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Regional planning and development

State of the Centers

Investing in our communities

January 2009



Metro | *People places. Open spaces.*

In 1995, Metro, with the help of residents in the region, adopted the 2040 Growth Concept to guide development over the coming decades. The Growth Concept identified more than three dozen centers across the region as the focus for redevelopment, multi-modal transportation and concentrations of homes and jobs.

This report contains profiles of each of those centers and is intended to help communities understand their current conditions as well as develop their aspirations for the future. The centers in our region are varied. Some support activities throughout the day and evening, some are more active in a concentrated time period.

For purposes of this discussion, we have highlighted six centers that host daily activity that ranges from 14 to 24 hours. These “typologies” can be used to help local leaders define how they want to maintain and enhance their communities as their populations continue to grow.

In the coming months, Metro will work with local leaders to understand how their local aspirations fit within the context of regional growth management, and will provide tools and assistance to help them achieve their stated aspirations.

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State of the Centers

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State of the Centers

Where we are today



In 1995, with the support of the public and elected officials of the region, Metro adopted the 2040 Growth Concept as a vision to guide growth and development over the coming decades. The Growth Concept calls for maintaining the region's connections with nature, preserving existing neighborhoods, strengthening employment and industrial areas, and concentrating growth in designated centers and corridors. By adopting the 2040 Growth Concept, the region committed to create compact, vibrant communities and to protect the region's farm and forestland.

The 2040 Growth Concept designates 37 Centers across the region as the focus for redevelopment, multi-modal transportation and concentrations of households and employment. Over the last ten years, local governments have taken numerous actions to create vibrant centers including amending their comprehensive plans, providing financial assistance and investing in essential public

infrastructure. Centers vary greatly in geographic size, urban form and transportation access. Some, such as the undeveloped Pleasant Valley Town Center, have only recently been included in the Metro urban area, while others, such as St. Johns Town Center, reflect early twentieth century streetcar-era development patterns. Each of the centers is truly unique.

The Portland region is enjoying an increase of new activity and interest in its urban communities. With this growth a new generation of main street retailers, restaurateurs, and coffee shops is flourishing, bringing life, energy and activity to communities. In part, this growth

has occurred because the Portland region is simply a great place to live, a great place to visit and a great place to work. But the other, reason is the thoughtful planning and strategic investments made by public and private partners to bring jobs, homes and businesses to our communities. Cities across the region have taken many actions and have had much success in activating their centers, despite this, many jurisdictions have further aspirations.

The State of the Centers Report is intended to facilitate discussion about local aspirations for the future and to compliment the many actions taken by the region's cities.

The State of the Centers report is intended to help communities understand their current conditions and develop their aspirations for the future.

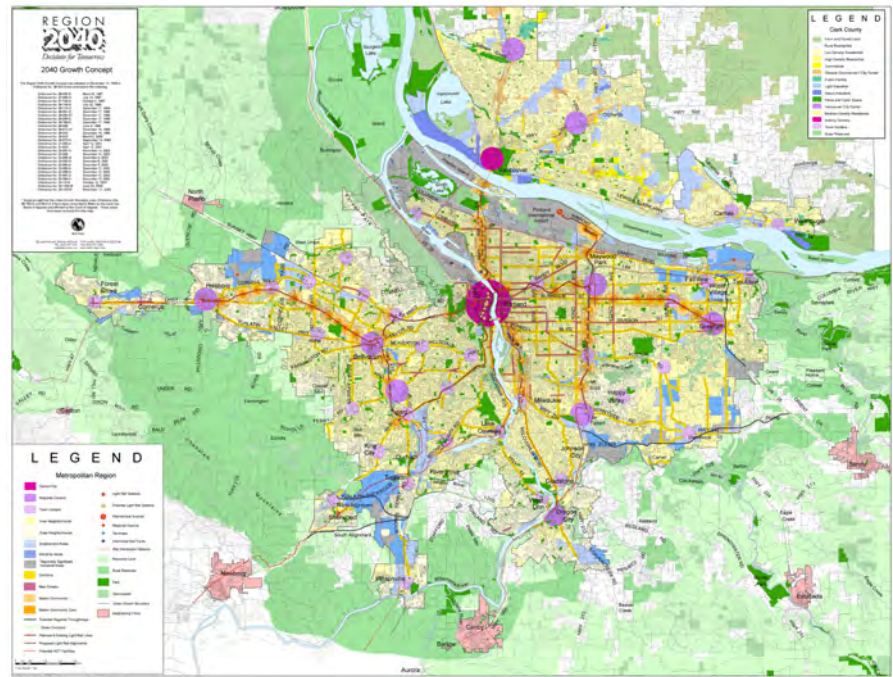
The State of the Centers report presents three separate sections to further support implementation of the 2040 growth concept, including:

Activity spectrum and typologies

that provide examples of successful centers in the Portland area that can be used to better understand relationships between transit, people per acre, urban form and the diversity of businesses in a vibrant community. More specifically, this analysis looks at certain businesses as ‘urban amenities’ that help create desirable local destinations and raise the activity levels of centers. These ‘Urban Living Infrastructure (ULI)’ businesses include brewpubs, bookstores, and coffee shops, among others.

Regional and town center descriptions that illustrate current population and employment concentrations as well as the number of ULI businesses. The report also provides current statistics on each centers’ residents, including median age, income and household size, current park and transit services, and key infrastructure for center development. These data represent a snapshot in time and will be updated periodically.

A publications list summarizes a number of publications that Metro has prepared to assist local communities develop their centers.



The State of the Centers report is particularly timely now, as the region moves toward a series of growth management decisions including how to meet the growth needs for the next 20 years, the size and location of urban and rural reserves for a 40 to 50 year time period, and the region’s transportation priorities. These decisions will be made in a time when limited financial capacity makes the return-on-investment calculations even more important.

The aspirations that a community has for its center, and the actions communities are willing to take to achieve those aspirations, will help support these centers as vibrant places. The State of the Centers report is intended to help

communities understand their current conditions and develop their aspirations for the future. Metro is committed to providing on-going assistance for achieving high-performing, vibrant centers across the region.

This report reflects current development and geographies of all of the centers in the Metro region using the most up-to-date data available. As a first draft, we are prepared to revise and add additional measures over time to make it more useful. We welcome questions and suggestions and value your input. Centers, like all places, are dynamic and constantly evolving, and we anticipate the need to update the information in this report over time.

Local Aspirations

What type of place do you want to be?



Making a vision a reality is no simple task. Often when people are asked to describe what they want their community to be like in the future they use descriptions of how it should look and function. They describe the businesses that would anchor the community and the amount of people coming and going on the street. Vibrant communities come in many varieties and, unfortunately, what makes them work is not easily derived from a simple formula. There are, however, a number of steps communities can take to encourage the development of a successful center. Most importantly, a successful, vibrant center needs a critical mass of people, both residents and workers, to sustain local businesses and to provide for efficient transit and other services. This base population can leverage a community's ability to create the kind of place it desires. The State of the Centers report provides information and tools for Metro area communities to examine, and to evaluate what kind of center they aspire to be, what their center could look like and what steps might be needed to get there.

The Activity spectrum and typologies

The Activity Spectrum and the associated Typologies are two comparative tools that can help communities in understanding

How to use the Activity Spectrum and Typologies

All places are unique and there is no one formula that would change an aspiring community into a vibrant center. The Activity Spectrum and Typologies provide an in-depth look at vibrant centers and can serve as benchmarks for comparison with the existing conditions of the Regional and Town Centers. The information presented here is aimed at assisting local communities in achieving the community aspirations they have envisioned.

and discussing their community aspirations. The first tool, the Activity Spectrum, shows successful centers of various sizes and activity levels. The intention of the tool is to provide reference points that can be used to establish specific population targets in order to achieve a community's aspiration. The Activity Spectrum uses six different districts within the City of Portland - three small neighborhood districts, similar to 2040 Main Streets or smaller Town Centers, and three large districts similar to 2040 Regional Centers or large Town Centers. They were selected to represent the wide range of possibilities for development in centers throughout the region, and their specific geographies have been selected for their compact mixed-use nature. These districts exhibit desirable characteristics such as an active pedestrian environment, access to a variety of transit options,

and a successful mix of retail, employment and housing that make many of them active during the day or through the evening.

The different districts are called 'Typologies' because they represent varying types of successful centers. An in-depth look at socio-geographic form using three primary indicators - Urban Amenities (ULI businesses as explained in the previous section), demographics and urban form are provided. Demographics include the number of people living and working in the district. Urban form is represented by the 'Floor Area Ratio' (FAR) which is the ratio of building area to lot size, and is a good measure of how intensely the land is being utilized.

Urban amenities

The data from the Activity Spectrum and Typologies show that there is a basic relationship between the number of people living and working in a given district and the number of urban amenities. As the number of total people (residents plus employees) goes up, so does the number of amenities. In addition the data show that there is variety in intensity, and for the most part, the lower the FAR the lower the number of amenities. Interestingly, the majority of the most intensely developed areas in the region are primarily two to four stories in

height. This shows that successful centers can take on many different forms and, with only moderately tall buildings, can accommodate a significant portion of the region's households.

About the data




















Geographic data are from Metro's Regional Land Information System (RLIS), a comprehensive set of geographic layers for the metropolitan region. The center boundaries reflect the definitions adapted by local jurisdictions and provided to Metro. Aerial imagery was taken in July 2007. Demographic and business data are derived from the Environmental Systems Research Institute (ERSI, www.esri.com) and infoUSA (www.infousa.com). Whenever possible, we have updated the businesses' data with local sources in order to provide the most up to date and accurate portrayal of the centers possible. The geographic areas used for these Typologies (and center descriptions) assumes that parks, streets and highways are not developable land and therefore are net areas and not the total gross acreage.

The Urban Living Infrastructure (ULI) amenities are a set of land use amenities that together comprise an active urban environment. These characteristics of place are based on the work of Urban Living Infrastructure Report commissioned by Metro and written by Johnson Gardner in June 2007. The box to

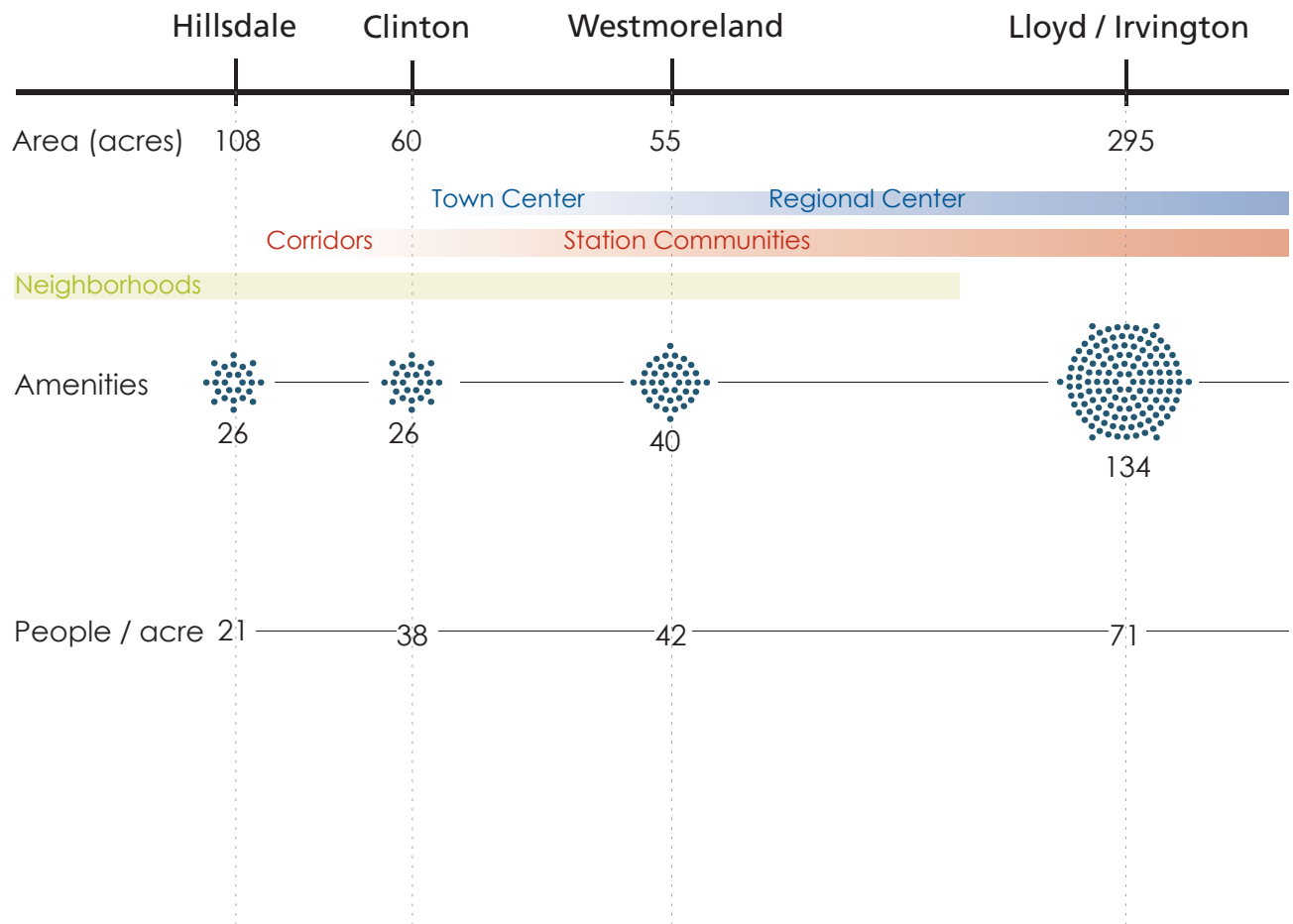
the left gives a sample of a center's ULI amenities.

There are many ways to display similar statistics, and we have attempted to provide statistics that illustrate the best comparisons possible. For instance, in each of the Regional and Town Center descriptions, the centers are compared to either unweighted Town Center averages or unweighted Regional Center averages. All centers are different and have varying geographies. Some, such as the Hollywood Town Center, are small primarily mixed-use areas, but surrounded by large residential areas. Others, like Forest Grove, have comparatively small populations, but have unique circumstances (Forest Grove has a large student population not included in census population numbers). As stated in the report's introduction, all centers are constantly evolving as new residents arrive and businesses grow or change hands. The data provided here gives a general picture of the state of each center, but it is also important to look for other circumstances that make each center unique.

Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		1
Brew Pub		0
Child Care		1
Cinema		1
Clothing Store		19
Coffee Shop		6
Deli		0
Dry Cleaner		2
Fast Food Restaurant		6
Fitness Gym		0
Full Service Restaurant		24
Garden Store		0
Grocery Store		4
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		1

ACTIVITY SPECTRUM



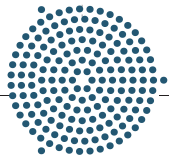


Nob Hill

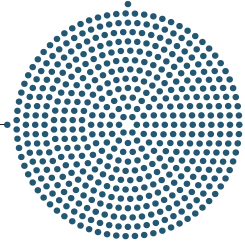
Downtown / Pearl District

358

754



174



485

99

216

Typologies



Downtown and the Pearl District

FOCUS | Employment, entertainment hub and tourist destination



Activity level

24 hour

Jobs to housing ratio

8:1

Economic focus

Employment and Tourism

Median household size

1.3

Median household income (2007)

\$26,000

Median age

36

Home ownership

13%

People per acre

216

Dwelling units per acre

24

Floor Area Ratio (FAR)

3:1

Downtown and the Pearl District include significant amounts of employment and businesses and an expanding housing stock. More than 13,000 residents live within a quarter mile of the district and during the day the district and this surrounding area host more than 75,000 workers. Additionally, the area is the primary tourist destination in the region, boasting multiple theaters, museums, restaurants and high-end retailers.

The area has a jobs to housing balance of 8:1, 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 includes office jobs, high-end and specialty retailers, grocery stores, farmers markets, museums and many limited-service restaurants. Nighttime activity includes full-service 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 an additional range of businesses that include: bars, 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 lines, multiple bus lines, a streetcar system and pedestrian friendly streetscapes based on an urban style 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 also 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.

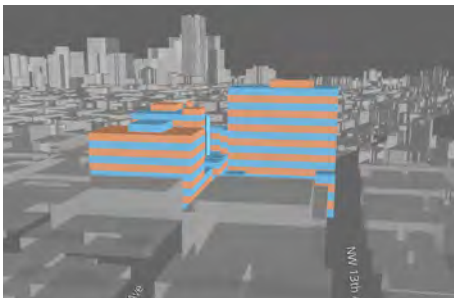


24-hour

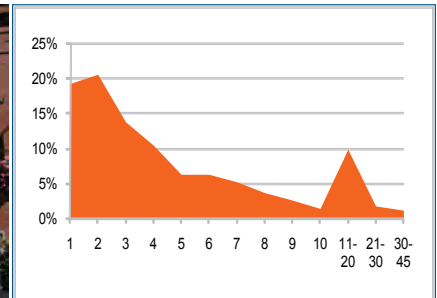


Amenities		
Bakery		8
Bar		19
Bike Shop		10
Book Store		10
Brew Pub		2
Child Care		9
Cinema		9
Clothing Store		46
Coffee Shop		56
Deli		12
Dry Cleaner		17
Fast Food Restaurant		11
Fitness Gym		15
Full Service Restaurant		222
Garden Store		3
Grocery Store		15
Ltd Service Restaurant		8
Music Store		6
Wine Bar/Sales		5

Urban form of selected buildings



Distribution of building heights
within the entire district



Nob Hill District

FOCUS | Tourism and entertainment



Activity level

24 hour

Jobs to housing ratio

2:1

Economic focus

Tourism and entertainment

Median household size

1.4

Median household

income (2007)

\$37,000

Median age

34

Home ownership

12%

People per acre

99

Dwelling units per acre

28

Floor Area Ratio (FAR)

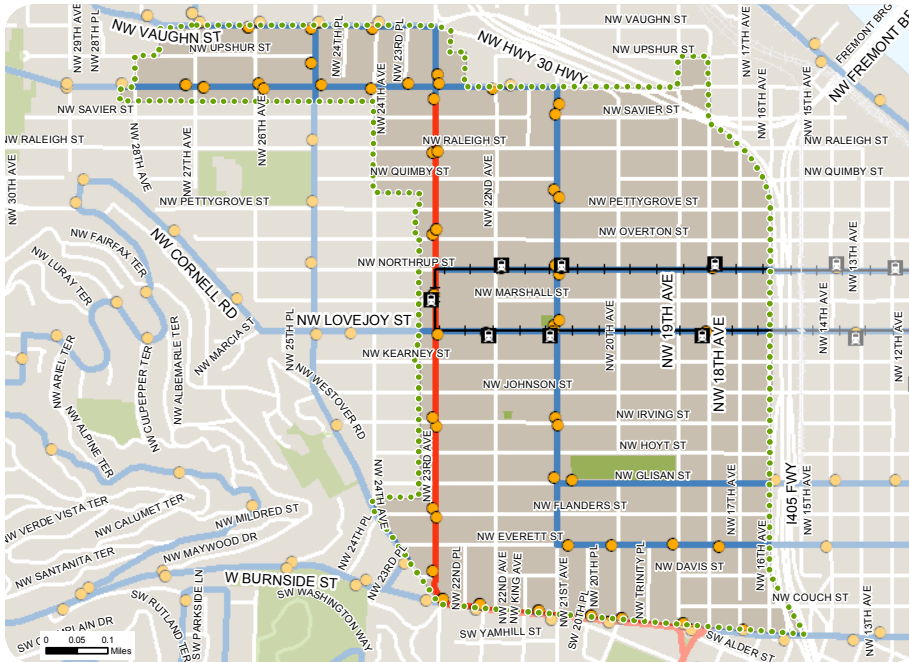
1.14:1

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. Including the immediate surrounding area the district has more than 8,500 residents and 13,000 workers. The area has a jobs to housing balance of 2:1, and 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: bars, 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 pedestrian friendly streetscapes based on an urban style grid network and narrow streets. 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. There is limited structured and surface parking in the area, however adequate on-street parking is available. Various forms of public transit and walkable streetscapes provide multiple travel options into and out of the district.

24-hour

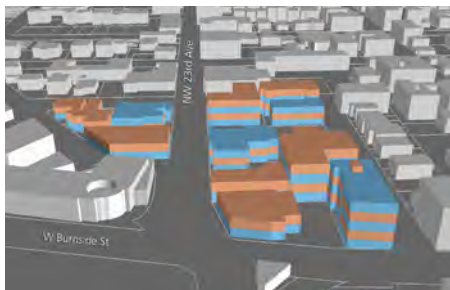


- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- WES commuter rail
- Light rail (under construction)
- Light rail
- frequent service
- Standard service
- Parks

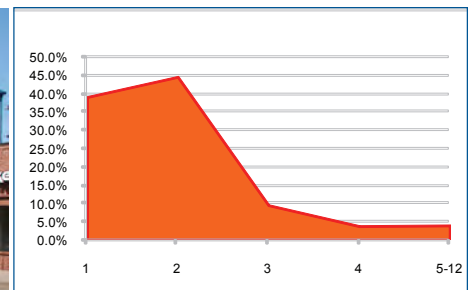
Amenities

Bakery		5
Bar		6
Bike Shop		6
Book Store		3
Brew Pub		2
Child Care		2
Cinema		1
Clothing Store		27
Coffee Shop		15
Deli		2
Dry Cleaner		4
Fast Food Restaurant		2
Fitness Gym		5
Full Service Restaurant		77
Garden Store		1
Grocery Store		9
Ltd Service Restaurant		1
Music Store		1
Wine Bar/Sales		3

Urban form of selected buildings



Distribution of building heights within the entire district



Lloyd / Irvington District

FOCUS | Shopping and employment



Activity level

18 hour

Jobs to housing ratio

7:1

Economic focus

Shopping and Employment

Median household size

1.5

Median household

income (2007)

\$42,000

Median age

37

Home ownership

20%

People per acre

71

Dwelling units per acre

8

Floor Area Ratio (FAR)

1.48:1

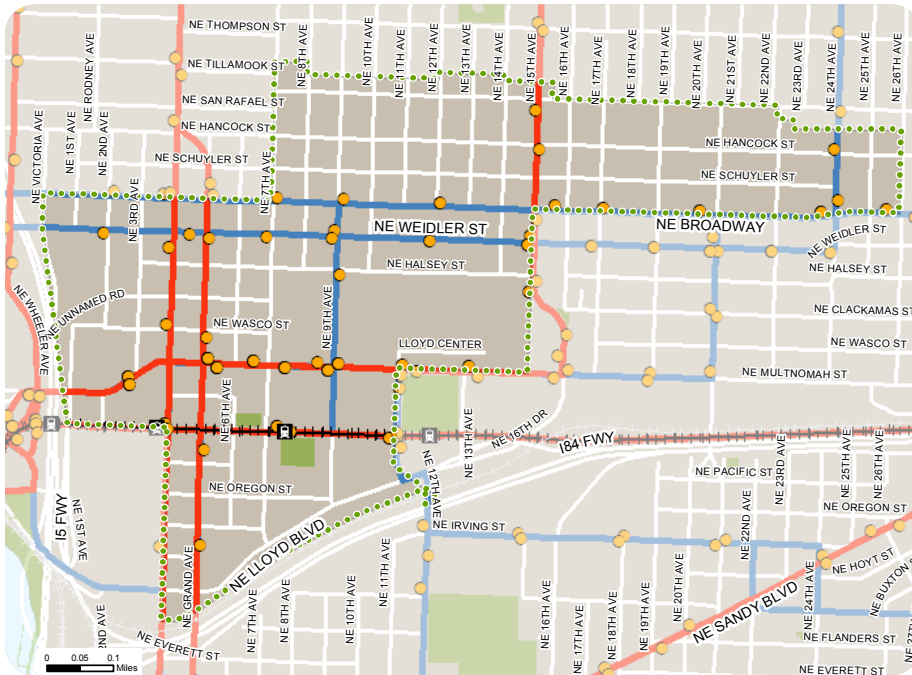
Lloyd / Irvington is a moderately populated district with an emphasis on employment and commercial retail activities. This district focuses on office and retail employment, which is highlighted by a regional shopping center and several large-scale office complexes. Additionally, the core of the center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

The area has a jobs to housing ratio of almost 7:1, 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 a limited number of full-service fine dining 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.

18-hour

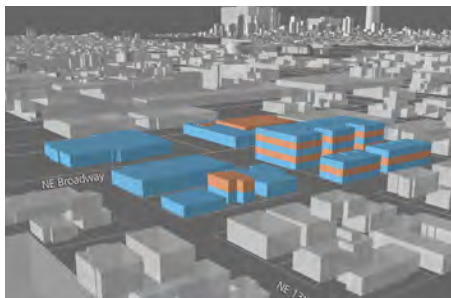


- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks

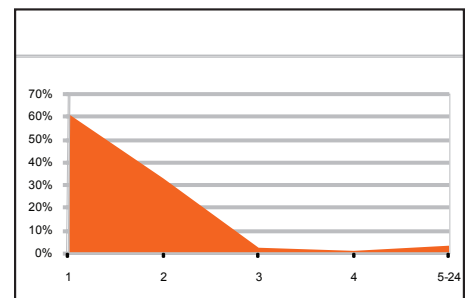
Amenities

Bakery		3
Bar		1
Bike Shop		3
Book Store		4
Brew Pub		0
Child Care		4
Cinema		1
Clothing Store		29
Coffee Shop		13
Deli		0
Dry Cleaner		4
Fast Food Restaurant		10
Fitness Gym		2
Full Service Restaurant		52
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		1
Music Store		4
Wine Bar/Sales		1

Urban form of selected buildings



Distribution of building heights within the entire district



Westmoreland District

FOCUS | Specialty retail, small town feel



Activity level

18 hour

Jobs to housing ratio

3:1

Economic focus

Shopping and dining

Median household size

1.8

Median household

income (2007)

\$49,000

Median age

41

Home ownership

55%

People per acre

42

Dwelling units per acre

9

Floor Area Ratio (FAR)

.41:1

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 jobs to housing balance of almost 3:1, and while it is a hub for specialty retail it also has a significant amount of housing in the surrounding area. The majority of the housing is single-family residential, of which 55 percent is owner occupied. The majority of the jobs in the district are retail oriented, meaning that most people leave the area to work.

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, two cinemas and multiple full-service restaurants.

As a regional shopping destination, the majority of access comes in the form of automobile traffic. 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 head-ways and multiple stops. The street network is mainly small block in nature with narrower residential streets just off the main thoroughfare. This street network promotes pedestrian movement throughout the district.

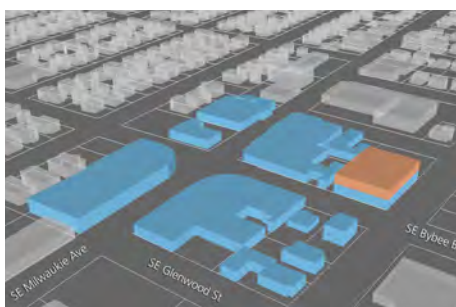
18-hour



- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- frequent service
- Standard service
- Parks

Amenities		
Bakery		0
Bar		3
Bike Shop		1
Book Store		1
Brew Pub		0
Child Care		0
Cinema		2
Clothing Store		7
Coffee Shop		5
Deli		0
Dry Cleaner		2
Fast Food Restaurant		0
Fitness Gym		1
Full Service Restaurant		16
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

Urban form of selected buildings



Distribution of building heights within the entire district



Clinton District

FOCUS | Dining and entertainment



Activity level

18 hour

Jobs to housing ratio

2:1

Economic focus

Dining and entertainment

Median household size

1.95

Median household

income (2007)

\$50,000

Median age

34

Home ownership

44%

People per acre

38

Dwelling units per acre

11

Floor Area Ratio (FAR)

.55:1

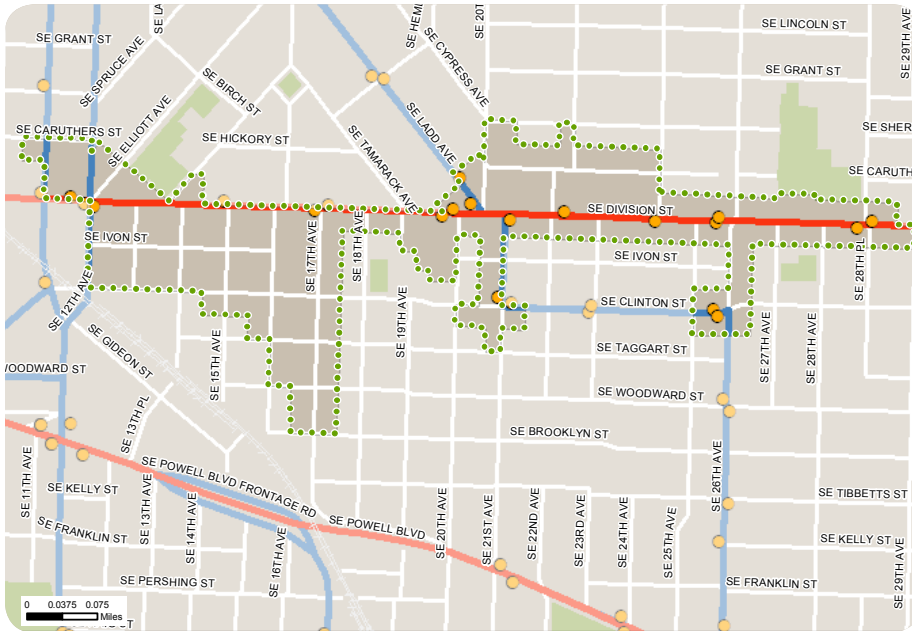
Clinton is a moderately populated district with a focus on dining and entertainment. There are several full service restaurants and bars in this district, a movie theater and a specialty video rental store. The area also includes a number of coffee shops, vintage clothing stores and record shops. This unique district serves 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 job to housing balance of 2:1 which, coupled with its low employment numbers, indicates that many of the residents of the area leave to go to work. 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 44 percent is owner occupied. Significant infill development has also been prevalent in this area primarily in the form of duplexes and condominium development.

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 accessed through several different transportation options. The district is a network of narrow streets and small blocks, 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.

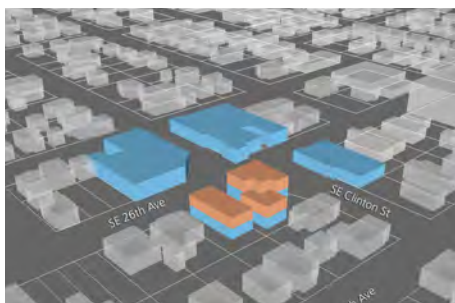
18-hour



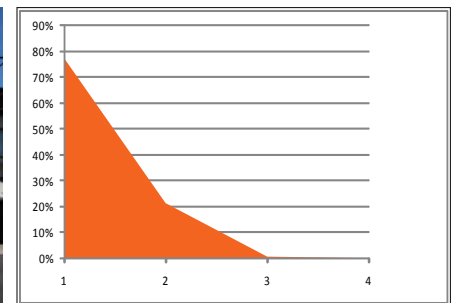
- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks

Amenities		
Bakery		0
Bar		5
Bike Shop		1
Book Store		0
Brew Pub		0
Child Care		0
Cinema		1
Clothing Store		2
Coffee Shop		3
Deli		0
Dry Cleaner		0
Fast Food Restaurant		0
Fitness Gym		0
Full Service Restaurant		8
Garden Store		0
Grocery Store		2
Ltd Service Restaurant		1
Music Store		2
Wine Bar/Sales		0

Urban form of selected buildings



Distribution of building heights within the entire district



Hillsdale District

FOCUS | Dining and local services



Activity level

14 hour

Jobs to housing ratio

3:1

Economic focus

Dining and local services

Median household size

2.08

Median household

income (2007)

\$55,000

Median age

33

Home ownership

36%

People per acre

29

Dwelling units per acre

10

Floor Area Ratio (FAR)

0.38:1

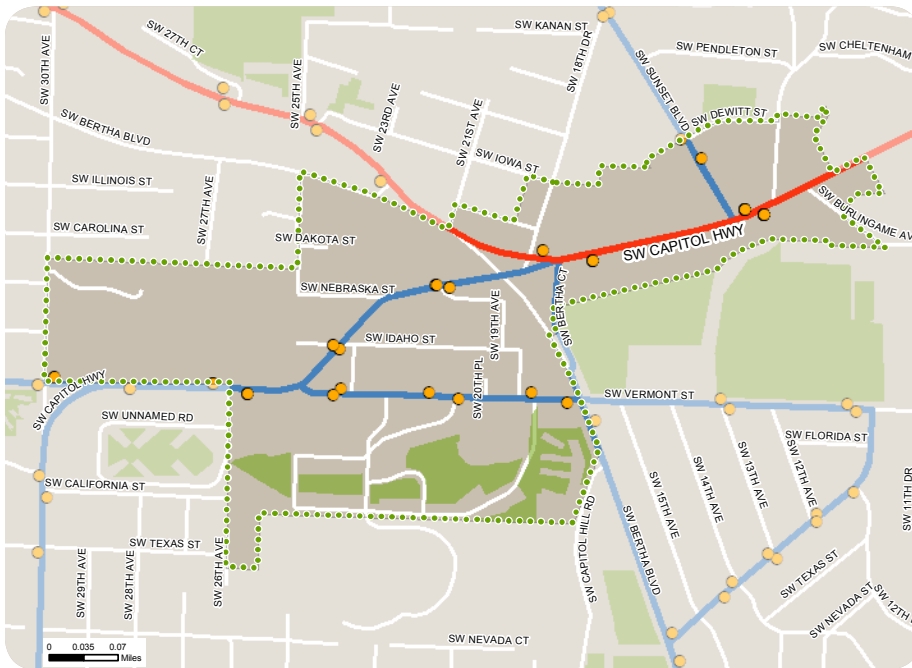
Hillsdale is a district with a more suburban, single-family residential feel. The area was historically considered a Main Street, serving the local population. Today, the area is still primarily geared toward serving the local population, but the main street is now a state highway and significant efforts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

The area has a job to housing balance of 3:1, but the total number of jobs is actually quite low. This would indicate that a majority of the population leave the area to work, while any jobs found within the center are predominantly retail or restaurant focused. Housing in the district is mainly 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 the restaurants found in the center. There are no bars or nightclubs located within the Hillsdale center.

Hillsdale is accessed predominantly via the automobile. The area displays a more curvilinear street pattern, with a lack of sidewalks in some areas. Parking is generally found in surface lots and on street. The use of parking structures is limited due to land values and uses in this center. Frequent bus and several other buses serve Hillsdale, providing public transit to the area.

14-hour



- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops

- Light rail
- frequent service
- Standard service
- Parks

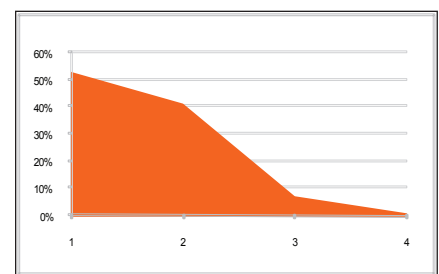
Amenities

Bakery		2
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		4
Cinema		0
Clothing Store		4
Coffee Shop		6
Deli		2
Dry Cleaner		4
Fast Food Restaurant		2
Fitness Gym		1
Full Service Restaurant		22
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		4
Music Store		0
Wine Bar/Sales		0

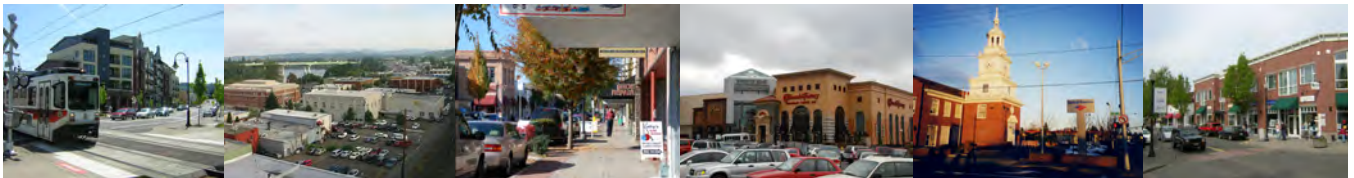
Urban form of selected buildings



Distribution of building heights within the entire district



Regional Centers



Regional Centers

Seven areas of concentration



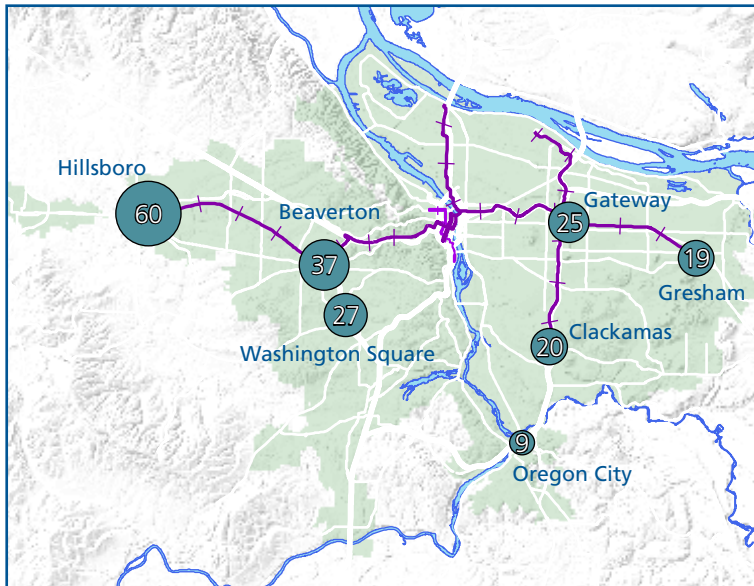
Regional Centers are the focus of redevelopment, multi-modal transit connections, and concentrated future growth. Eventually, rail connections will tie all of the regional centers to each other and the central city area of Portland. There are seven regional centers, serving four market areas (outside of the central city market area). Hillsboro, Beaverton and Washington Square serve Washington County, the West Hills and the communities along the 1-5 Corridor. Oregon City and Clackamas serve northern Clackamas County and the I-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 are well connected to the rest of the region through MAX lines, the WES and frequent bus service. Urban form varies greatly from center to center. Hillsboro, Oregon City, Beaverton and Gresham all have grid street patterns and maintain a small city feel. Washington Square, Clackamas and Gateway all arose through concentrations of retail outlets especially those situated in large suburban style malls. A few Regional Centers, such as



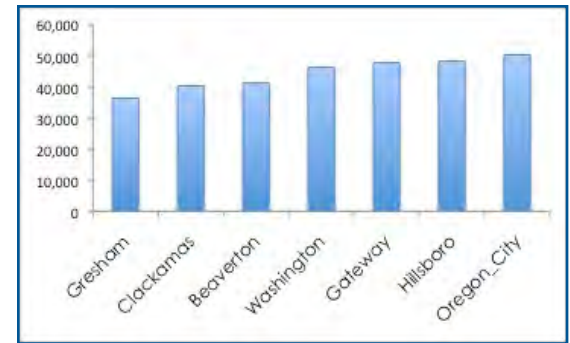
Hillsboro, Gateway and Clackamas are utilizing Urban Renewal to spur growth. While the others have unique circumstances that have encouraged development. Oregon City, for example, is the site of a new large lifestyle center that should bring more shopping and employment into the center. All centers are actively planning for redevelopment and access improvements.

Beaverton
Clackamas
Gateway
Gresham
Hillsboro
Oregon City
Washington Square

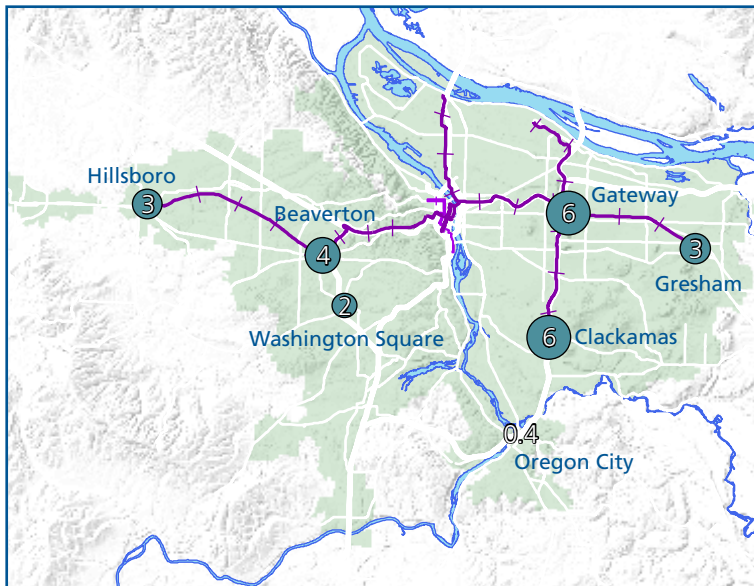
People per acre



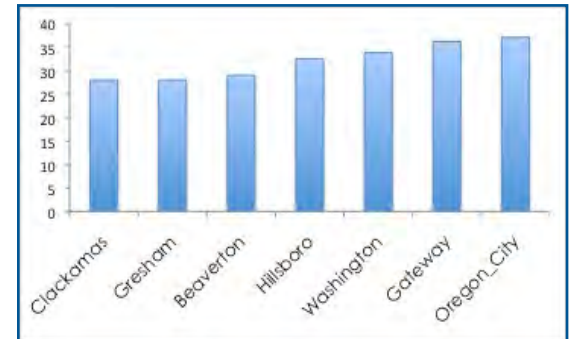
Median income



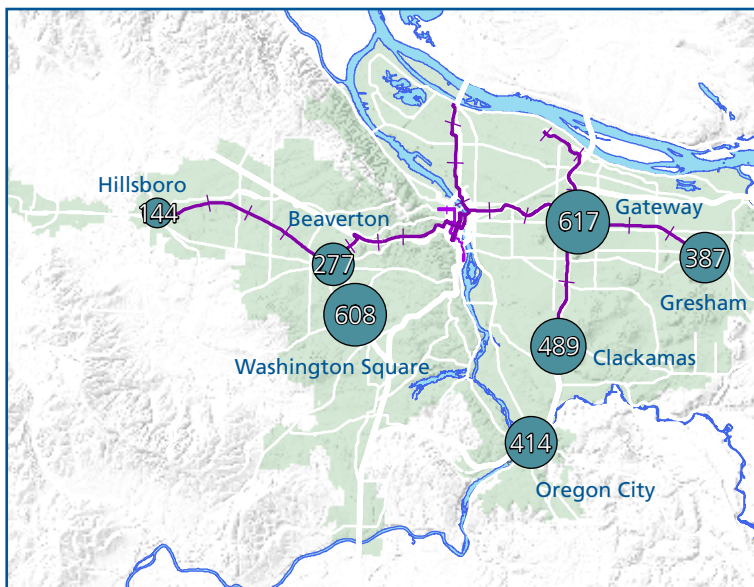
Dwelling units per acre



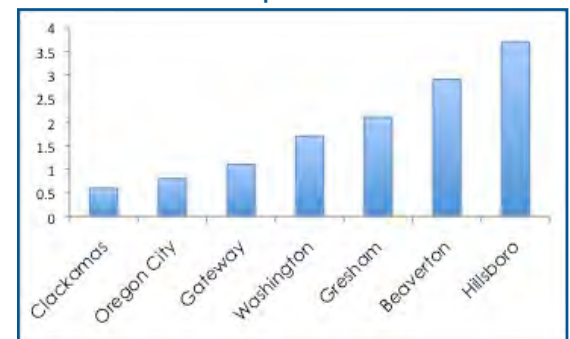
Median age



Total acres



Total businesses per acre






















Beaverton

Regional Center



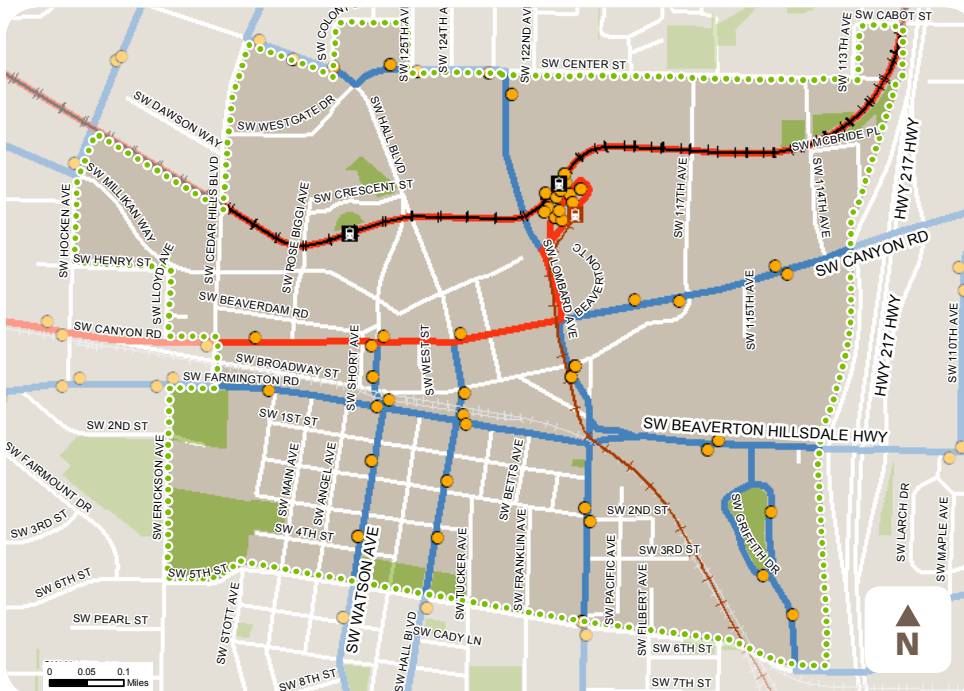
Amenities

Bakery		1
Bar		4
Bike Shop		2
Book Store		3
Brew Pub		0
Child Care		0
Cinema		1
Clothing Store		12
Coffee Shop		9
Deli		1
Dry Cleaner		2
Fast Food Restaurant		4
Fitness Gym		5
Full Service Restaurant		45
Garden Store		2
Grocery Store		9
Ltd Service Restaurant		1
Music Store		1
Wine Bar/Sales		0

The Beaverton Regional Center covers 277 acres and is a mix of residential, employment and commercial businesses. It is easily accessed by the major arterial Highway 217, among other major bisecting arterials. The center is well connected to Washington County and the region with two MAX light rail stops and multiple frequent and regular services bus routes. Beaverton has 100 Urban Living Infrastructure businesses, 37 people per acre and a jobs housing ratio of 6:1.

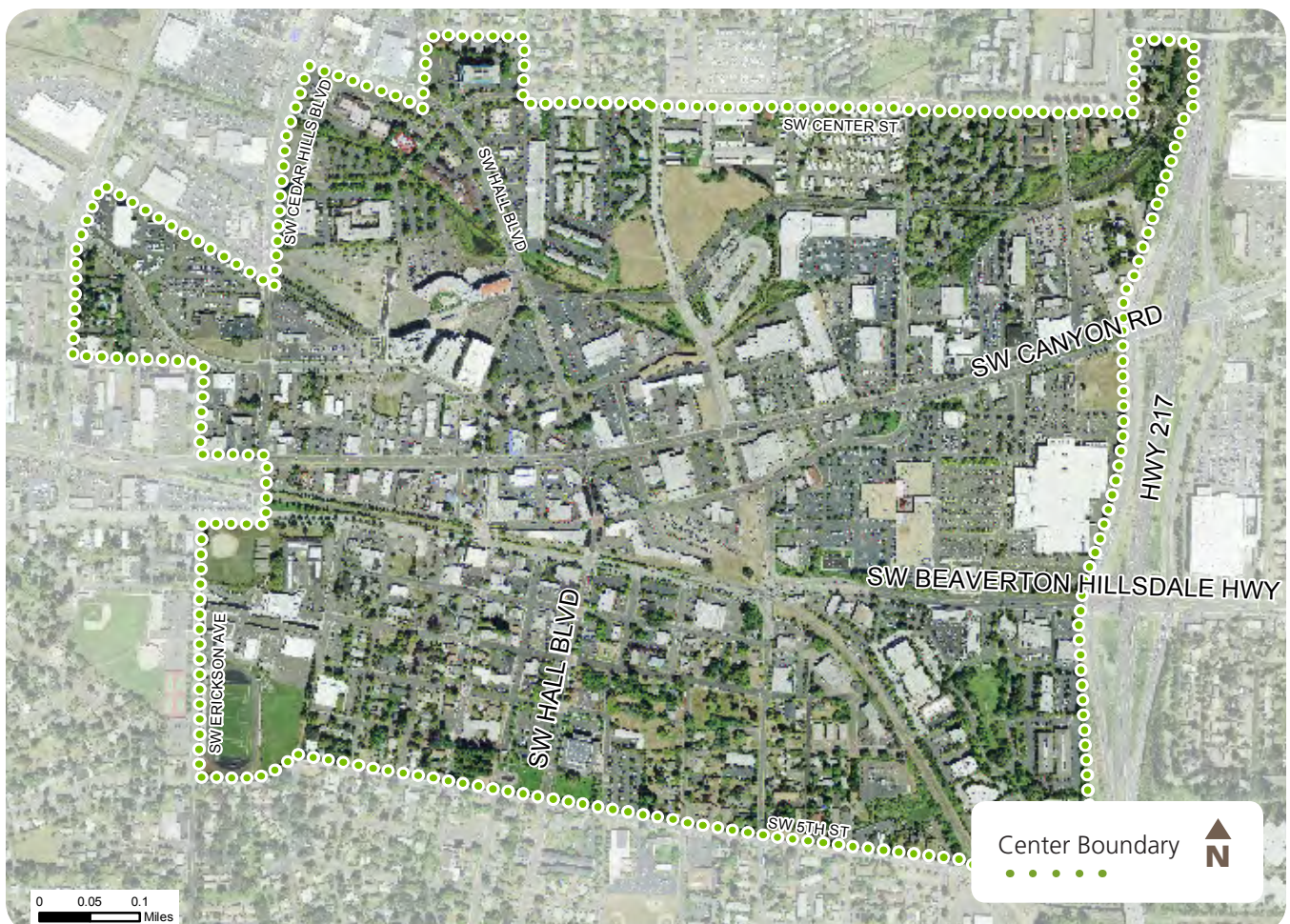
By the numbers

	Beaverton	Regional Center Averages
Jobs to housing ratio	6:1	9:1
Median household size	2.6	2.7
Median household income (2007)	\$41,217	\$44,326
Median age	29	32
Home ownership	25%	34%
People per acre	37	28
Dwelling units per acre	4	3
Total businesses per acre	2.9	1.85



Beaverton Regional Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Clackamas Regional Center



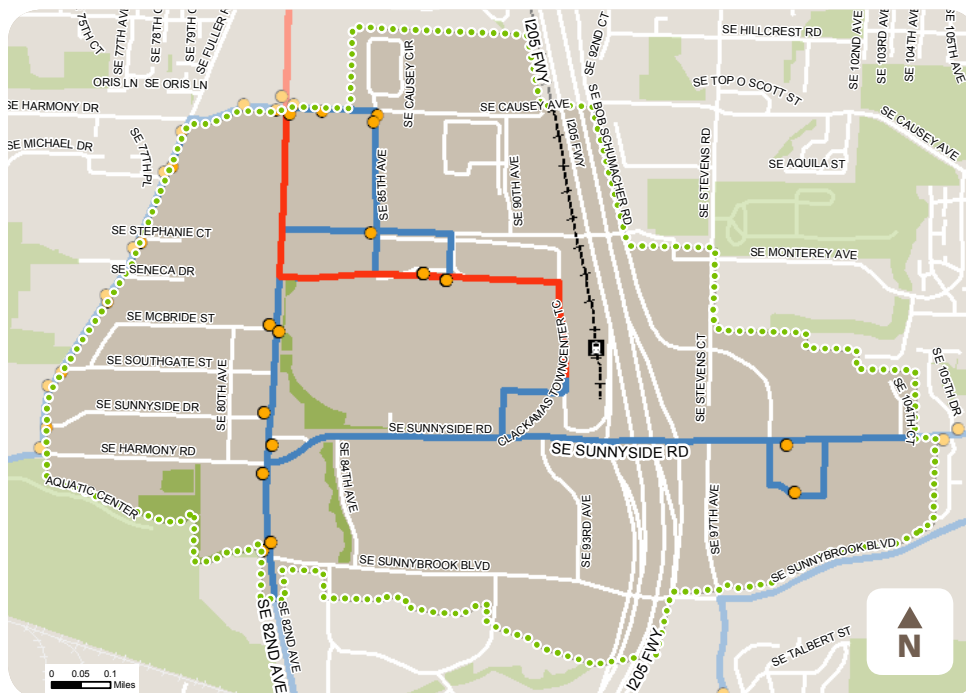
Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		1
Brew Pub		1
Child Care		0
Cinema		1
Clothing Store		56
Coffee Shop		8
Deli		0
Dry Cleaner		1
Fast Food Restaurant		19
Fitness Gym		2
Full Service Restaurant		21
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		2
Music Store		3
Wine Bar/Sales		0










The Clackamas Regional Center encompasses 489 acres and is the retail hub of northern Clackamas County and much of east Portland. Located conveniently along Interstate 205, the center is home to a large regional mall and many destination shops and services. Starting in 2009 a MAX Green Line station will open connecting the center to downtown Portland with a travel time less than 45 minutes. The center has abundant surface parking and is part of an active Urban Renewal district.

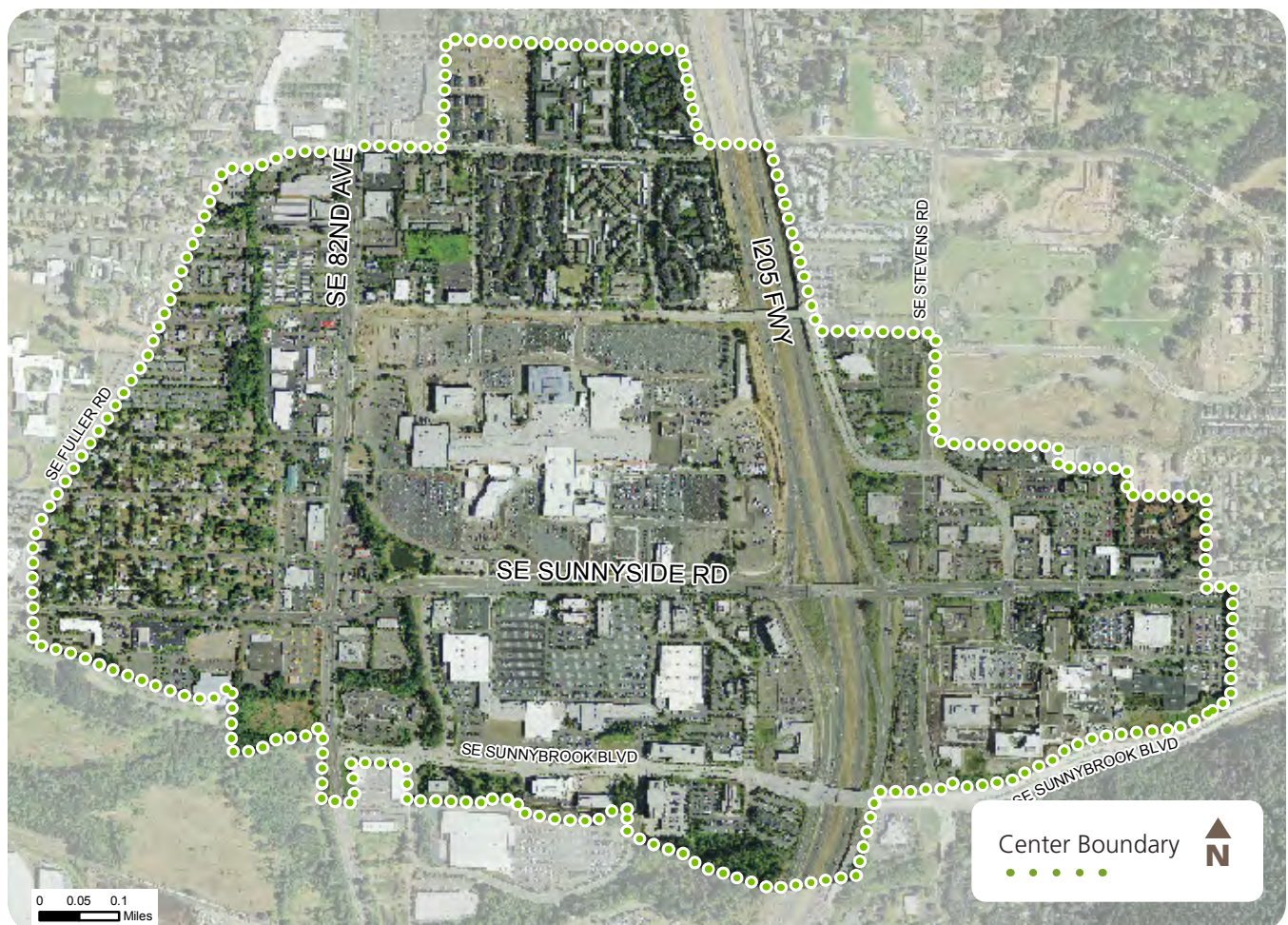
By the numbers

	Clackamas	Regional Center Averages
Jobs to housing ratio	2:1	9:1
Median household size	2.2	2.7
Median household income (2007)	\$40,305	\$44,326
Median age	28	32
Home ownership	16%	34%
People per acre	20	28
Dwelling units per acre	6	3
Total businesses per acre	0.6	1.85



Clackamas Regional Center




















-  Center boundary
-  Light rail stops
-  Commuter rail stops
-  Bus stops
-  Light rail (under construction)
-  Light rail
-  Frequent service
-  Standard service
-  Parks



Gateway Regional Center



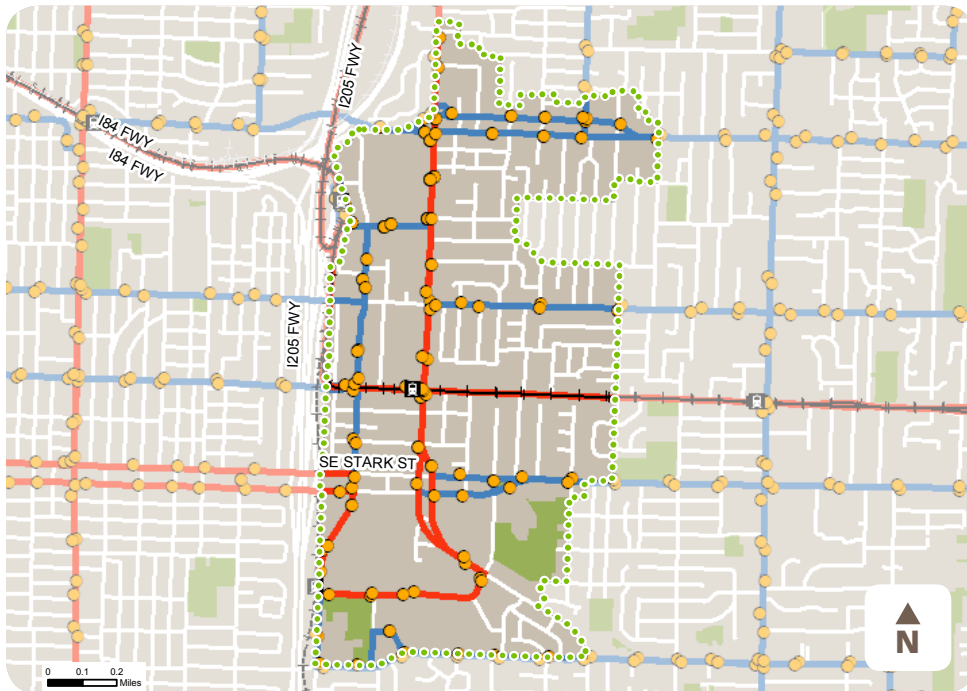
Amenities

Bakery		0
Bar		5
Bike Shop		1
Book Store		2
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		7
Coffee Shop		7
Deli		3
Dry Cleaner		4
Fast Food Restaurant		4
Fitness Gym		6
Full Service Restaurant		34
Garden Store		0
Grocery Store		4
Ltd Service Restaurant		1
Music Store		1
Wine Bar/Sales		0

The Gateway Regional Center covers 617 acres and serves northeast and eastern portions of the city 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 as it is the crossing point of interstate highways 205 and 84. Currently there are two and soon there will be three MAX light rail lines that run frequently through the center along with the already present multiple bus lines. The center is also part of an active Urban Renewal district.

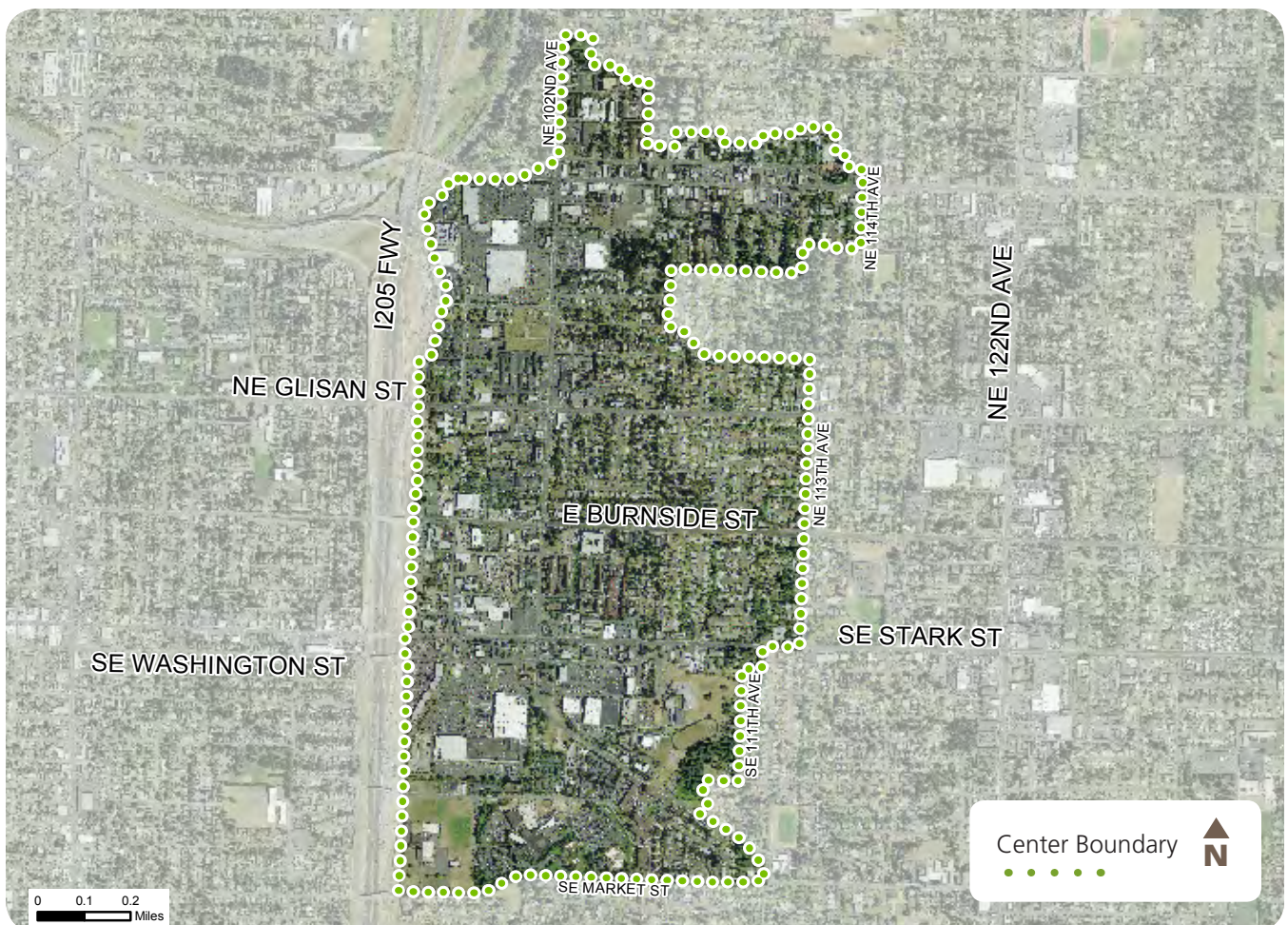
By the numbers

	Gateway	Regional Center Averages
Jobs to housing ratio	2:1	9:1
Median household size	2.5	2.7
Median household income (2007)	\$47,721	\$44,326
Median age	36	32
Home ownership	42%	34%
People per acre	25	28
Dwelling units per acre	6	3
Total businesses per acre	1.1	1.85



Gateway Regional Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Gresham Regional Center



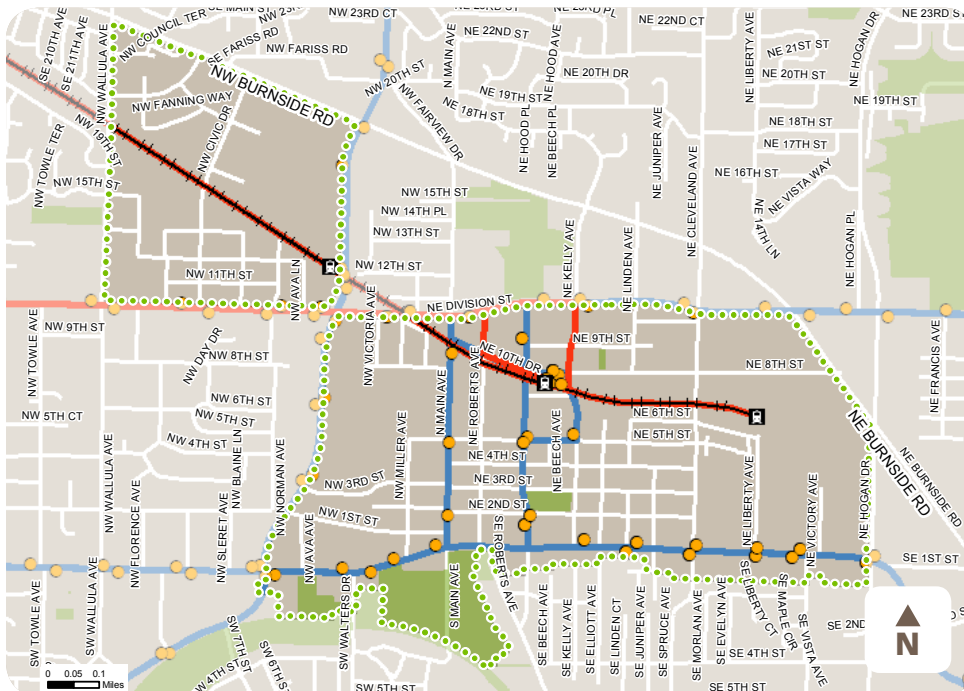
Amenities

Bakery		1
Bar		2
Bike Shop		3
Book Store		1
Brew Pub		1
Child Care		2
Cinema		1
Clothing Store		12
Coffee Shop		5
Deli		2
Dry Cleaner		2
Fast Food Restaurant		2
Fitness Gym		2
Full Service Restaurant		28
Garden Store		1
Grocery Store		3
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		1

The Gresham Regional Center is a 387 acres Regional Center that serves all of eastern Multnomah County and is the final eastern terminus of the MAX Blue Line. Although not on an interstate highway the center is easily accessed by multiple major arterials. The center has 19 people per acre, a median age of 28 and a jobs to housing ratio of 5:1. The Civic Center station area, within the Regional Center, has developed as one of the region's transit oriented development sites, with planned public and private investments surrounding the transit station.

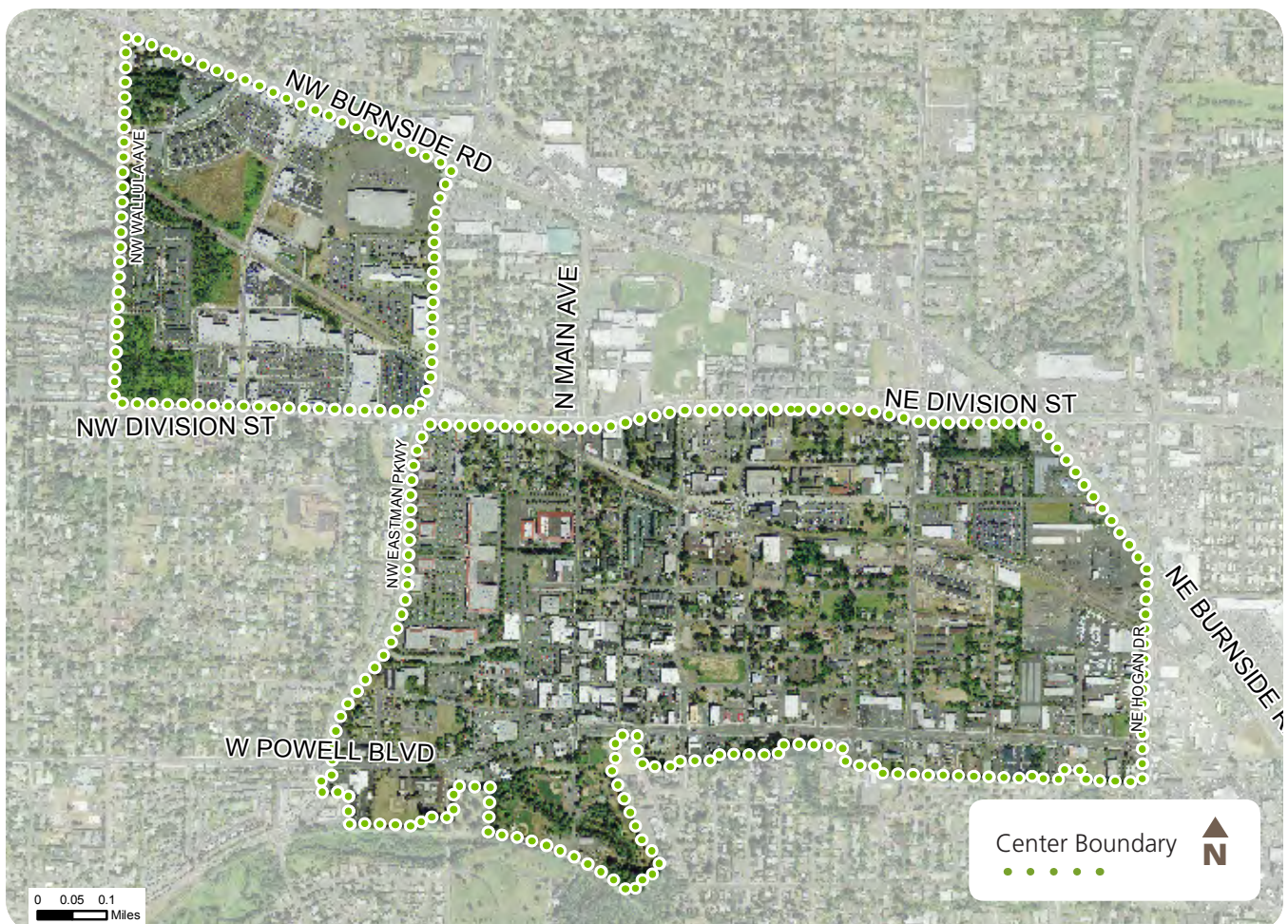
By the numbers

	Gresham	Regional Center Averages
Jobs to housing ratio	5:1	9:1
Median household size	2.8	2.7
Median household income (2007)	\$36,325	\$44,326
Median age	28	32
Home ownership	17%	34%
People per acre	19	28
Dwelling units per acre	3	3
Total businesses per acre	2.1	1.85



Gresham Regional Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks






















Hillsboro

Regional Center



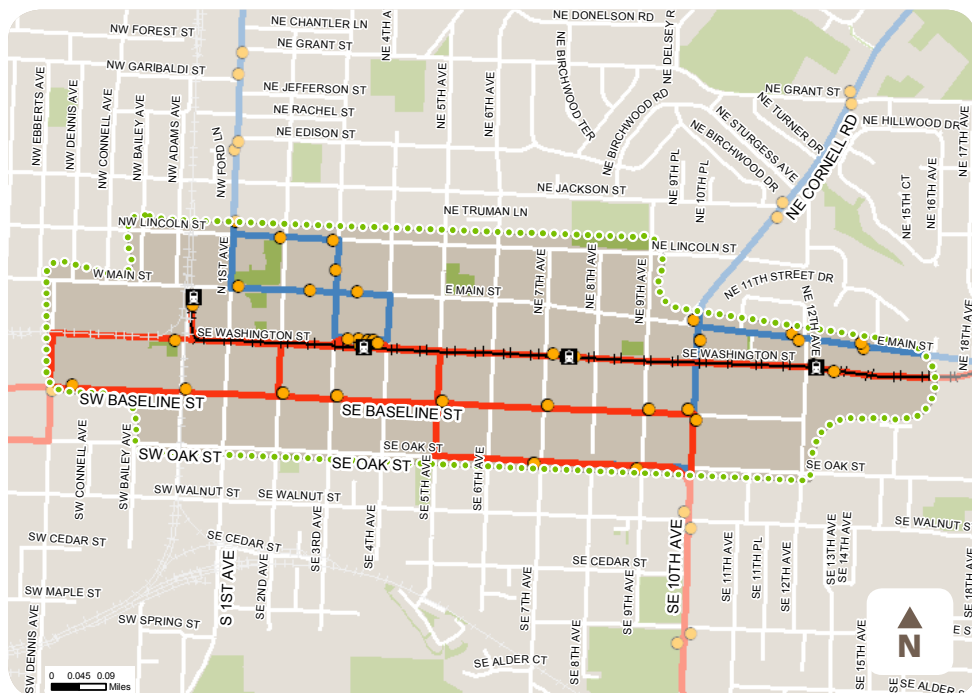
Amenities

Bakery		2
Bar		1
Bike Shop		1
Book Store		1
Brew Pub		0
Child Care		4
Cinema		0
Clothing Store		9
Coffee Shop		3
Deli		3
Dry Cleaner		3
Fast Food Restaurant		3
Fitness Gym		0
Full Service Restaurant		3
Garden Store		0
Grocery Store		4
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0









Hillsboro covers 144 acres and is the western terminus of the MAX Blue Line. The center serves Washington County along with many rural areas outside of the urban growth boundary. Unlike other more centrally located regional centers, Hillsboro maintains its small city feel, with a thriving main street and grid street network. The center is served by Tualatin Valley Highway, and is well served both by the MAX and frequent bus service.

By the numbers

	Hillsboro	Regional Center Averages
Jobs to housing ratio	13:1	9:1
Median household size	2.8	2.7
Median household income (2007)	\$48,224	\$44,326
Median age	33	32
Home ownership	47%	34%
People per acre	60	28
Dwelling units per acre	3	3
Total businesses per acre	3.7	1.85



Hillsboro Regional Center




















-  Center boundary
-  Light rail stops
-  Commuter rail stops
-  Bus stops
-  Light rail
-  Frequent service
-  Standard service
-  Parks



Oregon City Regional Center



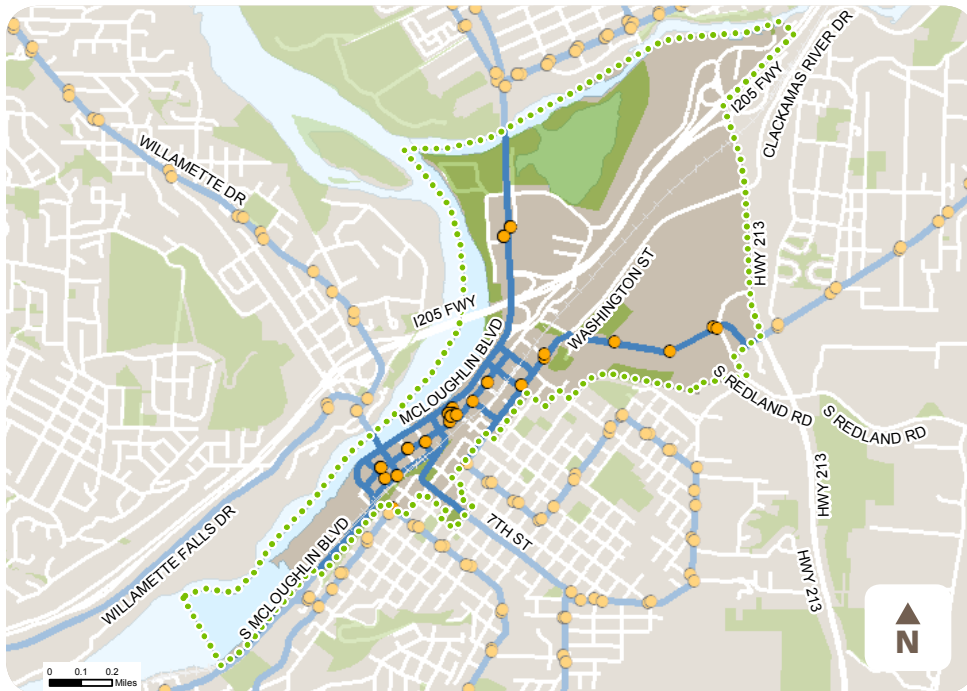
Amenities

Bakery		1
Bar		8
Bike Shop		1
Book Store		2
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		3
Deli		1
Dry Cleaner		0
Fast Food Restaurant		3
Fitness Gym		2
Full Service Restaurant		15
Garden Store		1
Grocery Store		0
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

Oregon City, at 414 acres, is the southernmost Regional Center and serves Clackamas County along with neighboring cities. One of the earliest incorporated cities in the state, Oregon City has a grid pattern street network and abuts the Willamette River. Retail and housing development has increased in the northern section of the center close to Interstate 205. There are several bus lines that connect Oregon City to the region, and light rail connections are in an early planning phase.

By the numbers

	Oregon City	Regional Center Averages
Jobs to housing ratio	23:1	9:1
Median household size	2.6	2.7
Median household income (2007)	\$50,270	\$44,326
Median age	37	32
Home ownership	52%	34%
People per acre	9	28
Dwelling units per acre	0.3	3
Total businesses per acre	0.8	1.85



Oregon City Regional Center

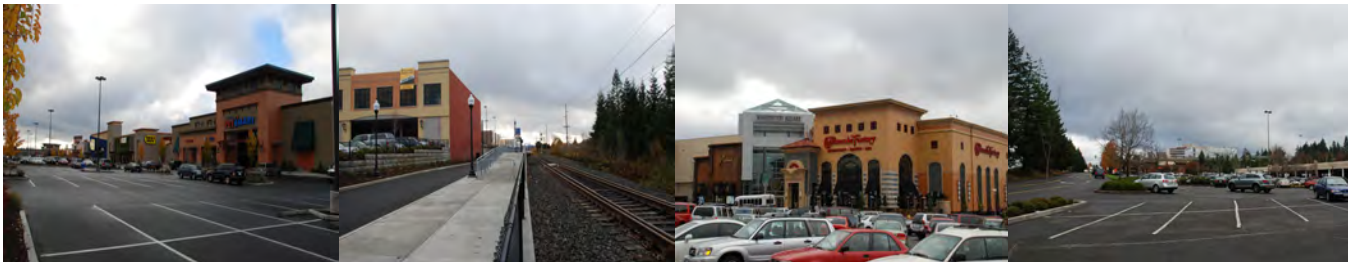
- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks






















Center Boundary



Washington Square Regional Center



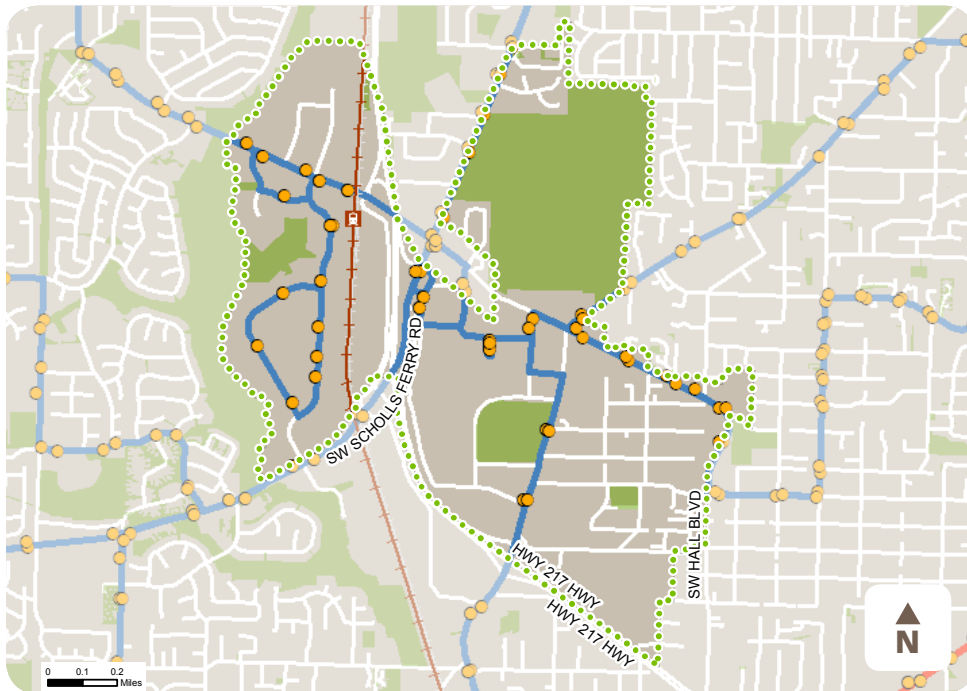
Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		4
Brew Pub		1
Child Care		3
Cinema		0
Clothing Store		66
Coffee Shop		11
Deli		3
Dry Cleaner		2
Fast Food Restaurant		18
Fitness Gym		4
Full Service Restaurant		31
Garden Store		1
Grocery Store		2
Ltd Service Restaurant		0
Music Store		1
Wine Bar/Sales		0

Washington Square is a 608 acre center and a major retail hub for its section of the region. The Washington Square mall is a thriving shopping center and has attracted many other satellite retail developments. Situated at the intersection of two major arterials, Washington Square is well connected to other parts of Washington County. Starting in 2009 the WES Commuter Rail will connect Washington Square to a corridor of development from Wilsonville to Beaverton.

By the numbers

	Washington Square	Regional Center Averages
Jobs to housing ratio	11:1	9:1
Median household size	2.3	2.7
Median household income (2007)	\$46,222	\$44,326
Median age	34	32
Home ownership	36%	34%
People per acre	5	28
Dwelling units per acre	2	3
Total businesses per acre	1.7	1.85

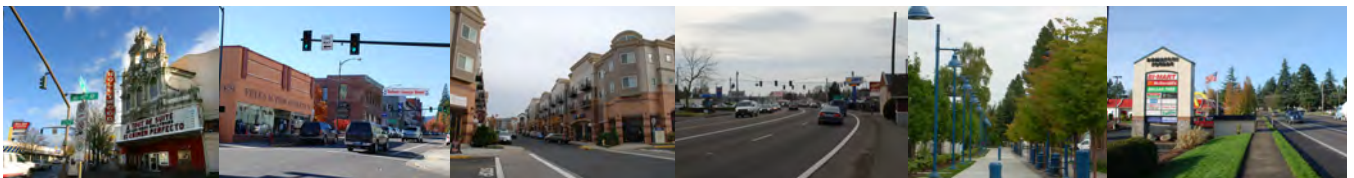


Washington Square Regional Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Town Centers



Town Centers

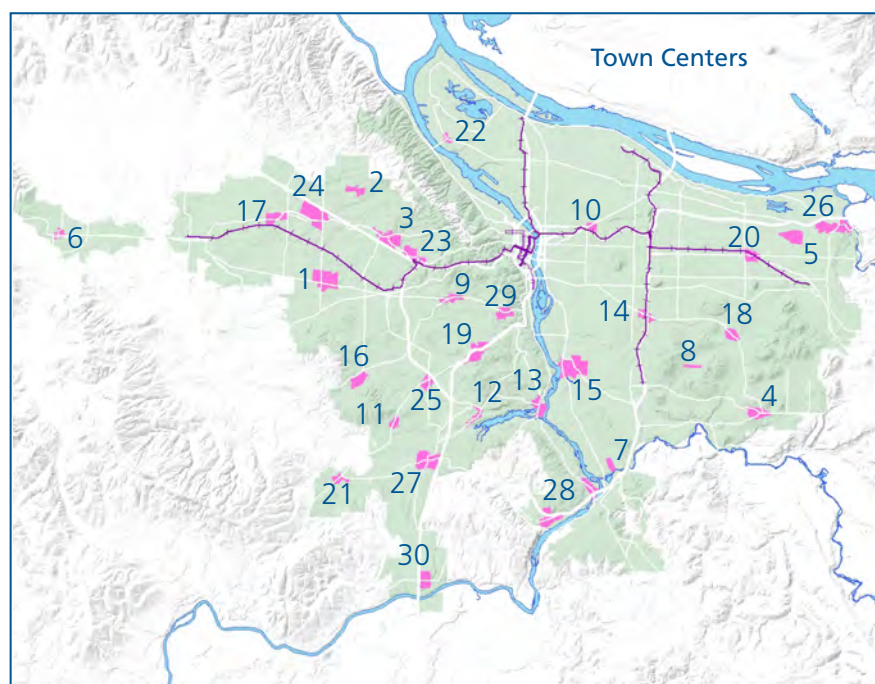
Building a strong community



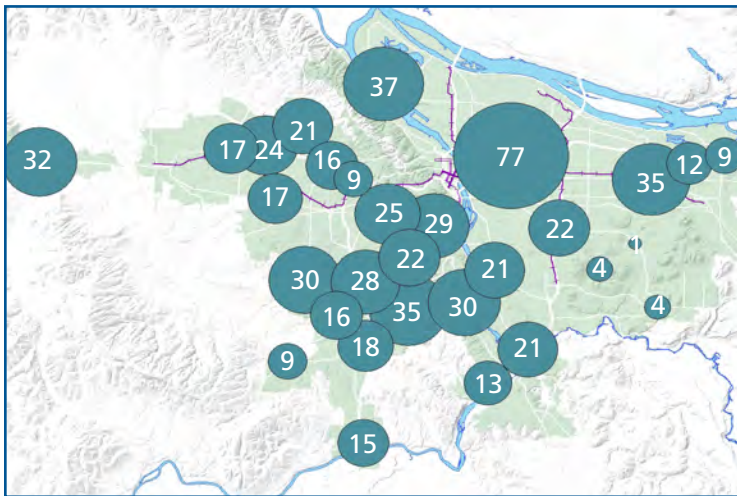
Aloha	1
Bethany	2
Cedar Mill	3
Damascus	4
Fairview	5
Forest Grove	6
Gladstone	7
Happy Valley	8
Hillsdale	9
Hollywood	10
King City	11
Lake Grove	12
Lake Oswego	13
Lents	14
Milwaukie	15
Murrar/Scholls	16
Orenco	17
Pleasant Valley	18
Raleigh Hills	19
Rockwood	20
Sherwood	21
St. Johns	22
Sunset Transit	23
Tanasbourne	24
Tigard	25
Troutdale	26
Tualatin	27
West Linn	28
West Portland	29
Wilsonville	30

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 the most recent urban growth boundary expansion, are

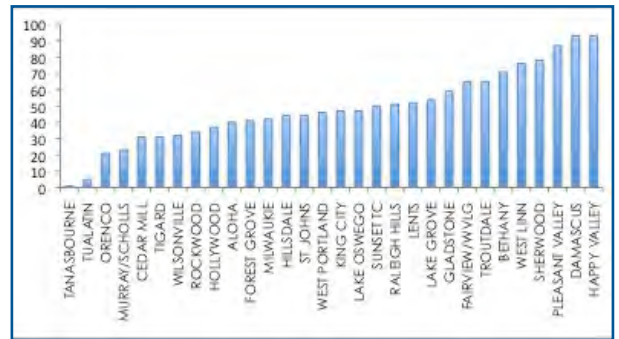
primarily rural and auto-oriented in nature. St. Johns, Hollywood and Gladstone were original 'streetcar suburbs' and have more of a traditional grid street network. Transit service also varies greatly from center to center. A few, such as Orenco and Rockwood, are easily connected to the regional MAX system, while others, like Cedar Mill and Bethany, lack even frequent bus service.



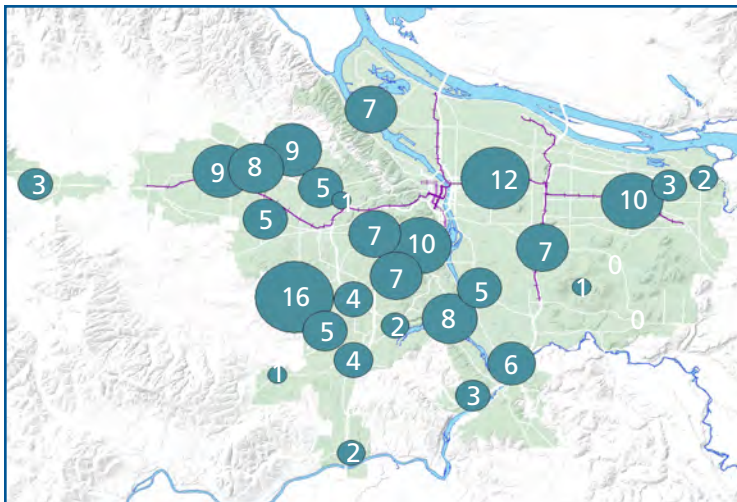
People per acre



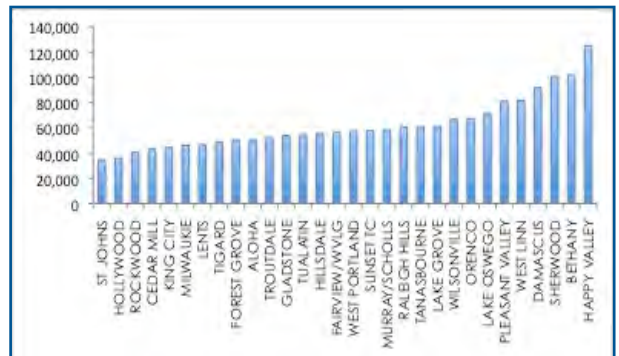
Percent owner occupied households



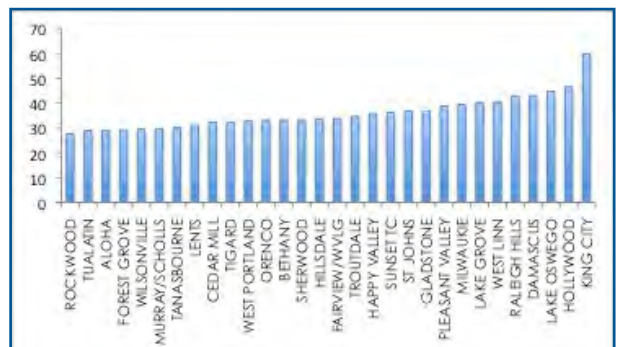
Dwelling units per acre



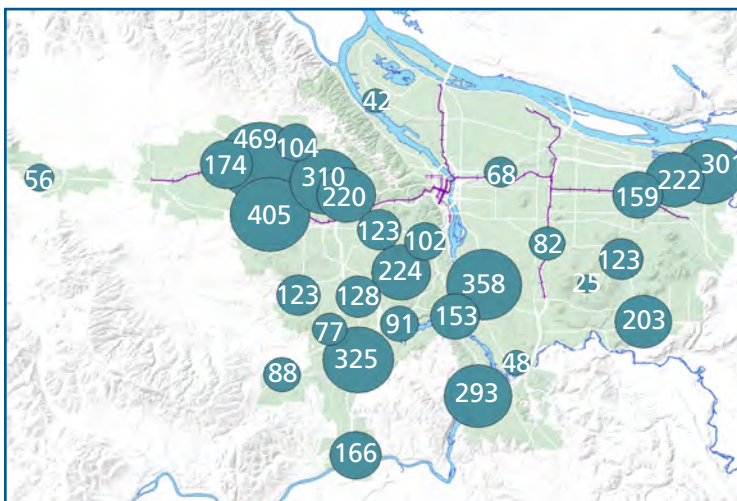
Median income



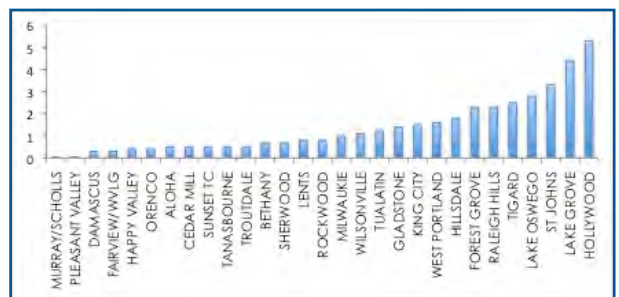
Median age



Total acres






















Total businesses per acre



Aloha Town Center



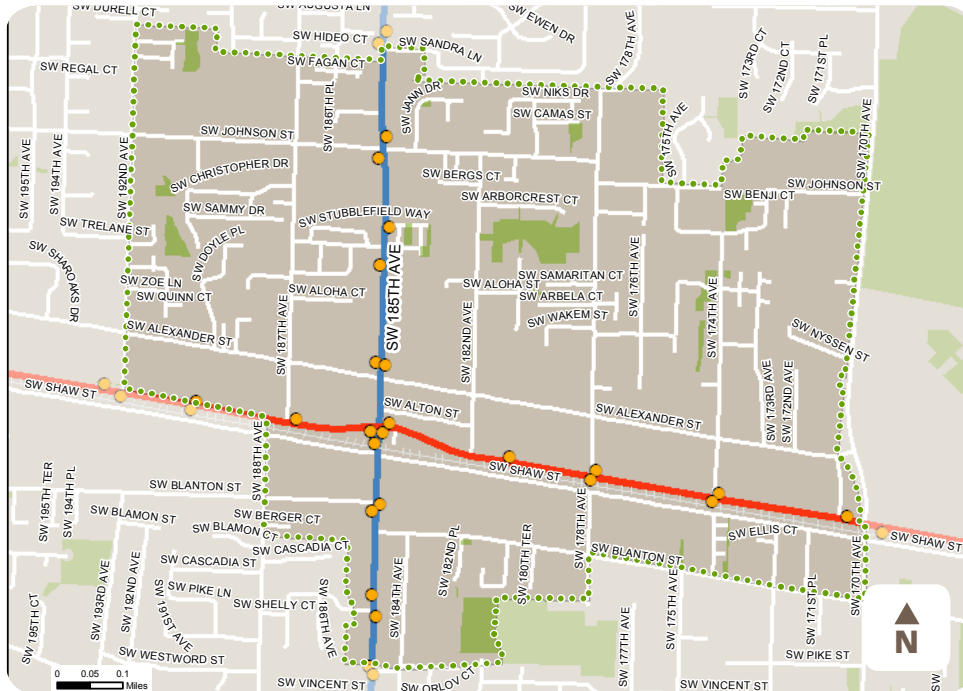
Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		4
Cinema		0
Clothing Store		0
Coffee Shop		1
Deli		0
Dry Cleaner		2
Fast Food Restaurant		3
Fitness Gym		1
Full Service Restaurant		8
Garden Store		2
Grocery Store		3
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

Aloha Town Center is 405 acres located along Tualatin Valley Highway, roughly at the intersection of 185th Avenue. The center has access to major arterials and is serviced by two separate bus lines, including one frequent service line along Tualatin Valley Highway. There is a scattering of retail locations that provide local services for the surrounding community along Tualatin Valley Highway. The center has the structure of a grid street network along its major streets and cul-de-sacs in residential areas. Aloha is one of the largest centers with one of the lowest jobs to housing ratios.

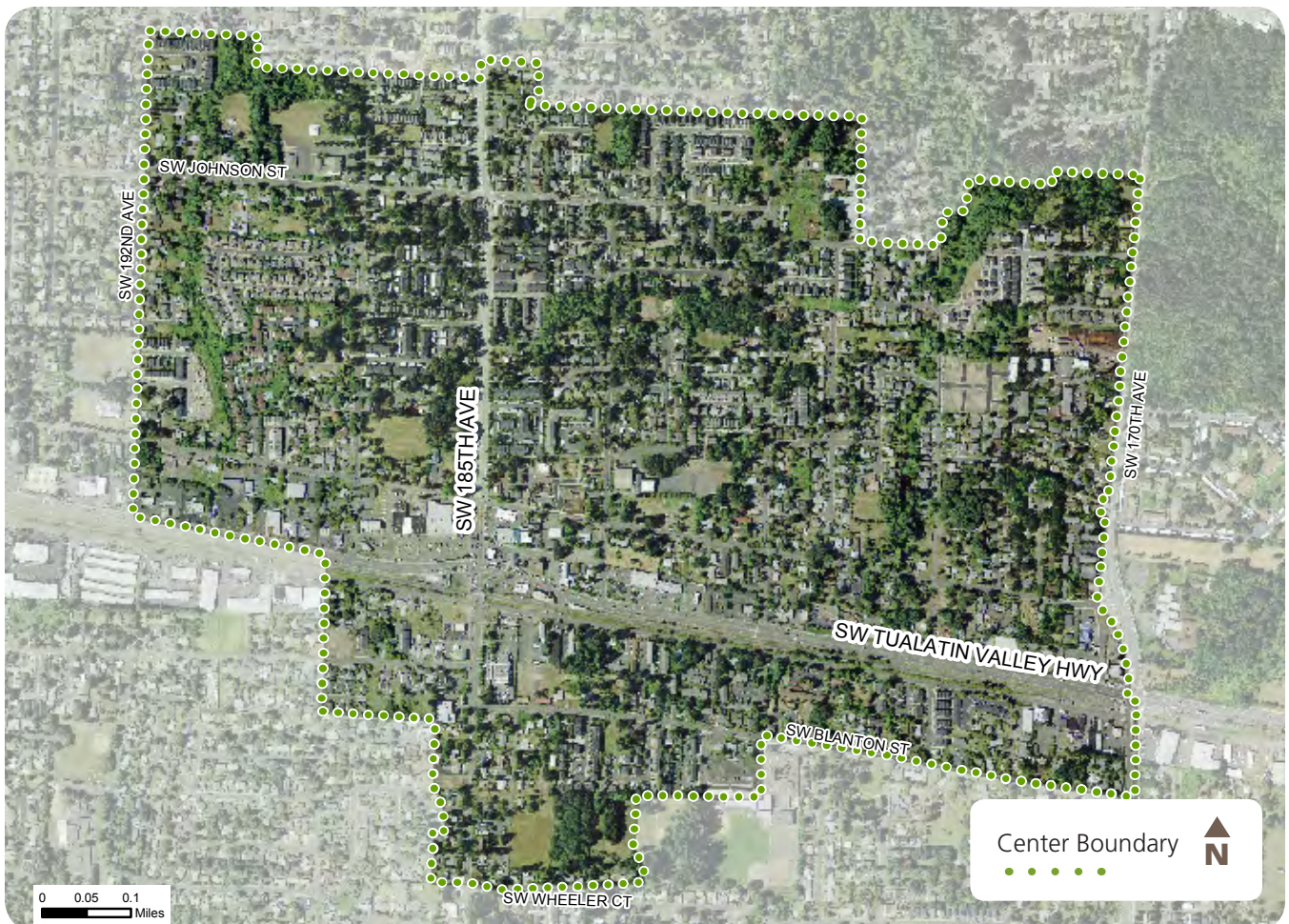
By the numbers

	Aloha	Town Centers Average
Jobs to housing ratio	0.5:1	3:1
Median household size	2.88	2.4
Median household income (2007)	\$50,480	\$61,897
Median age	29	36
Home ownership	40%	46%
People per acre	17	22
Dwelling units per acre	5	5
Total businesses per acre	0.5	1.3



Aloha Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Bethany Town Center



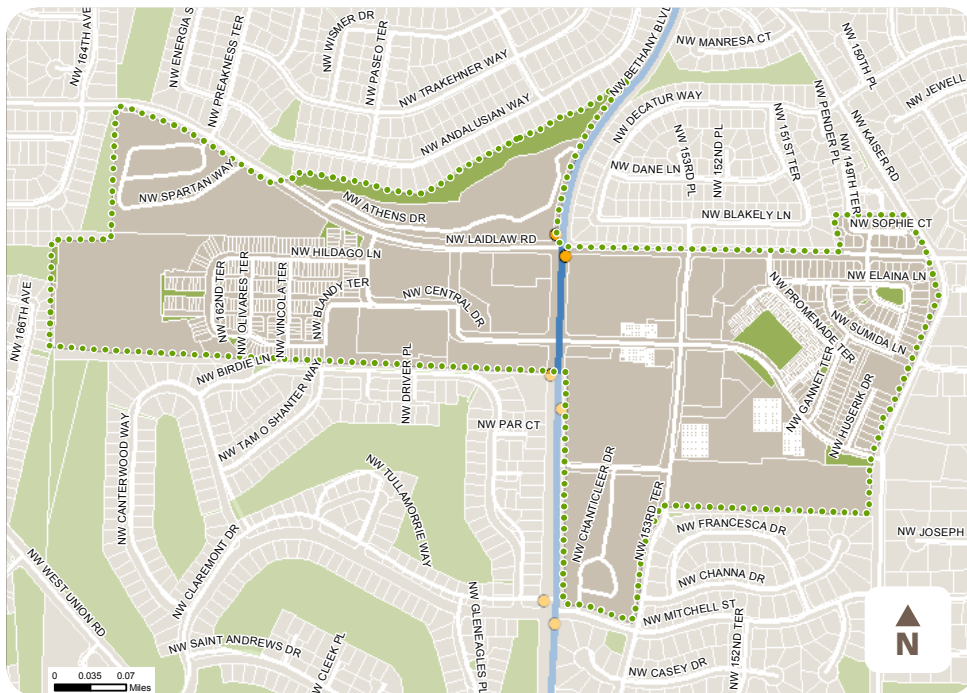
Amenities

Bakery		0
Bar		0
Bike Shop		1
Book Store		0
Brew Pub		0
Child Care		1
Cinema		0
Clothing Store		0
Coffee Shop		1
Deli		0
Dry Cleaner		1
Fast Food Restaurant		0
Fitness Gym		1
Full Service Restaurant		5
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0









Bethany Town Center, located in unincorporated Washington County, encompasses 104 acres, functioning as a local retail shopping destination and multi-family housing location. The area has access to Highway 26 via Bethany Boulevard. The center is serviced by one limited service bus line along Bethany Road and is characterized by curvilinear street network. Bethany has one of the highest median incomes, highest home ownership rate and lowest jobs to housing ratio.

By the numbers

	Bethany	Town Centers Average
Jobs to housing ratio	0.5:1	3:1
Median household size	1.99	2.4
Median household income (2007)	\$101,970	\$61,897
Median age	33	36
Home ownership	71%	46%
People per acre	21	22
Dwelling units per acre	9	5
Total businesses per acre	0.7	1.3



Bethany Town Center




















-  Center boundary
-  Light rail stops
-  Commuter rail stops
-  Bus stops
-  Light rail
-  Frequent service
-  Standard service
-  Parks



Cedar Mill Town Center



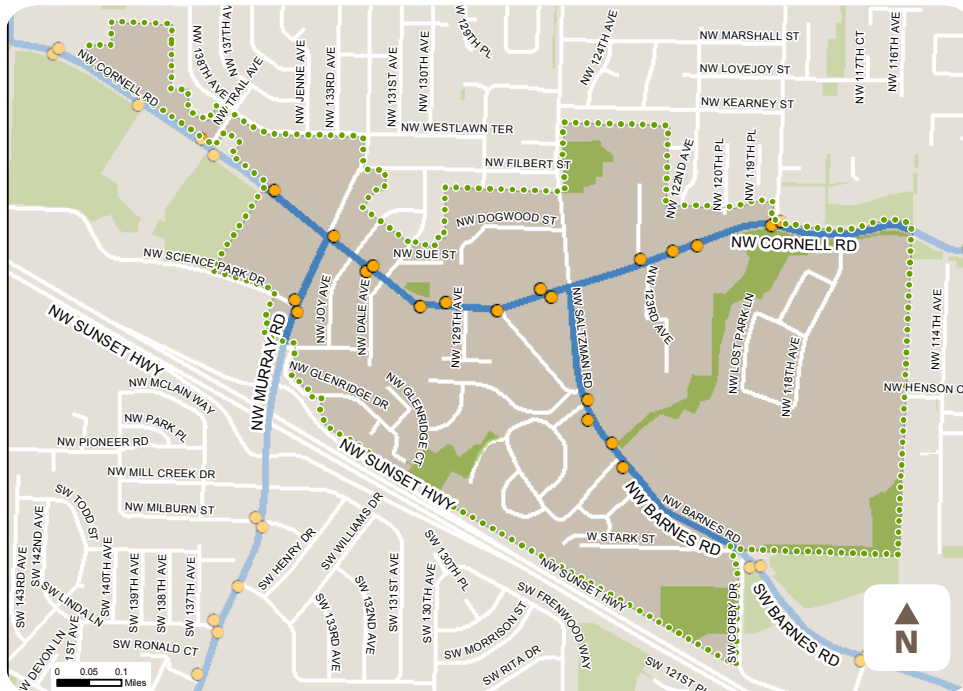
Amenities

Bakery		1
Bar		1
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		1
Cinema		0
Clothing Store		1
Coffee Shop		2
Deli		0
Dry Cleaner		3
Fast Food Restaurant		3
Fitness Gym		1
Full Service Restaurant		10
Garden Store		2
Grocery Store		1
Ltd Service Restaurant		2
Music Store		0
Wine Bar/Sales		0

Cedar Mill is a 310-acre Town Center located in the City of Beaverton north of Highway 26, along Cornell Road. The area is characterized by single-family housing and local retail shopping. The center has two bus lines that connect to the Sunset Transit Center to the south and points further west along Cornell Road. The center has a curvilinear street layout and is accessed by two major arterials, Cornell Road and Murray Road. Cedar Mill has an average number of dwelling units per acre when compared to all other Town Centers.

By the numbers

	Cedar Mill	Town Centers Average
Jobs to housing ratio	1:1	3:1
Median household size	2.27	2.4
Median household income (2007)	\$43,178	\$61,897
Median age	32	36
Home ownership	31%	46%
People per acre	16	22
Dwelling units per acre	5	5
Total businesses per acre	0.5	1.3



Cedar Mill Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Damascus Town Center



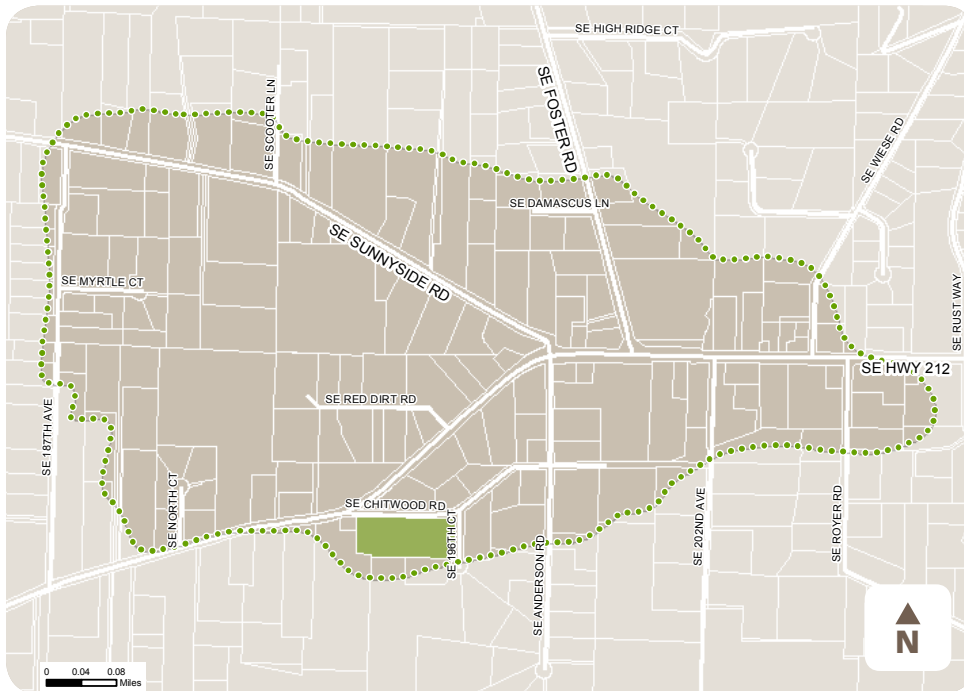
Amenities

Bakery		0
Bar		1
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		4
Deli		0
Dry Cleaner		1
Fast Food Restaurant		2
Fitness Gym		1
Full Service Restaurant		2
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

The Damascus Town Center is 203 acres of land included in the most recent urban growth boundary addition to the metro area. The community is in the process of developing a comprehensive plan and therefore has yet to determine the final decision as to the geography of the Town Center. Damascus has no direct access to the interstate system, but has access through Highway 212, which bisects the center. The center has no transit service available.

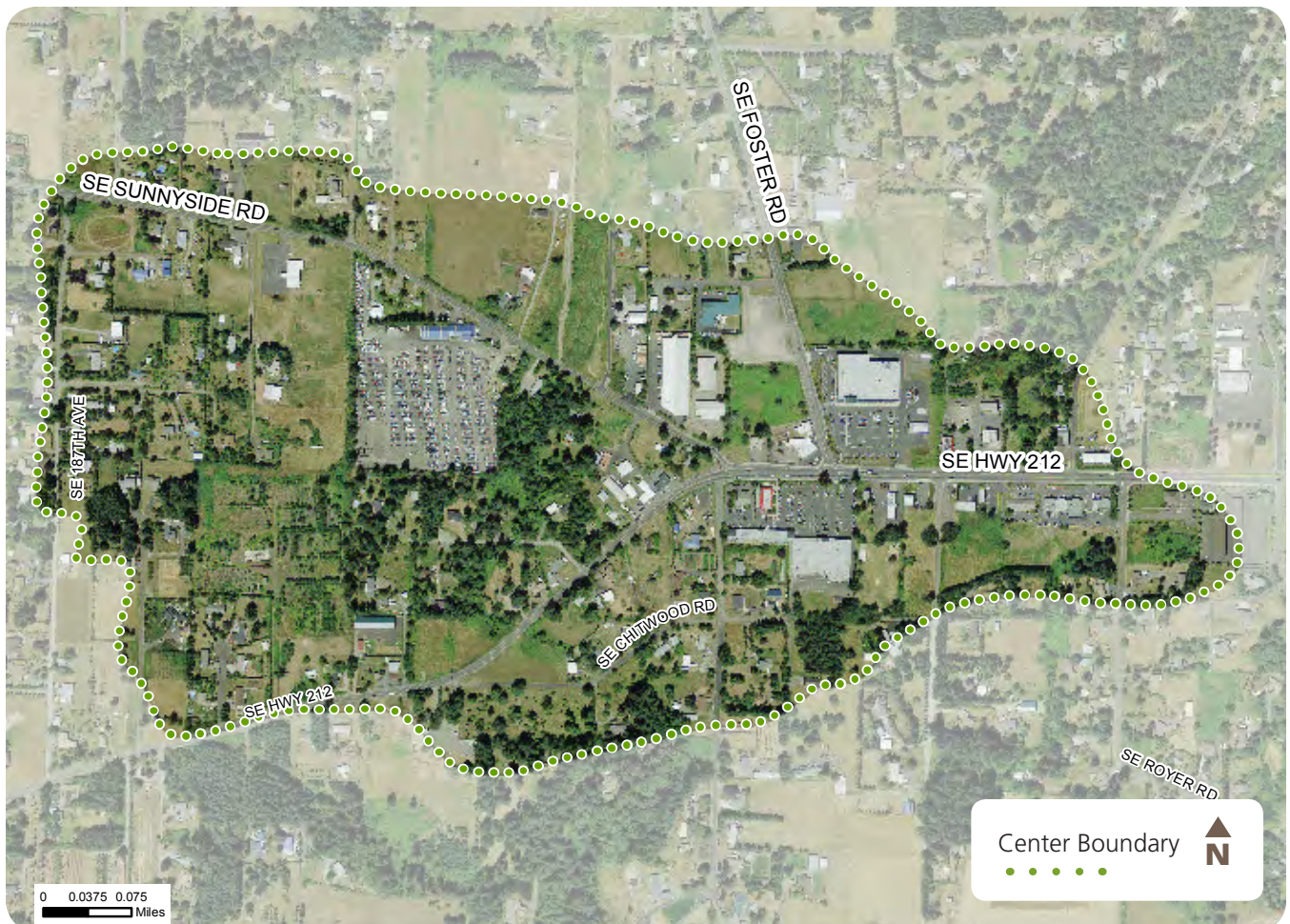
By the numbers

	Damascus	Town Centers Average
Jobs to housing ratio	6:1	3:1
Median household size	3.17	2.4
Median household income (2007)	\$91,821	\$61,897
Median age	43	36
Home ownership	93%	46%
People per acre	4	22
Dwelling units per acre	0.4	5
Total businesses per acre	0.3	1.3



Damascus Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Fairview / Wood Village Town Center



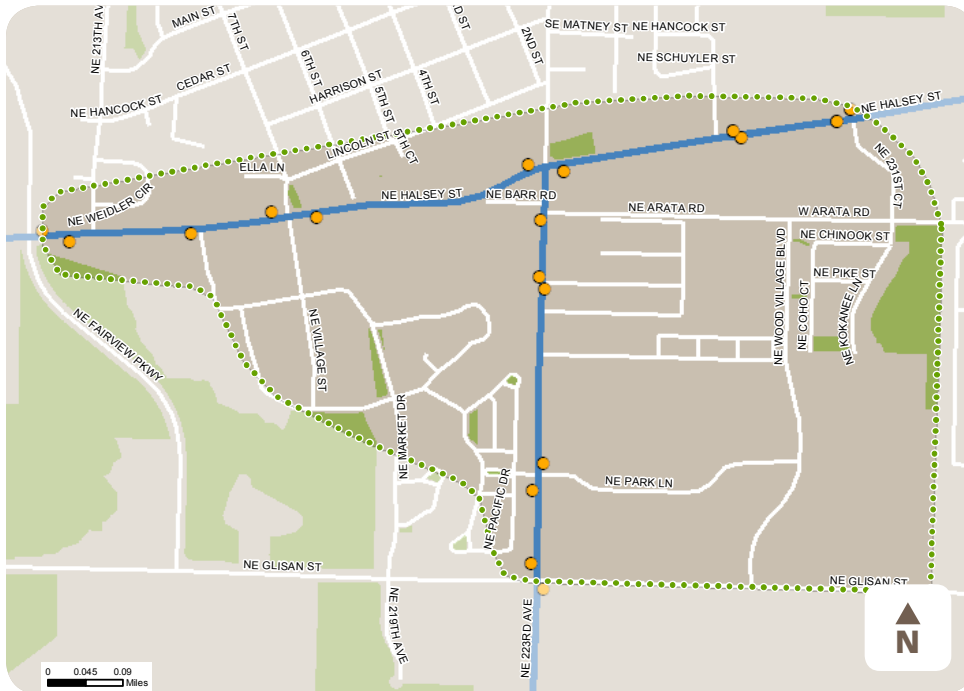
Amenities

Bakery		0
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		0
Deli		0
Dry Cleaner		0
Fast Food Restaurant		0
Fitness Gym		1
Full Service Restaurant		4
Garden Store		1
Grocery Store		2
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

The Fairview/Wood Village Town Center encompasses 222 acres south of interstate 84 located at the intersection of Halsey Street and Fairview Road. The center has direct access to Interstate 84 and is serviced by the major arterials of Halsey Street and Glisan Street. The center is serviced by two bus lines, one of which is a frequent service route. Fairview/Wood Village is characterized by major arterials and a curvilinear local street network. The Fairview/Wood Village has one of the lowest number of businesses per acre.

By the numbers

	Fairview	Town Centers Average
Jobs to housing ratio	1:1	3:1
Median household size	2.52	2.4
Median household income (2007)	\$56,187	\$61,897
Median age	34	36
Home ownership	65%	46%
People per acre	12	22
Dwelling units per acre	3	5
Total businesses per acre	0.3	1.3



Fairview Town Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Forest Grove Town Center



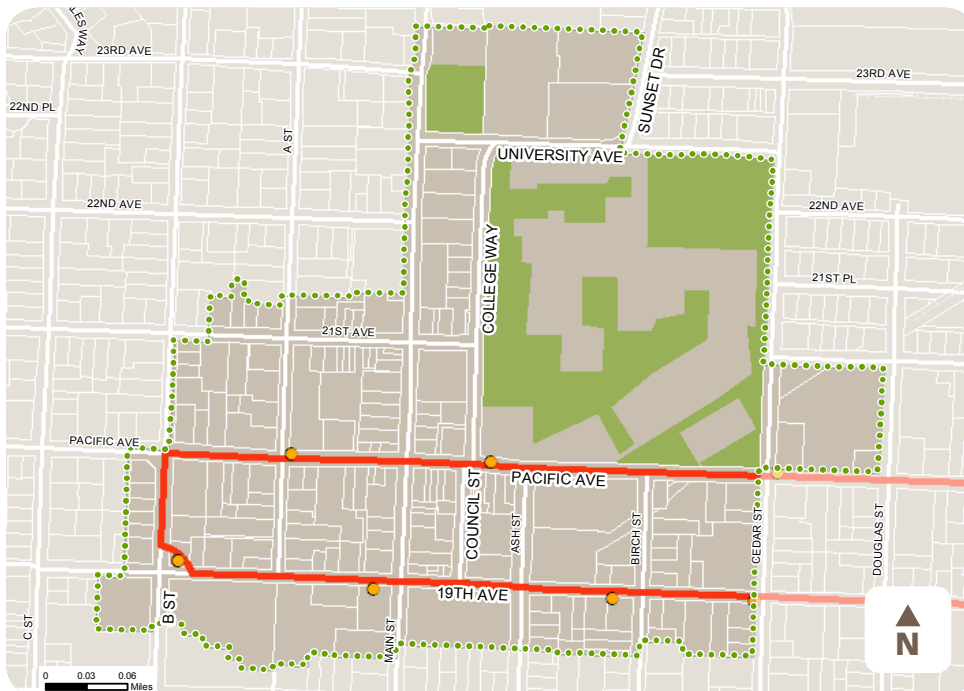
Amenities

Bakery		0
Bar		1
Bike Shop		1
Book Store		0
Brew Pub		0
Child Care		1
Cinema		1
Clothing Store		0
Coffee Shop		2
Deli		1
Dry Cleaner		0
Fast Food Restaurant		0
Fitness Gym		2
Full Service Restaurant		9
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

The Forest Grove Town Center encompasses 56 acres and functions as a cultural and commercial center for the town. The town has no major interstate access, but is accessed by the major arterial Highway 8 through its center. One frequent service bus line runs along Highway 8 with a connection to Hillsboro and the MAX line. Forest Grove is characterized by a grid street network in its center. Forest Grove has the highest median household size reflecting the large student population. It also has high businesses per acre and jobs to housing ratios.

By the numbers

	Forest Grove	Town Centers Average
Jobs to housing ratio	4:1	3:1
Median household size	5.83	2.4
Median household income (2007)	\$50,297	\$61,897
Median age	29	36
Home ownership	41%	46%
People per acre	32	22
Dwelling units per acre	3	5
Total businesses per acre	2.3	1.3



Forest Grove Town Center

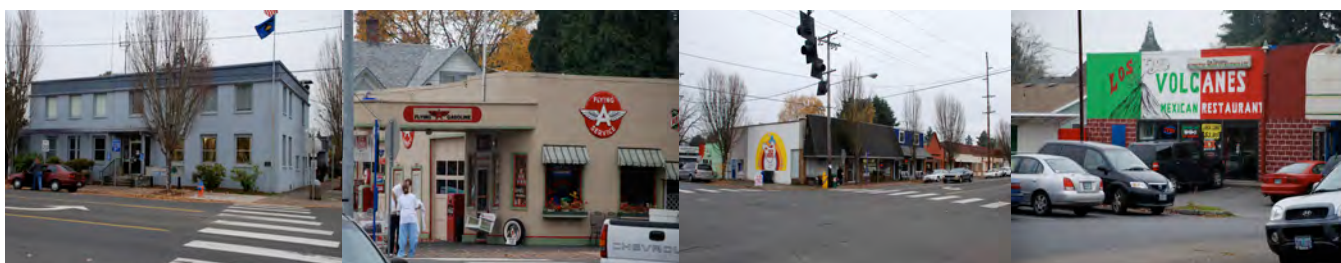
- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks






















Center Boundary



Gladstone Town Center



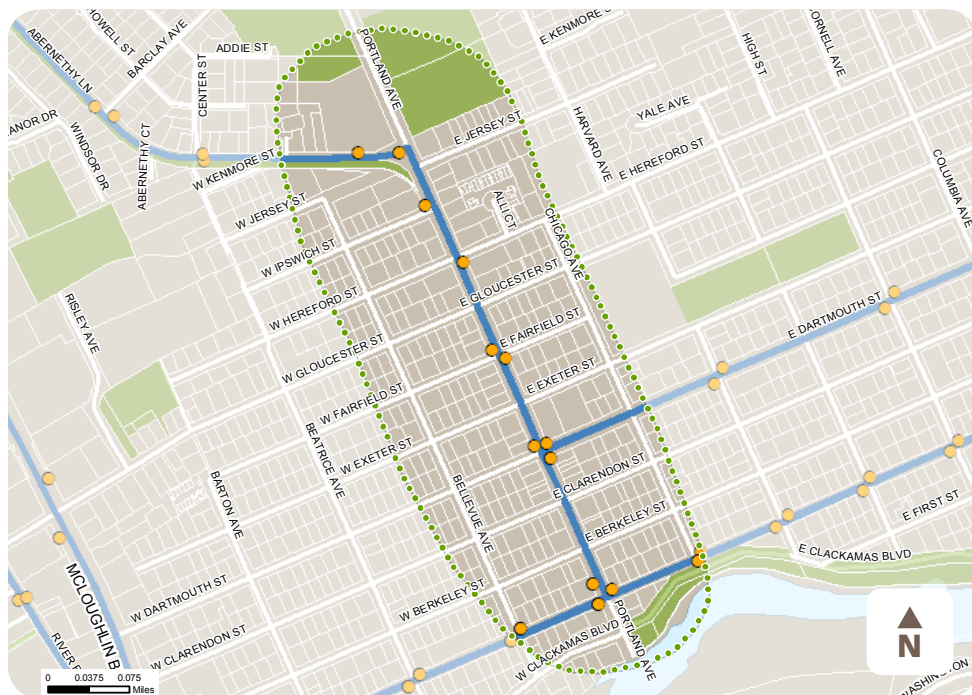
Amenities

Bakery		1
Bar		2
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		1
Deli		2
Dry Cleaner		1
Fast Food Restaurant		0
Fitness Gym		0
Full Service Restaurant		3
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0









Gladstone is a 48-acre Town Center located along a previous street car line of Portland Avenue. Gladstone has no direct interstate access, however a half mile west of the Town Center is McLoughlin Boulevard, a major arterial. The center is serviced by two bus lines. Gladstone has a grid street network pattern, encouraging pedestrian connectivity from the surrounding neighborhood to the main street. Gladstone is one of the smallest Town Centers and is average on most measures.

By the numbers

	Gladstone	Town Centers Average
Jobs to housing ratio	1:1	3:1
Median household size	2.8	2.4
Median household income (2007)	\$53,873	\$61,897
Median age	37	36
Home ownership	59%	46%
People per acre	21	22
Dwelling units per acre	6	5
Total businesses per acre	1.4	1.3

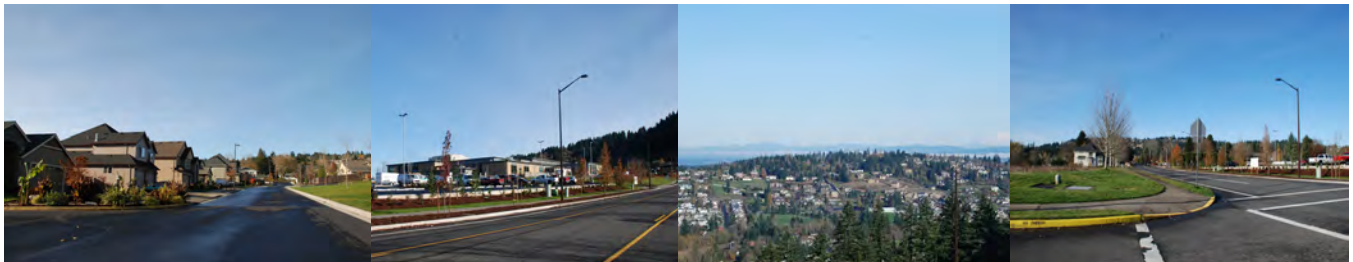


Gladstone Town Center




















-  Center boundary
-  Light rail stops
-  Commuter rail stops
-  Bus stops
-  Light rail
-  Frequent service
-  Standard service
-  Parks



Happy Valley Town Center



Amenities

Bakery		0
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		0
Deli		0
Dry Cleaner		0
Fast Food Restaurant		0
Fitness Gym		0
Full Service Restaurant		0
Garden Store		0
Grocery Store		0
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

The Happy Valley Town Center is the smallest town center in the metro region at 25 acres. The center is not accessible by either the interstate or a major arterial, but through surface streets and one existing bus line. The center is located along King Road and a block on either side. The low development of the center reflects that the city is still in its early planning and development phase.




















By the numbers

	Happy Valley	Town Centers Average
Jobs to housing ratio	5:1	3:1
Median household size	2.92	2.4
Median household income (2007)	\$125,000	\$61,897
Median age	36	36
Home ownership	93%	46%
People per acre	4	22
Dwelling units per acre	0.5	5
Total businesses per acre	0.4	1.3

Hillsdale Town Center



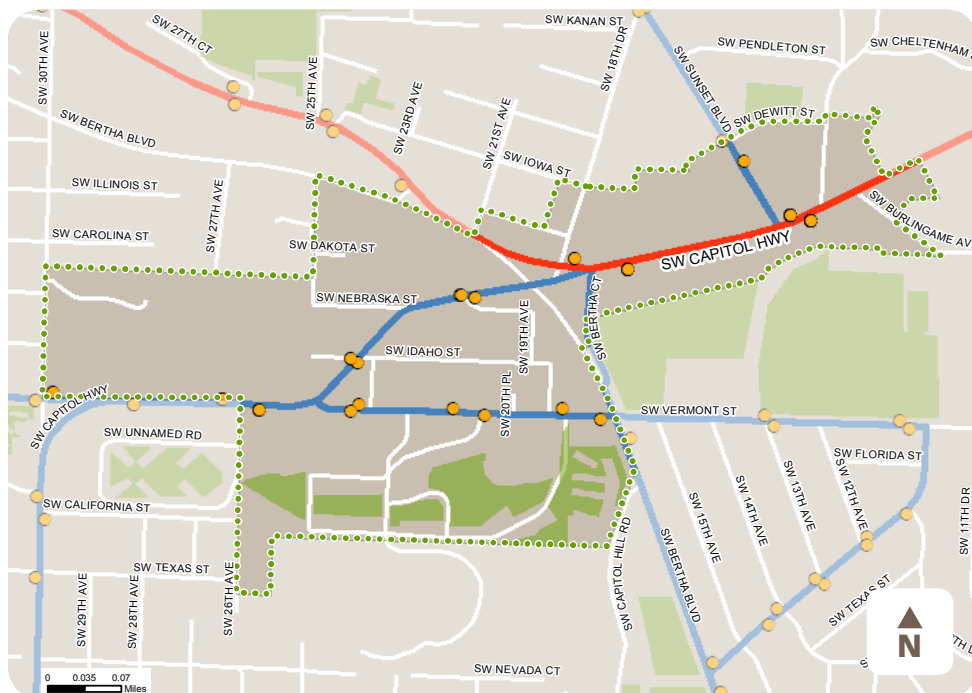
Amenities

Bakery		2
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		4
Cinema		0
Clothing Store		4
Coffee Shop		6
Deli		2
Dry Cleaner		4
Fast Food Restaurant		2
Fitness Gym		1
Full Service Restaurant		22
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		4
Music Store		0
Wine Bar/Sales		0

The Hillsdale Town Center covers 102 acres and is found in Southwest Portland, along Beaverton-Hillsdale Highway. The center is serviced by multiple bus lines, one of which is a frequent service line. In addition to the Highway, the center has a curvilinear street network. Hillsdale has average measures with the exception, of higher than average dwelling units per acre. Hillsdale Town Center is the only center that includes a high school and an elementary school.

By the numbers

	Hillsdale	Town Centers Average
Jobs to housing ratio	3:1	3:1
Median household size	2	2.4
Median household income (2007)	\$55,413	\$61,897
Median age	33	36
Home ownership	44%	46%
People per acre	29	22
Dwelling units per acre	10	5
Total businesses per acre	1.7	1.3



Hillsdale Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Hollywood Town Center



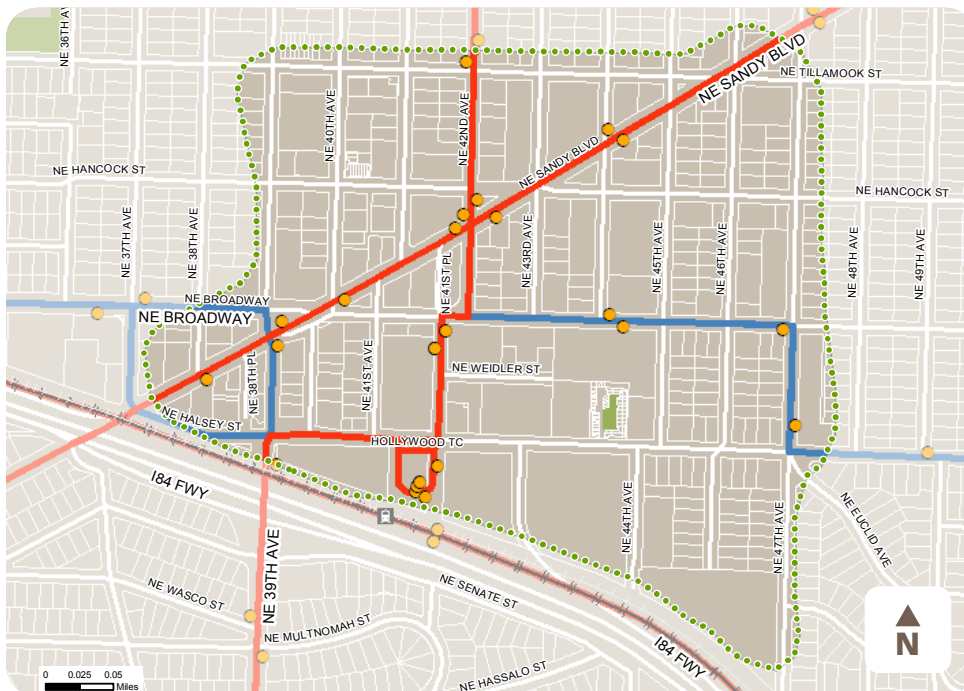
Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		1
Brew Pub		0
Child Care		1
Cinema		1
Clothing Store		19
Coffee Shop		6
Deli		0
Dry Cleaner		2
Fast Food Restaurant		6
Fitness Gym		1
Full Service Restaurant		24
Garden Store		0
Grocery Store		4
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		1

Hollywood Town Center encompasses 68 acres surrounding the intersection of Northeast Sandy Boulevard and Halsey Street. 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 street network is generally characterized by narrow streets laid out in a grid network. The center has direct access to Interstate 84 and is serviced by one MAX stop, multiple bus lines that include frequent service routes, and automobile traffic along Halsey Street. Hollywood has the highest number of businesses per acre with 67 of those businesses as Urban Living Infrastructure.

By the numbers

	Hollywood	Town Centers Average
Jobs to housing ratio	5:1	3:1
Median household size	1.34	2.4
Median household income (2007)	\$35,888	\$61,897
Median age	47	36
Home ownership	37%	46%
People per acre	77	22
Dwelling units per acre	12	5
Total businesses per acre	5.3	1.3

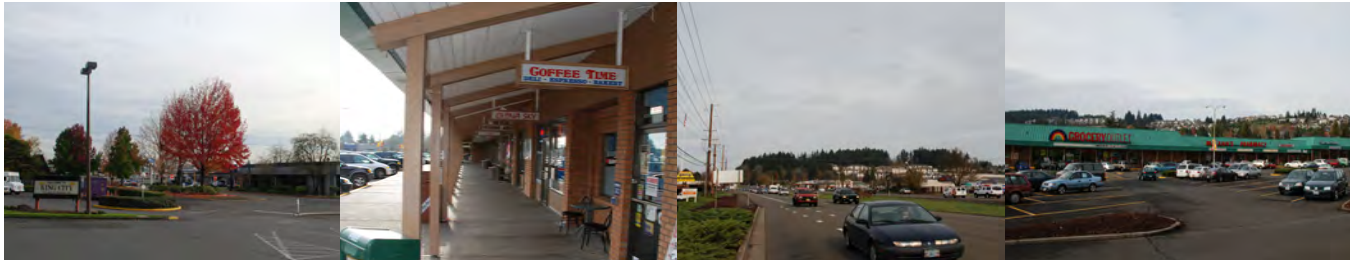


Hollywood Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



King City Town Center



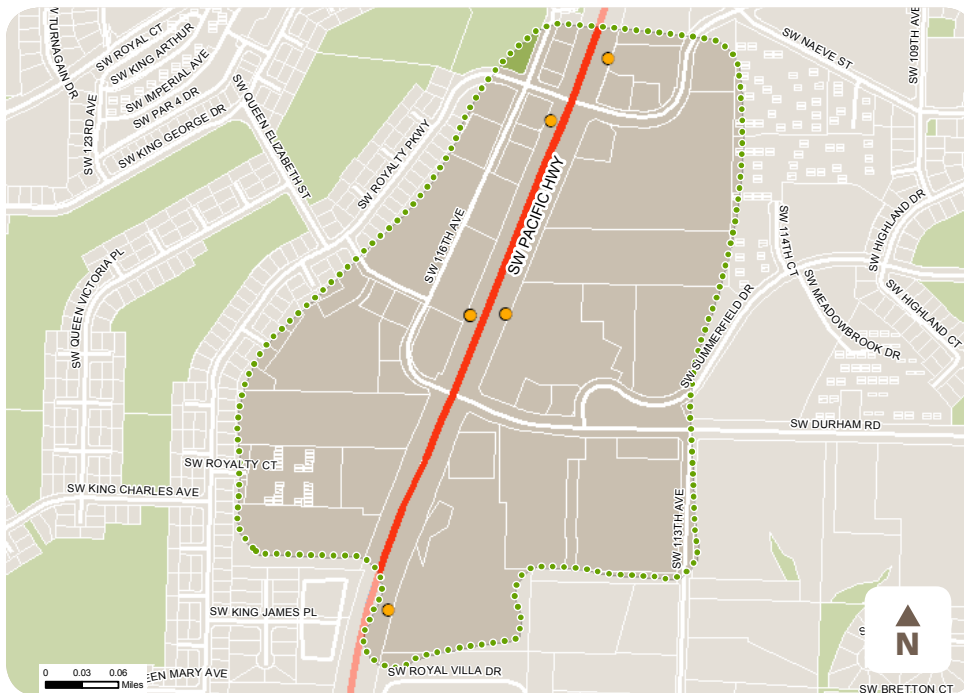
Amenities

Bakery		0
Bar		0
Bike Shop		1
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		1
Coffee Shop		2
Deli		0
Dry Cleaner		2
Fast Food Restaurant		0
Fitness Gym		1
Full Service Restaurant		9
Garden Store		0
Grocery Store		3
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

The King City Town Center is approximately 77 acres bisected by Highway 99W (Southwest Pacific Highway). A single frequent service bus line is found along 99W, allowing for service from King City to surrounding communities along 99W and Portland. King City has the highest median age, reflecting its attractiveness as a retirement community.

By the numbers

	King City	Town Centers Average
Jobs to housing ratio	2:1	3:1
Median household size	1.35	2.4
Median household income (2007)	\$44,447	\$61,897
Median age	60	36
Home ownership	47%	46%
People per acre	16	22
Dwelling units per acre	5	5
Total businesses per acre	1.6	1.3



King City Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Lake Grove Town Center



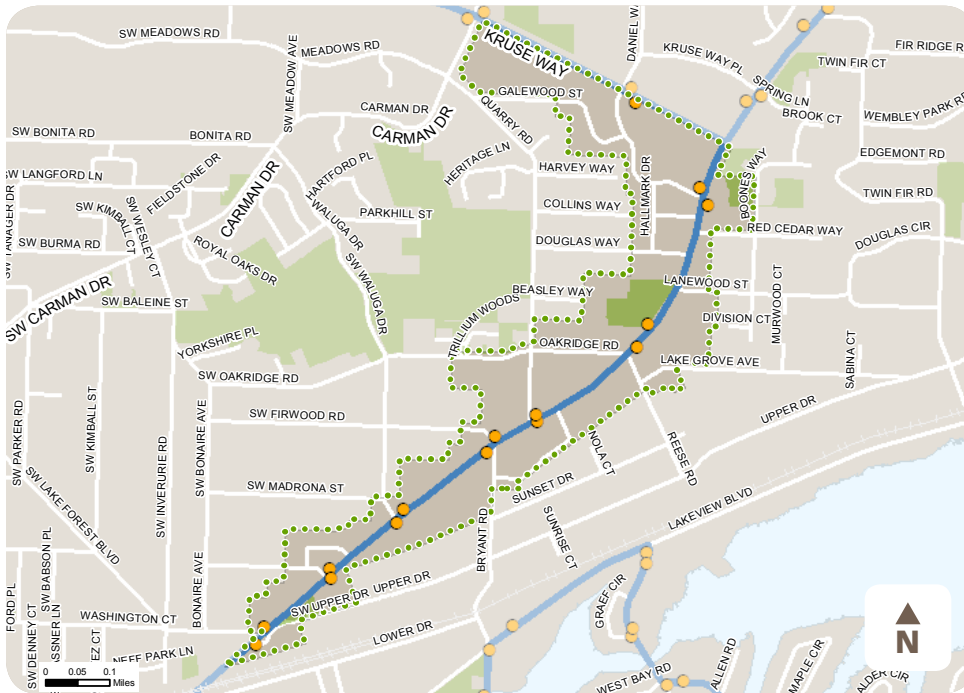
Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		3
Coffee Shop		4
Deli		0
Dry Cleaner		7
Fast Food Restaurant		3
Fitness Gym		0
Full Service Restaurant		12
Garden Store		1
Grocery Store		2
Ltd Service Restaurant		2
Music Store		0
Wine Bar/Sales		1

The Lake Grove Town Center is 91 acres, located roughly at the intersection of Boones Ferry Road and Kruse Way. The center has a curvilinear street pattern with a low intersection density. Lake Grove is serviced by two separate bus lines, which allow for connectivity into Lake Oswego and on to the City of Portland, as well as eastern Washington County. Lake Grove has the second highest number of businesses per acre of all of the Town Centers.

By the numbers

	Lake Grove	Town Centers Average
Jobs to housing ratio	14:1	3:1
Median household size	1.96	2.4
Median household income (2007)	\$61,038	\$61,897
Median age	40	36
Home ownership	54%	46%
People per acre	35	22
Dwelling units per acre	2	5
Total businesses per acre	4.4	1.3



Lake Grove Town Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks






















Center Boundary



Lake Oswego Town Center



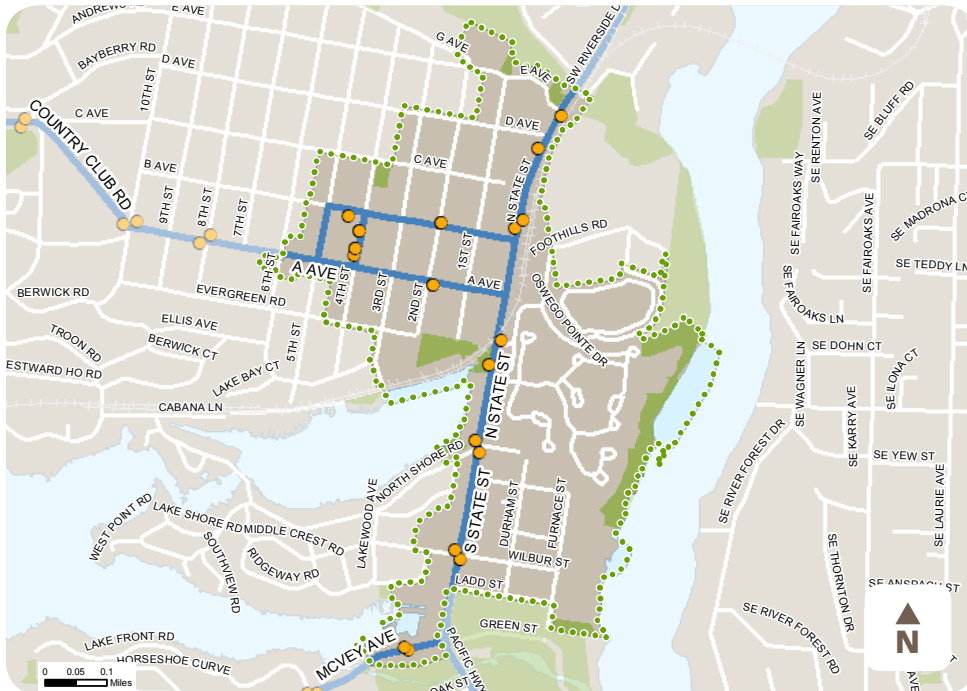
Amenities

Bakery		1
Bar		2
Bike Shop		2
Book Store		0
Brew Pub		0
Child Care		1
Cinema		1
Clothing Store		9
Coffee Shop		6
Deli		0
Dry Cleaner		5
Fast Food Restaurant		2
Fitness Gym		1
Full Service Restaurant		15
Garden Store		3
Grocery Store		6
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

The Lake Oswego Town Center is 153 acres that includes a mix of employment, housing and commercial businesses. The Town Center has both a grid layout to the west and a curvilinear street network in its eastern half. Lake Oswego has access to the interstate system via State Highway 43 and Country Club Road. The center is serviced by three bus lines that connect to Portland and eastern Washington County. Lake Oswego has higher than average median income and ratios of people per acre and businesses per acre.

By the numbers

	Lake Oswego	Town Centers Average
Jobs to housing ratio	2:1	3:1
Median household size	1.71	2.4
Median household income (2007)	\$71,492	\$61,897
Median age	45	36
Home ownership	47%	46%
People per acre	30	22
Dwelling units per acre	8	5
Total businesses per acre	2.8	1.3

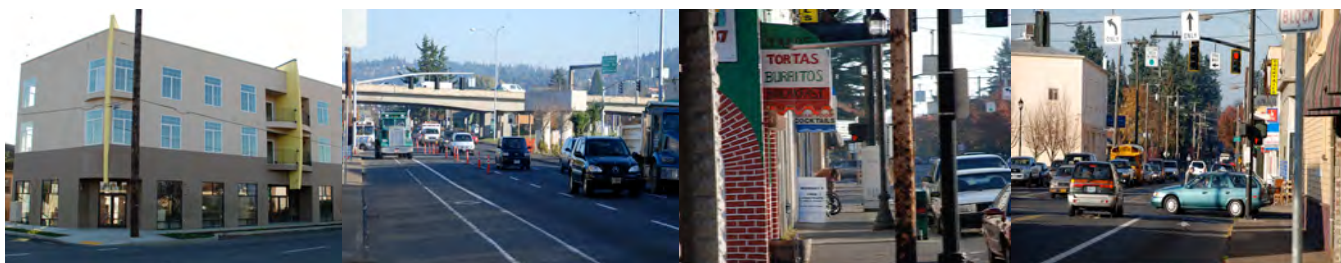


Lake Oswego Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Lents Town Center



Amenities

Bakery		0
Bar		2
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		0
Deli		1
Dry Cleaner		1
Fast Food Restaurant		0
Fitness Gym		0
Full Service Restaurant		3
Garden Store		3
Grocery Store		1
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

The Lents Town Center is 82 acres located at the intersection of Interstate 205 and Foster Road in Southeast Portland. The center is characterized by a grid network on larger blocks. Interstate 84 bisects the town center as does Foster Road and Woodstock Boulevard. The area is serviced by two bus lines, one of which is frequent service, with a MAX Green Line station opening in 2009. Lents has one of the lowest jobs to housing ratios.




















By the numbers

	Lents	Town Centers Average
Jobs to housing ratio	0.5:1	3:1
Median household size	2.77	2.4
Median household income (2007)	\$46,748	\$61,897
Median age	31	36
Home ownership	52%	46%
People per acre	22	22
Dwelling units per acre	7	5
Total businesses per acre	0.8	1.3

Milwaukie Town Center



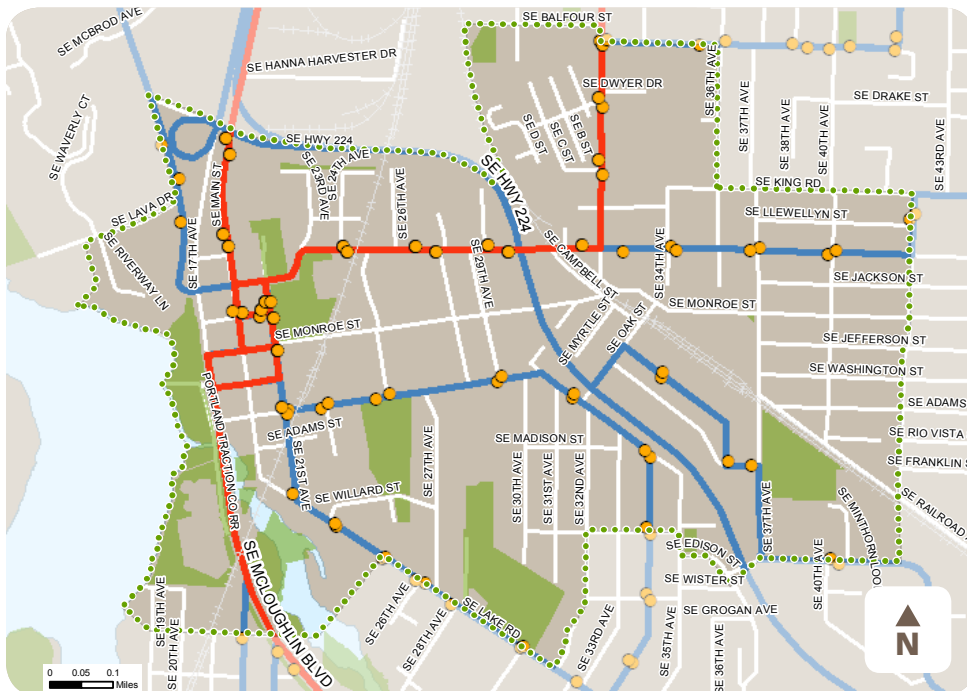
Amenities

Bakery		0
Bar		2
Bike Shop		1
Book Store		1
Brew Pub		0
Child Care		2
Cinema		1
Clothing Store		1
Coffee Shop		4
Deli		0
Dry Cleaner		3
Fast Food Restaurant		2
Fitness Gym		2
Full Service Restaurant		15
Garden Store		0
Grocery Store		3
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

The Milwaukie Town Center is 358 acres including both the historic main street of downtown Milwaukie, the Highway 224 corridor and the surrounding residential neighborhoods in each area. The area is characterized by combination of both a grid and curvilinear street design with the presence of major arterials. The area is served by multiple bus lines and currently has a transit center in downtown that brings these lines into Milwaukie on a frequent basis. Milwaukie has average measures as compared to the rest of the town centers.

By the numbers

	Milwaukie	Town Centers Average
Jobs to housing ratio	2:1	3:1
Median household size	2.1	2.4
Median household income (2007)	\$46,139	\$61,897
Median age	39	36
Home ownership	42%	46%
People per acre	21	22
Dwelling units per acre	5	5
Total businesses per acre	0.9	1.3



Milwaukie Town Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks






















Center Boundary



Murray / Scholls Town Center



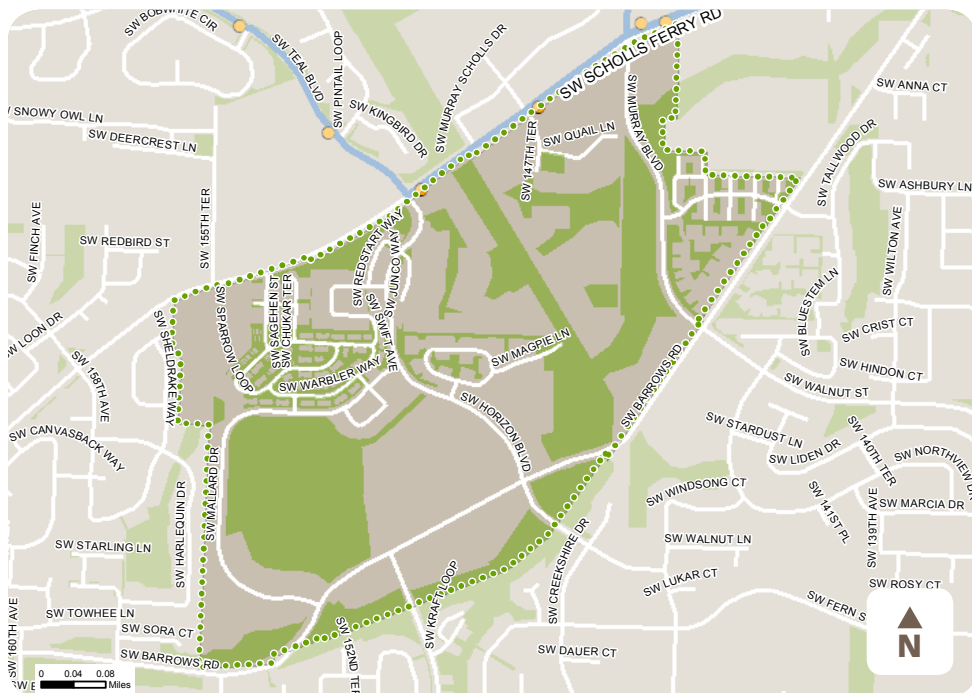
Amenities

Bakery		0
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		0
Deli		0
Dry Cleaner		0
Fast Food Restaurant		0
Fitness Gym		0
Full Service Restaurant		0
Garden Store		0
Grocery Store		0
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0









The Murray / Scholls Town Center is 123 acres located at the intersection of Murray Boulevard and Scholls Ferry Road. A mixture of single-family and multi-family residential units comprises the majority of the land uses within the center boundaries. The town center is characterized by a curvilinear street network. 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. Murray/Scholls has no businesses within its center boundaries, but with its residential developments it has a higher than average dwelling units per acre and people per acre.

By the numbers

	Murray / Scholls	Town Centers Average
Jobs to housing ratio	0.1:1	3:1
Median household size	2.09	2.4
Median household income (2007)	\$58,394	\$61,897
Median age	30	36
Home ownership	23%	46%
People per acre	30	22
Dwelling units per acre	16	5
Total businesses per acre	0	1.3



**Murray / Scholls
Town Center**




















-  Center boundary
-  Light rail stops
-  Commuter rail stops
-  Bus stops
-  Light rail
-  Frequent service
-  Standard service
-  Parks



Orenco Town Center



Amenities

Bakery		0
Bar		1
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		2
Deli		0
Dry Cleaner		1
Fast Food Restaurant		2
Fitness Gym		0
Full Service Restaurant		5
Garden Store		0
Grocery Store		2
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		1

The Orenco Town Center is 174 acres of retail and medium-density housing located in Hillsboro. No major interstate access is available to the Orenco Town Center however the major arterial of Cornell Road provides access to State Highway 26. The center is serviced by multiple bus lines and a MAX stop is located within its southern portion. The center is characterized by a curvilinear street layout centered around Cornell Road. Orenco has low businesses per acre and jobs to housing ratios, but a higher than average number of dwelling units per acre.




















By the numbers

	Orenco	Town Centers Average
Jobs to housing ratio	0.5:1	3:1
Median household size	1.79	2.4
Median household income (2007)	\$67,314	\$61,897
Median age	33	36
Home ownership	21%	46%
People per acre	17	22
Dwelling units per acre	9	5
Total businesses per acre	0.4	1.3

Pleasant Valley Town Center



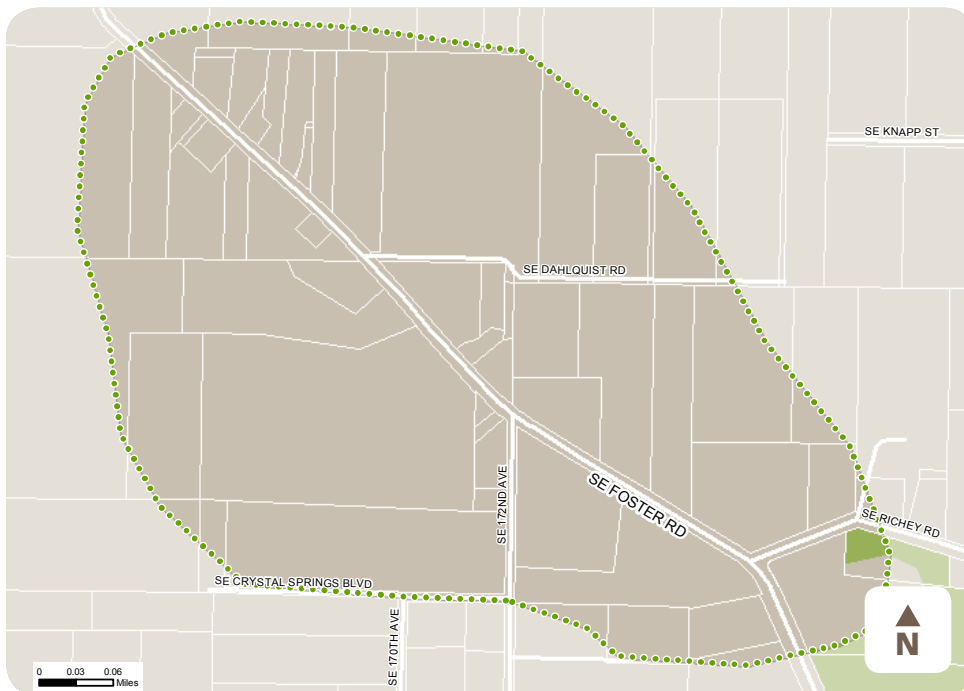
Amenities

Bakery		0
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		0
Coffee Shop		0
Deli		0
Dry Cleaner		0
Fast Food Restaurant		0
Fitness Gym		0
Full Service Restaurant		0
Garden Store		1
Grocery Store		1
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

The Pleasant Valley Town Center is 127 acres located in Gresham and was included in the metro area in 1998. The Town Center is in the initial phases of development with a recently adopted plan. The area is rural in nature, with no direct highway access. It is served by Foster Road, the only major street in the center. No bus service is currently available in Pleasant Valley.

By the numbers

	Pleasant Valley	Town Centers Average
Jobs to housing ratio	0.5:1	3:1
Median household size	2.07	2.4
Median household income (2007)	\$81,185	\$61,897
Median age	39	36
Home ownership	87%	46%
People per acre	0.3	22
Dwelling units per acre	0.1	5
Total businesses per acre	0	1.3

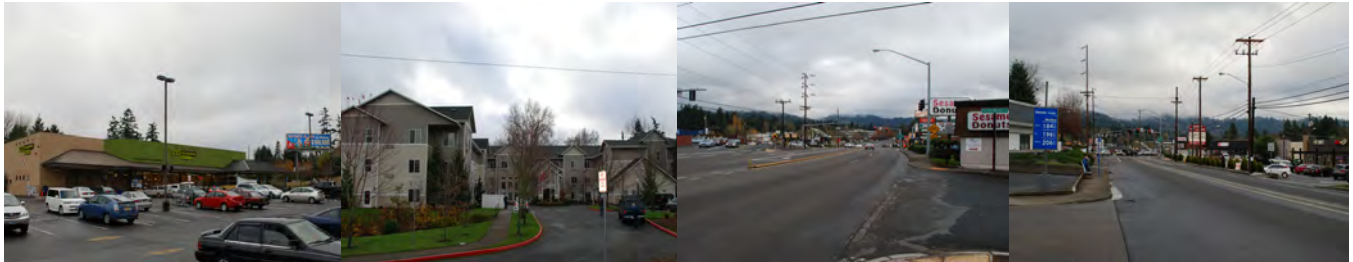


Pleasant Valley Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Raleigh Hills Town Center



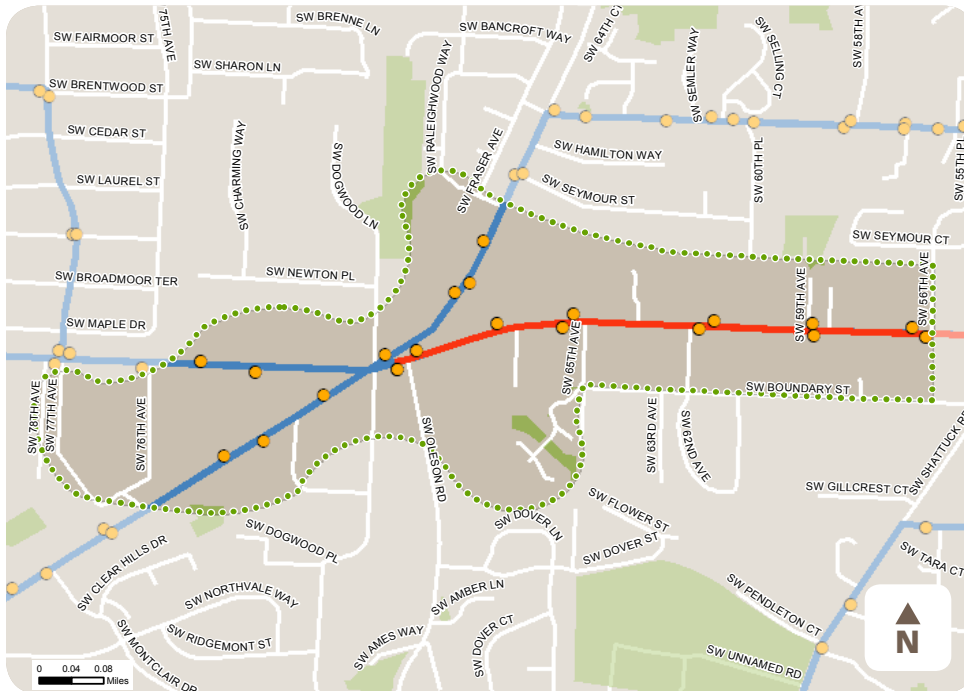
Amenities

Bakery		1
Bar		1
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		3
Coffee Shop		1
Deli		1
Dry Cleaner		4
Fast Food Restaurant		3
Fitness Gym		0
Full Service Restaurant		13
Garden Store		0
Grocery Store		2
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

Raleigh Hills is 127 acres located at the intersection of Beaverton-Hillsdale Highway and Scholls Ferry Road, approximately halfway between the Hillsdale Town Center and the Beaverton Regional Center in unincorporated Washington County. The center is served by three separate bus lines, two of which are frequent service. Raleigh Hills is above average in people per acre, dwelling units per acre and total businesses per acre.

By the numbers

	Raleigh Hills	Town Centers Average
Jobs to housing ratio	2:1	3:1
Median household size	1.91	2.4
Median household income (2007)	\$60,549	\$61,897
Median age	43	36
Home ownership	51%	46%
People per acre	25	22
Dwelling units per acre	7	5
Total businesses per acre	2.3	1.3



Raleigh Hills Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Rockwood Town Center



Amenities

Bakery		0
Bar		1
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		1
Cinema		0
Clothing Store		2
Coffee Shop		0
Deli		1
Dry Cleaner		1
Fast Food Restaurant		4
Fitness Gym		0
Full Service Restaurant		14
Garden Store		0
Grocery Store		2
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

The Rockwood Town Center is 159 acres located along the Eastside MAX line in Gresham. The center is characterized by a low-density street system, bisected by two major arterials - Burnside Street and Stark Street. Two separate MAX stops are within the town center boundaries, as well as two bus lines along Stark Street and 182nd Avenue. Rockwood has one of the larger median household sizes and a higher than average number of people per acre.




















By the numbers

	Rockwood	Town Centers Average
Jobs to housing ratio	1:1	3:1
Median household size	3.31	2.4
Median household income (2007)	\$40,540	\$61,897
Median age	28	36
Home ownership	34%	46%
People per acre	35	22
Dwelling units per acre	10	5
Total businesses per acre	0.8	1.3

Sherwood Town Center



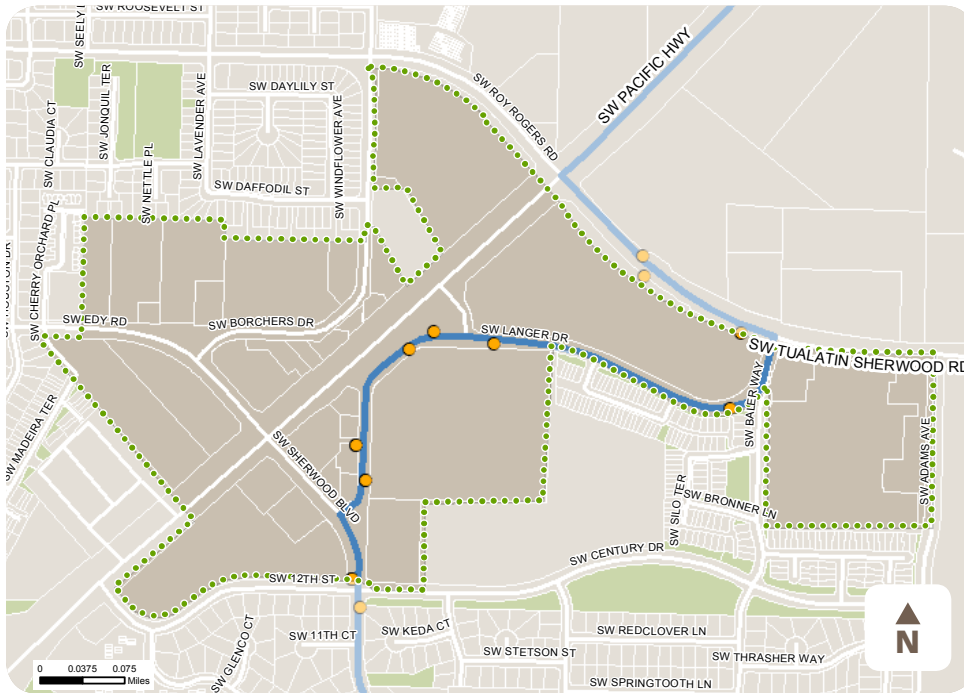
Amenities

Bakery		0
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		0
Cinema		0
Clothing Store		2
Coffee Shop		0
Deli		0
Dry Cleaner		0
Fast Food Restaurant		2
Fitness Gym		1
Full Service Restaurant		5
Garden Store		0
Grocery Store		0
Ltd Service Restaurant		2
Music Store		0
Wine Bar/Sales		0

The Sherwood Town Center is 88 acres located at the junction of Highway 99W and Tualatin-Sherwood Road. Sherwood has no direct Interstate access. The street network consists mainly of high volume arterials with limited residential streets. One bus line services the town center while also servicing the Old Town portion of downtown Sherwood. The center has one of the highest jobs to housing ratio and lower than average dwelling units per acre and business units per acre.

By the numbers

	Sherwood	Town Centers Average
Jobs to housing ratio	5:1	3:1
Median household size	2.57	2.4
Median household income (2007)	\$100,631	\$61,897
Median age	33	36
Home ownership	78%	46%
People per acre	9	22
Dwelling units per acre	1	5
Total businesses per acre	0.7	1.3



Sherwood Town Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks






















Center Boundary



St. Johns Town Center



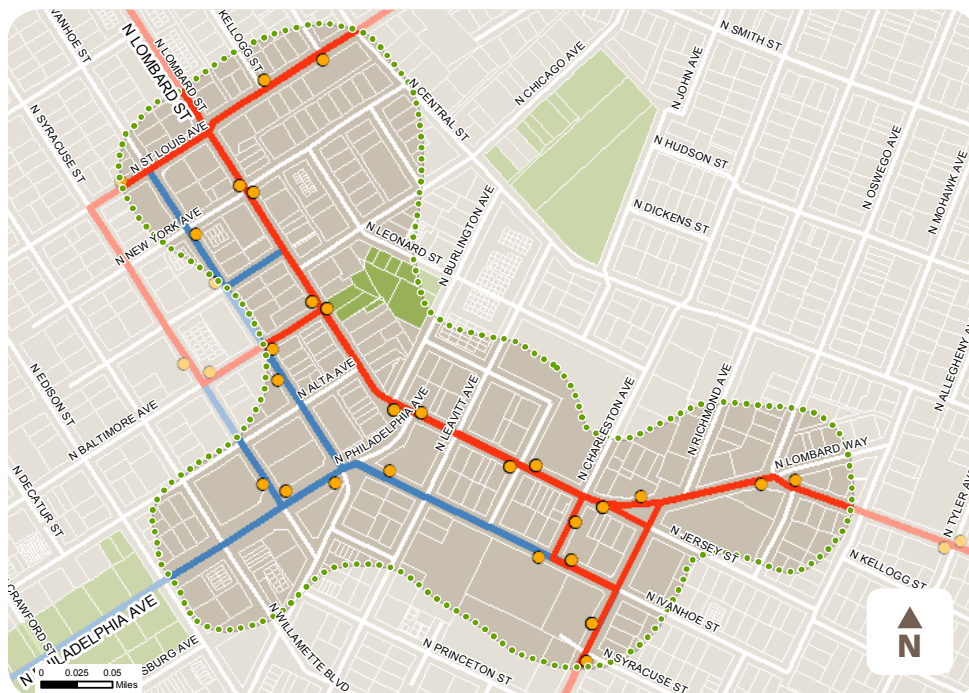
Amenities

Bakery		1
Bar		2
Bike Shop		1
Book Store		1
Brew Pub		0
Child Care		1
Cinema		2
Clothing Store		2
Coffee Shop		2
Deli		0
Dry Cleaner		0
Fast Food Restaurant		2
Fitness Gym		1
Full Service Restaurant		15
Garden Store		0
Grocery Store		2
Ltd Service Restaurant		0
Music Store		1
Wine Bar/Sales		0

The St. Johns Town Center is 42 acres located in North Portland adjacent to the Willamette River. St. Johns has no direct interstate access, but can access Highway 30 by crossing the Willamette River at the St. Johns Bridge. The area is served by five separate bus lines, including one frequent service line, allowing for multiple transportation options both in and out of the center. St. Johns has one of the highest people per acre ratios and has the lowest household median income.

By the numbers




















	St. Johns	Town Centers Average
Jobs to housing ratio	4:1	3:1
Median household size	2.11	2.4
Median household income (2007)	\$34,549	\$61,897
Median age	37	36
Home ownership	44%	46%
People per acre	37	22
Dwelling units per acre	7	5
Total businesses per acre	3.3	1.3



Sunset Transit Town Center



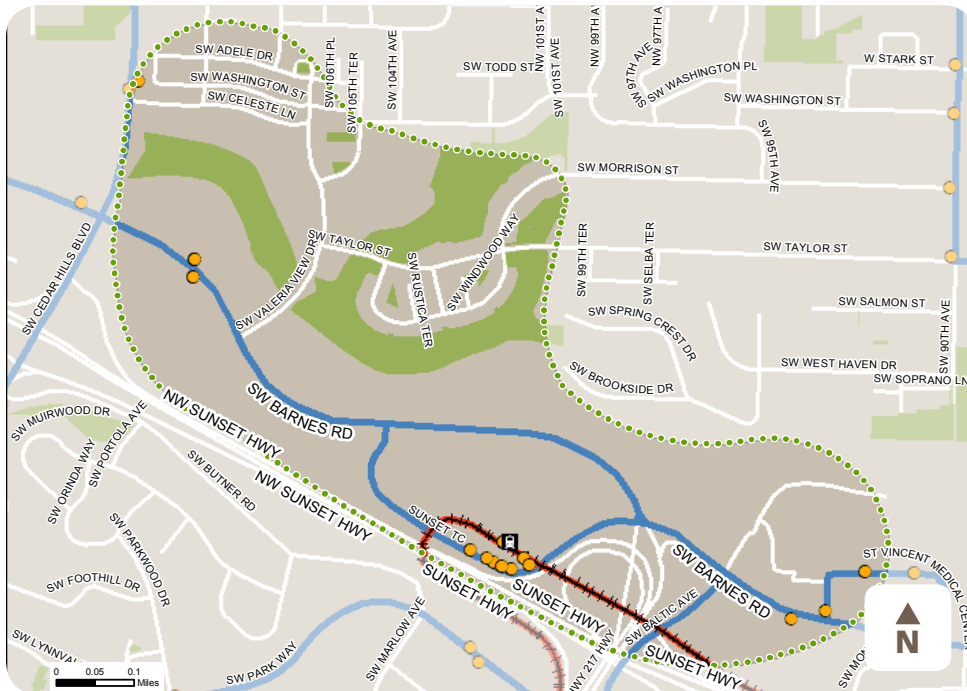
Amenities

Bakery		0
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		1
Cinema		0
Clothing Store		0
Coffee Shop		3
Deli		0
Dry Cleaner		1
Fast Food Restaurant		0
Fitness Gym		1
Full Service Restaurant		2
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		2
Music Store		0
Wine Bar/Sales		0

The Sunset Transit Town Center is approximately 220 acres located in unincorporated Washington County at the intersection of several major arterials, including Barnes Road, Highway 26 and Highway 217. Sunset Transit Town Center serves as a transportation hub for the northern portion of Washington County and Northwest Portland. As a transit center, the area is served by multiple bus lines and both Blue and Red Line MAX trains. The street network can be characterized as low-density and curvilinear in nature. Sunset transit town center's highest jobs to housing ratio of all town centers reflects the small number of residents compared to the large employment center of Providence St. Vincent's Hospital located in the eastern portion of the center.

By the numbers

	Sunset	Town Centers Average
Jobs to housing ratio	11:1	3:1
Median household size	2.01	2.4
Median household income (2007)	\$57,692	\$61,897
Median age	36	36
Home ownership	50%	46%
People per acre	9	22
Dwelling units per acre	1	5
Total businesses per acre	0.5	1.3



Sunset Transit Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Tanasbourne Town Center



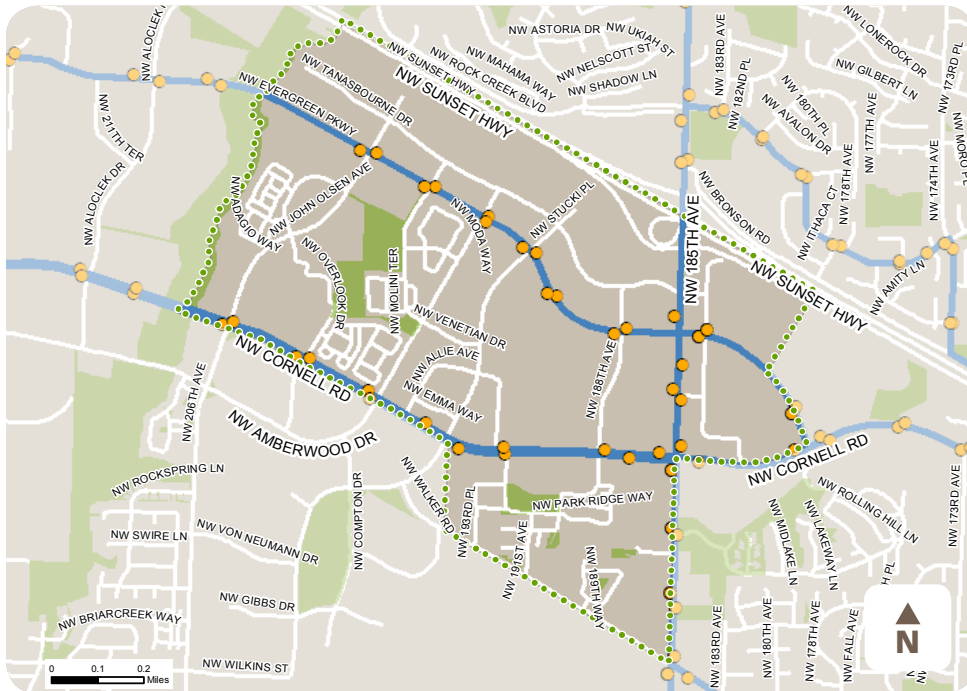
Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		1
Brew Pub		0
Child Care		1
Cinema		1
Clothing Store		19
Coffee Shop		6
Deli		0
Dry Cleaner		2
Fast Food Restaurant		6
Fitness Gym		0
Full Service Restaurant		24
Garden Store		0
Grocery Store		4
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		1

The Tanasbourne Town Center, located in Hillsboro, is the largest town center in the region at 605 acres. It includes a mix of employment and commercial businesses, notably the Streets of Tanasbourne regional shopping center. The center is located adjacent to Highway 26, and is serviced by two major arterials - Cornell Road and 185th Avenue. Two bus lines bisect Tanasbourne. Tanasbourne has a high number of urban living infrastructure businesses in the Streets of Tanasbourne.

By the numbers

	Tanasbourne	Town Centers Average
Jobs to housing ratio	1:1	3:1
Median household size	1.97	2.4
Median household income (2007)	\$60,882	\$61,897
Median age	30	36
Home ownership	1%	46%
People per acre	24	22
Dwelling units per acre	8	5
Total businesses per acre	0.5	1.3



Tanasbourne Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Tigard Town Center



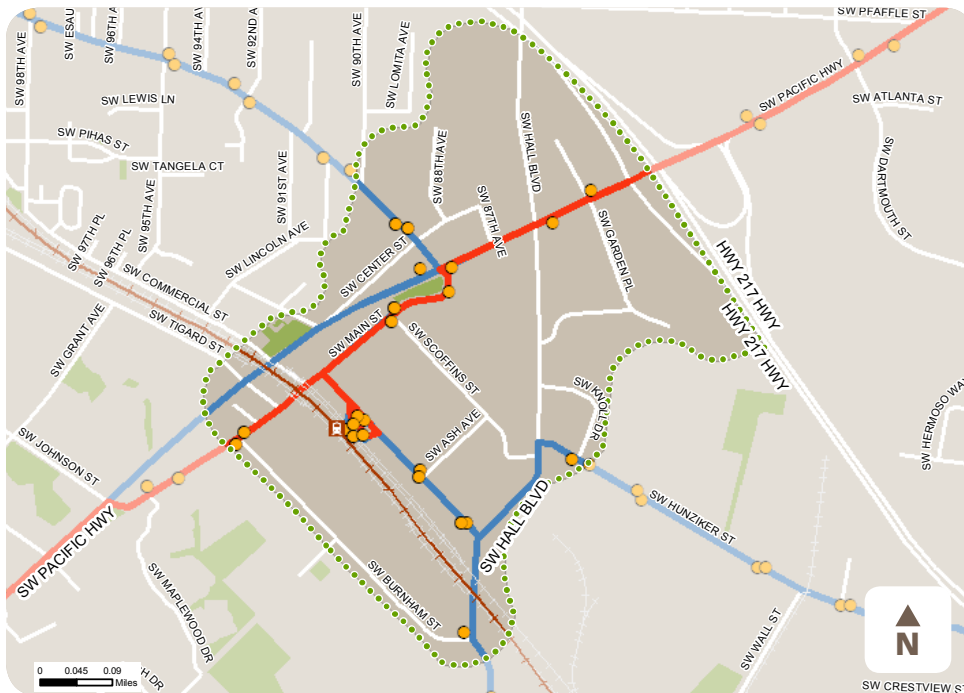
Amenities

Bakery		0
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		1
Cinema		0
Clothing Store		0
Coffee Shop		1
Deli		1
Dry Cleaner		2
Fast Food Restaurant		1
Fitness Gym		1
Full Service Restaurant		14
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

The Tigard Town Center is 128 acres located immediately adjacent to both Highway 99W and Highway 217. The center is focused around its historic main street that runs parallel to Highway 99W. The center is serviced by multiple bus lines and is home to a TriMet transit center and a WES Commuter Rail station. The Tigard Town Center has a higher people per acre ratio than average reflecting its higher number of businesses per acre than other centers.

By the numbers

	Tigard	Town Centers Average
Jobs to housing ratio	4:1	3:1
Median household size	2.3	2.4
Median household income (2007)	\$48,899	\$61,897
Median age	32	36
Home ownership	31%	46%
People per acre	28	22
Dwelling units per acre	4	5
Total businesses per acre	2.5	1.3



Tigard Town Center




















- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Troutdale Town Center



Amenities

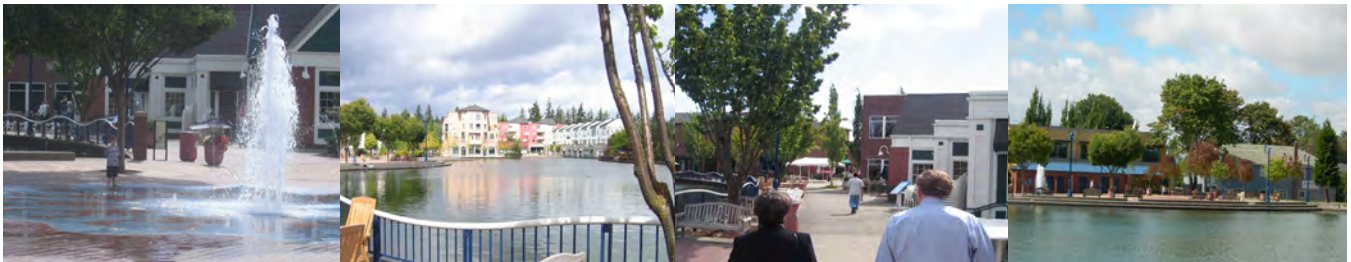
Bakery		0
Bar		1
Bike Shop		0
Book Store		1
Brew Pub		1
Child Care		1
Cinema		0
Clothing Store		9
Coffee Shop		1
Deli		0
Dry Cleaner		0
Fast Food Restaurant		0
Fitness Gym		0
Full Service Restaurant		5
Garden Store		0
Grocery Store		0
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

The Troutdale Town Center is 301 acres of land located at the eastern end of the region. The center includes the historic main street of downtown Troutdale and a small portion of land north of Interstate 84. The center has direct access to Interstate 84 and is serviced by three separate bus lines. The street network is a mix of small block grids in the historic downtown and circuitous street layouts in the remaining areas. The majority of the center is auto-oriented with the exception of the downtown. The town center has a higher than average home ownership and lower than average people per acre.




















By the numbers

	Troutdale	Town Centers Average
Jobs to housing ratio	2:1	3:1
Median household size	2.5	2.4
Median household income (2007)	\$52,087	\$61,897
Median age	35	36
Home ownership	65%	46%
People per acre	9	22
Dwelling units per acre	2	5
Total businesses per acre	0.5	1.3

Tualatin Town Center



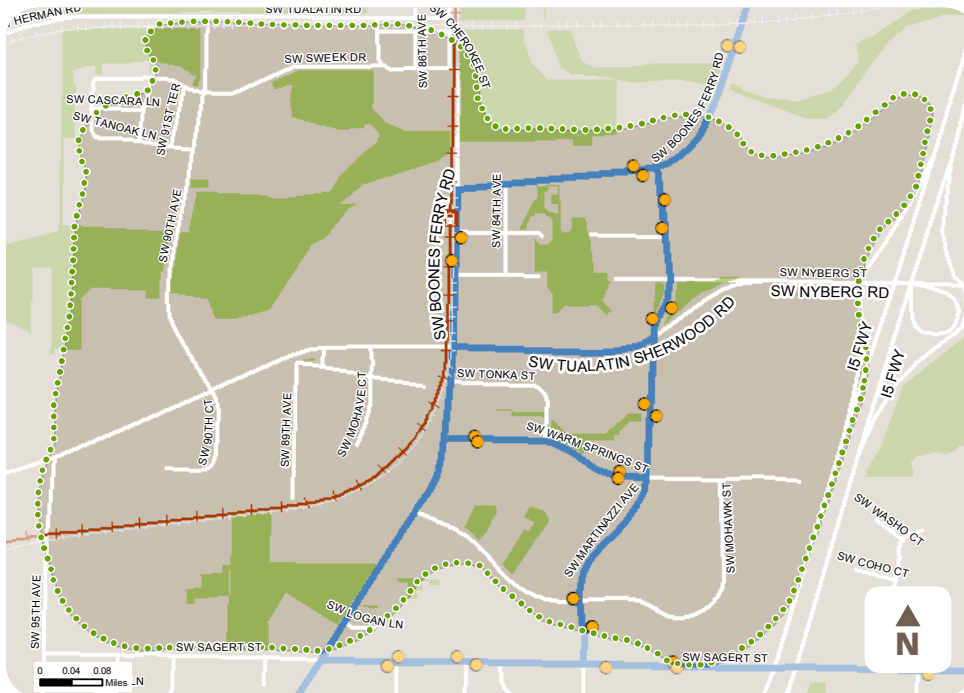
Amenities

Bakery		0
Bar		1
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		1
Cinema		0
Clothing Store		2
Coffee Shop		6
Deli		2
Dry Cleaner		4
Fast Food Restaurant		5
Fitness Gym		2
Full Service Restaurant		31
Garden Store		0
Grocery Store		3
Ltd Service Restaurant		2
Music Store		0
Wine Bar/Sales		0

The Tualatin Town Center is approximately 325 acres of land located just west of Interstate 5. The street network in Tualatin is centered around the major arterials with local streets and low intersection densities. The center is serviced by multiple bus lines and has a stop on the WES Commuter Rail line. The Tualatin Town Center has a total of 59 urban living infrastructure businesses and lower than average numbers of dwelling units, people and businesses per acre and an average jobs to housing ratio.

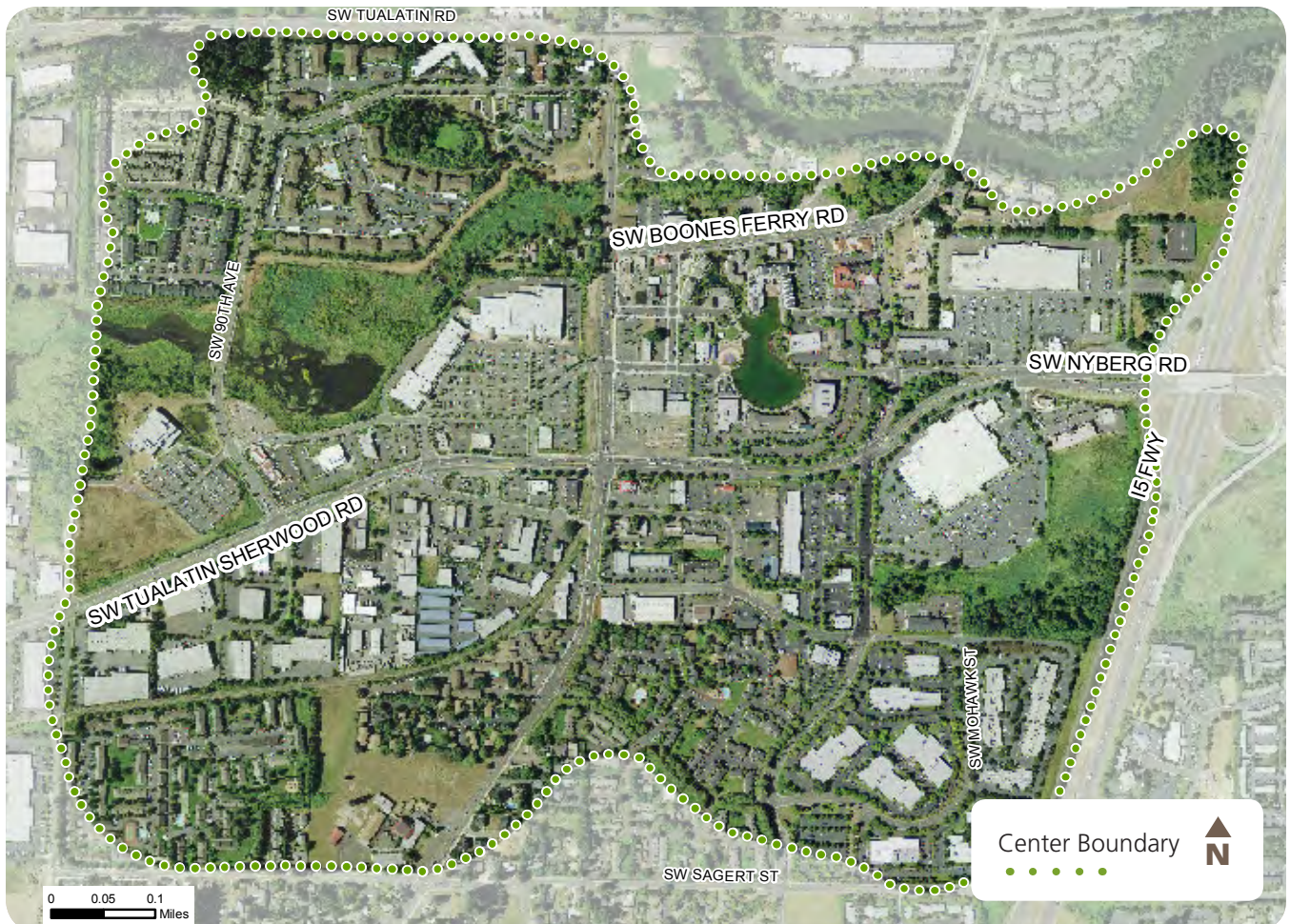
By the numbers

	Tualatin	Town Centers Average
Jobs to housing ratio	3:1	3:1
Median household size	2.05	2.4
Median household income (2007)	\$54,527	\$61,897
Median age	29	36
Home ownership	5%	46%
People per acre	18	22
Dwelling units per acre	4	5
Total businesses per acre	1.2	1.3



Tualatin Town Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks






















Center Boundary



West Linn Town Centers



Amenities









Bakery		1
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		0
Child Care		3
Cinema		0
Clothing Store		2
Coffee Shop		4
Deli		0
Dry Cleaner		2
Fast Food Restaurant		4
Fitness Gym		3
Full Service Restaurant		10
Garden Store		0
Grocery Store		1
Ltd Service Restaurant		1
Music Store		0
Wine Bar/Sales		0

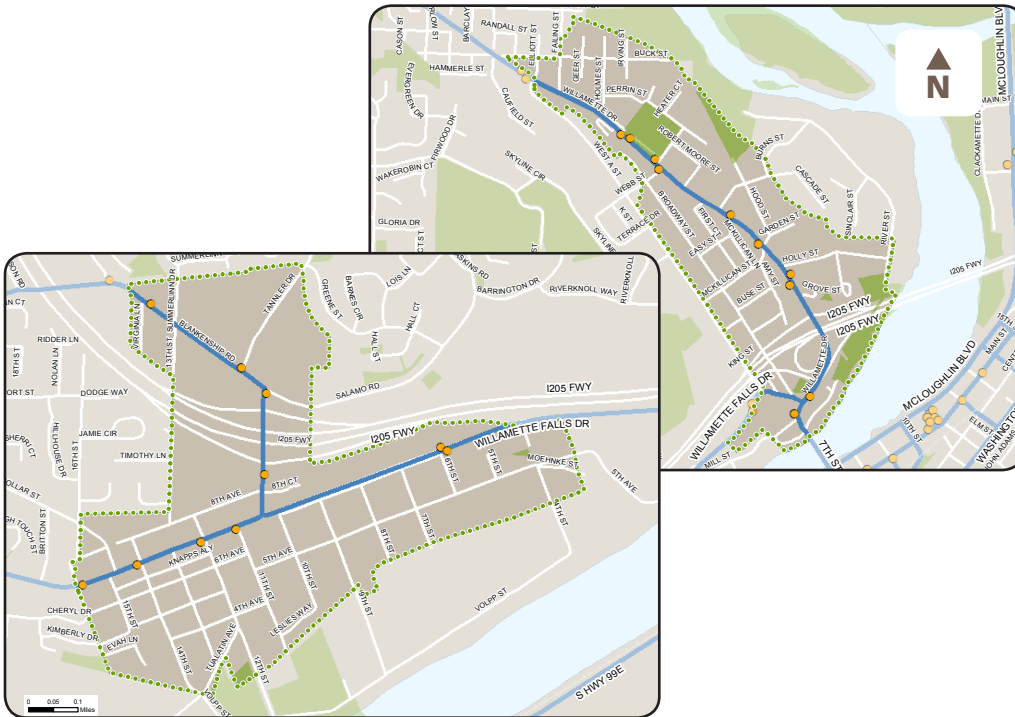
The West Linn Town Centers are located in two distinct geographic locations, representing a total of 293 acres. Both geographic locations are directly adjacent to the Interstate 205 corridor and are serviced by bus lines. Both locations have a mix of a grid street network and some unconnected local streets. The centers have a higher median income and home ownership rates than average reflecting the residential character of the area.

By the numbers

	West Linn	Town Centers Average
Jobs to housing ratio	1:1	3:1
Median household size	2.49	2.4
Median household income (2007)	\$81,617	\$61,897
Median age	40	36
Home ownership	76%	46%
People per acre	13	22
Dwelling units per acre	3	5
Total businesses per acre	0.4	1.3

West Linn Town Centers




















-  Center boundary
-  Light rail stops
-  Commuter rail stops
-  Bus stops
-  Light rail
-  Frequent service
-  Standard service
-  Parks



West Portland Town Center



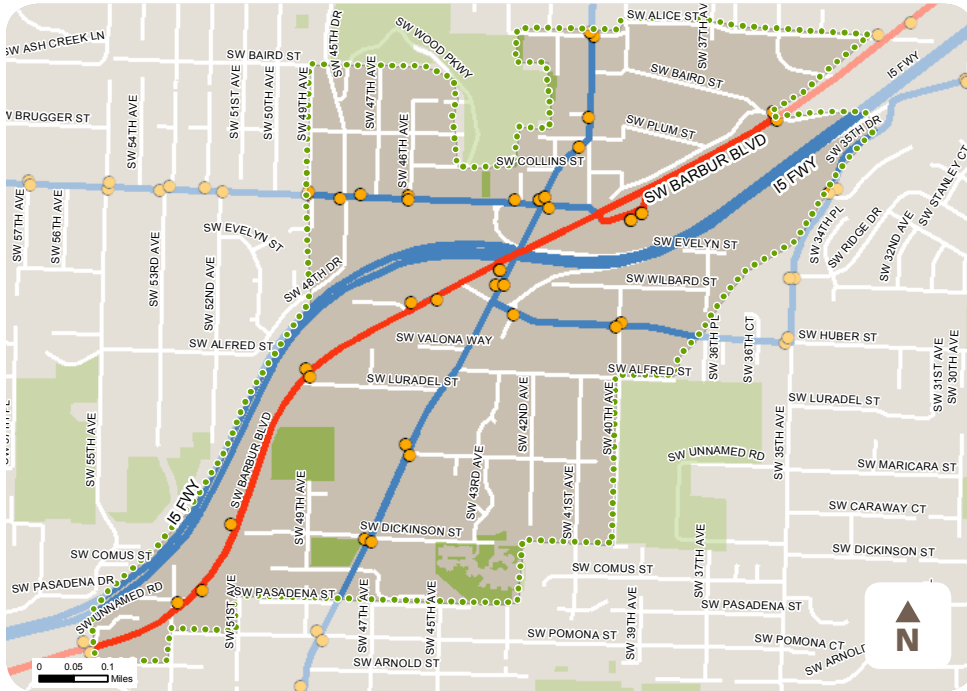
Amenities

Bakery		1
Bar		0
Bike Shop		0
Book Store		2
Brew Pub		0
Child Care		2
Cinema		0
Clothing Store		1
Coffee Shop		2
Deli		0
Dry Cleaner		1
Fast Food Restaurant		2
Fitness Gym		0
Full Service Restaurant		6
Garden Store		0
Grocery Store		2
Ltd Service Restaurant		2
Music Store		0
Wine Bar/Sales		0

West Portland is a 224-acre Town Center located along the Interstate 5 corridor within the City of Portland. The majority of commercial activity in the center revolves around the interchange along Interstate 5 and businesses located along Barbur Boulevard. The area is serviced by multiple bus lines, with one frequent service line along Barbur Boulevard. The center has 21 urban living infrastructure business and above average people per acre.

By the numbers

	West Portland	Town Centers Average
Jobs to housing ratio	1:1	3:1
Median household size	2.31	2.4
Median household income (2007)	\$57,440	\$61,897
Median age	33	36
Home ownership	46%	46%
People per acre	22	22
Dwelling units per acre	7	5
Total businesses per acre	1.6	1.3



West Portland Town Center

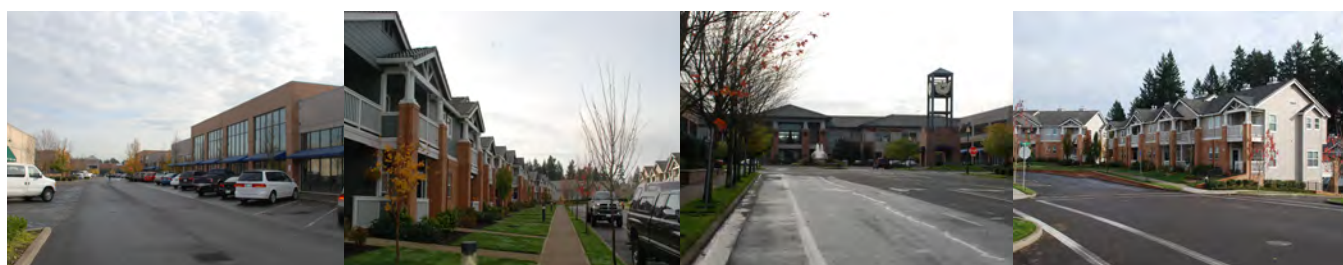
- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Center Boundary



Wilsonville Town Center



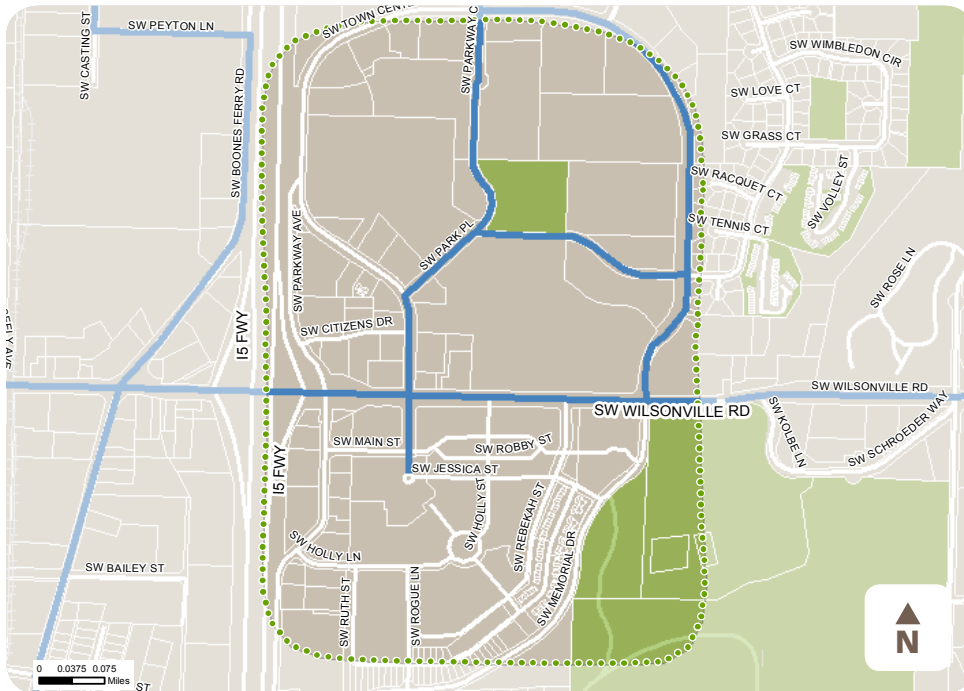
Amenities

		1
Bakery		1
Bar		0
Bike Shop		0
Book Store		0
Brew Pub		2
Child Care		0
Cinema		1
Clothing Store		2
Coffee Shop		0
Deli		3
Dry Cleaner		5
Fast Food Restaurant		3
Fitness Gym		17
Full Service Restaurant		0
Garden Store		1
Grocery Store		1
Ltd Service Restaurant		0
Music Store		0
Wine Bar/Sales		0

The Wilsonville Town Center is 166 acres located east of Interstate 5, in what is considered downtown Wilsonville. The center has direct access to I-5, and is also serviced by bus into the Portland area, a shuttle that runs between Wilsonville and Salem during the week and a WES Commuter Rail stop located just outside of the center. The City of Wilsonville also operates its own transit service, SMART. The center is characterized by a curvilinear street network with limited intersection density. Wilsonville is below average in people per acre, but above average in jobs to housing ratio.

By the numbers

	Wilsonville	Town Centers Average
Jobs to housing ratio	5:1	3:1
Median household size	2.05	2.4
Median household income (2007)	\$66,642	\$61,897
Median age	30	36
Home ownership	32%	46%
People per acre	15	22
Dwelling units per acre	2	5
Total businesses per acre	1.1	1.3



Wilsonville Town Center

- Center boundary
- Light rail stops
- Commuter rail stops
- Bus stops
- Light rail
- Frequent service
- Standard service
- Parks



Publication List



Metro provides a number of services and publications to help communities in the region plan for future growth and development. Below is a short list of publications offered; contact Metro for a complete list of guides and services.



Community Investment Toolkit

Volume One: Financial Incentives. Volume one of the Community Investment Toolkit provides financial tools local jurisdictions can use to stimulate investment and encourage innovative development.

Volume Two: Innovative Design and Development Codes. Volume two of the Toolkit outlines code changes and design guidelines that can assist in creating better neighborhoods. Chapters cover, among other topics, suburban / urban transitions, managing parking for urban form, and effective public involvement.

Impact-based system development charges report

A report containing model system development charge methodologies that promote greater financial equity and at the same time promote the region's 2040 Growth Concept. It outlines the relative costs of serving different development types and patterns and how to calculate differential SDCs to reflect these differences in infrastructure costs and impacts to the system.



Green Streets guides

Three guides that illustrate green street designs for efficient multimodal traffic use while maintaining nature in neighborhoods. The guides cover green street design, innovative solutions to stormwater and stream crossings and tree planting.

Affordable housing needs study

This study estimates current and future housing needs for the region, describes the demographic composition of households in the region, characterizes households in different housing consumption categories, and identifies household categories that are likely to struggle to meet housing costs.

Metro

Planning and Development
600 NE Grand Ave.
Portland, OR 97232
503-797-1735

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

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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Metro Council President – David Bragdon

Metro Councilors

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