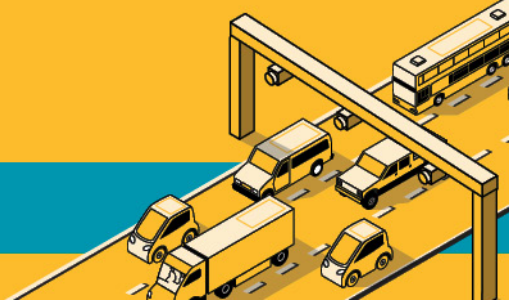


I-205 Toll Project

MEMORANDUM



Date September 1, 2021
To Lucinda Broussard, Michael Holthoff, Carol Snead, and Tom McConnell (ODOT)
From Ethan Spoo, WSP
Subject Land Use Methodology Memorandum
CC

INTRODUCTION

This memorandum describes the methods that will be used in the I-205 Toll Project (Project) Environmental Assessment (EA) analysis to evaluate land use impacts of the Project alternatives. The analysis and results will be documented in the EA that will be developed to comply with federal guidelines and regulations, including the National Environmental Policy Act (NEPA) and local and state policies, standards, and regulations.

The land use analysis will evaluate impacts from the construction, operations, and maintenance of the Project and will identify mitigation measures as needed.

LEGAL REGULATIONS AND STANDARDS

Laws, Plans, Policies, Regulations, and Guidance

The following is a list of federal, state and local laws, regulations, plans, policies, and guidance documents that guide or inform the assessment of land use:

- NEPA (1969)
- A Guidebook for Evaluating the Indirect Land Use and Growth Impacts of Highway Improvements (Oregon Department of Transportation and Federal Highway Administration 2001)
- Oregon Statewide Planning Goals (Amended 2015)
- Oregon Transportation Planning Rule
- Oregon Highway Plan (Amended 2018)
- Metro Regional Transportation Plan (RTP)
- Metro Region 2040 Concept Plan and Functional Plan
- Clackamas County Comprehensive Plan and Zoning and Development Ordinance
- City of West Linn Comprehensive Plan and Community Development Code

- City of West Linn neighborhood plans: Bolton, Sunset, Willamette
- City of Oregon City Comprehensive Plan and Zoning Code
- Stafford Hamlet Community Vision Plan (2020)

AREA OF POTENTIAL IMPACT

The area of potential impact (API) is the geographic boundary within which impacts to the environment could occur with the Project alternatives. The API for land use can vary depending on the direct or indirect impacts being analyzed. Direct long-term and short-term impacts to land use would occur within the I-205 right-of-way between SW Stafford Road and Oregon Route 213 (OR 213) plus 100 feet on either side of the freeway to accommodate construction activities including Project improvements, as well as staging of vehicles, equipment, and materials, and any other areas of ground disturbance (Figure 1).

Potential indirect impacts to land uses could occur stemming from changes to access, travel routes, and noise, air, or visual impacts to individual land uses along local streets where observed changes in traffic volume would exceed plus or minus 10 percent. The indirect impacts API for land use, therefore, also encompasses those land uses adjacent to (within 100 feet) of roadways forecast to experience changes in traffic volumes plus or minus 10 percent and with an annual average daily traffic (AADT) increase or decrease of at least 100 or more vehicles, as shown on Figure 2.

Figure 1. Land Use Direct Impacts API

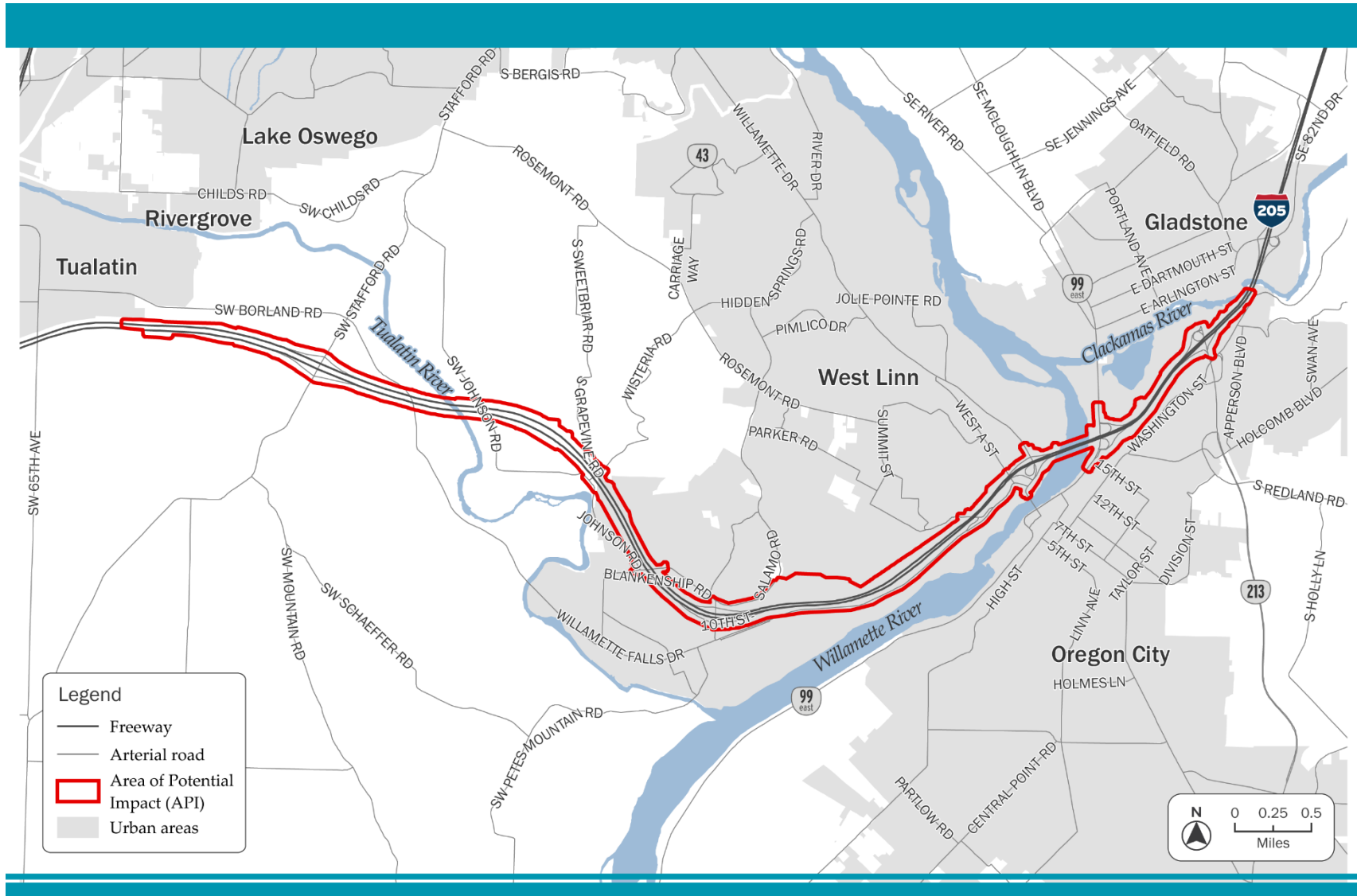
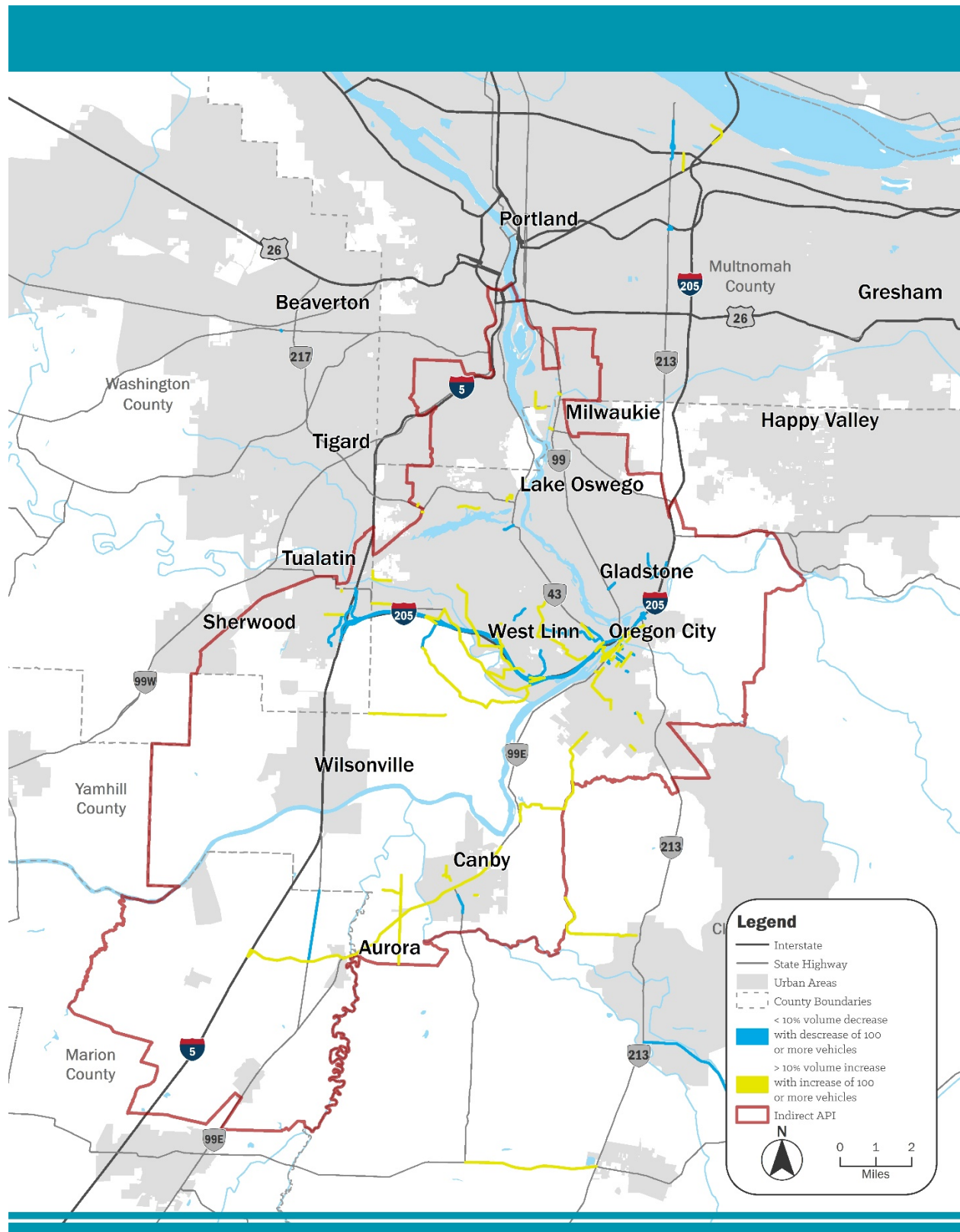


Figure 2. Land Use Indirect Impacts API



DESCRIBING THE AFFECTED ENVIRONMENT

Published Sources and Databases

Data used in the 2018 Documented Categorical Exclusion (DCE) prepared for the I-205 Improvements Project will be reviewed to confirm its relevancy and applicability to this study. The Regional Land Information System (RLIS) will be the primary data source used to describe existing and planned land uses and patterns. The following RLIS information will be used:

- Existing land use
 - Vacant land
 - Single-family residential land
 - Multi-family residential land
 - Office, retail, and other commercial land
 - Public use land, including designated parks and open spaces
 - Industrial land
 - Institutional land
- Comprehensive plan designation
- Zoning designation, including Overlay Zones and Plan Districts
- Assessed value of land and improvements by parcel

The analysis will also use jurisdictional comprehensive plans and zoning maps including:

- Clackamas County North Urban Area Land Use Plan Map (2017) and Zoning Map (2019)
- West Linn Comprehensive Plan Map (2009) and City (Zoning) Map (2015)
- West Linn Neighborhood Associations Map (2009)
- City of Oregon City Comprehensive Plan Map (2009) and Zoning Map (2009)
- Google Maps

Contacts and Coordination

After reviewing published information, the project team may contact the following agencies for additional land use information including pending development projects and updates to plans and/or regulations:

- Metro Planning and Development
- Clackamas County Planning and Zoning Division
- City of Oregon City Planning Division
- The City of West Linn Planning Division

Field Surveys or Testing

No field surveys or testing will be conducted for the land use analysis.

IMPACT ASSESSMENT METHODS

The impacts analysis will address the long-term, short-term, and indirect impacts upon land use for each of the Project alternatives.

Long-Term Impact Assessment Methods

The analysis of direct long-term land use impacts resulting from the Project will consider the following for each alternative:

- The amount of land area by type (vacant, open space, right-of-way) converted from non-transportation uses to transportation improvements
- A qualitative assessment of whether the land use character of the API would be changed as a result of the Project (e.g. a change of character within the same land use category such as vegetated road shoulder to travel lanes or toll gantries).
- Any changes in access as a result of the Project

Potential long-term impacts to land use could result from the direct disturbance associated with the installation of toll gantries and associated utilities. It is anticipated that the final location of toll gantries and utilities would avoid direct impacts to land uses outside the API.

Short-Term Impact Assessment Methods

The analysis of direct short-term land use impacts that would occur during Project construction will consider the following for each alternative:

- The construction footprint, including permanent improvements as well as staging areas for vehicles, equipment, and materials
- How construction activities would impact access to existing land uses
- Whether temporary construction easements would be needed and the effect they could have on existing land uses

Indirect Impacts Assessment Methods

Indirect impacts are those that are caused by a specific action and that take place later in time or are further removed in distance, but are still reasonably foreseeable to occur (40 CFR 1508.8). The analysis will review differences in traffic patterns and economic investment patterns for each alternative to determine their likelihood to induce development or redevelopment of property that alters planned land uses. Factors that influence land use changes include access, adjacent land uses, local zoning controls, and physical characteristics. The analysis of indirect land use impacts that would result from the Project will be qualitative and will consider:

- Comparing current and planned land uses and zoning to determine planned land uses outside the API along road corridors experiencing significant traffic changes

- Input from local agencies (cities and counties) to identify future development projects including their location, scale, and schedule
- Reviewing the economics technical report for changes in investment patterns for corridors, business districts, and employment areas in the indirect API that may generate land use changes or intensification of use.

Cumulative Impacts Assessment Methods

In accordance with ODOT guidance (ODOT 2010), the cumulative impacts assessment will consist of an eight-step process to identify and evaluate cumulative impacts. The long-term, short-term, and indirect impacts identified for land use will be used in Step 1 to identify whether the Project has the potential to contribute to cumulative impacts on land use when considered in combination with other past, present, and future actions. For those resources studied in the cumulative impact assessment, the direct and indirect impacts identified in the respective technical analysis will also be used in Step 4: “Identify direct and indirect impacts that may contribute to a cumulative impact.” See the I-205 Toll Project Cumulative Impacts Methodology Memorandum for additional details on the eight-step process and cumulative impacts methodology.

MITIGATION APPROACH

The analysis will identify mitigation for land use impacts, if any, as a result of the Project. The analysis will reference mitigation measures from other environmental topics and will develop new mitigation measures, as necessary, for impacts. In accordance with standard practice, the analysis will prioritize mitigation to first avoid, then minimize, and compensate for impacts.

PERFORMANCE MEASURES

Table 1 presents a preliminary list of performance measures identified to evaluate how the alternatives compare in terms of impacts and benefits to land use:

Table 1. Preliminary Land Use Performance Measures

Performance Measure	How	Tool and/or Data Source used for Assessment of Measure
Land area by type (vacant, open space, right-of-way) converted (temporary and permanent) from non-transportation uses to transportation improvements	Quantitative	GIS and/or AutoCAD output of impact and acquisition areas for permanent and temporary transportation improvements by parcel and for land use and zoning designations using RLIS.
Change in land use character as a result of the Project	Qualitative	GIS and/or AutoCAD total impact areas by land use and zoning designation using RLIS.
Change in access (temporary and permanent) as a result of the Project	Quantitative	Location of temporary and permanent changes to access points on project design plans.
Construction easements needed and their effect on existing land uses	Quantitative and Qualitative	Project design plans showing construction easements and existing land use layer in RLIS
Changes to current and planned land uses located near roadways affected by vehicle rerouting	Qualitative	Current land use and zoning designations in RLIS and agency future land use maps and subarea plans within the API along road corridors experiencing changes in traffic volumes based on Information obtained from traffic model.
Location, scale, and schedule of future development projects based on agency input	Qualitative	Conversation with agency planning and development review staff.

Additional performance measures may be identified during the course of analysis.

REFERENCES

- Oregon Department of Transportation (ODOT). 2010. Environmental Impact Statement Annotated Template, Chapter 4: Cumulative Impacts.
- Oregon Department of Transportation (ODOT). 2001. Indirect Land Use and Growth Impacts of Highway Improvements.
<http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.564.6668&rep=rep1&type=pdf>
- Oregon Department of Land Conservation and Development. 2019. Oregon Statewide Planning Goals Adoption and Amendment Dates.
https://www.oregon.gov/lcd/OP/Documents/goal_adoption_amendment_dates_July2019.pdf
- Metro. 2019. Portland Metropolitan Area Jurisdictional Boundaries map.
<https://www.oregonmetro.gov/sites/default/files/2020/02/19/JurisdictionRegional.pdf>