



Table 1: Summary of ROW Acquisition and TCE Area Impacts to Parks

The following table summarizes right-of-way (ROW) acquisition and temporary construction easements (TCEs) that would be needed to construct improvements for the Enhanced Corridor (EC) and EmX Alternatives. This table does not include impacts that would not require ROW acquisition or TCEs (such as proposed reconfigured signals and ADA curbs/ramps). Design plans are conceptual at the time of this writing, and design refinements would likely change ROW acquisition and TCE areas. It is important to note that, due to the inherent inaccuracies of rounding numbers, measuring areas manually using Geographic Information Systems (GIS), lacking more accurate GIS data, and using the conceptual level of design, the impact areas presented below should be considered approximate. As directed by LTD, the following calculations employ the authors’ best judgment in assuming park and ROW boundaries, where accurate spatial data for these boundaries is unavailable.

CORRIDOR	PARK	EC ALTERNATIVE		EMX ALTERNATIVE		NOTES
		ROW ACQUISITION AREA (ACRES)	TCE AREA (ACRES)	ROW ACQUISITION AREA (ACRES)	TCE AREA (ACRES)	
Highway 99	Trainsong Park	0.09	0.06	0.09	0.06	
River Road	Rasor Park	None	0.002	None	None	
	West Bank Park	None	None	<0.01	0.01	
30 <sup>th</sup> Avenue to LCC	Civic Stadium	0.15	0.11	0.14	0.16	



CORRIDOR	PARK	EC ALTERNATIVE		EMX ALTERNATIVE		NOTES
		ROW ACQUISITION AREA (ACRES)	TCE AREA (ACRES)	ROW ACQUISITION AREA (ACRES)	TCE AREA (ACRES)	
	Amazon Park	0.14	0.61	0.23	4.90	Impacts occur in approximately 6 different locations within the park, including within apparent ROW which bisects the park parcel; these numbers reflect total impacts. Amazon Park presents the greatest challenge regarding data accuracy.
Coburg Road	Park Blocks	None	None	<0.01	<0.01	
MLK, Jr. Blvd.	None	None	None	None	None	