



PHOTO BY DONOVAN M. SMITH/THE PORTLAND OBSERVER

In the next 20 years, the city of Portland is planning for 128,000 new households. Eighty percent of those new residences are expected to be housed in multifamily properties along transit corridors, like the Interstate Urban Renewal Corridor of north and northeast Portland which includes I-5 (above) and the Interstate Max light-rail, a few blocks west.

## Grow, Portland, Grow!

continued ▲ from front

income of any other population group at \$26,449; Asians top the city's income bracket at \$51,823 with white's

strikingly close at \$51,802.

Other factors have made it more difficult for disadvantaged populations to find an affordable place to live. Past and current Urban Re-

newal policies, for example, have led to massive new infrastructure in parts of the city, but displaced people of color, with homes sold for higher profits, sometimes demolished, and tracks of land turned into much more expensive properties.

Higher housing costs and fewer rental units have pushed many African Americans to suburb communities or the so-called "numbers," the avenues past 82nd Avenue to Gresham and Rockwood. Another impact for minority youth, especially, has been Measure 11, a law that ushers many black youth into the prison industrial complex.

Purcell says when government policies disproportionately affect minority populations, the neighborhoods they live in "will continue to be very fragile."

Portland Housing Bureau Direc-

tor Tracy Manning told The Portland Observer that in the next 20 years, the city is planning for 128,000 new households. But she could not predict who would occupy these homes in terms of race or what kind of income and occupations they would have.

What she did say, however, is that 80 percent of those new households are expected to be housed in multifamily properties and along transit corridors.

Manning says as the city preps for its continued growth, some of the housing bureau's immediate areas of focus are the Interstate Corridor of north Portland and the Cully Neighborhood in northeast Portland which despite being majority white, have both sizable Latino and African-American populations.

The non-profit Hacienda Community Development Corp. has been working since 2010 on establishing an economic commercial and retail hub centered around the Latino

community (one of the fastest growing in the state) called 'Portland Mercado' on Southeast 72nd Avenue and Foster Street.

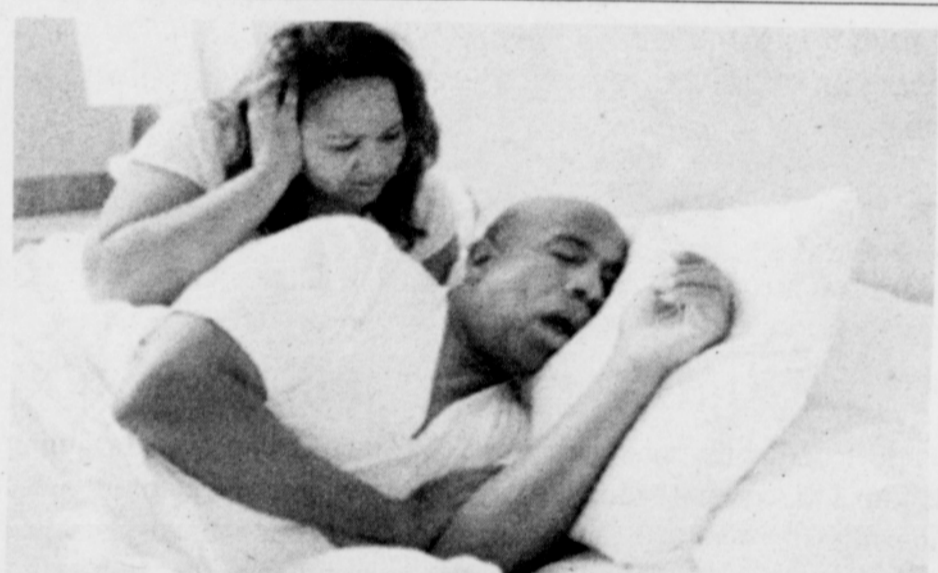
The development is geared on maximizing the potential for upward mobility for the Hispanic population with modest investments in inter-generational education, asset building such as homeownership, youth and family services, and micro-enterprise services.

Hacienda says many Latino families in Portland have experience managing small businesses and a strong entrepreneurial spirit. However, due to barriers such as language, economic disparity, culture, poverty, and financing, they can't start businesses — businesses that could create economic opportunities for both their families and the greater community.

Though Portland has always been populated by white people and even today has the distinction of having the whitest core among major cities in America, the diversity of people joining the community has grown.

Despite not having the data to back his claim, Dana Haynes, an aide to Mayor Charlie Hales, said there is "absolutely no reason to believe the metro-area will be any less diverse" in the next 20 years. He is more cautious, however, when it comes to predicting if Portland will have the jobs and provide sufficient incomes for people over that period.

"Right now, income disparity is a serious growing problem in all American cities. We are hopeful that the situation will be improved with our middle-class bolstered and the services for the lowest-income residents more robust," he said. "But honestly, a lot of that is depending on federal policy and international economics."



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