PORTLAND, OREGON

The housing sites included in this assessment are the following:

Site Name	J40	Address	Housing Provider	URL
Las Adelitas	yes	6723 NE Killingsworth St, Portland, OR	Hacienda Community Development Corporation	https://www.portland.gov/phb/construction/las-adelitas
Salon Comunal	yes	6850 NE Killingsworth St, Portland, OR	Hacienda Community Development Corporation	https://www.haciendacdc.org/
Cedar Commons	yes	11450 SE Division St., Portland, OR 97266	Central City Concern	https://centralcityconcern.org/housing-location/cedar-commons/
Good Shepherd Village	no	12596 SE 162nd Ave. Happy Valley, OR 97086	Catholic Charities of Oregon	https://www.catholiccharitiesoregon.org/services/healthy-housing/healthy-housing-initiative/hhi-projects/good-shepherd-village/

As noted in the "Method" section at the end of this document, US Census Block Group (BG) data represents a significant data source for this analysis. These data include the housing sites, but should be interpreted with caution as the BG may not coincide fully with residents of each site. Justice40 (J40) sites that are located in Justice40 communities designated in the Climate and Economic Justice Screening Tool (CEJST) that identifies disadvantaged communities that are marginalized and overburdened by pollution and underinvestment.

City Overview

Las Adelitas and Salon Comunal are Hacienda Community Development Corporation sites in the Cully neighborhood of northeast Portland. Las Adelitas is a residential site with 142 units, while Salon Comunal is a community space. Cedar Commons is a 60-unit Central City Concern residential site on southeast Division Street in East Portland. Good Shepherd Village is a new 143-unit Catholic Charities of Oregon residential site scheduled to open in 2023, and located in Happy Valley to the southeast of Portland.

As shown in Figure 1, the Hacienda sites and Cedar Commons are located in J40 disadvantaged tracts. The tracts with the darker sharing indicate greater transportation barriers (higher relative cost and time spent on transportation relative to other tracts[1]).

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[1] See "transportation barriers" on the Climate and Economic Justice Screening tool "Methodology" web page: https://screeningtool.geoplatform.gov/en/methodology
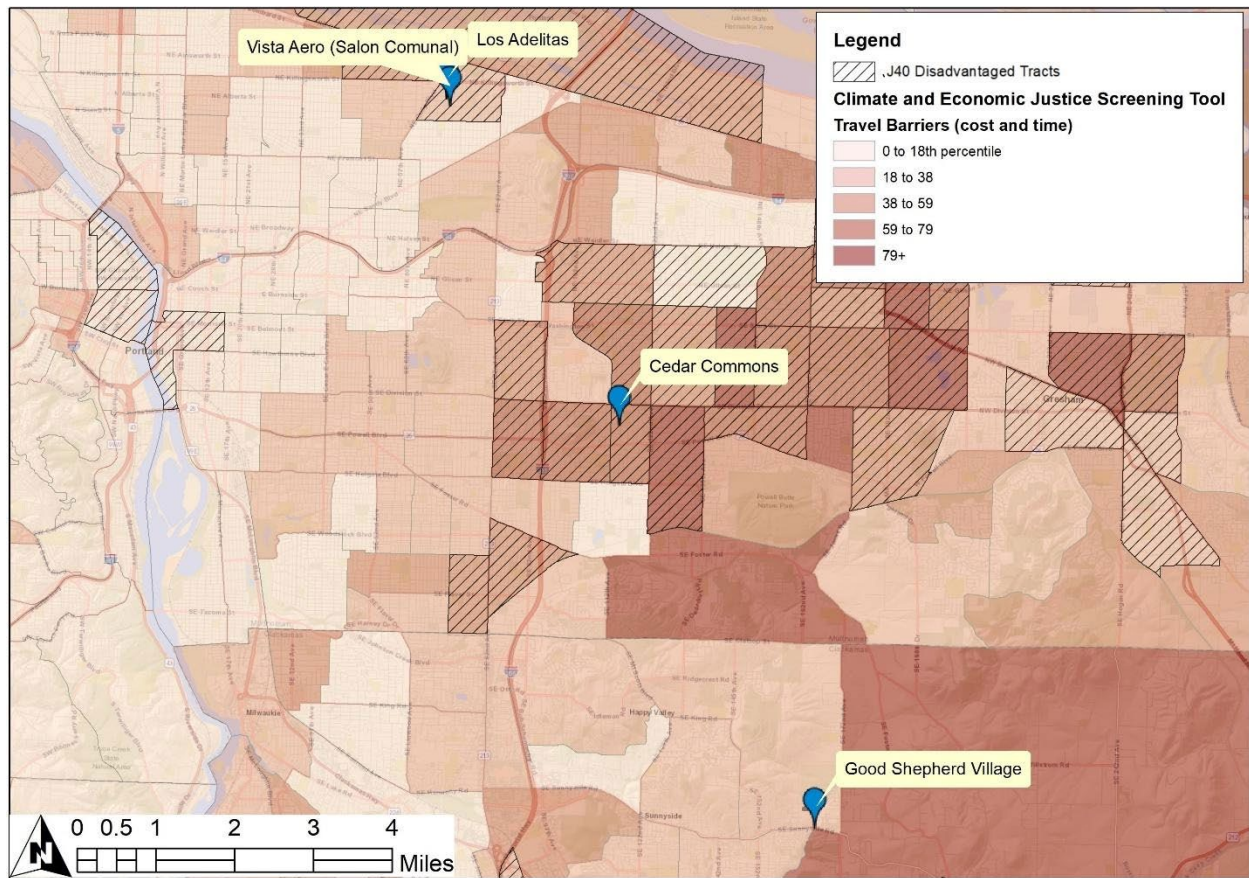
Figure 1. Portland, OR sites mapped with J40 tracts (hashed area) and relative travel barriers (shading)

HOUSEHOLD LANGUAGES SPOKEN

Language information, particularly areas with limited English households, can help reveal barriers that residents may face in learning about and utilizing car share, as well as inform possible outreach and service needs. The Portland locations, and Salon Comunal and Cedar Commons in particular, have a relatively high proportion of limited English households. At Salon Comunal, there is a high proportion of Spanish speaking households, including 19% that are limited English. At Cedar Commons, the limited English households (18%) are primarily split between Spanish speaking and Asian / Pacific Island language households. About a third of the households near Good Shepherd Village have a primary language other than English, but all but 2% also speak English.

	English only	Limited English (total)	Spanish		Other Indo-European lang.		Asian / Pacific Island lang.		Other lang.	
			Limited English	Not	Limited English	Not	Limited English	Not	Limited English	Not
Las Adelitas	77%	7%	4%	12%	0%	5%	2%	0%	0%	0%
Salon Comunal	67%	19%	19%	12%	0%	0%	0%	2%	0%	0%
Cedar Commons	52%	18%	8%	5%	2%	16%	8%	9%	0%	0%
City: Portland, OR	**81%**	**3%**	**1%**	**6%**	**1%**	**4%**	**2%**	**4%**	**0%**	**1%**
Good Shepherd Village	66%	2%	0%	0%	0%	21%	2%	11%	0%	0%
City: Happy Valley, OR	**73%**	**2%**	**0%**	**4%**	**0%**	**7%**	**2%**	**15%**	**0%**	**0%**

(Source: 2021 ACS 5-yr BG data)

HISPANIC/LATINO AND NOT HISPANIC/LATINO BY RACE

Information about race and ethnicity can help to understand the diversity of the area surrounding study sites, which can help inform outreach strategies. This section is closely related to household languages spoken, particularly Spanish. Las Adelitas and Salon Comunal both have a higher percentage of Hispanic or Latino residents, at 18% and 42%, than Portland overall (11%). Cedar Commons has a higher proportion of Asian residents (23% compared to 8% for Portland overall). Good Shepherd Village is consistent with Happy Valley, including having 21% Asian residents.

	Hisp. or Latino	Not Hispanic or Latino						
		White alone	Black or African American alone	American Indian / Alaska Native alone	Asian alone	Native Hawaiian / Pacific Islander alone	Some Other Race alone	Two or more races
Las Adelitas	18%	62%	5%	1%	8%	0%	0%	6%
Salon Comunal	42%	38%	9%	0%	4%	1%	1%	5%
Cedar Commons	11%	53%	8%	1%	23%	1%	0%	4%
City: Portland, OR	**11%**	**66%**	**6%**	**1%**	**8%**	**1%**	**1%**	**7%**
Good Shepherd Village	7%	63%	2%	0%	21%	0%	0%	6%
City: Happy Valley, OR	**7%**	**65%**	**2%**	**0%**	**20%**	**0%**	**1%**	**6%**

(Source: 2021 ACS 5-yr BG data)

HOUSEHOLD COMPOSITION AND INCOME:

Household level factors such as household size and income level can help to understand residents' travel needs and budgets, and gauge the potential market and impact of reduced car share rates. The Portland sites all have lower median income levels than Portland overall, with Cedar Commons' BG being less than half the Portland median income. The Good Shepherd Village area is line with Happy Valley median income (although note that this site's residents would not be counted in 2021 ACS data).

	Percentage renter occupied	Average household size	Median Income (BG)	Median Income (Tract)
Las Adelitas	16%	2.0	$53,389	$55,329
Salon Comunal	63%	2.1	$56,798	$55,329
Cedar Commons	55%	2.4	$36,484	$42,036
City: Portland, OR	**47%**	**2.3**	**$78,476**	**$78,476**
Good Shepherd Village	30%	3.3	$126,167	$115,125
City: Happy Valley, OR	**15%**	**3.2**	**$131,980**	**$131,980**

(Sources: 2021 ACS 5-yr BG and Census Tract data)

RESIDENT AGE AND POVERTY

Resident age can help understand the proportion of the population that is working age and older adult populations. Information about the proportion of the population living at or below poverty level can help reveal potential market and impact of reduced car share rates. The proportion of working age populations (18 to 64) of each of the site areas is roughly in line with city averages. However, the Salon Comunal area has fewer older adults (3%) and Cedar Commons has more (21%) than the Portland average (13%). In terms of poverty, Las Adelitas and Salon Comunal are a bit above the Portland average (both at 17% compared to 13%), while Cedar Commons poverty rate for older adults (21%) is double that of the Portland average. Figure 2 shows the tracts with a higher proportion of residents living at or below 100% of the poverty level (shading by percentile among US tracts).

	Percentage of population age:		Percentage below poverty (tract)		
	18 to 64	65+	Total (tract)	Ages 18 to 64	Ages 65+
Las Adelitas	71%	13%	17%	14%	8%
Salon Comunal	71%	3%	17%	14%	8%
Cedar Commons	67%	21%	12%	12%	21%
City: Portland, OR	**69%**	**13%**	**13%**	**13%**	**11%**
Good Shepherd Village	62%	8%	2%	2%	1%
City: Happy Valley, OR	**59%**	**14%**	**4%**	**4%**	**5%**

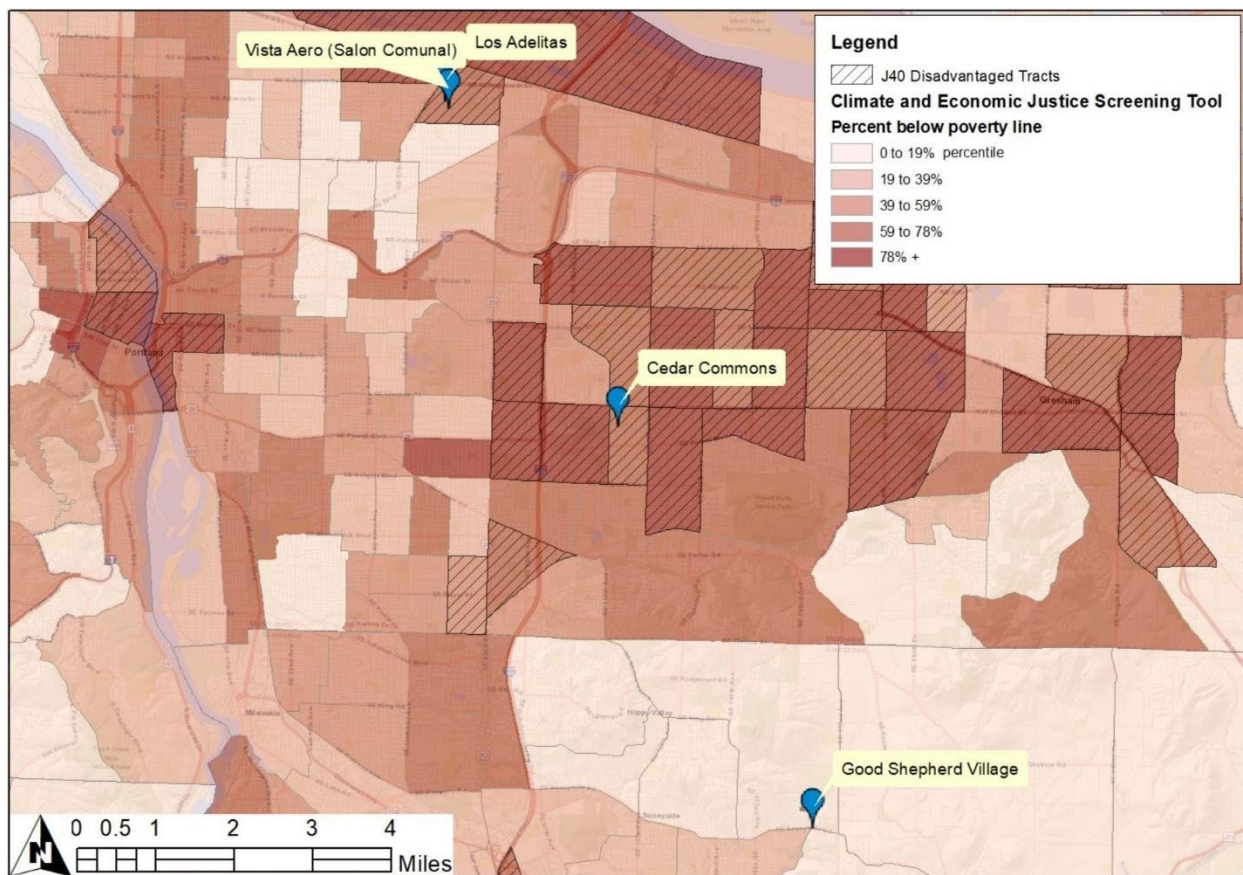(Sources: 2021 ACS 5-yr BG and Census Tract data)

Figure 2. Portland, OR sites mapped with J40 BGs (hashed areas) and proportion of population below the poverty level (shading)

Household vehicles and commuting

CAR OWNERSHIP

Zero-car households may be an indicator of need or market for alternative transportation modes. In addition, the proportion of single and multi-car households can reveal opportunities for car share. Over a third of the households in the Cedar Commons BG do not own a car, while over a quarter of the Las Adelitas households do not. In the Salon Comunal areas, 17% do not have a car, and 73% are one-car households, resulting in a very low percentage two car households (only 9% compared to 27% in Portland overall).

HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
	Among renter occupied units		
Las Adelitas	26%	24%	50%
Salon Comunal	17%	73%	9%
Cedar Commons	34%	32%	34%
City: Portland, OR	**25%**	**47%**	**27%**
Good Shepherd Village	0%	61%	39%
City: Happy Valley, OR	**8%**	**51%**	**40%**

(Source: 2021 ACS 5-yr BG data)

COMMUTE MODE

Commute mode information provides some insight into currently available and used travel modes, at least for work trip purposes. Among commuters, residents at the Portland sites are more likely to drive alone and less likely to take transit or walk than Portlanders overall.

	Percent of residents who commute	Commute Mode				
		Drive Alone	Carpool	Public Transit	Walk	Taxi, motorcycle, bicycle, other
Las Adelitas	44%	75%	11%	8%	2%	3%
Salon Comunal	46%	80%	2%	6%	3%	8%
Cedar Commons	52%	72%	8%	9%	0%	11%
City: Portland, OR	**46%**	**66%**	**9%**	**12%**	**6%**	**8%**
Good Shepherd Village	44%	77%	10%	1%	9%	2%
City: Happy Valley, OR	**42%**	**87%**	**6%**	**3%**	**2%**	**2%**

(Source: 2021 ACS 5-yr BG data)

PERCENTAGE OF COMMUTERS WITH 45+ MINUTE COMMUTES BY MODE

Commute mode travel information provides some insight on the length of time individuals need to travel to work. Often transit dependent individuals spend significantly longer in getting to and from work. Residents at these sites are about as likely to have long (45 minute plus) commutes as residents of Portland (13%) or Happy Valley (20%) overall. However, residents at these sites who commute by public transit are much more likely to have long commutes than other city residents.

45+ Minute commutes by	All commuters	Drive Alone	Carpool	Public Transit	Walk	Taxi, motorcycle, bicycle, other
Las Adelitas	14%	9%	0%	83%	0%	0%
Salon Comunal	11%	6%	45%	85%	0%	2%
Cedar Commons	10%	6%	0%	58%	n/a	0%
City: Portland, OR	**13%**	**9%**	**12%**	**39%**	**4%**	**13%**
Good Shepherd Village	20%	20%	9%	100%	0%	100%
City: Happy Valley, OR	**20%**	**19%**	**13%**	**65%**	**0%**	**29%**

(Source: 2021 ACS 5-yr BG data)

Walkability

WALK SCORE

Walk Score (Walkscore.com) provides an all-in-one metric for gauging the walkability of a place based on a proprietary algorithm for accessing a set of defined key destination types. Scores range from 0 (completely car dependent) to 100 (all errands can be done by walking). Walkable neighborhoods and car share can be contributing factors to helping people accomplish daily needs without owning a car. Walk Scores for Las Adelitas and Salon Comunal are a bit below the Portland average, while Cedar Commons is a bit above. While Good Shepherd Village's Walk Score of 33 is considered car dependent, it is better than the score for Happy Valley overall (16).

	Walk Score Rating
Las Adelitas	52
Salon Comunal	61
Cedar Commons	76
City: Portland, OR	**67**
Good Shepherd Village	33
City: Happy Valley, OR	**16**

(Source: walkscore.com)

KEY DESTINATIONS

Another way to assess walkability for everyday needs is to look at distances to key destinations, particularly to daily services (groceries, pharmacies, and schools) but also for medical services and other essential services. Consistent with the Walk Score ratings, Cedar Commons has access to more key destinations within a half-mile (grocery, pharmacy, elementary school) or mile (hardware), than do the other locations. Las Adelitas and Salon Comunal have access to similar destinations within a mile. Good Shepherd has over a mile to access most key destinations.

Distance to:	Grocery	Pharm.	Hardware	Hosp. / ER	Urgent care	Elem. school	High school
Las Adelitas	0.8 (Albertson's)	0.8 (Rite Aid)	2.0 (Beaumont Do It Best Hardware)	3.3 (Providence Portland)	1.4 (AFC Urgent Care)	1.0 (Scott)	1.3 (Helensview)
Salon Comunal	0.9 (Albertson's)	0.8 (Rite Aid)	2.0 (Beaumont Do It Best Hardware)	3.3 (Providence Portland)	1.3 (AFC Urgent Care)	1.0 (Scott)	1.3 (Helensview)
Cedar Commons	0.4 (Grocery Outlet)	0.4 (Rite Aid)	1.0 (Powell Villa Ace Hardware)	1.6 (Adventist Medical Center)	2.2 (Columbia Urgent Care)	0.5 (West Powellhurst)	1.4 (David Douglas)
Good Shepherd Village	1.3 (Fred Meyer)	1.5 (Happy Valley Ace Hardware)	4.0 (Kaiser Sunnyside Medical Center)	1.0 (Providence Immediate Care)	1.4 (Oregon Trail)	2.6 (Adrienne C Nelson)	1.3 (Fred Meyer)

(Distance in miles. Source: Google Maps)

HOUSING AND JOBS DENSITY

Housing and employment densities provide information about the concentration of people and businesses in an area, which can inform the potential market or user base of a service. Employment density and ratios of jobs to households can also provide insight into the potential for local residents to easily access businesses and jobs. Salon Comunal and Cedar Commons both have higher than average residential and population density, and lower than average employment density. Las Adelitas and Good Shepherd Village both have relatively lower residential, population and employment densities.

	Gross resid. density (HU/acre)	Gross pop. density (people/acre)	Gross empl. density (jobs/acre)	Jobs per household[2]
Las Adelitas	2.9	5.7	2.6	0.9
Salon Comunal	7.6	16.2	0.6	0.1
Cedar Commons	3.8	9.0	2.3	0.6
City: Portland, OR	**3.3**	**7.6**	**4.3**	**1.3**
Good Shepherd Village	0.6	1.9	0.5	0.9
City: Happy Valley, OR	**1.0**	**3.2**	**1.5**	**1.5**

(SLD and US Census)

Transit access

Transit can be a useful means of transportation if people can easily get to a transit stop (bus or light rail), the service is relatively frequent, and it gets them where they need to go. Walk Score (Walkscore.com) also provides a Transit Score metric, which gauges access to destinations by transit. By transit routes and strips accessible, each of the sites has relatively poor transit access, although the Portland sites have access to a comparable number of jobs within a 30-minute transit trip as the average Portlander.

Transit access stats	Transit Score	Transit Routes within ½ Mile	Transit Trips per Week within ½ Mile	Jobs Accessible in 30-minute trip	Commuters Who Use Transit
Las Adelitas	40	5	5,956	259,560	15.0%
Salon Comunal	40	5	5,956	259,560	15.0%
Cedar Commons	47	5	6,186	269,319	18.6%
City: Portland, OR	**49**	**10**	**8,189**	**254,218**	**13.4%**
Good Shepherd Village	n/a	2	1,170	38,562	3.6%
City: Happy Valley, OR	**n/a**	**4**	**2,481**	**60,506**	**2.2%**

(Source: Transit Score from Walkscore.com. All other data from alltransit.cnt.org)

Other transport

Zipcar is available in Portland and Happy Valley, but there are no Zipcar vehicles in the vicinities of the study sites.

BIKETOWN bike share, and Lime and Spin e-scooter share are available in Portland, and the study sites are within the service areas. These services do not serve Happy Valley.

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[2] EPA notes that "An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled" (https://enviroatlas.epa.gov/enviroatlas/datafactsheets/pdf/supplemental/employmenthousingratio.pdf)

	Bike Score	Bike Share available within 1/4 Mile	Scooter Share available within 1/4 Mile	Carshare available? Distance to
Las Adelitas	87	Yes	Yes	2.5
Salon Comunal	87	Yes	Yes	2.5
Cedar Commons	84	Yes	Yes	3.1
City: Portland, OR	**83**	**Yes**	**Yes**	**Yes**
Good Shepherd Village	32	No	No	4.6
City: Happy Valley, OR	**44**	**No**	**No**	**Yes**

(Source: Bike Score from Walkscore.com; Bike and Scooter share data from US Bureau of Transportation Statistics https://data.bts.gov/stories/s/Bikeshare-and-e-scooters-in-the-U-S-/fwcs-jprj/; Zipcar data from Google Maps and Zipcar.com)

City Summary

OVERVIEW

- Spanish is the largest non-English language need, particularly at Salon Comunal, and to a lesser degree Cedar Commons and Las Adelitas. Cedar Commons also has 8% limited English Asian / Pacific Island language households.
- Cedar Commons has a third zero-car households, while Salon Comunal has many one-car households.
- Transit commuters at these sites experience long commutes of 45 minutes or more.

LIMITATIONS

- Salon Comunal is not a residential site.
- Note that most of the data utilized in this assessment is based on the block group(s) which make up the preponderance of the site location, and the tract in which the site is located. These do not in most cases directly correlate to residents of the sites, as they often include residents of some adjacent blocks. The Methods section provides some additional detail on the block group as it relates to the individual sites.
- Relatedly, ACS 2021 5-year data is used for many Census variables, and would not, for example, include details on residents who had moved into the site since 2021. As the Good Shepherd Village site is opening in 2023, the data sources discussed would not reflect incoming residents to this site.

Method

This basic transportation needs assessment is a review of transportation, sociodemographic and built environment data for the site.

Key data sources include the US Census American Community Survey (2021 5-year data in most cases), the 2020 Decennial US Census, the TransitCenter's AllTransit tool (https://alltransit.cnt.org/), Walk Score (Walkscore.com), the US EPA Smart Location Database ("SLD"; https://www.epa.gov/smartgrowth/smart-location-mapping), and calculations using mapping software include ArcMap and Google Maps.

Primary address: For analyses utilizing walkscore.com, alltransit.cnt.org, and proximity to various specific types of destination, we utilize the primary address provided for each site, generally representing the building mailing address (for individual buildings) and/or housing site office. For larger multi-building complexes, the actual access information would be expected to vary slightly for residents housed elsewhere in the community.

Census data: A major component of the data in this analysis is based on census block group, or in a few cases, census tract data. In cases where a site made up less than a block group, the data presented is for the entire block group. In cases where a site made up more than 1 block group, or a portion of multiple block groups, we first looked to see if one single BG made up the preponderance of the site (and if so, data is present for that BG), or if significant portions of the site were split between multiple BGs, in which case we took the average of those BGs. See the table below for information about the BG used for each site.

2020 Census BG and Tract info	Primary Address	BG	BG notes	Tract
Las Adelitas	6723 NE Killingsworth St, Portland, OR	Block Group 1, Census Tract 76, Multnomah County, Oregon		Census Tract 76, Multnomah County, Oregon
Salon Comunal	6850 NE Killingsworth St, Portland, OR	Block Group 2, Census Tract 76, Multnomah County, Oregon	The BG is about 60% residential and 40% industrial with some rail as the northern limit.	Census Tract 76, Multnomah County, Oregon
Cedar Commons	11450 SE Division St., Portland, OR 97266	Block Group 1, Census Tract 84, Multnomah County, Oregon	The BG has Division as its northern limit and includes a portion of Powell (26) and is primarily residential with supporting businesses. There is an elementary school and large park within the BG.	Census Tract 84, Multnomah County, Oregon
Good Shepherd Village	12596 SE 162nd Ave. Happy Valley, OR 97086	Block Group 3, Census Tract 222.08, Clackamas County, Oregon	This area is in the developing part of this BG which consists mostly of housing and undeveloped land.	Census Tract 222.08, Clackamas County, Oregon