



Acquisitions and Displacements Technical Report

Multnomah County | Earthquake Ready
Burnside Bridge Project

Portland, OR

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Earthquake Ready Burnside Bridge Acquisitions and Displacements Technical Report

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CERTIFICATION

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Acronyms, Initialisms, and Abbreviations

AMR	American Medical Response
API	Area of Potential Impact
CFR	Code of Federal Regulations
CSZ	Cascadia Subduction Zone
EIS	environmental impact statement
EQRB	Earthquake Ready Burnside Bridge
FHWA	Federal Highway Administration
I-5	Interstate 5
I-84	Interstate 84
NEPA	National Environmental Policy Act
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statute
RLIS	Portland Metro Regional Land Information System
TCE	Temporary construction easement
UPRR	Union Pacific Railroad

Executive Summary

Local comprehensive plans identify the need for a safe transportation route that supports a growing region and can provide emergency access across the Willamette River in the case of a Cascade Subduction Zone (CSZ) earthquake. Burnside Street and the Burnside Bridge have been selected as both a key transportation corridor for our growing region as well as providing critical emergency access across the Willamette River following a CSZ earthquake. Replacing the Burnside Bridge with any of the proposed Build Alternatives would require increased right-of-way, acquisition of property, and displacement of existing uses, however, the benefits from a resilient Burnside Bridge outweigh the anticipated impacts.

- The No-Build Alternative would not have any adverse impacts to existing properties or land uses. In the event of a CSZ earthquake, this Alternative would result in bridge collapse and the greatest impact to surround properties and people.
- All of the Build Alternatives would result in acquisition of property and displacement of six businesses and no residences.
- The Enhanced Seismic Retrofit Alternative (Retrofit Alternative), Replacement Alternative with Short-span Approach (Short-span Alternative), and Replacement Alternative with Long-span Approach (Long-span Alternative) would result in common acquisitions including full acquisition of six properties and partial acquisition of two more.
- The Retrofit Alternative would require Temporary Construction Easements for the fewest properties and have the shortest construction period.
- With fewer footings, the Long-span Alternative would result in the fewest Permanent Easements.
- The Replacement Alternative with Couch Extension (Couch Extension Alternative) would require two additional full acquisitions and two additional partial acquisitions compared to the other Build Alternatives. Permanent Easements and Temporary Construction Easements would also be higher.
- The Retrofit Alternative has the lowest total acquisition cost, the smallest right-of-way footprint, and the shortest construction schedule but is the only Build Alternative that would require complete closure of the Burnside Skatepark.
- The Couch Extension Alternative has the highest total acquisition cost, largest right-of-way footprint, and the longest construction schedule. This Alternative would also result in the greatest number of temporary business access closures and the permanent closure of the non-motorized plaza between The Yard and Eastside Exchange buildings.

Including a temporary bridge with any of the Build Alternatives would add 1.5 to 2 years of construction closures, require two additional temporary construction easements, and temporary closure of one additional business.

1 Introduction

As a part of the preparation of the Environmental Impact Statement (EIS) for the Earthquake Ready Burnside Bridge (EQRB) Project, this technical report has been prepared to identify and evaluate potential acquisitions and displacements within the Project's Area of Potential Impact (API).

1.1 Project Location

The Project Area is located within the central city of Portland. The Burnside Bridge crosses the Willamette River connecting the west and east sides of the city. The Project Area encompasses a one-block radius around the existing Burnside Bridge and W/E Burnside Street, from NW/SW 3rd Avenue on the west side of the river and NE/SE Grand Avenue on the east side. Several neighborhoods surround the area including Old Town/Chinatown, Downtown, Kerns, and Buckman. Figure 1 shows the Project Area.

1.2 Project Purpose

The primary purpose of the Project is to build a seismically resilient Burnside Street lifeline crossing over the Willamette River that will remain fully operational and accessible for vehicles and other modes of transportation following a major Cascadia Subduction Zone (CSZ) earthquake. The Burnside Bridge will provide a reliable crossing for emergency response, evacuation, and economic recovery after an earthquake. Additionally, the bridge will provide a long-term safe crossing with low-maintenance needs.

Figure 1. Direct Impact API

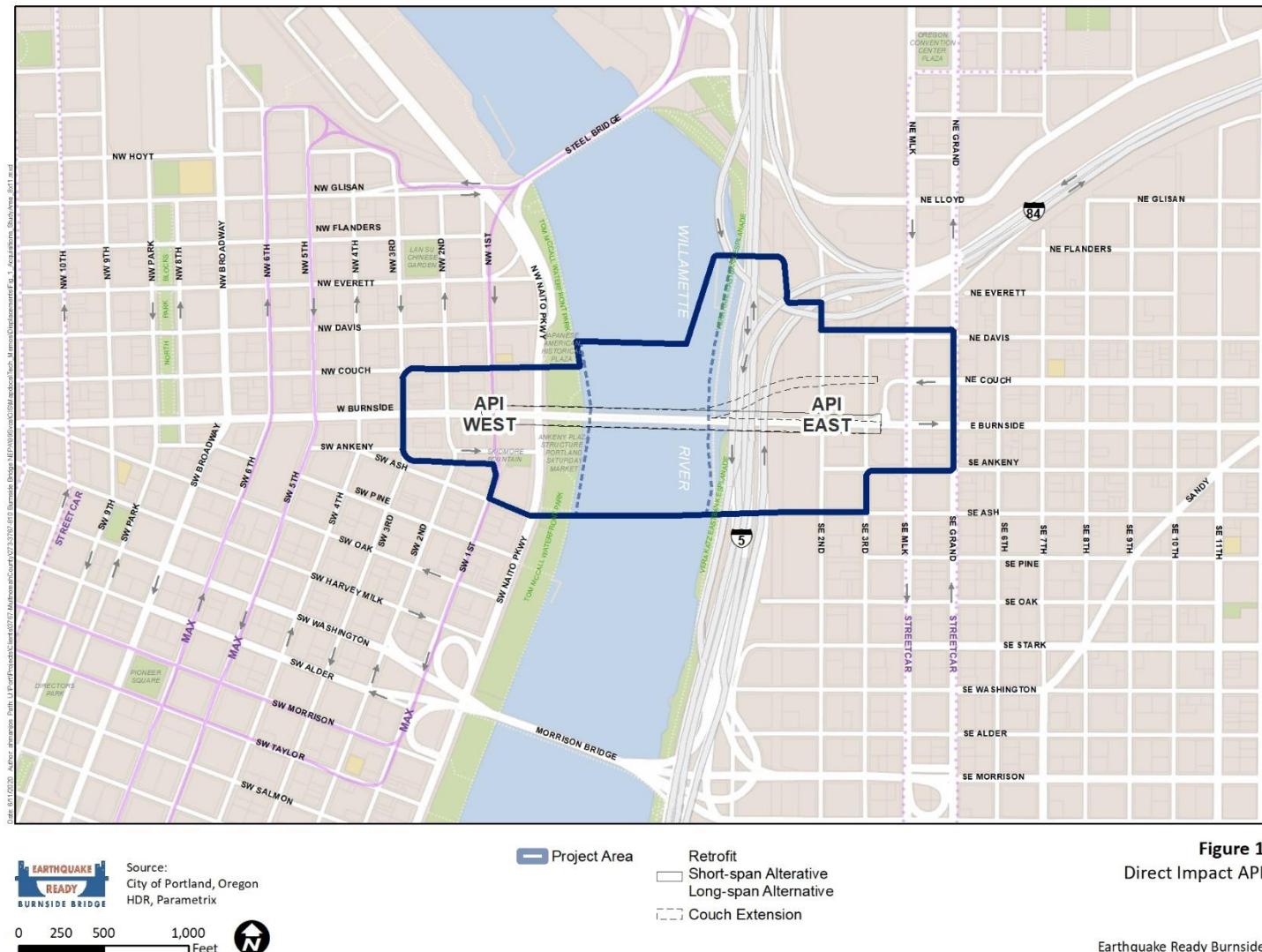


Figure 1
Direct Impact API

Earthquake Ready Burnside

Source: City of Portland, HDR, Parametrix

2 Project Alternatives

The Project Alternatives are described in detail with text and graphics in the EQRB Description of Alternatives Report (Multnomah County 2021c). That report describes the alternatives' current design as well as operations and construction assumptions.

Briefly, the Draft EIS evaluates the No-Build Alternative and four Build Alternatives. Among the Build Alternatives there is an Enhanced Seismic Retrofit Alternative that would replace certain elements of the existing bridge and retrofit other elements. There are three Replacement Alternatives that would completely remove and replace the existing bridge. In addition, the Draft EIS considers options for managing traffic during construction. Nomenclature for the Alternatives/Options is listed below:

- No-Build Alternative
- Build Alternatives
 - Enhanced Seismic Retrofit (Retrofit Alternative)
 - Replacement Alternative with Short-span Approach (Short-span Alternative)
 - Replacement Alternative with Long-span Approach (Long-span Alternative)
 - Replacement Alternative with Couch Extension (Couch Extension Alternative)
- Construction Traffic Management Options
 - Temporary Detour Bridge Option (Temporary Bridge) includes three modal options:
 - Temporary Bridge: All modes
 - Temporary Bridge: Transit, Bicycles and Pedestrians only
 - Temporary Bridge: Bicycles and Pedestrians only
 - Without Temporary Detour Bridge Option (No Temporary Bridge)

3 Definitions

The following terminology is used when discussing acquisitions and displacements in the EIS:

- **Project Area** – The area within which improvements associated with the Project Alternatives would occur and the area needed to construct these improvements. The Project Area includes the area needed to construct all permanent infrastructure, including adjacent parcels where modifications are required for associated work such as utility realignments or upgrades. For the EQRB Project, the Project Area includes approximately a one-block radius around the existing Burnside Bridge and W/E Burnside Street, from NW/SW 3rd Avenue on the west side of the river and NE/SE Grand Avenue on the east side.
- **Area of Potential Impact (API)** – This is the geographic boundary within which physical impacts to the environment could occur with the Project Alternatives. The

API is resource-specific and differs depending on the environmental topic being addressed. For all topics, the API will encompass the Project Area, and for some topics, the geographic extent of the API will be the same as that for the Project Area; for other topics (such as for transportation effects) the API will be substantially larger to account for impacts that could occur outside of the Project Area. The API for acquisitions and displacements analysis is defined in Section 5.1.

- **Project vicinity** – The environs surrounding the Project Area. The Project vicinity does not have a distinct geographic boundary but is used in general discussion to denote the larger area, inclusive of the Old Town/Chinatown, Downtown, Kerns, and Buckman neighborhoods.
- **Displacements** – Residential and non-residential occupants of properties or those permitted/authorized to be operating within public right-of-way that would need to be temporarily or permanently relocated as part of the Project. Non-residential occupants include businesses and non-profit organizations. For purposes of reporting displacements, non-profit organizations will be combined with private, for-profit businesses. Displacements are summarized in this report by property, as well as by numbers of dwelling units for residential properties and numbers of businesses for commercial properties. The displacement of groups such as houseless people, without specific known locations or counts, are described qualitatively.
- **Temporary construction easement** – A temporary construction easement (TCE), is a temporary impact on a portion of a property for the purposes of access, staging, monitoring, or constructing the Project. TCEs are summarized at the property level for all uses.
- **Permanent easement** – A permanent easement is a permanent property right allowing the agency to use a portion of the grantor's property for a specific purpose (e.g., bridge facilities, slopes, subsurface soil stabilization, and public utilities). Permanent easements are summarized for each use on a property as well as at the property level as described in the displacements definition above.
- **Partial acquisition** – The purchase of a portion of a property, required for right-of-way, maintenance, or to address access impacts resulting from the Project. Partial acquisitions are summarized for each use on a property as well as at the property level as described in the displacements definition above.
- **Full acquisition** – The purchase of an entire property required for right-of-way, maintenance, or to address access impacts resulting from the Project. Full acquisitions are summarized at the residential and non-residential level, as well as at the property level as described in the displacements definition above.

4 Legal Regulations and Standards

4.1 Laws, Plans, Policies, and Regulations

4.1.1 Federal Laws

The following is a list of federal regulations, plans, and policies that guide or inform the assessment of acquisitions and displacements to ensure fair and equitable treatment of all parties:

- Title 49 Code of Federal Regulations Part 24 (49 CFR 24), the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs, Final Rule and Notice, issued by the U.S. Department of Transportation (Uniform Act). This is the federal regulation governing acquisition and displacement for transportation projects using federal funding. It implements the law and statutory amendments to the Uniform Act of 1970, as amended, and establishes definitions, standards, requirements, eligibility, and procedures for all activities associated with appraisal, acquisition, and relocation.
- Title 23 Code of Federal Regulations Part 710 (23 CFR 710), the Right-of-Way and Real Estate Regulations for Federal and Federally Assisted Programs, Final Rule and Notice, issued by the U.S. Department of Transportation. Title 23 Part 710 ensures the prudent use of Title 23 grant (federal) funds by a state department of transportation or other Title 23 grantee in the acquisition, management, and disposal of real property. This rule also clarifies the ability to use funds for preliminary property research and mapping prior to National Environmental Protection Agency NEPA clearance.

4.1.2 State of Oregon and Local Government Regulations

The following is a list of state and local laws, regulations, plans, and policies that guide or inform the assessment of acquisitions and displacements to ensure fair and equitable treatment of all parties:

- Oregon Revised Statutes Chapter 35 (ORS 35), Eminent Domain; Public Acquisition of Property. This statute defines the rights of the state and private property owners in the use of eminent domain. This statute replaces ORS 281.045 to ORS 281.105.
- Oregon Revised Statutes Chapter 368 (ORS 368), County Roads. This statute defines a county's right to develop and manage roads, as well as the right and associated remediation to private property owners for acquiring property for road development.
- Oregon Department of Transportation (ODOT), *2018 ODOT Right of Way Manual* (or subsequent editions). This document provides ODOT's interpretation and implementing procedures for discretionary elements of the Uniform Act. Federally funded projects require that ODOT have a Federal Highway Administration–approved right-of-way manual.

- Oregon Revised Statute 358.653 (ORS 358), Protection of Publicly Owned Historic Properties. This statute defines the State's requirements for conserving publicly owned historic resource like the existing Burnside Bridge.
- Oregon Administrative Rules 660-023-0200 State Land Use Planning Goal 5. This rule describes the State's identification and conservation of historic resources as well as the processes for removing these resources when necessary.
- City of Portland Zoning Code, Chapter 33.218.120, 33.218.130, 33.218.140 Q, 33.218.150 L, 33.846.060 G; Chapter 33.445; Chapter 33.475.240; Chapter 33.710.060; Chapter 33.846. These chapters of the City's zoning code state the protections for historic resources and the design standards within historic districts. These chapters also include protections for environmental resources.

4.2 Design Standards

The following is a list of the design standards required by federal, state, and local law, or by agency policy, that function to protect human and environmental health and that apply to the Project:

- The Secretary of Interior's Standards for the Treatment of Historic Properties
- Skidmore/Old Town Historic District Design Guidelines
- New Chinatown/Japantown Historic District Design Guidelines
- Central City Fundamental Design Guidelines

5 Affected Environment

5.1 Area of Potential Impact

The API for the acquisitions and displacements analysis is limited to the areas on the east and west ends of the bridge that would be permanently or temporarily impacted by each Alternative. This area, shown in Figure 1, is identical to the Project Area, which is bounded by NW/SW 3rd Avenue, NW Couch Street, SW Ankeny Street, and SW Ash Street on the west end of the bridge and NE/SE Grand Avenue, NE Davis Street, SE Ankeny Street and SE Ash Street on the east end of the bridge.

5.2 Resource Identification and Evaluation Methods

5.2.1 Published Sources and Databases

The following is a list of the data that are used to determine and describe property acquisitions and displacements for this technical report:

- Conceptual engineering drawings and related engineering studies
- Portland Metro Regional Land Information System (RLIS)
 - Tax lots with assessor information (ownership, land use, zoning, etc.)

- Address points
- Building footprints
- United States Census Bureau – 2010 Census
 - Population
 - Housing units
- City of Portland Open Data Portal
 - Unreinforced masonry buildings inventory
 - Historic Resources

These resources have been supplemented by a field inventory as described in Section 5.2.2. Data regarding valuation information, as well as aerial and waterway easements, have been reviewed and summarized in a separate right-of-way report completed outside of the EIS process.

5.2.2 Field Visits and Surveys

A site reconnaissance was conducted on June 12, 2019, to view and collect additional information for potentially impacted properties within the Project Area. Observations regarding the unsheltered houseless population and other non-permanent, uses and users were also collected as part of this effort.

5.3 Existing Conditions

5.3.1 API Overview

The API covers approximately 73 acres including developed land at the east and west bridgeheads and approximately 16 acres of the Willamette River. For purposes of this analysis, the API has been divided into the API West and API East as shown in Figure 1. The API West is defined as the developed land west of the Willamette River extending west to NW/SW 3rd Avenue and bounded by NW Couch to the north and SW Ash Street and SW Ankeny Street to the south. The API East is defined as the developed land east of the Willamette River extending east to NE/SE Grand Avenue and bounded by NE Davis Street to the north and SE Ankeny Street and SE Ash Street to the south. Within the developed portion of the full API, including both east and west bridgeheads, 27 acres are used for public right-of-way including local roads, as well as the right-of-way associated with Interstate 5 (I-5), Interstate 84 (I-84), the Eastbank Esplanade, and the Union Pacific Railroad (UPRR) corridor on the east side of the river. The developed land outside of the right-of-way is predominantly private with public land limited to Tom McCall Waterfront Park on the west side of the river and several undeveloped surface lots on both the east and west sides of the river. Land use within the API is predominantly commercial with industrial uses being the second highest use by acreage, followed by open space and non-road right-of-way. Residential uses within the API are limited to multifamily with the majority of units being built within the past 3 years bordering the east bridgehead. Table 1, Table 2, and Figure 2 summarize the existing land use and recent developments. (Specific property owners and uses referenced in this section and throughout the report can be viewed in Figure 3 through Figure 6 in Section 7.2.)

Table 1. Existing Land Use by Acreage

Land Use	API East acres (%)	API West acres (%)
Commercial – Office	3.1 (17.2)	0.5 (4.1)
Commercial – Retail	0.8 (4.4)	1.9 (15.9)
Commercial – Office + Retail	1.5 (8.2)	1.2 (10.5)
Industrial	6.7 (36.4)	0 (0)
Institutional	0 (0)	1.7 (14.7)
Mixed-Use – Residential + Commercial	1.8 (9.9)	0.2 (1.6)
Multifamily Residential	0.3 (1.8)	0.7 (2.9)
Parks and Open Space	0 (0)*	4.4 (37.2)
Parking	1.7 (9.5)	0.6 (5.1)
Right-of-way (non-road)	0.7 (3.8)	0.01 (0.2)
Social Services	0.2 (1.2)	0.8 (7.1)
Vacant	1.4 (7.7)	0.1 (0.7)

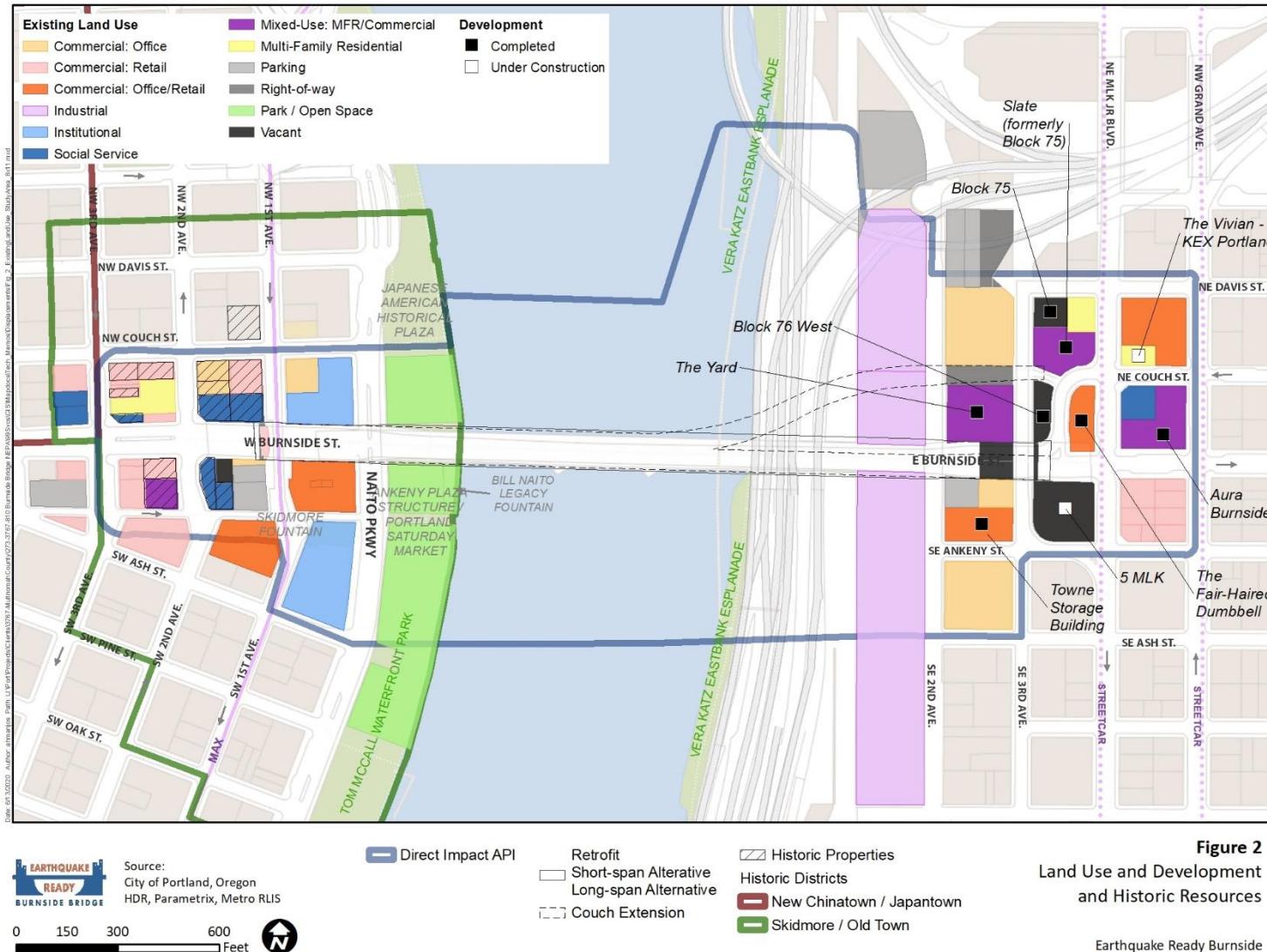
* Park acres do not include the Eastbank Esplanade or the Burnside Skatepark.

Source: Metro RLIS Tax Lots Dataset (Metro RLIS n.d.b.) and Parametrix

Table 2. Number of Parcels and Dwelling Units by Land Use Category

Land Use	API East # of Parcels (dwelling units)	API West # of Parcels (dwelling units)
Commercial – Office	3 (0)	4 (0)
Commercial – Retail	8 (0)	16 (0)
Commercial – Office and Retail	3 (0)	4 (0)
Industrial	3 (0)	0 (0)
Institutional	0 (0)	2 (0)
Mixed-use – Residential + Commercial	3 (516)	1 (39)
Multifamily Residential	2 (42)	1 (62)
Parks + Open Space	0 (0)	4 (0)
Parking	5 (0)	3 (0)
Right-of-way (non-road)	3 (0)	1 (0)
Social Services	1 (0)	7 (0)
Vacant	6 (0)	1 (0)

Source: Metro RLIS Tax Lots Dataset (Metro RLIS n.d.b.) and Parametrix

Figure 2. Direct Impact API


Source: City of Portland, HDR, Parametrix, Metro RLIS

5.3.2 West Bridgehead

API West encompasses 12.1 acres and includes 44 parcels. Open space is the dominant use, with the Tom McCall Waterfront Park and Japanese American Historical Plaza covering 4.4 acres or 37 percent of the area. Commercial or mixed-use development occupies 3.8 acres or 32 percent of the area. The remaining 31 percent of the area includes institutional uses, social services, parking, and multifamily housing. API West is almost entirely within either the New Chinatown/Japantown or Skidmore Old Town historic districts, and, as such, 27 of the 35 developed properties were built before 1930. See Figure 2 for the limits of the historic district and the location of historic structures.

The area surrounding W. Burnside from NW/SW 1st Avenue to NW/SW 3rd Avenue is a hub for social services with Central City Concern, Portland Rescue Mission, Union Gospel Mission, and the Liberation Street Church located on W Burnside, and the Salvation Army located on W Burnside and SW 2nd Avenue. Union Gospel Mission, Portland Rescue Mission, and the Salvation Army provide overnight shelter for houseless individuals who queue nightly on W Burnside along the north side of the street from NW 2nd Avenue east toward the river. In addition to offering shelter space, the Central City Concern–Shoreline Building on the corner of NW 2nd Avenue and W Burnside provides longer-term housing for houseless people and the Erickson-Fritz Apartments on NW 2nd Avenue offer affordable housing. Other multifamily housing in API West is market rate.

While shelter resources exist, there are still a considerable number of houseless people who are unable or choose not to use these resources. The *2019 Point-In-Time Count of Homelessness* study conducted by Portland State University found that 50.7 percent of the houseless population were unsheltered; this is up from 39.9 percent in 2017. The same study found that 413 respondents slept unsheltered in the Downtown/Old Town/Pearl subarea. This accounts for 21 percent of the houseless population counted across the metro area as part of the study. A specific count of houseless people in API West is unknown, but a field survey observed people sheltering within Waterfront Park, below and on the existing bridge between SW/NW 1st Avenue and Naito Parkway, on sidewalks, and in the private doorways. For more information regarding social services, please refer to the EQRB Social/Neighborhood Technical Report (Multnomah County 2021i).

Also in API West are the Portland Fire Department Station No. 1 on Naito Parkway and several notable businesses including Dan & Louis Oyster Bar on SW 2nd Avenue, and the Paris Theater and Voodoo Donuts on SW 3rd Avenue. Mercy Corps Northwest is on Naito Parkway to the south of the bridge, and the White Stag building is on Naito Parkway to the north of the bridge. The White Stag building includes the University of Oregon's Portland campus, as well as other businesses. Other non-permanent uses within this portion of the API include Skidmore Market and Saturday Market, both of which operate seasonally on weekends between SW 2nd Avenue and the waterfront along SW Ankeny Street.

No major new developments have been identified for API West.

5.3.3 East Bridgehead

API East contains 37 parcels, most of which, 7.2 acres or 40 percent of the area, have been developed for commercial or mixed-use purposes. Of the remaining 11 acres of non-right-of-way, the dominant uses include 6.7 acres or 36 percent of the area is industrial development, 1.7 acres or 10 percent of the area is surface parking, and 1.4 acres or 8 percent of the area is vacant. Multifamily residential, social services, and non-road rights-of-way make up the remaining 1.2 acres or 7 percent of the area. API East is divided by elevation and land use into three zones. The zone closest to the river consists of nearly 11 acres of right-of-way for I-84, I-5, and the UPRR; the middle zone, along NE/SE 2nd Avenue, is predominantly industrial in use; and the zone farthest from the river, from NE/SE 3rd Avenue to NE/SE Grand Avenue is primarily mixed-use and retail development.

After crossing over I-5, I-84, and the UPRR, the existing Burnside Bridge passes over a series of industrial uses along NE/SE 2nd Avenue including Pacific Coast Fruit Company, Rose City Transportation, and American Medical Response (AMR) among others. These properties along NE/SE 2nd Avenue have larger lots and are only accessible by car from SE Ankeny Street. In addition to the industrial uses along NE/SE 2nd Avenue, the Burnside Skate Park sits directly underneath the bridge. There is no access to the Willamette River or the Eastbank Esplanade from any of the properties in API East.

From NE/SE 2nd Avenue to NE/SE 3rd Avenue there is an elevation gain, and the land uses transition from industrial to mixed-use and retail. The transportation pattern and right-of-way through API East were significantly changed in 2010 with the introduction of the Couch-Burnside couplet. This traffic change was followed by a series of major mixed-use and office/retail developments adjacent to the bridgehead including the 21-story, mixed-use Yard building with 284 apartments; the 10-story, mixed-use Slate building with 75 apartments; the 6-story, mixed-use Aura building with 157 apartments; and the office/retail focused Fair-Haired Dumbbell building. In addition to these completed buildings, construction is currently underway on the 5-story Block 76 West office-retail development and the 17-story, mixed-use 5 MLK building which will include 220 apartments, 120,000 square feet of office space, and 15,000 square feet of ground-floor retail space. The increase in new development within API East has been accompanied by renovations and conversions of other properties including the office conversion of the Old Town Storage building on SE Ankeny Street and the conversion from apartments to a hostel for The Vivian Building on the corner of NE Couch Street and NE Martin Luther King Jr. Boulevard. With several low-rise buildings and surface parking lots remaining in API East, it is likely that redevelopment will continue.

There are two social services located within the Jeanne Rivers Building on the corner of NE Martin Luther King Jr. Boulevard and NE Couch Street. The Multnomah County Crisis Assessment and Treatment Center provides a 16-bed facility for people struggling with mental health issues, and the Central City Concern Sobering Station provides temporary assistance for inebriated individuals. The *2019 Point-In-Time Count of Homelessness* study conducted by Portland State University counted 435 people sleeping unsheltered between the river and NE/SE 2nd Avenue which accounts for 21.1 percent of the unsheltered populations for the metro area. During a field survey, people were observed sheltering on sidewalks and in the private doorways, as well as

under the bridge and within the UPRR right-of-way. For more information regarding social services, please refer to the EQRB Social/Neighborhood Technical Report (Multnomah County 2021i).

5.3.4 Market Conditions

API West is within the Central Business District, which has some of the highest rental rates in the city at \$32.43 per square foot, with an 11.3 percent total vacancy rate through the second quarter of 2019. However, the office space within API West is generally older and of lower quality than space in the rest of the Central Business District. Office rental rates in API East average between \$26.01 and \$26.46 per square foot with total vacancy rates between 5.9 percent and 2.7 percent for the same time period (according to Kidder Matthews Second Quarter 2019 Office Market Report). Recent development in API East has introduced a considerable amount of new Class A office space, and the completion of the 5 MLK and Block 76 developments will further this trend. Compared to API East, API West has much less and overall older office space; no new office developments have been identified for API West.

Average residential rental rates within Portland have increased 10.5 percent year-over-year with a vacancy rate of 4.95 percent according to Kidder Matthews First Quarter 2019 Residential Market Report. New permitting for residential construction is down for the same time period, but new construction continues to increase. Multifamily residential housing within the entire API has increased from the 113 units (according to the 2010 census) to 797 units currently available; this number is expected to climb to 1,102 units following the completion of the 5 MLK and Block 76 developments.

Industrial space in API is limited to the properties within API East along NE/SE 2nd Avenue and NE/SE 3rd Avenue underneath the east bridgehead. Vacancy rates within this portion of SE Portland remain below the average for the city at 5.1 percent (Kidder Matthews 2019 Industrial). No new industrial development is anticipated for either portion of the API; it is likely that recent trends converting industrial space to more intensive uses such as mixed-use and commercial development will continue in API East.

6 Impact Assessment Methodology and Data Sources

6.1 Long-Term Impact Assessment Methods

Long-term, direct acquisition and displacement impacts are defined as the permanent acquisition of property and/or property rights, including the relocation of any persons or property displaced as a result of the acquisition of right-of-way for Project improvements. These impacts are quantified by identifying the following:

- The number, type, and condition of properties and buildings that would be permanently acquired for each Alternative.
- The number and location of buildings that would need to have their accesses relocated for each Alternative.

- The number of employees and residents that would be permanently displaced for each Alternative.
- Public facilities that would need to be permanently closed or moved for each Alternative.

A Project element is considered to have the potential for acquisitions and displacements if any one or more of the following circumstances would occur:

- Any building, facility, structure, or improvement used for residential, social/recreational, or business purposes lies in the path of a portion of the proposed Project facility such that it could not continue to function in its current use.
- Access to any building used for residential, social/recreational, or business purposes would be completely and permanently eliminated by any portion of a proposed Project facility and could not be reasonably restored by reconfiguring the access or building. This also applies to entrances blocked for a significant period due to Project construction.
- The widening of streets and construction of sidewalks, bike lanes, water quality facilities, or other improvements required in conjunction with proposed improvements would come into physical contact with or encroach upon a building such that it could not continue to function in its current use.
- The nature and extent of construction would likely have a severe impact on a use and could not be mitigated, or the existing tenant would be displaced for more than 12 months.

6.2 Short-Term Impact Assessment Methods

Short-term, direct acquisition and displacement impacts are defined as the temporary acquisition of property and/or property rights, including the relocation of any persons or property displaced as a result of the temporary acquisition of right-of-way for Project improvements during construction. These impacts are quantified by identifying the following:

- The number, type, and condition of properties and buildings that would be temporarily relocated or impacted during the construction of each Alternative.
- The number and location of buildings that would need to have their accesses temporarily relocated during the construction of each Alternative.
- The number of employees and residents that would be temporarily displaced during the construction of each Alternative.
- Public facilities that would need to be temporarily closed or moved during the construction of each Alternative.

6.3 Indirect Impact Assessment Methods

Impacts for acquisitions and displacements are anticipated to occur only through direct long-term and short-term impact. Indirect acquisition and displacement impacts are defined as future displacements caused by the removal, relocation, or access change to

an existing property, business, or public facility. An example of an indirect impact is the relocation of one social service provider because of the required acquisition of another social service.

A qualitative evaluation of the relationships between acquired properties and their neighbors was completed, and no indirect impacts have been identified for any of the alternatives.

6.4 Cumulative Impact Assessment Methods

The cumulative impacts analysis considers the Project's impacts combined with other past, present, and reasonably foreseeable future actions that would have environmental impacts in the Project vicinity. Based on the list of foreseeable transportation and other development projects that are anticipated to occur in the Project Area within the same time frame, as well as relevant past actions that have defined the Project Area, a qualitative analysis examines potential cumulative effects for acquisition and displacement impacts. The analysis of potential cumulative acquisition and displacement impacts is examined for both near-term construction effects, as well as for long-term operational impacts.

7 Environmental Consequences

7.1 Introduction

The description of long-term impacts is divided into (1) pre-earthquake impacts, based on each Alternative's footprint and its day-to-day operations, as well as (2) impacts that would occur after a potential CSZ earthquake, including how each Alternative affects resiliency, emergency response, longer-term recovery, and potential property impacts. Note that the impacts described are based on the current level of design and may change.

7.2 Pre-Earthquake Impacts

All the Alternatives, except the No-Build Alternative, would need to acquire property adjacent to the existing right-of-way, either for construction or permanent use by the Project. Three types of acquisitions are expected for each of the Build Alternatives: property-in-fee, permanent easements for subsurface and aerial bridge improvements, and TCEs for work areas. Of these acquisition types, the property-in-fee can result in full or partial acquisition of a property. Full acquisition of a property results in the permanent displacement of existing uses, buildings, and personal property on acquired parcels. Partial acquisition may result in the need to displace existing uses and buildings but may not depending on the extent of the property needed, whether the property remains useable after construction, and whether there is an economic remainder to the parcel. TCEs and easements can also result in displacements depending on their duration and specific impacts.

Table 3 below summarizes property acquisitions and business displacements by Build Alternative, with the exception of the No-Build Alternative which would result in no

property acquisition impacts. No dwelling units would be displaced as part of the Project, and no eligible or contributing historic resources would be impacted besides the bridge itself.

Table 3. Business Displacements and Property Acquisitions by Build Alternative

Alternative	Fee Full Acquisition	Fee Partial Acquisition	Easement*	Temporary Construction Easement**	Businesses Displaced Permanent (Temporary)***
Enhanced Retrofit	6	2	6	14	6 (1)
Short-span Alternative	6	2	6	17	6 (0)
Long-span Alternative	6	2	1	17	6 (0)
Couch Extension	8	4	7	20	6 (0)
Temporary Bridge	+0	+0	+0	+2	+0 (1)

* Includes Permanent Easements for bridge facilities

** Includes temporary construction easements for staging and work as well as building access closures.

*** Temporary displacements would be limited in duration to the time of construction. It is assumed that after construction is complete these businesses would reopen in their existing space.

Table 4 below lists all impacted properties and displacements associated with the Build Alternatives. Maps following Table 4 identify specific property locations associated with the table.

Table 4. Impacted Properties

ID	TLID	Property Name	Enhanced Retrofit (bus. displ.)	Short-span Alternative (bus. displ.)	Long-span Alternative (bus. displ.)	Couch Extension (bus. displ.)	Temp. Bridge (bus. displ.)
1	1N1E34CA-09200	Central City Concern (Shoreline Building)	-	TCE Access	TCE Access	TCE Access	-
2	1N1E34DB-00900	Portland Rescue Mission	TCE Access (1*)	TCE Access	TCE Access	TCE Access	-
3	1N1E34DB-01500	Portland Saturday Market Storage (City of Portland)	Easement	Easement	Easement	Easement	-
4	1N1E34DB-01400	University of Oregon Retail Space (City of Portland)	Full (1)	Full (1)	Full (1)	Full (1)	-
5	1N1E34DC-00800	Saturday Market Administration Offices (Skidmore Fountain Plaza, LLC)	Full*** (1)	Full*** (1)	Full*** (1)	Full*** (1)	-

Table 4. Impacted Properties

ID	TLID	Property Name	Enhanced Retrofit (bus. displ.)	Short-span Alternative (bus. displ.)	Long-span Alternative (bus. displ.)	Couch Extension (bus. displ.)	Temp. Bridge (bus. displ.)
6	1N1E34CD-00300	Salvation Army	-	TCE Access	TCE Access	TCE Access	-
7	1N1E34CD-00100	Vacant Lot (Skidmore Fountain Plaza, LLC)	Full	Full	Full	Full	-
8	1N1E34DC-00900	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Full**** (1)	Full**** (1)	Full**** (1)	Full**** (1)	-
9	1N1E34DC-01000	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Full	Full	Full	Full	-
10	1N1E34DB-00600	University of Oregon (White Stag Building)	TCE Access	TCE Access	TCE Access	TCE Access	-
11	1N1E34DC-90000	Mercy Corps	TCE	TCE	TCE	TCE	-
12	1N1E34DB-01300	Japanese American Plaza (City of Portland)	Easement & TCE	Easement & TCE	TCE	Easement & TCE	-
13	1N1E34DC-03600	Ankeny Plaza Structure (City of Portland)	Easement & TCE	Easement & TCE	TCE	Easement & TCE	-
14	1N1E34DC-00100	BES Pump Station (City of Portland)	Easement & TCE	Easement & TCE	TCE	Easement & TCE	-
15	1N1E34DC-03700	Bill Naito Legacy Fountain (City of Portland)	-	-	-	-	TCE
16	1N1E34DA-01500	Pacific Coast Fruit Company	TCE***** (1)	TCE***** (1)	TCE***** (1)	Full (1)	-
17	1N1E34DA-01900	Rose City Transportation (David Nemarnik)	Full (1)	Full (1)	Full (1)	Full (1)	-
18	1N1E34DD-01000	AMR (Produce Row LLC)	Partial (1)	Partial (1)	Partial (1)	Partial (1)	-

Table 4. Impacted Properties

ID	TLID	Property Name	Enhanced Retrofit (bus. displ.)	Short-span Alternative (bus. displ.)	Long-span Alternative (bus. displ.)	Couch Extension (bus. displ.)	Temp. Bridge (bus. displ.)
19	1N1E34DA-02800	Eastside Exchange Building (Bridgehead Development LLC)	-	-	-	Partial & TCE Access	-
20	1N1E34DA-02602	The Yard – Pedestrian / Bike Right-of-way (Bridgehead Development LLC)	-	-	-	Full	-
21	1N1E34DA-02001	The Yard (Yard Residences LLC)	TCE	TCE	TCE	Partial & TCE	-
22	1N1E34DD-00900	Nemarnik Family Properties Parking Lot	-	-	-	-	TCE (1)
23	1N1E34DD-00700	230 E Burnside Building (Templeton Office Investments LLC)	TCE Access	TCE Access	TCE Access	TCE Access	-
24	1N1E34DA-03100	Union Arms Apartments	-	-	-	TCE Access	-
25	1N1E34DA-02900	The Slate (Block 75)	-	-	-	Partial & TCE Access	-
26	1N1E34DA-03300	Block 76	Partial	Partial	Partial	TCE Access	-
27	1N1E34DA-3500	Fair-Haired Dumbbell	-	TCE Access	TCE Access	TCE Access	-
28	1N1E34DD-00100	5 MLK (Under Construction)	TCE Access	TCE Access	TCE Access	TCE Access	-
A	NA	Willamette River (Dept. of State Lands)	Easement & TCE	Easement & TCE	TCE	Easement & TCE	-
B	NA	Eastbank Esplanade (City of Portland)	TCE	TCE	TCE	TCE	
C	NA	I-5 & I-84 (ODOT)	Easement & TCE	Easement & TCE	TCE	Easement & TCE	-
D	NA	Union Pacific Railroad	TCE	TCE	TCE	Easement & TCE	-

TLID = Tax lot ID | Full = Full Acquisition | Partial = Partial Acquisition | Easement = Permanent Easement | TCE = Temporary Construction Easement | TCE Access = Temporary Construction Easement for accesses only | bus. displ. = business displacements | Temp. = Temporary

* Under the Retrofit Alternative the Portland Rescue Mission would require Temporary Relocation for 2 to 3 months during construction due to its primary access being blocked.

** The University of Oregon uses this space and it is identified as a business displacement of personal property.

*** Saturday Market would be permanently displaced from its administration offices but would only be temporarily displaced from its market location on the waterfront. A single permanent displacement has been tallied for this business.

**** Diamond Parking Services would be displaced from Map IDs 8 and 9 but is only counted as one business displacement.

***** The Retrofit and Short-span and Long-span Alternatives could potentially displace the Pacific Coast Fruit Company business due to impacts to the Rose City Transportation building next door which shares a wall. Because of the uncertainty surrounding the building impacts, Pacific Coast Fruit Company is being included as a business displacement.

The remainder of this section describes affected properties by Alternative, including for the No-Build Alternative. Impacts are mapped by Alternative and bridgehead in Figure 4 through Figure 7. Map IDs referenced in the remainder of this report can be found on the above-mentioned figures, as well as in the property-specific descriptions in Appendix A. Temporary construction and other easements on public and private right-of-way (Map IDs A, B, C, and D) are shown in Figure 3.

For additional information on property, property access, and parking impacts please see the EQRB Right-of-Way Technical Report (Multnomah County 2021h). For more detailed information on the impacts to parks see the EQRB Parks and Recreation Technical Report (Multnomah County 2021f). For potential historic resource impacts and mitigation see the EQRB Cultural and Historic Resources Technical Report (Multnomah County 2021b) and for information on the specific impacts to sensitive populations, including houseless populations, see the EQRB Environmental Justice Technical Report (Multnomah County 2021d).

7.2.1 No-Build Alternative

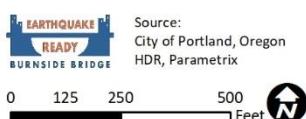
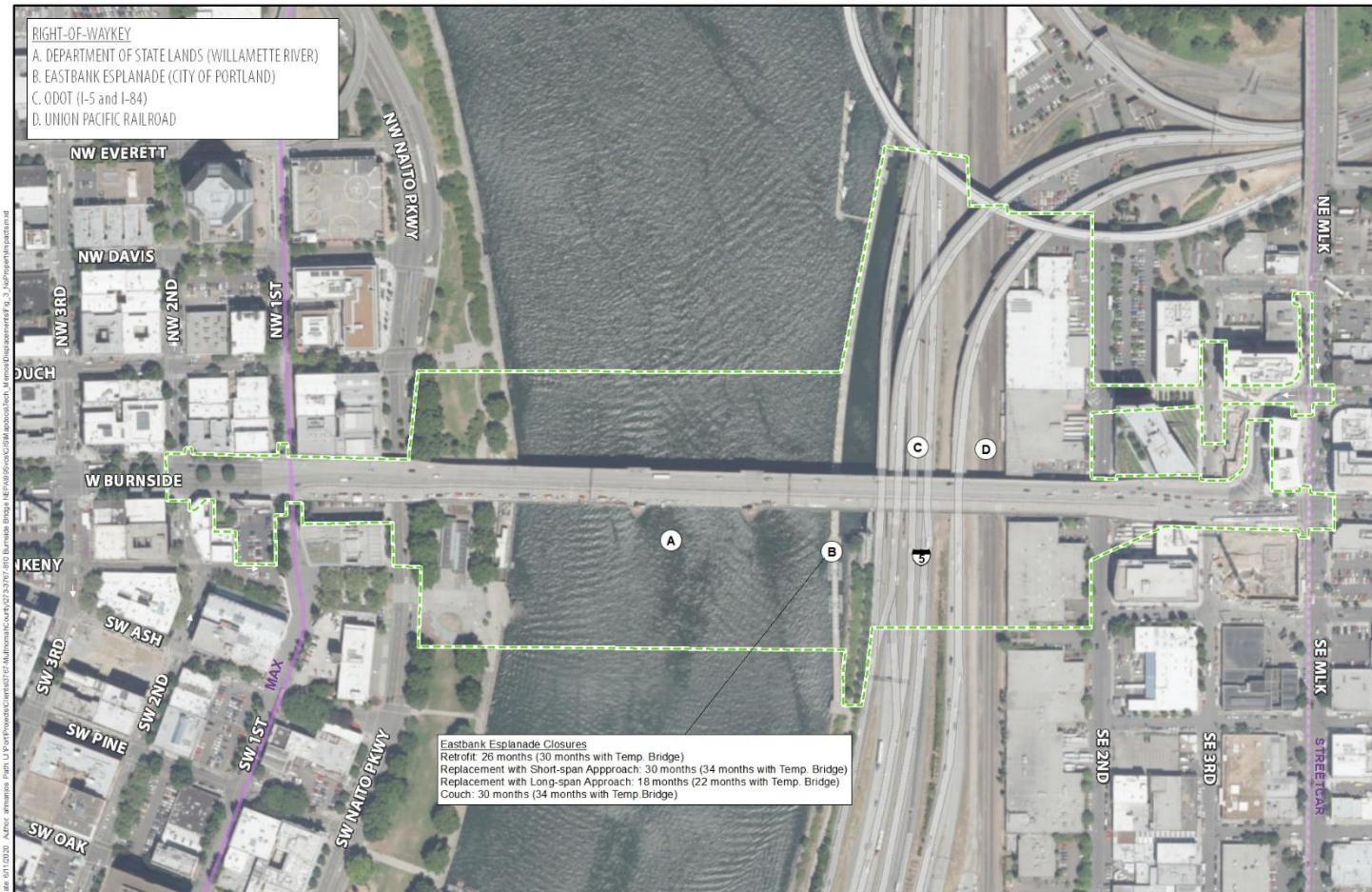
Under pre-earthquake conditions, the No-Build Alternative would not require impacts to any properties, as the current structure and access to the bridge would remain as they are today.

7.2.2 Enhanced Seismic Retrofit Alternative

The Retrofit Alternative would update the existing bridge, replacing major components required to meet seismic design criteria. Bridge footings and bents would be replaced in their current positions. The horizontal profile of the bridge would be modified slightly to provide additional separation from existing buildings, but the appearance of the bridge would be very similar to what exists today.

Impacts associated with this Alternative would be limited to properties directly below the bridge and those used for new bridge access at the west bridgehead. This Alternative would result in the fewest permanent property impacts and would require an equal number of permanent business displacements as the other Alternatives.

Figure 3. Temporary Construction Easements – Public and Private Right-of-Way



- (A) Right-of-way Impacted
- (B) Temporary Construction Easement Limits*

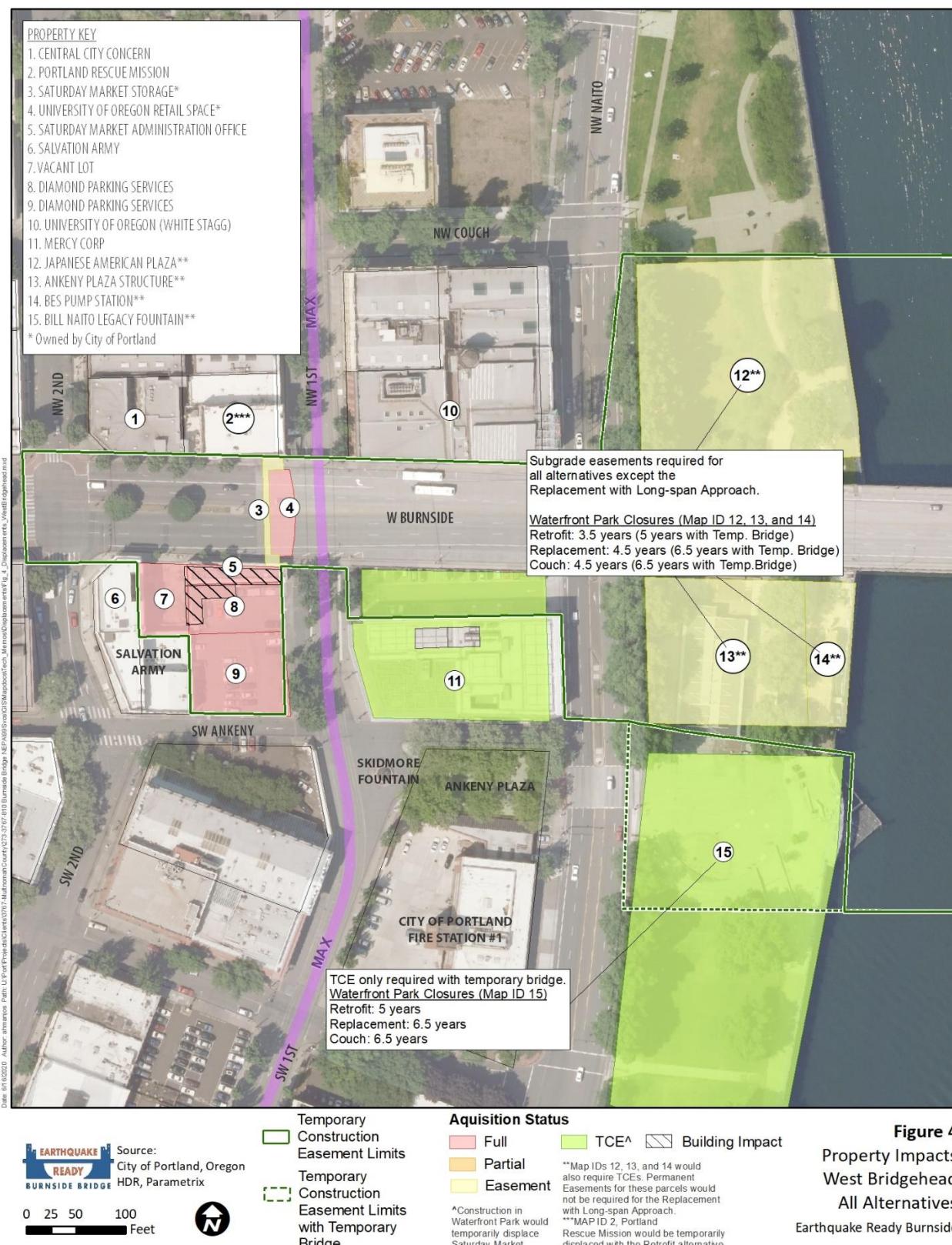
* Limit shown represent the combined impacts for all alternatives with a temporary bridge.

Figure 3
Right-of-way Impacts
(Not Taxlot Specific)

Earthquake Ready Burnside

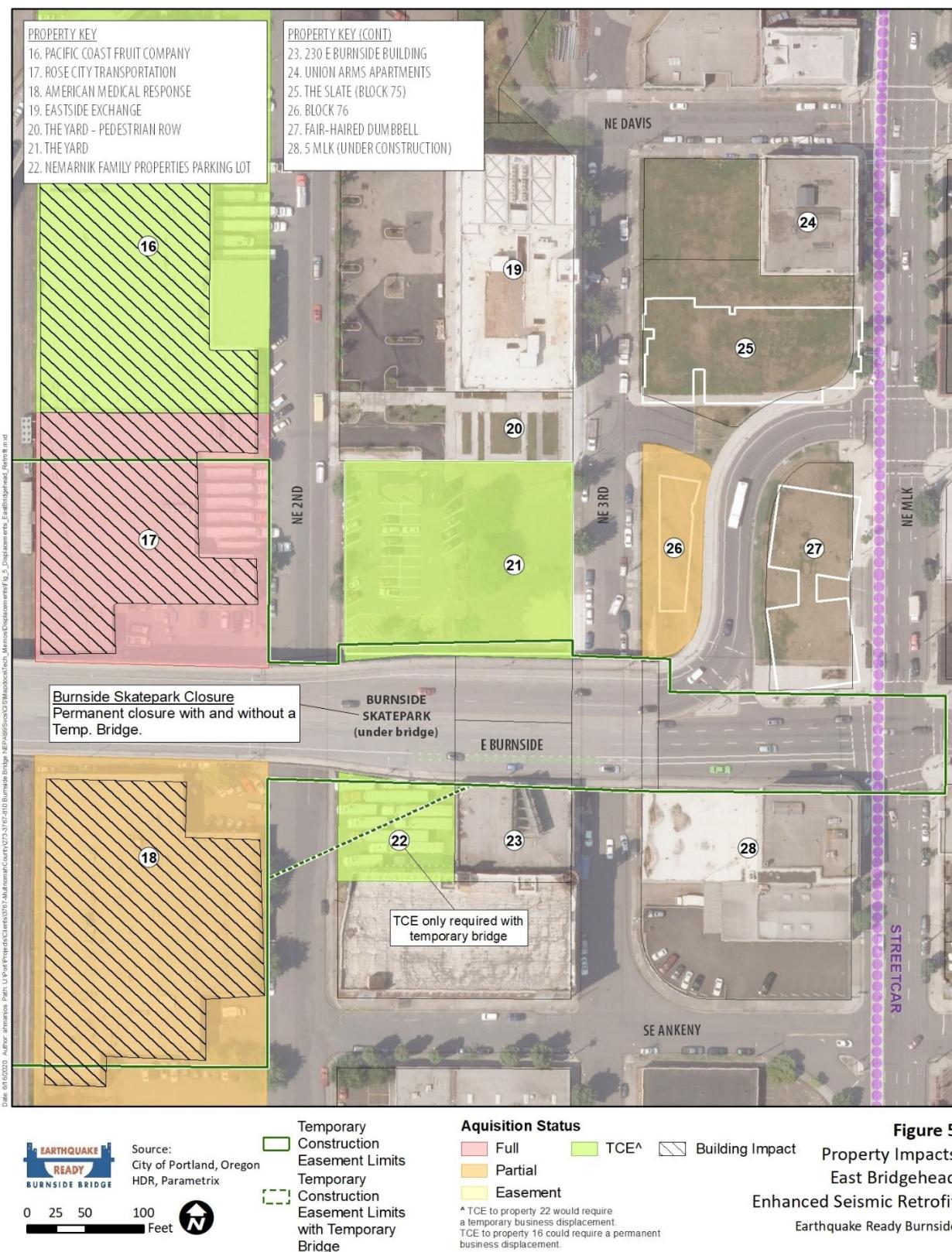
Source: City of Portland, HDR, Parametrix

Figure 4. Property Impacts – West Bridgehead, All Alternatives



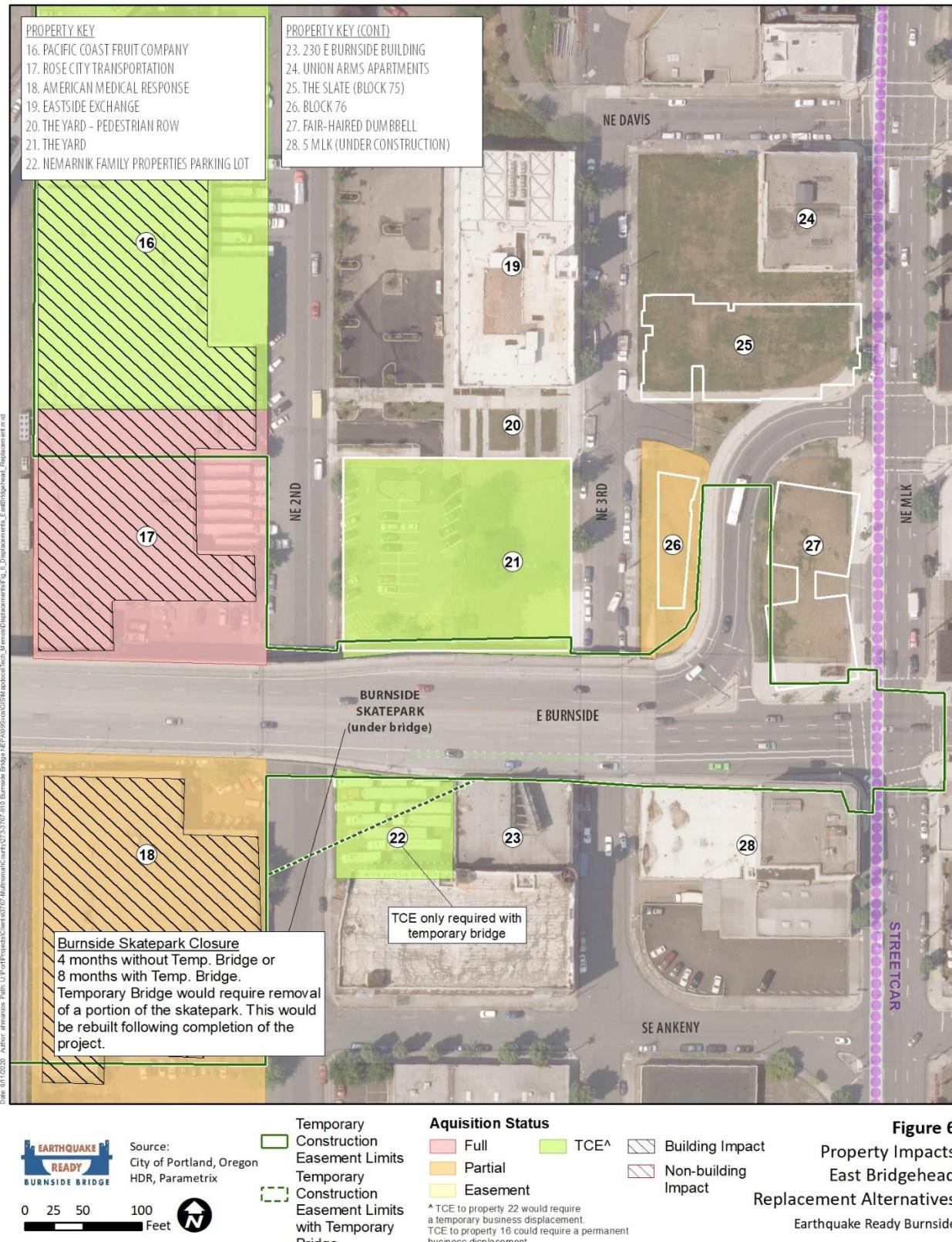
Source: City of Portland, HDR, Parametric

Figure 5. Property Impacts – East Bridgehead, Seismic Retrofit

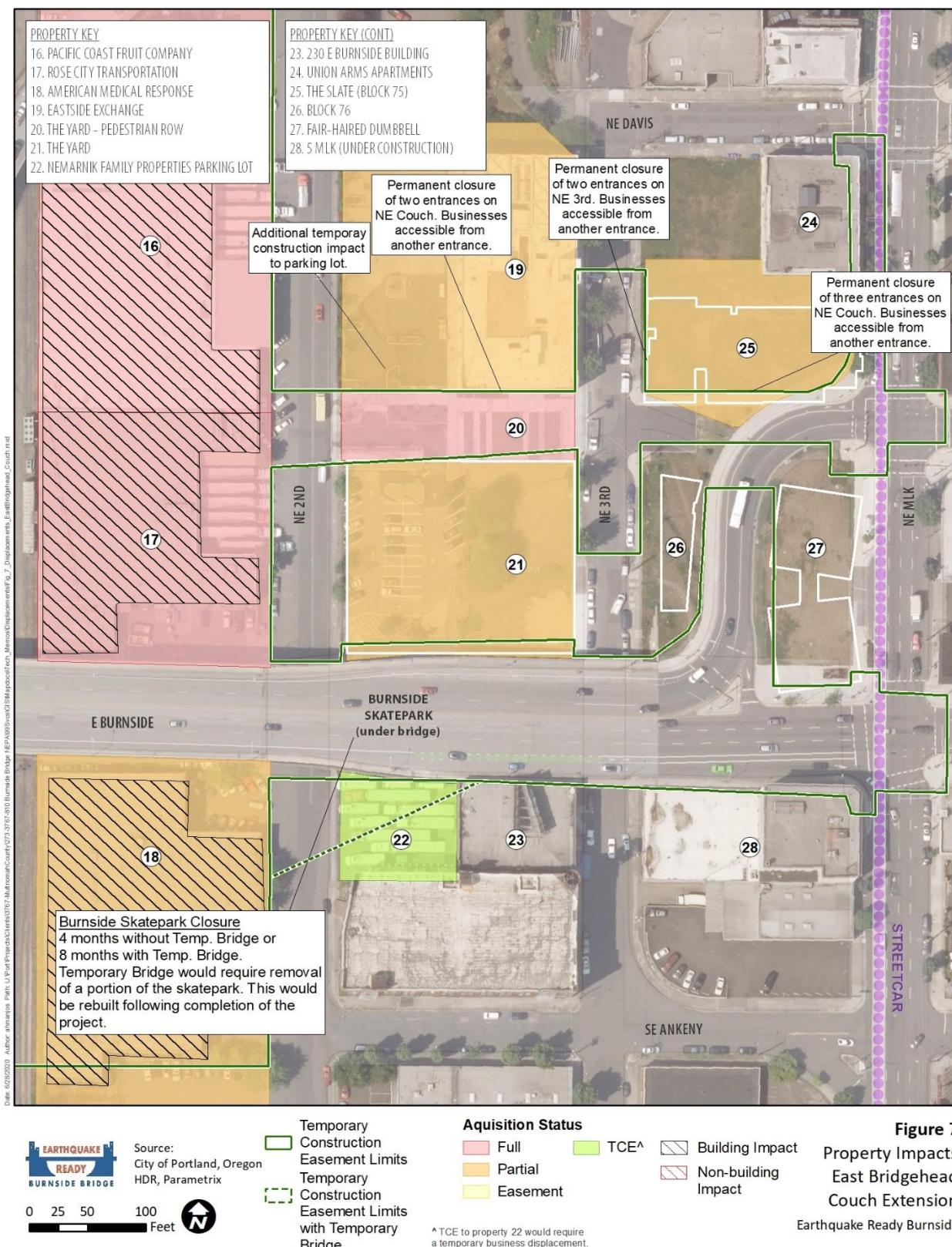


Source: City of Portland, HDR, Parametrix

Figure 6. Property Impacts – East Bridgehead, Short-Span and Long-Span Alternatives



Source: City of Portland, HDR, Parametrix

Figure 7. Property Impacts – East Bridgehead, Couch Extension


Source: City of Portland, HDR, Parametrix

Direct

Under pre-earthquake conditions, the Retrofit Alternative would require the full acquisition of six properties and the partial acquisition of two additional properties. These acquisitions would result in the permanent displacement of six businesses. At the west bridgehead, five full acquisitions would be required including the displacement of the University of Oregon from the retail space it leases from the City of Portland (Map ID 4), one parking business (Map IDs 8 and 9) and the Saturday Market administration office (Map ID 5). The Saturday Market administration office employs fewer than 10 people, and the parking use does not have any on-site employees. Employment information for the University of Oregon classroom varies with the use of the space.

At the east bridgehead, one full acquisition and two partial acquisitions would be required. The acquisitions would result in the displacement of two businesses: Rose City Transportation (Map ID 17) and AMR (Map ID 18). Rose City Transportation would be fully acquired, and the business relocated to make space for constructing and staging the new bridge. American Medical Response leases their building which will be acquired for the same purposes as the space occupied by Rose City Transportation; the remainder of the property and buildings will be unaffected. This Alternative would also require construction staging on Pacific Coast Fruit Company (Map ID 16) property which would displace the current use for over 12 months, thereby qualifying Pacific Coast Seafood for displacement compensation. The displacement of these three businesses would affect approximately 650 full-time employees and 30 part-time employees.

This Alternative would require permanent easements from four public parcels (Map IDs 3, 12, 13 and 14) under the west bridgehead. These properties include three parcels within Tom McCall Waterfront Park and one parcel owned by the City of Portland, directly below the bridge on SW/NW 1st Avenue. The parcel depicted as Map ID 3 is currently being leased by the Saturday Market for storage space.

The Retrofit Alternative would require the same number of partial and full acquisitions as the Short-span and Long-span Alternatives and fewer than the Couch Extension Alternative. All Alternatives would require the same number of permanent business displacements. This Alternative would require permanent closure of the Burnside Skatepark under the east bridgehead. All other Build Alternatives would require temporary closures but would ultimately maintain the skatepark.

See Figure 4 for property impacts at the west bridgehead and Figure 5 for property impacts at the east bridgehead. See Section 7.4 for additional information on construction impacts.

Direct Impacts Summary

- Six full acquisitions and two partial acquisitions
- Six permanent business displacements: Portland Saturday Market Administration Offices, the University of Oregon, Diamond Parking Services, Pacific Coast Fruit Company, Rose City Transportation, and AMR
- Permanent closure of the Burnside Skatepark

Indirect

Property acquisitions and business displacements associated with this Alternative would not have indirect impacts on other uses within the API. Similar uses exist within the API to provide comparable services.

7.2.3 Replacement Alternative with Short-Span Approach

The Short-span Alternative would completely remove the existing bridge and replace it with a seismically designed structure with a revised horizontal profile and fewer footings and bents. The new structure would maintain the existing alignment and approaches for vehicles but would add new accesses for pedestrians and bikes.

This Alternative would result in full and partial acquisitions and easements identical to those for the Retrofit Alternative. The Short-span Alternative would only require a temporary closure to the Burnside Skatepark during construction.

Direct

Direct, permanent property impacts and businesses displacements for the Short-span Alternative would be identical to those for the Retrofit Alternative.

See Figure 4 for property impacts at the west bridgehead and Figure 6 for property impacts at the east bridgehead. See Section 7.3.1 for additional information on construction impacts.

Direct Impacts Summary

- Six full acquisitions and two partial acquisitions
- Six permanent business displacements: Portland Saturday Market Administration Offices, the University of Oregon, Diamond Parking Services, Pacific Coast Fruit Company, Rose City Transportation, and AMR
- No permanent closure of the Burnside Skatepark

Indirect

Indirect impacts resulting from the Short-span Alternative are expected to be identical to those for the Retrofit Alternative.

7.2.4 Replacement Alternative with Long-Span Approach

The Long-span Alternative would completely remove the existing bridge and replace it with a seismically designed structure with a revised horizontal profile and fewer footings and bents than needed for the Retrofit or Short-span Alternatives. This new structure would maintain the existing alignment and approaches for vehicles but would add new accesses for pedestrians and bikes.

This Alternative would result in full and partial property acquisitions identical to those for the Retrofit and Short-span Alternatives.

The Long-span Alternative would require five fewer permanent easements as it would not require footings within Tom McCall Waterfront Park at the west bridgehead or within the ODOT or Oregon Department of State Lands right-of-way near the east bridgehead.

As with the Short-span Alternative, the Long-span Alternative would only require a temporary closure of the Burnside Skatepark as opposed to a permanent closure that would be required with the Retrofit Alternative.

Direct Impacts Summary

- Six full acquisitions and two partial acquisitions
- Six permanent business displacements: Portland Saturday Market Administration Offices, the University of Oregon, Diamond Parking Services, Pacific Coast Fruit Company, Rose City Transportation, and AMR
- No permanent closure of the Burnside Skatepark

7.2.5 Replacement Alternative with Couch Extension

The Couch Extension Alternative, like the Short-span and Long-span Alternatives, would require completely removing and replacing the existing bridge structure. Under this Alternative, the new bridge would follow the existing alignment at the west bridgehead but would split before the east bridgehead with separate approaches for NE Couch Street (westbound) and E Broadway Street (eastbound). The approach to NE Couch Street at the east bridgehead would pass through the existing pedestrian and bike right-of-way (Map ID 20) between The Yard (Map ID 21) and the Eastside Exchange Building (Map ID 19).

The Couch Extension Alternative would result in the highest number of permanent property impacts but the same number of business displacements as with the other Build Alternatives.

Direct

The Couch Extension Alternative would require identical property acquisitions at the west bridgehead as would the Short-span and Long-span Alternatives. At the east bridgehead, this Alternative would require the full acquisition of the pedestrian and bike right-of-way associated with The Yard (Map ID 20) and the Pacific Coast Fruit Company parcel (Map ID 16). In addition to this full acquisition, the Couch Extension Alternative would require partial acquisition of the Eastside Exchange property (Map ID 19), The Yard (Map ID 21), and The Slate (Map ID 25). Building impacts would not be expected from any of these partial acquisitions; however, there could be permanent building access closures that would require building modifications if no other access exists. No additional business displacements would be anticipated due to these closures, but compensation for a partial properties acquisition would be required. Business displacements for the Couch Extension Alternative would be identical to the other Alternatives.

Permanent easement requirements would be identical to those for both the Retrofit and Short-span Alternatives at the west bridgehead but would add a permanent easement for bridge facilities that would be needed from UPRR (Map ID D) for the Couch Extension bridge improvements.

The Couch Extension Alternative would not require the permanent closure of the Burnside Skatepark.

See Figure 4 for property impacts at the west bridgehead and Figure 7 for property impacts at the east bridgehead. See Section 7.4 for additional information on construction impacts.

Direct Impacts Summary

- Eight full acquisitions and four partial acquisitions
- Six permanent business displacements: Portland Saturday Market Administration Offices, the University of Oregon, Diamond Parking Services, Pacific Coast Fruit Company, Rose City Transportation, and AMR
- No permanent closure of the Burnside Skatepark

Indirect

Indirect impacts resulting from the Couch Extension Alternative would be identical to those for the Retrofit, Short-, and Long-span Alternatives.

7.3 Post-Earthquake Impacts

7.3.1 No-Build Alternative

A magnitude 8+ CSZ earthquake would affect buildings, bridges, and other infrastructure not built to CSZ seismic standards. Of the 67 buildings within the API, 32 are unreinforced masonry, which are particularly susceptible to collapse during a CSZ earthquake (City of Portland n.d.). Figure 8 shows the locations and upgrade status of unreinforced masonry buildings within the API. The Burnside Bridge is not rated for a CSZ earthquake and would be expected to collapse, resulting in further damage to the surrounding transportation infrastructure and buildings.

The immediate effects of a CSZ earthquake would likely include the collapse of several unreinforced masonry buildings at the west bridgehead, independent of the bridge collapse itself, including the Portland Saturday Market administration offices (Map ID 5), the Salvation Army building at the corner of SW 2nd Avenue (Map ID 6) and W Burnside Street, as well as the Central City Concern–Shoreline Building at NW 2nd Street and W Burnside Street (Map ID 1). There are no unreinforced masonry buildings directly adjacent to the east bridgehead. In addition to building collapse from shaking alone, a CSZ earthquake would be expected to result in the collapse of the Burnside Bridge onto the buildings below. At the west bridgehead, this collapse would likely result in severe impacts to the properties below the west bridgehead (Map IDs 3 and 4), the Ankeny Plaza Structure (Map ID 13), and the Bureau of Environmental Services Pump Station (Map ID 14) in Tom McCall Waterfront Park. At the east bridgehead, the bridge would fall onto I-84, I-5 (Map ID C), and the UPRR right-of-way (Map ID D), as well as the buildings currently housing Rose City Transportation (Map ID 17) and AMR (Map ID 18).

Figure 8. Buildings with Unreinforced Masonry

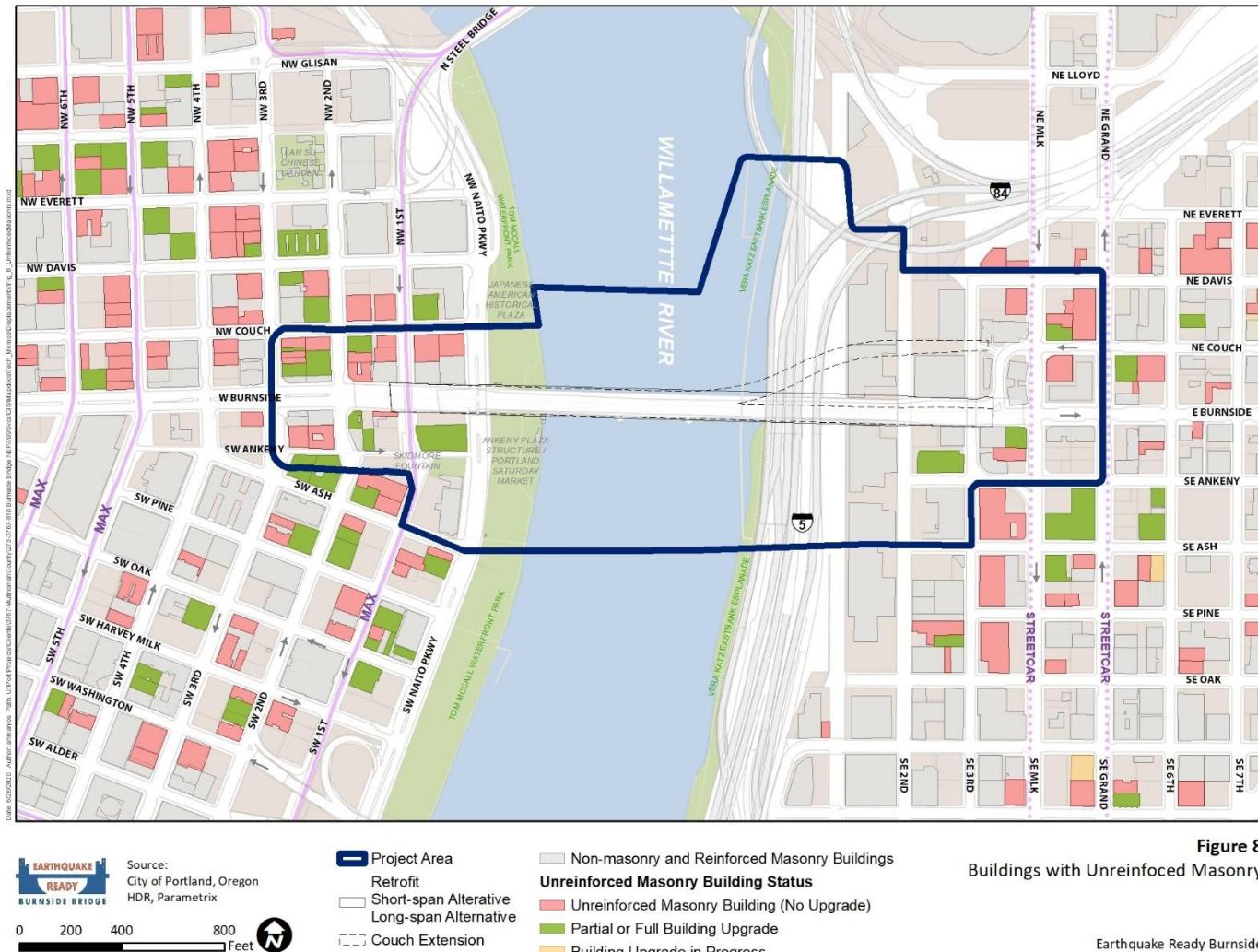


Figure 8

Buildings with Unreinforced Masonry

The collapse of these buildings would result in the direct displacement of seven businesses. Table 5 below lists properties potentially directly affected by the bridge collapse under the No-Build Alternative. This list does not include properties outside of the bridgeheads which would have shared impacts across all Build Alternatives and the No-Build Alternative.

Table 5. Properties Potentially Affected by Bridge Collapse During and After a CSZ Earthquake Under the No-Build Alternative

ID	TLID	Property Name	Reason for Collapse	Businesses Displaced
1	1N1E34CA -09200	Central City Concern (Shoreline Building)	Shaking	1
3	1N1E34DB -01400	University of Oregon Classroom (City of Portland)	Bridge Collapse	1
4	1N1E34DB -01500	Portland Saturday Market Storage (City of Portland)	Bridge Collapse	-
5	1N1E34DC -00800	Saturday Market Administration Offices (Skidmore Fountain Plaza, LLC)	Shaking	1
6	1N1E34CD -00300	Salvation Army	Shaking	1
13	1N1E34DC -03600	Ankeny Plaza Structure (City of Portland)	Bridge Collapse	-
14	1N1E34DC -00100	BES Pump Station (City of Portland)	Bridge Collapse	-
16	1N1E34DA -01500	Pacific Coast Fruit Company	I-5/I-84 Ramp Collapse	1
17	1N1E34DA -01900	Rose City Transportation	Bridge Collapse	1
18	1N1E34DD -01000	American Medical Response	Bridge Collapse	1

Buildings and uses adjacent to the bridge could be impacted from the bridge swaying as well. These properties, which have the potential to withstand the earthquake and bridge collapse, are listed in Table 6 below.

Table 6. Properties Potentially Affected by Bridge Sway During a CSZ Earthquake Under the No-Build Alternative

ID	TLID	Property Name	Number of Businesses	Number of Residences
2	1N1E34DB -00900	Portland Rescue Mission	1	-
10	1N1E34DB -00600	University of Oregon (White Stag Building)	9	-
11	1N1E34DC -90000	Mercy Corps	1	-
21	1N1E34DA -02001	The Yard	2	284
22	1N1E34DD -00900	Nemarnik Family Properties Parking Lot	1	-
23	1N1E34DD -00700	230 East Burnside Building	3	-

In the weeks, months, and potentially even years following a CSZ earthquake, access to businesses near the bridgehead from both E and W Burnside Street would be closed, as would access to some businesses on SE/NE 2nd Avenue and SE/NE 3rd Avenue below the east bridgehead, and SW/NW Naito Parkway and SW/NW 1st Avenue below the west bridgehead due to the bridge's collapse.

For details of the conditions and impacts of the No-Build Alternative post-earthquake, including access consideration and other transportation-related impacts, see the EQRB Transportation Technical Report (Multnomah County 2021j). For additional details on the effects to sensitive populations and uses post-earthquake, see the EQRB Land Use (Multnomah County 2021e), Social/Neighborhood (Multnomah County 2021i), Public Services (Multnomah County 2021g), and Environmental Justice (Multnomah County 2021d) Technical Reports.

7.3.2 Enhanced Seismic Retrofit Alternative

Direct

During and immediately following a CSZ earthquake, impacts to properties not directly adjacent to or below the bridgeheads would be the same for the No-Build and the Retrofit Alternatives. Under this Alternative, several properties including the Saturday Market administration Office (Map ID 5) at the west bridgehead, and the Pacific Coast Fruit Company (Map ID 16), the Rose City Transportation (Map ID 17), and AMR (Map ID 18) properties at the east bridgehead would have already been displaced during construction and therefore would not be affected at the time of the earthquake. Having already been relocated, employees of these businesses could potentially be saved from major injuries or casualty from the collapsing buildings within the API if they are relocated to a seismically sound building elsewhere.

Compared with the No-Build Alternative, the Retrofit Alternative would also reduce impacts to adjacent properties, as the seismically retrofitted bridge would not be expected to sway or collapse into the adjacent buildings identified in Table 6. The absence of bridge movement with this Alternative in place would also provide a better likelihood that accesses along W and E Burnside Streets at the bridgeheads would be maintained.

Long term, the Retrofit Alternative would reduce cleanup associated with bridge and building collapse and allow access to businesses and residents more quickly, thereby reducing displacements compared with the No-Build Alternative.

Indirect

Following the CSZ earthquake, the constructed Retrofit Alternative would remain standing and not only provide access across the river, but also reduce cleanup and collateral damage associated with a bridge collapse. This reduction would be notable in Tom McCall Waterfront Park which would be undamaged and could be used for staging emergency resources or for emergency vehicle access.

7.3.3 Replacement Alternative with Short-Span Approach

Direct

Both the direct and indirect post-CSZ earthquake impacts for the Short-span Alternative would be identical to those for the other Build Alternatives.

7.3.4 Replacement Alternative with Long-Span Approach

Both the direct and indirect post-CSZ earthquake impacts for the Long-span Alternative would be identical to those for the other Build Alternatives.

7.3.5 Replacement Alternative with Couch Extension

Direct

Both the direct and indirect post-CSZ earthquake impacts for the Couch Extension Alternative would be identical to those for the other Build Alternatives.

7.4 Construction Impacts

Construction impacts within the API can be split into two categories: construction and staging area closures and access closures. Construction and staging area closures are defined by locations where construction equipment would be staged or where construction activities would occur and would need to be closed for safety. Access closures are defined as properties where business or residential accesses, including doorways and garages, would be temporarily closed, most for fewer than 3 months, due to street closures or other construction activity. In the following description of construction impacts, access closures are only counted for properties where no other TCEs are required for construction and staging area closures.

Construction-related impacts for all Alternatives vary according to whether a temporary bridge is constructed. Several temporary bridge options are under consideration, including a pedestrian-only, transit-only, and vehicle-only temporary bridge. The impacts for each type of temporary bridge, in regard to acquisitions and displacements, are identical and are therefore not evaluated separately.

There would be common off-site construction staging areas for all Build Alternatives. At the current level of design, a final location for off-site staging has not been determined, but the four sites (A, B, C, and D) listed in Table 7 below are potential sites. These locations could be used for construction staging or access and then returned to their current use following completion of the Project. No business displacements would be anticipated for these off-site staging locations. Potential construction staging site locations are included in Figure 9.

Table 7. Properties Affected by Off-Site Construction Staging

TLID	Property Owner	Current Use	Staging Acres
1N1W13 - 00205	Atofina Chemical Inc.	Industrial	14.89
1N1W13 - 00206	Atofina Chemical Inc.	Vacant	24.18
1N1E28B - 00100	Port of Portland	Industrial	11.70
1N1E28B - 00400	Port of Portland	Industrial	16.39
1N1E34AD - 01300	Union Pacific Railroad	Rail right-of-way	1.32
1N1E27CB - 03000	R B Pamplin Corp. & Subs	Industrial	1.59
1N1E27CB - 02900	R B Pamplin Corp. & Subs	Industrial	0.32
1N1E34AC - 00400	900 Thunderbird LLC	Industrial	3.18

A summary of temporary construction impacts is provided in Table 8 below.

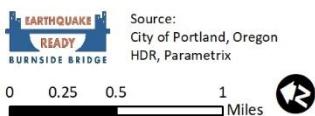
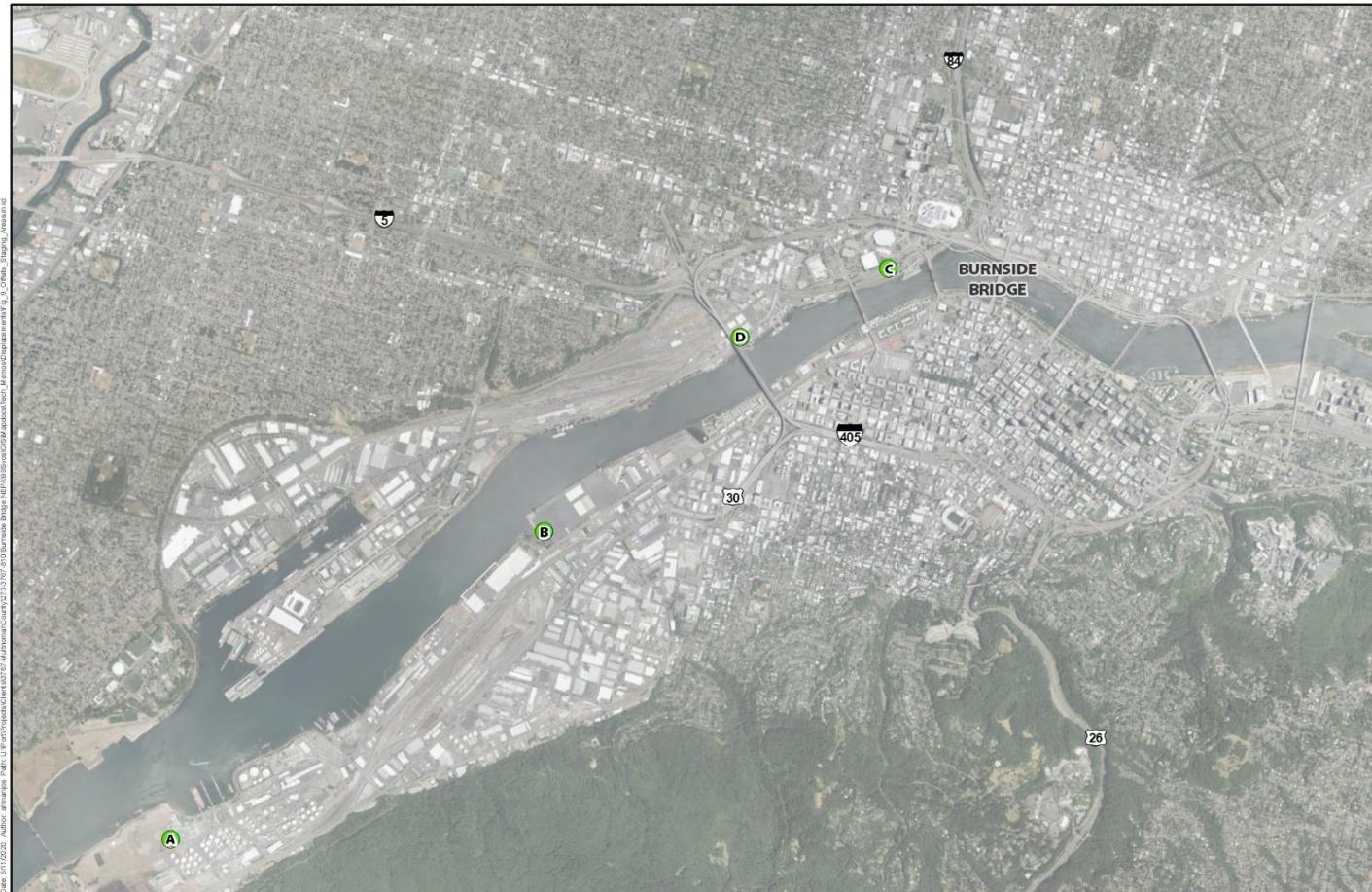
Table 8. Temporary Construction Easements and Temporary Displacements by Alternative

Alternative	TCEs No Temporary Bridge (temporary bus. displ.)	TCEs Temporary Bridge (temporary bus. displ.)	Additional Access Easements (temporary bus. displ.)
Enhanced Retrofit	10 (0)	12 (1)	+4 (+1)
Short-span Alternative	10 (0)	12 (1)	+7 (+0)
Long-span Alternative	10 (0)	12 (1)	+7 (+0)
Couch Extension	9 (0)	11 (1)	+11 (+0)

Notes: TCE = temporary construction easement; bus. displ. = business displacements

A common impact to all Build Alternatives during construction would be the effect on houseless populations who use the existing bridge and the surrounding area for shelter. During construction, the portion of Tom McCall Waterfront Park directly below and adjacent to the bridge would be closed for staging and safety, which would displace houseless persons who shelter there. Likewise, portions of SE/NE 2nd Avenue and SE/NE 3rd Avenue would be closed during construction which would displace houseless sheltering below the east bridgehead. The duration of these closures would depend on the Alternative and location, but it is anticipated that portions of Tom McCall Waterfront Park could be closed from 5 to 6.5 years. The Retrofit Alternative without a temporary bridge would require the shortest closure time and Replacement Alternatives with a temporary bridge would require the longest closures.

Figure 9. Potential Off-Site Staging Areas



- Potential Off-site Staging Areas
 - A. Willamette Staging Option off Front Ave.
 - B. USACE Portland Terminal 2
 - C. Willamette Staging Option off Interstate Ave.
 - D. Ross Island Sand and Gravel

Figure 9
Potential Off-site Staging Areas
Earthquake Ready Burnside

Source: City of Portland, HDR, Parametrix

See the EQRB Right-of-Way Technical Report (Multnomah County 2021h) for additional information on TCEs. See the EQRB Construction Approach Technical Report (Multnomah County 2021a) for additional information on construction scheduling and closures and the EQRB Social/Neighborhood Technical Report (Multnomah County 2021i) for more information on the impacts to and mitigation measures for the houseless population. For the location and closure schedule of each access see Figure A-1, Figure A-2, and Table A-1 in Appendix A of this report.

7.4.1 Without Temporary Detour Bridge Option

Enhanced Seismic Retrofit Alternative

In addition to the off-site staging areas identified in Table 7 and Figure 9, construction of the Retrofit Alternative would require TCEs from six properties as well as the Willamette River (Map ID A), the Eastbank Esplanade (Map ID B), and the I-84/I-5 and UPRR right-of-way (Map ID C and D). Three of the parcels impacted by construction and staging area closures under this Alternative would be within Tom McCall Waterfront Park at the west bridgehead (Map IDs 12, 13, and 14) and would be used for staging and constructing the bridge. These closures would displace the Portland Saturday Market for the duration of construction; however, the Portland Saturday Market organization relies upon the close proximity of their administrative office, storage space, and market space, therefore the permanent acquisition of their administrative offices would result in a permanent displacement regardless of the temporary construction impacts. The displacement of Portland Saturday Market and the Administrative Offices is reported as one permanent business displacement in Section 7.2. The Mercy Corps property parking lot (Map ID 11) and the grounds of The Yard (Map 21) would also be impacted by this Alternative, but no temporary business or residential displacements would be required.

Regarding access impacts, 16 building entrances and garages would be temporarily closed during construction of the Retrofit Alternative. The closure durations and locations of these entrances are listed in Table A-1 in Appendix A.

For the Retrofit Alternative, these closures would require additional, minor TCEs from four properties including the Portland Rescue Mission (Map ID 2), the University of Oregon – White Stag (Map ID 10) building directly north of the west bridgehead, the 230 E Burnside Building (Map ID 23), and the 5 MLK Building (Map ID 28) currently under construction directly south of the east bridgehead. All but the impact to the Portland Rescue Mission could be mitigated by using alternate entrances. The Portland Rescue Mission entrances would be blocked for 2 to 3 months and could require a temporary closure of the mission during this period. This would affect sensitive populations who rely on support services provided by the Portland Rescue Mission. While not anticipated with the current design, if a modification were made to the Portland Rescue Mission as part of the Project, it could require additional historic review by the City of Portland. See the EQRB Cultural and Historic Resources Technical Report (Multnomah County 2021b) for more information.

Construction Impacts Summary

- 14 total TCEs
- TCEs affect 10 properties for construction and staging areas
- Access-only TCEs affect 4 additional properties
- Requires temporary closure of 16 building entrances
- The only Alternative to require the temporary closure of Portland Rescue Mission access for 2 to 3 months
- Shortest closure of Tom McCall Waterfront Park (3.5 years)
- Longer closure to Eastbank Esplanade than Long-span Alternative (26 months)

Replacement Alternative with Short-Span Approach

Temporary construction impacts associated with the Short-span Alternative would impact 17 properties, 7 of which would temporarily impact accesses only. Construction and staging property impacts for this Alternative would be identical to those for the Retrofit Alternative.

During construction of the Short-span Alternative, 25 doorways and garage entrances would be temporarily impacted. These access closures would require 7 additional TCEs.

Construction Impacts Summary

- 17 total TCEs
- TCEs affect 10 properties for construction and staging
- Access-only TCEs affect 7 additional properties
- Required temporary closure of 25 building entrances
- Longer closure to Tom McCall Waterfront Park than for the Retrofit Alternative (4.5 years)
- Longest closure to the Eastbank Esplanade (30 months)

Replacement Alternative with Long-Span Approach

Temporary construction impacts associated with Long-span Alternative would impact 17 properties, 7 of which would temporarily impact accesses only. Construction staging and access impacts would be identical to those for the Short-span Alternative, but impacts to the Eastbank Esplanade would be shorter in duration.

Construction Impacts Summary

- 17 total TCEs
- TCEs affect 10 properties for construction and staging
- Access-only TCEs affect 7 additional properties
- Required temporary closure of 25 building entrances

- Longer closure to Tom McCall Waterfront Park than for the Retrofit Alternative (4.5 years)
- Shortest closure to the Eastbank Esplanade (18 months)

Replacement Alternative with Couch Extension

The Couch Extension Alternative would require TCEs for 20 properties, 11 for access impacts only. The non-access easements at the west bridgehead would be identical to those for the other Replacement Alternatives.

Construction of the Couch Extension Alternative would require 45 temporary door access closures, which is more than for the other Build Alternatives, as well as 7 permanent access closures from two properties at the east bridgehead. These permanent access closures would be to pedestrian doorways and would not result in any business displacements, and the properties impacted have been identified as partial acquisitions. Construction closures for Tom McCall Waterfront Park and the Eastbank Esplanade would be the same as for the Short-span Alternative and longer than for the Retrofit Alternative.

Construction Impacts Summary

- 20 total TCEs
- TCEs affect 9 properties for construction and staging
- Access-only TCEs affect 11 additional properties
- Requires temporary closure of 45 building entrances
- Permanent closure of 7 entrances
- Longer closure to Tom McCall Waterfront Park than for the Retrofit Alternative (6.5 years)
- Longest closure to Eastbank Esplanade (30 months)

7.4.2 Temporary Detour Bridge Option

Enhanced Seismic Retrofit Alternative

Construction of the Retrofit Alternative with the temporary bridge would require TCEs from two additional properties compared to the same Alternative without the temporary bridge. At the east bridgehead, the temporary bridge would require a construction easement for the Nemarnik Family Properties parking lot (Map ID 22). The Nemarnik Family Properties parking lot would temporarily close during construction, resulting in a temporary business displacement. This temporary displacement would accommodate the connection of the temporary bridge to E Burnside. At the west bridgehead, the temporary bridge would require a construction easement for the Bill Naito Legacy Fountain property (Map ID 15) in Tom McCall Waterfront Park. Construction staging and work on this property would last between 5 and 6.5 years depending on the Alternative.

Construction of the temporary bridge would extend the closure to all three parks within the Project Area as shown in Table 9 below.

Table 9. Park Closures with and without Temporary Bridge

Alternative	Tom McCall Waterfront No Temporary Bridge (with Temporary Bridge)	Eastbank Esplanade No Temporary Bridge (with Temporary Bridge)	Burnside Skatepark No Temporary Bridge (with Temporary Bridge)
Enhanced Retrofit	3.5 years (+1.5 years)	26 months (+4 months)	Permanent Closure
Short-span Alternative	4.5 years (+2 years)	30 months (+4 months)	4 months (+4 months)
Long-span Alternative	4.5 years (+2 years)	18 months (+4 months)	4 months (+4 months)
Couch Extension	4.5 years (+2 years)	30 months (+4 months)	4 months (+4 months)

No additional property access closure would be required.

*Construction Impacts with Temporary Bridge Summary**

- Two additional TCEs
- One temporary business displacement: Nemarnik Family Properties parking lot (Map ID 22)
- Longer closure to all parks for all Build Alternatives.

* Impacts shared for all Build Alternatives

Replacement Alternative with Short-Span Approach

The temporary construction impacts for the Short-span Alternative with a temporary bridge would be the same as for the Retrofit Alternative.

Replacement Alternative with Long-Span Approach

The temporary construction impacts for the Long-span Alternative with a temporary bridge would be the same as for the Retrofit Alternative.

Replacement Alternative with Couch Extension

The temporary construction impacts for the Long-span Alternative with a temporary bridge would be the same as for the Retrofit Alternative.

7.5 Cumulative Effects

The cumulative impacts analysis considered the Project's impacts combined with other past, present, and reasonably foreseeable future actions that would have environmental impacts in the Project vicinity. Based on the list of foreseeable transportation and other development projects that are anticipated to occur in the Project vicinity within the same time frame, as well as relevant past actions that have defined the Project vicinity, a qualitative analysis of cumulative effects has been conducted for acquisition and displacement impacts. The analysis of potential cumulative acquisition and displacement

impacts is examined for both the near-term construction effects as well as the long-term operational impacts.

7.5.1 No-Build Alternative

The No-Build Alternative would not have any immediate, adverse property impacts as businesses and residential units would be unaffected in the short term. In the long term, land development demands and building maintenance requirements could potentially result in new development or redevelopment of some properties within the Project vicinity. Should a major CSZ earthquake occur, the No-Build Alternative would result in the greatest amount of damage to properties and displacement of uses.

7.5.2 Build Alternatives

All the Build Alternatives would provide an earthquake-resilient Burnside Bridge that would acquire property and displace uses both in the short and long term. Short-term impacts would be limited to the 3.5 to 6 years of construction, whereas long-term impacts would persist indefinitely.

The property impacts associated with the Build Alternatives are not expected to drastically change the development potential or land use patterns within the Project vicinity. Should a major CSZ earthquake occur, the Build Alternatives would likely result in fewer property impacts as the bridge would be anticipated to remain standing and several unreinforced masonry buildings would have been displaced prior to the earthquake.

7.6 Compliance with Laws, Regulations, and Standards

All Build Alternatives would require TCEs, permanent easements, and property in fee, as well as existing public right-of-way. Affected properties and property owners would be notified and compensated in accordance with the local, state, and federal laws identified in Section 4. This includes obtaining all necessary construction permits for public right-of-way.

7.7 Conclusion

The No-Build Alternative would not require property acquisitions or displacements under a pre-earthquake scenario. During and immediately following a major CSZ earthquake, properties under and adjacent to the bridge would be impacted causing extensive property damage, injuries, and potential loss of life.

All the Build Alternatives would require acquiring properties and displacing businesses in the near term. The Retrofit, Short-span, and Long-span Alternatives would require identical full, partial, and TCE acquisitions, but the Long-span Alternative would require fewer permanent easements. The Retrofit Alternative would require permanent removal of the Burnside Skatepark. The Couch Extension Alternative would acquire the most properties but displace the same six businesses as would the other Alternatives. The Couch Extension would be the only Alternative to require permanent entrance closures.

7.7.1 Impact Summary

- All Build Alternatives would require the displacement of six businesses including The Portland Saturday Market, The University of Oregon, Diamond Parking Services, Pacific Coast Fruit Company, Rose City Transportation, and AMR.
- The Retrofit Alternative would affect the fewest properties.
- The Couch Extension Alternative would affect the highest number of properties.
- The Couch Extension would require more TCEs, permanent easements, and fee acquisitions than the other Build Alternatives.
- The Retrofit Alternative would require the temporary closure of the Portland Rescue Mission for 2 to 3 months during construction.
- The Nemarnik Family Properties parking lot would be temporarily displaced by all the Build Alternatives with a temporary bridge.
- The temporary bridge would require one additional TCE within Tom McCall Waterfront Park.
- A portion of Tom McCall Waterfront Park and the Eastbank Esplanade under and adjacent to the Burnside Bridge would be temporarily closed for construction by all the Build Alternatives.
- The Burnside Skatepark would be completely demolished by the Retrofit Alternative and not rebuilt. All other Build Alternatives would only require park closure during construction.

8 Mitigation Measures

Acquisition and displacement information was gathered for this report in the fall of 2019 and winter of 2020 based on the current level of bridge design. At this early time, the following mitigation measures are relevant to all Build Alternatives:

- The right-of-way acquisition and relocation process will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, as amended, in cooperation with the Federal Highway Administration.
- The right-of-way acquisition and relocation process will comply with Title 23 Code of Federal Regulations Part 710 (23 CFR 710), the Right-of-Way and Real Estate Regulations for Federal and Federally Assisted Programs, Final Rule and Notice, issued by the U.S. Department of Transportation.
- Relocation assistance will be provided fairly, uniformly, and equitably for all affected persons.
- Coordination during future design stages of the Project to remove or reduce potential property impacts through design refinements.
- Coordination with Multnomah County and the City of Portland to identify potential relocation sites for displaced businesses.

- Coordination with the City of Portland regarding potential impacts to historic resources.
- Coordination with the Portland Rescue Mission to maintain public access during construction.
- Preparation of a schedule and plan for communicating temporary access closures.

Additional information regarding the displacement and relocation process is included in Appendix B.

9 Contacts and Coordination

[Indicate individuals or organizations contacted during the course of the analysis.]

10 Preparers

Name	Professional Affiliation	Education	Years of Experience
Josh Ahmann	Parametrix	Master of Urban and Regional Planning	15

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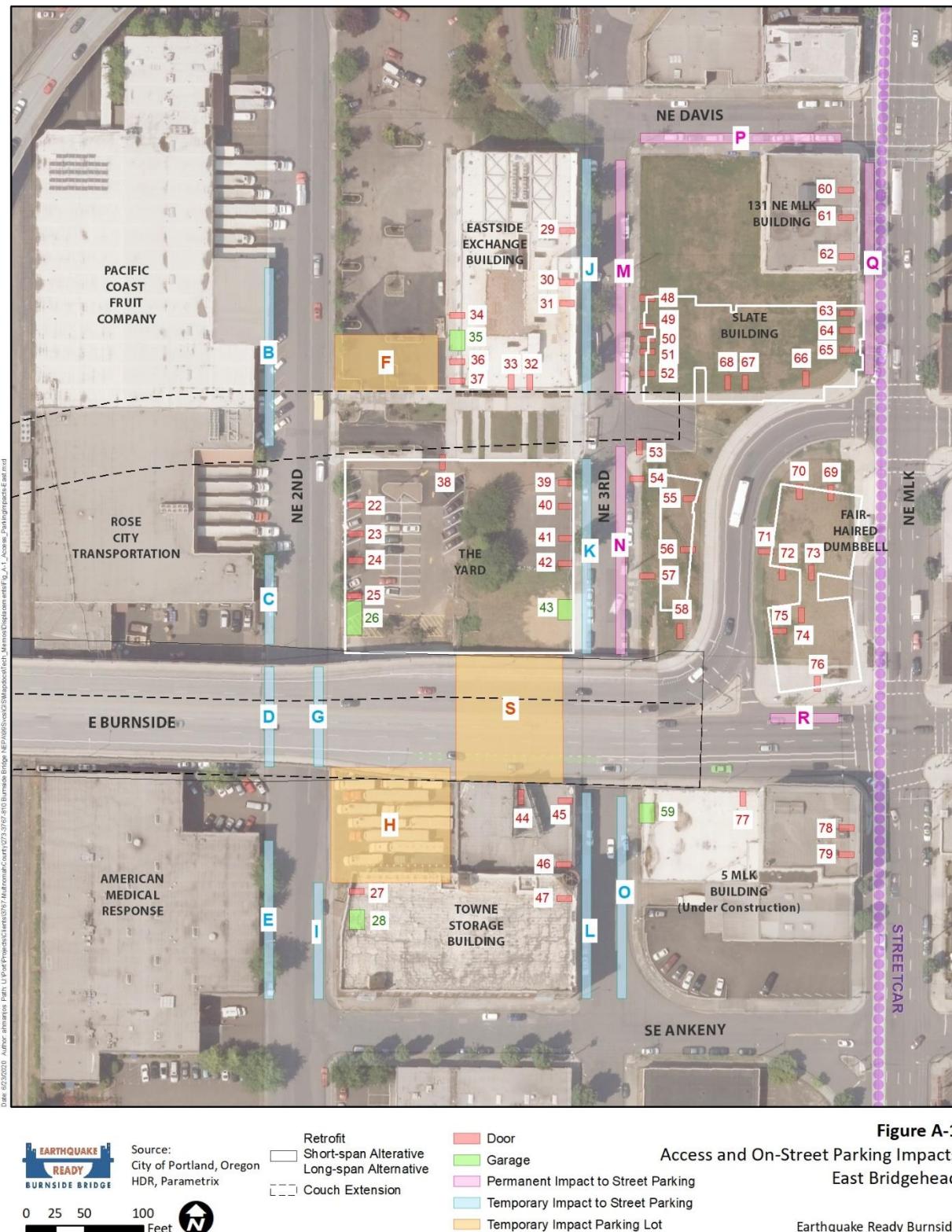
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Appendix A. Impacts by Property

Figure A-1. Access and On-Street Parking Impacts, East Bridgehead



Source: City of Portland, HDR, Parametrix

Figure A-2. Access and On-Street Parking Impacts, West Bridgehead



Source: City of Portland, HDR, Parametrix

Table A-1. Access Impacts

Door #	TLID	Property Name	Door Type	Retrofit Impact	Short-span & Long-span Impact	Couch Extension Impact
3	1N1E34CA - 09200	Central City Concern (Shoreline Building)	Pedestrian	-	Temporary Short-term	Temporary Short-term
4	1N1E34CA - 09200	Central City Concern (Shoreline Building)	Pedestrian	-	Temporary Short-term	Temporary Short-term
5	1N1E34CA - 09200	Central City Concern (Shoreline Building)	Pedestrian	-	Temporary Short-term	Temporary Short-term
6	1N1E34DB - 00900	Portland Rescue Mission	Garbage / Recycling	-	Temporary Short-term	Temporary Short-term
7	1N1E34DB - 00900	Portland Rescue Mission	Pedestrian	-	Temporary Short-term	Temporary Short-term
8	1N1E34DB - 00900	Portland Rescue Mission	Pedestrian (onto bridge)	-	Temporary Short-term	Temporary Short-term
9	1N1E34DB - 00900	Portland Rescue Mission	Pedestrian (onto bridge)	Temporary Short-term	Temporary Short-term	Temporary Short-term
10	1N1E34DB - 00900	Portland Rescue Mission	Pedestrian	Temporary Short-term	Temporary Long-term	Temporary Long-term
11	1N1E34DB - 00900	Portland Rescue Mission	Pedestrian	Temporary Short-term	Temporary Long-term	Temporary Long-term
12	1N1E34DB - 00900	Portland Rescue Mission	Garage	Temporary Short-term	Temporary Long-term	Temporary Long-term
13	1N1E34DB - 01400	University of Oregon Retail Space (City of Portland)	Garage	Temporary Long-term	Permanent Closure	Permanent Closure
14	1N1E34DB - 01400	University of Oregon Retail Space (City of Portland)	Pedestrian	Temporary Long-term	Permanent Closure	Permanent Closure
15	1N1E34DB - 01400	University of Oregon Retail Space (City of Portland)	Pedestrian	Temporary Long-term	Permanent Closure	Permanent Closure
16	1N1E34DB - 01400	University of Oregon Retail Space (City of Portland)	Pedestrian	Temporary Long-term	Permanent Closure	Permanent Closure
17	1N1E34DB - 01400	University of Oregon Retail Space (City of Portland)	Pedestrian	Temporary Long-term	Permanent Closure	Permanent Closure
18	1N1E34CD - 00300	Salvation Army	Pedestrian	-	Temporary Short-term	Temporary Short-term
19	1N1E34DB - 00600	University of Oregon (White Stag)	Pedestrian (onto bridge)	Temporary Long-term	Temporary Long-term	Temporary Long-term

Table A-1. Access Impacts

Door #	TLID	Property Name	Door Type	Retrofit Impact	Short-span & Long-span Impact	Couch Extension Impact
19a	1N1E34DB - 00600	University of Oregon (White Stag)	Pedestrian (under bridge)	Temporary Long-term	Temporary Long-term	Temporary Long-term
20	1N1E34DB - 00600	University of Oregon (White Stag)	Loading Dock (under bridge)	Temporary Short-term	Temporary Short-term	Temporary Short-term
21	1N1E34DC - 90000	Mercy Corp	Pedestrian	Temporary Long-term	Temporary Long-term	Temporary Long-term
30	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	Pedestrian	-	-	Temporary Short-term
31	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	Pedestrian	-	-	Temporary Short-term
32	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	Pedestrian	-	-	Permanent Closure
33	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	Pedestrian	-	-	Permanent Closure
35	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	Garage	-	-	Temporary Short-term
36	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	Pedestrian	-	-	Temporary Short-term
37	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	Pedestrian	-	-	Temporary Short-term
38	1N1E34DA - 02001	The Yard (The Yard Residences LLC)	Pedestrian	-	-	Temporary Long-term
39	1N1E34DA - 02001	The Yard (The Yard Residences LLC)	Pedestrian	-	-	Temporary Short-term
40	1N1E34DA - 02001	The Yard (The Yard Residences LLC)	Pedestrian	-	-	Temporary Short-term

Table A-1. Access Impacts

Door #	TLID	Property Name	Door Type	Retrofit Impact	Short-span & Long-span Impact	Couch Extension Impact
41	1N1E34DA - 02001	The Yard (The Yard Residences LLC)	Pedestrian	-	-	Temporary Short-term
44	1N1E34DD - 00700	230 E Burnside Building (Templeton Office Investments LLC)	Pedestrian	Temporary Long-term	Temporary Long-term	Temporary Long-term
45	1N1E34DD - 00700	230 E Burnside Building (Templeton Office Investments LLC)	Pedestrian	Temporary Short-term	Temporary Short-term	Temporary Short-term
48	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Temporary Short-term
49	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Permanent Closure
50	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Temporary Short-term
51	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Permanent Closure
52	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Temporary Short-term
53	1N1E34DA - 03300	Block 76	Pedestrian	-	-	Temporary Short-term
54	1N1E34DA - 03300	Block 76	Pedestrian	-	-	Temporary Short-term
59	1N1E34DD - 00100	5 MLK (Under Construction)	Garage	Temporary Short-term	Temporary Short-term	Temporary Short-term
60	1N1E34DA - 03100	Union Arms Apartments	Pedestrian	-	-	Temporary Short-term
61	1N1E34DA - 03100	Union Arms Apartments	Pedestrian	-	-	Temporary Short-term
62	1N1E34DA - 03100	Union Arms Apartments	Pedestrian	-	-	Temporary Short-term
63	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Temporary Short-term
64	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Temporary Short-term
65	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Temporary Short-term
66	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Permanent Closure

Table A-1. Access Impacts

Door #	TLID	Property Name	Door Type	Retrofit Impact	Short-span & Long-span Impact	Couch Extension Impact
67	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Permanent Closure
68	1N1E34DA - 02900	The Slate (Block 75)	Pedestrian	-	-	Permanent Closure
76	1N1E34DA - 03500	The Fair-Haired Dumbbell	Pedestrian	-	Temporary Short-term	Temporary Short-term
77	1N1E34DD - 00100	5 MLK (Under Construction)	Pedestrian	-	Temporary Short-term	Temporary Short-term

Permanent Closure = Access permanently closed | Temporary Short-term = Several weeks | Long-term = 6 months to several years

Table A-2. Retrofit Impacts by Property

ID	TLID	Property Name	Full Acq.	Partial Acq.	Perm. Easement	Subgrade Easement	TCE	TCE Access
1	1N1E34CA -09200	Central City Concern (Shoreline Building)	-	-	-	-	-	-
2	1N1E34DB -00900	Portland Rescue Mission	-	-	-	-	-	Yes (1)**
3	1N1E34DB -01500	Portland Saturday Market Storage (City of Portland)	-	-	Yes	-	-	-
4	1N1E34DB -01400	University of Oregon Retail Space (City of Portland)	Yes	-	-	-	-	-
5	1N1E34DC -00800	Saturday Market Administration Offices (Skidmore Fountain Plaza, LLC)	Yes (1)	-	-	-	-	-
6	1N1E34CD -00300	Salvation Army	-	-	-	-	-	-
7	1N1E34CD -00100	Vacant Lot (Skidmore Fountain Plaza, LLC)	Yes	-	-	-	-	-
8	1N1E34DC -00900	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Yes (1)	-	-	-	-	-
9	1N1E34DC -01000	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Yes	-	-	-	-	-
10	1N1E34DB -00600	University of Oregon (White Stag Building)	-	-	-	-	-	Yes
11	1N1E34DC -90000	Mercy Corps	-	-	-	-	Yes	Yes
12	1N1E34DB -01300	Japanese American Plaza (City of Portland)	-	-	-	Yes	Yes	-

Table A-2. Retrofit Impacts by Property

ID	TLID	Property Name	Full Acq.	Partial Acq.	Perm. Easement	Subgrade Easement	TCE	TCE Access
13	1N1E34DC-03600	Ankeny Plaza Structure (City of Portland)	-	-	-	Yes	Yes	-
14	1N1E34DC-00100	BES Pump Station (City of Portland)	-	-	-	Yes	Yes	-
15	1N1E34DC-03700	Bill Naito Legacy Fountain (City of Portland)	-	-	-	-	Yes*	-
16	1N1E34DA-01500	Pacific Coast Fruit Company	-	-	-	-	Yes (1)	-
17	1N1E34DA-01900	Rose City Transportation (David Nemarnik)	Yes (1)	-	-	-	-	-
18	1N1E34DD-01000	AMR (Produce Row LLC)	-	Yes (1)	-	-	-	-
19	1N1E34DA-02800	Eastside Exchange Building (Bridgehead Development LLC)	-	-	-	-	-	-
20	1N1E34DA-02602	The Yard – Pedestrian / Bike Right-of-way (Bridgehead Development LLC)	-	-	-	-	-	-
21	1N1E34DA-02001	The Yard (Yard Residences LLC)	-	-	-	-	Yes	-
22	1N1E34DD-00900	Nemarnik Family Properties Parking Lot	-	-	-	-	Yes* (1)**	-
23	1N1E34DD-00700	230 E Burnside Building (Templeton Office Investments LLC)	-	-	-	-	-	Yes
24	1N1E34DA-03100	Union Arms Apartments	-	-	-	-	-	-
25	1N1E34DA-02900	The Slate (Block 75)	-	-	-	-	-	-
26	1N1E34DA-03300	Block 76	-	Yes	-	-	-	-
27	1N1E34DA-3500	Fair-Haired Dumbbell	-	-	-	-	-	-
28	1N1E34DD-00100	5 MLK (Under Construction)	-	-	-	-	-	Yes
A	NA	Willamette River (Dept. of State Lands)	-	-	-	Yes	Yes	-
B	NA	Eastbank Esplanade (City of Portland)	-	-	-	-	Yes	-
C	NA	I-5 & I-84 (ODOT)	-	-	-	Yes	Yes	-
D	NA	UPRR	-	-	-	-	Yes	-

Notes:

(1) Number of businesses displaced

* Only required for Alternative with temporary bridge.

** Temporary business displacement

Acq. = Acquisition; Perm. = Permanent; TCE = Temporary Construction Easement

Table A-3. Replacement with Short-span Approach and Replacement with Long-span Approach Impact by Property

ID	TLID	Property Name	Full Acq.	Partial Acq.	Perm. Easement	Subgrade Easement	TCE	TCE Access
1	1N1E34CA - 09200	Central City Concern (Shoreline Building)	-	-	-	-	-	Yes
2	1N1E34DB - 00900	Portland Rescue Mission	-	-	-	-	-	Yes
3	1N1E34DB - 01500	Portland Saturday Market Storage (City of Portland)	-	-	Yes	-	-	
4	1N1E34DB - 01400	University of Oregon Classroom (City of Portland)	Yes	-	-	-	-	
5	1N1E34DC - 00800	Saturday Market Administration Offices (Skidmore Fountain Plaza, LLC)	Yes (1)	-	-	-	-	-
6	1N1E34CD - 00300	Salvation Army	-	-	-	-	-	Yes
7	1N1E34CD - 00100	Vacant Lot (Skidmore Fountain Plaza, LLC)	Yes	-	-	-	-	-
8	1N1E34DC - 00900	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Yes (1)	-	-	-	-	-
9	1N1E34DC - 01000	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Yes	-	-	-	-	-
10	1N1E34DB - 00600	University of Oregon (White Stag Building)	-	-	-	-	-	Yes
11	1N1E34DC - 90000	Mercy Corps	-	-	-	-	Yes	Yes
12	1N1E34DB - 01300	Japanese American Plaza (City of Portland)	-	-	-	Yes*	Yes	-
13	1N1E34DC - 03600	Ankeny Plaza Structure (City of Portland)	-	-	-	Yes*	Yes	-
14	1N1E34DC - 00100	BES Pump Station (City of Portland)	-	-	-	Yes*	Yes	-
15	1N1E34DC - 03700	Bill Naito Legacy Fountain (City of Portland)	-	-	-	-	Yes**	-
16	1N1E34DA - 01500	Pacific Coast Fruit Company	-	-	-	-	Yes (1)***	-

Table A-3. Replacement with Short-span Approach and Replacement with Long-span Approach Impact by Property

ID	TLID	Property Name	Full Acq.	Partial Acq.	Perm. Easement	Subgrade Easement	TCE	TCE Access
17	1N1E34DA - 01900	Rose City Transportation (David Nemarnik)	Yes (1)	-	-	-	-	-
18	1N1E34DD - 01000	AMR (Produce Row LLC)	-	Yes (1)	-	-	-	-
19	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	-	-	-	-	-	-
20	1N1E34DA - 02602	The Yard – Pedestrian / Bike Right-of-way (Bridgehead Development LLC)	-	-	-	-	-	-
21	1N1E34DA - 02001	The Yard (Yard Residences LLC)	-	-	-	-	Yes	-
22	1N1E34DD - 00900	Nemarnik Family Properties Parking Lot	-	-	-	-	Yes** (1)	-
23	1N1E34DD - 00700	230 E Burnside Building (Templeton Office Investments LLC)	-	-	-	-	-	Yes
24	1N1E34DA - 03100	Union Arms Apartments	-	-	-	-	-	-
25	1N1E34DA - 02900	The Slate (Block 75)	-	-	-	-	-	-
26	1N1E34DA - 03300	Block 76	-	Yes	-	-	-	-
27	1N1E34DA-3500	Fair-Haired Dumbbell	-	-	-	-	-	Yes
28	1N1E34DD - 00100	5 MLK (Under Construction)	-	-	-	-	-	Yes
A	NA	Willamette River (Dept. of State Lands)	-	-	-	Yes*	Yes	-
B	NA	Eastbank Esplanade (City of Portland)	-	-	-	-	Yes	-
C	NA	I-5 & I-84 (ODOT)	-	-	-	Yes*	Yes	-
D	NA	UPRR	-	-	-	-	Yes	-

Notes:

(1) Number of businesses displaced

* Subgrade easements only apply for Replacement with Short-span Approach, not Long-span Approach.

** Only required for Alternative with temporary bridge.

*** Temporary business displacement

Table A-4. Couch Extension Impacts by Property

ID	TLID	Property Name	Full Acq.	Partial Acq.	Perm. Easement	Subgrade Easement	TCE	TCE Access
1	1N1E34CA - 09200	Central City Concern (Shoreline Building)	-	-	-	-	-	Yes
2	1N1E34DB - 00900	Portland Rescue Mission	-	-	-	-	-	Yes
3	1N1E34DB - 01500	Portland Saturday Market Storage (City of Portland)	-	-	Yes	-	-	-
4	1N1E34DB - 01400	University of Oregon Retail Space (City of Portland)	Yes	-	-	-	-	-
5	1N1E34DC - 00800	Saturday Market Administration Offices (Skidmore Fountain Plaza, LLC)	Yes (1)	-	-	-	-	-
6	1N1E34CD - 00300	Salvation Army	-	-	-	-	-	Yes
7	1N1E34CD - 00100	Vacant Lot (Skidmore Fountain Plaza, LLC)	Yes	-	-	-	-	-
8	1N1E34DC - 00900	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Yes (1)	-	-	-	-	-
9	1N1E34DC - 01000	Diamond Parking Services (Skidmore Fountain Plaza, LLC)	Yes	-	-	-	-	-
10	1N1E34DB - 00600	University of Oregon (White Stag Building)	-	-	-	-	-	Yes
11	1N1E34DC - 90000	Mercy Corps	-	-	-	-	Yes	-
12	1N1E34DB - 01300	Japanese American Plaza (City of Portland)	-	-	-	Yes	Yes	-
13	1N1E34DC - 03600	Ankeny Plaza Structure (City of Portland)	-	-	-	Yes	Yes	-
14	1N1E34DC - 00100	BES Pump Station (City of Portland)	-	-	-	Yes	Yes	-
15	1N1E34DC - 03700	Bill Naito Legacy Fountain (City of Portland)	-	-	-	-	Yes*	-
16	1N1E34DA - 01500	Pacific Coast Fruit Company	Yes (1)	-	-	-	-	-
17	1N1E34DA - 01900	Rose City Transportation (David Nemarnik)	Yes (1)	-	-	-	-	-

Table A-4. Couch Extension Impacts by Property

ID	TLID	Property Name	Full Acq.	Partial Acq.	Perm. Easement	Subgrade Easement	TCE	TCE Access
18	1N1E34DD - 01000	AMR (Produce Row LLC)	-	Yes (1)	-	-	-	-
19	1N1E34DA - 02800	Eastside Exchange Building (Bridgehead Development LLC)	-	Yes	-	-	-	Yes
20	1N1E34DA - 02602	The Yard – Pedestrian / Bike Right-of-way (Bridgehead Development LLC)	Yes	-	-	-	-	-
21	1N1E34DA - 02001	The Yard (Yard Residences LLC)	-	Yes	-	-	Yes	Yes
22	1N1E34DD - 00900	Nemarnik Family Properties Parking Lot	-	-	-	-	Yes* (1)**	-
23	1N1E34DD - 00700	230 E Burnside Building (Templeton Office Investments LLC)	-	-	-	-	-	Yes
24	1N1E34DA - 03100	Union Arms Apartments	-	-	-	-	-	Yes
25	1N1E34DA - 02900	The Slate (Block 75)	-	Yes	-	-	-	Yes
26	1N1E34DA - 03300	Block 76	-	-	-	-	-	Yes
27	1N1E34DA-3500	Fair-Haired Dumbbell	-	-	-	-	-	Yes
28	1N1E34DD - 00100	5 MLK (Under Construction)	-	-	-	-	-	Yes
A	NA	Willamette River (Dept. of State Lands)	-	-	-	Yes	Yes	-
B	NA	Eastbank Esplanade (City of Portland)	-	-	-	-	Yes	-
C	NA	I-5 & I-84 (ODOT)	-	-	-	Yes	Yes	-
D	NA	UPRR	-	-	Yes	-	Yes	-

Notes:

(1) Number of businesses displaced

* Only required for Alternative with temporary bridge.

** Temporary business displacement

Acq. = Acquisition; Perm. = Permanent; TCE = Temporary Construction Easement

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Appendix B. ODOT Relocation Brochures

■ Possession

You are not required to surrender possession of your property until you have been paid the agreed purchase price or an amount equal to the Department's established estimate of just compensation has been deposited with the court for your benefit.

When negotiations begin, you, as well as any tenants occupying your property, will be notified in writing that it is the Department's intent to acquire the property. You will not be required to move from your home, farm, or business location earlier than 90 days following that notice or within 30 days after payment, whichever is later. However, if the purchase does not require you to move, the agreement to purchase your property may require you to surrender possession of your property upon payment.

The Department is aware of the need for a reasonable time for relocation. If your property is not needed for several months, your continued occupancy may be permitted on a short-term basis. The amount of rent the Department may charge you or another tenant, may not exceed the fair rental value of the property to a short-term occupant.

■ Right of Way Office

For your convenience the Department maintains Regional Right of Way Offices in the following locations:

Region 1 – Portland

123 E Flanders
Portland, OR 97209
Voice: 503-731-8200
Fax: 503-731-8458
Toll Free: 888-769-7341

Region 2 – Salem

455 Airport Road SE Bldg. A
Salem, OR 97301-5397
Voice: 503-986-2601
Fax: 503-986-2622
Toll Free: 888-769-7342

Region 3 – Roseburg

3500 Stewart Parkway Suite 164
Roseburg, OR 97470
Voice: 541-957-3559
Fax: 541-957-3563
Toll Free: 888-769-7343

Region 4 – Bend

63085 E Highway 97 Suite 102
Bend, OR 97701-9901
Voice: 541-388-6196
Fax: 1-388-6381
Toll Free: 888-769-7344

Region 5 – LaGrande

3012 Island Avenue
LaGrande, OR 97850
Voice: 541-963-7552
Fax: 541-962-9819
Toll Free: 877-851-9097



Oregon Department of Transportation



When improving highway facilities, the Department of Transportation has the task of acquiring right of way. It is the aim and desire of the Department to obtain right of way with fairness and equity.

The State is empowered to acquire private property for public use. With this power goes the obligation to protect the rights of the individual property owner. The Department thus has a dual responsibility. It is to recognize and protect the individuals who are affected by acquisition of land, as well as competent and efficient service to the public.

■ Public Hearing

Public hearings, when required, are held during the location and design stages of a project. Such hearings provide opportunities for public participation to ensure that highway locations and designs are consistent with Federal, State and Local goals and objectives.

The corridor hearing is held after preliminary studies have been made on several possible routes. During the course of this hearing, testimony is recorded for study by Department personnel and the Transportation Commission.

Upon selection of a corridor, a detailed survey within that corridor is made and a preliminary design plan developed for presentation at a "Design Hearing".

The "Design Hearing" provides an opportunity to present testimony about the final highway design.

In an instance where a choice of corridors is not involved, such as the case of an improvement to an existing highway, a single "Combination Corridor-Design Hearing" may be held.

Acquiring Land for Highways & Public Projects

A description of the Department of Transportation Land Acquisition Program

After all data and testimony has been studied, a final design is adopted by the Transportation Commission and the acquisition of rights of way is authorized.

■ Just Compensation

Owners of property needed for a highway project will be offered Just Compensation for the required rights of way. Just Compensation includes the estimated value of all the land and improvements within the needed area. In addition, if only a part of a property is to be acquired, Just Compensation will also include any measurable loss in value to the remaining property due to the partial acquisition.

Just Compensation is based on the Department's valuation of the needed property and its estimation of any damages to the remaining property. Department procedures, guided by Federal Regulations, have been designed to protect both owners of properties needed for highway rights of way as well as other taxpayers. The valuation process will be conducted either by an experienced and qualified employee of the Department or by an independent fee appraiser under a contract with the Department. The value arrived at will be by comparison of similar properties in the market that have recently sold, by knowledge and consideration of costs and depreciation for any improvement(s) to be acquired, and when applicable, by the property's income potential. The final value determination will be based on this type of information from the local real estate market.

The property to be acquired is inspected by a qualified appraiser during the first part of the valuation process. With complex acquisitions involving large portions of the property, major buildings or improvements on the property, displacement of residents, and/or damages to the remaining part of the property not being acquired, property owners will be given 15 days to prepare the property, and will be given the opportunity to

accompany the appraiser during a detailed inspection of their property.

Any increase or decrease in the value of needed property brought about by public knowledge of the upcoming highway project, is disregarded in the valuation process.

The final value estimate is reviewed for completeness and accuracy, and Just Compensation is established by the Department's Review Appraiser. In addition to this estimate of Just Compensation, the Department will make an offer to purchase any remaining property determined to have no remaining economic value to the owner.

■ Acquisition Procedure

The Right of Way Agent who calls on you has studied the Department's valuation of the needed property and can illustrate with maps and other data how the acquisition will affect your property. The Department's offer will be confirmed in writing, together with an acquisition summary statement, and an appraisal, or evaluation sheet, which provides the basis for that amount. The Agent is authorized to obtain a deed from you to purchase your property, subject to the approval of the Transportation Commission. The Agent is unable, under Department procedures governing acquisitions, to engage in "horse trading"; rather the Agent is confined to those monetary values indicated by the appraisal process.

However, the Department is ready and willing to reconsider its position in light of any new evidence of value presented by you including a documented professional appraisal.

The Department may not take any action which would coerce you into accepting its offer. Prohibited actions include advancing the time of condemnation, deferring negotiations or condemnation or

postponing the deposit of funds in court for your use.

You need not accept the State's offer or enter an agreement felt to be unfair. Owner's have a minimum 40-day period to accept or reject the offer, unless an emergency has been declared. A refusal is simply a case of disagreement between the two parties on the value of the property.

In the event the parties are still unable to agree as to the compensation to be paid, or you cannot clear the title, mediation of differences between parties, conducted by an independent mediator, can be arranged by the Department in order to reach settlement prior to filing any condemnation action. Mediation is a non-binding process where all parties reach agreement.

In the event parties are still unable to agree as to compensation to be paid, or if title cannot be cleared, a condemnation action will be filed. Once condemnation is filed, a trial date will be determined. However, an owner can elect binding arbitration prior to trial, through the Court, for amounts of \$20,000 or less, and non-binding arbitration for amounts between \$20,000 and \$50,000. Arbitration is not available above \$50,000.

Discussions and mediation can, of course, continue even after a condemnation action is filed in an effort to resolve differences. The filing allows the State to proceed with the construction project.

■ Improvements

When the Department acquires an interest in your land, it must acquire an equal interest in your house or any other improvements located on the land acquired. If buildings are required to be removed, the Department may allow the owner to retain the improvements. If you are interested, this can be discussed with the Right of Way Agent.

If you sign a deed and any accompanying agreements, and the Transportation Commission approves it, then the transfer of title and payment may proceed. As in a private sale, you are responsible for clearing encumbrances to the title such as unpaid taxes, assessments, mortgages, outstanding leases and other liens against your property. The Right of Way Agent will assist you in clearing title. No payment can be made until a warranty deed conveying clear title to the Department has been recorded in the appropriate county records.

At the time the deed is available for recording, authorization is given to prepare a check for your property. Normally, when no cloud obscures the title, you will receive payment for your property about four weeks after you give the Department a deed to the property.

If the condemnation action has been filed, the amount established by the Department as Just Compensation will be deposited with the court for distribution in accordance with the order of the court.

You are entitled to be reimbursed for fair and reasonable costs you incur for expenses incidental to conveying your property to the Department. Such expenses could be, but are not necessarily limited to, penalty costs for prepayment of any pre-existing recorded mortgage encumbering your property, mortgage release fees, and the State's portion of real property taxes.

General Summary of Relocation Benefits		
Residential	Business, Farm, Non-Profit	
Owner-occupant of 90 days or more prior to initiation of negotiations for the parcel		Owner-occupants and tenant-occupants entitled to the same benefits
May be eligible for:		May be eligible for:
Replacement Housing Differential Payment	\$31,000	Actual reasonable moving costs Or Negotiated moving costs payment not to exceed lower of two estimates secured by agency
Including Costs incidental to purchase or replacement dwelling		No more than lowest estimate
And including: Increased interest cost on replacement dwelling		
Or Rent Supplement	\$7,200	Actual value or estimated costs to move, whichever is lower Plus Tangible personal property loss due to relocation Plus Reasonable cost of search for new site
All displaces may be eligible for:		\$2,500 max.
Actual reasonable moving costs	Actual	Plus Reasonable cost of search for new site
And Storage of personal property up to twelve months with prior approval	Actual	Plus Storage of personal property for up to twelve months with prior approval
Or Moving costs based upon schedule		Actual Plus Reestablishment expenses at the replacement site Or Fixed payment in lieu of all other benefits; requires approval of agency
		Average of annual net earnings for two years prior to year of relocation of \$1,000 min., \$40,000 max.



Moving Because of Highway or Public Projects?

A description of the Oregon Department of Transportation Relocation Assistance Program

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or has been offered comparable replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin.

Relocation payments and relocation advisory services, pursuant to State and Federal law, may not be provided to an alien unless the alien is lawfully present in the United States, except in cases of exceptional or extreme hardship. Displacees will be asked to sign a "Certification of Legal Residency in the United States."

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transportation property acquisitions, this brochure summarizes the principal provisions of relocation services and benefits. However, persons reading this brochure are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The Right of Way Agent assigned to purchase property will have detailed information for displaced persons.

No relocation payment received by a displaced person under this part shall be considered as income for the purpose of the Internal Revenue code of 1954, which has been redesignated as the Internal Revenue Code of 1986 or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law, except for any Federal law providing low-income housing assistance.

■ Relocation Services

The Department of Transportation maintains Regional Right of Way offices in the following locations:

Region 1 123 N.W. Flanders St. Portland, OR 97209 (503) 731-8200 (888) 769-7341	(888) 769-7343
Region 4 63055 N. Hwy 97, Bldg. M Bend, OR 97701 (541) 388-6196 (888) 769-7344	
Region 2 455 Airport Rd SE, Bldg. A Salem, OR 97301 (503) 986-2601 (888) 769-7342	
Region 5 3012 Island Ave. La Grande, OR 97850 (541) 963-7552 (877) 851-9091	
Region 3 3500 Stewart Pkwy., Ste. 164 Roseburg, OR 97470 (541) 957-3559	

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data regarding required deposits for utilities, closing costs, typical down payments, interest rates, and FHWA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown, and schedules and fare information are available. Experienced Right of Way Agents are available to aid displaced persons to the fullest extent. Right of Way Agents do not expect and will not accept any fee for any service rendered.

■ Eligibility

It is important to note that eligibility for any of the following benefits is not established until you have received a written notice of eligibility from the State.

■ General Moving Expenses

Service charges for reconnecting utilities are reimbursable except under schedule move procedures.

■ Individual and Family Moving Expenses

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for actual and reasonable expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after displacement, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill, and the Department of Transportation will make payment directly to the mover. If the residential displacee chooses, costs may be reimbursed according to set schedule based upon the number of rooms of furniture to be moved.

■ Residential Moving Schedule

Unfurnished (Relocatee owns furniture)

\$600 (1 room) \$800 (2 rooms)

\$1,000 (3 rooms) \$1,200 (4 rooms)

\$1,400 (5 rms) \$1,600 (6 rms) \$1,800 (7 rms) \$2,000 (8 rms)
Plus \$200 for each additional room

Furnished (Relocatee does not own furniture)

\$350 for first room plus \$100 for each added room

■ Re-establishment Payment (Businesses, farms, non-profit organizations only)

Displaced small businesses, farm operations, and non-profit organizations may receive a payment not to exceed \$25,000 for expenses actually incurred to relocate and re-establish themselves at a replacement site. Eligible expenses can include repairs and improvements required by law, replacement of soiled and worn surfaces at the replacement site and other modifications, exterior signing, advertisement of the replacement location, and estimated increased cost of operation of the first two years.

■ Business, Farm and Non-Profit Organization Moving Expenses

Displaced businesses, farm operations, and non profit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed in an amount up to \$2,500 for a farm, non-profit organization, or business. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self-move, the business, farm operation, or non-profit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from qualified moving companies.

Under certain conditions, businesses, farms, and non-profit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

A displaced or discontinued business, non profit organization or farm operation, except advertising sign owners, may, under certain conditions, elect to receive a fixed payment in an amount equal to the average annual net earnings of the business or farm preceding the year in which such business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed \$40,000 and will not be less than \$1,000. Those who choose the fixed payment are not eligible for any other relocation benefit payment.

■ Storage of Personal Property

Storage of personal property requires the written approval of the Department of Transportation and may not exceed twelve (12) months except in unusual circumstances. It should be clearly understood that those dislocatees who accept the scheduled move or fixed payment are not eligible to receive the storage expense benefit.

■ Replacement Housing

A displaced owner-occupant of a dwelling owned and occupied for 90 days or more immediately prior to the initiation of negotiations for such property may be eligible for additional payments, the combined total of which may not exceed \$31,000. The replacement housing payment is the amount, if any, which when

added to the amount for which the State acquired his or her dwelling, equals the actual cost which the owner is required to pay for a decent, safe, and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. This payment includes compensation for increased interest costs for financing the replacement dwelling and actual closing costs incidental to the purchase of replacement housing.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 42 months or the amount determined by the State as necessary to rent a comparable dwelling for 42 months, whichever is less. To be eligible for these benefits, the displaced occupant must purchase or rent and occupy a decent, safe, and sanitary replacement dwelling within one year after the required date of displacement or within one year after the actual date of displacement, whichever is later.

Claims for replacement housing differential payment and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe, and sanitary standards established by the Federal Department of Transportation. It is recommended that this determination be made prior to a commitment to rent or buy. The decent, safe, and sanitary inspection of the replacement dwelling by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

■ Possession

No person lawfully occupying real property shall be required to move from his home, farm, or business location without at least 90 days' written notice. A displaced residential occupant will not be required to move earlier than 90 days after the date comparable replacement housing is made available.

The displacee will again be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his or her property. However, if a purchase does not require the person to move, the agreement to purchase the property may require the person to surrender possession of his or her property upon payment.

■ Appeals

Any person who is dissatisfied with a determination of his or her eligibility or claim for any relocation benefit payment shall have the right of appeal. Any person making such an appeal will be given a choice of appealing for an optional reconsideration conference or for an administrative hearing. A reconsideration conference is an optional process to afford a displacee an opportunity to present additional relevant information that may not have been considered by the department or to correct factual errors and for the Department to reconsider the claim with the new or corrected information. An administrative hearing is a formal hearing process conducted by the Office of Administrative Hearings according to the Administrative Procedures Act, ORS 183.310 to 183.550. Either type of **appeal must be filed within 60 days of relocation benefit or claim determination**, and must be submitted on Form 734-3623 which is available from the Right of Way Agent assigned to the file.

■ Right of Way Agent

Reloctees will be given information regarding their eligibility and possible benefits by the Right of Way Agent assigned to acquire the property.