

INTERSTATE CORRIDOR

Urban Renewal Area

Base Data and Trends

Updated with available 2000 Census Data

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Portland Development Commission

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Introduction to Report

The intent of this report is to present baseline data that gives accurate information on the existing conditions in and around the newly formed Interstate Corridor Urban Renewal Area. The goal is to provide information for the Interstate Urban Renewal Area Advisory Committee and various work groups to be used in developing appropriate implementation strategies in the Interstate Corridor. This baseline information will be helpful in measuring and evaluating urban renewal projects and programs in the area.

The guiding principles developed by the Advisory Committee for the Interstate Corridor Urban Renewal Plan informed the data collection process. Advisory Committee members identified and requested information pertinent to development of subsequent housing, economic development and other strategies. This report does not represent the entirety of information requested by the Advisory Committee, but represents information that was readily available to PDC staff for collection and analysis. It is a work in progress and will be augmented as PDC continues to acquire additional data and as Advisory Committee members identify other information which they want to see included. Other efforts are expected to collect additional information that will inform the strategy development processes.

Report Outline

For ease of use, this report is divided into four profiles that weave information from a variety of sources. The four profiles include:

- **Resident Profile** – This section provides a detailed description of demographic information on Interstate, North/Inner Northeast and City of Portland residents. It uses 1990 Census and 1996 American Community Survey data to highlight and compare important changes in these three geographic areas.
- **Housing Profile** – This section provides a description of the housing stock in the Interstate Urban Renewal Area boundary based on an initial inventory. This section also provides a summary of housing cost burdens (the portion of income devoted to housing costs) on existing residents and information on mortgage loan activity.
- **Business Profile** – This section represents an initial attempt to present data on businesses and employees within the Interstate Urban Renewal Area boundary. It uses a locally compiled business database to characterize the types of businesses in the area and will be updated once information from the Bureau of Licenses becomes available.
- **Land Profile** – Using information compiled for the ‘Report on Interstate Corridor Urban Renewal Plan,’ this section gives a brief overview of land uses, zoning and current conditions in the area.

Data Sources

Data was derived from a number of sources including the U.S. Census, numerous city and state bureaus, and recent consultant projects and reports.

U.S. Census Bureau

- 1990 Decennial Census of Population and Housing Characteristics (1990 Census) – The Decennial Census provides the most complete data on resident and housing demographics. The following report has extrapolated the information by census tract level.
- 1996 American Community Survey – The 1996 American Community Survey data represents a sample of residents in Multnomah County. It asks residents many of the same questions as the Decennial Census and uses similar methodology for reporting the data by census tract level, but has a much smaller sample size than the Decennial Census. Therefore, the information must be viewed as an estimate of population and housing characteristics in the County.
- 2000 Decennial Census of Population and Housing Characteristics Summary Tape File 1 (2000 Census) – At the time of printing, 2000 Census information had only released preliminary information for general population and housing categories. **Income, housing cost, employment, etc. were not available in this data release. As complete 2000 Census data is released in the next two years more thorough analyses can be conducted.**

Housing Information

- PDC North Interstate Housing Inventory – PDC has collected information from a variety of sources on specific housing properties within the Interstate Corridor Urban Renewal Area boundary, and compiled it into a single database. Data sources for this inventory include the Multnomah County tax assessor records, MetroScan database, Real Estate Multiple Listing Service database of real estate transactions, and The Oregonian real estate classified ads for recent home and apartment rents. This database will be updated periodically to reflect new information and current trends.
- Home Mortgage Disclosure Act Data – Home Mortgage Disclosure Act (HMDA) data provides information on home-purchase and home-improvement loans. The Right to Know Network provides summary tables of HMDA data from 1992 through 1996 broken down by census tract level. Unfortunately, the Right to Know Network discontinued publication of HMDA data in 1996.

Economic Development and Workforce Information

- Inside Prospects Northwest 2000 – This is a locally compiled business database providing information on small and large businesses in the Portland area. METRO has geocoded this database so that it interfaces with a GIS mapping system, making it easy to access data on businesses within our boundary. As a public agency, PDC can only use this database for planning purposes and may not use it for direct marketing or providing information on individual businesses.
- Oregon Office of Minority, Women, Emerging Small Businesses – This office certifies statewide businesses for contracting opportunities. Their on-line database was used to present relevant data.
- North/Northeast Portland Enterprise Zone Business Database – PDC has compiled a database with information on 2,470 businesses within the Enterprise Zone boundary. Information on minority, emerging, and women-owned businesses was obtained through this source as well.
- Oregon Employment Department – Information published in Oregon Covered Employment and Payrolls is based on tax reports submitted quarterly by employers subject to Employment Department law. Information is presented at the aggregate level by SIC code, with boundaries related to state zipcodes. Confidentiality law does not allow the reporting of employment, wage or any other data that could be identified with an individual employer.

Land Profile Information

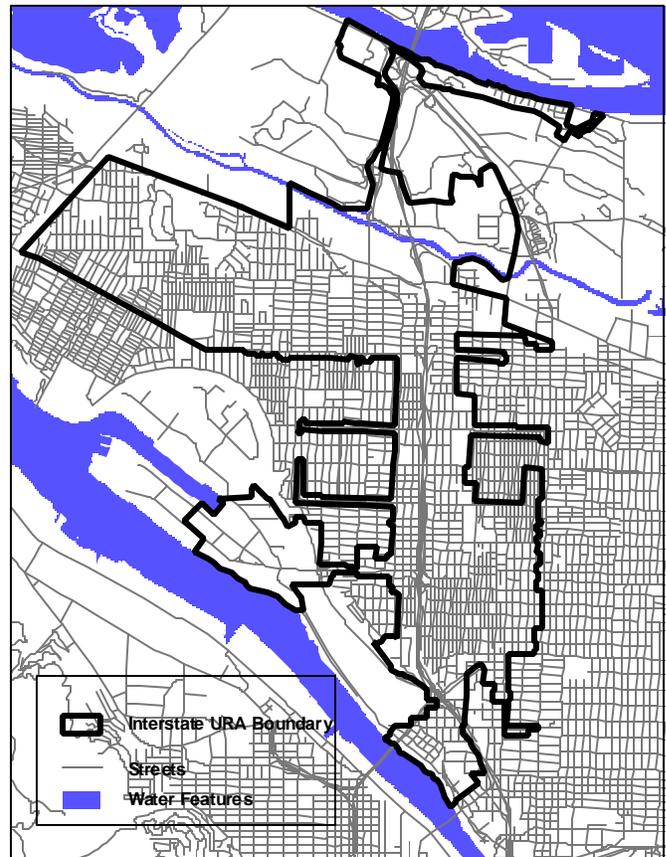
- Report on Interstate Corridor Urban Renewal Plan – Pertinent information related to land uses and zoning is re-presented from this report written in August 2000.
- METRO Data Resource Center – GIS information on industrial land supply gathered by Otak, Inc. was used in this section.

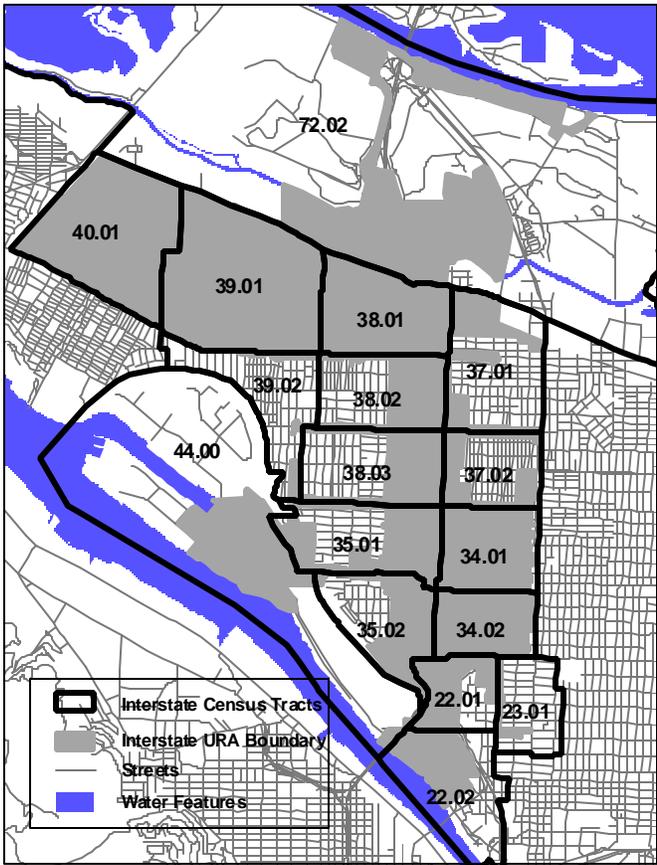
The information provided in this report is in draft form. Many of the data sources will be refined over the next few months as new information is available to provide more current and complete information regarding the profile of the people, housing, businesses and development opportunities in the Interstate area.

Geographic Representation of the Data

The process of collecting data for such an expansive and intricate boundary is challenging. Because geographic areas do not coincide with the boundaries of actual data sources, this report uses a number of data boundaries to present information. Throughout the report the following boundaries will be referred to:

Interstate Urban Renewal Area Boundary
(referred to as “Interstate URA” throughout document) – This is the exact boundary designated in the Interstate Community Advisory Committee and adopted by City Council on August 23, 2000. It is 3,771 acres and encompasses all or part of 10 Portland neighborhoods. ®

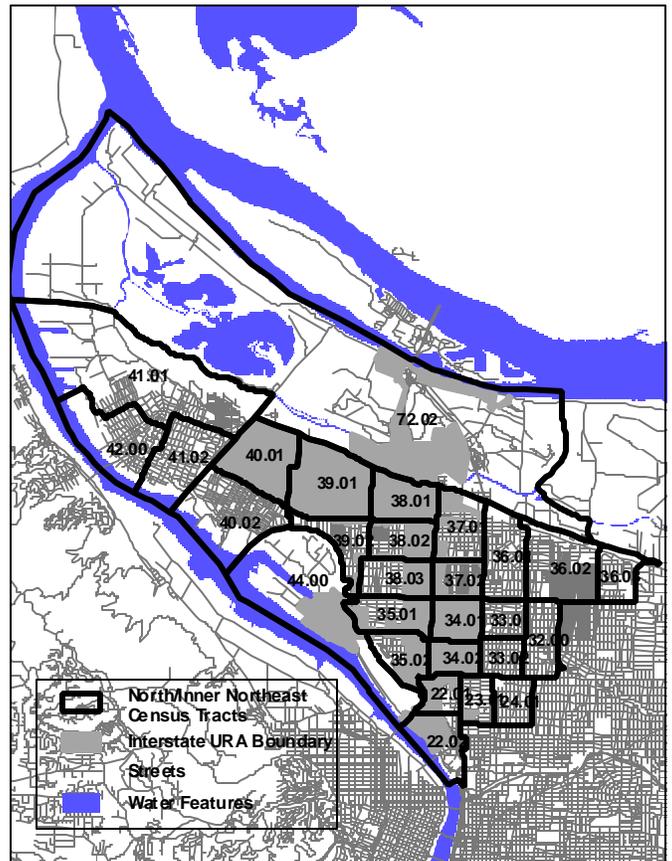


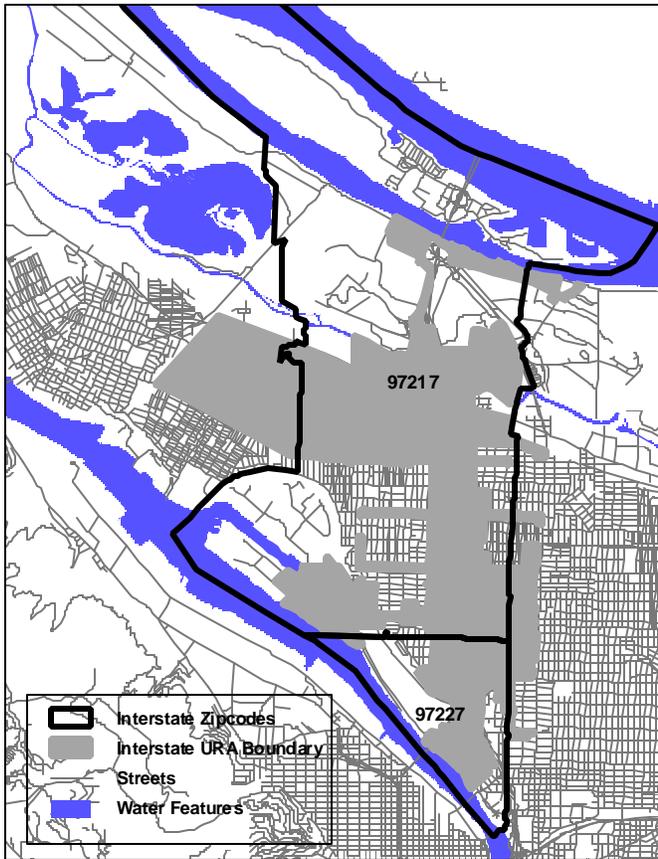


– **Interstate Census Tracts** (referred to as “Interstate” throughout document) – This boundary is correlated with 17 Census Tracts that most closely align with the Interstate Corridor Urban Renewal Boundary. All data is derived from the 1990 and 2000 Census, 1996 American Community Survey, and HMDA at the tract level.

North/Inner Northeast Census Tracts (referred to as “North/Inner Northeast” throughout document) – This boundary is correlated with 28 census tracts that cover all of North Portland and the neighborhoods of Inner Northeast that align with the Albina Community Plan.

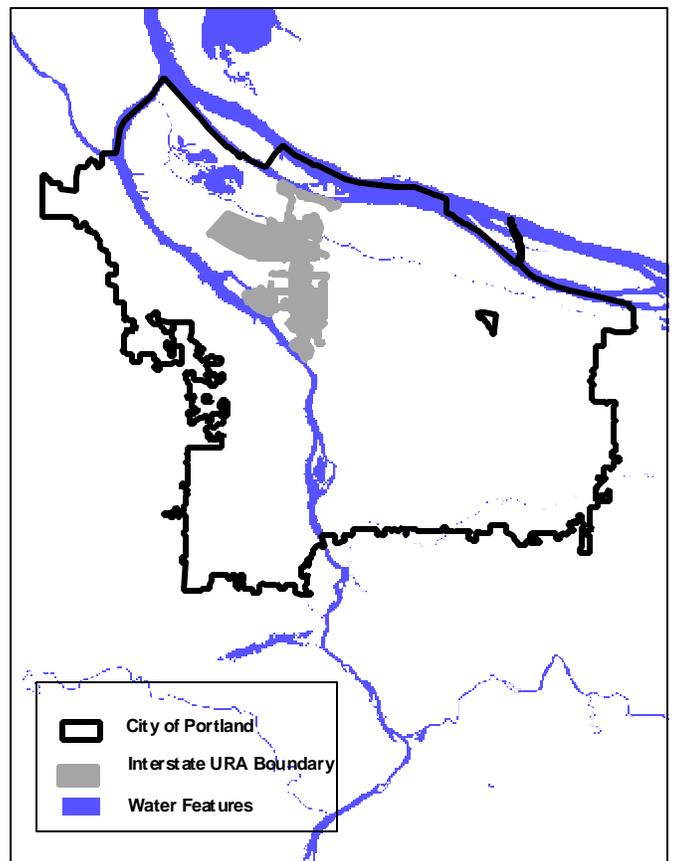
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→ **Interstate Corridor by Zipcode** (referred to as “Interstate by Zipcode” throughout document) – The two zipcodes that cover the majority of the Interstate URA boundary are 97217 and 97227.

City of Portland (referred to as “City of Portland” throughout document) – This boundary matches the U.S. Census City of Portland designation. ®



Interstate Corridor Resident Profile

This section provides demographic and economic information on Interstate, North/Inner Northeast and City of Portland residents. The 2000 Census provides the most recent profile of residents, although information was not available for all variables, nor for the specific urban renewal boundary. When possible 2000 Census information was compared to the 1990 Census to highlight changes and provide information on emerging trends unique to Interstate and North/Inner Northeast, as well as citywide trends. In instances when 2000 Census information was not available, the 1996 American Community Survey provided the most recent data for comparison.

Nearly all of the information in the "Resident Profile" corresponds to the census tract level data. In some instances, 2000 estimates for the Interstate Corridor URA boundary are provided. These estimates were derived from a market analysis provided by E.D. Hovee & Company (June 2000) in which 1990 census data at the block level was used as baseline data from which projections for calendar year 2000 were made.

Total Population

Persons

The total population in Interstate increased by 7.2% between 1990 and 2000, adding over 3,250 additional residents.

Geographic Area	Number of Persons			Change 1990-2000	
	1990	1996	2000	#	%
Interstate	45,198	47,440	48,448	3,250	7.2%
North/Inner Northeast	86,670	89,215	92,471	5,801	6.7%
City of Portland	437,398	445,014	529,121	91,723	21.0%

Sources: 1990 Census, 1996 American Community Survey and 2000 Census

E.D Hovee reported the Interstate URA specific population in 1990 was 27,059 based on the 1990 Census. It has been projected that the population of the URA in 2000 is 28,692, representing a 6% increase between 1990 and 2000.

Population by Neighborhood

The following table provides estimates on the total population and total number of households in 1996 by Portland neighborhood. The neighborhood aggregation was provided by Portland State University and has not been completed for 2000 Census data.

Neighborhood	1996 Population	1996 Households
Arbor Lodge	5,682	2,544
Boise	3,427	1,254
Bridgeton	222	121
Eliot	2,772	1,420
Humboldt	4,914	2,074
Kenton	6,384	2,758
King	5,766	2,205
Overlook	6,302	2,587
Piedmont	6,458	2,613
Portsmouth	7,952	3,033

Sources: 1996 American Community Survey and Portland Neighborhood Profile Project (1998)

Households

The number of households increased between 1990 and 2000 by 8.7% in Interstate. Households include family households, households with unrelated individuals, as well as single-person households.

Geographic Area	Number of Households			Change 1990 - 2000	
	1990	1996	2000	#	%
Interstate	17,462	18,628	18,973	1,511	8.7%
North/Inner Northeast	32,703	34,668	35,456	2,753	8.4%
City of Portland	187,262	197,087	223,737	36,475	19.5%

Sources: 1990 Census, 1996 American Community Survey and 2000 Census

The number of households in the Interstate Corridor URA boundary in 1990 was 10,235, while the URA is projected to have 10,960 households in 2000 representing a 7.1% increase. [E.D. Hovee]

Age

Under 18 Years

The table below shows the age of residents in the Interstate area by broad categories. Children under 18 years make up a larger percentage of the residents in North/Inner Northeast and Interstate than they do for the entire city, although this rate declined between 1990 and 2000.

Age: Under 18 Years

Geographic Area	1990		1996		2000	
	Total #	% of Total	Total #	% of Total	Total #	% of Total
		Pop.		Pop.		Pop.
Interstate	12,672	28.0%	12,612	26.6%	12,329	25.4%
Inner North/Northeast	24,237	28.0%	23,484	26.3%	23,172	25.1%
City of Portland	96,079	22.0%	97,445	21.9%	111,454	21.1%

Sources: 1990 Census, 1996 American Community Survey and 2000 Census

18 to 64 Years

The number of people between the ages of 18 and 34 years increased slightly in all three geographic areas between 1990 and 2000, while the number of people between 35 and 64 years increased more dramatically citywide, making up a greater portion of the total population than in 1990.

Age: 18 to 34 Years

Geographic Area	1990		1996		2000	
	Total #	% of Total	Total #	% of Total	Total #	% of Total
		Pop.		Pop.		Pop.
Interstate	12,261	27.1%	12,271	25.9%	13,565	28.0%
North/Inner Northeast	23,878	27.6%	22,578	25.3%	26,988	29.2%
City of Portland	126,440	28.9%	116,445	26.2%	151,561	28.6%

Sources: 1990 Census, 1996 American Community Survey and 2000 Census

Age: 35 to 64 Years

Geographic Area	1990		1996		2000	
	Total #	% of Total	Total #	% of Total	Total #	% of Total
		Pop.		Pop.		Pop.
Interstate	14,309	31.7%	16,780	35.4%	18,052	37.3%
North/Inner Northeast	27,484	31.7%	32,345	36.3%	33,751	36.5%
City of Portland	151,448	34.6%	170,405	38.3%	204,943	38.7%

Sources: 1990 Census, 1996 American Community Survey and 2000 Census

65 Years and Over

As was consistent with citywide trends, Interstate saw a decline in the number of residents age 65 years and older.

Age: 65 Years and Over

Geographic Area	1990		1996		2000	
	Total #	% of Total	Total #	% of Total	Total #	% of Total
		Pop.		Pop.		Pop.
Interstate	5,956	13.2%	5,777	12.2%	4,502	9.3%
North/Inner Northeast	11,071	12.8%	10,808	12.1%	8,560	9.3%
City of Portland	63,431	14.5%	60,719	13.6%	61,163	11.6%

Sources: 1990 Census, 1996 American Community Survey and 2000 Census

Household Size

The household size across the city is decreasing. Small households saw the greatest increase in numbers in Interstate and North/Inner Northeast. The number of households with four or more people remained relatively stagnant in Interstate while North/Inner Northeast saw decreases in larger households.

Household Size	Interstate			North/Inner Northeast			City of Portland		
	1990	2000	% Change	1990	2000	% Change	1990	2000	% Change
1 Person	5,179	5,676	9.6%	9,231	10,131	9.7%	65,154	77,336	18.7%
2 Persons	5,121	6,022	17.6%	9,746	11,487	17.9%	61,328	74,618	21.7%
3 Persons	2,897	3,053	5.4%	5,491	5,784	5.3%	26,456	31,590	19.4%
4 Persons	2,171	2,103	-3.1%	4,250	4,153	-2.3%	20,230	22,943	13.4%
5+ Persons	2,094	2,119	1.2%	3,985	3,901	-2.1%	14,094	17,250	22.4%

Sources: 1990 Census and 2000 Census

Historically, Interstate and North/Inner Northeast had a larger share of households with 3 persons or more as compared to the City of Portland. Between 1990 and 2000 the share of households with 3 or more people followed citywide trends decreasing from 41.0% to 38.4% in 2000, but remaining higher than the 2000 citywide rate of 32.0%.

Household Size	Interstate		North/Inner Northeast		City of Portland	
	1990 % of Total Hshlds	2000 % of Total Hshlds	1990 % of Total Hshlds	2000 % of Total Hshlds	1990 % of Total Hshlds	2000 % of Total Hshlds
1 Person	29.7%	29.9%	28.2%	28.6%	34.8%	34.6%
2 Persons	29.3%	31.7%	29.8%	32.4%	32.7%	33.4%
3 Persons	16.6%	16.1%	16.8%	16.3%	14.1%	14.1%
4 Persons	12.4%	11.1%	13.0%	11.7%	10.8%	10.3%
5+ Persons	12.0%	11.2%	12.2%	11.0%	7.6%	7.6%

Sources: 1990 Census and 2000 Census

The average households size in the Interstate Corridor URA in 1990 was 2.62 persons, compared to 2.34 citywide. It is estimated that by 2000 the average household size will have decreased slightly to 2.60 persons. When compared to citywide average household sizes of 2.34 persons in 1990 and estimated 2.30 persons in 2000, the Interstate Corridor URA clearly has larger households. [E.D. Hovee]

Family Households

The U.S. Census defines a family as a household in which at least two people living in the same household are related by birth, marriage, or adoption. This classification includes married couples with and without children, single-parent or grandparent households with children, households with adult siblings, households with parents and adult children, etc. While the population in Interstate and North/Inner Northeast increased between 1990 and 2000, the number of families declined.

Geographic Area	Number of Families			Change 1990-2000	
	1990	1996	2000	#	%
Interstate	11,024	10,760	10,836	-188	-1.7%
North/Inner Northeast	21,001	20,652	20,745	-256	-1.2%
City of Portland	104,992	103,536	118,447	13,455	12.8%

Sources: 1990 Census and 2000 Census

E.D. Hovee reported that the Interstate Corridor URA had 6,462 families in 1990 with an average family size of 3.22 persons. They estimated that the number of families actually increased in 2000 to 6,710, an estimation that is not substantiated by the 2000 Census data. E.D. Hovee also estimated that the average family size decreased to 3.19 persons. The average family size is greater than citywide estimates of 3 persons in 1990 decreasing to the 2.9 persons estimated in 2000.

Family Member Type

Between 1990 and 2000, the number of children and grandchildren in family households declined, while "other relatives" and "non-relatives" in family households increased dramatically in all areas. In 2000, the Census reported the number of "other relatives" that were siblings and parents of the adult householder. In Interstate, as well as citywide, siblings comprised one-third of the "other relatives," and parents comprised 17-20%.

The number of people in non-family households in North/Inner Northeast and Interstate increased at a rapid rate between 1990 and 2000. While North/Inner Northeast and the City of Portland saw increases in the number of persons living in Group Quarters, Interstate saw a slight decline. Group Quarters include people in institutionalized housing, dormitories, group homes, hospitals, treatment centers, shelters and other group living quarters.

Householder Type	Interstate			North/Inner Northeast			City of Portland		
	1990 People	2000 People	90-00 % Change	1990 People	2000 People	90-00 % Change	1990 People	2000 People	90-00 % Change
In Families	36,627	48,060	31.2%	69,869	69,227	-0.9%	322,040	371,350	15.3%
Householder	11,024	10,836	-1.7%	21,001	20,745	-1.2%	104,992	118,447	12.8%
Spouse	6,638	6,504	-2.0%	13,103	12,613	-3.7%	78,940	85,277	8.0%
Child	14,229	13,330	-6.3%	26,949	25,159	-6.6%	110,443	125,522	13.7%
Grandchild	1,428	1,238	-13.3%	2,565	2,365	-7.8%	5,861	7,221	23.2%
Other Relative	1,694	2,422	43.0%	3,048	4,437	45.6%	11,060	18,780	69.8%
Non-Relative	1,614	2,096	29.9%	3,203	3,908	22.0%	10,744	16,103	49.9%
In Non-Family Household	8,168	11,634	42.4%	15,147	21,243	40.2%	104,033	142,779	37.2%
In Group Quarters	403	388	-3.7%	1,654	2,001	21.0%	11,325	14,992	32.4%

Sources: 1990 Census and 2000 Census

Family Type

The number of family households with children under 18 years old more than doubled in Interstate and North/Inner Northeast, consistent with citywide trends, between 1990 and 2000. These increases were seen among both married and unmarried households. While Interstate saw a slight decline in the overall number of married-couples and a decline in the overall number of children, there was a 169.5% increase in the number of married couples with a child. There was also a dramatic increase in the number of non-married households with children which more than doubled between 1990 and 2000.

Family Type	Interstate			North/Inner Northeast			City of Portland		
	1990 Families	2000 Families	90-00 % Change	1990 Families	2000 Families	90-00 % Change	1990 Families	2000 Families	90-00 % Change
Married Couples	6,625	6,504	-1.8%	13,041	12,613	-3.3%	78,690	85,277	8.4%
With Children	1,169	3,150	169.5%	2,172	5,989	175.7%	10,216	37,741	269.4%
Without Children	5,456	3,354	-38.5%	10,869	6,624	-39.1%	68,474	47,536	-30.6%
Unmarried Male	924	1,058	14.5%	1,608	1,962	22.0%	6,403	9,068	41.6%
With Children	187	608	225.1%	361	1,131	213.3%	1,440	5,113	255.1%
Without Children	737	450	-38.9%	1,247	831	-33.4%	4,963	3,955	-20.3%
Unmarried Female	3,475	3,274	-5.8%	6,352	6,170	-2.9%	19,899	24,102	21.1%
With Children	1,191	2,291	92.4%	2,122	4,349	104.9%	6,990	16,058	129.7%
Without Children	2,284	983	-57.0%	4,230	16,058	279.6%	12,909	8,044	-37.7%

Sources: 1990 Census and 2000 Census

Residents with Disabilities

The following table shows the number of non-institutionalized people 16 years and older who have a disability that prevents them from working.

People With a Disability that Prevents Them From Working	Interstate				North/Inner Northeast				City of Portland			
	1990 Dis-abled	1990 % of Pop	1996 Dis-abled	1996 % of Pop	1990 Dis-abled	1990 % of Pop	1996 Dis-abled	1996 % of Pop	1990 Dis-abled	1990 % of Pop	1996 Dis-abled	1996 % of Pop
Men												
Age 16 to 64	817	6.0%	1219	8.3%	1570	6.0%	2175	8.0%	5940	4.2%	6899	4.7%
Age 65 & Over	658	22.5%	220	21.8%	1260	22.8%	374	18.8%	6314	27.3%	1614	15.0%
Female												
Age 16 to 64	1069	7.7%	1203	7.8%	2073	7.7%	2425	8.1%	6382	4.5%	7176	4.8%
Age 65 & Over	1152	32.4%	265	19.9%	1984	30.3%	443	17.5%	10861	29.0%	2159	14.9%
All 16 & Over	3696	10.9%	2907	8.9%	6887	10.6%	5417	8.8%	29497	8.5%	17848	5.5%

Sources: 1990 Census and 1996 American Community Survey

The number of men between the ages of 16 and 64 with disabilities that prevent them from working has increased by nearly 50% in Interstate. This resulted in a rate almost twice that of the city of Portland for men 16 to 64. By 1996, the overall percent of the population in N/NE and Interstate with disabilities that prevent them from working decreased by 2%, but remained 3.5% higher than the citywide rate.

Race & Ethnicity

In 1990 and 1996, the Bureau of Census collected and reported race and ethnicity data differently than in 2000. The change in their data collection (with the exception of Hispanic Origin) makes it difficult to compare past data with the updated 2000 Census. Therefore, the following section presents the 1990 Census and 1996 American Community Survey separate from the 2000 Census.

2000 Race and Ethnicity

The 2000 Census allowed people to report more than one race. The preliminary information released in the Summary Tape File 1 reported race for those individuals who only chose one. In Interstate, 6.2% of the population reported their race and ethnicity as two or more races.

Geographic Area	One Race Reported					Two or More Races Reported	Hispanic or Latino***
	White	Black	Native Amer.*	Asian**	Other Race		
Interstate	28,681	10,614	753	2,617	2,793	2,990	5,260
North/Northeast	54,916	20,916	1,387	4,500	5,144	5,608	9,596
City of Portland	412,241	35,115	5,587	35,463	18,760	21,955	36,058

* American Indian, Eskimo and Aleut

** Asian or Pacific Islander

***All people of Hispanic Origin

Source: 2000 Census

Geographic Area	One Race Reported					Two or More Races Reported	Hispanic or Latino***
	White	Black	Native Amer.*	Asian**	Other Race		
Interstate	59.2%	21.9%	1.6%	4.6%	0.8%	5.8%	6.2%
North/Northeast	59.4%	22.6%	1.5%	4.1%	0.8%	5.6%	6.1%
City of Portland	77.9%	6.6%	1.1%	6.3%	0.4%	3.5%	4.1%

* American Indian, Eskimo and Aleut

** Asian or Pacific Islander

***All people of Hispanic Origin

Source: 2000 Census

The Census Bureau collected Hispanic Origin consistent with methods used in 1990. Between 1990 and 2000, the Hispanic population in Interstate increased by 133% (3,000 people). The rate of increase in North/Inner Northeast was slightly greater at 142%, and substantially greater citywide at 175%.

Based on the 2000 Census, non-white populations comprise 40% of the total population in Interstate. Compared to the entire City of Portland, the Interstate Corridor has a much higher concentration of Black residents, as well as residents of Hispanic Origin. The Black population in the close-in North/Northeast neighborhoods of Boise, Eliot, Humboldt and King represents 40% to 60% of the total population in these neighborhoods.

1990 and 1996 Race and Ethnicity

The number of minority residents in Interstate increased between 1990 and 1996, but at a slower rate than the city as a whole. Note in the following tables that adding up each of the Race categories will not equal the total number of residents. This is because the US Census reports Hispanic Origin separate from Race. People of Hispanic Origin are "double counted" in the race table because a person can be classified by the Census as both White or Black and of Hispanic Origin.

Race	Interstate			North/Inner Northeast			City of Portland		
	1990	1996	% Change	1990	1996	% Change	1990	1996	% Change
White	29,375	30,093	2.4%	55,838	55,435	-0.7%	371,123	364,515	-1.8%
Black	11,873	12,836	8.1%	23,904	25,529	6.8%	33,132	38,809	17.1%
Native Amer.*	886	928	4.7%	1,791	1,922	7.3%	5,845	5,272	-9.8%
Asian**	2,214	2,638	19.2%	3,666	4,372	19.3%	22,894	28,575	24.8%
Other	850	945	11.2%	1,471	1,957	33.0%	4,404	7,843	78.1%
Hispanic***	2,260	3,223	42.6%	3,954	6,503	64.5%	13,125	18,940	44.3%

* American Indian, Eskimo, or Aleut

** Asian or Pacific Islander

***US Census calculates Race and Hispanic origin separately. The numbers of people of Hispanic origin are also "double counted" in the White, Black and Other Race categories.

Sources: 1990 Census and 1996 American Community Survey

The number of Asian and Pacific Islander in Interstate increased by 19.2%. This is consistent with the overall changes in the larger North/Inner Northeast area, but a slower rate of increase than the citywide rate. The number of people of Hispanic origin increased by 42.6% in Interstate between 1990 and 1996. This was actually a slower increase than the larger North/Inner Northeast area, which saw an increase of 64.5%.

The number of African Americans also increased, but at a slower rate than the city as a whole between 1990 and 1996. While in 1996 the total population in North/Inner Northeast accounted for only 20% of the total population in Portland, this area was home to over 65% of Portland’s African-American population. In 1996, African Americans comprised approximately 27% of the total population in Interstate, with some areas (census tracts) reporting up to a 67% African American population. Native Americans, Asian and Pacific Islander, and Other Race groups combined represented nearly 10% of the total population. In 1996, Whites made up 63.4% of the total Interstate population. This is significantly less than the 81.9% for the City of Portland. People of Hispanic origin comprise approximately 6.8% of the total population in the Interstate area. This is a smaller percentage than in the greater North/Inner Northeast area, but greater than the composition citywide.

Race	Interstate		North/Inner Northeast		City of Portland	
	1990 % of Total Pop.	1996 % of Total Pop.	1990 % of Total Pop.	1996 % of Total Pop.	1990 % of Total Pop.	1996 % of Total Pop.
White	65.0%	63.4%	64.4%	62.1%	84.8%	81.9%
Black	26.3%	27.1%	27.6%	28.6%	7.6%	8.7%
Native Amer.*	2.0%	2.0%	2.1%	2.2%	1.3%	1.2%
Asian**	4.9%	5.6%	4.2%	4.9%	5.2%	6.4%
Other	1.9%	2.0%	1.7%	2.2%	1.0%	1.8%
Minority Pop****	35.0%	36.6%	35.6%	37.9%	15.2%	18.1%
Hispanic***	5.0%	6.8%	4.6%	7.3%	3.0%	4.3%

* American Indian, Eskimo, or Aleut
 ** Asian or Pacific Islander
 ***US Census calculates Race and Hispanic origin separately. The numbers of people of Hispanic origin are also "double counted" in the White, Black and Other Race categories.
 ****Minority Population includes Non-White people of Hispanic Origin
 Sources: 1990 Census and 1996 American Community Survey

The overall representation of different racial groups in Interstate did not change significantly between 1990 and 1996. While the City of Portland saw an increase in the minority population rate by 2.9% and North/Inner Northeast had an increase of 2.3%, the percent of the minority population to the total population in Interstate increased only 1.6%.

E.D. Hovee estimated the racial composition of residents in the Interstate URA specific boundary. These estimates show a larger ratio of minorities in the URA boundary when compared to the broader Interstate census tracts, as well as projecting a growing minority population.

Race	Interstate URA	
	1990 % of Total Pop.	2000 Projections % of Total Pop.
White	60.8%	55.4%
Black	29.9%	32.8%
Native Amer.*	2.1%	1.9%
Asian**	4.7%	6.0%
Other	2.5%	3.9%
Minority Pop****	39.2%	44.6%
Hispanic***	5.6%	9.6%

* American Indian, Eskimo, or Aleut
 ** Asian or Pacific Islander
 ***US Census calculates Race and Hispanic origin separately. The numbers of people of Hispanic origin are also "double counted" in the White, Black and Other Race categories.
 ****Minority Population includes Non-White people of Hispanic Origin
 Source: E.D. Hovee & Company (June 2000)

1990 Population Undercounts

In the Decennial Census some people are not counted, and studies administered by the U.S. Census Bureau have indicated that populations are undercounted at different rates. In general, Blacks, American Indians, Asians, and Hispanics were missed at a higher rate than White populations. The following table includes the reported 1990 Census undercount rates for Multnomah County by race and ethnicity (the City of Portland rates were not available). It also illustrates how the population totals change if the overall Multnomah County undercount rates are applied to the "official count" population numbers reported for Interstate, North/Inner Northeast, and the City of Portland, resulting in an adjusted population profile. *Please note, the adjusted population profile is a rough estimate assuming that smaller geographic areas have an undercount rate similar to Multnomah County.*

Race	1990 Undercount Rate (Mult Co.)	Interstate		North/Inner Northeast		City of Portland	
		1990 Adjusted Total	1990 Adjusted % of Total Pop.	1990 Adjusted Total	1990 Adjusted % of Total Pop.	1990 Adjusted Total	1990 Adjusted % of Total Pop.
White	1.1%	29,698	63.7%	56,452	63.1%	375,205	84.3%
Black	8.5%	12,882	27.6%	25,936	29.0%	35,948	8.1%
Native Amer.*	2.0%	904	1.9%	1,827	2.0%	5,962	1.3%
Asian**	2.6%	2,272	4.9%	3,761	4.2%	23,489	5.3%
Other	5.2%	894	1.9%	1,547	1.7%	4,633	1.0%
Hispanic***	4.8%	2,368	5.1%	4,144	4.6%	13,755	3.1%

* American Indian, Eskimo, or Aleut

Source: 1990 Census and Net Undercount and Undercount Rates for Counties (1990)

** Asian or Pacific Islander

*** US Census calculates Race and Hispanic Origin separately. The number of people of Hispanic Origin are also "double counted" in the White, Black and Other Race categories.

As noted in the table, undercount rates for Blacks are much higher than all other race and ethnicity groups in Multnomah County. Adjustments to the "official count" numbers result in a resident profile with a Black population comprising a slightly larger percentage of the total population in Interstate and North/Inner Northeast than reported in the "official count." ***The analyses for race and ethnicity in this document are based on the 1990 Decennial Census "official count" figures, NOT the adjusted numbers reported above.***

1996 Race by Neighborhood

The following table outlines race and ethnicity information by Portland neighborhood. Viewing the race information in this manner highlights the differences between the different neighborhoods comprising the Interstate URA. For instance, the neighborhoods of Arbor Lodge and Bridgeton have very small minority populations, while residents in Boise, Eliot, Humboldt and King are predominantly minority. More than 50% of the population in the Humboldt, King and Boise neighborhoods are Black. Persons of Hispanic Origin comprise over 10% of the total population in the Boise, King and Portsmouth neighborhoods.

Neighborhood	1996 Race & Ethnicity % of the Total Population					
	White	Black	Am. Indian *	Asian**	Other	Hispanic***
Arbor Lodge	82%	8%	1%	8%	2%	4%
Boise	44%	51%	1%	3%	1%	12%
Bridgeton	85%	4%	2%	8%	0%	1%
Eliot	49%	46%	2%	2%	1%	3%
Humboldt	37%	55%	3%	2%	2%	8%
Kenton	71%	16%	4%	7%	2%	6%
King	32%	61%	2%	1%	4%	11%
Overlook	76%	13%	2%	7%	2%	6%
Piedmont	62%	29%	1%	5%	2%	4%
Portsmouth	65%	23%	2%	8%	3%	12%
Interstate	63%	27%	2%	6%	2%	7%
North Inner Northeast	62%	29%	2%	5%	2%	7%
City of Portland	82%	9%	1%	6%	2%	4%

* American Indian, Eskimo and Aleut

** Asian or Pacific Islander

***All people of Hispanic Origin

Sources: 1996 American Community Survey and Portland Neighborhood Profile Project (1998)

Historical Trends

Between 1950 and 1996, the Interstate area has seen a change in the composition its residents. While the African-American population has remained stable, with slight increases each decade, the White population has declined significantly. Between 1970 and 1980, Interstate saw a dramatic increase in the number of persons who were neither reported as White or Black, notably Asian and Hispanic populations.

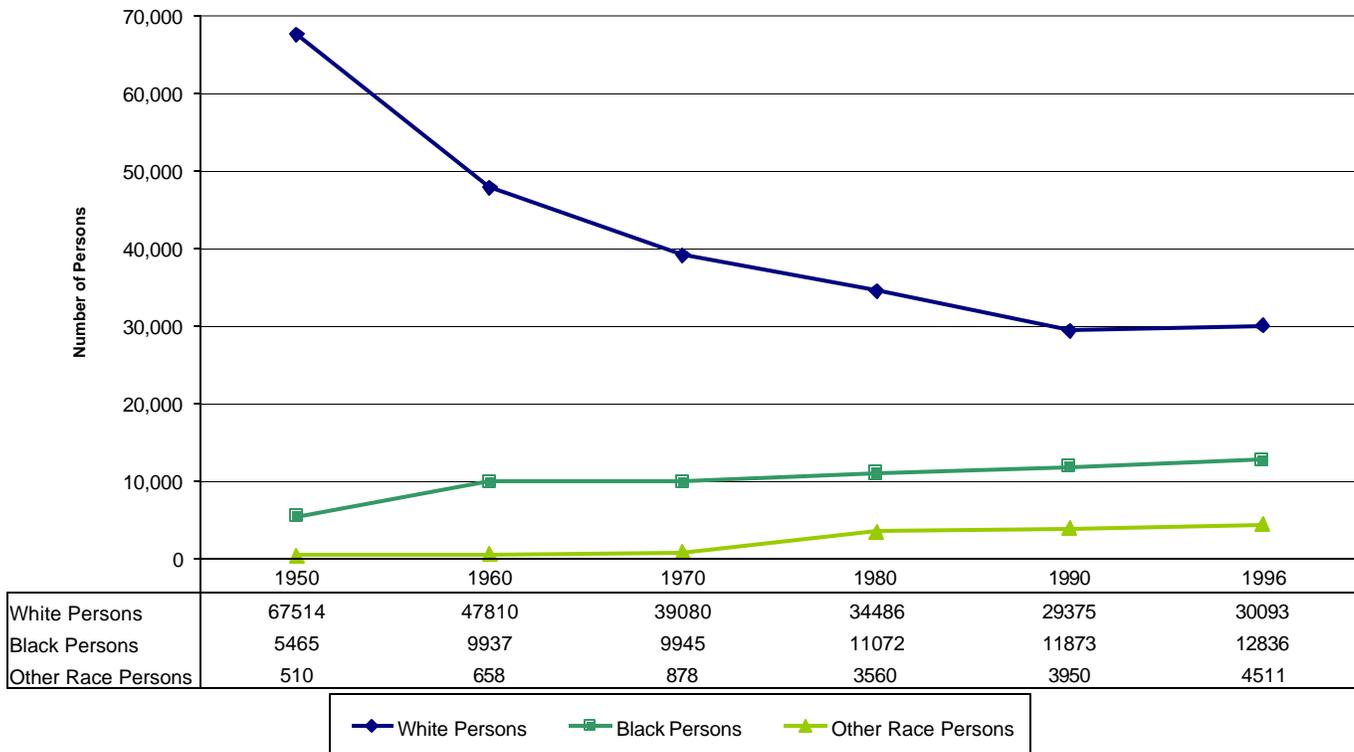
Race	Race & Ethnicity as a Percent of the Total Population					
	1950	1960	1970	1980	1990	1996
White	91.9%	81.9%	78.3%	70.2%	65.0%	63.4%
Black	7.4%	17.0%	19.9%	22.5%	26.3%	27.1%
Native Amer.**	NA	NA	NA	1.2%	2.0%	2.0%
Asian***	NA	NA	NA	2.2%	4.9%	5.6%
Other Race	0.7%	1.1%	1.8%	3.8%	1.9%	2.0%
Hispanic	NA	NA	NA	3.2%	5.0%	6.8%
Non-White	8.1%	18.1%	21.7%	29.8%	35.0%	36.6%

** American Indian, Eskimo, or Aleut
*** Asian or Pacific Islander

Source: U.S. Census Bureau 1950, 1960, 1970, 1980, 1990
and 1996 American Community Survey

Over the years, the result has been a steady increase in the percent of the population Black (although little change in the number of Blacks), an increase in the percent of the population in “Other Races,” and a steady and significant decline in the percent of the population White.

**Race Trends of Interstate Residents
1950-1996**



Income

Household Income

For most census tracts within the Interstate area, household income levels have not kept up with increases throughout the city. Most of the census tracts within the Interstate area have a median household income level lower than the median for the City of Portland. Twenty-five percent of the census tracts report a median household income that is half or less that of the City of Portland. So, while many census tracts in Interstate saw household incomes increase by over 50%, the household incomes were still lower than most of the city. The following table reports median incomes by census tract for all households, including family households and households with unrelated persons. Unfortunately, the manner in which this data was accessed, a median household income for the broader Interstate area could not be calculated.

Interstate Census Tracts	1990		1996		1990 to 1996 Change		
	Median Household Income	% City of Portland	Median Household Income	% City of Portland	Median Household Income	% City of Portland	% Change in Median
Tract 22.01	\$12,768	49.9%	\$12,183	38.8%	-\$585	-11.1%	-4.6%
Tract 22.02	\$15,750	61.5%	\$9,223	29.4%	-\$6,527	-32.2%	-41.4%
Tract 23.01	\$9,875	38.6%	\$15,372	49.0%	\$5,497	10.4%	55.7%
Tract 34.01	\$11,145	43.5%	\$15,405	49.1%	\$4,260	5.5%	38.2%
Tract 34.02	\$13,556	53.0%	\$17,380	55.4%	\$3,824	2.4%	28.2%
Tract 35.01	\$22,267	87.0%	\$30,214	96.2%	\$7,947	9.2%	35.7%
Tract 35.02	\$25,313	98.9%	\$34,844	111.0%	\$9,531	12.1%	37.7%
Tract 37.01	\$22,862	89.3%	\$24,129	76.9%	\$1,267	-12.5%	5.5%
Tract 37.02	\$23,588	92.2%	\$35,988	114.6%	\$12,400	22.5%	52.6%
Tract 38.01	\$19,250	75.2%	\$24,065	76.6%	\$4,815	1.4%	25.0%
Tract 38.02	\$25,750	100.6%	\$27,617	88.0%	\$1,867	-12.7%	7.3%
Tract 38.03	\$22,243	86.9%	\$30,671	97.7%	\$8,428	10.8%	37.9%
Tract 39.01	\$23,244	90.8%	\$23,062	73.5%	-\$182	-17.4%	-0.8%
Tract 39.02	\$26,837	104.9%	\$32,889	104.8%	\$6,052	-0.1%	22.6%
Tract 40.01	\$16,302	63.7%	\$21,163	67.4%	\$4,861	3.7%	29.8%
Tract 44	\$38,125	149.0%	\$40,405	128.7%	\$2,280	-20.3%	6.0%
Tract 72.02	\$26,067	101.9%	\$35,086	111.8%	\$9,019	9.9%	34.6%
City of Portland	\$25,592	100.0%	\$31,396	100.0%	\$5,804	0.0%	22.7%

Sources: 1990 Census and 1996 American Community Survey

E.D. Hovee was able to access block level data and provide a more detailed analysis of household income for the specific Interstate URA boundary. The following table summarizes Interstate URA information for 1990 and projections for 2000.

Household Income Range	Interstate URA		City of Portland	
	1990	2000 Projections	1990	2000 Projections
Less than \$15,000	42.0%	27.7%	28.0%	15.7%
\$15,000 to \$24,999	21.4%	18.0%	20.9%	14.8%
\$25,000 to \$34,999	14.8%	16.2%	17.3%	15.6%
\$35,000 to \$49,999	13.5%	17.2%	16.5%	19.8%
\$50,000 to \$74,999	6.3%	14.2%	11.2%	18.2%
\$75,000 to \$99,999	1.3%	4.3%	3.2%	8.0%
\$100,000 to \$149,999	0.3%	2.0%	1.8%	5.7%
\$150,000 and greater	0.3%	0.4%	1.2%	2.1%
Median Household Income	\$18,604	\$27,810	\$25,592	\$37,363
% of City Median	72.7%	74.4%		

Household Income

1996 Household Incomes are reported in thousand dollar ranges by Portland neighborhood. Eliot, Boise and Humboldt have the highest percent of households with incomes under \$15,000. Compared to a citywide median household income in 1996 of \$31,396, this means that over 40% of the households in these neighborhoods were making less than 50% MFI. Bridgeton, Overlook, Arbor Lodge and Piedmont are the highest income neighborhoods in the Interstate URA with 27-50% of their households making significantly higher incomes than the citywide median.

Neighborhood	1996 Household Income				
	Under \$15,000	\$15,000 to \$24,000	\$25,000 to \$44,000	\$45,000 to \$75,000	\$75,000 and Greater
Arbor Lodge	19%	18%	33%	21%	8%
Boise	46%	13%	31%	10%	0%
Bridgeton	8%	17%	25%	36%	14%
Eliot	48%	18%	18%	14%	2%
Humboldt	43%	18%	15%	17%	6%
Kenton	27%	25%	26%	16%	4%
King	37%	21%	25%	13%	5%
Overlook	21%	16%	31%	24%	8%
Piedmont	27%	20%	26%	22%	5%
Portsmouth	33%	25%	24%	13%	5%

Sources: 1996 American Community Survey and Portland Neighborhood Profile Project (1998)

Family Income

The following table reports the median incomes by census tracts for family households (only households with related persons.) As with household incomes, most census tracts in Interstate saw increases to the median family income, but continued to have family incomes considerably lower than the overall City of Portland.

Interstate Census Tracts	1990		1996		1990 to 1996 Change		
	Median Family Income	% City of Portland	Median Family Income	% City of Portland	Median Family Income	% City of Portland	% Change in Median
Tract 22.01	\$6,290	19.4%	\$12,183	30.2%	\$5,893	10.8%	93.7%
Tract 22.02	\$4,999	15.4%	\$0	0.0%	-\$4,999	-15.4%	-100.0%
Tract 23.01	\$14,688	45.3%	\$31,408	77.9%	\$16,720	32.6%	113.8%
Tract 34.01	\$15,054	46.4%	\$20,762	51.5%	\$5,708	5.1%	37.9%
Tract 34.02	\$14,625	45.1%	\$26,497	65.7%	\$11,872	20.6%	81.2%
Tract 35.01	\$25,500	78.6%	\$31,084	77.1%	\$5,584	-1.5%	21.9%
Tract 35.02	\$31,806	98.1%	\$36,631	90.9%	\$4,825	-7.2%	15.2%
Tract 37.01	\$26,458	81.6%	\$29,513	73.2%	\$3,055	-8.4%	11.5%
Tract 37.02	\$30,273	93.4%	\$45,684	113.3%	\$15,411	20.0%	50.9%
Tract 38.01	\$20,398	62.9%	\$28,795	71.4%	\$8,397	8.5%	41.2%
Tract 38.02	\$27,955	86.2%	\$35,434	87.9%	\$7,479	1.7%	26.8%
Tract 38.03	\$25,147	77.6%	\$31,489	78.1%	\$6,342	0.6%	25.2%
Tract 39.01	\$26,275	81.0%	\$25,583	63.5%	-\$692	-17.6%	-2.6%
Tract 39.02	\$35,208	108.6%	\$37,472	93.0%	\$2,264	-15.6%	6.4%
Tract 40.01	\$16,542	51.0%	\$23,453	58.2%	\$6,911	7.2%	41.8%
Tract 44	\$38,125	117.6%	\$22,132	54.9%	-\$15,993	-62.7%	-41.9%
Tract 72.02	\$27,083	83.5%	\$36,527	90.6%	\$9,444	7.1%	34.9%
City of Portland	\$32,424	100.0%	\$40,314	100.0%	\$7,890	0.0%	24.3%

Sources: 1990 Census and 1996 American Community Survey

Income Sources

The following table outlines the percentage of households that receive income from different sources.

Source of Income	Interstate		North/Inner Northeast		City of Portland	
	1990	1996	1990	1996	1990	1996
Wage & Salary	72.0%	73.6%	73.4%	74.2%	75.7%	76.0%
Public Assistance	14.9%	29.9%	13.5%	28.5%	6.9%	17.2%
Retirement & Disability	15.2%	17.5%	15.6%	17.3%	15.5%	16.2%
Social Security	28.1%	28.1%	28.5%	27.6%	26.6%	25.9%

Sources: 1990 Census and 1996 American Community Survey

Approximately three-fourths of the Interstate households received wage and salary income in 1996. This percentage is only slightly lower than the city rate and changed very little between 1990 and 1996.

A significantly higher portion of North/Inner Northeast residents including Interstate received income in the form of public assistance with nearly 30% of Interstate household incomes received public assistance in 1996. This is almost twice the 17.2% rate for the City of Portland. Public Assistance Income includes supplementary security income payments low-income senior and disabled persons, aid to families with dependent children, and general assistance.

The number of households in Interstate that received retirement income increased from 15.2% in 1990 to 17.5% in 1996. This is a slightly higher rate than the city as a whole. Twenty-eight percent of the Interstate households received Social Security income, which is also slightly higher than the citywide rate.

Poverty Level

The U.S. Census Bureau calculates the poverty level is based on the average food costs for households, based on household type and size, and household income. It is set by the federal government annually for the Portland-Vancouver area. The poverty rate represents the percentage of the total population living in households with incomes below the established poverty level.

While the City of Portland saw an increase in the poverty rate from 12.9% in 1990 to 15.1% in 1996, the neighborhoods in North/Inner Northeast experienced declines in the poverty rate. The number of people in households with income below the poverty level decreased in Interstate by over 400 people, a 3.9% decrease.

Even with declines, the poverty level of North/Inner Northeast, and more specifically Interstate, remained significantly higher than the poverty rate for the entire city.

Geographic Area	1990		1996	
	Persons Below Poverty Level	Poverty Rate	Persons Below Poverty Level	Poverty Rate
Interstate	11,384	25.5%	10,941	23.2%
North/Inner Northeast	19,796	23.4%	18,638	21.1%
City of Portland	62,058	12.9%	66,972	15.1%

Sources: 1990 Census and 1996 American Community Survey

Race

The following table outlines poverty rates by race. This information was not available for 1996. The table illustrates that poverty rates are much higher for minority populations than white residents. Poverty rates within North/Inner Northeast and Interstate are consistently higher than the citywide rates among all different racial categories.

The percentage of blacks in Interstate in poverty level households in 1990 was 37.2% and the rate was even higher among Native Americans. Asian residents in Interstate have a significantly higher poverty rate than in the city as a whole.

Race	Interstate		North/Inner Northeast		City of Portland	
	1990 Persons Below Poverty Level	Poverty Rate	1990 Persons Below Poverty Level	Poverty Rate	1990 Persons Below Poverty Level	Poverty Rate
White	6,327	19.9%	9,659	17.8%	43,982	12.1%
Black	6,267	37.2%	7,973	33.9%	22,218	31.2%
Native Amer.*	444	46.5%	706	40.5%	1,808	31.9%
Asian**	837	34.6%	1,099	31.3%	5,017	22.5%
Other	315	33.1%	359	24.5%	1,175	27.5%
Hispanic***	825	32.0%	1,115	28.8%	3,302	26.0%

* American Indian, Eskimo, or Aleut

** Asian or Pacific Islander

*** All people of Hispanic Origin

Sources: 1990 Census

Family Households

In 1996, the poverty rate among families in North/Inner Northeast and Interstate was nearly double the citywide rate. Yet, the poverty rate among families decreased by 2.7% in Interstate between 1990 and 1996, while the rate for families in the City of Portland increased by 1%. Over half of all female single-parent households in Interstate have incomes below the poverty level and 12.7% of two-parent households with children live in poverty.

Family Type	Interstate		North/Inner Northeast		City of Portland	
	1990 Poverty Rate	1996 Poverty Rate	1990 Poverty Rate	1996 Poverty Rate	1990 Poverty Rate	1996 Poverty Rate
Married Couples						
With Children	12.9%	12.7%	12.2%	10.0%	7.3%	7.4%
Without Children	4.8%	3.7%	4.5%	4.5%	2.9%	3.4%
Single Male						
With Children	24.6%	24.1%	21.4%	23.8%	19.2%	20.6%
Without Children	19.2%	29.4%	14.0%	21.1%	8.0%	9.9%
Single Female						
With Children	59.6%	51.0%	54.6%	45.1%	37.7%	37.7%
Without Children	17.8%	10.1%	13.6%	12.3%	8.8%	9.1%
All Families	22.5%	19.8%	19.8%	17.8%	9.7%	10.7%
All Families w/Children	18.9%	16.5%	16.9%	14.6%	7.7%	8.4%

Sources: 1990 Census and 1996 American Community Survey

Resident Origin

Residence Five Years Ago

The following table indicates where Portland residents lived five years ago. Nearly half of the residents lived in the same house and one-third had moved to their current residence from another location in Multnomah County. The rates of previous residence did not vary much between Interstate and the City of Portland, nor did they change significantly between 1990 and 1996. Interstate did see an increase in the number of residents who previously resided in a foreign country.

Residence Five Years Ago	Interstate			North/Inner Northeast			City of Portland		
	1990 People	1996 People	90-96 % Change	1990 People	1996 People	90-96 % Change	1990 People	1996 People	90-96 % Change
Same House	19,747	21,153	7.1%	37,903	40,324	6.4%	187,204	197,412	5.5%
Same County	13,982	13,867	-0.8%	26,770	26,792	0.1%	123,077	117,033	-4.9%
Same State	2,225	2,553	14.7%	4,350	4,673	7.4%	37,110	34,108	-8.1%
U.S. Out of State	4,624	4,694	1.5%	8,964	8,318	-7.2%	49,451	53,331	7.8%
Foreign Country	634	1,460	130.3%	1,263	2,315	83.3%	10,154	14,673	44.5%

Sources: 1990 Census and 1996 American Community Survey

Education

Educational Attainment

The percent of Interstate and North/Inner Northeast residents whose highest level of education is a high school diploma or lower is significantly greater than that of the city. In Interstate, those with educational attainment of either less than 9th grade, 9th to 12th grade (no diploma) or high school graduate equals 51% of the total population, whereas the city figure is 36% of the population. Similarly, in both Interstate and North/Inner Northeast, there have been increases in the numbers of residents receiving bachelor's and graduate degrees, however the rates remain significantly lower than the city as a whole.

Highest Level of Educational Attainment	Interstate		North/Inner Northeast		City of Portland	
	1990% of Total Pop.	1996% of Total Pop.	1990% of Total Pop.	1996% of Total Pop.	1990% of Total Pop.	1996% of Total Pop.
Less than 9th grade	8.1%	7.2%	8.0%	7.5%	5.6%	4.8%
9th to 12th grade, no diploma	19.4%	14.7%	17.8%	13.5%	11.5%	8.9%
High school graduate (includes equivalency)	29.4%	29.0%	29.6%	28.1%	24.9%	22.6%
Some college, no degree	25.4%	22.7%	25.2%	23.3%	25.7%	22.5%
Vocational, technical, or business school degree	no data	5.5%	no data	5.5%	no data	5.4%
Associate degree	6.2%	4.8%	6.1%	4.6%	6.3%	4.5%
Bachelor's degree	7.7%	11.1%	8.8%	11.6%	16.9%	20.0%
Graduate or professional degree	3.8%	5.0%	4.4%	5.9%	9.1%	11.2%

Source: 1990 Census and 1996 American Community Survey

Employment & Workforce

Employment Status

The unemployment rate in North/Inner Northeast in 1990 was nearly twice the rate for the city. By 1996, the rate had declined dramatically, but still remained notably higher than the unemployment rate for the City of Portland. The number of unemployed people in Interstate decreased by 37.0%, while the number of employed people increased by 11.7%.

Geographic Area	1990				1996			
	Em- ployed*	UnEm- ployed*	Not in Labor Force	UnEmploy- ment Rate*	Em- ployed*	UnEm- ployed*	Not in Labor Force	UnEmploy- ment Rate*
Interstate	18,561	2,356	12,614	11.3%	20,728	1,484	13,810	6.7%
North/Inner Northeast	36,359	4,302	23,687	10.6%	40,254	2,636	25,227	6.1%
City of Portland	218,750	14,379	116,504	6.2%	230,968	10,506	116,325	4.4%

*Not including Armed Forces

Sources: 1990 Census and 1996 American Community Survey

The number of people not in the labor force increased in Interstate by 9.5% (1,196 people), while the number decreased citywide. People “Not in the Labor Force” consist mainly of students, housewives, retired workers, and others who were not looking for work at the time of the census, institutionalized persons, and people doing less than 15 hours of unpaid family work. Employment information is collected for people 16 years and older.

Hours Worked

Interstate and North/Inner Northeast saw an increase between 1990 and 1996 in the number of people working full-time (35 hours or more) and a more than 75% decline in the number of people working part-time (less than 35 hours).

Hours Worked*	Interstate		North/Inner Northeast		City of Portland	
	1990	1996	1990	1996	1990	1996
35 Hours or More	9,999	10,157	19,274	19,480	112,015	113,576
1 to 34 Hours	6,014	2,527	11,349	4,461	21,193	24,439
No Work	3,992	4,480	7,485	7,884	33,970	33,585

*Persons 16 years and over

Sources: 1990 Census and 1996 American Community Survey

In 1996, the percent of the population working full-time increased in North/Inner Northeast and Interstate at a rate similar to the City of Portland. At the same time due to the number of people not in the labor force, Interstate had a higher percentage of its population not working in 1996.

Geographic Area	1990			1996		
	% of Pop 35 Hrs +	% of Pop 1 to 34 Hrs	% of Pop No Work	% of Pop 35 Hrs +	% of Pop 1 to 34 Hrs	% of Pop No Work
Interstate	45.6%	25.0%	29.4%	52.4%	16.9%	30.7%
North/Inner Northeast	46.4%	25.0%	28.6%	53.6%	16.4%	30.0%
City of Portland	55.4%	16.6%	28.0%	56.0%	17.7%	26.3%

Sources: 1990 Census and 1996 American Community Survey

Location of Employment

The Census Bureau does not provide detailed information on where people work. The following table indicates whether people worked in Portland or outside Portland. The data shows that residents in North/Inner Northeast and Interstate were more likely to work in the City of Portland than residents citywide, although the number of people in Interstate working in other cities within the region and outside the region grew at a much faster rate.

Geographic Area	1990			1996		
	% Working in Portland	% Working in Region* (Not Ptld)	% Working Outside of Region	% Working in Portland	% Working in Region* (Not Ptld)	% Working Outside of Region
Interstate	82.5%	13.9%	3.6%	80.3%	15.3%	4.5%
North/Inner Northeast	83.1%	13.0%	3.9%	81.1%	14.9%	4.0%
City of Portland	76.4%	20.3%	3.3%	75.4%	21.0%	3.6%

*Region is defined as the Portland/Vancouver PMSA

Sources: 1990 Census and 1996 American Community Survey

Means of Transportation to Work

Interstate and North/Inner Northeast saw a higher rate of increase in the number of residents who drove to work compared to city residents. This may be related to the decrease in the unemployment rate of area residents, which led to more people needing to access the workplace. Residents' use of public transportation increased at a higher rate in North/Northeast than either Interstate or the city.

Transportation to work by bicycle increased by close to 100% in both Interstate and North/Inner Northeast.

Means of Transportation	Interstate			North/Inner Northeast			City of Portland		
	1990	1996	% Change	1990	1996	% Change	1990	1996	% Change
Drove (car, truck, van, motorcycle)	14,224	15,829	11.3%	27,635	30,500	10.4%	167,772	171,760	2.4%
Public transportation (bus, trolley, subway, or railroad)	2,375	2,698	13.6%	4,405	5,186	17.7%	23,465	26,958	14.9%
Bicycle	324	646	99.4%	125	251	100.8%	2,453	4,181	70.4%
Walked	1,550	1,200	-22.6%	639	604	-5.5%	12,058	10,301	-14.6%
Other means (taxi, etc.)	312	263	-15.7%	189	116	-38.6%	1,269	1,349	6.3%
Worked at home	1,084	1,262	16.4%	588	687	16.8%	7,243	9,494	31.1%

Source: 1990 Census and 1996 American Community Survey

Occupation

Residents of Interstate and North/Inner Northeast increased their prominence in executive, administrative, managerial and sales occupations between 1990 and 1996 at a rate of about twice that of the city. In addition, these residents also had a greater rate of employment in service occupations than city residents. It is interesting to note the rise in employment of Interstate residents in farming, forestry and fishing occupations, while North/Inner Northeast and the City both saw a decrease of residents employed in these occupations. This may signify an increase of seasonal, migrant farm workers residing within the Interstate Corridor.

It is also important to note the decrease in "skilled" manual labor jobs in all three geographic areas, with the most rapid decreases in North/Inner Northeast. "General" laborers, however, are increasing in all three areas.

Occupation	Interstate			North/Inner Northeast			City of Portland		
	1990	1996	% Change	1990	1996	% Change	1990	1996	% Change
Executive, administrative, and managerial occupations	3,112	4,448	42.9%	1,555	2,271	46.0%	27,532	33,001	19.9%
Professional specialty occupations	3,962	5,021	26.7%	1,824	2,428	33.1%	36,404	42,855	17.7%
Technicians and related support occupations	1,043	1,128	8.1%	566	656	15.9%	7,579	7,308	-3.6%
Sales occupations	3,421	4,119	20.4%	1,760	2,119	20.4%	25,145	27,961	11.2%
Administrative support occupations, including clerical	6,457	6,770	4.8%	3,064	3,458	12.9%	37,349	35,029	-6.2%
All service occupations	6,209	6,879	10.8%	3,291	3,770	14.6%	30,333	31,026	2.3%
Farming, forestry, and fishing occupations	381	456	19.7%	235	232	-1.3%	2,378	2,083	-12.4%
Precision production, craft, and repair occupations	4,211	4,096	-2.7%	2,369	2,088	-11.9%	20,468	20,084	-1.9%
Machine operators, assemblers, and inspectors	3,441	3,113	-9.5%	1,766	1,577	-10.7%	14,094	13,428	-4.7%
Transportation and material moving occupations	2,079	1,994	-4.1%	1,046	1,007	-3.7%	8,510	8,130	-4.5%
Handlers, equipment cleaners, helpers, and laborers	2,043	2,230	9.2%	1,085	1,122	3.4%	8,958	10,063	12.3%

Source: 1990 Census and 1996 American Community Survey

Class of Worker

Private for profit and not-for-profit wage and salary workers are increasing in Interstate and North/Inner Northeast at a much faster rate than the city as a whole. Self-employed workers are increasing rapidly in all three areas, with a notable rate of 63% between 1990 and 1996 in North/Inner Northeast. Unpaid family workers are increasing in Interstate, while decreasing in North/Inner Northeast and the city of Portland.

Class of Worker	Interstate			North/Inner Northeast			City of Portland		
	1990	1996	% Change	1990	1996	% Change	1990	1996	% Change
Private for profit wage and salary workers	25,896	27,753	7.2%	13,530	14,324	5.9%	152,727	155,346	1.7%
Private not-for-profit wage and salary workers	3,356	4,040	20.4%	1,536	2,090	36.1%	20,206	21,156	4.7%
Local government workers	2,368	2,631	11.1%	1,106	1,305	18.0%	13,785	14,673	6.4%
State government workers	1,101	1,107	0.5%	577	609	5.5%	8,080	7,656	-5.2%
Federal government workers	1,188	1,017	-14.4%	591	467	-21.0%	6,371	5,549	-12.9%
Self-employed workers	2,340	3,586	53.2%	1,167	1,898	62.6%	16,885	26,103	54.6%
Unpaid family workers	110	120	9.1%	54	35	-35.2%	696	485	-30.3%

Source: 1990 Census and 1996 American Community Survey

Employment by SIC Major Divisions

The Standard Industrial Classification (SIC) is a national system used for grouping business and industry types in broad categories for analysis. The chart below describes the industry (by SIC code) within which residents in one of the three geographic areas work. It does not provide information on residents' *place* of work, rather it describes the industry that residents are employed.

Between 1990 and 1996, the number of residents working in construction trades in Interstate and North/Inner Northeast decreased, as opposed to a 7% increase for city of Portland residents. The number of residents working in transportation, communications, electric, gas and sanitary services increased by close to 50% in all three geographic areas. The number of residents in Interstate working in retail trade, finance, insurance, real estate, and service industries increased at greater rates than either North/Inner Northeast or the city as a whole.

SIC Major Divisions	Interstate			North/Inner Northeast			City of Portland		
	1990	1996	% Change	1990	1996	% Change	1990	1996	% Change
Agriculture, Forestry, Fishing (01-09)	317	236	-26%	535	451	-16%	3,112	2,467	-21%
Mining (10-14)	28	31	11%	54	37	-32%	179	113	-37%
Construction (15-17)	1,048	999	-5%	1,963	1,920	-2%	11,059	11,793	7%
Manufacturing (20-39)	3,496	3,332	-5%	6,697	6,581	-2%	33,052	31,022	-6%
Transportation, Communications, Electric, Gas, Sanitary Services (40-49)	1,194	1,796	50%	2,429	3,596	48%	11,112	16,798	51%
Wholesale Trade (50-51)	1,004	844	-16%	1,901	1,879	-1%	12,112	11,446	-6%
Retail Trade (52-59)	3,181	3,519	11%	6,202	6,849	10%	38,420	41,013	7%
Finance, Insurance, Real Estate (60-67)	1,094	1,279	17%	2,003	2,225	11%	15,955	16,702	5%
Services (70-88)	6,195	8,172	32%	12,593	15,511	23%	81,025	91,910	13%
Public Administration (91-99)	493	520	6%	1,032	1,205	17%	6,907	7,704	12%

Source: 1990 Census and 1996 American Community Survey

Interstate Corridor Housing Profile

This section provides a preliminary summary profile of the housing stock in the Interstate URA. This draft housing inventory is being revised on a daily basis, as new information on individual properties is available. This section also provides information on mortgage loan activity in Interstate, North/Inner Northeast and Multnomah County.

Unit Information

Number of Units

The Interstate URA is a predominantly single family residential community with the majority of the over 10,000 housing units located within small residential properties. There are approximately 7,543 single-family homes within the adopted urban renewal boundary. The remaining 3,986 units are in multifamily structures. Duplexes, tri-plexes and four-plexes comprise one-third of all multifamily housing units in the Interstate URA, and represent 80% of all multifamily residential buildings.

Building Type	# of Units	# of Buildings
Single Family Home	7,543	7,543
2 to 4 Units	1,233	490
5 to 9 Units	389	57
10 to 19 Units	454	40
20 to 49 Units	690	22
50 to 99 Units	421	6
100+ Units*	799	4
Total Multifamily	3,986	619
Total Units	11,529	8,162

Source: PDC North Interstate Housing Inventory

*Columbia Villa is reported as a single residential complex rather than separate scattered buildings

Unit Size

The majority of homes in the Interstate URA are smaller homes with fewer than four bedrooms. Of the single-family homes for which the number of bedrooms is known, 37.8% in the Interstate URA have two bedrooms and 40.6% have three bedrooms. Only 15% have four or more bedrooms.

Single Family Number of Bedrooms	Interstate URA	
	# of	% of Homes
1 Bedrooms	425	6.6%
2 Bedrooms	2,430	37.8%
3 Bedrooms	2,611	40.6%
4 or More Bedrooms	962	15.0%

Sources: PDC North Interstate Housing Inventory

*data reported for homes that bedroom information was available

Multifamily Number of Bedrooms	Interstate URA	
	# of Apts*	% of Homes
SRO/Efficiency	1	0.1%
Studio	110	8.3%
1 Bedrooms	546	41.4%
2 Bedrooms	585	44.4%
3 Bedrooms	76	5.8%
4 or More Bedrooms	1	0.1%

Sources: PDC North Interstate Housing Inventory

*data reported for apartments that bedroom information was available

Vacancy Rates

Vacancy rates for all housing units in North/Inner Northeast and Interstate decreased between 1990 and 1996 at a rate much faster than the citywide rate. This decline brought the vacancy rate of 5.1% in North/Inner Northeast and Interstate in much closer alignment with the City's rate of 4.4%.

Geographic Area	Vacancy Rate		1990-1996 Change
	1990	1996	
North Interstate	9.6%	5.1%	-4.5%
N/NE Portland	9.3%	5.1%	-4.2%
City of Portland	5.6%	4.4%	-1.2%

Sources: 1990 Census and 1996 American Community Survey

Age of Housing

The majority of housing in the Interstate URA was built before 1950. Nearly half of the single family homes were built before 1925 and the bulk of multi-family buildings were built before 1950.

Year Built	Single Family		Multi-Family	
	Buildings	% of SF Buildings*	Buildings	% of MF Buildings*
1800s	270	3.6%	30	4.8%
1900-1925	3,344	44.4%	205	33.1%
1926-1949	1,771	23.5%	157	25.4%
1950-1969	1,453	19.3%	132	21.3%
1970-2000	694	9.2%	95	15.3%

Sources: PDC North Interstate Housing Inventory
*data reported for buildings that the year built was available

Vacancy Rates

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Geographic Area	Vacancy Rate		1990-1996 Change
	1990	1996	
North Interstate	9.6%	5.1%	-4.5%
N/NE Portland	9.3%	5.1%	-4.2%
City of Portland	5.6%	4.4%	-1.2%

Sources: 1990 Census and 1996 American Community Survey

Homeownership Rate

The number of owner-occupied homes in Interstate increased by 17.7% between 1990 and 2000, increasing the homeownership rate to 59.1% in 2000. The homeownership rate is lower than North/Inner Northeast, but greater than the entire City of Portland.

Geographic Area	1990			1996			2000		
	Owner	Rental	Ownership	Owner	Rental	Ownership	Owner	Rental	Ownership
Interstate	9,519	8,091	54.1%	10,534	8,094	56.5%	11,208	7,765	59.1%
North/Inner Northeast	18,383	14,488	55.9%	20,249	14,419	58.4%	21,605	13,851	60.9%
City of Portland	99,244	87,980	53.0%	107,584	89,503	54.6%	124,767	98,970	55.8%

Sources: 1990 Census, 1996 American Community Survey and 2000 Census

The following table outlines the 1996 homeownership rates by Portland Neighborhood. Boise, Eliot, Humboldt and Portsmouth neighborhoods have homeownership rates significantly lower than the rate for the entire Interstate URA. The small population neighborhood of Bridgeton has the highest homeownership rate at 75%. The neighborhoods of Arbor Lodge, Bridgeton, Kenton, Overlook, and Piedmont have homeownership rates greater than the Interstate URA average rate and the City of Portland rate. The homeownership rate by neighborhood has not been calculated for 2000.

Neighborhood	1996 Homeownership Rate
Arbor Lodge	69%
Boise	39%
Bridgeton	75%
Eliot	36%
Humboldt	43%
Kenton	65%
King	54%
Overlook	62%
Piedmont	64%
Portsmouth	47%
Interstate	54%
North Inner Northeast	56%
City of Portland	53%

Sources: 1996 American Community Survey and Portland Neighborhood Profile Project (1998)

Race

Homeownership is increasing among minority households in Interstate, although between 1990 and 2000, the number of African American homeowners increased by at a much slower rate than all other racial groups. The number of Asian and Pacific Islanders homeowner households increased by 87.0%, and the number of Native Americans homeowner households increased by 26.1%. Minority households in Interstate saw greater increases in the number of homeowners than in the broader North/Inner Northeast area. The number of homeowners of Hispanic Origin dramatically increased between 1990 and 2000 in all areas, with an increase of nearly of over 1,400 new homeowners in Interstate.

Race	Interstate			North/Inner Northeast			City of Portland		
	1990 Owner Hshlds	2000 Owner Hshlds	% Change 90-00	1990 Owner Hshlds	2000 Owner Hshlds	% Change 90-00	1990 Owner Hshlds	2000 Owner Hshlds	% Change 90-00
White	7,544	8,473	12.3%	14,044	16,020	14.1%	90,715	109,496	20.7%
Black	1,588	1,693	6.6%	3,595	3,707	3.1%	4,428	5,044	13.9%
Native Amer.*	69	87	26.1%	170	166	-2.4%	552	689	24.8%
Asian**	216	404	87.0%	410	677	65.1%	3,143	5,968	89.9%
Other Race	102	213	108.8%	164	398	142.7%	406	1,217	199.8%
2 or More	NA	338	NA	NA	637	NA	NA	2,353	NA
Hispanic***	241	1,719	613.3%	385	3,105	706.5%	1,206	21,805	1708.0%

* American Indian, Eskimo, or Aleut
 ** Asian or Pacific Islander
 *** All people of Hispanic Origin

Sources: 1990 Census and 2000 Census
 (In 1990 data did not include a category of "Two or More Races", instead these households were accounted for in the above race/ethnicity)

The homeownership rate for all minority populations in Interstate exceeded those citywide. The homeownership rate for all minority groups in Interstate, excluding people of Hispanic origin, increased. African-American homeownership rates increased by 4% and the homeownership rate of Native Americans increased by over 10%. The rate among Asian and Pacific Islander households jumped

dramatically by nearly 17% to exceed the overall citywide homeownership rate of 55.8% in 2000. Although the number of Hispanic owner households increased, the overall Hispanic homeownership rate declined by nearly 10% in Interstate, indicating a greater influx of new renter households.

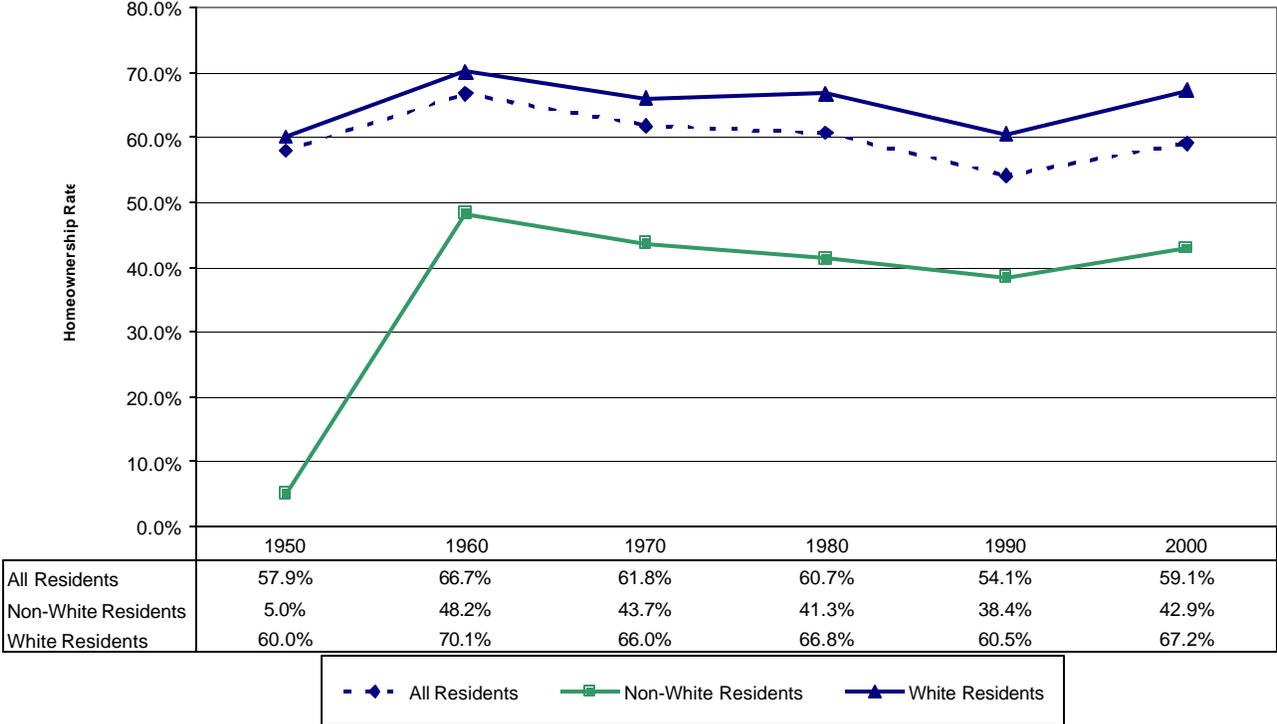
Race	Interstate		North/Inner Northeast		City of Portland	
	1990 Ownership Rate	2000 Ownership Rate	1990 Ownership Rate	2000 Ownership Rate	1990 Ownership Rate	2000 Ownership Rate
White	60.5%	67.2%	61.2%	68.0%	54.8%	58.6%
Black	38.3%	42.1%	44.2%	47.8%	37.6%	38.2%
Native Amer.*	25.7%	36.1%	34.5%	38.1%	29.8%	33.7%
Asian**	41.5%	58.2%	43.7%	58.3%	46.0%	55.3%
Other Race	49.0%	33.4%	46.7%	34.9%	31.2%	26.7%
2 or More Races	NA	43.3%	NA	45.1%	NA	37.9%
Hispanic***	44.4%	35.0%	42.5%	35.2%	30.9%	32.2%

* American Indian, Eskimo, or Aleut
 ** Asian or Pacific Islander
 *** All people of Hispanic Origin
 Sources: 1990 Census and 2000 Census
 (In 1990 data did not include a category of "Two or More Races", instead these households were accounted for in the above)

Homeownership Trends by Race

The homeownership rate of non-white households in Interstate has continued to be significantly lower than the rate of white households. Non-white households and white households were impacted similarly throughout the years experiencing a steady decline in the homeownership rate between 1960 and 1990, and seeing increases between 1990 and 2000. Both white and non-white households have not reached the increased homeownership rate enjoyed by households in 1960.

**Homeownership Trends in Interstate
1950-2000**



Race	Homeownership Rate					
	1950	1960	1970	1980	1990	2000
White	60.0%	70.1%	66.0%	66.8%	60.5%	67.2%
Black	NA	NA	43.1%	42.1%	38.3%	42.1%
Native Amer.**	NA	NA	NA	39.0%	25.7%	36.1%
Asian***	NA	NA	NA	50.4%	41.5%	58.2%
Other Race	NA	NA	NA	NA	49.0%	33.4%
2 or More Races	NA	NA	NA	NA	NA	43.3%
Hispanic	NA	NA	NA	44.5%	44.4%	35.0%
Non-White	5.0%	48.2%	43.7%	41.3%	38.4%	42.9%

** American Indian, Eskimo, or Aleut

Source: U.S. Census Bureau 1950, 1960, 1970, 1980, 1990, 2000

*** Asian or Pacific Islander

Family Households

Although the homeownership rate among family households in Interstate has increased since 1996, it remains lower than the citywide rate. In 1996, 60% of families owned their home (increasing to 63% in 2000), although the rate decreases to 49.7% for families with children at home. In 1996, Unmarried-parent households with children at home had an even lower homeownership rate of 35.8% in Interstate. The homeownership rate broken down by whether or not the family had children not available for 2000 at the time of this report.

Family Type	Homeownership Rates					
	Interstate		North/Inner Northeast		City of Portland	
	1996	2000	1996	2000	1996	2000
Married Couples	72.7%	75.6%	74.3%	76.7%	76.0%	77.4%
With Children	63.9%	NA	65.5%	NA	72.4%	NA
Without Children	80.1%	NA	81.3%	NA	78.6%	NA
Unmarried Male	57.7%	47.8%	60.7%	49.1%	59.6%	47.7%
With Children	53.0%	NA	46.9%	NA	43.1%	NA
Without Children	42.7%	NA	51.2%	NA	52.3%	NA
Unmarried Female	41.3%	42.8%	51.1%	44.1%	41.2%	46.9%
With Children	32.4%	NA	33.7%	NA	35.8%	NA
Without Children	68.8%	NA	66.7%	NA	64.8%	NA
All Families	60.7%	63.0%	61.9%	64.4%	67.6%	68.9%
All Unmarried Parents	35.8%	NA	35.9%	NA	37.4%	NA
All Families w/Children	49.7%	NA	50.3%	NA	59.4%	NA

Length at Residence

In 1996, nearly 40% of all homeowners in North/Inner Northeast and Interstate had lived in their homes for twenty or more years, while less than 7% had lived in their homes less than two years.

Geographic Area	% of Owner Occupied Households			
	Length at Residence			
	Less than 2 Yrs	2 to 9.9 Yrs	10 to 19.9 Yrs	20 or More Yrs
Interstate	6.8%	35.9%	17.7%	39.6%
North/Inner Northeast	6.4%	37.4%	17.9%	38.3%
City of Portland	14.2%	36.8%	17.7%	31.2%

Source: 1996 American Community Survey

Monthly Owner Home Costs

HUD defines "affordable housing" as housing in which the total monthly housing costs are 30% or less of the monthly household income. For owner households, total monthly housing costs include costs such as mortgage payments, taxes, condominium fees and utilities.

The percent of Interstate owner households with monthly costs that are 30% or more than their household income increased to 27.6% between 1990 and 1996, resulting in a rate slightly higher than the City of Portland. The total number of households in Interstate paying 30% or more of their income toward housing nearly doubled. HUD also deems housing that cost 50% or more of monthly income as a “worst case” housing situation. In 1996, 12.2% of owner households in Interstate had monthly housing costs that were 50% or more of their monthly income. This rate is slightly lower than citywide. This information was not reported in the 1990 Census.

Geographic Area	1990		1996			
	Owner Costs 30% & More of Income	% of Total Owner Households	Owner Costs 30% & More of Income	% of Total Owner Households	Owner Costs 50% & More of Income *	% of Total Owner Households
Interstate	1,877	21.5%	2,751	27.6%	873	8.8%
North/Inner Northeast	3,776	21.9%	5,484	28.4%	1,960	10.2%
City of Portland	17,059	18.8%	25,951	26.0%	8,572	8.6%

Sources: 1990 Census and 1996 American Community Survey

* Information not available for 1990; owner households with costs more than 50% of income are included in the total with costs more than 30% of income

Sales Price

Sales prices in the Interstate URA, while increasing at a rapid rate, remain lower than citywide averages for the same time period. The median sales price for sales in 1999 and 2000 within the Interstate URA was \$115,500 (based on the PDC Housing Inventory). In comparison, the median sales price for the metropolitan region between January and June, 2000 was \$165,000, and further broken down within the region, \$122,500 in the North Portland submarket, \$152,300 in Southeast Portland and \$167,400 in Northeast Portland (reported in *Market Action June 2000* published by RMLS).

According to the Interstate MAX Station Revitalization Strategy *Existing Conditions, Revised December 12, 2000* (page 1.26):

While the ownership market overall may be moderating, particularly for higher-end properties priced over \$200,000, real estate brokers report that the market continues to be strong for properties priced for first-time homebuyers, particularly under \$140,000. Moreover, properties located near Central Portland, offering shorter commute times, remain in demand. This demand is likely to continue, keeping pace with expected strong future employment growth and increasing traffic congestion.

Recent Sales

The following table outlines the sales activity within the Interstate URA in the years 1999 and 2000 by number of bedrooms. Between January 1999 and July 2000, there were 66 sales reported that were under \$100,000, over one-quarter of all sales.

Number of Bedrooms	Sales Price in the Interstate URA			Number of Sales*
	Minimum**	Median	Maximum	
1 Bedrooms	\$21,000	\$64,950	\$141,000	16
2 Bedrooms	\$20,000	\$104,000	\$180,000	89
3 Bedrooms	\$45,000	\$121,000	\$275,000	98
4 or More Bedrooms	\$60,000	\$132,100	\$200,000	36
Total Homes	\$20,000	\$115,500	\$275,000	239

Sources: PDC North Interstate Housing Inventory

*sales data available in the PDC Interstate Housing Inventory

** Data does not include any units in which the sales was reported as less than \$10,000

Sales History

In Contrast to the 1980s where the Interstate URA saw declines in the sales prices, median sales prices have steadily increased since 1990 with annual increases ranging from a more recent increase of 8.6% to previous increases as high as 22.6%.

Year	Median Sales Price	Annual Increase
80-84	\$32,000	
85-89	\$25,500	-20.3%
90	\$30,000	17.6%
91	\$34,000	13.3%
92	\$40,000	17.6%
93	\$48,500	21.3%
94	\$58,000	19.6%
95	\$71,125	22.6%
96	\$79,950	12.4%
97	\$91,400	14.3%
98	\$99,890	9.3%
99	\$110,000	10.1%
June 2000	\$119,500	8.6%

Source: PDC North Interstate Housing Inventory

Mortgage Information

Loan Activity

The number of loan applications submitted for either refinancing, improvement or purchasing of properties in North/Inner Northeast and Interstate more than doubled between 1992 and 1996. This increase in applications resulted in both an increase in the number of loans originated and an increase in the number of applications denied. The number of loans originated in Interstate and North/Inner Northeast almost doubled between 1992 and 1996, while Multnomah County only saw an increase of 24%. The number of applications denied for properties in Interstate and North/Inner Northeast also increased but, more importantly, the rate of denial declined, while it increased in the County.

The number of applications which were either approved but not accepted by the applicant, withdrawn by the applicant or incomplete (Other), increased to account for one-fifth of all applications in 1996.

Loan Action	Interstate		North/Inner Northeast		Multnomah County	
	1992	1996	1992	1996	1992	1996
Loan Originated	1,113	2,070	2,131	4,060	20,326	25,204
% of Loans Originated	67.7%	58.3%	68.8%	58.6%	76.6%	61.9%
Application Denied	400	769	715	1,452	3,625	7,604
% Applications Denied	24.3%	21.7%	23.1%	21.0%	13.7%	18.7%
Other*	130	711	252	1,416	2,574	7,896
% Other	7.9%	20.0%	8.1%	20.4%	9.7%	19.4%
Total Applications	1,643	3,550	3,098	6,928	26,525	40,704

* Other includes application approved but not accepted by the applicant, applications withdrawn and file closed for incompleteness

Source: Right to Know Network HMDA data 1992 - 1996

Loans by Race

The following table breaks down all originated loans by race for loans in which race was reported.

Race	Interstate		North/Inner Northeast		Multnomah County	
	1992	1996	1992	1996	1992	1996
	% of Total Loans*	% of Total Loans*	% of Total Loans*	% of Total Loans*	% of Total Loans*	% of Total Loans*
White	86.3%	79.4%	86.2%	80.3%	94.0%	90.3%
Black	8.4%	12.9%	9.4%	12.7%	1.4%	3.0%
Native Amer.**	1.0%	0.5%	0.8%	0.6%	0.5%	0.5%
Asian***	3.3%	4.4%	2.6%	3.9%	3.4%	4.7%
Hispanic	1.0%	2.7%	1.0%	2.5%	0.7%	1.4%

* Total loans for which race was reported

Source: Right to Know Network HMDA data 1992 - 1996

** American Indian, Eskimo, or Aleut

*** Asian or Pacific Islander

In North/Inner Northeast and Interstate, the ratio of originated loans to Black applicants increased to over 12%, but is a considerably lower ratio when compared to a population that is over 27% Black.

North/Inner Northeast and Interstate also saw an increase in the share of originated loans to Asian and Hispanic applicants. In 1996, the ratio of 4.4% of originated loans to Asian households is comparable to a population representing 5.6% of the total Interstate population. The ratio of loans to Hispanic applicants is half the 6.8% ratio of Hispanic persons as part of the total population.

Mortgage Status of Homeowners

The following table illustrates the increase in homeowners with mortgages. The percentage of homeowners with mortgages increased in all three geographic areas reported, although rates are significantly lower in Interstate than in the City of Portland as a whole.

Geographic Area	1990			1996		
	Mortgaged	Not	%	Mortgaged	Not	%
Interstate	5244	3619	59.2%	6601	3411	65.9%
North/Inner Northeast	10718	6714	61.5%	13106	6336	67.4%
City of Portland	58516	32659	64.2%	70463	29913	70.2%

Sources: 1990 Census and 1996 American Community Survey

Housing Cost by Mortgage Status

A larger percentage of homeowners in Interstate and North/Inner North Portland than in the City as a whole pay more than 30% of their income on housing costs. As consistent with citywide trends, the rate of owner households with mortgages paying more than 30% of their income is nearly double the rate of owner households without mortgages.

Geographic Area	Mortgaged			Not Mortgaged		
	1990	1996		1990	1996	
	Owner Costs 30% & More of Income	Owner Costs 30% & More of Income	Owner Costs 50% & More of Income *	Owner Costs 30% & More of Income	Owner Costs 30% & More of Income	Owner Costs 50% & More of Income *
Interstate	23.3%	33.3%	9.9%	18.8%	16.8%	6.6%
North/Inner Northeast	24.8%	33.1%	11.0%	17.1%	18.7%	8.4%
City of Portland	20.9%	30.5%	9.8%	15.2%	15.3%	5.8%

Sources: 1990 Census and 1996 American Community Survey

* Information not available for 1990; owner households with costs more than 50% of income are included in the total with costs more than 30% of income

PDC Homeownership Program Activity

NHP Home Repair and Homeownership Program

Portland Development Commission (PDC) has administered a home repair program since 1993. In more recent years, PDC has also offered loan programs to assist first-time homebuyers. These programs are administered by PDC’s Neighborhood Housing Preservation Section (NHP). Eligible program areas correspond to target areas designated by the Bureau of Housing and Community Development (BHCD).

The following table summarizes the loan activity since the inception of the home repair program, as well as a summary of the more recent activity since 1990 by zip code of the subject properties. Most of the loans reflected in this table are for home repairs. The zip codes 97203, 97211, 97217 and 97227 are located in the broader Inner North/Northeast Portland area.

Zip Code	Total NHP Loans	
	1973-Sept '00	Since 1990
97203	1,113	184
97211	2,382	43
97217	1,604	411
97227	302	94
Total N/NE Portland	5,401	732
% of Total Loans	42.9%	25.1%
City of Portland	12,594	2,911

Source: PDC Housing Dept.

Of the over 12,000 loans administered by NHP since 1997, 42.9% were made to residents in Inner North/Northeast Portland. As BHCD expanded program eligibility into new areas of the city, the percentage of loans since 1990 to Inner North/Northeast Portland declined to 25.1% of the total loans.

The following table summarizes the breakdown of NHP loans by race and ethnicity, for loans in which this information was available. This information was not collected regularly for older loans.

Race & Ethnicity	Total NHP Loans*	
	1973-Sept '00	Since 1990
White (not Hispanic)	60.1%	55.0%
Black (not Hispanic)	35.1%	38.3%
Amer. Indian/Alaskan Native	0.1%	1.0%
Asian/Pacific Islander	1.6%	1.9%
Hispanic	2.4%	3.9%
Other	< 0%	0.0%

Source: PDC Housing Dept.

*Loans in which Race & Ethnicity was reported

Rental Information

Rental Properties

The 1996 American Community Survey estimates that 25.7% of all single-family homes in Interstate are renter occupied. This represents a decrease from the 30.7% reported in the 1990 Census, meaning that fewer single-family homes are rental properties and more are becoming owner-occupied.

The following table outlines the number of rental units in the Interstate URA, including units at Columbia Villa and the Tamaracks in the Portsmouth neighborhood. This table was based on 1996 ACS estimates and the PDC North Interstate Housing Inventory. Single family homes comprise over one-third of the total rental units in the Interstate URA, and small multiplexes (2 to 4 units) comprise 21% of the total rental units.

Building Type	# of Rental Units
Single Family Home	1,939
2 to 4 Units	1,233
5 to 9 Units	389
10 to 19 Units	454
20 to 49 Units	690
50 to 99 Units	421
100+ Units*	799
Total Units	5,925

Source: PDC North Interstate Housing Inventory

*Columbia Villa is reported as a single residential complex rather than separate scattered buildings

Rental Market

The following summary of the residential rental market is from the Interstate MAX Station Revitalization Strategy *Existing Conditions, Revised December 12, 2000* (page 1.27).

During the past year, the market has experienced some rental rate decreases. Overall vacancy rates are expected to remain at approximately seven percent into 2001. Rents are expected to remain at an average of \$660 per month.

By comparison, average rent in the North Portland submarket is estimated at \$590 per month.

Development interest is shifting from the suburbs to infill projects closer to the urban center. Of the estimated 2,000 new units that will be built this year, one quarter represent infill projects in Multnomah county. The increase in median home prices, along with the increase in mortgage interest rates over the past year, mean that rental demand should remain moderate to strong, as potential first-time homeowners are now being forced to rent.

HUD-Subsidized Rental Housing

Of the total rent restricted properties, 38% have Section 8 or 202 federal contracts with HUD. The table on the following page summarizes the property owner type and the number of Section 8/202 designated units within HUD-subsidized properties within the Interstate URA.

HUD-Subsidized Property Name	Owner Type	Total Rental Units	Subsidized Units	Expiration Date*
C.A. White Gardens	NonProfit	18	18	2/29/00
Cascadian Terrace	Private	101	101	2/28/00
Fremont Manor	Private	28	28	9/20/00
Martha Wells Court	NonProfit	8	8	5/31/00
Myers Court	NonProfit	18	18	10/25/00
The Plaza	HAP	68	25	9/30/03
St. Vincent de Paul	NonProfit	29	29	5/7/05
Unthank Plaza	HAP	80	80	3/26/04
Total Units		350	307	

Source: PDC North Interstate Housing Inventory and HUD Section 8 Expiration 1999 Database

Rent Restricted Rental Housing

The following table summarizes the rental properties in which rent prices are restricted to be affordable to low- and moderate-income households, either through nonprofit ownership with mission-driven rent restrictions, project-based Section 8 or 202 federal contracts, or other public financing requirements. The table does not include rental properties in which Section 8 vouchers are accepted. The following table includes units at Columbia Villa and the Tamaracks in the Portsmouth neighborhood. Rent restricted properties comprise 24% of the total rental stock in the Interstate URA.

Building Owner Type	Multifamily Buildings	Single Family Homes**	Total Units
Private For-Profit	2	0	129
Housing Authority of Portland	23*	15	761
NonProfit Ownership	15	64	507
Total Units	17	79	1,397

Source: PDC North Interstate Housing Inventory

*Columbia Villa is reported as a single residential complex rather than separate scattered buildings
 ** Does not include privately-owned "for-profit" properties which accept Section 8 vouchers

The following table reports the number of residents in the Interstate area using Section 8 vouchers for rental properties (four zip codes which approximate the North/Inner Northeast geographic area).

Zip Code	Number of Tenants Using Section 8 Vouchers*
97203	399
97211	592
97217	421
97227	68
Interstate Total**	1480
Multnomah County	5620

Sources: Housing Authority of Portland

*Vouchers Used as of October 30, 2000
 **Total of four zip codes listed

The Interstate area accounts for over one-quarter of all tenant-based Section 8 vouchers used in Multnomah County. In comparison, this geographic area represents less than 15% of the total population in Multnomah County.

Multiple Property Ownership

Over 500 individual property owners own more than one residential building in the Interstate URA. The following table estimates the number of people (or entities) that own more than one residential property based on the owner name on the Multnomah County tax assessor records. It does not take into account owner entities that may use multiple names (spouses, businesses, etc). This table is a rough estimate, and does not include nonprofit or public housing providers.

Number of Properties Owned by a Single Owner*	Number of Owners
2 - 4 Properties	476
5 to 10 Properties	35
11 to 20 Properties	2
More than 20 Properties	2

Sources: PDC North Interstate Housing Inventory

*Does not include public or nonprofit housing providers

Sales Activity of Small Rental Properties

The following table summarizes sales activity of duplexes, triplexes and fourplexes in the Interstate URA over the last five years. Information was obtained from tax assessor records, Metroscan and the Real Estate Multiple Listing Service. It does not represent all sales in the district, but instead represents sales information that was available from the above mentioned sources.

The most sales were reported for the years 1995 and 1996. The median sales price represents the midpoint of all sales listed (not the average sales price). Median sales prices increased consistently between 1995 and 2000. The median sales price in 1999 and 2000 for a duplex was \$62,500 per unit, \$56,000 per unit for triplexes, and \$45,375 per unit. Of the 240 sales reported, 52 were repeat sales where a single property was sold more than once since 1995. Sixty percent of the sales were duplexes.

Building Type	Sales Price in the Interstate URA			Number of Sales Since	Repeat Sales Since
	Minimum**	Median	Maximum		
Duplex					
1999-2000	\$90,000	\$125,000	\$179,000	22	
1997-1998	\$13,300	\$110,000	\$168,000	51	
1995-1996	\$13,406	\$92,600	\$152,000	73	
Duplex Total				146	29
Triplex					
1999-2000	\$75,000	\$168,000	\$200,000	9	
1997-1998	\$26,096	\$124,000	\$205,000	15	
1995-1996	\$10,000	\$99,500	\$190,000	18	
Triplex Total				42	12
Fourplex					
1999-2000	\$60,834	\$181,500	\$249,000	10	
1997-1998	\$38,500	\$170,000	\$218,000	19	
1995-1996	\$11,000	\$127,500	\$280,000	23	
Fourplex Total				52	11

Sources: PDC North Interstate Housing Inventory

*sales data available in the PDC Interstate Housing Inventory

** Data does not include any units in which the sales was reported as less than \$10,000

*** Property has been sold more than once since 1995

Rent as a Percentage of Income

HUD defines “affordable housing” as housing in which the total monthly housing costs are 30% or less of the monthly household income. For renter households, total monthly housing costs for renters include rent payments and additional utility payments.

The percent of Interstate renter households with monthly costs that are 30% or more than their household income increased to 54.5% between 1990 and 1996, resulting in a rate greater than both North/Inner Northeast and the City of Portland. Interstate also had a higher proportion of its renter households in “worst case” housing situations, paying 50% or more of their income toward housing costs.

Geographic Area	1990		1996			
	Renter Costs 30% & More of Income	% of Total Renter Households	Renter Costs 30% & More of Income	% of Total Renter Households	Renter Costs 50% & More of Income	% of Total Renter Households
Interstate	3,596	46.3%	4,220	54.5%	2,246	29.0%
North/Inner Northeast	6,466	46.4%	7,298	52.7%	3,774	27.3%
City of Portland	32,561	40.2%	40,852	47.5%	19,886	23.1%

Sources: 1990 Census and 1996 American Community Survey

* Information not available for 1990; renter households with costs more than 50% of income are included in the total with costs more than 30% of income

Interstate Corridor Business Profile

This section aims to establish a general picture of the characteristics and make-up of businesses in the Interstate URA boundary. Data presented in this profile will need to be further correlated with information from the Bureau of Licenses database of businesses for greater accuracy. Because access to accurate and current information on business is difficult to obtain, the Economic Development working group may decide that other methods of data collection may be necessary to develop a sound strategy.

Business Statistics

Number of Businesses

According to a locally compiled business database called Inside Prospects Northwest 2000, there are 771 businesses within the defined Interstate URA boundary. While the data presented below will focus primarily on businesses within this defined boundary, it is important to note the larger context within which the Interstate Urban Renewal Area is set. Using census tracts similar to those in the Resident Profile section of this report, there are 1,428 businesses in Interstate and 2,053 businesses in North/Inner Northeast Portland.

Geographic Area	Number of Businesses
Interstate URA Boundary	771
North Interstate Census Tracts	1,428
N/NE Portland Census Tracts	2,053

Source: Inside Prospects Northwest 2000

Number of Businesses by Number of Employees

The majority of businesses within the Interstate URA boundary are small, with fewer than five employees. Thirty-one percent of the businesses in the Interstate URA Boundary employ 1-2 people. Over 50% of the businesses in the boundary employ 4 or fewer people.

Geographic Area: Interstate URA Boundary		
Number of Employees	Number of Businesses	% of Businesses
1 - 2 employees	236	31%
3 - 4 employees	178	23%
5 - 9 employees	131	17%
10 - 19 employees	98	13%
20 - 49 employees	73	9%
50 - 99 employees	28	4%
100 - 249 employees	15	2%
250 - 499 employees	8	1%
More than 500 employees	4	1%
Total	771	100%

Number of Businesses by Type of Business

The majority of businesses in the boundary, over 70%, are single location businesses. Forty businesses have headquarters in the area.

Geographic Area: Interstate URA Boundary		
Type of Business	Number of Businesses	% of Businesses
Single location	548	71%
Headquarters	40	5%
Franchise	13	2%
Branch	170	22%
Total	771	100%

Source: Inside Prospects Northwest 2000

Number of Businesses by Standard Industrial Classification (SIC)

The Standard Industrial Classification (SIC) is a national system used to classify data on businesses and industries in the economy. Each business is assigned a SIC code which places it in one of the broad categories detailed below.

Thirty-seven percent of the businesses in the Interstate Urban Renewal Boundary fall under the “Services” SIC code. This grouping includes automotive repair services and parking, health services, legal services and educational services, among others. The second largest grouping of businesses, 26%, fall under the “Retail Trade” SIC code. This grouping includes food and general merchandise stores, automotive dealers, apparel stores, home furnishings businesses and eating and drinking places.

Geographic Area: Interstate URA Boundary		
SIC Major Divisions	Number of Businesses	% of Businesses
Agriculture, Forestry, Fishing (01-09)	4	1%
Mining (10-14)	0	0%
Construction (15-17)	53	7%
Manufacturing (20-39)	94	12%
Transportation, Communications, Electric, Gas, Sanitary Services (40-49)	23	3%
Wholesale Trade (50-51)	78	10%
Retail Trade (52-59)	197	26%
Finance, Insurance, Real Estate (60-67)	40	5%
Services (70-88)	282	37%
Public Administration (91-99)	0	0%
Total	771	100%

Source: Inside Prospects Northwest 2000

Business Characteristics

Disadvantaged, Minority, Emerging and Women-Owned Businesses

The Office of Minority, Women, Emerging Small Business under the Oregon Department of Consumer and Business Services certifies “disadvantaged”, “minority-owned,” “woman-owned,” and “emerging” businesses for targeted government contracts. This office maintains an on-line database which was

integrated with a GIS mapping system to obtain information on businesses located within the Interstate URA boundary.

Disadvantaged Business Enterprise (DBE) certification is for firms seeking contracting opportunities with recipients of federal transportation-related monies. Minority Business Enterprise (MBE) or Women Business Enterprise (WBE) certification is for firms seeking contracting opportunities with state, county, city, and other public jurisdictions. Emerging Small Business (ESB) certification is for small businesses seeking contracting opportunities on projects specifically designated for small business participation. The ESB program is a race-and-gender-neutral program.

According to this database there are a total of 25 businesses within the Interstate URA boundary that are certified through the Office of Minority, Women, Emerging Small Business.

	Number of Certified Businesses Within Interstate URA Boundary
Disadvantaged Business Enterprise (DBE)	14
Minority-Owned Business Enterprise (MBE)	15
Women-Owned Minority Enterprise (WBE)	5
Emerging Small Business (ESB)	11

Source: Office of Minority, Women, Emerging Businesses Database

Another source for this information is the PDC North/Northeast Enterprise Zone database, which is being developed by PDC in association with OAME. It is geared towards providing information on suppliers who provide goods and services within the North/Northeast Portland Enterprise Zone. It is expected to be accessible on-line for businesses and people interested in supporting and purchasing from local area suppliers. This database identifies 10 minority-owned businesses and 17 emerging small businesses within the Interstate URA boundary.

Comparing lists from these two sources does not reveal similar information on disadvantaged, minority, women or emerging small businesses. Thus, it is evident that information from other sources will need to be collected and refined.

Main Street Corridors

It may be important to gather more specific information on the business main street corridors or “sub-areas” located within the Interstate URA boundary. There are two BHCD Target Areas (TADs) and seven additional identified main street corridors, including:

- Russell Street
- Vancouver/Williams
- Mississippi (TAD)
- Killingsworth/Albina (TAD)
- Denver
- Lombard
- Interstate

- Swan Island
- Columbia Corridor

The Economic Development working group may want detailed data about business characteristics along each of these corridors. Statistical data on the business mix, business SIC codes, and number of employees can be gathered upon request of the working group.

Employment Data

Data on employment and wages is difficult to obtain because of the classified nature of this information. The U.S. Economic Census reports data only at the Metropolitan Statistical Area (MSA) level. Thus, accessing data on employment and wages for specific boundaries, census tracts or neighborhoods requires alternative sources and methods of collection.

Covered Employment and Payroll by SIC

The Oregon Employment Department collects summary level employment and payroll data based on county and Standard Industrial Classification (SIC) codes assigned by the U.S. Department of Commerce. State Employment Department law regarding confidentiality of information collected through the Unemployment Insurance Tax Reports does not allow for the publishing of employment, wage or any other data that could be identified with an individual employer. For this reason, information presented in this section is minimal and only at the zipcode level.

The largest number of reporting businesses within the two-zipcode area are Services businesses (347), which also have the largest total quarterly payroll, (over \$114 million.) There are less than half the number of Manufacturing businesses in the area (125), yet these businesses report the second highest total quarterly payroll.

Geographic Area: Interstate Corridor by Zipcode (97217, 97227)				
SIC Major Divisions	4th Quarter, 1999			
	Number of Reporting Businesses	Average Monthly Employment for Quarter	Average Monthly Pay for Quarter	Total Payroll
Agriculture, Forestry, Fishing (01-09)	13	64	\$1,800	\$347,488
Mining (10-14)	no data	no data	no data	no data
Construction (15-17)	101	2021	\$3,801	\$23,046,039
Manufacturing (20-39)	125	8,591	\$4,045	\$104,244,655
Transportation, Communications, Electric, Gas, Sanitary Services (40-49)	80	5,797	\$3,143	\$54,657,836
Wholesale Trade (50-51)	175	4305	\$3,129	\$40,406,223
Retail Trade (52-59)	211	4,472	\$1,392	\$18,680,236
Finance, Insurance, Real Estate (60-67)	56	868	\$1,960	\$5,103,062
Services (70-88)	347	9,793	\$3,906	\$114,735,814
Public Administration (91-99)	no data	no data	no data	no data

Source: Oregon Employment Department, Covered Employment and Payrolls

Employment in Home-based Businesses

The Census reports an increase in residents working at home in all three geographic areas between 1990 and 1996. The increase, however, is less in Interstate and North/Inner Northeast than the city as a whole.

Geographic Area	1990	1996	% Change
	Worked at home	Worked at home	
Interstate	588	687	17%
North/Inner Northeast	1,084	1,262	16%
City of Portland	7,243	9,494	31%

Source: 1990 Census and 1996 American Community Survey

According to the City of Portland Zoning Code, there are two types of home-based businesses, or “home occupations,” Type A and Type B. Type A home occupation is one where the residents use their home as a place of work; however, no employees or customers come to the site. Examples include artists, crafts people, writers, and consultants. No permits are required to operate a Type A business, so data on this is limited.

Type B home occupation is one where either one employee or customers come to the site. Examples are counseling, tutoring, and hair cutting. The Office of Planning and Development Review issues permits for these businesses and reports that currently there are 79 permits issued for Northeast Portland (*all* of Northeast, not just North/Inner Northeast) and 14 permits issued for North Portland.

Interstate Corridor Land Profile

Using information compiled for the ‘Report on Interstate Corridor Urban Renewal Plan,’ this section gives a brief overview of land uses, zoning and current conditions in the Interstate Corridor. It is intended to set the context and provide basic reference information to use in the process of strategy development. It is expected to be expanded upon and updated as needed by the working groups.

Land Uses and Zoning

The Interstate Corridor Urban Renewal Area contains a mixture of commercial, industrial, and residential land uses. The table below provides data on land uses within the boundary, including the acreage of each land use. The table indicates that 31.5% of the project area acreage is in rights-of-way. The next largest percentage of acreage is in single family residential, followed by industrial land uses. Together, streets and vacant land comprise 42.9% of the acreage in the project area. According to City of Portland data, there are 10,977 buildings within the project area. The most common building use is single-family residential.

Land use designated formally as ‘Vacant’ is listed at 11.4% of total area, or 16.7% excluding rights-of-way. The development potential analysis prepared by E.D. Hovee & Co. designated the amount of vacant/redevelopable land at 542 acres, or 21.4% of the Area, excluding rights-of-way, under the urban renewal/light rail scenario.

Interstate Corridor Urban Renewal Area - Land Uses by Acres			
Land Use	Buildings	Acres	Percent of Total
Commercial	423	125.6	3.4%
Industrial	744	707.5	19.1%
Single Family Residential	6,750	873.3	23.7%
Multi-Family Residential	1,879	401.5	10.8%
Rural	1	3.1	0.1%
Vacant	1,180	423.1	11.4%
Rights-of-Way (including Streets)	NA	1,174.1	31.5%
Total	10,977	3,710.2	100.00%

Source: Report on Interstate Urban Renewal Plan

Land area within the boundary by zoning classification is presented in the next table. The totals in this table exclude acreage in rights-of-way.

Interstate Corridor Urban Renewal Area – Zoning by Acres		
Zoning	Acres	Percent of Total
CG (General Commercial)	82.0	3.2%
CM (Mixed Commercial/Residential)	56.7	2.2%
CN1 (Neighborhood Commercial 1)	2.6	0.1%
CN2 (Neighborhood Commercial 2)	21.3	0.8%
CO1 (Office Commercial 1)	0.2	0.0%
CO2 (Office Commercial 2)	12.8	0.5%
CS (Storefront Commercial)	31.1	1.2%
EG1 (General Employment 1)	1.4	0.1%
EG2 (General Employment 2)	130.9	5.2%
EX (Central Employment)	71.0	2.8%
IG1 (General Industrial 1)	90.9	3.6%
IG2 (General Industrial 2)	375.3	14.8%

IH (Heavy Industrial)	189.0	7.5%
IR (Institutional Residential)	42.7	1.7%
OS (Open Space)	158.0	6.2%
R1 (Residential 1,000)	176.9	7.0%
R10 (Residential 10,000)	1.4	0.1%
R2 (Residential 2,000)	206.3	8.1%
R2.5 (Residential 2,500)	190.4	7.5%
R5 (Residential 5,000)	637.8	25.2%
R7 (Residential 7,000)	43.6	1.7%
RH (High-Density Residential)	9.9	0.4%
RX (Central Residential)	3.8	0.1%
TOTAL	2536.1	100.0%

Source: Report on Interstate Corridor Urban Renewal Plan

According to the Report on Interstate Urban Renewal Plan, a key measure of the effective and productive utilization of land in an urban area is the ratio of improvement values to land values within the area. As public policy, it is desirable that well located land in an urban area be intensely developed, and developed to its best economic use. In areas attractive for new development, the value of the improvement should be many times that of the land. The ratio of improvement to land values in the Interstate URA Boundary does not meet this test. The ratio of real market improvement values to real market land values in the Interstate URA Boundary for the 1998-99 tax year was only 2.45 to 1.

According to the development potential analysis by E.D. Hovee & Co., development in the Interstate URA Boundary could result in as many as 12,360 new jobs in 8.5 million square feet of new commercial and industrial development (in addition to currently planned projects such as new headquarters facilities for Freightliner and Adidas).

Brownfield Sites

Since 1996, the Portland Brownfields Initiative has been working to build a set of government, business and community-supported processes that will foster restoration and reuse of contaminated land, and promote revitalization of neighborhoods within Portland's North/Northeast Enterprise Zone and along the Portland waterfront. The city of Portland is targeting areas within the Enterprise Zone where a significant number of brownfield sites are located and redevelopment benefits are likely to be realized. The Enterprise Zone encompasses the entire Interstate URA boundary except one small portion on the lower southwest corner (within the Eliot neighborhood.)

A Community Advisory Committee is currently developing a methodology for brownfield identification and future project development. The Portland Brownfields Demonstration Project has identified 2 sites along Interstate Avenue and 3 sites within the Enterprise Zone for possible redevelopment. More detailed information on the site selection process and project development will be important to integrate with Interstate Corridor Urban Renewal Area planning efforts.

Industrial Lands Supply

A report prepared by Otak, Inc., entitled 'The Regional Industrial Land Study for the Portland-Vancouver Metropolitan Area' presents detailed data on the supply of and demand for industrial land in the Portland-Vancouver Primary Metropolitan Statistical Area (PMSA). The data covers the six-county area and is generally reported at the PMSA and county level.

As part of this report, Otak, Inc. conducted an analysis of available industrial land in Multnomah, Washington and Clackamas counties in July 1999. This information was mapped with GIS and intersected with the Interstate URA Boundary. According to this source, the amount of available industrial lands within the Interstate URA Boundary is as follows:

Vacant Industrial Lands within Interstate URA Boundary	Acres	Number of Properties
Tier A (vacant industrial land greater than 1 acre, no environmental constraints*)	0	0
Tier B (vacant industrial land greater than 1 acre, no environmental constraints but development constraints**)	29	8
Tier C-Infill (vacant industrial land less than 1 acre, no environmental constraints)	8	20
Tier C-Overvalued (vacant industrial land, no environmental constraints, assessed at 33% above market value)	3	3
Tier D (potentially redevelopable industrial land, no environmental constraints, greater than 5 acres, land valued at equal or less than \$3/sq.ft.)	80	4
Tier D3+ (land that was preliminarily classified as 'D', but is valued greater than \$3/sq.ft.)	108	15
TOTAL	228	50

*Environmental constraints include wetland, floodplain, streams, parks, schools, 25% slope and 10% slope buffer
 **Development constraints include corporate ownership, lease constraint, quake hazard, level of service, aviation and rail commitments.
 Source: Metro DRC, otakrlis.shp, July 1999

Commercial/Industrial Lease Rates

Information on current commercial and industrial lease rates within the Interstate URA boundary will be collected from appropriate real estate and economic development sources as needed by working groups. Quarterly reports from such companies as Grubb & Ellis, could be a source of up-to-date information of this sort.

Next Steps

The information presented in this report is intended to inform the Interstate Corridor Urban Renewal Area strategy development processes. The working groups should review this information and determine how the data can best be used and interpreted in developing housing, economic development, transportation, revitalization and community livability strategies for the urban renewal area.

Data derived from the U.S. Census Bureau provide baseline data on the economic and demographic characteristics of residents, as well as recent trends. Additional data sources provided initial information on the housing stock and affordability, business and employment characteristics, and general land and development patterns for the Interstate URA. As many of these data sources are further researched in the coming months, the information will be updated as necessary to enhance efforts of the working groups.

This report is not intended to be a summary of all of the data necessary for the development of all strategies for the Interstate URA. The working groups will be responsible for determining additional data needs and how the data will be collected.

As additional 2000 Census data is release and other relevant data is made available, this report will be updated to support monitoring and evaluation of the Interstate Corridor URA strategies.