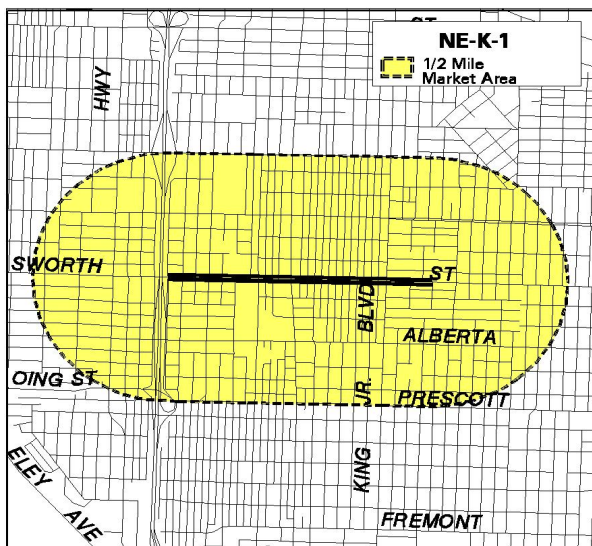


Boundaries: N Missouri to NE 8th Ave

Length: 0.98 miles

**OVERVIEW**

This segment on N Killingsworth is a designated Main Street in the Region 2040 Plan. Compared to the citywide average, people and households per acre are twice the average. Household size is above average. Housing prices have appreciated 275%, but are significantly lower than the city average; household incomes are well below the average. The segment is racially diverse, with 38% White, 38% African-American, and 12% Hispanic. The segment has a higher than average child (0-17 years) population and a significantly lower than average senior population. The segment has a higher than average number of small firms. Retail (44%) is the dominant use. Personal Services (23%) and Institutional (10%) comprise above average uses. Zoning in this segment is primarily Storefront Commercial (55%). General Commercial (16%) and Multi-Dwelling Residential (18%) represent the remainder.



Street Segment and Surrounding 1/2-Mile Market Area

**TRANSPORTATION SUMMARY**

**Traffic** *Source: PDOT*

TSP Street Classification <sup>1</sup> :	District Collector Street
Average Daily Traffic Volume <sup>2</sup> :	12,019
Number of Traffic Lanes:	2

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

TSP Street Classification <sup>1</sup> :	Major Transit Priority Street
Transit Service:	Bus Route 72

**Pedestrian** *Source: PDOT*

TSP Street Classification <sup>1</sup> :	Pedestrian District
Pedestrian District:	Partial

**Bicycle** *Source: PDOT*

TSP Street Classification <sup>1</sup> :	Local Service Bikeway
Bike Lane:	No

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

**Demographic Information** *Source: CN*

	Segment	Portland
<b>Total Population</b>	<b>13,305</b>	<b>530,638</b>
People per Acre	11.8	5.5
<b>Total Households</b>	<b>4,979</b>	<b>224,425</b>
Households per Acre	4.4	2.3
<b>Mean Household Size</b>	<b>2.7</b>	<b>2.4</b>
<b>Mean Household Income</b>	<b>\$38,109</b>	<b>\$52,020</b>

**Age Distribution** *Source: CN*

	Segment	Portland
0 - 17 Years Old	28%	21%
18 - 34 Years Old	30%	29%
35 - 64 Years Old	35%	39%
65+ Years Old	7%	12%

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

	Segment	Portland
<b>Non-Hispanic</b>	<b>87.9%</b>	<b>93.2%</b>
White	38.1%	75.5%
Black	38.1%	6.2%
Native American	1.0%	0.9%
Asian	2.7%	6.3%
Pacific Islander	1.2%	0.4%
Other Race	0.3%	0.2%
Two or More Races	6.5%	3.8%
<b>Hispanic</b>	<b>12.1%</b>	<b>6.8%</b>

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

	Segment	Portland
Median SFR <sup>3</sup> Sales Price (00-04)	\$150,000	\$160,500
% Change in SFR <sup>3</sup> Sales Price (from 1990-94 to 2000-04)	275%	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 KILLINGSWORTH STREET**

Street Segment ID: NE-K-1

Boundaries: N Missouri to NE 8th Ave  
Length: 0.98 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	66	71%	698,614	48%	10,585	28	34	1	2	1
Employment & Industrial	0	0%	0	0%	0	0	0	0	0	0
Residential	17	18%	96,897	7%	5,700	8	9	0	0	0
Other <sup>1</sup>	10	11%	658,011	45%	65,801	1	4	1	2	2
<b>Total</b>	<b>93</b>	<b>100%</b>	<b>1,453,522</b>	<b>100%</b>	<b>15,629</b>	<b>37</b>	<b>47</b>	<b>2</b>	<b>4</b>	<b>3</b>

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

	Segment	All Segments <sup>2</sup>	
COMMERCIAL	General Commercial	16%	23%
	Central Commercial	0%	4%
	Storefront Commercial	55%	24%
	Mixed Commercial/Residential	0%	2%
	Neighborhood Commercial	0%	6%
	Office Commercial	0%	1%
E & I	Employment	0%	9%
	Industrial	0%	2%
RES	Single-Dwelling Residential	0%	4%
	Multi-Dwelling Residential	18%	24%
	Other <sup>1</sup>	11%	1%

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

	Segment	All Segments <sup>2</sup>
Commercial	80%	79%
Employment & Industrial	N/A	82%
Residential	94%	91%

**Approximate Lot Vacancy by Zone Type**

*Sources: BOP and CA*

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

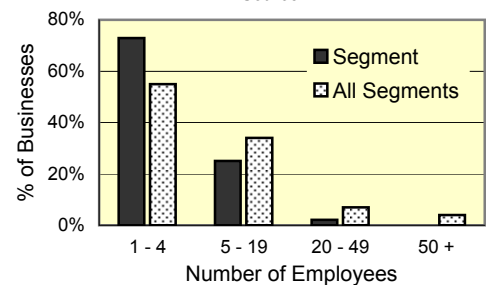
**BUSINESS AND EMPLOYEE SUMMARY** for lots that front the street segment

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	44%	34%	37%	34%
Personal Services	23%	8%	13%	5%
Other Services	2%	10%	1%	11%
Office	13%	28%	21%	26%
Auto Service/Repair	2%	5%	1%	3%
Auto Sales/Rental	0%	2%	0%	3%
Institutional	10%	4%	15%	10%
Industrial	6%	9%	12%	8%
Agriculture/Mining	0%	0%	0%	0%

**Businesses by Size**

*Source: IP*



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

Approximate Number of Businesses	48
Businesses per Mile	49
Businesses per Mile for All Segments <sup>2</sup>	70
% Different from All Segments <sup>2</sup>	-30%

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

Estimated Number of Employees	250
Employees per Mile	255
Employees per Mile for All Segments <sup>2</sup>	837
% Different from All Segments <sup>2</sup>	-70%

**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.