Business and Organization Comments

Comment: B-1

MILLER NASH LLP
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Phillip E. Grillo
phil.grillo@millernash.com
(503) 205-2311 direct line

B1
L

November 26, 2008

BY HAND DELIVERY

Mr. Jason Tell
Region 1 Manager
Oregon Department of Transportation
123 N.W. Flanders Street
Portland, Oregon 97209-4012

Subject: Clear Channel Radio's Comments on the 2008 Sunrise Project DEIS

Dear Mr. Tell:

I am writing on behalf of Clear Channel Radio with regard to ODOT's Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation for the Sunrise Project (I-205 to Rock Creek), issued in October 2008. As you know, Clear Channel Radio owns and operates a 50,000-watt radio transmitter facility and a 25,000-watt radio transmitter facility on Lawnfield Road in the I-205 Interchange Area that currently broadcasts our two flagship AM stations, KEX Radio (1190 AM) and KPOJ Radio (620 AM) respectively. Our letter is intended to supplement the previous comments we have provided to ODOT throughout the history of this project.

By way of background, the 2008 DEIS correctly notes that KEX, now Clear Channel Radio, has had numerous discussions and has exchanged a significant amount of correspondence with ODOT regarding the potential impact to our facilities from this project. For example, in March 1996, an understanding was reached between ODOT and KEX, on how our concerns at that time would be addressed. The essential aspects of that agreement are outlined on pages 256-257 of the 2008 DEIS. A copy of ODOT's March 1996 letter to KEX, discussing those concerns in more detail, is attached for your reference.

Over the intervening twelve-year period, much has changed. The purpose of this letter is to focus on some of the key changes that will affect the new DEIS.

Comment: B-1 cont.

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1. Addition of a Second AM Station – KPOJ

BC1

In 2002, KPOJ (620 AM) began broadcasting from the array owned by Clear Channel Radio on the Lawnfield Road site. Impacts from the Sunrise Project will now affect two AM radio stations of regional significance, not just one. Because the signal patterns and FCC license requirements for both stations are unique, the impacts on both stations must be taken into account in the DEIS.

2. Addition of HD Digital - KEX

BC1

In 2006, KEX (1190 AM) began broadcasting in HD digital from the array owned by Clear Channel Radio on the Lawnfield Road site. Impacts from the Sunrise Project will now affect the coverage of the HD broadcast and may preclude the ability to operate HD in the future. The antenna array environment greatly affects the quality and ability to transmit the digital signal. Any significant changes in the immediate area will impact the ability to broadcast in HD digital.

3. Lawnfield Road Extension

A1+2+3

A-2

A

In the DEIS, Alternates 2 and 3 both propose an extension of Lawnfield Road that would directly and severely impact our ground array and would significantly damage our signal and property. Additionally, the ground array would no longer comply with the requirements set forth by the FCC. These impacts must be avoided. Design Option A-2 provides local access to/from the Lawnfield industrial area and to I-205, without severely impacting our facility. If the freeway is built, Design Option A-2 would be preferable. We would oppose any alternative that includes the Lawnfield Road extension, because of its direct and severe impact on our broadcasting facilities and it impact on our ability to comply with FCC authorizations.

4. 4(f) Designation of the Clear Channel Facility on Lawnfield Road

4(f)

The 2008 DEIS and related inventory documentation from the State Historic Preservation Office ("SHPO") describes the protected 4(f) resource as the "KEX Transmitter Facility." It also notes that "KPOJ (620 AM) also uses the towers."

As both a practical and legal matter, it is important to understand the significance of our 4(f) resource not just in terms of its physical properties such as the buildings, towers, and ground arrays, but also in terms of its unique electromagnetic properties, signal strength, coverage, and the highly regulated environment in which this facility operates and is licensed in. On an ongoing basis, both KEX and KPOJ must maintain their signal strength and coverage, and must be able to make adjustments to

Comment: B-1 cont.

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that signal to maintain the licensed operating parameters as required by the Federal Communications Commission.

4(f)

As you know, the intent of the 4(f) statute is to avoid impacts to 4(f) resources, unless there is no feasible and prudent alternative. In order for ODOT to make that determination in this DEIS, the key features of our 4(f) resource must be more clearly understood and taken into consideration. As mentioned above, one of the key features of our radio transmitter facility is its ability to maintain radio frequency strength and coverage, within our FCC-authorized parameters. Since its inception on the site during the "Golden Age" of broadcasting in 1947, KEX has continuously maintained its signal strength and coverage, and as a result has been able to serve the ever-expanding radio market in its service area from its facility on Lawnfield Road.

It is expected that the Sunrise Project will substantially impair our 4(f) resource because it will significantly affect our signal strength, coverage and ability to operate in HD digital and will make it difficult to maintain these standards while maintaining our FCC-authorized parameters. Unfortunately, the degree of impact cannot be predicted at this time, and likely will not be known until the project is constructed. In the meantime, it must be assumed that substantial impairment will occur. If the project is built, we hope that these impacts can be fully mitigated on site. If not, sufficient resources must be identified and budgeted by ODOT to accommodate off-site relocation, without any loss of signal strength, coverage, or air time. ODOT and other agencies should plan "to the maximum extent possible . . . to minimize harm to the historic resource," namely our ability to continue to broadcast from this historic site.

5. <u>Higher Cost to Mitigate or Relocate</u>

4(f) BC 1 4(f) BC 1 $

As noted in the attached letter agreement from ODOT, in 1996 it appeared that "it may be possible to relocate and reconfigure the transmitter and directional array on the current site . . . Relocation and readjustment of the transmitter and directional array on-site would be significantly less disruptive and less costly than any of the other options . . . However, the relocation of the existing array to the east on-site is not without uncertainties and risks." In 1996, the cost to mitigate the damage to the KEX three-tower array and transmitter facility on site was projected at $1 million, excluding wetland mitigation costs and other unanticipated expenses. Off-site mitigation, if possible, was projected at $3 - $5 million.

In the intervening twelve years, these projected costs have risen significantly. We currently estimate the on-site damage mitigation cost to be at least $3.5 million, per station.

Comment: B-1 cont.

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4(f) B4 #4 W2

We currently do not have an estimate of the off-site mitigation costs due to the complexity to relocate both KEX and KPOJ. Relocating each station will require an FCC allocation study to be performed for each station at a significant cost per station analyzed. The allocation results are only accurate at the time the study is conducted. The study results and possible relocation search area are continuously changing based on other AM allocations in both the United States and in neighboring countries. It is impossible to predict what relocation options will exist in the future for KEX and KPOJ. The possibility of relocating both KEX and KPOJ to a common site, as constructed today, is very unlikely, thereby necessitating the acquisition, permitting and construction of two separate transmission facilities. The climate of the local zoning and permitting process for new tower construction does not favor the likelihood of approval for additional multi-tower antenna arrays in any surrounding area.

6. Real-Time Costs and Logistics

4(f) B1 #

While Clear Channel Radio continues to hope that our broadcast facilities can be protected on site, and that through mitigation efforts we can continue to broadcast at our required parameters without having to relocate off-site, it is imperative that the real-time costs and logistics be considered as the draft DEIS is prepared. For example, it is critical that we have an alternative plan in place prior to the final EIS, to accomplish off-site relocation, if it becomes necessary. As noted above, since it is likely that the specific impacts of the freeway project will not be known until construction occurs, ODOT's ability to mitigate impacts to our operation may not be known until then. The consequences of not knowing the impacts to our operation until after the project is constructed have significant implications for Clear Channel Radio, and for the project itself. We would like to initiate a more detailed conversation about the real-time consequences of any "build" option that may be selected by ODOT, so that we are not left with a series of poor mitigation options once project construction begins. Our ability to maintain signal strength and coverage throughout the construction process, particularly as a 4(f) resource, is paramount.

Alt. 1

In summary, we have reviewed the 2008 draft DEIS and have provided you with several important comments based upon our initial review. We reserve the right to provide further comments as your decision-making process unfolds, and look forward to working with you in a constructive way to be certain that our broadcasting parameters are fully protected by the Sunrise Project. Accordingly, we favor Alignment 1, because the no-build option avoids impacts to our operation. We are, however, willing to work with you to select a build alignment that has the least possible impacts to our broadcast operation, so long as the resulting impacts are better

Comment: B-1 cont.

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A1+1 understood and fully mitigated, at no cost to us. We look forward to working with you to achieve these mutual goals.

Very truly yours,

Phillip E. Grillo

cc w/enc: Mr. Chris Weiss
Director of Engineering, Clear Channel Radio

Comment: B-1 cont.

Oregon

DEPARTMENT OF TRANSPORTATION

REGION 1

FILE CODE:

March 13, 1996

FAXED 3/14/96 fm

Phillip E. Grillo
Foster Pepper & Shefelman
101 SW Main Street, Fifteenth Floor
Portland, OR 97204-3223

Re: KEX Radio and Sunrise Corridor Project

On behalf of KEX Radio, you have raised concerns that the Draft EIS for the Sunrise Corridor Freeway Project did not adequately address probable impacts and did not include a discussion of some appropriate mitigation measures to ensure that the impacts on KEX could be minimized if the Central Alignment is built. Through subsequent consultant studies prepared for your client and numerous discussions our engineering staff has had with your consultants and KEX's engineering staff, we are sensitive to the likelihood that the Central Alignment will have significant adverse impacts on KEX's signal.

Accordingly, ODOT will include a discussion in the final EIS which will: (1) identify probable adverse impacts; (2) identify probable mitigation measures; (3) identify special procedural safeguards; (4) recognize the regional significance of KEX as an "area-wide" radio station; and (5) identify the probable costs of mitigation.

In order to provide you and your client with reasonable assurances that ODOT will revise the Draft EIS to adequately reflect our mutual understanding in the above-referenced issues, we propose that the following facts be integrated into the final EIS for the Sunrise Corridor Project. Although we cannot at this time guarantee the precise wording that will be used in the EIS, it is our intent to provide you with every reasonable assurance that ODOT will carry forward the following factual findings into the final EIS:

1. Probable Adverse Effects

Based upon the analysis performed by KEX consultants Cohen, Dippell and Everist, P.C. (consulting engineers – radio and television) and discussions with KEX's own engineering staff, there is substantial evidence in the record that the Central Alignment, as currently proposed in the Draft EIS dated July 1995, would significantly disrupt the KEX signal due to the proximity, height and design of the proposed freeway and its improvements. The evidence further indicates that the resulting changes in the KEX

John A. Kitzhaber
Governor

123 NW Flanders
Portland, OR 97209-4037

Comment: B-1 cont.

radiation pattern could be significant enough to cause the station to alter its existing operation and require reduction of power, while operating at variance to PCC licensed parameters, or be forced to change transmitter sites, or a combination of these possibilities.

2. Appropriate Mitigation Measures

Based upon the evidence in the record, it currently appears that the following mitigation choices exist, relative to the Sunrise Corridor Project, if the Central Alignment is selected:

A. Wait and See

The evidence submitted by Cohen, Dippell & Everist indicates that it is unlikely that the KEX signal could be readjusted using the existing three-tower array, in order to accommodate the Central Alignment. Therefore, the "wait and see" approach is not a realistic option because it places the station at a significantly greater technical risk by not being able to maintain compliance with FCC rules and regulations.

B. Freeway Design and Material Modifications

ODOT's technical personnel have had extensive discussions with KEX engineers and their consultants in order to determine whether or not impacts to the signal could be significantly reduced by modifying the design and/or structural materials used to construct the freeway. Based upon the evidence available now, and the analysis conducted to date, ODOT and KEX have mutually concluded that design and material modifications are not likely to significantly mitigate impacts to KEX's signal.

C. Relocate Transmitter and Directional Array Off-Site

The evidence in the record indicates that given the scarcity of 40 to 50 acre flat sites within the Portland Metropolitan Urban Growth Boundary, it is unlikely that a new site could be found for relocation of KEX's 50,000 watt transmitter facility. Therefore, at this time, relocation of the transmitter and directional array off-site is not a viable option.

Comment: B-1 cont.

D. Relocate and Redesign a Directional Array on the Existing Site

The KEX transmitter facility and directional array is located at approximately the center of its 49.93 acre site. Beneath each of the three existing towers, an extensive system of buried cables exist for a distance of approximately 413 feet in all directions. Based upon information submitted by KEX and supported by the opinion of Cohn, Dippell & Everist, it appears that it may be possible to relocate and reconfigure the transmitter and directional array on the current site in order to enhance the prospect of accommodating the Central Alignment. Relocation and readjustment of the transmitters and array on-site would be significantly less disruptive and less costly than any of the other options discussed above. More importantly, at this time, the evidence in the record indicates that as a practical matter, on-site relocations is the only realistic engineering option that has been identified for accommodating the Central Alignment. In addition, ODOT will continue to work with KEX on the placement and materials used for light standards and other appurtenances associated with the freeway, in order to minimize reradiation from these items.

However, the relocation of the existing array to the east on-site is not without uncertainties and risks. For example, as noted in ODOT's own reports, potential wetlands have been identified in the central and southeast portion of the KEX site. These wetlands areas may limit or complicate the ability to relocate the KEX tower array and the buried ground system to the east. These issues will require further analysis and discussion of the County, Division of State Lands and the Army Corps of Engineers. However at this time, it appears that with proper study and mitigation, the wetland issues could be resolved and the towers could be relocated on-site.

3. Procedural Safeguards

In order to help maintain the viability of KEXs signal before, during and after construction of the Central Alignment, ODOT will hire a radio expert and recognized real estate appraiser to determine the value and compensable impacts to KEX's property at the time of property acquisition for the Project. ODOT will choose from a list of experts and appraisers that are mutually acceptable to KEX and the state. The total time for right-of-way acquisition is anticipated to be at least two years. ODOT's plan would be to make KEX's acquisition one of the earliest. This would give KEX and ODOT time to work out an agreement regarding compensation and mitigation, plus time

Comment: B-1 cont.

for KEX to make the necessary changes. KEX has indicated that it would probably take approximately one to two years for relocation work to be accomplished and that this work must be done before highway construction is started.

4. Regional Significance of KEX

Evidence in the record indicates that KEX is a unique resource because it is the only radio station licensed to provide area-wide service to the Portland area. In fact, no other Class A AM broadcast facility is authorized to operate in the state of Oregon. The nearest Class A facility is licensed in Seattle to the north, San Francisco to the south and Denver to the east. Within the continental United States, no new Class A facilities have been licensed within the past 50 years. Stations like KEX were envisioned and designed to provide Portland and its surrounding area with service in times of national disaster and emergency and to operate 24 hours a day. This unique ability to provide communication to its listeners over a wide area is precisely the role envisioned for Class A stations when the Federal Communications Division adopted the four-tier broadcasting system. Therefore, KEX's regional significance qualifies it as a "wide-area" radio station.

5. Probable Costs

Based upon evidence in the record, KEX estimates that the probable cost to relocate its three tower directional array and transmitter facility on-site, in order to accommodate the Central Alignment, would be approximately $1 million, excluding possible wetlands mitigation costs. Even if it were possible to relocate the KEX transmitter and directional array off-site, the cost for doing so would be at least $3 million to $5 million excluding land costs. To reasonably account for this possibility, ODOT will raise the total right-of-way estimate in the FEIS by $2 million.

Conclusion

ODOT will continue to work with KEX Radio as the Sunrise Corridor Freeway Project moves forward into the construction phase. In order to assist KEX, ODOT will make your client's property acquisition one of the earliest, so that appropriate mitigation techniques can be undertaken as early as possible. I trust that the above-mentioned description of facts that will be included in the final EIS meets with your client's approval. Please contact me if you have any questions or concerns. We intend to submit this letter into the record for consideration by the Clackamas County Board of

Comment: B-1 cont.

Commissioners by March 22, in order to provide you with further assurances of our intention in this important matter.

Bruce A. Warner, P.E.
Region 1 Manager

BW:PG:JK:fn;hrm
KEX.doc

cc: Dale Hormann
Jef Kaiser
Ron Weinman, Clackamas Co.
Gary Knowlton

Comment: B-2

Providence Health & Services
4706 N.E. Glisan St.
Portland, OR 97213
t: 503.215.7325
f: 503.215.6678
www.providence.org/oregon

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Regional Real Estate / Property Management

PROVIDENCE Health & Services

November 21, 2008

D3 Alt 2+3

These comments are being submitted by Providence Health & Services (PH&S) as part of the comment period that extends from October 13, 2008 to November 28, 2008 for the Sunrise Project / I-205 to Rock Creek Junction Supplemental Draft Environmental Impact Statement (SDEIS). Of the three alternatives and six design options presented, PH&S supports the selection of ***Design Option D-3*** *with either Alternative 2 or 3 for the following reasons:*

- *PH&S intends to construct a regional medical center on its 69-acre property located north of the intersection of SE 162nd Avenue and Highway 212/224 in the City of Happy Valley. A medical center at this location will preserve designated employment/industrial acreage in the Rock Creek Employment Area to the greatest extent possible to ensure the creation of jobs needed to support Clackamas County's economic development goals and redress the serious existing jobs/housing imbalance. Currently, nearly 40% of Clackamas County residents travel out of the county for employment. (Source: Oregon Employment Department, 2008)*

D3

- *PH&S needs a minimum of 30-net acres to accommodate a full-service regional medical center to be developed over a 40-year period. Design Option D-3 is the only option that enables PH&S to retain 30 net acres for development from the 69-gross acre site. At full build-out, the proposed medical center and related buildings will:*
  - *Have up to 5,000 employees, about 45% of the up to 11,500 employees in the 400-gross acre Rock Creek Employment Area as a whole. This is an employee density of 72 employees/gross acre and 170 employees/net acre. Paying an average of $62,000, this is equal to an annual payroll of $310 million in today's dollars.*
  - *Have a building inventory of 1.6 million gross square feet (gsf), including a 400 to 500-bed hospital and related inpatient facilities (1.1 million gsf) and outpatient facilities (0.5 million gsf), and up to 4,430 structured parking spaces.*

BC1

- *The PH&S Happy Valley Medical Center (HVMC) will serve as the catalyst for attracting medically-related industrial activities – high-tech, bio-tech, research and development – to the eastern portion of the Rock Creek Employment Area designated a Regionally-Significant Industrial Area (RSIA) by Metro. These "spin-off" jobs are "clean", high-paying, recession-proof and "truck" light, a preferable alternative to other industrial development such as warehouse/distribution or heavy manufacturing. The medical center also can attract senior housing and other non-industrial medical services within the employment portion west of SE 162nd Avenue. If the PH&S/HVMC cannot be built at this site for lack of an adequately-sized building site, development of the entire Rock Creek Employment Area will lag substantially, significantly affecting the number, quality and timing of job creation there.*

D3 E4

- *To preserve the health of the local watershed, Design Option D-3 minimizes the disturbance area and enhances lower Rock Creek watershed's environmental resources where possible. By using the tighter urban profile and narrower right-of-way, Design Option D-3 will have less impervious surface than the other design options, while maintaining the same roadway capacity, safety and design speed. Narrowing the freeway would allow ODOT to have less responsibility for protection of the watershed health and greater opportunities for "in-basin/in-kind" compensatory mitigation for wetland or riparian habitat impacts.*

For the aforementioned reasons, PH&S strongly supports the selection of ***Design Option D-3****.*

Sincerely,

Dana White, Chief Real Estate and Property Management Officer
Providence Health & Services

Comment: B-3

B3
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Mr. Ron Weinman
Project Manager
Sunrise Project
9101 SE Sunnybrook Blvd.
Clackamas, Or. 97015

November 5, 2008

Dear Mr. Weinman

My name is Mark La Noue and I am the managing partner and majority owner of the Clackamas Commerce Center located at 9460 SE Lawnfield Road in Clackamas, Oregon.

The purpose of this letter is to go on record with my thoughts on how the proposed Sunrise Project will impact my property and tenants, if proper access to the Clackamas Commerce Center is not included in the final design of this important project.

The Clackamas Commerce Center is a three building industrial park consisting of 172,800 square feet with twelve tenants occupying 100% if the available space.

These tenants generate in excess of $50,000,000 in annual revenue, employ hundreds of workers and generate significant revenue to both the county and state.

All of the business located in the Lawnfield basin have bet big with large financial commitments and in several cases helped pioneered this important industrial community. Our investment strategy centered on the access that Lawnfield Road offered as a primary transportation source with direct connections to a major highway. Lawnfield Road access to I-205 greatly enhanced the economic stability for all of these companies and established a strong tax base for the county.

T1

We are now threatened with the loss of our direct access to I-205 which will create an insurmountable hardship. The current interchange design leaves big holes in the access solution from Lawnfield Road and no one is more familiar with this problem facing all of the business owners then yourself. We need you to represent us and show strong support for the two proposed specific access points which are critical to our long term financial stability and have been previously approved by the Lawnfield business owners.

AH2

The "New North Lawnfield Alignment" must be part of the overall I-205 interchange plan. It offers our only reasonable access back to the freeway and without that access the

Comment: B-3 cont.

BC1 Lawnfield basin business will be forced to relocate over time, leaving this area to deteriorate to a third class industrial market.

A-2 A significant part of the interchange plan must include the "Tolbert Avenue" railroad bridge crossing with direct connection to SE 82nd. Drive for all of the obvious reasons.

A-2 BC1 I understand that the Tolbert Avenue crossing is being considered as the alternative access solution to the North Lawnfield Road Alignment and the only access to the freeway for the Lawnfield basin business, that plan is not acceptable. This kind of thinking at our expense will lead to a major battle. Such a plan will destroy this valuable industrial sanctuary and render our properties worthless as a viable manufacturing and distribution location.

The concerned business owners are committed to working with you to find a solution to this transportation puzzle. Please route this letter to those people who will have direct input into the final approval process.

AH2 A-2 BC1 I cannot state strongly enough that without both ingress and egress points, Tolbert Avenue Crossing and the New Lawnfield Road Alignment, all of our financial livelihoods are in peril.

We are searching for ways to make this Sunrise Project a success and appreciate your support in this very important matter.

Sincerely,

Mark La Noue

Comment: B-4

T E S T I M O N Y B4 OT

MR. JAMES COOMBES: My name is James Coombes. I'm with Fred Meyer Stores, Inc., Portland. And we favor alternative two, midpoint interchange. I know there's two alternates, and the single point and the split, and probably either one of those would work for us. A11.2

Comment: B-5

7 (Following testimony taken before
8 Mr. Rob Wheeler, City of Happy
9 Valley)

B5
OT

10 MR. DONOVAN BRESKO: I'm with Estacada
11 Oil, and we own a business down off of Mather
12 Road, and I'm in in favor of the A-2
13 modification, with the Lawnfield extension, and
14 then also the Talbott Road extension in
15 conjunction with the Lawnfield extension. And
16 that's mainly for truck traffic and movement
17 out of the Lawnfield area. That's it.

Alt2
A-2

T6

Comment: B-6

B6

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CAN-AM®

website: www.can-amchains.com
email: usasales@can-amchains.com

Can-Am Chains

15151 S.E. Industrial Way
PO Box 4533
Clackamas, OR 97015

Phone: (503) 657-1158
(800) 547-6274
Fax: (503) 656-7549

November 10, 2008

Subject: Sunrise Project, I-205 to Rock Creek junction

I would like to start by saying we are very much in favor of the Sunrise Project. GC

Our company, Conveyco Manufacturing, also known as Can-Am Chains has been manufacturing in this project area for 31 years. 15151 S.E. Industrial Way, Clackamas, OR. We are located across Industrial Way at the west end of Camp Withycombe. Map: 22E09AC00200 1.54 acres & 22E09AC02901 2.47 acres.

We have been leasing (with option to purchase) the property to the south that adjoins ours. Property is also known as TL 02900, Sec.9, T.2S.,R.2E.,W.M., account # 471411 4.25 acres.

Camp Withycombe plans on developing 36 acres with a new Armed Forces Reserve Center. The building will be 5.7 acres. Approximately 1,346 full-time and part-time employees will occupy the site. The new main entrance gate will be located on Industrial Way.

Camp Withycombe has applied to the Federal Government for funds to put a road through the center of our property with a bridge over the railroad tracks and connect with existing Tolbert Ave. on the west side of the railroad tracks. All of this traffic would then have to merge with old 82nd Ave.

This elevated road will interfere with semi trucks delivering raw material to our plant. Our over-head crane to unload this raw material is at the west end of the building and the trucks must drive 80 feet onto this property to back into our crane bay. If this area is blocked off, we would not be able to use the plant as intended. There is no other option to receive raw materials.

We also have large equipment built in place to manufacture our chain. The end of the building would have to be removed take the equipment our.
We also have special foundations under our punch presses.

Comment: B-6 cont.

Short term: Alternate to building a road through our property; We suggest that the Sunrise Project committee should be working with Camp Withycombe and the Federal Government and put funds to the continuation of Industrial Way to meet up with Lawnfield Rd. and improve Lawnfield to 4 lanes to better access I- 205 and Milwaukie Expressway. T5

Short Term: Alternate to building a road through our property; Use Clackamas Road it already exists all the way to the railroad tracks and continues on the other side. T5

Long term: Build the Sunrise overpasses onto I-205, Milwaukie Expressway and provide an on ramp from Industrial Way. T5

Our future plans for our property will include a new building that will create 20-30 new manufacturing jobs.

Thank you for your consideration.

Robert Gibb –CEO Conveyco Mfg. Corp.

Any correspondence please contact:

Jim Warman
Plant Manager
Can-Am®Chains

Email: *jimwarman@can-amchains.com*
Website: *www.can-amchains.com*

Phone 1-800-547-6274 / (503) 657-1158
Fax (503) 656-7549

Comment: B-7

November 2008

Sunrise Project, I-205 to Rock Creek Junction

Comment Form

B7
CF

Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

Project Purpose: To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

TELL US ABOUT YOURSELF:

What is your name? Mick Doane

What is your address? 10105 SE MAther

What is your home zip code? 97022 **Your work zip code?** 97015

Do you (check all that apply):

☐ Live in project area? ☑ Work in project area? ☑ Own a business in the project area? ☐ Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

2 This project would enjoy more support from the business community + general public if they would be reasonable regarding compensation for property + Displacement. I AM a business owner who is being displaced, and I am very disappointed in the way Clackamas County Development is handling our situation.

Comment: B-8

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Sunrise Project, I-205 to Rock Creek Junction

Comment Form

B8
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Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

Project Purpose: To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

TELL US ABOUT YOURSELF:

What is your name? CARL SPITZWAGER

What is your address? 6743 S.W. BANCROFT WAY PORTLAND OREGON 97225

What is your home zip code? 97225 **Your work zip code?**

Do you (check all that apply):

☐ Live in project area? ☐ Work in project area? ☑ Own a business in the project area? ☐ Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

5 WIDEN HIGHWAY 212 FROM EVELYN STREET TO S.E. 122ND AVE AS PART OF THIS PROJECT.
SPITZWAGER FAMILY L.L.C. OWNS THE GAS STATION
1 PLAID PANTRY AND MILLER PAINT STORE AT EVELYN
AND HIGHWAY 212. ENTRANCE AND EXIT TO AND
FROM THIS PROPERTY IS PRESENTLY VERY DIFFICULT.

Carl Spitzwager

Comment: B-9

November 2008

Sunrise Project, I-205 to Rock Creek Junction

Comment Form

B9
CF

Draft Supplemental Environmental Impact Statement

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TELL US ABOUT YOURSELF:

What is your name? Fred Schoppert

What is your address? 14759 SE 132nd

What is your home zip code? 97015 **Your work zip code?**

Do you (check all that apply):

☑ Live in project area? ☐ Work in project area? ☑ Own a business in the project area? ☐ Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

We own Alice's Country Market at 15252 SE Hwy 224. The proposed improvements seem to eliminate access to 224 - an out-of-direction access is provided to gain access to the store. This will have a very negative impact on the viability of our business. Furthermore, this proposed access will be a private drive which we understand may not even be possible due to the need to ~~access~~ traverse other private properties. We would like the design to be reconsidered

Comment: B-9 cont.

COMMENTS (CONTINUED)

T1 to provide more direct access or to clarify whether a private drive is even possible.

C1 Although we are still not pleased with the out-of-direction access, we would like to have a decision soon to provide more ~~direct access~~ clarity to allow us to better plan for future development of this site.

I In Figure 15 access appears to be provided However, in subsequent conversations w/ the staff, even that access appears to be in doubt due to the need to cross intervening private property, which by State Law is prohibited. ~~the State Law~~

PR What are our Options?

Comment: B-10

Clackamas Education Service District

Dedicated to Excellence through Leadership and Service

13455 SE 97th Avenue
Clackamas, OR 97015-8662
503 675-4000
503 675-4200 Fax
www.clackesd.k12.or.us

Milt Dennison
Superintendent

November 17, 2008

B10
L

Stacy Thomas
Public Involvement
Jeanne Lawson Associates, Inc.
1110 SE Alder, Suite 301
Portland, OR 97214

Dear Stacy,

A On behalf of the members of the Clackamas Education Service District (ESD) Board, I would like to express concerns with the proposed Lawnfield extension. This extension would have a negative impact on property and facilities owned by the BC1 Clackamas ESD. As shown on proposed project maps, the extension would dissect Clackamas ESD property and run right through the middle of the data center that serves not only Clackamas ESD and our local school districts but Clackamas BC2 Community College and Clackamas County as well. Even though this facility could be relocated, it would come with a very high price tag.

BC1 The proposed Lawnfield extension could make the main building unusable as well, given the nature of the work that occurs. As proposed, the extension would serve as a truck route and would be adjacent to an area that requires limited interference from N outside noises.

PR2 I am discouraged that when we acquired the property two years ago we were not informed of this potential by the previous owner. I am also disappointed that when we worked with Clackamas County on permits to remodel the facility, at no time was this proposal ever mentioned.

I have discussed this situation with Commissioner Schrader in detail. Please don't hesitate to give me a call if you would like to tour the property and discuss this further.

Sincerely,

Milt Dennison
Superintendent
Clackamas Education Service District

MD/cbc

Comment: B-11

B11
L

OREGON IRON WORKS, INC.

9700 S.E. LAWNFIELD ROAD • CLACKAMAS, OREGON 97015
TELEPHONE (503) 653-6300 • FAX (503) 653-5870

November 26, 2008

Attn: Stacy Thomas
JLA Public Involvement
1110 SE Alder Street, Suite 301
Portland, OR 97214

Dear Ms. Thomas:

I made the decision in 1978 to move from a leased building in northeast Portland to the current location of Oregon Iron Works, Inc. on Lawnfield Road in Clackamas County. My primary reason was the ease of access to and from the I-205 freeway in both northbound and southbound directions, a critical transportation link that supports our business.

In the past thirty years we have acquired nearly 20 acres of contiguous property and constructed over 200,000 square feet of heavy "state of the art" craned manufacturing buildings. OIW now employs over 350 personnel at this location and we project employment to grow to more than 500 in the future.

T1 The new plans for the Sunrise Expressway eliminates the current link to I-205 and instead provides a much less desirable alternative to and from our location, including very long and confusing connections to the Sunrise and Milwaukie Expressways.

AH2
A2

To provide adequate replacement access from our location at 9700 SE Lawnfield Road to I-205 in both directions, the following two routes shown on the plans must be included in the Sunrise Expressway SDEIS:

1. The relocated Lawnfield Road extended up the hill over "KEX" property; then over the Education Service District property to 97th and Sunnybrook Road.
2. The route down Industrial Way to the railroad overpass that connects with 82nd Drive at Tolbert Street.

T7 The products that come into and out of our facilities are carried by large trucks and trailers – many with long and heavy loads. They currently have access to our facilities from Lawnfield Road in the North, Mather Road to the South, and 98th court on the East. Some of the vehicles are oversized to accommodate both raw materials and the weight and physical size of finished products. All of the grades and curves of the revised local street system, including those curves at the street corners, must take these trucking needs into account.

Comment: B-11 cont.

BC1
LU4

If we and other Lawnfield Road businesses only have the southern access to Highway 224, we will become a "backwater" area. It will lower our property values and increase operating costs, damaging our business. If this happens, Oregon Iron Works will consider relocating. The southern route over the railroad tracks to 82nd Drive is an improvement over the latter, but is not sufficient to lift the "backwater" stigma.

A2
AH2
T1

What we all need, and especially Oregon Iron Works, is the revised route of Lawnfield Road up the hill, as previously described, in #1 above, the connection of 98th Court to Mather Road, and then to our most southern building off of Mather. This route, combined with the route over the railroad to 82nd Drive (#2 above) which takes us to the post office, banks, restaurants, gasoline and diesel service stations, and other retail opportunities, restores the integrity of our access needs.

We are working closely with the State, Clackamas County and the Railroad to bring very needed rail service to our property and will continue to need that service during the construction period and after the Sunrise Project is completed. We will cooperate in its relocation, as we have already indicated to the county and the state.

Thank you for your consideration of our needs,

Terrance J. Aarnio, Chairman
Oregon Iron Works, Inc.
9700 SE Lawnfield Road
Clackamas, OR 97015
503-653-6300

Comment: B-12

northclackamas
chamber of commerce

Serving the North Clackamas Region Since 1955

A Member-Driven Organization Committed to a Vibrant Business Environment

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NOV 26 2008
ODOT
HEADQUARTERS

November 24, 2008

B12
L

Mr. Matthew Garrett
Oregon Department Of Transportation
355 Capitol Street NE Rm 135
Salem OR 97301

Dear Director Garrett;

The North Clackamas County Chamber of Commerce strongly supports the following preferred alternatives for the Sunrise Corridor.

Alt.2 | D3 | The proposed Sunrise Corridor highway expansion should include an extension at Lawnfield, an intersection at 122nd with a single diamond and an alternative for the Rock Creek Junction for a specialized intersection that reduces the land needed and provides for a larger amount of buildable employment land, according to the Chamber's Board of Directors.

A task force of Chamber members reviewed the DEIS and consulted with groups and business leaders throughout the region in order to formulate a position we believe is in the best interests of the Chamber, the businesses we represent, and the community as a whole. Although we have taken into consideration that this Sunrise project has had a long and somewhat troubled history with many competing interests, we believe it is not the purpose of the task force, the PPT, or the Chamber to resolve that past but rather to make the right decisions now that will chart our way to a better future.

LU 3 PH The Chamber notes that right-of-way acquisition on the entire project should be a top priority, even if the project itself will be built in phases. We also note that intermediate small fixes should happen as soon as possible to relive current congestion.

PH Due to the challenges with funding a project of this size the ability to complete it is phases should be a requirement of the final design, regardless of which alternatives and options are chosen.

TS | PH | After conversations with key industrials in the Clackamas Industrial area served by 212/224 the Chamber recommends the addition of an overpass at 212/224/82nd Drive. The ability for this piece to be completed in Phase 1 of the overall project, coupled with the significant short term relief it will provide as the other phases are constructed, signaled it as one worthy of inclusion in the recommendation.

The Board felt the recommendations form the task force protect businesses, offer options for accessibility and maximize the ability to develop employment lands in the future. The Chamber Board embraces this as on opportunity to serve the community by contacting those who will be affected by the development, offering support and responses to help minimize the impacts that will occur.

Sincerely,

Wilda Parks, ACE
President/CEO

North Clackamas County Chamber of Commerce
7740 SE Harmony Road Milwaukie, OR 97222 • TEL 503.654.7777 • FAX 503.653.9515
info@yourchamber.com • www.yourchamber.com

Comment: B-13

November 2008

Sunrise Project, I-205 to Rock Creek Junction

Comment Form

B13
CF

Draft Supplemental Environmental Impact Statement

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TELL US ABOUT YOURSELF:

What is your name? John Smith Owner

What is your address? 8830 SE Herbert Ct Clackamas

What is your home zip code? **Your work zip code?** 97015

Do you (check all that apply):

☐ Live in project area? ☑ Work in project area? ☑ Own a business in the project area? ☐ Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

C1 Access Rd from 82nd to Herbert Ct runs right through our parking and a 15,000 sq ft concrete tilt up refrigerated building. This building was built in 2005.

R2 Apparently your aerials were taken in 2004!

I-5 Should really look at leaving the access to Herbert Ct off 82nd alone - could put merging lane in and out.

Comment: B-14

Sunrise Project, I-205 to Rock Creek Junction

Thank you!

Place this form in a comment box or use as a self mailer to return via postal mail.
Fold and tape shut so that the JLA Public Involvement mailing address is showing, and affix postage.

COMMENTS MUST BE POSTMARKED BY FRIDAY, NOVEMBER 28, 2008.

OTHER OPTIONS:

Fax Comments
503-230-4788

Submit Online Comments
www.sunrise-project.org

Email Comments
comments@sunrise-project.org

View Draft SDEIS online
www.sunrise-project.org

AFFIX POSTAGE HERE

JLA PUBLIC INVOLVEMENT
ATTN: STACY THOMAS
1110 SE ALDER STREET, SUITE 301
PORTLAND, OR 97214

Comment: B-14 cont.

November 2008

Sunrise Project, I-205 to Rock Creek Junction

Comment Form

B14
CF

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TELL US ABOUT YOURSELF:

What is your name? NICK STEARNS

What is your address? 210 NW 17TH AVE #200 PORTLAND

What is your home zip code? 97209 **Your work zip code?** 97207

Do you (check all that apply):

☐ Live in project area? ☒ Work in project area? ☒ Own a business in the project area? ☐ Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

PR2

MY COMPANY RECENTLY DEVELOPED + BUILT A 30 UNIT HOUSING PROJECT IN THE SW QUADRANT OF THE HWY 224 + JOHNSON ROAD INTERCHANGE + APPROX. 200 FT SOUTH OF THE LAKE RD + JOHNSON ROAD INTERSECTION. THE HOMES ARE NOT SHOWN ON YOUR MAPS OR PHOTOS + HAVE NOT BEEN TAKEN INTO ACCOUNT IN THE EIS. THE PROJECT IS 100% COMPLETE.

Comment: B-14 cont.

COMMENTS (CONTINUED)

4 I AM CONCERNED ABOUT THE LOCATION OF THE MEDIAN DOWN JOHNSON ROAD THAT IS IN FRONT OF THE NEW STREET THAT ACCESSES ALL 36 HOMES (SE SPORRI LN). I DO NOT WANT TO CREATE A 'RIGHT-IN, RIGHT-OUT' SITUATION WHERE SE SPORRI LN INTERSECTS SE JOHNSON ROAD.

5 IF THE MEDIAN ENDED 100 FT TO THE NORTH OF THE CURRENTLY PROPOSED MEDIAN END, THIS 'RIGHT-IN, RIGHT-OUT' SITUATION WOULD BE AVOIDED.

5 ALTERNATIVELY, IF THE JOHNSON RD & HWY 224 INTERSECTION WAS ELIMINATED & JOHNSON RD. TRAFFIC PUT THROUGH LAKE RD TO THE WEBSTER RD & HWY 224 INTERCHANGE, THEN A MEDIAN COULD BE AVOIDED IN ITS ENTIRETY ON ALL OF JOHNSON RD.

SE SPORRI LN. → LOCATION ON MAP

Comment: B-14 cont.

4(F) COMMENTS

Two Section 4(f) de minimis impact findings are proposed for the Sunrise Project. These findings are related to protecting important historic and cultural resources. Please provide your comments on these minimial impacts to the affected resources.

Comment: B-15

Sunrise Project, I-205 to Rock Creek Junction

Thank you!

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Email Comments
comments@sunrise-project.org

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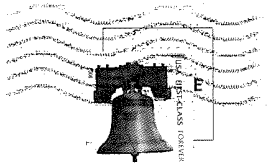
PORTLAND OR 972
19 NOV 2008 PM 6 T



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JLA PUBLIC INVOLVEMENT
ATTN: STACY THOMAS
1110 SE ALDER STREET, SUITE 301
PORTLAND, OR 97214

Comment: B-15 cont.

Sunrise Project, I-205 to Rock Creek Junction

Comment Form

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B15
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TELL US ABOUT YOURSELF:

What is your name? Cameron Warren

What is your address? 14863 SE 82nd Dr., Clackamas OR 97015

What is your home zip code? 97209 **Your work zip code?** 97015

Do you (check all that apply):

☐ Live in project area? ☒ Work in project area? ☒ Own a business in the project area? ☐ Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

We at WKI, who own and operate the Clackamas Business Center at the address above, will be greatly affected by this project.

T1 One of our biggest concerns is the plan to put Road access adjacent to our largest distribution building here at the park, which would prevent access into the building on the West End. (Building C).

T1 Design should be changed to allow for

Comment: B-15 cont.

COMMENTS (CONTINUED)

T1 | Access [redacted] in middle of The West End!

Please Contact us to discuss!

971-236-9500
Three Oaks Development Co.

Cameron Warren

Comment: B-15 cont.

4(F) COMMENTS

Two Section 4(f) de minimis impact findings are proposed for the Sunrise Project. These findings are related to protecting important historic and cultural resources. Please provide your comments on these minimial impacts to the affected resources.

Comment: B-16

B16
L

Date: November 17, 2008

To: JLA Public Involvement
Attn: Stacy Thomas

From: Stonecreek Development, LLC.

Subject: Sunrise Highway Project

We build new residential homes in the Wenzel Park Estates neighborhood which access off SE 142nd Avenue. We are under a contract with the developer to buy lots on SE Aspen Way and SE Glenbrook Road that have been identified for full acquisition for right-of-way with the C-3 Design option for Alternatives 2 & 3 in the midpoint area. Our building operations are on hold in this area due to the possibility of these lots being removed for highway construction. We would like to just make a few comments based on the Environmental Impact Study that we feel make a dramatic statement for not selecting the C-3 Design option.

C3

This design option converts the most acres of land into highway and creates more impervious surface when compared to other options in the midpoint area. Curving the highway towards the hillside would require the removal of a lot of forest area resulting in a greater displacement of wildlife due to less habitat. Removing this forest area would also result in a visually less appealing character to this area. The C-3 option would also increase the fuel usage during construction as well as future highway use, which creates an ongoing expense. Running the highway towards the hillside would also require deeper cuts during construction, which results in higher costs. The cost estimates verify that construction of the C-3 option would cost millions of dollars more than the other options. Based on the EIS, it's clear that the C-3 design option at the midpoint section has the most negative impacts compared to the other options.

E
T2
VEI
EN
$
HH3 C3
C3

As indicated by the EIS, it seems to us that Alternative 3 is the best alternative, but the C-3 design option is the least desirable when the objectives are to preserve natural resources and to be cost effective.

Sincerely,

B T. S

Brandon T. Sauer
Stonecreek Development, LLC

Comment: B-17

Sunrise Project, I-205 to Rock Creek Junction

Thank you!

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Fold and tape shut so that the JLA Public Involvement mailing address is showing, and affix postage.

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JLA PUBLIC INVOLVEMENT
ATTN: STACY THOMAS
1110 SE ALDER STREET, SUITE 301
PORTLAND, OR 97214

Comment: B-17 cont.

Sunrise Project, I-205 to Rock Creek Junction

Comment Form

B17
CF

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TELL US ABOUT YOURSELF:

What is your name? Wayde Hager, whager@pccstructurals.com
What is your address? 13350 SE Johnson Rd, Milwaukie, OR 97222
What is your home zip code? 98682 **Your work zip code?** 97222

Do you (check all that apply):

☐ Live in project area? ■ Work in project area? ☐ Own a business in the project area? ☐ Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

I am the Facilities Manager for Precision Cast Parts, Corp. (PCC)
WZ Deer Creek facility. The plan shown for the new alignment of
Deer Creek Lane shows the Sunrise Project aquiring a large
section of our property (the SW corner). PCC has done
PR2 three plant expansions in the last 3 years and these are
not shown on the plots being used. If this section
of our property is aquired from us, it will not allow us
to furtrer develop our property to expand the plant and
BC1 create more manufacturing jobs. PCC ~~has expanded to site~~
cannot expand the manufacturing plant to the North, west, or
East due to setbacks and property lines. The only

Comment: B-17 cont.

COMMENTS (CONTINUED)

C1 option is to expand onto the south side of the property. The proposed property aquisition will prevent this expansion. ~~PCC~~ IF current business trends continue, PCC will need to expand to keep up with customer demand.

G PCC is also concerned about the routing of Deer Creek Lane. We would like to know what the new proposed traffic volumes will be. Currently there is no signal shown to turn from Deer Creek Lane to Johnson Rd. We believe a signal will be needed to prevent backups from blocking the intersection. PCC would also like to see Johnson Rd routed as it currently is, just east of the Lowe's property. This will prevent the aquisition of the property that PCC will need for a south expansion. Access to

R1 Lowe's is also not clearly addressed in the Sunrise Project

i7 Plan. PCC would like to see this plan, as Lowe's generates a lot of traffic which would compete with our truck traffic.

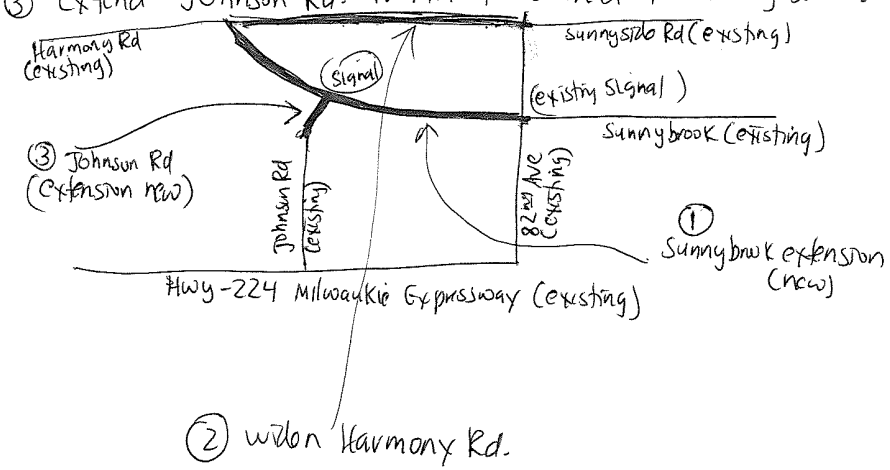
PH This project, whatever the final alignment turns out to be, should be phased in such a way that it will not adversly impact access to our plant. PCC would like to see the final phase in plan when it is available.

Comment: B-17 cont.

4(F) COMMENTS

~~Two Section 4(f) de minimis impact findings are proposed for the Sunrise Project. These findings are related to protecting important historic and cultural resources. Please provide your comments on these minimial impacts to the affected resources.~~

T5 An alternat suggestion:
Provide an alternat route to get from 224 to 82nd Ave.
① Extend Sunny brook west of 82nd and have it run NW to connect to Harmony Rd. (5 lane Road).
② widen Harmony Rd from Sunny brook (new) to 82nd from 3 lanes to 5 lanes.
③ Extend Johnson Rd. North to connect to Sunny brook.



I have attached a letter to ODOT + Clackamas County addressing our concerns back in March.

Comment: B-18

B 18
L

March 10, 2008

Mr. Thomas Picco
Senior Transportation Eng.
ODOT – Region 1
123 NW Flanders St.
Portland, OR 97209-4037

Mr. Larry Conrad
Senior Transportation Planner
Clackamas County
Sunnybrook Service Center
9101 SE Sunnybrook Blvd.
Clackamas, OR 97015

Re: Proposed Sunrise Corridor Project – Impact to Property at 13350 SE Johnson Rd., PCC Structurals, Deer Creek Facility

Dear Thomas and Larry:

This letter is a joint response of both the property owner (Gremar Properties) and the master lessee for the property referenced above (PCC Structurals, Inc., a division of Precision CastParts Corporation).

We thank you for meeting with us on February 4, 2008 at the subject property to present and discuss the status of work performed to date by both Clackamas County and ODOT for the proposed Sunrise Corridor project. It was helpful for us to understand the timeline, process, site reconnaissance work, and proposal status. We trust it was helpful to hear from us about the operation and needs of this property and the localized area.

PN Please understand that we would very much like to become supporters of this proposal. Improved circulation access and traffic flow for this area and southeast Portland is certainly a worthy objective and supportive of ongoing business needs. But currently, our concerns greatly outweigh our interest.

T1 While we appreciate that the design work is not fully completed, we hope you can appreciate how concerned we were at the current proposals for SE Johnson Rd and SE Deer Creek Lane. The reconfiguring of SE Deer Creek Lane, which provides service directly to this site and others, presents a real and serious problem to us as currently envisioned. We are also concerned that you appear to be working off of area photos that are several years old and do not reflect current conditions. To this point, we completed a 16,000 square foot building expansion in 2005-2006, and we are currently finishing another 9000 square foot expansion, which are not shown in your area photos.

PR2

We began to outline our concerns and information needs with these drawings at our meeting. Please understand that this is the first time they were presented to us and that it

Comment: B-18 cont.

is a fairly complex proposal. Thus we may not yet fully grasp all of the project elements or issues – and that our response may need to be revised or added to as we learn more. But we also think it would be helpful for us to enumerate and summarize at least the largest concerns expressed during this meeting in writing so you have a 'working list' to begin with. Here are the 5 major points we recall discussing of immediate concern to us:

LU2 PR2 BC1

1. The proposal shows ODOT acquiring a portion of our property along the southern end of the site for the widening of SE Deer Creek Lane. As we mentioned, this facility is an active and expanding operation for PCC Structurals, Inc. Your photos do not reflect two major building expansions. While neither addition is in the proposed additional right-of-way, the entire site is being more intensively used to serve this expanding operation. This proposed taking will impact PCC's ability to carry-on its intended plant operations and the Landlord's future ability to re-market the facility/site.

BC1

You should also be aware that we have had discussions about needing to further develop this site to accommodate business needs. Thus, you should not consider this site as being fully built-out.

T1

2. The proposal suggests that both SE Johnson Rd. and SE Deer Creek Lane will be relocated and rebuilt as they intersect between Highway 224 and our site. We did not come away from this meeting understanding how your proposal would handle the traffic to our site (during or after construction). We also did not understand the plan for access to Lowe's or the other sites in the area. There are high volumes of truck traffic in this area, and the current drawings show an intersection with no signal at the SE Johnson Rd/ SE Deer Creek Lane intersection. Having no signal at this intersection, would make it very difficult for trucks to turn east on SE Deer Creek Lane. Furthermore, there is an incline at the intersection that would make truck maneuvering very difficult. This intersection will need a signal, and the incline and cross-slopes of these roads and the intersection will need to be carefully developed for better access and traffic safety.

T7 T1 S

T6

3. The proposal suggests very limited and tight left turn lanes at the SE Johnson Rd and SE Deer Creek Lane intersection. The left turn lanes are not of sufficient length to handle the queue of even a couple of larger vehicles. The inbound traffic of Highway 224 could back up onto the intersection of SE Johnson Rd and Highway 224, interfering with the flow and capacity of Highway 224. We want to review your projected traffic counts in all directions for both SE Johnson Rd and SE Deer Creek Lane. In addition, we are very concerned that SE Johnson Road north of the intersection with SE Deer Creek Lane is proposed to have only 1 travel lane in each direction. One left hand turning vehicle could greatly disrupt traffic egress out of this area.

T6

Comment: B-18 cont.

LU2 4. This proposal shows some of the property east of the current SE Johnson Rd being taken. This property is part of our required landscaping. Also, not too far off the curb is a series of utility poles and overhead utility lines that would be impacted.

U

T1 T2 5. The relocated and re-elevated SE Deer Creek Lane could impact our existing south gate entrance. Use of this second access point is critical to the growing and future operations of this site. The proposed routing of SE Deer Creek Lane will reduce the ability of vehicles to enter our site, and the elevation of SE Deer Creek Lane may require the closure of this entrance. This would greatly affect the carrying capacity and/or internal circulation of this property.

We stand prepared to meet with you at your earliest convenience to determine if our initial interpretation of the current plans is correct and to determine how each of these matters can be satisfactorily addressed. Wayde can most easily be reached at his office at 503-353-1101 or whager@pccstructurals. Steve Abel can be reached at 503-224-3380. I can most easily be reached at 503-819-4480 or ckopca@downtowndevgrp.com.

PR I would also ask that Wayde Hager, Steve Abel and I are added to the project mailing list and notified of any future public meetings. Could you please assure me of this by emailing each of us back with confirmation? Steve's e-mail address is swabel@stoel.com.

Sincerely,

Gremar Properties

Christopher M. Kopca
Sr. VP, Real Estate

PCC Structurals, Inc

Wayde Hager

Wayde Hager
Deer Creek Facilities Manager

Cc: Steve Abel, Stoel Rives LLP (Consulting Legal Counsel for Precision Cast Parts)
Morris Galen, Tonkon Torp LLC (Legal Counsel for Gremar Properties)

Comment: B-19

Sunrise Project, I-205 to Rock Creek Junction

Thank you!

Place this form in a comment box or use as a self mailer to return via postal mail.
Fold and tape shut so that the JLA Public Involvement mailing address is showing, and affix postage.

COMMENTS MUST BE POSTMARKED BY FRIDAY, NOVEMBER 28, 2008.

OTHER OPTIONS:

Fax Comments
503-230-4788

Submit Online Comments
www.sunrise-project.org

Email Comments
comments@sunrise-project.org

View Draft SDEIS online
www.sunrise-project.org

AFFIX POSTAGE HERE

JLA PUBLIC INVOLVEMENT
ATTN: STACY THOMAS
1110 SE ALDER STREET, SUITE 301
PORTLAND, OR 97214

Comment: B-19 cont.

008

Sunrise Project, I-205 to Rock Creek Junction

Comment Form

B19 CF

Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

Project Purpose: To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

CONCERNING: PRECISION STRUCTURALS PROPERTY 13350 SE JOHNSON ROAD

TELL US ABOUT YOURSELF:

What is your name? CHRISTOPHER M. KOPCA

What is your address? 920 SW 6TH AV, STE 223, PORTLAND 97204

What is your home zip code? 97239 **Your work zip code?** 97204

503-819-4480

Do you (check all that apply):

☐ Live in project area? ☐ Work in project area? ☐ Own a business in the project area? ☒ Other?
OWN + LEASE REAL ESTATE

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

WE OWN THE LAND AND PLANT FROM WHICH PRECISION STRUCTURALS OPERATES FROM JOHNSON ~~CREEK BLVD~~ ROAD AND DEER CREEK LANE (BEHIND K-MART).

OUR CONCERNS ARE WELL SUMMARIZED IN THE ATTACHED LETTER TO THOMAS PICO AND LARRY CONRAD DATED MARCH 10, 2008. IN GENERAL WE HAVE 4 CONCERNS REGARDING

1. HOW THIS PROPERTY + BUSINESS ACCESS MAJOR ROADWAY IN THIS AREA (224, I-205 & 82ND DR). THE PROPOSED NEW JOHNSON ROAD / DEER CREEK WAY ALIGNMENT AND TRAFFIC VOLUMES APPEAR TO DIMINISH THIS ACCESS IN THE FUTURE. A SIGNALIZED

T1

Comment: B-19 cont.

COMMENTS (CONTINUED)

T6 ROAD TRAFFIC TO ENTER/EXIT ONTO DEEK CREEK IS ESSENTIAL. AS PRESENTLY DESIGNED, THERE DOES NOT APPEAR TO BE ENOUGH "THROAT" OR QUE DISTANCE BETWEEN JOHNSON ROAD AND HWY 224 TO ALLOW REASONABLE RIGHT + LEFT HAND TURN MOVEMENTS TO AND FROM JOHNSON ROAD. JOHNSON ROAD GENERATES BOTH SEMI-TRUCK AND CAR TRAFFIC. THE CURRENT PLAN DOES NOT IN ANY WAY ADDRESS HOW LOWE'S TRAFFIC WOULD BE SERVICED AND NOT FURTHER IMPACT OUR SITE.

T

2. BC1 THE PROPOSED ALIGNMENT REQUIRES A TAKING OF SOME OF OUR PROPERTY AND MAY ELIMINATE EXISTING ACCESS POINTS DUE TO GRADE CHANGES.

T1 WI2 PRECISION HAS EXPANDED 2X'S SINCE PROJECT PHOTO/RECONNAISSANCE WORK WAS DONE FOR THE SUNRISE PROPOSAL, AND AS A RESULT THE OVERALL SIZE AND LAYOUT OF THE SITE AS CURRENTLY OPERATES HAS BECOME INCREASINGLY IMPORTANT. MOREOVER, PRECISION HAS CONTEMPLATED FURTHER PLANT EXPANSIONS OR EVEN A SECOND BUILDING ON THIS SITE. OUR GOAL IS TO HELP A THRIVING LOCAL BUSINESS EXPAND ITS OPERATIONS TO MEET MARKET DEMANDS HERE, AND NOT HAVE TO CONSIDER OTHER SITE OPTIONS EITHER ~~EITHER~~ WITHIN OR BEYOND CLACKAMAS COUNTY.

3. PH WE REALIZE THIS PROJECT IS TO BE PHASED. HOW IT IS PHASED IS ABSOLUTELY CRITICAL TO THE PERFORMANCE AND DAILY OPERATION OF THIS SITE. IMPROPER PHASING OR EVEN A GOOD SOLUTION COULD BE AS DETRIMENTAL

Comment: B-19 cont.

4(F) COMMENTS

~~Two Section 4(f) de minimis impact findings are proposed for the Sunrise Project. These findings are related to protecting important historic and cultural resources. Please provide your comments on these minimial impacts to the affected resources.~~

4. TS 3 ADDITIONAL IMPROVEMENTS THAT COULD GREATLY FACILITATE AREA TRAFFIC CIRCULATION AND POTENTIALLY RELIEVE SOME PRESSURE ON THE PROPOSED/EXPANDED DEEK CREEK WAY ARE:

a) THE WIDENING OF HARMONY ROAD TO THE WEST (SUNNYBROOK IS ALREADY WIDER)

b) EXTEND SUNNYBROOK ROAD WEST TO CONNECT WITH HARMONY ROAD

c) EXTEND JOHNSON ROAD NORTH TO THE EXTENDED SUNNYBROOK ROAD.

Comment: B-20

Laura Degraw

From: Edward O. Kraus [edkraus@krausmusic.com]
Sent: Monday, December 01, 2008 1:49 PM
To: comments@sunrise-project.org
Subject: Comments foro Draft SEI on Design alternatives

B20
L

I am a business owner in the area impacted by the project in zone A.

If I understand the reason to build the freeway, it is to bring traffic from the industrial area 212/224 and new development east efficiently across I205 and to the Milwaukie expressway, to relieve congestion on the existing roads.

To this end, I cannot see the reason to build this project at all, unless the access at 122nd Avenue (near Fred Meyer Warehouses) is included. If trucks are to get on the freeway and avoid surface streets, this is crucial. Otherwise, the trucks will continue to clog the 212/224 and 205 intersection, even if improved as per the interchange plan being discussed.

I also cannot understand why the Tolbert Road option would be built. The Lawnfied area will be well served by the new road north to Sunnybrook/Sunnyside, and by the improved connections south to the 224 interchange. 82nd Drive cannot handle additional traffic, if you are building this much infrastructure, doesn't this sufficiently replace the Lawnfield grade crossing?

In addition, the draft EIS fails to aknowledge that putting a bridge in place of Tolbert road blocks the only access to about ten businesses in the area... the downstairs suites of 15140 SE 82nd Dr and several busineses along Tolbert would be completely blocked.

If another connection to 82nd Drive across the tracks is necessary, a better location would be north of 14800 SE 82nd and south of the building currently housing Michele's Chocolates. This is an empty lot on 82nd, and vacant land on the other side of the tracks. An access road here would impact fewer businesses than a Tolbert bridge would.

However, I cannot see why you need the Tolbert at all, and object to it's inclusion in any further plans.

Thank you,
Ed Kraus, President
Kraus Music Products, Inc.

Comment: B-21

Laura Degraw

From: Stacy Thomas
Sent: Monday, December 01, 2008 9:37 AM
To: Laura Degraw
Subject: FW: Hubbard Terrace Homeowners Association response to the SDEIS for the Sunrise Project, I-205 to Rock Creek Junction

B21
E

From: terrijobe@comcast.net [mailto:terrijobe@comcast.net]
Sent: Thursday, November 27, 2008 11:16 AM
To: emily.a.moshofsky@odot.state.or.us
Cc: Stacy Thomas; Adrienne DeDona; Kristen Kibler; Jeanne Lawson; ronw@co.clackamas.or.us; mdw007@msn.com; gerntam@comcast.net; DHenry@prarchitects.com; lydiahenry@att.net; jjobe33@hotmail.com; mike.mclane@verizonbusiness.com; terri_jobe@hotmail.com
Subject: Hubbard Terrace Homeowners Association response to the SDEIS for the Sunrise Project, I-205 to Rock Creek Junction

November 23, 2008

Emily Moshofsky, Environmental Project Manager Oregon Department of Transportation
ODOT Region 1
123 NW Flanders St.
Portland, OR 97209-4012
emily.a.moshofsky@odot.state.or.us

Dear Emily Moshofsky:

The Hubbard Terrace Homeowners Association (HTHA) recently reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) for the Sunrise Project, I-205 to Rock Creek Junction. Due to the proximity of the nineteen HTHA homes on the bluff above the intersection of SE 135th/SE Hubbard Road and Highway 212/224, we are concerned about the impact the changes proposed in this area will have on noise, views, and light levels at night. Below is a list of our concerns and recommendations related to the findings in the SDEIS.

ACCESS TO HUBBARD TERRACE:

First and most importantly, any alternative selected for the Sunrise Project, I-205 to Rock Creek should take into account that Hubbard Terrace can only be accessed from SE Hubbard Road. Any increase in traffic along SE Hubbard Road caused by vehicles trying to get to and from the new highway will lead to backups at the intersection of SE 135th/SE Hubbard Road and Highway 212/224 as well as the intersection of SE Hubbard Terrace and SE Hubbard Road. Additionally, the increased traffic, and the lack of a marked turn lane at the entrance to the HTHA neighborhood, is a safety concern.

When the temporary detour was in place during the recent Sunnyside Road widening project, vehicles were lined up all the way back to the apartments located northwest of Hubbard Terrace which blocked the only access we have to get to our homes.

MIDPOINT:

HTHA recommends Alternative 3 Build with no Midpoint. This option would have the least amount of impact on the intersection of SE 135th/SE Hubbard Road and Highway 212/224. If a Midpoint must be included then we would recommend the Single Point Interchange at SE 122nd. We do not want the Split Interchange as a Midpoint Solution. Although it will divide the traffic flow onto the highway between SE 122nd and SE 130th this will significantly impact the intersection of SE 135th/SE Hubbard Road and Highway 212/224

with increased noise from vehicles accelerating onto the highway and visually with overhead lights and additional ramps.

Comment: B-21 cont.

ALIGNMENT:

In the SDEIS there are two alignment options for the Midpoint Area; Design Option C-2 with the alignment located further south running parallel with the existing Highway 212/224 and Design Option C-3 with the alignment located further north which curves toward the bluff east of SE 135th. HTHA recommends Design Option C-2. Although the noise report found minimal differences in noise levels between the options, it was still higher with option C-3 (see page 55 of the Noise Report) and option C-3 would bring the highway much closer to the bluff at SE 135th/SE Hubbard Road and Highway 212/224 and would have more significant visual impact.

NOISE:

The noise study prepared for the SDEIS recorded sound levels at three locations relevant to the nineteen homes in the HTHA, location 99, 100, and 101 and determined that mitigation was necessary. According to the study "noise levels in the portion of the bluff neighborhood contained in Zone C are predicted to increase by 8 to 16 dBA over existing levels and would exceed the ODOT substantial increase impact criteria of 10dBA at most locations. The predicted noise levels range between 66 and 73 dBA and exceed the ODOT absolute impact criteria at all locations." (Page 50)

The study did not include the row of homes behind location 99, 100, and 101. Unlike the second row of homes along SE Bluff Drive which will not be mitigated, the second row of homes on SE Myra Lane and SE Hubbard Terrace are on a graduated slope on the bluff. The first row of homes only partially block the second row of homes and in many cases on one side of the home there is no obstruction between the home and the proposed highway. Therefore, HTHA believes that the impact of build alternatives will impact all of the nineteen homes in the HTHA and necessitates the mitigation of all nineteen homes.

The noise study reviewed all of the normally available options for mitigation, such as truck restrictions, speed restrictions, building noise barrier walls on the bluff or the north side of the highway, covering the highway, quiet pavements and realignment of the highway. HTHA would recommend all of these solutions. However, other than realignment of the highway, they were all determined to exceed ODOT cost-effectiveness criteria and would not be considered feasible or reasonable. HTHA's recommendations on alignment are listed in the Alignment section above but the alignment options still will not bring decibel levels below reasonable levels, according to the study. "As a result, residential properties in the neighborhoods along the top of the bluff have the pot ential for unmitigated and substantial noise increases as the result of the proposed build alternatives." This is not acceptable to HTHA. We require some form of compensation for the impact the Sunrise Project will have on our homes. We have developed a list of additional alternatives that should be considered and discussed with HTHA.

Mitigation solutions/recommendations:

1. Prevent Hubbard Road from connecting with Highway 212/224 at SE 135th. Instead, as SE Hubbard Road travels down the hill have it wrap east where it could connect with the proposed road in the SDEIS that will run along the bluff and turn onto SE 142nd. This will reduce congestion and noise levels at the intersection of SE 135th/SE Hubbard Road and Highway 212/224. Vehicles would still have access to Highway 212/224 a few blocks farther east. Most importantly, this would make it possible to build the highway at ground level instead of elevated at the intersection of SE 135th/SE Hubbard Road and Highway 212/224 because it would not have to travel above SE Hubbard Road at this location.

2. Reduce the property taxes of the nineteen homes indefinitely in the HTHA using a percentage that reflects the impact the highway will have on the value of each home.

Comment: B-21 cont.

3. Provide cash compensation to the nineteen homeowners in the HTHA that could be used to install sound dampening windows to reduce interior noise levels.

4. For locations 99, 100 and 101 provide monetary compensation to the homeowners for the significant reduction in property values that will result when the Sunrise Project is built. Another option would be to purchase the homes from the owners and resell the homes after the construction project is completed which would also absorb the reduction in property values.

VIEWS:

The visual quality study prepared for the SDEIS indicates that the visual quality rating for the homes on Hubbard Terrace will decrease from moderately high (5) to moderately low (3) or low (2) depending on the alternative selected.

Mitigation solutions/recommendations

1. HTHA would recommend Alternative 3 with no midpoint. It would have less visual impact than Alternative 2 which includes a midpoint. There would be less paved surface, a narrower roadway, a slightly lower elevation, less vegetation removal and terrain modification, fewer street lights and signs, fewer break lights, signals and ramps associated with an interchange.

2. Do not include lighting for the stretch of highway that would pass through the intersection of SE 135th/SE Hubbard Road and Highway 212/224.These lights would shine through the homes along the bluff. Vehicles would still be able to travel safely through this area with headlights. This is another reason that selection of an option without a midpoint or the Single Point Interchange at 122nd would be preferable because it would reduce the amount of lighting needed for an interchange.

3. As mentioned above HTHA would recommend selecting Design Option C-2 with alignment parallel to the existing 212/224 highway. This will have less visual impact on the homes along the bluff because it will be farther away.

4. As the study mentions, plant additional evergreen trees along the south and east side of the residences along the bluff that will grow tall enough to help block some of the view of the new highway and will not lose their leaves in the winter. Additional evergreen trees should also be planted along the south and east sides of the residences along the bluff to reduce views of the highway in those directions.

5. As the study mentions, use materials that provide a design aesthetic that is more visually appealing and complements the surrounding geology and vegetation.

6. Allow homes along the bluff to build their own fences above the standard 6-foot height.

Please contact HTHA with any questions about the above statement or to discuss further mitigation solutions.

Sincerely,

Michael Walter
President, Hubbard Terrace Homeowners Association

Terri Jobe, Dave Henry and Gerry Oppliger
Sunrise Corridor Project Committee, Hubbard Terrace Homeowners Association

Comment: B-22

Laura Degraw

From: Ronnie Wilson [ronnie@rkwilsoncorp.com]
Sent: Thursday, November 13, 2008 6:00 PM
To: comments@sunrise-project.org
Subject: comments

B22
E

I am an owner and the reprehensive of 9160 SE Lawnfield Road and 15312 SE 135th HWY 212. Both of these properties are located in the right of way of the sunrise corridor. The 135th property has tenants and we operate out of the Lawnfield Road property.

C1 Our concerns are we are already have some tenants that do not want to enter into long term leases and are resisting rent increases because they think they are going to get kicked out of there space in a few years. As for our business we have already put expansion plans on hold due to relocation. Basically this project is already costing us money and I want
C2 to make sure when the time comes all these costs and inconveniences are taken into account when it comes to ROW
C3 acquisition, relocation, and finding replacement properties.
C4 Thank you.

RK Wilson Corporation — General Contractor, Builder, Developer

Ronnie Wilson
President

RK Wilson Corporation
9160 SE Lawnfield Road
PO Box 1489
Clackamas OR 97015-1489

ronnie@rkwilsoncorp.com
www.rkwilsoncorp.com

tel: 503-723-7435
fax: 503-650-7750
mobile: 5033207087

Want to always have my latest info? Want a signature like this?

Comment: B-23

International Wood Products, LLC

B 23
L

SUNRISE PROJECT COMMENTS:

International Wood Products, LLC has been a viable member of the Clackamas Business Community since 1994. Since that time, we have grown the business from some 20 employees to upward of 80. As a distributor of Building Materials, we provide a clean and environmentally friendly business model for Clackamas County. We feel we provide a value to the community in terms of an ongoing business with potential for growth and service to the community. But for us to continue to grow and be viable, we need access to 205 from both directions with the Sunnybrook connector, and the Tolbert connection to 82nd.

T1 A2

BC1

International Wood Products ships and receives up to 40 trucks per day; let alone what all the other businesses in the Lawnfield area do. Without the Lawnfield connection due to the Sunrise project, we need good freeway access.

T1 A2

And if the only connector is Sunnybrook, the bottleneck of trucks will be unbelievable. IWP and all the Lawnfield member businesses need a second access, and the Tolbert connections is the best one brought up to date. We know Camp Withycombe prefers both the Sunnybrook and Tolbert access, and it is imperative to our survival. We are also somewhat concerned about the grades for both Sunnybrook and Tolbert since most of that traffic will be semi- truck traffic and with Oregon Iron, some of it even bigger.

T7

IWP has been involved in the Sunrise Project discussions since the early 90's, and we have a vested interest in seeing it done to the satisfaction of IWP and all of our Lawnfield neighbors. Thank you for your consideration and we look forward to further discussions.

Terry Hagen
President
International Wood Products, LLC
14421 SE 98th Ct.
Clackamas, Or 97015
503-742-8686
Terry@iwpllc.com

Comment: B-24

Laura Degraw

From: Terry Hegar [Hegar4@Comcast.net]
Sent: Tuesday, November 25, 2008 1:01 PM
To: Laura Degraw
Subject: [Comment] Re: Contact

B24
E

'Terry Hegar' posted the following comment:

To Whom It May Concern:

I would like to go on record in support of the single interchange at 122nd Street proposal.

I own the property at 130th street that would be eliminated due to the two interchange system. I've worked my whole life to build my business and this building. I would hate to see it all destroyed for the sake of bazar engineering and unneccessary spending.

The single interchange or no interchange would be safer and move traffic more efficiently. I believe that is the pupose of this project. (The more complex the more dangerous the system becomes.)

Clackamas industrial area could be served efficiently with its existing access or the addition of a single access if commuter traffic wasn't present.

This project needs to be kept simple and cost effective.

Thank you for your time and consideration.

Sincerely,

Terry Hegar

Name: Terry Hegar
IP-address: 76.27.206.63
Date: 2008-11-25-15-01
Email: Hegar4@Comcast.net
URL: 503-659-1234

This is a comment on entry 'Contact'

View this entry:
http://sunrise-project.org/Contact.php?w=my_weblog

View this comment:
http://sunrise-project.org/Contact.php?w=my_weblog#Terry_Hegar-0811251501

Edit this comment:
http://sunrise-project.org/pivot/index.php?menu=entries&func=editcomments&id=6

Block this IP:
http://sunrise-project.org/pivot/index.php?menu=entries&func=editcomments&id=6&blocksingle=76.27.206.63

Comment: B-25

SEP 1 0 2008

GROUP MACKENZIE

B 25
L

September 12, 2008

Clackamas County
Attention: Larry Conrad
9101 SE Sunnybrook Blvd.
Clackamas, OR 97013

Re: **Fred Meyer Clackamas Access**
Sunrise Access Impacts
Project Number 2080229

Dear Mr. Conrad:

Group Mackenzie has reviewed potential impacts of the proposed Sunrise Project improvements on the existing Fred Meyer access locations on SE 82nd Drive. We have also reviewed several options for providing access in the future with this improvement.

PROJECT DESCRIPTION

The current Sunrise Project alternatives include improvements to SE 82nd Drive south of the existing Highway 212/224 intersection. SE 82nd Drive would be widened from its current three lanes to five lanes, with most of the widening occurring to the west. The existing gas station and bank north of the Fred Meyer site would be removed to accommodate this widening. The current concept plan shows the five-lane section improvement ending at the north Fred Meyer access signal, and lists the intersection as "Developed by Others." The timing of these improvements on SE 82nd Drive is not certain and will depend on phasing.

T

Traffic volumes in the County's modeling for 2030 show a significant increase in traffic flow along SE 82nd Drive and volumes on the existing highway alignment returning to their current levels. The increase in traffic volumes along SE 82nd Drive, especially to the south at Evelyn, does not seem reasonable because all areas to the south of the Fred Meyer site are already built out or have access to the SE 82nd Drive interchange further to the south. The volume projections for SE 82nd Drive should be reconsidered. It may be the large increase in projected volumes that is causing the County to recommend a five-lane widening of SE 82nd Drive. A copy of the traffic projections is attached for reference.

In our recent conversation, you indicated the County and ODOT are considering options for a full signalized intersection at the existing highway and SE 82nd Drive. The options include a "backage road" bypass parallel to the railroad and under the existing highway bridge and an undercrossing at the current alignment. Both of these options would allow the existing intersection of SE 82nd Drive with the highway to be limited to right turns, improving flow on the highway. ODOT is currently in the process of preparing conceptual plans for these options.

601 Main Street, Suite 101 | Vancouver, Washington 98660
Tel: 360.695.7879 | www.grpmack.com | Fax: 360.693.6637

Group Mackenzie, Incorporated

Architecture
Interiors
Structural Engineering
Civil Engineering
Land Use Planning
Transportation Planning
Landscape Architecture

Locations:
Portland, Oregon
Seattle, Washington
Vancouver, Washington

Comment: B-25 cont.

EXISTING CONDITIONS

The Fred Meyer store has two signalized driveway locations on SE 82nd Drive, at either end of the store. The north driveway has an approach approximately 75 feet long, which often backs up to the on-site drive aisles. An access to the US Bank north of the driveway is provided as well. The signal provides access for the shopping center on the east side of SE 82nd Drive. The south driveway also has an approach of approximately 75 feet serving only Fred Meyer traffic, and an access to properties on the east side of SE 82nd Drive is provided.

The US Bank only has access at the Fred Meyer north signal and through the Elmer's restaurant driveway on SE 82nd Drive, located immediately north of the bank. Internal circulation is provided through the parking lots between Elmer's restaurant and Fred Meyer as well.

ACCESS OPTIONS

T1 BC1 T6 With the current five-lane concept for SE 82nd Drive shown with the Sunrise Project, the existing bank and gas station would be removed, and access to the restaurant would likely be limited to right turns. With widening to the west on SE 82nd Avenue, Fred Meyer may lose some frontage and the short throat length at the signal would be lessened further. Such a plan would create queuing and circulation issues on the Fred Meyer site.

T6 Because the current proposal would result in traffic circulation issues at the existing Fred Meyer north access, we considered a number of ways to better manage the on-site Fred Meyer circulation and maintain access to SE 82nd Drive. These include on-site changes and/or change in location of the existing north access in conjunction with the planned SE 82nd Drive widening. No changes would be required to the south signal. For purposes of this review, we have assumed the five-lane section north of the Fred Meyer north access will be constructed as planned.

Several options were considered for managing access for Fred Meyer, access for the shopping center east of SE 82nd Avenue, and maintain traffic flow on SE 82nd Drive. The following three options were reviewed in detail:

1. *Locate Access to the North*

T5 The existing Fred Meyer driveway is located at the north end of the existing building and provides only 75 feet for queuing, which would be reduced to 25 feet with the roadway widening. Moving the access and signal to the north approximately 75 to 100 feet would allow longer approaches of 100 to 150 feet for both Fred Meyer and the shopping center on the east side of SE 82nd Avenue. An easement would be provided to Elmer's restaurant, which would have its access limited to right turns in from SE 82nd Drive. This option would also improve access for the shopping center across from Fred Meyer. The current shopping center driveway approach has curb cuts very near the intersection with SE 82nd Drive (30 feet). Internal Fred Meyer parking circulation could be revised to accommodate truck access to and

Comment: B-25 cont.

TS from the back of the building. Spacing between the relocated access and existing Highway 212/224 would be 600 feet between intersection centerlines, which meets the generally recommended spacing of 600 feet for traffic signals. The widening would taper back to a three-lane section south of the access, which would occur mostly outside the Fred Meyer frontage, resulting in less right of way needed from Fred Meyer. This option would result in little or no loss of parking for Fred Meyer, provide a longer driveway approach to the signal and move the internal intersection away from the building's busiest entrance. The attached Option 1 plan presents a concept for this access.

2. Reconfigure Fred Meyer Approach

TS This option would keep the access at its current location, curve the Fred Meyer approach to the north to provide a longer queuing distance, and move the internal intersection away from the building. The on-site changes to the Fred Meyer parking lot, including curved drive aisles would reduce the number of parking spaces. In addition, the taper back to a three-lane section would have an impact on some of the Fred Meyer frontage immediately south of the access. As with Option 1, an easement would be provided to the restaurant, which would have its access limited to right turns in from SE 82nd Drive. No changes would be made to the shopping center access across SE 82nd Drive. Intersection spacing would be 700 feet from the existing Highway 212/224. Option 2 is presented in the attached plan.

3. Construct a Roundabout

TS A roundabout option at or near the existing north driveway for Fred Meyer could work instead of a traffic signal. It could reduce the need for widening on SE 82nd Drive, thus reducing the impact on Fred Meyer's frontage. Also, the existing short approach lengths for Fred Meyer and the shopping center across SE 82nd Drive would probably not need to be lengthened. Another benefit of a roundabout is it can be located further north than a traffic signal because no southbound left turn lane storage is needed. Parking impacts would depend on the ultimate location and radius of a roundabout. Truck access would necessitate a wider diameter for the roundabout, as trucks leaving Fred Meyer would need to circulate the roundabout to turn left to SE 82nd Drive. An easement would be provided to Elmer's restaurant, which would have its access limited to right turns in from SE 82nd Drive. The attached plan for Option 3 presents a roundabout solution located slightly north of the current intersection.

CONCLUSION

TS Considering all three options for maintaining access to Fred Meyer and traffic flow on SE 82nd Drive, we recommend Option 1 be pursued for the Sunrise Project. This would locate the
T1 access to the north, away from the Fred Meyer building, increase the approach throat length and minimize parking area loss for Fred Meyer. Fred Meyer would provide an access easement for Elmer's restaurant, which would have limited or no direct access to SE 82nd drive with the Sunrise Project improvements. The other options could result in loss of parking area, encroachment on the existing Fred Meyer building and additional right-of-way acquisition from Fred Meyer.

Comment: B-25 cont.

T In addition, we recommend Clackamas County reconsider the traffic volume projections along SE 82nd Drive to ensure they accurately reflect future conditions. An overestimation of traffic volume could result in unnecessary roadway widening, costs and encroachment on existing businesses.

Thank you for this opportunity to provide comments on the Sunrise Project's potential impacts on the Fred Meyer store. We look forward to working with Clackamas County and ODOT staff as the project moves forward to ensure the planned roadway project provides both necessary capacity and safety improvements.

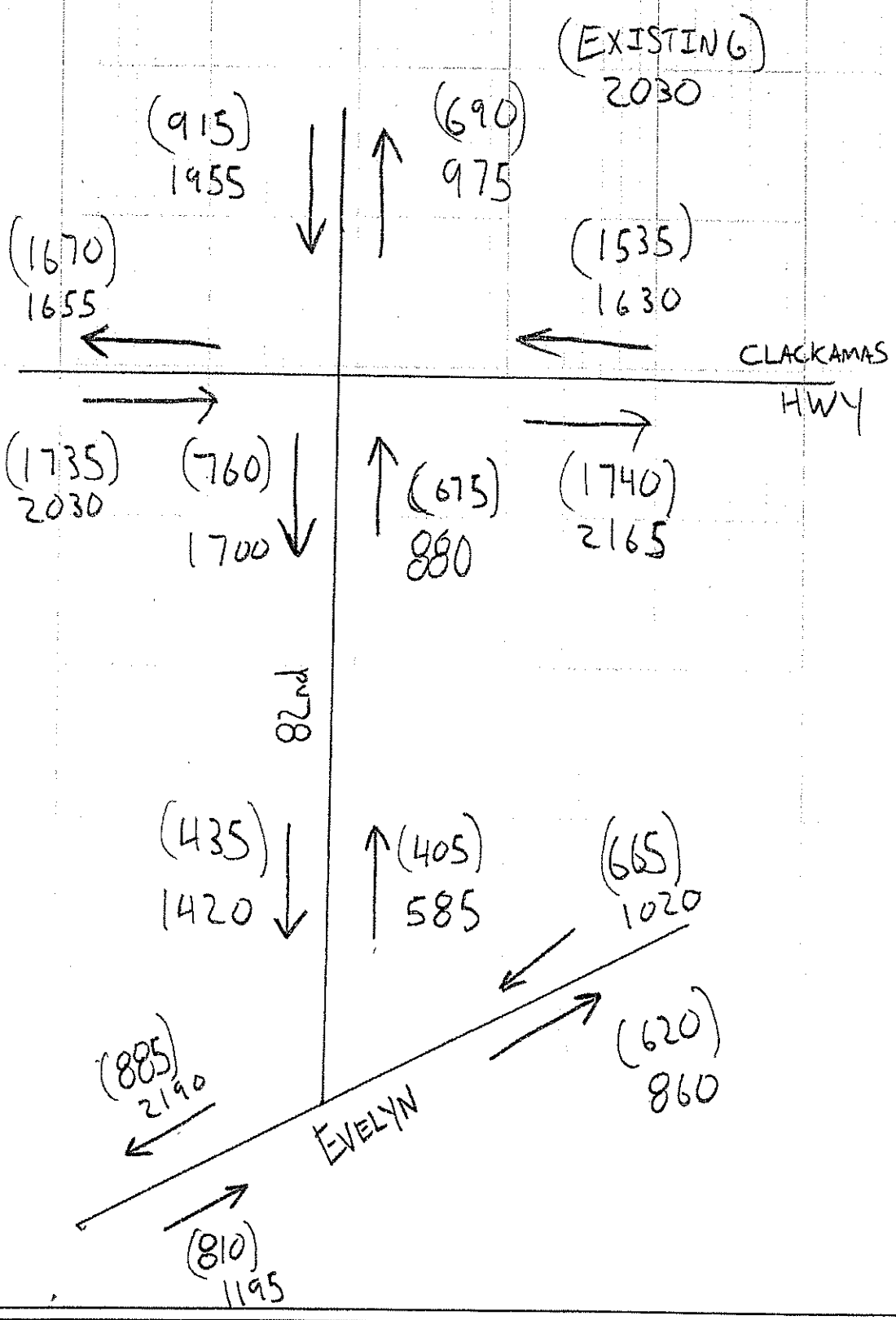
Sincerely,

Brent Ahrend, P.E., Transportation Engineer
Senior Associate

Enclosures

c: Don Forrest – Fred Meyer

Comment: B-25 cont.



PM PEAK SUNRISE PROJECT

By DEM

Date 9/10/08

Job # 2080229.00

Sht. ____ of ____

GROUP MACKENZIE

Portland, Oregon | Seattle, Washington | Vancouver, Washington
www.groupmackenzie.com

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Comment: B-26

Laura Degraw

From: Stacy Thomas
Sent: Thursday, October 16, 2008 1:20 PM
To: Laura Degraw
Subject: FW: Sunrise requests

2 comments

Phone comments for the file....

B26
0

-----Original Message-----
From: PICCO Thomas J [mailto:Thomas.J.PICCO@odot.state.or.us]
Sent: Thursday, October 16, 2008 11:36 AM
To: MOSHOFSKY Emily A; Stacy Thomas
Cc: larrycon@co.clackamas.or.us
Subject: RE: Sunrise requests

I received two telephone calls yesterday (10/15/08)from property-owners/lessees regarding the Sunrise Project SDEIS:

>> Ron Satterlee, owner/operator/lessee of the Milwaukie Tire & Automotive Service Co., 8921 SE Herbert Ct., Clackamas, OR, (503) 655-6361.
He heard about the release of the SDEIS, and heard his leased property (82nd Dr. x SE Herbert Ct.) may be impacted by project. He was soon to be signing a new 10-year lease on property, and wondered whether he should consider looking elsewhere, if property was proposed to be taken for project. I reviewed the ROW information in SDEIS, and informed him that indeed, his property (#75 in Figure #30, and Table 9 in Chpt. 3) would be impacted (a full take). I spoke to him on 10/16/08 on my findings on his property. He thanked me for the information, but did not comment further.

Comment: B-27

>> Jin Kim, owner of a vacant parcel at 15630 SE 82nd Dr., called to ask about potential impacts to this property from Sunrise Project, and to request a hard copy of the SDEIS. He said he did not have a computer, so could not access the website or use DVD. I stated that there were only a limited number of full hard copies of SDEIS document, and were prohibitively expensive to produce, but I would send him materials to address his specific concerns. Since his interest was so specific to a single property I decided not to send him a complete hard copy, but only the Executive Summary, excerpts of maps/table from ROW section of SDEIS doc, and list of local sites where he could go to read the full report. I sent these materials to his home address at 13000 SE Spring Mtn. Dr., Happy Valley, OR 97086.

B27
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-----Original Message-----
From: MOSHOFSKY Emily A
Sent: Thursday, October 16, 2008 9:01 AM
To: PICCO Thomas J; ronw@co.clackamas.or.us; Conrad, Larry
Cc: leslie@howell-consulting.com; Mike Baker; 'Stacy Thomas'; Jef Kaiser
Subject: Sunrise requests

Good Morning, All.

This is just a gentle reminder to please copy me and Stacy on any requests you get for information on the Sunrise. I just want to make sure all the various requests get tracked and responded to.

Comment: B-27 cont.

Thanks!!

Emily Moshofsky
Environmental Project Manager
123 NW Flanders St
Portland OR 97209
Ph: 503-731-8535
Fax: 503-731-8259

Comment: B-28

Jared Ray
8655 SW Citizens Dr. #201
Wilsonville, OR 97070
jared.ray@us.stores.mcd.com
503-200-9096

B28 OT

"Our Family owns two McDonald's Restaurants that will be affected by this project. The first one is the McDonald's Restaurant on at 15960 SE. 82nd Dr., at the intersection of Highway 212 and 82nd Drive. According to the plans included in the Supplemental Draft, dated October 2008, this restaurant will be acquired to widen both 82nd Dr. and Highway 212. This will obviously be devastating to our family as this is a key asset within our business portfolio.

BC1

We recognize there is a problem with traffic flow on Highway 212, especially as you advance toward I-205, especially at the intersection of 82nd Drive. We have welcomed this project as a way to help alleviate some of these issues. As such, we had been expecting to lose some of our land and possibly have to relocate our restaurant on our property. We have a very deep lot with extensive parking in the back of the restaurant; we have been anticipating possibly having to move the restaurant back toward this back lot.

BC1

LU2

We were very disappointed when we received the Draft EIS which indicated that our business was on the list for full right of way acquisition. Our Restaurant is situated on site # 134 on Figure 30. It did not make sense to us when we saw that our site and the adjacent site #133 are listed for full acquisition, while the other side of the Highway 212, with sites #139 and #138 has only partial impact and therefore limited business impact. The businesses that occupy those two spaces are a motel, The Clackamas Inn and an adult video store, Fantasy Land Two. While we don't want to diminish the social and economical significance that these businesses bring to the community, we certainly feel as business owners that the Community as a whole is much better off with a McDonald's restaurant than an aging motel and an adult video store. Additionally, I am sure our economic impact is much greater to the community as our store employs approximately 50 people.

BC1
LU2

The Draft EIS talks about displaced businesses being relocated. This again is problematic for us. We are a franchisee of McDonald's, meaning we own the local restaurant on 82nd Dr. as discussed, however, we do not have the authority to relocate this restaurant to another site we deem appropriate. McDonald's Corporation has the final say on where restaurants are built and who they are sold to.

Comment: B-28

BC1

While it is possible McDonald's my find another suitable piece of real estate to locate this restaurant to in this area, there are certainly no guarantees that they will do this nor is there any guarantee we would have the opportunity to purchase this franchise. Keep in mind, the closing of this restaurant affects local business owners and local employees far more that it affects McDonald's Corporation.

LU2

From an economic sense, we have significant debt outstanding on this investment. We purchased this restaurant and the building in 2004 and are still carrying much of this debt on our books. We do not however own any of the real estate, McDonald's Corporation leases the real estate, and we in turn lease it from McDonalds. Therefore in the acquisition process, we would get the "replacement" value of the building and that is it. It is doubtful that the amount of funds we would receive on the "replacement" value would be enough for us to pay off our debt and it certainly does nothing to replace our lost future cash flows from this investment we made. This economic hardship pales in comparison to our 50 employees that would be out of work.

BC1

In summary, we would like to go on record that we feel it is a mistake for the Community to move forward with this aspect of the plan, specifically to only acquire sites #134 and #133 without acquiring the adjacent sites on the other side of Highway 212. We are active members of the community, from creating jobs within the community to sponsoring local sports teams and local charities. We are good corporate citizens within the Community and strive to keep our business looking its best.

Alt. 2 A B

Our second restaurant affected, is the McDonald's restaurant located at 13740 SE Highway 212, at the intersection of Highway 212 and 135th Ave. This restaurant is only affected by the proposed new roadway. While we wish that the interchange had been located at 135th Ave, this seems like a more logical choice to us with respect to traffic flows, of the alternatives presented we would like to throw our support behind Alternative 2, without the Design B option.

Comment: B-29

Laura Degraw

From: Brian Bishop [brian@bishoptrust.com]
Sent: Friday, November 28, 2008 10:02 PM
To: comments@sunrise-project.org
Subject: Brian Bishop SDEIS Comments

Mr. Ron Weinman
Sunrise Project Project Manager
Development Services Building
150 Beavercreek Road
Oregon City, OR 97045
VIA e-mail: ronw@co.clackamas.or.us

November 28, 2008

B29
EM

RE: Comments on the Sunrise Supplemental Draft Environmental Impact Statement

Dear Mr. Weinman,

The Lawnfield Industrial Area is home to some of Clackamas County's premier businesses and providers of many high quality jobs. The names of a few of them are Oregon Iron Works, International Wood Products, and Utility Trailer. There are numerous other large, medium and small businesses within the area. The quality and vitality of this industrial area was originally established because of its immediate, high capacity and direct access to the local highway systems and it continues to completely rely upon these highway access attributes. The Lawnfield Industrial Area is in great peril as the Sunrise Project moves forward if serious efforts are not made to maintain its present level of highway access for which it is dependent.

The only option that has been presented to date which preserves the Lawnfield Industrial Area's viability has been the North Lawnfield Extension (a new direct Lawnfield to Sunnybrook connection). It is my concern as the Lawnfield PAC member and the universal concern of all Lawnfield Industrial Area businesses I have met with that insufficient attention has been given to assuring the preservation of this vibrant industrial area.

A particular example of this problem is the constant presentation by the Sunrise Project designers of Design Option A-2 (the Tolbert St. eastward extension over the railroad tracts connecting to Industrial Way) as an alternative to the North Lawnfield Extension. In no way is the circuitous Design Option A-2 an "alternative" that will allow the Lawnfield Industrial Area to continue to function at anywhere near the level it presently does. It does not provide immediate, high capacity or even direct access to the highway system which were the foundations for the establishment of the present Lawnfield Industrial Area businesses.

At every PAC meeting the Lawnfield businesses and I have made the point that the so-called "Design Option A-2" is not an option for proper highway access for the Lawnfield Industrial Area, but it is a vital business-to-business connection that preserves the current business-to-business interactions between the 82nd Drive Commercial/Retail area with the Lawnfield Industrial Area. The Sunrise Project's planned closing of the Lawnfield at-grade crossing of the railroad tracks should be replaced by this connection to preserve these important business interactions. It has never been considered by the Lawnfield Industrial Area businesses to be a functional replacement for the present highway access or for the proposed North Lawnfield Extension.

The economic viability of the Lawnfield Industrial Area will be substantially degraded if the North Lawnfield Extension or something very similar is not a mandatory piece of the Sunrise Project. Most of the present

Comment: B-29

businesses, especially the large national and regional ones, will chose to leave or expand their business elsewhere as they will not be able to function as they presently do at their sites. They will be replaced by lower functioning business with less activity and less jobs. Being bisected by the Sunrise with poor road circulation and poor access for the area will likely create quite the dilapidated eyesore on both sides of the Sunrise as it enters the I-205 interchange.

Another point that has not yet been given sufficient consideration is METRO's goal to preserve, maintain and if possible enhance current industrial lands within the present Urban Growth Boundary. Removing the highway access that was the foundation for the establishment of the Lawnfield Industrial Area will naturally create demand for additional industrial land outside of the current Urban Growth Boundary that provides the access that could be provided instead with of the North Lawnfield Extension or something very similar as a mandatory piece of the Sunrise Project.

It has only recently, in the last several weeks, been communicated to the Lawnfield area businesses, that the road alignment selection of the North Lawnfield Extension may be in conflict with recent findings regarding a Section 4(f) Historical Site designation of the KEX Transmitter Facility. Certainly the economic viability of the Lawnfield Industrial Area can be properly weighed as mitigation measures are determined for this issue. This is a brand new issue requiring serious and urgent attention of all parties to assure a proper and balanced outcome. If the originally planned alignment of the North Lawnfield Extension is in jeopardy, the Sunrise planning staff, the PAC and the PPRC need to quickly work with the Lawnfield area businesses by scheduling additional meetings amongst the parties to achieve the best possible outcome for all involved. Any change of the North Lawnfield Extension alignment should include the active participation of the Lawnfield Businesses Group.

The Lawnfield business owners are seeking to fully participate in addressing the issues raised in this letter. We look forward to working with the Sunrise Project teams to provide the best transportation solutions for our region and to allow for our businesses to remain a vital part of our region's economic engine.

Sincerely,
Brian C. Bishop
Lawnfield PAC Member
(503)624-6781
e-mail: brian@bishoptrust.com

cc: Jeanne Lawson [jlawson@jlainvolve.com]
Stacy Thomas [stacy@jlainvolve.com]
Laura Degraw [ldegraw@jlainvolve.com]

Comment: B-31

19 * * *

20 (Following testimony taken before B 31
21 Mr. Andy Cotugno, Clackamas County, OT
22 and Ms. Lori DeRemer, City of Happy
23 Valley, and Mr. Cam Gilmour,
24 Clackamas County.)
25 MR. BRIAN BISHOP: My name is Brian

Comment: B-31 cont.

Bishop. I'm the PAC member for the Lawnfield business area owners, and I might repeat a little bit of what Lou just said, but I'll keep it more condensed. Is that this area developed at the interchange of 224 and 205 is a vital industrial area for the county, Clackamas County, with -- and it's developed there because of the highway access, and it has some of your largest employers with enormous payrolls, and they're all there for highway access. Their business and their employees are there for the highway access.

BC1
T1

The current design takes away that access that it has, and the alternatives that are being presented mitigate that -- those changes. And we're trying to make sure it's clear to everyone in the chain of approving the access understands that this industrial area will go from being a vital, large employment area center for Clackamas County -- it will not be that without highway access. And so these aren't optional. Sometimes they're called optional, and I guess that's why we're here and concerned. They're not really optional. You might take -- I'm sure Metro doesn't want to

T1
A1+2
A-2
A-1

Comment: B-31 cont.

1 see vital industrial lands become unused or
2 low-used wasteland because it's been cut off
3 from the highway. They want to keep everything
4 denser and being used rather than pushing out,
5 because if you cut us off, then you'll have to
6 rebuild replacement industrial land further out
7 in the rural land to make up for it. So it is
8 critical to choose both alternatives to connect
9 into the 205 system.

T1
Alt.2
A-2
A-1

10 MR. ANDY COTUGNO: So when you're
11 referring to both, you're talking about
12 connecting north to Sunnybrook and connecting
13 south to 212?
14 MR. BRIAN BISHOP: They call it option one
15 and option two. We don't -- we've been trying
16 to communicate to everyone at the meetings that
17 it's not an option one and two. There is --
18 these two need to be put together, both connect
19 to the north to 205 and connect south or into
20 the 82nd -- the Tolbert connection right there.
21 MR. CAM GILMOUR: One is Tolbert and the
22 other is Lawnfield.

T1
Alt2
A-2
A1

23 MR. BRIAN BISHOP: Because we actually
24 have a lot of business to business connections
25 with 82nd Drive, whether it's restaurant or

T6

Comment: B-31 cont.

1 small suppliers or banks, post office,
2 whatever. There is a lot of interaction
3 between the Lawnfield and 82nd area. And
4 that's why it's not a choice of if it's A1 or
5 A2, they both are vital to keeping the area a
6 vital business area.

T6
A1
A2

Comment: B-32

7 * * *
8 (Following testimony taken before
9 Mr. Andy Cotugno, Clackamas County,
10 and Ms. Lori DeRemer, City of Happy
11 Valley, and Mr. Cam Gilmour,
12 Clackamas County.)

B32
OT

13 MR. MARK La NOUE: My name is Mark La Noue
14 and I'm the principal owner of the Clackamas
15 Commerce Center located at 9460 S.E. Lawnfield
16 Road. And on this map it represents these
17 three buildings right here. There is 180,000
18 square feet of tenants, industrial use in my
19 buildings. I've written letters, which I know
20 I'm on record. Ron actually -- Cam received
21 it, and three or four or five other people have
22 received it, so I won't go through the litany
23 of who I am and what we do.
24 As an experienced real estate person since
25 1978 in this area, I can assure you that if we

1T1

Comment: B-32 cont.

1 do not have proper ingress and egress for all
2 of our businesses down there, that we will
3 become a third rate industrial location. There
4 is -- I don't know what the total generation in
5 dollars is. I know our group, it's over 50
6 million dollars that's generated in our
7 buildings in annual revenue and the tax base.
8 I just wrote a check to the County for $125,000
9 today, and that's going to disappear, and I
10 think you all know that.
11 And it is our sole commitment -- I say
12 our, the Lawnfield basin people, it's our sole
13 commitment to make sure that we get proper
14 ingress and egress in both directions out here.
15 And this isn't an idle threat or anything, it's
16 just a statement saying that we will do
17 everything that we have to do to make sure that
18 happens, because that's how critical it is to
19 all of us.
20 And no one person or one company has a
21 bigger axe to grind than the other. We're in
22 this together, and together we're going to make
23 it all happen. So you've got my letter. I
24 appreciate everybody being here tonight. I
25 appreciate an opportunity to let you put a face

T1

T1

Comment: B-32 cont.

with a name and so you can truly understand the nature of our concerns because it is a -- it's a life and death situation for us. It's not a maybe. It's not, oh, things will be okay. This is -- this is -- that's how important it is. That's my message.

MR. CAM GILMOUR: What sort of time frame are you looking at for getting some of this built?

MR. MARK La NOUE: Getting it built?

MR. CAM GILMOUR: Yes.

MR. MARK La NOUE: We're good with Lawnfield Road. The day you close Lawnfield Road and our access down, you better have --

Alt.2 A1

MR. CAM GILMOUR: So it's the intersection 205 and access even down 82nd Drive that you're concerned with?

MR. MARK La NOUE: Right. We can live -- as long as Lawnfield Road is open, if you guys come in and you build this and you build all this and the major money isn't available and Lawnfield Road, wherever it is, Lawnfield Road is still open and we have access, we can live with all of that. That's a plus for us.

Alt.2 A1

MR. LEWIS ARNOLD: That would be a big

Comment: B-32 cont.

1 deal.

2 MR. MARK La NOUE: Yeah, that's a big

3 plus. And that's a big plus for years down the

4 road until the big, super money comes in and

5 says, all right, let's make this interchange

6 happen. We will support anything you would do

7 in addition to our Lawnfield current access.

T1 Alt.2 A1

8 MR. ANDY COTUGNO: Okay.

9 MR. BRIAN BISHOP: There are two very

10 large industrial parties, one, Oregon Iron

11 Works, and the other one is the lumber

12 distributor -- actually, a third one, the

13 utility trailers where they really need

14 noncircuitous, large, wide, good arched circles

15 to get their products in and out of the area,

16 and that would be critical for that to be

17 managed. I think that goes to your question.

18 MR. CAM GILMOUR: Thank you.

19 MR. ANDY COTUGNO: Which one is the Oregon

20 Iron Works site?

21 MR. MARK La NOUE: It's right here.

22 MR. ANDY COTUGNO: Okay.

23 MR. LEWIS ARNOLD: And then we start here

24 at 9700 Lawnfield, and we go over to the 98th

25 Court and then we come back here. This is our

Comment: B-32 cont.

building. This is our building. So trying to expand onto this site by virtue of a lease with the county and to gain rail access. We're being held up by the fact that this is a Super Fund site. They're having trouble cleaning it up.

MR. ANDY COTUGNO: The County owns the Super Fund site?

MR. LEWIS ARNOLD: Yes.

MR. ANDY COTUGNO: What was it that created the Super Fund site?

MR. LEWIS ARNOLD: Northwest Pipe and Casing, and they were spraying the inside of their -- it's primarily inside of their pipes. I wonder what's happening to our water supply.

MR. CAM GILMOUR: We remediated that with the EPA and now the development owns it. It's 40 acres. We've been working with Oregon Iron Works now for almost four years to get that railroad spur built and it's kind of in their hands.

MR. ANDY COTUGNO: Whose hands?

MR. CAM GILMOUR: Oregon Iron Works.

MR. LEWIS ARNOLD: Is it in their hands now?

Comment: B-32 cont.

1 MR. CAM GILMOUR: They need to do what
2 they need to do to make that happen because we
3 made the right-of-way available on all of that.
4 MR. LEWIS ARNOLD: It's my understanding
5 that the people for -- the federal
6 environmentalists are holding up the --
7 MR. CAM GILMOUR: It could be. I don't
8 think so.
9 MR. LEWIS ARNOLD: That's my
10 understanding. I haven't been associated with
11 it for about -- better part of a year.
12 MR. CAM GILMOUR: I don't think the spur
13 is actually crossing into that area, but you
14 could be correct. That hasn't come across my
15 desk. The easements have been done to grant
16 some of the access and all that. They've had
17 some changes in management and what have you,
18 and it's a matter of priority for them,
19 obviously. So we're still motivated to work
20 with them.
21 MR. LEWIS ARNOLD: I'll talk to Mr. Arney
22 (phonetic), who I'm sure knows all about it.
23 MR. CAM GILMOUR: It would be good to know
24 if it is an EAP issue, DEQ issue.
25 MR. LEWIS ARNOLD: I think it's EPA.

Comment: B-33

MR. ANDY COTUGNO: Sir.

* * *

(Following testimony taken before Mr. Andy Cotugno, Clackamas County, and Ms. Lori DeRemer, City of Happy Valley, and Mr. Cam Gilmour, Clackamas County.)

B33 OT

MR. MICK DOANE: My name is Mick Doane. I'm with RS Davis Recycling. I'm a property owner here. We're one of the smaller right-of-ways you're looking at. My concern is trucks getting in and out of here.

1T7

This would help us if we are allowed to move next door, which we've submitted a design review for. Even if they just leave that alone, we are fine to get in and out of there. 82nd and 1212 intersection isn't exactly ideal, but anything they can do to relieve that. If they would open that up, that would help relieve that intersection also.

MR. ANDY COTUGNO: So your access is Lawnfield Road?

MR. MICK DOANE: No. My access is Mather Industrial.

MR. CAM GILMOUR: Out to 212.

Comment: B-33 cont.

1 MR. BRIAN BISHOP: This doesn't go through
2 right now. It goes through his property.
3 MR. MICK DOANE: Yeah.
4 MR. ANDY COTUGNO: Okay.
5 MR. MICK DOANE: That's my concern. This
6 would be the -- I'm in support of that.
7 MR. ANDY COTUGNO: Okay. Anything else?
8 Thank you.
9 MR. MARK La NOUE: Thanks.
10 * * *

Comment: B-34

16 * * *

17 (Following testimony taken before

18 Mr. Andy Cotugno, Clackamas County,

19 and Ms. Lori DeRemer, City of Happy

20 Valley, and Mr. Cam Gilmour,

21 Clackamas County.)

22 MS. MINDY MAYER: We own the McDonald's at

23 82nd and 212 and the McDonald's, also, on

24 Highway 212 and 135th, very close to that, so

25 we are obviously concerned particularly about

B34 OT

Comment: B-34 cont.

our 82nd store.

MR. JARED RAY: The 82nd store is -- on the drawings, it's marked to be condemned or taken out and the expansion of that road both ways. And so our questions are just, what was the process that was developed to -- how did they come about picking that side, and the other side is not. And we just to want understand that, because when we were talking with some of the McDonald's corporate real estate people about that, after we learned about this, our hope and thought was that we've got plenty of room towards the back of that, with the deep parking lot, and there is a 7-Eleven right next to it. The hope would be that they would take some of that land and maybe take some from the other side or whatever, and we'll be happy to get rid of the land up front, and we could potentially relocate the business towards the back of that lot in the big, deep parking lot that we have.

PR

LU2

So we're clearly -- it's a tough, bitter pill for us to swallow. Just talking to ODOT about this and the acquisitions are they just pay you for your real estate value and not much

LU4

Comment: B-34 cont.

1 of the business value, and that's a lot. 1LU4

2 MS. MINDY MAYER: We understand that the

3 adult video is very important to keep, but we

4 would -- we would like to --

5 MR. JARED RAY: It adds a lot of community

6 value.

7 MS. MINDY MAYER: We would like it to be

8 considered, since we do have extra land there.

9 MR. JARED RAY: And we do a lot for the

10 community, a lot of employment and whatnot. So

11 I understand there is also other options and

12 there is another IMAP. Is that what's it's

13 called, the IMAP, the interchange proposal?

14 MR. ANDY COTUGNO: Management plan.

15 MR. JARED RAY: Management plan that

16 they're going to be working on. So we'll work

17 with the County and State on that. But it's --

18 we want our opinions on this on the record.

19 MR. ANDY COTUGNO: Anything related to the

20 135, 212?

21 MR. JARED RAY: We're not crazy about that

22 one either, but the way that that gets phased

23 in is -- probably is going to be okay for us,

24 ultimately. I don't know. That one is not --

25 MS. MINDY MAYER: Is there any other

Comment: B-34

1 choices on that or any other --

2 MR. JARED RAY: Well, certainly, we would

3 rather have seen the on and off at 135th, but

4 the way they've done it is --

T5

5 MS. MINDY MAYER: Wasn't there going to be

6 one at --

7 MR. CAM GILMOUR: Not an interchange.

8 MS. MINDY MAYER: Or an off.

9 MR. CAM GILMOUR: You fly over 135th. It

10 matters how far north you are as far as

11 alignment. So access would be getting back to

12 the new facility by 122nd, if that option is

13 picked.

14 MR. ANDY COTUGNO: If you don't have that

15 midpoint option, it's just I-205 and --

16 MR. CAM GILMOUR: Yes.

17 MR. ANDY COTUGNO: -- 224, 212.

18 MR. JARED RAY: We'd rather have the

19 midpoint.

Alt.2

20 MS. MINDY MAYER: Yeah, we really want the

21 midpoint because our business would be

22 strangled, not as bad as 82nd would, wipe out,

23 but it wouldn't be good.

Alt.2

24 Anything else?

25 MR. JARED RAY: I think that's it.

Comment: B-34 cont.

1 MR. ANDY COTUGNO: Okay.

2 MR. JARED RAY: Thank you, guys.

3 * * *

Comment: B-35

18 * * *

19 (Following testimony taken before B35

20 Mr. Andy Cotugno, Clackamas County,

21 and Ms. Lori DeRemer, City of Happy

22 Valley)

23 MR. CLIFF PORTER: My concern on the

24 project is the midpoint. I am -- my property Alt. 2

25 is right at the midpoint. I have five parcels BC1

Comment: B-35 cont.

on the northeast corner of the 122nd midpoint, used to be known as Cascade Phillips. I sold the basic company to United Site Services out of Boston. They're aware of the project and they knew all about it when I sold.

A11.2

BC1

I have several comments. The first, in the Environmental Impact Study, the build, the midpoint, or the -- to build the midpoint, or don't build the midpoint shows a net loss of three additional jobs. The reality is, there is approximately, in that location alone, about 35 jobs. Most of those jobs start out at from $16 to $17 an hour on up, with benefits, with pensions, with vacations. Most of them are long-term employees.

A

BC1

Second of all, that particular location has an industrial waste water discharge facility. It is one of the only ones in the Northwest, so figuring out a right-of-way and the cost of right-of-way, I think it's well -- the estimate is very low in what it's going to cost to move this facility to somewhere else. And they're going to look at a broad range. They may not stay in the county. So it's a growing business. It's been growing for years.

LU3

$

Comment: B-35 cont.

1 So I wanted to point that out. So as
2 additional cost --
3 MR. ANDY COTUGNO: So your point is that
4 the build without the midpoint does not
5 displace this company. The build with the
6 midpoint does displace this company, and the
7 information in the environmental impact
8 statement understates the significance of the
9 impact.
10 MR. CLIFF PORTER: Both in terms of the
11 number of employees, and on an average basis --
12 MR. ANDY COTUGNO: Did you say the name of
13 the business, because we need to make sure they
14 can go find the physical impact.
15 MR. CLIFF PORTER: The business used to be
16 known as Cascade Phillips, and actually, it was
17 under DC Inc., in the days that I owned it.
18 And it was probably tagged to -- if you went
19 under DC Inc., it would be our PO box until
20 about a year ago. The company now is United
21 Site Services based out of Boston.
22 MR. ANDY COTUGNO: That's the property
23 owner. Right? What's the business?
24 MR. CLIFF PORTER: Right now this is all
25 business. So I sold the business. I still own

Comment: B-35 cont.

1 all the properties.
2 MR. ANDY COTUGNO: Okay.
3 MR. CLIFF PORTER: So there is two issues
4 going on here. So 9/30 of 2008 I sold the
5 business to United Site Services, approximately
6 30 to 35, I can't remember the number, very
7 well-paid employees, to United Site and it was
8 under DC, Inc., even though the business, when
9 you saw it, was Cascade Phillips. All right?
10 MR. ANDY COTUGNO: All right.
11 MR. CLIFF PORTER: So the dollar impact of
12 moving those people will be significant in
13 terms of displacement. The other thing is the
14 cost to relocate that business and help them,
15 because they're going to lose this industrial
16 waste water discharge facility. That facility,
17 just in disposal cost, not the time savings, is
18 estimated between 120 and $150,000 a year
19 versus taking it directly to treatment plants.
20 It was a unique program that was worked out
21 with WES, and it allows us to bring all our
22 waste there, dispose of it there into the
23 sewer, and for a fraction of the cost. So
24 there is a hidden cost. There is a bit of a
25 cost there.

LU2

$

Comment: B-35 cont.

MR. ANDY COTUGNO: Are you saying, therefore, don't do the midpoint interchange?

MR. CLIFF PORTER: I am heading that --

MR. ANDY COTUGNO: Or do the midpoint interchange but better account for the cost properly?

MR. CLIFF PORTER: I think they need to account for the cost properly. I'm not a big proponent of the interchange. I've been involved in this project for years and years and years, tracking it. I question the benefit of it. That said, there is these other costs, because this business, when they pick up and move, you need to consider the loss because they may move several counties away.

A

BC1

Now, coming over to the other side, which is the property. There is five parcels in there. The first comment I come back is the -- assuming they build the midpoint, you have two designs, one is a single, then you have the split. There is no reason to build that split because the reality is, in 2008 dollars, to have that split feature will cost you 112 million more dollars. You would never get the benefit for that design. It won't improve flow

B2

Comment: B-35 cont.

that much. And it's 137 million, to have that adjustment in 2012 or 13, dollars.

B2

So it pretty well narrows it back to just the one design that makes any economic sense. So you're basically looking at a 70 million estimate, 62 million estimate in today's dollars to put a split in there, that single split, or 76 million. So that's -- you have to measure the benefit of, and that's the right-of-way, construction and everything.

D3

And I think at this point the right-of-way and the displacement, that portion of it, and the acquiring -- the relocating business there is probably low. That's my opinion. But -- and I don't know what the number -- I know it's low if it doesn't include Emmertt's Property, E-M-M-E-R-T-T, Emmertt's property, which is on the other side. They're in the northwest corner. So I don't know which number they're using in this study, but Emmertt had a deal with Clackamas County to the community development that was announced for 14 to 16 million for his facility, so I don't know what number is here, if that includes his and the other properties right around there. So it

LU3

BC1

Comment: B-35 cont.

1 just seems low that the cost of the
2 right-of-way and moving people is only ten
3 million dollars. That's to put it there or not
4 put it there, so I think there is an
5 underestimation there that should be looked at
6 again.
7 That said, I have mixed feelings of
8 whether the current estimate of 76 million, in
9 2013, dollars would be justified. I've been
10 operating out of that particular spot for ten,
11 twelve years, and so I see the flow is there.
12 Of course, if they phase it in and they have to
13 stop the first phase fundingwise right there,
14 then maybe it will make sense. But it's a lot
15 of-- potentially five percent of the overall
16 cost of the project, so how much benefit do you
17 get out of it? I question it.
18 I also question the assumptions of noise
19 for the hill.
20 MR. ANDY COTUGNO: We've heard about that.
21 MR. CLIFF PORTER: The noise, I've been
22 dealing with trucks for many, many years.
23 There is a difference if you drive straight
24 through, maintaining pace, or you are going to
25 slow down and you are going to use your jake

LU3.$

LU3.$

$

PH

N1

N1

T7

Comment: B-35 cont.

1 brakes to get off -- you are going to crawl up
2 onto a ramp to get off, you have acceleration
3 and jake brakes. I talked to the people in the
4 sound and they said there is some federal
5 formula. My comment comes down to, there will
6 be a significant difference in noise to the
7 people on the hillside.
8 MR. ANDY COTUGNO: With the interchange
9 because of the stop and go?
10 MR. CLIFF PORTER: The stop and go nature.
11 And it's primarily trucks that will get off.
12 MR. ANDY COTUGNO: That's good.
13 MR. CLIFF PORTER: Basic assumption is
14 it's going to be trucks. That's the reason.
15 MR. ANDY COTUGNO: Yeah.
16 MR. CLIFF PORTER: That's the group
17 wanting it. The other thing is, I cannot
18 comment in terms of the amount of land that
19 will be taken. There is a significant wildlife
20 habitat that will break it up more, but I don't
21 know enough about it, that's a pro and a con.
22 And then building on that slope back there gets
23 tougher, putting the interchange in there. And
24 that was acknowledged in the study. So that's
25 already in here.

T7
N1
E

Comment: B-35 cont.

My final comment comes down to is, I have the five parcels that will be impacted in various degrees. Right now they're all being treated as -- and they're held in different companies and corporations. But the point is, if it comes down to doing that single midpoint, there might be at that point an opportunity to sit down with the County and decide whether we want to leave it broken up into separate parcels or consolidate what's left over and actually reduce the take necessary, thus I might benefit and the County benefits, because they have to take less land as a result of design, given the current design.

Alt.2

BC1

I was talking to one of the transportation designers earlier and they said the midpoint, that final little design, and they drew a little loop off of 142nd to provide access to some of those properties to reduce the take, they said, we didn't put a ton of time into that. If it's decided that the midpoint is going to go in, which is a bigger picture decision, then I was hoping to get on record that at that point I want to be involved in the designing of that intersection.

Alt.2

PR

Comment: B-35 cont.

1 So that's pretty well everything I have to
2 say at this point in time.
3 MR. ANDY COTUGNO: Thank you.
4 MR. CLIFF PORTER: You're welcome.
5 MR. ANDY COTUGNO: The five parcels you
6 are referring to, is there a business on each
7 of the five parcels?
8 MR. CLIFF PORTER: There is one business
9 using all five. And all five are owned
10 parcels, individually owned. The reason it was
11 that way, years ago it was owned by various
12 family members and then it got consolidated
13 with the ownership, and then various entities,
14 that I control, acquired them over time. So --
15 but until recently they were -- all the
16 different family members were involved. And
17 they all had different kinds of access. So
18 there is more flexibility now when we go to
19 look at this issue in terms of what can we do
20 to optimize everybody's situation.
21 MR. ANDY COTUGNO: Thank you.
22 * * *
23
24
25

Comment: B-36

(Following testimony taken before Mr. Andy Cotugno, Clackamas County, and Ms. Lori DeRemer, City of Happy Valley, and Mr. Cam Gilmour, Clackamas County.)

B36 OT

MR. LEWIS ARNOLD: I'm Lou Arnold. I'm a commercial real estate broker and have been in the business for many, many years. I originally had the listing for Moyer Theaters to sell their 40-acre tract, which they were going to -- which they were going to put in a drive-in movie theater, which was basically the Lawnfield industrial area north of the creek at South Lawnfield Road that ran over to an area east of 98th Court and almost to Industrial Way -- and almost to Industrial Way.

In 1978 I sold about five to ten acres to Oregon Iron Works where they relocated their business from Portland. And the main reason that they relocated their business to that area was the direct freeway connection to I-205 from Lawnfield Road and then they could make an easy connection to go north and they could make an easy connection to go south by going a little bit north on 82nd Drive and then getting --

Comment: B-36 cont.

1 then getting onto the freeway going south.
2 They also have enjoyed the benefits of the
3 Milwaukie Expressway during this period of
4 time, and they have grown from a very modest
5 building to a major, major factor in the steel
6 fabrication business. And I have sold several
7 other properties, that I had previously sold,
8 back to Oregon Iron Works so that they could
9 continue their expansion, including -- and then
10 I've sold them the old automobile wrecking yard
11 that used to be just south of their property.
12 In any event, they've become a very
13 important part of our business. Mark came
14 along and bought a beautiful property and
15 developed what is now the largest property in
16 the Lawnfield area, the Clackamas Commercial or
17 Commerce Center, and we have other
18 representatives here who have various other
19 holdings in the area.
20 But I feel that because the freeway access
21 was so terribly important and the original
22 instance to get people to come into the
23 Lawnfield area, that it's terribly important to
24 maintain that freeway access as best you can.
25 Now, there are two alternative ways of

T1

Comment: B-36 cont.

1 getting to the freeway. And in talking with
2 these gentleman and others, it's very important
3 to maintain those access points. One is to go
4 up the hill to the north and make a connection
5 to 97th and Miller Drive, whatever it is, and
6 then it goes up to Sunnybrook where they can
7 get on the freeway going north or south, or
8 they continue down Sunnybrook to 82nd Drive and
9 sneak around and get back on the new freeway,
10 and also to get onto the Milwaukie Expressway.

T1

11 If neither one of these alternatives is
12 built, then there will only be one -- one way
13 out of the area and it will be to go down
14 through a rather circuitous route to Highway
15 224, Industrial Way. There are plans for
16 improving Industrial Way, but it will isolate
17 the Lawnfield area.

T1

18 If the connection from Industrial Way
19 across on the railroad tracks and then onto
20 Tolbert and then on 82nd Drive, that will
21 improve the freeway access in a southbound
22 direction, but it's a long, long route to get
23 down there and it is not as easy to get onto --
24 onto the new expressway and the Milwaukie
25 Expressway as it is to go up the hill to get to

T

Comment: B-36 cont.

1 Sunnybrook and also to I-205.
2 If both of those connections are made,
3 then that area will remain viable and vital and
4 the values will be maintained in the
5 properties. It will be easy to get the
6 employees in and out and it will be easy to get
7 the products in and out. Oregon Iron Works
8 relies heavily, very heavily, on the freeway to
9 get its products in and out. They've been
10 trying to get rail access. It's very, very
11 difficult to get it. And the only way is to go
12 across the Super Fund site that adjoins the
13 property, and that's not been able to be done.
14 So I hope that the powers that be will decide
15 that the very best thing to do is to fund both
16 of these accesses to 205 and keep the area
17 vital.

T1

Comment: B-37

B 37
L

GROUP MACKENZIE

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Group Mackenzie, Incorporated

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Portland, Oregon
Seattle, Washington
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December 19, 2008

Clackamas County
Attention: Larry Conrad
9101 SE Sunnybrook Blvd.
Clackamas, OR 97013

Re: **Fred Meyer Clackamas**
Sunrise Interchange Area Management Plans Comments
Project Number 2080229

Dear Mr. Conrad:

On behalf of Fred Meyer, Group Mackenzie is providing the following comments regarding the Sunrise Interchange Area Management Plans (IAMP) currently being developed. At the Project Advisory Committee meeting on December 2, 2008, several options were presented for the Sunrise West IAMP and the Mid-Point IAMP, both of which may directly impact Fred Meyer facilities. The Clackamas Fred Meyer store is within the Sunrise West IAMP and the Fred Meyer Distribution Warehouse is near the Mid-Point IAMP.

SUNRISE WEST IAMP

The major impacts on the Fred Meyer Clackamas Store include right-of-way needs of the planned five lanes on 82nd Drive, and the changes in travel routes that may be required for customers.

With the current five-lane concept for SE 82nd Drive, widening would occur mostly on the west side, impacting the Fred Meyer frontage. A loss of 24 feet from the site frontage would eliminate an entire row of parking in the most heavily used area. The two existing driveways to 82nd Drive only have a throat length of 75, which would be shortened by one vehicle length. This would result in additional impacts to on-site queuing and potentially impact traffic on 82nd Drive. We have addressed the access issues and possible solutions in more detail in a letter dated September 12, 2008. BC1

Of the seven options presented at the December 2nd meeting for the intersection of 82nd Drive/Highway 212/224, only SW-7 appears to not require a five lane width on 82nd Drive along the Fred Meyer frontage. Most of the plans result in changes to access and traffic flow between the existing Highway 212/224 alignment and 82nd Drive. A summary of the options and their impacts are as follows:

SW-1 (Closure of 82nd Drive at Highway 212/224)
Not acceptable due to lack of north/south traffic flow on 82nd Drive.

SW-2 (Limits 82nd Drive to right turns only at Highway 212/224)
Not acceptable due to lack of north/south traffic flow on 82nd Drive.

Comment: B-37 cont.

SW-3 (intersection with no left turns, jug handle option)
Has merging and weaving issues and still results in an at grade intersection with close spacing to the interchange.

SW-4 (widens existing intersection with raised medians)
Widening the intersection to add turn lanes still results in LOS "F" signal operation and does not address spacing to the interchange.

SW-5 (adds third westbound lane on highway, improvements at 82nd Drive/102nd Avenue intersections)
Signal at existing location does not resolve close intersection spacing, requires widening the highway bridge over the railroad.

SW-6 (82nd Drive undercrossing, intersection for turning movements)
Does not address intersection spacing, and introduces conflicts at the Fred Meyer/shopping center access signal between vehicles traveling on the undercrossing and vehicles at grade.

SW-7 (backage road, intersection for turning movements)
The backage road provides out of direction travel for through trips on 82nd Drive, and bypasses most of the commercial businesses. Still results in close spacing of a signal to the interchange.

While some of the options are acceptable for providing access to the Fred Meyer store and other businesses along 82nd Drive, they do not necessarily address the congestion issues at the intersection of 82nd Drive/ Highway 212/224 and spacing to the interchange ramps. We have developed an alternative for consideration that we believe provides access to businesses along 82nd Drive, while addressing intersection spacing issues. The plan would certainly require more detailed review, such as grades and right-of-way impacts, but we believe it could be achieved. In summary, the plan would grade separately 82nd Drive from the existing highway alignment, add access ramps near the railroad bridge, remove the intersection of McKinley Road, and replace it with connections of Roots Road and/or Clackamas Road across I-205 to 82nd Drive. Clackamas Road could be extended across the railroad as well, connecting with the existing highway alignment at 102nd Avenue/Evelyn Street. Diagrams of the plan are attached, one of the interchange area, and one showing a Clackamas Road extension.

The benefits of this plan include the following:

- Provides local circulation separate from highway traffic.
- Grade separation of 82nd Drive significantly reduces delays.
- Significantly improves interchange intersection spacing distances.
- Reduces impacts on existing businesses compared to other options.
- The access ramps could be limited to right turns at the highway, improving flow.
- The access ramp intersections with 82nd Drive would be signalized, and located opposite a Roots extension on the south side, and Adams Street on the north side.
- Utilizes existing structure and ramps at I-205 interchange.
- Eliminates southbound off-ramp from I-205 on north side of the highway, reducing the need for braided ramps.

Comment: B-37 cont.

- Utilizes existing structure over railroad.
- No additional widening on the existing highway alignment (unless needed for grade separation).
- Clackamas Road extension option improves local circulation.

MID-POINT IAMP

The Mid-Point Interchange is important for truck access to and from the Fred Meyer Warehouse Facility. Either the single or split interchange options would be acceptable. Without an interchange, trucks would not be able to take advantage of the new Sunrise highway project, and travel to and from the east would have a circuitous route as trucks would need to use the Rock Creek interchange. T7

SUMMARY

Both the Sunrise West and Mid-Point Interchanges are important to the existing Fred Meyer Clackamas store and Warehouse Facility. For the Sunrise West, it is important to address congestion at the intersection of 82nd Drive with the existing Highway 212/224 alignment, while providing convenient local circulation for businesses along 82nd Drive. The Mid-Point Interchange is vital for truck access at the Fred Meyer Warehouse Facility and surrounding industrial area.

We request the County and Oregon Department of Transportation consider other options, such as the one we have suggested, for the Sunrise West Interchange Area Management Plan.

Only options with the Mid-Point Interchange should be considered. Either the single or split options are acceptable. 1A

Thank you for the opportunity to provide comments on the IAMPs on behalf of Fred Meyer. Representatives of Fred Meyer will continue to be involved in the Project Advisory Committee. Please contact me if you have any questions regarding this letter or the option we have suggested for further review.

Sincerely,

Brent Ahrend, P.E., Transportation Engineer
Senior Associate

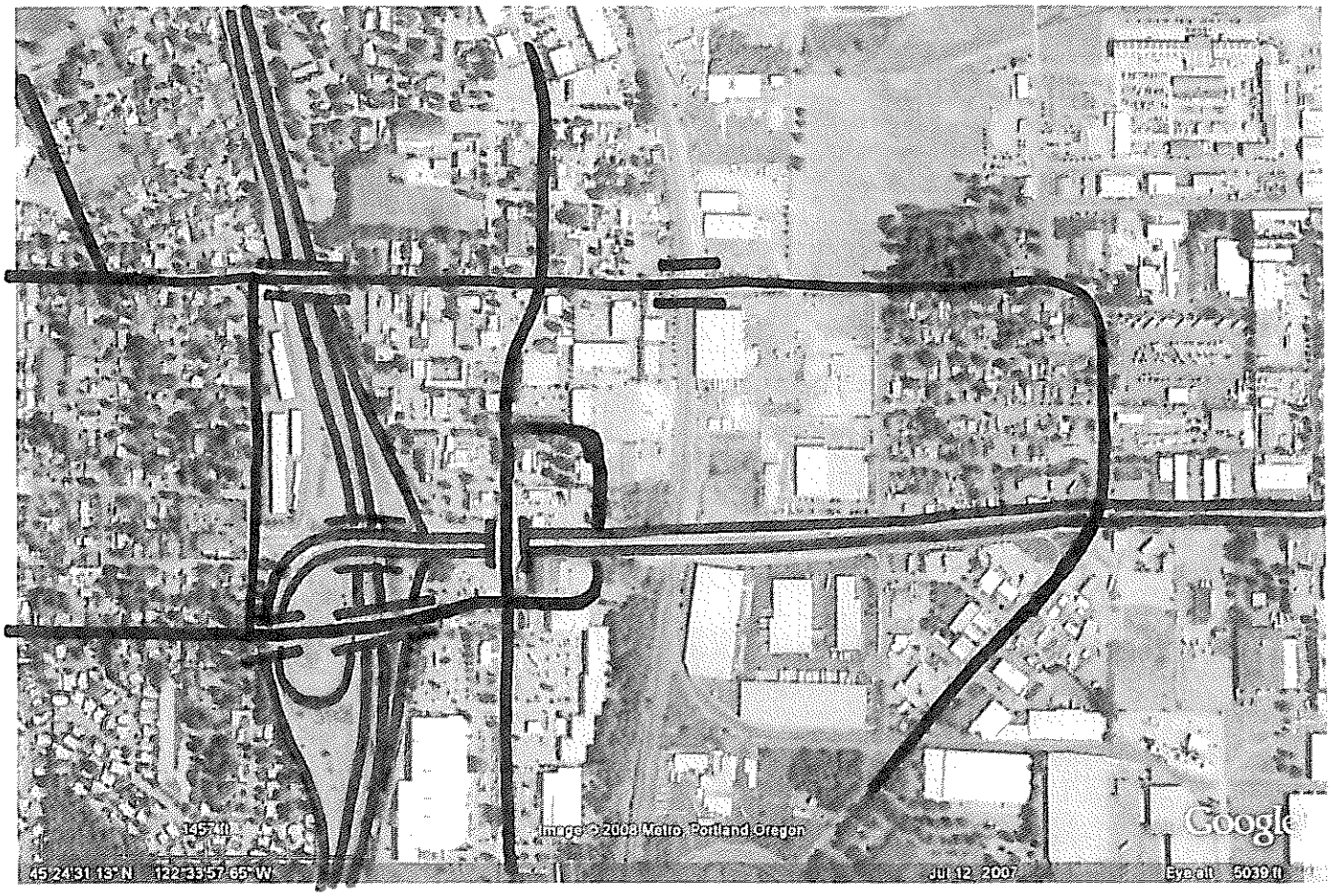
Enclosures:

c: Don Forrest, Jim Coombes – Fred Meyer
Thomas Picco – ODOT
Mike Baker – DEA

Comment: B-37 cont.

Sunrise West 1AMP OPTION

Comment: B-37 cont.



Clackamas Road Extension

N

B-38

Comment: B-38

December 5, 2008

Ron Weinman
Sunrise Project Manager
Clackamas County
150 Beavercreek Road
Oregon City, OR 97045

Re.: Sunrise Project Bicycle and Pedestrian Routes

Dear Mr. Weinman,

Thank you for giving us the opportunity to comment on the recent DEIS for the Sunrise Project, I-205 to Rock Creek Junction.

1- B-P

Clackamas County lacks safe active transportation routes, and because of its low levels of street connectivity there are few opportunities to provide the bicycling and walking facilities its residents desire outside of large corridor projects, such as this one. We therefore hope that the County will take the opportunity presented by this project to emphasize and prioritize additions to the non-motorized transportation network in this part of the region.

We recommend two changes to Alternatives 2 and 3 as they are described in the DEIS:

2- B-P

1. **Continuity of the I-205 path:** A path is only as good as its worst barrier – no matter how quiet, safe and appealing it may be for most of its length, one dangerous crossing will ruin it for safety-conscious people and families. Based on Figure 5 of the Executive Summary it appears that the otherwise excellent continuation of the I-205 path through the project area is broken by gaps and crossings at Hwy 212, McKinley and Roots Rd. If the path is in fact continuously separated here, we would appreciate seeing a more detailed map that confirms this. Otherwise, this should be remedied.

2- B-P

2. **Damascus/Rock Creek access:** In Alternatives 2 and 3, the multi-use path stops at 122nd Ave, rather than continuing to connect Rock Creek and Damascus. Residents of these areas would value today, and will certainly value in our uncertain economic and energy future, safe and direct access to our region's active transportation network alongside the safe and direct access a new Sunrise Highway would provide to our region's auto network. While we are sympathetic to the right-of-way constraints that apply to this project, we are certain that we will all regret missing

Comment: B-38 cont.

this great opportunity if the project is built without a path along its full length to Rock Creek and Damascus.

Thank you again for this opportunity to comment on the Sunrise Project.

Sincerely,

Scott Bricker
Executive Director

cc: Mayor Dee Wescott, City of Damascus
Chair Lynn Peterson, Clackamas County Commission
President David Bragdon, Metro
Councilor Rod Park, Metro (District 1)
Councilor Carlotta Collette, Metro (District 2)
Councilor and JPACT Chair Red Burkholder, Metro (District 5)
Jason Tell, Manager, ODOT Region 1

L 165
E

Laura Degraw

Comment: B-39

From: Pat Russell [flanagan112@hotmail.com]
Sent: Wednesday, September 17, 2008 10:23 AM
To: Laura Degraw; Stacy Thomas; (BCC) Commiss
Cc: (CPO) Maxie, Elaine; (CPO) Shawn, Susan; (METRO) Collette, Carlotta; (Milwauk/Linnwood Group Macken-Hambright, Dolly; (NCCA neighbor) Brunold, Chris; (NCCA Neighbor) Fontaine, Bruce; (NCCA Neighbor) Vetsch, Paul & Judy; (NCCA) Carothers, Tom; (NCCA) Davault, AnnaMarie; (NCCA) Harman, Tim & Claire; (NCCA) Hooper, Kay; (NCCA) Leland, Lowell; (NCCA) Wolfram, Cyndi Lewis; (Sabin Campus) Kleinsasser, Nancy; (Sabin Neighbor) Baker; (Sabin Neighbor) Hannan; Berliner, Steve; Haugen, Andy; Hearthwood Wetlands Runyard, Chris; Hunt, State Rep, Dave; Labbe, Jim; Milwaukie, Com Dev Dir, Asher, Kenney; OREGONIAN, Parker, Andy; mgraham@clakamasreview.com; Shook; Naso, NCSD Super, Ron
Subject: RE: Sunrise Project-Draft EIS Release Update

HI Laura/Stacy,

Stacy,

cc: Lowell Leland (NCCA VP), Tom Carothers (Treas) and others

Could you send me a CD of the document.

Also, on behalf of the North Clackamas Citizens Association (a county-recognized community planning organization--CPO), it would be very helpful if the CPO were furnished large scale maps that the consultants believe would be pertinent to our CPO. We will be significantly affected as our area is on the west side of I-205 from Gladstone to Harmony Road. The interchanges of SR 224/I-205/Sunrise and the SR224/I-205/SR 213-224-212 interchange at Roots/McKinley are critical to our group. Also, details of the local street circulation proposed for the 82nd Drive Corridor, including the r/r crossings and the north-south connector roads proposed between Lawnfield/92nd Avenue and SR 224-212 (Damascus Highway) are critical "connectivity" elements and affect the local area in the manner they are designed.

E FURTHER, THERE ARE MANY IN THE ENVIRONMENTAL COMMUNITY OF THE REGION WHO ARE CONCERNED ABOUT THE CORRIDOR IMPACTS ON FISH AND WILDLIFE HABITAT, OPEN SPACE CORRIDORS, WETLANDS, UPLAND FORESTS, SURFACE WATER MANAGEMENT AND NOT LEAST NEIGHBORHOOD SUSTAINABILITY AND **PROTECTION (not to mention the aspects of growth inducing impacts).**

E1 **SALMON SPECIES ARE CURRENTLY BLOCKED FROM ACCESS TO THE KELLOGG-MT. SCOTT WATERSHED DUE TO THE MCLOUGHLIN BLVD. (US99E) CROSSING (Dam) IN THE ESTUARY IN DOWNTOWN MILWAUKIE. THE SUNRISE CORRIDOR IS A MAJOR GROWTH-INDUCING CAPITAL IMPACT ON THE NORTH CLACKAMAS URBAN AREA AND WILL EXACERBATE THE LACK OF FISH ACCESS INTO THE 4(D), ESA-LISTED STREAMS/WATERSHED and needs to be resolve as part of ANY FIRST PHASE OF FREEWAY OR INTERCHANGE CONSTRUCTION .**

E4 I will be searching for the regional solution of this blockage as part of a mitigation measure accompanying the SDEIS recommendations for the Sunrise project. Further, the loss of hydric lands and wetlands will adversely impact the ability of the watershed to capture and replenish the water table and feed our Kellogg-Mt. Scott stream network during the dry months. The loss of forest canopy over the years, along with urbanization, compaction and expansive hardscape has had a serious impact on the historic fish habitat. As some of the old-timers know, Clackamas used to be called Marshfield for a good reason! Further, the construction of I-205 and its various upgrades (such as the braided interchange of Sunnyside/Sunnybrook Blvds) has blocked the historical east-west wildlife corridor between North Clackamas Park/3 Creeks Natural Areas and the Mt. Talbert and bluff areas above the proposed Surnrise Corridor. This wildlife corridor needs to be better defined (to include the dynamics of the Oatfield Ridge and Johnson city-Hearthwood wetlands corrirdors) and the current, narrown and tunnel-like "box culvert" under I-205 cannot be justified as a proper wildlife crossing and fish habitat.

E1

T Further, as I have been involved in the neighborhood planning activity of our CPO since about 2001, its been the opinion

Comment: B-39 cont.

T of many neighbors that neither the county, ODOT nor Metro have really taken time to clearly understand the impacts and opportunies on our local street network and how it will be affected by lack of connectivity, street closures and increased traffic impacts, etc. Specific detailed street circulation concepts and options have not been fully vetted, including ideas presented by neigbors, such as myself, a former public land use planner for cities and counties and involved in regional transportation planning.

Of interest to many is what will happen along the Miwaukie Expressway and the local surface intersections (Lake/Johnson, Lake/Webster, Rusk), and the interchange circulation around Roots/McKinley/Clackamas/Hood and 82nd Drive.

T The NCCA has been told by county staff that Lake Road will be deadended on the west side of Johnson Road, thereby creating an approx. one mile dead end ***arterial***. This is totally absurb and a mockery of the planning process.

T The intersections along the Expressway noted are also very congested and exacerbated by the North Clackamas School District bus program. This is causing inconveniences on the neighborhood streets during many hours of the day. The region and state and county should be working with the district to relocate the bus transportation yard to a more industrial area that does not impact residential streets. For example, rather than filling wetlands and hydric soil areas or needs to gain elevation by filling, many of these acres could be considered for joint use (such as parking school buses under bridges and ramps.). Many of these acres near the Milwaukie Expressway/I-205 interchange (and now the Sunrise) would be ideal for waste water treatment facilities and surface water runoff treatment areas (prior to release of urban storm runoff into the creeks).

T As far as interchange designs, the Roots/McKinley/Clackamas Road local link needs to the Business Corridor of 82nd Drive have not been well thought out. The plans call for yet another time delay signal and mega intersection with 82nd Drive and the freeway ramps and local traffic. The roadway leading from the freeway is now EIGHT (8) lanes wide at the intersection with 82nd Drive and still creates congestion and a pedestrian no man's land. It is not safe and having MORE Lanes (as many as 7 lanes NB/SB) only makes the intersection worse. It will be worse than the Sunnyside/82nd Avenue intersection everyone belly-aches about as being too much. We should not be mixing local traffic with traffic destined for the Clackamas Industrial Sanctuary or Damascus. If the ODOT, Metro and county wish to retain freeway access in this area from I-205 to points east of 82nd Drive and the r/r (industrials, Damascus and Mt. Hood destinations), they should decouple it with 82nd Drive signals and create new local streets on Clackamas and Roots Road to cross over I-205 independently of the interchange. ***The interchange traffic should go OVER 82nd Drive and have mini-loops just east of 82nd Drive*** (east of McD's and through the dirty book store and the back of the shopping center--creating new frontage/retail exposures) to provide access to the business/shopping corridor of 82nd Drive by local streets to the north and south. This might entail some r/w acquisition through the shopping centers south of the highway (the Fred Meyer Center and the neighborhood center east of Fred Meyer). Such a semi-flyover 82nd Dr. and elimination of the present access to McKinley / Roots-Clackamas, would eliminate ALL SIGNALS and return 82nd Drive as a local shopping street which would not need to be more than three lanes wide (with perhaps some additional left turn capacity at the existing signal at Fred Meyer and at Hood Street (the post office). There would be a new signal at Clackamas Road. As many know Clackamas Road USED to cross the r/r tracks and service the residential neighborhood and light industrial and commercial uses east of the r/r, in addition to Clackamas Highway prior to the construction of I-205.

PR I have tried to point out this option a number of times to county road designers--the last time being last January at the first Interchange Area Access Management Plan meeting sponsored by the county.

WI Our neighborhood needs more exacting plans and a serious attempt to look at deviations and alternatives just as much as Metro, the county and ODOT want to study how many interchanges to permit along I-205 and the Sunrise (such as the "Mid-Point Interchange, vs. no midpoint, etc.).

Many also know that the Metro, County and City of Milwaukie and ODOT have initiated an Environmental Impact Statement process to consider upgrading the Harmony Road, Sunnybrook, 82nd Avenue corridors. The proposals pushed by county staff and perhaps ODOT and Metro have been to widen all these streets, including extending Sunnybrook westerly of 82nd Avene through the 3 Creeks Natural Area and build a FIVE lane arterial bridge over the r/r tracks at Lake/Linwood/Harmony/Railroad Avenue. Their justification is that the proposal is in the county's Comprehensive Plan, Transportation Element; its TSP/ Priorities CIP program; its Urban Renewal Project area planning; and the "Harmony Vision Concept". They've also been able to have Metro adopt the project concept in its RPT "financially constrained" plan and have secured a $1.5 Million MTIP grant to plan the corridors. I imagine most of this money has been spent in the

Comment: B-39 cont.

futility of planing over the last two years. However,his proposal (in formal progress over the last 18 months) has been met with considerable neighborhood opposition and serious concerns from the environmental community. Just yesterday, the city of Milwaukie City Council voiced its concerns informally that they feel most of the projected Harmony Road Corridor traffic should be directed to the Milwaukie Expressway and that more study of the Expressway is needed in anticipation of future area growth and the obvious impacts of the Sunrise Corridor "system". The bridge crossing over the railroad was a particular sticking point because of its impact on the residential neighborhood and 3 Creek Natural Area and Minthorn Creek environs. I think the message of the council to the county administration and County's Board of Commisisoners is that the project alternatives are not yet ready to move forward because they need more refinement before scoping of alternatives is complete. Therefore the preparation of the DEIS should be held in abeyance until more details are worked out satisfactory to the city, neighborhood and environmental community. Admittedly, it may be hard to satisfy many on issues like the r/r crossing and disruption of the natural area, and fear of outside cut-through traffic in the neighborhoods. In fact, a number of council members felt that some minor road widening on the Lake Rd. quening lane (to permit storage of more EB Right turns) is all that is needed, along with some minor alteration of the signal sychronization at the intersection (Lake/Harmony/Linwood/Railroad Avenue). The right turn is already there and would not PHYSICALLY alter the r/r crossing. They felt the queing lane just needed to be extended further toward International Parkway/Lake Road intersection at the Expressway interchange. The Mayor could probably be quoted as saying he was against the project before someone decided to proceed with the planning (and pursuing an MTIP grant in the process). He said, in essense, he felt the money ($1.5 million) could have been better spent just fixing the minor queuing and signalization problems and provide a few more walkways/sidewalks in the area. Some council members seem to also suggest that if the impetus to pursue the Harmony Corridor process was because of the Harmony Campus needs (Clackamas Community College expansion, O.I.T. expansion and expansion of the NCPRD swim complex), it was not justified for the amount of traffic that might be generated, and, besides, we should be looking at various transportation "options" to service the campus, besides auto use and road widenings.

A close examination of the County's Urban Renewal planning documents for the Clackamas Industrial Area (which included/includes lands WEST of I-205 along the Milwaukie Expressway) noted the need to study the traffic needs of the Milwaukie Expressway--noting congestion already at the local intersections (particularly Rusk, Lake/Webster, Pheasant Crt, Lake/Johnson). The studies alluded to creating a "frontage Road" along the north side of the expressway to direct commerce and neighborhood access needs to 82nd AVE. (and the existing Lake Road interchange, westerly of Rusk Road). The Sunrise Corridor discussion has talked about a new access road to 82nd AVENUE (Deer Place, north of the K-Mart complex), but nothing WEST of Johnson Road. Now is the time to address the problems of mixing through traffic needs with local circulation. Even members of the Milwaukie City Council, last night, noted that we need to start thinking of the expressway like Highway 217 in the Tigard-Beaverton Area that used to look a lot like the Milwaukie Expressway until the state found it necessary to eliminate all the signalized intersections. Spend the planning efforts on the expressway, not the Harmony, Sunnybrook Extension exercise. Between Webster and Johnson Roads, Lake Road would be a split frontage road function--through road on the south side of the Expressway serving commercial and office needs and residential and school functions and on the north side providing a link to the Lake Road Interchange at International Way in Milwaukie from 82nd Avenue. Of course, the school district's bus transportation facility would be relocated OUT OF THE NEIGHBORHOOD.

The net result of frontage roads along the expressway (and removal of surface intersections with over/under crossings) will also change neighborhood circulation practices by residents and businesses west of I-205, putting more traffic at Deer Lane/82nd Avenue (north of the expressway) and at the Lake Road interchange on the Expressway at International Way. It might put more traffic on Clackamas Road and Roots Road near I-205 if access to the Expressway becomes more circuitous. So the convenient access enjoyed now by residents and businesses to the Expressway(to neighborhoods south of the expressway) might be somewhat compromised to provide more traffic capacity and safety along the expressway from downtown Milwaukie to I-205. However, delays are likely to only be a few minutes at most.

Getting back to the Harmony Road Corridor discussion, another point that was make in the various meetings is that <u>ALL the DAMASCUS west-bound and east-bound traffic into and out of the regional center area</u> is going to use the 82nd Avenue corridor. All the Clackamas Industrial Sanctuary truck traffic needs will be using the 82nd DRive/82nd Avenue corridor--and NOT have access to the Sunrise (unless it accesses the Mid-Point interchange, if built). In fact, ANY TRAFFIC USING THE SUNRISE FREEWAY <u>will NOT be able to use the Sunnyside/Sunnybrook COUPLET interchange on I-205</u> because it will be blocked, forcing all Damascus traffic (inbound or outbound) to use 82nd Avenue to get on the Sunrise ramps and visa-versa. [Industrial traffic will not be able to use the ramps to access the industrial area, unless only the very eastern portion--provided the Mid-point interchange is provided]. This is because the couplet is TOO CLOSE to the Milwaukie Expressway/I-205/Sunrise interchange.

Comment: B-39 cont.

Therefore, the Harmony road traffic will have to compete with the Damascus traffic to get in and out of the regional center area. It would be MORE APPROPRIATE for the county, METRO and ODOT to intercept the Damascus traffic ON THE EAST SIDE OF I-205 and direct it to the 97th/92nd Corridor on the east side of I-205 to give the west side more capacity for the 82nd Corridor. The county, Metro/STATE have invested considerable sums of money to build majore I-205 freeway overcrossings at Sunnybrook/Sunnyside, Monterey, (Causey, planned), Otty and Johnson Creek, but have poorly planned a corridor from Johnson Creek Blvd. to the Clackamas Highway--the "connectivity issue". This is NOT fair to the citizens west of I-205 and the city of Milwaukie who already have enough traffic to contend with than have to contend with Damascus traffic.

It is understandable that state agencies would try to link interstate and freeway improvements to existing state routes (in this case 213 is a state highway--SE 82nd Avenue and SE 82nd Drive). However, as an urban community matures, the old state highway road network really becomes another local arterial in the scheme of long range planning. Yes, SE 82nd Avenue is a key shopping and business corridor. However, it is seriously congested and clogged and doesn't need more loading from the south end. There is plenty of opportunity for access from the east (of I-205) through the 92nd/97th corridor if planned properly. Unfortunately, the ODOT and county and Metro did not plan for a proper north - south corridor from Johnson Creek Blvd. to the Clackamas Highway ON THE EAST SIDE OF I-205 and allowed it be blocked by commercial development and medical complexes. However, many west of the freeway don't think that blockage should be their problem and become their accessibilty burden on the 82nd corridor. T

We are at that crossroads, NOW, on the Expressway and this issue should be addressed and FUNDED BEFORE we go off and build a freeway to Mt. Hood. We need to provide a better natural corridor UNDER the Expressway ALONG the Mt. Scott Creek out of the 100-year floodplain (where possible, for wildlife, fish habitat and recreation).

There are serious noise and dirty air impacts and I-205 noise will increase particularly along homes on the west side of I-205 from Strawberry Lane north to the Expressway. Some homes have no protection or noise attentuation presently as the freeway construction of the 70's did not require as much mitigation. Where there are sound walls, most of the residential properties have experienced higher property value and maintenace and upkeep. N

I doubt seriously that you will be able to point to these pressing issues in the SDEIS document, let alone offer appropriate mitigation measures.

The county, METRO/ODOT have not done enough to utilize the I-205 Gladstoneinterchange link to the Clackamas Industrial Park Sanctuary through explicit advanced signage along the freeway (south of Gladstone) and reconfigeration of the interchange for easy off and easy on access for large trucks. The super-elevated roadway and hard right turns (and circle ramps) are not conducive to truck needs. T7

This major project will impact our community for the next 50 to 100 years and we want it done right. We want to actively participate in the road connectivity planning and interchange details, watershed improvements to give NOAA/NMFS listed salmon species proper access to its watershed, and succinct physical concepts to protect the sustainability and integrity of our neighborhoods. PR

Please give us an opportunity for much more involvement at the neighborhood level. I recommend at least 6 (SIX) neighborhood meetings for our neighborhood, alone, and those along the 82nd DRIVE corridor. A six-week review window and comment period for the DRAFT SEIS is NOT adequate and the lead and responsible agencies are NOT doing enough detailed planning to the satisfaction of neighborhoods, businesses and property owners. PR

We are also aware that Metro/the county/JPACT are asking our state to approach the congressional delegation for $20 Million to construct some sort of initial phase of the Sunrise Corridor "system", and have been pumping the State legislative representatives for major transportation funding the Sunrise system. PH

However, no one is bothering to discuss the funding strategy with our neighborhoods so that we all have an idea of how phasing might work--which might mean "phasing" over a 20 year period or more!! The County's Comprehensive Plan needs some reshaping in transportation and infusion of TOD planning for an extension of the light rail along I-205 to Oregon City. The intercity McLoughlin Corridor and Milwaukie Expressway Corridors need more attention right now than a new freeway corridor. Fix what we have not before we start impacting our hinterlands. Damascus also needs serious help to fund a complete community and all community funds and assets should not be sunk into another new freeway. Many wonder why we are pursuing the freeway in the first place since the region abandoned the Mt. Hood Freeway in the 70's in favor of alternative transportation solutions. PH PN

Comment: B-39 cont.

Over the years, the Sunrise Corridor has only had a reluctant support from METRO as Metro, nor ODOT wanted to take on a lead agency status. ODOT has already made a statement about freeways by abandoning the Westside Bypass through Washington County. Its quite one thing for our Board of Commissioners to focus on better truck access into and out of our Industrial Sanctuary through better road connectivity and more direct road access to I-205 (perhaps the Milwaukie Expressway) and reduction of freeway impacts on our local 82nd Drive shopping/business corridor (and providing neighborhood routes OVER the I-205 that do not mix with interstate traffic). Its quite another thing to think a 6 to 8 lane freeway to Mt. Hood. PN PN

Pat Russell, Sunrise Corridor PAC member and
NCCA Area Representative
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Email: flanagan112@hotmail.com

Subject: Sunrise Project-Draft EIS Release Update
Date: Tue, 16 Sep 2008 13:13:28 -0700
From: ldegraw@jlainvolve.com
To: sthomas@jlainvolve.com

Draft EIS Release Email Update
September 16, 2008

On October 13, 2008 ODOT and Clackamas County will release the Supplemental Draft Environmental Impact Statement (EIS) for the Sunrise Project, I-205 to Rock Creek Junction for public review and comment. There will be a formal comment period running from October 13, 2008 – November 28th, 2008.
The EIS will be available on the project web site on October 13, 2008. The site will also be updated to include a list of locations where the EIS can be viewed by the public and information on how to submit comments, including an online comment form.

If you would like a copy of the document mailed to you and have not yet requested one, please fill out the form on the project website: www.sunrise-project.org by September 19th at the latest.

Two public hearings will be held in November where you can talk to project staff and make oral and written comments on the project and the Supplemental Draft EIS. Meeting details will follow in a later email update.

The Sunrise project is a proposed new limited-access highway from I-205 to the junction of Highways 212 and 224. The EIS is an analysis of the potential environmental and community effects of building or not building the project. The document is designed to help the public make comparisons and provide feedback to the project committees that will be making recommendations later this year. All comments received during the public comment period will be formally responded to in the Final EIS. To view the three alternatives and various design options being studied in the Supplemental Draft EIS, please visit: http://www.sunrise-project.org/AlignAlt.php

If you have questions, please contact Stacy Thomas at JLA Public Involvement (503) 235-5881, ext. 118, or stacy@jlainvolve.com.

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Comment: B-40

E

North Clackamas Citizens Association

A Clackamas County Recognized Citizens Participation Organization (CPO)

Minutes

Scheduled Meeting of
January 8, 2008

Bilquist Elementary School Library, 15708 SE Webster Road, Milwaukie, OR 97267

The meeting of the North Clackamas Citizens Association was called to order by President-Secretary, Pat Russell at 7:05 in the Bilquist Elementary School Library, a quorum was present. Treasurer, Tom Carothers was present; Vice President, Lowell Leland was present. Area Representatives present: John Hilley. Nine guests were in attendance. Pat indicated that the Association was looking for more volunteers to participate on the Board or serve as an Area Representative.

There was no other solicited public comments or member communications.

Minutes of November 13, 2007:

> **Moved by Tom Carothers, seconded by Pat Russell, unanimously adopted to approve the Minutes of November 13, 2007.**

Treasurer's Report: was given by Treasurer, Tom Carothers. There is $323.02 in the checking account and $0 in petty cash (donation jar). Tom noted that the Association is eligible as of July 2007 to qualify for up to $150 reimbursement from the county for authorized expenses. Basic mapping is needed. Pat noted that the association needs a better handout that shows the CPO boundaries and all the streets.

Review of Development Activities and Planning Affecting our Area: President Russell referenced the list of pending projects on the agenda and the Development Activities and Planning Summary, dated January-February 2008. He noted that the Board of Commissioners approved the Manufactured Home Ordinance which was designed to implement options legislation. Essentially, the ordinance modified the Zoning and Development Ordinance pertaining to Manufacture Home Parks, providing home owners would qualify for compensation in the event of park closures, among other provisions. Pat noted the Association received a new light industrial building development review application off Lake Road, westerly of the fire station, on the east side of the new four story office building.

Citizen-initiated Tree Protection Ordinance for development lands: request by the citizen-based Clackamas County Urban Green organization that the Board of County Commissioners initiate a county code amendment, adopting a tree preservation ordinance to provide thoughtful planning and maximum preservation and protection of trees on public and private lands in all zoning districts within the Urban Growth Boundary, affecting lands capable of development, establishing a permit process, evaluation criteria, violation and remedy provisions, and providing a process for designating and protecting Heritage Trees. President Russell noted that the group anticipated a presentation before Board of County Commissioners at their business meeting of January 17, 2008. A draft concept ordinance was available from the group. A motion of support was discussed at the November 13, 2007 meeting, but no action was taken. However, a number of Association members listened in at the CC Urban Green presentation before the Southgate CPO meeting that same evening.

> **MOVED BY Tom Carothers, Seconded by Ed Schneider, unanimously adopted that the NCCA recommend to the Board of County Commissioners, that it initiate an amendment of the County Code to establish an ordinance generally following the intent of the citizen-initiated proposal (Clackamas County Urban Green group) addressing protection of trees on public and private developable lands in the Urban**

Comment: B-40 cont.

Growth Boundary. Further, the NCCA President is authorized to sign the citizen petition on behalf of the NCCA and convey a NCCA letter of support.

Proposed Sunrise Corridor and Interchange with I-205 and Milwaukie Expressway and Interchange Area Management Plan, County Department of Transportation and Development Presentation and Information Session

President Russell thanked Ron Weinman, DTD; Kristen Kibler, JLawson Associates (Public Involvement Consultant); and David Evans Associates for attending the meeting, providing an overview of where the project is at this time and answering questions. Ron provided a brief overview of the project and process and then the meeting broke into informal discussion.

Mr. Weinman indicated that Phase One planning for the Sunrise Corridor (between Johnson Road and the Carver area) is still in the environmental review process. Upon completion of the environmental studies, engineering studies and plans would be finalized for the phase of the project to be funded. Funding is yet to be secured. The Draft Supplemental Environmental Impact Statement (DSEIS) should be released for public review this spring. There is a 45 to 60 review period, open houses and hearings. Once the public comment period is closed, the DSEIS will be finalized for certification and selection of a "Preferred Alternative". The department's goal is to obtain a decision by the end of the year. Right now, the primary alternative is whether a mid-point interchange is included or not which would be located at about 122nd Avenue. Various design refinements are on-going, such as interchange designs, etc.

For information see the website at: http://www.sunrise-project.org/

In response to whether notices went out to property owners, Mr. Weinman noted the various opportunities for public involvement, including:

--a mailing list of interested parties, constantly updated;
--various open houses advertised on the website, newspapers and fliers;
--various Project Advisory Committee meetings (PACs), where CPOs are represented (Pat Russell currently is a member of the PAC for the NCCA CPO);
--communications with CPO's, such as the meeting held this evening at the request of the CPO.

Mr. Weinman noted that another parallel process is required by ODOT with regard to planning around the interchanges, referred to as IAMPs or INTERCHANGE AREA MANAGEMENT PLANS. The plans will concentrate in the I-205/Milwaukie Expressway/82nd Drive interchange with the proposed Sunrise Corridor; the mid-area interchange around 122nd Avenue and then the easterly terminus of the phase one project. Open houses will be conducted for each interchange area. Mr. Weinman noted that association members might be interested in the open house planned at Clackamas Elementary on Tuesday, January 15th from 5:00pm to 7:30pm. The focus of these plans are to look at the long range land use and transportation needs in the study areas and proper access controls. Generally, as for land use, the projected land use pattern is generally based upon the county's (and cities) Comprehensive Plan and Metro's Regional Plan (currently Region 2040).

In response to the question of whether the Sunrise Corridor is replacing the abandoned Mt. Hood Freeway of the 1970's, Mr. Weinman noted that the Sunrise Corridor is recognized by the state as freight mobility corridor of statewide significance, and has been in the planning process for over 20 years in the county. It is anticipated that 40 to 50% of destination trips to Bend, for example, would use the corridor, 3% of that being freight. The current SR 212 corridor is unsafe and heavily-traveled. When Damascus fully develops, it is anticipated that over 140,000 vehicle trips will be generated westerly.

Mr. Weinman noted that the freeway will not solve all the traffic needs but will improve capacity for the sub-area and its planned growth.

Comment: B-40 cont.

When asked about planned improvements to the Milwaukie Expressway, Mr. Weinman noted that some improvements would be provided around the Johnson Road intersection with the Expressway, including the provision of a new road to SE 82nd Avenue north of the K-Mart complex (Deer Creek Drive). However, there have not been any formal studies of the Milwaukie Expressway further west.

President Russell noted that some questions were forwarded to county staff earlier to provide context to possible concerns of the Association. They are attached as an appendix to these minutes.

For the rest of the meeting, the group discussion became more informal and appears to focus on areas of interest to the group:

--the Sunrise Freeway interchange with I-205, Milwaukie Expressway and surface street intersections westerly of I-205

--the modified interchange at the Clackamas Highway and I-205

Some felt that the assumptions that Sunrise Corridor traffic will dissipate west of I-205 seemed questionable as the Milwaukie Expressway provides the most direct route to downtown Portland and the inner southeast job centers. The intersections along the expressway with Johnson Road, Webster and Rusk Road are already crowded and the Sunrise corridor will only acerbate the problem. It seems this issue needs to be addressed and mitigated as part of the "regional transportation solution".

It was confirmed that the county and ODOT plans are to close the Lake Road/Johnson Road intersection on the west side of Johnson Road. This is due to its close proximity to the expressway intersection and interchange needs. The group felt that a simple cul-de-sac of Lake Road westerly of Johnson Road is a serious problem:

--Lake Road is a collector arterial for the neighborhood providing residential and commercial/office/truck circulation. Without it, more traffic will be forced either to Thiessen Road to the south (forcing a circuitous route) or to the present unacceptable intersection at Webster/Lake and the Expressway;
--the North Clackamas School District relies heavily on Lake Road (and the Johnson Road intersection with the Expressway) to disperse its bus fleet out into the district from its Bus Transportation Yard at the Alder Creek Middle School Campus (on the west side of Webster Road at Lake Road/Milwaukie Expressway). The district will be forced to seek other routes which may further exacerbate the Thiessen/Johnson/Webster corridors (unnecessary trips into a residential neighborhood) or force most of the busses to the Webster/Lake/Expressway intersection which cannot support such congestion during the busy times of the day.
--Emergency response for fire and medical routes would be delayed considerably and force alternative routes through neighborhoods, creating further neighborhood disruptions (noise and emergency vehicle event on quiet streets). The fire station is located on Lake Road west of Webster Road. However, the trucks are frequently on reconnaissance throughout the area, requiring reasonably- spaced grid-like street patterns to assure reliable response times;
--neighbors west of Johnson Road would be forced to use the Webster Road intersections or force unwanted traffic through quiet neighborhood streets, especially Topaz, Bonnie Way, Carol, etc. Street connectivity presently existing would be severely curtailed.

It was felt that the neighborhood was never actively solicited in the decision-making process and that the engineering seems to be ODOT-centric without due consideration given to the neighborhood. The members present requested DTD administration to seriously look at more alternatives to address the design needs of the Johnson/Expressway intersection. Such Alternatives might include: 1PR

--**extending** Lake Road further south to align with the easterly leg at the 7-11 store, thereby creating a four-way intersection and possible signal warrants; 1TS

Comment: B-40 cont.

--**consideration** of Johnson Road area to be grade separated from the Expressway, providing alternative access to 82nd Avenue or the interchange plans;
--**leaving Johnson Rd/Lake Road intersection as** is and modify the Expressway intersection design with Johnson Road;
--**eliminating all surface street intersection** with the Expressway from Lake Road interchange west of Rusk Road all the way to the 82nd Avenue interchange area. The alternative is to create a frontage road concept that would link into 82nd Avenue. Johnson would go over the expressway; Pheasant Court access would be altered by an parallel access road between the Lowe's site to the Lake Road intersection with Webster. Webster would be grade separated, keeping the Lake Road intersection (south of the expressway) and have a second intersection at the new frontage road (on the north side of the expressway). Webster would go OVER the expressway (the expressway would be partially depressed at this location to reduce noise and visual disruption and the overpass would not appear as large scale in comparison to surrounding buildings). Rusk Road would go under the expressway (the expressway would be partially elevated where today it is at grade—the controlling factor being the floodplain level of Kellogg-Mt. Scott Creek providing positive drainage)(noise impacts from the expressway would also have to be addressed, if elevated);
--**assisting the school district in relocating its bus transportation yard** (soon to exceed 200 busses) into a more light industrial/industrial location so that it doesn't have to rely on neighborhood streets for its access, as it does today (Webster Road and Rusk Road); this reduction in street use might reduce the Webster/Lake/Expressway intersection to more tolerable levels that might persuade businesses and residents to accept the Lake Road closure at Johnson Road..

TS

President Russell suggested that ODOT and the county were avoiding the entire Milwaukie Expressway issue by not undertaking a comprehensive analysis of the corridor for the next 30 to 40 years. Planning and building the Sunrise Freeway before planning the Milwaukie Expressway/McLoughlin to PDX corridor was like "putting the cart before the horse." There really needs to be a corridor plan as part of a Regional Transportation Plan (RPT). Sooner or later, it seems that the county and city of Milwaukie need to decide whether the expressway should be a major arterial (diverting regional traffic elsewhere) or a limited access expressway (meaning eliminate most or all of the surface street intersections).

PR

Mr. Weinman noted that a 4th lane along I-205 and Light Rail extension potential are being considered in the study area. He also noted that truck traffic could actually improve with the freeway, by providing better access to the industrial area.

A number of members were concerned about the loss of canopy trees and wetlands (such as the Clackamas Bluff area, east of I-205).

E1 E4

With the interchanges and fill construction, the Sunrise Corridor would become a serious barrier in the area. There should be more effort to create viaducts, especially where wetlands are involved—rather than fill sections. This would open up more traffic circulation alternatives and sense of visual openness.

E, TS, T6

There was some discussion of design speeds, ramp designs, etc. to understand the scale of the project relative to the neighborhood.

Questions were raised about exacerbating the traffic capacity problems of SE 82nd Avenue. It was noted during the Harmony Road/Sunnybrook Extension project planning that many wanted to try to encourage "THRU" traffic needs to use of 82nd Avenue rather than increasing traffic on Harmony Road corridor. Many wanted "regional" and "sub-regional" traffic "around" the Milwaukie neighborhoods rather than "through it." The Harmony Corridor planning program projected that area travel outside the project area would grow to represent about 60% of the total traffic. It was also noted that the 82nd Avenue intersection with Harmony Road/Sunnyside Road would be severely impacted by added traffic. One solution was to widen SE 82nd Avenue to seven lanes. So the question was raised, "why would we want to direct more future Damascus traffic, destined for the regional center area, toward 82nd Avenue (with significant flyover ramps) rather than directing that traffic to Sunnybrook/Sunnyside corridors EASTERLY of I-205. Keep the eastside traffic to the east side. It was noted that NB ramps to I-205 from WB Sunrise

Comment: B-40 cont.

Freeway traffic would NOT be able to use the Sunnybrook/Sunnyside couplet interchange ramping system because it was too close to the Sunrise. Therefore ALL the traffic is being pushed to 82nd Drive. Why not direct an equal amount of the traffic to the 97th Avenue corridor? If ODOT and the County evaluated the 92nd/97th/Stevens Road corridor from Sunnybrook all the way north to Johnson Creek Blvd., they would realize that they have allowed the blocking of this corridor due to the Kaiser Hospital, medical complex and the retail center to the north. The neighborhoods to the west of I-205 should not be burdened by the poor north-south "connectivity planning" east of I-205 on the part of cities, the county, region and ODOT. The only other east-west "connectivity to service the entire area east of I-205 in the Happy Valley area was Sunnyside Road (and the partial couplet with Sunnybrook Blvd.). T TS BC2

With regard to the revisions to the Clackamas Highway interchange with I-205, the group expressed concern that 82nd Drive would become a heavily traveled truck route between Milwaukie and the Industrial Sanctuary, especially if the midpoint interchange was deleted. That's because there is no other proposed access to the Milwaukie Expressway from the Sanctuary. This generally means that many of the trucks trying to get to the regional center area for deliveries will have to use 82nd Drive to 82nd Avenue. T7

The intersection of 82nd Drive with the Clackamas Highway would become a nightmare. Today it is too wide and busy for local shopping traffic. For example there are THREE East-bound through lanes and one left, one right turn lane (5 lanes in all) for Clackamas highway freeway traffic to move past 82nd Drive. In the meantime, 82nd Drive has only one lane in each direction to get past the Clackamas highway. This causes unacceptable delays. Sometimes local traffic must wait through two and three signal rotations, to wait their turn. Also, access to the post office (Hood Street, St. Helens' and Clackamas Road) provides little protected left hand turn movement along 82nd Avenue and from the side streets. Much of this congestion is caused because of the Clackamas Highway creating a chokepoint. Building the Sunrise Freeway will not change this chokepoint. If the mid-point interchange is provided, only some of the truck traffic would be intercepted. Other than Jennifer/Evelyn Overpass to 82nd Drive, there is no other way to get to the I-205 for 90% of the commuters and trucks using the Clackamas Highway. There is no convenient alternative from Damascus such as a direct parkway (without jigs and jogs through a residential neighborhood) from the area of Lawnfield and 82nd Dr. T T6

I-205 and the Sunrise Corridor will create serious blockage to already poor connectivity. T

The association members living on the west side of the I-205 corridor also use 82nd Drive for their shopping, business, employment and recreation corridor and must compete with Damascus/Happy Valley commuters to cross over the I-205 to get to their destination. ODOT and the County should seriously consider one or two local street crossings and separate the local traffic from the freeway ramp traffic. Also there should be no access to the west side of the freeway into the neighborhood directly from a ramp. Local traffic should be directed to 82nd Drive and then to one or two local streets north and south of Clackamas Highway that would be extended over the freeway. One could be Clackamas Road, another might be an easterly extension of Roots Road to the Fred Meyer Shopping Center signal at 82nd Avenue. TS

By providing separate local bridges over the freeway, the ODOT and county could provide flyover ramps to service I-205 which could also run OVER 82nd Drive and then create mini-interchange loops to get back to 82nd Drive behind McDonalds/7-11 and the Clackamas Motel (SE corner of Clackamas Highway and 82nd Drive). There could be a signal at Hood Street to service post office traffic and local services. The services stations would then not have to be demolished and other corner businesses cut-off as proposed by the IAMP. 82nd Drive could likely remain a two lane arterial with generous sidewalks and street trees within the EXISTING Right of way. Additional parking could be provided UNDER THE CLACKAMAS HIGHWAY passing OVER 82nd Drive. This area could also be a future Transit Oriented District, should Light Rail be extended from the Clackamas Town Center. This sort of highway "overpass" of 82nd Drive would eliminate any need for traffic signals along the Clackamas Highway ramps to I-205, rather than the FOUR signals proposed and extremely wide intersection. TS

Unfortunately, from the discussion, it appeared that ODOT and the county will NOT be considering any alternative to their "super" intersection.

Comment: B-40 cont.

One other side-effect of the proposed interchange improvements is that the Comfort Suites on the west side of I-205 along McKinley between Hood Street and Jefferson will be forced to use Hood Street, a residential street in the R-10 zone, in violation of the Conditional Rezone approval, establishing the use of the property, which was previously R-10. This is an unacceptable solution. The motel is surrounded by single family homes to the south, west and north. One other alternative is to buy the land use and convert it into some sort of more compatible neighborhood use, such as a senior housing project. The only other non-residential use on the west side of the I-205 is a self storage building complex. However, this could easily be served by Clackamas Road (if it were extended over the freeway from McKinley to connect to SE 82nd Drive (a few blocks to the east). T1 LU1 T5

During the approximate one-hour informal discussions, there were a number of other detailed questions/concerns that were brought up, but not fully recorded. The group generally felt that there were many outstanding issues that could really use more detailed planning, before ODOT is granted its freeway concepts and the final certification of the SDEIS and the subsequent IAMP. For some of the issues, see the "APPENDIX" to these minutes below. PR

Prior to the meeting conclusion, President Russell noted the upcoming meetings that members are encouraged to attend, as outlined in the agenda.

Adjournment: The meeting was adjourned at 8:40 pm. The next meeting is scheduled for February 12, 2008 at Bilquist Elementary School, 7pm.

Respectfully Submitted,

Pat Russell, Secretary
NORTH CLACKAMAS CITIZENS ASSOCIATION, February 11, 2008

APPENDIX:

Proposed Sunrise Freeway Interchange

with I-205, the Milwaukie Expressway (SR 224), SE 82nd Avenue/Drive
and
potential affects on the neighborhood and traffic patterns

Possible Questions and Issues

North Clackamas Citizens Association Meeting

Tuesday, January 8, 2008
Author: Pat Russell

TRAVEL ROUTE CHANGES--Definitely go over travel route changes from neighborhood to Milwaukie Expressway, Mall, eastern destinations

a. **Change to Lake Road** (being terminated w/o of Johnson)? Will anything be done about Webster Road/Lake Road/Milwaukie Intersection. Where will all the office traffic on Lake Road go? We don't want people driving through streets like Tiara/Topaz to Thiessen to Johnson to get eastbound. Webster is bad enough now; it will get worse if all the traffic has to go to and from Webster. ODOT is just passing the problems into the neighborhood. T T4
b. **Change to Johnson Road to get to 82nd Avenue**
c. **Change to 82nd Ave to 82nd Drive**--maybe some of the Lawnfield/82nd businesses access changes T5
d. **Change to 82nd Drive south of the Sunrise (5 lane arterial "by others")**

Comment: B-40 cont.

e. Some curiosity **about 83rd/84th** and the **Sunrise WB to NB 82nd Avenue** and why "flys" past the Johnson/Deer Lane/82nd intersection IT
f. **Width of 82nd Avenue and 82nd Drive; Signals proposed**
g. **Secondary access over the r/r tracks** from 82nd Drive s/o Lawnfield
h. The intersection **of 82nd Drive and Clackamas Highway (SR 212/224); businesses impacted or bought out.**
i. This same **intersection WEST of I-205**
j. Why I-205 is widened and moved eastward, affecting Clackamas Elementary IT
k. **NB on-ramp at I-205/Clackamas Highway** which will no longer link with 82nd Avenue (which it does today)
l. **How does the spaghetti bowl work with signals and then without signals**. When signals go away what happens to Milwaukie Expressway. IT
m. **ELIMINATE SURFACE STREET INTERSECTIONS WITH SR 224 EXPRESSWAY**--Were there other design concepts if all the signals along the expressway go away (new frontage roads, especially between the Lake Road/Expressway interchange to the Johnson Road links that would get people to 82nd Avenue. Note: any continuous frontage might work best on the NORTH of the Expressway. Other option is to use Lake Road as the connector from International Way to Johnson Road and Johnson Road would go OVER the Expressway; only access to Expressway would be from 82nd Avenue. Would have to provide a small frontage road to Pheasant Court traffic to tie into Webster)? If so, how would local traffic south of expressway get on to the expressway and over to 82nd Avenue and onto the I-205 and also onto the Sunrise? T5
n. What's going on with **Harmony Road and the r/r crossing**? What issues are being raised? T
o. Is **Sunnybrook going west of 82nd** Avenue south of the Aquatic Center? T
p. Will be **another way to get to the mall without using 82nd Avenue**, especially north of the Expressway? IT1
q. Will **Strawberry Lane** be built to the normal county standards? (currently, the state opted NOT to build sidewalks and bikes lanes when they raised the bridge over the freeway 2 years ago; also will there be a signal at 82nd Drive and Strawberry Lane IT
r. How will ODOT prevent **cut-through traffic in the neighborhood** during rush hour. People use Johnson Road, Roots Road, Webster Road to get to Gladstone and Oregon City. IT4
s. Why isn't the **Milwaukie Expressway being upgraded** with interchanges first (before the Sunrise) IT

--Freeway Design Issues, especially the Interchange

a. The interchange seems confusing. **What kind of signage will there be?** IT
b. **Will all the improvements around the interchange be done at once?** IPH
c. **Or if not, what plans are there to provide better access into the Clackamas Industrial Park, east of the r/r?** There is too much choking of traffic to 82nd Dr/Clackamas Highway (SR 212/224). We have to wait to long just to get across the freeway to get to the gas station or Fred Meyer. Or get to businesses between Lawnfield and Clackamas Highway, like Smart and Final, the POB, the Credit Union and bank (and McD's--Taco Bell is to the south), etc. IT1
d. **Why does Damascus traffic have to use 82nd Avenue?** (flyovers) rather than use 97th Avenue around its intersection with Mather Road (have an off-ramp just west of the 122nd Interchange). The road is already there as collector street and it just needs some widening and sidewalks. IT
e. **Are hairpin turns as desirable as diamond interchanges for trucks?** T7
f. **If Trucks are coming from the north to make a delivery into the Industrial Sanctuary** east of the r/r, how do they get in? Especially if the Midpoint Interchange is NOT included. Is all the truck traffic forced to use the Clackamas highway and move across 82nd Drive? IT7
g. **If trucks are coming from the north to make a delivery on 82nd Drive (between Lawnfield and the Clackamas Highway), how do they get there?** The same 82nd Drive/Clackamas Highway intersection. T7
h. If all the trucks are being directed to the western Clackamas Industrial Sanctuary via the Clackamas Highway interchange, is there a way to get them over or under 82nd Drive so the **intersection can be used more by the locals?** Such as right turn loops on the north and south sides of the Highway. That way, fewer businesses would be impacted (bought out, including gas stations, the 7-11 and we have our access to the POB. 82nd Drive wouldn't have to be FIVE lanes wide. We could put a signal at Hood Street for local T5

Comment: B-40 cont.

traffic and left turns. The street would be reserved for the "locals". We wouldn't need 10 lane wide intersections. The highway could return to 6 lanes, two through and one exclusive right turns. T5

i. **Is the Comfort Suites going to have their driveway closed** and all traffic forced to the residential side street? How will the hotel behind the Chevron gain access, along with Denney's? T1

j. **If truckers are coming from Milwaukie Expressway, how will they access 82nd DRIVE** and then the area EAST of the r/r? T7

k. **What are the design speeds for the flyovers?** T

l. **If the Trucks are coming from the south on I-205 into the Industrial Sanctuary, why is it all directed to the Clackamas Highway interchange?** With Evelyn/Jennifer improvements, can't these trucks be intercepted? T7

m. **Why not connect Roots Road DIRECTLY to 82nd Drive over I-205 (two lane only)** to the midblock signal (at Freddies)? **AND eliminate Roots Road access to the interchange** at McKinley? **Same for Clackamas Road.** We don't want these roads being use for direct access to the interchange. McKinley would be vacated between Roots Road and Hood Street. Jefferson would only have access from Johnson Road and deadended at McKinley. The **Comfort Suites** would have a driveway access to the interchange signal at the off-on ramps; better yet, it could be **converted to other use such as senior housing**. It doesn't belong in the neighborhood. The goal here is to protect the single family homes and R-10 zoning from Speculation. T5

n. Jannsen could also be extended over the freeway T5

o. **Should 82nd AVENUE remain a 45 mph "highway"** or convert it into a tree lined urban street--with raised median planters in the center. If Lake Road is being cut off, maybe there should be a road from Johnson through the Schellenberg campus to connect with 82nd Drive/Avenue. 82nd Avenue/Drive needs to be more pedestrian friendly street. Since it is no longer going to be "freeway" linking into the I-205, it can be "TAMED" into a local collector street, rather than a SEVEN LANE FREEWAY. Not all our local traffic has to be directed behind Kmart to get to and fron the Mall. Give the neighborhood more options. T5

p. **Is McD's and 7-11 going to have access to 82nd Drive directly?** T1

q. **What happens to the gas stations at the corner? Will the hotel at the SE corner of the highway and 82nd Drive and the adult book store have direct access to 82nd Drive? It appears that all access to the US Bank, Elmers, the hotel, Adult Store will have to get access from the mid-block signal leading into the Fred Meyer Center?** T1

r. **Why is the link between the Clackamas Highway and Lawnfield jigging and jogging**. Can't there be a more direct route for trucks and commerce? Since Lawnfield isn't going to cross over the R/R and directly access I-205, The Sunrise or Milwaukie Expressway, IT should be part of the north south link from Sunnybrook to the Clackamas Highway, going UNDER the freeway. **Use the existing 97th Alignment toward Mather and then drop down to the Clackamas Highway EAST of 102nd. Intercept WB Damascus traffic BEFORE the Camp Wythecombe and move it Sunnybrook rather than forcing it all down 82nd Avenue.** T T5

s. (neighborhood Connectivity to the mall) **Would it be better to Extend OAK BLUFF Avenue (east side of Costco) through the Precision Parts campus,** continue south and then turn west to directly key into the Johnson/Deer Creek intersection, going over the r/r at right angle--instead of extending 83rd south over the r/r as a deadend street? Then trucks could get directly to Johnson from Precision Castparts and other businesses around Costco without using 82nd Avenue. Also this route would get traffic into the Promenade and 93rd Avenue, thereby splitting the traffic around the south side of the mall. The issue here is that the Damascus accessibilty flyovers are pushing too much traffic onto 82nd Avenue and they are extremely expensive bridge structures. T5

--*NOISE IMPACTS*

a. Existing problems on Expressway: There is too much noise from the Expressway spilling noise south into the Westwood neighborhood (south of the Alder Creek Middle School and homes between Johnson Road and Webster Road). Same for the Rusk Road neighborhood. N

b.Noise from the Johnson Road intersection with the Expressway.

c. Existing noise along I-205 from the Expressway SOUTH to past Strawberry Lane. The increase of congestion and traffic loads with the Sunrise/Damascus Traffic and the interchange will excerbate ineffective sound walls, wherre they exist.

d. Noise from the Clackamas Highway interchange along the Clackamas Elementary neighborhood.

Comment: B-40 cont.

e. Noise from the Sunrise Interchange with I-205 west of the I-205 between the Schellenberg campus to the Clackamas Highway interchange. Note new bridge structures. Damascus (SB 82nd Flyover) Ramp to Sunrise will impact Schellenberg School. N
f. A third signal at the Clackamas Highway Interchange with I-205 will generate more noise to neighbors on Jefferson and Hood, and homes along McKinley--idling big rigs, honking, brakes, etc.
g. Identify NOISE SHADOW on the West side of the I-205 corridor (homes immediately next to sound walls are insulated pretty good, but homes further west get the full brunt of the noise--noise waves. How far away from the I-205 travel lanes does it take to be 65 dB during day and 55 dB during night (for residential areas). Possible mitigation--lower I-205 if it is going to be reconstructed. Need typical Cross sections. To the neighborhood: out of sight out of mind. Also, ODOT will need fill dirt for Sunrise fills on hydric soils. E2
h. JAKE BRAKES a problem (SB TRUCKS)

--*WETLAND and FISH/WILDLIFE HABITAT*

If some from our environmental community attend, I think many may be concerned about the hydric soils and the network of drainage patterns (small streams) into the Mt. Scott Creek corridor. I don't think too many people are familiar with the riparian environment EAST of the 82nd Avenue fill structure (from the Milwaukie Expressway to north of the Sunnybrook intersection. **A considerable amount of earthen fill was put into this wetland.** If you are standing at COSTCO looking west past the settling/percolation basins next to 83rd Avenue one would notice the disconnect in the riparian habitat on either side of the avenue. Costco and the buildings southwest of Costco were built on historical wetlands and wildlife corridors were forced south to the railroad bridge. **It is not clear just how much of 82nd Avenue is being reconstructed but it appears that the bridge over the r/r might be reconstructed.** E2 E4

As a mitigation measure, some of the fill could be removed and the bridge elongated to a more open public visual corridor under the avenue and make way for a regional trail corridor that would be outside MOST of the flooding. **This regional trail concept is further confusing when dealing with the I-205 and Sunnybrook roadways over Mt. Scott Creek. It is not clear what sort of passage is under I-205.** Also, the environmental community has begun studying the THREE CREEKS 90+ acre natural area that is intricately linked with the Harmony Road UNIFIED VISION and campus planning (Aquatic Center, Clackamas Community College, OIT campus, etc.). So trail planning from No. Clackamas Park south of the Milwaukie Expressway, west of Rusk Road through the truck distribution properties, "over" the r/r and through the 3 Creeks area is now being discussed in more detail. The point here is that Metro, Milwaukie, Happy Valley, Damascus and Clackamas County have a regional trail concept on the books, but not fully planned. A major focal land feature owned by Metro is Mt. Talbert. You may recall that Dick Shook (Friends of Kellogg-Mt. Scott Creeks, NCPRD District Advisory Board pointed out the need for planning on how to move wildlife from Mt. Talbert east to Damascus, via the "Clackamas Bluffs", immediately hugging the north side of the proposed Sunrise. He noted a need for some sort of wildlife (over) crossing of Mather Road. T5

--*Business Impacts*

I am not sure how many will be concerned about impacts, access, buyouts, but I know folks will be curious when we talk about road widening. It would be helpful if the maps identify some of the key businesses (like the markets, banks, fast food, gas stations, motels, Lowes, KMart, the large distribution businesses (two locations for Precision Castparts, one on JOhnson next to McFarlane's and the other across the street from Costco), the large food distributor--United Grocers-Western Family) (Pamphlin Newspapers), across from the fire station on Lake Road, Sabin-Schellenberg Campus, etc. PR2