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# EVALUATION
# OF
# BANFIELD LIGHT RAIL
# TRANSIT STATION AREA PLANNING PROGRAM

## TECHNICAL APPENDIX


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July 1993

**Banfield Transit Station Area Planning Program (TSAP) Evaluation Project Sponsors:**

Tri-Met (Tri-County Metropolitan Transportation District)

City of Portland Regional Rail Program

Metro (Metropolitan Service District)

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# TSAP EVALUATION

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# EVALUATION
# OF
# BANFIELD LIGHT RAIL
# TRANSIT STATION AREA PLANNING PROGRAM

## REVIEW OF TSAP PROGRAM

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# TSAP NARRATIVE SUMMARY REPORT

## I. EXECUTIVE SUMMARY

### A. TSAP: Who, what, why, when

The Transit Station Area Planning Program was an interagency study whose primary purpose was to set in place a transit-supportive, transit-oriented regulatory framework for all land within easy walking distance of LRT stations.

TSAP was undertaken by two regional and three local jurisdictions between 1980 and 1982 for the purpose of generating support for transit-oriented development and to promote long-term ridership (patronage) opportunities for the light rail system. Staff from each of these agencies was instrumental in helping direct the project, though Metro and Tri-Met were responsible for coordinating the overall project effort. Consultants were selected to undertake urban design, economic and transportation studies for TSAP by both Metro and the individual jurisdictions.

There were several implementation team workshops held during the course of the program for the purpose of adding a reality check to the work of staff and consultants. These workshops included involvement of both developers and bankers. The project, originally intended to include three phases, only underwent the first two of these. Total funding authorized for the two phases was $1,209,500. When UMTA funding for the study ended, the local jurisdictions funded efforts to achieve adoption of their respective plans.

### B. Reports, adopted ordinances

1. Metro:

   Urban Design Workshops Report: Transit Station Area Planning Program (Zimmer Gunsul Frasca Partnership; September, 1981)

2. Metro:

   Transportation Analysis: Transit Station Area Planning Program
   (Zimmer Gunsul Frasca Partnership; November, 1981)

3. Multnomah County:

   Banfield Light Rail Project; Transit Station Area Planning Program; Multnomah County Urban Design Element; (Fred Glick Associates, 1981-83)

4. Gresham:

   "LRT in City of Gresham" (Staff; 1982)

5. Portland:

   Developed Transit Station Area Planning Program recommendations to Planning Commission in 1983. Forwarded to Portland City Council for Adoption in 1984.

C. **Results, successes and failures**

1. Metro/Tri-Met

   a. Undertook first known attempt in United States at capturing transit-oriented development opportunities along a modern, regional light rail transit corridor.

   b. Held several *Implementation Team Workshops*, designed to integrate the best thinking available locally among agency staffs, project consultants and the development and financial communities.

   c. Completed *Urban Design Workshops Report: Transit Station Area Planning Program* and *Transportation Analysis: Transit Station Area Planning Program.*

   d. Sought regional implementation of a transit-oriented development regulatory framework corridor prior to the initiation of revenue service.

   e. Lacked authority to oversee the actual adoption and implementation processes of individual agency regulatory frameworks.

   f. Subsequently attempted to jointly develop a high-intensity mixed-use commercial site at the Gateway Station Area. After initial success in negotiations and subsequent concessions made by the property owner. the project failed. A key player (the YMCA), lost its non-profit status and dropped out of the picture. The resulting development was not transit-oriented, although, the large retailer which located there did re-orient its standardized building footprint toward the Gateway LRT Station, rather than away from it as had been planned.

2. City of Portland

   a. Adopted C3 Zoning in all station areas delineated as part of the TSAP process within the City of Portland east of the Willamette River.

   b. Other recommendations made to the Planning Commission included:

      (1) *Ground Level Retail:* Extending the required ground level retail use area to properties fronting on SW 1st between Morrison and Stark Street and on Morrison between 2nd and 3rd.

      (2) *Building Line: :* Extending required building line area generally to between Morrison & Oak on 1st Avenue.

      (3) *C3 Zone:* Extending C3 Zone along Holladay Street (but this failed).

      (4) *Surface Parking:* Amending the C3 portion of the Code with regard to surface parking and access:

         - the prohibition was for no new open lot parking within 100 feet of either edge of the Holladay Street R-O-W.

- the prohibition on new access to any parking within 100' of the ends of a LRT station platform, and within 100' of the centerline of the Holladay Street R-O-W.

(5) *Bicycle Parking:*

- Amending the C3 Zone to allow bike parking spaces required for new structures to be located off the building site up to 400' from the structure at a transit or LRT station.

- Amending both the C2 and C3 zone to require a minimum of four covered bike parking facilities to be within 200' of a LRT station as a condition of the conditional use approval for the LRT station.

(6) *Building Orientation:*Amending the building orientation regulations to allow automobile parking and maneuvering located between a structure and an abutting R-O-W on two of the four sides of the structure (but not between new buildings and abutting rights-of-way on two sides of every structure).

(7) *Ground Level of Parking Structures:* Requiring that the ground level perimeter of parking structures is either developed for commercial use or provided with a landscaped buffer.

(8) *Building Height Limitation:*Amending the maximum building height limit regulations to exempt sites more than 400 feet from an R1 or more restrictive zone from the 250 foot limit in projects where the developer voluntarily requests design review and for which the Design Commission finds that the development meets all the design guidelines.

(9) *Floor Area Ratio:* Amending the zoning code to allow sites located between areas zoned C2 or C3, and allowing a floor area ratio (FAR) of 12:1.

(10) *Superblock Development:* Adding new language to the zoning code addressing special concerns particular to superblock development.

(11) *Alternative Design Review:* Allowing developers to apply for design review as an alternative to complying with specific requirements of the zoning code.

(12) *Public Capital Improvements:* Addressing on an ongoing basis the provision of safe and convenient pedestrian connections between the Coliseum light rail station, the Coliseum complex and the Willamette River.

(13) *Holladay Park Station Area Traffic Flow:* Analyzing traffic flow for possible direction changes.

(14) *Park and Ride Monitoring Program:* Monitoring park and ride use of public streets.

c. The Lloyd Corporation and TSAP

(1) It was considered to be in the Lloyd Corp's. interest to introduce a more pedestrian-oriented development theme in the Lloyd District. However, the Lloyd Corporation never accepted this concept, and showed little interest in having LRT "at their doorstep."

(2) Later, the Lloyd family properties were sold to the Melvin Simon Co. and Pacific Development, Inc., changing the course of events in the Lloyd District. The new owners were strongly interested in transit connections in the Lloyd District.

d. Hollywood

Most Hollywood District businesses are located at a distance from light rails. The district is dominated by small businesses, who did not choose to orient toward transit, consolidate parking or offer pedestrian-oriented facilities.

e. Downtown

Buildings and pedestrian systems oriented toward light rail, through action by the City of Portland, in partnerships with downtown property and business owners.

f. Holladay Street

Public/private partnerships have made the area much more transit-oriented. Convention Center/Coliseum/Arena area is western "anchor," and Lloyd Center/Holladay Park area is eastern "anchor" creating a newly emerging pedestrian mall.

3. Multnomah County

a. Adopted transit-oriented land use plans for each of its nine station areas.

b. Completed *Banfield Light Rail Project; Transit Station Area Planning Program; Multnomah County Urban Design Element (2 vols.);* a draft urban design study composed of extensive urban design analyses, design performance standards, zoning ordinance evaluation and zoning ordinance exhibit consistent with TSAP purpose and goals -- considered a model ordinance for transit-oriented development.

c. Adopted a highly complex zoning ordinance, criticized by some for its lack of consistency with original TSAP goals and its difficulty to administer.

4. City of Gresham:

a. Developed a report: "LRT in City of Gresham" together with a downtown master plan for development.

b. Adopted a zoning ordinance amendment for the downtown, intensifying commercial zones.

## II. TSAP AS FIRST ENVISIONED

### A. Impetus for proposal

As proposed in the March, 1980 Grant Application by Metro and Tri-Met (for UMTA, now FTA), the original impetus for the TSAP program was seen as essential in order *"to achieve the maximum social and economic returns from the Banfield LRT System. The aim of the program (was) to identify how transit stations can affect the development, redevelopment, or conservation of neighborhoods. The Transit Station Area Planning Program (was to) result in the preparation of a detailed plan and an implementation strategy for each of the 25 transit stations along the Banfield LRT System."*

### B. Entities involved

The entities involved in the TSAP program included the Cities of Portland and Gresham, Multnomah County, the Metropolitan Service District (METRO), and Tri-Met.

### C. What was planned?; what was supposed to be? (objectives as stated in grant proposal)

1. Project Organization

The Transit Station Area Planning program was originally organized into three phases (see Figure following). *Phase I* was directed to the inventory and organization of base information. *Phase II* was to result in a series of alternative concept plans for each transit station area, and *Phase III* was intended to result in locally adopted transit station area and corridor segment plans.

a. *Phase I* consisted of five main tasks:

- Formulation of goals, objectives and policies -- for each transit station, to provide the overall framework for planning and development together with existing (1980) local comprehensive plans and policies.
- Data collection and analysis -- the inventory and organization of all available data on social, economic, and physical characteristics around each station.
- Regional/Corridor Market Analysis -- established a base case of forecasts of population, employment, housing, and income by five-year increments, through the year 2000.
- A Citizen Participation Structure -- developed by local jurisdictions and Tri-Met, for Phases II and III of the project.
- Evaluation of Alternative Station Locations -- a separate study was to take into account community needs and desires, as well as all of the relevant access, transfer, parking, development, facility engineering and impact factors.

The above tasks were intended to form a base for the next task.

- Evaluate Alternative Station Locations -- a separate study would take into account community needs and desires, and all of the relevant access, transfer, parking, development, facility engineering and impact factors.

b. *Phase 2* consisted of three principal steps: planning input; development of alternative land use, transportation, and urban design concept plans; and evaluation of these plans. The steps included the following:

(1) *Planning Input:* the adequacy of the powers (existing and missing) of affected local governments, related to aiding, intensifying, and/or limiting development opportunities created by the Banfield Light Rail Transit Project. Access & Circulation Analyses formed the base for detailed development and evaluation of transportation plans for both corridor segments and station areas.

(2) *Development of Alternative Concept Plans:* Alternative station concept plans were developed for each station and corridor influence through a series of steps beginning with space allocation and zoning and traffic envelope analysis, alternative plans were developed for review by citizens and committees. These consisted of:

- Land use concept plans emphasizing the integration of future land use with existing development;
- Transportation concept plans integrating station access facilities, bus circulation, bikeways, and the road network with a land use plan;
- Urban design concept plans presenting a three dimensional description of land use and transportation plans together with pedestrian circulation and landscape features.

(3) *Evaluation of Alternatives:* Evaluation of alternatives encompassed balancing the range of impact and feasibility factors identified, to produce a concept plan for each corridor segment and station area. The criteria used in evaluating concept plans included: financial feasibility, capital investment requirements, implementation strategies, and compatibility with goals and objectives.

- The financial feasibility analysis covered the evaluation of project financial feasibility as viewed by the private sector.
- The capital investment requirements was a "micro" level analysis of capital investments required to support any particular project staged over a period of time.
- Implementation feasibility was concerned with the levels of public and private commitment required to implement a project and with the feasibility of using a range of techniques in each station area.
- Goals and objectives encompassed a wide range of concerns at the local, regional, and neighborhood levels.

c. *Phase 3* The third phase of the Transit Station Area Planning Program was to consist of those elements required to produce and adopt final station area and corridor segment plans, together with the required implementation tools. The tasks to be carried out in Phase III included:

(1) *Financial and fiscal feasibility analysis* for priority stations to evaluate the market potential and investment aspects (both public and private) of a particular development scheme leading to implementation.

(2) *Final implementation strategy* for each station to identify the public sector and phasing requirements necessary for implementation of the detailed station plan.

(3) *Detailed plans* to have been prepared for each station and corridor segment to guide development and correlate inter-related developments.

2. Project Management

The Transit Station Area Planning Program encompassed three local jurisdictions -- the Cities of Portland and Gresham, and Multnomah County. All responsibility for land use planning activities and citizen involvement efforts leading to adoption of individual station area plans rested solely with these local governments.

Responsibility for the administration of the Transit Station Area Planning Program was divided among a Project Coordinator, Project Management Committee, and Project Managers from the three local jurisdictions.

Tri-Met was to apply for and administer the grant (from Banfield Corridor Interstate Transfer Funds) and to pass funds through a Project Management Committee to The City of Portland, Multnomah County, City of Gresham, and Metro for their respective work tasks. Metro was responsible for administering the TSAP Program.

*a. Project Coordinator*

The day-to-day program coordination would be accomplished by a Project Coordinator, a contract employee taking direction from the Project Management Committee. The Project Coordinator was responsible for monitoring consultant contracts, establishing meeting dates, and serving as secretary to the Project Management Committee. In that capacity, the Project Coordinator produced minutes of meetings, coordinated communication and work programs among program participants, submitted monthly progress reports to the Director of the Banfield Light Rail Transit Project, and prepared reports and memoranda for acceptance and release by the Project Management Committee. The Director of the Banfield Light Rail Project reported to Tri-Met. Each jurisdiction would have its own Project Manager responsible for coordination and managing station area land use planning. These Project Managers were also to submit monthly reports, describing project progress and budget delays to the Project Management Committee.

*b. Project Management Committee*

The Project Management Committee consisted of the Project Manager, three local jurisdictional Project Managers, and representatives of Metro (Metropolitan Service District), Tri-Met, and the Oregon Department of Transportation. The Metro representative would serve as chair and would give direction to the Project Manager on program administration, work progress, consultant selection, budget issues, and multi-jurisdictional technical issues. Within that overall coordination, each agency would also be responsible for accomplishing those work tasks needed to meet its own requirements.

Consultant support for the study would be secured jointly by the Project Management Committee. Separate contracts were to be developed for each local jurisdiction to cover the scope of involvement of each element of the project. For example, one economic consultant would be hired for the entire corridor, but separate contracts would be negotiated with each jurisdiction. In this way, costs and redundancies could be reduced while allowing for greater flexibility to meet the needs of individual jurisdictions.

*c. Policy Advisory Committee*

A Policy Advisory Committee consisting of elected officials and agency heads would be established to serve as a policy board, whose primary function was to provide ongoing policy review and guidance to the Project Management Committee.

The Policy Advisory Committee would meet as necessary, and was to be made up of: 1) the Mayor of Portland; 2) the Multnomah County Executive; 3) a Gresham City Council member; 4) a Metro Council member; and, 5) the President of the Tri-Met Board of Directors.

*3. Decision-making*

Restructuring the fabric of development around transit stations was considered too important to be left only to planners. Good analysis and information for decision makers and citizens was considered essential to produce plans which could be adopted by local governments.

*a. Citizen Participation*

The Transit Station Area Planning Program was structured to maximize the involvement of citizens throughout the life of the program. Local governments (using their established citizen participation channels) were to be responsible for their own citizen involvement programs.

*b. Review of Policy Makers*

Elected officials would be kept abreast of the program through review and adoption of significant issues or proposed plans at specified points in the process. By initiating this procedure, policy makers (local planning commissions, city councils, and the Policy Advisory Committee) would be informed of critical issues prior to the finalization of plans and policies. Six points in the work program were identified at which decision makers would be explicitly involved:

- Adoption of goals and objectives.
- Review/adoption of a station planning area boundary & establishment of concerns to be investigated during sketch planning.
- Refine and select alternative concept plans for each station.
- Review and identify specific issues to be addressed around station sites in the detailed station area planning phase.
- Review/refine final plans during detailed station area planning.
- Final adoption of plans and zoning.

c. *Evaluation of Progress*

It was understood by the participating governments that progress and effective products were essential. Revenue to cover construction delays was not available. Therefore, mobility or failure on the part of local governments to make timely progress and decisions in keeping with the critical path schedule for the Banfield LRT was to be treated as follows:

a. If the question of progress or decisions were not critical to continuation of LRT design or construction, then (a) work on the facility would proceed even though opportunities may be lost to the local government, and (b) these planning funds would be considered at-risk and subject to cutback or termination.

b. If the question of progress or decision was critical to continuation of the LRT design or construction, then Metro would arbitrate the issue in cooperation with Tri-Met and, if necessary, would take action to resolve the impasse.

4. *Reporting*

A final report and summary were to be prepared for each of the stations studied in the project. In addition, interim reports and work papers were to be prepared for products and tasks described in the scope of work.

Report production and publication was also to include community presentation materials, brochures, and audio visual aids used in presentations. Local jurisdictions and consultants were to prepare monthly progress reports of their staff activities for submission to the Project Management Committee, and estimates of balances of work to be done.

5. Budget: $1,651, 247 for entire TSAPP project, including Phase III.
(Funding details follow in Section II of this report).

## III. TSAP PROGRAM ACTUALLY UNDERTAKEN (1980-1982)

### A. Participants

#### 1. Jurisdictions

(1) Tri-Met

(2) Metropolitan Service District

(3) City of Portland

(4) Multnomah County

(5) City of Gresham

#### 2. Individuals

a. Agency staff

(1) Tri-Met

- G.B. Arrington, Planning/Project Coordinator (interagency loan to Metro)
- Miriam McClure, Public Affairs
- Ron Higbee, Engineering

(2) Metropolitan Service District

- G.B. Arrington, Planning (on interagency loan from Tri- Met)
- Phil Whitmore, Joint Development Specialist
- Steve Burdick, Planning

(3) City of Portland

- Laurel Wentworth, Transportation Planning
- Steve Gerber, Planning

(4) Multnomah County

- Bebe Rucker, Transportation Planning
- Suzie Chancey, Planning
- Nancy Chase, Landscape Architecture

(5) City of Gresham

- Rick Daniels, Community Development Director
- Chris Raines, Landscape Architecture
- Bob Quitmeier, Planning

b. Consultants

(1) Urban Design

(a) Metro--Project Oversight
( coordination of regional and local agencies):

Zimmer Gunsul Frasca Partnership
Greg Baldwin, Associate Partner
Bob Packard, Project Manager

Don Miles, Project for Public Spaces
Sub-consultant *(Seattle)*

(b) City of Portland:

Zimmer Gunsul Frasca Partnership

(c) Multnomah County:

Fred Glick Associates
Fred Glick, Principal & Project Manager

(d) City of Gresham: Utilized own staff for urban design production (See I. A. 1. b. (5) above)

(2) Transportation

Metro

Zimmer Gunsul Frasca Partnership
Greg Baldwin, Associate Partner
Bob Packard, Project Manager
Sub-consultant to ZGF:
The Transpo Group (Seattle)
E.M. Rose & Company (San Francisco)

c. Development Community

(1) Les Buell, President of Hayden Island Development Corp.

(2) David Hunt, Developer

(3) Pat Jordan, Benjamin Franklin

(4) Bill Lee (et al); Economic Research Associates, San Francisco

(5) Gordon Davis, Principal; Wilsey & Ham, Portland

(6) Brun Moreland Christopher, Architects

d. Committee Members

(1) Project Management Committee
G.B. Arrington, Metro
Rick Daniels, Planning Director, City of Gresham
Bebe Rucker, Transp. Planner, Multnomah County
Laurel Wentworth, Transp. Planner, City of Portland

(2) Policy Advisory Committee
Mayor of Portland
Multnomah County Executive
Gresham City Council Member
Metro Council Member
President of the Tri-Met Board of Directors

**B. Funding as Requested in Grant Proposal**

1. Who would pay? (direct/indirect costs)

| | | |
|---|---|---|
| a. | UMTA | $1,403,356 |
| b. | Local Match | $247,687 |
| | Total | $1,651,043 |

2. Who would spend? (staff; consultants)

a. Local Staff Budget ($1,151,247 sought)

| | | |
|---|---|---|
| (1) | Tri-Met | 18.9% |
| (2) | Gresham | 27.1% |
| (3) | Portland | 22.0% |
| (4) | Multnomah County | 32.0% |
| | | 100.0% |

b. Consultant Budget ($500,000 sought)

| | | |
|---|---|---|
| (1) | Transportation | 17.0% |
| (2) | Economic/Market | 30.0% |
| (3) | Implementation Feasibility | 16.0% |
| (4) | Capital Investment Requirements | 7.0% |
| (5) | Urban Design | 13.0% |
| (6) | Downtown Street Design | 9.0% |
| (7) | Hollywood Redevelopment | 8.0% |
| | | 100.0% |

3. Amount Spent for Program: $1,209,500.00

(This amount was for first two phases, third phase was never undertaken.)

## C. Chronology of events/activities

### 1. City of Gresham

1980 City of Gresham adopts CBD, intended to serve as City's downtown (the "purple spot"). Boundaries included Division (north); Hogan (east); Powell (south); Eastman (west).

1983 CBD re-established / replaced by an intensive mixed use Transit Development District, following the northern edge of earlier downtown area. This area included a high density Central Urban Core district. This district assumed that office use demand would be highest near stations. The Transit Development District designated office and residential uses as the primary permitted uses with limited retail use (10% of a project) allowed only as a support use to the primary use. The County station area zoning, originally adopted near the Rockwood stations, placed an emphasis on high density residential, office uses, and intensive retail uses.

1984 Columbia South Shore industrial land annexed by Portland. Gresham and Portland common urban services/annexation boundary.

1985 Sanitary sewer mandate approved.

1985-86 Portland, County & Gresham evaluated logical service boundaries, based on the sanitary drainage basins. All agreed on a boundary being 174th south of Stark; 162nd north of Stark (latter is LRT corridor location).

1986 County signed a planning services agreement with City of Gresham. City took over planning responsibilities for the area within its future service boundary, the County's zoning between Summer, '86 and January, '89. Transit General Commercial and Transit Neighborhood Commercial zones, for example, were continued under Gresham's jurisdiction.

1988 Winmar site incorporated into Transit Development District.

1989 City of Gresham converted County zoning in annexed areas into Gresham's own format, using matrix approach to match up City and County zones..

- The Transit Design standards still apply to all multi-family zones near transit stations. However, allowed residential densities are increased from County levels. For example, County T/MR-3 (Transit Medium Density Residential @ 18 units per acre) became City MDR-24 (Medium Density Residential @ 24 units per acre). Commercial land fell into the parking standards that applied to all commercial land throughout the City. A single only one transit zoning district standard was applied to all station areas with commercial development.

- Gresham's policy thrust along the LRT line was to allow a mix of uses within TD (Transit Development), zone: (a) commercial, (b) multi-family residential or (c) a mix of commercial and multi-family residential. The City's chief design consideration was to disallow auto-oriented commercial development, and require in station areas to development must be physically oriented toward the LRT line.

- The City extended the TD zone from 181st through 197th (to Kaiser Rockwood Clinic), then starting again at the Gresham City Hall site where it continues to the end of the Max line.

- The City adopted the Transit Development District as regular zoning, instead of as a transit overlay zone, due to its ease of use. This was accomplished as part of periodic review. The primary reason for this was due to State Law calling for ways to streamline each jurisdiction's code. By making TD part of the regular zoning code, the opportunity's and expectations for development were seen as more apparent. The TD design standards apply to all station areas, even those without a TD District. CUC HDR-60, MDR-24, and commercial districts adjacent to LRT or stations must meet the TD design standards.

2. City of Portland

1980-82 City takes active role participating in Transit Station Area Planning Program along with Multnomah County, City of Gresham, Tri-Met and Metro.

1983 City staff forwards transit station area planning recommendations to Planning Commission.

1983 Need for annexation to cities of County urban lands becomes apparent when Multnomah County's fiscal strain worsened as the County lost federal revenue sharing dollars. (Revenue sharing gave every city, county and state a percentage of federal taxes paid out of their jurisdiction. The Reagan administration's cutbacks on federal spending *cut back* this program. The need for annexation occurred as a result of the loss of these revenue sharing dollars.)

1983 County adopts Resolution A, spelling out the County's intention to withdraw from urban services.

Portland adopts its counterpart Urban Services Policy on February 23, 1983, establishing its policies to annex areas within Portland's logical services boundary.

1984 City adopts transit station area planning ordinance.

1987 Legislature creates new annexation method -- Double Majority.

1987 City adopts zoning conversion chart, which assigns City zones to all Multnomah County zones undergoing annexation--a simple and efficient process. Conversion chart was adopted by both the City of Portland City Council and the Multnomah County Commission.

1990 Passage of property tax limitation (Ballot Measure 5) creates new problems for provision of urban services.

**D. How decisions were made.**

1. Local agencies decided upon the appropriate land uses for their own jurisdiction.

2. Local agencies defined the physical boundaries for station area planning in their own jurisdiction.

3. Project management group decided which consultant would be hired for the overall project.

4. Metro kept land use decision-making at the local level.

5. The project management group exchanged information and kept each other informed of events within each jurisdiction.

**E. Results: Comparing the TSAP between grant proposal with the program implemented.**

1. The program was reduced from three phases as originally planned down to two.

2. The major "outcome" was preparation of station area plans for each station along the fifteen mile line.

3. Jurisdictions did not fully accept responsibility for implementing their own programs. Factors included:

   a. The recession of the early 1980's in Oregon, made TSAP a luxury that was not affordable.

   b. Annexation created uncertainties about implementation roles and responsibilities.

   c. Transit-oriented development didn't become a priority, due to the unknowns surrounding an unfamiliar light rail system, lack of understanding about the benefits of transit-oriented development and how the overall process would work.

4. A very good market analysis was conducted for the entire corridor estimating population and employment growth for the corridor and station areas. Based upon the economic projections, the Halladay Street station location changed from Union/Grand to 7th Avenue.

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# EVALUATION
# OF
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# TRANSIT STATION AREA PLANNING PROGRAM

## SUMMARY OF INTERVIEWS

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## I. INTRODUCTION/SUMMARY

### Introduction

A key element of the proposed vision for the Portland metropolitan area over the next twenty years is to develop high capacity transit ways in five or more new corridors. As they are completed, these transit lines would be counted on to help concentrate growth and development, linking communities throughout the region, and sustaining the region's livability.

As final design for the Westside rail line progresses, attention is already being given to assessing the development opportunities along the line. The Westside Corridor Station Area Development (WSAD) program will focus on areas within a one-quarter to one-half mile radius of transit stations. In preparation, activities are underway at the regional and local levels:

- Land use, demographic and market data is being compiled regionally, providing a baseline to gauge the effectiveness of transit development strategies.

- Tri-Met is updating it's Design With Transit Handbook, a tool that assists developers and public agencies in designing "transit friendly" projects.

- Cities and counties are preparing development regulations and guidelines to help their areas capitalize on new development opportunities in transit corridors.

Also, there's interest now in reviewing the development experience along the Banfield Corridor, where light rail transit has been operating for six years.

A study has been initiated to determine the effectiveness of programs and policies which were undertaken as part of the Transit Station Area Planning (TSAP) Program for the Banfield Corridor. TSAP was a key part of preparation for the Banfield transit line, an important multi-jurisdictional effort intended to coordinate transit with land use planning and development along the Banfield Corridor.

Objectives for this evaluation of TSAP include:

- Determine the effectiveness of the approach, policies and regulations established through TSAP.
- Quantify possible impacts of the light rail line on nearby development.
- Identify further actions to promote transit-supportive development in station areas.

In July 1992, at an early stage of the evaluation, interviews were conducted with fifteen persons who were actively involved in the TSAP Program for the Banfield Corridor. Participants were selected to ensure in-depth knowledge of TSAP and development and planning issues over the full length of the corridor, from downtown Portland to Gresham, and all station areas along the way. (A list of interview participants is attached in the Appendix to this report.)

In the interviews, participants were asked to share their views on key issues surrounding TSAP:

- Overall program results.
- Specific successes and failures along the Banfield Corridor.
- Effectiveness of the partnership arrangement used to coordinate TSAP planning among the various TSAP participants.
- Track record of transit-supportive development along the Banfield Corridor, which can be attributed to TSAP and the MAX line.
- The best remaining opportunities for development along the Banfield Corridor.
- Lessons learned from the Banfield experience which should be applied to transit station area planning for the Westside and other corridors.

Interviews were conducted by members of the consultant team -- the firm of Barney & Worth, Inc. assisted by Demuth Glick Consultants, Ltd. and E.D. Hovee & Company.

A copy of the discussion guide and questions used in conducting the interviews appears in the Appendix.

## Summary

A summary of key points, based on opinions offered in the interviews:

1. **There is little consensus among observers on the results of the Transit Station Area Planning Program in the Banfield Corridor.**

   TSAP is viewed as a brilliant success by some participants, who say it was responsible for forging the "magic connection" between land use and transit, placing Portland on the cutting edge nationally. In sharp contrast, other participants evaluate TSAP as a failure. In their view, transit station area development has occurred only where market dynamics were already at work. Most observers today take as a given there will be TSAP-style planning near stations on future light rail corridors. They think the key will be to build upon TSAP to create a more ambitious planning and development program.

2. **One possible explanation for this debate: different views held today on what were the original goals for TSAP.**

   The program's chief intent, as reported by some observers, was to ensure that local plans were compatible with transit so there would be a "good fit" between individual communities and the rail line. Other participants expected much more. In their view, TSAP's purpose was to identify the best development opportunities -- and pursue them. They observe there has been little transit-oriented development to date outside the Central City, and thus conclude the program did not succeed.

3. **A key missing ingredient in TSAP, observers say, is implementation.**

   Planning isn't enough. Successful transit corridor development requires a pro-active program, professionally staffed, with funding and authority to acquire key sites, new tools for financing joint development, other bonuses and incentives for developers. In the words of one observer, TSAP needs "more D and less P" -- that is, a greater focus on development. Planning may be a necessary tool -- but not sufficient -- for achieving transit-supportive development. Participants believe involving the development community at all stages would help achieve this needed emphasis on development.

4. **TSAP's partnership approach seemed to work.**

   The TSAP Program was organized as a partnership of Tri-Met, Metro, Gresham, Multnomah County and Portland. Light rail transit was unknown to most participants. Most observers credit TSAP's partnership approach with helping gain early "buy-in" at the local level, in the days when rail transit in Portland was still a new idea. The partnership established rapport between the local communities, while leaving some room for flexible approaches.

5. **In the future, political support will be another key ingredient for success.**

   Again, planning alone isn't enough. Elected leaders must share the same vision, and must champion transit's cause, observers say. To help sustain political will over the long haul, the original TSAP participants and other observers recommend forming a broad-based and powerful advocacy group to engage the public in community-based planning that links transit to other community priorities, building a climate of support that transcends what would be otherwise simply a code of regulations. Part of the education process for elected and community leaders must involve a better understanding of how the development process works.

6. **Station area planning and development should target the stations where the greatest opportunities exist.**

   It is important to plant for transit-supportive development around every station. But all station areas aren't created equal, from a development standpoint. Observers say Tri-Met and its partners should concentrate energies on key stations, targeted early on, which show the best promise for early success. Demonstration projects at these locations can influence development at other stations.

7. **Local governments should be more ambitious in designing transit-supportive policies for future corridors.**

   Observers say the priority should be to ensure that development within each station area is high quality and maximizes transit ridership. Policies and programs suggested include: higher allowable densities, building orientation guidelines, pedestrian amenities linking stations with nearby development, corridor-wide design review, and attractive developer incentives to promote transit-supportive projects. "Hold out for tougher requirements," advise a number of participants. But there also needs to be a quid pro quo for tougher requirements, i.e., incentives.

8. **The Banfield Corridor still offers many development opportunities.**

   The Banfield line is still new, with vacant land and development opportunities seen all along the line. There is existing in-place infrastructure in most locations -- which should reduce the cost of development. Observers believe the best chances for new transit-oriented development are in the Lloyd District, at Gateway, and in Gresham. There's some concern that these opportunities may be ignored as Tri-Met's focus shifts to the Westside and other corridors.

9. **The Westside Corridor presents more favorable conditions for transit station area development.**
   Most observers believe that several factors make the outlook for development more promising along the Westside line: population and job growth, availability of premier development sites, better acceptance for transit, and the experience gained from earlier transit projects.

10. **Think long-term.**

    First, Tri-Met and its partners should establish realistic expectations, observers say. TSAP and rail transit won't produce development overnight -- the results will appear over decades. Planning assumptions for station area development should be very conservative, reflecting today's bear market. Key sites may need to be land-banked or protected by other means to assure long-term opportunities. Tri-Met is also advised by some to be pragmatic in setting goals for station planning/development, willing to accept interim improvements that may be less than optimal: medium-density instead of high-density housing, for instance.

## II. OVERVIEW OF TSAP SUCCESS

### General Observations

Interview participants, most of whom were intimately involved in TSAP, have sharply contrasting opinions on the program's success.

Some describe TSAP as highly successful, a "brilliant stroke." These observers, including many of the program's originators, say TSAP has been a catalytic program which instilled a transit ethic and established neighborly relations among the various jurisdictions along the corridor.

A divergent view is that TSAP was a "costly exercise to train a bunch of planners," producing "just a set of rules." It was too code-oriented, forgetting about or impeding development. While the TSAP concept was crucial in selling light rail to UMTA and the public, some say it was oversold: "We believed our own myth." Little or no development can be attributed to TSAP, in the assessment of these observers.

The root of these contrasting perceptions may lie in different recollections about the objectives of the TSAP Program. Some observers describe the main purpose of TSAP as ensuring that the new light rail line would be compatible with the various communities.

To reinforce the link between transit and land use, local jurisdictions were to adopt policies to increase the intensity and density of development around the transit stations, incorporating these transit-supportive policies in local comprehensive plans and zoning codes. These successes, considered to be on the cutting edge in their time, are now taken for granted by some.

Other observers clearly wanted TSAP to produce far more: "Planning is easy -- development is hard." They expected TSAP to promote development all along the rail line. Instead, where development has occurred outside the Central City, it has seldom been transit-oriented, in their view.

**Successes and Failures**

All observers can list specific achievements of the TSAP Program. Most important, TSAP created a forum to educate planners and policymakers about the potential of transit. Light rail transit was still young, a new idea, and there were few operating systems to draw upon. Even some critics described TSAP as "good in its day" and "worth the money spent," saying that it effectively integrated transit with local plans.

TSAP also provided the first comprehensive economic analysis that demonstrated the light rail line's potential for impacting economic development.

The chief failure cited for TSAP was the lack of attention to implementation: "Classic planning -- no followup." Observers explain there was too much going on, with Tri-Met and other jurisdictions busy simply building the rail line. Station area development became an afterthought, an element that wasn't important to UMTA or area policymakers. With no single authority responsible, the program languished. Ultimately, TSAP's implementation phase was never funded. "Tri-Met simply walked away," one critic observes.

## III. TSAP APPROACH/RESULTS IN DIFFERENT JURISDICTIONS

The TSAP program was created as a joint initiative of Tri-Met, Metro, Gresham, Multnomah County and Portland. The work was coordinated by a project management committee chaired by Metro.

Interview participants were asked to assess the success of the multi-agency approach, and to compare the strengths and weaknesses of the individual jurisdictions' programs.

### Partnership Arrangements

TSAP's cooperative approach is seen as an essential ingredient. To ensure transit would be compatible with each community, it was necessary to have local participation and local leadership. While Tri-Met could serve as catalyst, and Metro could coordinate the planning, the real key was local involvement in each community.

Most participants think this partnership arrangement worked well. Some say there was a need to continue the partnership, keeping all jurisdictions (including state government) at the table into the implementation period, looking over each other's shoulders. While the program worked well internally, it didn't produce development.

Several observers emphasize that, while individual jurisdictions should be allowed some local flexibility, a stronger corridor-wide approach and priorities are needed. The partnership could be structured more formally in the future, as a consortium, with specific goals spelled out in intergovernmental agreements, and development funding and transit access linked to local communities' progress.

### Comparing Program Results

TSAP's partnership approach led to different results in the three jurisdictions. No one program is viewed as "best," or able to serve as a model for the others. Participants compare and contrast the TSAP program's varied approaches and results in Portland, Multnomah County and Gresham:

Portland:

- More experienced prior to TSAP.
- Pro-active approach to development.
- Broad-based public involvement.
- Staff supportive -- but not always a priority for policymakers.
- Simpler transit zoning.
- Good program downtown, but less sustained emphasis on other station areas.

Multnomah County:

- Good intentions; high expectations.
- Best planning/model zoning ordinance/most transit- supportive.
- Elaborate urban design: too complicated.
- Overshadowed in early years by other priorities: mid-county sewers and annexation.
- Staff couldn't translate program to Board.
- Recent multi-family developments more transit-oriented.

Gresham:

- Opposed to transit/TSAP at the onset.
- Rail alignment avoided downtown, cut short-term potential for development.
- Shrunk size of station areas.
- Failure of urban renewal impeded progress.
- Adopted policies similar to Portland

## IV. TRANSIT-SUPPORTIVE POLICIES

One objective of the TSAP program was to establish policies to promote transit-oriented development in each jurisdiction along the Banfield light rail line. Gresham, Multnomah County, and Portland were invited to create their own guidelines and regulations.

Which of these policies have proven most effective. Which did not succeed? And what additional measures could trigger more transit-supportive development along the Banfield Corridor?

### What Worked

Observers say transit-supportive policies have been most effective in Downtown Portland. A special pedestrian environment has been created, linking transit to nearby development. Parking limitations (already in place prior to TSAP) discourage automobile commuting. Zoning is based on proximity to transit. Design review embraces the transit-supportive policies. PDC has used urban renewal funds to provide many transit friendly amenities. In the Lloyd District, some of these same success factors are noted.

While the Central City's policies have been the most transit-supportive, observers point out that, strictly speaking, they were not established through TSAP. (The TSAP Program did not encompass the Downtown.)

Outside the Central City, the results of TSAP and transit are less readily apparent. The policies that seem to observers to have had some effect are: the effort to ensure that local comprehensive plans and zoning codes are compatible with transit; building orientation standards; and pedestrian amenities in the few areas where they have been installed.

## What Didn't Work

In hindsight, observers generally say the policies established through TSAP didn't go far enough. Also, some transit-supportive policies were watered down or waived by policymakers faced with a tough decision. The City of Portland's revisions to Multnomah County's guidelines are cited by many participants as a key factor in the Gateway "fiasco," for example. The policies were appropriate -- but follow-through was lacking: "There was a laissez faire attitude about implementation," recaps one local planner.

Another concern expressed is that the inter-modal connections don't work well in some station areas. For example: Park and ride lots are available for some stations but not others. Lots are too small or too large. Or, in some station areas, they consume valuable development sites. Also, the feeder bus system wasn't implemented as planned.

A few observers complain that the TSAP-led policies suggest a "planning mindset." These rules ignore the realities of development and fail to recognize that most customers (outside the Downtown) arrive by automobile.

Parking restrictions are also debated. Some suggest there should be more flexibility given to adapt the rules to address various types of businesses in transit station areas outside the Downtown.

## Missing Ingredients

Participants were asked to identify further polices or guidelines, on top of those established through TSAP, which could trigger more transit-supportive development.

Rather than suggesting specific regulations, most persons underscored the need for a major, corridor-wide, pro-active development program. More staff and resources must be devoted to ensure the region's transit investment yields development results. Key elements of this program would be:

- Development agency: An experienced development agency such as PDC should be given the assignment, or a counter-part agency created to pursue a transit corridor joint development agenda.

- An implementation plan to spell out the priorities and program details.

- Incentives: Bonuses for increased density and other transit-supportive actions; public improvements to support development.

- Financing: Revolving loan fund; tax increment funding (prospects somewhat clouded by Ballot Measure 5); new revenue sources earmarked for transit development (e.g., access charges in Vancouver, B.C. and Washington, D.C.).

- Acquisition and marketing of key development parcels; land banking.

- Leadership: Including a highly visible spokesperson to be a catalyst, articulating comprehensive vision, and promoting transit corridor development regionally (Tri-Met general manager, Tom Walsh, is nominated for this role by several survey participants).

Other steps proposed by persons interviewed to strengthen TSAP:

- More rigorous design review, corridor-wide, and transit overlay zones to ensure that only top-quality, pedestrian-oriented projects are built next to transit stations.

- Impose disincentives for development outside the corridor. This would be particularly important in the Westside Corridor, where many alternative sites will be available for each project.

- Expedite permitting in transit station areas (described now as a "real problem"); cut red tape.

- Revisit and reevaluate the appropriateness of TSAP-inspired requirements after the rail line opens.

- "Stop the bad things and promote the good things" -- that is, promote transit-supportive development, while discouraging non-conforming designs.

Several observers say TSAP would be strengthened if specific goals/expectations are set for each station area: for development, lease rates, tenant profile, occupancy, number of residents, jobs, ridership, etc: "Let's get past the theories and general assumptions. Who will live in the housing? What's their age and income, and how much rent will they pay? What businesses will rent office space in Gresham, and how many square feet?" This would enable Tri-Met to later evaluate the success of its development strategies and would help ensure that the development potential for existing businesses in station areas isn't overlooked.

## V. DEVELOPMENT IN BANFIELD CORRIDOR

The agencies participating in TSAP conceived that the Banfield transit line would eventually attract transit-supportive development. But what has been the actual experience since the rail line began operating in 1986?

In the interviews, many of the persons who originated and conducted TSAP were asked to evaluate the development experience to date along the Banfield Corridor, and to draw their own conclusions about any impact the TSAP Program has had on development.

### Development Versus Initial Expectations

Views contrast somewhat on the success of transit-oriented development to date. Observers generally say that, outside the Central City, development in the Banfield Corridor has not met their initial expectations.

A number of factors are cited:

- Expectations too high.
- Economic downturn.
- Topography (I-84 corridor stations are physically below the level of development sites).
- Population and job growth patterns shifted away, especially to the west and north.
- Constrained sites.
- Little community support or developer interest until MAX "proved itself."

A few persons say Banfield Corridor development has exceeded their expectations, particularly in the Lloyd District. Several others think it's too early to tell.

### Successful Stations

There's consensus that the greatest successes to date have been in the Central City:

> Lloyd District: After a slow start, the change of ownership led to public/private planning for the district, PDC involvement, Pacific Development projects, Melvin Simon's Lloyd Mall renovation, construction of BPA and State office buildings, Convention Center, Trail Blazer Arena, and formation of a local improvement district to fund pedestrian amenities.

Downtown: Public/private partnerships, the Downtown Plan, historic tax credits, and design guidelines were important. Results include Pioneer Place, designed to favor transit access, a local improvement district to finance amenities, and many smaller projects.

Other station areas mentioned as successes include Rockwood/197th, (where a new Kaiser Permanente clinic was re-oriented to the transit station). More recently, there has been an explosion of multi-family housing projects near the East Burnside stations, particularly 162nd, and landlords are said to be advertising their proximity to the MAX line and collecting a rent premium for units that are close to the rail line.

**Unsuccessful Stations**

The biggest disappointment -- on all accounts -- has been the Gateway station: "A huge failure." Despite intensive negotiations with the property owners, observers say, a new Fred Meyer shopping center was built adjacent to the station with little effort to accommodate transit. Changes in corporate ownership and elected leadership (the site was annexed by the City of Portland during the negotiations), are raised as possible factors. "We blew it," complains one development professional.

The other station areas mentioned most often as disappointments include:

Hollywood: Received little attention by the City; old guard property owners resisted change; key development sites not available.

Gresham Mall (Winmar): Like Gateway, this shopping center project and proposed new station in Gresham was targeted by Tri-Met and other agencies, who invested considerable staff time. The site and project were complicated. Ultimately, the developer could not proceed.

60th and 82nd Avenue: These stations have experienced virtually no development activity, although initial expectations were not high.

East Burnside: Many observers expected to see faster development response to the rail line, along East Burnside, from 102nd to Gresham.

**TSAP's Impact on Development**

What influence did TSAP have on the development that occurred along the Banfield Corridor? Was it a significant favor, or was it over shadowed by more powerful forces?

A majority of those interviewed believe TSAP has not been a major influence on development. Most development to date has occurred in the Central City, where the City of Portland's plans for the Downtown and Lloyd District created momentum, and PDC contributed its expertise and tax increment funds to create public/private partnerships. Even in the Central City, the link between transit and development has not always been ideal (Examples cited include the Lloyd Mall renovation and Convention Center).

Elsewhere along the Banfield Corridor, most development is still viewed as unrelated to TSAP and the rail line. And some observers complain design guidelines that accommodate transit are often ignored.

TSAP has simply not been the "transforming experience" that would engage developers and convince them to take risks.

An alternative view is that TSAP has had several "modest successes" in influencing development, particularly housing and commercial projects along East Burnside. TSAP has also helped to "set the stage" for development, and prevented loss of business along the Banfield line.

**Developer Involvement in TSAP**

Observers confirm that developers did play a role in TSAP, participating in an advisory committee early in the planning. However, there's consensus that the development community's role should be expanded and sustained throughout the transit station area planning process, carrying on into the implementation period: "Listen to the market place."

Specific comments and suggestions offered in the interviews by one or more observer:

- Developers still don't see transit as enough of an opportunity to significantly influence investment and design decisions.

- The development community needs to be involved in creating <u>vision</u> for development along the rail corridors.

- There's a need to recognize the different scale and type of development opportunities along the corridors. A diverse group of developers is needed.

- Successful transit developers from other cities, who already understand transit-oriented projects, should be introduced into the process to help influence local developers.

- Adversaries as well as transit supporters should be involved.

- Developers should be paid a retainer to participate in planning.

Today, the timing may be better to involve developers more actively than it was during TSAP. The examples of the Banfield Corridor and rail lines in other cities are available. Also, there's an emerging tradition of business community leadership in transit planning, in this region nurtured through the Public/Private Task Force on Transit Funding, Transportation 2000, the Trolley Committee, and other groups.

One person questions whether developers really have any interest in planning. Their focus, he says, is projects: "They'll quickly lose interest if there's nothing to do."

**Best Remaining Opportunities in Banfield Corridor**

Most observers believe that good development opportunities remain all along the Banfield Corridor. The line is still new, they say, and there's room for a higher level of development activity in the corridor as the region grows and the first transit-oriented projects show results: "Tri-Met shouldn't lose sight of Banfield opportunities while the agency chases new ones on the Westside."

Station areas cited as having the greatest potential for further development are those in the Lloyd District: Coliseum (Trail Blazer Arena complex), Convention Center (headquarters hotel, restaurants, housing), 7th & Holladay (PDI office projects), and Lloyd Center (redevelopment of cinema parking lots, housing, mall expansion).

Another station often mentioned: Gateway. While station area development there to date has not been transit-supportive, observers point to opportunities to redevelop parking lots, develop adjacent parcels, and use station air rights. The station is near the major regional transportation hub of I-84/I-205.

A checklist of other opportunities identified in the interviews:

- Hollywood: Improve pedestrian connection to business district and nearby housing; develop more high-density housing; acquire key parcels.
- 60th Avenue: Redevelop State-owned property for mixed use; link station and Providence Hospital, which is expanding eastward.
- 102nd Avenue: Develop 10-acre Russellville School site; link station to Mall 205 retail center; utilize freeway access.
- East Burnside: Increase residential densities, continuing the current momentum shown at 162nd.
- 181st/188th: Reconfigure old commercial strip; link Fred Meyer to station.
- Gresham City Hall: Redevelop parking lots; acquire adjacent site. Capitalize on new "Envision Gresham" strategic plan.
- Gresham Terminal: Develop vacant land for multi-family and mixed use commercial.

Many observers advise targeting a short list of station areas to receive special attention. Several suggest that a key indicator of success is the number of potential partners ready to participate in a station area: cities, ODOT, PDC, private developers, utilities, etc.

Another suggestion is that the City of Portland introduce an intensive corridor-wide housing initiative, offering incentives to promote development of mid-and high density infill housing in station areas.

## VI. LOOKING AHEAD TO OTHER CORRIDORS

Participants were also asked to evaluate the opportunities presented by the Westside Corridor, and what lessons learned from transit station area development in the Banfield Corridor and operating systems in other cities should best be applied to the Westside and other corridors. TSAP observers were also invited to suggest their own evaluation questions and to identify persons and groups who should be involved.

### Lessons Learned from TSAP

What lessons learned from the Banfield experience can be applied to the Westside and other corridors?

The most important messages identified by close observers of TSAP:

1. **Station area planning needs to emphasize implementation.** Planning is not enough. A clear implementation strategy is needed with dollars allocated for implementation, along with other tools. "More D and less P," quips one long-time TSAP observer. The program will not succeed unless Tri-Met communicates development as a major priority.

2. **The program should be targeted.** All station areas aren't created equal. The precise alignment of each station, for example, can create or prevent development opportunities. Attention should be placed on the few station areas where the right ingredients are in place, even focusing on a single station that shows promise of early success.

3. **Developers must be involved in all phases of the program.** Public/private partnerships are the best way to assure high quality development that supports transit. Transit opportunities should be marketed to the development community. The system must be "user friendly" for developers -- not a labyrinth of regulations.

4. **Political support is another key ingredient.** Again, planning alone won't do the job. Elected leaders must share the same vision, and must champion transit's cause. To help sustain political will over the long haul, observers recommend forming a broad-based and powerful advocacy group, and engaging the public in community-based planning that links transit to other community priorities.

**Best Westside Development Opportunities**

Most observers expect to see development all along the Westside line, pointing to population growth, current development pressure, and available parcels. The prospects are "wide open," even the possibility of developing a European-type "planned community."

On the other hand, observers also see potential for transit station planning issues becoming more controversial and divisive in Washington County. Tri-Met and its partners will need to recognize the different suburban character, walking a narrow line, directing development without preventing it.

Two areas along the Westside Corridor are seen as having the greatest potential:

1. Peterkort site: Most say this area is a key, providing the corridor's greatest opportunity for mixed use development. Some are concerned that the site may be split between two cities (Beaverton and Portland), impeding efforts at transit-supportive development.

2. Portland station areas: the Portland stations, from downtown, through Goose Hollow to the Zoo, are said to present important opportunities for major development that increases density and ridership.

Downtown Beaverton is also cited as a key, but there's debate about the possible impact of transit on development prospects there. Optimists envision downtown Beaverton redeveloped along the lines of the Lloyd District. Others fear that the rail line may further constrain automobile access to Beaverton, leading to an exodus of business. The hands-on participation of Beaverton city government is said to be a key to the outcome.

Other station area opportunities mentioned: OGC, 185th, Orenco and Hillsboro.

**Other Cities to Serve as Models**

When asked to identify cities which might serve as models for Portland area transit-related development, participants most often name Canadian cities: Vancouver, Toronto and Calgary. Observers say Canadian developers take transit for granted. In Vancouver, the transit agency is said by some to play an aggressive role in promoting transit-supportive development.

U.S. cities cited as models by several participants include San Diego, (where there are examples of development successes and failures, and a transit agency headquarters developed above the rail line), Sacramento (similar scale to Portland) and Washington, D.C. (where stations have had major impact on development).

Other cities mentioned: San Francisco (housing densities), San Jose (transit-oriented housing), Denver (long-term management program), Pittsburgh, Philadelphia (Penn Center), Los Angeles, Atlanta (rapid development), Chicago (examples of failures), and Amsterdam (good inter-model links).

Participants emphasize the need to explore failures as well as successes in other cities.

One local leader interviewed suggests that Tri-Met play a role in organizing a national or international system of information exchanges with other cities, involving UMTA to sponsor conferences, videos, and pilot projects.

**Further Contacts**

Interview participants were also asked to name individuals or organizations who should be contacted to participate in the TSAP evaluation. Nearly all recommended involving members of the development community, including suburban developers. A number of individuals and companies were suggested: Bill Scott (Pacific Development), Dave Hunt, Paul Rinehart, Bob Walsh, Pat Prendergast and John Carroll, Bill Naito, Pete Mark, Paul and Ralph Schlesinger, John Russell, Dave Pietka, Ed Wagner, Jim Winkler, Louis Scherzer, Robert Holmes (Seattle), Gerald Hines (Houston).

Beyond developers, other individuals and groups suggested include:

Lenders: Bob Ames

Attorneys: Steve Janik, Steve Pfeiffer, Tim Ramis, John Chandler, Larry Epotein

Elected Officials: Sharron Kelly (Multnomah County), Gussie McRobert (Gresham), Rena Cusma (Metro)

Staff/Others involved in TSAP: Steve Burdick, Paul Bay (Now in Minneapolis), Martin Crampton (Charlotte, N.C.), Doug Wright (San Francisco), Les Buell, Steve McCarthy, Rick Daniels (La Jolla), Donald McDonald, Lorna Stickel, Nancy Chase, Steve Siegel.

City of Portland: Pat LaCrosse, Larry Dully.

Tri-Met: Dick Feeney.

Business Associations: Homebuilders, BOMA, APP, Portland and Gresham Chambers of Commerce.

Gresham Business/Property Owners: Cathy Van Zyl, Dr. Mike McKeel

Suburban Businesses: High tech, office park tenants.

Consultants: Shiels & Obletz, ERA (Bill Lee)

Market Analysts

Canadian Developers

Citizens

Interview participants also suggested several reports and other documents as additional resources for the TSAP evaluation, including studies by the Urban Land Institute (ULI) and UMTA (now Federal Transit Administration).

**Key Questions for TSAP Evaluation**

As a final double-check, participants were also asked for their views on the most important questions which should be answered by the current evaluation of the TSAP program.

The responses suggest that most participants are seeking a balance of subjective analysis and hard data about TSAPP program results. The major objectives suggested for the TSAP evaluation are:

- Implementation: What are the best strategies? What worked and didn't work? Who should be in charge? Roles of Tri-Met and other participants? How to target?

- Development Community: How to better involve developers in all phases of transit station area planning/development? How to improve focus on development?

- TSAP Research: What data (regional or station area-specific) was really useful? Is there any need to repeat TSAP in other corridors?

- Changing Conditions: How have events reshaped the need for TSAP: population growth, regional planning, Banfield experience, economic cycles?

- Unmet Potential: Where are the best remaining opportunities in the Banfield Corridor, and what strategies can be employed to promote development there? What would it take to really make a difference? (e.g., invest $10 million in transit supportive development, dedicate 1% of LRT cost to a revolving development fund, acquire key parcels, create a new agency, etc.).

**TSAPP EVALUATION**
**INTERVIEW PARTICIPANTS**

| | |
|---|---|
| G.B. Arrington | Tri-Met |
| Greg Baldwin | Zimmer Gunsul Frasca Partnership |
| Commissioner Earl Blumenauer | City of Portland |
| Dick Cooley | Pacific Development Inc. |
| Andy Cotugno | Metro |
| Steve Dotterrer | City of Portland |
| Rick Gustafson | Shiels & Obletz |
| Jeanne Harrison | City of Portland |
| Chris Kopca | Portland Development Commission |
| Suzie Lahsene | Port of Portland |
| Richard Ross | City of Gresham |
| Rick Walker | Palmer Groth Pietka |
| Tom Walsh | Tri-Met |
| Laurel Wentworth | City of Portland |
| Phil Whitmore | Tri-Met |

# TSAPP EVALUATION INTERVIEWS

Name: _____

Organization: _____ Phone: _____

**Introduction/Overview**

To prepare for Westside Light Rail, Tri-Met, Metro, Gresham and Portland are jointly conducting an evaluation of the Transit Station Area Planning Program (TSAPP) for the Banfield Corridor. The agencies want to know what lessons learned from the earlier project can be applied to the Westside and other future corridors. Your views will remain confidential.

1. What was your own involvement in TSAPP? Were you involved in program design -- implementation -- specific development projects? In which areas?

   _____

   _____

   _____

2. In you opinion, what are the most important questions for the TSAPP evaluation to answer?

   _____

   _____

   _____

3. What are your general observations about TSAPP? Was it a success? Why/why not? Key factors?

   _____

   _____

   _____

**Transit - Supportive Policies & Programs**

4. What transit-supportive local government policies added to the success of TSAPP?

5. Were policies and programs more/less effective in particular areas (Gresham -- unincorporated Multnomah County -- Portland)? Why?

6. How would you contrast the strengths/weaknesses of TSAPP in the various jurisdictions?

   Gresham: _____

   Unincorporated: _____

   Portland: _____

7. Are there any policies/programs which could have triggered more transit-supportive development, but were not used along the Banfield Corridor?

8. TSAPP was designed and implemented through a partnership of cities, County, Metro and Tri-Met. In your view, how successful was this multi-agency approach? Should anything be done in the future to improve coordination?

_____

_____

_____

**Development**

9. Has development along the Banfield Corridor matched -- exceeded -- fallen below expectations? How? Why?

_____

_____

_____

10. Which station areas have experienced the most transit-supportive development activity? Any surprises? What leading factors have contributed to success here?

_____

_____

_____

11. Was TSAPP a significant factor, in your view, or were other factors more important?

_____

_____

_____

12. Which station areas have experienced little transit-supportive development? Any surprises? What are the main reasons these stations haven't experienced more development?

13. Any major disappointments, in your view? What leading factors contributed to the failures?

14. What public policies could have made a difference -- to improve either the type, amount or quality of development?

15. What are the best remaining opportunities for development along the Banfield Corridor?

16. How was the development community involved in the design/implementation of TSAPP? Was their participation valuable? Is there a need to involve developers more closely? How?

_____

_____

_____

**Wrap-Up**

17. In your view, what are the key ingredients to promote successful transit-supportive development in station areas?

_____

_____

_____

18. Looking ahead, what do you foresee as the best development opportunities along the Westside Corridor? What steps should be taken to ensure transit-supportive development takes place in these station areas?

_____

_____

_____

19. What are the most important lessons learned from the Banfield experience which should be applied to transit station area planning for the Westside Corridor? (Are there lessons from the Banfield Corridor which do not apply to the Westside?)

_____

_____

_____

20. Are there any lessons to be learned from the Banfield Corridor about how individual communities or citizens should be involved in station area planning?

21. Are you aware of other cities which should serve as models for Portland area transit-related development?

22. Are there any individuals or organizations who should be contacted to participate in the TSAPP evaluation?

23. Any additional comments or suggestions?

**TSAPP EVALUATION**
**INTERVIEW PARTICIPANTS**

| | |
|---|---|
| G.B. Arrington | Tri-Met |
| Greg Baldwin | Zimmer Gunsul Frasca Partnership |
| Commissioner Earl Blumenauer | City of Portland |
| Dick Cooley | Pacific Development Inc. |
| Andy Cotugno | Metro |
| Steve Dotterrer | City of Portland |
| Rick Gustafson | Shiels & Obletz |
| Jeanne Harrison | City of Portland |
| Chris Kopca | Portland Development Commission |
| Suzie Lahsene | Port of Portland |
| Richard Ross | City of Gresham |
| Rick Walker | Palmer Groth Pietka |
| Tom Walsh | Tri-Met |
| Laurel Wentworth | City of Portland |
| Phil Whitmore | Tri-Met |

# EVALUATION
# OF
# BANFIELD LIGHT RAIL
# TRANSIT STATION AREA PLANNING PROGRAM

## STATION AREA PROFILES/CASE STUDIES

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September 1992

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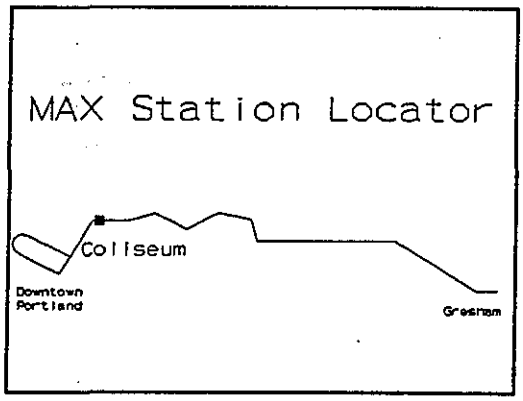
## MAX STATION AREA PROFILE

**MAX Station:** Coliseum

**Location:** Intersection of NE Holladay and Occident, just west of I-5.




**Station Area Description/Current Uses:**

This station is located southeast of the Memorial Coliseum, west of the Oregon Convention Center and proposed headquarters hotel, next to the site of the proposed Trail Blazer Arena. The Coliseum station is the first MAX stop on the east side of the Willamette River, after the MAX line crosses the Steel Bridge from Downtown.

The Coliseum station is co-located with a major Tri-Met Bus Transfer Center with nine bus lines connecting to MAX here. The Transfer Center incorporates weather protection, pedestrian amenities, special lighting and security.

With the exception of the Coliseum, there is very little development within the immediate vicinity of this station.

The station may be accessed from an I-84 westbound exit.

**Other Features:**

Pedestrian amenities and streetscape improvements are planned to connect the Lloyd District with the Coliseum/Arena site. The Coliseum Station area is also nearby the proposed Steel Bridge pedestrian walkway and the Willamette River East Bank Esplanade.

Two hotels are located within walking distance of the Coliseum station, to the west (Red Lion/Willamette) and north.

Nearly all the land around the Coliseum station is in public ownership.

Located next to I-5, noise is an issue at this station, although it is mitigated somewhat by a grade separation (I-5 is elevated above the site).

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| Bus Transfer Center was constructed in anticipation of MAX opening, and the traffic pattern was modified to accommodate the LRT line. | Oregon Convention Center opened.<br><br>Financial and operational responsibility for Memorial Coliseum transferred to newly created Metropolitan Exposition & Recreation Commission (MERC), established under Metro.<br><br>Pacificorp purchased extensive Lloyd Corporation holdings in the Lloyd District. Melvin Simon Company purchased, renovated and expanded Lloyd Center retail mall. These major investments spurred other development throughout the Lloyd District.<br><br>Lloyd District Plan completed. Plan proposes traffic, transit and pedestrian improvements , and signage to better connect Lloyd District with Convention Center, Coliseum/Arena, Willamette River and Downtown. Urban renewal district created by Portland Development Commission.<br><br>Vintage Trolley line opened. The excursion/transit line runs on a loop which stretches along the MAX line from SW 11th to Northeast 11th/Lloyd Center. Bus Transfer Center moved to accommodate Vintage Trolley.<br><br>Portland Trail Blazer Arena proposed on a site adjacent to the Coliseum station.<br><br>East Bank Esplanade planned, with its northern terminus at the Steel Bridge, near the Coliseum station. |

## MAX STATION AREA PROFILE

**Planning and Development Participants:**

Public agencies include: City of Portland Development Commission (PDC), Metropolitan Exposition Recreation Commission (MERC), Metro, Oregon Department of Transportation, Portland Office of Transportation, Tri-Met.

Private sector participants include: Portland Trail Blazers, Pacific Development Inc., Red Lion Corp., Melvin Simon Co.

**Issues and Opportunities:**

1. The proposed Trail Blazer Arena offers an opportunity to integrate transit into the design of a major facility. The complex will have little or no additional parking, so must rely on transit and para-transit to transport patrons. Tansit ridership should grow.

2. The Arena and Coliseum will be jointly operated, and may be marketed in conjunction with the Convention Center. If so, the three-facility complex may attract major convention and trade shows. Also, the Arena complex is proposed to include new commercial and entertainment facilities expected to attract visitors to the Coliseum/Arena area during off-peak hours. Again, transit ridership may increase.

3. Construction of the new Arena complex will replace the existing Coliseum surface parking lots with structures. New pedestrian amenities are also planned. As these improvements become linked with the Steel Bridge pedestrian walkway, East Bank Esplanade, and new Lloyd District pedestrian amenities, the entire Coliseum station area may become a hub for pedestrians and transit.

4. Another opportunity nearby is the new headquarters hotel, proposed to be built north of the Convention Center, within easy walking distance of the Coliseum/Arena complex.

5. In the short-term future (five years), construction may make this area less accessible to transit and traffic, and less pedestrian-friendly.

6. The uncertainty over future urban renewal funding raises the possibility that some projects may be postponed or canceled.

## MAX STATION AREA PROFILE

**MAX Station:** Convention Center

**Location:** NE Holladay Street between Martin Luther King Jr. Blvd.

**Station Area Description/Current Uses:**

This station , the Max line's newest, opened in conjunction with the Oregon Convention Center, which is just south of the station.

To the west are I-5, the Bus Transfer Center, and the Coliseum/Arena complex. To the north is the proposed headquarters hotel site. Also to the north, there is a mixed use area which includes Holladay Park Hospital, high-rise housing for the elderly, and some medium-density office and housing development. To the east is Martin Luther King Jr. Blvd., a heavily travelled arterial.

The station may be accessed from an I-84 westbound exit.

**Other Features:**

Pedestrian amenities and streetscape improvements connect the station with the Convention Center. Further planned improvements, will connect the station with the Lloyd District to the east and Arena/Coliseum complex to the west.

Several national franchise hotels and restaurants are located nearby, along Martin Luther King Jr. Blvd. Some are newly built or were renovated in response to the new Convention Center.

Some park-and-ride parking occurs west of the station, near I-5, on-street and underneath I-5.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| Little development occurred in the station area in this period. | Oregon Convention Center opened. New MAX station opened to support new facility<br><br>Pacificorp purchased extensive Lloyd Corporation holdings in the Lloyd District. Melvin Simon Company purchased, renovated and expanded Lloyd Center retail mall. These investments spurred other development throughout the Lloyd District.<br><br>Lloyd District Plan completed. Plan proposes traffic, transit and pedestrian improvements, and signage to better connect Lloyd District with Convention Center, Coliseum/Arena, Willamette River and Downtown. Urban renewal district created by Portland Development Commission.<br><br>Vintage Trolley line opened. This excursion/transit line runs on a loop which stretches along the MAX line from SW 11th to Northeast 11th/Lloyd Center.<br><br>Portland Trail Blazer Arena proposed on a site adjacent to the Coliseum station.<br><br>Headquarters hotel proposed by Portland Development Commission, to be developed in conjunction with the Convention Center.<br><br>Metropolitan Service District (Metro) renovated old Sears store to serve as the agency's headquarters. Located on Grand Avenue, southeast of the Coliséum station, the new Metro facility is set to open in 1993. |

## MAX STATION AREA PROFILE

**Planning and Development Participants:**

Public agencies include Metro, City of Portland Development Commission, Metropolitan Exposition & Recreation Commission (MERC), Oregon Department of Transportation (ODOT), Portland Office of Transportation, and Tri-Met.

Private sector participants include Pacific Development Inc., Legacy Health System, Portland Trail Blazers, Melvin Simon Co., and others.

**Issues and Opportunities:**

1. Convention Center bookings have grown faster than projected. An expansion is being considered. The expanded facility may be marketed in conjunction with the jointly operated Arena/Coliseum complex. If so, the three facilities may ultimately attract major conventions and trade shows.

2. The proposed headquarters hotel would be an important addition to the station area and Convention Center, and nearby Arena/Coliseum complex. Experts say a major hotel is needed to attract larger conventions.

3. The mixed use area to the north of the station area, beyond the hotel site, appears to be in transition. If developed for higher density housing and office use, transit ridership at this station could increase dramatically.

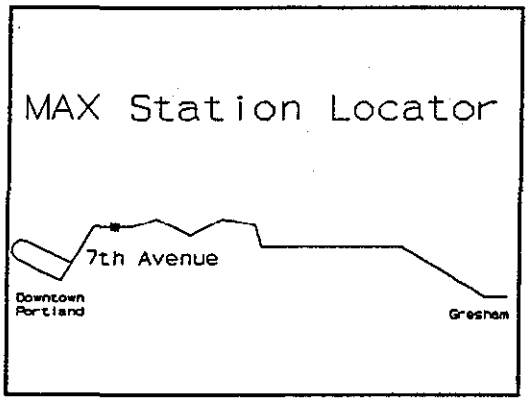
4. The continued development of the Lloyd District, to the northeast of the station, will likely have spillover benefits for the Convention Center station area. In particular, the area along the Martin Luther King Jr. Blvd./Grand Avenue couplet should continue to experience upgrading and transition toward more pedestrian-oriented development.

5. The uncertainty over future urban renewal funding raises the possibility that some projects -- especially the headquarters hotel -- may be postponed or canceled.

## MAX STATION AREA PROFILE

**MAX Station:** 7th Avenue

**Location:** NE Holladay Street, between 7th Avenue and 8th Avenue.




**Station Area Description/Current Uses:**

This station is located just north of Pacific Development's Oregon Square and Carousel Courtyard. Further to the south is the new State of Oregon office building. To the east and southeast are Bonneville Power Administration's headquarters.

To the northeast are the Red Lion Hotel and newly renovated Lloyd Center retail mall. North of the station are the Port of Portland office building and Lloyd Tower, surrounded by large surface parking lots. The area to the west is in transition, characterized by low-rise office structures, the Lloyd 500 office tower, and surface parking.

One bus line connects to MAX here.

**Other Features:**

Pacific Development Inc. has developed the Carousel Courtyard and other pedestrian amenities which complement the MAX station, help connect the station with nearby office and commercial properties, and increase ridership.

The area around the station is characterized by large "super-blocks," much of it in single ownership.

The station is within easy walking distance of several major office complexes, a hotel, and the Lloyd Center shopping mall.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| Construction of new Lloyd Tower office building.<br><br>Red Lion Hotel renovated.<br><br>Planned expansion of BPA headquarters | Pacificorp purchased extensive Lloyd Corporation holdings in Lloyd District. Melvin Simon Company purchased, renovated and expanded Lloyd Center retail mall. These investments spurred other development throughout the Lloyd District.<br><br>New office towers developed: State Office Building, BPA expanded headquarters. Other towers renovated.<br><br>Carousel Courtyard opened, with activities programmed for non hours, weekends, and evenings.<br><br>Lloyd District Plan completed. Plan proposes traffic, transit and pedestrian improvements, and signage to better connect Lloyd District with Convention Center, Coliseum/Arena, Willamette River and Downtown. Urban renewal district created by Portland Development Commission.<br><br>Vintage Trolley line opened. The excursion/transit line runs on a loop which stretches along the MAX line from SW 11th to Northeast 11th/Lloyd Center. |

## MAX STATION AREA PROFILE

**Planning and Development Participants:**

Public agencies include Tri-Met, City of Portland Development Commission (PDC), Bonneville Power Administration (BPA), State of Oregon Department of General Services, Port of Portland.

Private sector participants include Pacific Development Inc. (PDI), Red Lion Corp., Melvin Simon Co.

**Issues and Opportunities:**

1. Abundant off-street and on-street parking near this station limit the potential for transit oriented-development, despite excellent transit service to the area. The surface lots surrounding the 7th Avenue station also isolate the station from nearby trip generators. The evolution of the City of Portland's parking policy for the Lloyd District will have a significant impact on transit ridership and the amount and type of transit station area development here.

2. Notwithstanding the City's parking policy in the district, the opportunity for continued expansion of high density office development here appears to be a certainty. The super-blocks may give developers a cost advantage over competing Central City locations. A number of downtown employers are already planning to move their offices to the Lloyd District. The office jobs will provide new opportunities for commercial services, restaurants, etc.

3. The transitional area west of the 7th Avenue station may present opportunities for new development, stimulated by PDI's Lloyd District projects, the Convention Center expansion and/or Metro's new headquarters complex.

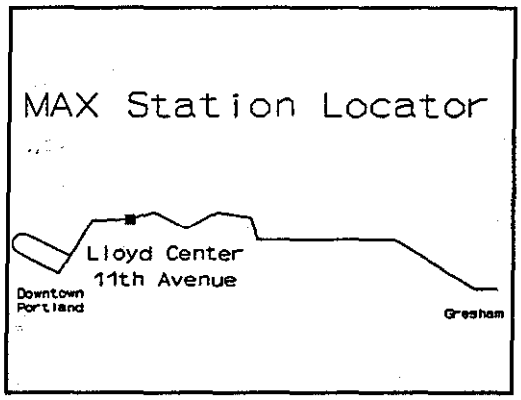
4. The growing Convention Center trade and new Arena/Coliseum events will likely increase hotel occupancy at the nearby Red Lion, along with ridership at the 7th Avenue station.

5. The uncertainty over future urban renewal funding raises the possibility that Portland Development Commission's role in Lloyd District projects may diminish.

## MAX STATION AREA PROFILE

**MAX Station:** Lloyd Center/11th Avenue

**Location:** NE Holladay, between 11th Avenue and 13th Avenue, along the southern edge of Holladay Park.




**Station Area Description/Current Uses:**

This station is located south of Holladay Park and the Lloyd Center retail mall.

To the east and northeast are the Lloyd Cinemas complex and parking, and high density housing towers. Located to the west are the Red Lion Hotel and Lloyd Tower offices. To the southwest are the BPA headquarters and State Office Building. Across I-84 to the south is Benson High School, which enrolls students from throughout the City.

The station may be accessed from an I-84 westbound exit, and is nearby an I-84 eastbound entrance.

The Lloyd Center station boards more passengers than any other east side station except Gateway. Three bus lines connect to MAX here, and the Vintage Trolley turnaround is adjacent to the station.

## MAX STATION AREA PROFILE

**Other Features:**

Work is currently underway to upgrade Holladay Park and transit supportive pedestrian amenities in the area, to better connect the station with the retail mall and other nearby destinations, and improve the Holladay Street pedestrian spine. This project is financed by a newly formed Holladay Street Local Improvement District (LID), and is scheduled to be finished this fall.

While the Lloyd Center station serves commuters to major office and Benson High School nearby, it also serves the Lloyd District's most significant off-peak attractions, including the retail mall, cinemas and hotel.

The surface parking lots and on-street parking near the station are often used for off-peak park-and-ride to the Downtown.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| New Lloyd Cinemas complex developed near station.<br><br>Red Lion Hotel renovated and expanded.<br><br>Expansion of BPA headquarters planned. New Lloyd Tower office facility completed. | Pacificorp purchased extensive Lloyd Corporation holdings in Lloyd District. Melvin Simon Company purchased, renovated and expanded Lloyd Center retail mall. These investments spurred other development throughout the Lloyd District.<br><br>New office towers developed: BPA headquarters, State Office Building. Other towers renovated.<br><br>Lloyd District Plan completed. Plan proposes traffic-transit, and pedestrian improvements, and signage to better connect Lloyd District with Convention Center, Coliseum/Arena, Willamette River and Downtown. Urban renewal district created.<br><br>Vintage Trolley line opened. This excursion/transit line runs on a loop which stretches along the MAX line from SW 11th to Northeast 11th/Lloyd Center<br><br>Marriot Hotels developed long-term residence suites east of the Lloyd Cinemas.<br><br>Also to the east, Pacific Development proposed a major new high-density multi-family housing project.<br><br>Holladay Street Local Improvement District formed, and begins streetscape improvement projects. |

## MAX STATION AREA PROFILE

**Planning and Development Participants:**

Public agencies include Tri-Met, City of Portland Development Commission (PDC), Bonneville Power Administration.

Private sector participants include Melvin Simon Co., Red Lion Corp., Pacific Development Inc., Act III Theaters, Marriott Hotels.

**Issues and Opportunities:**

1. The Holladay Park improvements now being constructed are designed to help improve pedestrian connections between the station, Lloyd Center retail mall, Red Lion Hotel, Lloyd Cinemas, and other destinations to the west along Holladay Street.

2. The recent renovation/expansion of the Lloyd Center mall represents a significant investment in this station area, and is expected to stimulate further growth of retail, office and entertainment activities at the mall.

3. Eventual redevelopment of Lloyd Cinemas surface parking may help link the station with development to the east. However, the loss of parking may adversely impact off-peak ridership.

4. The Red Lion Hotel is expected to benefit further from increased bookings at the Oregon Convention Center and proposed Trail Blazer Arena, particularly if a new headquarters hotel near the Convention Center helps attract the largest national meetings.

5. The area to the east of the Lloyd Center Mall is zoned for high density multi-family housing. This offers excellent potential for increased MAX ridership at the Lloyd Center station.

6. Redevelopment of the transitional Central Eastside Industrial District, located just across I-84 from the station, for housing, commercial and industrial mixed use represents significant long-term development potential for this station.

7. The uncertainty over future urban renewal funding raises the possibility that Portland Development Commission's role in the Lloyd District may diminish.

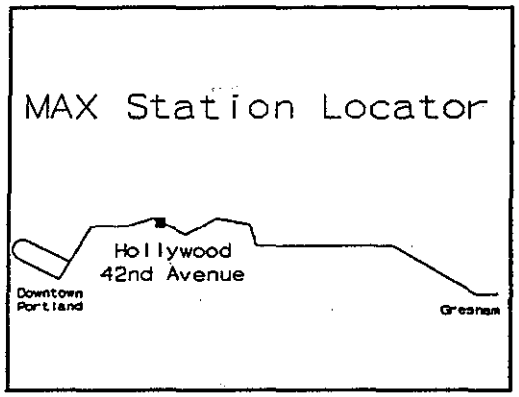
**Results of Quantitative Analysis**

Commercial and miscellaneous uses account for 58% of land area and 80% of property valuation. Overall FAR is 0.59; commercial use FAR is 0.71. Approximately 44-46 acres (13-15% of total land area) are vacant. Over three-quarters of the vacant acreage is zoned for commercial use.

## MAX STATION AREA PROFILE

**MAX Station:** Hollywood/42nd Avenue

**Location:** South of NE Halsey Street, at 42nd Avenue, between Halsey and the Union Pacific railroad line and I-84 Corridor.




**Station Area Description/Current Uses:**

This station is located south of the Hollywood Business District. To the east of the station is Copeland Lumber building supplies/parking. Further east are Hall Labs and Davis Business Center (light industry/office). To the northeast is an auto-oriented gas station/convenience store and housing (from single family to high density high rise housing for elderly and low income).

The Hollywood Business District is a few blocks north of the station, with the landmark Hollywood Theater and former Fred Meyer Shopping Center. Immediately adjacent to the station is a former grocery which has been converted to an Elks Club post and surface parking. To the west of the Hollywood station is a bowling alley.

The Hollywood station is an important bus transfer point, connecting MAX to four bus lines.

The station may be accessed from an I-84 westbound exit and an eastbound exit (via 39th Avenue).

## MAX STATION AREA PROFILE

**Other Features:**

Pedestrian amenities and streetscape improvements have been developed to enhance the bus transfer point, to help connect the station with the nearby Hollywood Business District.

The MAX line itself is grade separated from the bus transfer point and adjacent development. Passengers must climb stairs or use an elevator to board MAX.

Located along the railroad line and I-84, noise is an issue at the boarding platform. However, the grade separation provides an effective noise barrier for the surrounding area.

There is little on-street or off-street parking in the station area available for park-and-ride purposes.

The area's major employer, Providence Medical Center, is located at NE 47th and Glisan -- a difficult walk from the Hollywood station. Recently, the hospital's administrative offices have expanded into the former Western Electric plant, located north of I-84, closer to the Hollywood MAX station.

The Hollywood Business District is undergoing a transition, evidenced by the recent relocation of the Fred Meyer store. Neighborhood retailers are being replaced by ethnic businesses, antique stores, etc. However, vacancies remain low.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| Former Albertson's grocery adjacent to station converted to Elks Club.<br><br>Former manufacturing plants to east of station converted to business/office park use.<br><br>Hollywood District traffic pattern realigned to accommodate bus/MAX transfers and growing traffic along Sandy Boulevard and 39th Avenue.<br><br>Hollywood Boosters and Portland Development Commission conduct redevelopment planning for business district. Urban renewal district, public off-street parking and other proposals not adopted.<br><br>Pedestrian amenities installed, in conjunction with MAX, traffic pattern changes and Booster initiatives.<br><br>Fred Meyer plans to open new, expanded shopping center west of Hollywood District.<br><br>Providence Medical Center expands.<br><br>Miscellaneous, small-scale commercial development and conversion throughout the Hollywood District. | Fred Meyer Shopping Center relocated one-half mile west of Hollywood District.<br><br>Providence Medical Center continues expansion. Sisters of Providence convert former Western Electric plant for office use.<br><br>Small-scale commercial development and conversion continues throughout the Hollywood District. |

## MAX STATION AREA PROFILE

**Planning and Development Participants:**

Public agencies include Tri-Met, City of Portland Development Commission (PDC), Portland Office of Transportation, Oregon Department of Transportation (ODOT), Housing Authority of Portland (HAP).

Private sector participants include Elks Club, Davis Business Center, Sisters of Providence, Fred Meyer (owned by KKR), and others.

## MAX STATION AREA PROFILE

**Issues and Opportunities:**

1. Hollywood is one of Portland's few districts outside the Central City zoned for high density housing.

2. The area's major employer -- Providence Medical Center -- is located beyond walking distance from the station. And while the Hollywood/Grant Park/Laurelhurst area also contains a substantial housing resource, very little is within walking distance, and the housing is isolated from the station by the Hollywood Business District and I-84/railroad corridor.

3. The lack of park-and-ride lots impedes ridership at this station, but also helps to maintain the proximity of the station to the Hollywood District. A park-and-ride parking structure might meet both needs.

4. There are few vacant parcels located in the Hollywood Station area. The land uses located adjacent to the station on large parcels are not transit oriented: bowling alley, building supplies, fraternal society, and parking lot. However, eventual redevelopment of these parcels could better link the station with nearby businesses and residences. Another priority parcel is the former Fred Meyer Shopping Center located one-quarter mile the north.

5. Elsewhere, the remainder of the Hollywood District is characterized by small parcels and multiple ownerships, which may pose a barrier to large-scale redevelopment.

6. High traffic volumes in the District -- where Sandy Boulevard, 39th Avenue, Broadway and Halsey converge -- create an environment that is not pedestrian-friendly. Pedestrian and auto access to the Hollywood station is perceived as difficult.

7. Another possible barrier to transit-related development is the grade separation between the station and Hollywood Business District.

8. The uncertainty over future urban renewal funding makes any future assistance of PDC in the Hollywood District problematic.

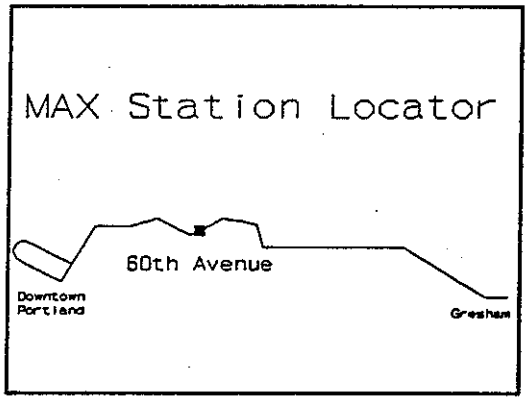
**Results of Quantitative Analysis**

This station area has more single family homes (1,843) than any other on the MAX corridor. Single family residential accounts for 60% of land area. FARs are relatively high at 0.32 for single family, 0.87 for multifamily and 0.74 for commercial uses, for an overall FAR of 0.39. There is relatively little vacant land (11-17 acres), over 60% of which is zoned for commercial use.

## MAX STATION AREA PROFILE

**MAX Station:** 60th Avenue

**Location:** NE 60th Avenue, along the northern edge of the Union Pacific railroad line and I-84 Corridor.




**Station Area Description/Current Uses:**

This station is located north of the Oregon Department of Transportation (ODOT) facility at NE 60th Avenue and Glisan. The station entrance is on the west side of the bridge that crosses I-84.

The station's location leaves it somewhat isolated from adjacent land uses. To the northeast and northwest are light industrial/warehouse and distribution uses. Further to the north is the primarily single family Rose City neighborhood, with Normandale Park and the Irv Lind Stadium located within walking distance of the 60th Avenue station. South of the station is the large site owned by Oregon Department of Transportation (ODOT) and a small cluster of commercial development at NE 60th Avenue and Glisan. Southeast of the station is a single family residential neighborhood.

The 60th Avenue station is a transfer point connecting MAX to one bus line. Bus turnouts are provided.

The station may be accessed from an eastbound I-84 exit on Glisan, west of 60th Avenue, where there is also a westbound entrance. An eastbound entrance to I-84 is located just south of the station.

## MAX STATION AREA PROFILE

**Other Features:**

Pedestrian amenities in the area are limited to the station itself.

The MAX line itself is grade separated from the bus transfer point and adjacent development. Passengers must climb stairs or use an elevator to board MAX.

Located along the railroad line and I-84, noise is an issue at the boarding platform. However, the grade separation provides an effective noise barrier for the surrounding area.

Some park-and-ride activity is taking place, with transit riders using the off-street parking at the ODOT lot, and residential streets southeast of the station.

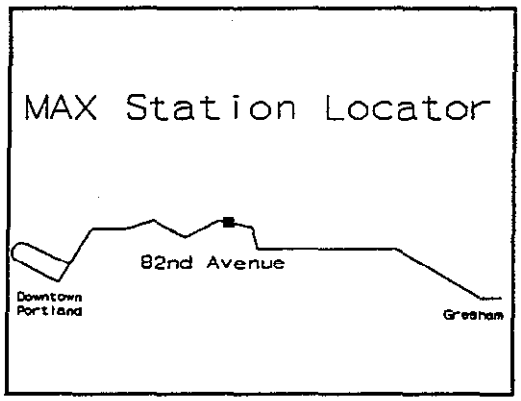
Destinations located about one-half mile from the station include a Fred Meyer Shopping Center at NE 65th and Glisan, and Providence Medical Center at 52nd and Glisan.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| There was little or no development in the station area. | There has been little or no development in the station area.<br><br>Recently, ODOT, Tri-Met and the City of Portland are jointly studying the potential for redeveloping the six-acre ODOT site for mixed use housing and commercial development. |
| **Planning and Development Participants:**<br><br>Public agency participants include: ODOT, City of Portland Development Commission (PDC), Tri-Met, Housing Authority of Portland.<br><br>Private sector participants include Sisters of Providence, Fred Meyer (KKR), and others. | |
| **Issues and Opportunities:**<br><br>1. The ODOT site, which formerly housed a Department of Motor Vehicles test center and ODOT regional offices and shops, is available for redevelopment. A study is underway now, looking at opportunities for building a mixed use housing/commercial project.<br><br>2. There are other opportunities for densification of housing in this station area, to the southeast and north.<br><br>3. Another long-term possibility is eventual conversion of the light industrial/warehouse facilities to more job-intensive office parks (following the example of the Western Electric/Providence conversion on NE 47th).<br><br>4. The uncertainty over future urban renewal funding makes any future assistance of PDC problematic. | |

## MAX STATION AREA PROFILE

**MAX Station:** 82nd Avenue

**Location:** NE 82nd Avenue, along the northern edge of the Union Pacific railroad line and I-84 Corridor.




**Station Area Description/Current Uses:**
This station is located on NE 82nd Avenue, above I-84. The station entrance is on the east side of the bridge that crosses I-84.

The station's location, and heavy traffic on 82nd Avenue leave the station somewhat isolated from adjacent land uses. Adjacent to the station, to the northeast and northwest, are motels. To the east, along the Banfield corridor, are light industrial uses and some underutilized and vacant parcels, and the Halsey Plaza office development. Further to the east and northeast, a predominately single family residential neighborhood stretches toward Rocky Butte. To the north and south is the 82nd Avenue commercial strip.

The 82nd Avenue station is a transfer point connecting MAX to two bus lines. Bus turnouts are provided.

The station may be accessed from an eastbound I-84 exit, located to the south.

## MAX STATION AREA PROFILE

**Other Features:**

Pedestrian amenities in the area are limited to the station itself.

The MAX line is grade separated from the bus transfer point and adjacent development. Passengers must climb stairs or use an elevator to board MAX.

Located along the railroad line and I-84, noise is an issue at the boarding platform. However, the grade separation provides an effective noise barrier for the surrounding area.

There is little on- or off-street parking in the area and little or no park-and-ride activity is taking place.

Madison High School is located about one-half mile north of the station.

| 1980-1986 | 1986-1992 |
|---|---|
| There was little or no development in the station area. | There has been little or no development in the station area. |

**Planning and Development Participants:**

Public agency participants include: City of Portland, Tri-Met.

**Issues and Opportunities:**

1. The station is located amid the 82nd Avenue commercial strip, where automobile-oriented development continues to predominate.

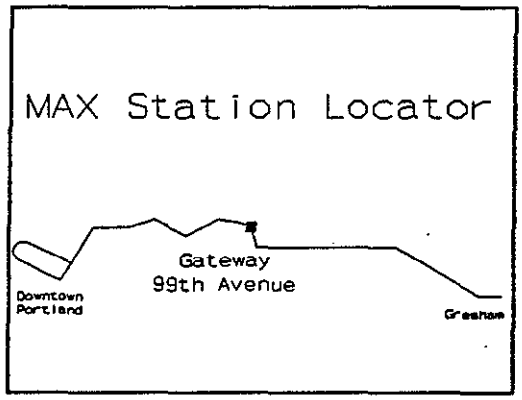
2. Who knows?

3. Dynamite? Volcano site?

## MAX STATION AREA PROFILE

**MAX Station:** Gateway/99th Avenue

**Location:** Gateway is located between I-205 (to the west) and 102nd Avenue (to the east), Halsey (on the north) and Glisan (on the south). This station is located north of the 102nd Avenue Station Area.




**Station Area Description/Current Uses:**

The station area is predominantly commercial today. The focus is the Gateway Shopping Center, of which the major anchor is the Gateway Fred Meyer store. There has been a complete remodel of the Gateway Shopping Center between Fred Meyer and N.E. Halsey in the last several years. The anchor tenant there is Mervyn's.

There is residential development south of Gateway Fred Meyer down to Glisan and there are major parking lots between Fred Meyer and the light rail station -- first is the Fred Meyer parking lot and then the Gateway park & ride lot.

Strip commercial still predominates along 102nd Avenue.

**Other Features:**

The Gateway and Fred Meyer shopping centers are located about a block and a half to two blocks away from the Gateway light rail station, separated by expansive shopping center parking lots and the park & ride lots. Although there are sidewalks along all the street corridors, the shopping center area and most of the residential neighborhoods to the south now, the neighborhood still does not exhibit pedestrian orientation based on the automobile oriented nature of all recent commercial development in this station area.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| Between 1980-86, the only major change in this neighborhood was the planning, design and construction (1985) of the Fred Meyer shopping center as well as the planning, design and construction of the light rail station and park & ride lot here. | After 1986, the Gateway Shopping Center stagnated for the first several years and then during the last three years a major renovation has taken place including new anchor tenants coming in, a new mall constructed and new site development features accompanying those.<br><br>Based on current development patterns over the last six years, Gateway has not realized its potential or even come close to that.<br><br>On 102nd Avenue there is strip commercial, multi-family residential and development which has remained unchanged from the 1980-86 period.<br><br>The City of Portland annexed this area during this time period and a major shift in planning strategy and policy has taken place with much less attention given to site design review and transit orientation for much of the development period. |
| **Planning and Development Participants:**<br><br>Participants in the Gateway area during TSAP were Multnomah County, Tri-Met, Metro, and Fred Meyer Company. There are many opportunities in the Gateway area, primarily relating to the development of large expanses of parking lots which are land extensive and not development intensive. Policy implications, though, for this kind of an opportunity would include major shifts in the strategy and thinking of the City of Portland, which has taken over this area from Multnomah County. | |

## MAX STATION AREA PROFILE

**Issues and Opportunities:**

Clearly based on current development patterns over the last 6 years, Gateway has not realized its potential or even come close to that.

There are many opportunities in the Gateway area primarily relating to the development of the large expanses of parking lots which are land extensive and not development intensive. Policy implications though for this kind of an opportunity would include major shifts in the strategy and thinking of the City of Portland which has taken over this area from Multnomah County.

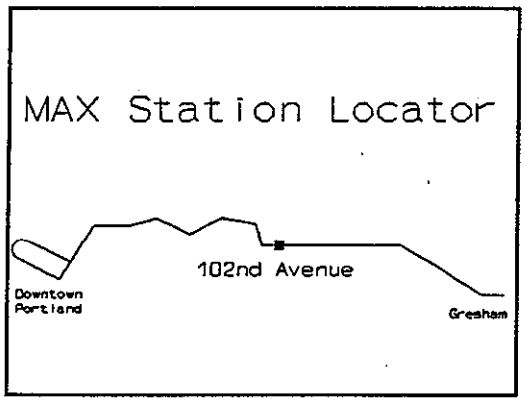
**Results of Quantitative Analysis**

Single and multifamily account for just under 60% of land area. Commercial uses represent 20% of land area and 28% of valuation. Overall FAR is somewhat below the MAX corridor average (of 0.20) at 0.17. Approximately 8-29 acres are identified as vacant, of which almost one-half is zoned for single family use.

## MAX STATION AREA PROFILE

**MAX Station:** 102nd Avenue

**Location:** The primary street identifiers are 102nd Avenue running north and south, and the East Burnside corridor running east and west.




**Station Area Description/Current Uses:**

The area is primarily commercial along 102nd with office and strip commercial use predominant. The Russelville School site is located on the east side of 102nd south of Burnside, consisting of approximately 10 acres. There is a great deal of strip commercial development between the 102nd station and Mall 205 to the south.

**Other Features:**

Other features include a few remaining stands of Douglas fir trees, institutional office use on the northeast corner of 102nd and Burnside, and new office development on the southwestern quadrant of the intersection on Burnside.

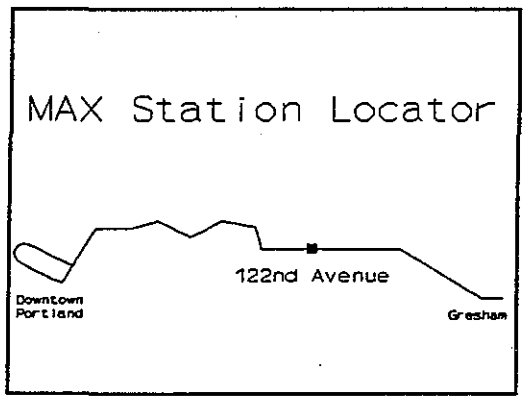
Office development will continue to be scattered here in this area unless the Russelville School site is utilized to help focus development close in to the light rail station.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| The major changes in this area between 1980-86 are few if any. The only ones in terms of transit orientation would have been Multnomah County's adoption of the transit station area ordinance overlay zone within the Multnomah zoning code. | The major changes between 1986-92 included: the onset of light rail; the development of new office buildings fronting on the south side of east Burnside west of 102nd; and several new commercial redevelopments along 102nd. |
| **Planning and Development Participants:**<br><br>Planning and development participants have included Multnomah County, Tri-Met, Metro, Multnomah County ESD and a Hazelwood neighborhood group. | |
| **Issues and Opportunities:** | |

## MAX STATION AREA PROFILE

**MAX Station:** 122nd Avenue

**Location:** As with all of the east Burnside stations, this station area is bordered on the north by N.E. Glisan, on the south by S.E. Stark, and in the center running east-west is E. Burnside Street. 122nd runs north-south in the center of it.




**Station Area Description/Current Uses:**

122nd is dominated by strip commercial from S.E. Stark to N.E. Glisan. There is a car dealer (Friday Olds) on the northeast corner of the intersection of 122nd and Burnside, a used car lot on the northwest corner, a park & ride lot on the southeast corner and a convenience store which is transit oriented on the southwest corner.

Extending beyond the parcels adjacent to the intersection and the rail station, most development along Burnside east and west of 122nd is residential. The northeast quadrant of the station area was left out of the original TSAP station area boundary selection because of the predominance of large commercial property owners, namely car dealers, who preferred being left out.

**Other Features:**

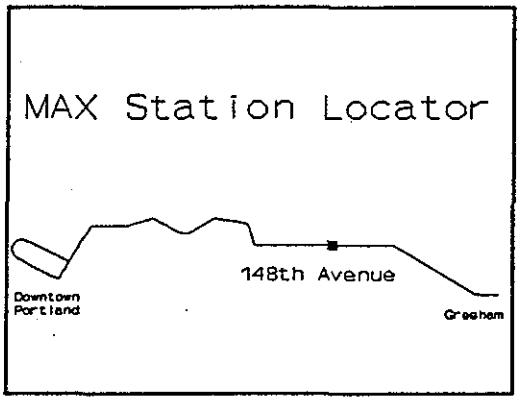
S.E. Stark is still automobile oriented commercial development largely unchanged over the last 10 years. The one bright spot in 122nd is the market and deli on the southwest corner of the intersection which redeveloped since 1986 into a convenience store where there was once a gas station on this corner. Otherwise most development at this station area has remained the same.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| Between 1980-86 there were no major changes in this station area. | From 1986-92 there was Max Mart and Deli on the southwest corner of the intersection and the opening of the light rail station. Otherwise the car dealerships predominate in this station area to the north and strip commercial still predominates to the south along 122nd. There is a Burgerville USA on the corner of 122nd and S.E. Stark (on the northwest corner just outside the original station area boundary) which has recently been redeveloped. Development along east Burnside has remained primarily unchanged. There are no new examples of newer high density development. |
| **Planning and Development Participants:**<br><br>Planning and development participants included Tri-Met, Metro, Multnomah County, the Rockwood Neighborhood group, Ron Tonkin and Friday Olds. | |
| **Issues and Opportunities:**<br><br>1) Visually and functionally fragmented intersection at 122nd and Burnside.<br><br>2) Strip commercial along 122nd non-transit oriented.<br><br>3) Higher density residential (20 du/ac) requirement, steep sites, and adjacent commercial activities require integrated development concept. New development to be integrated with existing residential neighborhoods.<br><br>4) Development options on southwest corner must be reconciled with adjacent uses.<br><br>5) Poor existing pedestrian circulation.<br><br>6) Potential conflict between large volumes of traffic and transit service. | |

## MAX STATION AREA PROFILE

**MAX Station:** 148th Avenue

**Location:** 148th station is located at the intersection of 148th Avenue and east Burnside.




**Station Area Description/Current Uses:**

The station area is 100% residential in nature. The station area is bordered by N.E. Glisan (to the north), S.E. Stark (to the south), with E. Burnside running though the middle east-west.

There is multifamily residential on the south side of the intersection and single family development on the north side of the intersection at the station. The residential development one-story multifamily on the southeast corner of 148th and E. Burnside which was modified during construction of the light rail project to include a low brick wall along the pedestrian right-of-way -- a transit oriented feature.

**Other Features:**

The 148th station is a great example of large amounts of Douglas fir trees and vegetation dominating the visual character of the station area. There is a new gas station and convenience retail store located on the northeast corner of 148th and S.E. Stark Street. This is a typical automobile oriented convenience store.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| There were no major changes in this station area between 1980-86. | Between 1986-92 was the onset of light rail. There is a new development at 143rd which is multifamily, appearing to be less than 3 years old.<br><br>The development character at 148th remains super blocks partitioned into large lot single family home sites north of 148th; and a mixture of multifamily and single family sites south of 148th. There still seems to be large developable land areas within this station area in the interiors of super blocks and also a large site one parcel to the west on the southwest corner of Burnside and 148th.<br><br>There are no other major changes at 148th. However, there are buildings with minor setbacks along Burnside and no parking visible from the street. Therefore, parking is in the rear which is a positive transit-oriented characteristic. |
| **Planning and Development Participants:**<br><br>Planning and development participants include Metro, Tri-Met, Multnomah County and Rockwood Community Group. | |

## MAX STATION AREA PROFILE

**Issues and Opportunities:**

1) Development options at 148th and Burnside could include mixed-use transit-commercial activities at the southwest corner and public space and residential development in other quadrants.

2) New higher density residential must be integrated with existing single family residential neighborhoods. Potential high density residential development on small lots. Opportunity for contiguous residential development in oversize "rear yards."

3) Possible internal pedestrian circulation from interior block development to LRT station.

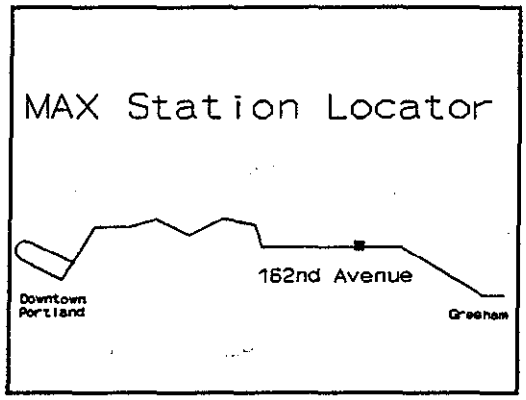
4) Potential park & ride intrusion into existing residential neighborhoods.

5) Preservation of significant wooded areas and integration with new development.

## MAX STATION AREA PROFILE

**MAX Station:** 162nd Avenue

**Location:** Intersection of 162nd and E. Burnside bordered on the north by N.E. Glisan and on the south by S.E. Stark.




**Station Area Description/Current Uses:**

The station is primarily residential with a mixture of multifamily and single family development. The MAX station is located at the intersection of 162nd and E. Burnside. The station area is characterized by large amounts of Douglas fir trees and vegetation.

**Other Features:**

Surrounding uses are primarily residential except for along S.E. Stark Street where there is still commercial, primarily strip oriented.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| There were no major changes at this station area between 1980-86. | Substantial new multi-family development has been built near this station area since MAX opened. There is a new multifamily transit-oriented residential development called Windsor Court Apartments on the north side of Burnside west of the intersection, with parking in the center and to the rear of the development. It is pedestrian and transit oriented.<br><br>Another new multifamily residential development is located at 16060 E. Burnside -- St. Vincent de Paul Villa. There is a new single family home at the southeast corner of the intersection at 162nd and E. Burnside. There is a new restaurant and lounge on the east side of 162nd south of Burnside, the second parcel north of S.E. Stark, called Kings Restaurant and Lounge.<br><br>There are new sidewalks built along 162nd both north and south of E. Burnside recognizing light rail at the intersection. There is a new privacy fence at 222 N.E. 162nd at a multifamily residential project demonstrating the desire for some higher use properties to have more privacy from increased pedestrian movements north and south along 162nd to and from the light rail station.<br><br>162nd seems to have been widened and improved both north and south of Burnside. Other changes east of 162nd include a new multifamily development currently under construction at the north corner of 165th and E. Burnside. |

## MAX STATION AREA PROFILE

**Planning and Development Participants:**

Participants at 162nd were Metro, Tri-Met, Multnomah County and the Hazelwood Community Group.

**Issues and Opportunities:**

1) Potential transit-oriented and mixed-uses with public space at 162nd and Burnside.

2) Development opportunities and constraints of interior lot business development on northeast corner of 162nd and Stark.

3) Integration of new higher density residential with existing single family neighborhoods.

4) Oak Street extension could attract large volume of new traffic into existing neighborhoods.

5) Potential park & ride sites; otherwise potential park & ride intrusion into adjacent residential neighborhoods.

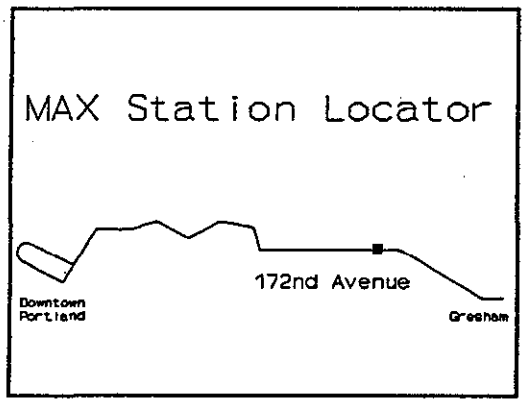
**Results of Quantitative Analysis**

Over 79% of land area is in residential use. Overall FAR is 0.15. There is more vacant land (40-41 acres) than at any of the more western mid-county stations. Over 60% of vacant land is zoned for single family use.

## MAX STATION AREA PROFILE

**MAX Station:** 172nd Avenue

**Location:** Located at 172nd and Burnside bordered on the north by N.E. Glisan and the south by S.E. Stark.




**Station Area Description/Current Uses:**

The area is exclusively residential, mostly single family. This area has large stands of Douglas fir trees, giving its primary development character. Some development is rather rundown south of E. Burnside, some roads are not yet improved in terms of local circulation and access off 176nd to the east and west.

**Other Features:**

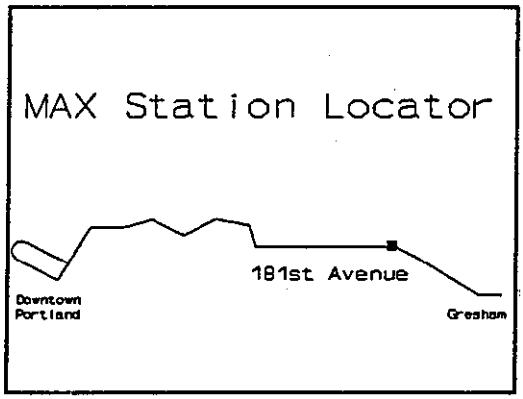
There are no other features here of significant note.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| There were no major changes in the area from 1980-86. | There was the onset of light rail transit in 1986. Subsequent the new developments include: a new large multifamily development called Rockwood Park Apartments on the north side of Burnside just east of the station. Just south of Rockwood Park Apartments is another new apartment project called Burnside Firs at 17440 E. Burnside. These are both transit/pedestrian oriented developments.<br><br>There appear to be no other major developments at 172nd and E. Burnside. |
| **Planning and Development Participants:**<br><br>Participants in the 172nd area were Tri-Met, Metro, Multnomah County and the Hazelwood Community Group. | |
| **Issues and Opportunities:**<br><br>1) Options for mixed-use transit-commercial with public space at southeast corner of 172nd and Burnside.<br><br>2) Integration of existing low-density areas and new higher density residential development, including housing redevelopment options along Burnside on medium and small size lots.<br><br>3) Proximity to community park.<br><br>4) Lack of some infrastructure necessary for planned urban development. | |

## MAX STATION AREA PROFILE

**MAX Station:** 181st Avenue

**Location:** Located at 181st and Burnside. The northern boundary is along N.E. Glisan; the southern boundary is S.E. Stark.




**Station Area Description/Current Uses:**

The area is primarily commercial at the intersection on all four corners. There is primarily commercial between 181st and the next station area to the east, 188th. To the west of the intersection is multifamily residential on both the south and north sides. There is good automobile access for all aspects of the station area to the intersection of light rail and good pedestrian access as well.

**Other Features:**

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| There were no major changes between 1980-86. | Between 1986-92 there was a new commercial development located on the north corner of the intersection which is a strip commercial development. Mix of strip commercial and station area orientation since it is located at the intersection right opposite light rail station, the westbound station. South of Burnside on 181st there is still a mixture of uses, including strip commercial and adaptive reuse of residential structures for office commercial use.<br><br>A remodeled Albertson's shopping center is at the southwest quadrant of 181st and N.E. Glisan. At the southeast corner of 181st and Burnside is a Pizza Hut which also happens to be a transit-oriented development with parking to the rear and a pedestrian plaza between the building and the corner sidewalk. There is another new development on the first block south of Burnside at the corner of S.E. Ankeny and 181st -- a two story office development with parking in the rear making it transit supportive.<br><br>There is a park & ride lot east of 181st on the south side of Burnside. East of the park & ride lot are a series of retail establishments (Lydia's Radio Shack, Griffiths Auto Parts, Baskin & Robbins, and KFC) which had a single parking lot created from 5 different parcels during construction of the LRT project. |
| **Planning and Development Participants:**<br><br>Planning and development participants included Tri-Met, Metro, Multnomah County and the Hazelwood Community Group. | |

## MAX STATION AREA PROFILE

**Issues and Opportunities:**

1) Proximity of three stations within a concentrated commercial district focused on intersection of Burnside and Stark. Treat stations as part of common redevelopment district.

2) Integration of mixed-uses, including park & ride, business/commercial, and higher density residential. Redevelopment of existing strip commercial with transit-oriented uses, especially adjacent to LRT stations and park & ride facilities.

3) Integration of new higher density residential with existing single family neighborhoods. Potential interior block development.

4) Inhospitable and discontinuous pedestrian environment throughout the area. Potential pedestrian access through block interiors and along Burnside.

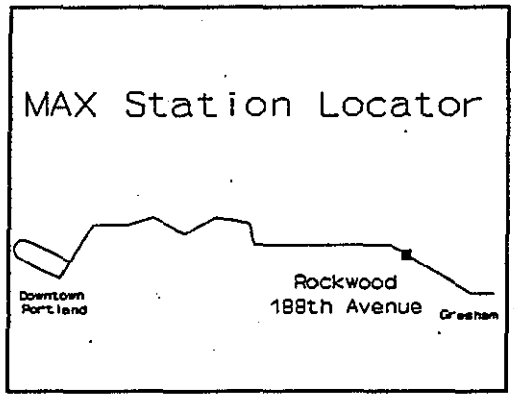
**Results of Quantitative Analysis**

Just under 19% of land area is in multifamily use, highest of all the stations on the MAX corridor. Single family accounts for 42% of land area and commercial use for 16%. Overall FAR is relatively low at 0.15; however, multifamily FAR is 0.34. Between 10-11% of land area (44-47 acres) remains vacant. Of the vacant acreage, 46% is zoned for single family and 33% for multifamily use.

## MAX STATION AREA PROFILE

**MAX Station:** Rockwood/188th Avenue

**Location:** On E. Burnside Street at S.E. 188th Avenue.




**Station Area Description/Current Uses:**

This station area is primarily commercial along both sides of East Burnside. There is a "soft area" of strip commercial development, undefined and in transition, between SE Stark Street and East Burnside both east and west of the intersection of Stark and Burnside. The area is still largely dominated by automobile-oriented strip commercial development north and south of the Stark/Burnside intersection. Unresolved conflicts still exist, as they did in 1981-82, between the strip commercial parcels and residential both to the north and south of East Burnside. The entire station area is almost devoid of native vegetation, a byproduct of the land extensive nature of strip commercial development. There is still a fair amount of redevelopable land, especially north of the intersection of Burnside and Stark.

**Other Features:**

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| | There appear to be no major improvements at 188th except for the Fred Meyer at the southwest corner one or two parcels in which has been upgraded. On the southeast quadrant of S.E. Stark/188th/E. Burnside, there is a large residential development called Rockwood Station. Other new apartments called Rockwood Crossing are located just east of it. Another multifamily residential project primarily oriented toward the 188th LRT station. There does appear to be some demise in the commercial center with the Lydia's Radio Shack strip center. |

**Planning and Development Participants:**

Planning and development participants included Tri-Met, Metro, Multnomah County and the Hazelwood Community Group.

**Issues and Opportunities:**

1) Proximity of three stations within a concentrated commercial district focused on intersection of Burnside and Stark. Treat stations as part of common redevelopment district.

2) Integration of mixed-uses, including park & ride, business/commercial, and higher density residential. Redevelopment of existing strip commercial with transit-oriented uses, especially adjacent to LRT stations and park & ride facilities.

3) Integration of new higher density residential with existing single family neighborhoods. Potential interior block development.

4) Inhospitable and discontinuous pedestrian environment throughout the area. Potential pedestrian access through block interiors and along Burnside.

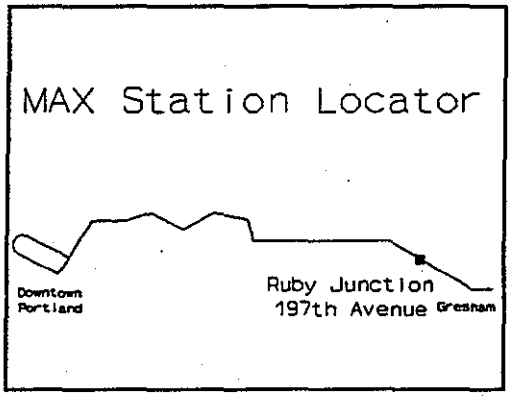
5) A number of undeveloped parcels of small, medium and large size remain throughout the E. Burnside station areas. Stronger LRT oriented development measures could be implemented in order to optimize the remaining parcels.

6) Relationship to Rockwood Triangle to the east.

## MAX STATION AREA PROFILE

**MAX Station:** Ruby Junction/197th Avenue

**Location:** On E. Burnside at 197th Avenue (just west of the light rail moving to the former Portland Traction right-of-way).




**Station Area Description/Current Uses:**

In the vicinity of this station area, there is a Kaiser Rockwood Clinic located north of East Burnside Street, west of the 197th LRT station. There are several stands of Douglas Fir trees located sporadically north and south of East Burnside, with several located along the street corridor. Kaiser Clinic is oriented toward the LRT Station, with parking behind (north of) the building, and lawns and pedestrian paths in front of the building connecting major entries to the sidewalk along the north side of the street. Pedestrian access is still desirable from interior parcels to the sidewalks along Burnside. Most uses other than the Kaiser Rockwood Clinic are residential.

**Other Features:**

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| | The only major development at 197th station is the Kaiser Permanente Rockwood Medical offices which is on the northwestern quadrant of the 197th station. There appears to be no other major developments at 197th aside from the station itself.<br><br>There is access to the Ruby Junction maintenance facility southeast of LRT. Multnomah County did a major new landscape project, landscaping E. Burnside/Gresham from 197th all the way out to the proposed Winmar Shopping Center. |

**Planning and Development Participants:**

Planning and development participants included Tri-Met, Metro, Multnomah County and the Hazelwood Community Group.

**Issues and Opportunities:**

1) Proximity of three stations within a concentrated commercial district focused on intersection of Burnside and Stark. Treat stations as part of common redevelopment district.

2) Integration of mixed-uses, including park & ride, business/commercial, and higher density residential. Redevelopment of existing strip commercial with transit-oriented uses, especially adjacent to LRT stations and park & ride facilities.

3) Integration of new higher density residential with existing single family neighborhoods. Potential interior block development.

4) Inhospitable and discontinuous pedestrian environment throughout the area. Potential pedestrian access through block interiors and along Burnside.

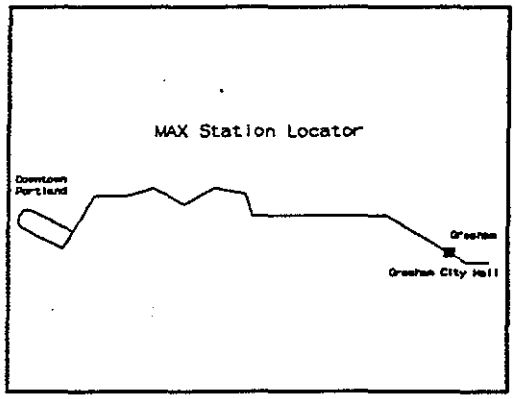
5) A number of undeveloped parcels of small, medium and large size remain throughout the E. Burnside station areas. Stronger LRT oriented development measures could be implemented in order to optimize the remaining parcels.

6) Relationship of future clinic to transit service and auto access at 197th Street station.

## MAX STATION AREA PROFILE

**MAX Station:** Gresham City Hall

**Location:** Eastman Parkway on former Portland Traction right-of-way just north of Division Street.




**Station Area Description/Current Uses:**

The station is located immediately south of the Gresham City Hall and school district administrative complex. The station also is served by a 285 space park & ride lot -- located between the station and Division Street. Transfers are available to 2 bus lines.

Property to the west consists of industrial uses and vacant land (the proposed Winmar shopping center). Property east of Eastman and north of the MAX line has varied uses including residential, vacant land, a new office building and Smith's Gresham Square (at Burnside Road). There is a triangular parcel south of the MAX but north of Division with an Elks Lodge.

The Gresham Town Fair shopping center is located at the southeast corner of Eastman and Division. The site proposed for the Winmar regional shopping center is located west of City Hall between Burnside, Division and Wallula.

| MAX STATION AREA PROFILE | |
|---|---|
| **Other Features:**<br><br>The entire station area is planned for Transit Development (TD) permitting high intensity retail, office or apartments at a density of 24.2 to 42.29 units per acre. This TD zone west of the MAX station includes the area considered under a regional shopping center mixed use overlay district.<br><br>The Gresham Town Fair center (south of Division) and K-mart (north of City Hall)) are both zoned General Commercial (GC).<br><br>None of the developments in the station area are pedestrian oriented; all are clearly auto oriented. Local observers note this station is particularly vehicle-oriented and pedestrian unfriendly. The only pedestrian and MAX oriented use identified is a Saturdays-only farmers market on the City Hall parking lot that runs from about mid-May to early November. | |
| **1980-1986** | **1986-1992** |
| The City of Gresham completed its Central Area and Transit Station Area Planning Program in 1986.<br><br>Plans for the Winmar regional shopping center were announced then put on hold, then the Gresham Town Fair project was proposed and being negotiated.<br><br>The park & ride lot south of and adjoining the station was also constructed. | The Winmar/Tri-Met proposal involving a regional shopping center integrated with a new Tri-Met light rail station west of City Hall was revived, then plans were again dropped by Winmar.<br><br>Gresham Town Fair was completed, but as a typical non-enclosed strip retail center with little orientation either to the MAX station (to the northwest) or downtown Gresham (immediately east), although 3rd Street was extended from the downtown west to form the southern boundary of the center and provide access to Eastman Avenue.<br><br>Other nearby recent transit-oriented developments appear to include the Gresham Medical Plaza, the Gresham Corporate Center (a two story office building), and multifamily residential across from Gresham Town Fair (west of Eastman Avenue. |

## MAX STATION AREA PROFILE

**Planning and Development Participants:**

City of Gresham, Gresham Chamber of Commerce, East Multnomah County Economic Development Commission and Downtown Development Association.

Tri-Met and City of Gresham funded the Transit Station Area Planning Program. Over the 1988-91 period, Tri-Met played a lead role in negotiations for the proposed Winmar regional shopping center. This was planned as a part of a joint development project named Project Breakeven, intended to induce up to 5,000 new riders for MAX.

## MAX STATION AREA PROFILE

**Issues and Opportunities:**

1) A major regional shopping center joint transit/development project has not materialized despite multi-year efforts by the developer, Tri-Met and City of Gresham. The Winmar site remains as the largest vacant or undeveloped property on the MAX corridor. The 1990 federal appropriations (of $13.5 million) have been withheld by the Federal Transit Administration, and the property's ultimate disposition remains a subject for on-going negotiations.

2) Gresham Town Fair was constructed, but exemplifies a continuation of suburban strip development with little orientation to the City Hall MAX station. A transit overlay planning provision was removed by the City at the request of the developer. The defeat of an Urban Renewal ballot measure foreclosed the opportunity to develop a more transit-oriented Phase II involving potential redevelopment of an existing residential area.

   There is also some question currently as to the long-term commercial success of the Town Fair center. The center's major anchors (G.I. Joes, Emporium and Ross) are all discount-oriented retailers in an increasingly competitive market.

3) Due to inadequate space, the City is planning to relocate offices from the current City Hall to a new site -- within a multi-story office and parking structure located downtown between the City Hall and Gresham Central Stations.

4) The 285-space park and ride lot at the City Hall station is now operating at or beyond its capacity, as is the Cleveland Avenue (terminal) station. This constrains additional MAX ridership by commuters. However, expansion of lots reduces opportunities for other transit-oriented land uses.

**Results of Quantitative Analysis**

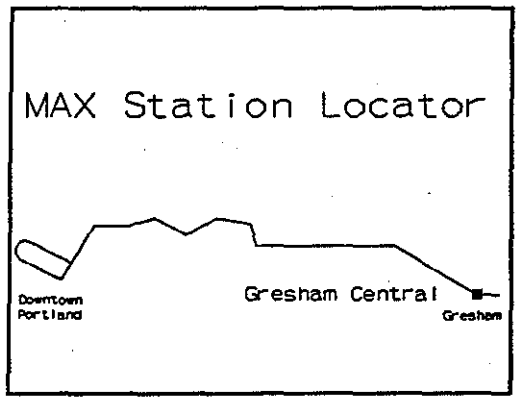
Residential uses represent 47% of land area, and commercial plus miscellaneous uses account for another 29%. Overall FAR is only 0.10, lowest of the three Gresham stations. About one-fourth of land area (96-127 acres) is reported to be vacant. This vacant land area is highest of the three Gresham station areas and most of all station areas (if land use data is the primary measure). Approximately two-thirds of vacant land is indicated by Metro's Regional Land Information System (RLIS) as being zoned for open space/public facility (OS/PF) use. Contacts with City of Gresham staff indicate zoning is more accurately portrayed as Transit Development District (TD).

## MAX STATION AREA PROFILE

**MAX Station:** Gresham Central

**Location:** Between N.E. 7th and 8th Streets between Hood and Kelly Avenues (on former Portland Traction right-of-way).

The Central Station is within a 4-8 block walking distance of Gresham's central business district.




**Station Area Description/Current Uses:**

The Central Station serves as east county transit center with connections to 9 Tri-Met bus routes. Immediately south of the station is the former Mt. Hood Medical Center site which has been converted to use as a nursing home and mental health center. Immediately east is a discount plywood store and several older warehouses, some of which have recently been demolished.

West of Kelly Avenue is the old Riegelman's warehouse and an auto repair/body shop. Within 2 blocks (at 5th and Hood) is the 501 Building of medical/dental offices. Several one story professional offices are located on Hood between 5th and 7th.

**Other Features:**

The station area has been planned for a variety of transit supportive uses: Transit Development (TD) allowing high density, retail, office and apartments; High Density Residential (HDR-60) north of 9th Street allowing residential of up to 60 units per acre; and Central Urban Core (CUC) located 1-2 blocks south and west permitting commercial and high density residential. South and east of the station is an existing low density residential (LDR-7) district.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| Very few changes occurred in the immediate vicinity prior to 1986 -- with the exception of the closure of the hospital and conversion of this property (immediately south of the station) to a congregate care nursing facility.<br><br>The Gresham TSAP included an evaluation of two prototypical developments for the Central Station: an office building and a pocket park/commercial project. The commercial project was not viewed as financially feasible and the office development was suggested as more feasible with city participation. | No new uses or building construction has occurred around the station. However, several of the former berry packing warehouse buildings (east of the station) have been demolished.<br><br>A small pergola patterned after the design of a MAX station has been constructed on Hood Avenue and 7th Street announcing the entry into downtown Gresham.<br><br>The City has improved N.E. 10th Drive/N.E. 8th Street from Main Street east to beyond the Cleveland Avenue Station to Burnside Road. |
| **Planning and Development Participants:**<br><br>City of Gresham, Gresham Chamber of Commerce, East Multnomah County Economic Development Commission, and Downtown Development Association.<br><br>Tri-Met participated through funding of the Transit Station Area Planning Program in cooperation with the City of Gresham. | |

## MAX STATION AREA PROFILE

**Issues and Opportunities:**

1) The station is too removed from the existing Central Business District (4-8 blocks in an auto-oriented environment) to encourage significant pedestrian connections. Missing is a "development bridge to downtown."

2) Conversion of the hospital to a nursing home represented loss of a potential transit/ ridership opportunity directly adjacent to the station.

3) Voter defeat of the proposed use of Urban Renewal for Gresham's Central Area in 1986 precluded an active public role in land assembly and incentives needed to encourage transit-oriented development.

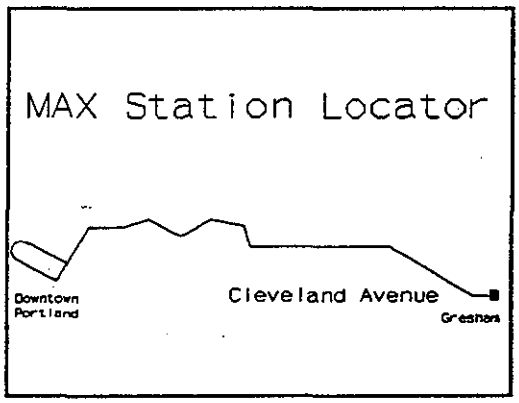
4) Private market activity and development in Gresham's Central Area has been slow, and the station is perceived as out-of-the-way.

5) There is potential for further office development in the vicinity of 5th and Hood that would help to provide a "development bridge" between the station and downtown Gresham. A large property is being marketed for a Class A office building.

## MAX STATION AREA PROFILE

**MAX Station:** Cleveland Avenue

**Location:** East of Cleveland Avenue and south of N.E. 8th Street (on former Portland Traction right-of-way).




**Station Area Description/Current Uses:**

This is the eastern terminus for the MAX light rail line. At the station is a 425 space park & ride lot, the largest along the MAX corridor.

Property north of the park & ride lot (across 8th Street) is currently vacant. To the east of the park & ride lot is the PGE Gresham Service Center (and maintenance facility), accessed primarily from Burnside Road.

South of the station are two cul-de-sac streets (Victory and Liberty) which are a mix of single family and some multifamily residential, together with industrial uses. Arterial access is to Powell Boulevard to the south. There is no direct access from these streets to the MAX station immediately north.

The northeast corner of 8th and Cleveland has the Cleveland Auto Repair shop. The southeast corner has a vacant lot and the old Lewis Packing Company building which are for sale. On Cleveland south of 8th are the Cleveland Station Apartments.

**Other Features:**

The terminal station has been planned for a variety of transit supportive uses: Transit Development (TD) permitting high intensity retail, office or apartments at a development density of 24.2 to 42.29 units per acres; High Density Residential (HDR-60) allowing up to 60 units per acre; and Medium Density Residential (MDR-24) for up to 24 units per acre.

This MAX station is surrounded by a number of vacant or underutilized properties, and is isolated from major arterial streets.

| MAX STATION AREA PROFILE | |
|---|---|
| **1980-1986** | **1986-1992** |
| No significant changes in land use or development occurred, with the exception of constructing the park & ride lot at the station.<br><br>As part of the Transit Station Area Planning Program, the feasibility of a prototypical 20 unit per acre multifamily development adjacent to the station (north of 8th Street) was evaluated. The project was not deemed to be financially feasible unless the city participated in providing financial and infrastructure incentives. | The 425 space park & ride lot was developed. Currently, use exceeds capacity.<br><br>No other use or development changes have occurred in the station area. However, plans are proceeding for possible development of a 5.5 acre multifamily residential project on the north side of 8th Street. The site is currently being cleared.<br><br>The City of Gresham is proceeding towards completion of the N.E. 8th Street Reconstruction and Lewer Line Project, providing improved street access to Burnside Road. |
| **Planning and Development Participants:**<br><br>City of Gresham, Gresham Chamber of Commerce, East Multnomah County Economic Development Commission, and Downtown Development Association.<br><br>Tri-Met participated through funding of the Transit Station Area Planning Program in cooperation with the City of Gresham.<br><br>Portland General Electric (PGE) has also evaluated future redevelopment opportunities for its service center maintenance facility located immediately east of the terminal station. | |

## MAX STATION AREA PROFILE

**Issues and Opportunities:**

1) The station area is isolated from the existing arterial street network, limiting interest from developers oriented to traditional suburban-style development.

2) Voter defeat of Urban Renewal for Gresham's Central Area in 1986 precluded an active public role in land assembly, infrastructure improvements and other incentives needed to encourage transit-oriented development.

3) Vacant properties and an auto repair shop in the vicinity of 8th and Cleveland contribute to an image not conducive for transit supportive development.

4) Infrastructure improvements have been required for development to occur (street access and utilities). Recent improvements are now nearing completion.

5) Redevelopment of the PGE property remains as a potential long-term opportunity.

# EVALUATION
# OF
# BANFIELD LIGHT RAIL
# TRANSIT STATION AREA PLANNING PROGRAM

## QUANTITATIVE ANALYSIS

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## EXECUTIVE SUMMARY

This quantitative analysis compares current (1991) conditions for 19 transit station areas located along the MAX light rail corridor (east of the Willamette River) with base year (1980) conditions. There is also a more detailed comparison of base year with 1991 conditions for five of six station areas which were selected earlier for "case studies." The quantitative analysis was performed as one element of evaluation of the Transit Station Area Planning Program (TSAP) for the Banfield corridor.

Key observations and findings from this analysis:

**1991 Conditions of All 19 Station Areas**

- Within one-half mile of the 19 stations areas are located a total of 22,993 housing units (of which 49.5% are multifamily units), 13.5 million square feet of commercial and 2.9 million square feet of industrial space.

- Single family residential use accounts for 47% of land area within one-half mile of the 19 MAX stations, commercial for 17% and multifamily for 10%.

- The housing stock is small and aging. Corridor-wide, the average single family home has under 1,300 square feet and is 48 years old. The average multifamily unit has about 830 square feet and was built 34 years ago.

- Average age of single family residential is 62 years for stations west of Gateway/99th Avenue and 36 years for mid-county and Gresham stations. This suggests long-term opportunities for redevelopment to higher density, particularly close-in, if supported by land use designations.

- Vacant land accounts for approximately 600 acres (or about 10%) of land within these 19 station areas. Of the vacant land, 21% is zoned for single family, 24% for commercial, 18% for industrial and 18% for multifamily use.

- Today, the undeveloped land around transit stations is still zoned predominantly for single family residential use. At seven of 19 stations, the most common zoning designation of vacant land is for single family residential use. These seven stations are 60th, 82nd, Gateway/99th, 148th, 162nd, 172nd and 181st Avenues. This preponderance of single family zoning limits opportunities for higher density development supportive of transit.

- Corridor-wide, the average floor area ratio (FAR) for all uses is only 0.20. This means building area consumes only 20% of total land area.

- Highest FARs (averaging 0.39) are found in Portland station areas (west of Gateway/99th Avenue). Corridor-wide, commercial, industrial and multifamily uses are developed to the highest lot coverage, with FARs ranging from 0.35 - 0.43. By comparison, the average FAR for a single family home is only 0.14.

- FARs for Portland multi-family are significantly higher, at a ratio of 0.76, compared with a ratio of 0.43 corridor-wide. FARs in the mid-County, where half of the corridor's housing is located, are much lower for multi-family with a ratio of 0.33.

- Total assessed value encompassed by the station areas is $2.5 billion, of which two-thirds is accounted for by improvements and one-third by land valuation.

- In terms of property valuation, multifamily residential uses generate the highest ratio of improvements to land value (of over 5:1). By comparison, commercial uses in station areas are associated with relatively low improvement to land values (of only 1.8:1).

**Case Studies**

Definitive conclusions cannot easily be drawn from a comparison of 1980 and 1991 quantitative data for six case study stations. The City of Portland, Multnomah County and the City of Gresham took different approaches to collecting of baseline data during the TSAP process. For the stations evaluated, summary observations are as follows:

- Lloyd Center/11th Avenue experienced more than a doubling in total assessed valuation due largely to the addition of 1.7 million square feet in the transit station planning area. Major developments in the area have included Lloyd Cinemas, Red Lion expansion, BPA and Lloyd Tower office buildings, and Marriott Residence Inn Suites.

- Hollywood/42nd Avenue also experienced addition of commercial space (330,000 square feet), but valuation comparisons are not possible because 1980 baseline data is not available. New uses have included the Providence Office Park and new multifamily residential in the vicinity of 46th and Hancock.

- Gateway/99th Avenue experienced the development of a Fred Meyer shopping complex; however, a direct quantitative comparison of 1980 versus 1991 property values (for three opportunity parcels) is not possible -- as these three parcels were subsequently aggregated with other parcels for which 1980 data was not collected in prior planning work.

- 162nd Avenue transit station area valuation increased from $700,000 in 1980 to $1.5 million in 1991 as a result of multifamily residential construction. Analysis involved a portion of the transit station area (comprising five opportunity parcels).

- 181st Avenue experienced a similar increase in assessed valuation from just over $600,000 to almost $3.6 million for two opportunity parcels, as a result of commercial construction (expansion of Albertson's).

- Gresham City Hall baseline data is not available for 1980, so a time trend comparison has not been possible. However, new construction at this station area has included the Gresham Town Fair shopping center, Gresham Medical Plaza, Gresham Corporate Center (two story office) and multifamily (west of Eastman Avenue).

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## I. INTRODUCTION

This report provides a quantitative analysis of land use characteristics for 19 transit station areas on the Banfield Light Rail (or MAX) corridor. This analysis covers all station areas from the Coliseum east to Gresham's Cleveland Avenue (or Terminal) station. Downtown Portland stations are not included in the analysis.

The quantitative analysis has been prepared as one element of an evaluation of the Transit Station Area Planning Program (TSAP). This evaluation is sponsored by Tri-Met, Metropolitan Service District (Metro) and the Cities of Portland and Gresham.

### Purpose of Analysis

The purposes of this quantitative analysis are threefold:

1. To ascertain current land use characteristics of individual station areas -- in terms of variables such as: land use; zoning; property valuation; number, type and age of housing units.

2. To compare land use characteristics of individual stations or groupings of stations with characteristics of the entire corridor.

3. To track changes in land use characteristics over time: from a 1980 base year, prior to TSAP planning; and from 1986 when MAX began operations; until 1991.

Data has been used that is: a) available from existing sources; and b) consistent across all station areas for an *apples-to-apples* comparison.

The first two purposes are accomplished in this analysis for all 19 stations. The last stated purpose -- a comparison over time -- has been accomplished in a more limited fashion for six selected case study stations. Historical data is not readily available to make extensive quantitative comparisons for all 19 station areas within the scope of this evaluation.

### Methodology

Multnomah County Assessor data for 1991 together with local jurisdiction zoning data as compiled by Metro was used for this analysis. Metro used its computerized Regional Land Information System (RLIS) to aggregate parcel-by-parcel records located within a one-half mile radius of each station area.

These customized data runs were made available to the consultant team. Metro has also generated color maps for each station area illustrating: a) current assessor's land use; and b) comprehensive plan/zoning designations.

*Note:* These maps have been generated on a basis similar to that for the Westside light rail corridor. In addition, separate maps are provided for the six case study station areas corresponding to original TSAP boundaries.

Land use characteristics for each of the 19 MAX station areas are provided in worksheets contained in the appendix to this report. Each worksheet has four sections, explained as follows:

A. Current Use: Data is from the 1991 Multnomah County Assessor's records. Tax assessed land value, improvements value, land area and building square footages have been aggregated, by station area, to the following use categories:

- Single family residential
- Multifamily residential (including nursing homes, condominiums and attached units)
- Commercial
- Industrial
- Miscellaneous (including multiple use)
- Recreation
- Vacant land

A list matching these categories to more detailed Metro land use designations is provided by the appendix to this report.

B. Zoning: This table shows acreage of all parcels and of vacant parcels by zoning. Because different jurisdictions have different zoning designations, Metro has used a *bridge table* to produce a common set of zoning categories. For this analysis, we have further aggregated to the following set of more generalized land use categories:

- Single Family
- Multifamily
- Commercial
- Industrial
- IMU (Industrial Mixed Use)
- OS/PF (Overlay zones for parks, open space and public facilities)

This classification system was designed to correspond with the current use classification as closely as possible. A table comparing the classifications used in this analysis with more disaggregated categories used by Metro is provided by the appendix to this report.

C. Residential Units: The number of single family and multifamily units is also compiled from Multnomah County Assessor's data. Average age of residential units, by type, is also shown.

D. Floor Area Ratios (FAR): We have also computed average floor area ratios from Section A - Current Use data. FARs are set equal to building square footage divided by land area (in square feet).

It is noted that the RLIS system encompasses all parcels within a one-half mile radius of each MAX station -- including the entire acreage and valuation for parcels which are located partially in or out of the imaginary one-half mile radius circle.

It is also noted that public rights-or-way (ROW) and other unallocated acreages are generally excluded from the data base as presented in this analysis. However, total acreage figures derived from the assessor's and zoning/comprehensive plan data bases are not fully consistent, in part due to different handling of ROW/miscellaneous acreage.

The totals for all 19 station areas combined are *less than* what would be calculated by adding figures for each of the 19 stations individually. This is because the zones of influence (i.e. one-half mile radius) of different stations often overlap each other. Consequently, the multi-station totals have been adjusted to avoid double counting.

**Limitations of Analysis**

Several limitations of the analysis are specifically noted:

1. Because the Metro RLIS system has only recently become operational, it has not been possible to obtain comparable data for 1980 (to provide an initial baseline for early TSAP planning) or 1986 (when MAX began operations). However, the availability of this data now provides a 1991 set of baseline conditions against which *future* changes in land use conditions can be measured.

2. Due to the complexity of the RLIS data run and other Metro project priorities, it has taken several runs and detailed cross-checking to generate a workable, reliable data and map set for all station areas. With the information as now provided, some data anomalies remain. In particular, there are some remaining discrepancies in the total and vacant acreages shown using assessor data versus comprehensive land and zoning data.

3. The method used for the Metro data run has not differentiated between parcels directly at or adjacent to a MAX station and properties further away on a parallel street (but within the one-half mile station area radius). However, it would be possible to conduct this additional analysis later through special Metro data runs.

4. Because only very limited quantitative data is available for 1980 that is comparable to 1991 data, it has not been possible to quantitatively establish whether MAX stimulated some uses at the expense of others. It may be possible to approach the analysis in a different way -- using the 1991 Metro RLIS data base to separate parcels on which construction occurred after 1980 from those on which structures predated 1980. This analysis would also require added data runs by Metro.

## II. STATION AREA ANALYSIS

Land use characteristics for MAX station areas have been organized to cover:

- The entire MAX corridor
- Portland stations
- Mid-County stations
- Gresham stations
- Comparisons of jurisdictions

**MAX Corridor Summary**

Assessor's current land use data indicates that the 19 station areas comprise a total of just under 5,200 acres -- or 274 acres per station area -- excluding public rights-of-way and other unassigned land areas. Before double counts of overlapping station areas are eliminated, average acreage per station area is 389 acres. Note that a circle of one-half mile radius encompasses just over 500 acres.

Zoning data indicates a somewhat different land area total for all 19 station areas of approximately 6,000 acres, or 316 acres per station area (474 acres before eliminating double counts). As noted, a significant difference between the assessor's and land use data bases appears to be in the handling of public rights-of-way (ROW) and vacant miscellaneous acreage categories.

Total 1991 **assessed valuation** for the 19 station areas is $2.5 billion -- of which 33% represents land value and 67% improvements value. Commercial property accounts for 35% of the total valuation, followed by single family residential (29%). Multifamily residential accounts for 13% of assessed valuation.

Total **building area** covered by the station areas is just under 45 million square feet. This equates to an average of 2.4 million square feet per station area (or 3.9 million before double counts are eliminated). However, the range is significant, from a low of 1.8 million square feet within one-half mile of the Gresham City Hall station to 8.1 million square feet encompassed within a similar one-half mile radius at both the Coliseum and 7th Avenue stations.

**Commercial** property accounts for 35% of assessed valuation, 30% of building square footage and 17% of land area for MAX station areas. By comparison, **single family residential** represents 47% of the corridor's land use, 33% of building square footage and only 29% of total assessed valuation. **Multifamily residential** comprises 22% of building area, but only 13% of land area and valuation.

**Industrial** use represents only 3% of corridor land use and 6% of building square footage.

Vacant land comprises fully 621 acres or 12% of corridor-wide land use. This equates to an average of 33 acres of vacant land per station area (or 51 acres before eliminating double counts). Zoning data indicates a somewhat lower figure of just under 600 vacant acres corridor-wide.

Based on zoning data, approximately 24% of vacant land is zoned for commercial use, followed by single family (21%), multifamily (18%) and industrial (18%) designated properties. Mixed use properties account for 3% of vacant land, and open space/public facilities (OS/PF) for 17%.

Comparisons of total vacant acreage by station area using assessor's versus land use data are provided by the following chart.

**Vacant Acreage by Station Area**

| Station | Vacant Acreage | | Comments |
|---|---|---|---|
| | Assessor's Data | Land Use Data | |
| Coliseum | 56 | 44 | 75% is zoned for commercial use. |
| Convention Center | 48 | 44 | 74% is zoned for commercial use. |
| 7th Avenue | 48 | 44 | 75% is zoned for commercial use. |
| Lloyd Center/11th Avenue | 46 | 44 | 76% is zoned for commercial use. |
| Hollywood/42nd Avenue | 17 | 11 | 61% is zoned for commercial use and 22% for multifamily. |
| 60th Avenue | 17 | 13 | 43% is zoned for single family and 31% for multifamily use. |
| 82nd Avenue | 23 | 11 | 46% is zoned for single family and 25% for commercial use. |
| Gateway/99th Avenue | 29 | 8 | 46% is zoned for single family and 36% for commercial use. |
| 102nd Avenue | 24 | 25 | 89% is zoned for commercial use. |
| 122nd Avenue | 27 | 23 | 31% is zoned for single family, 30% for multifamily and 39% for commercial use. |
| 148th Avenue | 26 | 25 | 63% is zoned for single family and 27% for multifamily use. |
| 162nd Avenue | 40 | 41 | 62% is zoned for single family and 24% for multifamily use. |
| 172nd Avenue | 45 | 44 | 53% is zoned for single family and 34% for multifamily use. |
| 181st Avenue | 47 | 44 | 46% is zoned for single family and 33% for multifamily use. |
| Rockwood/188th Avenue | 95 | 77 | 58% is zoned for industrial and 21% for multifamily use. |
| Ruby Junction/197th Avenue | 145 | 154 | 67% is zoned for industrial use. |
| Gresham City Hall | 96 | 127 | 65% is zoned for OS/PF use. |
| Gresham Central | 92 | 64 | 39% is zoned for commercial and 33% for multifamily use. |
| Cleveland Avenue | 55 | 58 | 37% is zoned for commercial and 35% for multifamily use. |
| Total Corridor (eliminating overlapping station areas) | 621 | 600 | 21% is zoned for single family and 24% for commercial use. |

The five eastern-most stations have the largest amounts of identified vacant acreage. Corridor-wide, the 19 station areas encompass approximately 126 acres of single family, 106 acres of multifamily, 142 acres of commercial and 110 acres of industrially zoned vacant land.

At seven of the stations, the number one zoning designation of vacant land is for single family use. These station areas include the two Portland stations of 60th and 82nd, plus Gateway, plus the four mid-county stations from 148th to 181st Avenues.

Corridor station areas have an estimated 22,993 residential units of which 11,605 (or 50%) are single family. Average age (in 1991) is 48 years for single family, meaning that the *typical* corridor single family home was built in 1943. Average home size is 1,287 square feet per unit.

Multifamily residential accounts for an estimated 11,388 units, or 50% of housing in corridor station areas. Average age of multifamily structures is 34 years; 14 years less than for single family. Average size of a multifamily unit is 873 square feet.

Floor area ratios (FAR) provide a useful comparison of development density. FARs are calculated to equal building square footage divided by land area (in square feet). Corridor-wide, industrial, commercial and multifamily uses are developed to the highest lot coverage, with FARs ranging from 0.35 - 0.43. By comparison, the average single family FAR is only 0.14. This indicates that the average house of 1,287 square feet sits on a lot of about 9,200 square feet (or about one-fifth acre). Largely because single family uses account for 47% of corridor-wide land area, overall FAR for all 19 station areas is only 0.20.

It is also worth comparing ratios of assessed improvements to land values for the 19 station areas combined.

| Current Use | Ratio of Assessed Improvements to Land Value |
|---|---|
| Single Family | 1.96 |
| Multifamily | 5.30 |
| Commercial | 1.80 |
| Industrial | 1.31 |
| Miscellaneous | 2.96 |
| Recreation | 1.46 |
| Vacant | 0.11 |
| Total Land Area | 2.03 |

Of all the uses identified for corridor station areas, multifamily properties have the highest overall ratio of improvements to land value at 5.3:1. As would be expected, vacant parcels have a relatively low level of improved valuation.

Somewhat surprisingly, commercial properties at station areas have a relatively low level of improvements to land valuation at 1.8:1. This ratio of improved to land value is lower even than for single family properties.

**Portland Station Areas**

Portland station areas are defined to include those that were in Portland's city limits at the time TSAP was underway. Seven non-downtown stations are represented, from the Coliseum station east to 82nd Avenue.

Portland's seven station areas account for 56% of the corridor's station area property valuation, 55% of building area and 28% of land area. With 10,240 residential units, Portland also accounts for 45% of housing within a one-half mile radius of MAX station areas.

Commercial buildings account for a higher proportion of Portland station area square footage and valuation than is the case corridor-wide. The data indicates multifamily residential use is underrepresented as a percentage of Portland station area building square footage when compared with the entire corridor.

However, floor area ratios (FARs) for Portland multifamily are relatively high at a ratio of 0.76 (and at 2.26 for the Convention Center area) compared to 0.43 corridor-wide. Overall, FARs for all Portland station areas average 0.39 which is about twice the corridor-wide building intensity or FAR of 0.20.

Approximately 34% of the total land area encompassed by Portland station areas is zoned for single family use, followed by commercial (25%) and multifamily (21%). Approximately 52% of station area vacant land (of 106-121 acres) consists of sites zoned for commercial use and 21% for multifamily.

**Mid-County Station Areas**

Mid-county stations are defined as those which were under the jurisdiction of Multnomah County in the early 1980s, prior to their annexation by the cities of Portland and Gresham. Nine stations are included -- from Gateway/99th east to 197th Avenue.

Mid-county's nine station areas account for 34% of corridor-wide station area property valuation, 36% of building square footage and 57% of total land area. Mid-county's 5,712 single family residential units represent 49% of the units in station areas along the corridor. All together, there are approximately 11,358 single and multifamily residential units served by mid-county station areas, 49% of the corridor-wide total.

In contrast with the entire corridor, single family uses account for 54% of mid-county land area and 41% of property valuation. Multifamily residential is also well represented, accounting for 11% of mid-county land area and 19% of property valuation -- which are higher than comparable figures for Portland or Gresham.

However, the density of multifamily development in mid-county is relatively low at an average FAR of 0.33 compared to 0.76 for Portland and 0.43 for the entire corridor. Overall, the average FAR for all mid-county station area uses is only 0.13, well below the corridor-wide average of 0.20.

Approximately 45% of the total land area around mid-county stations is zoned for single family use, followed by zoning for commercial (15%) and multifamily (23%) uses. However, 33% of the vacant land (of 312-352 acres) around station areas is zoned for industrial use.

**Gresham Station Areas**

Gresham stations are those which were covered by City of Gresham TSAP in the early 1980s. Three stations are represented -- City Hall, Central and Cleveland Avenue (Terminal).

Gresham's three station areas account for 11% of corridor-wide station area assessed valuation, 10% of building square footage and 16% of land area. The three Gresham station areas also have 156 acres of vacant land, representing 25% of vacant land corridor-wide (based on assessor's data). Approximately 19% of the land area in these three Gresham station areas is designated by assessor's data as being vacant. Land use data indicates that 182 acres (or 19% of the land area) is vacant.

With 1,935 residential units, Gresham's three station areas account for 8% of all housing in corridor station areas. Miscellaneous/mixed uses account for 22% of Gresham station area assessed valuation compared to 16% corridor-wide.

Overall building density is comparable to that of mid-county with a relatively low average FAR of 0.12.

Approximately 36% of Gresham station total land area is zoned for single family, 34% for commercial, 11% for multifamily and 19% for OS/PF use. Of the land designated as vacant (using land use data), 50% is zoned for open space/public facility (OS/PF), 21% for commercial and 16% for multifamily use.

**Summary Comparison of Jurisdictions**

For this analysis, we have developed a summary comparison of the intensity of development in the three jurisdictions and corridor-wide using five indicators:

a) Floor area ratios (FAR) -- for all uses
b) Ratio of assessed improvements to land value
c) Ratio of multifamily to single family land area -- in use
d) Percentage of total land area that is in multifamily, commercial or miscellaneous use
e) Percentage of land that is vacant

This data is shown by the following chart.

| Development Intensity Indicator | MAX Corridor | Portland Stations | Mid-County Stations | Gresham Stations |
|---|---|---|---|---|
| a) Floor Area Ratio (FAR) | 0.20 | 0.39 | 0.13 | 0.12 |
| b) Improvements:Land Value | 2.03 | 2.22 | 1.97 | 1.50 |
| c) Multifamily:Single Family Land Area | 0.22 | 0.22 | 0.20 | 0.35 |
| d) % of Land in MF/C/Misc Use | 36.7% | 39.9% | 32.5% | 45.7% |
| e) % of Land that is Vacant | 12.0% | 8.3% | 11.8% | 19.2% |

Portland stations clearly are the most densely developed for three of the five development intensity indicators. Portland's development intensity falls below that of Gresham, however, in the category of multifamily to single family land area and percentage of land in MF/C/Miscellaneous use.

Mid-county and Gresham have the lowest level of development intensity -- FAR ratios are 0.13 and 0.12 respectively.

**Station-By-Station Results**

Key observations for individual station areas are listed as follows:

Coliseum -- Commercial and miscellaneous uses account for 62% of land area and 87% of assessed valuation. Total building square footage of 8.1 million square feet and the FAR of 0.69 exceed comparable figures for any other station area. However, over 20% of the land area (44-56 acres) is vacant, and 75% of the vacant land is zoned for commercial use.

Convention Center -- Commercial and miscellaneous uses comprise 67% of land area and 87% of assessed value. Overall FAR is relatively high at 0.61. Approximately 48 acres (12-17% of land area) are vacant. Three-quarters of the vacant land is zoned for commercial use.

7th Avenue -- Commercial and miscellaneous uses represent 66% of land area and 85% of valuation. Overall FAR is similar to the Convention Center area at 0.61, and 44-48 acres of vacant land (15-16% of land area) are identified. Three-quarters of the vacant land is zoned for commercial use.

Lloyd Center/11th Avenue -- Commercial and miscellaneous uses account for 58% of land area and 80% of property valuation. Overall FAR is 0.59; commercial use FAR is 0.71. Approximately 44-46 acres (13-15% of total land area) are vacant. Over three-quarters of the vacant acreage is zoned for commercial use.

Hollywood/42nd Avenue -- This station area has more single family homes (1,843) than any other on the MAX corridor. Single family residential accounts for 60% of land area. FARs are relatively high at 0.32 for single family, 0.87 for multifamily and 0.74 for commercial uses, for an overall FAR of 0.39. There is relatively little vacant land (11-17 acres), over 60% of which is zoned for commercial use.

60th Avenue -- Single and multifamily residential accounts for 70% of land area, with overall FAR relatively high (given the area's residential character) at 0.37. There is relatively little vacant land (13-17 acres). The largest proportion of vacant acreage (43%) is zoned for single family use.

82nd Avenue -- Single and multifamily residential accounts for 70% of total land area. Perhaps surprisingly, commercial use accounts for only 6% of the station area land base and 11% of valuation (although miscellaneous uses represent 15% of land area). Between 11 and 23 acres are vacant, of which 46% is zoned for single family use. Average FAR at 0.18 is lowest of the Portland stations.

Gateway/99th Avenue -- Single and multifamily account for just under 60% of land area. Commercial uses represent 20% of land area and 28% of valuation. Overall FAR is somewhat below the MAX corridor average (of 0.20) at 0.17. Approximately 8-29 acres are identified as vacant, of which almost one-half is zoned for single family use.

102nd Avenue -- Approximately 52% of the station's land area is accounted for by single and multifamily residential use. Another 30% is commercial -- highest of the mid-county stations. Commercial FAR of 0.26 and overall FAR of 0.19 exceed mid-county averages. Approximately 24-25 acres are vacant, of which close to 90% is zoned for commercial use.

122nd Avenue -- Approximately 62% of land area is accounted for by residential and another 21% by commercial uses. Overall FAR is relatively low at 0.13 and approximately 27 acres are vacant (based on assessor's data).

148th Avenue -- Approximately 83% of land area is accounted for single family and another 6% by multifamily residential uses. A total of 89% of land area is in residential use, highest of any station area. Overall FAR is only 0.07 -- lowest of all the station areas; however, FAR for multifamily is 0.28. Only 3-4% of land area remains vacant (25-26 acres). Over 60% of vacant property is zoned for single family use.

162nd Avenue -- Over 79% of land area is in residential use. Overall FAR is 0.15. There is more vacant land (40-41 acres) than at any of the more western mid-county stations. Over 60% of vacant land is zoned for single family use.

172nd Avenue -- Approximately 75% of land area is in residential use. Overall FAR is 0.17. Over 10% of land area (44-45 acres) is vacant, of which the majority is zoned for single family use.

181st Avenue -- Just under 19% of land area is in multifamily use, highest of all the stations on the MAX corridor. Single family accounts for 42% of land area and commercial use for 16%. Overall FAR is relatively low at 0.15; however, multifamily FAR is 0.34. Between 10-11% of land area (44-47 acres) remains vacant. Of the vacant acreage, 46% is zoned for single family and 33% for multifamily use.

Rockwood/188th Avenue -- Single family residential accounts for 40% of land area and multifamily for another 16% for a combined total of 56%. Overall FAR is relatively low at 0.12. Between 16-20% of station area land (77-95 acres) is vacant; the majority (58%) is zoned for industrial use.

Ruby Junction/197th Avenue -- Residential use accounts for 43% of land area and commercial for an additional 13%. Overall FAR is relatively low at 0.10. Almost 30% of station area land (145-154 acres) is identified as vacant -- highest of any station on the MAX corridor (based on assessor's data). Two-thirds of vacant land is designated for industrial use.

Gresham City Hall -- Residential uses represent 47% of land area, and commercial plus miscellaneous uses account for another 29%. Overall FAR is only 0.10, lowest of the three Gresham stations. Between 23-28% of land area (96-127 acres) is reported to be vacant. This is highest of the three Gresham station areas and most of all station areas (based on land use data). Approximately two-thirds of vacant land is zoned for OS/PF use.

Gresham Central -- Commercial and miscellaneous uses occupy 40.7% of land area, followed by residential with 32%. More multifamily units (793) are located within one-half mile of this station than the other two Gresham stations. Average overall FAR is 0.14. Between 14-23% of land area (64-92 acres) is identified as vacant. Approximately 39% of vacant property is zoned for commercial and 33% for multifamily use.

Cleveland Avenue -- Commercial, miscellaneous and industrial uses account for 53% of land area, and residential for an additional 34%. Overall FAR is 0.14. A relatively large proportion of the station area (55-58 acres or 11-14% of the total) remains vacant. Of the vacant acreage, 37% is designated for commercial and 35% for multifamily use.

**Findings By Use**

By way of summary, the following observations and findings by type of use are offered as a result of this quantitative analysis:

- Overall, single family residential uses account for 47% of land area in the MAX corridor (and over 54% in mid-county). Single family represents a very low intensity use with an FAR average of only 0.14 corridor-wide; however, single family FARs in Portland are considerably higher at 0.25, indicating smaller lots. Current information also indicates that a significant proportion of available vacant land (21%) in these station areas is zoned for single family use.

- Multifamily uses in contrast, currently account for 10% of corridor-wide land area (and also 10% of land area in Portland). However, there are an estimated 11,388 multifamily units on the corridor (or 50% of all housing units). Multifamily FARs are also relatively high (in comparison with other land uses), averaging 0.43. But only 18% of vacant station area property is zoned for multifamily use.

- Commercial uses represent 17% of corridor-wide land area and 35% of station area assessed valuations. Compared with other uses, average FARs are relatively high at 0.35. However, this average is much higher for the Portland stations (west of Gateway). Just under one-quarter of vacant acreage is designated for commercial use.

- Industrial activity occupies only 3% of land area and 6% of building square footage for all station areas. However, the average industrial FAR (of 0.42) is second highest compared to all other uses. And over 18% of vacant acreage is zoned for industrial use.

- Miscellaneous uses (which are defined to include mixed use industrial and other multiple uses) represent about 9% of all land area, but 16% of total assessed valuation of all 19 station areas. However, average FAR is relatively low at 0.16.

- Recreational uses account for less than 1% of total land within a one-half mile radius of MAX stations.

Vacant land represents 10-12% of all station area land (or 600-621 acres). The three Gresham station areas have over 25% of the vacant land -- an average of at least 61 acres per station (or 80 acres including double counting). The Ruby Junction/197th Avenue adds at least another 145 acres of vacant land. Together these four eastern-most station areas account for 53% of corridor-wide vacant properties (using assessor's data).

## III. CASE STUDY STATION ANALYSIS

As noted earlier, comparisons of current (1991) with prior (1980) valuation and land use have been made for six stations. Selected for "case studies." Holladay Park/7th Avenue, Hollywood/42nd Avenue, Gateway/99th Avenue, 162nd Avenue, 181st Avenue, and Gresham City Hall.

The consultant team has received parcel-by-parcel Metro data to be aggregated to the prior 1980 TSAP boundaries. This data has been used to make a more detailed comparison of current Metro data with use and valuation data compiled from earlier planning reports. *Note:* No earlier (1980) data is available for the Gresham City Hall station; 1980 valuation data is not available for the Hollywood station; the property lines of three Gateway opportunity parcels have been changed since 1980.

Comparable data as available for each of the six stations is provided by the following chart.

**Case Study Station Area Trends (1980-1991)**

| Station Area | 1980 | 1991 | Comments |
|---|---|---|---|
| **Lloyd Center/11th Ave:** | | | |
| Land Valuation | $78,210,255 | $193,125,500 | 147% increase in assessed valuation. |
| Improvement Valuation | $141,242,082 | $319,312,900 | 126% increase. |
| Total Valuation | $219,452,337 | $512,438,400 | 134% increase. |
| Commercial Sq.Ft. | 2,552,908 | 4,266,983 | 67% increase in square footage. |
| Industrial Sq.Ft. | 357,974 | 233,868 | 35% reduction. |
| **Hollywood/42nd Ave:** | | | |
| Land Valuation | N/A | $29,599,100 | 1980 valuation data not available. |
| Improvement Valuation | N/A | $57,544,440 | |
| Total Valuation | N/A | $87,143,540 | |
| Commercial Sq.Ft. | 611,801 | 945,618 | 55% increase in square footage. |
| Industrial Sq.Ft. | 6,999 | 110,270 | 16-fold increase. |

| Station Area | 1980 | 1991 | Comments |
|---|---|---|---|
| Gateway/99th Ave: | | | For 3 opportunity parcels comprising 18.63 acres owned by Fred Meyer. |
| Land Valuation | $1,903,824 | N/A | Directly comparable 1991 assessor's data is not available since some of these 3 opportunity parcels were subsequently aggregated with other land parcels. Total assessed value of land in 1980 TSAP area was $5,066,400 as of 1991. |
| Improvement Valuation | $18,000 | N/A | Total assessed value of TSAP area was $10,118,600 as of 1991. |
| Total Valuation | $1,921,824 | N/A | Total assessed value of TSAP area was $15,185,000 as of 1991. |
| Single Family Units | 1 | N/A | Total number of units in TSAP area was 30 as of 1991. |
| Multifamily Units | 0 | N/A | Total number of multifamily units in TSAP area was 144 as of 1991. |
| 162nd Avenue: | | | For 5 opportunity parcels. |
| Land Valuation | $604,800 | $819,500 | Total assessed value of TSAP area was $8,315,000 as of 1991. |
| Improvement Valuation | $94,500 | $660,200 | Total assessed value of TSAP area was $19,975,000 as of 1991. |
| Total Valuation | $699,300 | $1,479,700 | Total assessed value of TSAP area was $28,290,500 as of 1991. |
| Single Family Units | 5 | 4 | 125 units in TSAP area as of 1991. |
| Multifamily Units | 0 | 30 | 672 units in TSAP area as of 1991. |
| 181st Avenue: | | | For 2 opportunity parcels. |
| Land Valuation | $564,400 | $1,302,300 | Total TSAP assessed value of $16,103,400 as of 1991. |
| Improvement Valuation | $40,800 | $2,271,700 | Total TSAP assessed value of $21,776,400 as of 1991. |
| Total Valuation | $605,200 | $3,574,000 | Total TSAP assessed value of $37,879,800 as of 1991. |
| Single Family Units | 1 | 0 | |
| Multifamily Units | 0 | 0 | |
| Gresham City Hall: | | | TSAP area. |
| Land Valuation | N/A | $13,529,680 | No data available for 1980 |
| Improvement Valuation | N/A | $18,749,000 | |
| Total Valuation | N/A | $32,278,680 | |

Results of this analysis are provided on a station-by-station basis as follows:

**Lloyd Center/11th Avenue:** Total assessed valuation of the station area increased by 134% between 1980 and 1991. To compare, Multnomah County assessed valuation increased by 67.5%. Much of the valuation increase can be attributed to 67% growth in commercial space, which increased from 2.6 to 4.3 million square feet.

**Hollywood/42nd Avenue:** The Hollywood station area is one for which valuation data appears not to have been compiled for 1980 in the TSAP planning process. (This was handled separately from the other Portland stations). The information available does indicate a significant increase in commercial square footage of over 330,000 square feet (+55%) between 1980 and 1991. Industrial space also appears to have been expanded significantly in percentage terms, albeit not as greatly in terms of number of square feet.

**Gateway/99th Avenue:** Quantitative data for Gateway and other mid-county stations was gathered for selected *opportunity parcels* in the TSAP process. At Gateway, three opportunity parcels comprising 18.63 acres of land were identified. All three parcels were owned by Fred Meyer. However, direct quantitative comparisons of 1980 with 1991 valuations are not possible. Subsequent to 1980, some of the Fred Meyer property was aggregated with other parcels for which comparable 1980 data was not obtained in the prior TSAP process.

**162nd Avenue:** TSAP identified five opportunity parcels with a total 1980 tax assessed valuation of under $700,000. By 1991, the assessed valuation of these parcels had increased to over $1.5 million -- the result primarily of construction of 30 new multifamily units.

**181st Avenue:** As at 162nd Avenue, Albertson's expanded on one of two opportunity parcels identified in the TSAP process. Between 1980 and 1991, assessed valuation increased from just over $600,000 to almost $3.6 million (an increase of 490%).

**Gresham City Hall:** No 1980 baseline data has been found from a review of available TSAP documents.

Taken together, there are few definitive conclusions that can readily be drawn from this purely quantitative analysis of trends occurring at a small sampling of six TSAP stations from 1980-1991. This is largely because the TSAP process involved very different objectives and base data inventory processes for each jurisdiction. Data was not gathered at that time in anticipation of future evaluation.

Different types of baseline data were gathered by each jurisdiction and for different parts of the transit station area. For **Portland** stations, comprehensive data on assessed valuation and commercial square footage was compiled for all stations (except Hollywood which was handled separately). No 1980 data was compiled for residential units.

By comparison, **Multnomah County** gathered assessed value and residential unit data, but did not compile information on building square footage. And statistical data was gathered only for *opportunity parcels* (i.e. largely vacant sites) which constituted only a portion of each transit station area, and for which development opportunities were most readily apparent.

Finally, **Gresham** appears not to have inventoried base data as part of TSAP. To a larger degree than in other jurisdictions, the focus was on visionary long-range planning, independent from existing conditions.

# APPENDICES

## LAND USE CODING

Land use coding applied to classifications of *actual use* and *zoning* for this analysis are matched to Metro codes as follows:

| Category | Metro Code |
|---|---|
| *Actual Use:* | |
| Single Family | B -- Dwelling (single) |
| Multiple Family | C-F -- (different categories of multifamily)<br>T -- Nursing Homes<br>W -- Condominiums |
| Commercial | X -- 1 Attached Units<br>H -- Motel<br>I -- Hotel<br>J -- Restaurant<br>K -- Stores<br>L -- Offices<br>N -- Service Stations<br>O -- Garage<br>P -- Medical<br>R -- Multiple Buildings<br>S -- Drive-In Restaurant |
| Industrial | Z -- Auto<br>G -- Industrial |
| Miscellaneous | M -- Warehouse<br>U -- Miscellaneous |
| Recreation | V -- Multiple Use |
| Vacant | Y -- Recreation<br>A -- Vacant Land |
| *Zoning:* | |
| Single Family | SFR/1, SFR/2, SFR/3 |
| Multifamily | MFR1, MFR2, PUD |
| Commercial | CN, CG, CC, CO |
| Industrial | IL, IH |
| Mixed Use (IMU) | IMU (mixed use industrial) |
| Parks, Open Space & Public Facilities (OS/PF) | P/OS, P/F |

## STATION AREA PROFILES -- QUANTITATIVE DATA

On the following pages, worksheets providing land use characteristic data for each of the MAX stations are attached. Worksheets are provided in the following order:

- MAX Station Area Corridor Summary
- Portland MAX Station Area Summary
- Mid-County MAX Station Area Summary
- Gresham MAX Station Area Summary
- Coliseum Station
- Convention Center
- 7th Avenue
- Lloyd Center/11th Avenue
- Hollywood/42nd Avenue
- 60th Avenue
- 82nd Avenue
- Gateway/99th Avenue
- 102nd Avenue
- 122nd Avenue
- 148th Avenue
- 162nd Avenue
- 172nd Avenue
- 181st Avenue
- Rockwood/188th Avenue
- Ruby Junction/197th Avenue
- Gresham City Hall
- Gresham Central
- Cleveland Avenue

# MAX Station Area Corridor Summary Profile (19 Stations)

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $247,412,680 | $51,648,860 | $319,767,620 | $32,572,800 | $101,737,500 | $11,733,200 | $72,565,600 | $837,438,260 |
| Improvements | $483,910,660 | $273,559,900 | $574,525,290 | $42,766,040 | $301,007,300 | $17,156,400 | $7,856,100 | $1,700,781,690 |
| Total | $731,323,340 | $325,208,760 | $894,292,910 | $75,338,840 | $402,744,800 | $28,889,600 | $80,421,700 | $2,538,219,950 |
| % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 2,461.74 | 536.71 | 881.23 | 157.17 | 489.33 | 42.24 | 621.30 | 5,189.72 |
| % of Total | 47.4% | 10.3% | 17.0% | 3.0% | 9.4% | 0.8% | 12.0% | 100.0% |
| Bldg. Area (s.f.) | 14,939,044 | 9,944,134 | 13,505,862 | 2,855,422 | 3,392,151 | 132,273 | 152,388 | 44,921,274 |
| % of Total | 33.3% | 22.1% | 30.1% | 6.4% | 7.6% | 0.3% | 0.3% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 2,380.14 | 1,235.33 | 1,261.28 | 373.80 | 116.62 | 640.67 | | 6,007.84 |
| % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 125.69 | 106.34 | 142.17 | 110.21 | 15.43 | 99.91 | | 599.75 |
| % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 11,605 | 11,388 | 22,993 |
| Average Age (in years) | 48 | 34 | 46 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Portland MAX Station Area Summary Profile (7 Stations)

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $101,047,400 | $23,378,400 | $186,580,600 | $22,630,600 | $61,450,800 | $11,315,500 | $33,737,700 | $440,141,000 |
| Improvements | $229,309,550 | $123,815,100 | $384,712,700 | $28,697,740 | $188,110,700 | $16,759,500 | $4,609,900 | $976,015,190 |
| Total | $330,356,950 | $147,193,500 | $571,293,300 | $51,328,340 | $249,561,500 | $28,075,000 | $38,347,600 | $1,416,156,190 |
| % of Total | 23.3% | 10.4% | 40.3% | 3.6% | 17.6% | 2.0% | 2.7% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 627.48 | 140.70 | 293.99 | 84.34 | 146.01 | 40.17 | 121.16 | 1,453.85 |
| % of Total | 43.2% | 9.7% | 20.2% | 5.8% | 10.0% | 2.8% | 8.3% | 100.0% |
| Bldg. Area (s.f.) | 6,912,522 | 4,682,357 | 8,918,695 | 2,083,646 | 2,002,383 | 132,273 | 101,966 | 24,833,842 |
| % of Total | 27.8% | 18.9% | 35.9% | 8.4% | 8.1% | 0.5% | 0.4% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 587.90 | 357.83 | 433.68 | 104.58 | 93.24 | 139.38 | | 1,716.61 |
| % of Total | 34.2% | 20.8% | 25.3% | 6.1% | 5.4% | 8.1% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 11.51 | 22.19 | 54.60 | 7.08 | 6.70 | 3.63 | | 105.71 |
| % of Total | 10.9% | 21.0% | 51.7% | 6.7% | 6.3% | 3.4% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 5,111 | 5,129 | 10,240 |
| Average Age (in years) | 62 | 42 | 59 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.25 | 0.76 | 0.70 | 0.57 | 0.31 | 0.08 | 0.02 | 0.39 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Mid-County MAX Station Area Summary Profile (9 Stations)

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $123,153,410 | $23,441,960 | $89,054,920 | $5,360,600 | $22,214,300 | $417,700 | $26,341,800 | $289,984,690 |
| Improvements | $227,086,510 | $137,083,700 | $127,031,790 | $8,496,000 | $69,711,100 | $396,900 | $2,879,700 | $572,685,700 |
| Total | $350,239,920 | $160,525,660 | $216,086,710 | $13,856,600 | $91,925,400 | $814,600 | $29,221,500 | $862,670,390 |
| % of Total | 40.6% | 18.6% | 25.0% | 1.6% | 10.7% | 0.1% | 3.4% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 1,615.61 | 317.44 | 400.18 | 43.05 | 249.31 | 2.07 | 352.09 | 2,979.75 |
| % of Total | 54.2% | 10.7% | 13.4% | 1.4% | 8.4% | 0.1% | 11.8% | 100.0% |
| Bldg. Area (s.f.) | 7,076,112 | 4,631,099 | 3,122,112 | 414,828 | 1,008,101 | 0 | 40,585 | 16,292,837 |
| % of Total | 43.4% | 28.4% | 19.2% | 2.5% | 6.2% | 0.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 1,517.85 | 775.17 | 497.04 | 280.96 | 23.38 | 317.97 | | 3,412.37 |
| % of Total | 44.5% | 22.7% | 14.6% | 8.2% | 0.7% | 9.3% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 89.80 | 55.40 | 48.83 | 103.13 | 8.73 | 6.05 | | 311.94 |
| % of Total | 28.8% | 17.8% | 15.7% | 33.1% | 2.8% | 1.9% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 5,712 | 5,646 | 11,358 |
| Average Age (in years) | 36 | 23 | 35 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.10 | 0.33 | 0.18 | 0.22 | 0.09 | 0.00 | 0.00 | 0.13 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Gresham MAX Station Area Summary Profile (3 Stations)

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $26,680,470 | $5,399,000 | $44,540,200 | $5,016,900 | $18,091,400 | $0 | $13,250,200 | $112,978,170 |
| Improvements | $34,730,600 | $21,996,500 | $63,641,700 | $5,821,700 | $43,279,200 | $0 | $368,900 | $169,838,600 |
| Total | $61,411,070 | $27,395,500 | $108,181,900 | $10,838,600 | $61,370,600 | $0 | $13,619,100 | $282,816,770 |
| % of Total | 21.7% | 9.7% | 38.3% | 3.8% | 21.7% | 0.0% | 4.8% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 252.60 | 88.62 | 189.76 | 33.57 | 94.13 | 0.00 | 156.32 | 815.00 |
| % of Total | 31.0% | 10.9% | 23.3% | 4.1% | 11.5% | 0.0% | 19.2% | 100.0% |
| Bldg. Area (s.f.) | 1,169,935 | 887,336 | 1,509,505 | 372,896 | 382,347 | 0 | 12,515 | 4,334,534 |
| % of Total | 27.0% | 20.5% | 34.8% | 8.6% | 8.8% | 0.0% | 0.3% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 346.68 | 107.59 | 330.56 | 0.00 | 0.00 | 186.78 | | 971.61 |
| % of Total | 35.7% | 11.1% | 34.0% | 0.0% | 0.0% | 19.2% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 24.71 | 28.75 | 38.74 | 0.00 | 0.00 | 90.23 | | 182.43 |
| % of Total | 13.5% | 15.8% | 21.2% | 0.0% | 0.0% | 49.5% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 904 | 1,031 | 1,935 |
| Average Age (in years) | 36 | 25 | 34 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.11 | 0.23 | 0.18 | 0.26 | 0.09 | 0.00 | 0.00 | 0.12 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Coliseum Max Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $706,500 | $3,095,200 | $122,166,400 | $12,570,600 | $42,688,000 | $2,094,000 | $20,753,700 | $204,074,400 |
| Improvements | $894,400 | $20,294,500 | $228,499,000 | $13,985,800 | $127,477,400 | $919,000 | $3,690,300 | $395,760,400 |
| Total | $1,600,900 | $23,389,700 | $350,665,400 | $26,556,400 | $170,165,400 | $3,013,000 | $24,444,000 | $599,834,800 |
| % of Total | 0.3% | 3.9% | 58.5% | 4.4% | 28.4% | 0.5% | 4.1% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 4.28 | 7.73 | 125.07 | 33.33 | 43.63 | 1.31 | 55.99 | 271.34 |
| % of Total | 1.6% | 2.8% | 46.1% | 12.3% | 16.1% | 0.5% | 20.6% | 100.0% |
| Bldg. Area (s.f.) | 74,452 | 671,567 | 5,073,609 | 1,101,270 | 1,122,481 | 24,035 | 54,276 | 8,121,690 |
| % of Total | 0.9% | 8.3% | 62.5% | 13.6% | 13.8% | 0.3% | 0.7% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 0.00 | 37.97 | 216.14 | 118.01 | 33.20 | 11.33 | | 416.65 |
| % of Total | 0.0% | 9.1% | 51.9% | 28.3% | 8.0% | 2.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 0.00 | 3.29 | 33.05 | 5.54 | 2.32 | 0.00 | | 44.20 |
| % of Total | 0.0% | 7.4% | 74.8% | 12.5% | 5.2% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 49 | 801 | 850 |
| Average Age (in years) | 91 | 74 | 86 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.40 | 1.99 | 0.93 | 0.76 | 0.59 | 0.42 | 0.02 | 0.69 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Convention Center Max Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $1,201,300 | $2,747,100 | $128,906,200 | $10,703,000 | $43,709,100 | $6,584,000 | $18,274,600 | $212,125,300 |
| Improvements | $1,331,100 | $14,935,700 | $209,649,000 | $10,817,900 | $110,927,300 | $1,046,000 | $3,936,400 | $352,643,400 |
| Total | $2,532,400 | $17,682,800 | $338,555,200 | $21,520,900 | $154,636,400 | $7,630,000 | $22,211,000 | $564,768,700 |
| % of Total | 0.4% | 3.1% | 59.9% | 3.8% | 27.4% | 1.4% | 3.9% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 5.34 | 6.93 | 136.33 | 25.82 | 50.24 | 6.45 | 48.19 | 279.30 |
| % of Total | 1.9% | 2.5% | 48.8% | 9.2% | 18.0% | 2.3% | 17.3% | 100.0% |
| Bldg. Area (s.f.) | 99,864 | 683,411 | 4,782,614 | 963,150 | 779,356 | 24,035 | 60,280 | 7,392,710 |
| % of Total | 1.4% | 9.2% | 64.7% | 13.0% | 10.5% | 0.3% | 0.8% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 0.00 | 41.61 | 210.76 | 87.78 | 22.82 | 17.90 | | 380.87 |
| % of Total | 0.0% | 10.9% | 55.3% | 23.0% | 6.0% | 4.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 0.00 | 3.83 | 32.82 | 4.20 | 3.47 | 0.00 | | 44.32 |
| % of Total | 0.0% | 8.6% | 74.1% | 9.5% | 7.8% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 68 | 843 | 911 |
| Average Age (in years) | 90 | 73 | 83 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.43 | 2.26 | 0.81 | 0.86 | 0.36 | 0.09 | 0.03 | 0.61 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 7th Avenue Max Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $1,887,900 | $5,212,400 | $134,173,800 | $9,862,600 | $43,127,500 | $8,293,000 | $20,093,900 | $222,651,100 |
| Improvements | $2,382,200 | $28,126,100 | $223,306,600 | $10,047,300 | $111,105,000 | $4,973,000 | $804,100 | $380,744,300 |
| Total | $4,270,100 | $33,338,500 | $357,480,400 | $19,909,900 | $154,232,500 | $13,266,000 | $20,898,000 | $603,395,400 |
| % of Total | 0.7% | 5.5% | 59.2% | 3.3% | 25.6% | 2.2% | 3.5% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 7.20 | 17.49 | 147.48 | 23.05 | 50.70 | 8.62 | 47.57 | 302.11 |
| % of Total | 2.4% | 5.8% | 48.8% | 7.6% | 16.8% | 2.9% | 15.7% | 100.0% |
| Bldg. Area (s.f.) | 128,448 | 1,143,353 | 5,049,646 | 867,875 | 793,820 | 82,110 | 12,954 | 8,078,206 |
| % of Total | 1.6% | 14.2% | 62.5% | 10.7% | 9.8% | 1.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 0.00 | 35.71 | 199.21 | 80.89 | 26.74 | 19.12 | | 361.67 |
| % of Total | 0.0% | 9.9% | 55.1% | 22.4% | 7.4% | 5.3% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 0.00 | 2.97 | 33.16 | 3.16 | 3.77 | 1.20 | | 44.26 |
| % of Total | 0.0% | 6.7% | 74.9% | 7.1% | 8.5% | 2.7% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 78 | 1,350 | 1,428 |
| Average Age (in years) | 86 | 68 | 77 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.41 | 1.50 | 0.79 | 0.86 | 0.36 | 0.22 | 0.01 | 0.61 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Lloyd Center/11th Avenue Max Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $4,506,500 | $8,353,800 | $125,916,900 | $8,003,800 | $23,973,800 | $8,293,000 | $19,299,700 | $198,347,500 |
| Improvements | $8,022,000 | $41,377,300 | $205,426,900 | $7,721,200 | $93,575,200 | $4,973,000 | $830,600 | $361,926,200 |
| Total | $12,528,500 | $49,731,100 | $331,343,800 | $15,725,000 | $117,549,000 | $13,266,000 | $20,130,300 | $560,273,700 |
| % of Total | 2.2% | 8.9% | 59.1% | 2.8% | 21.0% | 2.4% | 3.6% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 18.60 | 35.28 | 146.49 | 20.18 | 31.26 | 8.62 | 45.65 | 306.08 |
| % of Total | 6.1% | 11.5% | 47.9% | 6.6% | 10.2% | 2.8% | 14.9% | 100.0% |
| Bldg. Area (s.f.) | 348,468 | 1,673,255 | 4,526,305 | 679,014 | 524,892 | 82,110 | 12,396 | 7,846,440 |
| % of Total | 4.4% | 21.3% | 57.7% | 8.7% | 6.7% | 1.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 2.56 | 68.52 | 174.07 | 32.09 | 32.20 | 19.98 | | 329.42 |
| % of Total | 0.8% | 20.8% | 52.8% | 9.7% | 9.8% | 6.1% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 0.00 | 4.19 | 33.71 | 1.59 | 2.69 | 2.06 | | 44.24 |
| % of Total | 0.0% | 9.5% | 76.2% | 3.6% | 6.1% | 4.7% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 168 | 1,943 | 2,111 |
| Average Age (in years) | 85 | 61 | 72 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.43 | 1.09 | 0.71 | 0.77 | 0.39 | 0.22 | 0.01 | 0.59 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Hollywood/42nd Avenue Max Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $41,742,800 | $3,706,600 | $21,377,900 | $3,172,100 | $2,529,700 | $3,022,500 | $3,297,600 | $78,849,200 |
| Improvements | $110,022,000 | $16,022,200 | $96,117,500 | $4,276,940 | $9,076,600 | $11,786,500 | $152,300 | $247,454,040 |
| Total | $151,764,800 | $19,728,800 | $117,495,400 | $7,449,040 | $11,606,300 | $14,809,000 | $3,449,900 | $326,303,240 |
| % of Total | 46.5% | 6.0% | 36.0% | 2.3% | 3.6% | 4.5% | 1.1% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 212.54 | 18.67 | 56.11 | 10.75 | 9.14 | 31.55 | 16.62 | 355.38 |
| % of Total | 59.8% | 5.3% | 15.8% | 3.0% | 2.6% | 8.9% | 4.7% | 100.0% |
| Bldg. Area (s.f.) | 2,989,838 | 710,828 | 1,819,494 | 249,131 | 137,237 | 50,163 | 9,293 | 5,965,984 |
| % of Total | 50.1% | 11.9% | 30.5% | 4.2% | 2.3% | 0.8% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 207.77 | 58.65 | 78.61 | 0.00 | 6.28 | 22.87 | | 374.18 |
| % of Total | 55.5% | 15.7% | 21.0% | 0.0% | 1.7% | 6.1% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 1.00 | 2.34 | 6.58 | 0.00 | 0.80 | 0.00 | | 10.72 |
| % of Total | 9.3% | 21.8% | 61.4% | 0.0% | 7.5% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 1,843 | 570 | 2,413 |
| Average Age (in years) | 68 | 52 | 67 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.32 | 0.87 | 0.74 | 0.53 | 0.34 | 0.04 | 0.01 | 0.39 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 60th Avenue Max Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $28,681,100 | $7,097,100 | $11,416,900 | $2,820,900 | $2,840,400 | $0 | $2,542,100 | $55,398,500 |
| Improvements | $59,573,650 | $36,449,100 | $81,075,900 | $6,023,400 | $10,864,200 | $0 | $165,800 | $194,152,050 |
| Total | $88,254,750 | $43,546,200 | $92,492,800 | $8,844,300 | $13,704,600 | $0 | $2,707,900 | $249,550,550 |
| % of Total | 35.4% | 17.4% | 37.1% | 3.5% | 5.5% | 0.0% | 1.1% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 190.56 | 54.18 | 48.30 | 23.99 | 14.78 | 0.00 | 17.15 | 348.96 |
| % of Total | 54.6% | 15.5% | 13.8% | 6.9% | 4.2% | 0.0% | 4.9% | 100.0% |
| Bldg. Area (s.f.) | 1,899,932 | 1,427,411 | 1,177,050 | 430,112 | 623,645 | 0 | 5,319 | 5,563,469 |
| % of Total | 34.2% | 25.7% | 21.2% | 7.7% | 11.2% | 0.0% | 0.1% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 140.34 | 143.36 | 30.51 | 0.00 | 38.44 | 17.33 | | 369.98 |
| % of Total | 37.9% | 38.7% | 8.2% | 0.0% | 10.4% | 4.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 5.62 | 4.06 | 2.44 | 0.00 | 0.92 | 0.00 | | 13.04 |
| % of Total | 43.1% | 31.1% | 18.7% | 0.0% | 7.1% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 1,583 | 1,521 | 3,104 |
| Average Age (in years) | 63 | 38 | 59 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.23 | 0.60 | 0.56 | 0.41 | 0.97 | 0.00 | 0.01 | 0.37 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 82nd Avenue Max Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $26,944,700 | $2,362,900 | $6,183,800 | $1,142,700 | $4,262,900 | $0 | $2,687,000 | $43,584,000 |
| Improvements | $54,210,800 | $17,366,600 | $10,384,800 | $872,800 | $29,457,700 | $0 | $141,600 | $112,434,300 |
| Total | $81,155,500 | $19,729,500 | $16,568,600 | $2,015,500 | $33,720,600 | $0 | $2,828,600 | $156,018,300 |
| % of Total | 52.0% | 12.6% | 10.6% | 1.3% | 21.6% | 0.0% | 1.8% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 209.26 | 26.59 | 20.25 | 7.06 | 51.74 | 0.00 | 22.70 | 337.60 |
| % of Total | 62.0% | 7.9% | 6.0% | 2.1% | 15.3% | 0.0% | 6.7% | 100.0% |
| Bldg. Area (s.f.) | 1,689,814 | 554,045 | 312,175 | 60,722 | 46,741 | 0 | 20,458 | 2,683,955 |
| % of Total | 63.0% | 20.6% | 11.6% | 2.3% | 1.7% | 0.0% | 0.8% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 245.91 | 70.23 | 52.88 | 15.07 | 0.00 | 75.99 | | 460.08 |
| % of Total | 53.4% | 15.3% | 11.5% | 3.3% | 0.0% | 16.5% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 5.13 | 1.31 | 2.84 | 0.42 | 0.00 | 1.57 | | 11.27 |
| % of Total | 45.5% | 11.6% | 25.2% | 3.7% | 0.0% | 13.9% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 1,537 | 691 | 2,228 |
| Average Age (in years) | 51 | 25 | 48 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.19 | 0.48 | 0.35 | 0.20 | 0.02 | 0.00 | 0.02 | 0.18 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Gateway/99th Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $12,821,370 | $3,467,400 | $10,180,300 | $996,500 | $2,393,600 | $417,700 | $3,913,400 | $34,190,270 |
| Improvements | $24,299,110 | $25,518,300 | $21,687,700 | $1,278,500 | $7,320,500 | $396,900 | $68,100 | $80,569,110 |
| Total | $37,120,480 | $28,985,700 | $31,868,000 | $2,275,000 | $9,714,100 | $814,600 | $3,981,500 | $114,759,380 |
| % of Total | 32.3% | 25.3% | 27.8% | 2.0% | 8.5% | 0.7% | 3.5% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 129.63 | 44.01 | 58.17 | 9.54 | 19.54 | 2.07 | 28.78 | 291.74 |
| % of Total | 44.4% | 15.1% | 19.9% | 3.3% | 6.7% | 0.7% | 9.9% | 100.0% |
| Bldg. Area (s.f.) | 772,257 | 757,907 | 420,402 | 81,412 | 89,554 | 0 | 14,486 | 2,136,018 |
| % of Total | 36.2% | 35.5% | 19.7% | 3.8% | 4.2% | 0.0% | 0.7% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 228.25 | 145.21 | 110.27 | 35.53 | 0.00 | 3.46 | | 522.72 |
| % of Total | 43.7% | 27.8% | 21.1% | 6.8% | 0.0% | 0.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 3.78 | 0.26 | 2.98 | 1.28 | 0.00 | 0.00 | | 8.30 |
| % of Total | 45.5% | 3.1% | 35.9% | 15.4% | 0.0% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 702 | 936 | 1,638 |
| Average Age (in years) | 45 | 22 | 40 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.14 | 0.40 | 0.17 | 0.20 | 0.11 | 0.00 | 0.01 | 0.17 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 102nd Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $16,084,370 | $3,215,800 | $28,203,820 | $1,556,900 | $4,170,200 | $0 | $3,651,800 | $56,882,890 |
| Improvements | $29,396,210 | $15,549,200 | $52,203,490 | $1,465,700 | $8,773,000 | $0 | $11,400 | $107,399,000 |
| Total | $45,480,580 | $18,765,000 | $80,407,310 | $3,022,600 | $12,943,200 | $0 | $3,663,200 | $164,281,890 |
| % of Total | 27.7% | 11.4% | 48.9% | 1.8% | 7.9% | 0.0% | 2.2% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 167.10 | 35.47 | 117.42 | 7.85 | 38.58 | 0.00 | 24.34 | 390.76 |
| % of Total | 42.8% | 9.1% | 30.0% | 2.0% | 9.9% | 0.0% | 6.2% | 100.0% |
| Bldg. Area (s.f.) | 1,119,520 | 473,117 | 1,346,278 | 98,073 | 124,417 | 0 | 5,408 | 3,166,813 |
| % of Total | 35.4% | 14.9% | 42.5% | 3.1% | 3.9% | 0.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 258.19 | 148.86 | 157.00 | 20.78 | 0.00 | 1.11 | | 585.94 |
| % of Total | 44.1% | 25.4% | 26.8% | 3.5% | 0.0% | 0.2% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 0.87 | 0.89 | 22.23 | 0.00 | 0.00 | 1.11 | | 25.10 |
| % of Total | 3.5% | 3.5% | 88.6% | 0.0% | 0.0% | 4.4% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 771 | 489 | 1,260 |
| Average Age (in years) | 42 | 31 | 41 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.15 | 0.31 | 0.26 | 0.29 | 0.07 | 0.00 | 0.01 | 0.19 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 122nd Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $20,273,400 | $2,140,000 | $22,285,900 | $311,300 | $5,105,900 | $0 | $3,507,900 | $53,624,400 |
| Improvements | $41,220,600 | $13,352,800 | $21,830,100 | $275,700 | $9,578,000 | $0 | $1,153,400 | $87,410,600 |
| Total | $61,494,000 | $15,492,800 | $44,116,000 | $587,000 | $14,683,900 | $0 | $4,661,300 | $141,035,000 |
| % of Total | 43.6% | 11.0% | 31.3% | 0.4% | 10.4% | 0.0% | 3.3% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 220.30 | 30.99 | 83.17 | 1.28 | 43.38 | 0.00 | 26.98 | 406.10 |
| % of Total | 54.2% | 7.6% | 20.5% | 0.3% | 10.7% | 0.0% | 6.6% | 100.0% |
| Bldg. Area (s.f.) | 1,236,463 | 507,074 | 394,259 | 14,893 | 178,377 | 0 | 5,022 | 2,336,088 |
| % of Total | 52.9% | 21.7% | 16.9% | 0.6% | 7.6% | 0.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 370.24 | 89.44 | 115.63 | 0.00 | 0.00 | 10.14 | | 585.45 |
| % of Total | 63.2% | 15.3% | 19.8% | 0.0% | 0.0% | 1.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 7.25 | 6.95 | 8.88 | 0.00 | 0.00 | 0.00 | | 23.08 |
| % of Total | 31.4% | 30.1% | 38.5% | 0.0% | 0.0% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 1,096 | 486 | 1,582 |
| Average Age (in years) | 38 | 28 | 38 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.13 | 0.38 | 0.11 | 0.27 | 0.09 | 0.00 | 0.00 | 0.13 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 148th Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $23,911,700 | $2,629,600 | $2,711,300 | $116,400 | $1,572,700 | $0 | $1,587,800 | $32,529,500 |
| Improvements | $41,076,600 | $12,904,500 | $3,045,600 | $361,900 | $4,428,500 | $0 | $1,357,300 | $63,174,400 |
| Total | $64,988,300 | $15,534,100 | $5,756,900 | $478,300 | $6,001,200 | $0 | $2,945,100 | $95,703,900 |
| % of Total | 67.9% | 16.2% | 6.0% | 0.5% | 6.3% | 0.0% | 3.1% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 513.55 | 39.26 | 15.69 | 0.76 | 24.92 | 0.00 | 26.47 | 620.65 |
| % of Total | 82.7% | 6.3% | 2.5% | 0.1% | 4.0% | 0.0% | 4.3% | 100.0% |
| Bldg. Area (s.f.) | 1,204,212 | 474,372 | 115,386 | 14,086 | 91,210 | 0 | 4,092 | 1,903,358 |
| % of Total | 63.3% | 24.9% | 6.1% | 0.7% | 4.8% | 0.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 342.53 | 121.31 | 24.63 | 0.00 | 0.00 | 247.81 | | 736.28 |
| % of Total | 46.5% | 16.5% | 3.3% | 0.0% | 0.0% | 33.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 15.72 | 6.88 | 2.52 | 0.00 | 0.00 | 0.00 | | 25.12 |
| % of Total | 62.6% | 27.4% | 10.0% | 0.0% | 0.0% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 924 | 492 | 1,416 |
| Average Age (in years) | 34 | 22 | 33 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.05 | 0.28 | 0.17 | 0.43 | 0.08 | 0.00 | 0.00 | 0.07 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 162nd Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $21,691,100 | $5,088,000 | $4,845,500 | $0 | $2,036,600 | $0 | $2,477,700 | $36,138,900 |
| Improvements | $44,602,400 | $29,511,500 | $3,723,200 | $0 | $5,400,100 | $0 | $1,190,300 | $84,427,500 |
| Total | $66,293,500 | $34,599,500 | $8,568,700 | $0 | $7,436,700 | $0 | $3,668,000 | $120,566,400 |
| % of Total | 55.0% | 28.7% | 7.1% | 0.0% | 6.2% | 0.0% | 3.0% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 265.98 | 77.47 | 18.07 | 0.00 | 31.94 | 0.00 | 39.56 | 433.02 |
| % of Total | 61.4% | 17.9% | 4.2% | 0.0% | 7.4% | 0.0% | 9.1% | 100.0% |
| Bldg. Area (s.f.) | 1,272,069 | 1,180,502 | 183,769 | 0 | 101,624 | 0 | 5,031 | 2,742,995 |
| % of Total | 46.4% | 43.0% | 6.7% | 0.0% | 3.7% | 0.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 324.05 | 139.63 | 35.60 | 0.00 | 0.00 | 21.05 | | 520.33 |
| % of Total | 62.3% | 26.8% | 6.8% | 0.0% | 0.0% | 4.0% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 25.32 | 9.97 | 5.69 | 0.00 | 0.00 | 0.00 | | 40.98 |
| % of Total | 61.8% | 24.3% | 13.9% | 0.0% | 0.0% | 0.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 1,021 | 1,374 | 2,395 |
| Average Age (in years) | 32 | 22 | 31 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.11 | 0.35 | 0.23 | 0.00 | 0.07 | 0.00 | 0.00 | 0.15 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 172nd Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $24,366,300 | $5,317,000 | $7,292,300 | $0 | $2,583,600 | $0 | $2,898,100 | $42,457,300 |
| Improvements | $48,940,300 | $26,902,000 | $8,925,800 | $0 | $9,184,700 | $0 | $62,000 | $94,014,800 |
| Total | $73,306,600 | $32,219,000 | $16,218,100 | $0 | $11,768,300 | $0 | $2,960,100 | $136,472,100 |
| % of Total | 53.7% | 23.6% | 11.9% | 0.0% | 8.6% | 0.0% | 2.2% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 245.42 | 75.88 | 27.01 | 0.00 | 34.59 | 0.00 | 44.85 | 427.75 |
| % of Total | 57.4% | 17.7% | 6.3% | 0.0% | 8.1% | 0.0% | 10.5% | 100.0% |
| Bldg. Area (s.f.) | 1,119,520 | 473,117 | 1,346,278 | 98,073 | 124,417 | 0 | 5,408 | 3,166,813 |
| % of Total | 35.4% | 14.9% | 42.5% | 3.1% | 3.9% | 0.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 236.26 | 152.56 | 31.72 | 0.00 | 0.00 | 20.73 | | 441.27 |
| % of Total | 53.5% | 34.6% | 7.2% | 0.0% | 0.0% | 4.7% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 23.30 | 15.20 | 3.83 | 0.00 | 0.00 | 1.94 | | 44.27 |
| % of Total | 52.6% | 34.3% | 8.7% | 0.0% | 0.0% | 4.4% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 1,096 | 1,188 | 2,284 |
| Average Age (in years) | 31 | 23 | 30 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.10 | 0.14 | 1.14 | 0.00 | 0.08 | 0.00 | 0.00 | 0.17 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# 181st Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $17,469,800 | $5,774,860 | $17,396,000 | $258,800 | $3,943,800 | $0 | $3,849,100 | $48,692,360 |
| Improvements | $28,881,500 | $29,788,200 | $18,995,700 | $10,500 | $5,102,600 | $0 | $172,800 | $82,951,300 |
| Total | $46,351,300 | $35,563,060 | $36,391,700 | $269,300 | $9,046,400 | $0 | $4,021,900 | $131,643,660 |
| % of Total | 35.2% | 27.0% | 27.6% | 0.2% | 6.9% | 0.0% | 3.1% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 178.99 | 79.30 | 66.51 | 1.71 | 48.81 | 0.00 | 46.74 | 422.06 |
| % of Total | 42.4% | 18.8% | 15.8% | 0.4% | 11.6% | 0.0% | 11.1% | 100.0% |
| Bldg. Area (s.f.) | 942,987 | 1,164,335 | 431,571 | 3,920 | 115,375 | 0 | 10,668 | 2,668,856 |
| % of Total | 35.3% | 43.6% | 16.2% | 0.1% | 4.3% | 0.0% | 0.4% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 198.68 | 156.68 | 59.19 | 0.00 | 0.00 | 43.13 | | 457.68 |
| % of Total | 43.4% | 34.2% | 12.9% | 0.0% | 0.0% | 9.4% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 20.54 | 14.81 | 4.10 | 0.00 | 0.00 | 4.94 | 0.00 | 44.39 |
| % of Total | 46.3% | 33.4% | 9.2% | 0.0% | 0.0% | 11.1% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 783 | 1,403 | 2,186 |
| Average Age (in years) | 34 | 22 | 33 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.12 | 0.34 | 0.15 | 0.05 | 0.05 | 0.00 | 0.01 | 0.15 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Rockwood/188th Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $17,076,800 | $5,903,400 | $16,135,700 | $904,700 | $3,380,800 | $0 | $6,198,200 | $49,599,600 |
| Improvements | $26,893,500 | $31,989,000 | $20,175,700 | $580,700 | $5,606,500 | $0 | $44,200 | $85,289,600 |
| Total | $43,970,300 | $37,892,400 | $36,311,400 | $1,485,400 | $8,987,300 | $0 | $6,242,400 | $134,889,200 |
| % of Total | 32.6% | 28.1% | 26.9% | 1.1% | 6.7% | 0.0% | 4.6% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 186.62 | 76.60 | 62.40 | 7.77 | 42.52 | 0.00 | 94.97 | 470.88 |
| % of Total | 39.6% | 16.3% | 13.3% | 1.7% | 9.0% | 0.0% | 20.2% | 100.0% |
| Bldg. Area (s.f.) | 885,138 | 1,051,125 | 441,766 | 42,877 | 102,676 | 0 | 5,824 | 2,529,406 |
| % of Total | 35.0% | 41.6% | 17.5% | 1.7% | 4.1% | 0.0% | 0.2% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 169.98 | 147.73 | 57.85 | 64.33 | 0.00 | 40.65 | | 480.54 |
| % of Total | 35.4% | 30.7% | 12.0% | 13.4% | 0.0% | 8.5% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 7.70 | 16.21 | 3.99 | 44.42 | 0.00 | 4.94 | | 77.26 |
| % of Total | 10.0% | 21.0% | 5.2% | 57.5% | 0.0% | 6.4% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 789 | 1,470 | 2,259 |
| Average Age (in years) | 34 | 24 | 33 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.11 | 0.32 | 0.16 | 0.13 | 0.06 | 0.00 | 0.00 | 0.12 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Ruby Junction 197th Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $10,845,140 | $4,478,800 | $9,218,000 | $2,297,000 | $3,054,000 | $0 | $7,066,500 | $36,959,440 |
| Improvements | $15,749,700 | $30,312,100 | $12,043,400 | $5,271,700 | $24,353,700 | $0 | $65,400 | $87,796,000 |
| Total | $26,594,840 | $34,790,900 | $21,261,400 | $7,568,700 | $27,407,700 | $0 | $7,131,900 | $124,755,440 |
| % of Total | 21.3% | 27.9% | 17.0% | 6.1% | 22.0% | 0.0% | 5.7% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 3.2% | 100.0% |
| Land Area (acres) | 150.16 | 58.13 | 64.15 | 23.53 | 48.15 | 0.00 | 145.32 | 489.44 |
| % of Total | 30.7% | 11.9% | 13.1% | 4.8% | 9.8% | 0.0% | 29.7% | 100.0% |
| Bldg. Area (s.f.) | 492,826 | 694,529 | 369,337 | 217,692 | 282,127 | 0 | 0 | 2,056,511 |
| % of Total | 24.0% | 33.8% | 18.0% | 10.6% | 13.7% | 0.0% | 0.0% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 109.67 | 128.04 | 36.09 | 213.91 | 23.38 | 6.62 | | 517.71 |
| % of Total | 21.2% | 24.7% | 7.0% | 41.3% | 4.5% | 1.3% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 22.88 | 15.19 | 2.64 | 103.31 | 8.72 | 0.82 | | 153.56 |
| % of Total | 14.9% | 9.9% | 1.7% | 67.3% | 5.7% | 0.5% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 406 | 1,172 | 1,578 |
| Average Age (in years) | 31 | 25 | 30 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.08 | 0.27 | 0.13 | 0.21 | 0.13 | 0.00 | 0.00 | 0.10 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Gresham City Hall MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $14,436,880 | $2,637,800 | $13,793,200 | $791,300 | $9,781,700 | $0 | $6,624,500 | $48,065,380 |
| Improvements | $20,404,700 | $8,951,400 | $24,716,200 | $1,265,100 | $35,445,800 | $0 | $174,200 | $90,957,400 |
| Total | $34,841,580 | $11,589,200 | $38,509,400 | $2,056,400 | $45,227,500 | $0 | $6,798,700 | $139,022,780 |
| % of Total | 25.1% | 8.3% | 27.7% | 1.5% | 32.5% | 0.0% | 4.9% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 100.0% | 196.8% |
| Land Area (acres) | 150.00 | 47.62 | 70.29 | 5.60 | 52.27 | 0.00 | 95.93 | 421.71 |
| % of Total | 35.6% | 11.3% | 16.7% | 1.3% | 12.4% | 0.0% | 22.7% | 100.0% |
| Bldg. Area (s.f.) | 639,306 | 359,953 | 514,438 | 78,314 | 203,349 | 0 | 2,658 | 1,798,018 |
| % of Total | 35.6% | 20.0% | 28.6% | 4.4% | 11.3% | 0.0% | 0.1% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 155.20 | 42.39 | 125.17 | 0.00 | 0.00 | 131.97 | | 454.73 |
| % of Total | 34.1% | 9.3% | 27.5% | 0.0% | 0.0% | 29.0% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 16.27 | 11.86 | 16.60 | 0.00 | 0.00 | 82.09 | | 126.82 |
| % of Total | 12.8% | 9.4% | 13.1% | 0.0% | 0.0% | 64.7% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 444 | 436 | 880 |
| Average Age (in years) | 35 | 25 | 34 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.10 | 0.17 | 0.17 | 0.32 | 0.09 | 0.00 | 0.00 | 0.10 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Gresham Central MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $10,310,490 | $3,829,900 | $24,826,000 | $2,719,800 | $13,846,600 | $0 | $7,984,400 | $63,517,190 |
| Improvements | $9,056,200 | $15,439,400 | $39,386,500 | $3,340,500 | $37,946,400 | $0 | $183,900 | $105,352,900 |
| Total | $19,366,690 | $19,269,300 | $64,212,500 | $6,060,300 | $51,793,000 | $0 | $8,168,300 | $168,870,090 |
| % of Total | 11.5% | 11.4% | 38.0% | 3.6% | 30.7% | 0.0% | 4.8% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 100.0% | 196.8% |
| Land Area (acres) | 82.68 | 49.17 | 93.61 | 18.72 | 72.87 | 0.00 | 91.87 | 408.92 |
| % of Total | 20.2% | 12.0% | 22.9% | 4.6% | 17.8% | 0.0% | 22.5% | 100.0% |
| Bldg. Area (s.f.) | 411,318 | 640,409 | 986,863 | 275,827 | 257,630 | 0 | 7,339 | 2,579,386 |
| % of Total | 15.9% | 24.8% | 38.3% | 10.7% | 10.0% | 0.0% | 0.3% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 103.60 | 67.64 | 202.58 | 0.00 | 0.00 | 80.83 | | 454.65 |
| % of Total | 22.8% | 14.9% | 44.6% | 0.0% | 0.0% | 17.8% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 5.42 | 21.29 | 25.15 | 0.00 | 0.00 | 12.37 | | 64.23 |
| % of Total | 8.4% | 33.1% | 39.2% | 0.0% | 0.0% | 19.3% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 362 | 793 | 1,155 |
| Average Age (in years) | 48 | 25 | 42 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.11 | 0.30 | 0.24 | 0.34 | 0.08 | 0.00 | 0.00 | 0.14 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |

# Cleveland Avenue MAX Station Area Profile

## Land Use Characteristics

### A. Current Use

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| *Valuation by Use:* | | | | | | | | |
| Land | $11,750,590 | $2,745,700 | $28,524,500 | $4,739,200 | $12,935,500 | $0 | $6,584,500 | $67,279,990 |
| Improvements | $13,149,800 | $12,133,300 | $35,595,200 | $5,602,100 | $35,023,500 | $0 | $166,000 | $101,669,900 |
| Total | $24,900,390 | $14,879,000 | $64,119,700 | $10,341,300 | $47,959,000 | $0 | $6,750,500 | $168,949,890 |
| % of Total | 14.7% | 8.8% | 38.0% | 6.1% | 28.4% | 0.0% | 4.0% | 100.0% |
| MAX % of Total | 28.8% | 12.8% | 35.2% | 3.0% | 15.9% | 1.1% | 100.0% | 196.8% |
| Land Area (acres) | 97.07 | 38.25 | 116.34 | 31.65 | 64.10 | 0.00 | 55.08 | 402.49 |
| % of Total | 24.1% | 9.5% | 28.9% | 7.9% | 15.9% | 0.0% | 13.7% | 100.0% |
| Bldg. Area (s.f.) | 486,579 | 529,096 | 828,266 | 362,456 | 154,993 | 0 | 8,273 | 2,369,663 |
| % of Total | 20.5% | 22.3% | 35.0% | 15.3% | 6.5% | 0.0% | 0.3% | 100.0% |

### B. Zoning

| Zoning Category | Single Family | Multifamily | Commercial | Industrial | IMU | OS/PF | | Total |
|---|---|---|---|---|---|---|---|---|
| Current Land (acres) | 201.49 | 85.99 | 195.76 | 0.00 | 0.00 | 66.59 | | 549.83 |
| % of Total | 36.6% | 15.6% | 35.6% | 0.0% | 0.0% | 12.1% | | 100.0% |
| MAX % of Total | 39.6% | 20.6% | 21.0% | 6.2% | 1.9% | 10.7% | | 100.0% |
| Vacant Land (acres) | 7.88 | 20.03 | 21.42 | 0.00 | 0.00 | 8.70 | | 58.03 |
| % of Total | 13.6% | 34.5% | 36.9% | 0.0% | 0.0% | 15.0% | | 100.0% |
| MAX % of Total | 21.0% | 17.7% | 23.7% | 18.4% | 2.6% | 16.7% | | 100.0% |

### C. Residential Units

| Type of Unit | Single Family | Multifamily | All Units |
|---|---|---|---|
| # of Units | 421 | 620 | 1,041 |
| Average Age (in years) | 36 | 28 | 35 |

### D. Floor Area Ratios

| Use Category | Single Family | Multifamily | Commercial | Industrial | Miscellaneous | Recreation | Vacant | Total |
|---|---|---|---|---|---|---|---|---|
| MAX Station | 0.12 | 0.32 | 0.16 | 0.26 | 0.06 | 0.00 | 0.00 | 0.14 |
| Total MAX Line | 0.14 | 0.43 | 0.35 | 0.42 | 0.16 | 0.07 | 0.01 | 0.20 |