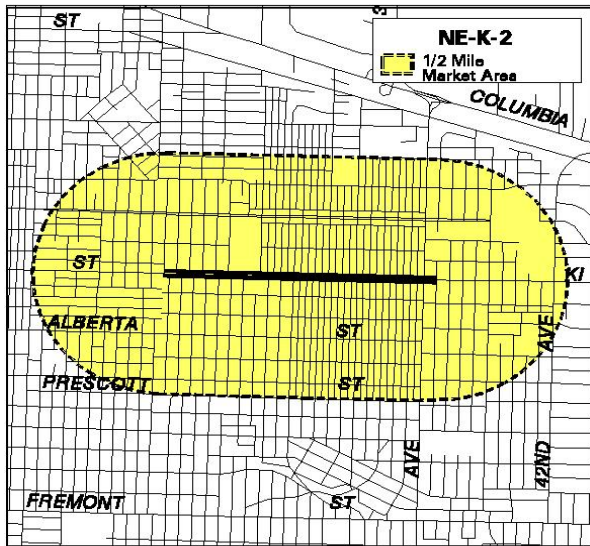


Boundaries: NE 14th Ave to NE 34th Ave

Length: 1.04 miles

**OVERVIEW**

This segment on NE Killingsworth is a designated Main Street in the Region 2040 Plan. Compared to the citywide average, people per acre are twice the average; households per acre are close to three times the average. Household size is above average. Housing prices have appreciated 232% and are just below the city average; household incomes are below the average. The segment is racially diverse, with 47% White, 35% African-American, and 8% Hispanic. The segment has a higher than average child (0-17) population and a significantly lower than average senior population. The segment has a higher than average percentage of small firms (80%). There is a presence of mixed business uses, from Retail to Industrial. Retail is the dominant use (52%), but Personal Services and Industrial Uses surpass the number of businesses in all of the segments. Zoning in this segment is primarily Multi Dwelling Residential (71%); Commercial zoning comprises 12% of segment.



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> :	10,855
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> :	City Walkway
Pedestrian District:	No

**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>13,470</b>	<b>530,638</b>
People per Acre	11.6	5.5
<b>Total Households</b>	<b>5,170</b>	<b>224,425</b>
Households per Acre	4.4	2.3
<b>Mean Household Size</b>	<b>2.6</b>	<b>2.4</b>
<b>Mean Household Income</b>	<b>\$45,074</b>	<b>\$52,020</b>

**Age Distribution** *Source: CN*

	Segment	Portland
0 - 17 Years Old	25%	21%
18 - 34 Years Old	30%	29%
35 - 64 Years Old	36%	39%
65+ Years Old	8%	12%

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

	Segment	Portland
<b>Non-Hispanic</b>	<b>92.0%</b>	<b>93.2%</b>
White	47.1%	75.5%
Black	35.2%	6.2%
Native American	1.1%	0.9%
Asian	1.7%	6.3%
Pacific Islander	1.1%	0.4%
Other Race	0.2%	0.2%
Two or More Races	5.6%	3.8%
<b>Hispanic</b>	<b>8.0%</b>	<b>6.8%</b>

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

	Segment	Portland
Median SFR <sup>3</sup> Sales Price (00-04)	\$159,500	\$160,500
% Change in SFR <sup>3</sup> Sales Price (from 1990-94 to 2000-04)	232%	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-2

Boundaries: NE 14th to NE 34th  
Length: 1.04 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	10	11%	104,706	7%	10,471	1	8	1	0	0
Employment & Industrial	0	0%	0	0%	0	0	0	0	0	0
Residential	79	88%	666,973	44%	8,443	27	50	1	0	1
Other <sup>1</sup>	1	1%	735,076	49%	735,076	0	0	0	0	1
<b>Total</b>	<b>90</b>	<b>100%</b>	<b>1,506,755</b>	<b>100%</b>	<b>16,742</b>	<b>28</b>	<b>58</b>	<b>2</b>	<b>0</b>	<b>2</b>

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

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

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

	Segment	All Segments <sup>2</sup>
Commercial	100%	79%
Employment & Industrial	N/A	82%
Residential	99%	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	1%	6%

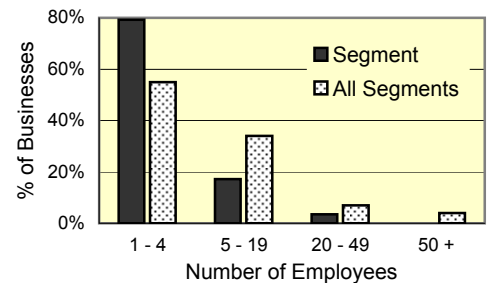
**BUSINESS AND EMPLOYEE SUMMARY** for lots that front the street segment

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	52%	34%	59%	34%
Personal Services	3%	8%	1%	5%
Other Services	7%	10%	6%	11%
Office	10%	28%	18%	26%
Auto Service/Repair	14%	5%	9%	3%
Auto Sales/Rental	0%	2%	0%	3%
Institutional	0%	4%	0%	10%
Industrial	14%	9%	6%	8%
Agriculture/Mining	0%	0%	0%	0%

**Businesses by Size**

*Source: IP*



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

Businesses per Mile	29
Businesses per Mile for All Segments <sup>2</sup>	70
% Different from All Segments <sup>2</sup>	-60%

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

Employees per Mile	126
Employees per Mile for All Segments <sup>2</sup>	837
% Different from All Segments <sup>2</sup>	-86%

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.