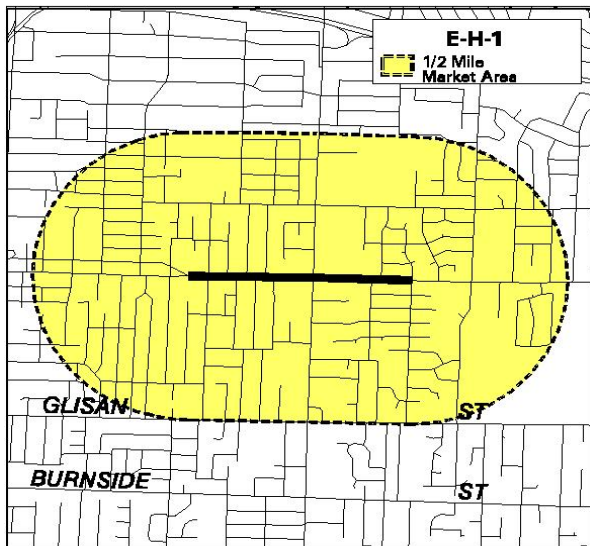


Boundaries: NE 113TH TO NE 128TH

Length: 0.71 miles

**OVERVIEW**

This segment of Halsey is east of the Gateway Regional Center, and is a Region 2040 designated corridor. Compared to a citywide average, this segment's market area has slightly higher than average people and households per acre, and household size is above average. Housing prices are notably lower than city average; and average incomes also trail the citywide average. The area is less diverse racially than Portland overall, and the percentage of Hispanic population is slightly higher than citywide (7% vs. 6.8%). The area has significantly more seniors than the Portland average, and considerably fewer young adults. The segment has a higher-than average business density per mile. The number of small firms is slightly lower than average, with higher than average number of medium-size firms. Office (41%) is the dominant type of use, followed by Retail (29%). Most of the employment is estimated in the Office category (47%). Land in this segment is primarily zoned Neighborhood Commercial (36%), General Commercial (18%) or Office Commercial (15%).



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> :	27,939
Number of Traffic Lanes:	4

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

TSP Street Classification <sup>1</sup> :	Transit Access Street
Transit Service:	Bus Route 77

**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:	Yes

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

**Demographic Information** *Source: CN*

	Segment	Portland
<b>Total Population</b>	<b>6,341</b>	<b>530,638</b>
People per Acre	6.6	5.5
<b>Total Households</b>	<b>2,458</b>	<b>224,425</b>
Households per Acre	2.6	2.3
<b>Mean Household Size</b>	<b>2.6</b>	<b>2.4</b>
<b>Mean Household Income</b>	<b>\$41,558</b>	<b>\$52,020</b>

**Age Distribution** *Source: CN*

	Segment	Portland
0 - 17 Years Old	22%	21%
18 - 34 Years Old	22%	29%
35 - 64 Years Old	37%	39%
65+ Years Old	20%	12%

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

	Segment	Portland
<b>Non-Hispanic</b>	<b>93.0%</b>	<b>93.2%</b>
White	78.8%	75.5%
Black	3.0%	6.2%
Native American	0.7%	0.9%
Asian	7.5%	6.3%
Pacific Islander	0.1%	0.4%
Other Race	0.2%	0.2%
Two or More Races	2.7%	3.8%
<b>Hispanic</b>	<b>7.0%</b>	<b>6.8%</b>

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

	Segment	Portland
Median SFR <sup>3</sup> Sales Price (00-04)	\$139,975	\$160,500
% Change in SFR <sup>3</sup> Sales Price (from 1990-94 to 2000-04)	93%	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.

**NE HALSEY STREET**

Street Segment ID: E-H-1

Boundaries: NE 113 TO NE 128TH  
 Length: 0.71 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	38	69%	811,136	64%	21,346	4	24	7	2	1
Employment & Industrial	0	0%	0	0%	0	0	0	0	0	0
Residential	17	31%	464,840	36%	27,344	1	11	1	2	2
Other <sup>1</sup>	0	0%	0	0%	0	0	0	0	0	0
<b>Total</b>	<b>55</b>	<b>100%</b>	<b>1,275,976</b>	<b>100%</b>	<b>23,200</b>	<b>5</b>	<b>35</b>	<b>8</b>	<b>4</b>	<b>3</b>

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

	Segment	All Segments <sup>2</sup>	
COMMERCIAL	General Commercial	18%	23%
	Central Commercial	0%	4%
	Storefront Commercial	0%	24%
	Mixed Commercial/Residential	0%	2%
	Neighborhood Commercial	36%	6%
	Office Commercial	15%	1%
E & I	Employment	0%	9%
	Industrial	0%	2%
RES	Single-Dwelling Residential	2%	4%
	Multi-Dwelling Residential	29%	24%
	Other <sup>1</sup>	0%	1%

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

	Segment	All Segments <sup>2</sup>
Commercial	97%	79%
Employment & Industrial	N/A	82%
Residential	100%	91%

**Approximate Lot Vacancy by Zone Type**

*Sources: BOP and CA*

	Segment	All Segments <sup>2</sup>
Commercial	3%	6%
Employment & Industrial	N/A	13%
Residential	0%	6%

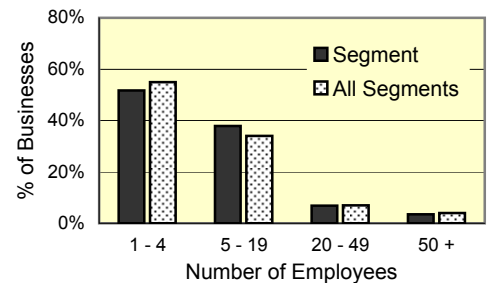
**BUSINESS AND EMPLOYEE SUMMARY** for lots that front the street segment

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	29%	34%	24%	34%
Personal Services	7%	8%	4%	5%
Other Services	12%	10%	10%	11%
Office	41%	28%	47%	26%
Auto Service/Repair	5%	5%	3%	3%
Auto Sales/Rental	2%	2%	1%	3%
Institutional	2%	4%	11%	10%
Industrial	2%	9%	1%	8%
Agriculture/Mining	0%	0%	0%	0%

**Businesses by Size**

*Source: IP*



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

Approximate Number of Businesses	58
Businesses per Mile	82
Businesses per Mile for All Segments <sup>2</sup>	70
% Different from All Segments <sup>2</sup>	17%

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

Estimated Number of Employees	669
Employees per Mile	942
Employees per Mile for All Segments <sup>2</sup>	837
% Different from All Segments <sup>2</sup>	12%

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.

