

Technical Report Summary: Acquisitions and Displacements

This summarizes the key findings of the *Draft Environmental Impact Statement* detailed in the *EQRB Acquisitions and Displacements Technical Report* and the *EQRB Right-of-Way Technical Report*.

Affected Environment

Right-of-way impacts were analyzed at the property level for the area directly impacted by the project. The study area extends several blocks east and west of the Willamette River and includes public and private property, as well as existing right-of-way for the I-5 and I-84 freeways, several public roads, and the Union Pacific Railroad (UPRR) tracks.

Mitigation

To minimize impacts under all the build alternatives, the project team has identified multiple measures including:

- Identify potential relocation sites for displaced businesses
- Identify potential opportunities to reduce property impacts during design
- Prepare a plan to communicate temporary access closures
- Conduct ongoing coordination with social service providers throughout project duration
- Provide signage and advanced information about access and transit modifications

More information on this topic is available in the *Draft Environmental Impact Statement* and in the *EQRB Acquisitions and Displacements Technical Report* and the *EQRB Right-of-Way Technical Report*.

Impacts from Construction Traffic Management



Without a Temporary Bridge

Would result in no additional right-of-way impacts and would reduce the project construction time by 1.5 to 2 years, thereby reducing the duration of temporary construction easements and access closures.



With a Temporary Bridge

Would add an additional 1.5 to 2 years of construction closure to the project duration and would require two additional temporary construction easements. The Burnside Skatepark would be partially demolished then reconstructed, and the Ankeny Plaza pavilion structure in Governor Tom McCall Waterfront Park would need to be deconstructed and stored during construction.

More information

Help shape the future of the Burnside Bridge and visit BurnsideBridge.org for more information.

For more information, contact:

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For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us.

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.

BurnsideBridge.org

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Impacts from the Bridge Alternatives



No-Build Alternative

Existing property ownership and usage would continue with normal turnover based on market demand. In the event of a major earthquake, the No-Build Alternative would result in bridge failure leading to building and property damage under and adjacent to the bridge. It is anticipated that 10 properties would be impacted and 7 businesses displaced by collapse of the bridge structure.



Impacts Common to all Build Alternatives

All of the build alternatives would impact the following properties.

Property Name	Use	Ownership	Impact
Portland Saturday Market Storage	Storage	Leased from the City of Portland	Permanent easement
University of Oregon Retail Space	Retail space and classroom	Leased from the City of Portland	Full acquisition
Portland Saturday Market Administration Office	Office	Leased by tenant	Full acquisition
Salvation Army Vacant Lot	Vacant	Owned by tenant	Full acquisition
Diamond Parking Services	Surface parking lot	Owned by tenant	Full acquisition
Rose City Transportation	Freight Transportation	Owned by tenant	Full acquisition
American Medical Response	Emergency Medical Response	Leased by tenant	Partial acquisition

Additionally, all the build alternatives would displace at least a portion of the Pacific Coast Fruit Company, which uses a portion of the Rose City Transportation Building for its operation. The Couch Extension Alternative would require a full acquisition and demolition of the existing Pacific Coast Fruit Company building, whereas the other build alternatives could maintain the building but the business would be displaced.



Enhanced Seismic Retrofit Alternative

Would permanently remove the Burnside Skatepark while all the other build alternatives would avoid this impact. This alternative also has the lowest total acquisition and relocation costs, the smallest right-of-way footprint, and the shortest construction period.



Replacement Alternative with Short-Span Approach

Would temporarily close access to three additional properties as compared with the Retrofit Alternative.



Replacement Alternative with Long-Span Approach

Would require the fewest number of right-of-way acquisitions and fewer bridge footings which result in five fewer properties requiring permanent easements than the Short-Span Approach.



Replacement Alternative with Couch Extension

Would have the highest total acquisition and relocation costs, the largest right-of-way footprint, and the longest construction period. Would require a full acquisition and demolition of the existing Pacific Coast Fruit Company building and the multiuse path located north of the Yard building for the connection to NE Couch Avenue.