

NORTH DISTRICT PROFILE



CITY OF PORTLAND, OREGON
BUREAU OF
Planning

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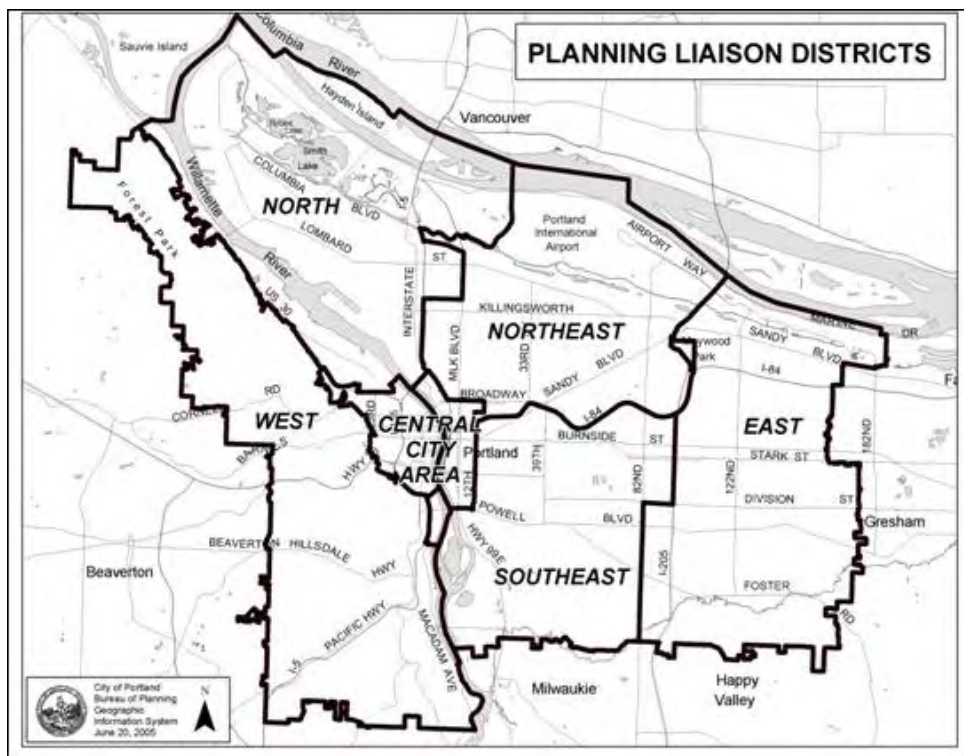
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Introduction

In 2004 the Bureau of Planning launched the District Liaison Program which assigns a City Planner to each of Portland's designated liaison districts. Each planner acts as the Bureau's primary contact between community residents, nonprofit groups and other government agencies on planning and development matters within their assigned district.

As part of this program, District Profiles were compiled to provide a survey of the existing conditions, issues and neighborhood/community plans within each of the liaison districts. The Profiles will form a base of information for communities to make informed decisions about future development. This report is also intended to serve as a tool for planners and decision-makers to monitor the implementation of existing plans and facilitate future planning. The Profiles will also contribute to the ongoing dialogue and exchange of information between the Bureau of Planning, the community, and other City Bureaus regarding district planning issues and priorities.



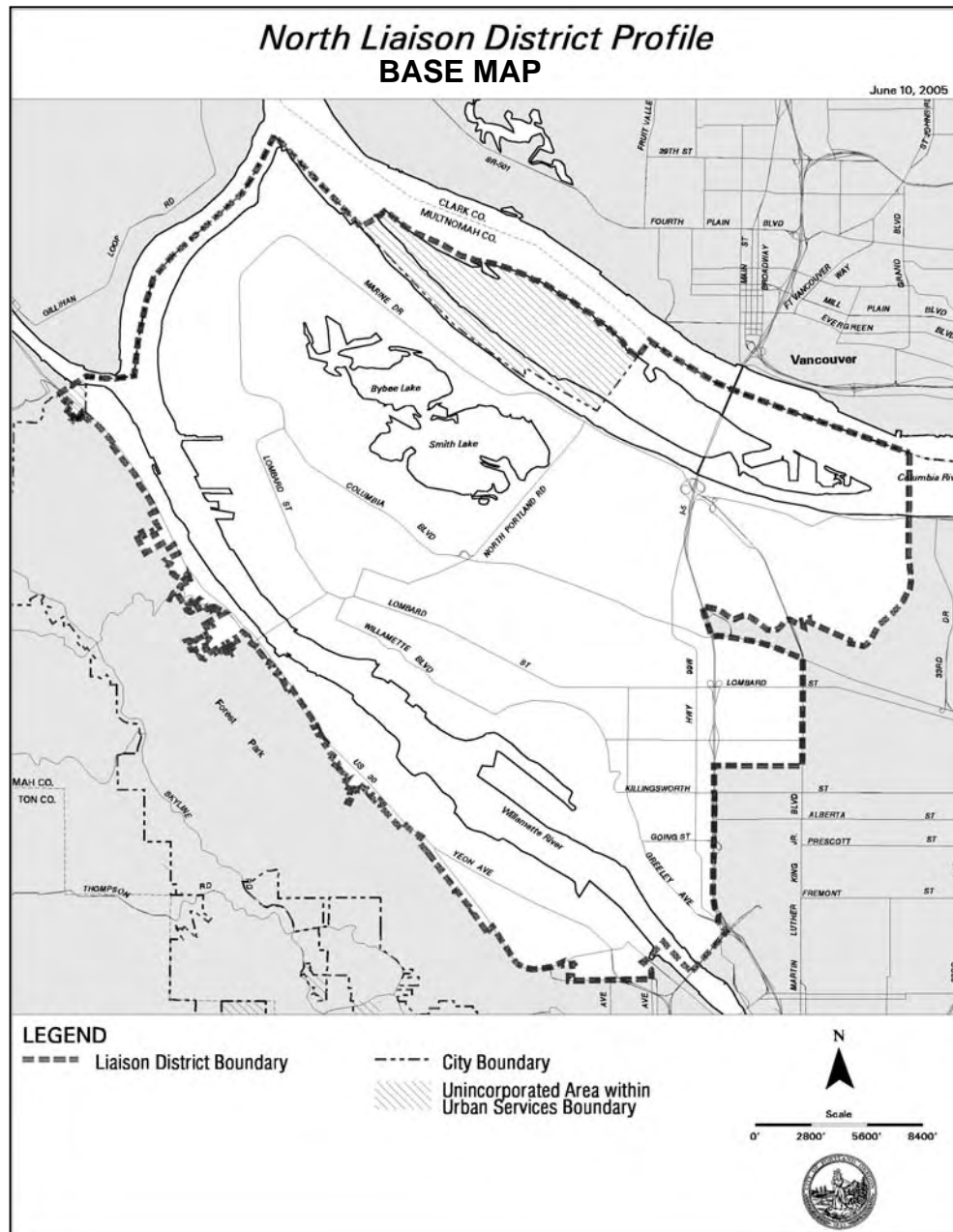
PLEASE NOTE: The content of this document remains a work-in-progress of the Bureau of Planning's District Liaison Program. Feedback from the community is always welcome.

Area Description

Boundaries

The North District includes the peninsula formed by the confluence of the Willamette and Columbia Rivers as well as the west side of the Portland Harbor. The eastern district boundary follows the boundaries of the Overlook, Piedmont, East Columbia and Bridgeton neighborhoods. Hayden and Tomahawk Islands in the Columbia River form the northern boundary. Linnton and the Northwest Industrial neighborhoods are located along the west bank of the Willamette River and generally form the west boundary. Forest Park, although not part of the North District, is shared between the Linnton and Forest Heights neighborhood associations.

Adjacent Jurisdictions: The North District shares boundaries with unincorporated Multnomah County and the City of Vancouver and Clark County in Washington State.



Population

At the time of the 2000 census, the population living in the North District totaled 57,603 people. Overall the population increased by 7.4 percent between 1990 and 2000. St. Johns gained 1,543 people, Hayden Island gained 985 people, Kenton gained 400 people, and East Columbia gained 279 people. Neighborhoods that lost population include Linnton (-288 people), Overlook (-93) and Arbor Lodge (-38)

- **Persons per Acre.** The district average of 2.7 persons per acre is skewed because so much of North Portland is industrial or open space. Developed neighborhoods with little industrial lands (Arbor Lodge, Piedmont, Portsmouth) have roughly 11 persons per acre. Neighborhoods with vast amounts of non-residential lands (Kenton, St. Johns, Linnton, Bridgeton, Overlook) have less than 3 persons per acre.

Variable	North District	North District	N District	Portland %	District % of Portland
	1990	2000	% change 1990-2000	change 1990-2000	2000
Total Acres	26,746	21,562			22.2%
Persons per Acre	2.0	2.7			
Population	53,618	57,603	7.4%	8.7%	10.9%
Households	21,043	22,471	6.8%	8.6%	10.0%
Persons per HH	2.6	2.6			

Source: US Census Bureau (1990, 2000); RLIS

Income

In 2000, the median yearly household income in the North District was almost \$12,000 less than the medium yearly household income of the city as a whole. The percentage of households in the middle income categories, between \$15,000 and \$49,000 in the study area is very similar to the city as a whole. However, the study area has a significantly higher percentage of households making less than \$15,000 than the city as a whole (thirty-two percent vs. twenty-two percent) and less households making over \$50,000 (seventeen percent vs. twenty-eight percent).

Variable	North District	North District	Portland
	1990	2000	2000
Median Household Income	\$24,442	\$38,309	\$50,271
Households Below Poverty		13.3%	12.9%

Source: US Census Bureau (2000); RLIS

*Note: This analysis only includes areas within a defined neighborhood boundary.

Tenure

The US Census reported that the percentage of owners and renters in the North District did not change between 1990 and 2000. In 2000, the population in the North District had 5% more home owners and 5% less renters than the city as a whole.

Area	North District	North District	Portland
	1990	2000	2000
Owner	59%	59%	54%
Renter	41%	41%	46%

Source: US Census Bureau (2000); RLIS

Demographic Data

Race and Ethnicity

The North District is one of the most ethnically diverse areas of Portland. Between 1990 and 2000, most groups remained fairly stable with the exception of the white population which decreased from 77.6% to 66%. During this period, the Hispanic population showed the greatest increase, from 4.4% to 10.3%.

Area	North	North	Portland
	1990	2000	2000
White	77.6%	66.0%	81.0%
Black	11.1%	11.5%	6.7%
American Indian	1.9%	1.3%	1.0%
Asian & Pacific Islander	5.0%	5.26%	6.7%
Other race	.04%	0.73%	0.2%
Two or more races	n/a	4.88%	4.0%
Non-Hispanic	95.6%	89.7%	93.2%
Hispanic	4.4%	10.3%	6.8%

Source: US Census Bureau 2000; RLIS

St. Johns/Lombard Plan Demographic Study

The St Johns/Lombard Plan included demographic information on the Cathedral Park, St. Johns, Portsmouth and University Park neighborhoods. The following highlights the differences between these neighborhoods and the rest of the North District:

- The Cathedral Park, St. Johns, Portsmouth and University Park neighborhoods are ethnically and racially diverse with a dropping percentage of white residents. This is a trend throughout the North District; Peninsula neighborhoods (90% in 1990 to 65% in 2000); Linnton and NW Industrial (85% to 75%).
- The Hispanic community experienced a significant increase in population in the St. Johns/Lombard Plan neighborhoods. The Hispanic community doubled in the North Portland district from 1990 to 2000 (5% to 10%). The greatest Hispanic community increases were in the Portsmouth neighborhood (18%) followed by St. Johns (15%).
- There is a higher percentage of single parent families with children under age 18 in the Cathedral Park, St. Johns, Portsmouth and University Park neighborhoods than in the city as a whole. In 1996, 16% of the population of the study area was in a single parent household compared with only 9% citywide. This statistic reflects the North District's percent of single family heads-of-households with children (15%). These households are concentrated in Portsmouth, Piedmont, St. Johns and Kenton.

Neighborhood coalitions and associations

The North District is comprised of 12 neighborhood associations and two neighborhood coalitions. North Portland Neighborhood Services (NPNS) is the coalition for the peninsula neighborhoods; Neighbors West/North West coalition serves the neighborhoods of Linnton and Northwest Industrial.

Neighborhood Association	2000 Pop	Area (acres)	Neighborhood Association	2000 Pop	Area (acres)
East Columbia	753	442	Overlook	6,093	2,121
Bridgeton	593	178	University Park	5,250	766
Hayden Island	2,130	1,083	Portsmouth	8,304	696
Piedmont	6,427	616	St. Johns	11,346	7,055
Kenton	6,934	1,293	Cathedral Park	3,033	656
Arbor Lodge	6,065	555	Linnton ¹	541	1,179
Northwest Industrial ²	21	1,179			

Source: US Census Bureau (2000)

Business Associations

The North District contains eight business associations: Columbia Corridor Association, Kenton Business Association, Northwest Industrial Neighborhood Association, North-Northeast Business Association, North Portland Business Association, Swan Island Business Association, and St. Johns Business Boosters. Some of the business associations have overlapping boundaries.

Find neighborhood associations, coalitions and business associations using [ONI's searchable database](#)
For more information on each neighborhood, go to [ONI neighborhood demographics site](#)

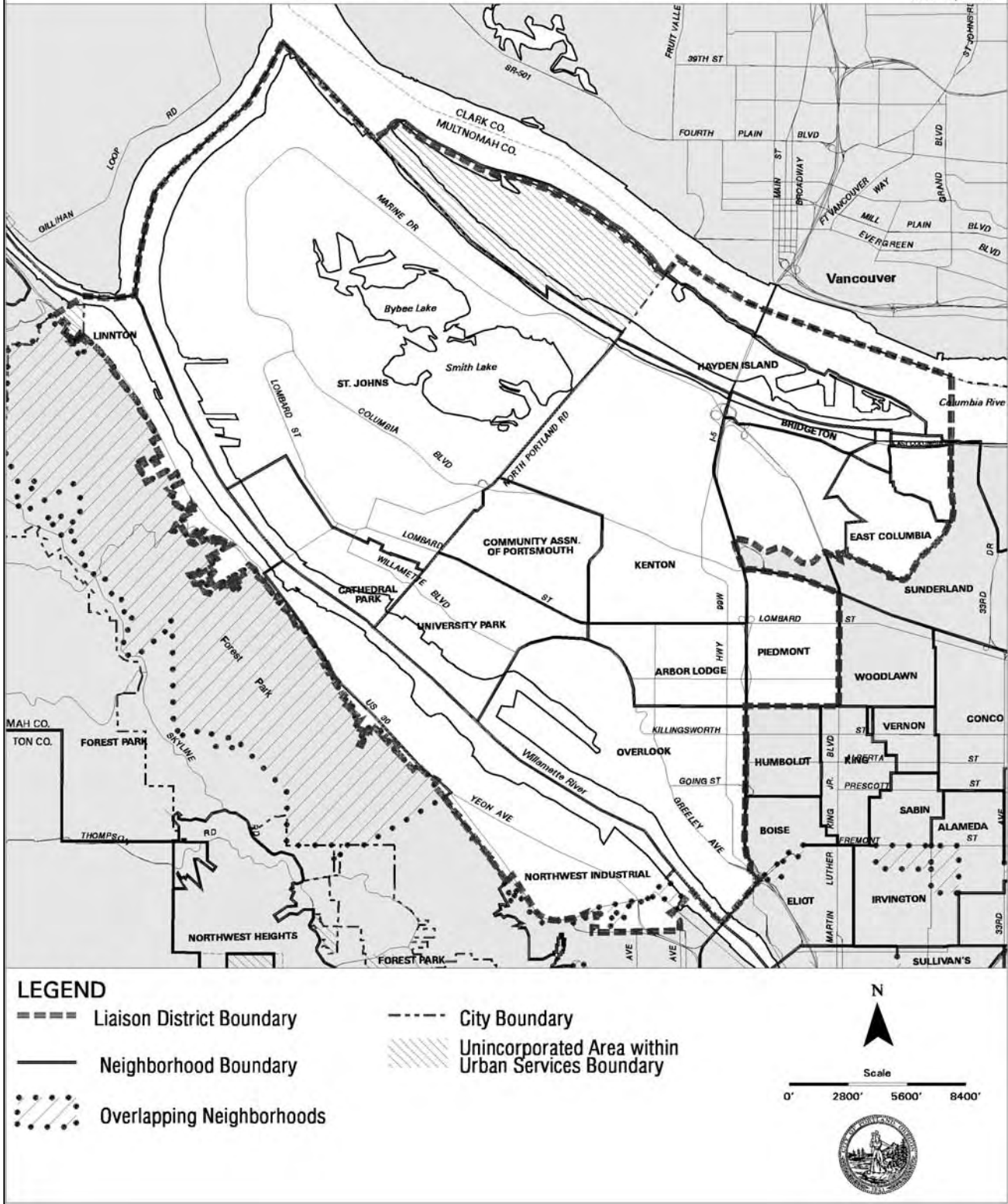
¹ Includes shared area with Forest Park

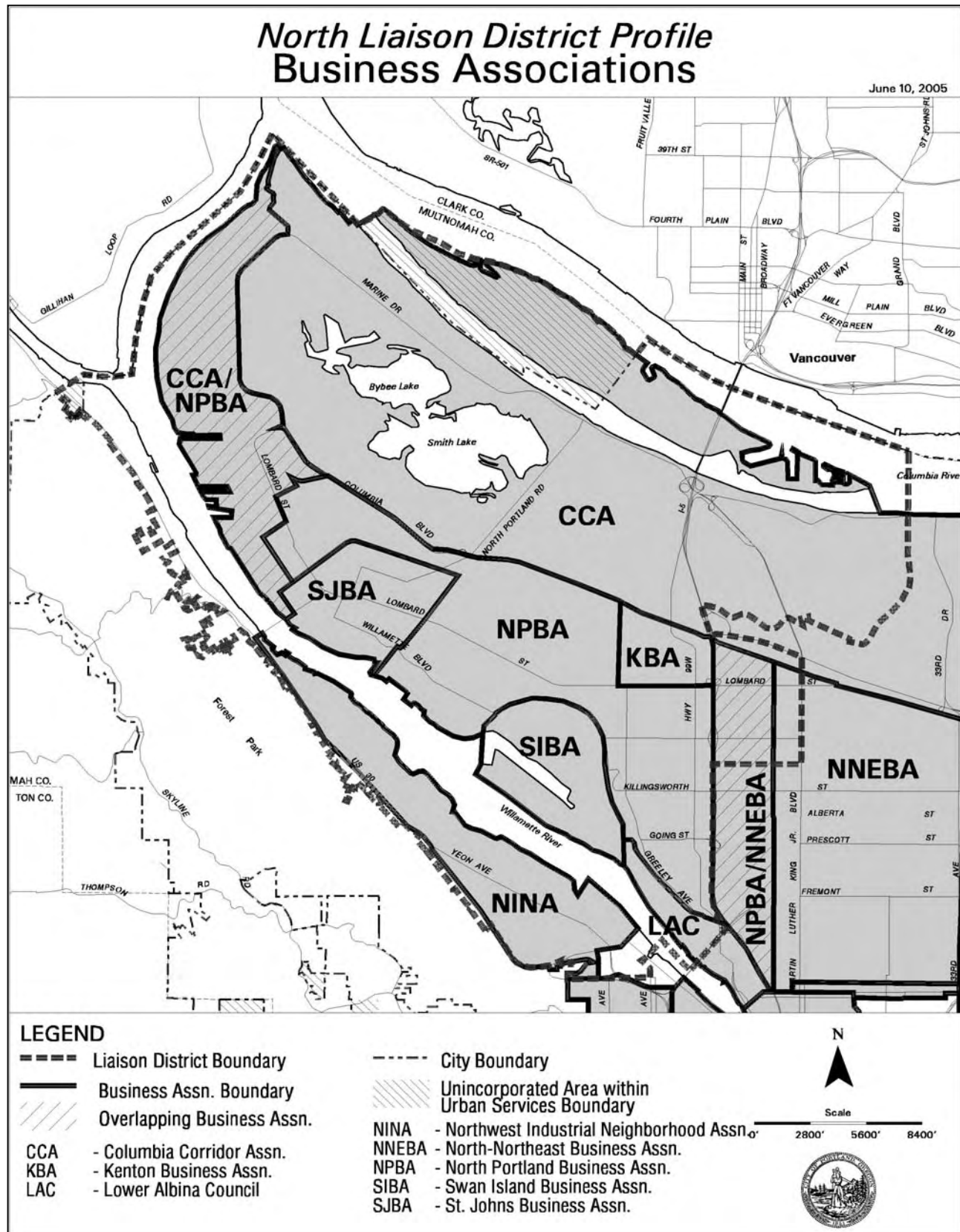
² Includes shared area with Northwest District and Forest Park

North Liaison District Profile

Neighborhood Associations

June 10, 2005





Neighborhood Services

Schools

Schools, both private and public, provide a focal point for the community as well as educational opportunities for all generations. These facilities offer additional benefits such as community meeting places, playgrounds, ball fields, and open space. North District education levels increased over the last twenty years. Overall, North District residents have more school diplomas and college degrees.

Type	Type	#	Names
Elementary School	Private	5	Holy Cross, Holy Redeemer, Open Meadow, Peninsula Children's Center, Trillium Charter
Elementary School*	Public	7	Astor, Beach, Chief Joseph, James John, Peninsula, Rosa Parks, Sitton
Middle School*	Public	3	George, Ockley Green, Portsmouth
Middle School	Private	2	Open Meadow, Trillium Charter
High School*	Public	1	Roosevelt
High School	Private	4	De La Salle, Open Meadow, Pathfinder Academy, Trillium Charter
Higher Education	Private	1	University of Portland

*For more information visit [Portland Public Schools](#)

Parks/Open Space

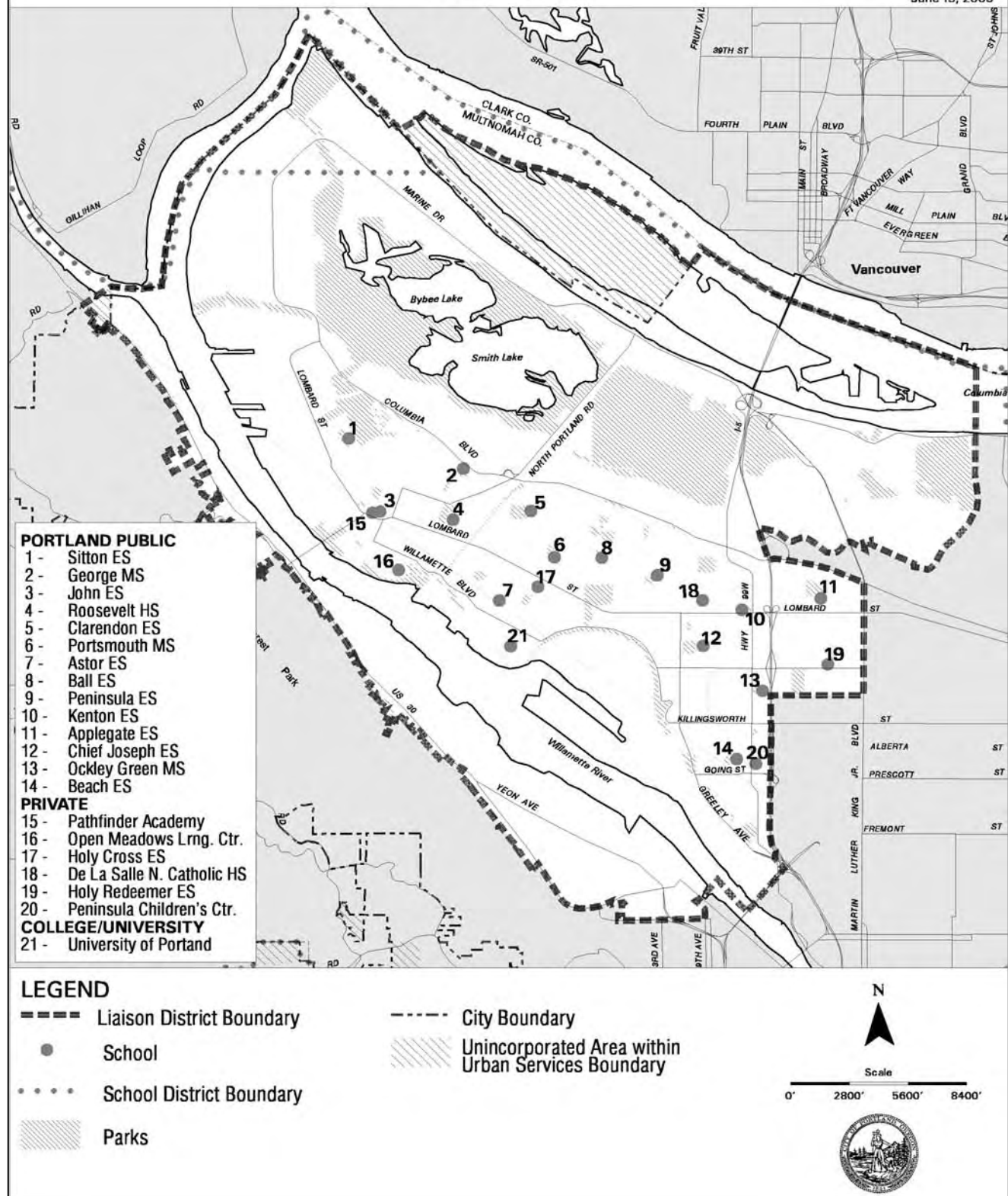
Parks and open space account for 18 percent of land in the North District. A significant feature is the Smith and Bybee Lakes Wildlife Area. Comprising about 2,000 acres, it is one of the nation's largest urban freshwater wetlands. Forest Park, adjacent to the district's west boundary, is the largest (5,000 acres) forested city park in the country.

Type	#	Notes
Parks*	38	Forest, Smith and Bybee Lakes, West Delta, Kelley Point, Portland International Raceway, East Delta, Pier, Swan Island Bluff, Columbia, Cathedral, Columbia Children's Aboretum, Chimney, Peninsula, Farragut, McCarthy, Kenton, Overlook, Northgate, Arbor Lodge, University, Harbor View, St Johns CC, Willamette Cove, McKenna, Portsmouth, Madrona, Trenton, Omaha Parkway, George, Gammans, St Johns Racquet Center, Patton Square, Linnton Park (part of Forest Park), Kingsley Property (undeveloped), Lotus Isle, Beach, St Johns, Peninsula Crossing Trail
Open Spaces	5	Vanport, Moore Island, Wright Island, Columbia Buffer Strip, Mock's
Golf Courses	2	Columbia Edgewater (private), Heron Lakes (public)
Cemeteries	3	Columbia Pioneer, Gatton, Ramsey's Gravesite
Community Gardens	2	St. Johns, Portsmouth

*For more information visit [Portland Parks and Recreation](#)

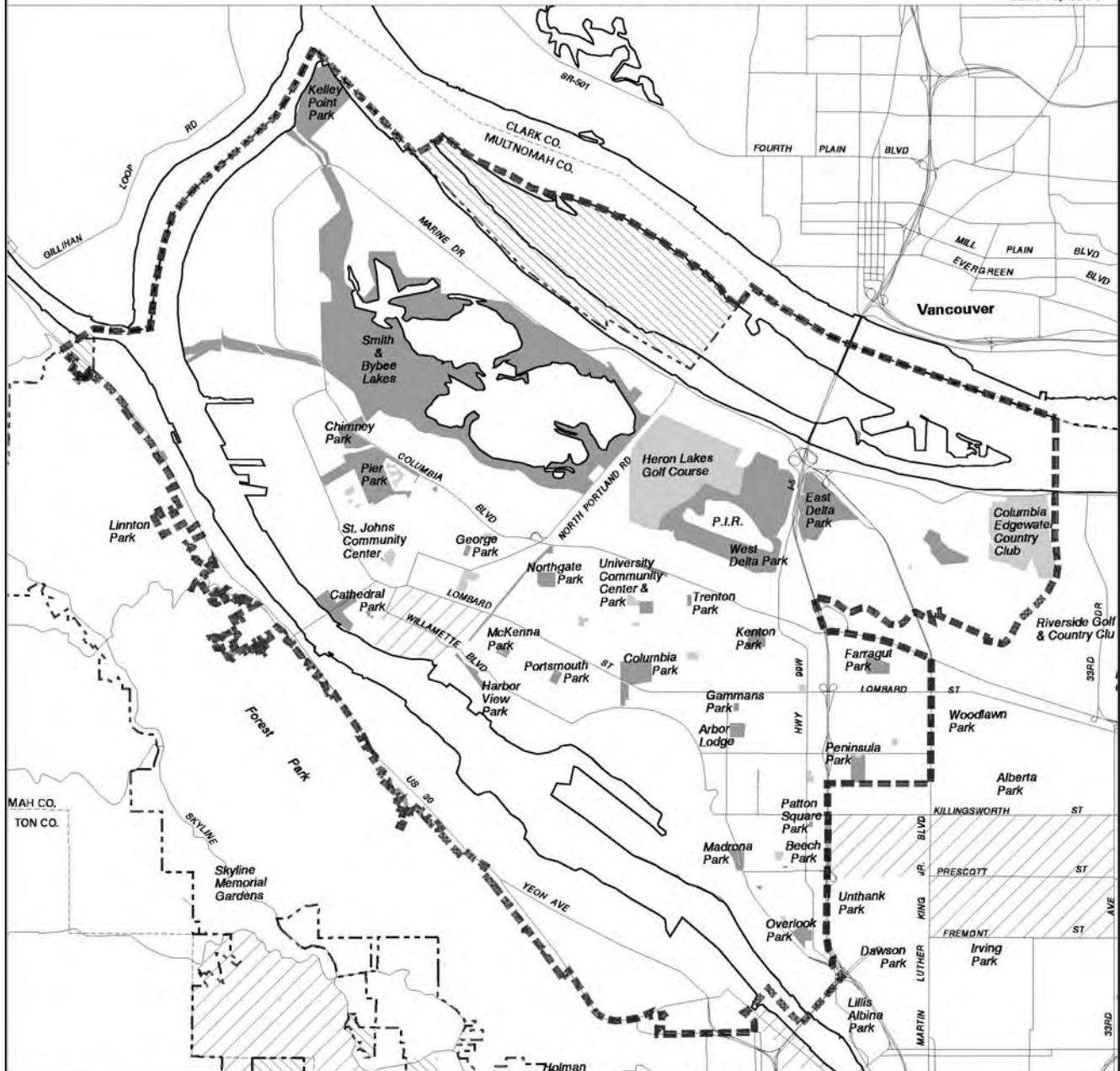
North Liaison District Profile Schools

June 13, 2005



North Liaison District Profile Parks / Open Space

June 10, 2005



LEGEND

--- Liaison District Boundary

■ Parks

■ Other Facilities/Open Space

/// Park Deficient Areas (Vision 2020)

--- City Boundary

/// Unincorporated Area within Urban Services Boundary



Scale

0' 2800' 5600' 8400'



Neighborhood Services

Community Resources

The following table identifies community resources within the North District. Please inform district planners if your group would like to be added to this list or if you know of a group that should be included.

Name	Type	Focus
Multnomah County Library Branch	Public	St. Johns Branch
Community Newspapers	Private	The St. Johns Review The St. Johns Sentinel Northwest Examiner, CLR Publishing, Inc.
Community Centers	Public	University Park, Overlook House, St. Johns
Pools	Public	Pier (outdoor), Columbia (indoor),
Art on the Peninsula	Quasi-public	Promotes art in the area. Staff from the North Portland Neighborhood Services facilitates the program
Peninsula Clean Team	Quasi-public	Residents and business people promoting a clean and beautiful North Portland. They sponsor and assist with community clean up events.

Fire and Rescue Services

There are six fire stations located within the North District: NW Industrial, Kenton, Hayden Island, St. Johns, Swan Island and the University of Portland.

Station	Year Built/ Retrofitted	Neighborhoods Served
Station 06 – NW Industrial 3660 NW Front Avenue	1960/2006	Northwest Industrial
Station 08 – Kenton 7134 N Maryland Avenue	1959/2004	Arbor Lodge, Kenton, Piedmont and Sunderland
Station 17 – Hayden Island 848 N Tomahawk Drive	1994/2006	Hayden Island, East Columbia and Bridgeton
Station 22 – St. Johns 7205 N Alta Street	1954/2001	Cathedral Park, Linnton and St. Johns. Also conducts summer patrols of Forest Park.
Station 24 – Swan Island 4515 N Maryland Avenue	1959/2007	Overlook, Boise and Humboldt. Personnel are part of a specially trained marine program.
Station 26 – University of Portland 5247 N Lombard Street	1928/2002	University Park and Portsmouth

Neighborhood Services

Police Services

Portland is divided into 5 precincts that are further subdivided into patrol districts closely aligned to neighborhood boundaries. Police services in most of the North District are provided from the North Precinct located in St. Johns, with the exception of the NW Industrial neighborhood that is served by the Central Precinct. The Multnomah County Sheriff's Office provides services to areas of unincorporated Multnomah County as well as river patrols.

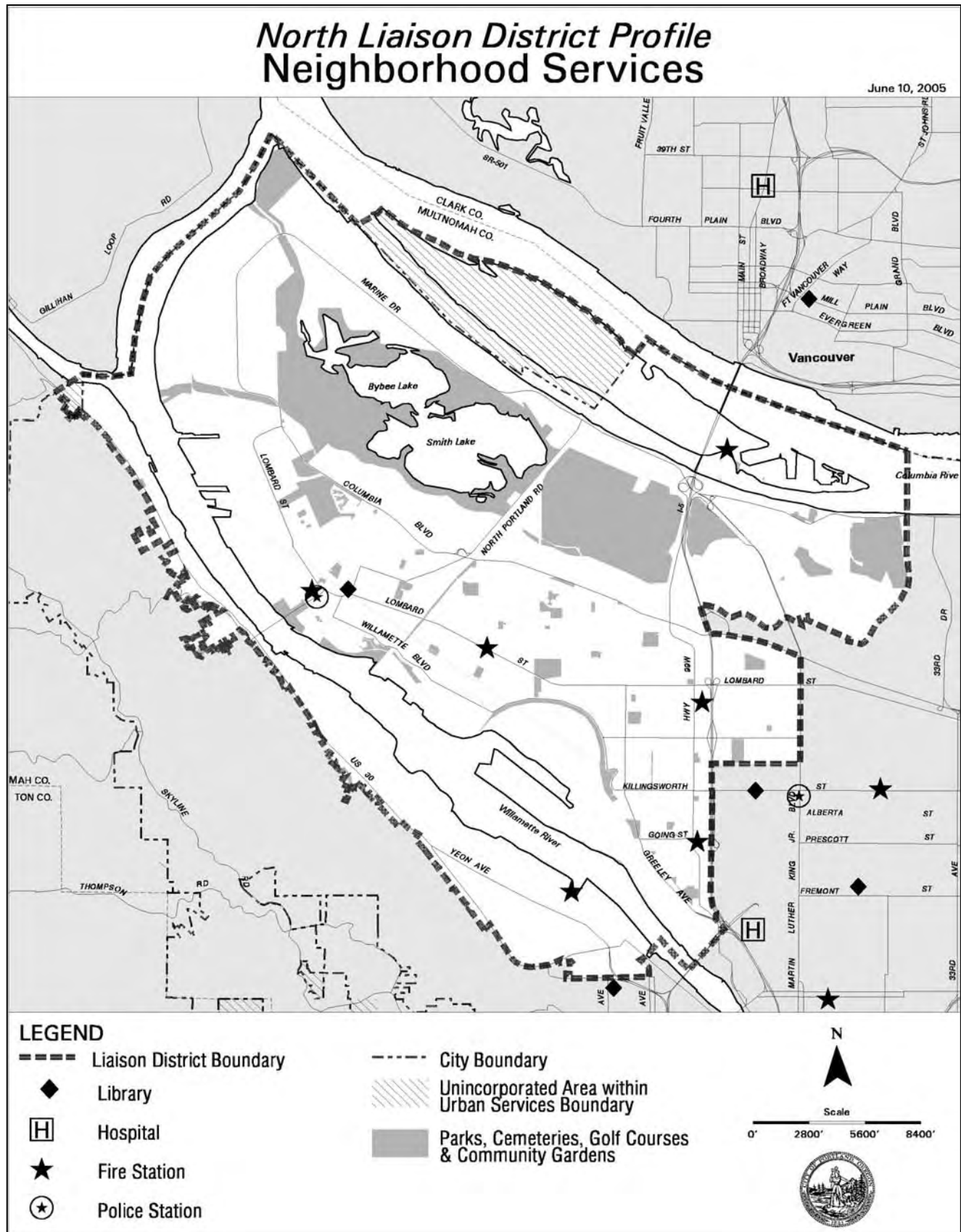
Precinct statistics report that the North Precinct saw a 15% drop in total crimes since 2000.

Water facilities

Water supplied to the North District comes from the Bull Run Watershed and is managed by the Portland Water Bureau.

Sanitary Waste Facilities

A majority of the sanitary waste in the North District is treated by the City of Portland. There are a few areas with residential on-site septic systems. Most of these areas are located in the Linnton neighborhood and East Columbia.



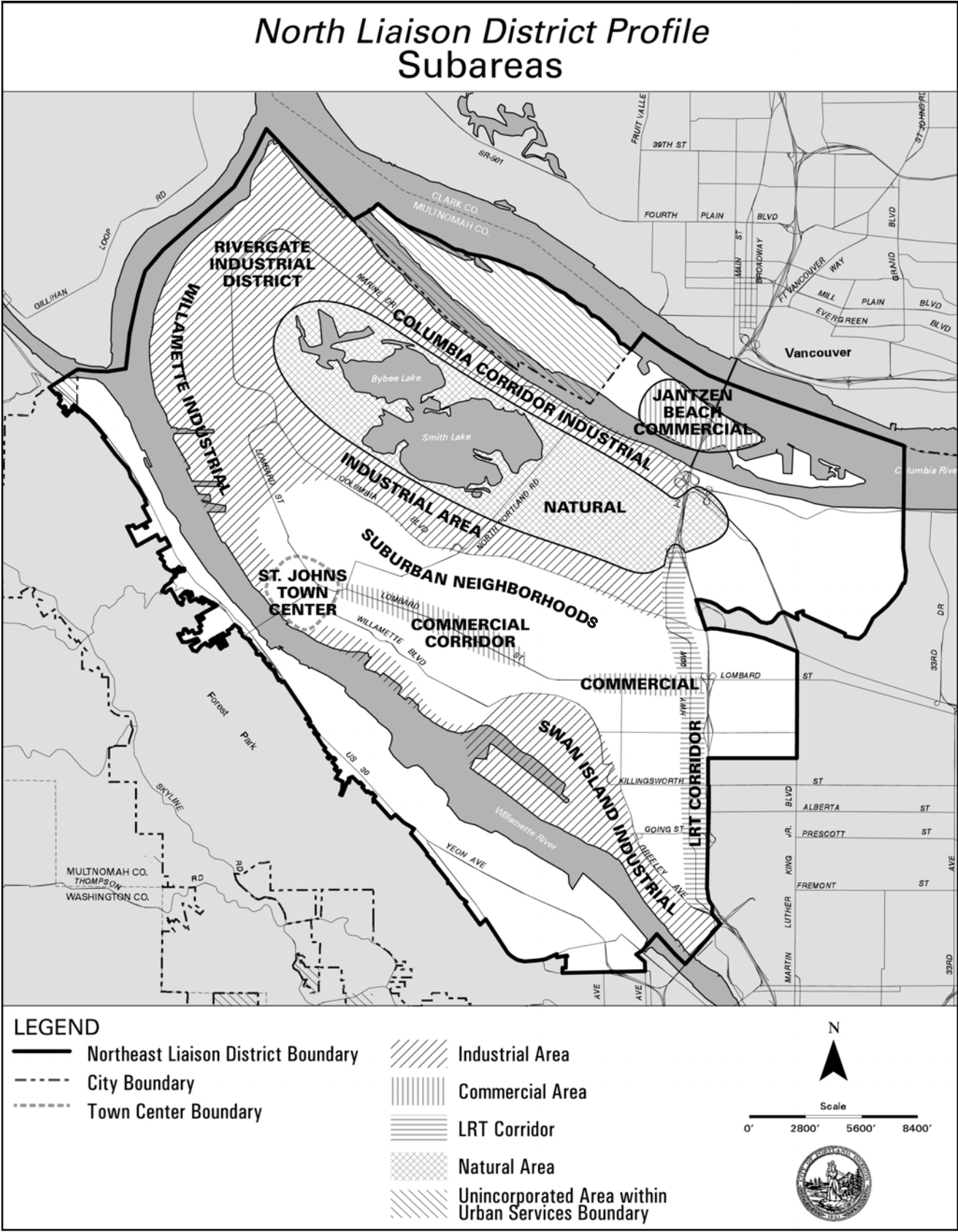
Land Use Characteristics

Industrial uses are a strong presence in the North District and follow the existing waterways of the Columbia River, the Willamette River and the Columbia Slough. With the exception of Lower Albina, the North District contains all of the industrial districts in the Portland Harbor. The primary development feature of the harbor area is that it is Oregon's transportation hub with access to barge routes, interstate highways, railroads, and the Olympic petroleum pipeline. Almost 50% of the North District is zoned for industrial uses. Undeveloped industrial land exists on the western half of Hayden Island and in the East Columbia neighborhood.

The North District's **residential areas** are concentrated within the interior of the peninsula and 20% of the district's total area is single family dwellings. Only 4.7% of the North District is zoned for multi-dwelling uses. Most of these apartment, townhouse, or condominium developments are adjacent to the corridors of Lombard, Portland, Interstate, and Killingsworth, and in the St. Johns Town Center, downtown Kenton and New Columbia.

In the northern portion of the North District, **commercial areas** are region-serving big boxes, notably Jantzen Beach and Portland Meadows areas. The main street of Lombard is a long but narrow stretch of commercial development, generally defined by auto-accommodating uses, with small areas of streetcar-era commercial establishments. The St. Johns Town Center offers storefront commercial amenities similar to smaller ones found in downtown Kenton. There is also a very small commercial node along Highway 30 in the original town of Linnton. Interstate Avenue contains a mix of low density retail/motel/office uses but is quickly developing new higher density mixed-use buildings.

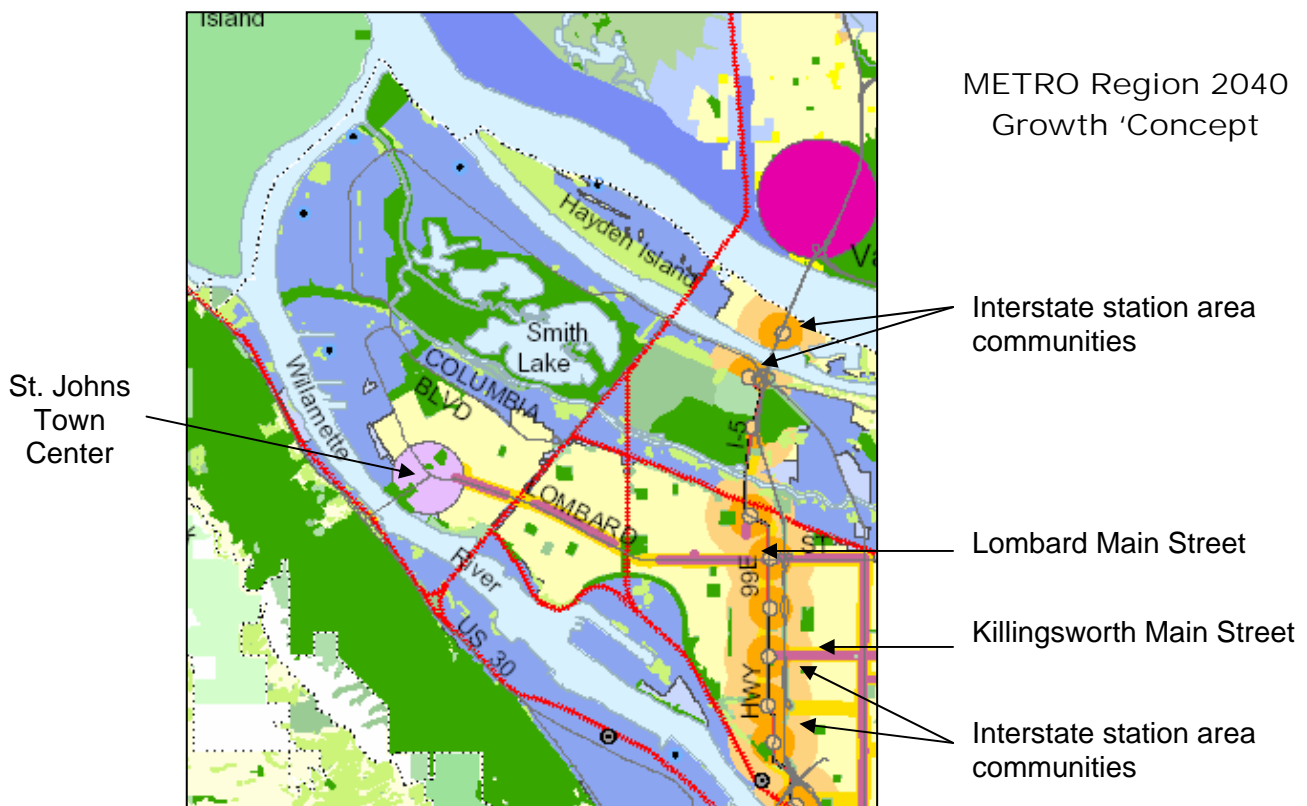
Natural areas and **open spaces** occupy a roughly 15% of the North District's land. Most of the open space is located within the Columbia River flood plain north of the Columbia Slough. These areas include Kelley Point Park, Smith and Bybee Lakes, the Columbia Slough, West and East Delta Parks, Heron Lakes Golf Course, and the Columbia Edgewater Country Club. This area also contains large public facilities including the Wapato Jail (near Smith and Bybee Lakes), the Columbia Wastewater Treatment Plant, the Portland International Raceway and the levees of the Peninsula Drainage District Areas 1 and 2.



Metro 2040 Designations

The *Region 2040 Growth Concept* was adopted by Metro as a strategy and tool for managing future regional land use patterns. This *Growth Concept* incorporates land use and transportation policies to direct growth to a hierarchy of interrelated mixed-use centers and increase development along transit corridors. The 2040 designations located within the North District are listed below and shown on the following map. For more information refer to [Metro 2040 Growth Concept](#).

Location	Designation
St. Johns Town Center	Regional Center
Overlook Park	Station Community
N Prescott	Station Community
N Killingsworth	Station Community
N Portland Blvd	Station Community
N Lombard	Station Community
Kenton/N Denver Ave	Station Community
Delta Park/Vanport	Station Community
Expo Center	Station Community
Lombard Street	Main Street
Killingsworth Street	Main Street



Zoning Designations

The table below summarizes the amount of land area dedicated to general zoning classifications. Of note is that almost half the district is dedicated to industrial zoning, most of which is Port of Portland land located at the northern end of the peninsula, the Northwest Industrial and Swan Island areas, and the Columbia Boulevard corridor. Roughly 18 percent of land is dedicated to open space, mainly Smith and Bybee Lakes and other natural areas, public parks, and golf courses. Residential areas represent a small part of the district's land, when compared with the city as a whole. For more information refer to the [Portland Zoning Code](#).

Land Area by Zone

Zone	N. District Acres	Portland Acres	Percent of Portland
Commercial	1,177	6,203	19%
Employment	504	2,831	18%
Industrial	10,577	19,414	54%
Residential Multi-dwelling	1,027	8,408	12%
Residential Single-dwelling	4,314	41,388	10%
Open Space	3,121	16,494	19%
Multnomah County	1,028	1,049	98%
Non-City	80	1,095	7%
Total	21,829	96,881	23%

Source: Portland Bureau of Planning (2004)

Note: Areas outside the city limits are labeled "MC" for Multnomah County or "non-city" for other areas.

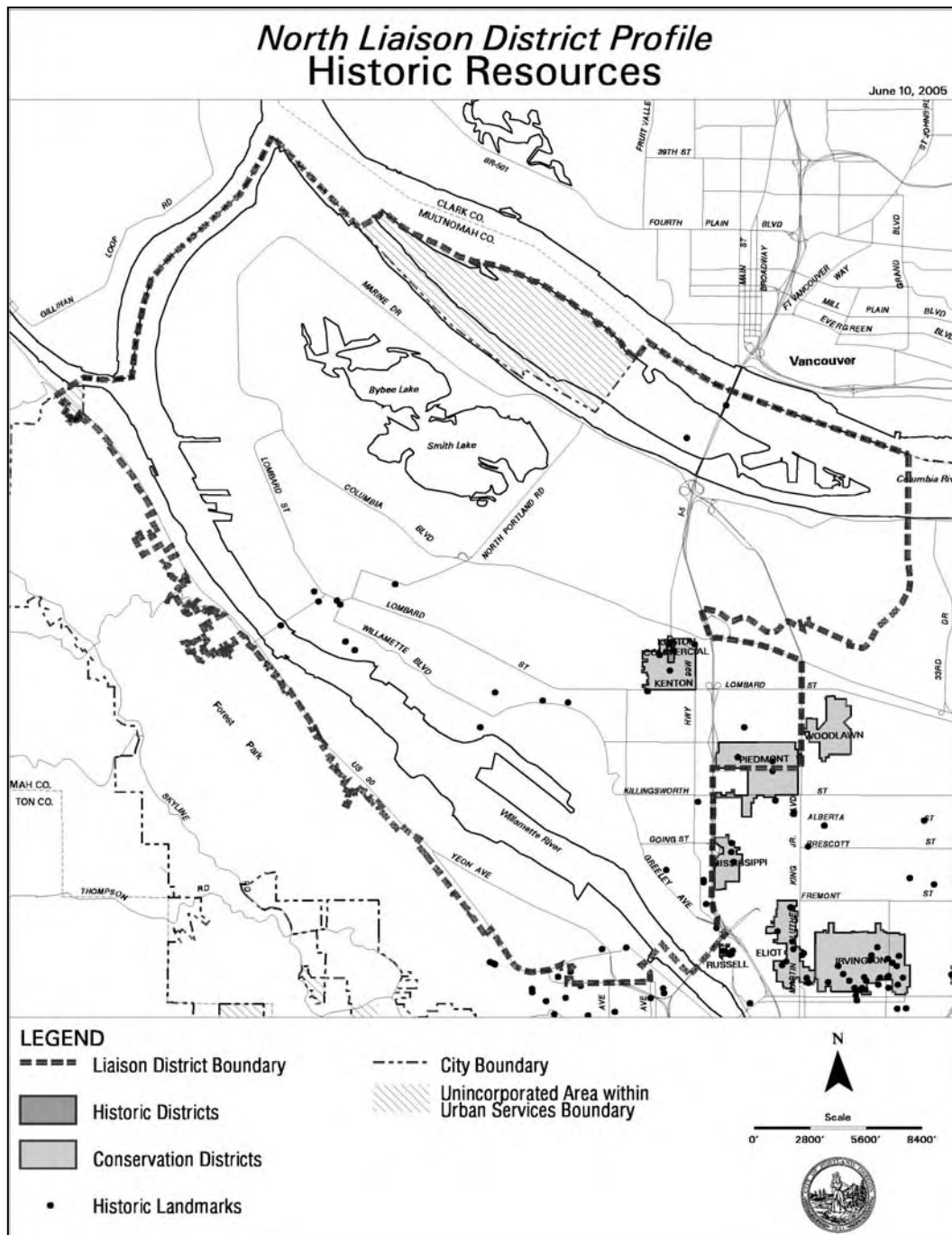
Category Composition by Acre

Zone	North	Portland
Commercial	5.4%	6.4%
Employment	2.3%	2.9%
Industrial	48.5%	20.0%
Residential Multi-dwelling	4.7%	8.7%
Residential Single-dwelling	19.8%	42.7%
Open Space	14.3%	17.0%
Multnomah County	4.7%	1.1%
Non-City	0.4%	1.1%
Total	100.0%	100.0%

Source: Portland Bureau of Planning (2004)

Historic Resources

Historic Resources are structures or objects that have historic significance, including Historic Landmarks, Historic Places, Conservation Landmarks, Conservation Districts, and Historic Districts. Conservation and Historic Districts are collections of individual resources that are of historical or cultural significance at the local, state, or national level. The North District is home to two Conservation Districts (Piedmont and Kenton) and one Historic District (Kenton Commercial). These districts include a collection of individual resources that is of historical or cultural significant at a local or neighborhood level. Information supporting the designation is found in the City's Historic Resource Inventory.



Liquor Outlets

The Bureau of Licenses, Drug and Vice Division of the Police Bureau, Office of Neighborhood Involvement and Noise Control coordinate the processing of liquor license applications for premises located within the City of Portland. The North District accounts for roughly 10% of the liquor outlets in the City and ranks fifth in the total number of outlets among all districts. For more information see [ONI's Liquor Licensing site](#).

Liquor Outlets by Liaison District

Liaison District	Number of Licenses	Percent of Total	Persons per Liquor Outlet	Liquor Outlets per Square Mile
Southeast	588	29.6%	245	26.13
Central City	534	26.8%	79	24.44
Northeast	300	15.1%	326	12.45
Outer East	258	13.0%	478	8.75
North	211	10.6%	271	6.19
West	98	4.9%	650	2.89
All Districts	1,989	100%	151.43	13.13

Source: Office of Neighborhood Involvement (March 2005)

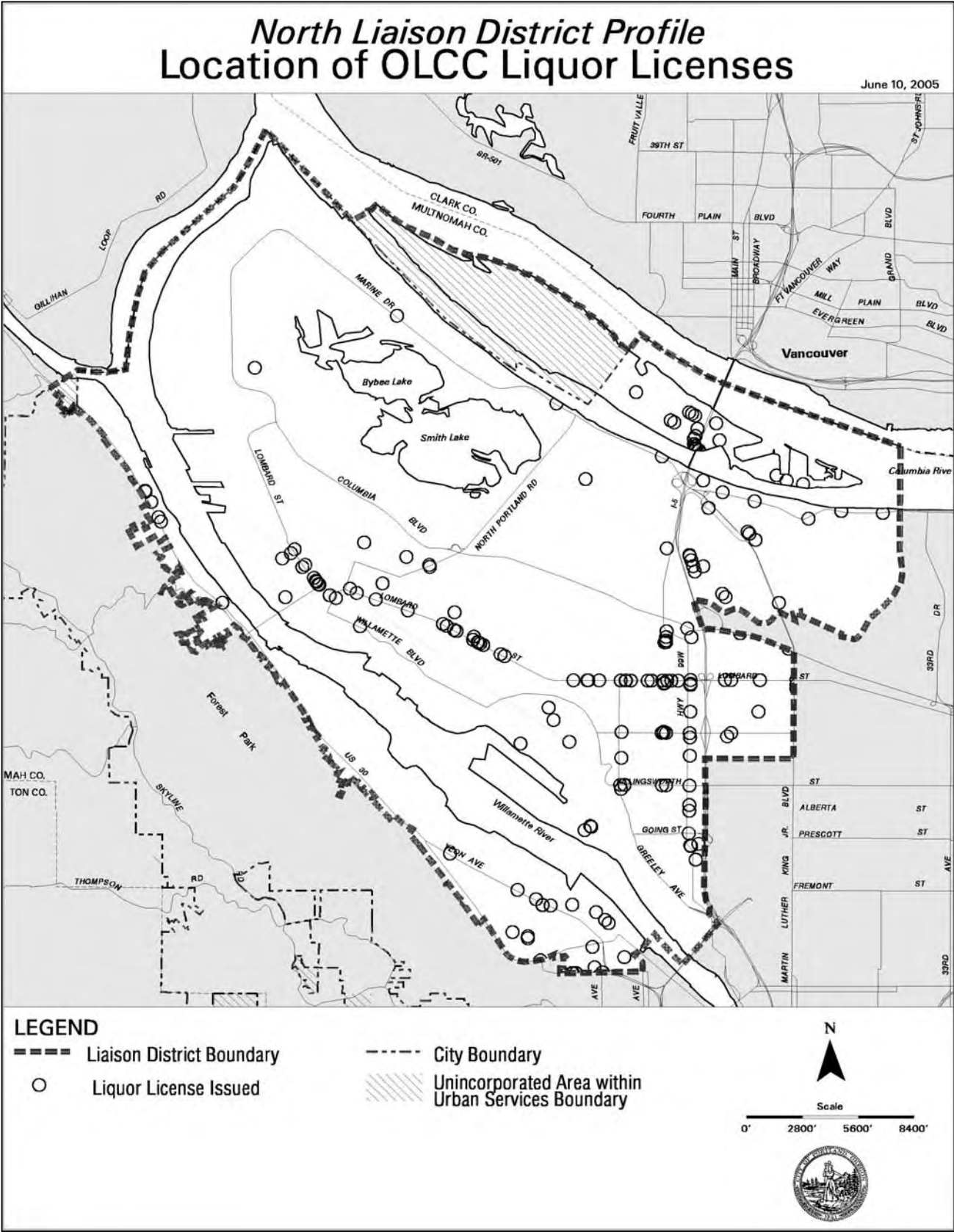
Liquor Licenses by Neighborhoods

The St. Johns Neighborhood has the most liquor establishments making up over 15% of the North District total. In December 2004, the City Council approved a plan to petition the Oregon Liquor Control Commission (OLCC) to establish an Alcohol Impact Area (AIA) in the St. Johns Neighborhood. The AIA will create a community wide restriction on the sale of certain types and sizes of alcohol for off-premise consumption.

Neighborhood	Number of Licenses	Percent of Total
St. Johns	33	15.6%
Hayden Island	28	13.3%
Overlook	25	11.8%
Arbor Lodge	24	11.4%
Kenton	19	9.0%
Northwest Industrial	19	9.0%
Piedmont	11	5.2%
University Park	8	3.8%
Linnton	7	3.3%
Cathedral Park	5	2.4%
Portsmouth	5	2.4%
Northwest	5	2.4%
Bridgeton	2	0.9%
East Columbia	0	0.0%

Source: Office of Neighborhood Involvement (March 2005)

*Note: This table only includes areas within a defined neighborhood boundary.



Environmental Considerations

The North District is noted for the abundance and quality of its natural resources, much of which is enjoyed by the public. Twenty percent of the land in the North District is in one of the City's two environmental overlay zones.

The Environmental Protection zone [p] provides the highest level of protection to the most important natural resources and functional values. Development will be approved in the environmental protection zone only in rare and unusual circumstances.

The Environmental Conservation zone [c] conserves important resources and functional values in areas where the resources and functional values can be protected while allowing environmentally sensitive urban development.

The 100-year floodplain is used to regulate development to provide safe development of adjacent land; protect against the loss of property; and improve the overall health of the watershed.

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions.

Acres	North District Acres	% of total North District	Portland Acres	% of Portland zone
Environment Protection Zone [p]	1,652	8%	10,080	16%
Environmental Conservation Zone [c]	2,523	12%	9,792	26%
100 Year Floodplain	10,611	49%	16,917	63%
Wetlands	1,845	9%	2,482	74%

For more information refer to Zoning Code [Chapter 33.430 - Environmental Zones](#)

Natural Resource Plans and Conservation Areas

Smith & Bybee Lakes Natural Resource Management Plan (NRMP) (1990)

The *Smith and Bybee Lakes NRMP* proposes a set of policies and actions enabling the establishment of a major regional environmental and recreational resource for the Portland metropolitan area. The Management Plan adopts as its overall goal protection and enhancement of the natural resources at the Lakes and compatible recreational uses.

East Columbia NRMP (1990) establishes policies and objectives for guiding development in the East Columbia neighborhood. The policies and objectives are intended to be used as implementation tools for evaluating fill permits, environmental reviews, and other land use reviews that involve wetlands and natural resource areas.

Northwest Hills NRMP (1992) provides the inventory, analysis, and recommendations for protection of significant natural resources located on the eastern slope of Portland's Northwest Hills. The project study area covers 6,000 acres stretching west from N.W. St. Helens Road and the Willamette Greenway up to N.W. Skyline Boulevard, and north from the Willamette Heights area to the Portland city limits near N.W. Newberry Road.

Forest Park NRMP (1995) provides information on the natural resources in Forest Park and a set of goals and actions designed to guide management of natural resources and recreational use.

Peninsula Drainage District #1 NRMP (1997)

The Peninsula Drainage District No. 1 NRMP is a tool to manage the wetlands, wildlife habitat, and other natural resources located on both public and private land within the Peninsula Drainage District No. 1 (Pen 1) in a focused and coordinated manner. • The plan evaluates the Pen 1 ecosystem as a whole and provides specific direction for protection and enhancement of the natural resources. The plan also informs the environmental review process by identifying primary areas for mitigation for approved development projects that are consistent with the protection of resources within Pen 1.

Columbia Slough Area:

The Columbia Slough is a 60-mile long remnant of lakes, wetlands and slow-moving channels in the southern floodplain of the Columbia River. The area between the Columbia River and Sandy Boulevard is a managed floodplain, controlled by the dyke adjacent to the river. The Columbia South Shore Plan District was the city's first environmental overlay zone area. Overlays are applied narrowly to resources, and have unique development regulations.

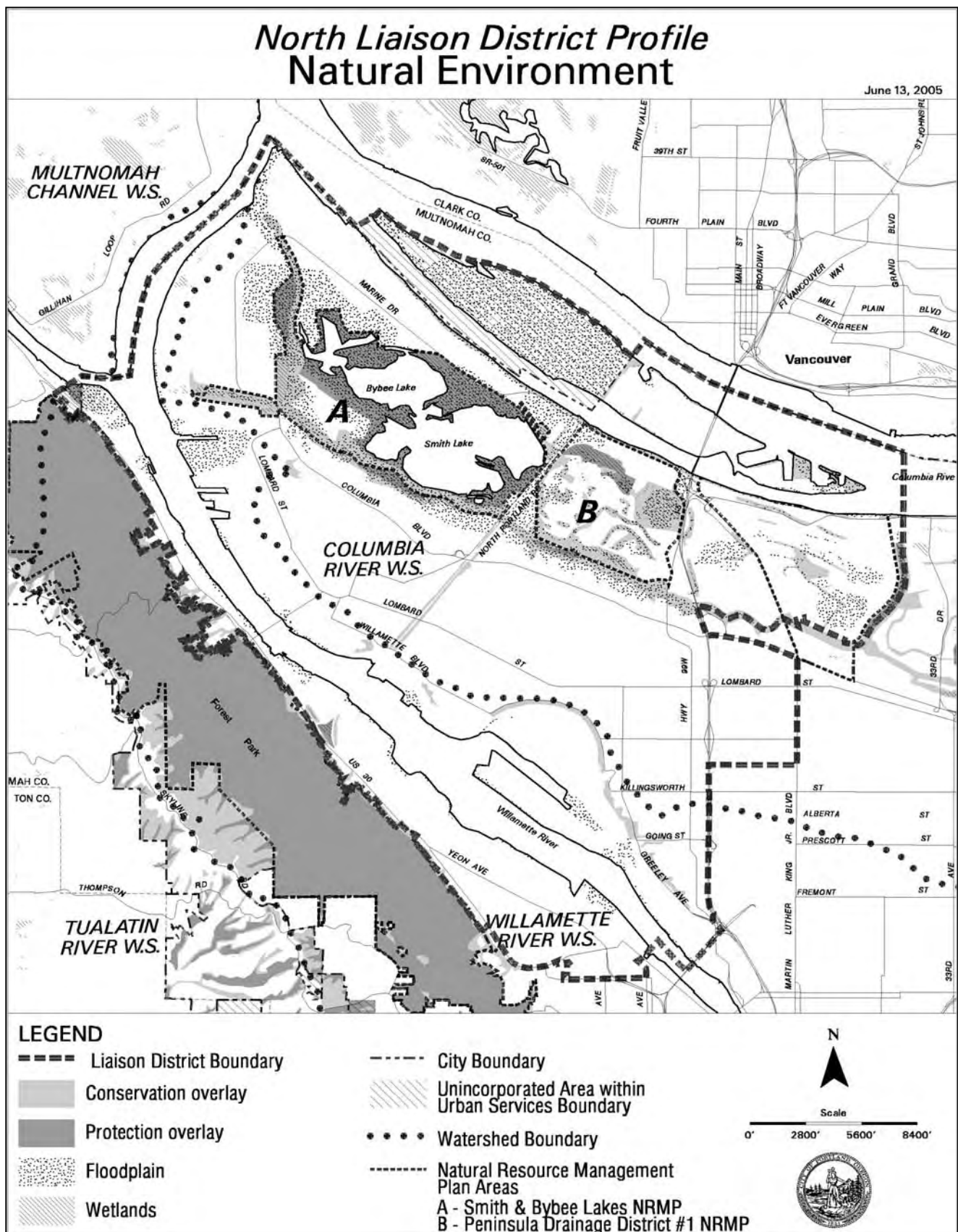
The Columbia Slough Watershed Council was formed to address issues in the area. The Council completed its Action Plan in the summer of 2003. The goal of the Action Plan is to establish a unified, holistic approach to protect, enhance and restore the natural resources in the Columbia Slough watershed. The Action Plan identifies projects and programs for implementation over the next five to ten years.

West Hayden Island Goal 5 Analysis (1996)

This report provides an inventory, analysis, and set of recommendations to protect significant natural resources located on the western portion of Hayden Island. This report meets the requirements of the statewide planning goal 5, to conserve open space and protect natural and scenic resources. The work is the result of an intergovernmental agreement between the Bureau of Planning and the Port of Portland, the owner of the majority of the West Hayden Island area.

Willamette Greenway (1979)

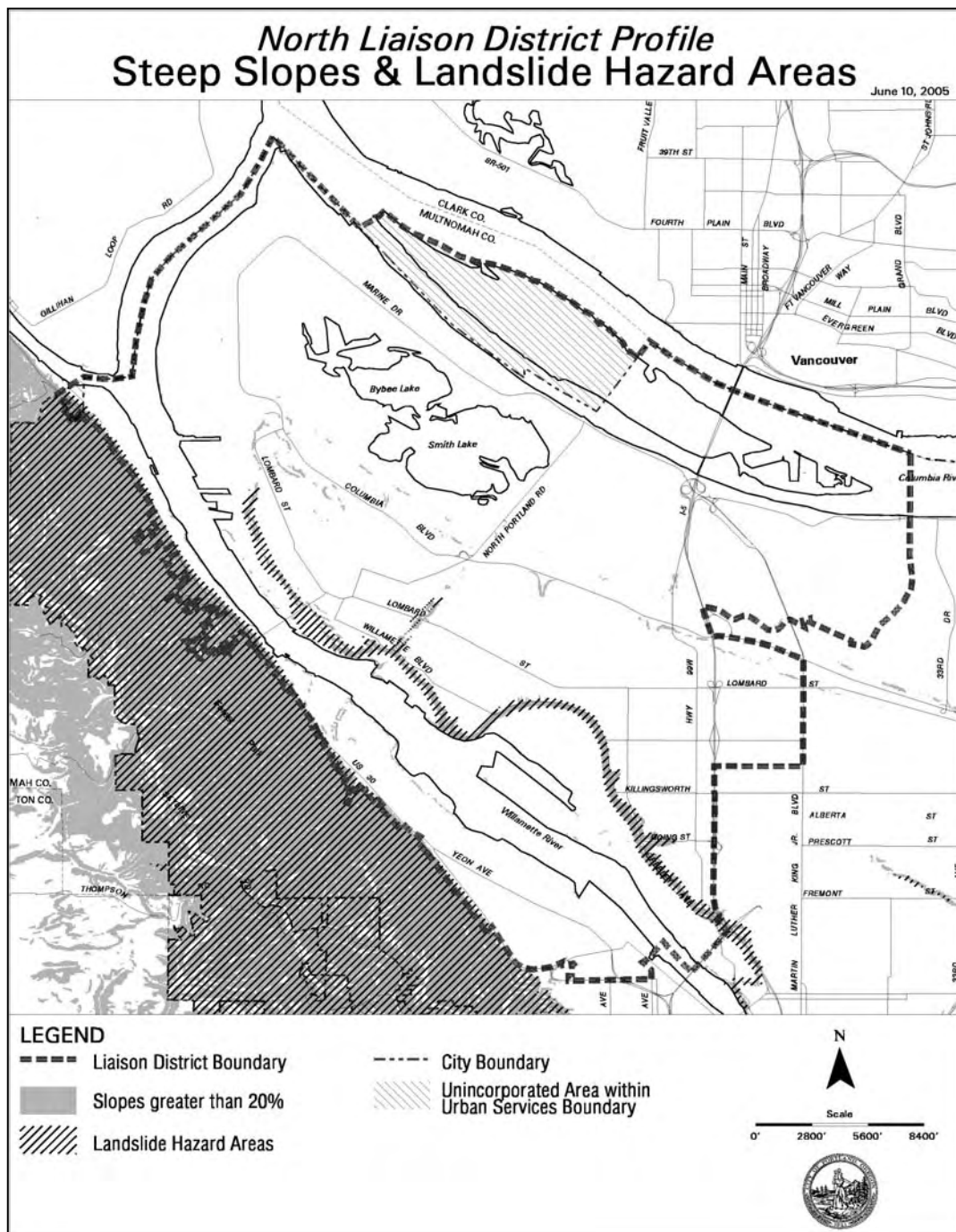
The goal of the Willamette Greenway Plan is to protect, conserve, maintain, and enhance the scenic, natural, historical, economic, and recreational qualities of lands along the Willamette River. The Plan addresses the quality of the natural and human environment along the river. The Willamette River and the lands adjacent to it are a unique and valuable natural resource, which require special protection. The Plan is part of Portland's Comprehensive Plan.



Potential Landside Hazard Area

The potential landslide hazard area includes slopes greater than 15 percent, and incorporates the results of a 1997 study by Portland State University (commissioned by Metro). Proposals for land division sites within the potential landslide area must comply with regulations in Chapter 33.632, Potential Landslide Hazard Areas, of the Zoning Code. The regulations help minimize public and private losses as a result of landslides. Applications for building permits in this area must include detailed geotechnical information about how to safely develop the site.

In the North District, potential landslide hazard areas are confined to the Willamette River Bluff area and Cathedral Park hillside east of the river, and the Linnton/Forest Park hillside west of the river.



Residential Real Estate³

Average real estate sales prices and monthly rents in the North District for 2004 were 10 to 20 percent lower than in the Portland area. Positive indicators show that properties were on the market less time, and vacancy rates were lower when compared to the Portland area.

Sales

Year-to-date	North Portland	Portland Metro Area	% of Portland
New Listings	2,009	45,807	4%
Average Sale Price	184,500	\$246,000	
Median Sale Price	165,000	\$204,500	
Average Market Time	51 days	56 days	

Source: Market Action published by RMLS 4th Quarter 2004

Rental Apartments

Building Construction	North Portland Avg. Monthly Rent	Portland Metro Area Avg. Monthly Rent	North Portland Avg. Vacancy	Portland Metro Area Avg. Vacancy
1979 and earlier	\$567	\$625	8.0%	8.3%
1980-1995	\$587	\$691	7.1%	8.3%
New Construction	n/a	\$751	n/a	8.2%

Source: Millette & Rask Report Fall/Winter 2003

Commercial Real Estate

Commercial real estate markets were similar to residential real estate. 2004 prices in the North District were low and the market was more stable with low vacancy rates.

Retail Market	*North Portland	Portland Metro Area
Vacancy Rate	.06%	4.48%
Avg. Asking Lease Rate (\$/SF/YR)	\$14.75	\$16.79

Industrial Market	**Northwest Market	Northeast Market	Portland Metro Area
Vacancy Rate	7.34%	8.59%	8.70%
Avg. Asking Shell Rate	\$0.31	\$0.32	\$0.32

* North Portland includes the peninsula and much of Northeast Portland, extending to the Portland International Airport

** The Northwest market area includes the North Portland Harbor area.

Source: CB Richard Ellis Market Index Brief 4th Quarter 2004

³ Geographic reporting areas do not correspond with the boundaries of the liaison district.

Single-family Housing Sales Prices

Neighborhood	1990-1994	% sold	1995-1999	% sold	2000-2004	% sold	change from 90 to 00-04	90
Arbor Lodge	\$57,500	14%	\$110,000	20%	\$146,845	30%		155%
Bridgeton	\$26,000	8%	\$107,005	11%	\$129,500	38%		398%
Cathedral Park	\$47,500	10%	N/A	22%	\$137,500	30%		189%
East Columbia	\$40,000	10%	\$168,000	38%	\$202,500	34%		406%
Hayden Island	\$290,000	18%	\$366,000	23%	\$466,000	24%		61%
Kenton	\$46,700	12%	\$97,623	20%	\$130,000	33%		178%
Piedmont	\$47,000	14%	\$102,000	21%	\$147,000	30%		213%
Portsmouth	\$47,500	12%	\$93,500	22%	\$128,000	32%		169%
Overlook	\$57,750	14%	\$114,700	21%	\$157,000	26%		172%
University Park	\$64,900	13%	\$118,000	20%	\$153,000	26%		136%
St. Johns	\$46,000	11%	\$90,000	20%	\$128,900	35%		180%
Linnton	\$62,500	14%	\$120,500	15%	\$169,200	26%		171%
North District	\$69,446		\$123,944		\$174,620			202%
City of Portland	\$75,000		\$125,000		\$160,500			114%

Source: Multnomah County Assessor, 2004.

Building Permits

- No strong trends in permitting have emerged within the district.
- Permitting activity in industrial areas is low.
- Generally there is an even distribution of permitting for single family dwellings; however, concentrations are found near St. Johns Woods, St. Johns, Kenton, Portsmouth (New Columbia) and East Columbia.
- Commercial permitting is evident in industrial areas such as Rivergate, Hayden Island, Columbia Boulevard Corridor.
- Permits for multifamily dwellings are minor, but generally are located in Rosemont (Piedmont), Cathedral Park, St. Johns, and Bridgeton.

Residential Permits

North - # Permits	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Permits	84	121	77	165	85	107	132	143	202	175	1,291
Rowhouse Permits	12	46	35	22	20	17	26	15	79	30	302
Multi-family Permits	7	30	14	12	2	6	10	9	16	63	169
Total Permits	103	197	126	199	107	130	168	167	297	268	1,762

N % of Portland	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Permits	9%	13%	9%	17%	12%	11%	14%	12%	19%	18%	13%
Rowhouse Permits	9%	28%	12%	9%	10%	11%	13%	7%	31%	18%	15%
Multi-family Permits	6%	13%	6%	5%	1%	6%	8%	5%	7%	28%	9%
Total Permits	8%	15%	9%	14%	10%	11%	13%	11%	19%	19%	13%

Source: Bureau of Development Services, New Building Permits

New Residential Units

New North Units	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Units	84	121	77	167	84	107	132	144	203	175	1,294
Rowhouse Units	15	46	35	22	20	23	26	15	83	31	316
Multi-family Units	30	208	37	421	6	22	135	35	72	218	1,184
Total Units	129	375	149	610	110	152	293	194	358	424	2,794

N % of Portland	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Units	8%	13%	9%	17%	12%	11%	14%	12%	20%	18%	13%
Rowhouse Units	10%	27%	12%	9%	10%	15%	13%	7%	32%	17%	15%
Multi-family Units	4%	14%	1%	16%	1%	2%	16%	2%	2%	11%	7%
Total Units	7%	14%	4%	16%	5%	7%	14%	6%	7%	13%	9%

Source: Bureau of Development Services, New Building Permits

Housing Stock

Units in Structure

2000	North	%	Portland
Total Housing Units	24,129	10%	237,954
1 detached	71.2%		60.4%
1 attached	3.2%		2.7%
2 attached	3.7%		4.2%
3-4 attached	4.4%		5.1%
5-9 attached	4.7%		4.9%
10-19 attached	3.4%		5.9%
20-49 attached	2.2%		6.4%
50 plus attached	3.0%		8.7%
mobile home	3.1%		1.4%
other	1.1%		0.2%

Source: U.S. Census

Number of Bedrooms

2000	North	%	Portland
Total Housing Units	24,129	10%	237,954
No bedroom	3%		7%
1 bedrooms	15%		18%
2 bedrooms	37%		31%
3 bedrooms	33%		30%
4 bedrooms	9%		11%
5 bedrooms	3%		3%

Source: U.S. Census

Nearly half of Portland's manufacturing jobs are located in the North District. Thirty percent of the City's wholesale trade jobs and thirty percent of the City's transportation jobs are also located in the North District.

Employment by Type

Industry	North	North % composition	Portland % composition	% of Portland Total
Agricultural Services & Extraction	105	0.2%	0.45%	6%
Construction	2,278	4%	5.16%	11%
Manufacturing	21,201	36%	11.09%	49%
Transportation	8,685	15%	7.81%	29%
Communication & Utilities	109	0.2%	2.73%	1%
Wholesale Trade	8,081	14%	7.34%	28%
Retail Trade	6,709	12%	15.57%	11%
Finance, insurance, real estate	1,230	2%	7.89%	4%
Services	9,310	15.9%	37.33%	6%
Government	690	1%	4.41%	4%
Nonclassifiable	54	0.1%	0.23%	6%
TOTAL	58,452	100%	100%	15%

Source: ES 202, Oregon State Department of Employment

For more information refer to the [Oregon Employment Department's website](#)

North District Top Employers (250+ employees)

Employer Name	Type of industry	# employees
Columbia Distributing Co	Beer and Ale Distributing	500+
Esco Corporation	Steel Foundry	500+
Freightliner Corp	Motor Vehicles/Truck Manufacturing	500+
Freightliner Corp-Parts Mfg	Motor Vehicle Parts Manufacturing	500+
Gunderson Inc	Iron Foundry	500+
Kaiser Foundation Health Plan	Medical Centers and Offices	500+
Oregon Steel Mills Inc	Metals Service Centers and Offices	500+
Sulzer Pumps Inc	Iron Foundry	500+
United Parcel Service	Local Trucking/Shipping	500+
Wacker Siltronic Corp	Semiconductor Manufacturing	500+
Andersen Construction Company	Commercial Building Construction	250-499
Cascade General Inc	Ship Building & Repairing	250-499
Columbia Sportswear Co	Clothing Wholesalers	250-499
Columbia Steel Casting Co	Steel Foundry	250-499
Consolidated Metco Inc	Aluminum Foundry	250-499
Del Monte Fresh Produce	Perishable Prepared Food Manufacturing	250-499
DSU Peterbilt & GMC Inc	Motor Vehicle Wholesaler	250-499
Foss Maritime	Inland Water Freight Transportation	250-499
Graphic Arts Center Inc	Book Publishers	250-499
John Carson Oil Co Inc	Petroleum Bulk Station/Terminal	250-499
Labor Ready Inc	Temporary Help Services	250-499
Market Transport Ltd	General Freight Trucking	250-499
Nabisco Inc-Bakery	Food Manufacturing	250-499
Nordstrom Distribution Center	General Warehouse and Storage	250-499
Performance Warehouse	Motor Vehicle Supplies Wholesaler	250-499
Phoenix Gold International Inc	Audio and Video Equipment Manufacturing	250-499
Portland Meadows	Racetrack	250-499
Purdy Corporation	Broom, Brush Mop Manufacturing	250-499
Roadway Express	General Freight Trucking	250-499
Sealy Inc	Mattress Manufacturing	250-499
University Of Portland	University	250-499

Source: Inside Prospects

Economic Development

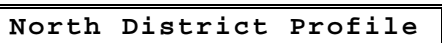
Urban Renewal Areas

Urban renewal is a state-authorized redevelopment and finance program. The Portland Development Commission (PCD) administers and implements Urban Renewal Area (URA) projects. There are two Urban Renewal Areas within the North District: Interstate Corridor Urban Renewal Area and Willamette Industrial Urban Renewal Area.

Name	Size	Expiration	Max. Debt Capacity/ Amount Remaining	Annual Budget	Objectives
Interstate Corridor	3,710 acres	June 2021	\$335 M \$329 M remaining	\$6.9 M	ICURA Overall Strategies (Housing, Community Livability, Economic Development, Transport) / Interstate MAX Station Revitalization Strategy <ul style="list-style-type: none"> Invest in projects and programs that enhance the corridor and create community wealth by construction/preservation of housing options, new family-wage jobs and the infrastructure investment to support these efforts, including the new Interstate Max line.
Willamette Industrial	751 acres	TBA Implementation strategy to be developed by June 2005	\$200M	n/a	<ul style="list-style-type: none"> Encourage existing business to stay and expand within the proposed URA Attract new employers and jobs to Portland Expand supply of serviced, developable industrial lands Enhance employment opportunities for inner city residents who need close access to jobs Reduce pressures to expand industrial investment to outlying areas Restore properties that may be contaminated, vacant and/or underused and help bring them back to productive use

Source: Portland Development Commission 2004

For more information refer to [Portland Development Commission's URA site](#)



Economic Development

Industrial Lands Inventory

The North District comprises four of the eight industrial districts identified in the Citywide Industrial Districts Atlas (2004); including Rivergate, Swan Island/Lower Albina, NW Industrial and a segment of the Airport District. For more information refer to the [BOP's Industrial Districts Atlas](#)

District	Acres	Industrial Zones	Employment Zones	% of Portland industrial districts	Sites	Jobs	% Vacant acres
Rivergate	4,050	98%	1%	26%	381	9,183	27.0%
Swan Island / Lower Albina	1,063	92%	8%	7%	258	11,309	14.3%
Northwest Industrial	1,717	97%	2%	11%	493	15,594	18.2%
Airport	5,686	86%	14%	37%	874	23,938	25.3%

Source: Industrial Districts Atlas (2004)

The **Rivergate District** includes 381 sites on 4,050 acres at the north end of the east bank of the Portland Harbor area. The District is Oregon's primary gateway for international trade, containing about half of the marine terminals on Portland Harbor and 78 percent of their total acreage. The following are key features of the district:

- A regional freight hub location with over three fourths of the marine terminal acreage on Portland Harbor.
- The core location for one of the region's largest traded sectors in metals manufacturing.
- Room to grow with 550 acres of vacant buildable land and 290 acres of constrained, partly buildable land.

The **Swan Island/Lower Albina District** covers 1,060 acres in the southeast quarter of Portland's working harbor. Distribution is the leading employment sector, providing 40 percent of the district's 11,309 jobs.

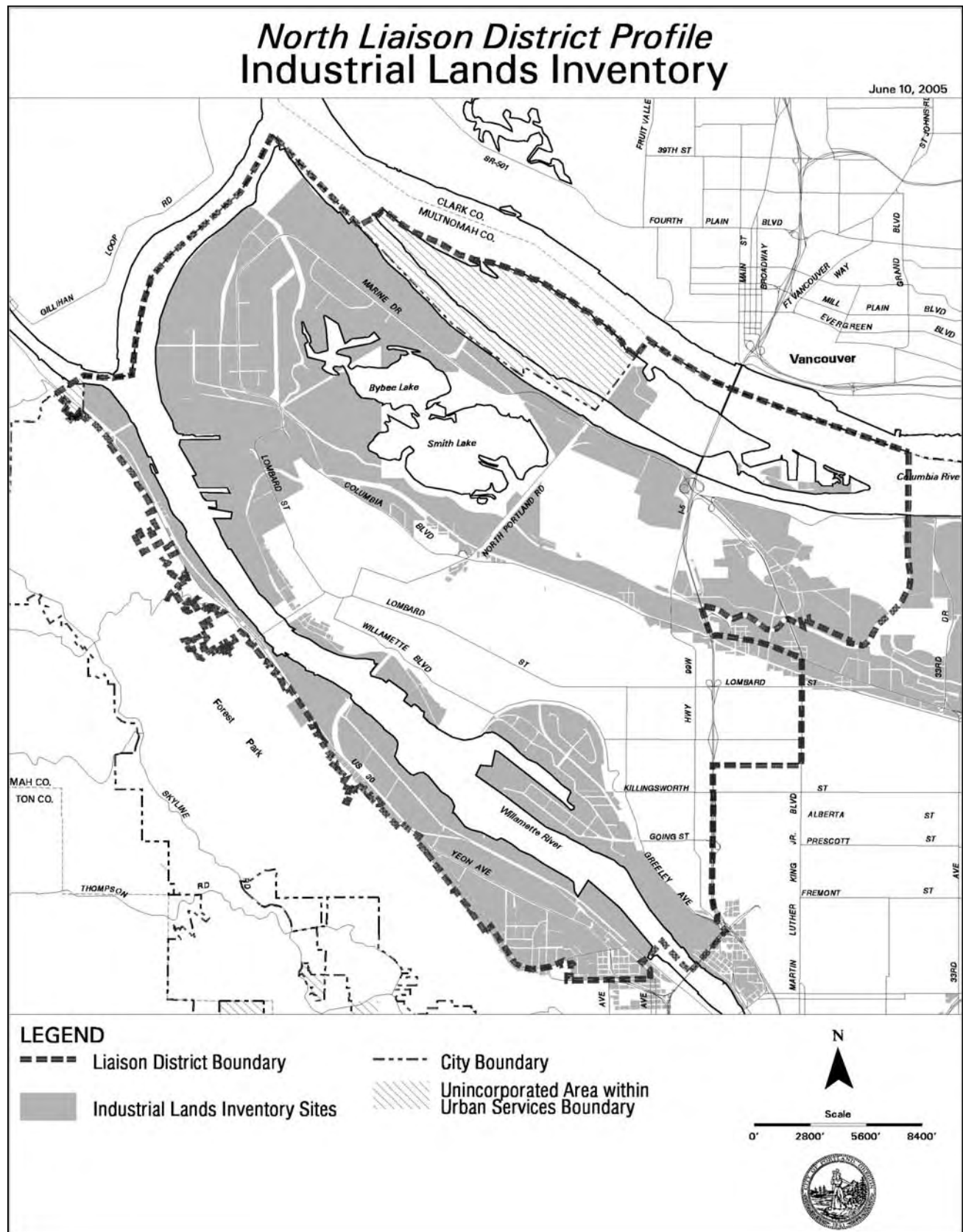
- The core location for one of the region's largest traded sectors in transportation equipment manufacturing.
- A regional freight hub location with harbor access and Union Pacific's busiest metro area rail yard.
- A mix of distinct areas with industrial park, heavy industrial, office headquarters, or small-lot urban character.

The **Northwest Industrial District** is the west side of Portland's working harbor. It combines the Guild's Lake and Linnton industrial areas.

- A diverse mix of industries with major facilities in the semiconductor, railcar, printing and steel industries.
- A regional freight hub location with harbor, rail and pipeline access.
- Eight petroleum terminals here are a gateway for most of the fuels used in Oregon.

The **Airport District** in NE Portland is the middle portion of the Columbia Corridor between I-5 & I-205. The District is Oregon's hub location for air transportation.

- A regional freight hub location centered on Portland International Airport.
- A mix of industries focused on distribution, including nearly a third of the metro area's transportation jobs.
- Room to grow with 770 acres of vacant buildable land and 430 acres of constrained, partly buildable land.



Overview

In the last twenty years the percent of people driving to work alone increased by 11%. In 1980, 59% of workers in the study area drove alone compared to 70% in 1996. Fewer workers are using public transit, 13% in 1980 compared with 10% in 1996. Residents who report working at home have increased by 2% since 1980.

Street Classifications

Street classifications for the City's roadways are grouped into seven categories; including traffic, transit, pedestrians, bicycles, freight, emergency response and street design. These classifications are based on the Portland Department of Transportation's (PDOT) Transportation System Plan (TSP), a long range plan (20-year) to guide transportation investment throughout the City. Street classification descriptions and designations describe the types of motor vehicle, transit, bicycle, pedestrian, truck, and emergency vehicle movement that should be emphasized on each street. Maps depicting the street classifications within the North District are presented in PDOT's Transportation System Plan.

Traffic classifications describe how a traffic street within the district should function (what kinds of traffic and what kinds of trips are expected) and what types of land uses the street should serve.

Transit classifications describe how streets and transit lines within the district should accommodate the movement of transit vehicles for regional, interregional, inter-district, and local trips.

Pedestrian classifications describe the system of pedestrianways within the district which serve different types of pedestrian trips, particularly those with a transportation function.

Bicycle classifications describe the system of bikeways within the district which serve different bicycle users and types of bicycle trips.

Freight classifications describe the system of truck streets and districts and other freight facilities within the district.

Emergency Response classifications describe the network of streets designated to facilitate prompt emergency response.

Street Design classifications identify the preferred modal emphasis and design treatments for regionally significant streets and special design treatments for locally significant streets. The classifications are consistent with Metro's Regional Street Design Classifications.

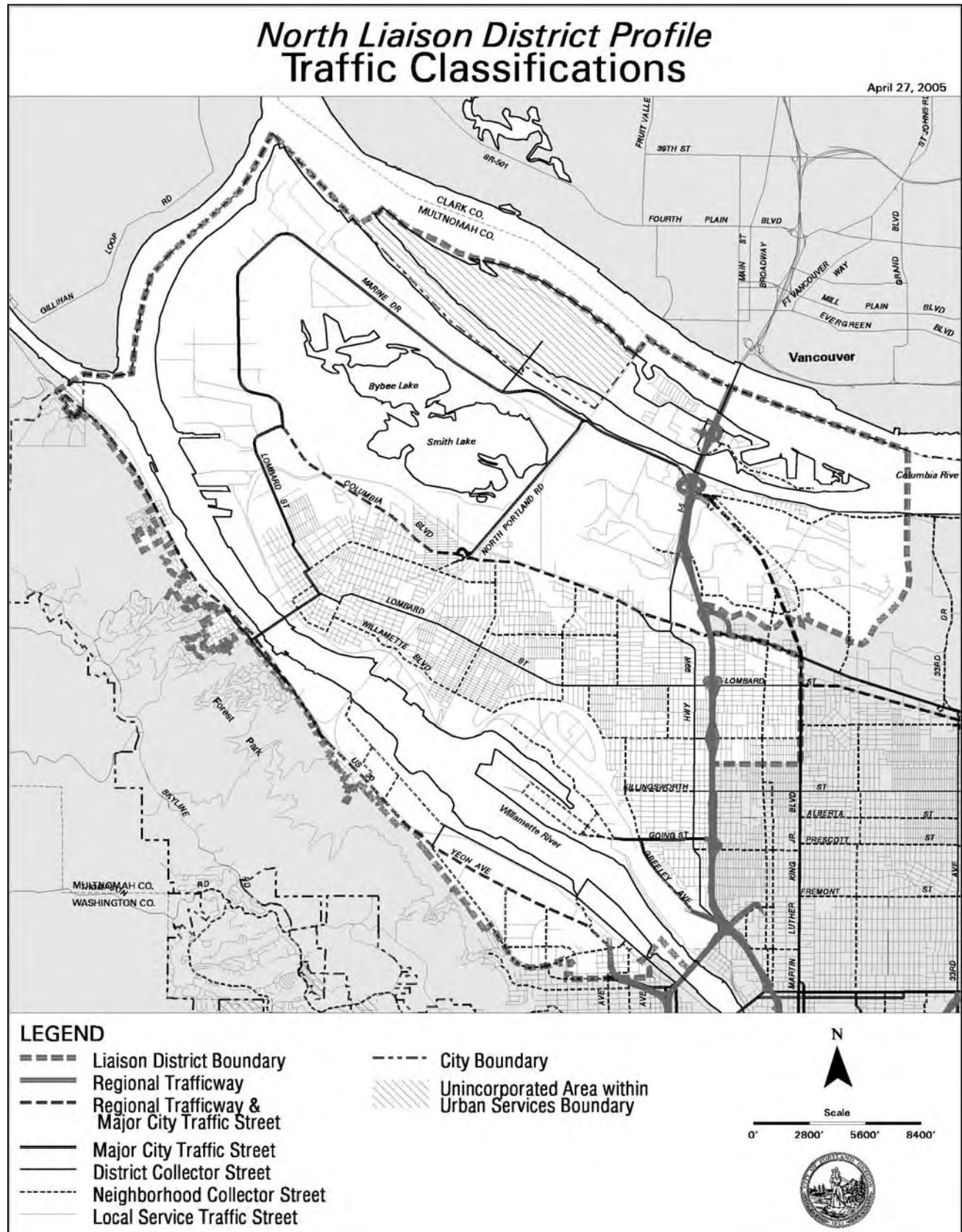
For more information refer to [PDOT's Transportation System Plan](#)

Non-auto

Type	#	Notes
Pedestrian Districts	3	St. Johns, Kenton, Killingsworth
Bikeways	34	Lombard, Columbia, St. Helens, Reno, Fessenden, Smith, St. Lewis, Richmond, Willamette Blvd, Philadelphia, Portland Blvd, Ida, Portsmouth, Woolsey, Kilpatrick, Denver, Chautauqua, Willis, Peninsula, Basin, Interstate, Ainsworth, Killingsworth, Greenley, Vanport, Expo, Victory, Lagood, Dolphin, Channel, Anchor, Kittridge, Front, Nicolai
Light Rail Service	8	Overlook Park, N Prescott, N Killingsworth, N Portland Blvd, N Lombard, Kenton/N Denver Ave, Delta Park/Vanport, Expo Ctr
Bus Lines	9	Trimet Bus Lines # 16, 4, 17, 75, 1, 40, 85, 72, 16

Auto

Type	#	Notes
Major Traffic Streets	9	Columbia, St. Helens, Lombard, Marine Drive, Portland Rd, Going, Greeley, Philadelphia, Yeon
District Collector Streets	5	Lombard, Interstate, Denver, Argyle, Front
Neighborhood Collectors	28	St. Louis, Fessenden, Columbia Way, Richmond, Willamette Blvd, Portsmouth, Willis, Chautauqua, Wabash, Peninsula, Victory, Denver, Portland Blvd, Greeley, Killingsworth, Basin, Lagoon, Dolphin, Channel, Anchor, Skidmore, 61 st , Balboa, Culebra, Doane, 35 th , Industrial, 29 th , Nicolai



Adopted Community & Area Plans

1. Albina Community Plan (Adopted 1993)
2. St. Johns/Lombard Plan (Adopted 2004)

Adopted Neighborhood Plans

1. Arbor Lodge Neighborhood Plan (Adopted 1993)
2. Piedmont Neighborhood Plan (Adopted 1993)
3. Kenton Neighborhood Plan (Adopted 1993) amended (2000)
4. Kenton Downtown Plan (Adopted 2000)
5. Portsmouth Neighborhood Plan (Adopted 2002)
6. St. Johns/Lombard Plan (Adopted 2004)
7. Bridgeton Neighborhood Plan (Adopted 1997)
8. Guilds Lake Industrial Plan (Adopted 2001)

For more information refer to [BOP Community, Area and Neighborhood Plans](#)

Neighborhood Generated, Not City Adopted

1. Linnton Neighborhood Plan (2000)

Interstate Corridor Urban Renewal Area (ICURA)

1. ICURA Overall Strategies (Housing, Community Livability, Economic Development, Transportation)
2. Interstate MAX Station Area Revitalization Strategy, 2001

Studies in the North District

1. St. Johns Truck Study and Minority Report, 2001
2. Columbia Corridor Transportation Study, 1998
3. Portland Harbor Lands Study, Feb. 2003
4. North Beach Vision and Action Plan, 1999
5. West Hayden Island Goal 5 Analysis (1996)
6. Smith & Bybee Lakes Natural Resource Management Plan (NRMP) (1990)
7. East Columbia NRMP (1990)
8. Northwest Hills NRMP (1992)
9. Forest Park NRMP (1995)
10. Peninsula Drainage District #1 NRMP (1997)

City-wide Planning Efforts

1. Portland Plan
2. River Renaissance
3. Natural Resources Inventory Update
4. River Plan North Reach
5. Airport Futures
6. Regional Rail Plan
7. Freight Master Plan
8. Industrial Lands Study
9. Transportation System Plan
10. Willamette Greenway Plan (1979)

