

Streetcar Economics

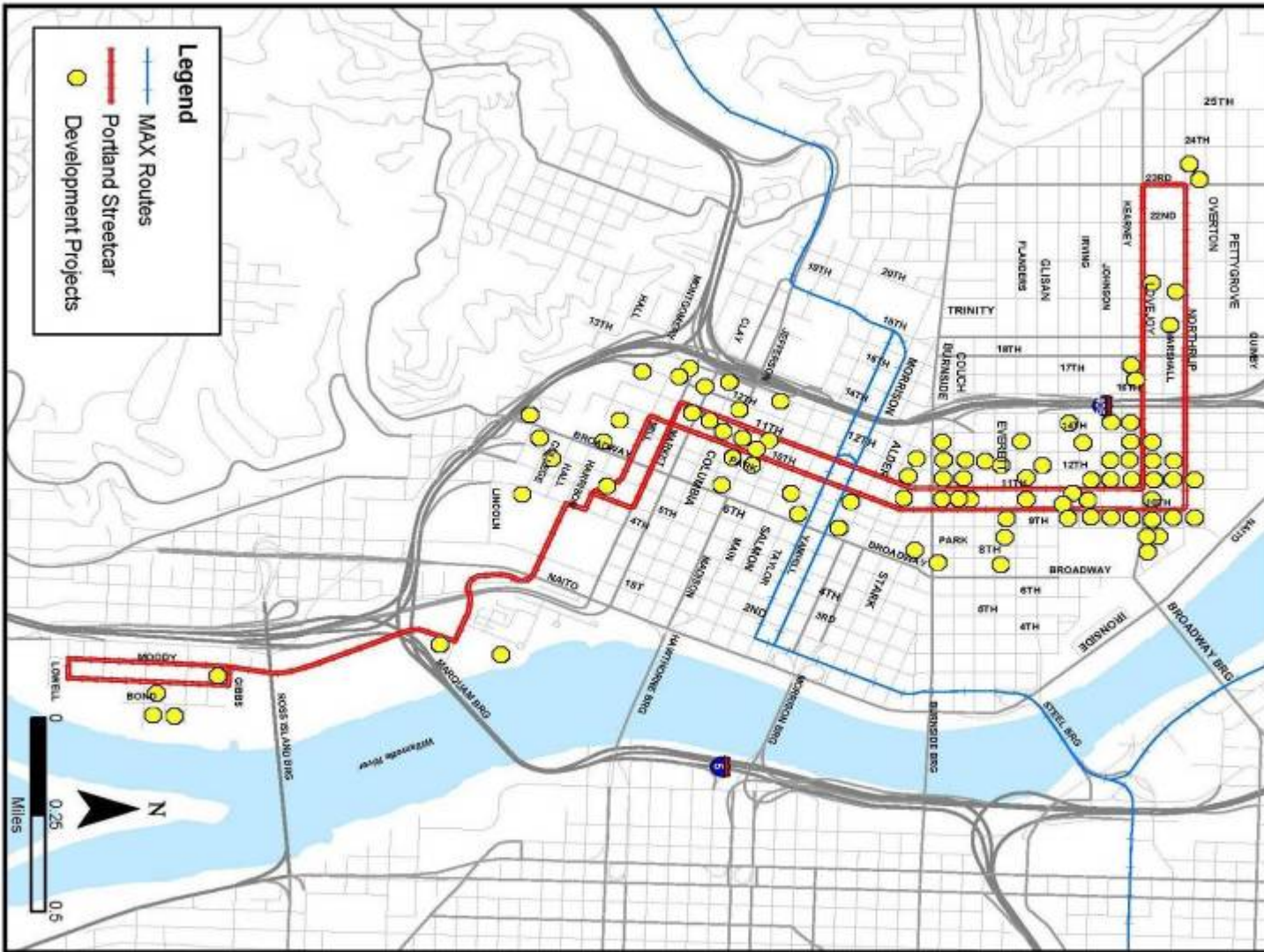


CONNECTING PORTLAND'S NEIGHBORHOODS

Streetcar Economics

Development Activity within the Portland Streetcar Local Improvement Districts

January 2006



THE PEARL DISTRICT



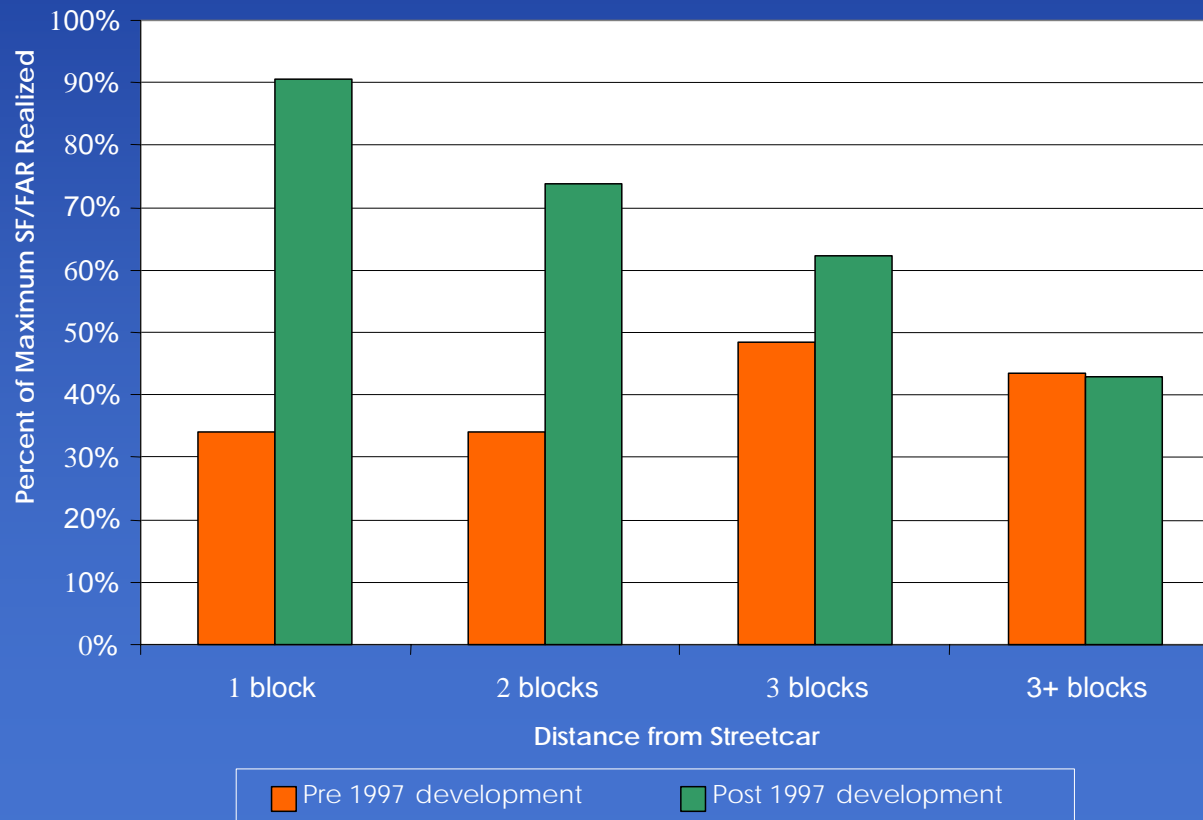
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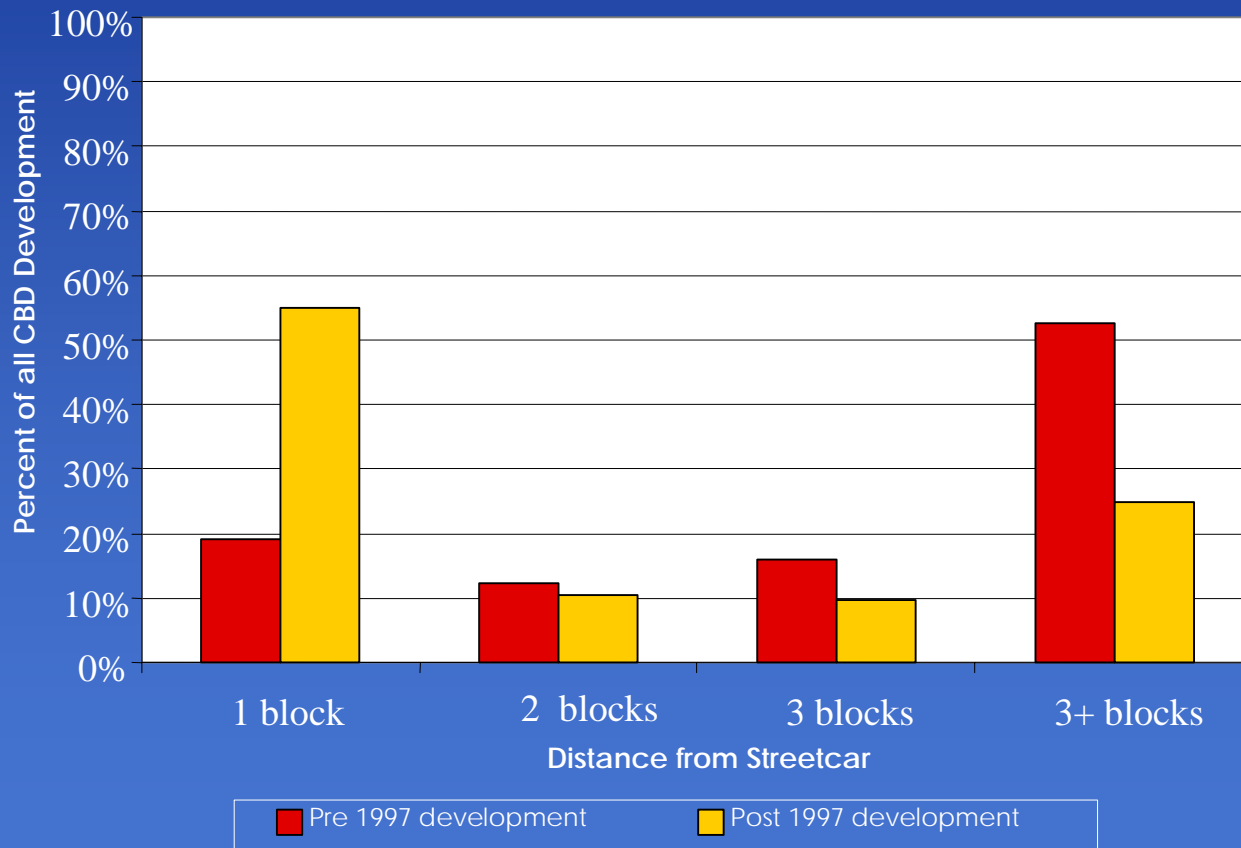
PROMOTE HIGH DENSITY

- Market uncertainty for condos
- Density required with streetcar investment

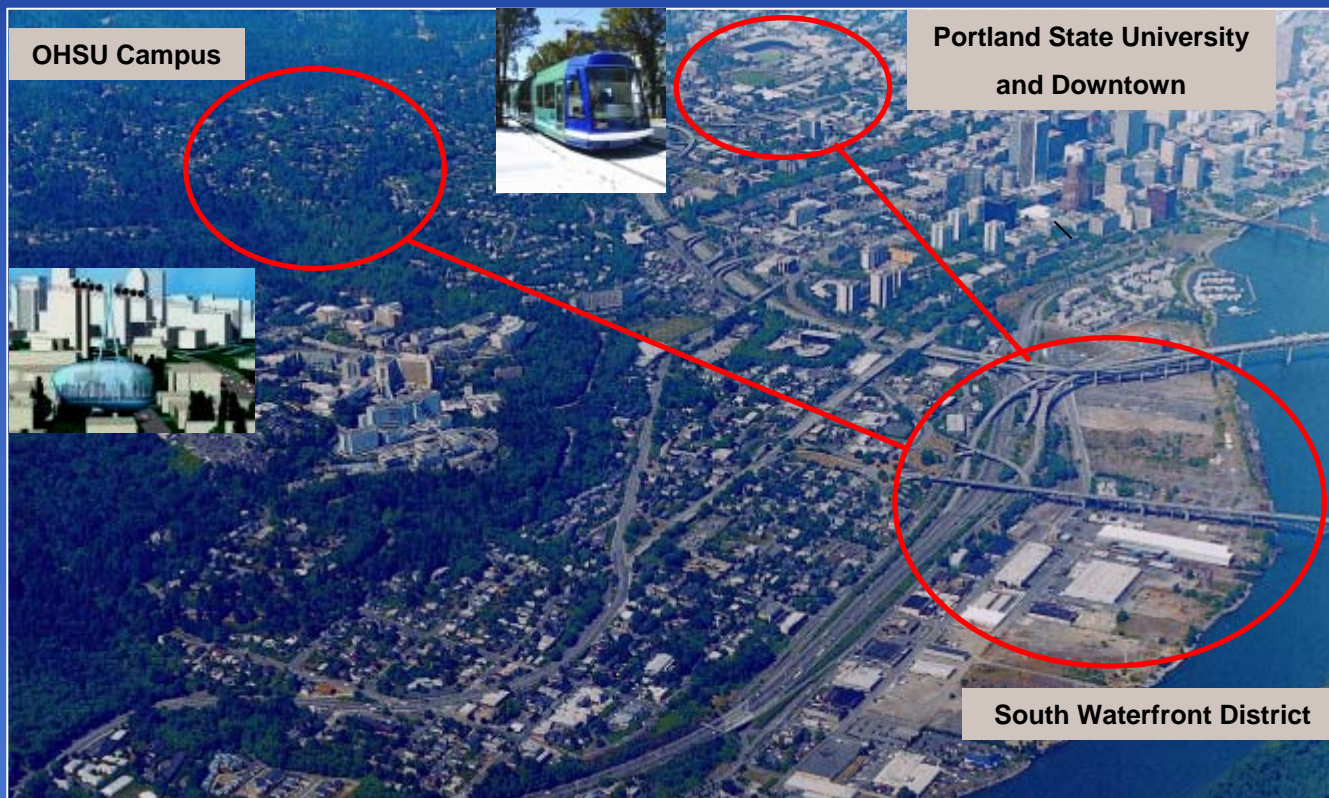
PORTLAND STREETCAR Density of Development



PORTLAND STREETCAR Percent Development on Streetcar



SOUTH WATERFRONT



Streetcar Economics

RECENT VIEW OF SOUTH WATERFRONT



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CURRENT VIEW OF SOUTH WATERFRONT DEVELOPMENT

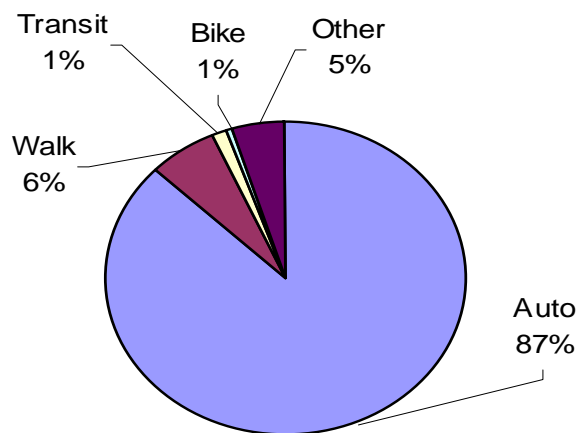


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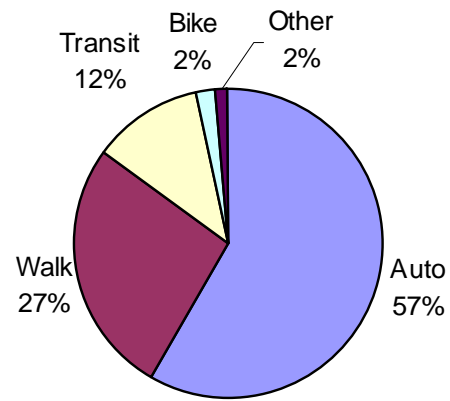
TRIP NOT TAKEN

- Higher density reduces vehicle miles traveled. (VMT)
- Current Streetcar - 59 million fewer VMT
- Streetcar Loop - 28 million fewer VMT

TRAVEL MODES IN PORTLAND BY AREA

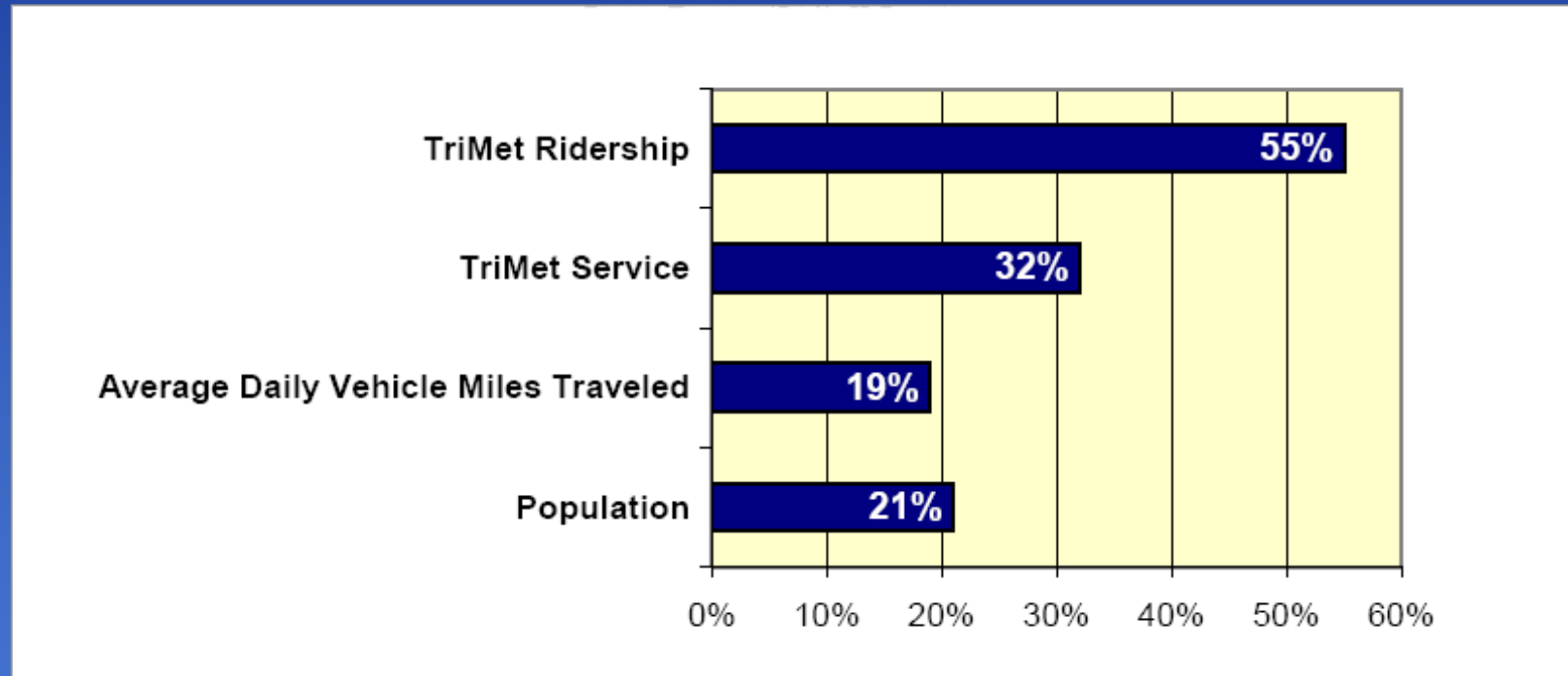


Poor Transit, No Mixed Use



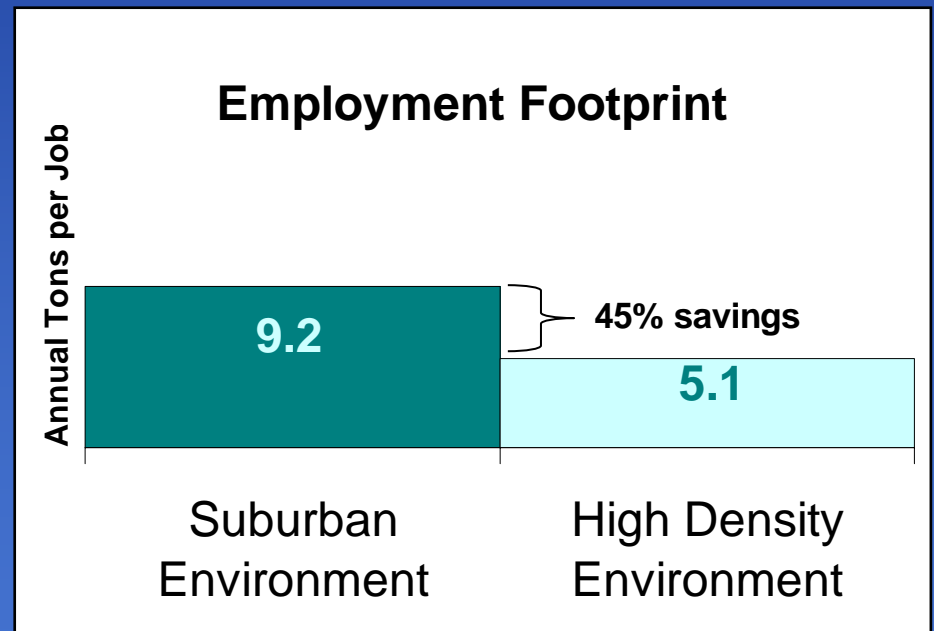
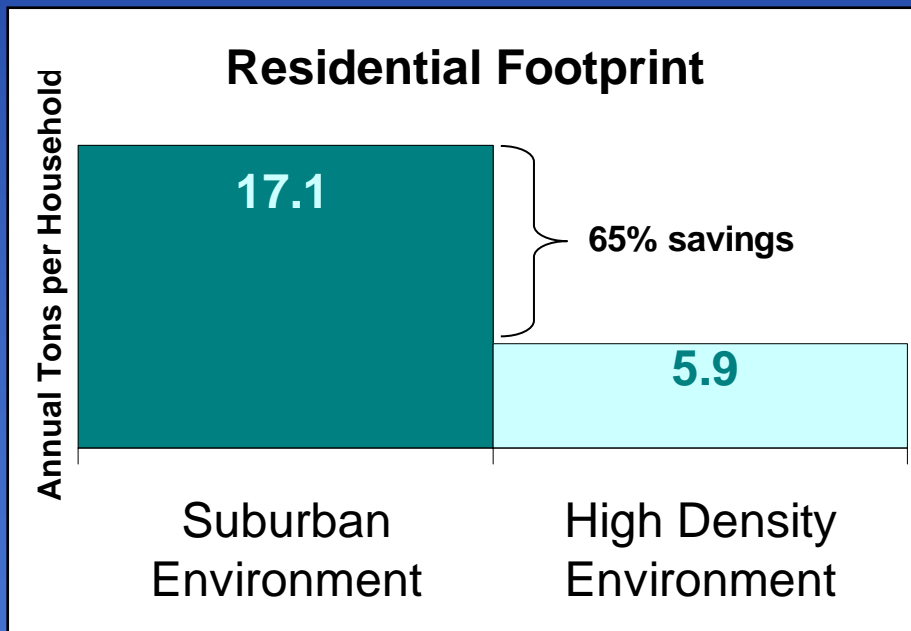
Good Transit, Good Mixed Use

PORTLAND TRANSIT RIDERSHIP GROWTH



REDUCE GREENHOUSE GAS EMISSIONS

High Density / Suburban Carbon Footprint Comparisons

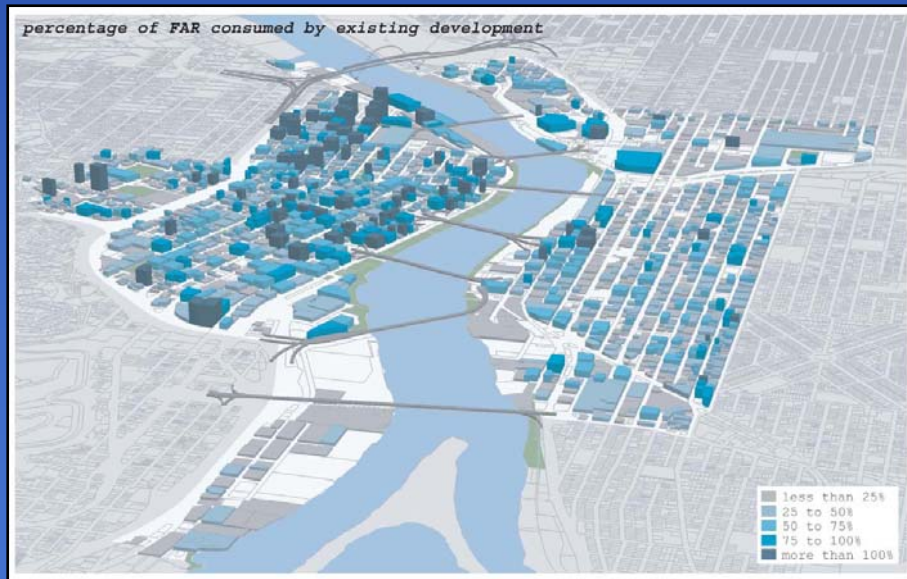


Source: E. D. Hovee & Company, LLC.

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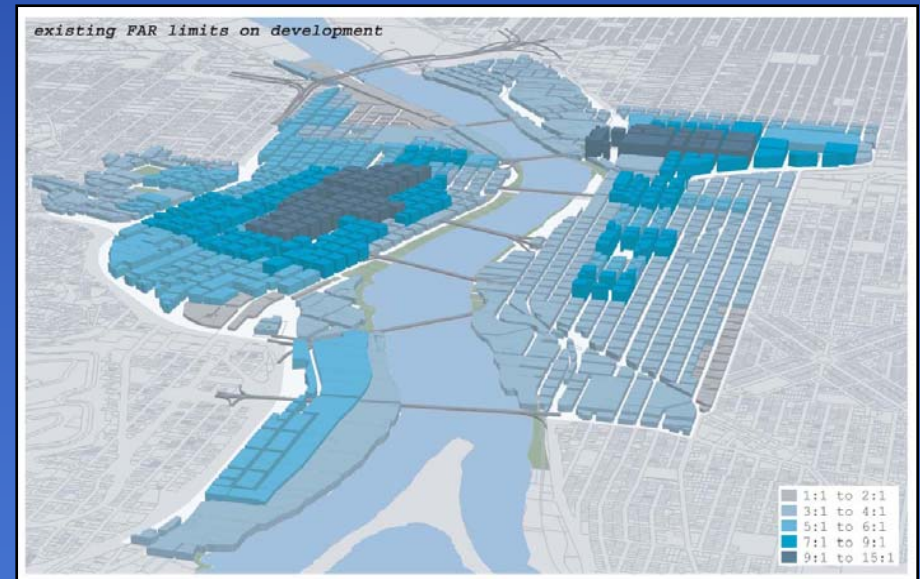
CURRENT DEVELOPMENT

Percentage of FAR Consumed by Existing Development



PLANNED DENSITY

Maximum Floor Area Limits on Development in the Central City



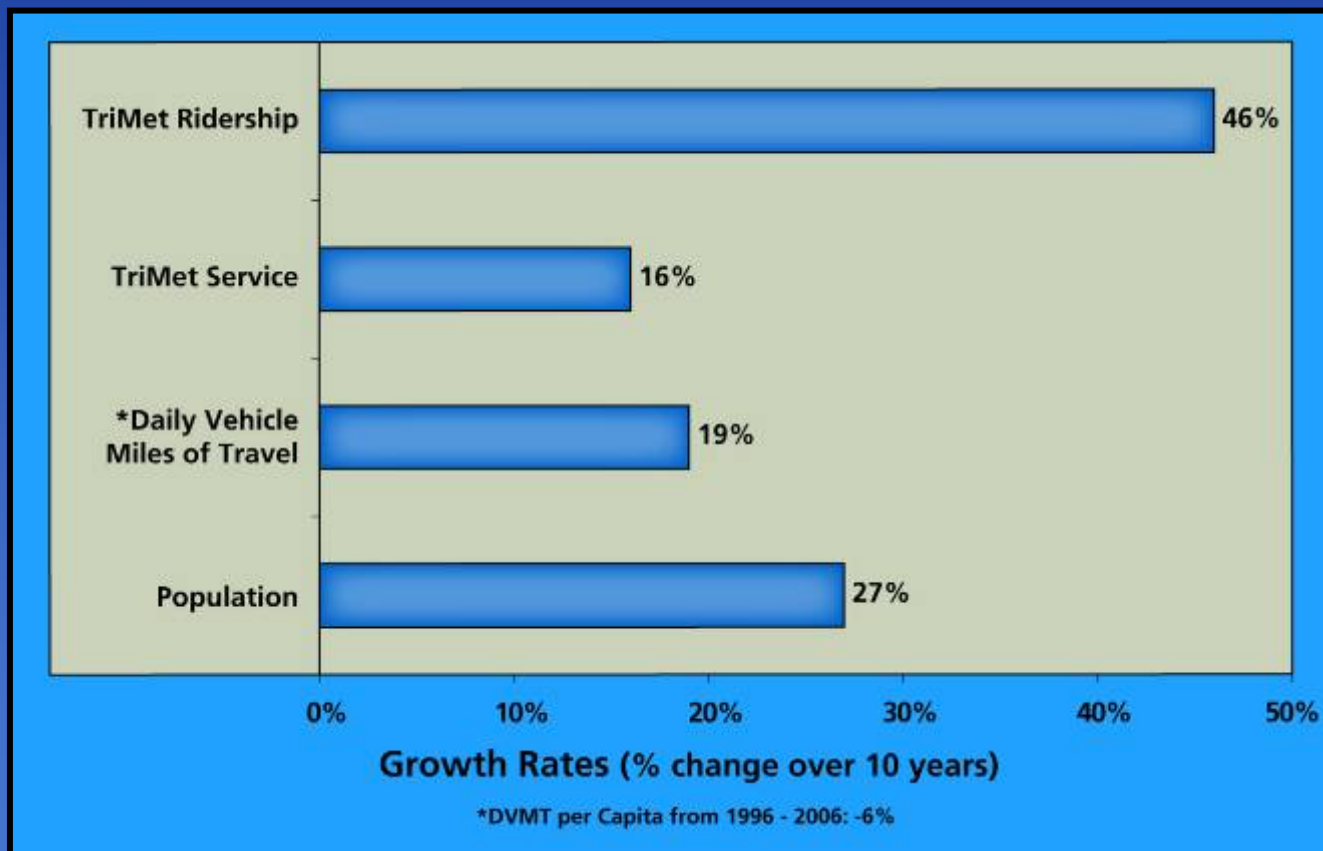
Source: Planning Bureau, City of Portland

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RIDERSHIP/VMT GROWTH 1996-2006



PROPOSED METRICS FOR TRANSIT PROJECTS

- Zoned Development Capacity
- Compact Urban Form
- Land Availability
- Market Readiness
- Trip Reduction
- Reduced Carbon Footprint

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