

## IMPACT STATEMENT

**Legislation title:** \* Authorize grant agreement with the Center for Intercultural Organizing for \$40,500 to fund engagement activities that support the Southwest Corridor Inclusive Communities Project (Ordinance)

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**Purpose of proposed legislation and background information:**

The Portland City Council approved by ordinance 189331 the receipt of a \$230,000 Metro 2040 grant to fund a suite of planning activities including two community planning processes for the West Portland Town Center and South Portland area plans. The work plan is partially funded by the Metro grant and partially funded through the BPS Comprehensive and Strategic Planning Team budget.

The BPS planning process is called the SW Corridor Inclusive Communities Project. The work plan includes a Community Grants Program to resource nonprofit organizations to engage low-income households and communities of color in the community planning processes. Through a competitive application selection process UniteOregon (legally named Center for Intercultural Organizing) and the Community Alliance of Tenants were awarded grants.

The grant funded work will support City Council adopted policies in the 2035 Comprehensive Plan.

**Financial and budgetary impacts:**

The ordinance will result in a new grant agreement between the Bureau of Planning and Sustainability and the Center for Intercultural Organizing. The funding source is the existing 2018-2019 BPS Comprehensive and Strategic Planning Team budget (Cost Object PNCP000001).

**Community impacts and community involvement:**

The SW Corridor Inclusive Communities Project builds upon the growth and equity framework of the Portland Plan, the anti-displacement and housing opportunity policies in the Comprehensive Plan, and the urban design and place-making concepts expressed in the Barbur Concept Plan. Each of these four plans was developed with extensive community input from a broad and diverse participants in the SW district.

As BPS plans for the arrival of light rail in the corridor we will continue to better understand the impacts a major transit investment may have on low-income households and communities of color. The transit investment and accompanying real estate development brings both burdens and benefits. Reducing the burdens of direct and economic displacement of vulnerable people is a major policy objective of implementing the housing

strategy. Increasing the benefits of economic opportunity and mobility for them is another major policy objective.

Through community partners and publicly available data we do have some information on the demographics of the households in the corridor and the existence of affordable housing, small businesses, and non-profit organizations operating along the corridor.

- 2.8% of residents identify as Black or African-American, 7.6% identify as Asian, 79% identify as white, 5.7% identify as Latino or Hispanic, 1.2% as Native American or Native Hawaiian, and 3.3% as two or more races.
- 12.7% of the population live below the poverty line.
- Renters make up 49% of households. 50% of households live in multi-family housing.
- Some culturally specific organizations operating in the corridor include a The Islamic Center of Portland, Portland Rizwan Mosque, Muslim Educational Trust, and Mittleman Jewish Community Center. Nonprofit service providers include Neighborhood House Portland and HAKI.
- The 775 units of rent-restricted income-eligible affordable housing along the corridor comprises only 3.5% of all housing in the area. Home Forward and Community Partners for Affordable Housing operate the small handful of multi-family affordable housing buildings. The vast majority of housing affordable to households making 50% of median family income or less are in apartment buildings privately operated with no affordability requirements.
- Small commercial strips exist along Barbur Boulevard with relatively affordable commercial and office space compared to lease rates city-wide. A few small businesses provide culturally specific goods and services but the majority are auto-oriented and/or national chains.

**100% Renewable Goal:**

Not applicable

**Budgetary Impact Worksheet**

**Does this action change appropriations?**

**YES:** Please complete the information below.

**NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount