TOD & Centers Implementation Program
Metro’s Development Center

- Program created in 1998
- $2.9 mill annual budget
- Public-private partnerships
- Investments in “bricks and mortar” tied to transportation outcomes
2,091 housing units
nearly 1,000 affordable units
and more than 300 senior units

20 built projects
(10 in pre-development)

2008 National APA Best Practices Award

543,000 Induced Transit Riders Per Year

Nearly 250,000 sq ft commercial

> 100,000 tons of GHG reduced

$318 million in private investment
why a strategic plan?

- Expanding system = expanding eligibility
- Develop station hierarchy
- Target TOD investments
TOD Program Funding & Eligible Areas
1998-2010

- **Funding (millions)**
  - 1998: $1.6
  - 2010: $2.9

- **eligible areas (sq miles)**
  - 1998: 12
  - 2010: 93
building a TOD typology

Transit Orientation Score
(Urban Form + Activity)

+ 

Market Strength
The traditional trinity of TOD

- density
- distance
- demographics
- design
- diversity
- dollars
- destinations
- distinction
measuring TOD readiness (p’s)

Potential (market)

- people
- places
- ped/bike connectivity
- performance
- physical form
ped/bike connectivity
performance
physical form
Hollywood
Gresham Central
Gateway
Clackamas
Rockwood
transit orientation score
transit orientation score
Typology
(market + TOD Score)

Downtown + NW Portland Station Areas
(eligible, but excluded for comparison purposes)

outer station areas for analysis
Station Community Typology
(market + TOD Score)
Station Community Typology
(market + TOD Score)
Corridor Typology
(market + TOD Score)
Plan + Partner
(longer term station areas)
Plan + Partner
(longer term station areas)
Catalyze + Connect
(emerging station areas)
Catalyze + Connect
(emerging station areas)
Infill + Enhance
(near term station areas)
Infill + Enhance
(near term station areas)
q + a

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