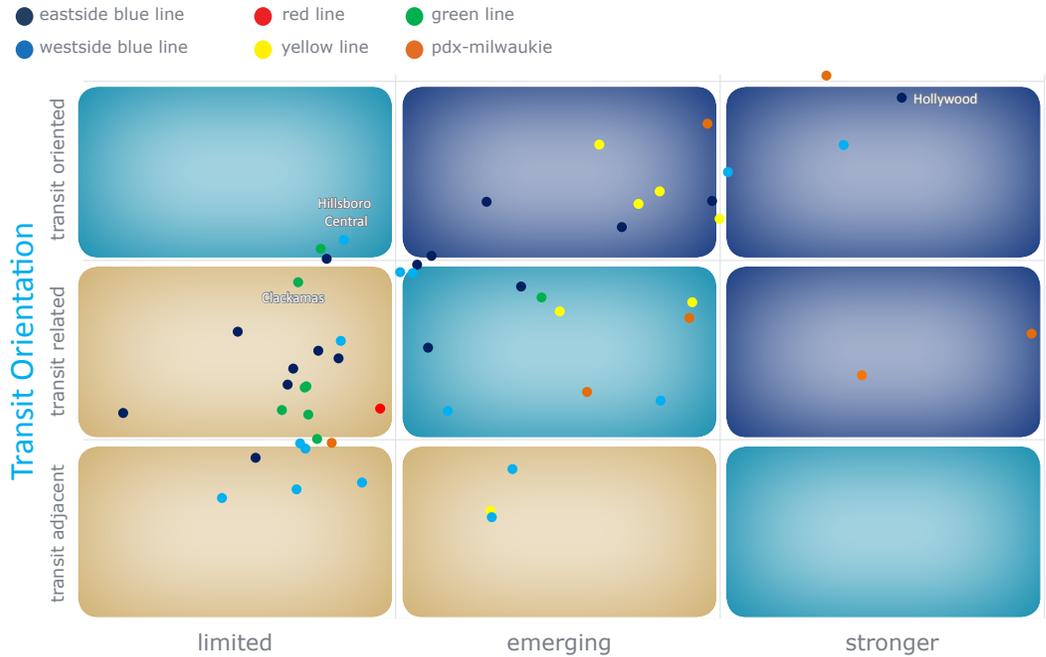
- Metro Council President Tom Hughes
- Metro Council
 - Shirley Craddock, District 1
 - Carlotta Collette, District 2
 - Carl Hosticka, District 3
 - Kathryn Harrington, District 4
 - Rex Burkholder, District 5
 - Barbara Roberts, District 6

Auditor Suzanne Flynn

For more information, visit www.oregonmetro.gov/tod

Transit orientation + market strength

The TOD typology clusters are based on an analysis of the region's station areas and frequent bus corridors. By plotting a composite measure of transit orientation (see 5 P's below) with a measure of relative market strength (real estate sales per building square foot), the typology matrix below organizes areas based on their likelihood of both supporting transit lifestyles and catalyzing private investment in the near term.



Real Estate Market Strength

The 5 P's of transit orientation

Traditionally, the transit orientation of an area has been measured using the 3 D's of density, diversity of land uses, and design or built form. For the purposes of better capturing a more holistic view of the transit friendliness of station areas and corridors, the 5 P's used for the strategic plan are as follows:

People: The number of residents and workers in an area.

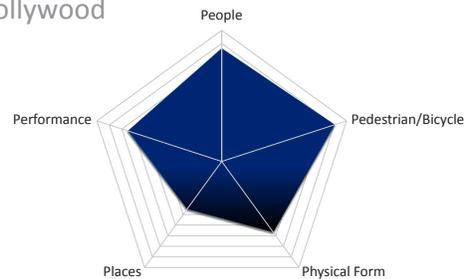
Places: The number of neighborhood serving retail and service establishments.

Physical form: Average block size.

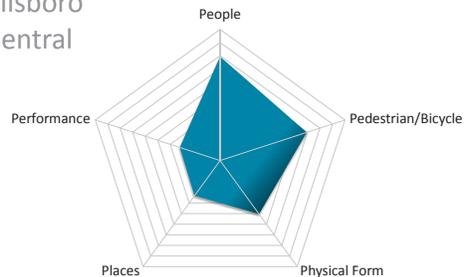
Performance: The frequency of bus and rail service.

Pedestrian/bicycle connectivity: Access to sidewalks and low stress bikeways.

Hollywood



Hillsboro Central



Clackamas

