



Southwest Neighborhoods, Inc.

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| 64,100 | residents (about 11 percent of city's population) |
| 6 | percent of population is non-white (26 percent of population is non-white citywide) |
| 40 | median age (37 citywide) |
| 29,100 | households (about 12 percent of all households citywide) |
| 15,700 | families (about 12 percent of families citywide) |
| 2.17 | average household size (2.28 citywide average) |
| 18,400 | owner-occupied homes (about 14 percent of all owner-occupied homes citywide) |
| 10,700 | renter-occupied homes (about 10 percent of all renter-occupied homes citywide) |
| \$381,400 | median home value (\$268,600 median home value citywide) |
| \$70,700 | median household income (about 30 percent higher than \$54,100 citywide median) |
| \$44,800 | per capita income (about 50 percent higher than \$29,700 citywide average) |
| 3,720 | businesses (about 11 percent of businesses citywide) |
| 72,516 | workers (about 17 percent of workers citywide) |
| 76 | percent drove alone to work (2009 resident survey; 68 percent citywide average) |
| 1 | percent commuted by bicycle (2000 Census; 3 percent citywide average) |
| 3 | percent reported bicycling as main way of commuting (2009 resident survey; 7 percent citywide average) |
| 64 | percent zoned for single-family dwelling units; highest in the city (42 percent citywide) |
| 6 | percent zoned for multi-family dwelling units (10 percent citywide) |
| 10 | main streets or commercial corridors (93 designated commercial segments citywide) |
| 56 | average "walk score" (citywide average 66 out of 100) |
| 31 | accessible neighborhood parks with basic amenities such as playgrounds, open green space or seating |
| 17 | percent zoned open space (18 percent citywide) |
| 2 | public high schools; Wilson and Riverdale (13 high schools citywide) |
| 2+1 | two community centers + 1 cultural center (15 community centers citywide) |

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|---|--|-----------------------|-----------------------------|--------------------------------|-----------------------------|
| POPULATION DIVERSITY | | 2009 Estimates | | 2000 Census | |
| | White | 87.0% | | 89.5% | |
| | Black | 1.8% | | 1.6% | |
| | Native American | 0.5%* | | 0.5%* | |
| | Asian | 4.8% | | 3.6% | |
| | Pacific Islander | 0.3% | | 0.3% | |
| | Some Other Race | 2.2% | | 1.6% | |
| | Two or More Races | 3.3% | | 3.0% | |
| | Hispanic Origin (Any Race) | 5.5% | | 3.8% | |
| *Native America population may be as high as 6% based on community-validated population count reported by Native American Youth and Family Center (NAYA) and the Native American Rehabilitation Association of the Northwest, Inc. (NARA, NW). This highlights a significant undercount in the 2000 Census, which reported between 6,785 and 14,701 American Indians and Alaskan Natives. | | | | | |
| HIGH SCHOOL GRADUATION RATE | Wilson 87% (–4% since 02–03) Riverdale 100% (no change) | | | | |
| 2007–08 NCES Graduation Rate (%) as reported by Oregon Education Department. | | | | | |
| NATURAL AREAS & WATERSHEDS | 38% of district has high Natural Resources Inventory (NRI) value The district lies in three watersheds: the majority of the southwest neighborhoods is in the Fanno Creek watershed; a smaller southeastern portion is in the Tryon Creek watershed; lands east of Marquam Hill and the crest of the West Hills lie in the Willamette River watershed. | | | | |
| TREE CANOPY | 50% average coverage TOP 5: Homestead 74%, Hillside 71%, Marshall Park 70%, Southwest Hills 68%, Arnold Creek 58% BOTTOM 5: Hayhurst 36%, West Portland Park 38%, Ashcreek 41%, South Burlingame 42%, Maplewood 44% | | | | |
| ACCESS TO PARKS | 31 accessible neighborhood parks with at least a minimum level of park service, such as open green space, playground, picnic or seating area, walking path, or similar feature are located here. Nearly all neighborhoods have good access to a neighborhood park or open space. | | | | |
| ACCESS TO HEALTHY FOOD Within half mile of full-service grocery store | BETTER: South Burlingame, Hillsdale WORSE: Sylvan Highlands, Healy Heights/Southwest Hills, Arnold Creek, Maplewood, Far Southwest | | | | |
| SENSE OF SAFETY Percent who responded positively to sense of safety in neighborhood | Sense of safety reported by survey respondents is among the highest in the city. No neighborhood in this district reports less than 94% positive feelings about safety. | | | | |
| REPORTED CRIMES | 730 (November 2008 to October 2009) 3% of crimes reported in the city North 12%, Northeast 12%, Southeast 18%, East 26%, CC-NW 18%, CC-Eastside 7%, CC-University less than 1% Includes assault, homicide, drug laws, larceny, robbery, prostitution, sex crimes, simple assault, vandalism — crimes likely to influence the feeling of safety in a neighborhood. | | | | |
| VOTER TURNOUT | Highest rates of voter participation in the 2008 election: turnout was more than 90% in most neighborhoods, with slightly lower rates (86–90%) in some pockets of the district. | | | | |
| WALKABILITY Walk score is based on distance to various amenities from each address in a neighborhood. The closer an address is to a range of amenities, the higher the score. For more detail, please see www.walkscore.com | District average walk score: 56 out of 100 City average: 66 out of 100 The walkscore in Southwest district neighborhoods ranges from 46 to 66. HIGHER walk scores: Hillsdale 66, Cobett-Terwilliger-Lair Hill and Homestead 61 LOWER walk scores: Bridlemile 46, Far Southwest 50 (including West Portland Park, Arnold Creek, Markham, and all other neighborhoods south of Interstate 5), Hayhurst 54 Small pocket areas are walkable, but majority of Southwest and West areas are less inviting to walk. The hills (topography), fewer sidewalks, and relatively lower connectivity all contribute to the district's lower walkability and greater demand for automobiles.. | | | | |
| COMMUNITY CHARACTER | Terrain of rolling hills, steep slopes and abundant park land, natural areas and streams set the framework for the area's pattern of development. Primarily a residential area with commercial areas stretched along multi-lane highways. Few neighborhood-oriented commercial pockets. Residential streets are often curvilinear, following hill contours. Limited street connectivity and few sidewalks, but emerging network of urban trails and pathways. Trees and vegetation more prominent than buildings in residential areas. | | | | |
| NEIGHBORHOOD AFFORDABILITY Average rent for 2 bedroom/2 bath unit | Southwest, \$914 per month Downtown Portland, \$1,800 per month; North/Northeast Portland, \$745 per month; Southeast, \$895 per month Lower-income households, however, still spending more than 60% of income on housing and transportation in this district and throughout the city. | | | | |
| Housing Affordability Report; NAI Norris Beggs and Simpson, Portland Metro Area Market Summaries. Q1, 2009. Housing and Transportation Cost Study, May 2009. | | | | | |
| RANGE OF HOUSING OPTIONS | Southwest Residential Building Permits, 2004–2008 Approximately 1,800 new housing units: 950 Single Family Residences; 40 Duplexes; 100 Rowhouses; n/a Townhouses; 20 accessory dwelling units (ADU) 640 dwelling units in less-than 5-story buildings (multi-family); 50 dwelling units in more-than 5-story buildings (multi-family) | | | | |
| HOW GET TO WORK Commute mode split | | Southwest | | City | |
| | | 2000 Census | 2009 Resident Survey | 2006–08 ACS¹ | 2009 Resident Survey |
| | Drove alone to work | 72% | 70% | 62% | 68% |
| | Rode transit | 8% | 8%* | 12% | 10%* |
| | Carpooled | 9% | 7% | 10% | 7% |
| | Walked | 4% | 3% | 5% | 5% |
| | Commuted by bicycle | 2% | 3% | 6% | 7% |
| | Worked from home | 6% | n/a | 6% | n/a |
| May not add up to 100% due to rounding. * In 2009, an additional 3 percent of survey respondents in the Southeast district and citywide reported a combination of driving and riding transit to work. ¹ 2006–2008 American Community Survey 3-Year Estimates, Portland city, Oregon. | | | | | |
| VEHICLE USE Daily vehicle miles of travel per capita | Southwest 17; Citywide (weighted) average 16 | | | | |
| Vehicle miles of travel per capita in 2005. Figures are from Bureau of Transportation travel model calculations. | | | | | |