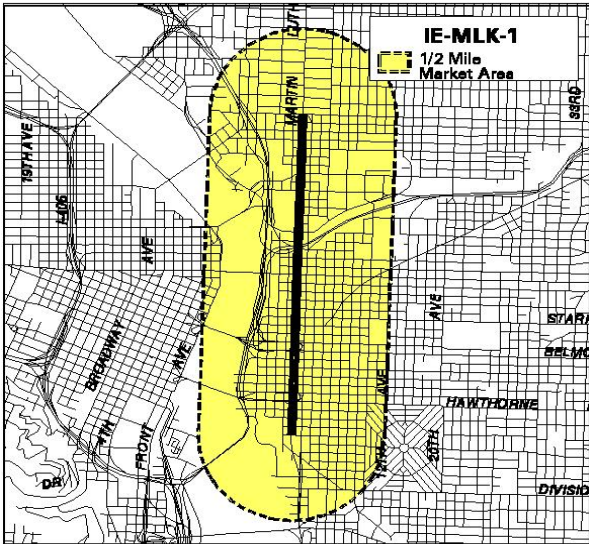


Boundaries: NE Hancock to SE Stephens
 Length: 1.87 miles

OVERVIEW

This long segment on NE/SE Martin Luther King Jr. is a designated Corridor in the Region 2040 Plan. Compared to the citywide average, people and households per acre are below the average. Household size is also below average. Housing prices have appreciated 277% and are significantly higher than the city average; household incomes, however, are well below the average. The segment is more racially diverse than Portland with a mix of Non Hispanic White, African American, and Hispanic (67.9%, 16%, and 7%, respectively). The segment has a higher than average young adult (18-34 year-olds) population and a significantly lower than average of 0-17 year olds (11% versus 21%). The segment has a lower than average percentage of small firms and a higher percentage of medium to large firms. Retail, Auto Repair, and Industrial are the dominant uses (27%, 15%, and 24% respectively). Zoning in this segment is mainly Employment (56%), Industrial (18%), and Central Commercial (23%).



Street Segment and Surrounding 1/2-Mile Market Area

TRANSPORTATION SUMMARY

Traffic *Source: PDOT*

TSP Street Classification ¹ :	Major City Traffic Street
Average Daily Traffic Volume ² :	26,702
Number of Traffic Lanes:	3, 4, and 5

Transit *Sources: PDOT and Metro*

TSP Street Classification ¹ :	Major Transit Priority Street
Transit Service:	Bus Routes 6, 31, 32, 33, and 99

Pedestrian *Source: PDOT*

TSP Street Classification ¹ :	City Walkway
Pedestrian District:	Partial

Bicycle *Source: PDOT*

TSP Street Classification ¹ :	City Bikeway
Bike Lane:	No

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

Demographic Information *Source: CN*

	Segment	Portland
Total Population	6,190	530,638
People per Acre	3.6	5.5
Total Households	3,331	224,425
Households per Acre	2.0	2.3
Mean Household Size	1.9	2.4
Mean Household Income	\$38,274	\$52,020

Age Distribution *Source: CN*

	Segment	Portland
0 - 17 Years Old	11%	21%
18 - 34 Years Old	39%	29%
35 - 64 Years Old	38%	39%
65+ Years Old	12%	12%

Ethnic and Racial Composition *Source: CN*

	Segment	Portland
Non-Hispanic	93.0%	93.2%
White	67.9%	75.5%
Black	16.0%	6.2%
Native American	1.6%	0.9%
Asian	2.5%	6.3%
Pacific Islander	0.2%	0.4%
Other Race	0.4%	0.2%
Two or More Races	4.4%	3.8%
Hispanic	7.0%	6.8%

Real Estate Sales *Source: CA*

	Segment	Portland
Median SFR ³ Sales Price (00-04)	\$229,977	\$160,500
% Change in SFR ³ Sales Price (from 1990-94 to 2000-04)	277%	114%

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

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

² This figure represents the mean weighted Average Daily Traffic Volume for the segment.

³ Single-Family Residence

NE/SE MLK Jr. BLVD

Street Segment ID: IE-MLK-1

Boundaries: NE Hancock to SE Stephens
 Length: 1.87 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	25	23%	1,237,254	58%	49,490	3	14	5	2	1
Employment & Industrial	79	73%	816,559	38%	10,336	14	55	10	0	0
Residential	2	2%	81,584	4%	40,792	0	0	2	0	0
Other ¹	2	2%	8,625	0%	4,312	1	1	0	0	0
Total	108	100%	2,144,022	100%	19,852	18	70	17	2	1

Distribution of Lots by Zone Type *Source: BOP*

	Segment	All Segments ²	
COMMERCIAL	General Commercial	0%	23%
	Central Commercial	23%	4%
	Storefront Commercial	0%	24%
	Mixed Commercial/Residential	0%	2%
	Neighborhood Commercial	0%	6%
	Office Commercial	0%	1%
E & I	Employment	56%	9%
	Industrial	18%	2%
RES	Single-Dwelling Residential	0%	4%
	Multi-Dwelling Residential	2%	24%
	Other ¹	2%	1%

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

	Segment	All Segments ²
Commercial	72%	79%
Employment & Industrial	85%	82%
Residential	0%	91%

Approximate Lot Vacancy by Zone Type

Sources: BOP and CA

	Segment	All Segments ²
Commercial	28%	6%
Employment & Industrial	15%	13%
Residential	50%	6%

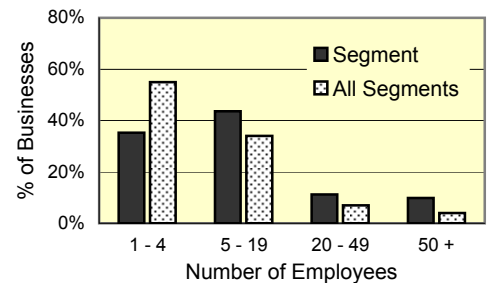
BUSINESS AND EMPLOYEE SUMMARY for lots that front the street segment

Businesses and Employees by Use Type *Source: IP*

USE TYPE	% of Businesses		% of Employees ³	
	Segment	All Segments ²	Segment	All Segments ²
Retail	27%	34%	25%	34%
Personal Services	0%	8%	0%	5%
Other Services	10%	10%	6%	11%
Office	20%	28%	34%	26%
Auto Service/Repair	15%	5%	5%	3%
Auto Sales/Rental	3%	2%	0%	3%
Institutional	1%	4%	12%	10%
Industrial	24%	9%	19%	8%
Agriculture/Mining	0%	0%	0%	0%

Businesses by Size

Source: IP



Approximate Number of Businesses *Source: IP*

Businesses per Mile	71
Businesses per Mile	38
Businesses per Mile for All Segments ²	70
% Different from All Segments ²	-46%

Estimated Number of Employees³ *Source: IP*

Employees per Mile	1471
Employees per Mile	787
Employees per Mile for All Segments ²	837
% Different from All Segments ²	-6%

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

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

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

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