

## APPENDIX C: EXISTING CONDITIONS RESEARCH

Seven different elements or perspectives serve to understand NE 82nd Avenue of Roses of Roses today. These include land use, community facilities, transportation, urban design, environment, economic development and socio-demographics. These seven elements or perspectives are treated in subsequent sections.

### 1. Land Use

This sub-section looks at (a) existing and proposed land uses along NE 82nd Avenue of Roses, (b) city zoning and its effect on the built environment along NE 82<sup>nd</sup>, and (c) how the local community feels about the current uses of their main street.

#### a. Existing and Proposed Land Uses

While often labeled as a “commercial strip,” this particular portion of NE 82nd Avenue of Roses is home to a variety of other land uses, from a major public high school and multi-family housing to a popular dog park and Catholic grotto. Commercial uses do, however, dominate. Land uses along NE 82<sup>nd</sup> between the Banfield Expressway and Sandy Boulevard are shown in the accompanying map, and include the following:

- **Single-Family Residential:** Eight single-family homes remain directly along the northern portion of NE 82<sup>nd</sup>, mostly built before the 1950’s in bungalow style. More significantly, a majority of the corridor is immediately surrounded by single-family neighborhoods. Roseway, to the west of 82<sup>nd</sup>, developed largely in the 1920’s, while Madison South, to the east, developed in the late 1940’s and 1950’s. Both neighborhoods consist primarily of modest but well-kept homes on 5,000 square foot lots. In 2007, the median sales price of homes was \$266,427 in Roseway and \$237,000 in Madison South,<sup>1</sup> compared to \$290,000 regionally.<sup>2</sup>
- **Multi-Family Residential:** Major multi-family housing developments anchor each end of the corridor. On the north, at Sandy Boulevard, is The Heights at Columbia Knoll, a moderate-income retirement and family housing community completed in 2005. On the south, along NE Broadway, non-profit Innovative Housing is constructing 58 subsidized apartments close to the MAX station. In the center of the corridor, the Madison Heights duplex townhomes offer additional, relatively new multi-family units. Further north, between Milton Street and Sandy Boulevard, are several 1970’s-era one and two-story apartment buildings.
- **Retail:** Retail business is a dominant economic activity along NE 82nd Avenue of Roses, most notably in restaurants. For the purposes of this inventory and map, food and drink providers are separated into their own category. Other retail uses include the Portland Close-Out discount store and Cricket Wireless store.
- **Food/Drink/Convenience:** Land uses related to food and drink are well represented along NE 82nd. Ethnic food is in abundance, from the Mexican fare at the Original Taco House and El Burrito Loco, to numerous Asian offerings. Saigon Plaza is a culinary hot spot for Vietnamese cuisine, while the Asian-American Plaza offers primarily Chinese. Chain stores include McDonald’s, Popeye’s and Domino’s, as well as Plaid Pantry and 7-11 convenience stores.
- **Service:** Automotive service and lodging, two of the most prevalent services, are described in their own categories below. Many of the remaining services along NE 82<sup>nd</sup> pertain to animal wellness. This includes Banfield Pet Hospital, Animal Wellness Clinic and Companion Pet.
- **Automotive:** 82<sup>nd</sup> Avenue is often associated with automotive service and sales. This portion of 82nd hosts several such uses, but not to the extent of segments further south. Automotive uses include Quality Tire and Les Schwab Tire, 76 and Shell gas stations, VIP and Alternative auto repair, and notably, only one car dealer – Swede Volvo.

1 RMLS GIS point layer

2 RMLS, via [www.movingtoportland.net](http://www.movingtoportland.net). Includes Clackamas, Columbia, Multnomah, Washington, and Yamhill counties.

- **Lodging:** The corridor’s numerous mid-century motels hark back to a time when NE 82<sup>nd</sup> was the primary route to Portland Airport. Since I-205 has usurped that role, many of the motels have not been updated. National chain motels include Days Inn and Travelodge; smaller enterprises include Kings Row Motel, Madison Suites Extended Stay, States Motel and Motel Cabana.
- **Building Trades:** Contractors can find wholesale carpet and flooring at Great Floors, while Chase Heating and Cooling bases their operations at Sacramento Street.
- **Industrial:** Industrial, warehousing and distribution uses are largely absent from the corridor. Nearby at 84<sup>th</sup> and Halsey, however, sits a distribution facility for Sunshine Dairy.
- **Office:** The largest office use in the corridor is the Banfield Pet Hospital Glenhaven Corporate Headquarters between Schuyler and Tillamook streets. Completed in 2005, the building and its accompanying dog park are a major presence in the corridor. Other office uses are found in smaller buildings, including one at NE Broadway, and on the upper floors of two-story mixed-use buildings – Saigon Plaza and Portland Close-Out.
- **Government:** An Oregon DMV office is located at Hancock Street. Three blocks west of NE 82nd Avenue of Roses, on Sandy Boulevard, is the Gregory Heights Branch of the Multnomah County Public Library.
- **Schools:** Arguably the most prominent land use along NE 82<sup>nd</sup>, Madison High School sits atop a hill near the midpoint of the corridor, populating the avenue with students during the lunch hour and after school.
- **Religious:** The National Sanctuary of Our Sorrowful Mother, also known as The Grotto, occupies the dense woodland on the east edge of 82<sup>nd</sup> north of Beech Street. The First Orthodox Presbyterian Church is active on Fremont Street, while the former Glenhaven Baptist Church is soon to be demolished, likely to be replaced by a Taco Bell.
- **Indoor Recreation/Leisure:** At Russell Street sit two attached but unrelated uses – AMF Cascade Lanes bowling alley and Nelson’s Nautilus health club. Not far to the south is Quan Vu Billiards and Karaoke.
- **Adult Businesses:** 82<sup>nd</sup> Avenue tends to host a disproportionate share of sex-related businesses, and this portion is no exception. Five adult businesses, one of them closed, are interspersed along the east side of NE 82nd Avenue of Roses from Siskiyou northward to Milton Street.
- **Parking:** As many as 17 tax parcels are used solely for parking. This is due largely to the historical transition from residential lots to businesses that needed more room for parking. The block between Siskiyou and Klickitat is an example of how landowners have chosen to demolish or refrain from building structures on neighboring lots in order to add parking spaces.
- **Open Space:** Near the midpoint of the corridor, Glenhaven Park provides athletic fields and a skate park adjacent to Madison High School. Not far away are the Rose City Golf Course, Hancock Park and Rocky Butte. Banfield Pet Hospital operates a popular dog park at its Glenhaven Corporate Headquarters.
- **Vacant:** NE 82nd Avenue of Roses contains both vacant lots and vacant buildings. The most obvious example is a 26-acre brownfield referred to in this document as the Siskiyou Square site, located between Siskiyou and Knott streets. Once a gravel quarry, then a landfill and most recently a golf driving range, the site now sits vacant, with lingering environmental contamination issues. Smaller vacant lots are found at Klickitat and Milton Streets, both with billboards. Additionally, four small commercial buildings remain vacant along NE 82<sup>nd</sup>.
- **Mixed Uses:** Some of the above land uses exist together in singular structures. Saigon Plaza contains a restaurant on the ground floor, with retail and office uses on the second floor. Likewise, the Portland Close-Out building contains the namesake bazaar on the ground floor, with professional offices on the second floor. Land uses are also horizontally mixed in the Asian American and Madison Heights shopping centers.

## b. Zoning

Zoning has a profound effect on the current and future form of a neighborhood. While some land uses along 82<sup>nd</sup> Avenue predate city zoning, many were likely inspiration for classifying the corridor and its surrounding neighborhoods with various prescriptions for use, intensity and form. The City of Portland Title 33 Zoning Code regulates seven different zoning districts along NE 82nd Avenue of Roses between the Banfield Expressway and Sandy Boulevard. They are as follows:

- **General Commercial (CG):** Found along a majority of NE 82nd Avenue of Roses, the General Commercial zone, “is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner...The zone allows a full range of retail and service businesses with a local or regional market... Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street or in a Pedestrian District.”<sup>3</sup> As a result of the last condition, the most recent commercial development along NE 82<sup>nd</sup> exhibits structures built directly along the sidewalk with parking to the side or in the back.
- **General Employment 2 (EG2):** The vacant Siskiyou Square site falls under this designation. It allows a variety of employment-based development, with an emphasis on light industrial and supporting commercial uses that can operate without interference from interspersed residential development. The ‘2’ designation specifies larger lots, lesser building coverage and deeper building setbacks than the EG1 zone. Retail uses are allowed in EG zones as long as floor area does not exceed 60,000 square feet.
- **Residential 1,000 (R1):** The Heights at Columbia Knoll and nearby areas of Sandy Boulevard are zoned R1 for medium-density multi-family residential development. As many as 65 dwelling units per acre are allowed with amenity or design bonuses; 43 units without. Resulting development is primarily apartments or condominiums in one to four story buildings, as Columbia Knoll demonstrates.
- **Residential 2,000 (R2):** From Beech Street northward to Quality Tire, the west side of 82<sup>nd</sup> Avenue is zoned R2. This multi-family residential zone prescribes rowhomes, duplexes and garden apartments, with as many as 32 dwelling units per acre with a bonus, 21.8 units without.
- **Residential 5,000 (R5):** Madison High School falls under this zoning, but it is most applicable to the single-family neighborhoods that surround NE 82nd Avenue of Roses. The designation calls for single-family homes on 5,000 square foot lots, or approximately 8 dwelling units per acre.
- **Residential 7,000 (R7):** This less dense, single-family residential zone applies to the hilly terrain of the Portland Grotto, which will most likely remain undeveloped. Minimum lot size is 7,000 square feet, resulting in 6 dwelling units per acre.
- **Open Space (OS):** Glenhaven Park, Rose City Golf Course and most of Rocky Butte are zoned for recreation and open space uses. Some developed uses are allowed conditionally, including retail sales, commercial recreation, and schools.

The Zoning Code provides other types of commercial, residential and employment zones; some of which are considered as options later in this plan. In addition, the city is currently revisiting the more general process of comprehensive planning via the Portland Plan, a complete overhaul of Portland’s 1980 Comprehensive Plan.

## c. Land Use Perceptions

Neighborhood residents offered their opinions on the land uses along NE 82nd Avenue of Roses at the Imagine 82<sup>nd</sup> Community Visioning Open House in April 2008. Using a large land use map of the corridor, participants placed stickers on businesses they frequent, places they feel are exemplary forms of development, places they deem undesirable, and open spaces they visit. Residents also provided ideas on potential uses for the Siskiyou Square site. Two days prior to the open house, students at Madison High School offered similar feedback at the Student Visioning Workshop. Major findings from all these exercises include the following:

- Neighborhood residents often visit the retail, service and restaurant offerings along NE 82nd Avenue of Roses. Frequently cited places included ethnic eateries including El Burrito Loco and the Vietnamese offerings at Saigon Plaza, as well as automotive necessities such as Les Schwab Tire and the Oregon DMV.

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3 City of Portland Code Chapter 33.130.3, 2007.

- Many residents find the Asian-American Shopping Center, Banfield Pet Hospital Glenhaven Corporate Headquarters and The Heights at Columbia Knoll to be good examples of development. The neighborhood's parks also scored well in this category, underpinning a common fondness toward open space.
- A large number of residents take issue with the adult businesses found along NE 82nd Avenue of Roses, as well as the numerous motels which some neighbors allege are used by the hour. Many residents also find the 1970's-era apartment buildings along the northern stretch of NE 82<sup>nd</sup> to be unattractive. Others tire of the fast food restaurants that proliferate along NE 82<sup>nd</sup>.
- All of the corridor's nearby open spaces are well visited and liked. Open house attendees mentioned Glenhaven Park the most. More surprisingly, many neighborhood residents visit the vacant Siskiyou Square site, which is contaminated and fenced, but not enough to deter informal recreation.
- When asked for ideas for the Siskiyou Square site, open house attendees overwhelmingly asked for a grocery store – specifically, one that is smaller in scale and offers local and/or natural products, such as New Seasons. Another popular idea for the site was to leave it as parkland and wildlife habitat, forming a near-continuous greenway from Rose City Park to Rocky Butte. Other common ideas included a restaurant, coffee shop, farmers' market, plant nursery, community garden, community center and independent bookstore.
- An unscientific sample of Madison High School students is fond of nearby businesses that offer inexpensive food, but laments the lack of a coffee shop, sandwich shop, and ethnic food not currently represented, such as Italian. Students are appreciative of recreation options available nearby, from the athletic fields at Glenhaven Park, to the Cascade Lanes bowling alley and adjacent health club. Students want more of such options, however, including basketball, tennis and indoor soccer. Similar to their older neighbors, students are worried about the adult businesses and questionable motels that exist so close to their high school. Students are also notably bothered by the visual blight of the vacant Siskiyou Square site they see everyday.

More detailed results of the Community Visioning Open House and Student Visioning Workshop are found in the appendix.

## 2. Community Facilities

Often public schools or parks serve as the centerpiece of a neighborhood or area. NE 82nd Avenue of Roses features one of Portland Public School (PPS) District's 11 public high schools, James Madison High School. Two grade schools are also nearby. Roseway Heights School, a K-8 school, is on Siskiyou Street ten blocks west of NE 82<sup>nd</sup>. Ten blocks east of NE 82<sup>nd</sup> is Jason Lee School, a K-7 school. Adjacent to the high school is Glenhaven Park, providing space for active and passive recreation. A new skate park opened in 2007 in Glenhaven Park directly adjacent to the high school. Not too far to the east of NE 82nd a small neighborhood park, Hancock Park, serves the neighborhood. Parks are also available slightly further east on Rocky Butte. The nearby Rose City Public Golf Course also provides the public with recreation opportunities. Finally, a number of privately-owned open spaces contribute to the corridor's livability.

### a. Schools

- **Madison High School:** Located on NE 82nd Avenue of Roses between NE Siskiyou Street, and NE Thompson St, Madison High has been a landmark on the corridor and integral part of the neighborhood since 1955. School attendance has declined that last decade, the 2004-2005 student population 1063. The school has recreation fields owned by the school district just south of the school building and also has the use of fields in adjacent Glenhaven Park. PPS is currently performing an assessment of its high schools that will eventually result in realignment and closure decisions. The study, to be finished in the coming year, is not expected to have any impacts on Madison High School in the foreseeable future, according to PPS officials.
- **Roseway Heights Middle School:** Located at NE 72<sup>nd</sup> Avenue and Siskiyou Street and built in 1923, Roseway Heights serves 680 students from Kindergarten through 8<sup>th</sup> grade. The school was named Gregory Heights Middle School until 2007, when students from the now-closed Rose City Park Elementary School were consolidated into this building.

- **Jason Lee Elementary:** Located at NE 92<sup>nd</sup> Avenue and NE Thompson, Lee is a K-7 neighborhood school in the Madison South neighborhood. It currently enrolls 380 students in its 1956 building. Lee is also proud to be one of the few PPS schools with increasing test scores.
- **Portland Bible College:** This private, non-denominational Christian college sits on the northern flank of Rocky Butte.

## b. Parks

- **Glenhaven Park:** The park sits prominently at the southwest corner of NE 82<sup>nd</sup> and NE Siskiyou Street adjacent to Madison High School. The 15.69 acre park includes a number of sports fields for soccer, baseball, and softball, as well as tennis courts, a playground, and restroom facilities. Most of the park was constructed in the early 1950's. The park's newest feature is a skate park. Completed in 2007, it is the first in a series of community-scale skate parks to be built by Portland Parks and Recreation. The skate park has received significant neighborhood support and has added to the vitality of Glenhaven Park.
- **Hancock Park:** This is a neighborhood park located on NE Tillamook Street between NE 88<sup>th</sup> and 90<sup>th</sup> Streets. It features grassy space and picnic tables under stately Douglas fir trees.
- **Rocky Butte Parks:** The City of Portland and the State of Oregon share ownership of the north end of this extinct volcano. The state owns the wooded open space on the volcano's flanks. The city owns Joseph Wood Hill Park, featuring a 1930's Civilian Conservation Corps stone lookout offering views of the city and Cascade peaks.
- **Rose City Golf Course:** A 150 acre publicly owned golf course bounded roughly by NE 80<sup>th</sup>, NE Hancock, NE 62<sup>nd</sup>, and NE Sacramento. The city has owned the property since the 1920's.
- **Sullivan's Gulch Trail:** Metro is currently working with city agencies and residents to plan a multi-use trail along the north side of the Banfield Freeway corridor from Eastbank Esplanade to Gateway Regional Center. Once complete, the trail will significantly improve off-street bicycle and walking opportunities in the Madison South neighborhood. It will offer direct bicycle access to Downtown Portland as well as the existing I-205 multi-use path.

## c. Private open space

- **The National Sanctuary of Our Sorrowful Mother:** Also known as The Grotto, this 62-acre property contains landscaped grounds, botanical gardens, sculptures, as well as a conference center and other buildings affiliated with the Catholic Church. The Grotto is open to the public and offers tours of the grounds.
- **Glenhaven Dog Park:** The Banfield Pet Hospital Corporate Headquarters provides a grass lawn and gathering space for the community's dogs and their owners. It has become a popular recreation spot for dog owners, though all visitors must register their pets (including their medical history) with the company before using the park.

## d. Other facilities

- **Gregory Heights Branch Library:** Located within three blocks of NE 82<sup>nd</sup> on Sandy Boulevard, this branch of the Multnomah County Library system has been serving the surrounding neighborhoods from the current location since 1966. It was recently renovated in 1998-1999. A library first opened in the area in the 1930's as a reading room. Reflecting the diversity of surrounding neighborhoods, the library houses a special collection of books in Vietnamese.
- **Community center:** Neither Roseway nor Madison South contain an indoor community recreation center. The nearest is Montavilla Community Center and Pool, at NE 82<sup>nd</sup> and Glisan Street. Portland's Parks 2020 plan identifies a deficiency of community centers in Northeast Portland. However, the geographic center of this deficiency lies in the Cully and Concordia neighborhoods.

### 3. Transportation

NE 82nd Avenue of Roses originally developed as a rural highway on Portland's eastern edge, providing relatively unimpeded travel from the Columbia River to Oregon City. With the post-World War II suburbanization of the farmland east of Mount Tabor, NE 82nd Avenue of Roses has since become an urban arterial road. For most of the 20<sup>th</sup> century, NE 82nd Avenue of Roses was the primary route to Portland Airport, evident in the numerous mid-century motel courts. The completion of Interstate 205 in the 1980's removed some of the traffic volume, but the five travel lanes and surrounding strip of auto-oriented businesses remained.

#### a. Jurisdiction

With the state designation of Oregon Highway 213 – Cascade Highway North, NE 82nd Avenue of Roses is subject to the state's highway regulations. This has created some conflicts with parallel functions of the City of Portland. The Portland Office of Transportation (PDOT) is responsible for operating traffic signals, maintaining some sidewalks and paying for half of signal operation costs. Oregon Department of Transportation (ODOT) is the owner of the signals and the right of way from curb to curb, is responsible for maintaining the right of way, and pays for half of the signal operation.

#### b. Volume, Speed and Dimensions

82<sup>nd</sup> Avenue handles 29,500 vehicles per day, on average.<sup>4</sup> North of the Banfield Expressway, however, numbers drop off slightly, ranging from 20,000 to 24,000.<sup>5</sup> Only about 0.75% of trips are by heavy trucks. The posted speed limit within the study corridor is 35 mph, though actual traffic speeds tend to exceed this. From curb to curb, NE 82nd Avenue of Roses measures 55 feet wide, with one 12-foot curb lane in each direction, one 10-foot passing lane in each direction, and an 11-foot center turn lane. No shoulder or bike lane is provided, and most sidewalks are located immediately adjacent to the travel lanes.

#### c. Crashes and Safety

The entirety of 82<sup>nd</sup> Avenue within the City of Portland had 3,747 crashes reported from 1997 to 2006. 647 of these crashes, or 17%, occurred north of the Banfield Expressway, which includes the study corridor as well as the northernmost segment from Sandy Boulevard to Airport Way. Of those, two crashes were fatal, and 23 crashes involved pedestrians. Historically, the most dangerous intersections within the study corridor are at Fremont Street (60 crashes), Halsey Street (46 crashes) and Tillamook Street (38 crashes).

In response to these crash rates, 82<sup>nd</sup> Avenue has been declared by the Oregon Department of Transportation as a "high crash corridor." This designation facilitates the planning and implementation of immediate, effective safety improvements until long term engineering solutions can be pursued. NE 82nd Avenue of Roses *High Crash Corridor Safety Plan* was adopted in January 2008. The plan's recommendations include simple engineering (such as pedestrian refuge islands), intelligent transportation systems (such as signal timing), as well as public outreach and education. High crash safety corridor implementation is relatively inexpensive and has been shown to have dramatic impacts on crash rates elsewhere.

#### d. Access and Parking

Automobile-centric land uses, along with highly fragmented land ownership, have resulted in numerous driveways entering and exiting NE 82nd Avenue of Roses. Sometimes entire frontages of properties are used for vehicular access, a condition seen at most of the corridor's convenience stores. The abundance of access points poses safety problems in two ways. First, it puts pedestrians on the sidewalk in danger of being struck. Second, it spins a web of vehicular path conflicts where vehicles turning left into and out of driveways intersect with forward-moving vehicles or with vehicles turning left from the opposite direction. This situation is exacerbated by the center turn lane, where directional priority is not indicated. Vehicular access points are shown as arrows in the Existing Transportation Features map.

Parking along NE 82nd Avenue of Roses also poses unique challenges, due to access issues and lot dimensions. Most properties are only 100 feet deep, with widths as narrow as 50 feet. While the Portland Zoning Code does not require off-street parking along NE 82<sup>nd</sup> due to its provision of transit, most commercial property owners

4 82<sup>nd</sup> Avenue of Roses High Crash Corridor Safety Plan

5 Portland Office of Transportation, Traffic Count Database

wish to provide parking spaces for their customers. Throughout the years, owners have done so using various strategies – the most common of which has been purchasing adjacent property and demolishing old structures to make way for parking. Others set back buildings to the rear of lots, allowing parking in front. The zoning requirement for minimal building setbacks now precludes the latter practice, so developers have been placing parking lots next to, between, or behind buildings. The Asian American Shopping Center and Madison Heights Plaza exhibit two different ways that parking can be accommodated under current city code.

### **e. Public Transportation**

NE 82nd Avenue of Roses is well served by public transit. The street itself hosts the #72 bus, TriMet’s highest ridership bus route. A ridership census in Winter 2008 counted over 1900 daily boardings on the #72 from the MAX/Banfield overpass, nearly 300 boardings at Madison High School, and about 450 boardings at Sandy Boulevard – all in just the northbound direction. The #72 bus travels southward to Clackamas Town Center, and northward then eastward along Killingsworth Street to the Swan Island Industrial Area. The #72 is a high-frequency bus route, with headways as short as 6 minutes during peak hours and 15 minutes during other times of the day. Many students use the #72 bus to travel to and from Madison High School.

The NE 82nd Avenue of Roses MAX station defines the southern end of the corridor. MAX light rail provides frequent, rapid transit to Downtown Portland, Beaverton and Hillsboro to the west, Gresham to the east, and Portland Airport to the north. Starting in 2009, passengers will be able to board the Green Line MAX to Clackamas Town Center, shaving nearly 15 minutes off the current transit trip there. The NE 82nd Avenue of Roses MAX station is well used, but is also stricken with perceived safety issues and actual crime incidents. In addition, some passengers transferring from MAX to the #72 bus put themselves at risk by jaywalking to the southbound bus stop.

The #33 bus crosses NE 82<sup>nd</sup> on NE Fremont Street while the #19 bus crosses at NE Halsey Street. Both of these east-west bus routes travel between Downtown and Gateway Transit Center. Neither have high-frequency service, but they offer an alternative route to Downtown, North Portland and Mall 205 for those not within walking distance of the MAX station.

PDOT is currently studying the feasibility of new streetcar lines that would run throughout Portland’s east side. After eliminating a number of unfeasible routes, PDOT has identified 82<sup>nd</sup> Avenue as a candidate for streetcar service, from NE Sandy Boulevard to SE Woodstock Boulevard. One of the primary ideas behind extending streetcar service is to stimulate investment along Portland’s arterial corridors.

### **f. Bicycles, Pedestrians and Skateboards**

NE 82nd Avenue of Roses is fortunate to have a diverse mix of land uses within reasonable walking and bicycling distance. Executing trips on foot, bike or skateboard poses challenges, however. Continuous sidewalks are present for the entire 1.3-mile stretch, but often they are narrow (as little as 4 feet), impeded by utility poles, interrupted by driveways, and directly adjacent to the busy, fast-moving travel lanes of the street. A greater danger lies in crossing NE 82nd Avenue of Roses on foot. The infrequency of signalized crossings (only six crossings in 1.3 miles) requires pedestrians to walk four or more blocks to access a signalized, protected pedestrian crossing. The lack of pedestrian median islands or other pedestrian enhancements often force pedestrians to cross the busy five-lane highway unprotected. Examples of this include the Madison High School athletic fields, where students cross to and from the northbound bus stop, and at Schuyler Street, where Banfield Pet Hospital employees cross between the medical center and the corporate headquarters. Other pedestrian problems include missing curb cuts at several intersections, and drainage problems that lead to flooding near curb ramps. Despite these drawbacks, NE 82nd Avenue of Roses enjoys an active pedestrian presence, due largely to high school students and lower-income residents who do not own cars.

Bicycling to destinations along NE 82nd Avenue of Roses is considerably more difficult. The street itself has no shoulder or bike lane, so cyclists must either “take the lane” in fast-moving traffic, or ride on the narrow sidewalk, putting themselves at risk of collision with turning vehicles. The alternative, biking along parallel residential streets, is only possible for limited segments. Once arriving at a destination, very few businesses have bike racks. Bicycle travel perpendicular to 82<sup>nd</sup> Avenue is significantly easier and safer. Both Siskiyou and Tillamook Streets are designated bicycle routes from the Hollywood District to Rocky Butte, the latter with bicycle lanes. Rocky Butte is a major destination for professional cyclists training for endurance.

The skate park at Glenhaven Park attracts skaters from all over the city, adding another mode of human-powered

travel to the corridor. Skaters legally use the sidewalk, and face the same safety problems as pedestrians – narrow sidewalks, obstructions, driveways, and proximity to traffic. Their added speed decreases reaction time to potential hazards. Similarly, crossing the street on skateboard is just as dangerous as walking, even if it may take less time.

## **g. Transportation Perceptions**

Participants in the April 10 visioning open house recorded their travel habits and safety concerns on a transportation map of NE 82nd Avenue of Roses. Findings from this exercise include the following:

- For pedestrians, the most used crosswalks are at the signal at the entrance to Madison High School and Glenhaven Park, and the signal at Siskiyou Street.
- Fremont, Sandy and Tillamook are collectively the second busiest crosswalks with about half as many people using them regularly.
- For cyclists, the most frequently used routes for crossing 82<sup>nd</sup> are Siskiyou, Tillamook and the signal at the entrance to Madison High School and Glenhaven Park.
- The areas near the intersections of Russell, Siskiyou, Sandy and the Madison High School crossing are where people have the highest level of concern regarding traffic safety.
- The MAX station is overwhelmingly the most used transit stop and also the biggest overall safety concern along the corridor.
- Two points along the corridor have high demand for crossing, but no facilities to do so: NE Brazee Street, where Madison High School students cross from the northbound bus stop to the school's athletic fields, and NE Schuyler Street, where Banfield Pet Hospital employees cross between the pet hospital and corporate headquarters.
- The Madison South neighborhood experiences cut-through traffic, including heavy trucks. Motorists and truckers traveling from East Portland cannot access NE 82nd Avenue of Roses from westbound Interstate 84, so many use Halsey Street, Fremont Drive and Fremont Street to do so, to the ire of residents.

## **4. Urban Design**

In the context of *Imagine 82<sup>nd</sup>*, urban design is the physical arrangement and external characteristics of structures, along with the resulting dimensions and qualities of the public spaces in between them. It is concerned not so much with the architectural style of individual buildings or streetscape features, but with the relationships they have with each other, and the overall experience they give a pedestrian. Urban design has much in common with some of the other themes of *Imagine 82<sup>nd</sup>*, including land use, transportation and environment.

### **a. Overall Character and Image**

The overall character of NE 82nd Avenue of Roses is difficult for most community members to describe, and rightfully so. The design elements are basic with no dominating architectural style or era of construction. Some portions are accentuated with a retro, mid-century look courtesy of the corridor's numerous motel courts. Other portions have Asian flair, brought by the rooflines and materials of the Asian American Shopping Center and Saigon Plaza. Yet other sections are purely utilitarian – gas stations, drive-thru fast food, billboards and large signs. Notably absent are the used car lots and big box stores found further south on 82<sup>nd</sup>.

As a whole, though, it is safe to deem NE 82nd Avenue of Roses an automobile-oriented suburban strip. While the corridor's constrained street width and shallow lot depths lend the street a more urban scale than other suburban corridors, it is far from the urbanity of streets like SE Hawthorne or Belmont. Next to the Siskiyou Square site, Madison High School, Glenhaven Park and the Banfield Pet Hospital Corporate Headquarters, a more wide-open feel is present, thanks to generous setbacks or a lack of buildings. The cumulative image of NE 82nd is one of incoherency, brought on by the hodge-podge of building forms and styles, the visual domination of signs and billboards, and the deficiency of major landmarks, gateway features or other discerning elements that would otherwise create a strong sense of place. Some, however, find beauty in the chaos.

## b. Buildings and Spaces

The buildings of NE 82nd Avenue of Roses are a mix of one and two story edifices, built in various eras, and arranged in various ways with respect to the street. Interestingly, building age is not a determinant of building arrangement or orientation. Some of the oldest buildings have immediate frontage along the sidewalk. These include 1920's bungalows at the north end, and some mid-century industrial buildings and storefronts at the southern end. 1950's motel courts, however, typically take a 'U' or 'L' shape, surrounding parking lots. Some buildings are set back far from the street with parking in front, such as Plaid Pantry, McDonald's and Cascade Lanes. The newest buildings along NE 82<sup>nd</sup> have very minimal setbacks and ample windows due to a city zoning requirement for pedestrian-oriented design along high-frequency transit streets<sup>6</sup> – Portland Closeout, the Asian American Shopping Center and the Heights at Columbia Knoll are examples. Banfield Corporate is the big exception to this rule, but it occupies a four-block site and has frontage along NE 80<sup>th</sup> Avenue.

Building heights along NE 82<sup>nd</sup> are usually one story, with several notable exceptions. Saigon Plaza and Portland Closeout have two stories, with retail or restaurants on the ground floor and offices above. Columbia Knoll and Banfield Corporate also have multiple stories.

Building orientations are mostly facing the street, but the outliers are obvious. Madison Heights Plaza, despite having a minimal building setback, actually faces a rear parking lot, putting a blank wall to the street. The Asian American Plaza features two buildings facing each other sideways, with parking in between. Windows, however, give ample transparency to the front façade.

The shallow lot depth along most of NE 82nd Avenue of Roses presents challenges to future developers, who must maximize pedestrian orientation of their buildings due to zoning regulations, while also accommodating parking and vehicle access.

## c. The Street

The qualities and amenities within the street right-of-way are important elements of urban design. NE 82nd Avenue of Roses is missing many of them, but the city's progressive development code is prompting new developers to install what has been lacking – ample sidewalks, street trees, and landscaping. But until this happens, many stretches of NE 82<sup>nd</sup> remain deficient in streetscape amenities. On the east side of NE 82nd Avenue of Roses, for example, there are no street trees for 2/3 of a mile from the MAX station to the Siskiyou Square site. In their place are wooden utility poles and traffic signs. The sidewalk is narrow and worn in many places, with no landscaped buffer to physically or psychologically separate pedestrians from speeding traffic. On-street parking is prohibited, a feature that could otherwise provide the same protecting effect. Crosswalks are few and far between, limiting connectivity between both sides of the street. NE 82nd Avenue of Roses is fortunate to have continuous sidewalks and lesser volume than other portions of 82<sup>nd</sup> Avenue, but it has a long way to go before becoming a pedestrian-friendly street.

## d. Visual Preferences

Community members participated in a visual preference survey at the April 2008 visioning open house. The survey asked participants to rate three examples of 19 different types of development or streetscape features, on a scale of one to five. According to the results, community members have grown weary of the suburban style of development along NE 82nd Avenue of Roses, and favor a more traditional, urban feel for the street. Participants gave high marks to retail, office, hotel and mixed-use buildings that face the street with generous glazing, architectural interest, and minimal setbacks. But they also favor an overall "greening" of the corridor, choosing bioswales over concrete, vegetated medians over hardscape ones, and grassy spaces over brick courtyards. They liked the idea of ornamentation, from patterned crosswalks to decorative banners, but favored modest commercial signage over gaudy suburban signs.

These visual preferences help form the basis for the vision concepts found later in this plan. The raw results of the visual preference survey are found in the Appendix.

## 5. Environment

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6 City of Portland Code Chapter 33.130, 2007.

The NE 82nd Avenue of Roses corridor has a few bright spots of “green infrastructure” that contribute to the overall livability of the area, but faces significant challenges in becoming a more environmentally-friendly and pleasing corridor. Surrounding residential areas contain parks, native vegetation and a small quantity of wildlife. Rocky Butte offers views and recreation opportunities for walkers, runners, and cyclists. Natural hazards are not an immediate factor for the community but due to the high concentration of commercial uses and traffic, air and water pollution are of concern. Major environmental issues are summarized below.

### **a. Siskiyou Square site**

Once a gravel quarry, then a landfill, this 26-acre site faces significant environmental challenges. Although the landfill was fitted with a methane collection system and monitoring wells, it was never “capped” with a non-permeable layer as landfills are currently required to do when they close. The methane collection system is functioning, but not well maintained. To the knowledge of the Portland Bureau of Environmental Services (BES), testing for environmental contaminants has been limited. It is therefore unclear what chemicals, if any, have made their way into surrounding soils, underlying groundwater and the adjacent stormwater treatment pond.

More is known about the geologic implications of the landfill. The fill soil inside the footprint of the landfill remains highly unstable, and continues to subside. This is evident in the centrally-located depression that fills with water every winter and has become somewhat of a habitat for ducks and geese. The foundations of any future buildings would need to sit atop *geopiers*, vertical supports that reach down to more stable soil or bedrock. The fill depth is estimated at approximately 60 feet.

Funding options for mitigating the site’s environmental problems are limited under private ownership. Portland BES offers grants, and the Oregon Department of Environmental Quality offers low interest loans to clean up privately owned brownfield sites. But the prospects of successfully awarding such funding are hindered by the site’s current list of environmental and zoning violations. Transferring the site to public ownership would open up many avenues of funding and assistance from city, state and federal environmental agencies.

The most economically feasible redevelopment scenario would likely feature employment uses, just as the site is zoned. Improving site conditions to a level sufficient for residential uses would be extremely expensive, but not impossible. Open space is also a viable use, as evidenced elsewhere in Northeast Portland. The former Killingsworth Landfill is being redeveloped into Cully Park, while a smaller brownfield on NE Prescott Street has successfully transformed into a neighborhood park.

### **b. Air quality**

The air quality on NE 82nd Avenue of Roses is hindered by heavy traffic volume, diesel particulate from buses, and close proximity to Portland International Airport. The opportunity to sequester air pollutants is missed due to lack of street trees adjacent to NE 82nd Avenue of Roses. Researchers at Portland State University have extrapolated Oregon Department of Environmental Quality monitoring data to create a region-wide map showing relative concentration of airborne carcinogens.<sup>7</sup> Shown on the Existing Environmental Features map, their research finds significantly poor air quality in the Madison South neighborhood.

### **c. Water resources**

The study corridor is largely devoid of surface water features. North of approximately Klickitat Street, runoff drains into the Columbia Slough, a regionally important tidal estuary that has been the focus of a decades-long clean-up process. South of here, water drains either westward into the long depression that includes Rose City Golf Course, or eastward to a stormwater treatment basin adjacent to the Siskiyou Square site. The latter site is owned and maintained by the city Bureau of Environmental Services and also serves as a neighborhood open space and wildlife habitat. As stated earlier, it is not known whether chemicals from the former landfill on the Siskiyou Square site affect water quality at this pond. A more general threat to water quality is stormwater runoff from the corridor’s large areas of roadways, surface parking and roofs. Water quickly sheds off of these impervious surfaces, carrying oil, fuel and tire particulates and other chemicals originating from vehicles.

No identified floodplains or federally-recognized wetlands are found within the study corridor.

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<sup>7</sup> George, Mavko, Shandas and Tang, “Equal Opportunity for All: The gentrification of cancer risk in the Portland metropolitan area”, Environmental Health Perspectives, submitting in June, 2008.

#### **d. Noise and vibration**

Noise and vibration along NE 82nd Avenue of Roses are primarily generated from automobiles, buses and trucks. Sound levels vary depending on the time of day and intensity of traffic. The Banfield corridor adds significantly to ambient noise levels, primarily due to vehicle tires on the freeway surface and secondarily due to freight trains and light rail trains. The proximity of Portland International Airport also contributes to noise levels.

Sound pressure levels were measured on a weekday between the hours of 6pm-7pm. The measuring process mimicked a pedestrian's experience standing at major nodes on NE 82<sup>nd</sup> Avenue for 3 minutes. A decibel (dBA) meter was used to measure sound pressure levels using an "A" weighting which has A-curve frequency characteristics. Using this setting allows the meter to respond mainly to frequencies in the 500-10,000 Hz range, which is the human ear's most sensitive range. Sound pressure levels are listed below, from south to north.

- NE 82<sup>nd</sup> Avenue & Banfield Expressway – **72dBA**
- NE 82<sup>nd</sup> Avenue & Tillamook Street – **71dBA**
- Madison High School – **64dBA**
- NE 82<sup>nd</sup> Avenue & Siskiyou Street – **67dBA**
- NE 82<sup>nd</sup> Avenue & Fremont Street – **65dBA**
- NE 82<sup>nd</sup> Avenue & Sandy Boulevard – **67dBA**

#### **e. Green open spaces**

As detailed earlier in this plan, the corridor hosts several green and open areas including Glenhaven Park, Hancock Park, The Grotto, the Banfield Dog Park, and nearby Rocky Butte and Rose City Golf Course. For the time being, the Siskiyou Square site also remains a green open space. Examined together, there is a nearly continuous greenway from Rose City Park to Rocky Butte. These spaces, especially the more heavily vegetated ones such as Rocky Butte, provide habitat for wildlife species. Community members also report that the Siskiyou Square site hosts populations of deer, waterfowl and even coyote.

#### **f. Vegetation**

As the Existing Environmental Features map shows, the immediate corridor is severely lacking in tree canopy cover and other vegetation. Many of the auto-oriented uses along NE 82nd Avenue of Roses developed before requirements for trees and landscaping. Street trees are missing along much of the corridor, including a 2/3 mile stretch along the east side of the street between the MAX station and Siskiyou Square site. Trees and plants are much more abundant in the surrounding residential neighborhoods and parks.

#### **g. Climate**

On average, Portland's 37 inches of rain occur on 155 days of the year. The climate is temperate, with high temperatures averaging between 48 in January and 80 in August. Between June and September, weather is typically sunny, warm and dry. The rainy season is between November and April, but temperatures typically stay above the freezing point and snow is rare. Prevailing winds are from the northwest during the summer and southwest during the winter. Occasionally, however, high pressure will bring dry easterly winds through the Columbia Gorge. NE 82nd Avenue of Roses is particularly susceptible to these winds, which bring unusually cold air in the winter, and 100-degree temperatures in the summer. Weather and climate come into play here because the lack of a tree canopy and prevalence of pavement can make hot days hotter (the "urban heat island" effect), and windy days windier.

### **6. Economic Development**

NE 82nd Avenue of Roses is an auto-oriented commercial corridor, consisting primarily of hospitality businesses and automobile services. Like the rest of 82<sup>nd</sup> Avenue, the study corridor has a high concentration of Asian businesses, primarily in the form of restaurants. Vietnamese businesses are in particular abundance here, with Saigon Plaza serving as a hub of Vietnamese entrepreneurship. The corridor lacks any "anchor" businesses that would generate large traffic volumes along the corridor – Cascade Lanes bowling alley is the closest comparison. Instead, NE 82nd Avenue of Roses offers a patchwork of commercial space for small, start-up operations, and for small-footprint chain stores.

## a. Business Mix

Major economic sectors represented along NE 82nd Avenue of Roses include the following:

- **Food/Drink/Convenience:** NE 82nd Avenue of Roses is home to both local and chain restaurants. Ethnic food is common, especially Asian fare (Pho Oregon, Blue Sky Café, New Happy Fortune, Nha Hang Chay) and Mexican food (Original Taco House, El Burrito Loco.) Fast food is available at McDonald's, Popeye's, Domino's and the recently opened Moto Pizza. Two Plaid Pantry convenience stores and one 711 store dot the corridor.
- **Pet health:** Banfield Pet Hospital has its corporate headquarters at Tillamook Street, and is the largest employer in the corridor. Their presence formalizes a pre-existing economic cluster of pet wellness businesses. In addition to a stand-alone Banfield Pet Hospital across the street from their headquarters, this includes the Animal Wellness Center of Portland and Companion Pet.
- **Automotive:** This portion of 82<sup>nd</sup> Avenue is remarkably free of used car lots, but hosts several short and long-term automobile service businesses - Quality Tire and Les Schwab Tire, 76 and Shell gas stations, VIP and Alternative auto repair. The sole car dealer is Swede Volvo. Also in the realm of autos is an Oregon DMV branch.
- **Lodging:** As stated earlier, 82<sup>nd</sup> Avenue was once a thriving corridor of motels. Many still exist, but without a steady stream of customers, and some with local reputations for prostitution. National chain motels include Days Inn and Travelodge; smaller enterprises include Kings Row Motel, Madison Suites Extended Stay, States Motel and Motel Cabana.
- **Adult Businesses:** Sex-related businesses have a tendency to locate along suburban arterials that developed in the mid-20<sup>th</sup> century. This section of 82<sup>nd</sup> Avenue has a disproportionate number of them, clustered in a three-block area near Fremont Street: Honey Suckles Lingerie, Pussy Cats, X-otic Tan for Men, and The Blue Spot.

## b. Business Climate

Many of the businesses along NE 82nd Avenue of Roses have been in operation for a long time (such as the Original Taco House), while others are brand new (like Moto Pizza). From a design standpoint, businesses are predominantly auto-oriented. Many restaurants have drive-thrus and only one restaurant offers outside seating. Due to the corridor's small lot sizes, many businesses have limited parking or have purchased adjoining tax lots for the purposes of parking. Because there are no major retail drivers, the corridor has a high degree of economic leakage, meaning that residents go elsewhere to purchase many goods and services. This is particularly true for groceries and entertainment. The business climate is further hindered by strong perceptions that the street is unsafe at night due to crime, drugs and prostitution.

Nevertheless, NE 82nd Avenue of Roses is increasingly an incubator for start-up enterprises, particularly in the Asian community. The Asian American Shopping Center, completed in 2007, is a prime example – developed by a Vietnamese businessman, and now home to several Chinese restaurants and businesses. The creative class is also seeking out new spaces here - Milepost 5 arts community recently opened just south of the MAX line, and the Red Room has brought live music to the corridor. Space for economic activity and creativity continues to become available – vacant retail spaces in strip malls, office space on the second floors of the corridor's two mixed-use buildings, and several entire buildings available for renovation.

The Banfield Pet Hospital, in constructing their world headquarters at NE 82nd Avenue of Roses and Tillamook Street, has pioneered the concept of large-format office space along this stretch of the 82<sup>nd</sup> Avenue. This is a necessary first step for the corridor to attract additional professional employment.

## c. Business Perceptions

Community perceptions about the corridor's business climate became apparent through the community opinion survey, land use comment mapping, the student visioning workshop, and conversations with business owners along the corridor. Major findings include the following:

- While the sample of the business owner survey was extremely small, respondents seem to think that 82<sup>nd</sup> is a good location for the business. Major reasons cited include high drive-by visibility and close access to Interstate 84.

- Respondents in the more general survey (mostly homeowners in the surrounding neighborhoods) are split 50/50 between agreeing and disagreeing that NE 82nd Avenue of Roses is a good place for business.
- The majority of survey respondents (70%) felt that the current mix of businesses along NE 82nd Avenue of Roses is a bad mix for the neighborhood, particularly the low income hotels, the methadone clinic and the adult shops.
- Because the area is perceived as unfriendly to pedestrians, it is likely that the corridor is losing local trips. Once residents decide to get in a car to go to a business, the area from which they will choose their destination will increase.
- When prompted to talk about missing businesses, open house attendees overwhelmingly wished for a small to medium sized grocery store that offers local and organic products, such as New Seasons. Also on the collective wish list were locally-owned restaurant, coffee shop, farmers' market, plant nursery, and independent bookstore.
- For Madison High School students, price point is often the most important factor. They praise nearby businesses that offer inexpensive food, but lament the lack of a coffee shop and sandwich shop. Students also mentioned the need for more activities for their age group, from indoor sports to movie theaters.

## 7. Socio-Demographics

Socio-demographics refer to various measures of a population and how they live and work. Demographics can be compiled to show statistical characteristics of a given population. Socio-economics study the relationship between economic activity and social life, often focusing on the social impact of economic change. This plan reviews economic characteristics to provide a framework for the neighborhoods adjacent to NE 82nd. Demographics can be very subjective with perception and opinion challenging statistical data. What can be statistically seen as an asset may pose challenges in long held value systems.

### a. General

NE 82<sup>nd</sup> geographically joins two neighborhoods – Madison South and Roseway. These two neighborhoods vary demographically and socio-economically. Madison South is greater in size, covering approximately 1.68 square miles. While Roseway may be half that size, it is by far denser with nearly twice as much population per acre. There is a small section where these two neighborhoods overlap, which consists mostly of land owned by Portland Public Schools and the City of Portland.

- **Population:** Madison South and Roseway make up 2% of the total population of Portland. The majority of both neighborhoods are female (51%), which is consistent with the city and the nation.

#### Gender Distribution, 2000

	Population	Male	Female
Nation		49.1%	50.9%
Portland	529,121	49.4%	50.6%
Madison South	6,918	49%	51%
Roseway	6,185	49%	51%

Source: US Census Bureau

- **Age:** The neighborhoods are aging with a large proportion that will soon reach retirement age.

#### Age Distribution, 2000

	Under 5	5 to 17	18 to 21	22 to 39	40 to 64	64 +
Nation	6.8%	18.9%	5.7%	26.22%	28.9%	12%
Portland	6.4%	15.9%	5.5%	30.6%	30.4%	11.2%
Madison South	6.7%	17.6%	6.3%	27.8%	28.6%	13%
Roseway	6.1%	15.1%	3.9%	31.3%	32.2%	11.4%

Source: US Census Bureau

- **Race:** Consistent with the city and the nation, both neighborhoods are predominantly white. Madison South has a large Asian percentage as compared to Roseway, the city and the nation.

#### Race Distribution, 2000

	White	Black	Asian	Hispanic	Native American or Alaskan	Native Islander	Other
Nation	75.1%	12.3%	3.6%	12.5%	.8%	.1%	7.9%
Portland	77.9%	6.6%	6.3%	6.8%	1.1%	.4%	7.6%
Madison South	64.1%	4.5%	17.8%	6.7%	.7%	.2%	3.4%

<b>Roseway</b>	79.7%	3.6%	8.1%	3.1%	.8%	.2%	.9%
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Source: US Census Bureau

- **Household Size:** Madison South and Roseway, in regard to the number of persons that reside in a household, are consistent with the nation and Portland.

Household Size Distribution, 2000

	1 person	2 persons	3 persons	4 persons	5 persons	6 persons	7 or more
<b>Nation</b>	25.8%	<b>32.6%</b>	16.5%	14.2%	6.6%	2.5%	1.8%
<b>Portland</b>	32.6%	<b>33.3%</b>	14.7%	11.1%	4.8%	1.9%	1.6%
<b>Madison South</b>	26.4%	<b>33.6%</b>	15.8%	11.3%	6.5%	3.2%	3.2%
<b>Roseway</b>	30.9%	<b>34.6%</b>	16.8%	10.4%	4.6%	1.3%	1.3%

Source: US Census Bureau

## b. Social

- **Education:** Roseway is highly educated, exceeding national attainment rates, but not those of Portland.

Educational Attainment, 2000

	High School Graduate or higher	Bachelor's degree or higher
Nation	80.4%	24.4%
Portland	85.7%	32.6%
Madison South	81.5%	18.5%
Roseway	68.8%	31.2%

Source: US Census Bureau

- **Immigrant:** Nearly a quarter of Madison South residents immigrated to the United States and a considerable number are either multi-lingual or speak a language other than English.

### % born outside the U.S., 2000

	Born outside the U.S.
<b>Nation</b>	11.1%
<b>Portland</b>	13%
<b>Madison South</b>	24%
<b>Roseway</b>	11.8%

Source: US Census Bureau

### % speaking language other than English, 2000

	Other than English
<b>Nation</b>	17.9%
<b>Portland</b>	16.9%
<b>Madison South</b>	30.2%
<b>Roseway</b>	14.9%

Source: US Census Bureau

## c. Economic

- **Median Household Income:** Roseway is considerably more affluent exceeding the median income of the Nation, Portland and Madison South.

### Median Household Income, 1999

	Median Household Income
<b>Nation</b>	\$41,994
<b>Portland</b>	\$40,146
<b>Madison South</b>	\$38,659
<b>Roseway</b>	\$50,596

Source: US Census Bureau

- **Families Below Poverty Level:** Roseway may have a much higher median family income, they still exceed the Nation and Portland in percentage of household who are below poverty levels. Madison South is nearly twice the national percentage.

### Poverty Rates, 1999

	% Below Poverty
<b>Nation</b>	9.2%
<b>Portland</b>	8.5%
<b>Madison South</b>	17.8%
<b>Roseway</b>	10.8%

Source: US Census Bureau

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- **% of Households With No Car:** Access to public transportation is an important factor for Madison South residents due to the high number of residents who do not have access to a vehicle.

### Households without car, 2000

	% without car
Nation	X
<b>Portland</b>	14%
<b>Madison South</b>	12.4%
<b>Roseway</b>	5.3%

Source: US Census Bureau

### d. Housing

- **Housing value:** Portland has seen a rapid increase in home appreciation. In 2000, while Roseway exceeded Madison South in median income, home values were considerably lower than those of Madison South. Conditions have reversed since then. The Regional Multiple Listing Service reports the 2007 median sales price of homes as \$266,427 in Roseway and \$237,000 in Madison South,<sup>8</sup> compared to \$290,000 in the entire Portland region.<sup>9</sup> These values are an all-time peak before home prices began to stagnate or drop in early 2008.

#### Median Housing Value, 2000

	Median Housing Value
<b>Nation</b>	\$119,600
<b>Portland</b>	\$154,900
<b>Madison South</b>	\$151,300
<b>Roseway</b>	\$137,100

Source: US Census Bureau

- **Housing Age:** Housing in Roseway is significantly older than that of Madison South. Roseway developed largely before World War II, and Madison South after the war.

#### Age of structures, 2000

	Madison South	Roseway	Portland
Built 1990's	11.5%	2.7%	10.1%
<b>Built 1980's</b>	1.1%	1.4%	5.7%
<b>Built 1970's</b>	7.6%	5.7%	12.1%
<b>Built 1960's</b>	7.8%	5.4%	11.5%
<b>Built 1950's</b>	<b>34.9%</b>	17.0%	14.9%
<b>Built 1940's</b>	30.6%	29.7%	11.5%
<b>Built 1939 or earlier</b>	6.5%	<b>38.0%</b>	<b>34.0%</b>

Source: US Census Bureau

- **Housing Tenure:** Roseway has a much larger percentage of residents that own their home, but has a significantly larger percentage of vacant houses than Madison South.

#### Housing Tenure Distribution, 2000

	Owner occupied	Renter occupied	Vacant
<b>Nation</b>	66.2%	33.8%	9%
<b>Portland</b>	55.8%	44.2%	5.7%
<b>Madison South</b>	58.2%	41.8%	2.9%
<b>Roseway</b>	75.8%	24.2%	6%

Source: US Census Bureau

The existing conditions in Madison South and Roseway bring up strong issues of equity. Access to housing, education, food and transit are raised in the Regional Equity Atlas (REA) prepared by the Coalition for a Livable Future. According to the REA, Madison South could be considered deficient in food access with only 34% of its population living within a half mile of a grocery store, far below the 65% of Roseway. However, transportation equity is high, with 83% of households living within a quarter mile of a transit stop. Another measure of access equity is distance to public parks. Madison South is high on the public park equity scale with 80% of households being within a quarter mile of a park. Education equity is measured by the percentage of teachers who have master's degrees. Combined, Madison South and Roseway have only 33% of its teachers with a master's degree or higher. However, the teachers are very experienced having had an average of 18 years of teaching.

The constraints of assessing existing conditions in the two neighborhoods adjoining NE 82<sup>nd</sup>, Madison South and Roseway, lie within the age of the data.<sup>10</sup> Obviously, housing values and incomes have risen in the past eight years since the US Census was conducted. The 2010 census will reveal how incomes and home ownership have fared over the decade, how much racial and ethnic diversity has increased, and whether families with children can still afford to live in the area.

8 RMLS GIS point layer

9 RMLS, via [www.movingtoportland.net](http://www.movingtoportland.net). Includes Clackamas, Columbia, Multnomah, Washington, and Yamhill counties.

10 American Community Survey data is available for 2006, but not at the desired neighborhood scale.