

Business and Communities

New roads can affect the social and economic characteristics of a community, such as neighborhood connectivity and cohesion, the local business environment, travel patterns and access to facilities, and local property tax revenues. Community and economic features in the land use study area, illustrated on Figures 29 and 30, are described below.

Businesses and the Economy

The land use study area for the Sunrise Project is part of the largest metropolitan area in the state of Oregon. The Portland Metropolitan Area shares strong manufacturing and trade sectors, economic diversity, and employment and residential development trends. The existing transportation network, including I-205, OR 224, and OR 212/224, ties the study area to other communities in the Pacific Northwest, as well as to international markets, and supports warehousing and other uses that depend on excellent freeway and rail access.

The land use study area, when combined with adjacent employment areas in Milwaukie and the Clackamas Regional Center, is one of the largest business clusters in suburban Portland, with the largest employment concentration in urban Clackamas County east of the Willamette River.

Oregon State Employment Division data (2004) indicate there are 893 business establishments and 17,576 jobs in the land use study area. Metro’s model for a traffic analysis area that covers the Sunrise Project land use study area projects job growth of 74 percent, to more than 50,000 by 2030.²³ The

Because of privacy laws, the impacts of some of the alternatives on business employment and payroll sometimes cannot be disclosed. Information provided by companies is presented in the Socioeconomics Technical Report.

The Socioeconomics Technical Report provides details on the following:

- Methodology.
- Description of economic and social characteristics of business and employment, business access, significant economic issues, property values and tax revenues, community cohesion, environmental justice, urban renewal, industrial land requirements, temporary construction impacts.
- Environmental consequences for the above and potential mitigation measures and enhancement opportunities.

The Technical Reports for Land Use, Transportation, and Right-of-Way contain information and analysis pertinent to this element of the environment.

annual payroll is more than \$600 million dollars, and the average payroll per job is \$36,053.²⁴

Right-of-Way Impacts to Businesses

Alternatives 2 and 3

Roughly the same amount of existing employment would be displaced under these alternatives—about 5 to 6 percent of all the existing jobs in the study area. This accounts for 6 to 7 percent of the area’s payroll. Roughly 7 to 8 percent of the existing businesses would be displaced.²⁵

There are a number of existing or planned business districts in the study area (see Figure 30)—Clackamas Industrial Area, the Clackamas Business District, the future Rock

Creek Employment Area, and the future medical care complex. **Alternatives 2 and 3 and design options** would affect those areas by removing

²³ See Socioeconomics Technical Report, Methodology and Data Sources, for a discussion of the data sources. Existing and projected conditions cited here can be found on page 49 and Table 7 of the report. Projections were based on Metro’s Households and Employment Data for the years 2005 and 2030 at the Transportation Analysis Zone (TAZ) Level for 1,358 such zones. The land use study area used was slightly different from the transportation study area.

²⁴ Oregon Employment Department, Covered Employment and Wages at the State, MSA, and County levels for 2004.

²⁵ See Table 5 of the Socioeconomics Technical Report.

²³ See Socioeconomics Technical Report, Methodology and Data Sources, for a discussion of the data sources. Existing and projected conditions cited here can be found on page 49 and Table 7 of the report. Projections were based on Metro’s Households and Employment Data for the years 2005 and 2030 at the Transportation Analysis Zone (TAZ)

some existing employment uses in order to convert the land to highway use. At the same time, the new facility would enhance mobility for the remaining businesses and would assist in the development of planned development in Rock Creek Junction.

Building the proposed Sunrise Project under **Alternative 2** or **3** would displace 60 businesses in the land use study area. Some businesses would be relocated while others would have sufficient land remaining after right-of-way acquisition to allow the business operations to continue. Between **Alternatives 2** and **3** and most of the design options, the differences are limited to two to three displacements (out of a total of approximately 60 displacements). An exception is **Design Option C-2**, which would impact an additional 11 businesses, compared to **Alternatives 2** and **3** and **Design Option C-3**.

Currently, more than 21,000 jobs are forecast to be created between 2005 and 2030.²⁶ The new employment would result from intensification of uses on existing developed sites and from development of currently vacant sites. Future employment capacity that is projected to develop on existing vacant land is estimated to be reduced by 4,900 to 5,200 jobs if some of the land is used for right-of-way for these alternatives.²⁷ There are minor differences between the alternatives and design options.

The Rock Creek Employment Area, a planned future industrial and employment area located partially in the Rock Creek Junction area, is expected to account for 10,500 to 11,300 jobs at full buildout. The proposed Sunrise Project is considered essential to the economic viability of the Rock Creek Employment Area.

²⁶ See Table 7 of the Socioeconomics Technical Report. Source is Metro travel model data for 1,358 transportation analysis zones, May 30, 2006.

²⁷ Data in this section are from the Environmental Consequences section of the Socioeconomics Technical Report. Tables 17 and 18 of the report summarize the projected impacts. Source is State of Oregon Employment Division, 2004, Clackamas County GIS.

Alternative 1—No Build would have an adverse impact on this area because the amount of congestion forecasted with **Alternative 1** would impact the ability of businesses to ship goods and provide services cost-effectively. At the same time, the particular alignment of the facility could have a significant impact on the amount of land that is available for employment uses. The Rock Creek area is relatively small and is constrained on all sides by natural features and existing development; therefore, the larger the land area used for right-of-way, the fewer the number of jobs the area could accommodate. Impacts to the Rock Creek Employment Area are less under **Design Options D-2** and **D-3** than under **Alternatives 2** and **3**.

Right-of-way acquisition of industrial and commercial land would likely remove the most capacity for future job growth (approximately 5,240 jobs) under **Alternative 2** with **Design Option B-2**. The least impacts would result from choosing **Design Option D-2** or **D-3**. In the eastern half of the Midpoint area, nearly 40 percent of all businesses would be displaced under **Design Option C-2**. The relatively low inventory of vacant industrial land remaining in this area after right-of-way acquisition would likely result in minor job growth. **Alternatives 2** and **3** with **Design Option C-3** would have fewer impacts on the business environment than **Design Option C-2**.

The improved mobility and capacity anticipated with the proposed Sunrise Project are considered extremely important to maintaining and improving the business environment. Removal of individual businesses, however, would clearly have negative impacts on those businesses and their employees.

Preferred Alternative

Business and employment impacts of the **Preferred Alternative** will be greater than those of **Alternative 2**. The impacts on business districts in the I-205 Interchange area of the study area will be most intense in the Clackamas Business Area and the Lawnfield area. An estimated 80 businesses will be

displaced, 30 percent more than under the other build alternatives and representing about 9 percent of existing businesses in the land use study area. Higher impacts on businesses will be the trade-off for fewer impacts on residential units, which was the result of incorporating **Design Option C-2** into the **Preferred Alternative** and design refinements for better functioning of the intersection of SE 82nd Drive and OR 212/224.

The **Preferred Alternative** will affect 146 driveways to business properties. The larger number of impacts under the **Preferred Alternative** reflects the additional improvements needed at SE 82nd Drive.

The **Preferred Alternative** will displace about 100 more jobs (a total of 1,037) than **Alternative 2** or **3** (with the exception of **Alternative 2 with Design Option B-2**). It will equate to 6 percent of all jobs and 6.5 percent of payroll in the study area.

The right-of-way for the **Preferred Alternative** will remove currently undeveloped or underdeveloped employment land. The future employment capacity represented by that land is estimated to be 3,563 jobs, about 30 percent less than under **Alternatives 2** and **3**. The **Preferred Alternative** interchange at Rock Creek Junction will have the least effect on future employment in that area of all the interchange options.

Significant Economic Issues

Several infrastructure issues are directly related to the economic viability of Clackamas County. These issues focus on maintaining and growing local businesses and providing basic infrastructure. The county's Economic Development Plan focuses on attracting and retaining businesses, improving freight mobility, developing a workforce, marketing, and providing utility infrastructure.

Both of the original **Alternatives 2** and **3** and the **Preferred Alternative** would expand the transportation infrastructure to provide for improved passenger and freight mobility,

especially in industrial areas. Congestion in the study area currently limits economic growth. Improved access and capacity offers the opportunity to expand businesses and use the existing land more intensively.

Clackamas County provides business retention services through its County Business and Economic Development Team. Clackamas County Business and Development will work with businesses to help them relocate. The County's intent is to keep affected businesses near the project area or at least within Clackamas County.

Clackamas County and the Portland metropolitan region have a limited supply of employment and industrial land with access to services. All build alternatives would impact the economy through the loss of developable land, which in turn reduces the future capacity for job creation. Building the Sunrise Project would displace jobs in the short term. In that sense, none of the build alternatives and design options directly support the Economic Development Plan goals of job growth and business retention. In the long term, however, the Sunrise Project would improve access and transportation capacity so that businesses may be able to use their land more intensively and accommodate more jobs than anticipated. Improved mobility provided by the Sunrise Project is consistent with the county's Economic Development Plan.

Population and Households

In 2005, the land use study area for the Sunrise Project contained about 11,000 households, mostly grouped in several neighborhoods, although there are scattered rural residences as well. Metro forecasts that the number will grow nearly 30 percent by 2030 to about 14,000 households.

This area of Clackamas County has a somewhat lower share of "one unit detached" (single-family) housing than of attached units or apartments (multi-family) when compared to the county and the state. Consequently, the

area tends to have a higher rate of renter-occupied housing, primarily on the east side of the I-205 Interchange. The other housing characteristic that differs from the rest of Clackamas County is the higher percentage of manufactured homes—21 percent of the housing in the land use study area compared to 5 percent of housing in the county as a whole. The 1,113 manufactured home park spaces in the land use study area made up approximately 16 percent of all of the county’s manufactured home spaces.

The vacancy rate for multi-family housing in the Clackamas County/Oregon City/Milwaukie market was 5.60 percent, compared to a regional average of 4.66 percent according to Norris Beggs and Simpson (Third Quarter 2009 Report). The rate in downtown Portland was 5 percent, and the rate in Wilsonville was 5.41 percent. The rates in Beaverton/Aloha, Hillsboro and Gresham, by comparison, were around 4.43. Lake Oswego reported a 3.61 percent vacancy rate. The increase in the vacancy rate is a change from the first quarter 2008 and could make finding suitable multi-family units easier in this area of the region than in other areas.

Home sales declined through most of 2008 and remained relatively flat throughout 2009. Since the availability of single-family homes for sale has increased dramatically from 2006 and the number of homes for sale is six times the number of houses on the market during the same period in 2006, finding single-family residences for relocating residents in Clackamas County is likely to remain very feasible when right-of-way acquisition begins (2012 or later).

If relocated, residents are entitled to be moved into homes that are comparably affordable. In the single-family, detached house market, the median sale price has continued to decline from the first quarter of 2008, from \$295,000 to \$236,000 in the third quarter of 2009.

Affordable Housing

The term “affordable housing” generally refers to housing that persons in the “low to moderate” income category can afford. Low to moderate income families earn 80 percent or less of the area’s median family income. In 2000, 34 percent of Clackamas County’s households had low to moderate incomes.

Within the study area, affordable housing can be privately owned, provided by nonprofit organizations, or provided by the Clackamas County Housing Authority. Affordable housing in the land use study area consists of 74 subsidized rental housing units (Section 8) (see Figure 31) units and a number of units operated by the Clackamas County Housing Authority, including a small apartment complex and six duplexes or triplexes located on individual lots in the Hollywood neighborhood. The land use inventory identified one group home facility, the Kay Hoffman House, located east of SE Johnson Road. None of these affordable housing units would be displaced by any alternative or design option.

Community Character

The Sunrise Project impacts residences and community facilities located in several neighborhoods (see Figure 29). The Sunrise Project would not bisect or isolate identified neighborhoods or business districts that are currently contiguous, so it is unlikely to change their character. However, incremental property acquisition and changes to travel patterns can affect the cohesion and viability of neighborhoods if access to community facilities is disrupted or important services are lost. If the number of displacements is large in proportion to total residences, the viability of a community can be affected. For example, a small cluster of six mobile homes could be reduced to two homes that would be isolated if the Sunrise Project is built.

Alternative 1—No Build would have no direct impacts to travel patterns or acquisition, so no

impacts to community cohesion would be expected.

I-205 Interchange area

Alternative 2 has moderate impacts on this subarea. **Alternative 2** would remove 11 percent of the total land area for right-of-way and one percent of dwelling units (27 units).

West Clackamas is a large cluster of subdivisions and apartments located west of I-205 and south of OR 224. This neighborhood is a mix of older and newer houses and apartments and includes a cluster of Section 8 affordable housing. Under **Alternatives 2 and 3** and **Design Option A-2**, a convenience store and two office buildings would be displaced. Given the large amount of nearby retail and office space, the displacements would not represent a major change to the community.

Old Clackamas is a mixed-use neighborhood located on both sides of SE 82nd Drive north of OR 212/224. Previous road construction for I-205 has encroached on the community of Old Clackamas and the Sunrise Project would further that trend. Clackamas County can identify and apply community development tools to encourage public-private partnerships to help maintain the Clackamas Business District and Old Clackamas Neighborhoods after the Sunrise Project has been built.

Apartments and single-family houses generally cluster around Clackamas Elementary School. **Alternatives 2 and 3** and **Design Option A-2** would widen I-205, displacing two apartment buildings, a duplex, and three single-family residences in Old Clackamas. The Clackamas Food Market on SE 82nd Drive is currently the closest retail store for residents. **Alternatives 2 and 3** and **Design Option A-2** would displace this market. As a result, residents without vehicles might have to walk farther to the Fred Meyer store south of OR 212/224 on SE 82nd Drive for groceries. The distance from the Food Market to Fred Meyer is 0.36 mile. Old Clackamas contains a retail outlet of the U.S. Postal Service, though mail is not sorted there.

Alternatives 2 and 3 and **Design Option A-2** would change access to SE 82nd Drive, which could result in pressure to move the post office.

Hollywood, an older neighborhood of small houses, is an island of single-family residences in the middle of the Clackamas Industrial Area just south of Camp Withycombe. Houses along OR 212/224 have been converted to commercial and industrial uses. Heavier traffic around the perimeter of this neighborhood would be expected with **Alternatives 2 and 3**.

Preferred Alternative

The **Preferred Alternative** will have moderate impacts on neighborhoods and housing in the I-205 Interchange area. It will remove 9.8 percent of the total land area for right-of-way (compared to 11 percent under **Alternative 2** with or without **Design Option A-2**) displacing only 1.3 percent of the dwellings (28 units) in the area (compared to one percent or 27 units under **Alternative 2** with or without **Design Option A-2**).

Other aspects of the impacts of the **Preferred Alternative** to neighborhoods and housing in the I-205 Interchange area will be substantially the same as the impacts of **Alternative 2** in this area.

Midpoint area

Alternative 2 has moderately-high impacts on the overall subarea, removing 21 percent of the land area for right-of-way between the boundary of the I-205 subarea and SE 122nd Avenue. However, only four dwelling units or less than one percent of the housing stock would be removed.

East of SE 122nd Avenue, **Alternative 2** would remove 11 percent of the total land area for right-of-way and one percent or 27 dwelling units.

The Bluffs is a cluster of subdivisions and a large apartment complex located along the top of the Clackamas River Bluff. Six older single-wide manufactured homes (“**Mobile Home Park**” on Figure 29) make up a small neighborhood

cluster. **Alternatives 2 and 3** would remove four of the six manufactured homes, while **Design Option B-2** would remove all six. The displaced manufactured home units may be considered affordable housing units. Although the number of units and people displaced would not be high, given the total housing units in the land use study area, relocating older single-wide manufactured homes would be difficult and sufficient sites may not be available to keep the community intact. Consequently, **Alternatives 2 and 3** would isolate the remaining homes between the new alignment and OR 212/224 and adversely affect the sense of community for residents of the two remaining units. **Design Option B-2** would likely result in the community's dispersal.

The alignment for **Alternatives 2 and 3** and **Design Option C-3** would remove the Sunrise Village neighborhood, a 30-unit manufactured home park just west of SE 152nd Avenue. There would be no partial community left behind to experience the loss of community cohesion at that location. However, entire manufactured home parks can be difficult to relocate. If residents are dispersed to different locations, their current relationships could be disrupted. Relocating even individual manufactured home units may prove difficult. **Design Option C-2** would not remove the Sunrise Village neighborhood.

The Eastridge Church meets at Sunrise Middle School, which would not be affected by any alternative. There are no service or commercial uses in this part of the proposed Sunrise Project area.

Preferred Alternative

In the Midpoint area, fewer manufactured home units will be removed north of OR 212/224 under the **Preferred Alternative** (three of the six existing units). Other than that difference, impacts will be the same as those for **Alternative 2** with **Design Option C-2**, and the Sunrise Village manufactured home park will not be removed.

Rock Creek Junction area

Alternative 2 would have moderate impacts removing 13 percent of the land area for right-of-way. It would remove seven units or one percent of the dwelling units.

Bel Air Estates is the cluster of subdivisions in the easternmost section of the land use study area, south of OR 212. **Anderegg Park** is a subdivision directly across from SE 172nd Avenue on the south side of OR 212. **Orchard Lake** is a cluster of newer subdivisions accessing OR 224 south of the Rock Creek intersection. The **Windswept Waters** subdivision is under construction in the southwest quadrant of the OR 212/224 split. These communities would be affected by changes to travel patterns and noise that would occur with all build alternatives and design options. The displacement of seven rural residences would not affect those communities.

Sunnyside Community Church on OR 212 at the east end of the project area was relocated in 2004 as a result of the widening of SE Sunnyside Road. It would be further affected at this new location by changes to travel patterns under all alternatives (see discussion regarding travel patterns in the Rock Creek Junction area below).

Preferred Alternative

Impacts to community character in the Rock Creek Junction area will be similar to those for **Alternatives 2 and 3**. After stakeholder input, the design of **Alternative 2** in this area was changed under the **Preferred Alternative** to provide new access out of the Orchard Lake neighborhood via a right-turn northbound on OR 224 from SE Orchard View Lane south of the new highway. That new access provides mitigation for the closure of SE Goosehollow Drive at OR 224 and helps to alleviate concerns that excessive out-of-direction travel could affect community livability.

Schools

Four schools are in the land use study area: Sabin-Schellenberg Skills Center, Clackamas

Elementary School, Clackamas High School, and Rock Creek Middle School (which opened in September 2010 to replace the Sunrise Middle School at SE 132nd Avenue and SE Summer Lane). No school buildings would be affected by the proposed Sunrise Project. About 0.18 acre located at the southwest corner of the 6-acre recreation field at Clackamas Elementary School would be needed for right-of-way (see Parks and Recreation section). No other educational facilities would be directly affected by any of the alternatives. To the extent that displaced households with school-aged children leave the area, attendance at local schools would decrease. However, because the schools are generally struggling to accommodate new students from recent and future residential development, the impact would not be adverse.

Preferred Alternative

In terms of school impacts, more dwelling units within affected school districts would be displaced under the Preferred Alternative than under Alternative 2.

Emergency Services

Police, fire protection, and ambulance service are roadway-dependent emergency services that are important elements in maintaining community stability. The arterial roads in the land use study area currently provide for delivery of emergency services to the study area and surrounding areas. Clackamas County Fire District No. 1 operates the Clackamas Training Academy Campus on SE 130th Avenue. Ambulances are generally parked, ready for dispatch from several locations within and near the study area. OR 224 and OR 212/224 are top priorities for the seismic lifeline system, a planned evacuation coordinated by a number of jurisdictions. Oregon State Police have an office on Deer Creek Lane near the I-205 interchange.

I-205, OR 212/224, and SE Sunnyside Road are the most important routes for restoration and maintenance in the case of an emergency. No emergency service facilities would be directly affected by the alternatives. Adding a new east-west route would add capacity that could be

beneficial in the event of an emergency, although the additional bridges on the Sunrise Project could be a disadvantage during an earthquake.

Preferred Alternative

Impacts of the Preferred Alternative on emergency services are the same as the impacts of Alternative 2.

Changes to Travel Patterns

Figures 10 through 17 (Chapter 2) in the section titled “How New Connections Would Be Made” (page 23) illustrate changes to access from Alternatives 2 and 3 and the Preferred Alternative. Alternative 1 would not directly change any neighborhood or business district circulation patterns.

The following subsection highlights the major changes to travel routes under the build alternatives (and design options where noted). The Sunrise Project would require out-of-direction travel from some locations, but would make travel through the area more efficient.

All build alternatives

The build alternatives would create three major access changes to the primary road system that affect both businesses and neighborhoods.

Together the Sunrise Project and the Milwaukie Expressway would provide a significant east-west access corridor. The connection between this east-west corridor and I-205 is improved by the new I-205/Sunrise Project interchange.

The primary route connecting I-205, OR 212/224, and the Milwaukie Expressway to the Clackamas Regional Center would be modified. The new route would primarily use SE 82nd Avenue and SE Deer Creek Lane to make this connection, using the routes described below:

- Sunrise Project westbound traffic and Milwaukie Expressway eastbound traffic will access the Clackamas Regional Center by way of ramps to SE 82nd Avenue.

Southbound traffic from the Clackamas Regional Center will access the Sunrise Project via SE 82nd Avenue and SE Deer Creek Lane/SE Johnson Road to its intersection with the Milwaukie Expressway.

- Sunrise Project westbound traffic will be able to connect to I-205 northbound by a direct ramp; however, the first available I-205 off-ramp northbound will be at the SE Johnson Creek Boulevard Interchange. This will have the effect of channeling access from the Sunrise Project to the Clackamas Regional Center onto SE 82nd Avenue. There will still be access from I-205 at SE 82nd Avenue, SE Sunnybrook Boulevard, and SE Sunnyside Road.
- Sunrise Project westbound traffic will be able to connect to I-205 southbound by a direct ramp; however, the first available I-205 off-ramp located southbound will be at the Gladstone Interchange.
- There will be no direct access from the Sunrise Project and Milwaukie Expressway via I-205 to the rebuilt OR 212/224 Interchange or to the SE Sunnybrook Boulevard/SE Sunnyside Road Interchange.

A direct connection of SE 82nd Avenue to SE 82nd Drive would create a continuous north-south arterial road link between the Clackamas Regional Center and the west end of the Clackamas Industrial Area. Because there would be no direct connection via I-205 between these areas, SE 82nd Avenue/Drive would be the primary connection between these two employment areas.

I-205 Interchange area

Business and residential access would be most noticeably different in the I-205 area and somewhat more disrupted by **Alternatives 2** and **3** than by **Design Option A-2**.

The cluster of businesses in the OR 212/224 Business District would be affected by the proposed realignment of SE Deer Creek Lane and SE Johnson Road. The impacts to businesses and the local economy would be minor.

Access from the industrial uses on SE Ambler Road would be relocated, so traffic would enter from the north rather than from the south, thereby creating out-of-direction travel of approximately a mile or more.

SE Lake Road would end in a cul-de-sac at SE Johnson Road. Residential and business traffic would have to travel to SE Webster Road to access the regional network. The intersection of SE Webster and SE Johnson roads currently performs poorly at LOS E (with LOS F being the worst). Driveways on SE Johnson Road south of OR 224, including access to the Sabin-Schellenberg Skills Center and business driveways, would be restricted to right-in/right-out only. The changes would require out-of-direction travel and could create more congestion at the SE Lake Road/SE Webster Road intersection.

The West Clackamas neighborhood is already oriented away from the east-west and north-south barriers created by I-205 and OR 212/224. Access to the hotel just west of the I-205/OR 212/224 Interchange would be altered. SE Jefferson Street would be closed at SE McKinley Avenue and all traffic rerouted to SE Hood Street or SE Roots Road, causing minor out-of-direction travel.

The existing access to I-205 from SE Lawnfield Road would be eliminated, and access to SE 82nd Drive from SE Lawnfield Road would be lost when the SE Lawnfield Road at-grade railroad crossing is closed. East-west travel on SE Mather Road would be closed at the Sunrise Project. Closing the SE Lawnfield Road at-grade railroad crossing would end a direct connection between the multi-family complexes located on SE 97th Avenue and I-205 and SE 82nd Drive. Out-of-direction travel would be longer for business and residential traffic between the SE Lawnfield Road and SE 97th Avenue areas toward Old Clackamas and OR 212/224. This would be true under both **Alternatives 2** and **3** and under **Design Option A-2**, although the design option would retain the connection at SE 82nd Avenue. The new Lawnfield area connections would provide a route to the regional road system that

would be longer than the current connection. However, reduced congestion growth in the corridor as a result of constructing the Sunrise Project would have a beneficial impact on businesses overall.

More truck traffic would be expected on the roads around the Hollywood neighborhood as a result of rerouting of traffic down the SE Industrial Way extension.

Design Option A-2 would keep the existing connection to SE Lawnfield Road. A new connection between SE Tolbert Street and SE Industrial Way via a bridge over the Union Pacific Railroad main line would be added, which would be much more direct for businesses located east of the tracks than the route in **Alternative 2**.

The current access of SE Herbert Court to SE 82nd Drive would be closed. Access to businesses would be rerouted via a new frontage road parallel to I-205 and extending from the west end of SE Herbert Court to the west end of SE Janssen Road. Driveways for existing businesses that currently have direct access onto SE 82nd Drive would become right-in/right-out only, resulting in out-of-direction travel.

A number of businesses on the east side of SE 82nd Drive would acquire access via a new cul-de-sac frontage road that parallels SE 82nd Drive and ultimately connects with SE 82nd Drive to the south. Access to the remaining businesses would be possible but less direct.

The Old Clackamas neighborhood between SE Janssen Road and SE Clackamas Road would be moderately affected by the closure of St. Helens, Adams, and Herbert streets at SE 82nd Drive. SE Clackamas Road and SE Janssen Road would be the main connections to SE 82nd Drive. The U.S. Post Office would no longer have direct access from SE 82nd Drive to SE Adams Street. Increased business traffic and truck traffic at those connections and near the residential neighborhood would be expected.

Midpoint area

The construction of the midpoint interchange under **Alternative 2** and the connecting arterial road would create relatively minor impacts related to right-in/right-out only access onto OR 212/224. Four parcels east of the new arterial connection along OR 212/224 would lose direct access to OR 212/224, and traffic would be routed from a new cul-de-sac that connects to SE 125th Court. Along SE 122nd Avenue, south of OR 212/224, any remaining access points are assumed to be right-in/right-out only.

Alternative 3 would not improve access to the regional transportation system as the midpoint interchange in **Alternative 2** would. Otherwise, changes to local business access and travel patterns created by **Alternative 3** would be very similar to **Alternative 2** in the Midpoint area. The westbound trips destined for OR 212/224 would have to exit at Rock Creek, make a left onto Damascus Boulevard/OR 224, and go down to the new "jug handle" and then up to Rock Creek Junction. The extra travel would be approximately 1,000 feet.

Construction of **Design Option B-2**, the split-diamond interchange, and the new connecting arterial road, would restrict access to right-in/right-out only at OR 212/224. Four parcels located east of the new arterial connection along OR 212/224 would take a new access from SE 125th Court and from a new cul-de-sac that connects to SE 125th Court. Along SE 122nd Avenue, south of OR 212/224, the remaining access would be right-in/right-out only. Again, the impacts in this area would be minor and would be expected to be offset by the improved mobility through the area.

Access from the commercial or industrial parcels north of OR 212/224 between SE 135th Avenue and SE 142nd Avenue would be changed from direct access to OR 212/224 to a new cul-de-sac frontage road located north of and parallel to the proposed Sunrise Project, connecting to SE 142nd Avenue.

Rock Creek Junction area

The build alternatives would greatly enhance east-west mobility for existing and future residents in the Damascus and Happy Valley areas. Access to the Sunrise Project via the Rock Creek Interchange would require some out-of-direction travel by vehicles originating at SE 152nd Avenue (an additional 0.2 mile) or SE 142nd Avenue (an additional 0.13 mile).

The revised arterial road connection from existing OR 212/224 to OR 224 south of the Rock Creek Interchange would require traffic to go out of direction to the south and then double back to the north to make the connection to the new Rock Creek Interchange. The driveways to Arne's Produce Stand and Bachman Paving Company, which are currently on OR 224, would be rerouted to a new frontage road. This frontage road would connect with the new arterial road that connects existing OR 212/224 and the existing OR 224. There would be 0.64 mile of out-of-direction travel between the current Rock Creek intersection and the proposed alternative.

The Sunnyside Community Church would be affected by the termination of the existing OR 212 in a cul-de-sac near SE 162nd Avenue, requiring travel to the west to OR 224 to access other roads. Traffic coming from or heading to the east would be required to travel about an extra 1.2 miles compared to existing conditions. However, improvements to SE 162nd Avenue and the new OR 212 extension could improve access to the church and mitigate the impacts of the cul-de-sac on OR 212.

The Orchard Lake and Bel Air Estates neighborhoods would be affected by out-of-direction travel resulting from the Sunrise Project, but this would be offset to some extent by improved east-west traffic mobility through the area.

Closing SE Goosehollow Drive at OR 224 would affect an estimated 120 residences in the Orchard Lake neighborhood. Traffic would access OR 224 at SE Eckert Lane instead of SE Goosehollow Drive. Traveling from the

intersection of SE Goosehollow Drive and SE Orchard View Lane south via SE Eckert Lane, then north to SE Goosehollow Drive along OR 224 represents an increase in travel distance of about 0.7 miles.

The Bel Air Estates neighborhood would be affected by the road improvements necessary to make the transition from the signalized intersection at SE 172nd Avenue and OR 212. The residents of Bel Air Estates may have their access to the subdivision changed to right-in/right-out only, depending on the final design of the transition from the Sunrise Project to the existing OR 212. If the turning movements are restricted, it would require residents to exit their neighborhood by going east only to a point where they could safely turn to travel westbound, potentially resulting in fairly lengthy out-of-direction travel. In addition, the driveways of the four residences currently fronting OR 212 to the west of SE Bel Air Drive would be rerouted to SE Bel Air Drive.

The access road currently connecting Windswept Waters to OR 224 would be replaced by a new connection at the intersection of OR 224 and SE Goosehollow Drive. The new connection would close some individual driveways to OR 224 and limit access to the Windswept Waters area to the one connection. Access to OR 212 would be via OR 224. Out-of-direction travel would be approximately 0.47 mile.

Preferred Alternative

The changes to travel patterns under the **Preferred Alternative** will be substantially the same as under **Alternative 2**, with two important exceptions. Under **Alternative 2**, businesses and residents in the northeast quadrant of the I-205 Interchange area will lack direct access to I-205 and SE 82nd Drive and will travel out of direction to access Old Clackamas. By including the Tolbert overcrossing of **Design Option A-2** with the North Lawnfield Extension of **Alternative 2**, the **Preferred Alternative** will provide access across the UPRR mainline and more direct connection to I-205 and SE 82nd Drive.

The second improvement to travel patterns under the **Preferred Alternative** will be the new access for residents south of the Sunrise Project in the Orchard Lake neighborhood. Under **Alternative 2**, SE Goosehollow Drive at OR 224 will be closed and SE Eckert Lane will provide an alternative full access intersection with OR 224, but further south. The **Preferred Alternative** will provide two additional access points, a right-out only on SE Orchard View Lane and a north-south access at SE 162nd Avenue. Thus the **Preferred Alternative** will avoid some of the longer out-of-direction travel that would have been required under **Alternative 2**.

Property Values and Tax Revenues

Land and improvements in the land use study area are valued at more than \$2 billion. The 2006 taxable assessed value is nearly \$1.4 billion, which raised more than \$20 million in property taxes to support approximately 15 taxing districts. Right-of-way acquisition would affect local tax revenues because taxable properties would be converted to the nontaxable highway use. The impacts range between about \$40 million to \$45 million annually in 2006 dollars. Building **Alternative 3 with Design Options A-2 and D-3** would remove the least taxable value, about \$40 million. **Alternative 2 with Design Option B-2** removes the most value, about \$45 million, or 3.3 percent of the total. Property values typically increase in an area due to the accessibility and visibility improvements created by a major transportation facility such as the Sunrise Project. However, these potential increases cannot be accurately projected.

Preferred Alternative

Right-of-way acquisition for the **Preferred Alternative** will reduce local tax revenues when properties that are currently privately-owned and paying property taxes are purchased by the public for a nontaxable highway use.

Between 2006, when the calculations were performed for **Alternatives 2 and 3**, and 2010,

land divisions have altered the land use tax base. As a result, a direct comparison between the **Preferred Alternative** of 2009 and the other build alternatives cannot be made. However, it can be estimated to be an amount similar to **Alternative 2** since the **Preferred Alternative** is essentially the same land use impacts as **Alternative 2**, with minor location variations at SE 82nd Drive and the west end of the project and a slight reduction in total acreage impacts. Therefore, the annual property tax impact in 2006 dollars is estimated to be just over \$42 million.

Indirect Effects

The impacts of **Alternative 1—No Build** are primarily indirect—i.e., failing to support future planned growth in the corridor. The viability of the business districts is likely to be negatively affected by the increasing levels of congestion that cannot be alleviated under this alternative. There could also be negative indirect effects from **Alternatives 2 and 3** if the displacements disrupt the benefits other businesses derive from clustering with similar businesses or locating close to their suppliers or clients. The same is true for the **Preferred Alternative**.

Mitigation Measures for the Preferred Alternative

A construction management plan will be developed that supports the continued operation of business districts and the livability of neighborhoods.

Relocation

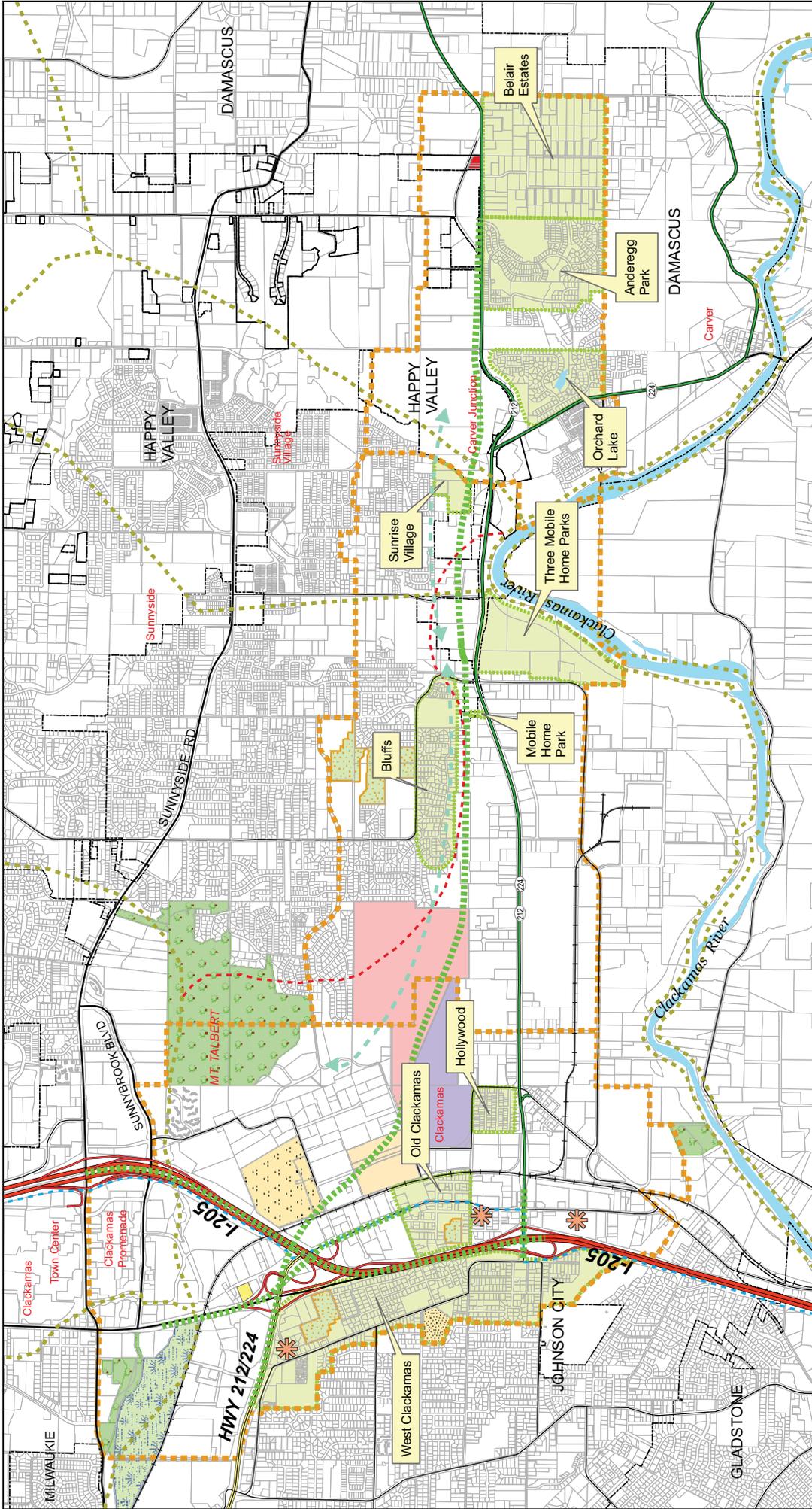
Mitigation will be provided to individual businesses and residents by purchase and relocation. This purchase and relocation must follow the requirements of the Uniform Act. The Uniform Act provides protections and assistance for people affected by the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. This law helps ensure that people whose real property is acquired, or who move as a direct result of projects receiving federal funds, are treated fairly and equitably and

receive assistance in moving from the property they occupy. Federal law also addresses partial takes of property, addressing how payment and assistance to reconfigure the business and residence must take place.

Business and neighborhood access

Several transportation mitigation measures (see Transportation mitigation section) address access and circulation impacts.

Up to two directional signs on OR 224 will be installed to improve the visibility of access to the Sunnyside Community Church.





CLACKAMAS COUNTY
CLACKAMAS COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

1:24,018

DATE: 11/15/2018

BY: [Name]

Figure 29
Community Features

Community Facilities

- Existing Park
- Regional Storm Water Facility/Proposed Park
- Existing School Recreation Site

Unique Land Uses

- Camp Withycombe - Military Dept
- Camp Withycombe - ODOT
- Williams Pipeline Gas Distribution Facility

Sunrise Project Alignment

- Sunrise Project Alignment
- FEIS Land Use Study Area
- Neighborhood
- Service Commercial Area

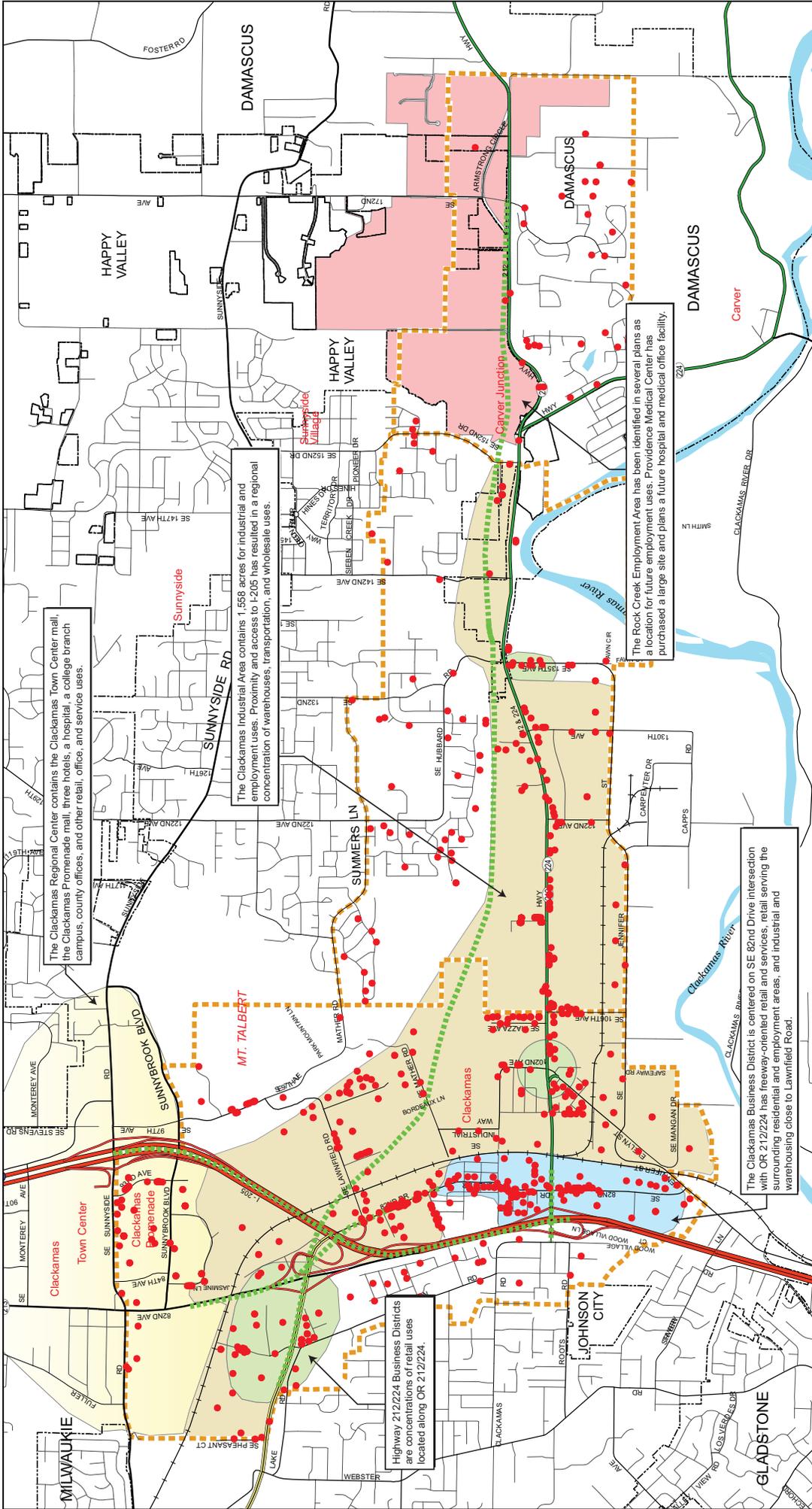
Wildlife Corridor

- Existing Bike/Ped. Trails
- Proposed Trails -- NCPRD
- Planned Clackamas Bluffs Trail - Metro
- Wildlife Corridor

Other Symbols

- KEX Radio
- KZNY Radio
- NW Pipe & Casing
- Clackamas Cemetery

Sunrise Project, I-205 to Rock Creek Junction



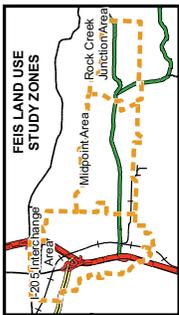


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FEIS LAND USE STUDY ZONES



Legend

- Clackamas Business District
- Clackamas Industrial Area
- Clackamas Regional Center
- Hwy 212/224
- Rock Creek Employment Area

Legend

- Sunrise Project Alignment
- Employer Locations

Figure 30

Business Districts



Sunrise Project, I-205 to Rock Creek Junction