



## Tigard HCT Land Use Plan

# Station Community Typology Report



### Introduction **A Station Community Typology for Tigard**

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*A clearly articulated and defined Station Community Typology, customized for the Tigard community, and responsive to community feedback, will help develop common expectations and enhance community acceptance for future high capacity transit. This report creates a framework for thinking about, and engaging the community in a dialogue about, how high capacity transit can fit into, support and serve the different areas of Tigard. It acknowledges that Station Communities are not all alike and different locations demand different guiding visions and implementation plans.*

#### Four Station Community Types

*Following this introduction is a section that describes four Station Community Types that may form a framework for the project and public involvement. The four types are:*

- *Town Center / Main Street*
- *Employment / Retail Destination*
- *Transit Corridor*
- *Transit Neighborhood*

#### What is a Station Community Typology?

A typology is a term that planners use to describe general land use characteristics of a transit station area. More generally, a “typology” is a study, or the systematic classification of “types.” For this project the terms are being applied to high capacity transit (HCT) station areas, called Station Communities. This study, or “typology” describes four distinct Station Community “types,” and classifies the urban design and land use characteristics of each one, including the primary land use or mix of land uses (for example, employment, residential, civic), and measurable characteristics such as persons per acre, jobs per household, floor area ratio, etc. It also describes more qualitative characteristics that cannot always be measured, generally described as a “sense of place.” It should be noted that even within one specific Station Community Type, there can be a wide range of characteristics, both qualitative and quantitative.

#### How does the Station Community Typology relate to Tigard and the HCT project?

The four Station Community types respond to Tigard’s specific geography, land use and transportation patterns. They also respond to the Tigard Comprehensive Plan goals, policies and action measures that are supportive of high capacity transit.

In anticipation of HCT, they address what station area communities intend to provide in the future to take advantage of access to high capacity transit, such as provide a diversity of housing and employment opportunities, greater synergy between different modes of transportation, and enhanced mobility for all users, whether on bike, on foot, or in a car. The Tigard HCT Land Use Plan will develop a set of Station Community Types for Tigard that can be used to create places that Tigard residents and stakeholders desire.

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## Station Communities and City of Tigard and Metro Plans and Policies

*The City of Tigard Comprehensive Plan has goals, polices and action measures that are supportive of HCT. The Metro Regional 2040 Growth Concept, plans and policies provide substantial guidance on the different possible Station Communities and their characteristics. This report outlines the relationship between the different plans and policies and the Tigard Station Community Typology.*

### Station Communities in the Metro 2040 Regional Growth Concept

“Station Communities,” are one of the ten urban design types defined by the Metro 2040 Growth Concept, along with “Town Centers,” “Main Streets,” “Regional Centers,” “Neighborhoods,” and “Corridors.” “Station Communities” are described as “areas of development centered around a light-rail or high-capacity-transit station that feature a variety of shops and services that will remain accessible to bicyclists, pedestrians and transit users as well as cars.” The Station Community urban design type is intended to address a broad range of land uses, including housing, employment and institutional, and access for all transportation modes, including the auto.

The current Metro definition for Station Communities assumes a mix of land uses and there are numerous examples in the Portland region and other places of mixed use Station Communities. However, Station Communities may also emphasize one land use such as employment or residential. Given the wide range of possible locations within Tigard for potential stations, the Tigard Typology includes one type that focuses primarily on employment - “Employment / Retail Destination,” and one type that focuses on residential - “Transit Neighborhood.”

In the region there are also examples of station communities co-located with 2040 Growth Concept urban design types (e.g. Town Center, Main Street, Corridor), in which the boundaries of each overlaps or is coincident. Thus, the Tigard Typology includes one type that concentrates on the aspiration and character of town centers and main streets – “Town Center / Main Street,” and one type emphasizes the character of a linear district - “Transit Corridor.”

### Station Communities and the Metro State of the Centers Report, 2009

In 2009, Metro published the State of the Centers, an overview and comparison of all 37 Regional and Town Centers in the region. The report includes a description of each center and eleven different measurements for comparison, such as activity level, jobs to housing ratios, median household size, people per acre and dwellings per acre. The report includes a typology of centers in the form of an “Activity Spectrum.” The Activity Spectrum is a useful framework for thinking about the differences and similarities of each center, and the corresponding local aspirations, guiding visions and implementation plans. This report uses the measurements provided for a number of Centers, as a way of describing, in quantifiable terms, the physical and demographic characteristics of the Station Communities.

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## Themes from Stakeholder Interviews

### Places people like

**Downtowns:** *Lake Oswego, Portland, Tigard, Vancouver, WA*

**Established neighborhoods:** *First Addition (Lake Oswego); Hawthorne, Hillsdale, Ladd's Addition, Laurelhurst, Multnomah Village, Northwest District (Portland); Summerfield (Tigard)*

**New Urbanist and transit-oriented developments:** *Bridgeport Village (Tualatin), Orenco Station (Hillsboro), Pearl District (Portland), NewPort Village (Port Moody, B.C.)*

**Open spaces:** *Oregon Coast, Black Butte, Tualatin River Wildlife Refuge*

### Characteristics of good places

*Walkable | Continuous and well-maintained sidewalks, bike paths, and streets | Active and safe streets | Flexible public spaces for community gathering and events | Density and diversity of people | Equity and economic diversity, especially in housing | Neighborhood scale and feel: compact form, small businesses and retail, single-family homes | Architecture that fits in, promotes community | Variety of businesses for shopping, eating and drinking, entertainment | Strong feeling of community identity | Close proximity to work, schools, parks | Access to recreation--parks, dog parks, trails, etc.--on foot and by bike or transit*

### Metro Station Area Charts Data

In February 2011, Metro updated calculations for all the existing (and some planned) station areas within the region. As part of the TOD Strategic Plan the Metro TOD program created a methodology known as the 'Five "P's"' to measure five desirable characteristics of station communities..

- People (density of residents and employees)
- Pedestrian/Bicycle (presence of sidewalks and low-stress bikeways)
- Physical Form (average block size)
- Places (neighborhood serving retail and services)
- Performance (rail and bus frequency)

In the future, the Five P's will be useful in comparing and contrasting the Tigard Station Community types with existing station areas in the region, particularly those that are seen as having similar challenges and opportunities. There is interest in including data or other ways to measure several additional "P's" for comparison purposes: political support, property ownership, parks and open space, and parking policies. How and whether to include these additional characteristics is under discussion.

### Station Communities Typology and Public Involvement

Between November 2010 and February 2011, City of Tigard planners interviewed more than 45 local stakeholders representing a broad cross section of the community. Stakeholders were encouraged to talk about their ideas, concerns, and priorities related to transit and planning for the community.

Stakeholder interviews revealed a number of desirable and undesirable characteristics that can be applied to the Station Community Typology. For the purposes of this report, these themes have been used to categorize physical characteristics for the purposes of comparing and contrasting the Station Types to one another. In the future these characteristics may provide a framework for evaluating the Station Communities.



Images: City of Tigard and Univ of Oregon

## Town Center / Main Street Station Community Type One

**Focus** Specialty retail, office, dining, medium to high-density housing, urban village feel

The Town Center / Main Street Station Community includes significant housing, employment and commercial businesses and serves the local population. The area within 1/2 mile of the high capacity transit station is a mix of housing, retail, services, civic uses and office. This area has a jobs to housing balance of 2:1. Residential units in the form of flats (apartments or condominiums) occupy the upper level of some buildings. Moving away from the station, there may be townhouses with ground floor office and home-based businesses. The edges of the station area are predominantly residential, blending into the surrounding single dwelling neighborhood.

The physical character, urban form, streetscape design and mix of uses is unique to each Town Center / Main Street Station Community, and is a reflection of the distinctive personality of the community in which it is located.

The area includes a growing housing stock in the form of urban-style multi-floor attached housing, allowing one to live and work within the station community.

This station community is considered a 14-hour activity center, with daytime uses that includes office jobs, retailers, and restaurants. Nighttime activity includes restaurants and bars. Entertainment, recreation, arts and culture are also important uses. A broad range of urban amenities, including pedestrian amenities, open spaces and businesses combine to create inviting, vibrant streets.

Residents, workers and visitors can easily access the area through a variety of transportation options. The area is served by pedestrian friendly streetscapes based on an urban style grid network and narrow streets. Auto access is convenient but not dominant, and balanced by bus, commuter rail and other forms of high capacity transit. Auto access to major thoroughfares further support the area's accessibility to others from outside the region.

Most residential buildings provide structured or no parking, however, surface parking lots may be found along the edge of the station community, providing shared parking for nearby retail and office uses. In the future, there may be opportunities to provide parking in structures that are designed to blend in with the architecture of the area. On-street parking is plentiful and integrated into the pedestrian-friendly streetscape. Various forms of public transit and walkable streetscapes help make the car a secondary choice for travel within the district, and it is easy to access all parts of the Town Center by bike and on foot.

An extensive network of bicycling routes through and within the area is provided, on low-traffic streets, including bike lanes and multi-use trails. Bicycle connections to transit stops are direct and convenient, and bicycle parking is plentiful at transit stops and other destinations within the area.

Within walking or biking distance are natural areas and parks and lower density neighborhoods.



Station Community One: Town Center / Main Street

**References for comparison**

**Stakeholder interviews** From Stakeholder interviews, “Places People Love,” this Station Community is most like Lake Oswego/First Addition, Downtown Milwaukie and Downtown Vancouver.

**Metro State of the Centers** From Metro State of the Centers, this Station Community could resemble Hollywood, Multnomah Village and Lake Oswego Downtown District.

| State of the Centers Report Data |           |                    |                      |
|----------------------------------|-----------|--------------------|----------------------|
| Center                           | Hollywood | Downtown Milwaukie | Lake Oswego Downtown |
| Activity level                   | 14 hour*  | 14 hour*           | 14 hour*             |
| Jobs to housing ratio            | 3:1       | 2:1                | 2:1                  |
| Median household size            | 1.34      | 2.1                | 1.71                 |
| Median household income          | \$35,888  | \$46,139           | \$71,492             |
| Median age                       | 47        | 39                 | 45                   |
| Home ownership                   | 37%       | 42%                | 47%                  |
| People per acre                  | 77        | 21                 | 30                   |
| Dwelling units per acre          | 12        | 5                  | 8                    |
| Total businesses per acre        | 5.3       | 0.9                | 2.8                  |

\* Estimated for the purposes of this report. All other data is from the Metro State of the Centers Report.



Photo: Metro



Photo: Metro

*The area within 1/2 mile around the station area is a mix of housing, retail, services, civic uses and office. A broad range of urban amenities, including pedestrian amenities, open spaces and businesses combine to create inviting, vibrant streets.*



Photo: Metro



Photo: Metro



Photo: Metro



Photo: Urbisworks

The area is considered a 14-hour activity center, with daytime uses that includes office jobs, retailers, and restaurants. Nighttime activity includes restaurants and bars. Each Town Center / Main Street reflects the distinctive personality of the community in which it is located.

*Residential units in the form of flats (apartments or condominiums) occupy the upper level of some buildings. Moving away from the station, there may be townhouses with ground floor office and home businesses.*



Photo: Metro



Photo: Metro

*The area includes a growing housing stock in the form of urban-style multi-floor attached housing, allowing one to live and work within the station community.*



Photo: Utsworks

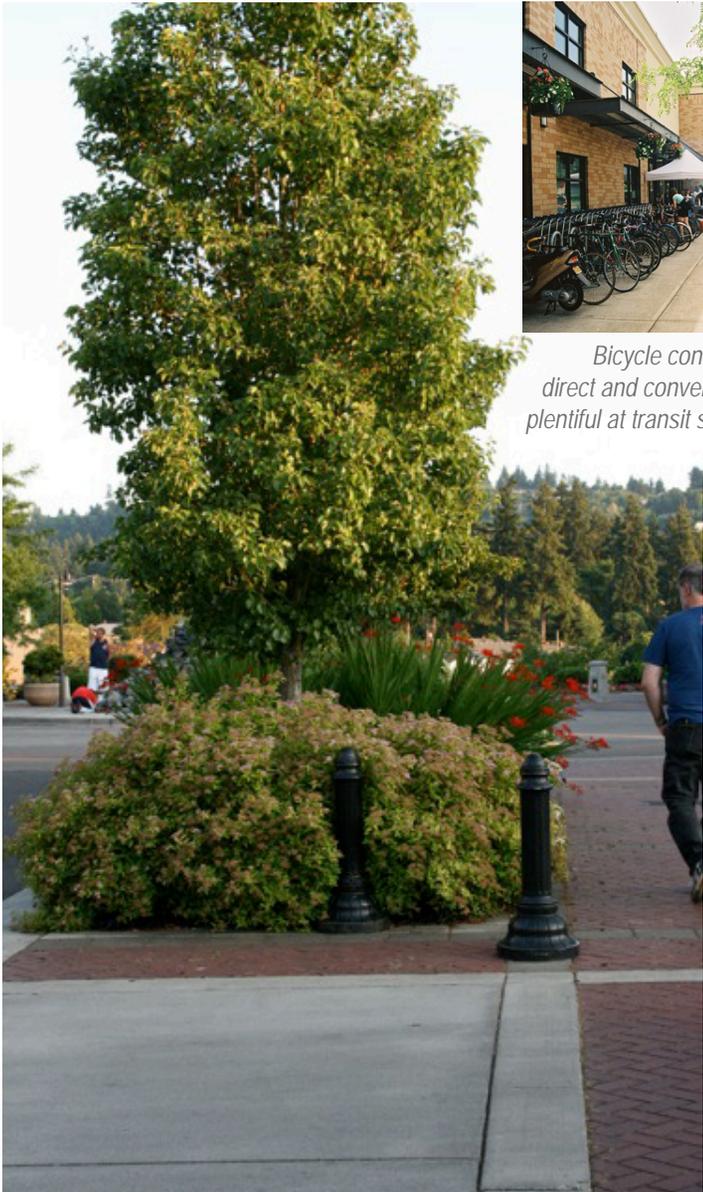


Photo: Utsworks



Photo: Utsworks

*Bicycle connections to transit stops are direct and convenient, and bicycle parking is plentiful at transit stops and other destinations within the area.*

*The area is served by pedestrian friendly streetscapes based on an urban style grid network and narrow streets. Auto access is convenient but not dominant, and balanced by bus, commuter rail and other forms of high capacity transit. On-street parking is plentiful and integrated into the pedestrian-friendly street design. Various forms of public transit and walkable streetscapes help make the car a secondary choice for transportation within the district.*



Photo: Metro



Photo: Metro



Photo: Metro

*The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity.*



Photo: Metro



Photo: Metro

*The area within 1/2 mile of the high capacity transit station is a mix of housing, retail, services, civic uses and office. Within walking or biking distance are natural areas and parks and lower density neighborhoods. An extensive network of bicycling routes through and within the area is provided on low-traffic streets, including bike lanes and multi-use trails.*



Images: City of Tigard and Univ of Oregon

## Employment / Retail Destination Station Community Type Two

**Focus** Regional employment and/or commercial activity and institutional

The Employment / Retail Destination Station Community is a moderately to intensely populated district with an emphasis on employment and commercial retail activities. A destination for transit trips, this district focuses on office and/or retail employment, and is highlighted by a regional shopping center and/or large-scale office complexes. Employment uses include a range of professional, research and technology-based manufacturing. Civic uses and colleges can also be found here. The core of the center is surrounded by medium to high density multi-story housing in the form of townhouses and apartment buildings, creating opportunities to live and work in close proximity.

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 district is considered an 18-hour activity center, with a majority of daytime uses in the form of office jobs and retail shoppers and employment. These uses are supported by restaurants serving breakfast and lunch as well as dry cleaners, child-care and coffee shops. Nighttime activity includes full-service fine dining restaurants and a major movie theater or entertainment venue.

As an employment and regional shopping destination, the area can be easily accessed by a variety of transportation options. Several major 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. Surface parking is separated from adjacent sidewalks by landscaping and architectural screening. Where structured parking is provided in buildings, it is located behind or above active ground floor uses, such as retail.

Auto access is convenient but not dominant. The street network is characterized by a curvilinear street network in the adjacent residential neighborhood areas. Blocks are larger in the office and shopping areas than in the Town Center Station Community, however, walking routes are direct, attractive and safe.

Bicycling through and within the area is easy and safe, because of an extensive network of low-speed, shared streets, dedicated bike lanes, and active transportation trails. Transit stops are easy to walk and bike to, and plenty of bike parking is provided at transit stops and at other destinations in the district.

Employees and residents enjoy nearby recreational paths, parks and open space. Regional open space is easily accessible and serves to help define the station community. Groves of mature native trees have been preserved within office complexes and on the edges of the residential neighborhood.



Station Community Two: Employment / Retail Destination

Photo: Metro

**References for comparison**

**Stakeholder interviews** From “Places People Love,” this Station Community is most like Bridgeport Village.

**Metro State of the Centers** From Metro State of the Centers, this Station Community is most like Lloyd/Irvington, Tanasbourne and Bridgeport Village.

| <b>State of the Centers Report Data</b> |                       |                    |                           |
|---|-----------------------|--------------------|---------------------------|
| <b>Center</b>                           | <b>Lloyd District</b> | <b>Tanasbourne</b> | <b>Bridgeport Village</b> |
| Activity level                          | 18 hour               | 12 hour*           | 14 hour*                  |
| Jobs to housing ratio                   | 7:1                   | 1:1                | 22:1                      |
| Median household size                   | 1.5                   | 1.97               | 2.38                      |
| Median household income                 | \$42,000              | \$60,882           | \$67,268                  |
| Median age                              | 37                    | 30                 | 40.9                      |
| Home ownership                          | 20%                   | 1%                 | 59%                       |
| People per acre                         | 71                    | 24                 | 13                        |
| Dwelling units per acre                 | 8                     | 8                  | 0.6                       |
| Total businesses per acre               | na**                  | 0.5                | 0.8                       |

\* Estimated for the purposes of this report. All other data is from the Metro State of the Centers Report.

\*\* Metro State of the Centers Report provided no data for this center type.



Photo: Urisworks



Photo: Metro



Photo: Urisworks

*A destination for transit trips, the district focuses on office and/or retail employment, which is highlighted by a regional shopping center and/or large-scale office complexes. Nighttime activity includes full-service fine dining restaurants and a major movie theater or entertainment venue.*



Photo: Metro



Photo: Metro



Photo: Metro

*The district is considered an 18-hour activity center, with a majority of daytime uses in the form of office jobs and retail shoppers and employment.*



Photo: Metro

*The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity. Employees and residents enjoy nearby recreational paths, parks and open space.*



Photo: Metro

*Open space is easily accessible and serves to help define the station community. Groves of mature native trees have been preserved within office complexes and on the edges of the residential neighborhood.*



Photo: UHSworks

*Auto access is convenient but not dominant. Even when there are large blocks in the office and shopping areas, walking routes are direct, attractive and safe. Bicycling through and within the area is easy because of an extensive network of low-speed, shared streets, dedicated bike lanes, and active transportation trails. Transit stops are easy to walk and bike to, and plenty of bike parking is provided at transit stops and at other destinations in the district.*

*The area is mainly comprised of surface and on-street parking with some structured parking attached to major employment/office locations. Surface parking is separated from adjacent sidewalks by landscaping and architectural screening. Where structured parking is provided in buildings, it is located behind or above active ground floor uses, such as retail.*



Photo: UHSworks



Images: City of Tigard and Univ of Oregon

## Transit Corridor Neighborhood Station Community Type Three

### **Focus** Shopping, dining and residential

The Transit Corridor Station Community has a suburban residential feel. The arterial serving the corridor was originally designed to serve auto traffic, but significant efforts have been made to improve the pedestrian environment. The corridor has evolved into a destination location for restaurants and a mix of national chain retail and small-scale, locally-owned retail. The area has schools within walking distance of the district. High capacity transit stations located strategically along the corridor serve adjacent neighborhoods. Employment land uses, shopping and dining may be located near the station but are smaller in scale than the same uses at the other Station Communities. The station area allows for a synergy of land uses because they are oriented to customers who use either transit or the auto.

The majority of residents leave the area to work, while any jobs found within the corridor are predominantly retail or restaurant focused. Housing in the district is mainly single dwelling

residential in the form of townhomes and detached dwellings. Multi-dwelling housing is located in clusters near the corridor.

The Transit Corridor Station Community is considered a 14-hour activity center, with a majority of daytime uses in the form of coffee shops and restaurants, clothing stores and childcare. Schools, medical centers, drugstores and food stores are found here, as well as a range of personal and professional services. Nighttime uses are centered around the restaurants found in the center.

Auto access is convenient but not dominant. The area has a curvilinear street pattern but a complete sidewalk network. Walking in the area is easy, safe and convenient because of the extensive network of sidewalks combined with multi-use trails. Transit stops and other destinations on the nearby corridor are accessible via direct pedestrian connections. Bicycles also take advantage of the multi-use trails, as well as the low-speed, shared streets and dedicated bike lanes. Plenty of bike

parking is provided at transit stops and at other destinations in the district. Transit stops are conveniently located, safe, well-lit and attractive, enabling easy transfer between different transit options.

Parking is generally found in surface lots and on the street. The use of parking structures is limited due to land values and uses in this center. Surface parking is shared by adjacent retail and restaurant uses. Low walls, architectural treatment and/or landscaped areas, engineered to collect stormwater runoff, are located along the edges of surface parking lots where they meet the sidewalk, providing a buffer and pedestrian-friendly edge.

Large mature native trees are visible throughout the area. Just one block off of the main highway, groves have been preserved within the residential neighborhood. Even within and along the edges of the surface parking lots, large mature trees have been preserved. Residents enjoy nearby recreational paths, parks and open space.



Station Community Three: Transit Corridor Neighborhood

**References for comparison**

**Stakeholder interviews** From “Places People Love,” this Station Community is most like Hillsdale.

**Metro State of the Centers** From Metro State of the Centers, this Station Community is most like Hillsdale, Orenco and Lake Grove.

| State of the Centers Report Data |           |          |            |
|----------------------------------|-----------|----------|------------|
| Center                           | Hillsdale | Orenco   | Lake Grove |
| Activity level                   | 14 hour   | 12 hour* | 14 hour*   |
| Jobs to housing ratio            | 3:1       | 2:1      | 5:1        |
| Median household size            | 2.08      | 1.35     | 2.05       |
| Median household income          | \$55,000  | \$44,447 | \$66,642   |
| Median age                       | 33        | 60       | 30         |
| Home ownership                   | 36%       | 47%      | 32%        |
| People per acre                  | 29        | 16       | 15         |
| Dwelling units per acre          | 10        | 5        | 2          |
| Total businesses per acre        | na**      | 1.6      | 1.1        |

\* Estimated for the purposes of this report. All other data is from the Metro State of the Centers Report.

\*\* Metro State of the Centers Report provided no data for this center type.



Photo: Metro



Photo: Metro



Photo: Metro

The Transit Corridor Station Community is considered a 14-hour activity center, with a majority of daytime uses in the form of coffee shops and fast food restaurants, clothing stores and childcare. Schools, medical centers, drugstores and food stores are found here, as well as a range of personal and professional services. Nighttime uses are centered around the restaurants found in the center. The corridor is a destination location for restaurants and a mix of national chain retail and small-scale, locally-owned retail.



Photo: Metro



Photo: Metro

*Housing in the district is mainly single dwelling residential in the form of townhomes and detached dwellings. Multi-dwelling housing is located in clusters near the corridor.*



Photo: Metro



Photo: UHSworks

*Auto access is convenient but not dominant. The area has a complete sidewalk network.*



Photo: UHSworks



Photo: Metro

*The arterial serving the corridor was originally designed to serve auto traffic, but significant efforts have been made to improve the pedestrian environment. Transit stops are conveniently located, safe, well-lit and attractive, enabling easy transfer between different transit options.*



*The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity.*

Photo: Metro

Photo: Metro

Large mature native trees are visible throughout the area. Just one block off of the main highway, groves have been preserved within the residential neighborhood. Within and along the edges of the surface parking lots, large mature trees have been preserved. Residents enjoy nearby recreational paths, parks and open space.



Photo: Metro



Photo: SERA



Photo: SERA

Parking is generally found in surface lots and on the street. The use of parking structures is limited due to land values and uses in this center. Surface parking is shared by adjacent retail and restaurant uses. Low walls, architectural treatment and/or landscaped areas, engineered to collect stormwater runoff, are located along the edges of surface parking lots where they meet the sidewalk, providing a buffer and pedestrian-friendly edge.



Images: City of Tigard and Univ of Oregon

## Transit Neighborhood Station Community Station Community Type Four

### Focus Residential

The Transit Neighborhood Station Community is moderately populated and has a residential feel. There are few commercial land uses in this Station Community, and when they are present, they occur at locations where such uses have historically located; usually at the crossroads of through streets. When they occur, commercial land uses take the form of small-scale retail or office, usually on the ground floor of one or two corner buildings. Examples of the retail that might be found here includes coffee shops and specialty stores, while office uses may include professional services, some in the form of home-based businesses. Some of these buildings have residential uses above or behind the retail or office use. More significant clusters of retail and restaurants are within walking and biking distance.

Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in, although the majority of housing is owner-occupied. Infill development in this area primarily takes the form of accessory dwelling units and townhouses.

The area has several schools within walking distance.

The majority of residents leave the area to work, while any jobs found nearby are predominantly retail or restaurant focused.

The area has a curvilinear street pattern but there is a complete sidewalk network, auto speeds are slow, and there is an extensive system of multi-use paths through blocks, so the area is pedestrian friendly. There are numerous direct, safe and attractive bike routes through the area and to nearby transit stops, and one can choose to ride along a quiet street, in a dedicated bike path, or on a multi-use trail to most destinations.

Residential parking is mostly provided in the form of attached or detached garages occupying the same lot as the dwelling. Other parking is provided on the street. Nearby commercial uses rely upon on-street parking and the occasional surface lot.

Large mature native trees are visible throughout the area. Residents enjoy nearby recreational paths, parks and open space, and access to community gardens.



Station Community Four: Transit Neighborhood Station Community

**References for comparison**

**Stakeholder interviews** From “Places People Love,” this Station Community is most like Laurelhurst, Ladd’s Addition/Hawthorne and Summerfield.

**Metro State of the Centers** From Metro State of the Centers, this Station Community is most like Clinton, King City, and Sellwood/Westmoreland.

| <b>State of the Centers Report Data</b> |                |                  |                                   |
|---|----------------|------------------|-----------------------------------|
| <b>Center</b>                           | <b>Clinton</b> | <b>King City</b> | <b>Sellwood/<br/>Westmoreland</b> |
| Activity level                          | 14 hour        | 12*              | 18 hour                           |
| Jobs to housing ratio                   | 3:1            | 2:1              | 3:1                               |
| Median household size                   | 2.08           | 1.35             | 1.8                               |
| Median household income                 | \$55,000       | \$44,447         | \$49,000                          |
| Median age                              | 33             | 60               | 41                                |
| Home ownership                          | 36%            | 47%              | 55%                               |
| People per acre                         | 29             | 16               | 42                                |
| Dwelling units per acre                 | 10             | 5                | 9                                 |
| Total businesses per acre               | na**           | 1.6              | na**                              |

\* Estimated for the purposes of this report. All other data is from the Metro State of the Centers Report.

\*\* Metro State of the Centers Report provided no data for this center type.



Photo: Metro

Photo: Metro

Photo: Metro

*Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in, although the majority of housing is owner-occupied. Infill development in this area primarily takes the form of accessory dwelling units and townhouses.*

*There are few commercial land uses in this Station Community, and when they are present, they occur at locations where such uses have historically located; usually at the crossroads of through streets. When they occur, commercial land uses take the form of small-scale retail or office, usually on the ground floor of one or two corner buildings, and include coffee shops, specialty stores and professional services, some in the form of home-based businesses.*



Photo: Urbisworks



Photo: Urbisworks



Photo: Metro



Photo: Metro



Photo: Metro

Significant clusters of retail and restaurants are within walking and biking distance.



Photo: Urbisworks

*The area has a curvilinear street pattern but there is a complete sidewalk network, auto speeds are slow, and there is an extensive system of multi-use paths through blocks.*



Photo: Metro

*There are numerous direct, safe and attractive bike routes through the area and to nearby transit stops, and one can choose to ride along a quiet street, in a dedicated bike path, or on a multi-use trail to most destinations.*



Photo: Urbisworks



Photo: Metro

*The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity.*

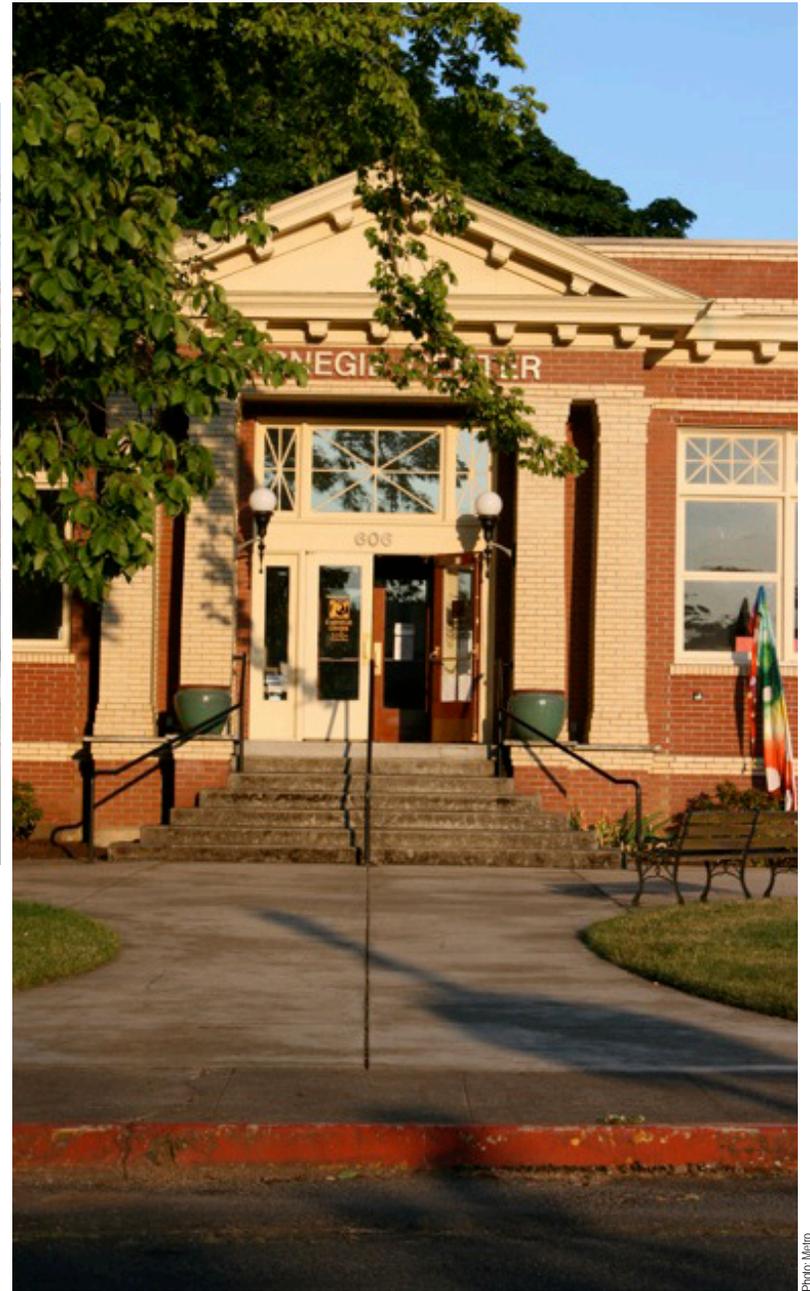


Photo: Metro



Photo: Metro

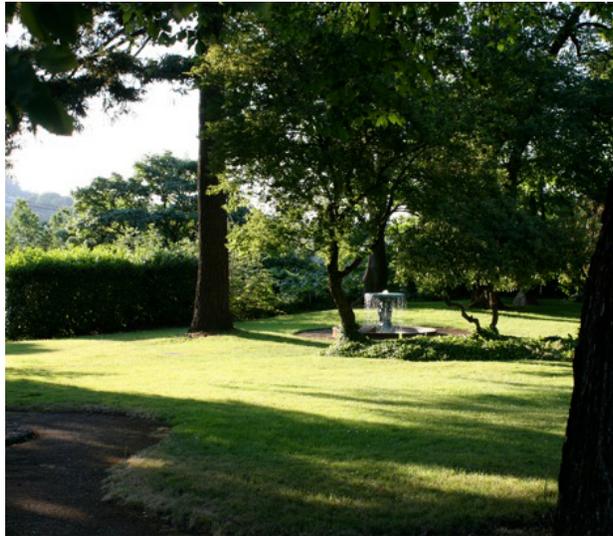


Photo: Urbisworks



Photo: City of Tigard

*Large mature native trees are visible throughout the area. Residents enjoy nearby recreational paths, parks and open space, and access to community gardens.*