

**To:** Sasha Luftig, Senior Project Manager  
Lane Transit District

**From:** Andrew Martin, Development Planning Associate  
Lane Transit District

**Date:** April 23, 2018

**Re:** MovingAhead – Parks Acquisitions and Displacements Revisions

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In March 2018, as part of the process to prepare the MovingAhead Alternatives Analysis, WSP reviewed technical work prepared by another consultant. The WSP review identified flaws in the methods used to calculate acquisitions and displacements related to park facilities and right of way; WSP prepared a memo documenting their findings and the resulting revisions to the Parks technical findings<sup>1</sup>. Based on these findings, LTD conducted additional analysis to update the Acquisitions and Displacements Technical Report. This memo outlines the methodology used and data collected to correct the parks related data in the Acquisitions and Displacements Technical Report. The findings of this memo are consistent with the findings and revisions identified in the WSP technical memo.

### **Data and Methodology**

Data used to conduct this analysis includes:

- 2018 Memo prepared by WSP<sup>2</sup>
- 2017 GIS data files prepared by CH2M for the MovingAhead project
- LCOG property information data
- Google aerial images

All park parcels potentially impacted by acquisitions were checked for their zoning classification and whether or not they were currently being used for parks and recreation activities or some other use (including vacant). Manual adjustments were made to the tabulation of parks parcels potentially impacted by acquisitions. The following method was used:

- Taxlots identified in the “Impacted\_Taxlots\_ROWAcqu” file in MovingAhead\_EnviroAnalysis.gdb geodatabase were sorted by zoning classification, which were based on the classifications used in the Land Use/Farmland Tech Report.
  - The Residential classification contains R-1, R-2, and R-3 zoning.
  - Public and Institutional land is zoned PL or PRO.
  - The Commercial/Industrial classification contains I-2, I-3, C-1, C-2, C3, GO, S-C, S-CN, S-DR, S-DW, S-E, S-F, S-HB, S-JW, S-RN, S-W, and S-WS, E-1, and E-2, some of which are treated as mixed-use in other technical reports.
- In order to determine which lands were vacant, the PROPCLDES field was filtered to include all properties with vacant uses according to LCOG data.

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<sup>1</sup> Dearman, Anna, Jennifer Rabby, AICP, and Stefano Viggiano, AICP. 2018. Memo: MovingAhead – Impacts to Parks of Acquisition Areas and Temporary Construction Easement Areas. WSP: Portland. March 28, 2018.

<sup>2</sup> Ibid.

- Parcels identified as vacant were then checked against satellite imagery to verify that they are vacant.
- Park parcels that did not have the correct zoning classification and were previously tabulated under the incorrect zoning were manually sorted into the Public/Institutional classification.

## Findings

### Highway 99

- Both alternatives: Revised classification of Trainsong Park parcel from Residential vacant to Public/Institutional occupied.

### 30th LCC

- Both alternatives: Civic Stadium site is not listed as vacant, but currently is vacant.
- Enhanced Corridor:
  - Used Park Impact Memo from WSP to determine actual impacts. ROW was inconsistently considered in original analysis because of how taxlots were drawn in the Amazon Park area. Many taxlots contain ROW and park land.
- Removed taxlot 1803061400105 because it was determined that it is ROW and, therefore, is not a public land impact.



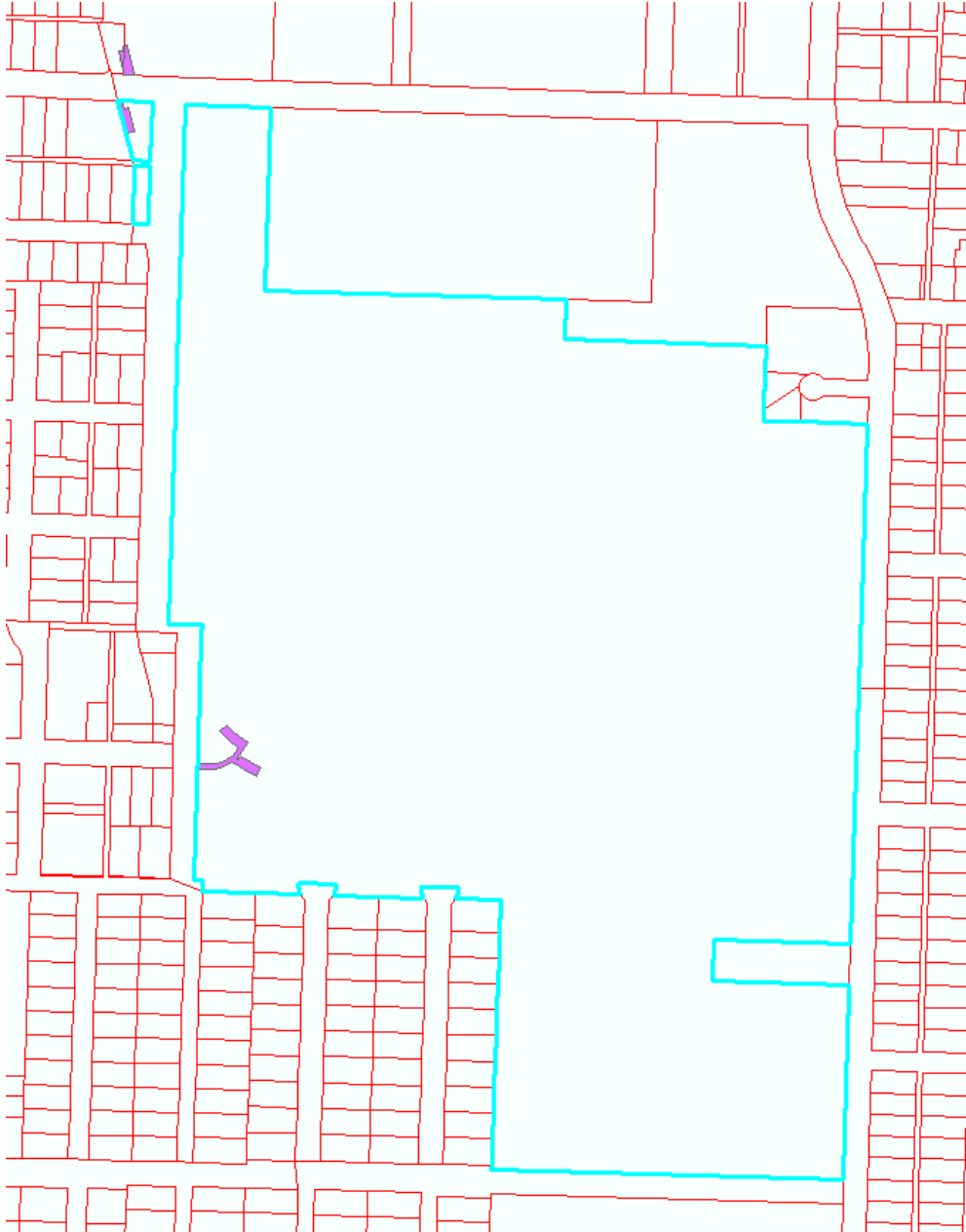
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- Adjusted ROW acquisition to be .02 acres for taxlot 1803061400110 to match with estimate from WSP. (See picture above)
- Taxlot 1803053200200 is comprised of 3 non-contiguous pieces.



WSP determined that portions of the previously identified acquisition area were within what is the existing roadway footprint. To correct for areas in the roadway, the required acquisition area was reduced to 0.09 acres. The areas circled in the images below are the removed areas.



- EmX:

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- Adjusted taxlot 1803061400105 acquired acres to 0.01 to match the park impact area identified in the WSP memo. Removed blue highlighted section from that potentially impacted taxlot area (see image below).



- For taxlot 1803053200200, which is comprised of 3 non-contiguous pieces, the potential acquisition area was reduced to 0.09 acres. The areas circled in blue (in the first image below) and in red (in the second image below) were removed.





**Summary of Findings**

For each corridor and build alternative, the table below shows the number of parcels potentially affected by acquisitions by land use type and the total area of acquisitions regardless of land use type. Bolded, underlined numbers in the table indicate that the number of parcels and / or acreage was updated to reflect the findings of this analysis. Most of the modifications changed the number of potentially affected parcels by land use category but did not change the total acreage of acquisitions.

Alternative	Land Type				Total Parcels Affected	Total Area of Acquisitions (in acres)
	Commercial & Industrial	Public & Institutional	Residential	Vacant Land		
<b>Highway 99 Corridor</b>						
Enhanced Corridor	<b><u>37</u></b>	<b><u>2</u></b>	<b><u>3</u></b>	<b><u>2</u></b>	44	1.3
EmX	<b><u>31</u></b>	<b><u>2</u></b>	<b><u>3</u></b>	<b><u>2</u></b>	38	1.6
<b>River Road Corridor</b>						
Enhanced Corridor	5	0	0	0	5	1.3
EmX	<b><u>25</u></b>	<b><u>1</u></b>	<b><u>12</u></b>	<b><u>2</u></b>	40	2.2
<b>30th to LCC Corridor</b>						
Enhanced Corridor	6	<b><u>5</u></b>	1	1	<b><u>13</u></b>	0.4
EmX	<b><u>12</u></b>	<b><u>5</u></b>	2	1	20	<b><u>0.5</u></b>
<b>Coburg Road Corridor</b>						
Enhanced Corridor	20	4	23	0	47	1.0
EmX	37	7	29	0	73	4.0
<b>Martin Luther King, Jr. Boulevard Corridor</b>						
Enhanced Corridor	<b><u>4</u></b>	0	<b><u>2</u></b>	0	<b><u>6</u></b>	<b><u>&lt;0.1</u></b>