

Parks and Recreation

Existing Recreation Facilities²²

The North Clackamas Parks and Recreation District (NCPRD) owns and operates two parks close to the Sunrise Project in the land use study area, North Clackamas Aquatic Park and Mount Talbert Nature Park. North Clackamas Aquatic Park and Harmony Road Neighborhood Park are on the south side of Harmony Road (see Figure PA-16). Mount Talbert Park has 185 acres of natural area jointly owned by Metro and the NCPRD. Mount Talbert provides a greenspace, trail system, and wildlife corridor. The Sunrise Project would have no impacts on the North Clackamas Aquatic Park, Mount Talbert Nature Park, or Harmony Road Neighborhood Park.

Hood View Park was created in 2009 on SE 162nd Avenue north of OR 212. It currently features several playing fields. Future planned facilities would be within the existing designated park area. The Sunrise Project would have no impacts on this park.

The Clackamas County Parks Department provides nine large regional parks in rural areas. A boat ramp and small park is south of the Carver River Bridge. Barton Park is on the Clackamas River approximately 6 miles east of the terminus of the Sunrise Project. The Sunrise Project would have no impacts on those parks.

The Clackamas River Water District operates Riverside Park on a property it owns on the Clackamas River. This park is well outside the Sunrise Project footprint and the Preferred Alternative will have no impacts on the park.

In the North Clackamas School District and NCPRD, school fields are used as community recreation facilities. School recreation sites include:

The Socioeconomics Technical Report provides details on the park and recreation sites near the Sunrise Project.

- Clackamas Elementary School, 15302 SE 92nd Avenue. FHWA made a Section 4(f) *de minimis* finding on September 1, 2010 for use of 0.18 acres of the recreation field. Mitigation measures can be found at the end of this section.
- Sabin-Schellenberg center, 14211 SE Johnson Road.
- Clackamas High School, 14486 SE 122nd Avenue.
- Sunrise Middle School, 14331 SE 132nd Avenue.

All of the alternatives would remove 0.18 acres of land from the Clackamas Elementary School recreation field. The removal of the 0.18 acres of land from the Clackamas Elementary School recreation field has been documented in a Section 4(f) *de minimis* finding, included in Appendix C. The Sunrise Project would have no impacts on recreation facilities at the Sabin-Schellenberg center, Clackamas High School, or Sunrise Middle School.

The Sunrise Project would impact the recreation field at Clackamas Elementary School, but no other existing parks or trails would be affected. Mitigation measures associated with the Clackamas Elementary School Section 4(f) *de minimis* finding are summarized in the mitigation portion of this Parks and Recreation Section. No mitigation is required or proposed for the other existing parks or trails.

Planned Recreation Facilities

The North Clackamas Parks and Recreation District *Parks and Recreation Master Plan* identifies a number of planned parks and trails in or close to the land use study area for the Sunrise Project.

Planned Parks

Planned parks within the area of the Sunrise Project include the North Clackamas District Park, a future urban natural area park intended

²² Information and analysis in this section was presented in the SDEIS. It is printed in green in the FEIS because the parks and recreation discussion now has its own section and has been reorganized to improve readability.

for land along Mount Scott Creek between SE 82nd Avenue and SE Harmony Road. This site has several hazardous materials issues associated with the property including an industrial solvent groundwater plume (TCE, trichloroethylene). Remediation will be challenging and costly. Funds have not been identified to completely remediate the hazardous materials issues associated with this site. Based on this information, FHWA finds that this planned park does not rise above a mere level of expression or desire for a future park, is not a significant recreational resource, and therefore Section 4(f) does not apply.

Orchard Summit Park, near SE 162nd Avenue south of OR 212, is described in the North Clackamas Parks and Recreation District *Parks and Recreation Master Plan* as a possible future neighborhood park and natural resources park. This park is well outside the Sunrise Project footprint. The **Preferred Alternative** will not affect plans for this park.

Highland Summit Park, near Mather Road, includes open space sites previously managed by a homeowners' association. Two of the open spaces are owned by the park district, and will be managed as natural areas. This park is well outside the Sunrise Project footprint and will not be affected by the **Preferred Alternative**.

A future neighborhood park is planned for the Anderegg Park subdivision. This park is well outside the Sunrise Project footprint and will not be affected by the **Preferred Alternative**.

Planned Trails

The North Clackamas Parks and Recreation District *Parks and Recreation Master Plan* (2004) identifies a number of planned trails in or close to the land use study area for the Sunrise Project.

Metro Regional Trails & Greenways (2003) document also identifies planned trails. Many of the trails from these two documents are in similar locations.

Extent of Planning Efforts. To assist in visualization of planned trails for publication of the SDEIS and FEIS for the Sunrise Project, Figure PA-16 was developed from source maps from the North Clackamas Parks and Recreation District *Parks and Recreation Master Plan* and the Metro *Regional Trails & Greenways* document. The trail planning maps from these documents depict alignments that are conceptual in nature. By producing a high quality map of the planned trails to aid in the readability of the NEPA documents, Figure PA-16 may inaccurately provide an impression of a higher level of trail planning than has actually been completed. The source maps from the Metro *Regional Trails & Greenways* and the North Clackamas Parks and Recreation District *Parks and Recreation Master Plan* are included in Appendix C.

The Metro *Regional Trails & Greenways* document states that a future "master planning process" is necessary "before decisions are made about trail alignment and appropriate use," further indicating the limited level of trail planning efforts to date.

Metro and NCPRD documents were developed independently which has led to similar trails planned for similar locations. These planning efforts are not coordinated to a high degree. Metro and NCPRD acknowledged that there is not a need for two parallel trails in many of the locations shown on Figure PA-16. The agencies recognize in some cases the trails are redundant. A plan between the agencies to resolve duplication and discrepancies is not in place, nor on the horizon.

Private and Public Land Ownership. Neither NCPRD nor Metro have acquired land for any of the trails that are designated in their documents. In some instances other public agencies own land upon which the trails have been designated; however, the majority of trails are located on private property.

FHWA Section 4(f) Policy Paper, Question 14, answer B, states, "Section 4(f) does not apply to trails on privately owned land." Question 17 of the Policy Paper states that, "Section 4(f)

applies when the land is one of the enumerated types of publicly owned lands and *the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, wildlife or waterfowl refuge purposes*” (emphasis added).

In the case of the trails designated by NCPRD and Metro, the agencies that have planned the trails do not own the land upon which trails are planned.

Coordination Efforts. ODOT held meetings with Metro and NCPRD on January 13, 2010; March 22, 2010; and April 29, 2010 to better understand the level of planning, land ownership, and intent of the documents identifying these planned trails and to discuss Section 4(f) applicability. As a result of these meetings, it was confirmed that trail plans are only conceptual in nature and consist only of approximate alignments. No property has yet been acquired for any of the planned trails, and most of the proposed alignments are on property that is currently privately owned. Despite the conceptual nature of the trails, ODOT indicated to parks staff that the proposed Sunrise Project would not preclude future construction of all proposed trails in the project area.

The coordination effort among Metro, NCPRD, and ODOT is summarized in an April 2010 letter from ODOT to Metro and NCPRD stating, among other facts, that Section 4(f) does not apply to the planned trails. NCPRD and Metro countersigned the letters and returned them to indicate a shared understanding between ODOT, NCPRD, and Metro, that Section 4(f) does not apply to the planned trails. The two letters are contained in Appendix C.

In addition to these coordination efforts, each planned trail is evaluated in this FEIS to discuss how construction of the Sunrise Project does not preclude the future potential construction of the trails envisioned in the Metro and NCPRD documents. Construction of the Sunrise Project will not prohibit the future development of any of these planned trails.

These coordination efforts and evaluation of the future trail construction are consistent with the FHWA Section 4(f) Policy Paper, Appendix A that states that if a project can be constructed to preserve a trail, then no “use” of the trail by the project would occur.

US Department of the Interior Comments. The US Department of the Interior submitted comments on the SDEIS regarding Section 4(f) applicability to planned trails. This Parks and Recreation Section is now a separate section in the FEIS and includes additional discussion of the Section 4(f) analysis and applicability determination. Complete responses to the Department of the Interior comments are provided in Appendix A.

FHWA Finding Regarding Section 4(f) Applicability to Trails. Based on the above information and supplementary information in Appendix C, FHWA finds that the status of these planned trails does not rise above a mere expression of interest or desire to qualify as Section 4(f) resources and that the majority of the planned trails are on privately owned land. Of the small portion of planned trails that are proposed to be on publicly owned land, the public agency owning the property is not the agency that has designated a future trail on that land.

Through ODOT’s efforts of coordination with Metro and the NCPRD, FHWA and ODOT have made every reasonable effort to provide for the future construction of these planned trails. Those efforts include opportunities for the planned trails to cross the Sunrise Project alignment via planned undercrossings designed to accommodate local roads at SE 82nd Avenue, SE 122nd Avenue, SE 135th Avenue, SE 142nd Avenue, SE 152nd Avenue, and SE 162nd Avenue.

Sunrise Project Multi-Use Paths and New Trail Connections. The Sunrise Project will provide for a new multi-use path parallel to the new alignment of the project and will also provide for an improved connection between Sunnybrook Boulevard and OR 212/224 on the I-205 multi-use path. The Sunrise Project will also improve bicycle and pedestrian

connections in the I-205 and Sunrise Project interchange area. The **Preferred Alternative** will provide a new connection between the I-205 multi-use path and existing bicycle and pedestrian facilities at SE 82nd Avenue/OR 213N.

This multi-use path that will parallel the new Sunrise Project will provide the function of the proposed Camp Withycombe Trail from approximately Mather Road east to SE 135th Avenue, and will also provide the function of the proposed Clackamas Bluffs Trail from approximately Mather Road to SE 152nd Avenue. The Sunrise Project multi-use paths are depicted on Figure PA-16.

Additional details of each planned trail are provided in the following section.

Individual Planned Trails

Planned trails are shown generally on Figure 29, “Community Features”, and PA-16, “Existing and Planned Parks and Trails”. This figure combines facilities included in two planning documents: NCPRD’s *Parks and Recreation Master Plan* and Metro’s *Regional Trails & Greenways* document. The source maps are included in Appendix C in the subsection titled “Planned Trails Section 4(f) Supporting Documents.” For the most part the trails included in the Metro *Regional Trails & Greenways* document match or are very similar to the trails included in the NCPRD *Parks and Recreation Master Plan*.

Clackamas Bluffs Trail

The Clackamas Bluffs Trail is a planned trail that would begin at Mount Talbert Nature Park and extend south and east along the bluffs of the Clackamas River and would join the Clackamas River Greenway at its confluence with Rock Creek.

The Sunrise Project multi-use path could serve the function of this planned trail between Mather Road and SE 152nd Avenue. The planned Clackamas Bluffs Trail would be roughly north of the Sunrise Project, while the Sunrise multi-use path will be located south of the Sunrise Project beginning near SE 120th Avenue. The

concept for the Clackamas Bluffs Trail is to cross the Sunrise Project from north to south to gain access to the Clackamas River Greenway. The Sunrise Project multi-use path will cross the Sunrise Project from north to south at approximately SE 120th Avenue. Additional crossings are possible at SE 122nd Avenue, SE 135th Avenue, SE 142nd Avenue and SE 152nd Avenue.

The land upon which this trail is planned is not owned by either Metro or NCPRD. Construction of the Sunrise Project does not preclude the future potential development of this trail.

Camp Withycombe Trail

The NCPRD *Parks and Recreation Master Plan* does not have details about this trail. Overall, NCPRD’s goal is to connect significant community places and bus lines via trails. The plan shows one portion of this trail connecting Mount Talbert Nature Park with Clackamas High School and Sunrise Middle School via a southerly route that would parallel the Sunrise Project before turning north towards the schools. The planned trail as shown would traverse a 100-foot-tall bluff. A less-challenging and probable alternate route to the schools could be via SE 135th Avenue.

A different segment of the planned trail would travel southwesterly through Camp Withycombe (across the Sunrise Project) along SE Jennifer Street towards a planned Unnamed Trail and a planned I-205 trail to the Unnamed Trail, as depicted in Figure PA-16. The NCPRD *Parks and Recreation Master Plan* shows this trail crossing the Sunrise Project Preferred Alternative mainline through Camp Withycombe. However, the location of Camp Withycombe, a secure military facility, will preclude a crossing of the Sunrise Project as shown on existing maps. SE 122nd Avenue is a more reasonable and logical crossing for the planned trail. Following the crossing of the Sunrise Project at SE 122nd Avenue the planned trail could continue towards the intended destination.

The Sunrise Project multi-use path can likely function as the portion of the planned Camp

Withycombe Trail that is envisioned to parallel the Sunrise Project from approximately Mather Road to SE 135th Avenue.

The land upon which this trail is planned is not owned by either Metro or NCPRD. Construction of the Sunrise Project will not preclude the future potential development of this trail.

Clackamas River Greenway and Clackamas River Greenway Trail

This trail appears in both the NCPRD *Parks and Recreation Master Plan* and the Metro *Regional Trails & Greenways* document, with very similar names and very similar functions. The alignment along the Clackamas River as described in both documents is for all practical purposes identical.

The Metro Clackamas River Greenway borders the north side of the Clackamas River. This trail is outside the project construction footprint and would not be impacted by the Sunrise project. With the exception of the two additional segments discussed below, the NCPRD's Clackamas River Greenway Trail is in an identical location to the Metro Clackamas River Greenway. The Sunrise project has no potential to impact this segment of the trail.

The NCPRD planned trail also includes two additional planned segments in the eastern end of the Sunrise Project area. One planned segment envisions a connection between the Clackamas River and the Sieben Creek area across and to the north of the Sunrise Project. Topographical limitations will likely preclude the construction of this trail as shown. However, this planned segment could cross the Sunrise Project at the nearby NE 142nd Avenue undercrossing.

Another planned segment envisioned by NCPRD travels eastward from a bend in the Clackamas River, roughly paralleling the Sunrise Project and OR 212 on the south side to the Anderegg Park subdivision, approximately paralleling Trillium Creek. This planned trail segment could be accommodated through the undercrossing at Trillium Creek under realigned OR 224. Given the existing transportation system, the planned

trail will not be able to easily avoid an at-grade crossing of the arterial facility which provides a connection between OR 224 and existing OR 212.

The land upon which this trail is planned is not owned by either Metro or NCPRD. Construction of the Sunrise Project will not preclude the future potential development of this trail.

Scouters Mountain Trail

This planned trail is envisioned to begin at the Clackamas River Greenway and continue all the way to the Springwater Corridor (off Figure PA-16 to the north). The **Preferred Alternative** undercrossing at SE 152nd Avenue can provide a future route for this trail to make the planned connection to the Clackamas River Greenway across the Sunrise Project.

The land upon which this trail is planned is not owned by either Metro or NCPRD. Construction of the Sunrise Project will not preclude the future potential development of this trail.

Mount Scott Trail

The Mount Scott Trail would extend north from Mount Talbert Nature Park to join the Springwater Corridor near Powell Butte. This planned trail is completely outside of the Sunrise Project footprint. The Sunrise Project has no potential to impact this planned trail.

North Clackamas Greenway North Clackamas Greenway Trail

These trails are in approximately similar locations, serving approximately similar functions. Construction of either trail would fulfill the planning vision of both Metro and NCPRD. This trail would generally travel from Mount Talbert Nature Park, along Mount Scott and Kellogg Creeks to the Willamette River.

This trail could be provided for through the 82nd Avenue and Ambler Road undercrossing to cross OR 213N. The North Clackamas Greenway Trail is depicted crossing OR 213N at Sunnybrook at grade. A crossing of I-205 could occur at the Sunnybrook Interchange.

East Buttes Powerline Corridor Trail

Portions of the planned East Buttes Powerline Corridor trail are also known as the planned Sieben Creek Trail. This planned trail would travel across the Sunrise Project from the Clackamas River Greenway, north along SE 142nd Avenue, crossing Sunnyside Road and then follow the power line northwest to the Springwater Corridor. A connection for this trail across the Sunrise Project can be made at the SE 142nd Avenue undercrossing.

The land upon which this trail is planned is not owned by either Metro or NCPRD. Construction of the Sunrise Project will not preclude the future potential development of this trail.

Phillips Creek Trail

This planned trail would travel from the intersection of 82nd Avenue (OR 213) and the North Clackamas Greenway. The map currently shows two crossings of SE 82nd Avenue.

This planned trail is on the northern border of the Sunrise Project, outside of the construction footprint. Construction of the Sunrise Project will not have any impact on the planned trail and will not preclude the future potential development of this trail.

I-205 Trail to Unnamed

This planned trail would begin east of I-205 near the Jennifer Street overpass and travel east to connect to the planned Camp Withycombe Trail (southern segment) and planned Unnamed Trail.

The planned trail is at the southern border of the Sunrise Project on the west end, adjacent to the construction footprint. Construction of the Sunrise Project will not have any impact on the planned trail and will not preclude the future potential development of this trail.

Unnamed Trail

This planned trail would begin where the planned I-205 Trail to Unnamed Trail and the planned Camp Withycombe Trail (southern segment) join.

This planned trail is near the southern border of the Sunrise Project on the west end, well outside of the construction footprint.

Construction of the Sunrise Project will not have any impact on the planned trail and will not preclude the future potential development of this trail.

Clackamas River Trail

This planned trail would follow the Clackamas River on the south side of the Clackamas River for a long distance, including the length of the Sunrise Project.

This planned trail is south of the Sunrise Project, well outside of the construction footprint.

Construction of the Sunrise Project will not have any impact on the planned trail and will not preclude the future potential development of this trail.

Alternatives 2 and 3 and the Preferred Alternative

Alternatives 2 and 3 would not preclude the future completion of the proposed Metro trail system or the future completion of the proposed NCPRD trail system. Although the final alignments of these trails have not been determined, the Sunrise Project bridges near the planned locations would allow the proposed trails to cross underneath and continue to their proposed destinations.

Similar to **Alternatives 2 and 3**, the **Preferred Alternative** does not prevent future completion of the planned trails by NCPRD and Metro within the Sunrise Project area. Additionally, construction of a multi-use path as a component of the Sunrise Project will partially address the regional plan for a trail in this area.

Indirect Effects

There will be no indirect effects on park and recreation facilities.

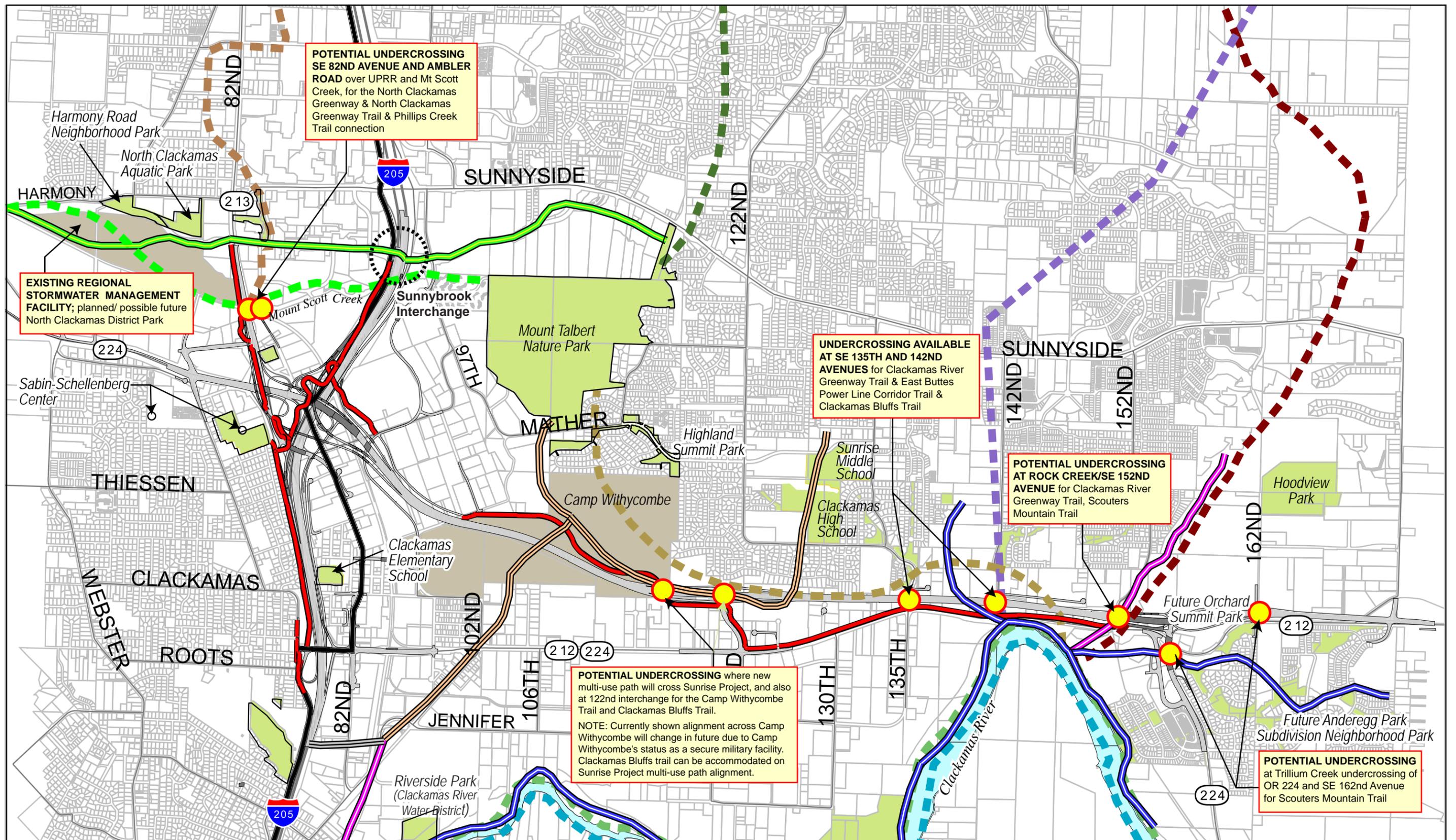
Mitigation Measures for the Preferred Alternative

There are three mitigation measures to minimize the impacts of the Sunrise Project on the Clackamas Elementary School recreation field. The combined effect of these measures results in a reduction in existing and forecast impacts to the school recreation field from the current level as well as overall improvement in the quality of the recreational experience.

These proposed mitigation measures are to (1) move the softball backstop playing area to the east, (2) move the jogging trail to the east, and (3) build a sound wall to buffer the site from the noise of I-205.

There is enough space on the Clackamas Elementary School recreation field to move the jogging trail and the softball backstop and playing area to the east without impacting the other uses of the site. Sunrise Project noise modeling has indicated that a sound abatement wall would reduce noise levels below those currently present on the recreation field. A noise abatement wall has been recommended for inclusion in the project.

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Note: The source documents for the creation of this map are the trail planning maps from the Metro Regional Trails & Greenways document and North Clackamas Parks and Recreation District Parks and Recreation Master Plan and are included in Appendix C.



Legend:

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|-------------------------------|---------------------------------|--------------------------------|--------------------------------------|--------------------------|
| Bridges | Public Recreation Areas | Camp Withycombe Trail | Clackamas Bluffs Trail | North Clackamas Greenway |
| Preferred Alternative | School Recreation Facilities | Clackamas River Greenway Trail | Clackamas River Greenway | Phillips Creek Trail |
| Potential Trail Undercrossing | Existing I-205 Corridor Trail | I-205 Trail to Unnamed | Clackamas River Trail | Scouters Mountain Trail |
| | Sunrise Project Multi-Use Paths | North Clackamas Greenway Trail | East Buttes Powerline Corridor Trail | |
| | | Unnamed Trail | Mount Scott Trail | |

Figure PA-16

Existing and Planned Parks and Trails

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