



Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

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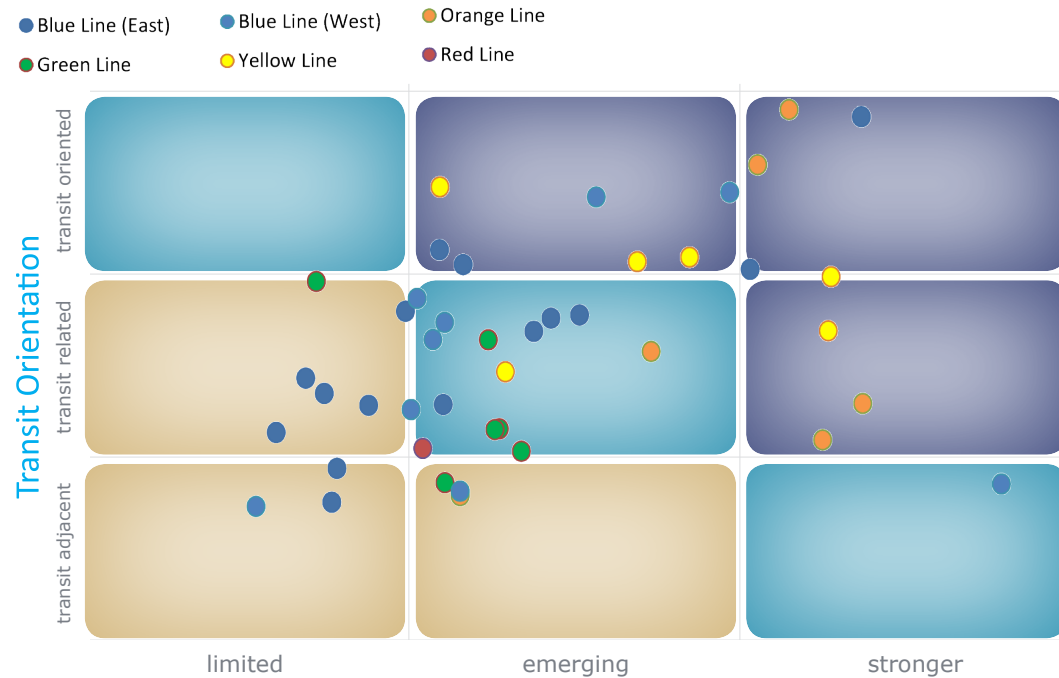
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For more information, visit
oregonmetro.gov/tod.

Transit orientation + market strength

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



Real Estate Market Strength

The 5 P's of transit orientation

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

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

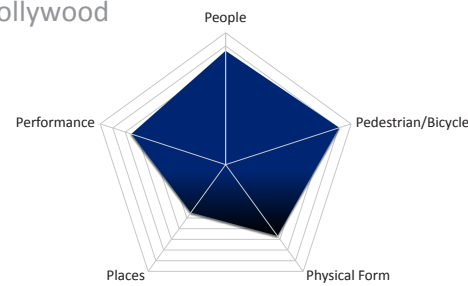
Places: The number of neighborhood serving retail and service establishments.

Physical form: Average block size.

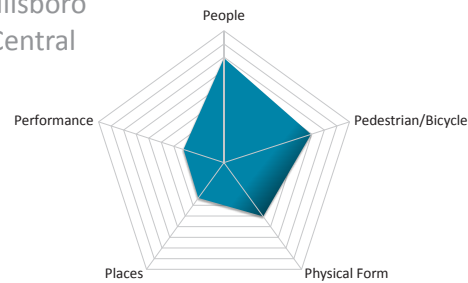
Performance: The frequency of bus and rail service.

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

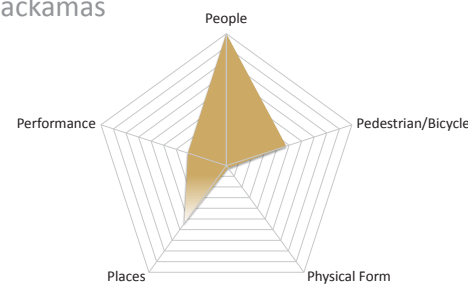
Hollywood



Hillsboro Central

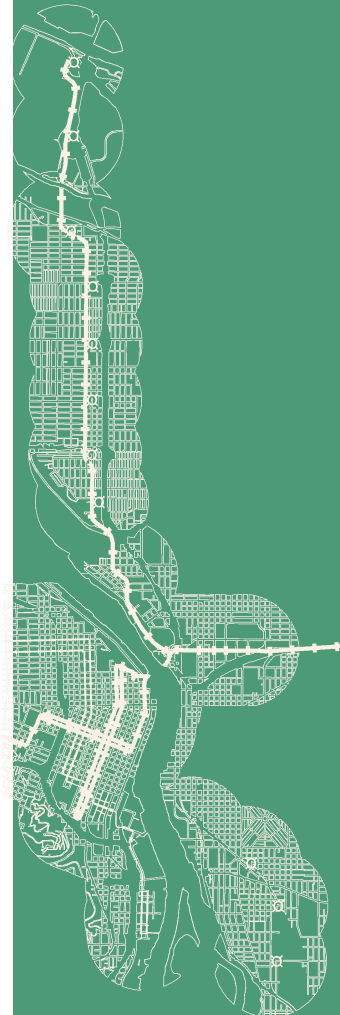


Clackamas



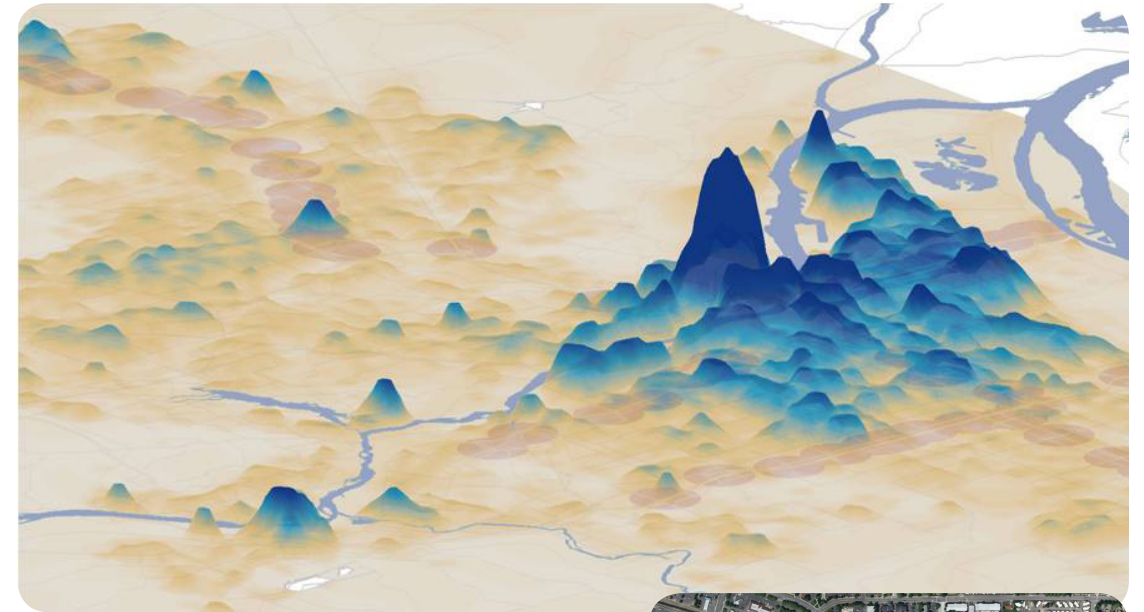
Strategic Plan

June 2016



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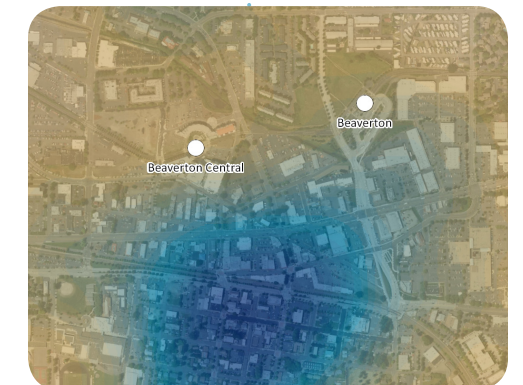
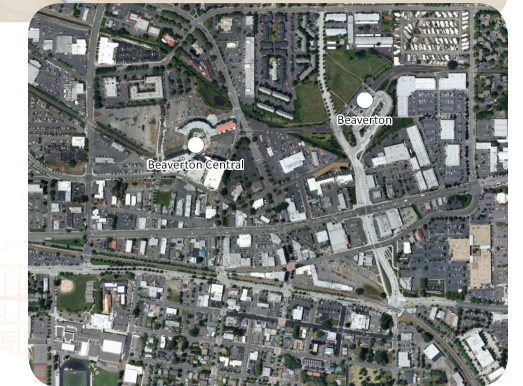
Transit-Oriented Development Program



Investing wisely

Since 2001, Metro's Transit-Oriented Development Program has sought to implement the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town centers and regional centers. Over that time, the TriMet system has more than doubled its number of MAX stations from 30 to 97 and increased the number of frequent bus corridors from four to 13. With an annual budget of just \$3 million, the TOD program must be highly strategic when targeting and investing in station areas and corridors.

In order to maximize its ability to leverage transit-oriented development and increase travel by transit, walking and bicycling, and increasing affordability in high cost and gentrifying neighborhoods, the TOD program allocates its limited resources by identifying and prioritizing station areas and corridors with existing transit orientation and emerging market potential. The TOD typology cluster map on the following pages illustrates this strategic approach.

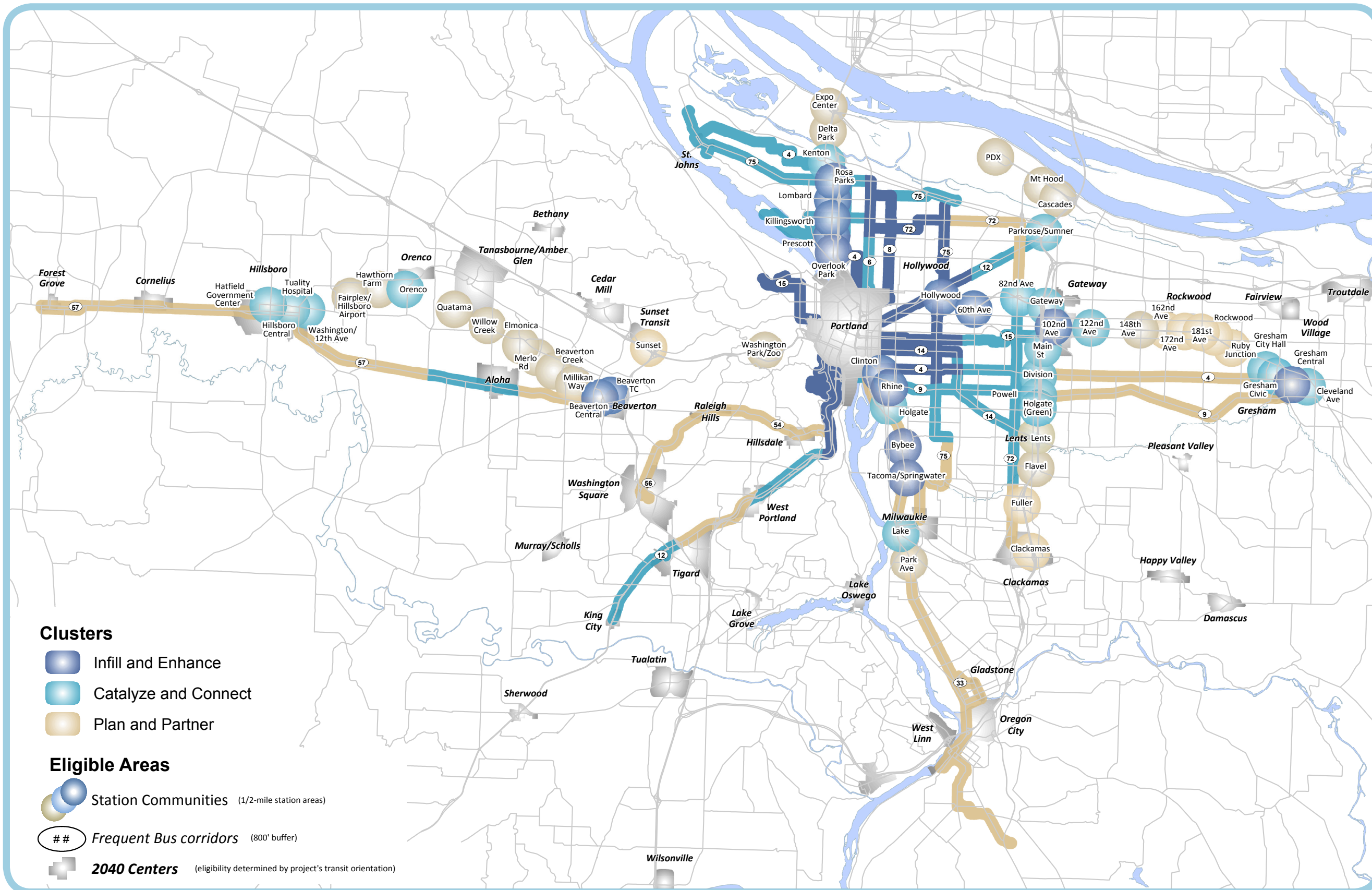


Transit orientation score

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

TOD typology clusters

(transit orientation + market readiness)



infill + enhance

Infill and enhance transit communities are the most “TOD ready” areas in the region outside of downtown Portland. Given the relative strength of these areas, TOD program project investments should leverage either long-term affordability or demonstrate innovative or untested approaches to achieving higher densities or enhanced sustainability.

catalyze + connect

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

plan + partner

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