



PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

Land Use and Economy



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Citizens Advisory Committee

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Metro | *People places. Open spaces.*

EIS/Land Use Question

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

If not, what are the land use impacts?



Metro | *People places. Open spaces.*

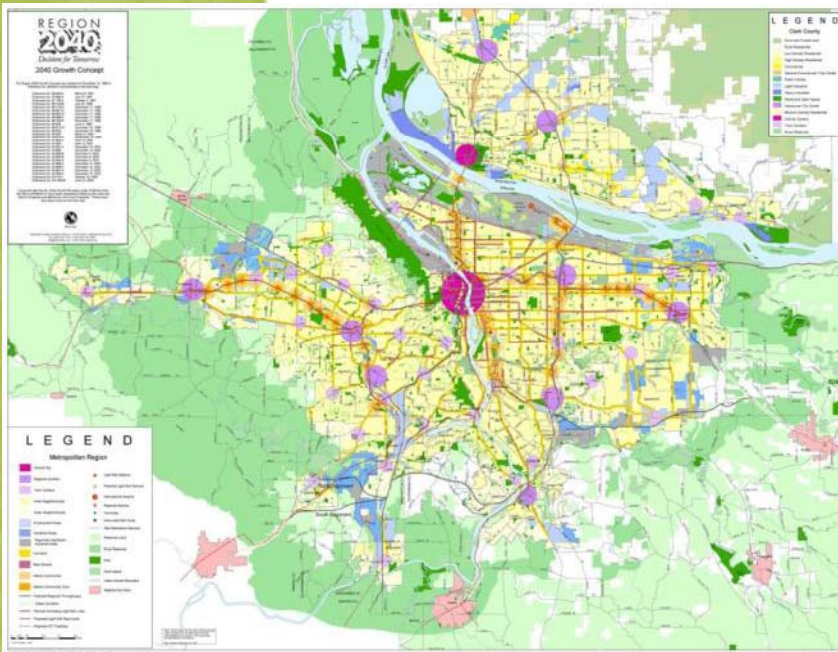
Regional land use policy tools

Metropolitan Area

- Region 2040 plan
- Regional Transportation Plan

Local

- Comprehensive plans
- Transportation plans
- Zoning



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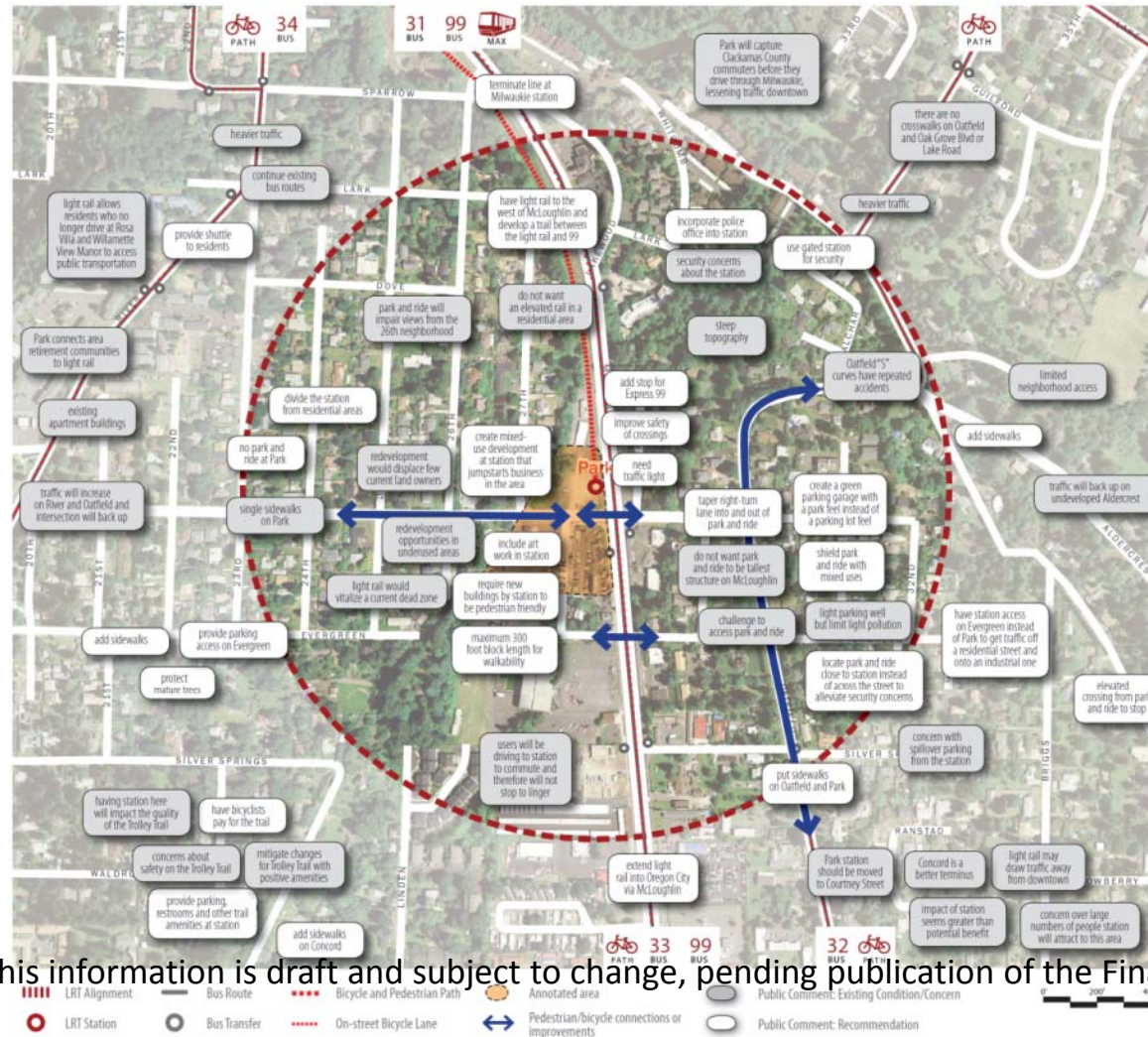


Transit and land use

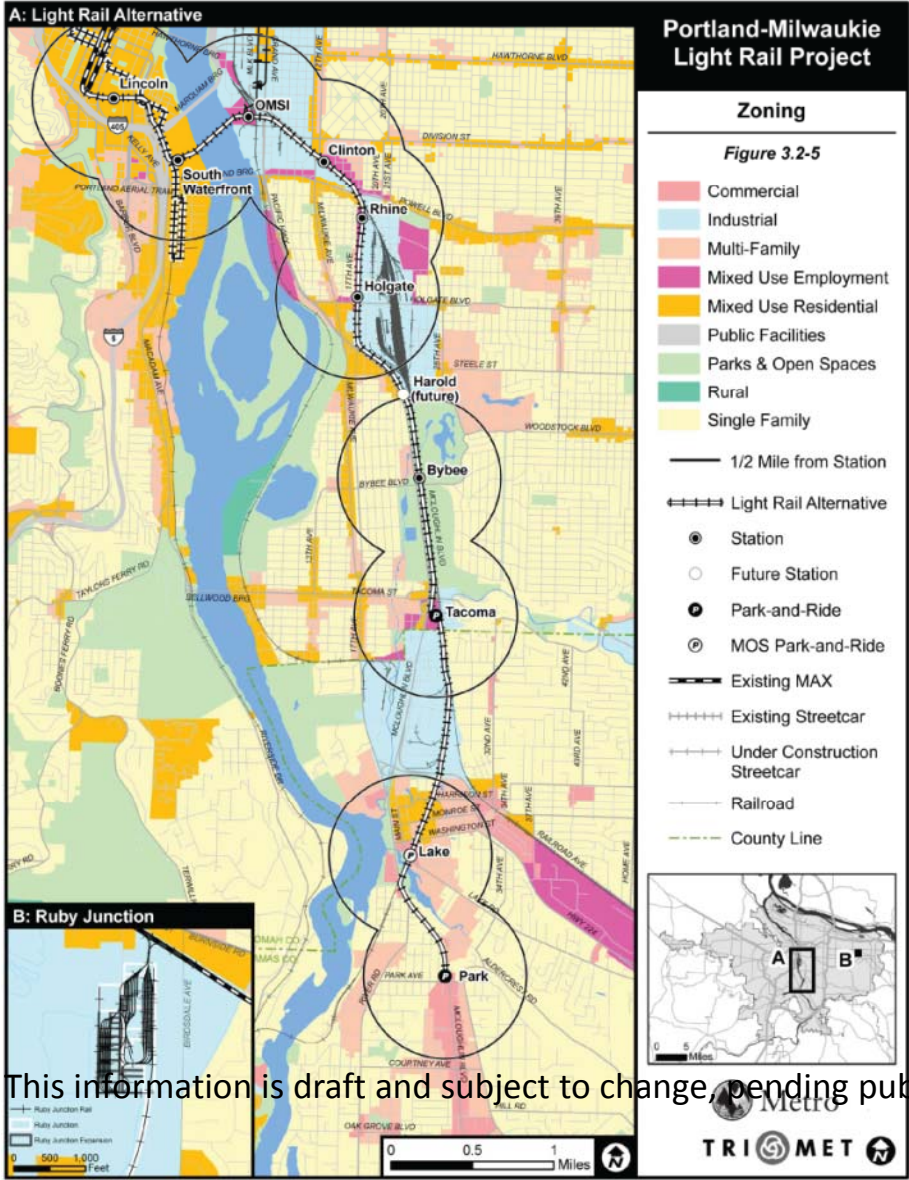
- Transit can be a tool for advancing land use plans and zoning
- Local plans and zoning do call for accommodating more jobs and housing within the community.
- Redevelopment to more intense uses can only happen if city or county zoning allows it.

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½ Mile Radius is Key



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

Assessments of Redevelopment Potential within 1/4 mile of selected stations

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

Source: Portland-Milwaukie Light Rail Project Station Area Planning Study Final Report, Metro 2009.

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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

Population and Employment within One-Half Mile of Station, 2008 to 2030

Station	Households 2008	Households 2030	# of New Households	% Change	Jobs 2008	Jobs 2030	# of New Jobs	% Change
Lincoln Station*	5,508	7,407	1,899	34%	27,576	46,255	18,679	68%
South Waterfront Station	2,502	4,990	2,488	99%	6,940	21,257	14,317	206%
OMSI Station	768	2,043	1,275	166%	6,935	14,321	7,386	106%
Clinton Station	2,137	2,681	544	25%	5,846	8,292	2,446	42%
Rhine Station	2,045	2,019	- 26	-1%	5,621	10,601	4,980	89%
Holgate Station	1,656	1,345	- 311	-19%	3,800	6,825	3,025	80%
Harold Station (future)	2,439	1,785	- 654	-27%	2,058	3,685	1,627	79%
Bybee Station	1,890	1,962	72	4%	1,266	1,668	402	32%
Tacoma Station	1,641	1,739	98	6%	1,292	2,196	904	70%
Lake Road Station	1,428	1,987	559	39%	2,117	2,733	616	29%
Park Avenue Station	2,036	1,873	- 163	-8%	588	1,368	780	133%

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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



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Acquisitions



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

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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

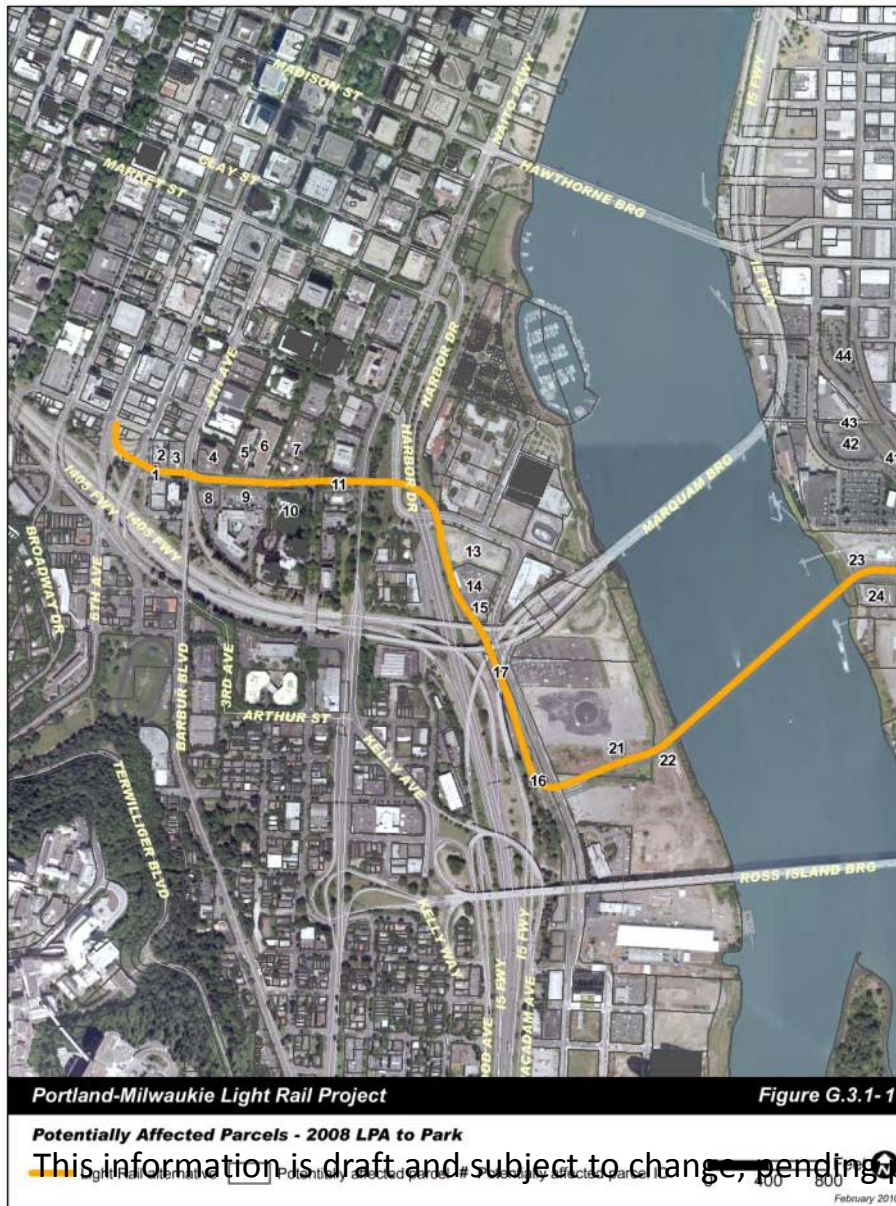
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Acquisitions

- 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

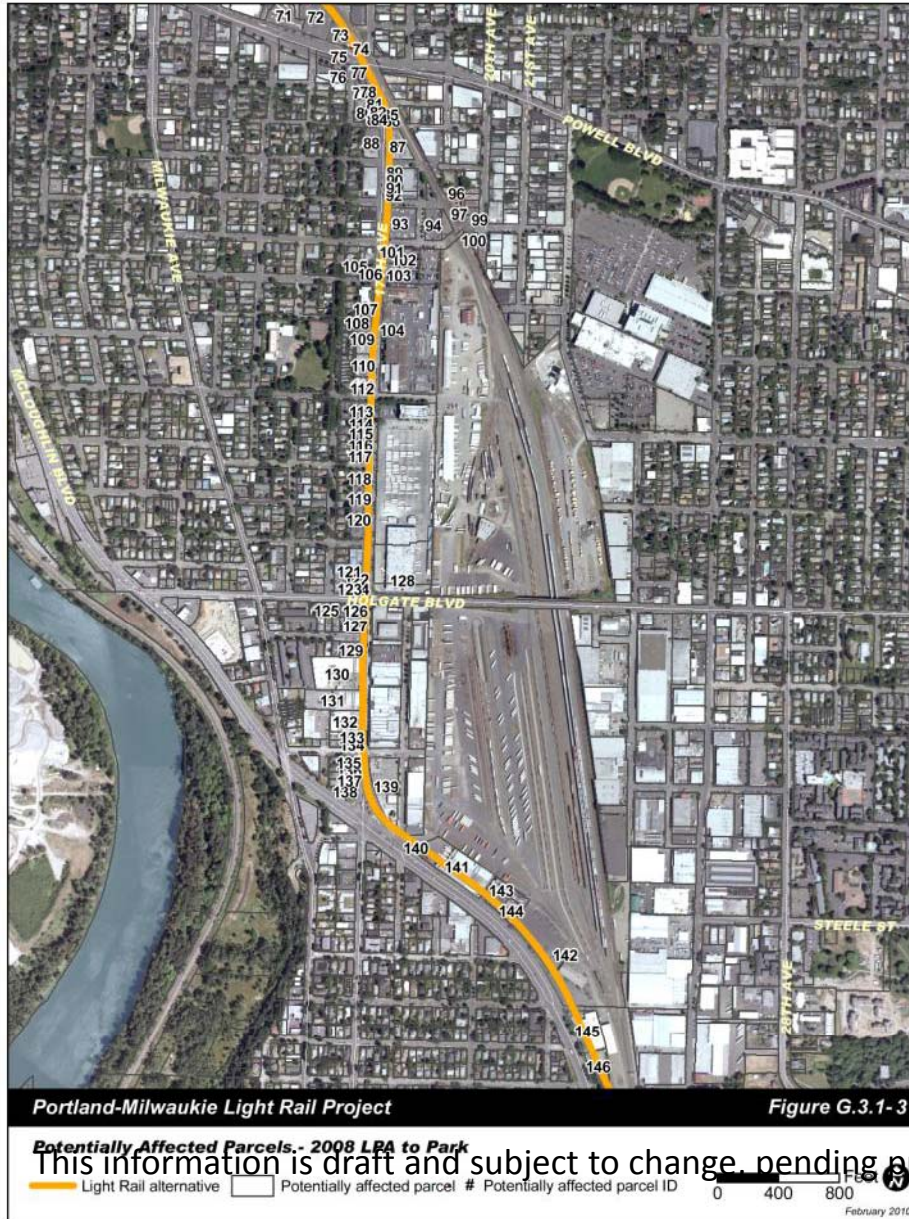
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Lincoln, S. Waterfront, OMSI



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SE 17th Avenue



Acquisitions

Summary of Full and Partial Acquisitions and Breakdown of Displaced Uses

	Tax Lots to be Fully Acquired	Tax Lots to be Partially Acquired	Tax Lots to have Permanent Easements	Breakdown of Displaced Uses				
				Businesses	Residences	Parking Only	Vacant Buildings	Vacant Lots
LPA to Park Ave.	94	121	2	57	11	3	3	13
MOS to Lake Rd.	77	108	2	52	1	3	4	15
Related Bridge Area Facilities	0	6	0	0	0	0	0	0
Ruby Junction	14	1	0	8	9	0	0	0
TOTALS (Range)*	91 to 108	115 to 128	2	60 to 65	10 to 20	3	3 to 4	13 to 15

* 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

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act) (42 USC Sec. 4601) and associated regulations contained in 40 CFR part 24.

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

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