



Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

MEMO

DATE: December 5, 2018

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FROM: Tom Armstrong, Supervising Planner, Bureau of Planning and Sustainability
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SUBJECT: N/NE Community Development Initiative Impact Analysis

Summary of Data Availability

This memo presents a summary set of findings from several data tables and charts developed to help answer questions posed by Prosper Portland and the N/NE Community Development Initiative (CDI) Oversight Committee. Data tables and charts provide an update to the Interstate Corridor Urban Renewal Area Base Data and Trends Report from September 2001, when updated data is available. Supplemental data tables that inform these summary findings have been compiled by Bureau of Planning and Sustainability staff and are available to further understand demographic and market trends since 2000.

The data presented in this analysis is from sources including the U.S. Census Bureau, the Oregon Employment Department, Business Oregon, the Consumer Financial Protection Bureau, Multnomah County Assessment and Taxation, CoStar, and Regional Multiple Listing Service (RMLS). Some data requested are not available and would require primary data collection through surveys with community members. Additionally, some data requested requires additional analysis to best answer questions asked by the N/NE CDI Oversight Committee. Table 1 on the following page shows the data and information that is available, whether data requires further analysis, or if data is not available for all years identified. Specifically, business ownership by race and property ownership by race are two data points requested by that are not available and would require primary data collection. Where data was not available, BPS staff worked to provide as complete of picture possible from data sources available to respond to the needs of the N/NE CDI Oversight Committee. If identified as a priority for the CDI Oversight Committee, a next phase to this work would be to collect primary data on business ownership demographics and qualitative information from business



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owners and community members to better communicate the experiences of the N/NE community.

Table 1. Data requests by data availability for ICURA study

	1990	2000	2010	2016
Business profile				
# businesses	Not available; or requires primary data collection	Available	Available	Available
Size of businesses	Available	Available	Available	Available
Business property ownership	Available	Available	Available	Available
# disadvantaged and MWESB businesses	Available	Available	Available	Available
Demographics of new businesses created	Available	Available	Available	Available
Housing tenure profile				
Historical homeownership trend by race	Available	Available	Available	Available
Historical renter trend by race	Available	Available	Available	Available
Increase in home value by race	Available	Available	Available	Available
Commercial ownership by race	Available	Available	Available	Available
First time buyers by race	Available	Available	Available	Available
Resident profile				
Population total	Available	Available	Available	Available
Population by race by neighborhood in ICURA	Available	Available	Available	Available
Race and ethnicity	Available	Available	Available	Available
Income by race	Available	Available	Available	Available
Poverty level by race	Available	Available	Available	Available
Land profile				
All property ownership by race	Available	Available	Available	Available
Retail				
Commercial rates	Available	Available	Available	Available
Ownership history of commercial space	Available	Available	Available	Available
Not available; or requires primary data collection	Not available; or requires primary data collection			
No known data sources; or not available at geography	No known data sources; or not available at geography			
Secondary data only; or requires additional analysis	Secondary data only; or requires additional analysis			
Available	Available			

Key Findings

- **The Interstate Corridor URA has become less diverse since 1990.** The number of people of color in the City of Portland more than doubled between 1990 and 2016, but the Interstate Corridor URA experienced a much smaller 3 percent increase. Meanwhile, more white people moved to the area, bringing the total share from 62 percent white in 1990 to 68 percent white in 2016 (Table 2). The story is especially pronounced for the Black community, who once comprised 28 percent of the population in the Interstate Corridor URA in 1990—and up to 84 percent in some neighborhoods — now comprise just 12 percent of the population. Put another way, 70 percent of the city's Black population lived in the Interstate Corridor area in 1990. But by 2016, just 35 percent of the Black community in Portland resided in the Interstate Corridor. Another community that was once prominent in the Interstate Corridor URA was the Native American community. However, the



Native American population decreased by 70 percent in the Interstate Corridor URA between 1990 and 2016.

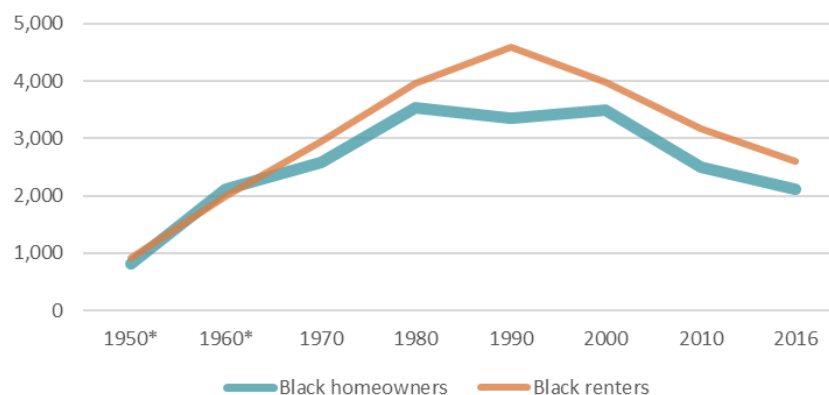
Table 2. Interstate Corridor URA Summary Demographic Profile

	Interstate Corridor URA				City of Portland			
	1990	2000	2010	2016	1990	2000	2010	2016
Population	82,487	87,322	89,668	101,300	437,319	529,121	566,686	620,589
White, not Hispanic	51,114	49,285	56,861	68,994	362,503	399,351	413,301	444,050
Communities of color	31,373	38,037	32,807	32,306	74,816	129,770	153,385	176,548
Black, not Hispanic	22,853	19,721	14,340	12,110	32,842	34,395	35,219	34,494
% white, not Hispanic	62%	56%	63%	68%	83%	75%	73%	72%
% communities of color	38%	44%	37%	32%	17%	25%	27%	28%
% Black, not Hispanic	28%	23%	16%	12%	8%	7%	6%	6%
Households	31,399	33,930	37,750	39,375	187,224	223,737	244,803	256,432
% own	55%	60%	58%	57%	53%	55%	55%	53%
% rent	45%	40%	42%	43%	47%	44%	45%	47%
Household income †	\$40,241	\$52,783	\$53,698	\$62,066	\$48,207	\$56,890	\$54,681	\$58,423
White, including Hispanic	\$43,990	\$56,636	\$60,844	\$68,823	\$49,882	\$58,775	\$58,008	\$62,158
Communities of color	\$33,010	\$43,310	\$36,562	\$44,044	\$38,197	\$46,608	\$40,673	\$41,207

† Income is adjusted for inflation and expressed in 2016\$. Source: U.S. Census Bureau, Decennial Census 1990, 2000, 2010; American Community Survey 2006-2010, 2012-2016 5-year estimates. Prepared September 4, 2018 by Portland Bureau of Planning and Sustainability.

- **Home ownership in the Black community within the Interstate Corridor Urban Renewal Area was at the highest point in 1980, and homeownership rates have declined steeply since then.** In the past three decades, one in two Black households were displaced or moved from the Interstate Corridor. The number of Black homeowners in the Interstate Corridor peaked in 1980, with over 3,500 homeowners. But by 2016, the number has dropped to about 2,100 homeowners—about a 40 percent decrease since 1980. On balance, the period between 1990 and 2016 saw an increase of 1,000 homeowners of color—most of which identify as Hispanic or Asian—but an increase of 4,400 white homeowners. About 2,000 Black renter households were displaced or moved from the Interstate Corridor URA between 1990 and 2016—almost half of Black renter households. In total, 3,400 Black households left the Interstate Corridor between 1980 and 2016.

NUMBER OF BLACK HOUSEHOLDS BY TENURE INTERSTATE CORRIDOR URA, 1950 - 2016

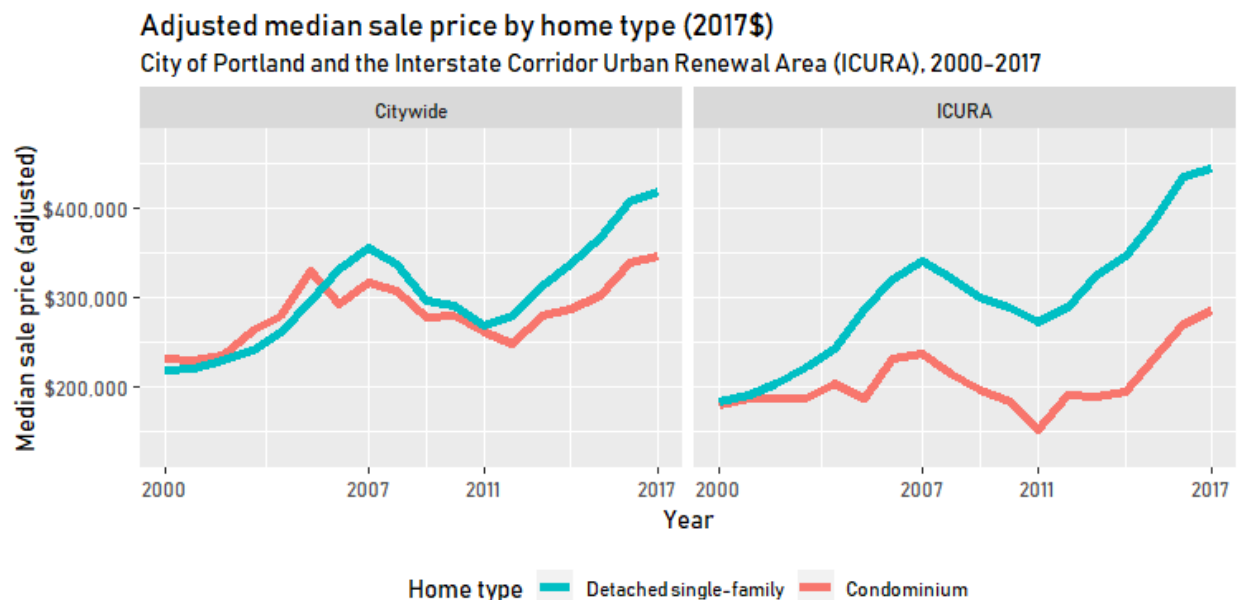


* 1950 and 1960 censuses mark race of householder as either white or non-white.

Source: University of Minnesota, NHGIS. Portland BPS.



- From 2007 to 2017 about 10 percent of all financed home purchases in the Interstate Corridor URA were people of color, and less than 1 percent went to first-time Black homebuyers using an FHA loan in the Interstate Corridor URA. Home Mortgage Disclosure Act (HMDA) data for the period 2007 to 2017 show that 2,000 home purchase loans went to applicants of color, and only 67 went to first-time Black homebuyers using an FHA-insured loan. The median income for applicants who successfully financed home purchases in the Interstate Corridor between this period was \$88,000 for first-time homebuyers (FHA-insured) and \$122,000 for conventional loans. Median loan amounts varied from \$269,000 (first-time) to \$286,000 (conventional).
- Home prices have more than doubled since 2000. Single-family detached home prices in the Interstate Corridor URA were around \$200,000—lower than the citywide average in 2000. Today, home prices in the Interstate Corridor URA have climbed to almost \$500,000, compared to \$425,000 citywide. Not all neighborhoods have breached the \$500,000 threshold though; Arbor Lodge, Kenton, Piedmont, Portsmouth, St. Johns and Woodlawn were below \$500,000 in 2017.



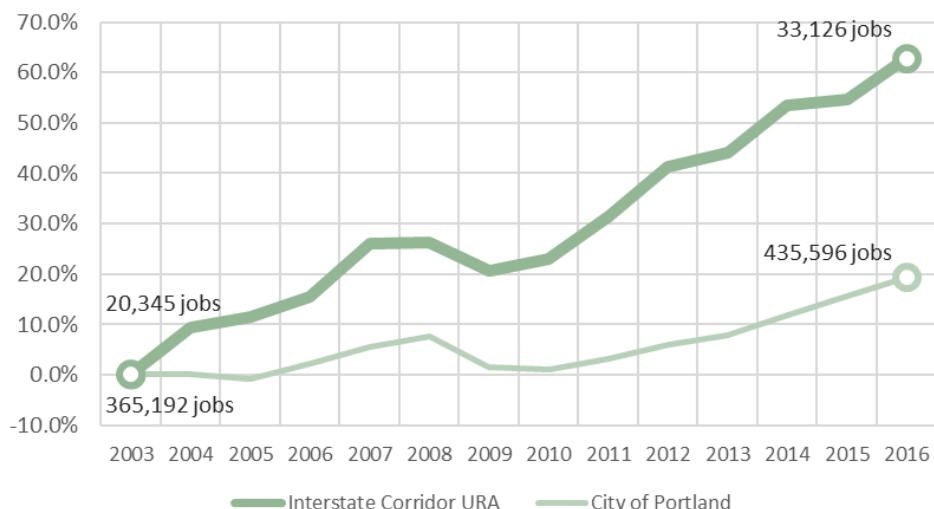
Source: Regional Multiple Listings Service (RMLS); Portland Bureau of Planning and Sustainability.

- There have been approximately 11,000 new residential units added to the Interstate Corridor URA since 2000. Housing growth in the Interstate Corridor URA represents 16 percent of all the housing growth in the City of Portland since 2000.
- There has been a large increase in new business that started or moved into the Interstate Corridor URA between 2002 and 2016. In 2002 there were 1,245 business and in 2016 there were 2,387 business, 1,143 new businesses started or moved to the Interstate Corridor in this time from 2002 to 2016, a 92 percent increase.
- All business categories saw new business growth in the Interstate Corridor URA between 2002 and 2016. Business growth was led by restaurants, bars, digital design firms, professional and labor organizations and personal services such as barber shops, salons, and home care workers.
- The Interstate Corridor URA has seen extremely strong job growth in the last fifteen years. Between 2003 and 2016 there were approximately 12,800 jobs added to the area for a total of approximately 33,000 jobs in 2016 compared to 20,000 jobs in 2013.



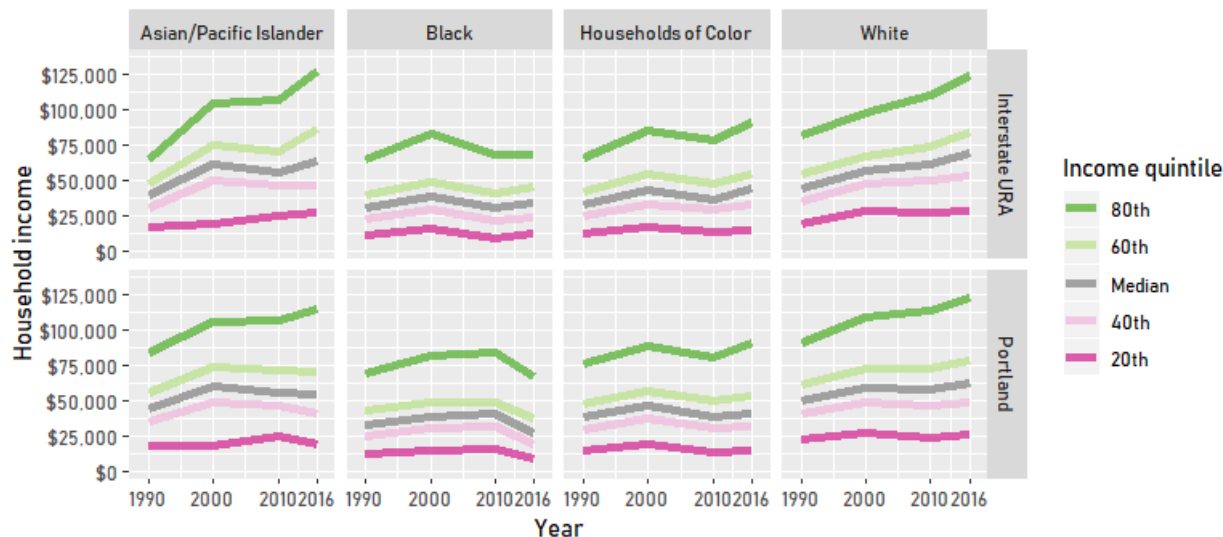
- Job growth has occurred nearly twice as fast in the Interstate Corridor URA compared to the City of Portland between 2003 and 2016. Between 2003 and 2016, total employment grew in the Interstate URA grew about twice as fast as overall citywide growth. The story is similar for the growth factor for the number of firms. In 2016, there are roughly 1.9 times as many firms in the Interstate Corridor URA than there were in 2003—compared to 1.4 times as many firms citywide.

PERCENT CHANGE IN EMPLOYMENT SINCE 2003 INTERSTATE CORRIDOR URA AND PORTLAND, 2003-2016



- While new firm growth and employment growth has been very strong in the Interstate Corridor URA since 2000, disparities in household income exist across race categories. Households of color earn 60 percent of the median household income for white households in the Interstate area—a disparity that is wider in ICURA than it is citywide. Incomes for white households rose five times faster than for households of color between 2000 and 2016 in the Interstate Corridor.

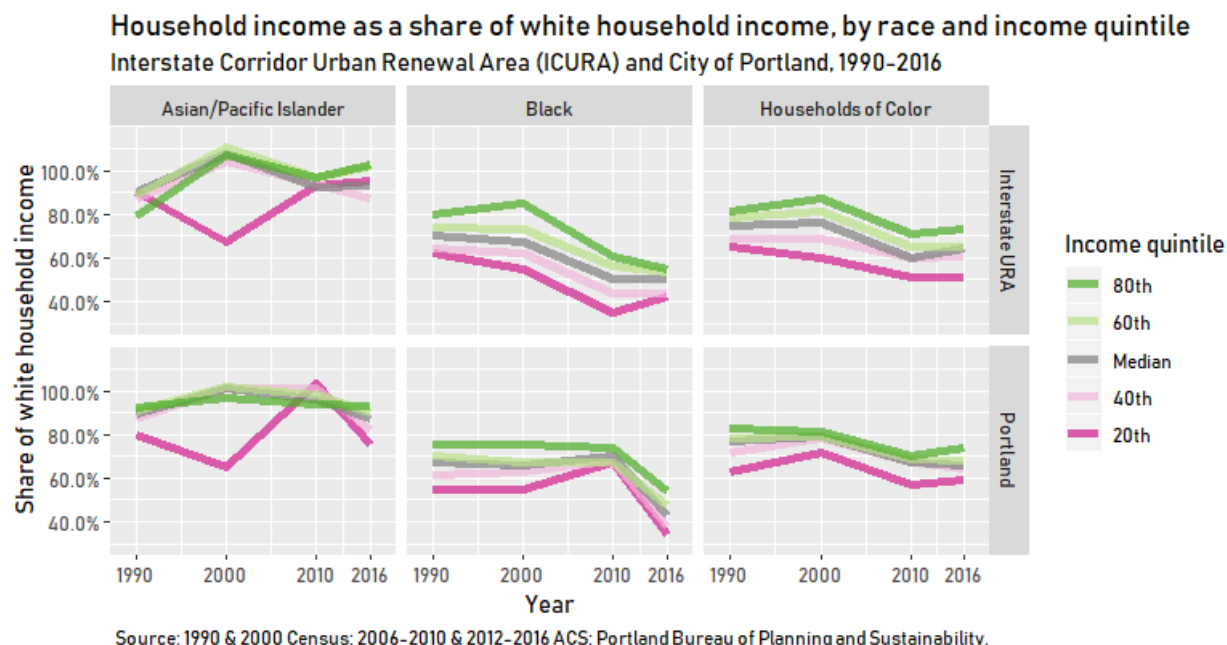
Adjusted household income by race and income quintile Interstate Corridor Urban Renewal Area (ICURA) and City of Portland, 1990-2016



Source: 1990 & 2000 Census; 2006-2010 & 2012-2016 ACS; Portland Bureau of Planning and Sustainability.



- **The income gap between households of color and white households has risen since 1990.** While the income gap between white households and Asian households has begun to close across income strata, the disparity between Black households and white households has widened considerably. In 1990, incomes for the bottom 20% of Black households were \$11,700 - about 62 percent of the share of white households. But by 2016, Black incomes remained the same (\$11,900) while the income gap grew—Black households in the 20th percentile are just 42 percent that of similar White households. In other words, **even poor white households earn more than double poor Black households.**



- **Racial income disparities exist even at higher income brackets.** The top 20% of white households earn more than \$123,000 per year, compared to the top 20% of Black households who earn more than \$68,000 per year. Put another way, the top 20% of white households earn at least \$55,000 more than the top 20% of Black households. Although the top 20% of Asian households earn slightly more than the top 20% of white households, overall households of color in the top 20% earn just 73 percent that of the top white households.



- **25 percent of commercially zoned properties in the Interstate Corridor URA have been owned for 20 years or more.** While this rate is similar to other commercial areas across Portland such as the Inner SE commercial corridors, there are higher shares of long-term commercial property ownership over 20 years in commercial areas such as Kenton, Lombard between Albina and Chautauqua, Killingsworth and NE Martin Luther King Jr. Boulevard south of Alberta.
- **One in five homeowners have lived in their home for 20 years or longer.** 21 percent of single-family residential properties in the area south of Rosa Parks Way and 17 percent of single family residential properties north of Rosa Parks Way and throughout the broader Peninsula area have been owned for 20 years or more. Around 50 percent of all residential properties in the Interstate Corridor URA have been owned for 10 years or more.

Table 3. Property Ownership by Duration and Zoning Classification

Geography	Less than 1 year	1 to 4.9 years	5 to 9.9 years	10 to 19.9 years	20 years or more	No date	Total tax lots
ICURA Commercial Properties	4%	20%	16%	34%	25%	718	2,355
St. Johns	3%	19%	19%	36%	22%	83	235
Mid-Lombard	4%	34%	11%	30%	20%	43	122
Lombard East	5%	24%	9%	29%	32%	42	137
Kenton (Argyle/Denver)	10%	14%	6%	27%	43%	24	75
Alberta	3%	16%	22%	32%	26%	54	206
Interstate	4%	26%	10%	31%	28%	72	295
Greeley/Rosa Parks	3%	15%	15%	44%	24%	6	40
Killingsworth	3%	15%	16%	39%	28%	72	272
MLK North	3%	25%	24%	27%	22%	55	258
MLK South	4%	13%	15%	37%	30%	101	280
Williams/Mississippi	5%	21%	16%	39%	19%	166	435
North Portland Industrial	4%	23%	12%	32%	29%	407	866
Multi-Dwelling Zones	7%	25%	16%	34%	18%	636	3,085
Single-family Zones	7%	25%	18%	32%	18%	1,009	6,900
SFR North of Rosa Parks	8%	27%	18%	31%	17%	717	5,111
SFR South of Rosa Parks	6%	21%	18%	34%	21%	292	1,789
Inner SE (Belmont-Division)	5%	19%	16%	35%	25%	1,726	9,781
Commercial	4%	19%	14%	37%	26%	255	828
Multi-family	6%	20%	13%	37%	25%	201	959
Single-family	5%	19%	17%	34%	25%	1,270	7,994



Commute patterns and trends

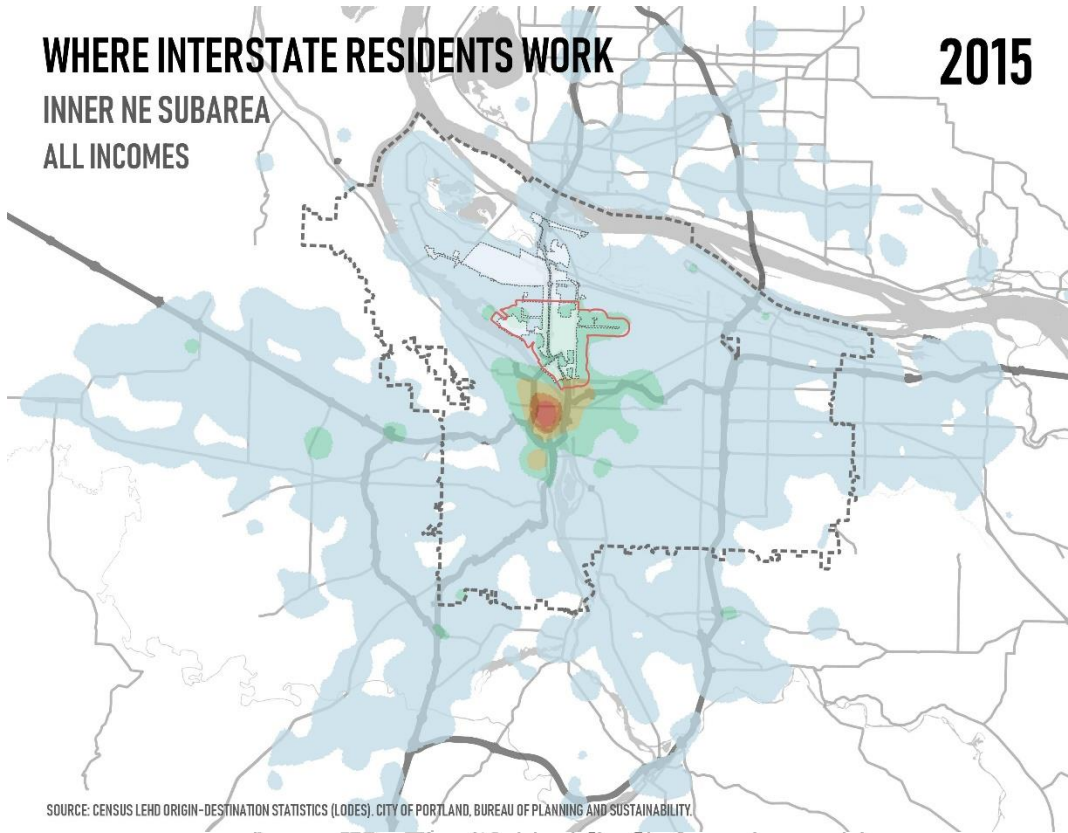
- **The Central City plays a significant role across all wage groups and sub-geographies.** The downtown core is a regional center that employs residents at a wide range of wages and from all parts of the Interstate Corridor URA—from St. Johns to Lower Albina. The Central Eastside has also become a prominent employment destination for Interstate residents, particularly in Kenton-Woodlawn and in Inner North/Northeast.
- **Swan Island, North Portland Industrial and Columbia East have seen diminishing employment concentrations.** Jobs in industrial areas along the Willamette and Columbia were strong for low-middle wage workers in the Corridor, particularly in St. Johns and Portsmouth. But with regional and national declines in the manufacturing sector, these geographies have come to play a smaller role in securing family-wage jobs for Interstate Corridor residents. However, moderate-wage jobs for residents north of Rosa Parks and in the Peninsula have consistently clustered in Swan Island.
- **Moderate-wage Interstate Corridor residents' jobs are clustered in regional hospitals, schools and large employers.** OHSU is one major institution among many—Providence Portland and St. Vincent (Beaverton), Kaiser Westside and Sunnyside, and Legacy (NW and NE) and University of Portland are all major employers for moderate- to high-wage Interstate residents. In addition to these institutions, regional corporate headquarters like Nike, Daimler, Adidas and Intel are major employment destinations for this wage segment of residents.
- **Lower-wage residents' employment areas are aligned with main street and commercial corridors, including malls.** The Lloyd Center, Mall 205 and Washington Square Mall are major employment areas for low-wage workers throughout the corridor. As new businesses have come to the Corridor, service-based employment has expanded along MLK, Alberta and Interstate. Interstate Corridor residents are capturing a relatively sizeable share of those lower-wage jobs.
- **Housing costs have pushed lower-wage workers northward.** As home values and rent increased in Lower Albina and Inner Northeast, low-wage workers started moving north to Portsmouth and St. Johns in about 2007 where it was easier to afford housing.



WHERE INTERSTATE RESIDENTS WORK

2015

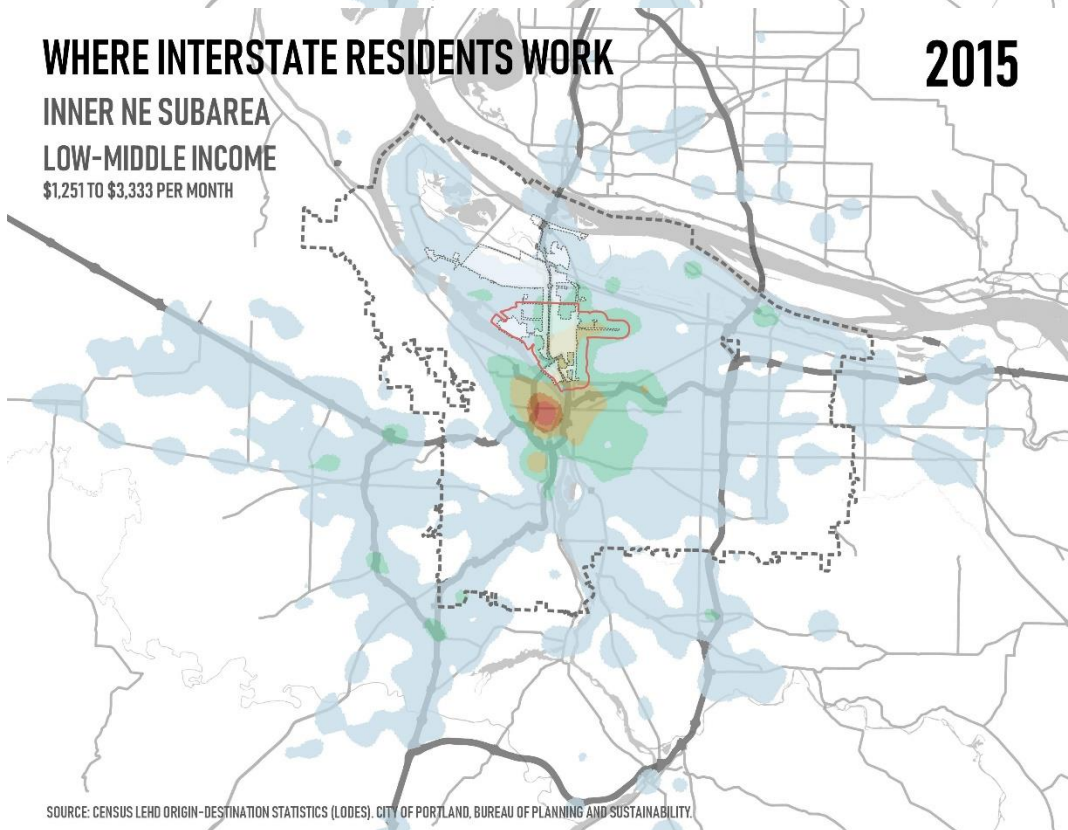
INNER NE SUBAREA
ALL INCOMES



WHERE INTERSTATE RESIDENTS WORK

2015

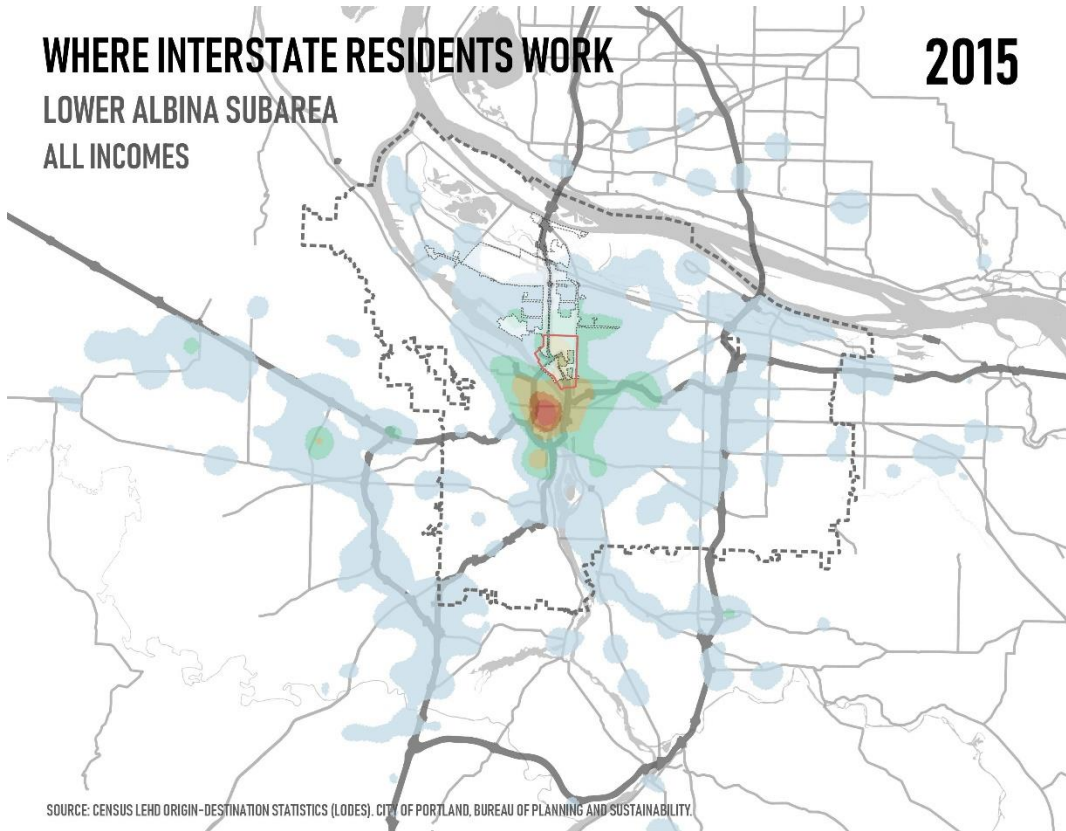
INNER NE SUBAREA
LOW-MIDDLE INCOME
\$1,251 TO \$3,333 PER MONTH



WHERE INTERSTATE RESIDENTS WORK

2015

LOWER ALBINA SUBAREA
ALL INCOMES

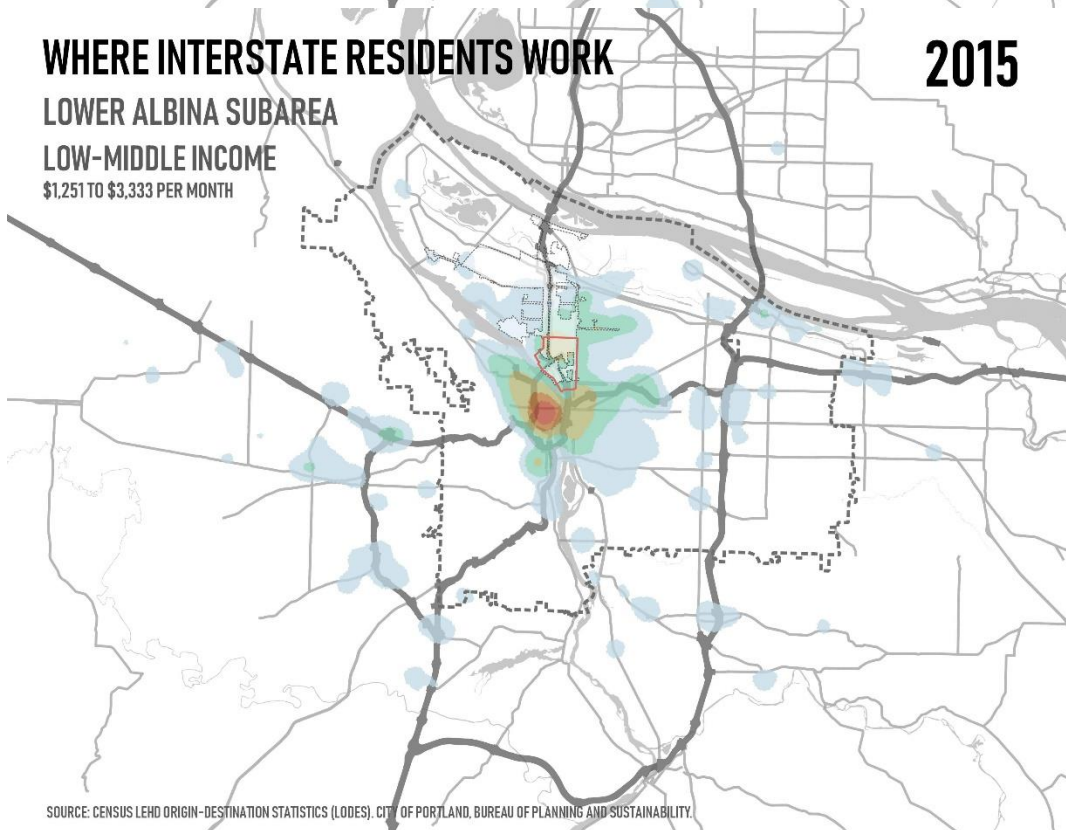


SOURCE: CENSUS LEHD ORIGIN-DESTINATION STATISTICS (LODES), CITY OF PORTLAND, BUREAU OF PLANNING AND SUSTAINABILITY

WHERE INTERSTATE RESIDENTS WORK

2015

LOWER ALBINA SUBAREA
LOW-MIDDLE INCOME
\$1,251 TO \$3,333 PER MONTH

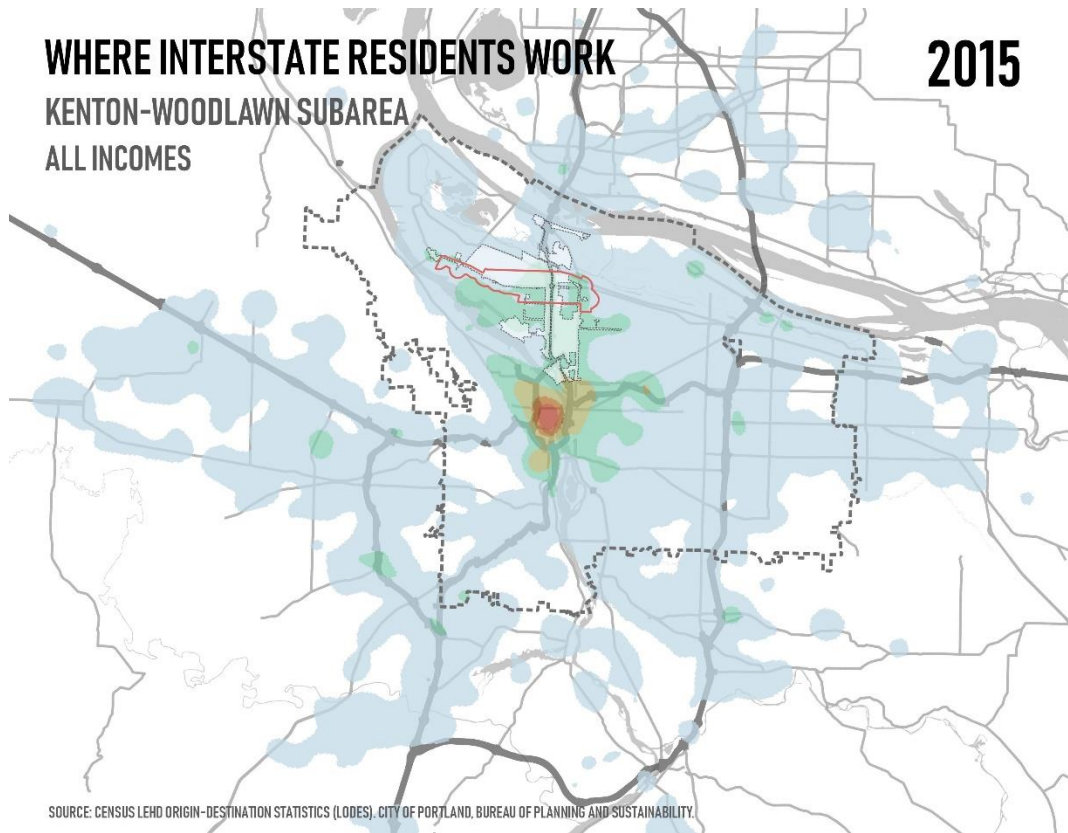


SOURCE: CENSUS LEHD ORIGIN-DESTINATION STATISTICS (LODES), CITY OF PORTLAND, BUREAU OF PLANNING AND SUSTAINABILITY



WHERE INTERSTATE RESIDENTS WORK
KENTON-WOODLAWN SUBAREA
ALL INCOMES

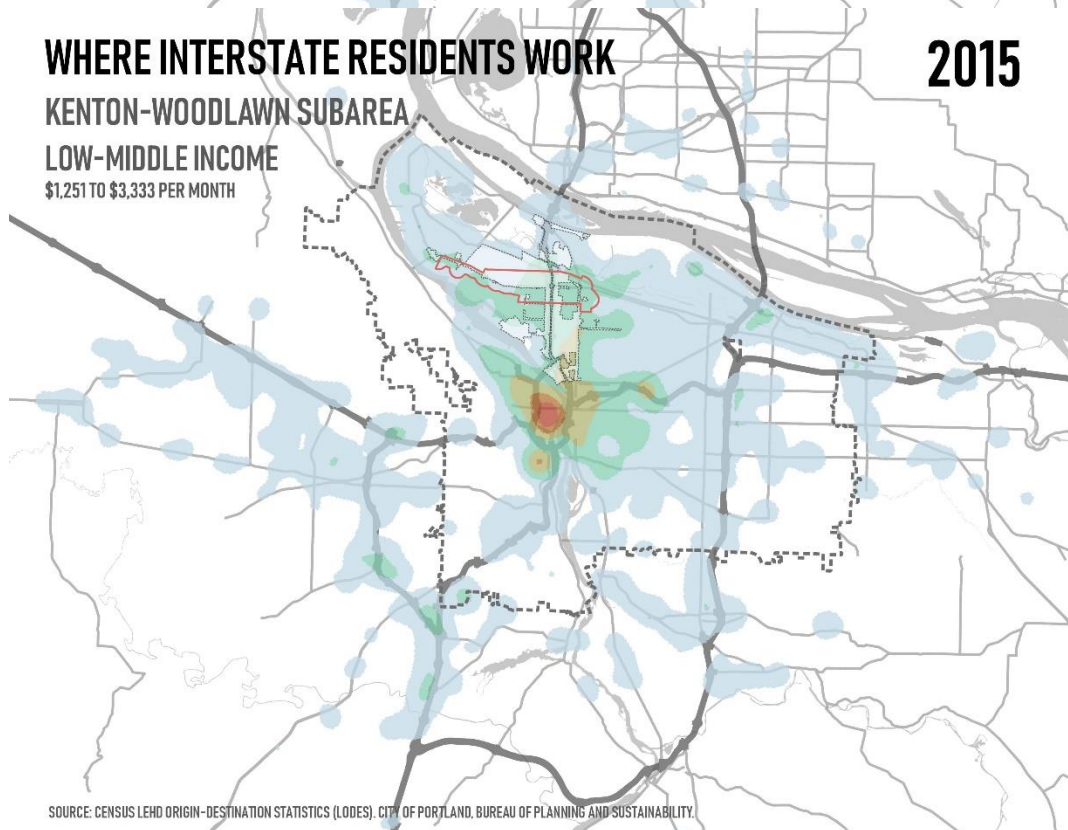
2015



SOURCE: CENSUS LEHD ORIGIN-DESTINATION STATISTICS (LODES), CITY OF PORTLAND, BUREAU OF PLANNING AND SUSTAINABILITY

WHERE INTERSTATE RESIDENTS WORK
KENTON-WOODLAWN SUBAREA
LOW-MIDDLE INCOME
\$1,251 TO \$3,333 PER MONTH

2015

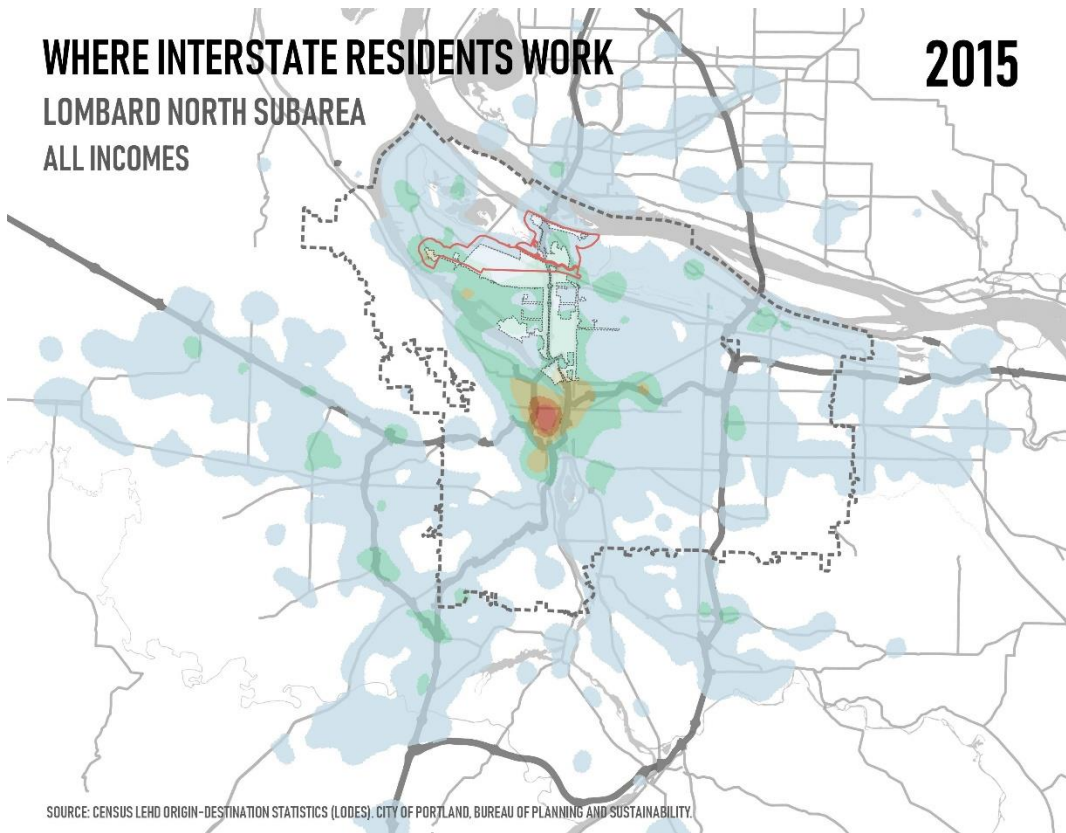


SOURCE: CENSUS LEHD ORIGIN-DESTINATION STATISTICS (LODES), CITY OF PORTLAND, BUREAU OF PLANNING AND SUSTAINABILITY



WHERE INTERSTATE RESIDENTS WORK
LOMBARD NORTH SUBAREA
ALL INCOMES

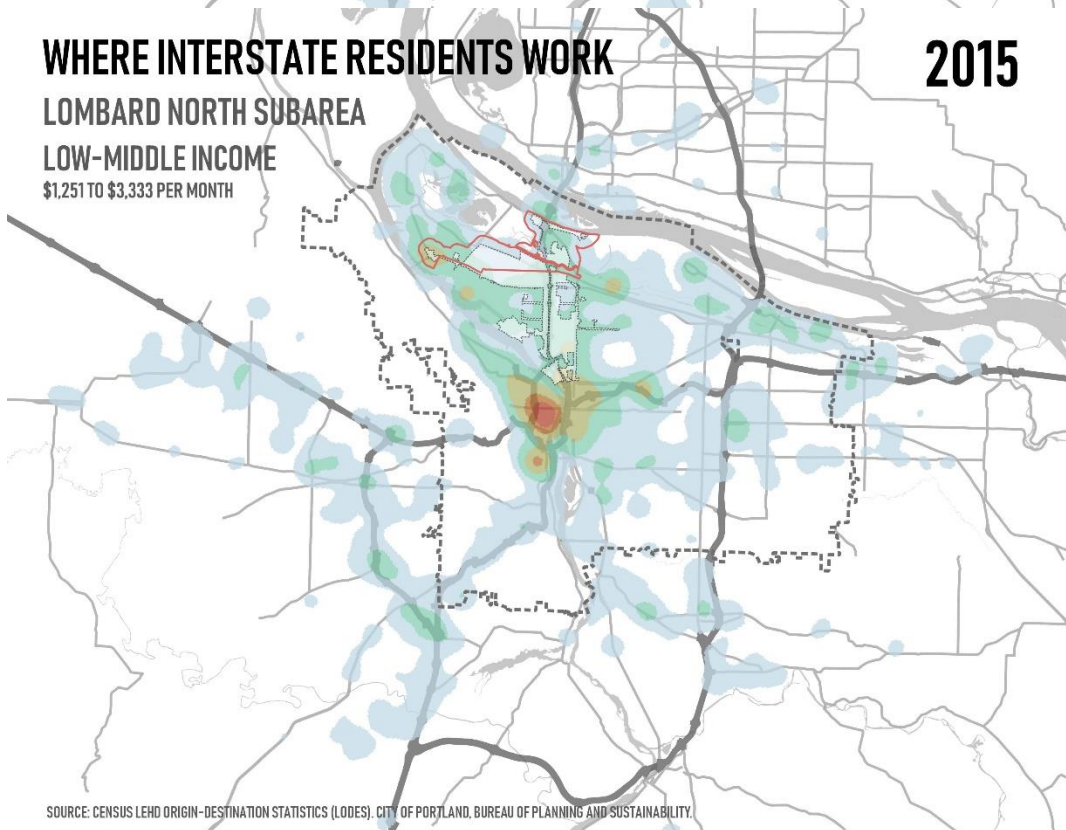
2015



SOURCE: CENSUS LEHD ORIGIN-DESTINATION STATISTICS (LODES), CITY OF PORTLAND, BUREAU OF PLANNING AND SUSTAINABILITY.

WHERE INTERSTATE RESIDENTS WORK
LOMBARD NORTH SUBAREA
LOW-MIDDLE INCOME
\$1,251 TO \$3,333 PER MONTH

2015



SOURCE: CENSUS LEHD ORIGIN-DESTINATION STATISTICS (LODES), CITY OF PORTLAND, BUREAU OF PLANNING AND SUSTAINABILITY.

