



COMMUNITY INVESTMENT STRATEGY

State of the Centers

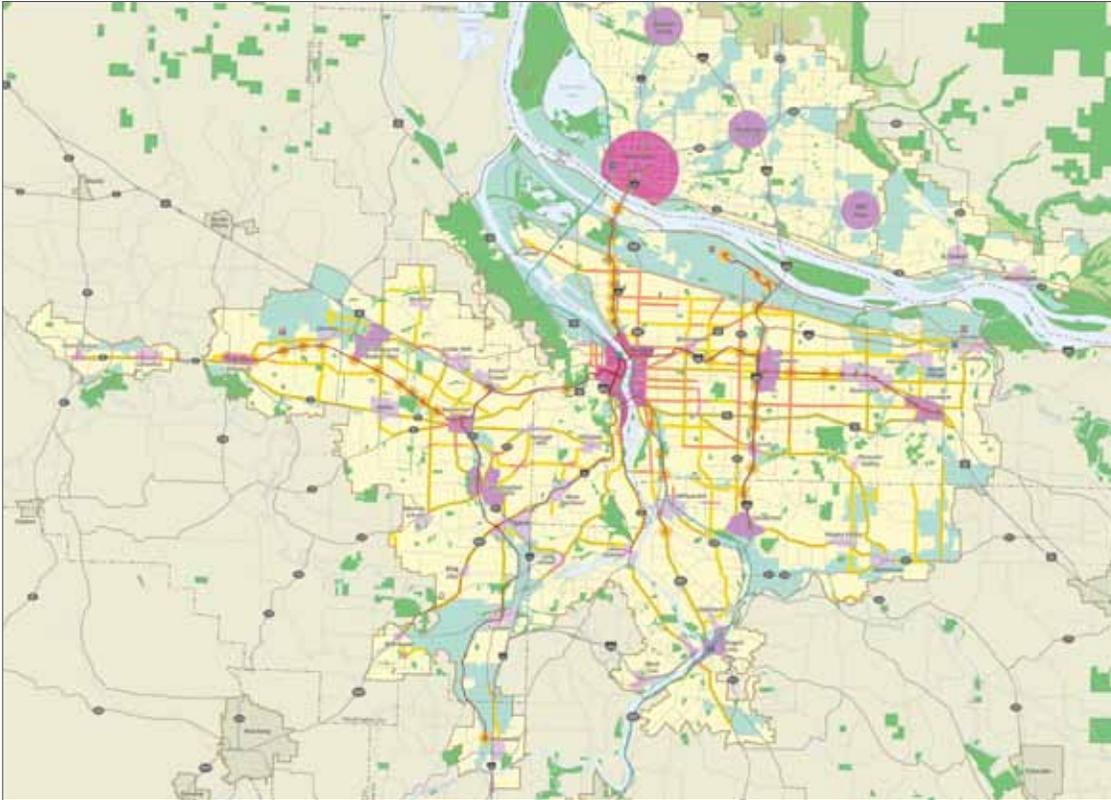
Investing in our communities

MAY 2011



Metro | *Making a great place*

2040 Growth Concept



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

Attributes of great communities

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

Vibrant communities

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

Economic prosperity

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

Safe and reliable transportation

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

Leadership on climate change

The region is a leader in minimizing contributions to global warming.

Clean air and water

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

Equity

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

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

State of the Centers

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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

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

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.

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

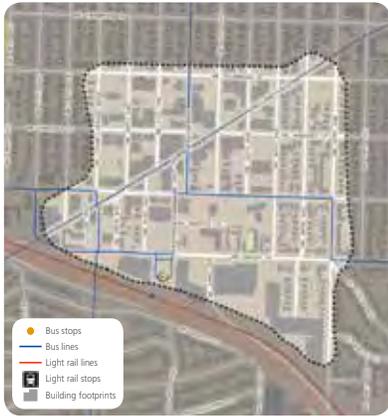
	Hollywood Town Center	Town center average	One-mile buffer
Net acreage	69	222	2,201
Total population	1,100	2,326	34,234
Total employees	3,031	1,745	16,155
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$145	\$39	\$75
People per acre	60.3	20.1	22.9
Dwelling units per acre	12.1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

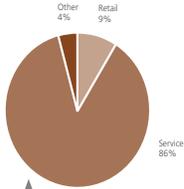
2011 State of the Centers | Town centers

By the numbers

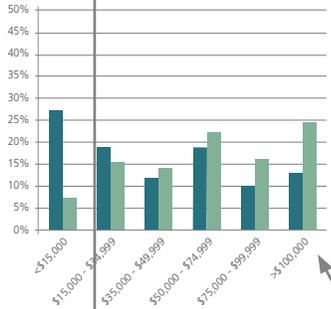
A successful, vibrant center needs a critical mass of people, both residents and workers, to sustain local business and support efficient transit and other services. By comparing a center's population, use of transportation mode, home ownership, businesses per acre, market value per square foot and other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



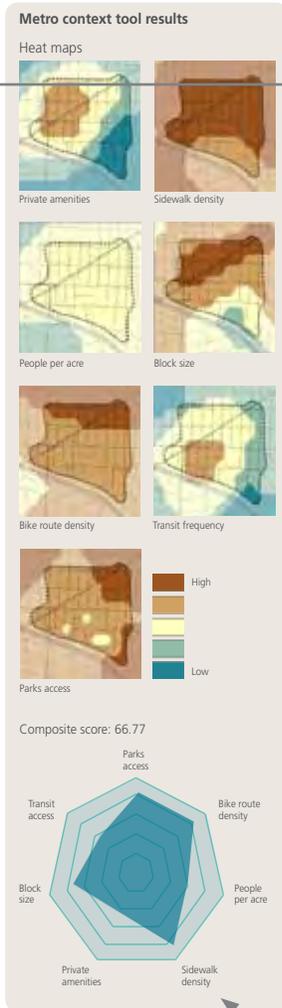
2010 Household income



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.

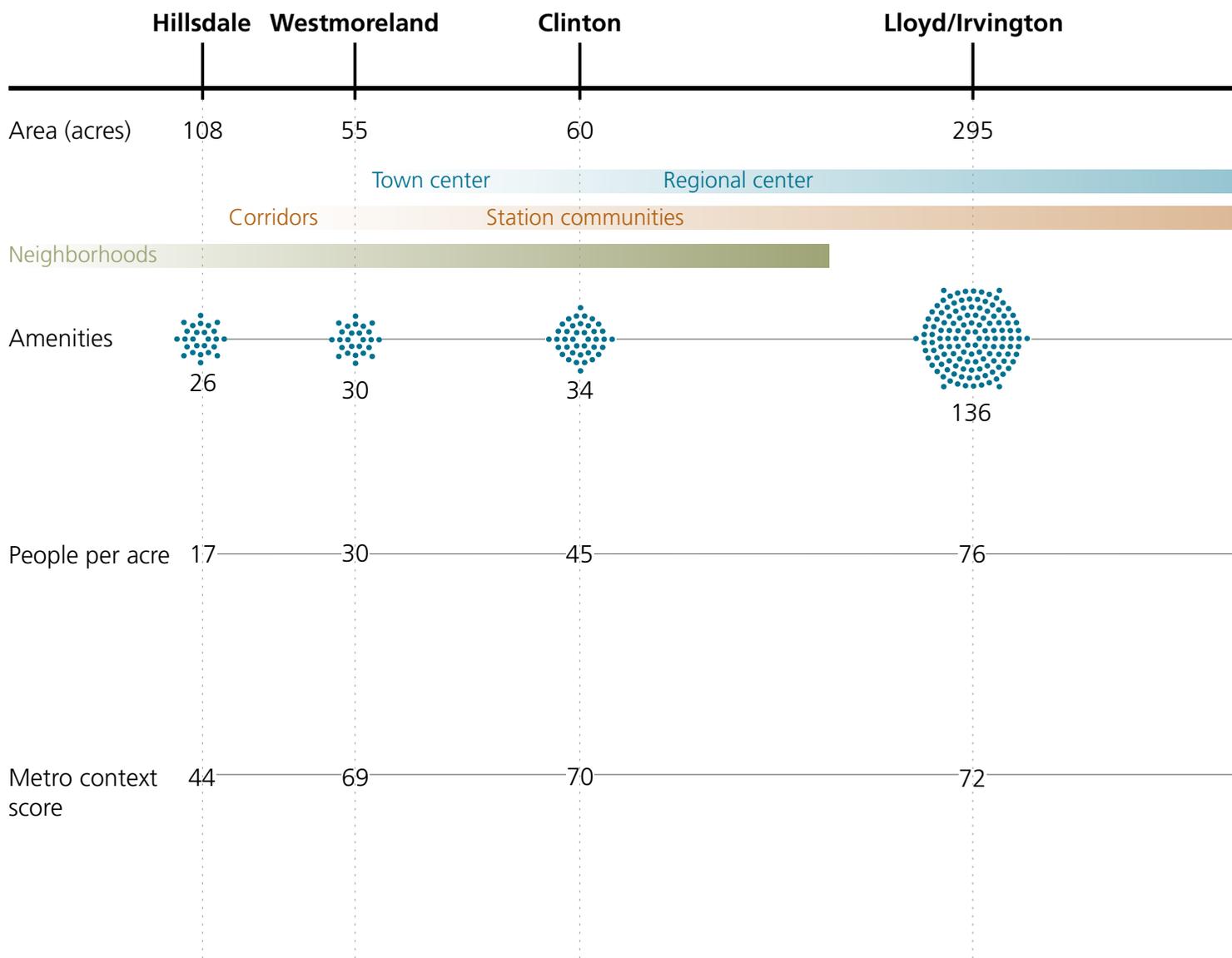
While there are a number of steps communities can take to encourage the development of a successful center, a center's greatest asset is a critical mass of people, both residents and workers, to sustain local businesses, support efficient transit and create a kind of place the community desires.

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

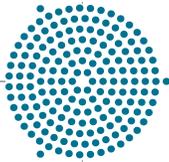


Nob Hill

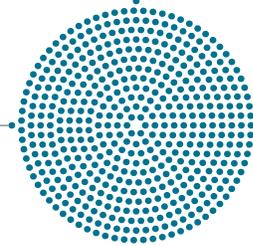
Downtown/Pearl District

358

754



174



536

94

233

76

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



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

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



Bike route density



Transit frequency



Parks access



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



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

Heat maps



Private amenities



Sidewalk density



People per acre



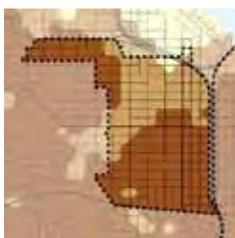
Block size



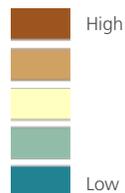
Bike route density



Transit frequency



Parks access



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.

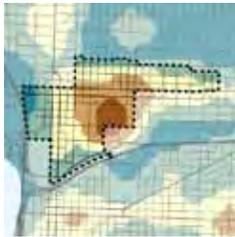
As an employment and regional shopping destination, the area can be easily accessed by a variety of transportation options. The area is served by a light rail line for morning and evening commutes in and out of the district, as well as multiple bus lines. The automobile is the primary form of transportation 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

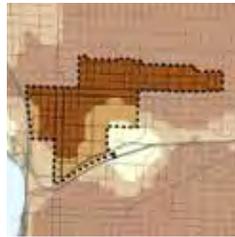


- Private amenities**
- 3 Bakery
 - 1 Bar
 - 0 Bike shop
 - 1 Bookstore
 - 0 Brewpub
 - 3 Child care
 - 2 Cinema
 - 37 Clothing store
 - 11 Coffee shop
 - 6 Department store
 - 3 Dry cleaners
 - 3 Fitness gym
 - 2 Grocery store
 - 2 Music store
 - 58 Restaurant
 - 4 Specialty snacks and beverages
- Public amenities**
- 0 Community center
 - 1 Fire station
 - 0 Government building
 - 0 Library
 - 1 School

Heat maps



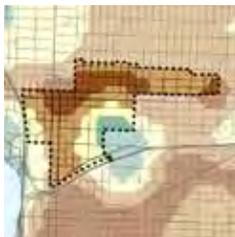
Private amenities



Sidewalk density



People per acre



Block size



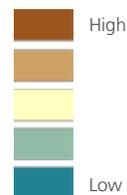
Bike route density



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

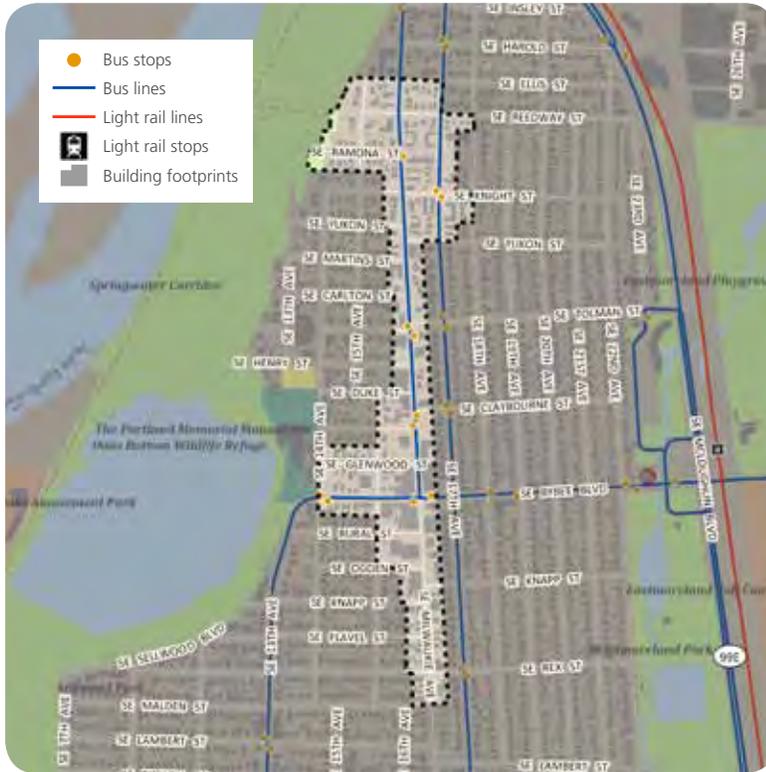
Westmoreland is a moderately populated district with an emphasis on dining and specialty retail shopping. It serves the local population and functions as a regional and tourist destination because of its unique combination of fine dining, specialty foods, and clothing and accessory retail. The area was 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



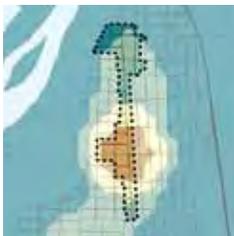
Private amenities

- 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

Heat maps



Private amenities



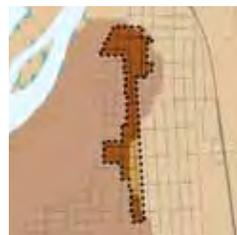
Sidewalk density



People per acre



Block size



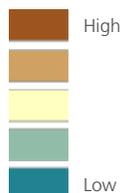
Bike route density



Transit frequency



Parks access



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

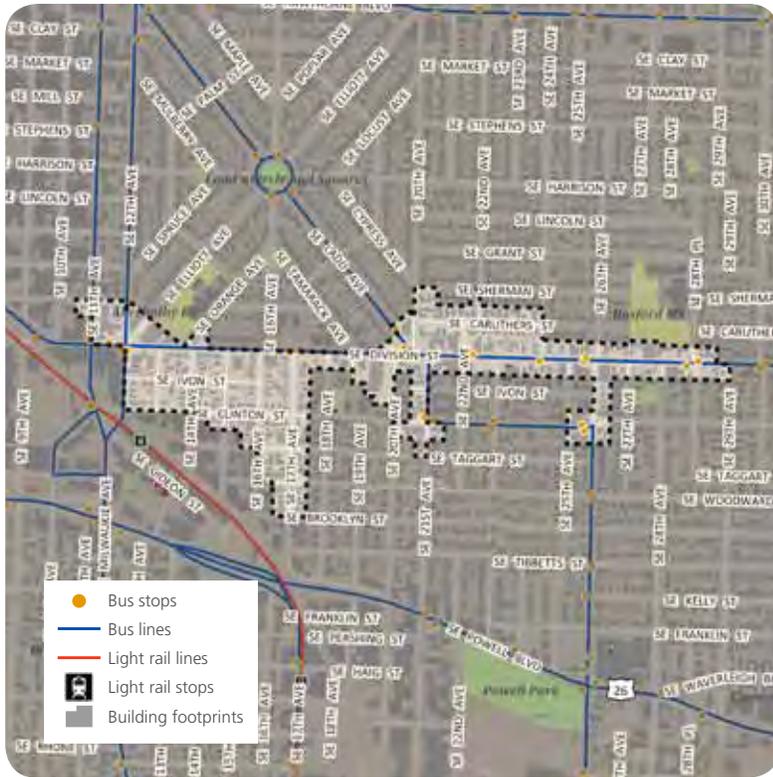
Clinton is a moderately populated district with a focus on dining and entertainment. The main retail and service core of this typology is surrounded by predominantly single-family and multi-family housing. The district clearly offers services to the local population and is also a popular scene for younger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

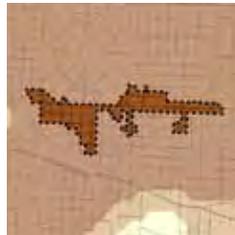


- Private amenities**
- 1 Bakery
 - 6 Bar
 - 1 Bike shop
 - 0 Bookstore
 - 0 Brewpub
 - 0 Child care
 - 1 Cinema
 - 3 Clothing store
 - 2 Coffee shop
 - 0 Department store
 - 0 Dry cleaners
 - 0 Fitness gym
 - 3 Grocery store
 - 3 Music store
 - 13 Restaurant
 - 1 Specialty snacks and beverages
- Public amenities**
- 0 Community center
 - 0 Fire station
 - 0 Government building
 - 0 Library
 - 1 School

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



Bike route density



Transit frequency



Parks access



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



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

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



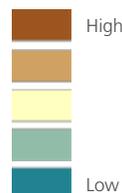
Bike route density



Transit frequency



Parks access

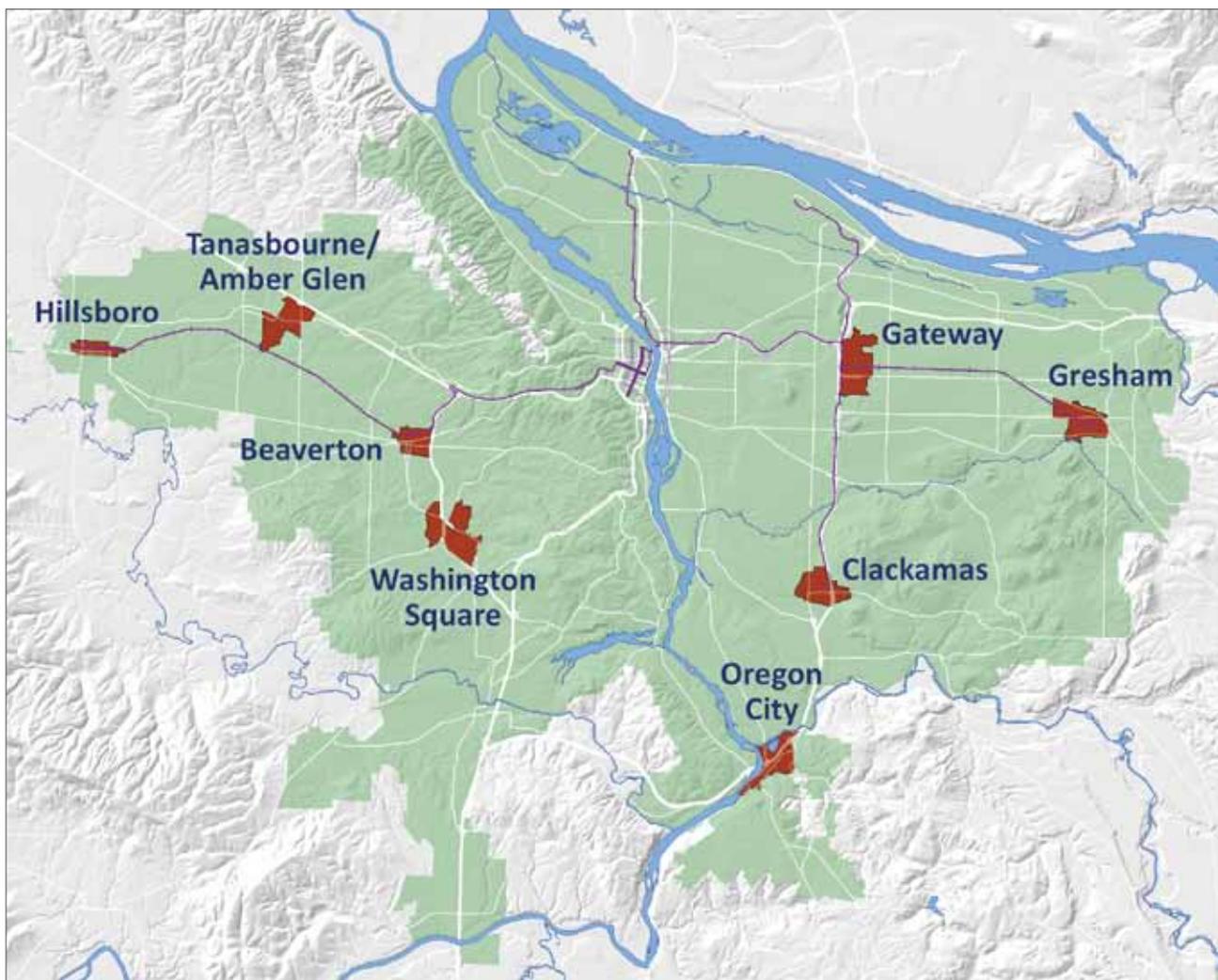


Regional centers



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	5,290	23.1	3.2	\$37
Clackamas	500	5,227	12,059	34.6	5.4	\$54
Gateway	650	8,709	7,447	24.9	6.0	\$47
Gresham	552	4,684	6,902	21.0	3.8	\$37
Hillsboro	212	2,336	6,122	39.9	3.7	\$44
Oregon City	503	256	3,380	7.2	0.2	\$12
Tanasbourne	610	3,614	6,084	15.9	3.3	\$32
Washington Square	791	2,465	12,742	19.2	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

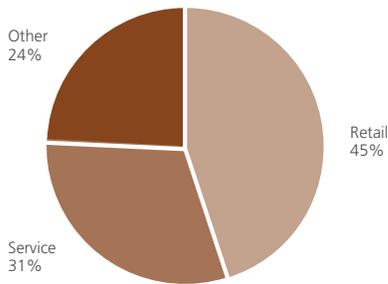
- 0 Community center
- 0 Fire station
- 1 Government building
- 1 Library
- 1 School

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, 5,290 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	5,290	7,503	20,217
Non-SOV mode share (all trips)	56%	55%	n/a
Market value per square foot	\$37	\$37	\$28
People per acre	23.1	23.2	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

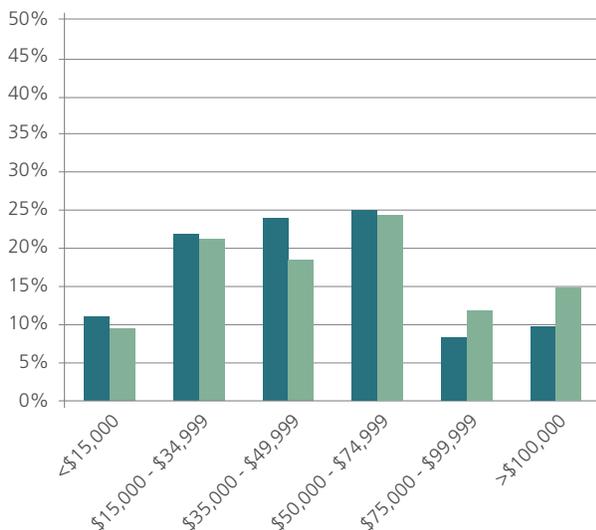


Employment breakdown



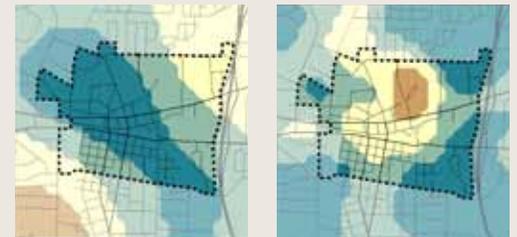
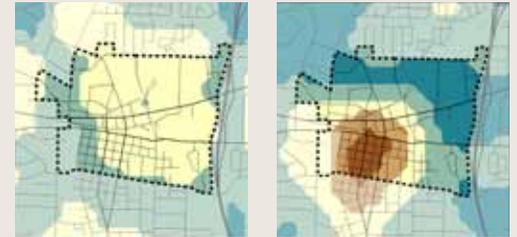
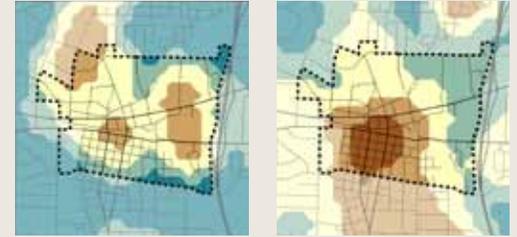
2010 Household income

Beaverton Regional Center
One-mile buffer

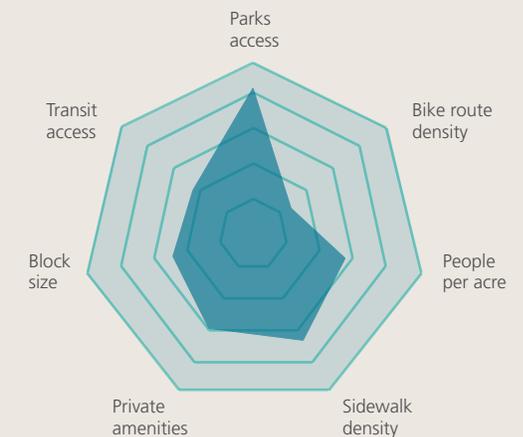


Metro context tool results

Heat maps



Composite score: 43.70



Clackamas Regional Center



Private amenities

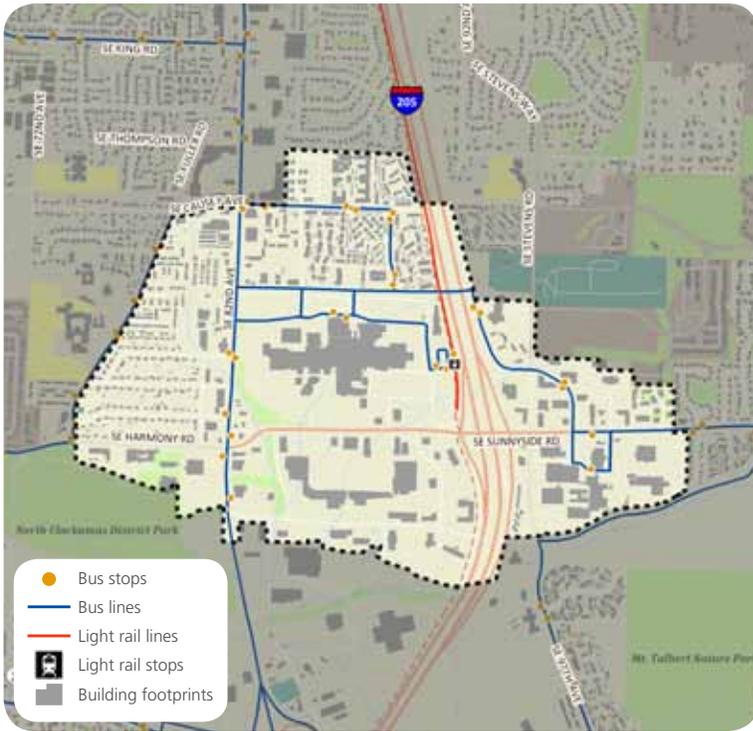
- 2 Bakery
- 0 Bar
- 1 Bike shop
- 1 Bookstore
- 0 Brewpub
- 0 Child care
- 1 Cinema
- 42 Clothing store
- 7 Coffee shop
- 9 Department store
- 1 Dry cleaners
- 4 Fitness gym
- 0 Grocery store
- 1 Music store
- 44 Restaurant
- 8 Specialty snacks and beverages

Public amenities

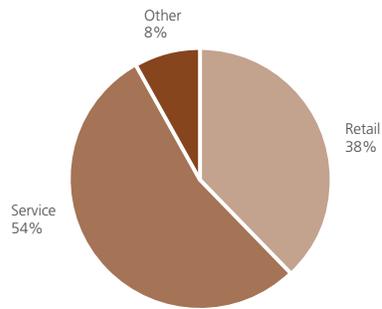
- 0 Community center
- 1 Fire station
- 0 Government building
- 1 Library
- 2 School

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, 12,059 employees and 2,680 dwelling units. Clackamas Regional Center contains 631 gross acres.

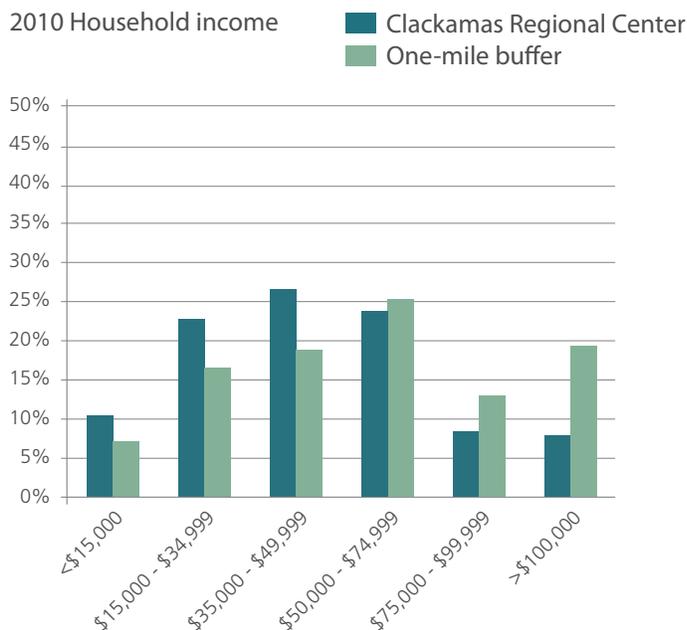
By the numbers	Clackamas Regional Center	Regional center average	One-mile buffer
Net acreage	500	518	4,377
Total population	5,227	3,698	31,649
Total employees	12,059	7,503	20,775
Non-SOV mode share (all trips)	54%	55%	n/a
Market value per square foot	\$54	\$37	\$22
People per acre	34.6	23.2	12.0
Dwelling units per acre	5.4	3.4	3.0
Total businesses per acre	0.68	0.86	0.21
Home ownership	15.2%	30.0%	46.9%
Median household income	\$44,636	\$49,209	\$56,787
Median household size	2.22	2.57	2.52
Median age	28.5	32.3	32.9



Employment breakdown

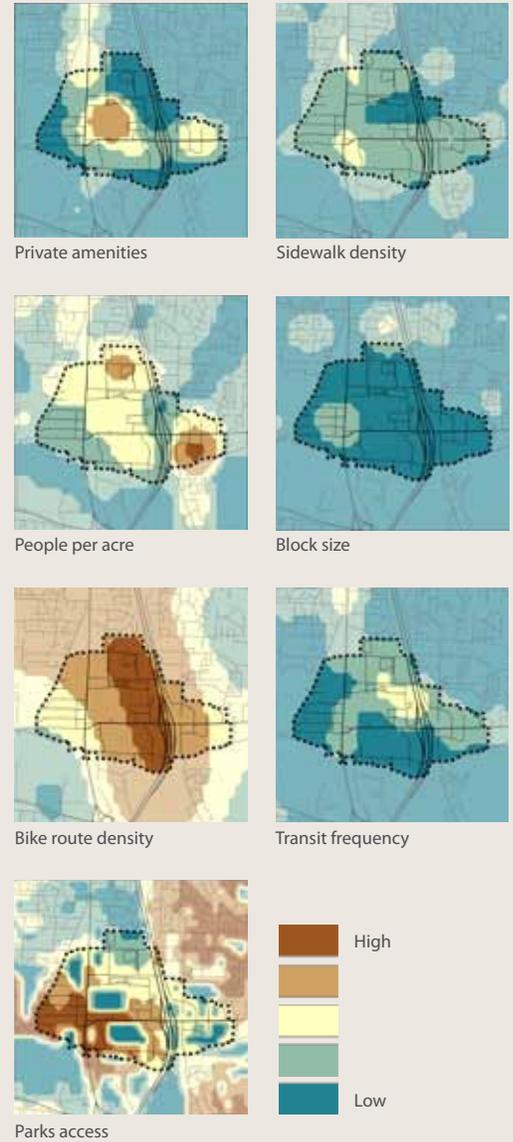


2010 Household income



Metro context tool results

Heat maps



Composite score: 33.00



Gateway Regional Center



Private amenities

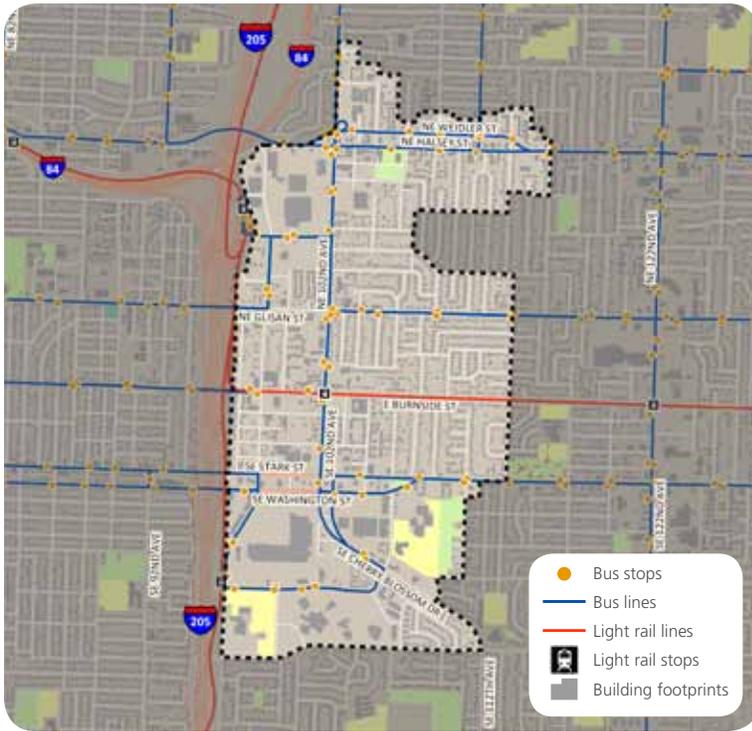
- 0 Bakery
- 5 Bar
- 1 Bike shop
- 0 Bookstore
- 0 Brewpub
- 2 Child care
- 0 Cinema
- 6 Clothing store
- 7 Coffee shop
- 3 Department store
- 4 Dry cleaners
- 5 Fitness gym
- 7 Grocery store
- 0 Music store
- 42 Restaurant
- 4 Specialty snacks and beverages

Public amenities

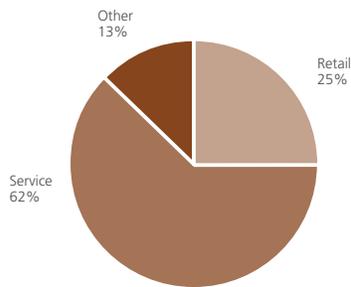
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 6 School

The Gateway Regional Center serves the northeast and eastern portions of Portland along with shoppers and travelers from most locations east of the Willamette River and both sides of the Columbia River. The center is well connected to the entire region through the major transportation corridors of Interstate 205 and Interstate 84. Additionally, the Gateway transit center serves the Blue, Green and Red MAX lines, six bus lines, and contains 690 parking spaces devoted to park-and-ride commuters. Gateway is part of an active urban renewal district. The center has 8,709 residents, 7,447 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	7,447	7,503	18,233
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	\$47	\$37	\$31
People per acre	24.9	23.2	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

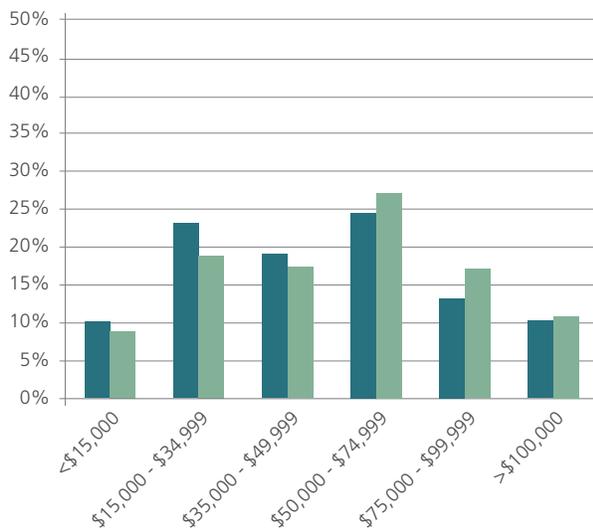


Employment breakdown



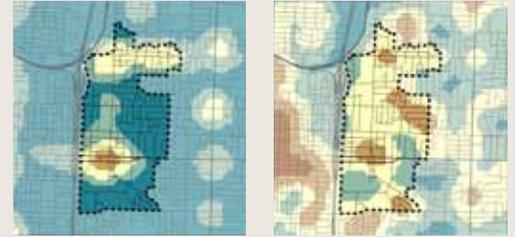
2010 Household income

Legend: Gateway Regional Center (Dark Blue), One-mile buffer (Light Green)



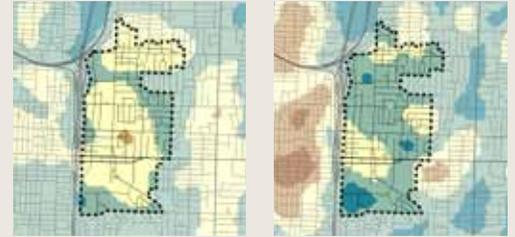
Metro context tool results

Heat maps



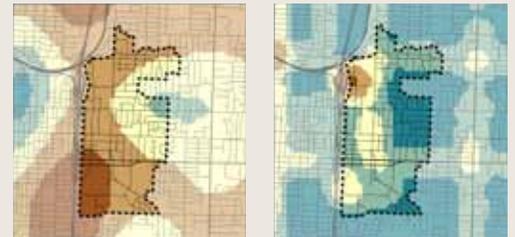
Private amenities

Sidewalk density



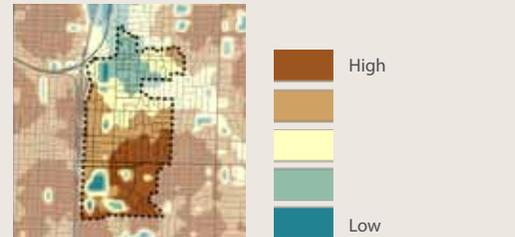
People per acre

Block size



Bike route density

Transit frequency



Parks access

Composite score: 42.74



Gresham Regional Center



Private amenities

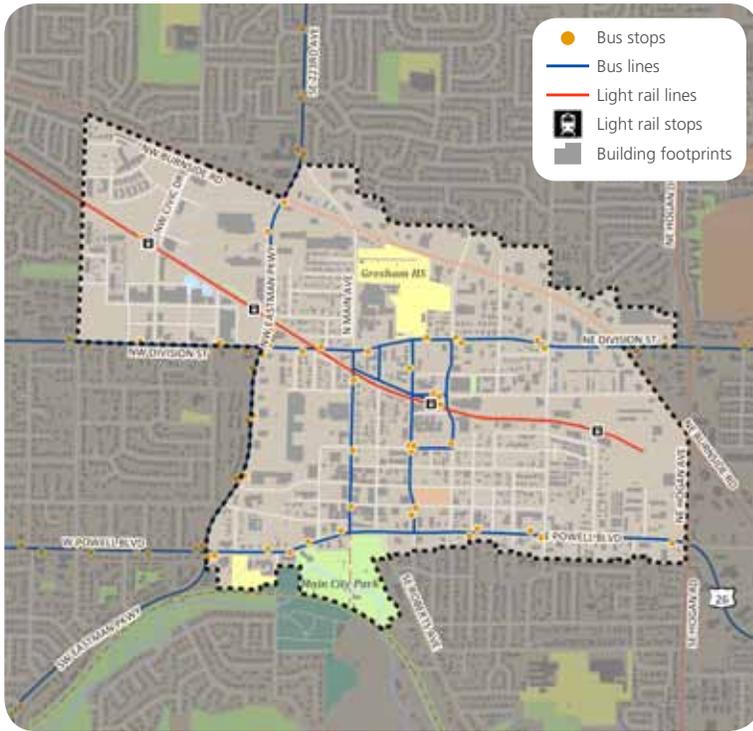
- 1 Bakery
- 5 Bar
- 2 Bike shop
- 1 Bookstore
- 1 Brewpub
- 3 Child care
- 1 Cinema
- 19 Clothing store
- 11 Coffee shop
- 2 Department store
- 3 Dry cleaners
- 3 Fitness gym
- 4 Grocery store
- 0 Music store
- 61 Restaurant
- 5 Specialty snacks and beverages

Public amenities

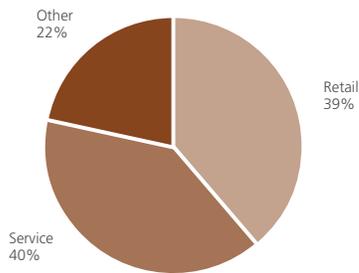
- 1 Community center
- 1 Fire station
- 1 Government building
- 1 Library
- 6 School

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, 6,902 employees and 2,098 dwelling units. Gresham Regional Center contains 692 gross acres.

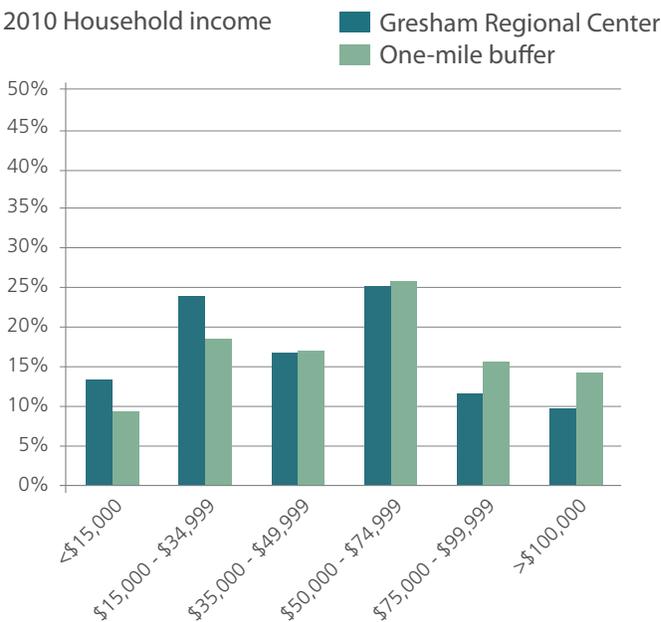
By the numbers	Gresham Regional Center	Regional center average	One-mile buffer
Net acreage	552	518	4,933
Total population	4,684	3,698	48,395
Total employees	6,902	7,503	13,463
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	\$37	\$37	\$23
People per acre	21.0	23.2	12.5
Dwelling 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

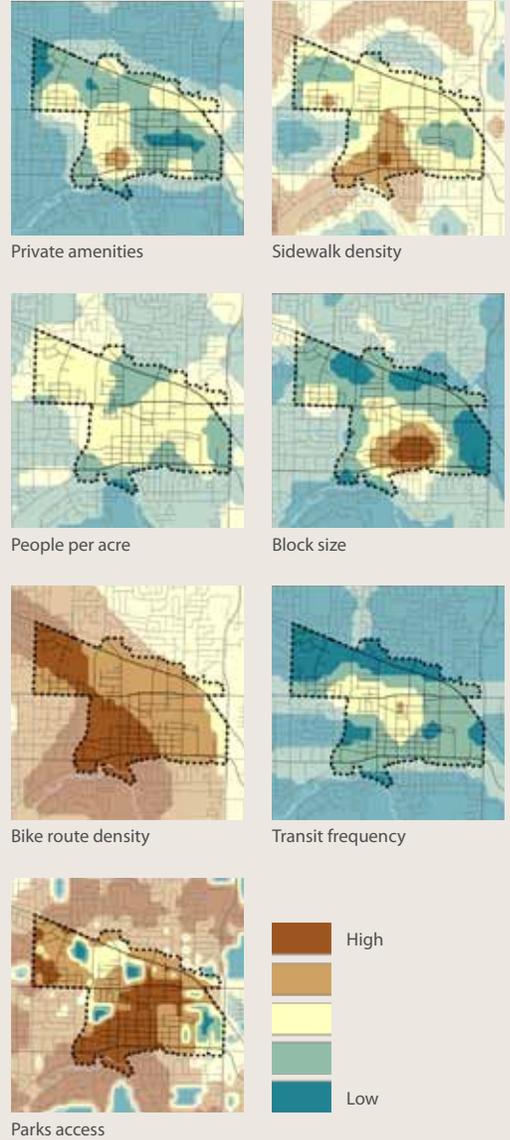


2010 Household income



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

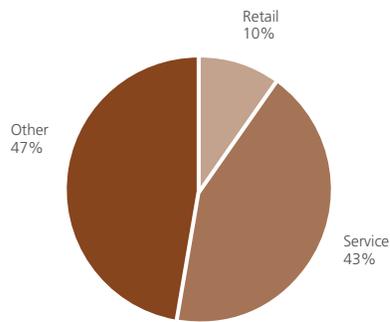
- 1 Community center
- 1 Fire station
- 1 Government building
- 2 Library
- 3 School

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, 6,122 employees and 784 dwelling units. Hillsboro Regional Center contains 295 gross acres.

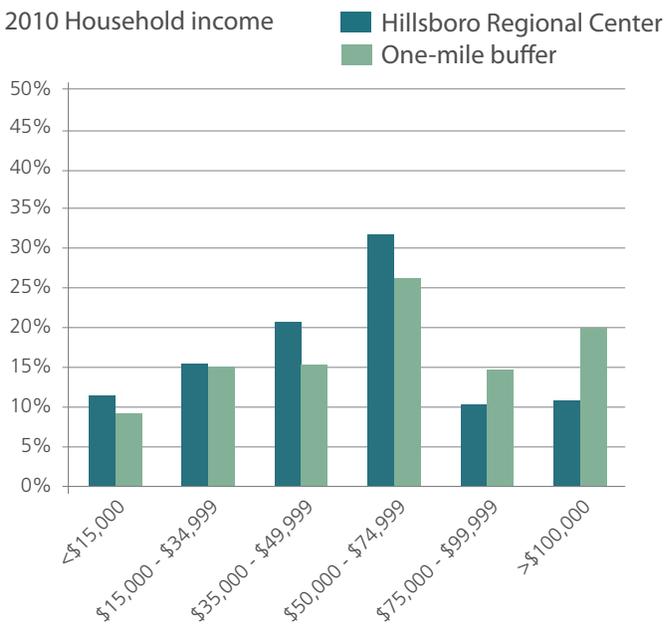
By the numbers	Hillsboro Regional Center	Regional center average	One-mile buffer
Net acreage	212	518	3,753
Total population	2,336	3,698	31,694
Total employees	6,122	7,503	11,091
Non-SOV mode share (all trips)	55%	55%	n/a
Market value per square foot	\$44	\$37	\$16
People per acre	39.9	23.2	11.4
Dwelling 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

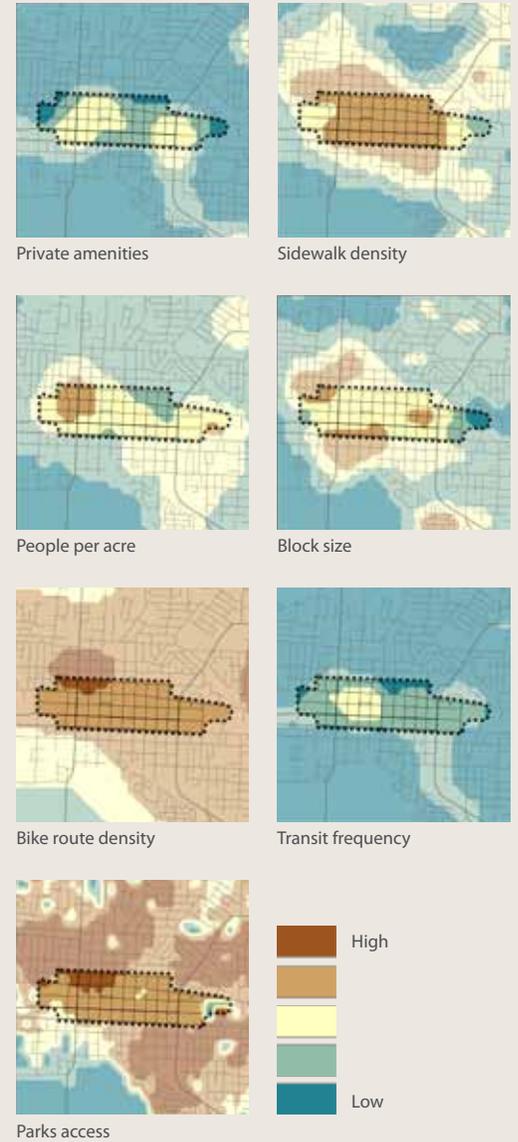


2010 Household income

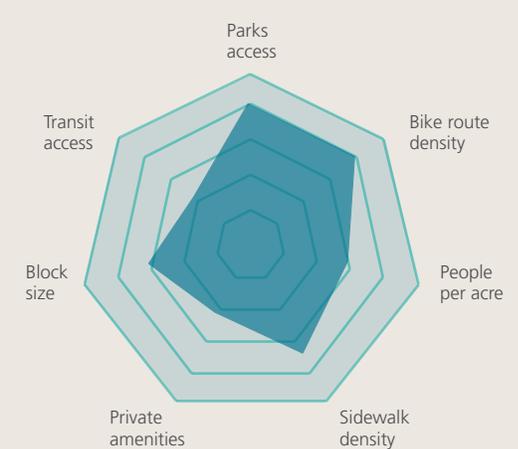


Metro context tool results

Heat maps



Composite score: 54.26



Oregon City Regional Center



Private amenities

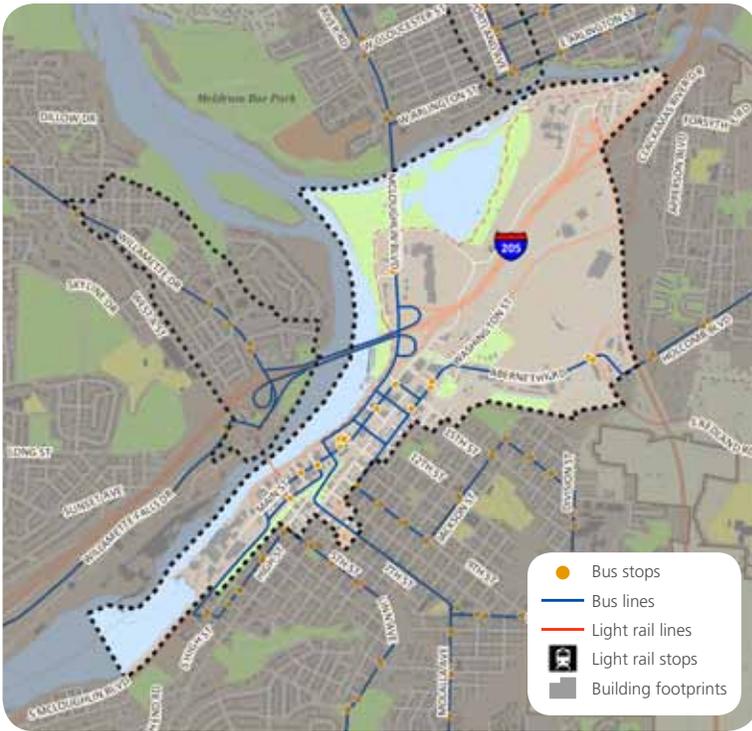
- 1 Bakery
- 7 Bar
- 1 Bike shop
- 0 Bookstore
- 0 Brewpub
- 0 Child care
- 0 Cinema
- 0 Clothing store
- 8 Coffee shop
- 0 Department store
- 0 Dry cleaners
- 4 Fitness gym
- 0 Grocery store
- 0 Music store
- 20 Restaurant
- 0 Specialty snacks and beverages

Public amenities

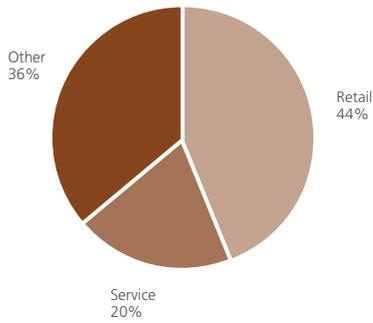
- 1 Community center
- 1 Fire station
- 0 Government building
- 1 Library
- 0 School

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 has 256 residents, 3,380 employees and 125 dwelling units. 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 503 gross acres.

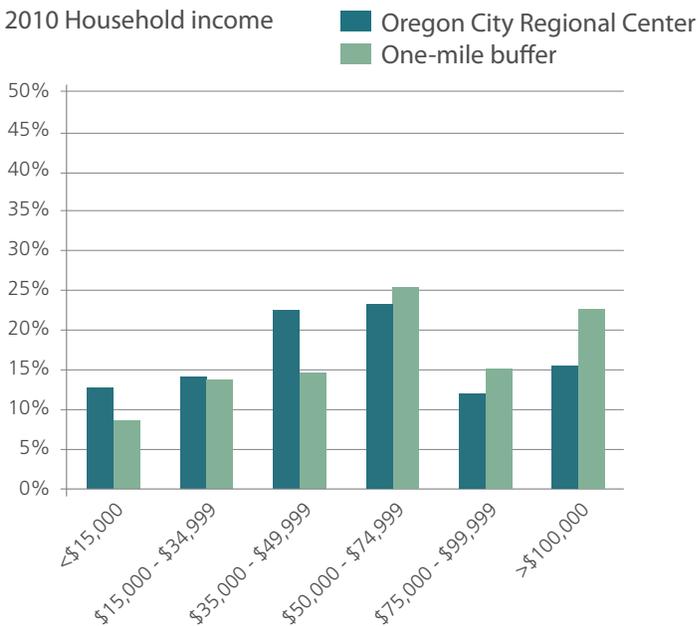
By the numbers	Oregon City Regional Center	Regional center average	One-mile buffer
Net acreage	407	518	5,282
Total population	256	3,698	31,150
Total employees	3,380	7,503	10,297
Non-SOV mode share (all trips)	50%	55%	n/a
Market value per square foot	\$12	\$37	\$16
People per acre	7.2	23.2	7.8
Dwelling 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

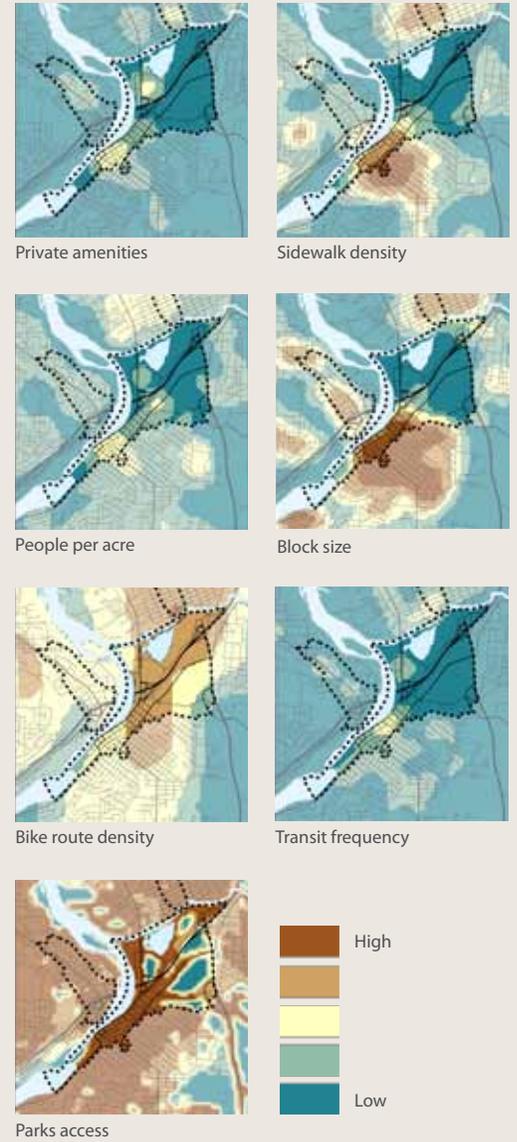


2010 Household income

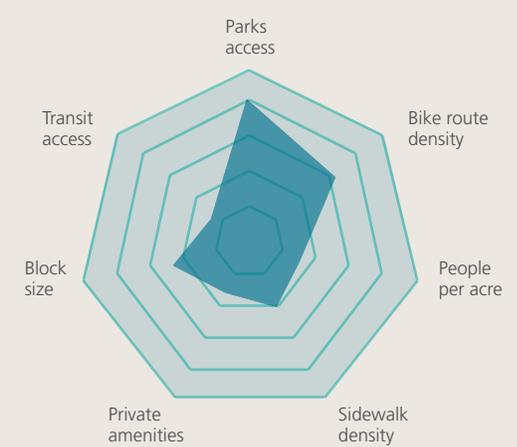


Metro context tool results

Heat maps



Composite score: 28.88



Tanasbourne Regional Center



Private amenities

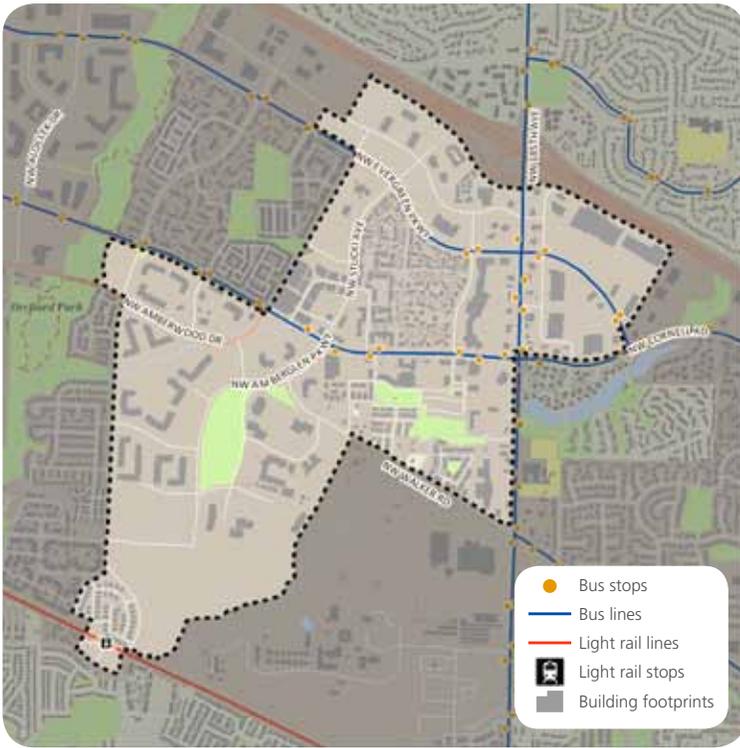
- 1 Bakery
- 0 Bar
- 0 Bike shop
- 1 Bookstore
- 0 Brewpub
- 0 Child care
- 1 Cinema
- 28 Clothing store
- 5 Coffee shop
- 4 Department store
- 1 Dry cleaners
- 3 Fitness gym
- 5 Grocery store
- 1 Music store
- 41 Restaurant
- 1 Specialty snacks and beverages

Public amenities

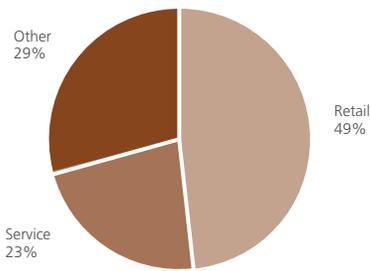
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 1 School

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, 6,084 employees and 2,037 dwelling units. Tanasbourne Regional Center contains 678 gross acres.

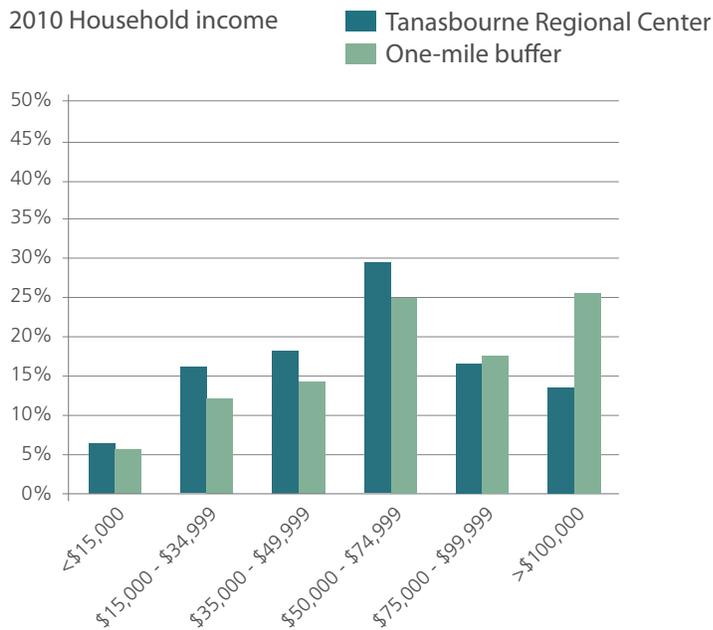
By the numbers	Tanasbourne Regional Center	Regional center average	One-mile buffer
Net acreage	610	518	5,046
Total population	3,614	3,698	49,133
Total employees	6,084	7,503	16,156
Non-SOV mode share (all trips)	52%	55%	n/a
Market value per square foot	\$32	\$37	\$25
People per acre	15.9	23.2	12.9
Dwelling units per acre	3.3	3.4	4.2
Total businesses per acre	0.50	0.86	0.16
Home ownership	4.6%	30.0%	43.7%
Median household income	\$58,286	\$49,209	\$67,579
Median household size	1.97	2.57	2.47
Median age	29.4	32.3	32



Employment breakdown

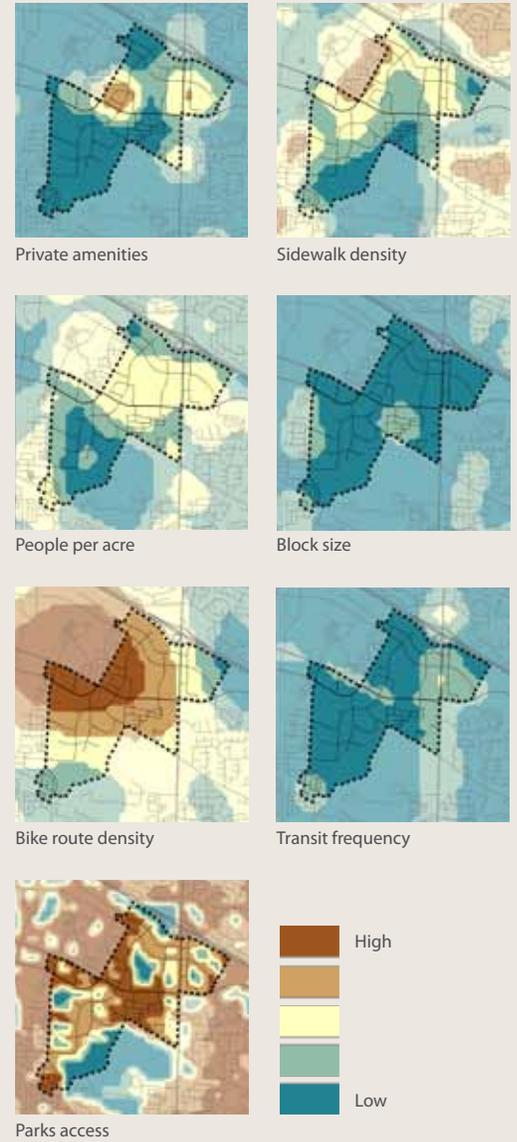


2010 Household income



Metro context tool results

Heat maps



Composite score: 31.61



Washington Square Regional Center



Private amenities

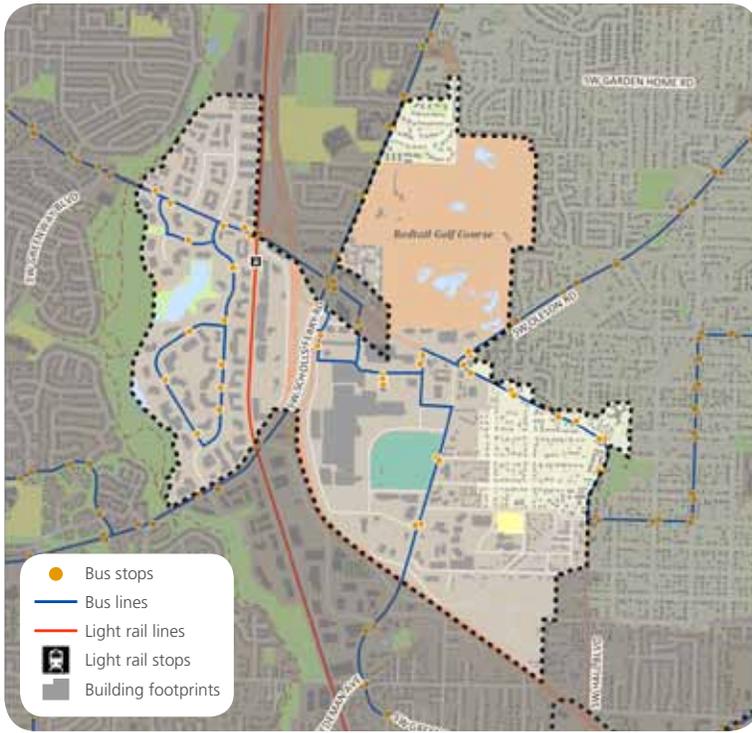
- 1 Bakery
- 1 Bar
- 0 Bike shop
- 2 Bookstore
- 0 Brewpub
- 3 Child care
- 0 Cinema
- 36 Clothing store
- 6 Coffee shop
- 6 Department store
- 2 Dry cleaners
- 2 Fitness gym
- 3 Grocery store
- 0 Music store
- 33 Restaurant
- 8 Specialty snacks and beverages

Public amenities

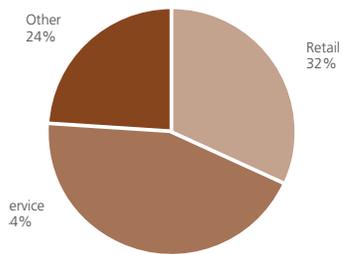
- 0 Community center
- 1 Fire station
- 0 Government building
- 0 Library
- 2 School

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, 12,742 employees and 1,161 dwelling units. Washington Square Regional Center contains 914 gross acres.

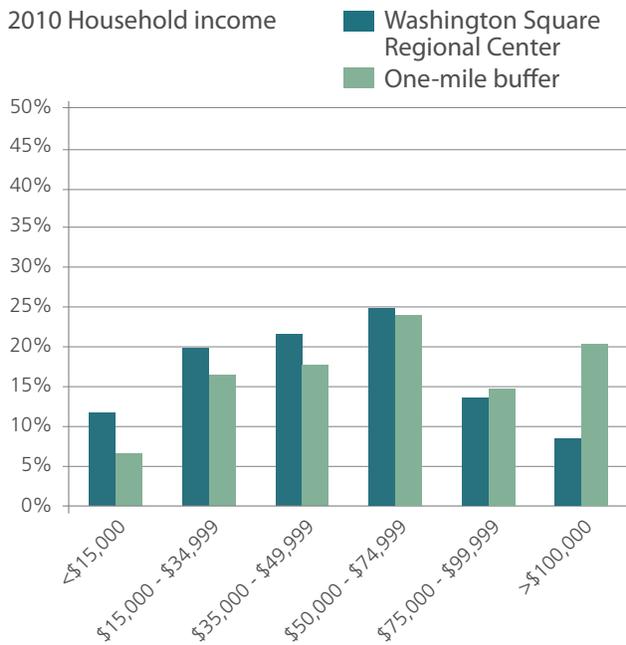
By the numbers	Washington Square Regional Center	Regional center average	One-mile buffer
Net acreage	791	518	5,625
Total population	2,465	3,698	45,500
Total employees	12,742	7,503	27,586
Non-SOV mode share (all trips)	62%	55%	n/a
Market value per square foot	\$33	\$37	\$27
People per acre	19.2	23.2	13.0
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

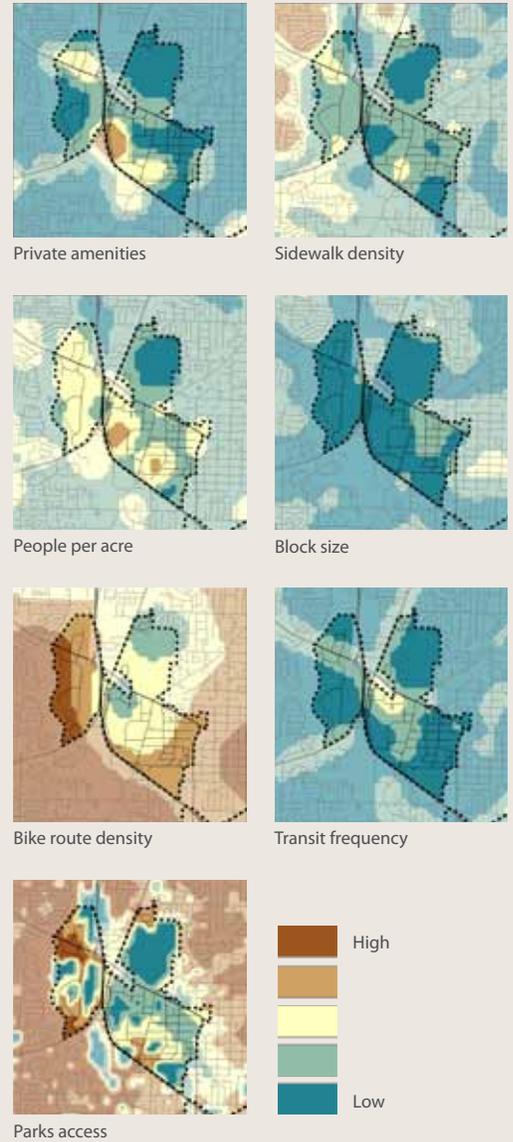


2010 Household income



Metro context tool results

Heat maps



Composite score: 26.94



Town centers



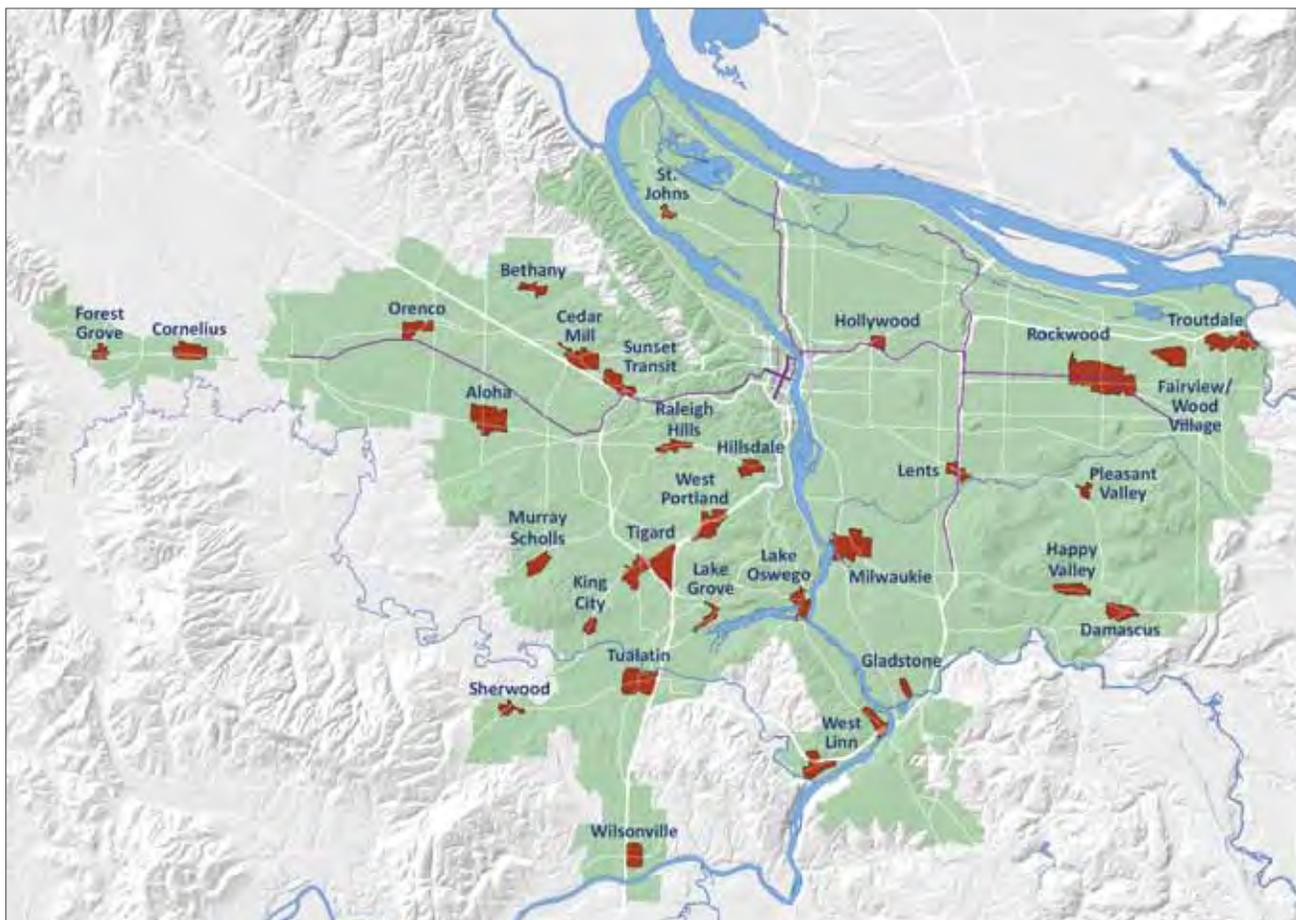
Town centers

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

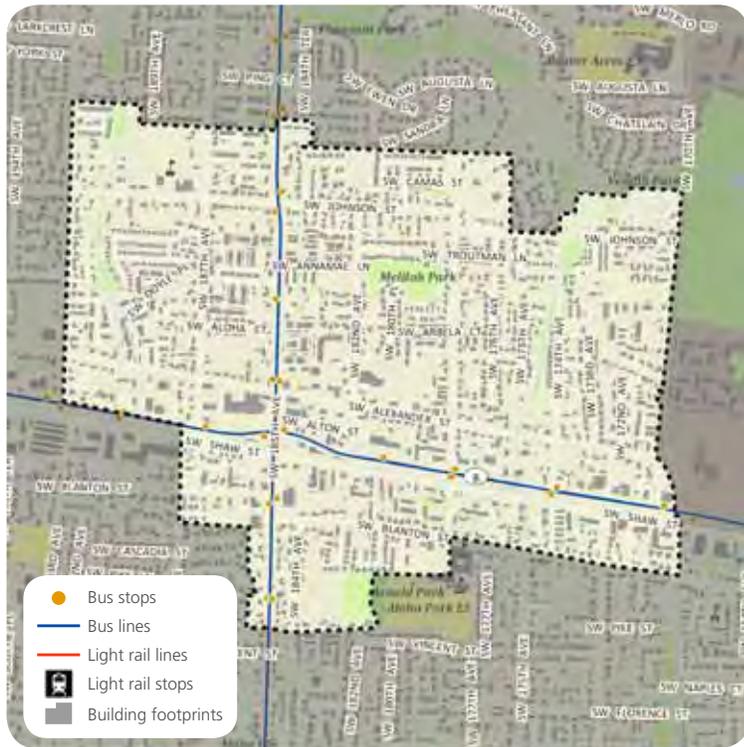
- 3 Bakery
- 2 Bar
- 0 Bike shop
- 0 Bookstore
- 0 Brewpub
- 2 Child care
- 0 Cinema
- 0 Clothing store
- 0 Coffee shop
- 0 Department store
- 1 Dry cleaners
- 0 Fitness gym
- 6 Grocery store
- 0 Music store
- 17 Restaurant
- 1 Specialty snacks and beverages

Public amenities

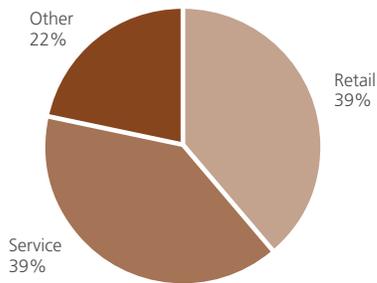
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 1 School

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.

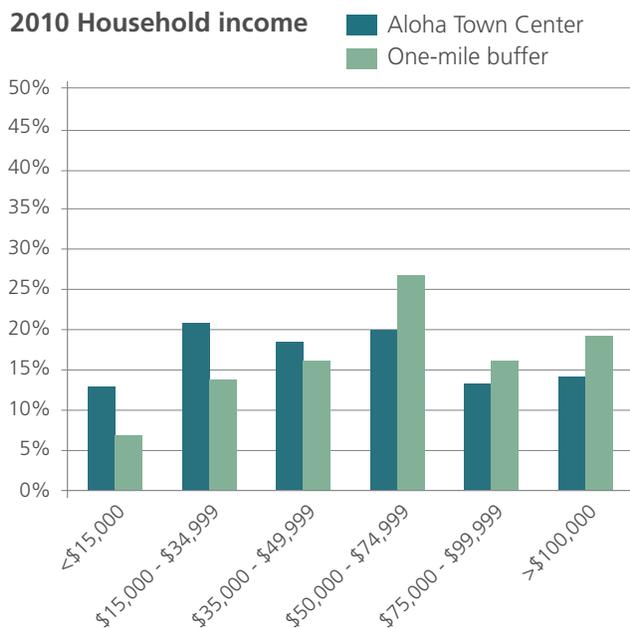
By the numbers	Aloha Town Center	Town center average	One-mile buffer
Net acreage	419	222	4,168
Total population	6,611	2,326	45,914
Total employees	1,003	1,745	5,693
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$26	\$39	\$22
People per acre	18.2	20.1	12.4
Dwelling units per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

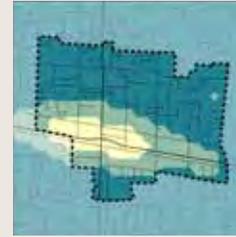


2010 Household income



Metro context tool results

Heat maps



Private amenities



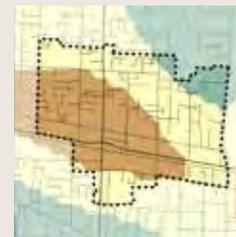
Sidewalk density



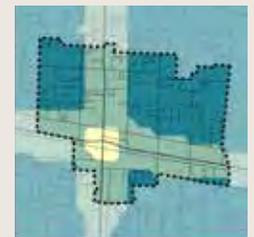
People per acre



Block size



Bike route density



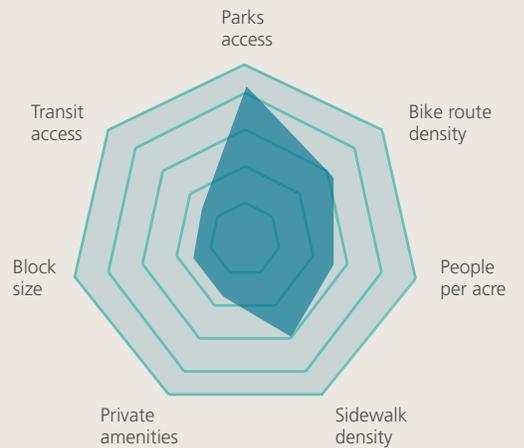
Transit frequency



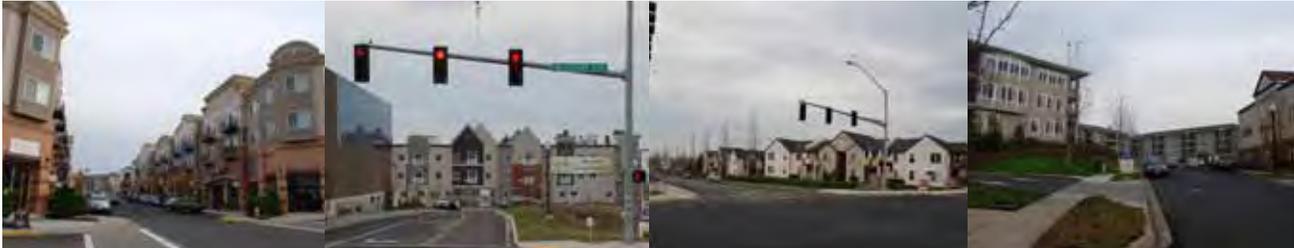
Parks access



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

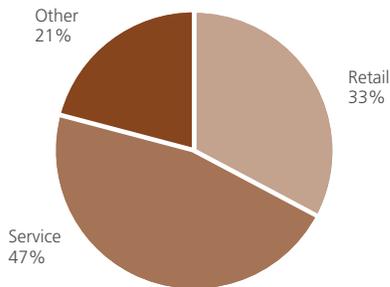
- 0 Community center
- 0 Fire station
- 0 Government building
- 1 Library
- 0 School

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.

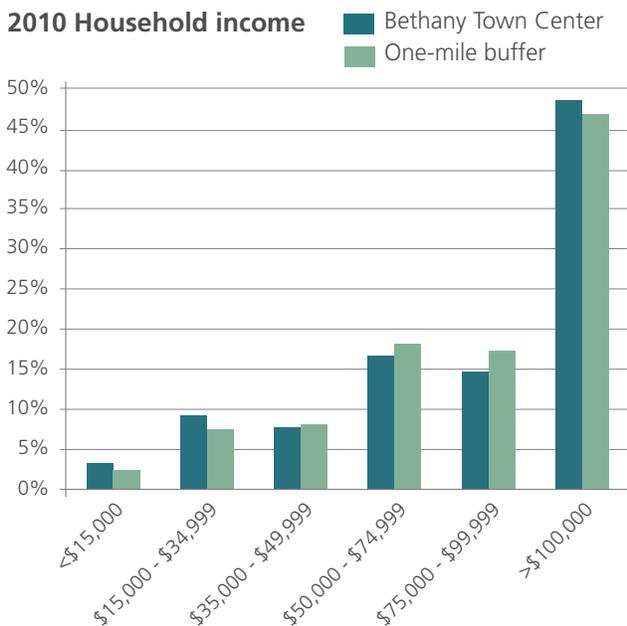
By the numbers	Bethany Town Center	Town center average	One-mile buffer
Net acreage	107	222	3,103
Total population	1,641	2,326	27,964
Total employees	649	1,745	1,531
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$50	\$39	\$28
People per acre	21.4	20.1	9.5
Dwelling units per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

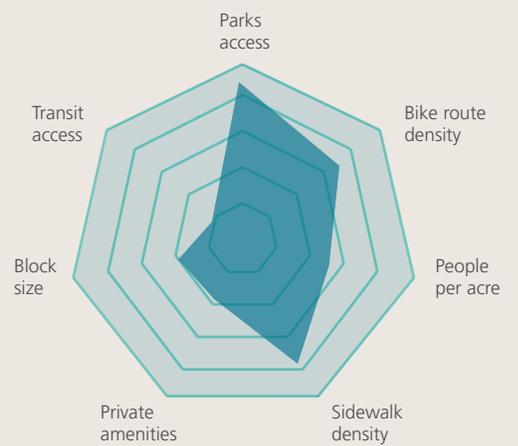


Metro context tool results

Heat maps



Composite score: 41.45



Cedar Mill Town Center



Private amenities

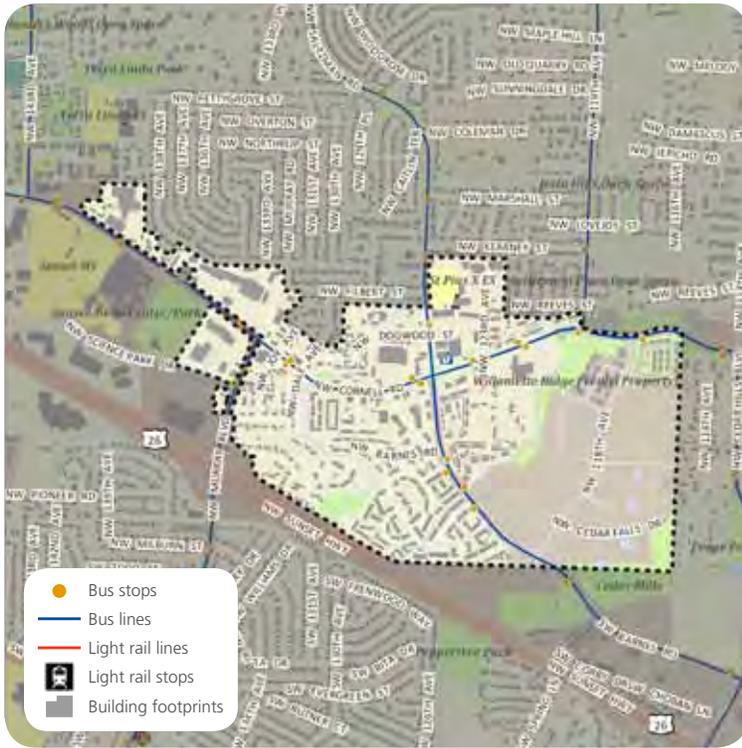
- 0 Bakery
- 2 Bar
- 0 Bike shop
- 0 Bookstore
- 0 Brewpub
- 3 Child care
- 0 Cinema
- 0 Clothing store
- 4 Coffee shop
- 0 Department store
- 3 Dry cleaners
- 1 Fitness gym
- 3 Grocery store
- 0 Music store
- 15 Restaurant
- 2 Specialty snacks and beverages

Public amenities

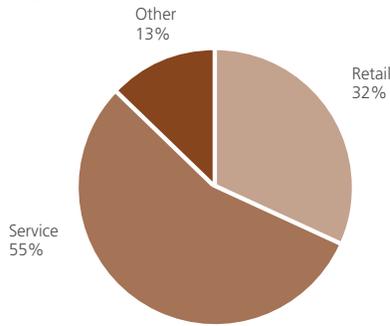
- 0 Community center
- 0 Fire station
- 0 Government building
- 1 Library
- 1 School

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.

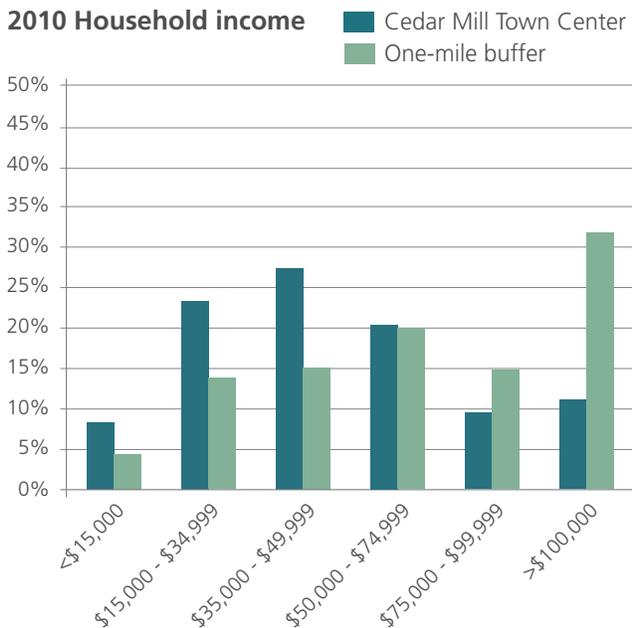
By the numbers	Cedar Mill Town Center	Town center average	One-mile buffer
Net acreage	298	222	3,828
Total population	3,185	2,326	31,399
Total employees	1,476	1,745	7,339
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$30	\$39	\$29
People per acre	15.6	20.1	10.1
Dwelling units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

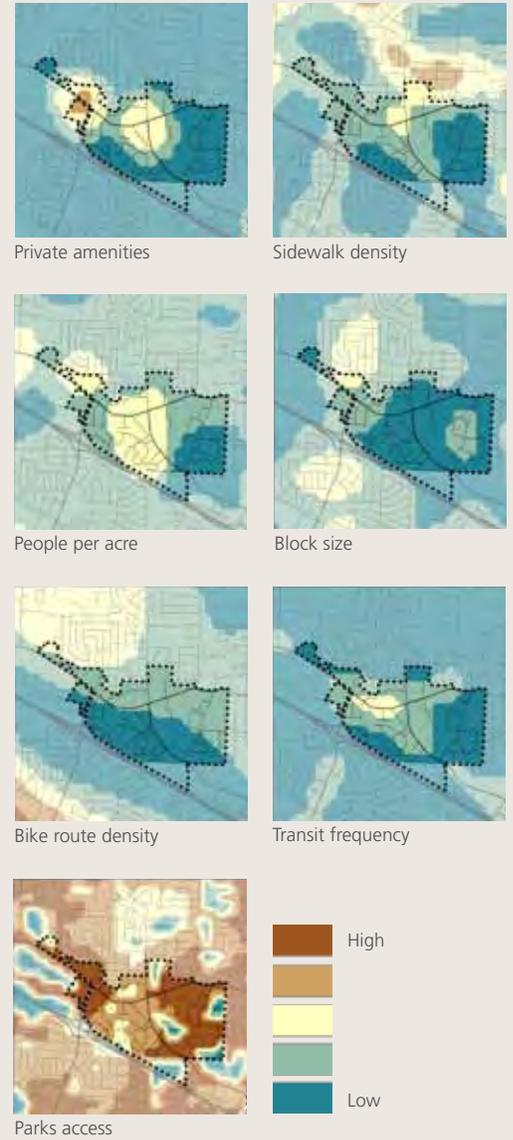


2010 Household income

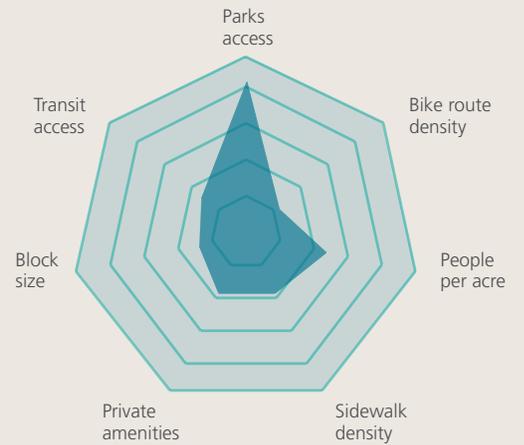


Metro context tool results

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

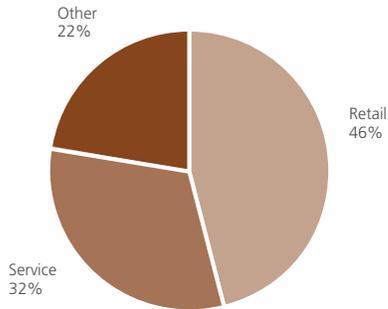
- 0 Community center
- 1 Fire station
- 1 Government building
- 1 Library
- 1 School

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.

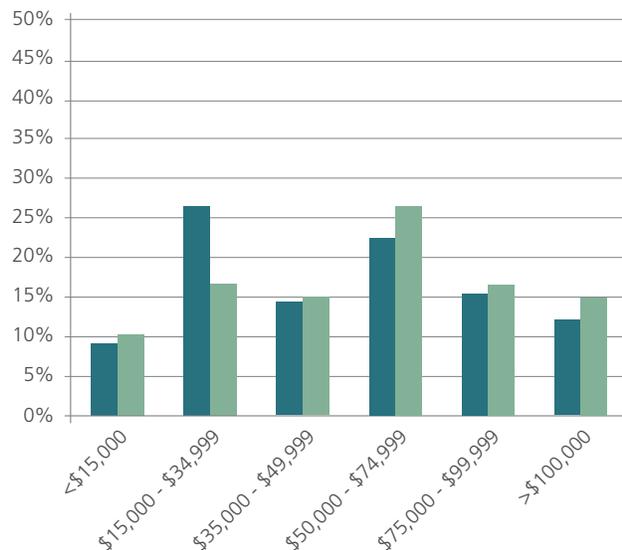
By the numbers	Cornelius Town Center	Town center average	One-mile buffer
Net acreage	217	222	3,731
Total population	1,864	2,326	12,124
Total employees	352	1,745	1,721
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$18	\$39	\$7
People per acre	10.2	20.1	3.7
Dwelling units per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

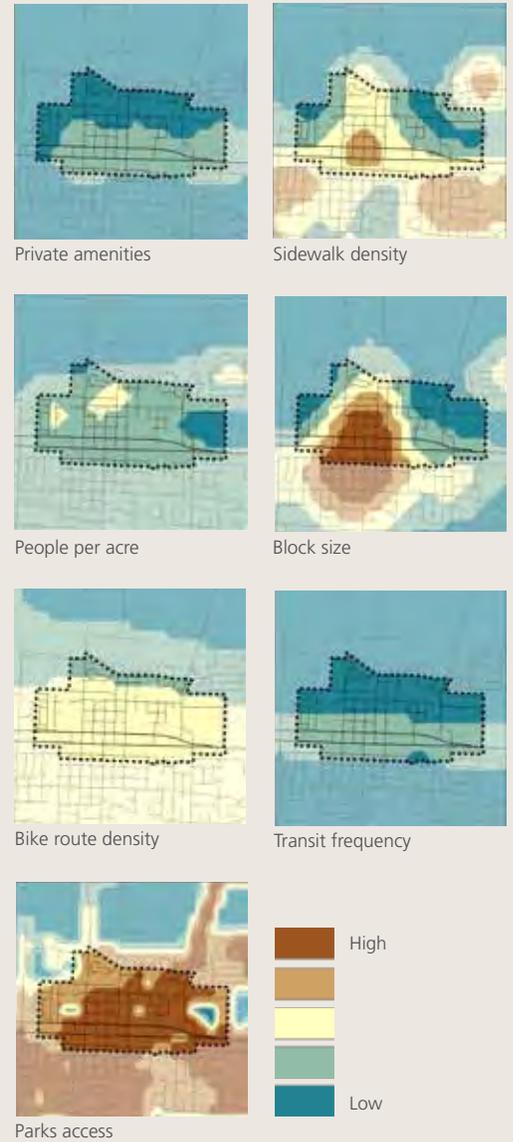


2010 Household income

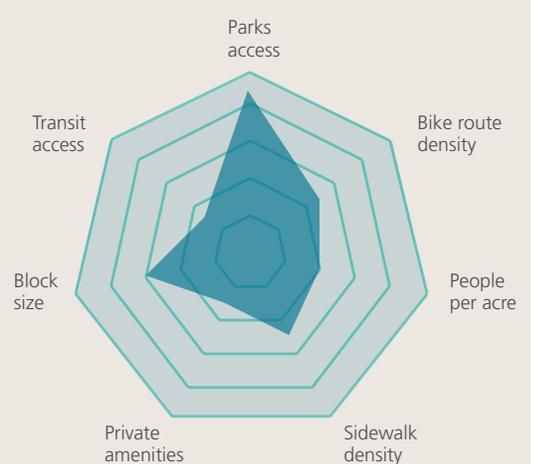


Metro context tool results

Heat maps



Composite score: 36.68



Damascus Town Center



Private amenities

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

Public amenities

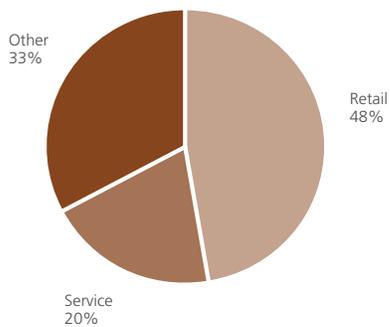
- 0 Community center
- 1 Fire station
- 0 Government building
- 0 Library
- 0 School

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

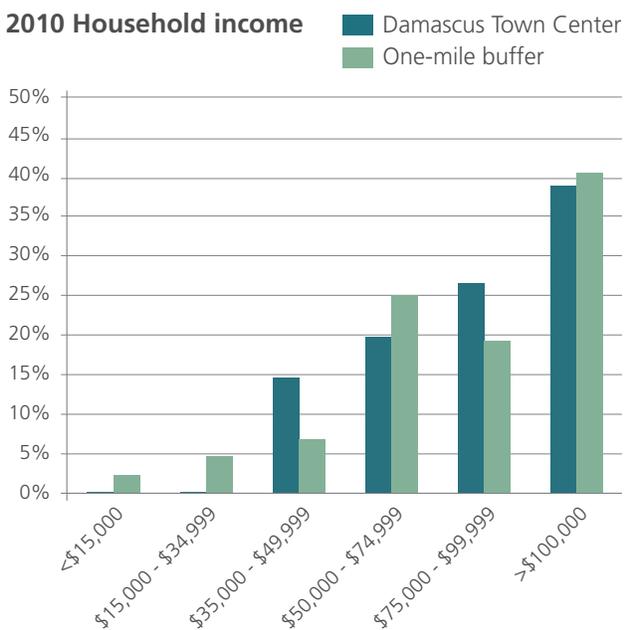
By the numbers	Damascus Town Center	Town center average	One-mile buffer
Net acreage	215	222	3,708
Total population	263	2,326	3,908
Total employees	555	1,745	752
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$7	\$39	\$4
People per acre	3.8	20.1	1.3
Dwelling units per acre	0.4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



Employment breakdown

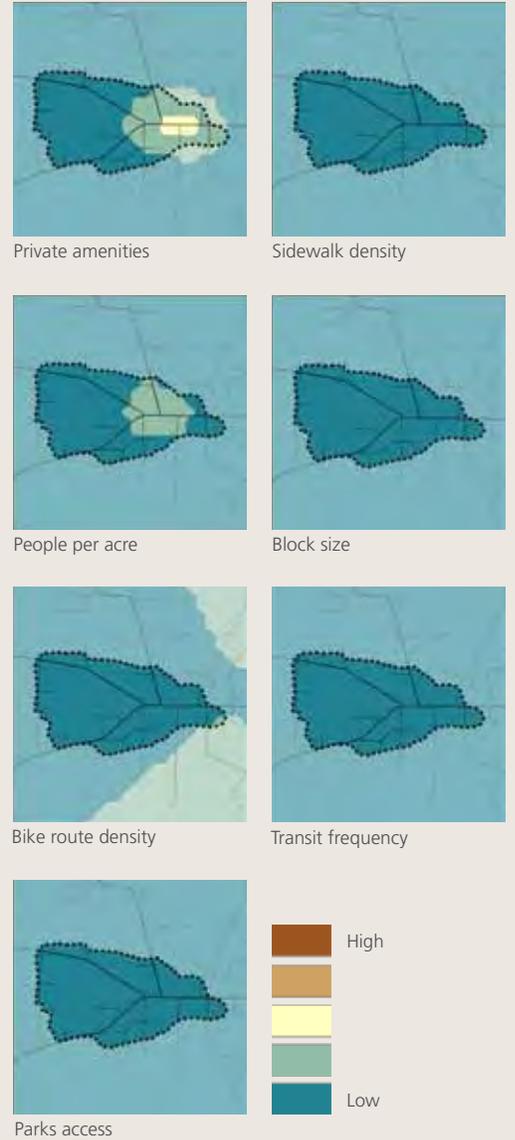


2010 Household income



Metro context tool results

Heat maps



Composite score: 2.02



Fairview/Wood Village Town Center



Private amenities

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

Public amenities

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

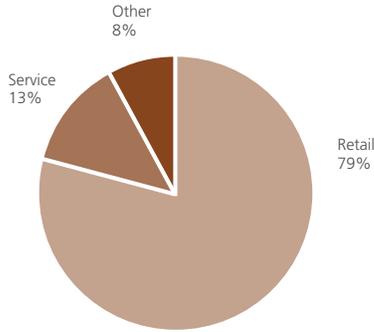
The Fairview/Wood Village Town Center is a combination of two local jurisdictions, located south of Interstate 84 at the intersection of Halsey Avenue and Fairview Road. The town center has direct access to I-84 and is serviced by the major arterials of Halsey and Glisan streets, but is not served by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

By the numbers

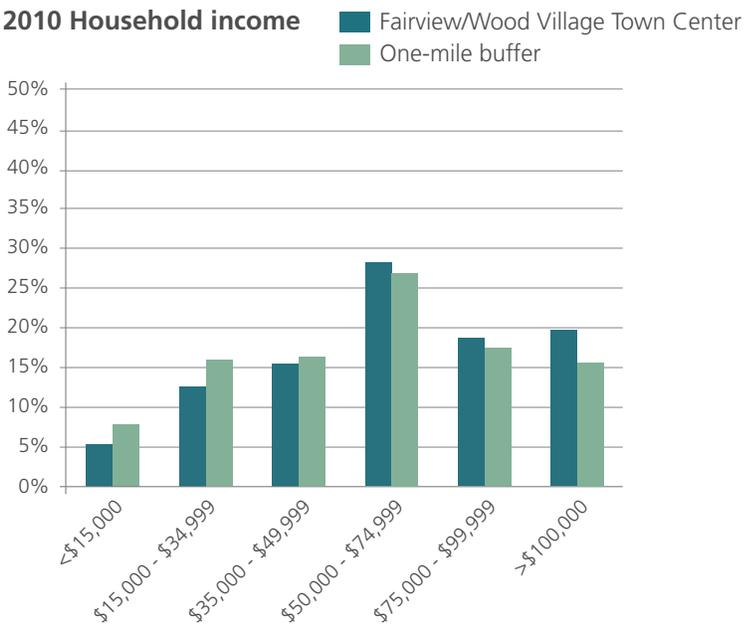
	Fairview Town Center	Town center average	One-mile buffer
Net acreage	241	222	2,990
Total population	2,199	2,326	19,935
Total employees	755	1,745	6,940
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$31	\$39	\$17
People per acre	12.3	20.1	9.0
Dwelling units per acre	3.4	5.0	2.6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



Employment breakdown

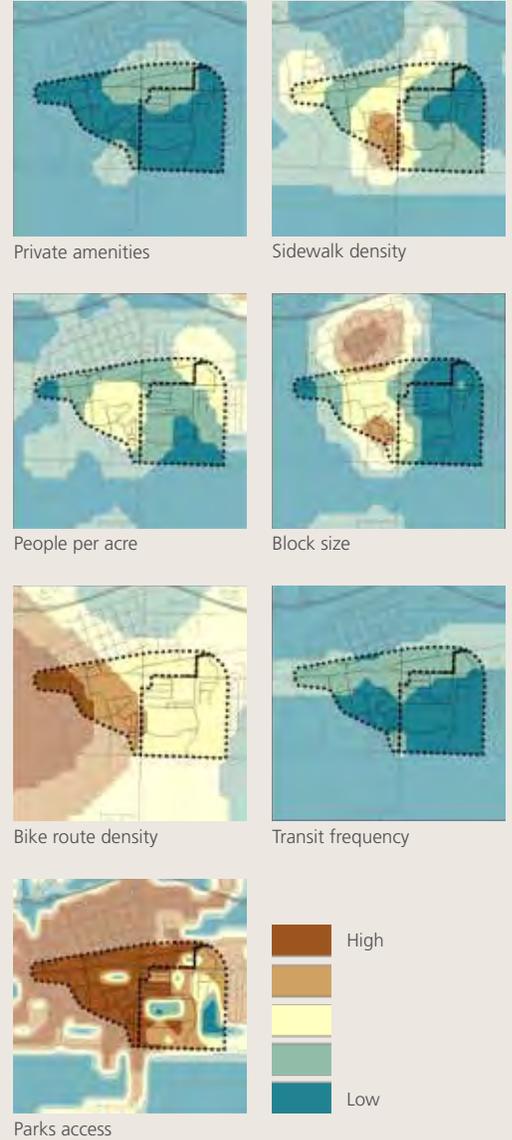


2010 Household income



Metro context tool results

Heat maps



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

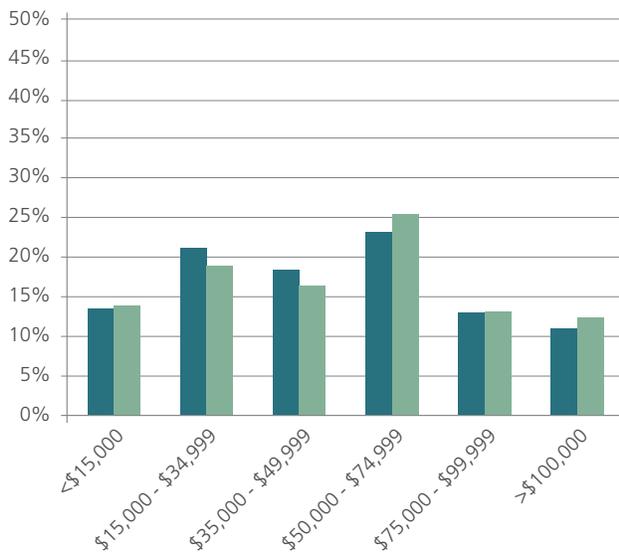
	Forest Grove Town Center	Town center average	One-mile buffer
Net acreage	88	222	2,792
Total population	991	2,326	14,269
Total employees	1,326	1,745	3,336
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$22	\$39	\$10
People per acre	26.2	20.1	6.3
Dwelling units per acre	5.2	5.0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

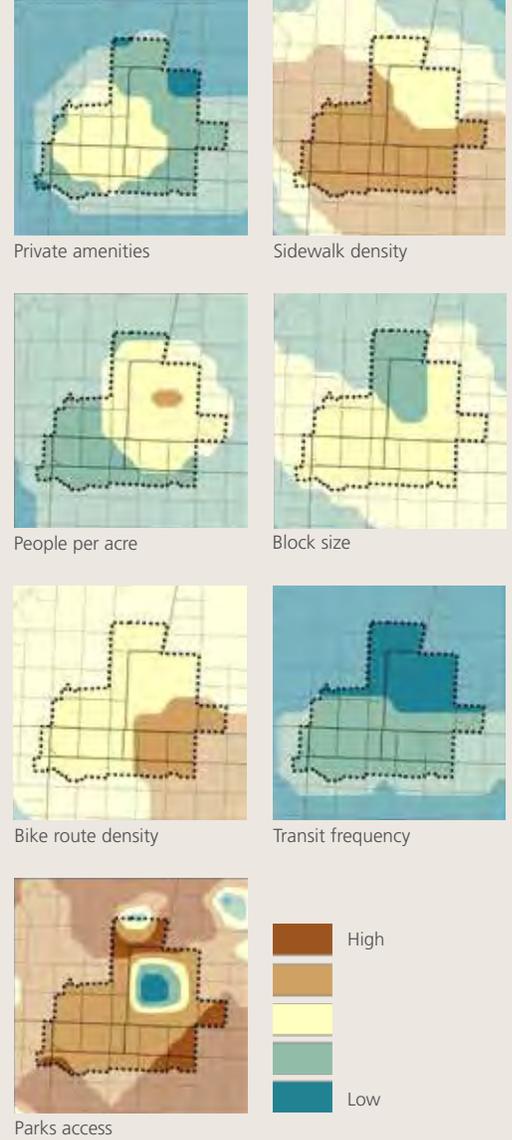
Data not available for publication.

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

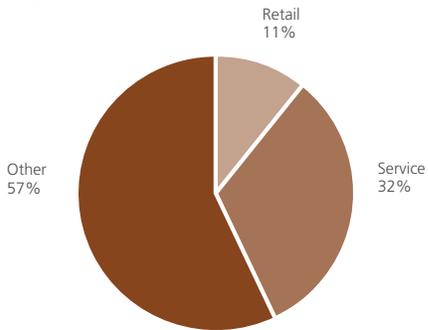
- 0 Community center
- 1 Fire station
- 1 Government building
- 0 Library
- 0 School

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

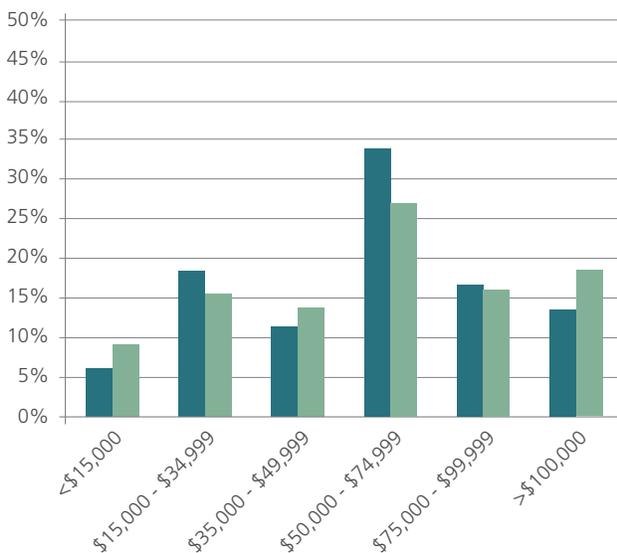


Employment breakdown



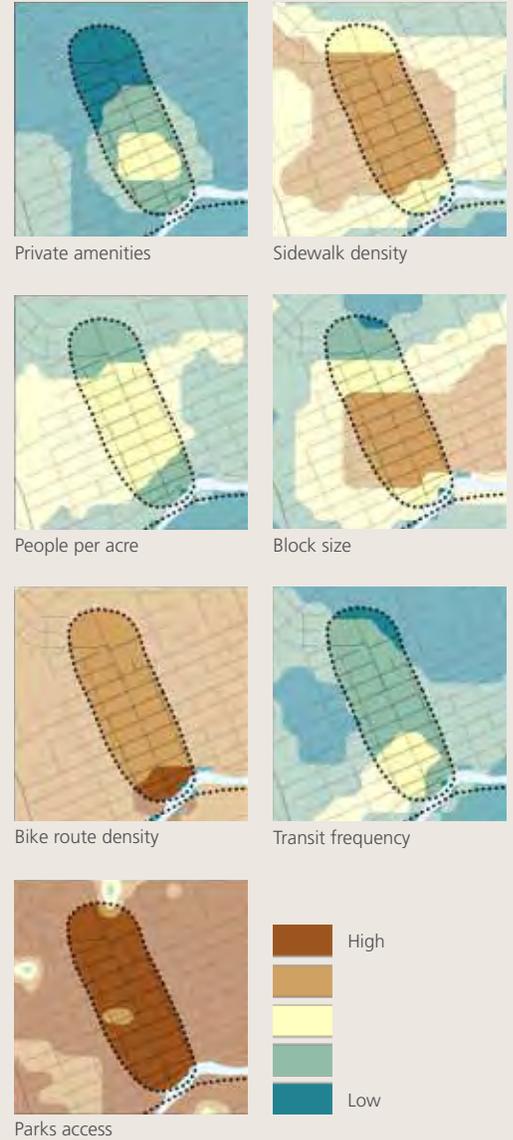
2010 Household income

Legend: Gladstone Town Center (Dark Blue), One-mile buffer (Light Green)

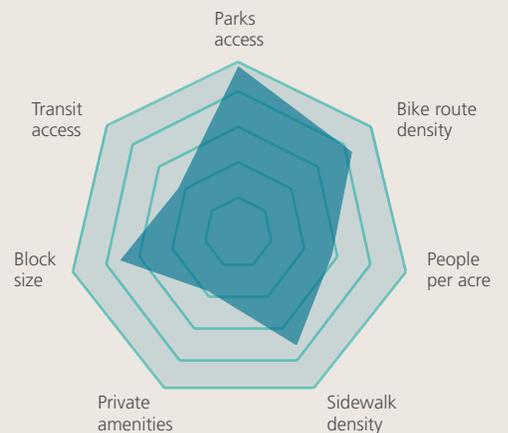


Metro context tool results

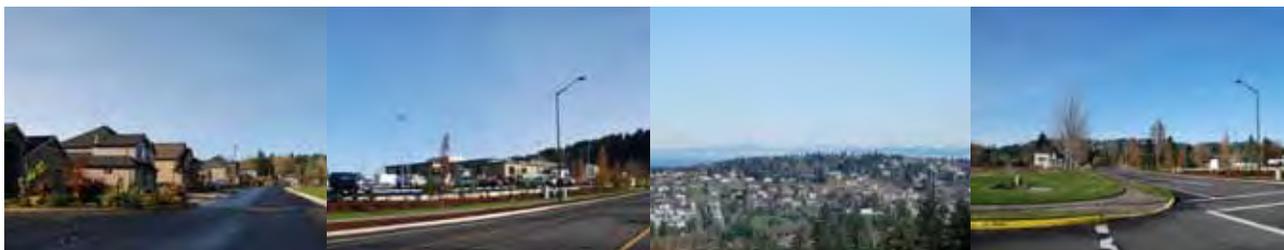
Heat maps



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

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

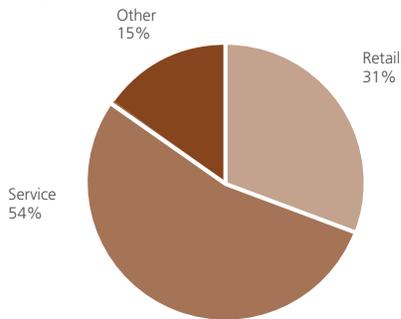
- 0 Community center
- 1 Fire station
- 0 Government building
- 1 Library
- 4 School

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.

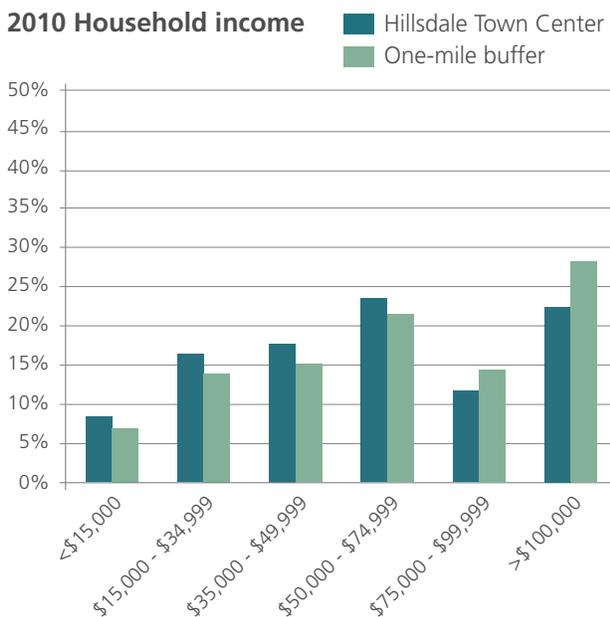
By the numbers	Hillsdale Town Center	Town center average	One-mile buffer
Net acreage	145	222	2,730
Total population	1,600	2,326	22,495
Total employees	1,048	1,745	8,381
Non-SOV mode share (all trips)	52%	52%	n/a
Market value per square foot	\$47	\$39	\$43
People per acre	18.3	20.1	11.3
Dwelling units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

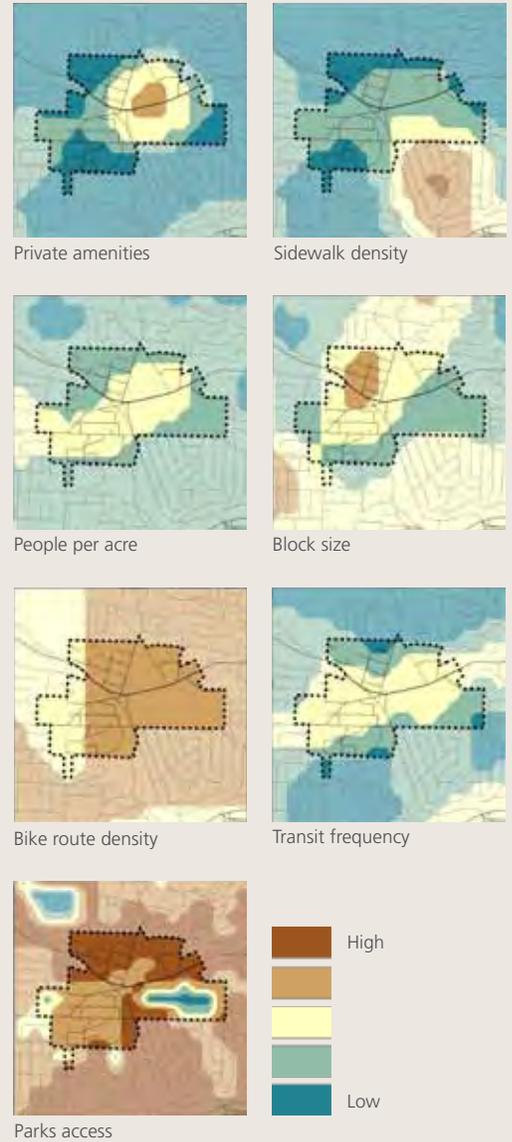


2010 Household income



Metro context tool results

Heat maps



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

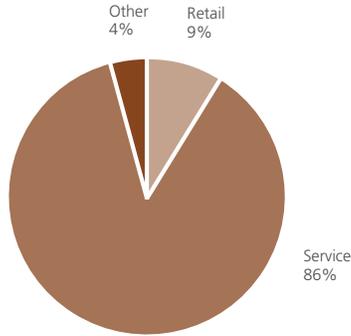
- 0 Community center
- 0 Fire station
- 0 Government building
- 1 Library
- 1 School

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.

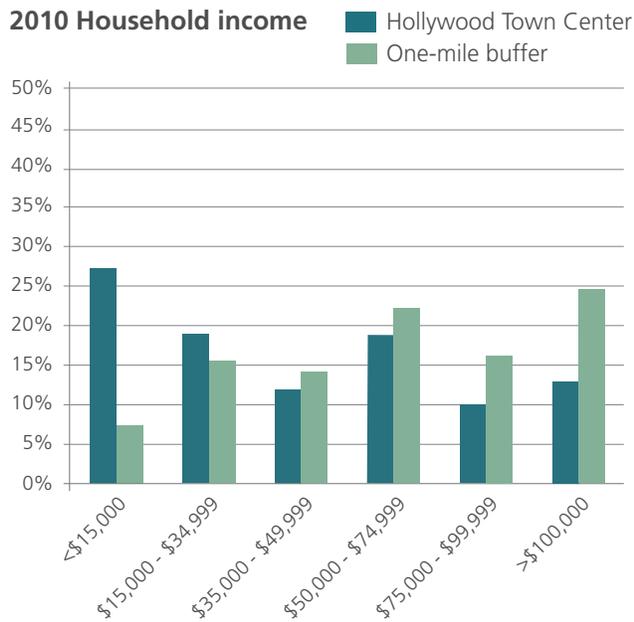
By the numbers	Hollywood Town Center	Town center average	One-mile buffer
Net acreage	69	222	2,201
Total population	1,100	2,326	34,234
Total employees	3,031	1,745	16,155
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	\$145	\$39	\$75
People per acre	60.3	20.1	22.9
Dwelling units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

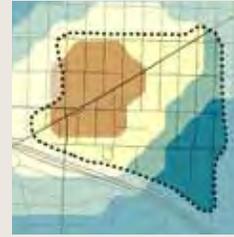


2010 Household income

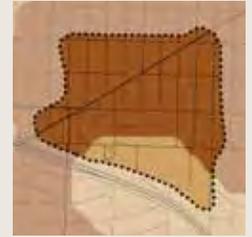


Metro context tool results

Heat maps



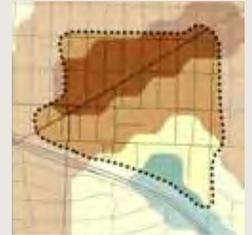
Private amenities



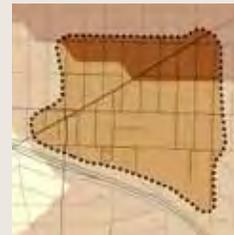
Sidewalk density



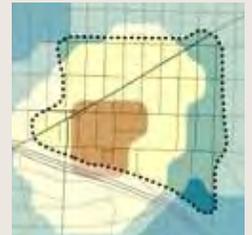
People per acre



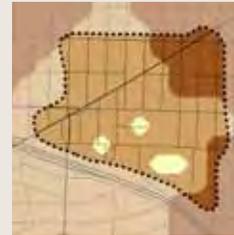
Block size



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

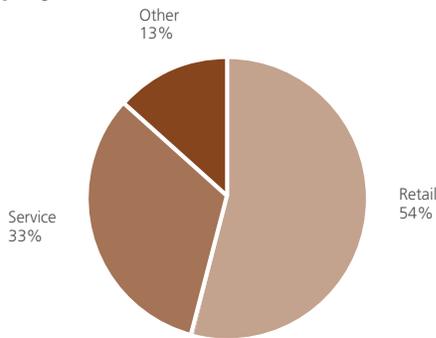
The King City Town Center is bisected by Southwest Pacific Highway (Highway 99 West), an ODOT facility. A single frequent service bus line runs along 99W, allowing for service from King City to surrounding communities along 99W and into central Portland. The center has 465 residents, 1,075 employees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

By the numbers

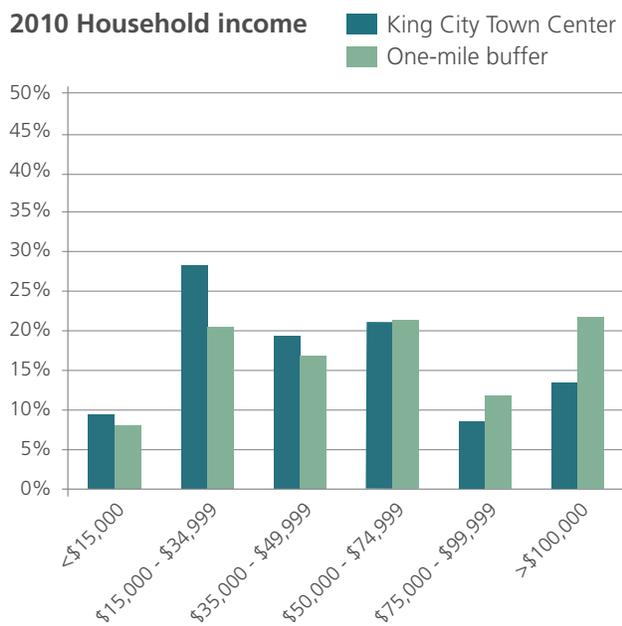
	King City Town Center	Town center average	One-mile buffer
Net acreage	75	222	2,595
Total population	465	2,326	23,532
Total employees	1,075	1,745	2,661
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$53	\$39	\$25
People per acre	20.4	20.1	10.1
Dwelling units per acre	4.0	5.0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

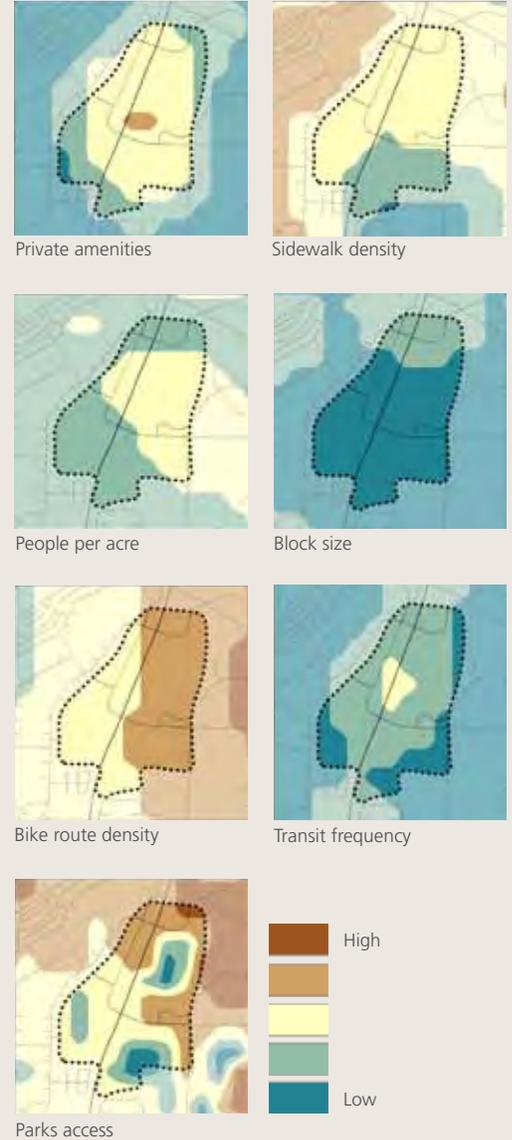


2010 Household income

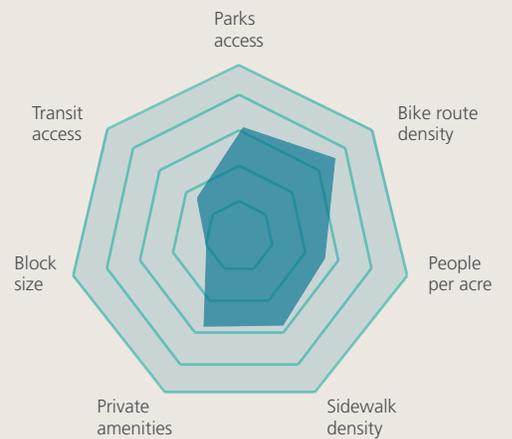


Metro context tool results

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

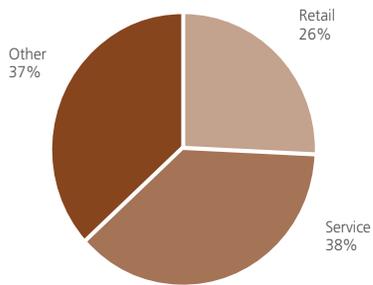
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 1 School

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.

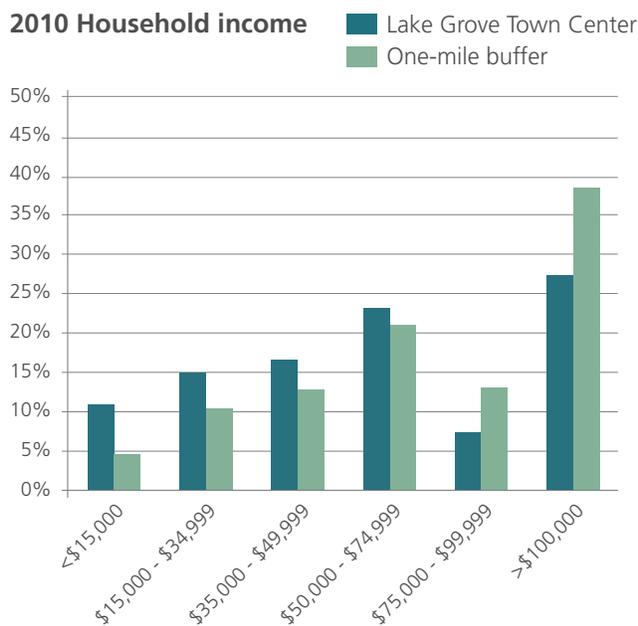
By the numbers	Lake Grove Town Center	Town center average	One-mile buffer
Net acreage	98	222	3,338
Total population	377	2,326	21,730
Total employees	2,426	1,745	16,116
Non-SOV mode share (all trips)	47%	52%	n/a
Market value per square foot	\$41	\$39	\$37
People per acre	28.7	20.1	11.3
Dwelling units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

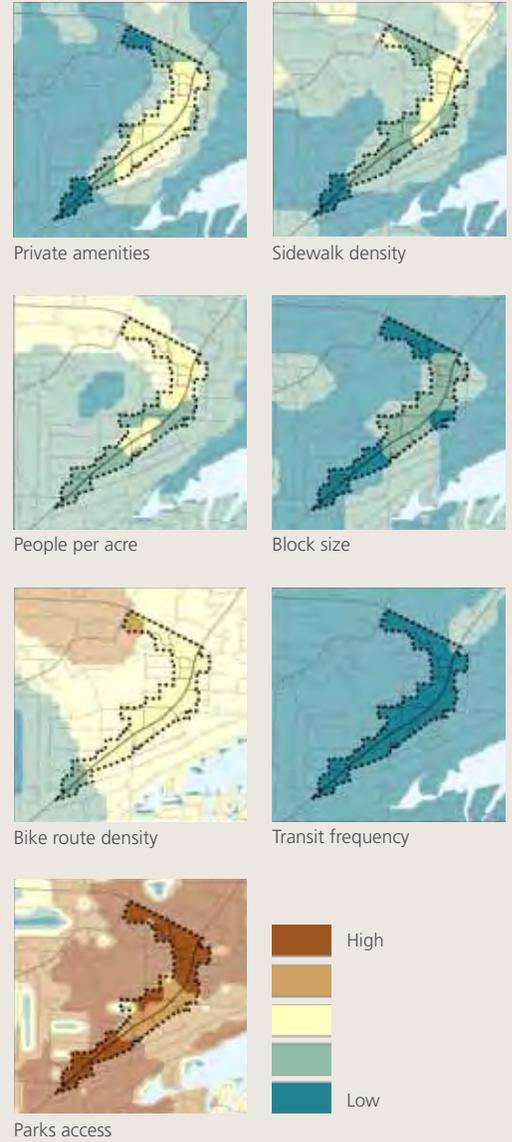


2010 Household income



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

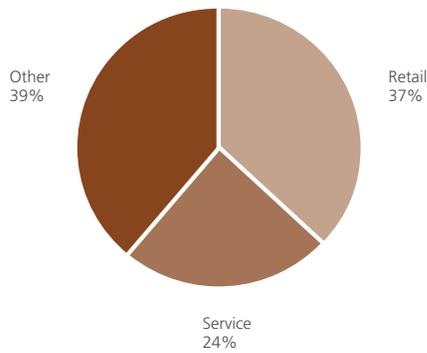
The Lake Oswego Town Center covers the majority of downtown and land along the Willamette River waterfront. The town center is serviced by three separate bus lines that connect to Portland and eastern Washington County. Highway 43, an ODOT facility, serves the center. The center has 2,194 residents,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

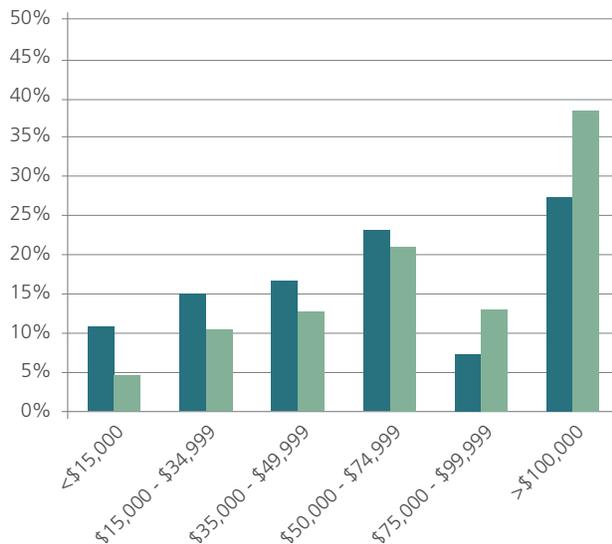


Employment breakdown



2010 Household income

■ Lake Oswego Town Center
■ One-mile buffer



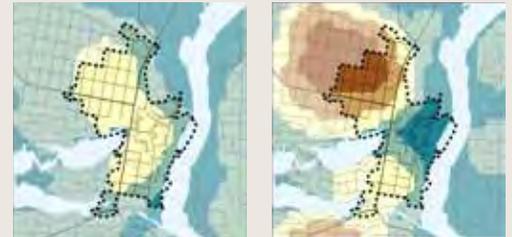
Metro context tool results

Heat maps



Private amenities

Sidewalk density



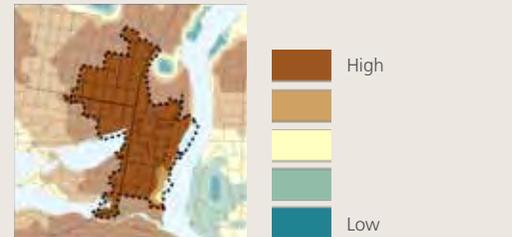
People per acre

Block size



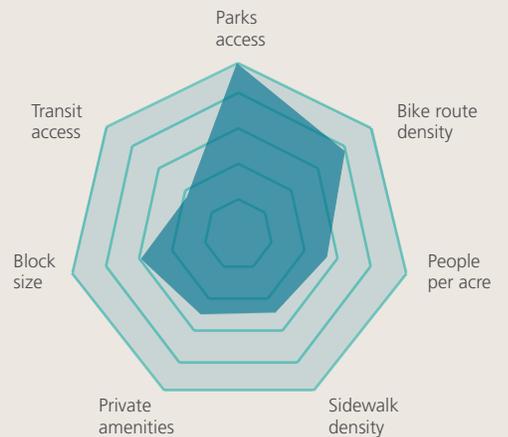
Bike route density

Transit frequency



Parks access

Composite score: 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

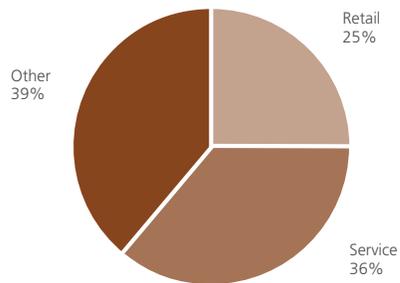
- 0 Community center
- 1 Fire station
- 0 Government building
- 0 Library
- 0 School

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.

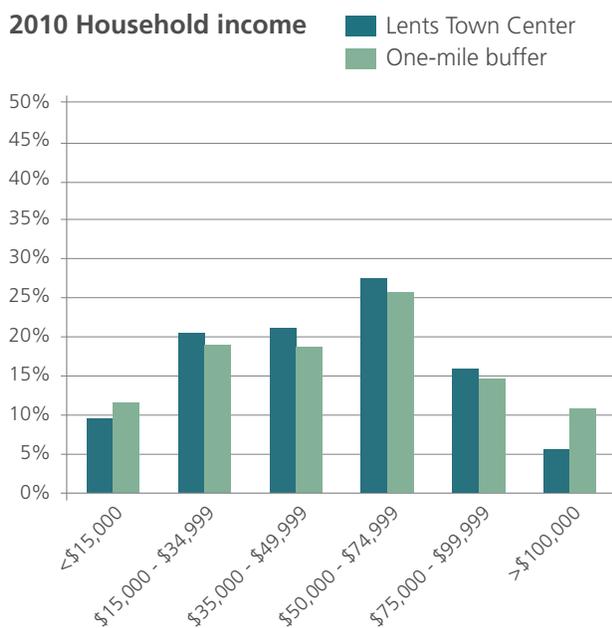
By the numbers	Lents Town Center	Town center average	One-mile buffer
Net acreage	88	222	2,863
Total population	1,653	2,326	34,073
Total employees	312	1,745	5,544
Non-SOV mode share (all trips)	56%	52%	n/a
Market value per square foot	\$33	\$39	\$23
People per acre	22.2	20.1	13.8
Dwelling units per acre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

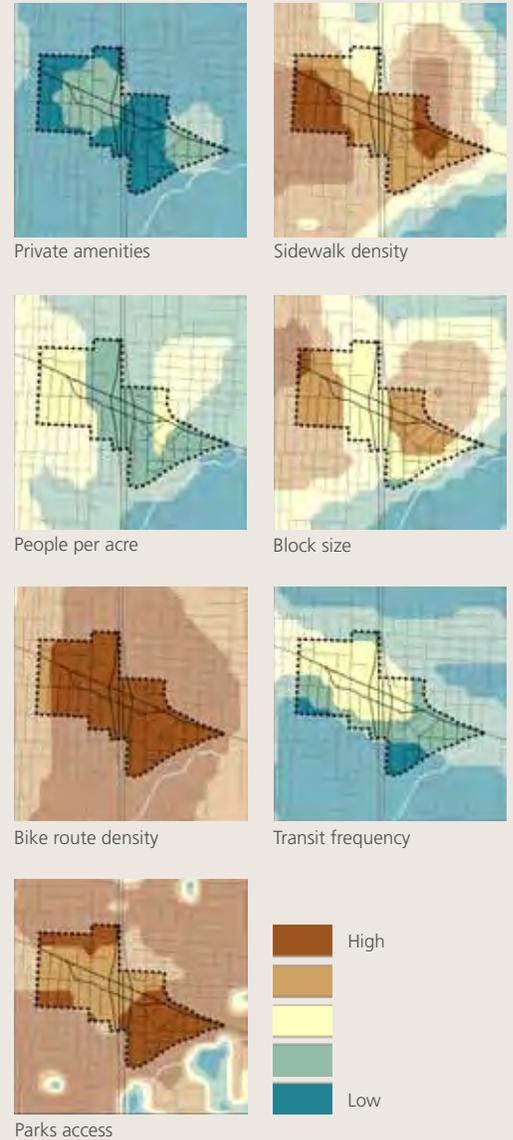


2010 Household income



Metro context tool results

Heat maps



Composite score: 57.22



Milwaukie Town Center



Private amenities

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

Public amenities

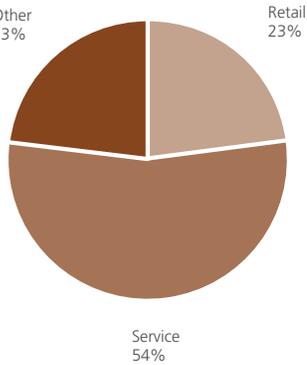
- 0 Community center
- 1 Fire station
- 1 Government building
- 1 Library
- 7 School

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

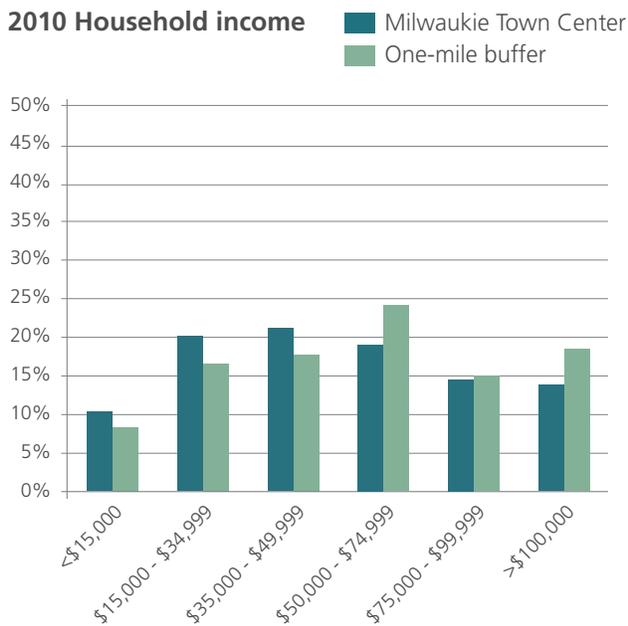
By the numbers	Milwaukie Town Center	Town center average	One-mile buffer
Net acreage	418	222	4,049
Total population	3,694	2,326	31,373
Total employees	3,368	1,745	13,393
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$26	\$39	\$24
People per acre	16.9	20.1	11.1
Dwelling units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



Employment breakdown



2010 Household income

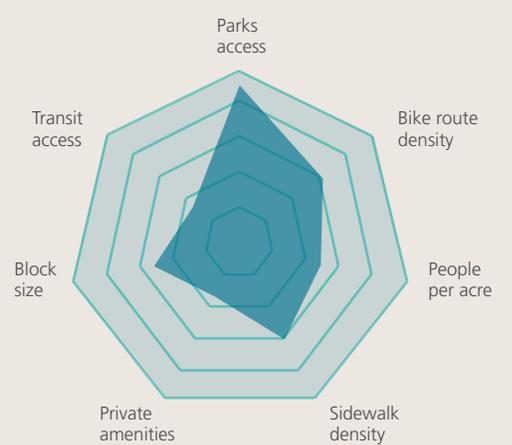


Metro context tool results

Heat maps



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

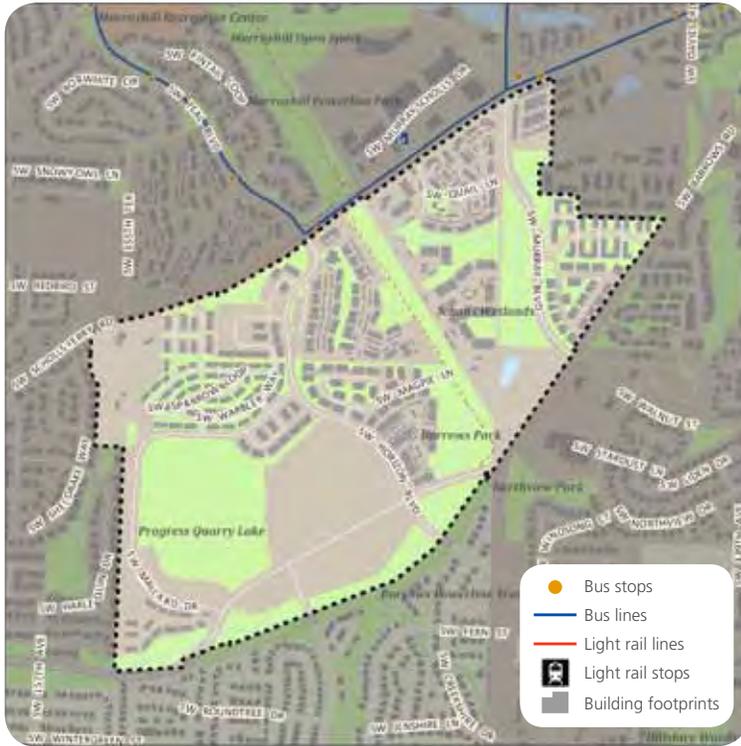
Public amenities

- 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.

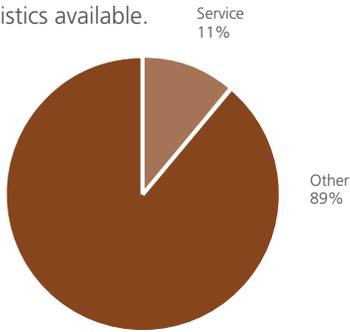
By the numbers

	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



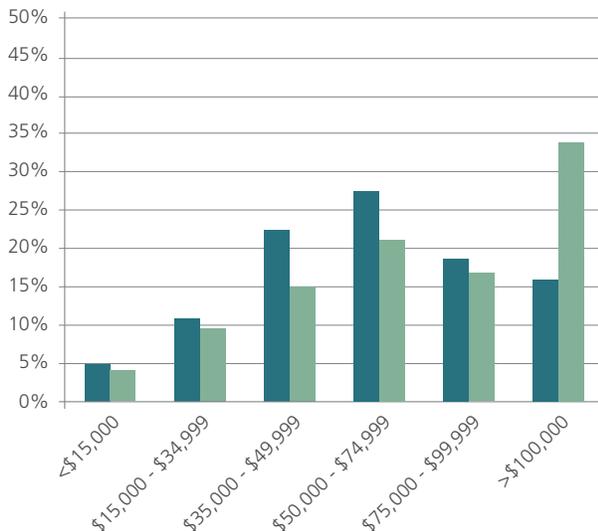
Employment breakdown

No retail statistics available.



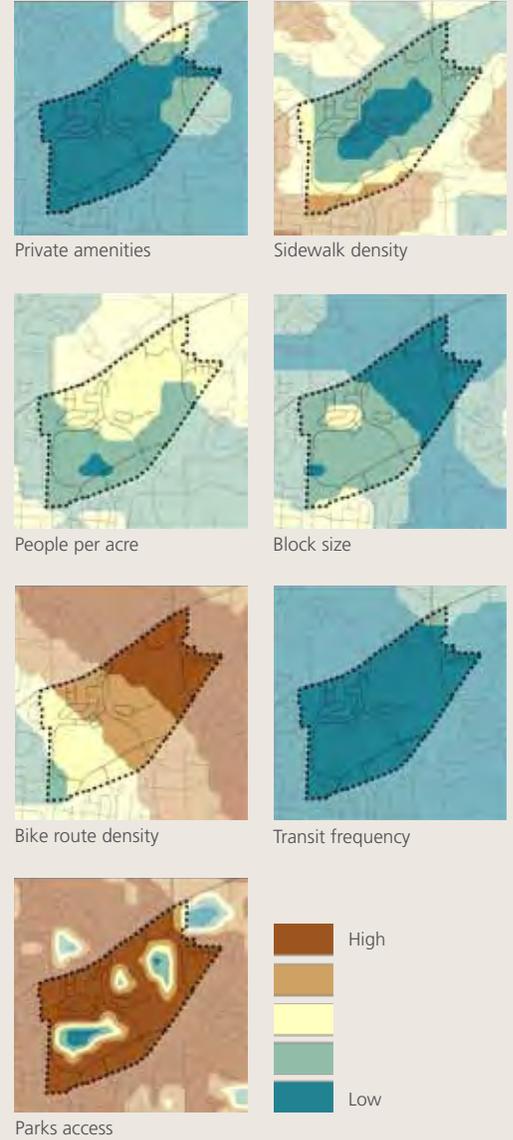
2010 Household income

■ Murray/Scholls Town Center
■ One-mile buffer

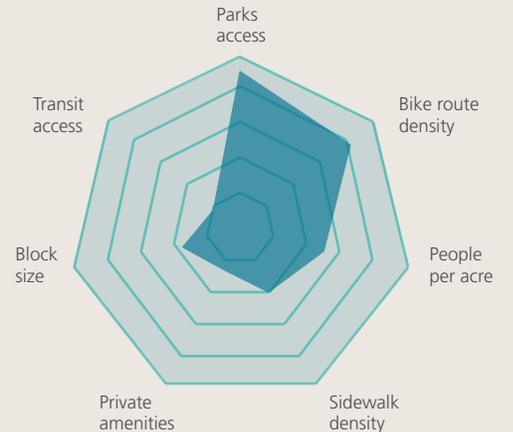


Metro context tool results

Heat maps



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

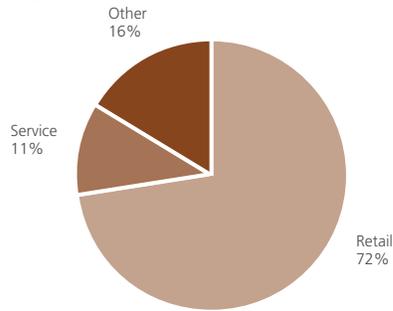
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 0 School

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.

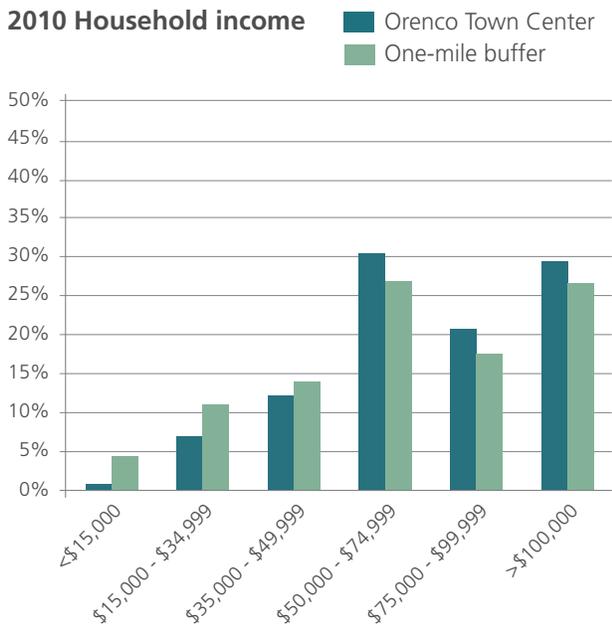
By the numbers	Orenco Town Center	Town center average	One-mile buffer
Net acreage	182	222	3,639
Total population	3,200	2,326	21,954
Total employees	1,175	1,745	13,500
Non-SOV mode share (all trips)	55%	52%	n/a
Market value per square foot	\$51	\$39	\$22
People per acre	24.1	20.1	9.7
Dwelling units per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

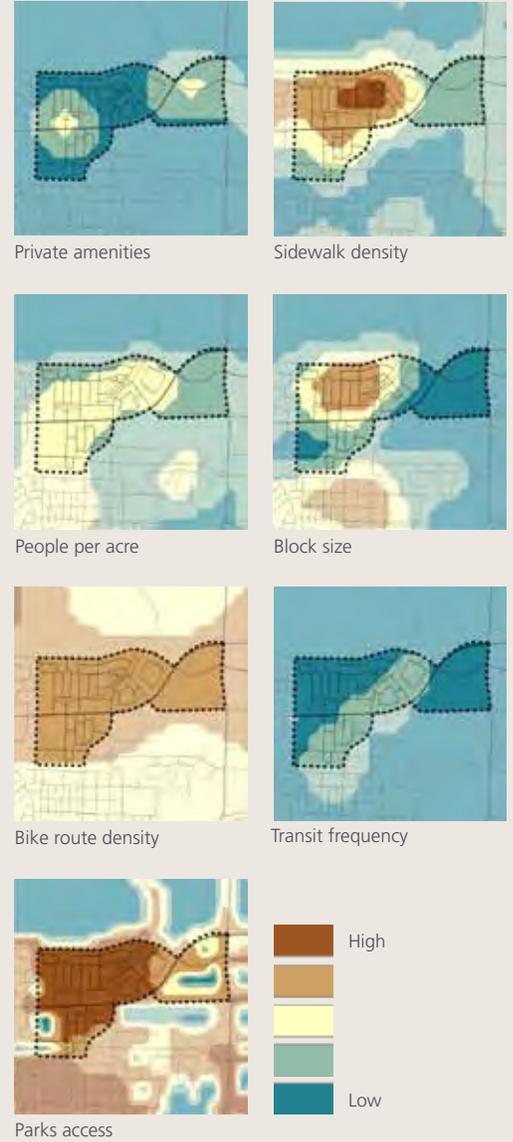


2010 Household income



Metro context tool results

Heat maps



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

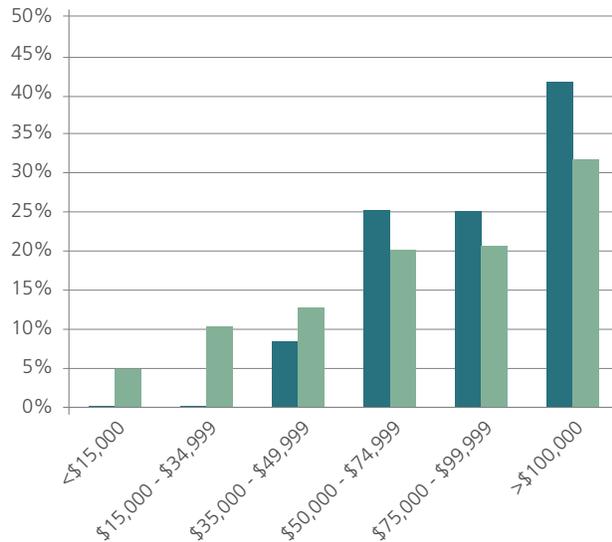
The Pleasant Valley Town Center in Gresham is a rural area brought into the urban growth boundary in 1998. It has no direct highway access and is serviced by Foster Road, the only major street in the center. No bus service is available in Pleasant Valley. Urban development has yet to occur with any frequency 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



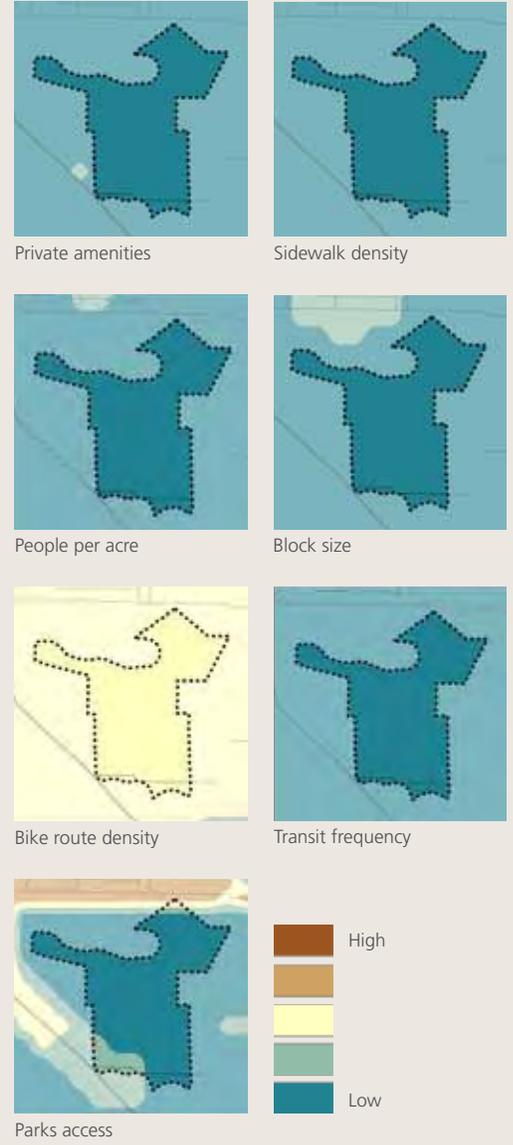
Employment breakdown
 Data not available for publication.

2010 Household income ■ Pleasant Valley Town Center ■ One-mile buffer

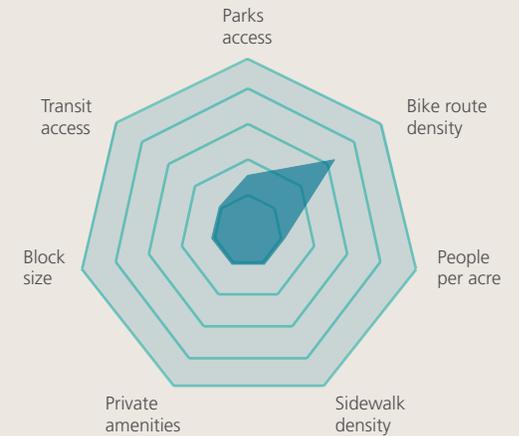


Metro context tool results

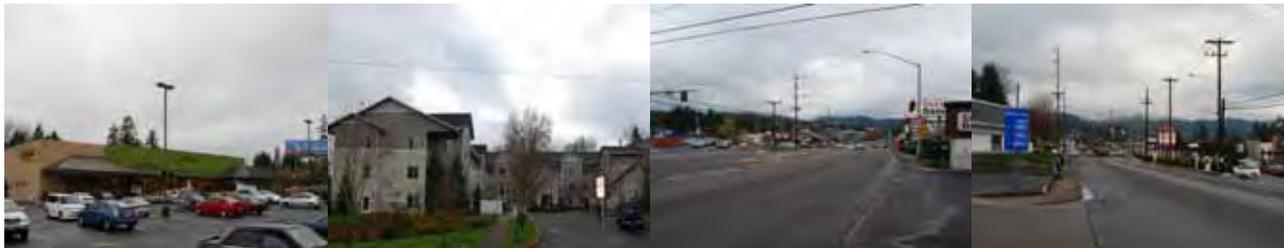
Heat maps



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

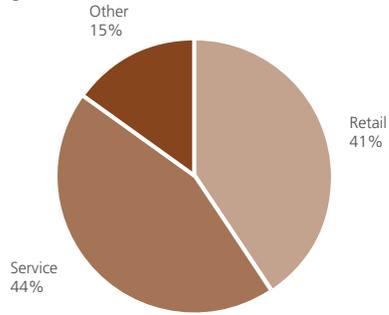
The Raleigh Hills Town Center is located at the intersection of the Beaverton-Hillsdale Highway, an ODOT facility, and Scholls Ferry Road in unincorporated Washington County, adjacent to Portland. The center is served by three separate bus lines, two of which are frequent service. It has 1,599 residents,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

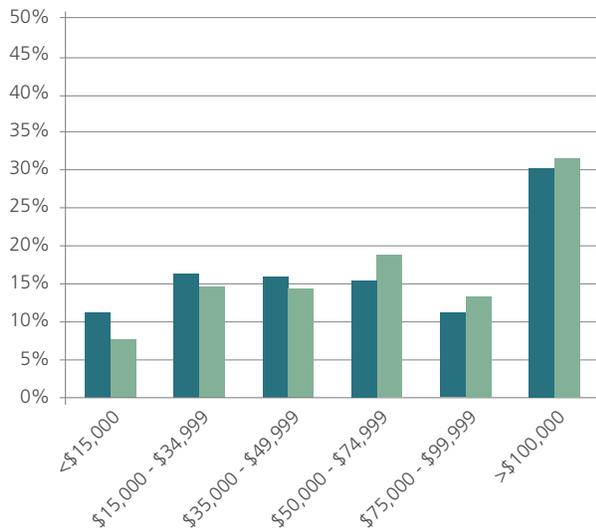


Employment breakdown



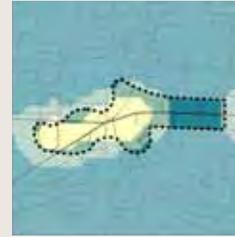
2010 Household income

■ Raleigh Hills Town Center
■ One-mile buffer



Metro context tool results

Heat maps



Private amenities



Sidewalk density



People per acre



Block size



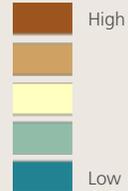
Bike route density



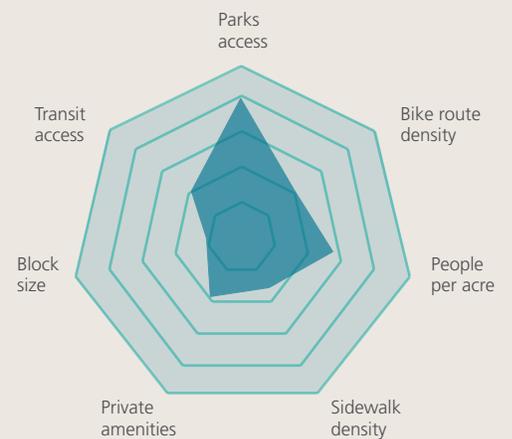
Transit frequency



Parks access



Composite score: 32.25



Rockwood Town Center



Private amenities

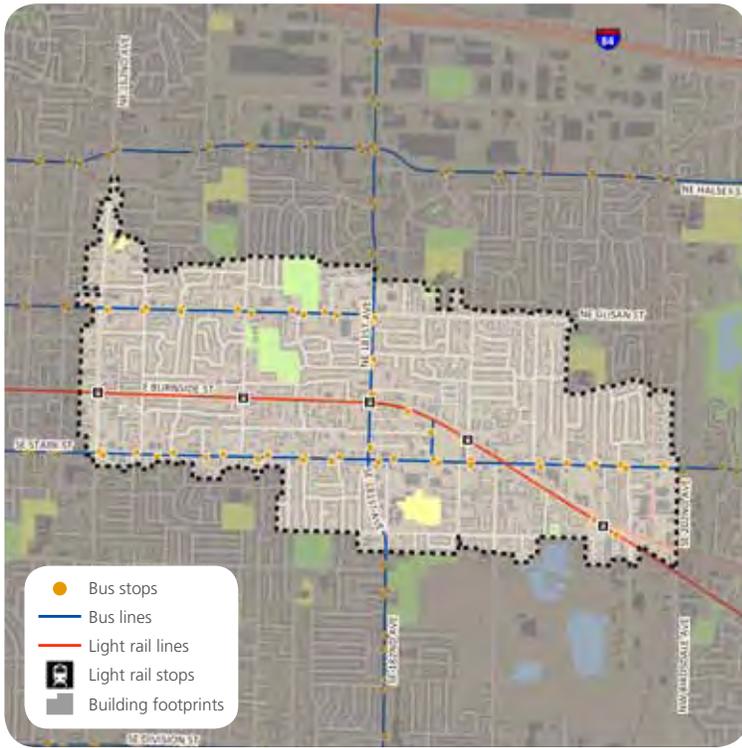
- 1 Bakery
- 2 Bar
- 0 Bike shop
- 0 Bookstore
- 0 Brewpub
- 2 Child care
- 0 Cinema
- 4 Clothing store
- 3 Coffee shop
- 0 Department store
- 2 Dry cleaners
- 0 Fitness gym
- 9 Grocery store
- 1 Music store
- 31 Restaurant
- 1 Specialty snacks and beverages

Public amenities

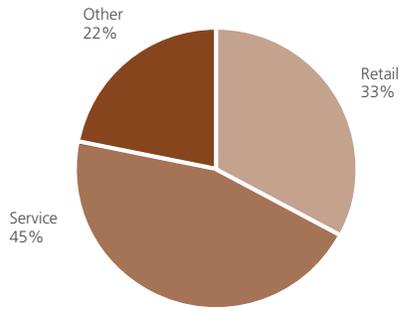
- 0 Community center
- 0 Fire station
- 0 Government building
- 1 Library
- 4 School

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.

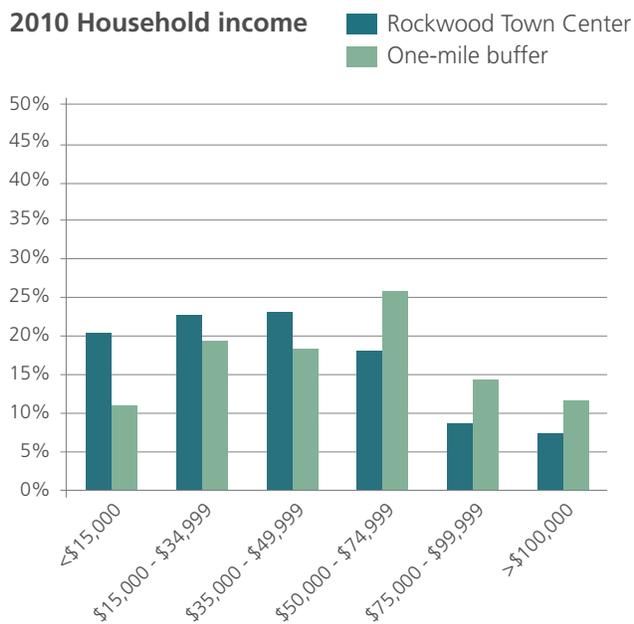
By the numbers	Rockwood Town Center	Town center average	One-mile buffer
Net acreage	826	222	5,677
Total population	16,456	2,326	64,143
Total employees	2,264	1,745	11,882
Non-SOV mode share (all trips)	59%	52%	n/a
Market value per square foot	\$25	\$39	\$26
People per acre	22.7	20.1	13.4
Dwelling units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

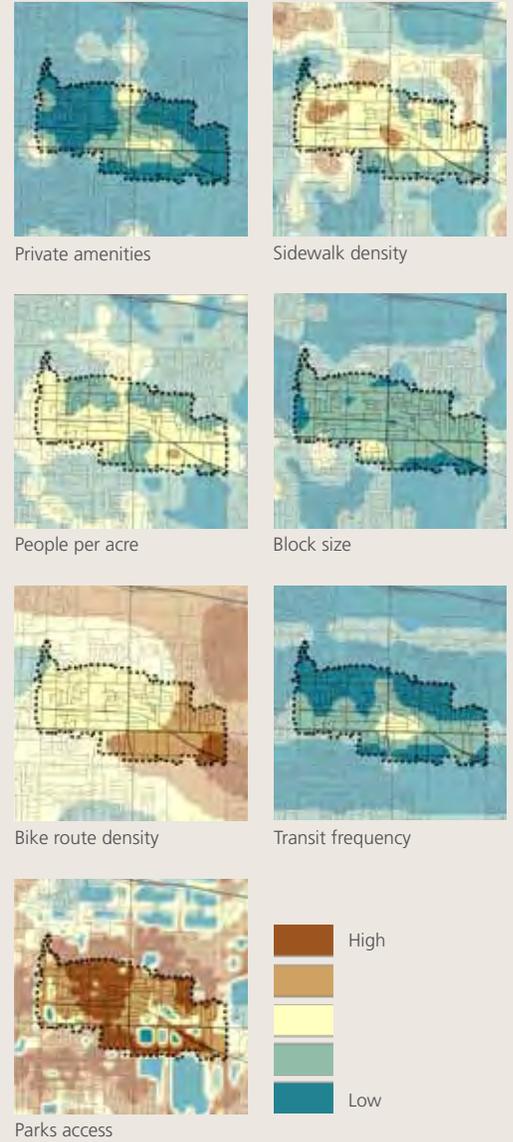


2010 Household income

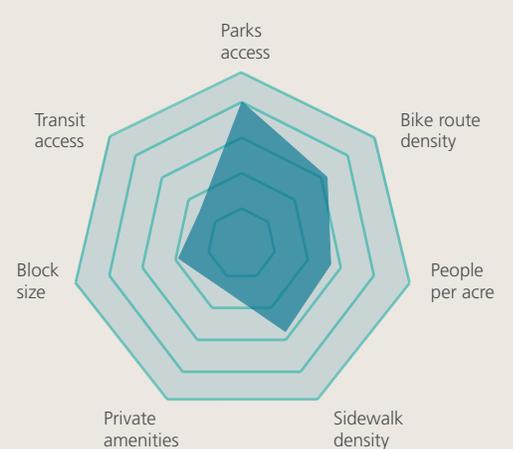


Metro context tool results

Heat maps



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

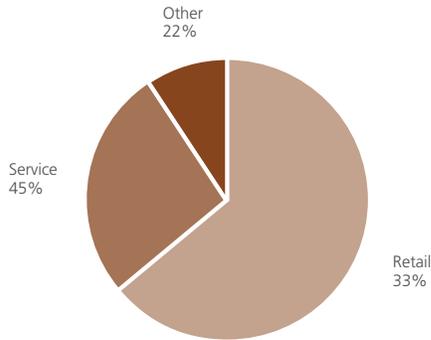
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 0 School

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

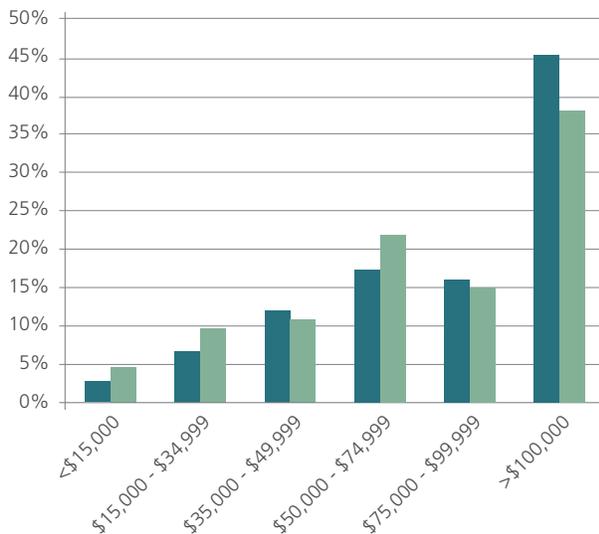


Employment breakdown



2010 Household income

■ Sherwood Town Center
■ One-mile buffer



Metro context tool results

Heat maps



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

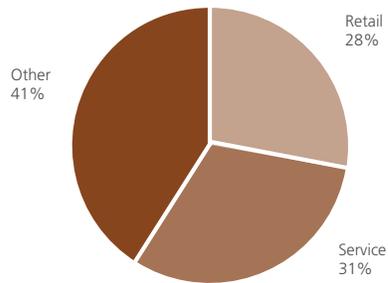
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 1 School

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.

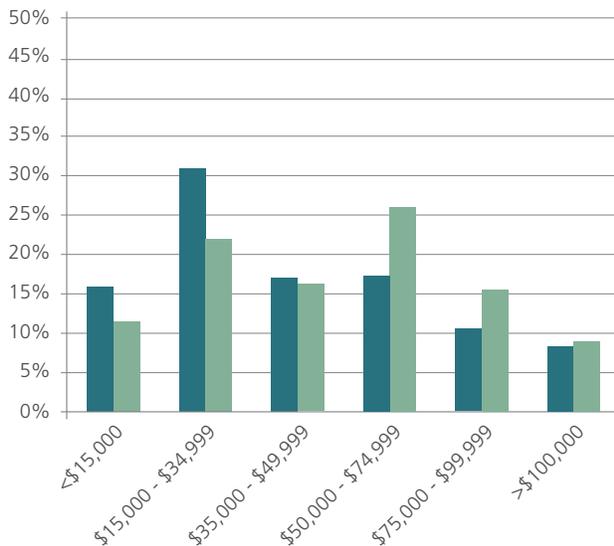
By the numbers	St. Johns Town Center	Town center average	One-mile buffer
Net acreage	43	222	2,013
Total population	437	2,326	18,567
Total employees	857	1,745	4,575
Non-SOV mode share (all trips)	54%	52%	n/a
Market value per square foot	\$68	\$39	\$22
People per acre	30.0	20.1	11.5
Dwelling units per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

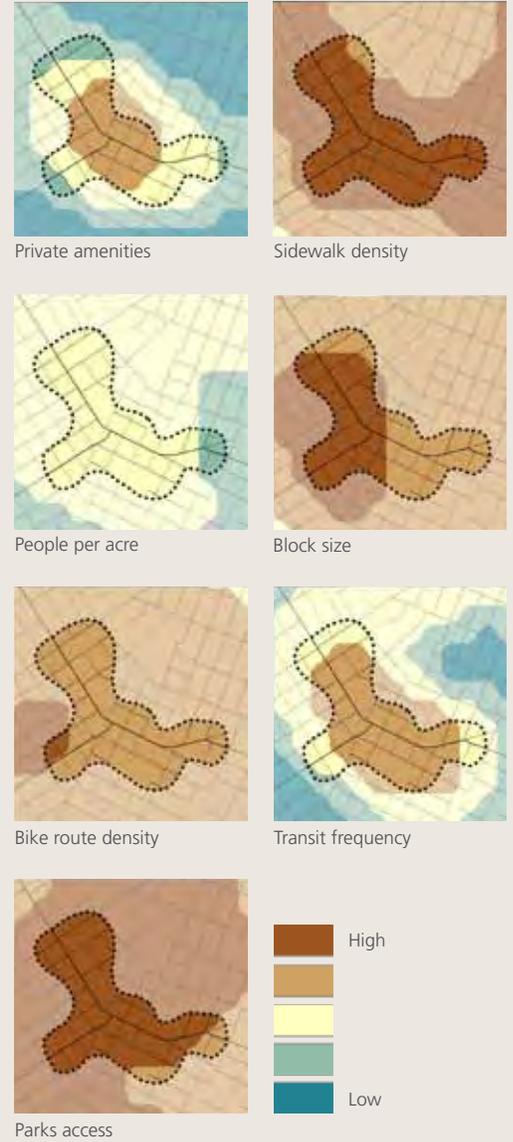


2010 Household income



Metro context tool results

Heat maps



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

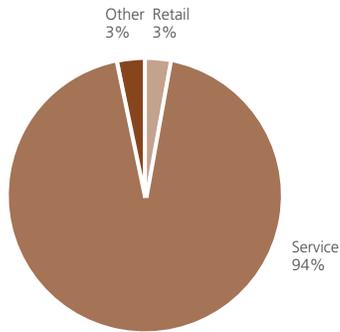
- 0 Community center
- 0 Fire station
- 0 Government building
- 0 Library
- 0 School

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.

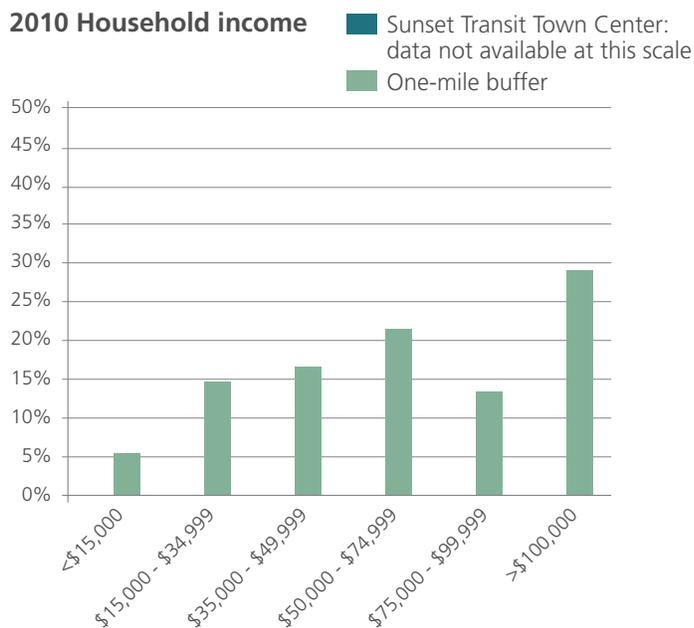
By the numbers	Sunset Transit Town Center	Town center average	One-mile buffer
Net acreage	208	222	3,361
Total population	1,939	2,326	25,243
Total employees	6,221	1,745	11,412
Non-SOV mode share (all trips)	51%	52%	n/a
Market value per square foot	\$40	\$39	\$25
People per acre	39.2	20.1	10.9
Dwelling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



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

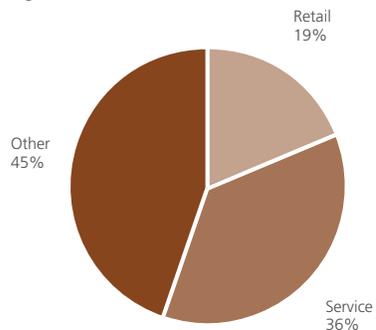
The Tigard Town Center includes the newly added Tigard Triangle area to the existing town center. The center is focused around the ODOT facility of Highway 99 West and has been chosen as the priority corridor for a study of future high capacity transit expansion in the region. The center is serviced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

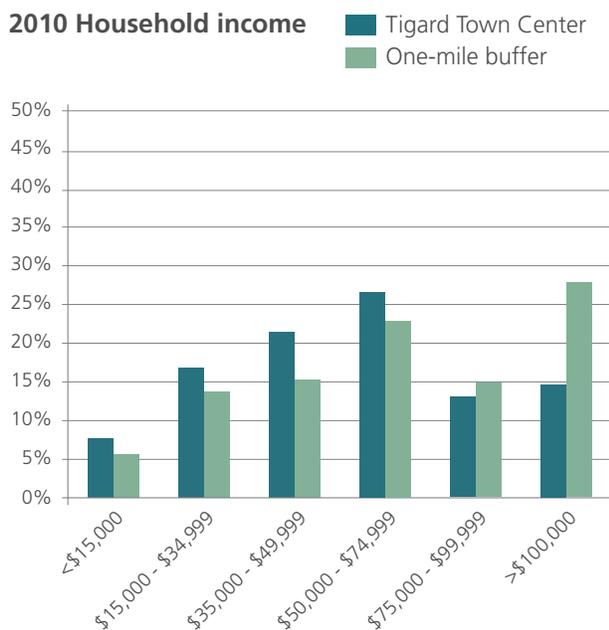
	Tigard Town Center	Town center average	One-mile buffer
Net acreage	558	222	5,259
Total population	1,923	2,326	39,885
Total employees	6,876	1,745	26,244
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$30	\$39	\$31
People per acre	15.8	20.1	12.6
Dwelling units per acre	1.7	5.0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

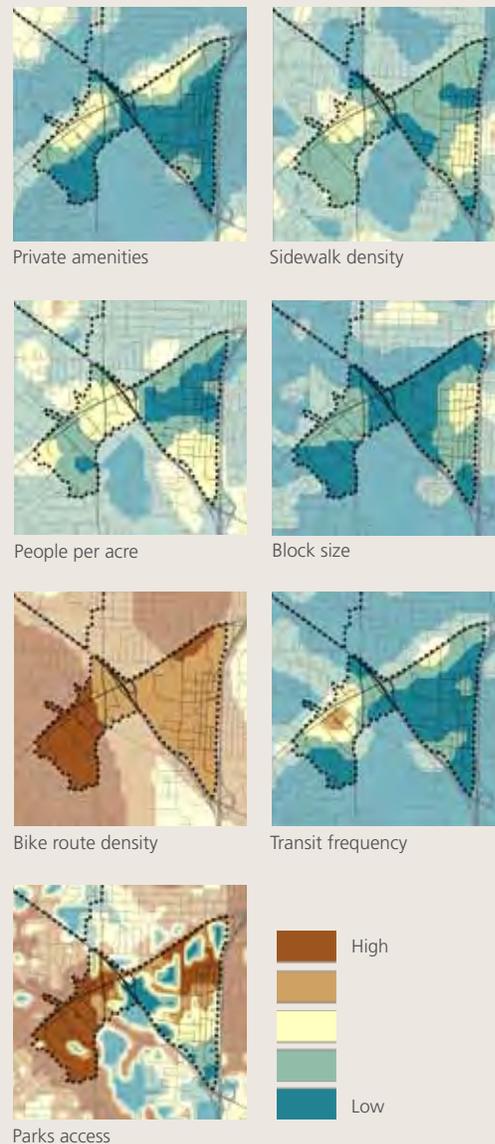


2010 Household income

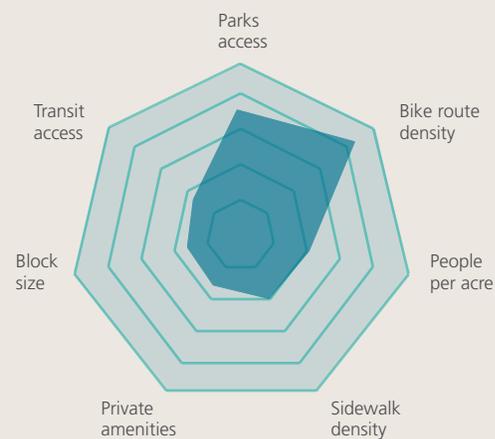


Metro context tool results

Heat maps



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

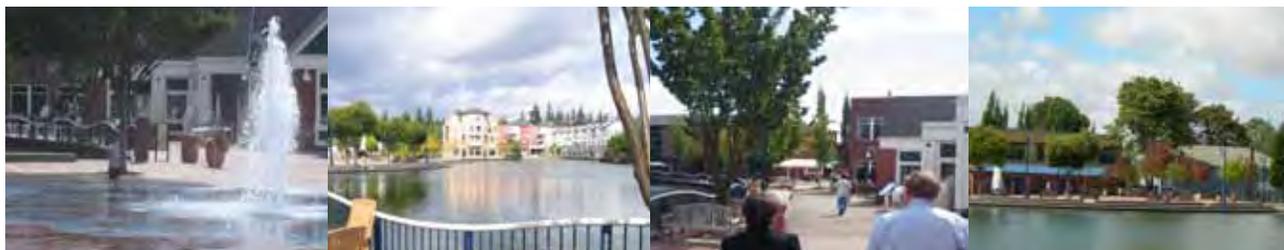
Public amenities

- 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

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

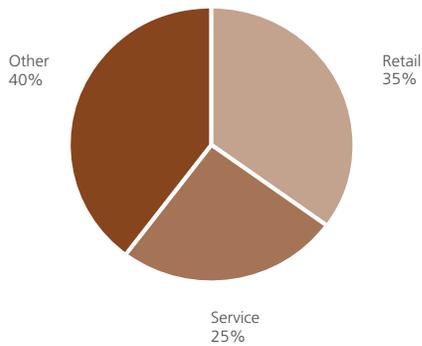
- 0 Community center
- 1 Fire station
- 1 Government building
- 1 Library
- 3 School

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.

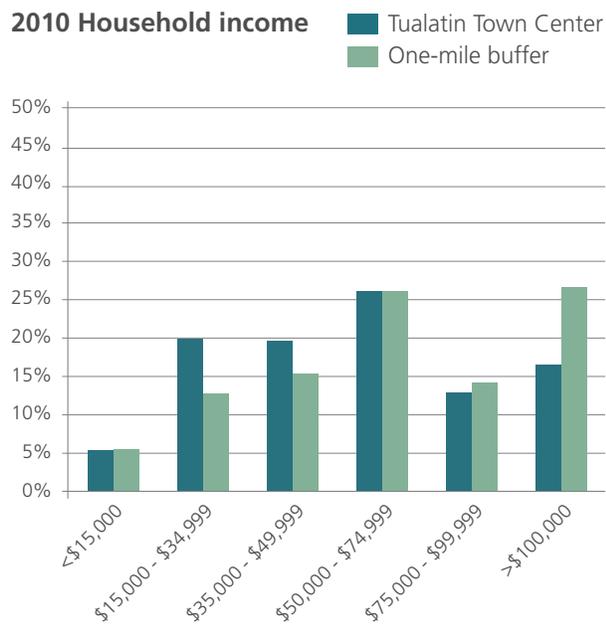
By the numbers	Tualatin Town Center	Town center average	One-mile buffer
Net acreage	395	222	3,912
Total population	3,636	2,326	22,338
Total employees	3,332	1,745	16,680
Non-SOV mode share (all trips)	49%	52%	n/a
Market value per square foot	\$30	\$39	\$23
People per acre	17.6	20.1	10.0
Dwelling units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

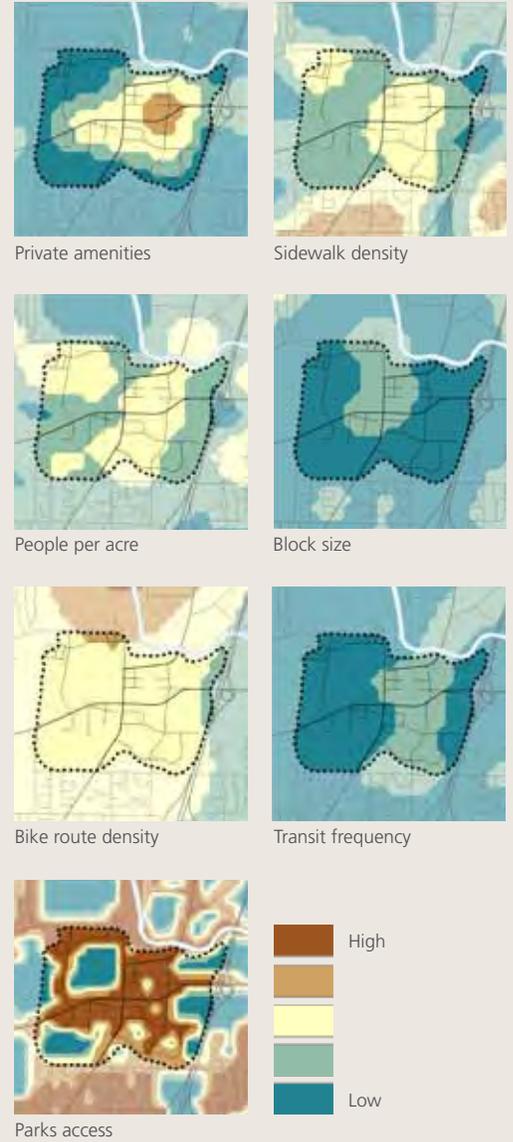


2010 Household income

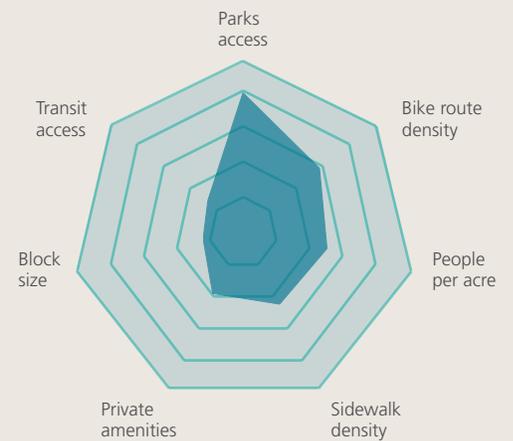


Metro context tool results

Heat maps



Composite score: 32.83



West Linn – Historic Willamette Town Center



Private amenities

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

Public amenities

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

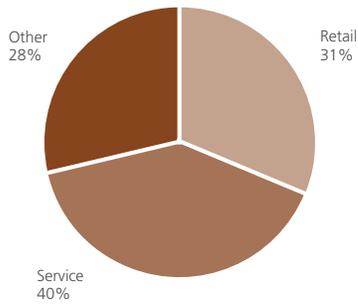
The West Linn town centers are represented by two distinct geographic locations, Bolton and Historic Willamette. Both locations are served by Interstate 205, an ODOT facility. Both centers are also serviced by bus lines. The centers have a combined total of 2,492 residents, 1,620 employees and 896 dwelling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

By the numbers

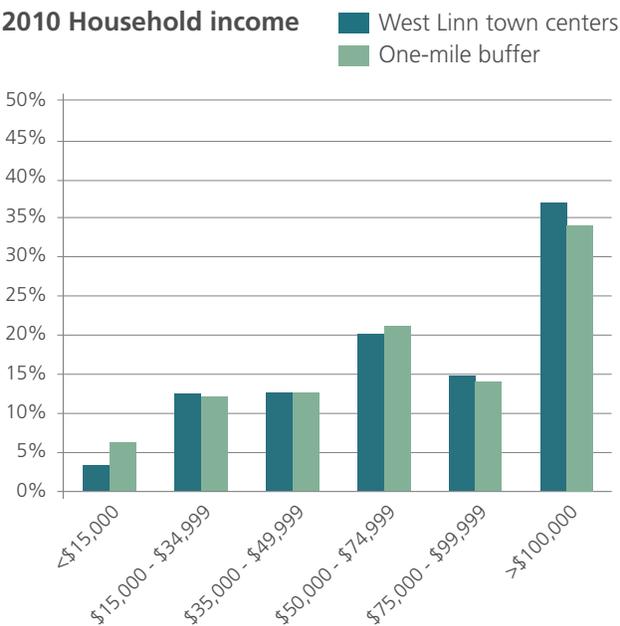
	West Linn town centers	Town center average	One-mile buffer
Net acreage	316	222	5,872
Total population	2,492	2,326	30,016
Total employees	1,620	1,745	8,582
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$28	\$39	\$17
People per acre	13.0	20.1	6.6
Dwelling units per acre	2.8	5.0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



Employment breakdown

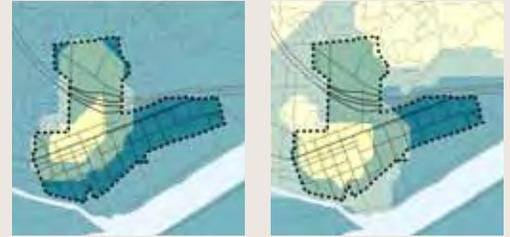


2010 Household income



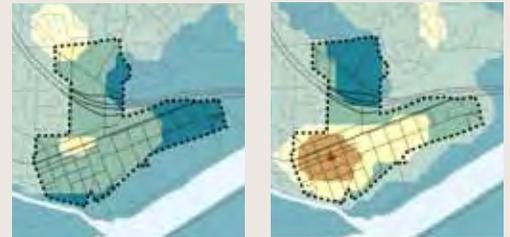
Metro context tool results

Heat maps



Private amenities

Sidewalk density



People per acre

Block size



Bike route density

Transit frequency



Parks access

Composite score: 29.64



West Linn – Bolton Town Center



Private amenities

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

Public amenities

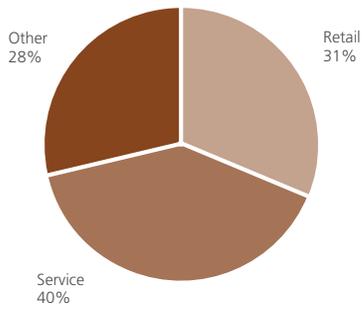
- 0 Community center
- 1 Fire station
- 0 Government building
- 1 Library
- 5 School

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

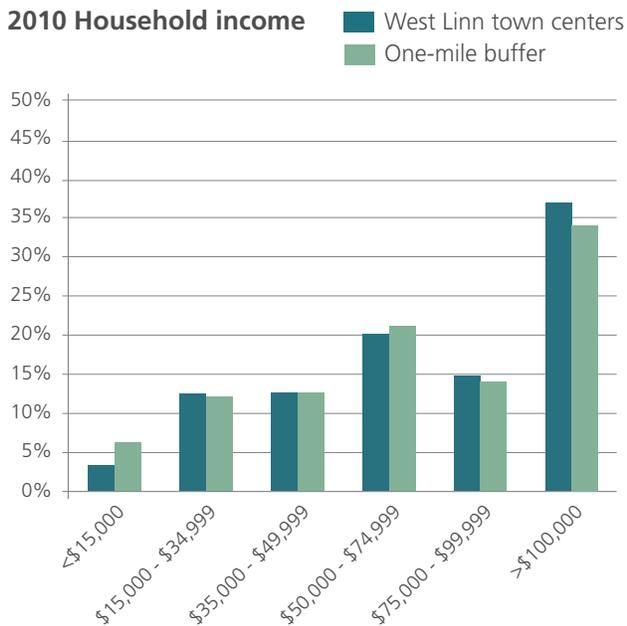
By the numbers	West Linn town centers	Town center average	One-mile buffer
Net acreage	316	222	5,872
Total population	2,492	2,326	30,016
Total employees	1,620	1,745	8,582
Non-SOV mode share (all trips)	50%	52%	n/a
Market value per square foot	\$28	\$39	\$17
People per acre	13.0	20.1	6.6
Dwelling units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



Employment breakdown

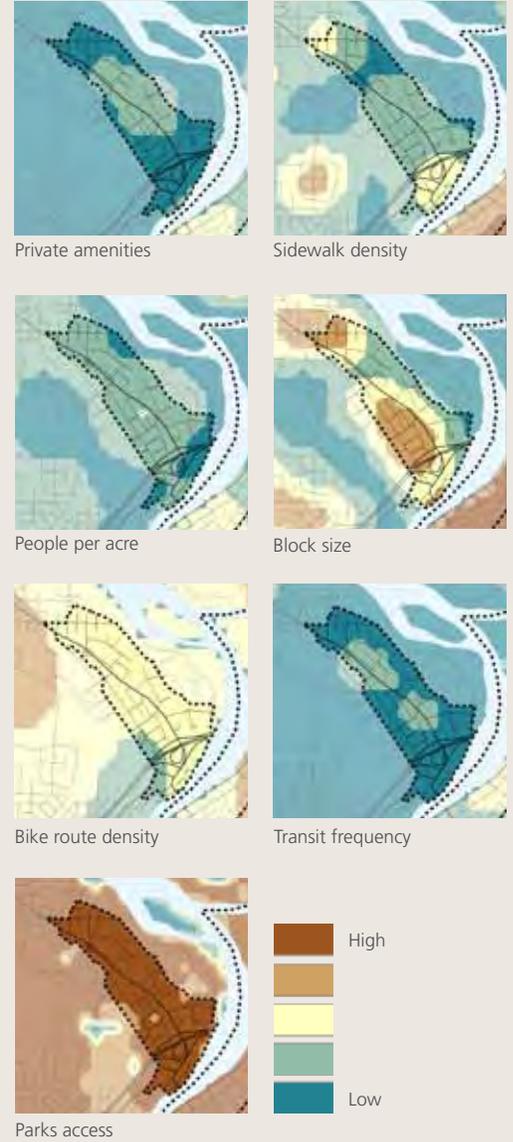


2010 Household income



Metro context tool results

Heat maps



Composite score: 37.03



West Portland Town Center



Private amenities

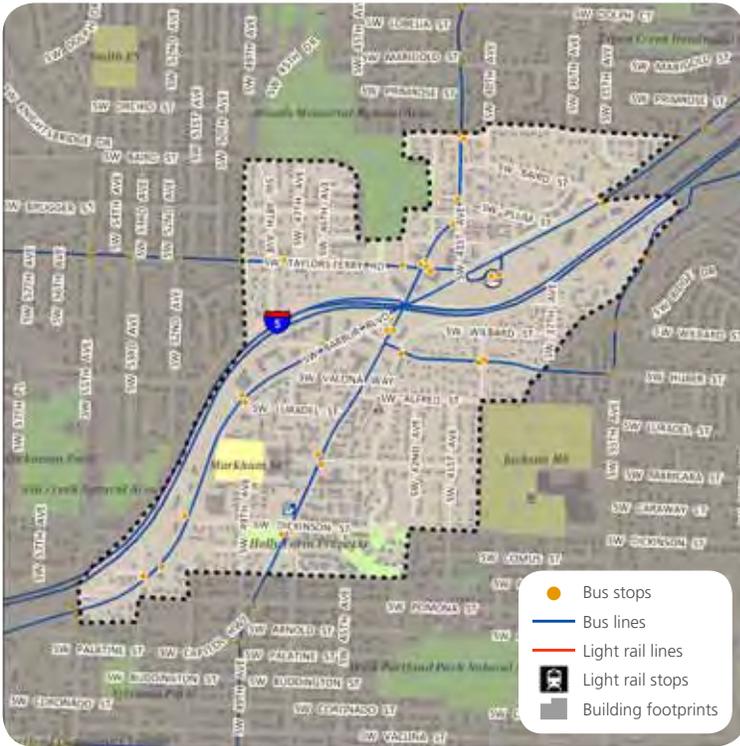
- 0 Bakery
- 1 Bar
- 0 Bike shop
- 2 Bookstore
- 0 Brewpub
- 3 Child care
- 0 Cinema
- 0 Clothing store
- 1 Coffee shop
- 0 Department store
- 1 Dry cleaners
- 1 Fitness gym
- 2 Grocery store
- 0 Music store
- 12 Restaurant
- 0 Specialty snacks and beverages

Public amenities

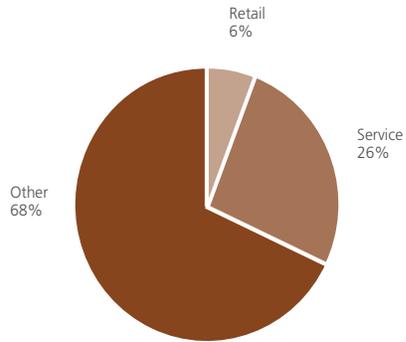
- 0 Community center
- 0 Fire station
- 0 Government building
- 1 Library
- 2 School

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

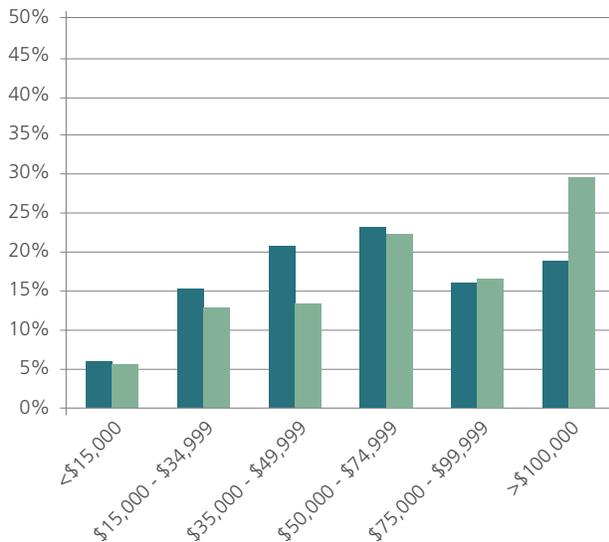


Employment breakdown



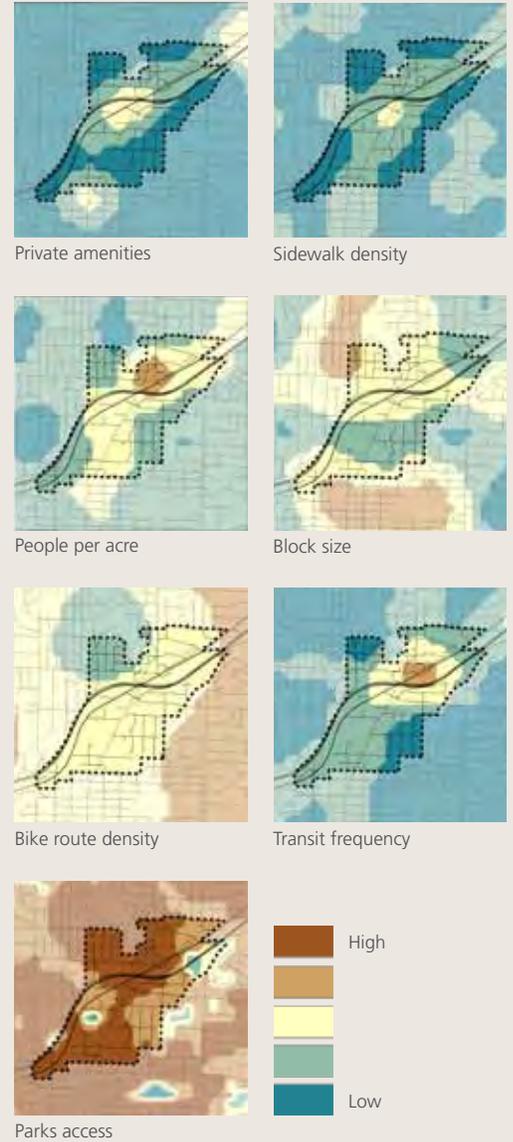
2010 Household income

West Portland Town Center (dark teal)
One-mile buffer (light green)



Metro context tool results

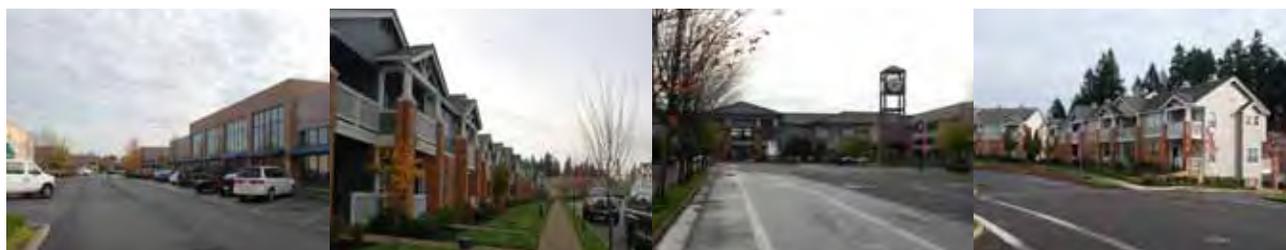
Heat maps



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

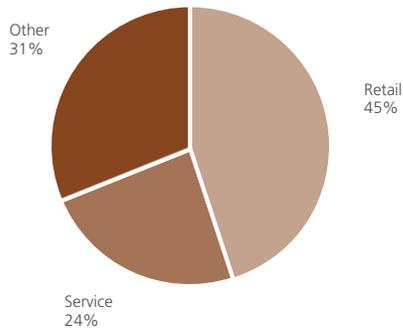
- 0 Community center
- 0 Fire station
- 1 Government building
- 1 Library
- 1 School

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

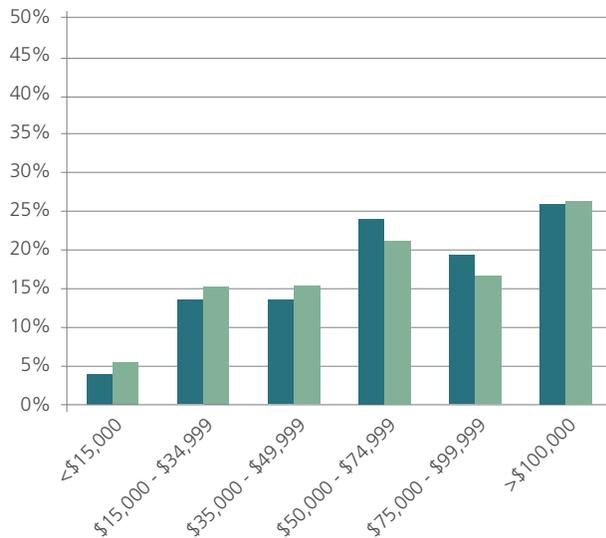


Employment breakdown



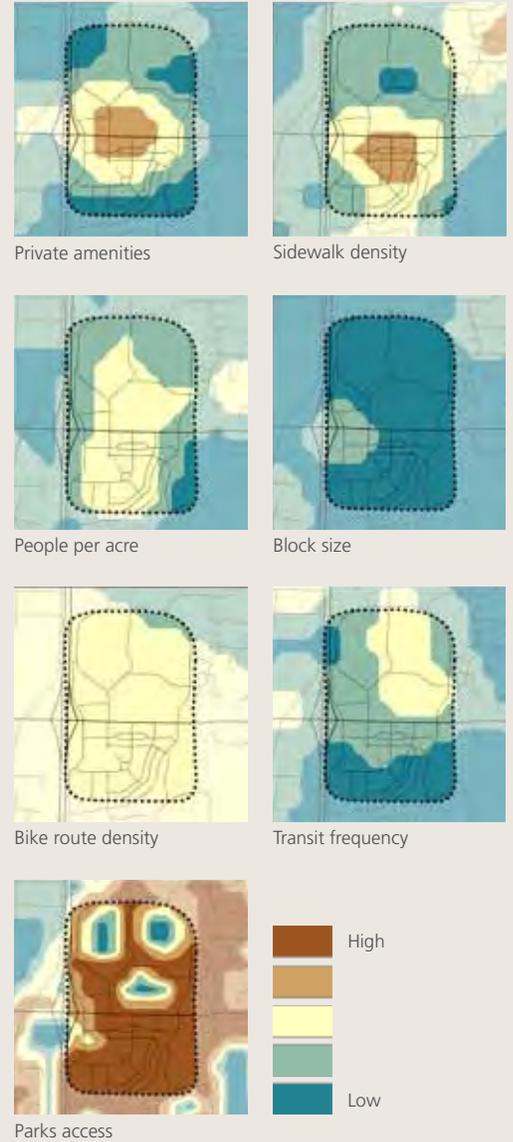
2010 Household income

Wilsonville Town Center (dark blue)
One-mile buffer (light green)



Metro context tool results

Heat maps



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.

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