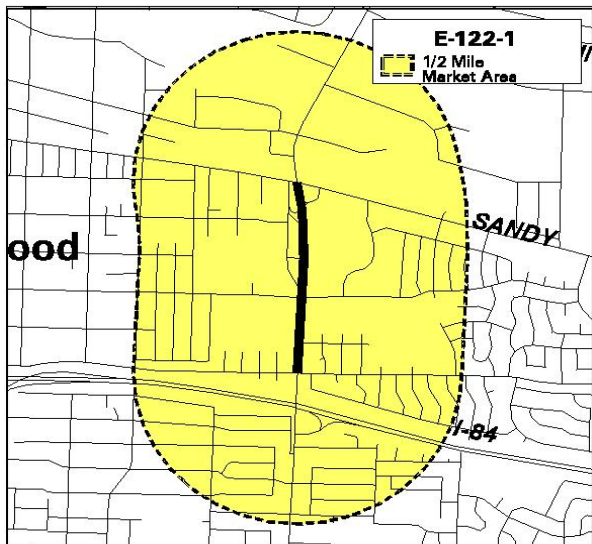


Boundaries: NE Sandy to NE Fremont

Length: 0.63 miles

**OVERVIEW**

This is a relatively short segment on 122nd Avenue north of I-84. It is designated a corridor in the Region 2040 Plan. Compared to a citywide average, this segment's market area has significantly fewer people & households per acre; slightly lower average housing prices and incomes. The area is slightly more diverse racially than Portland overall, with 8.5 percent Hispanic population. The area has more children and seniors than the Portland average. The area has a relatively low number of businesses per mile (density), a higher percentage of medium-to-large business than average, and a lower percentage of small businesses. Office uses (57%) dominate this segment, but most employees are estimated to work in Retail (50%). Zoning in this segment is primarily General Commercial (59%), Multi-Dwelling Residential (24%), and Office (14%). There is a significant percentage of lots over 100,000 square feet in size.



Street Segment and Surrounding 1/2-Mile Market Area

**TRANSPORTATION SUMMARY**

**Traffic** *Source: PDOT*

TSP Street Classification <sup>1</sup> :	Major City Traffic Street
Average Daily Traffic Volume <sup>2</sup> :	22,711
Number of Traffic Lanes:	4

**Transit** *Sources: PDOT and Metro*

TSP Street Classification <sup>1</sup> :	Community Transit Street
Transit Service:	Bus Route 71

**Pedestrian** *Source: PDOT*

TSP Street Classification <sup>1</sup> :	City Walkway
Pedestrian District:	No

**Bicycle** *Source: PDOT*

TSP Street Classification <sup>1</sup> :	City Bikeway
Bike Lane:	Partial

**MARKET AREA SUMMARY for 1/2-mile area around the street segment**

**Demographic Information** *Source: CN*

	Segment	Portland
<b>Total Population</b>	<b>3,905</b>	<b>530,638</b>
People per Acre	4.3	5.5
<b>Total Households</b>	<b>1,670</b>	<b>224,425</b>
Households per Acre	1.8	2.3
<b>Mean Household Size</b>	<b>2.3</b>	<b>2.4</b>
<b>Mean Household Income</b>	<b>\$48,028</b>	<b>\$52,020</b>

**Age Distribution** *Source: CN*

	Segment	Portland
0 - 17 Years Old	23%	21%
18 - 34 Years Old	25%	29%
35 - 64 Years Old	35%	39%
65+ Years Old	17%	12%

**Ethnic and Racial Composition** *Source: CN*

	Segment	Portland
<b>Non-Hispanic</b>	<b>91.5%</b>	<b>93.2%</b>
White	71.1%	75.5%
Black	7.1%	6.2%
Native American	0.6%	0.9%
Asian	8.2%	6.3%
Pacific Islander	0.7%	0.4%
Other Race	0.2%	0.2%
Two or More Races	3.6%	3.8%
<b>Hispanic</b>	<b>8.5%</b>	<b>6.8%</b>

**Real Estate Sales** *Source: CA*

	Segment	Portland
Median SFR <sup>3</sup> Sales Price (00-04)	\$153,000	\$160,500
% Change in SFR <sup>3</sup> Sales Price (from 1990-94 to 2000-04)	88%	114%

**DATA SOURCES / YEAR:** Portland Office of Transportation, 2003 (PDOT); Metro, 2004 (Metro); US Census, 2000 (CN); County Assessor, 2004 (CA)

<sup>1</sup> Where more than one classification in Portland's Transportation System Plan (TSP) exists per category, the one that spans the greatest distance is reported.

<sup>2</sup> This figure represents the mean weighted Average Daily Traffic Volume for the segment.

<sup>3</sup> Single-Family Residence

**NE 122ND AVENUE**

E-122-1

Boundaries: NE SANDY TO NE FREMONT  
 Length: 0.63 miles

**LAND USE AND ZONING SUMMARY** for lots that front the street segment

Number and Size of Lots by Zone Type *Source: BOP*

ZONE TYPE	Number of Lots		Size of Lots			Number of Lots by Size (SQFT)				
	Total Lots	% of Total Lots	Total SQFT	% of Total SQFT	Average SQFT	0-4,999	5,000-19,999	20,000-43,559	43,560-99,999	100,000+
Commercial	21	72%	2,063,953	78%	98,283	0	4	8	0	9
Employment & Industrial	0	0%	0	0%	0	0	0	0	0	0
Residential	7	24%	551,347	21%	78,764	0	3	1	1	2
Other <sup>1</sup>	1	3%	41,298	2%	41,298	0	0	1	0	0
<b>Total</b>	<b>29</b>	<b>100%</b>	<b>2,656,598</b>	<b>100%</b>	<b>91,607</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>11</b>

**Distribution of Lots by Zone Type** *Source: BOP*

	Segment	All Segments <sup>2</sup>	
COMMERCIAL	General Commercial	59%	23%
	Central Commercial	0%	4%
	Storefront Commercial	0%	24%
	Mixed Commercial/Residential	0%	2%
	Neighborhood Commercial	0%	6%
	Office Commercial	14%	1%
E & I	Employment	0%	9%
	Industrial	0%	2%
RES	Single-Dwelling Residential	0%	4%
	Multi-Dwelling Residential	24%	24%
	Other <sup>1</sup>	3%	1%

**Approximate Lot Utilization (lots used as zoned) by Zone Type** *Sources: BOP and CA*

	Segment	All Segments <sup>2</sup>
Commercial	71%	79%
Employment & Industrial	N/A	82%
Residential	86%	91%

**Approximate Lot Vacancy by Zone Type**

*Sources: BOP and CA*

	Segment	All Segments <sup>2</sup>
Commercial	0%	6%
Employment & Industrial	N/A	13%
Residential	0%	6%

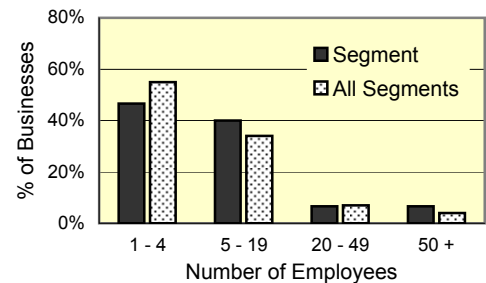
**BUSINESS AND EMPLOYEE SUMMARY** for lots that front the street segment

Businesses and Employees by Use Type *Source: IP*

USE TYPE	% of Businesses		% of Employees <sup>3</sup>	
	Segment	All Segments <sup>2</sup>	Segment	All Segments <sup>2</sup>
Retail	20%	34%	50%	34%
Personal Services	3%	8%	3%	5%
Other Services	3%	10%	1%	11%
Office	57%	28%	41%	26%
Auto Service/Repair	7%	5%	2%	3%
Auto Sales/Rental	0%	2%	0%	3%
Institutional	3%	4%	1%	10%
Industrial	7%	9%	2%	8%
Agriculture/Mining	0%	0%	0%	0%

**Businesses by Size**

*Source: IP*



**Approximate Number of Businesses** *Source: IP*

Approximate Number of Businesses	30
Businesses per Mile	48
Businesses per Mile for All Segments <sup>2</sup>	70
% Different from All Segments <sup>2</sup>	-32%

**Estimated Number of Employees<sup>3</sup>** *Source: IP*

Estimated Number of Employees <sup>3</sup>	486
Employees per Mile	771
Employees per Mile for All Segments <sup>2</sup>	837
% Different from All Segments <sup>2</sup>	-8%

**DATA SOURCES / YEAR:** Portland Bureau of Planning, 2004 (BOP); County Assessor, 2004 (CA); Inside Prospects, 2002-3 (IP)

<sup>1</sup> "Other" zone type includes Portland's Open Space (OS) and Institutional Residential (IR) zones, as well as commercial zones in other jurisdictions.

<sup>2</sup> "All Segments" figures derived from data from all ninety-three commercial street segments in this study.

<sup>3</sup> Number of employees derived by multiplying number of businesses by average number of employees. See methodology section for further detail.