
Economic Analysis

St. Helens Transportation Connection

January 25, 2016

Prepared for:

City of St. Helens

DRAFT REPORT

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Executive Summary

The City of St. Helens asked ECONorthwest to assess the potential economic benefits of a new connection from Highway 30 to the City's waterfront and industrial property. This report reviews the City's existing economic conditions to assess how the new corridor might unlock new economic opportunities on the City, Port, and White Paper properties.

Economic Overview

St. Helens

A declining manufacturing sector has led to a decrease in employment and wages, and increases in commute activity. Strategies that keep workers in St. Helens would be helpful, especially if they target growing companies.

Population is growing faster than the county and becoming more diverse.

- The City's population grew an average of 2.3 percent each year since 1990, but it is expected to slow to 1.1 percent per year from now until 2030.
- In St. Helens, the share of nonwhite population is greater than Columbia County.

Employment is falling.

- Since 2004, St. Helens employment fell by 10 percent; manufacturing and extraction account for most of this job loss.
- Growth industries include healthcare, social assistance, and administrative support services.

Wages are low.

- Median household income is 13 percent less than Columbia County and 19 percent less than the Portland Metro. In part, this is due to a concentration of growth in lower-wage jobs, and declining higher-wage manufacturing jobs.

Residents are out-commuting to work.

- 84 percent of City residents don't work in St. Helens.
- Almost 60 percent of all commuters go south to Portland, Beaverton, and Scappoose.

Firm sizes are small.

- Two-thirds of employees work in businesses with less than 50 employees.

Regional Economy

The economy is recovering, but Columbia County has not benefited greatly from this economic expansion. Strategies that attract job growth to St. Helens would benefit the regional economy.

The Portland region's employment is rising.

- Portland Metro's recovery of traded-sector jobs outpaces the average for all U.S. metro areas.

Portland Metro's wages are rising, but still lower than national averages.

- Median household income rose 4.4 percent since 2010.
- Per capita income is 5 percent lower than the national average for metro areas.

Portland's Gross Metropolitan Product is high.

- Portland Metro's GMP growth was third in the nation, due in large part to the electronics and semiconductor industry.

Columbia County's unemployment is higher than the region.

- Since 2000, unemployment in Columbia County is, on average, 2 percent higher than Columbia, Washington and Multnomah Counties combined.

Manufacturing has fallen dramatically.

- In Columbia County, manufacturing employment fell by 24 percent from 2004 to 2013.
- Jobs have shifted to the leisure and hospitality sectors.

1 St. Helens Overview

Population

One-fourth of the County's population lives in St. Helens.

POPULATION, 2014

13,017	49,325	2,288,796
St. Helens	Columbia Co.	Portland Metro

Source: Census Bureau, American Community Survey 2014 5-year estimates.

The City's population has grown faster than the county and the region.

St. Helens accounted for 46 percent of total population growth in Columbia County between 1990 and 2013.

AVERAGE ANNUAL POPULATION GROWTH RATE, 1990-2014

2.3%	1.1%	1.7%
St. Helens	Columbia Co.	Portland Metro

Sources: US Decennial Census and American Community Survey 2014 5-year estimates

Columbia County is expected to have slower growth than the Portland Metro in the future.

The County will capture about 12,800 new residents by 2035.

FORECASTED AVERAGE ANNUAL GROWTH RATE, 2015-2035

Not available	1.1%	1.2%
St. Helens	(12,810 people) Columbia Co.	(640,415 people) Portland Metro

Source: Office of Economic Analysis Oregon and Washington State Office of Financial Management

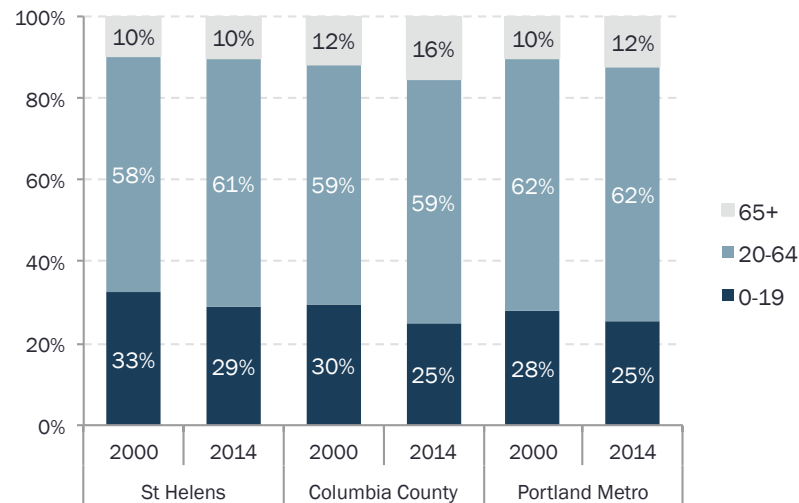
Resident population is young.

In 2014, St. Helens had a younger population than Columbia County and the metropolitan area, with 29 percent of its population under age 20 and 90 percent under age 65.

The population over 65 is increasing.

In St. Helens, the proportion of individuals over 65 increased by 0.6 percent between 2000 and 2014, while the county and metro area increased by four and two percent, respectively.

POPULATION DISTRIBUTION BY AGE, ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO, 2000-2014



Source: US Census SF3, 2000 Table DP-1 and American Community Survey 2014 5 year estimates Table S0101.

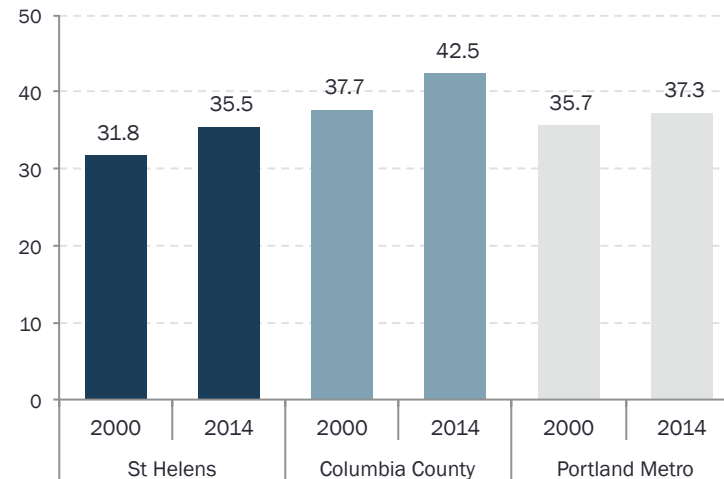
Median age is younger.

With a median age of 35.5, St. Helens' population is, on average, over two years younger than the metro's population and more than seven years younger than Columbia County's population.

The median age is going up.

Although the population under 65 is increasing, the median age has increased since 2000.

MEDIAN AGE, ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO, 2000-2014



Source: US Census SF3, 2000 Table DP-1 and American Community Survey 2014 5 year estimates, Table S0101.

The non-white population is increasing.

The proportion of non-white individuals increased from 2000 to 2014 in all three geographies. In St. Helens, the proportion increased by 6.5 percentage points.

St. Helens' non-white population share is smaller than Portland, but larger than Columbia County.

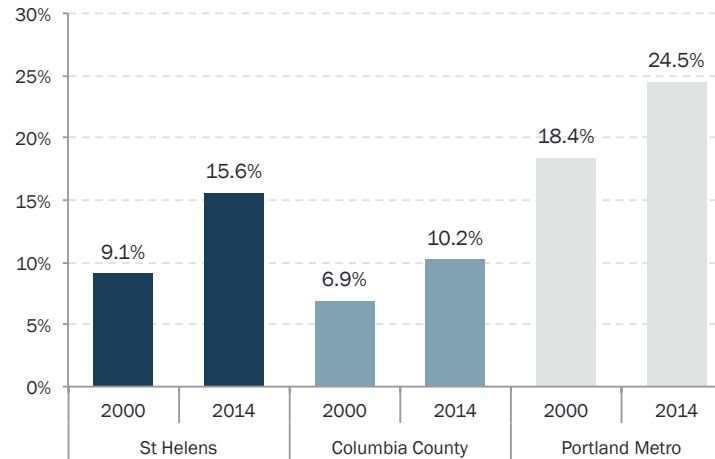
The Hispanic population is increasing.

From 2000 to 2014, the Hispanic population in St. Helens, Columbia County, and the Portland Metro increased by between 1.9 and 3.8 percentage points, respectively.

Hispanics make up a smaller portion of the non-white population in St. Helens compared to the metro region.

Hispanic residents comprise 44 percent of the non-white populations in St. Helens. In the region, Hispanic residents comprise 46 percent of the non-white population.

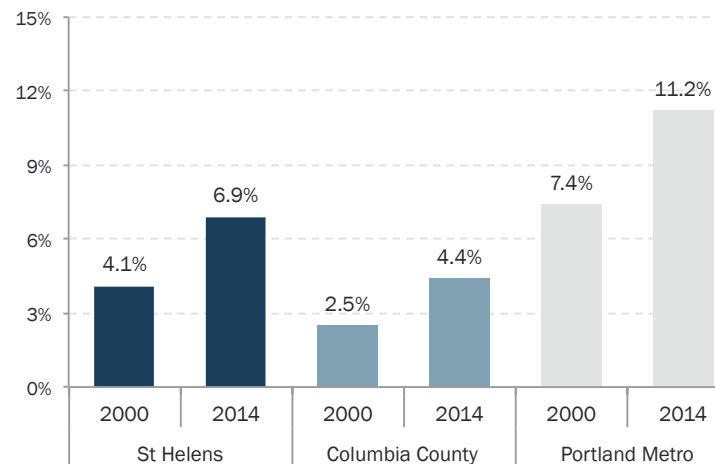
PROPORTION OF THE POPULATION THAT IS NON-WHITE, ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO, 2000-2014



Note: The non-white population includes persons who identify as Hispanic or Latino. This population is calculated by subtracting the white alone (not Hispanic or Latino) population from the total population of a given geography.

Source: US Decennial Census 2000 SF-1 Table DP-1, American Community Survey 2014 5-year estimates Table DP05.

PROPORTION OF THE POPULATION THAT IS HISPANIC OR LATINO, ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO, 2000-2014



Source: US Decennial Census 2000 SF-1 Table DP-1, American Community Survey 2014 5-year estimates Table DP05.

Educational Attainment

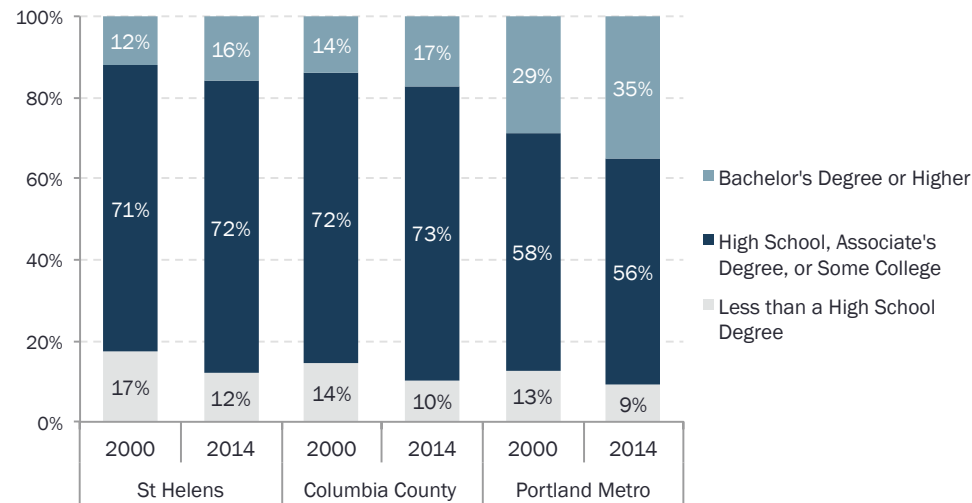
Educational attainment levels are increasing.

From 2000 to 2014, overall educational attainment level increased in all three geographies, with a greater proportion of the population earning at least a high school education.

St. Helens lags in higher education.

In 2014, 16 percent of St. Helens' residents had a bachelor's degree or higher. St. Helens trails Columbia County (17%) and the Portland region (35%) in higher education.

EDUCATIONAL ATTAINMENT OF THE POPULATION AGE 25 AND OLDER, ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO, 2000-2014



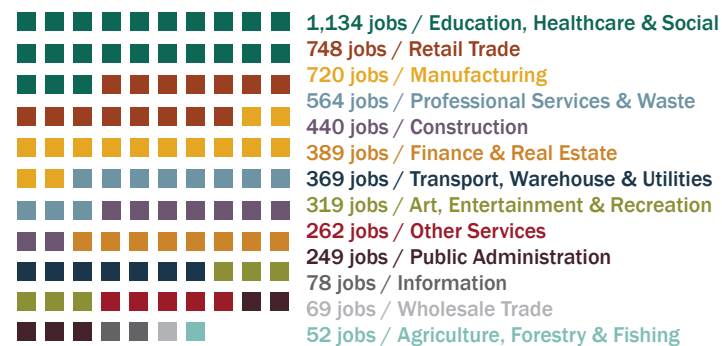
Source: US Census SF3, 2000 Table DP-2 and American Community Survey 2014 5-year estimates, Table S2301.

Employment

Education, Healthcare and Social Assistance; Retail; and Manufacturing are the top three employing industries.

Almost half (48.3%) of jobs in the city are in these three industries.

JOBS IN ST. HELENS BY INDUSTRY, 2013



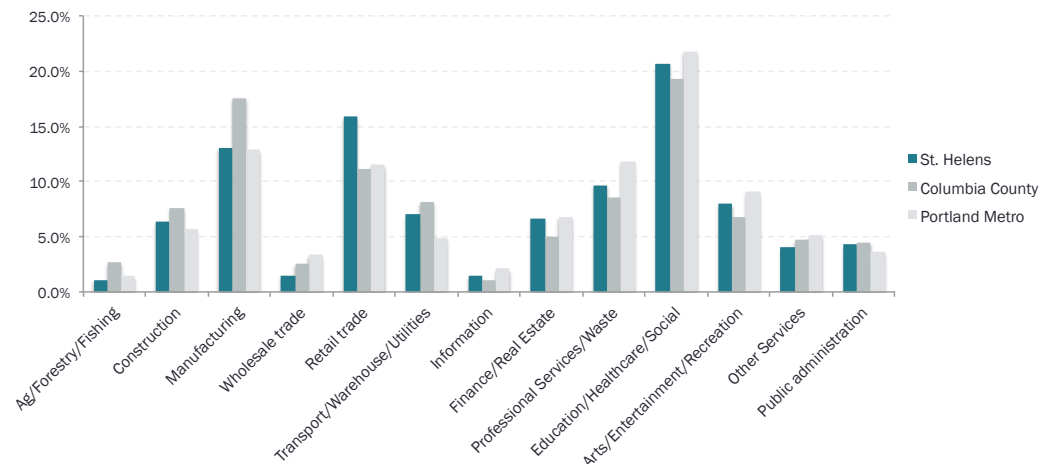
Source: U.S. Census, American Community Survey.

Note: Civilian employed population 16 years and over

A large portion of employees is in Retail Trade.

Relative to the county and region, the City also has the highest percent of employees in the Construction, Finance/Real Estate, and Public Administration sectors.

PERCENTAGE OF INDUSTRY EMPLOYMENT IN ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO, 2014



Source: U.S. Census, American Community Survey 2014 5-year estimates.

Employment in St. Helens is falling.

From 2004 to 2013, total employment in St. Helens fell by 10.4 percent (465 jobs).

Portland's employment is growing.

In the seven-county Metro, jobs are up 15.5 percent since 2004.

St. Helens employment has dropped every year since 2008.

Over the last decade, employment reached its peak in 2008 (4,740), and was at its low in 2013.

St. Helens lost about 700 jobs during the recession.

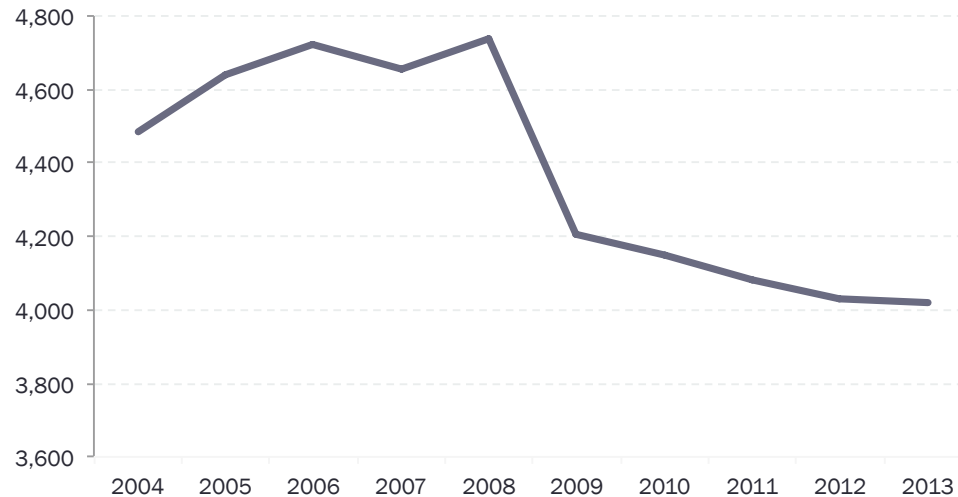
Approximately 500 jobs were due directly to the paper mill closure in 2008. Another 200 jobs were lost due to indirectly effected businesses from the closure, and other economic recession related impacts.

GROWTH IN CIVILIAN EMPLOYMENT FROM 2004 TO 2013

-10.4% (465 jobs) St. Helens	1.5% (146 jobs) Columbia Co.	15.5% (94,492 jobs) Portland Metro
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Source: State of Oregon, Quarterly Census of Employment & Wages.

CIVILIAN EMPLOYMENT IN ST. HELENS, 2004-2013



Source: State of Oregon, Quarterly Census of Employment & Wages.

Food Services, Education, and Nursing Facilities are the top employing sectors in the City.

These three, 3-digit NAICS industries employed 1,094 people in 2013 – 27 percent of total employment.

Ambulatory Services grew the most from 2004 to 2013.

This industry added 99 jobs, representing an increase of 75 percent. Social Assistance; Administration and Support Services; and Banks and Credit Unions also grew.

TOP TEN SECTORS IN TERMS OF EMPLOYMENT, ST. HELENS, 2004 & 2013

NAICS	Industry Descriptions	Employment in 2004	Employment in 2013	Difference	Percent Change
722	Food Services and Drinking Places	347	432	85	24.5%
611	Educational Services	364	363	-1	-0.3%
623	Nursing and Residential Care Facilities	224	299	75	33.5%
621	Ambulatory Health Care Services	132	231	99	75.0%
624	Social Assistance	151	204	53	35.1%
445	Food and Beverage Stores	164	163	-1	-0.6%
561	Administrative and Support Services	116	163	47	40.5%
922	Justice, Public Order, and Safety Activities	96	96	0	0.0%
522	Credit Intermediation and Related Activities	66	87	21	31.8%
238	Specialty Trade Contractors	86	80	-6	-7.0%

Source: State of Oregon, Quarterly Census of Employment & Wages.

Wages

Households earn less.

St. Helens median household income is 13 percent less than Columbia County and 19 percent less than the Portland Metro.

Since the recession, real incomes have stayed the same.

Average income has not changed since 2010 (~\$59,800). The cumulative rate of inflation since 2009 is outpacing the City's increase in wages – 10.3 percent inflation versus 7.2 percent increase in average wage from 2009 to 2014.

Median wages are falling.

The City's median wage fell 20 percent from 2009 to 2014. This is over \$11,600 less in real wages.

MEDIAN HOUSEHOLD INCOME, 2014

\$47,421

St. Helens

\$54,605

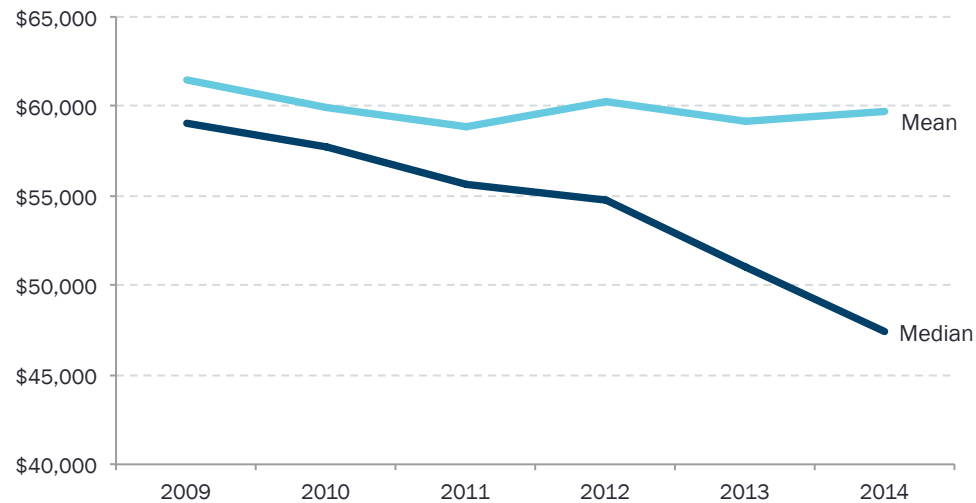
Columbia Co.

\$58,710

Portland Metro

Source: U.S. Census, American Community Survey 2014 5-year estimates.

MEDIAN AND MEAN HOUSEHOLD INCOME IN ST. HELENS, 2014 DOLLARS, 2009-2014



Source: U.S. Census, American Community Survey 2009-2014 5-year estimates.

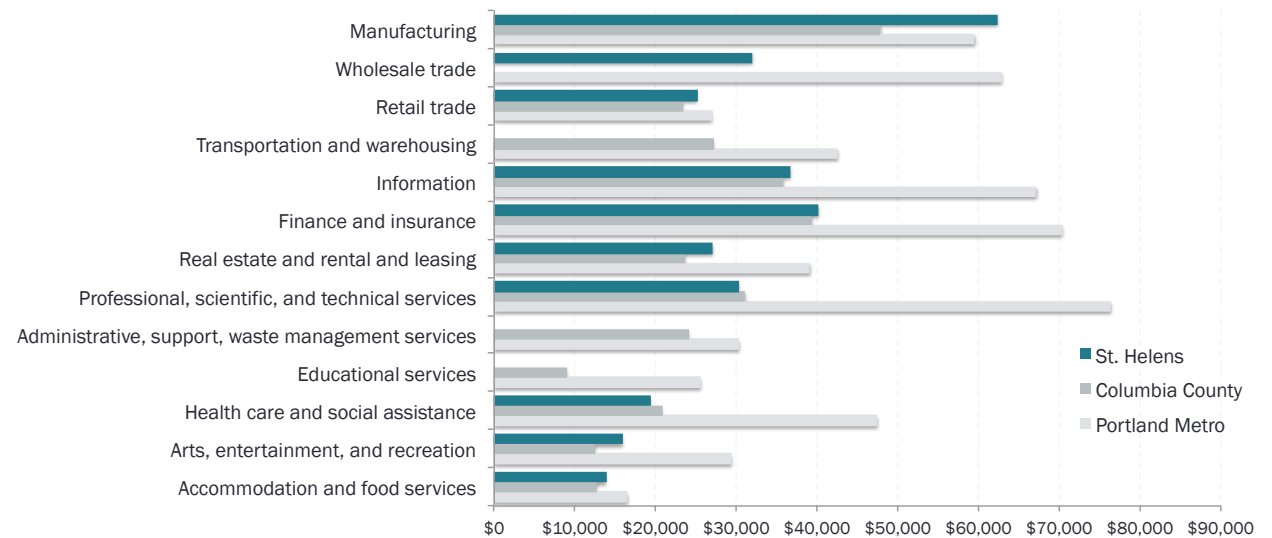
Manufacturing is the highest wage-earning industry.

St. Helens employees earn \$62,377, 30 percent higher than the county average, and 4.8 percent higher than the region.

The next highest earning industries are Finance and insurance, and Information.

Both industries earn, on average, higher wages than the county average, but less than the Portland Metro as a whole.

AVERAGE WAGE BY INDUSTRY, 2012, ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO



Source: 2012 Economic Census

Commuting Patterns

Most residents commute to work.

Just 16 percent of residents also work in St. Helens.

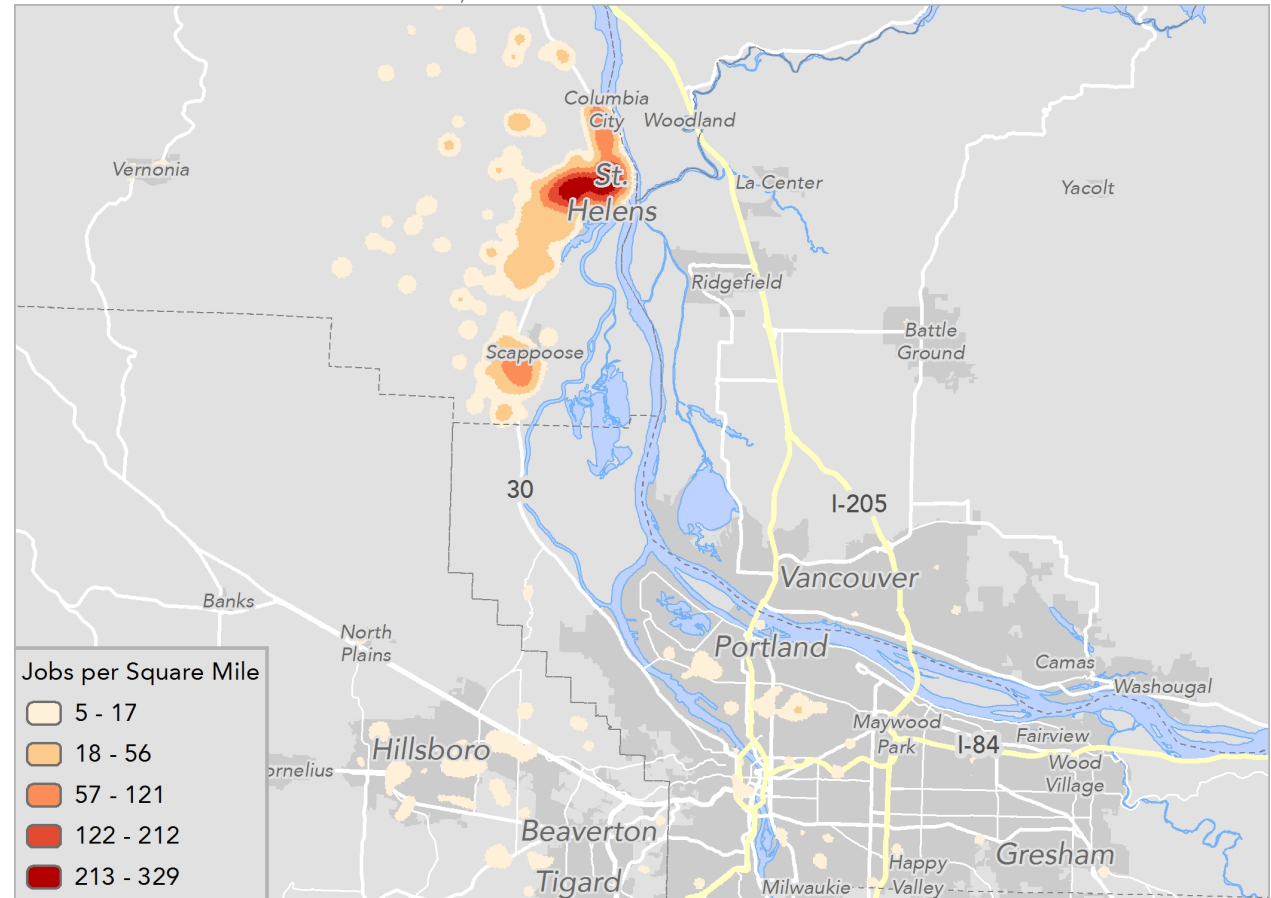
Commuters head south for work.

Almost 60 percent of all commuters go south to Portland, Beaverton and Scappoose.

One-third of commuters travel more than 25 miles to work.

Ten percent of residents commute further than 50 miles to work. Most of these people (68.4%) are traveling south – 50 miles south is beyond Woodburn.

WHERE ST. HELENS RESIDENTS WORK, 2013



Source: OnTheMap, 2013; Metro RLIS.

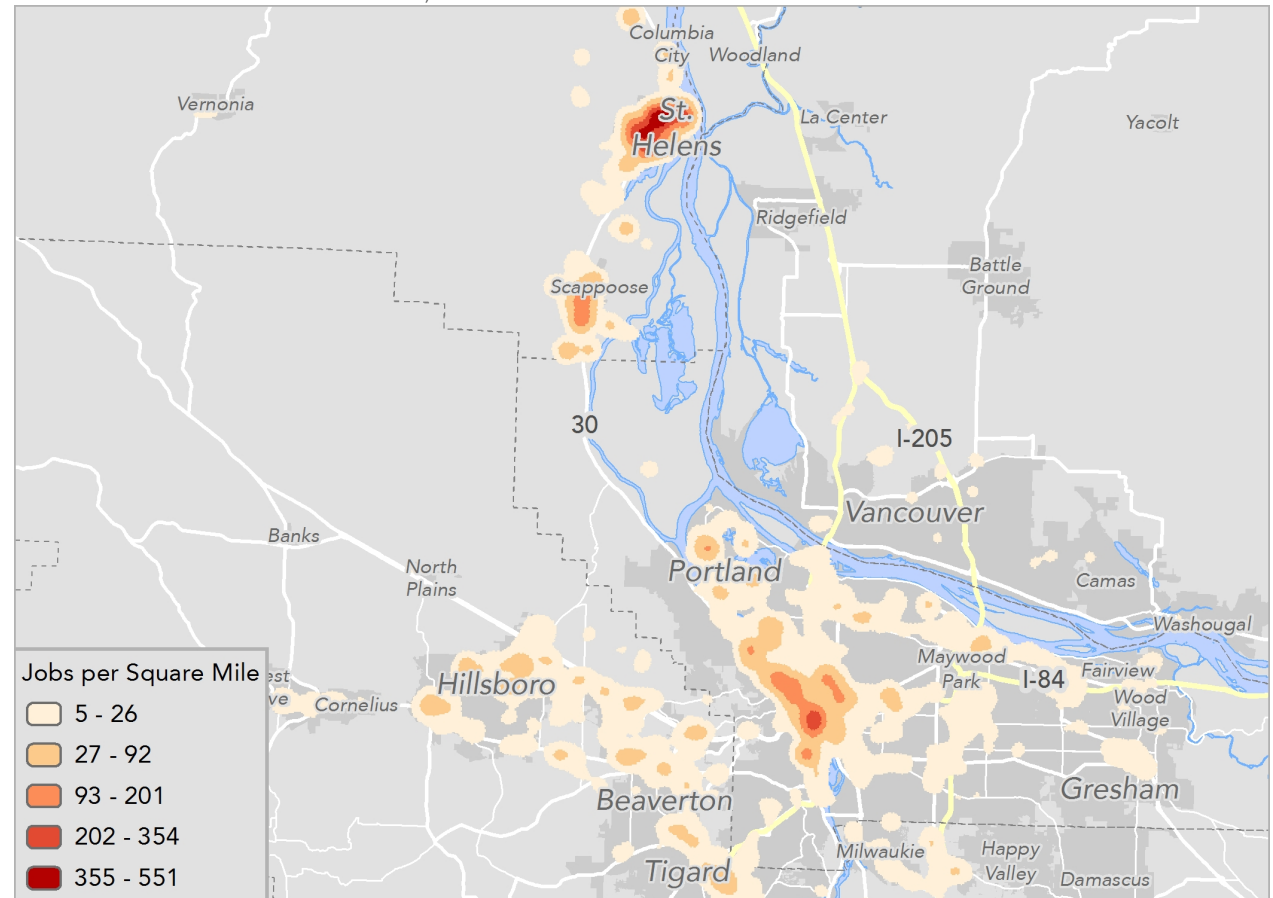
Workers primarily live in St. Helens and Scappoose.

Fifty-five percent of workers live within 10 miles of St. Helens. Three-fourths of all employees live within 25 miles of their jobs in St. Helens.

Only 13.8 percent of employees commute more than 50 miles.

Most long-distance commuters are coming from the south.

WHERE ST. HELENS WORKERS LIVE, 2013

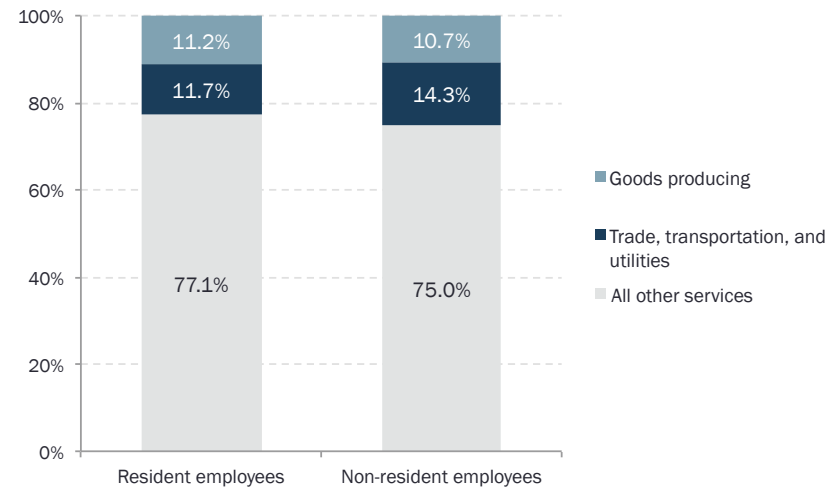


Source: OnTheMap, 2013; Metro RLIS.

Residents are more likely to fill All other services and Goods producing positions than non-residents.

Conversely, non-residents are more likely to work in Trade, transportation and utility jobs.

INDUSTRY CLASS OF WORKERS EMPLOYED IN ST. HELENS, 2013



Source: US Census OntheMap Inflow/Outflow report for the City of St. Helens, 2013.

Goods producing

Agriculture, mining, construction, and manufacturing
NAICS 11, 21, 23, and 31-33

Trade, transportation, and utilities

Wholesale and retail trade, transportation, and utilities
NAICS 42, 44-45, 48-49, and 22

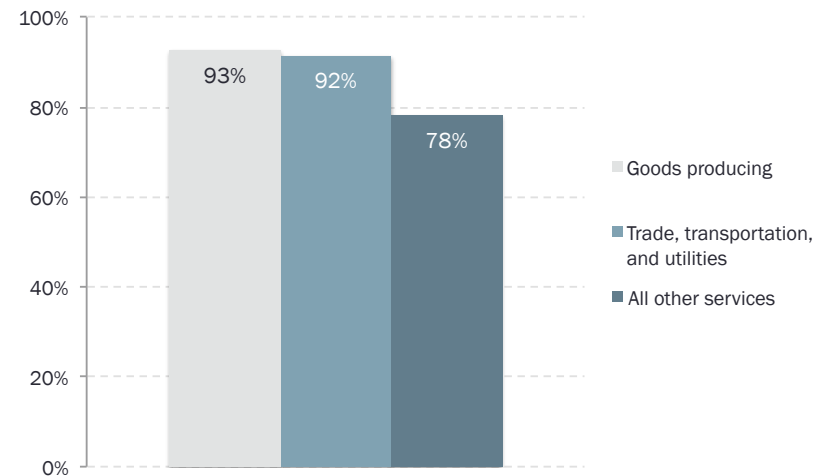
All other services

Real estate, education, healthcare, government and professional services
NAICS 51-92

More residents commute for Goods Producing; and Trade, Transportation, and Utility jobs.

92 percent of workers in these industries work outside of St. Helens.

PERCENT OF ST. HELENS RESIDENTS THAT COMMUTE OUTSIDE THE CITY TO WORK, BY INDUSTRY CLASS, 2013



Source: US Census OntheMap Inflow/Outflow report for the City of St. Helens, 2013.

St. Helens residents working in Other Services are more likely to stay in the City to work.

Firm Size

Most businesses in St. Helens have fewer than 5 employees

57 percent of all firms employ 1 to 4 people. In the county, an even higher percent of firms have fewer than 5 employees.

A large percent of St. Helens firms employ 5 to 19 employees.

Two-thirds of employees work in small businesses of fewer than 50 employees.

A slightly higher percent work in small business across Columbia County - 73 percent, and a lower percent (42) in the Portland Metro.

Most workers (36%) are in business with 5 to 19 employees.

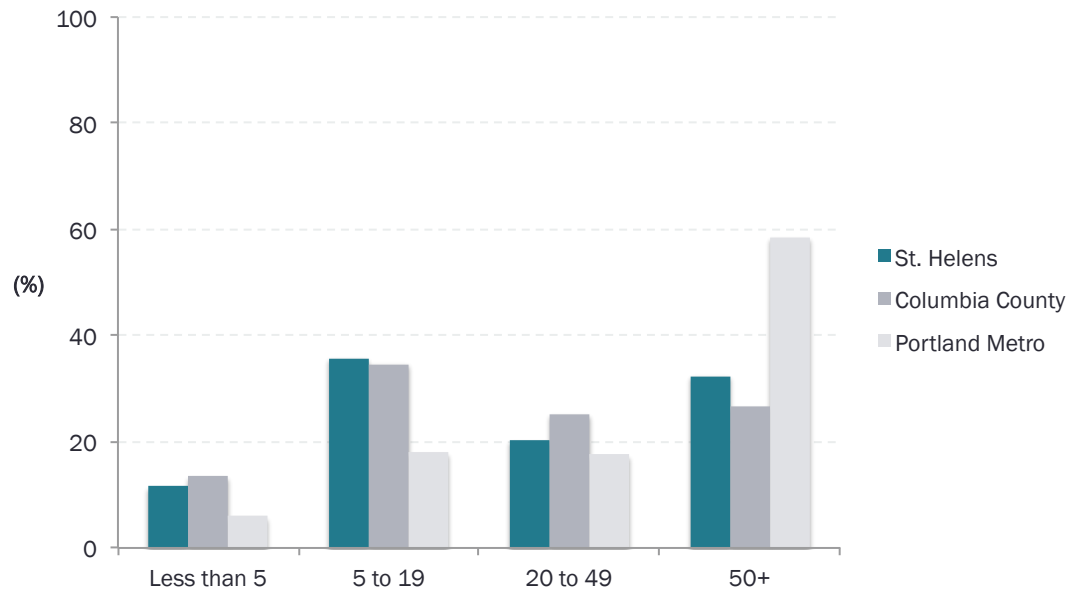
Conversely, 58 percent of the region's employees are in large companies with more than 50 employees.

FIRM SIZE IN ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO (2013)

Firm Size	St. Helens	Columbia County	Portland Metro	St. Helens	Columbia County	Portland Metro
	Firm Count			(%)		
All sizes	371	1,056	46,414	N/A	N/A	N/A
Less than 5	212	671	24,564	57.1	63.5	52.9
5 to 19	122	291	14,130	32.9	27.6	30.4
20 to 49	24	69	3,301	6.5	6.5	7.1
50+	13	25	4,419	3.5	2.4	9.5

Source: State of Oregon, Quarterly Census of Employment & Wages

EMPLOYMENT BY FIRM SIZE IN ST. HELENS, COLUMBIA COUNTY, AND PORTLAND METRO (2013)



Source: State of Oregon, Quarterly Census of Employment & Wages.

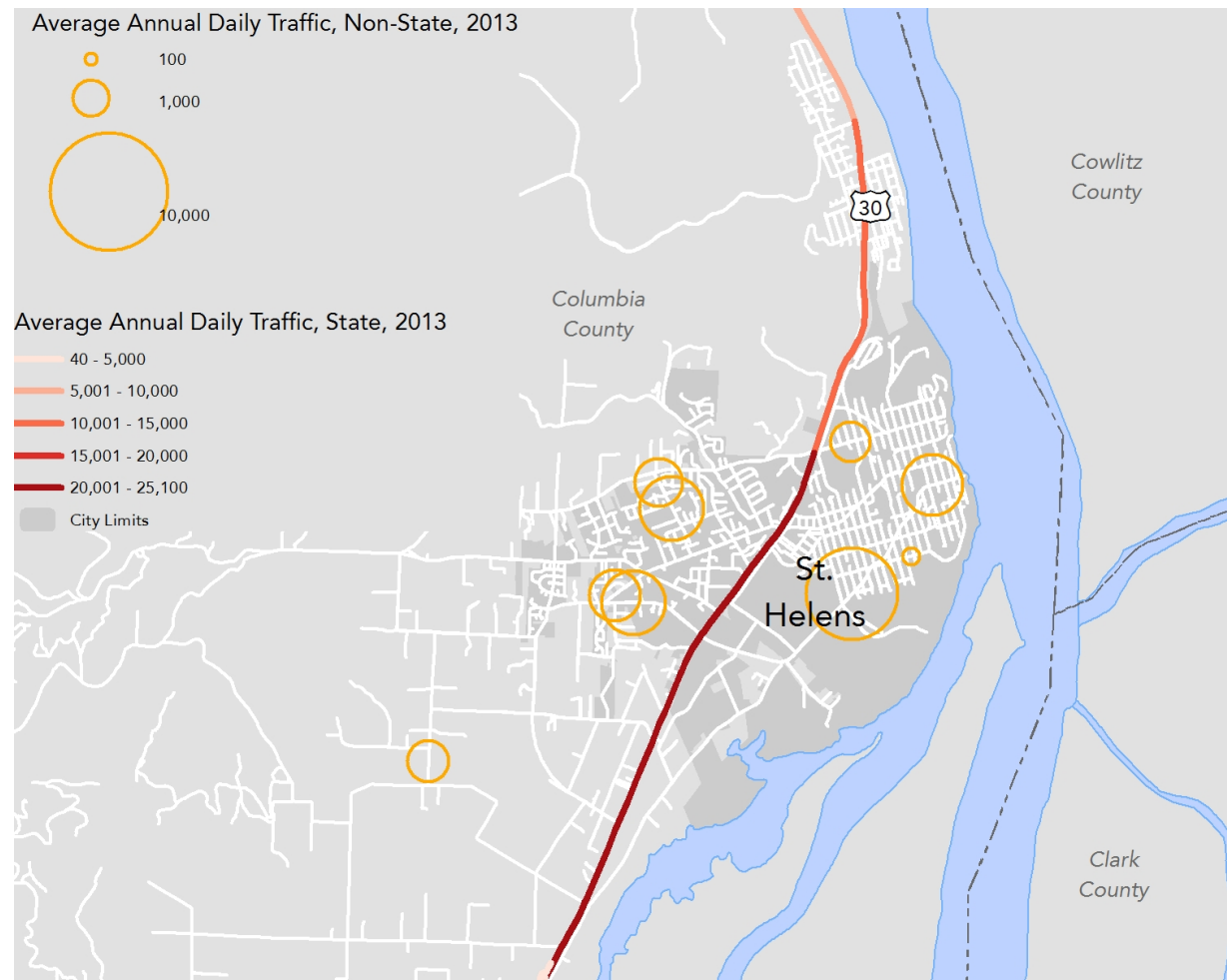
Traffic Counts

Most traffic from Highway 30 stops in St. Helens.

The average annual daily traffic drops by 10,000 north of the City limits.

The most non-highway traffic is in the southern industrial part of the City.

ST. HELENS AVERAGE ANNUAL DAILY TRAFFIC, 1998-2013



Source: Oregon Department of Transportation, City of St. Helens

2 Regional Overview

Portland Metropolitan Area

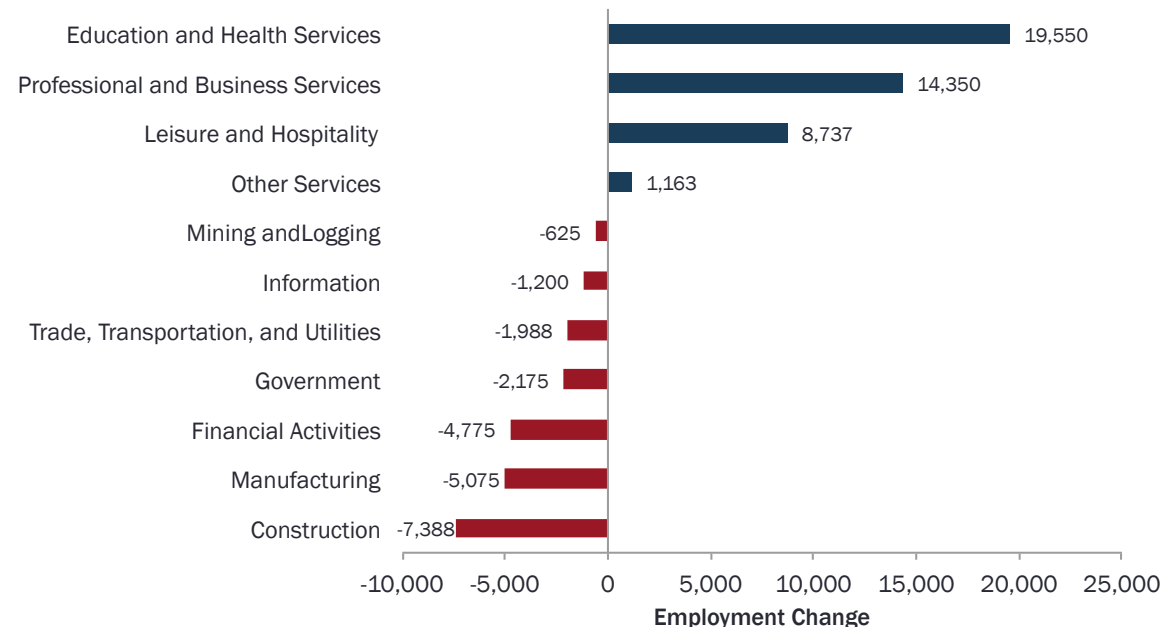
The seven-county Portland Metropolitan Area supports the majority of the jobs and income in the state. The region contributes significantly to the gross national product; Portland ranked 3rd in metros in growth of gross metropolitan product from 2009 to 2014. This section briefly describes the economy of this region in terms of jobs, income and gross product.

Employment

According to the 2014 *Value of Jobs* report, between January 2008 and December 2010, the Portland Metropolitan Area lost 64,500 jobs. Between January 2011 and August 2014, the region added back 84,875 jobs, for a gain of 20,375 since the 2007 peak. Much of the recovery has been in the local sector – employers who operate primarily in the local economy, as opposed to the traded-sector jobs – jobs related to employers who do business outside of the Portland-metro region.

Portland Metro's recovery of traded-sector jobs outpaces the national average for metro areas, yet continues to lag in manufacturing and construction, which generate the middle-income jobs that are important to the long-term vitality of this region.

INDUSTRY EMPLOYMENT CUMULATIVE CHANGE PORTLAND METRO FROM 2008 TO 2014



Source: U.S. Department of Labor: Bureau of Labor Statistics. Current Employment Statistics, Employment, Hours, and Earnings - State and Metro Area

Wages

During 2014, income increased in the region, but still lags behind pre-recession income levels. The Portland Metro median household income increased 4.4 percent since 2010.

Per capita income also grew, but as of 2012, is still lower than the national average for metro areas by 5 percent (\$45,850 nationally vs. \$43,734 in Portland).

INCREASE IN REAL MEDIAN HOUSEHOLD INCOME SINCE 2010

4.4%

Portland Metro

-1.3%

National

Source: U.S. Census Bureau, American Community Survey 2014 1-year estimates

PER CAPITA INCOME, 2012

\$43,734

Portland Metro

\$45,850

National

Source: BEA, Personal Income Summary; BLS

Gross Metropolitan Product

Portland Metro's growth in gross metropolitan product (GMP), an important measure of productivity, continues to exceed much of the nation. Portland-metro's GMP growth was third in the nation, due in large part, to the electronics and semiconductor industry.

GROWTH IN GROSS METROPOLITAN PRODUCT SINCE 2008

23.6%

Portland Metro

10.8%

National

Source: Bookings Metro Monitor, <http://www.brookings.edu/research/interactives/metromonitor#overall>.

NOTE: National metro average is calculated from the top 100 metro areas only.

GROSS METROPOLITAN PRODUCT PER CAPITA, 2014

\$64,991

Portland Metro

\$52,526

National

Source: Bureau of Economic Analysis

Columbia Pacific Economic Development District

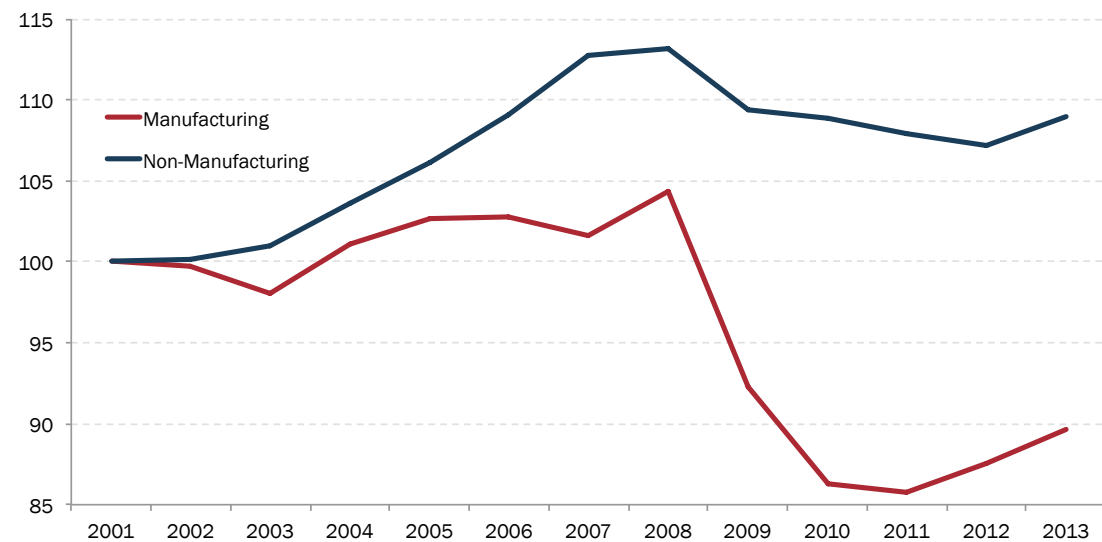
The Columbia Pacific Economic Development District (Col-Pac) consists of Clatsop, Columbia, Tillamook, and the western part of Washington Counties. The Northwest Oregon Regional Partnership compiled a *Comprehensive Economic Development Strategy* (CEDS) in 2014, which describes the economic conditions of this region.

The report states that the region's employment makes up approximately 3.5 percent of the state total.¹ Job growth in this region since 1976 has grown fifteen percent; this is primarily due to western Washington County's employment. Clatsop, Columbia and Tillamook are at 66, 43, and 75 percent of their 1976 job totals, respectively.

Manufacturing

According to the 2014-2018 Col-Pac CEDS, manufacturing has historically been the largest sector for employment in the region, and often provided the highest paying jobs. In the last decade, manufacturing employment and wages have both decreased in the region. Many of the jobs in the region over the last decade have shifted to the leisure and hospitality sectors, especially along coastal cities.

CHANGE IN MANUFACTURING EMPLOYMENT, CLATSOP, COLUMBIA, AND TILLAMOOK COUNTIES, 2001 - 2013



Source: U.S. Department of Commerce / Bureau of Economic Analysis / Regional Income Division, Total full-time and part-time employment by NAICS industry

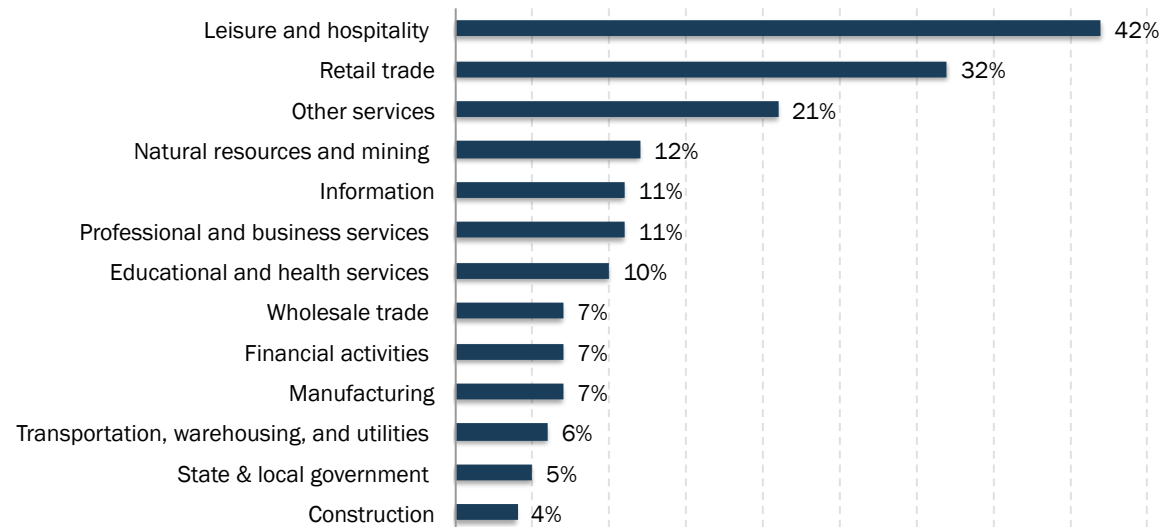
¹ Oregon Employment Department, Western WA estimates from the PSU Population Research Center

Wages

Northwest Oregon (Benton, Clatsop, Columbia, Lincoln, and Tillamook counties combined) had a higher percentage of jobs with earnings below \$10 per hour (17%) than Oregon statewide (14.4%), according to the Quarterly Census of Employment and Wages first quarter 2014 data.²

Columbia County had the second highest proportion of jobs paying below \$10 per hour (18.4%), following just behind Lincoln County.

PERCENTAGE OF NW OREGON JOBS WITH EARNINGS LESS THAN \$10 PER HOUR BY INDUSTRY



Source: Oregon Employment Department

Regional Vision and Targeted Industries

In Saint Helens specifically, the 2014 – 2018 Col-Pac CEDS identified the recertification of the McNulty Creek Industrial Park as an important strategic regional goal. Additionally, they list the St. Helens Corridor Refinement Plan and Downtown Revitalization as short-term strategic goals.

ECONOMIC CLUSTERS THAT HAVE THE POTENTIAL TO DIVERSIFY THE REGIONAL ECONOMY

Aviation

Airport industrial parks

Energy

Traditional and renewable energy sources

Marine Services

Cold storage, boat repair and maintenance

Specialty Manufacturing

Craft brewing, materials handling, and steel fabrication

Source: 2014-2018 Col-Pac Economic Development Strategy

² Oregon State Employment Department

Columbia County

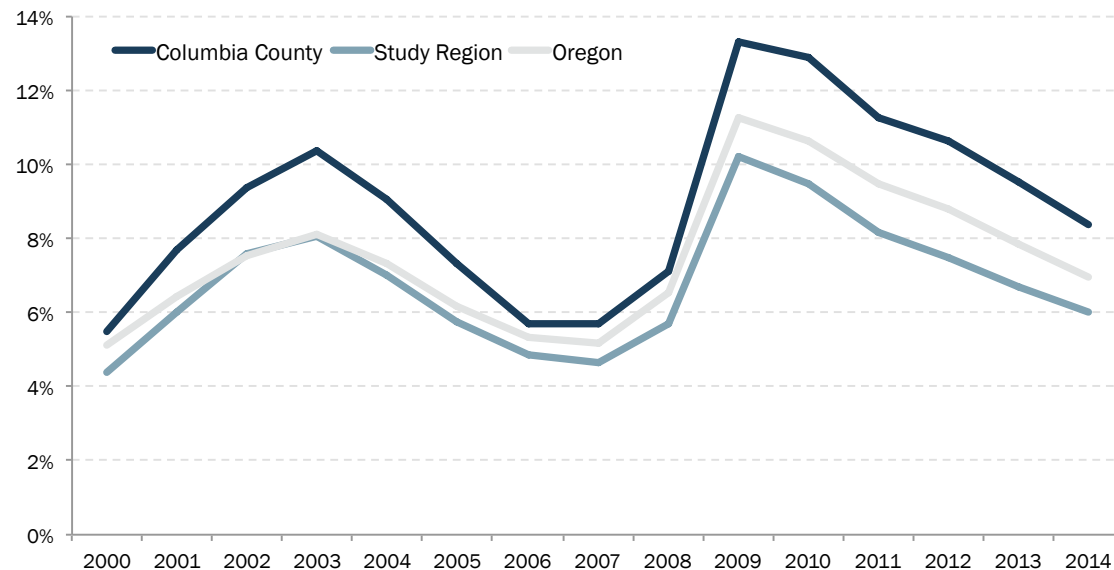
Columbia County is part of the Portland-Vancouver-Hillsboro Metropolitan Area. It has the second smallest labor force and population – only greater than Skamania County, Washington. Households in the county have the fourth highest median income in the metro area. Residents have the highest commuting time to work of all seven counties – 32.2 minutes on average. Columbia County also has the highest percent of car commuters (92%).³

Unemployment

In recent history, Columbia County consistently has the highest rate of unemployment compared to Oregon overall and the Columbia, Washington and Multnomah counties combined

During the recession, Columbia County was hit the hardest, as it increased to 13 percent unemployment in 2009; more than double the rate in 2006.

UNEMPLOYMENT RATES (NOT SEASONALLY ADJUSTED), 2000-2014



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics.
Note: "Study region" denotes Columbia, Washington, and Multnomah Counties.

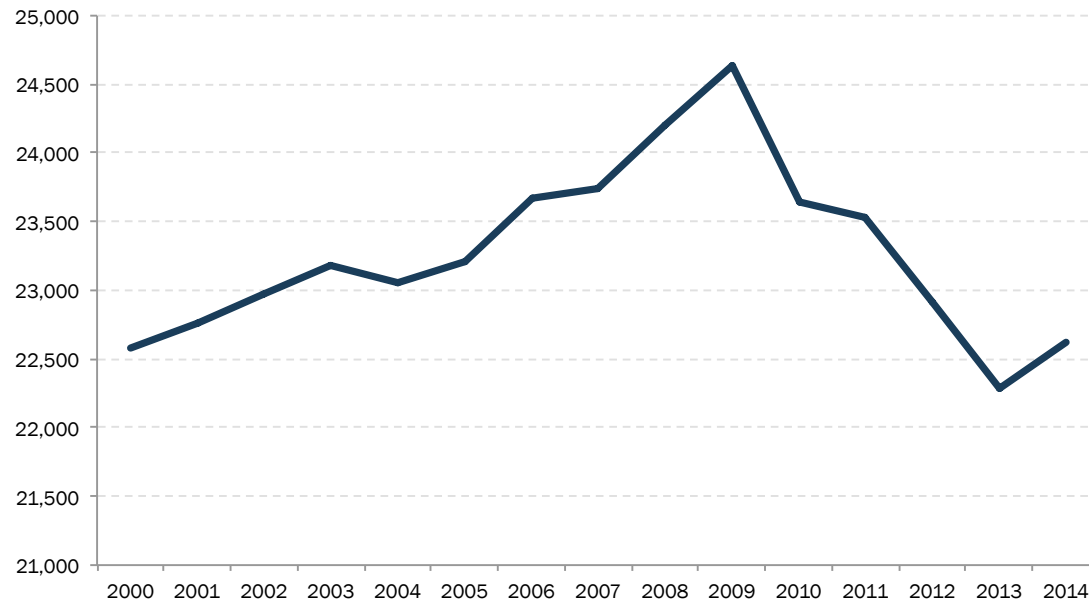
³ Source: U.S. Census Bureau, American Community Survey 2014 5-year estimates

Labor Force

Columbia County had a steady increase in the civilian labor force from 2000 to 2009. From 2009 to 2013, the labor force declined by 9.6 percent. The hardest hit industries were extraction (24% decline) and wholesale (21% decline). The industries that have shown recent growth are accommodation, education, and healthcare.

In 2014, Columbia County experienced an increase of 1.6 percent in the workforce. This is consistent with other counties around the country.

LABOR FORCE IN COLUMBIA COUNTY, 2000-2014



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics.

3 St. Helens Waterfront

Transportation Alignment Options

Kittelson developed Potential interim intersection improvement locations and long-term alternative corridors in order to facilitate discussion about the potential economic uplift.

Partial Bypass Route

Intersects Highway 30 at Millard Rd. and cuts down to Old Portland Rd. It follows Old Portland Rd. until Kaster Rd., then heads to the railroad tracks and follows those to the Veneer site.

Railroad Avenue Route

This route has the same path as the partial bypass, until turning east onto Railroad Ave. The route stays on the railroad route until connected to the Veneer site.

Intersection Improvements

1. Gable Road and Old Portland Road
2. Plymouth Street and Old Portland Road
3. Plymouth Street and 6th Street



Source: Kittelson & Associates, City of St. Helens

Parcel Ownership

The transportation alignments allow for greater access to City, Port and Boise White Paper properties.

The partial bypass alternative would allow for greater access to Boise White Paper parcels.

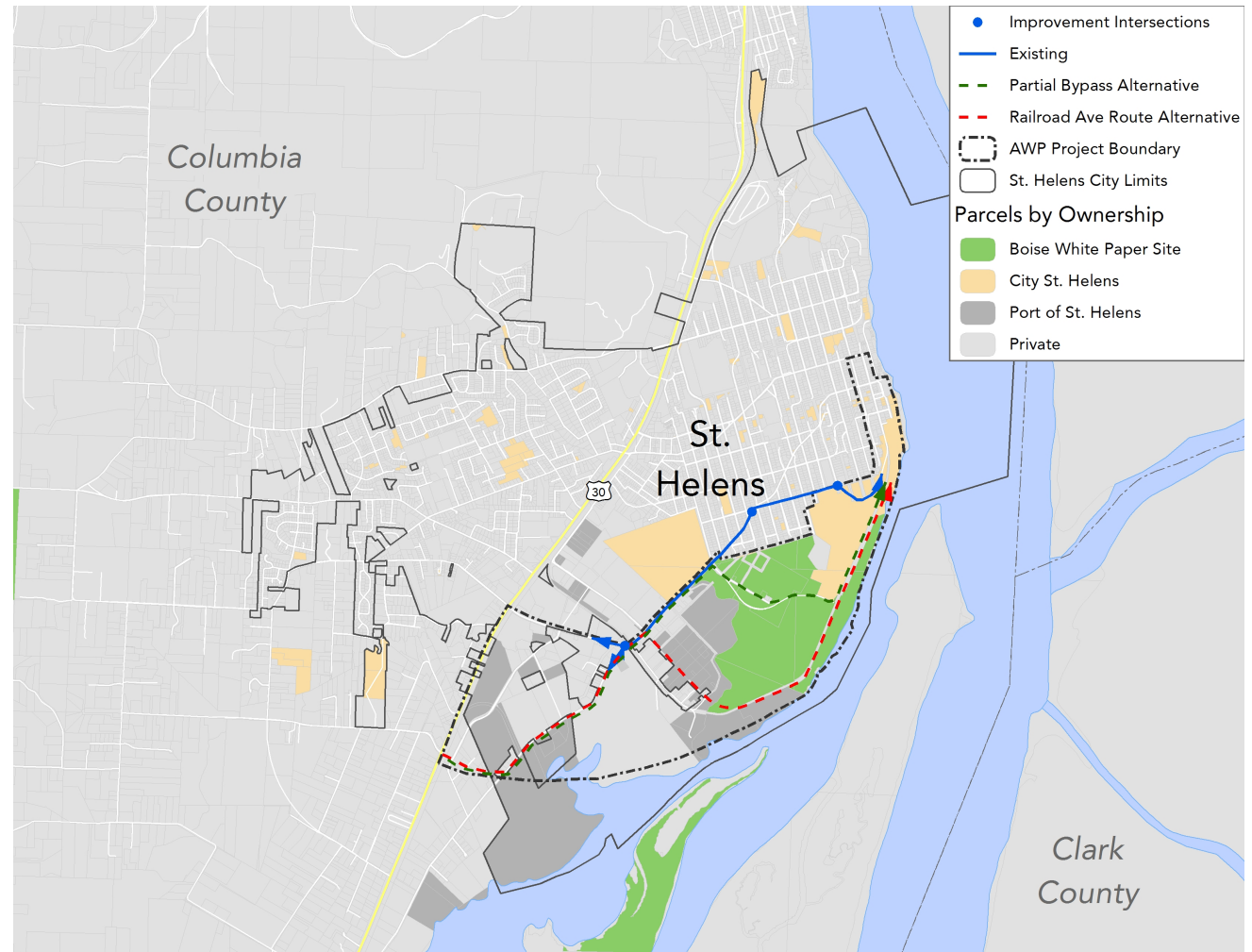
[Needs Updated Numbers from City]

The Port owns the most parcels, but Boise White Paper owns the most industrial acreage.

City owns 2 parcels and 22.9 acres.

Port owns 29 parcels and 211.7 acres.

Boise White Paper owns 18 parcels and 319.7 acres



Source: City of St. Helens, Columbia County Assessor's Office, University of Oregon GIS, Oregon Geospatial Library, Metro RLIS, ESRI Datamaps 10.

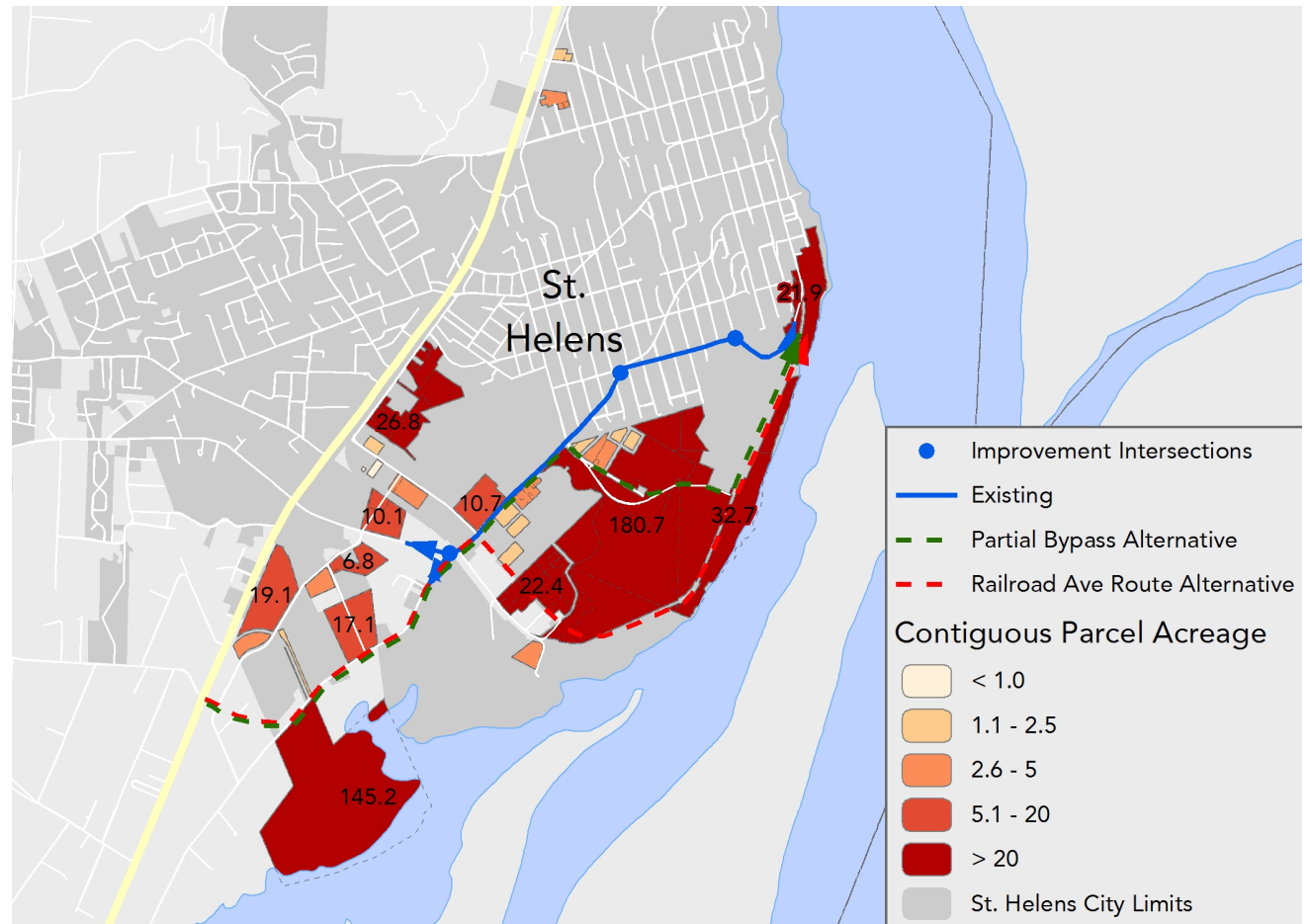
Contiguous Parcels

The City has 85 industrial parcels.

Two pieces of land contain more than 100 contiguous acres.

The 145.2 acres of Port property is currently one parcel. Another 180.7-acre piece of contiguous land, mostly owned by Boise White Paper, is currently split into multiple smaller parcels.

There are seven pieces of 10 to 100 acres of contiguous land.



Source: City of St. Helens, Columbia County Assessor's Office, University of Oregon GIS, Oregon Geospatial Library, Metro RLIS, ESRI Datamaps 10.

Development Capacity

The City of St. Helens has 988 industrial acres of land.

Most Industrial land is vacant – 30.8 percent. Industrial acres make up 26 percent of total land in the City.

The study area, and the City's buildable industrial land are predominantly zoned for heavy industrial.

535

Total Buildable Acres

468

Heavy Industrial Buildable Acres

67

Light Industrial Buildable Acres

INDUSTRIAL LAND BY DEVELOPMENT STATUS, 2015

988

Total Industrial Acres

480

Developed Acres

304

Vacant Acres

192

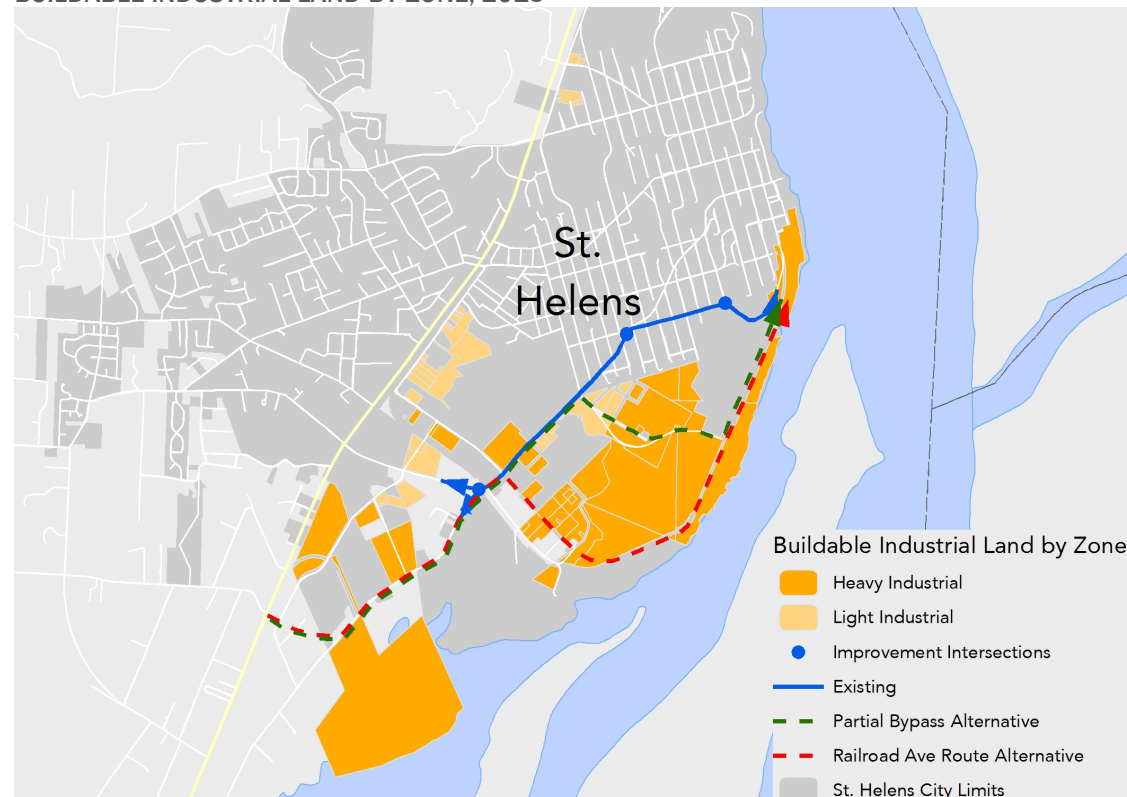
Public Acres

12

Undevelopable Acres

Source: City of St. Helens, Columbia County Assessor's Office, University of Oregon GIS, Oregon Geospatial Library, Metro RLIS, ESRI Datamaps 10.

BUILDABLE INDUSTRIAL LAND BY ZONE, 2015



Source: City of St. Helens, Columbia County Assessor's Office, University of Oregon GIS, Oregon Geospatial Library, Metro RLIS, ESRI Datamaps 10.

Note: Buildable land includes Vacant and Redevelopable development designations.



Improvement Intersections

Existing

Partial Bypass Alternative

Railroad Ave Route Alternative

Environmental Constraints

Parcel Ownership

Port of St. Helens

Other Public

Private

Appendix A: Summary of Interviews

Patrick Trapp

Port of St. Helens, Executive
Director

Access is not currently a problem for port property. Additionally, the port is reluctant to increase access to waterfront because of mitigations costs from brownfield.

In identifying potential industries, he expects that the St. Helens property will be competing with the entire state for business. City should focus:

- Local and regional producers
- Potential spillover in light industrial from Multnomah County
- Businesses looking for cheaper land that will let them grow their operations

Lack of nearby deep-water access limits the potential for heavy manufacturing. Nearby rail may not provide much advantage, due to traffic delays.

Eric Porchnow

Cascades Tissue Group (Boise
White Paper site), Manager

Supportive of new transportation corridor, but likely would not benefit their business. He does, however, see how the new corridor would increase economic potential.

Believes that getting the land “shovel ready” for new businesses is key for attracting new business to the area. They recently explored this land’s potential with St. Helens

The industries with the most potential are:

- Believes that light industrial is a good target for property.
- Commercial businesses (retailers) may also be a good fit

Chuck Daughtry

Columbia County Economic Team,
Executive Director

Getting properties shovel-ready is equally as important as a new transportation alignment. It is vital to know the status and size of each parcel, if it is shovel-ready, and if not, then what the limitations of each parcel are.

Attracting businesses to this area is a challenge because the water isn't deep enough for heavy industrial, and it's too expensive to dredge. Also, electricity prices aren't competitive, therefore no big electrical user (greater than 100km) could locate on these sites.

The industries with the most potential are:

- Industrial uses (spillover from Portland – bio-digester, food waste, distribution, warehousing, logs and paper manufacturing).
- Commercial uses (restaurants and large retailers)
- Recreation uses (river activities)
- Higher Education

Mary McArthur

Col-Pac Executive Director,
Regional EDC

This region is reactive rather than active in recruiting businesses. The reality is that businesses will go to Scappoose because it is better geographically located

This community has had trouble recruiting young workers. It needs to rejuvenate the young workforce by possibly attracting some high tech jobs or other higher skilled labor businesses. Another suggestion is to bring workforce development to this region such as welding training, police, PCC, etc.

The industries with the most potential are:

- Natural resources (biomass and off-products)
- Complementary industries to current businesses (paper manufacturing)
- Green industry (recycling plant)
- Maritime museum
- Agreed with the possibility for industry spillover from Portland (food manufacturing, breweries, and distilleries).