PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

Land Use and Economy

Mark Turpel
Citizens Advisory Committee
April 15, 2010
EIS/Land Use Question

Is the Project consistent with communities’ land use and zoning?

If not, what are the land use impacts?
Regional land use policy tools

Metropolitan Area
- Region 2040 plan
- Regional Transportation Plan

Local
- Comprehensive plans
- Transportation plans
- Zoning

This information is draft and subject to change, pending publication of the Final EIS, May 2010.
Transit and land use

• Transit can be a tool for advancing land use plans and zoning
• Local plans and zoning do call for accommodating more jobs and housing within the community.
• Redevelopment to more intense uses can only happen if city or county zoning allows it.
½ Mile Radius is Key

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Zoning

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Local land use plans

Coordination with ongoing planning efforts

Portland - Innovation Quadrant, station area planning and employment TOD (E TOD)

Milwaukie - South Downtown Plan

Clackamas County - McLoughlin Area Plan

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## Redevelopment Potential

<table>
<thead>
<tr>
<th>City/Station</th>
<th>Acres of Redevelopable Land</th>
<th>Potential Residential Units (existing zoning)</th>
<th>Potential Commercial Acreage (existing zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Portland Stations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clinton</td>
<td>26.7</td>
<td>106</td>
<td>21.0</td>
</tr>
<tr>
<td>Rhine</td>
<td>20.0</td>
<td>72</td>
<td>14.0</td>
</tr>
<tr>
<td>Holgate</td>
<td>16.7</td>
<td>89</td>
<td>11.9</td>
</tr>
<tr>
<td>Harold</td>
<td>11.2</td>
<td>145</td>
<td>11.2</td>
</tr>
<tr>
<td>Bybee</td>
<td>1.2</td>
<td>23</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Milwaukie Stations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Road</td>
<td>23.4</td>
<td>29.4</td>
<td>14.0</td>
</tr>
<tr>
<td>Park Avenue</td>
<td>30.8</td>
<td>23.2</td>
<td>14.3</td>
</tr>
</tbody>
</table>


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FEIS/ Land Use Conclusion

• The Portland-Milwaukie LRT Project is consistent with communities’ plans as it provides the high capacity transit called for in plans and can help serve the planned growth of jobs and housing.

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EIS/Economics Question

• What are the economic impacts of the Project?
  – Job implications?
  – Business Implications?

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Business Impacts

• About 60 businesses displaced (more discussion in acquisition)

• With increased transportation capacity and more residents, the resulting larger market and increased access is expected to provide a base for more jobs.

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Jobs and Housing near stations

<table>
<thead>
<tr>
<th>Station</th>
<th>Households 2008</th>
<th>Households 2030</th>
<th># of New Households</th>
<th>% Change</th>
<th>Jobs 2008</th>
<th>Jobs 2030</th>
<th># of New Jobs</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln Station*</td>
<td>5,503</td>
<td>7,407</td>
<td>1,899</td>
<td>34%</td>
<td>27,576</td>
<td>46,255</td>
<td>18,679</td>
<td>68%</td>
</tr>
<tr>
<td>South Waterfront Station</td>
<td>2,502</td>
<td>4,990</td>
<td>2,488</td>
<td>99%</td>
<td>6,940</td>
<td>21,257</td>
<td>14,317</td>
<td>206%</td>
</tr>
<tr>
<td>OMSI Station</td>
<td>768</td>
<td>2,043</td>
<td>1,275</td>
<td>166%</td>
<td>6,935</td>
<td>14,321</td>
<td>7,386</td>
<td>106%</td>
</tr>
<tr>
<td>Clinton Station</td>
<td>2,137</td>
<td>2,681</td>
<td>544</td>
<td>25%</td>
<td>5,846</td>
<td>8,292</td>
<td>2,446</td>
<td>42%</td>
</tr>
<tr>
<td>Rhine Station</td>
<td>2,045</td>
<td>2,019</td>
<td>-26</td>
<td>-1%</td>
<td>5,621</td>
<td>10,601</td>
<td>4,980</td>
<td>89%</td>
</tr>
<tr>
<td>Holgate Station</td>
<td>1,656</td>
<td>1,345</td>
<td>-311</td>
<td>-19%</td>
<td>3,800</td>
<td>6,825</td>
<td>3,025</td>
<td>80%</td>
</tr>
<tr>
<td>Harold Station (future)</td>
<td>2,439</td>
<td>1,785</td>
<td>-654</td>
<td>-27%</td>
<td>2,058</td>
<td>3,685</td>
<td>1,627</td>
<td>79%</td>
</tr>
<tr>
<td>Bybee Station</td>
<td>1,890</td>
<td>1,962</td>
<td>72</td>
<td>4%</td>
<td>1,266</td>
<td>1,668</td>
<td>402</td>
<td>32%</td>
</tr>
<tr>
<td>Tacoma Station</td>
<td>1,641</td>
<td>1,739</td>
<td>98</td>
<td>6%</td>
<td>1,292</td>
<td>2,196</td>
<td>904</td>
<td>70%</td>
</tr>
<tr>
<td>Lake Road Station</td>
<td>1,428</td>
<td>1,987</td>
<td>559</td>
<td>39%</td>
<td>2,117</td>
<td>2,733</td>
<td>616</td>
<td>29%</td>
</tr>
<tr>
<td>Park Avenue Station</td>
<td>2,036</td>
<td>1,873</td>
<td>-163</td>
<td>-8%</td>
<td>588</td>
<td>1,368</td>
<td>780</td>
<td>133%</td>
</tr>
</tbody>
</table>

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Construction Related Jobs

– 8,800 jobs created
– $347m in personal income

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FEIS/Economics Conclusion

- Mixed – some clear business dislocations, but with substantial, though temporary construction jobs as well as the potential for future growth.

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Acquisitions
Acquisitions

• Project overview
• FEIS overview
• TriMet process for affected property owners

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Acquisitions

- Project approach to property:
  - Avoid
  - Minimize
  - Mitigate

- Utilize public right-of-way where possible

- Utilize railroad corridor where possible

- Design to minimize impact where possible

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Acquisitions

Final Environmental Impact Statement includes

• Permanent property impacts
  – Full Acquisitions, where project acquires full taxlot
  – Partial Acquisitions, where project acquires some of taxlot

• Temporary property impacts
  – Construction staging areas
  – Temporary construction easements

• Displacements
  – Businesses
  – Residences

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Acquisitions

• Permanent property impacts
  – 77-94 full acquisitions
  – 108-121 partial acquisitions
  – Approximately 1/3 of above are public/utility property
  – *Ruby Junction*: 14 full taxlots / 1 partial taxlot

• Displacements
  – Businesses – Approximately 60 businesses
  – Residences – Approximately 11 residences
  – *Ruby Junction*: 8 businesses/9 residences

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Lincoln, S. Waterfront, OMSI

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Acquisitions

Summary of Full and Partial Acquisitions and Breakdown of Displaced Uses

<table>
<thead>
<tr>
<th></th>
<th>Tax Lots to be Fully Acquired</th>
<th>Tax Lots to be Partially Acquired</th>
<th>Tax Lots to have Permanent Easements</th>
<th>Breakdown of Displaced Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Businesses</td>
</tr>
<tr>
<td>LPA to Park Ave.</td>
<td>94</td>
<td>121</td>
<td>2</td>
<td>57</td>
</tr>
<tr>
<td>MOS to Lake Rd.</td>
<td>77</td>
<td>108</td>
<td>2</td>
<td>52</td>
</tr>
<tr>
<td>Related Bridge Area Facilities</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Ruby Junction</td>
<td>14</td>
<td>1</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>TOTALS (Range)*</td>
<td>91 to 108</td>
<td>115 to 128</td>
<td>2</td>
<td>60 to 65</td>
</tr>
</tbody>
</table>

* The range represents the total acquisitions associated with Related Bridge Area Transportation Facilities, which includes streetcar, SW Moody Avenue, and SE Water Avenue improvements, and the Ruby Junction Maintenance Facility when paired with either the MOS to Lake Road (lowest) or the LPA to Park Avenue (highest).

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TriMet Process

TriMet is guided by federal requirements for transportation projects


• TriMet process
  – Outreach to effected property owners
    • Mailings
    • Visits and communication
  – Real Property
  – Business Services

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