

## Land Use

Constructing the Sunrise Project would affect existing and planned land uses. Acquiring land for right-of-way would displace some businesses and residences, affect property access to many lots, and convert land currently planned for certain uses to a transportation use, thereby affecting planned growth.

Existing land uses are shown on Figure 26 and the zoning designations on Figure 27. An inventory of existing land uses in and adjacent to the project area grouped land uses into four general land use categories: residential, employment, vacant, and other (e.g., agricultural, public facilities). The inventory revealed that employment uses dominate, with 32 percent of the land area in industrial, office, and warehouse uses, primarily in the I-205 Interchange and Midpoint areas.<sup>21</sup> Dispersed throughout the corridor, multi-family and single-family residential developments take up about 33 percent of land area, though urban and rural residential uses dominate in the Rock Creek Junction area. About 22 percent of the study area, or 811 acres, is vacant land. Parks, public utilities, community uses such as churches and schools, and rights-of-way occupy the remaining land area.

The technical team studied land use and community impacts within a study area much larger than the proposed right-of-way for the Sunrise Project. There are about 4,400 acres in the land use study area compared to approximately 480 to 550 acres of proposed right-of-way (depending on alternative and design option).

Generally, the existing land uses in the project area correspond to the adopted planning and zone designations. The land use study area includes areas that have been undergoing suburban development for more than 30 years, areas that have been developed very recently, and areas that were planned for rural uses until they were brought into the region’s UGB in

The Land Use and Right-of-Way technical reports contain more details about the following:

- Land use study area (Figure 13 of the Land Use report).
- Existing land uses and conditions.
- Existing and planned parks and trails.
- Planned development.
- Past major projects and policy decisions.
- Compatibility with state, regional, and local land use plans and policies.
- Number of lots and structures affected by right-of-way acquisition, amount of land converted to transportation use by zoning designation, impacts on unique uses, community facilities, and individual access impacts.
- Mitigation measures.

2002. Based on Geographic Information System (GIS) data, land zoned for industrial uses is about 1,600 acres of the project area (198 acres vacant) and commercial retail zones are about 300 acres (20 acres vacant). Urban residential zones cover about 1,400 acres (211 acres vacant) and range from urban to rural densities across several neighborhoods. This does not include rural residential uses, which cover close to 500 acres. The zoning map designates about 100 acres of open space (all in the I-205 Interchange area) and nearly 300 acres of agricultural land (primarily south of the Clackamas River and outside the UGB).

## Right-of-Way Impacts

Out of 5,735 dwelling units in the land use study area, the build alternatives would displace from 43 to 75 dwelling units. From 57 to 80 businesses would be displaced (see Business and Communities Section). Table 10 presents a summary of information on potential land use impacts. Figures PA-11 through PA-15 show the lots that are expected to be impacted by the **Preferred Alternative**. In Appendix D, Figures 28 to 39 and the land use impacts table (Table D-1) provide estimates of specific impacts by tax lot. The property ID numbers on

<sup>21</sup> Data on land uses in this section can be found in the Land Use Technical Report. The Methodology and Data Sources section details the source materials and methods used in the analysis.

the Figures correspond to the ID numbers in Table D-1. Information is the best available at this current stage of preliminary design, and the specific amount of right-of-way acquisition and the lots impacted will be more precise following completion of final design.

The Sunrise Project build alternatives were developed to minimize impacts on the communities and the businesses in the project area in keeping with the project goals and objectives. Every effort was made during the project development process to avoid existing residential land use and to locate the build alternatives on vacant lands. The potential for future development would be affected by the loss of both developable vacant land and developed land converted to the highway use.

Accordingly, the land use impacts of the proposed Sunrise Project are relatively modest when compared to a land use study area that contains about 4,400 acres and 5,345 residential units. For example, the total amount of land converted to right-of-way would be between 12 percent and 15 percent of the land in the land use study area. The range of housing units displaced is from 53 to 75 or under 1.5 percent of the total housing units in the study area.

## Comparison of Land Use Impacts by Alternative

**Alternative 1—No Build** would not have any impacts.

The only difference between **Alternative 2** and **Alternative 3** is the interchange in the Midpoint area under **Alternative 2**; therefore, that is the only location where right-of-way impacts are different. **Alternatives 2** and **3** would convert similar amounts of existing land uses to highway use—514 acres for **Alternative 2** compared to 495 acres for **Alternative 3**.

**Alternatives 2** and **3** would displace 72 dwelling units—14 single-family, 24 multi-family, and 34 manufactured home units. Table 10 compares right-of-way impacts. **Design Option C-2** with

either build alternative would result in the least number of residential property displacements (43) because it would avoid displacing 30 manufactured home units. **Alternatives 2** and **3** combined with any of the other design options would displace 72 to 74 dwelling units.

The main difference in change of existing land uses between **Alternative 2** and **3** is that **Alternative 3** would convert 16 fewer acres of commercial and industrial land to highway use. **Alternative 2** with **Design Options C-2** (141 acres) and **C-3** (138 acres) would result in the highest amount of industrial/commercial land converted to highway use.

Under **Alternatives 2** and **3**, most of the land that would be acquired is currently vacant and undeveloped. Of the 514 acres required for the **Alternative 2** right-of-way, 342 acres were in the ‘other’ land use category, most of which were vacant.

The greatest impacts are to land in the employment land use zones, including categories of industrial, office, and retail zoning. In the land use study area, 1,864 acres (42 percent) are zoned for employment use:

- Most of the impacts from **Alternatives 2** and **3** are in the I-205 Interchange area, where most of the employment land is.
- Overall, **Alternative 2** would remove 133 acres of employment zoned land (11 percent) for right-of-way and **Alternative 3** would remove 117 acres (10 percent) of employment zoned land.
- The differences in the impacts between **Alternatives 2** and **3** are in the Midpoint area, where **Alternative 2** would remove about 20 percent of employment land and **Alternative 3** would remove about 17 percent.
- **Design Option A-2** would reduce the impact on employment land in the I-205 Interchange area by 15 acres for both **Alternatives 2** and **3**.



Table 10. Estimated Right-of-Way Impacts to Existing Land Use

	Alt. 2	Alt. 3	Pref. Alt. <sup>1</sup>	A-2 <sup>2</sup> Diff to Alt. 2	A-2 <sup>2</sup> Diff to Alt. 3	B-2 Diff to Alt. 2	C-2 Diff to Alt. 2	C-2 Diff to Alt. 3	C-3 Diff to Alt. 2	C-3 Diff to Alt. 3	D-2 Diff to Alt. 2	D-2 Diff to Alt. 3	D-3 Diff to Alt. 2	D-3 Diff to Alt. 3
Total Acres Removed for Right-of-Way	514	495	496	18 fewer acres	18 fewer acres	8 more acres	13 fewer acres	13 fewer acres	11 more acres	11 more acres	6 fewer acres	6 fewer acres	14 fewer acres	14 fewer acres
Total Number of Dwelling Units Displaced	72	72	53	No difference	No difference	3 more units	29 fewer units	29 fewer units	2 more units	2 more units	1 more unit	1 more unit	1 more unit	1 more unit
Number of Single-Family Units Displaced	14	14	26	No difference	No difference	1 more unit	1 more unit	1 more unit	2 more units	2 more units	1 more unit	1 more unit	1 more unit	1 more unit
Number of Multi-family Units Displaced	24	24	24	No difference	No difference	No difference	No difference	No difference	No difference	No difference	No difference	No difference	No difference	No difference
Number of Manufactured Home Units Displaced	34	34	3	No difference	No difference	2 more units	30 fewer units	30 fewer units	No difference					
Number of Acres of Residential Land Converted to Right-of-Way	39	39	25	No difference	No difference	No difference	8 fewer acres	8 fewer acres	5 more acres	5 more acres	No difference	No difference	No difference	No difference
Number of Acres of Employment Land Converted to Right-of-Way	133	117	156	1 fewer acre	1 fewer acre	5 more acres	8 more acres	8 more acres	5 more acres	5 more acres	1 more acre	1 more acre	1 fewer acre	1 fewer acre
Number of Acres of Other <sup>1</sup> Land Converted to Right-of-Way	342	339	315	6 fewer acres	6 fewer acres	3 more acres	14 fewer acres	14 fewer acres	No difference	No difference	7 fewer acres	7 fewer acres	13 fewer acres	13 fewer acres
Right-of-Way Costs (\$ in millions)	\$ 170	\$ 160	\$ 216	+\$3	+\$3	+\$2	+\$3	+\$5	+\$7	+\$3	+\$2	+\$6	No difference	-\$8

Fewer acres / units / buildings

More acres / units / buildings

Note: Three land use categories were used in this table to compare impacts on land uses: residential, employment, and other (e.g., vacant, agricultural, public facilities).

<sup>1</sup>The Preferred Alternative impact summary includes the Tolbert overcrossing of Design Option A-2, and Design Option C-2, and Design Option D-3.

<sup>2</sup> Design Option A-2 includes the Tolbert overcrossing, which is an alternative to the North Lawnfield Extension under Alternatives 2 and 3.

**Alternatives 2 and 3** would both require slightly less than 9 percent of the urban residential zoned land for right-of-way.

**Design Option C-2** would avoid 5 acres with a manufactured home park (MR1).

**Design Option D-3** has the least impact in the Rock Creek Junction area, especially on the land planned for the medical care complex.

Of the 495 acres required for the **Alternative 3** right-of-way, 375 acres are vacant. The zoning categories most affected are as follows:

- 26 percent of the Business Park (BP) zone and 13 percent of industrial (I2 and I3) zones in the I-205 Interchange area (**Design Option A-2** would have less impact on BP zone).
- Over 90 percent of suburban residential land (R20) and over 80 percent of general industrial (I3)-zoned land in the Midpoint area (**Design Option C-2** would not convert R20 land; **Design Option C-3** would increase impacts on R15 zoned land and convert the same amount of R20 land as **Alternatives 2 and 3**).
- 34 percent of land zoned for Exclusive Farm Use (EFU) in the Rock Creek Junction area (**Design Options D-2 and D-3** would convert less EFU land).

In comparing **Design Options C-2 to C-3 and D-2 to D-3** for other types of land use impacts, there are no large advantages to choosing one over the other, with the exception of impacts on residential property driveways (see discussion below).

## Preferred Alternative

The **Preferred Alternative** will convert about 496 acres of land to right-of-way.

Probably the most important difference between the **Preferred Alternative** and **Alternatives 2 and 3** is the **Preferred Alternative's** lower impact on residential units (53 compared to 72). While the **Preferred Alternative** will displace more single-family

units (26 instead of 14), the number of multi-family units will be the same (24 units) and the number of manufactured homes is much lower, down to 3 from 34. The number of dwelling units displaced amounts to about one percent of all units in the study area.

Greater impacts on employment land and businesses are the trade-off for fewer impacts on residential units under the **Preferred Alternative**. Similar to **Alternatives 2 and 3**, most of the impacts are in the I-205 Interchange area, but the overall impact in that area is slightly higher, at 87 acres compared to over 73 acres for **Alternative 2**. In addition to commercial and industrial displacements reported in the SE Ambler Road, SE 82<sup>nd</sup> Avenue, SE Lawnfield Road, and SE Mather Road areas, there will be additional displacements from widening SE 82<sup>nd</sup> Drive at OR 212/224. In the Midpoint area, **Alternative 2** would remove 46 acres of employment land, while the **Preferred Alternative** will remove 68 acres. In the Rock Creek Area, the **Preferred Alternative** will remove about 6.3 acres of employment land, compared to 4.4 acres under **Alternatives 2 and 3**.

The **Preferred Alternative's** interchange design (SPUI) at Rock Creek Junction will have the lowest adverse acquisition impacts on the planned Providence Medical Center.

The overall impacts of the **Preferred Alternative** on vacant land are moderate. Of the 1,420 acres of vacant land in the study area, 290 acres will be used for the facility (20 percent).

The **Preferred Alternative** will impact the following planned developments by removing land for right-of-way:

- Windswept Waters Subdivision/Rivers Rim Townhouses (under construction).
- Future commercial development between SE 137<sup>th</sup> Avenue and SE 142<sup>nd</sup> Avenue.
- Oregon Iron Works' planned streetcar and test tracks facility located at 9885 SE Mather Road.

## Impacts to Unique Land Uses

Unique land uses are shown on Figure 28. These features include Camp Withycombe – Military Department, Camp Withycombe – ODOT, Williams Pipeline, KEX Transmitter Facility, KZNY Transmitter Facility, NW Pipe and Casing Superfund site (see Hazardous Materials Section), and the Clackamas Pioneer Cemetery.

**Alternatives 2 and 3 and all design options**, as described in the SDEIS, were anticipated to affect the following unique land uses: KEX Transmitter Facility, NW Pipe and Casing Superfund site, and the Williams Pipeline regional natural gas distribution site. Only **Alternative 1** would not have affected those sites.

When the SDEIS was published, the KEX Transmitter Facility site would have been affected by the highway right-of-way crossing the southwest corner of the site, while the new North Lawnfield extension would have affected the southern and eastern boundaries. The North Lawnfield extension would have impacted the ground mat of copper wires for tower number 3 when it passed within 350 feet of the tower. A reduction in the area containing the ground mat of wires would have resulted in a net reduction in antenna efficiency and coverage area. KEX is required to meet the efficiency standards set by the Federal Communications Commission; therefore, a reduction in efficiency would have affected the viability of the radio operations. **Design Option A-2** would reduce those impacts by approximately one-half, because the North Lawnfield extension would not be built.

KEX Radio and its owner, Clear Channel, remain concerned about the potential for the addition of concrete structures to affect transmission.

ODOT and KEX/Clear Channel jointly acknowledge existing technology does not allow for the forecasting or modeling of potential future impacts to the radio station signals from construction of elements of the Sunrise Project, prior to construction. Therefore, these

mitigation measures reflect commitments to pursue an agreed-upon strategy for assessing potential impacts to Clear Channel radio station signal viability from construction of the Sunrise Project.

Prior to FHWA's authorization of construction for major structures near the KEX/Clear Channel transmission site:

- ODOT will retain a radio expert to assess impacts to transmission signal attributable to the construction of the Sunrise Project.
- If adverse impacts on radio transmission signal strength and coverage are realized from project construction, on-site mitigation efforts to address these impacts will be pursued first. (On-site mitigation efforts are estimated to cost approximately \$3.5 million to \$7.0 million, and are included in the total project cost estimate.)
- If such on-site mitigation efforts do not prove feasible, appropriate off-site mitigation efforts will be pursued. (Off-site mitigation efforts are estimated to cost approximately \$15 million to \$25 million, and are included in total project cost estimate.)

The Sunrise Project transition to OR 212 would have encroached on the Williams Pipeline gate station property by 75 feet. If the Sunrise Project alignment was located as proposed under **Alternatives 2 and 3**, the gate station would have needed to be relocated.

The portion of Camp Withycombe owned by the Oregon Military is only slightly impacted by minor right-of-way acquisition along SE Industrial Way. This impact would result in some reconfiguration of the activities currently located at Camp Withycombe. The portion of Camp Withycombe owned by ODOT was acquired to accommodate the proposed Sunrise Project. The alignment would run the entire east-west length of the ODOT parcel and in the area below the forested bluff. **Alternatives 2 and 3** would require the removal of a number of equipment storage areas currently used by

Camp Withycombe and the closure of the firing range.

None of the alternatives would affect the Clackamas Pioneer Cemetery located between SE 82<sup>nd</sup> Avenue and SE Ambler Road. The build alternatives have been specifically designed to avoid encroaching on this historic property.

## Preferred Alternative

With respect to unique land uses, in the I-205 Interchange area, the **Preferred Alternative** would have less impact than either **Alternative 2** or **3**. The original North Lawnfield extension alignment (shown as part of **Alternative 2**) will be shifted to not adversely affect the KEX site historic resource and other cultural and natural resources. Impacts in the Midpoint area will be the same as under **Alternative 2**. In the Rock Creek Junction area, the transition of the **Preferred Alternative** from the project limits to OR 212 will avoid substantial costs and disruption by not impacting the southern approximately 75 feet of the Williams Pipeline Gas Distribution Facility site (as **Alternatives 2** and **3** would have). However, the NW Natural gas transmission line that runs from the Williams Gas Distribution Facility along OR 212/224 to the west will still be affected, similar to the other build alternatives.

## Compatibility with Land Use Plans and Policies

Land and transportation uses are governed by the local land use plans for Clackamas County and its cities, which implement Metro's regional plans and the statewide program for land use planning. The Sunrise Project is a planned project contained in the adopted regional and local plans and therefore complies with the state's planning goals. See the Land Use Technical Report for more information.

The plans that apply to the Sunrise Project are:

- Oregon Transportation Plan (20-year multimodal plan and policy document for the state transportation system).

- Oregon Highway Plan (a component of the Oregon Transportation Plan).
- Regional Framework Plan (Metro).
- Regional Transportation Plan (Metro).
- Clackamas County Planning Requirements.

**Alternative 1—No Build** does not meet the local, regional, and state policies that require creation of a through-route for freight in the OR 212/224 corridor between I-205 and US 26. **Alternative 1** is not compatible with adopted local land use and transportation plans because of the traffic congestion that would result under this alternative. This alternative is not expected to stop future planned development in the long term, but the **No Build Alternative** could reduce the rate at which planned development occurs.

**Alternatives 2** and **3** would be consistent with the planned land uses and would implement the local, regional, and state transportation policies that require the creation of a through-route for freight in the OR 212/224 corridor between I-205 and US 26. It should be noted that the Cities of Happy Valley and Damascus assumed responsibility for comprehensive planning in most of the land added to the UGB in 2002. Damascus incorporated in 2004 and the Draft Comprehensive Plan is scheduled for adoption in November 2010. Happy Valley annexed much of the east Happy Valley Area in 2006 through 2008. The East Happy Valley Plan was adopted in 2009. Since Metro adopted the 2035 RTP in 2010, Happy Valley will have to ensure that its transportation system plan is consistent with the RTP by 2012. Currently the Happy Valley TSP includes RTP #5021 (Sunrise Project) but does not designate any freight routes. Damascus does not have a transportation system plan. It is assumed that the requirements for the through freight corridor will be included in the new and revised plans due to the requirement for local plan consistency with the Regional Transportation System Plan.

## Preferred Alternative

The **Preferred Alternative** will meet the local, regional, and state transportation policies that

plan for the creation of a through-route for freight in the OR 212/224 corridor between I-205 and US 26. The **Preferred Alternative** will also be compatible with adopted local land use and transportation plans.

## Land Use Approvals and Planned Development

Land use development approved in the land use study area since January 2004 includes the planned medical care complex near Rock Creek and parks and trails planned by the North Clackamas Parks and Recreation District (NCPRD) and Metro. The status of planned parks and trails is addressed in the Parks and Recreation Section of this FEIS.

**Alternative 2** is expected to have a negative impact to a zone change from Industrial to Commercial that is in process for 29.4 acres at 15251 SE 142<sup>nd</sup> Avenue, because approximately one-third of this site would be needed for right-of-way under this alternative.

In August 2009 Oregon Ironworks announced plans to build a test track at their facility at 9885 SE Mather Road. The planned location of this facility could be accommodated by both **Alternatives 2 and 3**.

**Alternatives 2 and 3** would have a negative impact on the planned medical care complex to the east of Rock Creek. The property owner has requested 30 net acres to accommodate its planned development. **Design Option D-3** would have the least impact of the build alternatives and less impact than **Design Option D-2**, leaving the site with 27 net acres of buildable land.

## Preferred Alternative

As with **Alternatives 2 and 3**, the **Preferred Alternative** will need to acquire right-of-way from Oregon Iron Works' property. Neither the street car manufacturing facility nor the majority of the street car test track west of the mainline (planned construction 2010-2011) will be affected. However, the **Preferred**

**Alternative** will impact the tract that connects those two facilities and the new maintenance facility.

The **Preferred Alternative** will affect the planned Providence Medical Center and Hospital to the east of Rock Creek by removing three acres of land for right-of-way. Providence has stated they require 30 acres. The Sunrise Project will leave 27 acres for the Providence development. The **Design Option D-3** alignment incorporated into the **Preferred Alternative** reduces the negative impacts on that site more than any other option.

## Driveway Impacts

In addition to displacements, approaches or driveways to properties would be affected by both build alternatives. The estimate of impacts is conservative, assuming that if the road next to a property were modified, the driveway may be affected. **Alternative 1** would have no direct impact on property driveways. As shown on Table 9 **Alternative 2** would affect 132 properties. **Alternative 3** would impact approaches to 91 properties. All of the design options would reduce that impact, in some cases by almost half. **Alternative 2 with Design Option C-2** or **Alternative 3 with Design Option D-2** would affect the fewest property driveways (70). New driveways would be required on many properties. **Alternative 3 with Design Option A-2** would require the least, 55 new driveways, while **Alternative 2 with Design Option D-3** would require the most, 114 new driveways.

Changes to travel patterns as a result of road closures or new routes that would result from the proposed Sunrise Project are shown on Figure 10 through Figure 17 in Chapter 2. Those changes are discussed in the Business and Communities Section of this chapter. Some of the more notable residential driveway changes would be where driveways on major streets are connected instead to frontage roads or where currently full turning movements would be limited to right-in/right-out only. These would generally be the same for **Alternatives 2 and 3**

and apply primarily to some sections of SE Johnson Road (south of Milwaukie Expressway), SE 82<sup>nd</sup> Drive, SE Lake Road, SE McKinley Avenue, north of OR 212/224 between SE 135<sup>th</sup> Avenue and SE 142<sup>nd</sup> Avenue, and at the east end of the proposed Sunrise Project.

Some business and residential parcels north of OR 212/224 between SE 135<sup>th</sup> Avenue and SE 142<sup>nd</sup> Avenue would have their driveway approach relocated from OR 212/224 to SE 142<sup>nd</sup> Avenue via a new cul-de-sac frontage road located north of and parallel to the proposed Sunrise Project. Likewise, one residential unit that currently has a driveway directly on SE 142<sup>nd</sup> Avenue would have the driveway moved to the cul-de-sac frontage road located north of the Sunrise Project and connecting to SE 142<sup>nd</sup> Avenue.

### Preferred Alternative

The **Preferred Alternative** will have impacts to 188 driveway connections to streets, compared to 132 (**Alternative 2**) and 91 (**Alternative 3**). The larger number of driveway impacts is due to the improvements at the intersection of SE 82<sup>nd</sup> Drive and OR 212/224 that were not included as part of **Alternatives 2** and **3**. The benefits of the changes in that area are increased mobility and safety in the vicinity of the intersection. Without the improvements under the **Preferred Alternative**, there would be significant delay and back-ups due to the high volume of traffic using the intersection.

The driveway impacts will be most heavily concentrated in the I-205 Interchange area (117). Driveways will either be closed, modified (from rebuilding the connection between the road and the driveway to a change to right-in/right-out movements), or relocated. Tax lots that would become land-locked as a result of the project removing the existing driveway will either receive a new driveway or will be acquired outright.

### Indirect Effects

**Alternative 1** would produce a number of negative indirect land use impacts in the vicinity of the proposed Sunrise Project, primarily related to increased traffic congestion (see Transportation section of the FEIS). Congestion would increase travel times for trucks moving freight through the area and for customers and jobs reaching industrial and commercial destinations in the project area. These impacts would adversely affect the long-term viability of the Clackamas Industrial Area as a regional center for the distribution of freight. The forecasted development and congestion could support more transit service than is currently assumed as part of this analysis. However, if future transit service is bus transit, it would also be negatively impacted by congestion under **Alternative 1**.

**Alternatives 2** and **3**, and the **Preferred Alternative** would support development of the new urban areas brought into the UGB in 2002 by providing capacity on the road network and helping to limit the growth of traffic congestion. The additional highway capacity would help control transportation costs for local business and facilitate truck freight movements in the area, supporting the long-term viability of the Clackamas Industrial Area. The build alternatives are expected to cause some additional congestion at certain points on the road network as a result of the rerouting of travel patterns. The additional congestion could affect the ease with which people can exit and enter their properties.

### Mitigation Measures for the Preferred Alternative

Direct property acquisition and relocation impacts will be mitigated through financial compensation regulated in accordance with the Uniform Act, Oregon Revised Statutes, and Oregon Department of Transportation guidance. Displaced residents would be relocated to decent, safe, and sanitary housing within their financial means.

Without changes to comprehensive plan or zoning designations, no mitigation is available for the conversion of land zoned for other uses to transportation use.

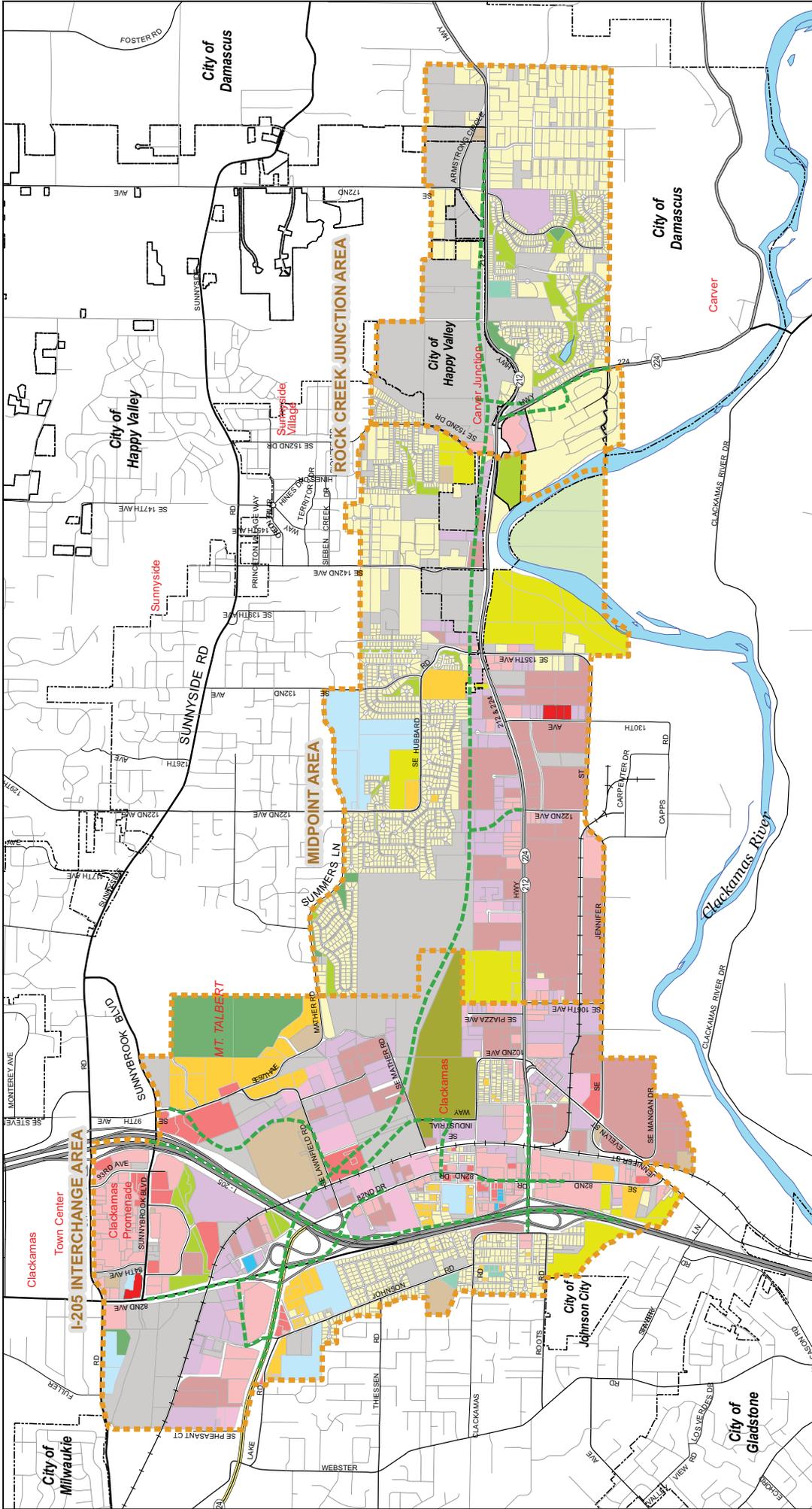
At the KEX site, the **Preferred Alternative** will avoid impacts to the copper mats. The remaining concern is impacts of additional concrete structures on transmission signals. ODOT will continue to consult with KEX into the future and commits to the following mitigation strategy.

Prior to FHWA's authorization of construction for major structures near the KEX/Clear Channel transmission site:

- ODOT will retain a radio expert to assess impacts to transmission signal attributable to the construction of the Sunrise Project.
- If adverse impacts on radio transmission signal strength and coverage are realized from project construction, on-site mitigation efforts to address these impacts will be pursued first. (On-site mitigation efforts are estimated to cost approximately \$3.5 million to \$7.0 million, and are included in the total project cost estimate.)
- If such on-site mitigation efforts do not prove feasible, appropriate off-site mitigation efforts will be pursued. (Off-site mitigation efforts are estimated to cost approximately \$15 million - \$25 million, and are included in total project cost estimate.)

Tax lots that would become land-locked because the project will remove an existing driveway will either receive a new driveway or will be acquired outright.

Several transportation mitigation measures will address access changes in the Clackamas area and are presented in the transportation mitigation section.



Sunnyside Project Alignment  
 FEIS Land Use Study Area

- LAND USE CATEGORY**
- Ag Lands
  - Open Space
  - Park
  - Single Family Dwelling

- Mobile Home Park
- Multi Family Dwellings
- Schools
- Community Uses
- Church

- Commercial
- Office
- Emergency Services
- Industrial
- Office Warehouse

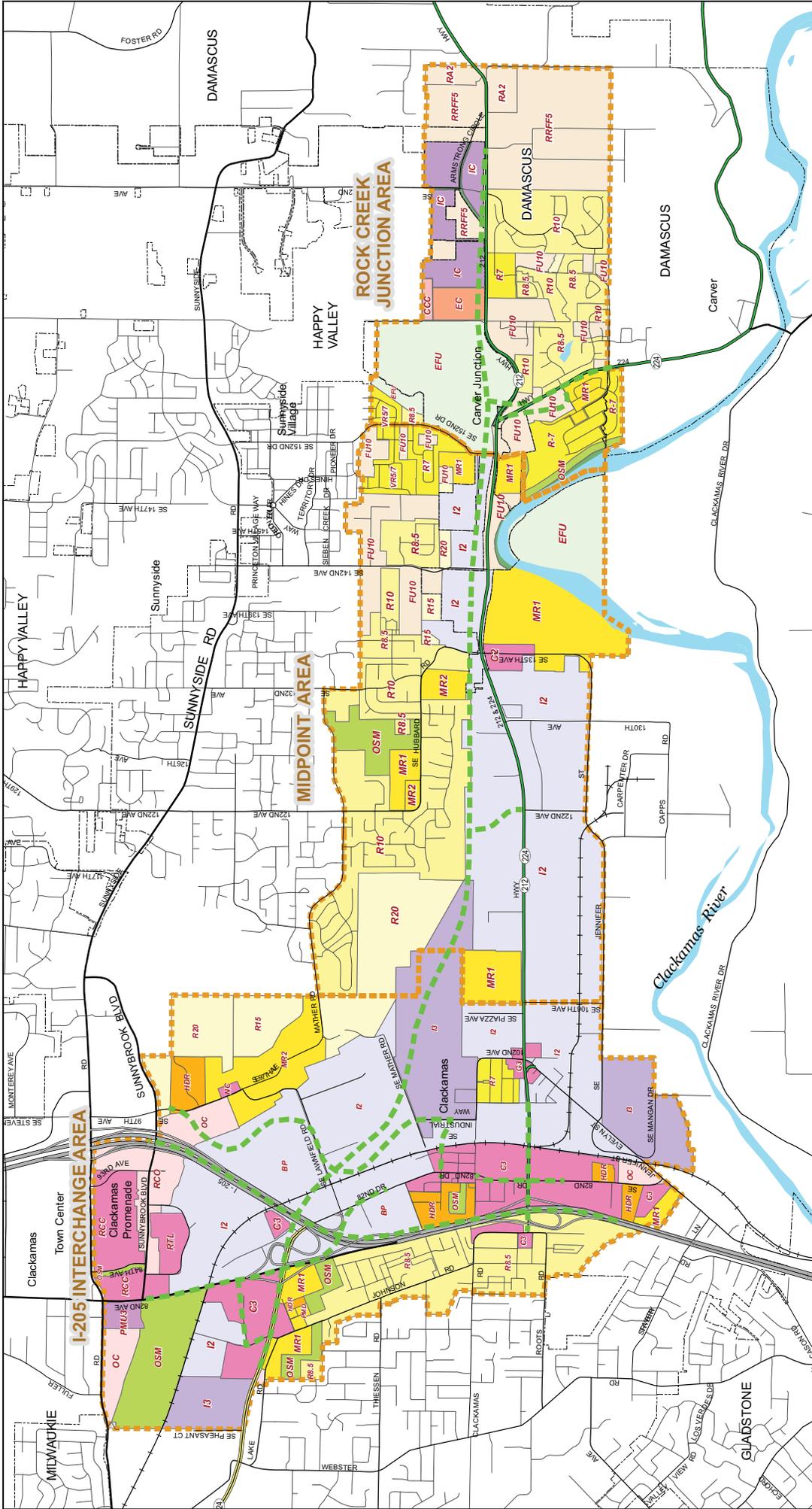
- Warehouse
- Military
- Utilities
- Vacant
- (Not Included in Study)



1:24,000

**Figure 26**

Existing Land Use (February 2010)





**CLACKAMAS COUNTY**  
REGULATORY INFORMATION SYSTEM

DATE: 12/15/2018 10:52 AM  
PROJECT: SUNRISE PROJECT, I-205 TO ROCK CREEK JUNCTION

**ZONING DESIGNATIONS**

<span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Open Space Management (OSM)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Low Density Residential (R10, R15, R20)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Business Park (BP)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Exclusive Farm Use (EFU)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Medium Density Res. (R7, R8.5)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Regional Center Office (RCO)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Rural Res/Farm/Forest (RRFF5)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Village Residential (VR57)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Retail Commercial (RTL)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Future Urban (FU10)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Planned Medium Density Res (PMD)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Light Industrial (I2)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Rural Single Family Res. (RA2)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Planned Mixed Use (PMU3)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> General Industrial (I3)
	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Medium Density Res. (MR1, MR2)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Regional Center Commercial (RCC)
		<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> High Density Residential (HDR)
		<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Community Commercial (C2)
		<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> General Commercial (C3)
		<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Neighborhood Commercial (NC)
		<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA07A; border: 1px solid black;"></span> Office Commercial (OC)

**FEIS Alignment**

FEIS Alignment

Scale: 1:24,018

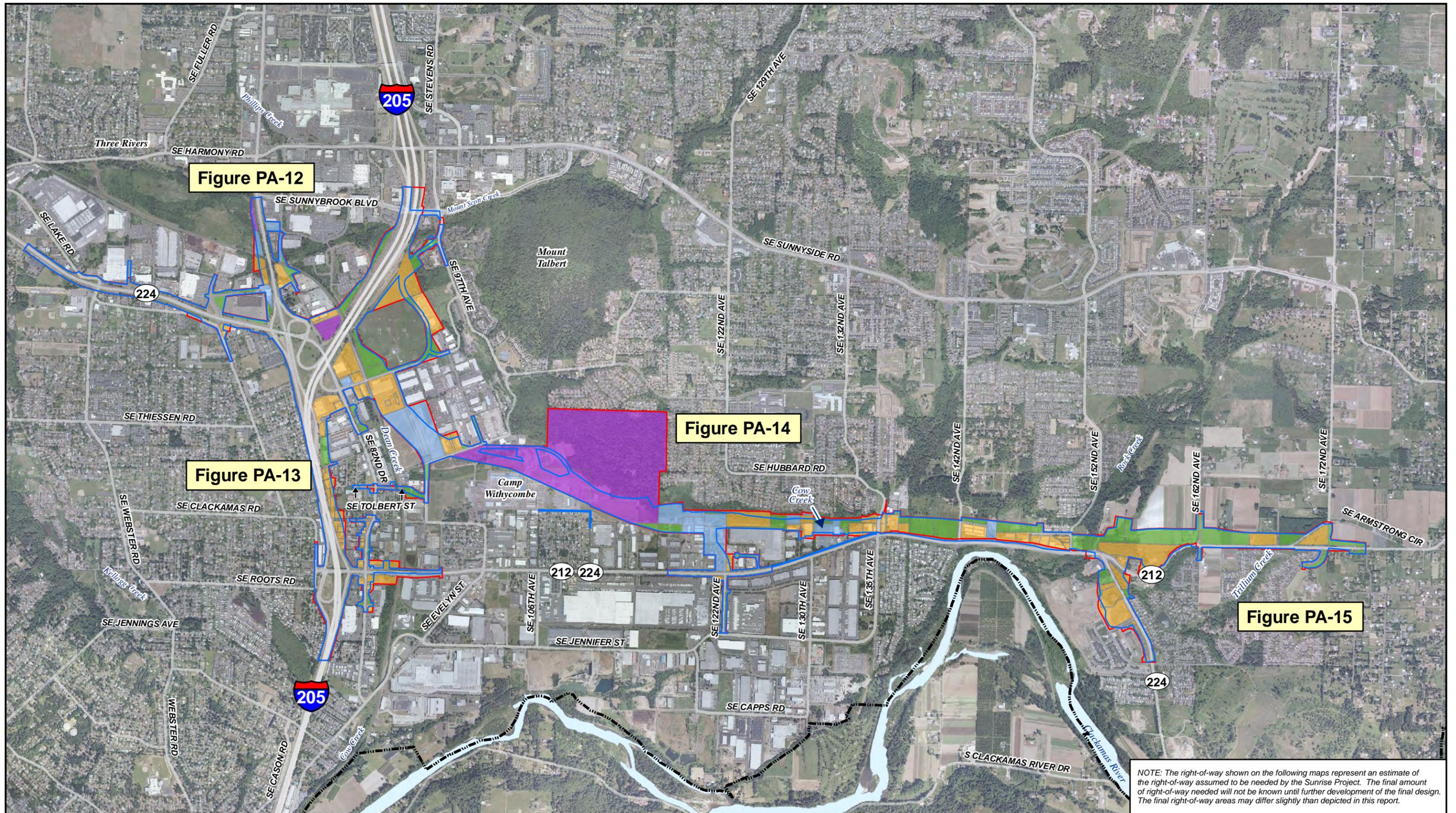
North Arrow

**Figure 27**

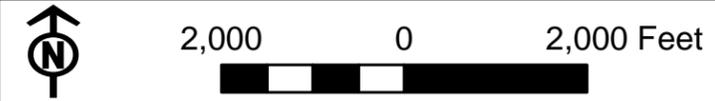
**Clackamas County Zoning Designations**

*Sunrise Project, I-205 to Rock Creek Junction*





NOTE: The right-of-way shown on the following maps represent an estimate of the right-of-way assumed to be needed by the Sunrise Project. The final amount of right-of-way needed will not be known until further development of the final design. The final right-of-way areas may differ slightly than depicted in this report.



Legend			
	Urban Growth Boundary (UGB)		ODOT Property within ROW Footprint to be Donated to the Project
	Construction Impact Line		County Property within ROW Footprint to be Donated to the Project
	Right-of-Way Line		Full Property Acquisition (other owners)
			Partial Property Acquisition (other owners)
	Map Number (Referenced to Table 2 in Right-of-way Technical Report)		

**FEIS Preferred Alternative**  
**Figure PA-11, Estimated Right-of-way Impacts and Map Key**  
 Sunrise Project, I-205 to Rock Creek Junction



I-205 Interchange Area - North

SE SUNNYBROOK BLVD

Mount Scott Creek

SE LAKE RD

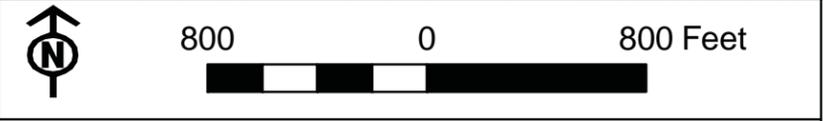
224

205

SE 9TH AVE

SE THIESSEN RD

NOTE: The right-of-way shown on the following maps represent an estimate of the right-of-way assumed to be needed by the Sunrise Project. The final amount of right-of-way needed will not be known until further development of the final design. The final right-of-way areas may differ slightly than depicted in this report.

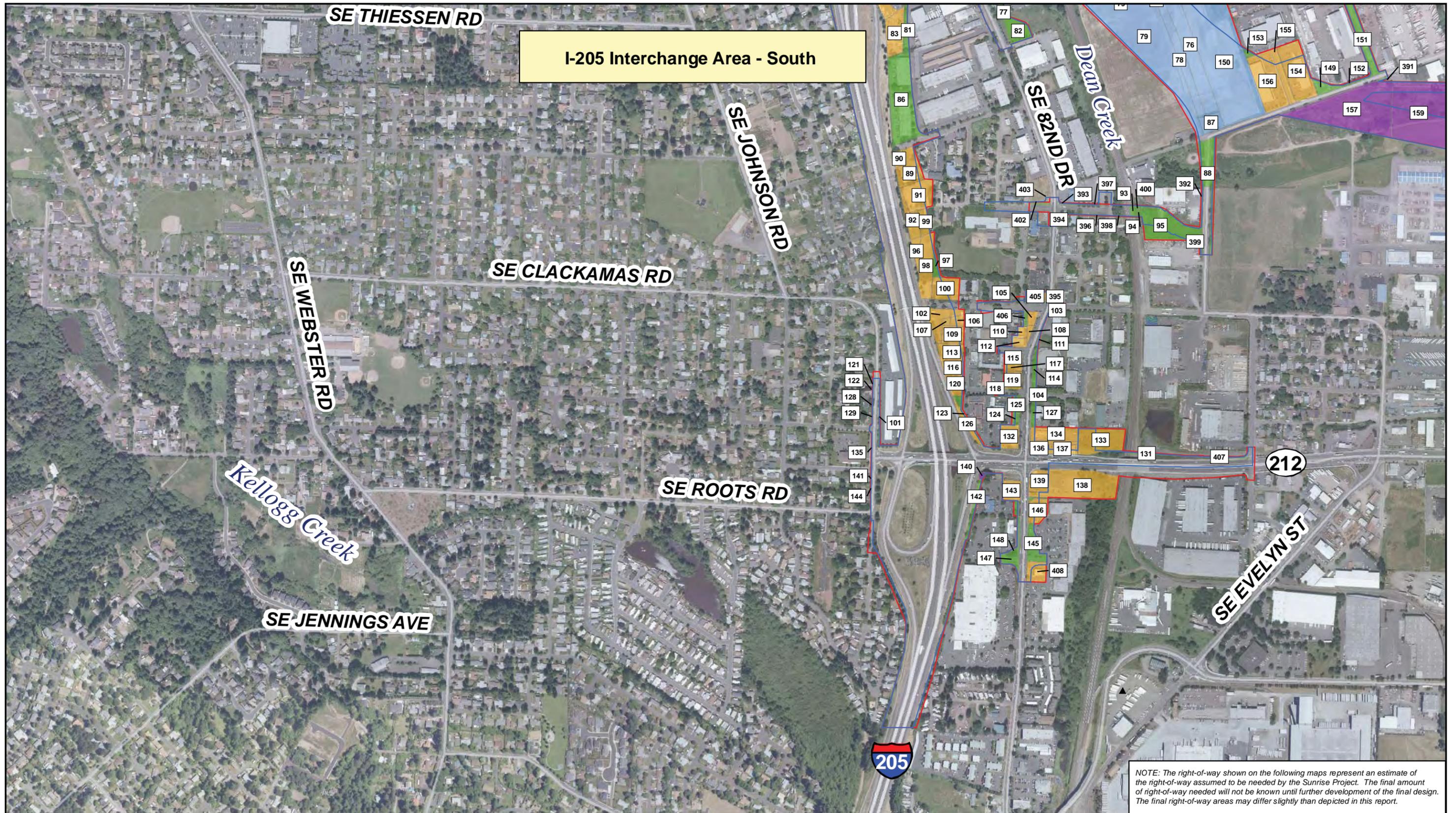


Legend			
	Urban Growth Boundary (UGB)		ODOT Property within ROW Footprint to be Donated to the Project
	Construction Impact Line		County Property within ROW Footprint to be Donated to the Project
	Right-of-Way Line		Full Property Acquisition (other owners)
			Partial Property Acquisition (other owners)
			Map Number (Referenced to Table 2 in Right-of-way Technical Report)

**FEIS Preferred Alternative**

**Figure PA-12, Estimated Right-of-way Impacts**

Sunrise Project, I-205 to Rock Creek Junction



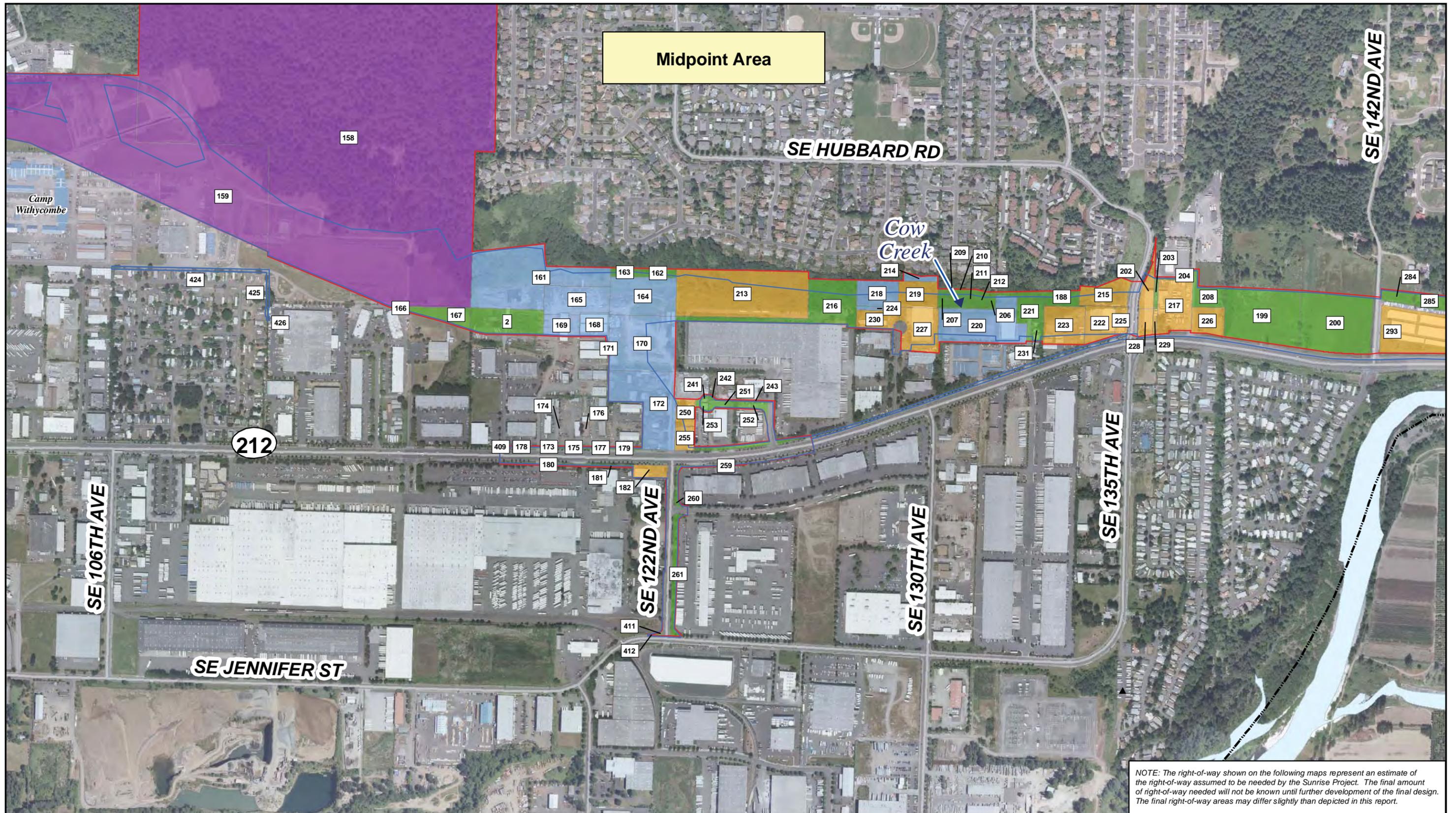
**I-205 Interchange Area - South**

NOTE: The right-of-way shown on the following maps represent an estimate of the right-of-way assumed to be needed by the Sunrise Project. The final amount of right-of-way needed will not be known until further development of the final design. The final right-of-way areas may differ slightly than depicted in this report.



Legend			
	Urban Growth Boundary (UGB)		ODOT Property within ROW Footprint to be Donated to the Project
	Construction Impact Line		County Property within ROW Footprint to be Donated to the Project
	Right-of-Way Line		Full Property Acquisition (other owners)
			Partial Property Acquisition (other owners)
			Map Number (Referenced to Table 2 in Right-of-way Technical Report)

**FEIS Preferred Alternative**  
**Figure PA-13, Estimated Right-of-way Impacts**  
 Sunrise Project, I-205 to Rock Creek Junction



NOTE: The right-of-way shown on the following maps represent an estimate of the right-of-way assumed to be needed by the Sunrise Project. The final amount of right-of-way needed will not be known until further development of the final design. The final right-of-way areas may differ slightly than depicted in this report.



Legend			
	Urban Growth Boundary (UGB)		ODOT Property within ROW Footprint to be Donated to the Project
	Construction Impact Line		County Property within ROW Footprint to be Donated to the Project
	Right-of-Way Line		Full Property Acquisition (other owners)
			Partial Property Acquisition (other owners)
			Map Number (Referenced to Table 2 in Right-of-way Technical Report)

**FEIS Preferred Alternative**  
**Figure PA-14, Estimated Right-of-way Impacts**  
 Sunrise Project, I-205 to Rock Creek Junction



NOTE: The right-of-way shown on the following maps represent an estimate of the right-of-way assumed to be needed by the Sunrise Project. The final amount of right-of-way needed will not be known until further development of the final design. The final right-of-way areas may differ slightly than depicted in this report.



Legend			
	Urban Growth Boundary (UGB)		ODOT Property within ROW Footprint to be Donated to the Project
	Construction Impact Line		County Property within ROW Footprint to be Donated to the Project
	Right-of-Way Line		Full Property Acquisition (other owners)
			Partial Property Acquisition (other owners)
			Map Number (Referenced to Table 2 in Right-of-way Technical Report)

**FEIS Preferred Alternative**  
**Figure PA-15, Estimated Right-of-way Impacts**  
 Sunrise Project, I-205 to Rock Creek Junction

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