

APPENDIX B – LAND USE

ROCK CREEK JUNCTION INTERCHANGE AREA MANAGEMENT PLAN

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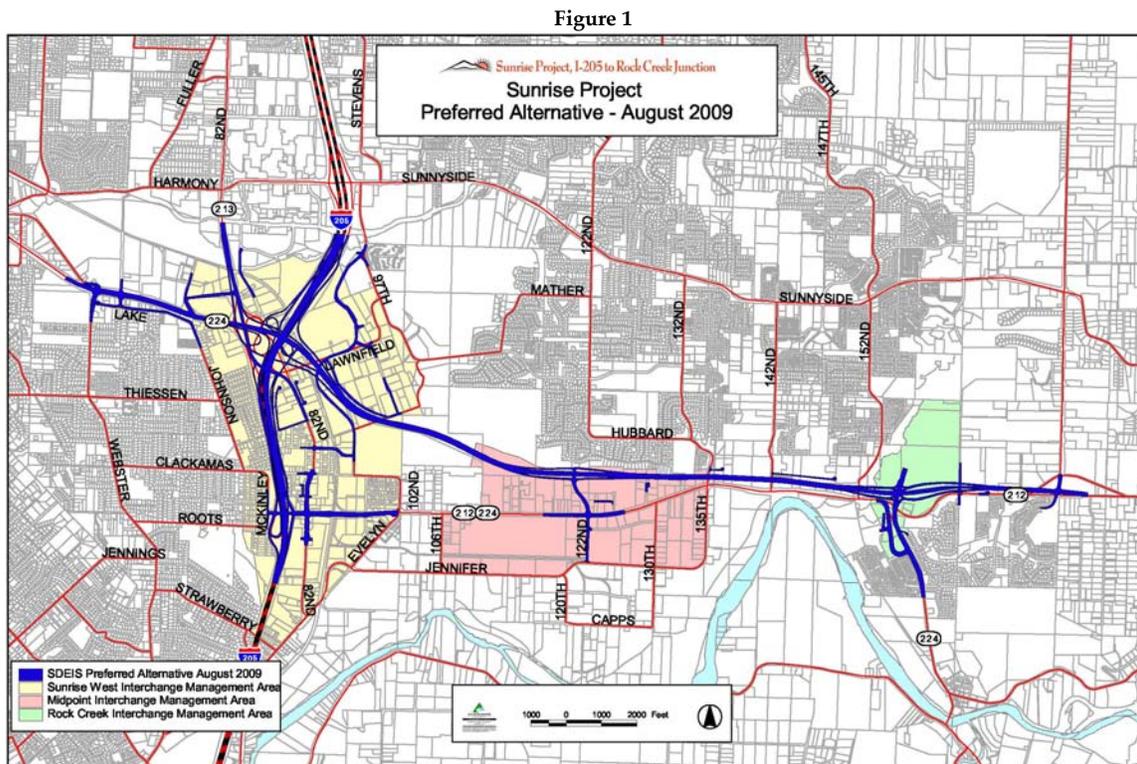
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Introduction

The Sunrise Rock Creek Junction Interchange Area Management Plan (IAMP) is one of three IAMPs being completed in conjunction with a Supplemental Draft Environmental Impact Statement (SDEIS) for the Sunrise Expressway. The Sunrise Expressway is a project being undertaken by the Oregon Department of Transportation and Clackamas County to address congestion and safety problems in the Highway 212/224 corridor between I-205 and the Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system through the year 2030.

The proposed expressway is located in the western, urbanized portion of Clackamas County in the vicinity of State Highway 212/224. The project limits extend from just west of SE Webster Road at OR 224 and extend approximately 5 miles to SE 172nd Avenue, just beyond Rock Creek Junction where Highways 212 and 224 diverge. The overall study area for the Sunrise Expressway SDEIS contains a total of approximately 3,667 acres.

As shown in **Figure 1**, the Sunrise Expressway will include three new and one substantially altered interchanges, which have been separated into three discrete management areas.



Rock Creek Junction Interchange Management Area

The Rock Creek Junction Interchange Management Area extends from Rock Creek on the west to SE 162nd Avenue on the east. It is mostly located north of Highway 212; its northern boundary is ½ mile north of the Highway 212 intersection with SE 162nd Avenue. Its southern boundary is approximately 1/3 mile south of the Rock Creek Junction, where Highways 212 and 224 diverge (**Figure 2**).

The Rock Creek Junction Interchange Management Area contains a total of 144.7 acres, including developed land, vacant land, and net of public rights-of-way. Land in this management area is

contained in three jurisdictions: Clackamas County and the cities of Happy Valley and Damascus.

This IAMP will focus on the new Sunrise interchange that will be approximately 400 feet north of the existing Rock Creek Junction. The alternative that is being used for this analysis is D-3. If the NEPA process results in the selection of another alternative, then the IAMP analysis will be revised accordingly.

Figure 2



Purpose and Report Organization

The purpose of this appendix is to report on the current and projected land uses in the Rock Creek Junction Interchange Management Area. The document first describes and illustrates the current comprehensive plan and zoning designations as well as the existing land uses in the management area, including employment land, residential land, community features, and vacant land.

Next the projected households and employment for the year 2030 are reported. This projection is

achieved via the MetroScope Generation 2.3 - 2030 Forecast Allocations that Metro developed and local jurisdictions reviewed in 2005. Additionally, the Metro data is scrutinized based on the field information Clackamas County staff has collected for this discreet area that is smaller than the study area used for Metro's transportation model. Part of that scrutiny includes a detailed assessment of the households and jobs that are to be acquired for right-of-way, assumes the development of currently approved development applications, and identifies the development potential of vacant land and of land that is not currently developed consistent with the comprehensive plan designation. This detailed "on the ground" analysis is then compared to the results from Metro's 2005 projections for the year 2030 to validate that using Metro's model generates realistic projection of households and jobs in the IAMP management area.

Existing Conditions

Comprehensive plan and zoning designations in the Rock Creek Junction IAMP management area are complicated by fact that the area is in transition. The land in the management area that is south of Highway 212/224 has been in the Urban Growth Boundary (UGB) for more than 25 years. The portion of the management area that is on the north side of Highway 212 was part of the December 2002 UGB expansion area.

Until recently, all land in the management area was in unincorporated Clackamas County. Shortly after the 2002 UGB expansion, the cities of Happy Valley and Damascus began to annex most of the expansion area and also some unincorporated lands that were inside the UGB before 2002. Currently 91% of the total acreage in the IAMP management area has been annexed into either Happy Valley or Damascus and 9% remains in unincorporated Clackamas County. As a result, all three jurisdictions currently have some authority within the IAMP management area.

North of Highway 212 and west of Highway 224, Happy Valley has annexed all but six properties in the management area. Four of those are located at the Rock Creek junction – mostly on the south side; the other are the two parcels located farthest north in the management area. Damascus has annexed all the management area parcels located south of Highway 212 and east of Highway 224 (**see Figure 2**).

Both Happy Valley and Damascus are in the process of adopting new Comprehensive Plans, development codes and zoning designations to convert the rural designations to urban designations, including a mixture of employment, residential and community use zoned land. Until the new plans and ordinances are finalized, the existing county zoning officially applies to all properties within their city limits that have not yet been converted to urban designations. Existing county zoning will continue to apply to any parcels located in unincorporated Clackamas County.

Happy Valley Planning Requirements

The Happy Valley land use planning system uses a single map system that serves as both the Comprehensive Plan Map and the Zoning Map. Thus, there are no broad comprehensive plan designations such as Residential, Commercial, Institutional, Parks and Open Space, etc. on a separate map – just the comprehensive plan map/zoning map districts that are reflected within the City's Development Code.

Happy Valley has applied the new Rock Creek Mixed Employment (RC-ME) Comprehensive Plan and Development Code designation to the majority of the incorporated IAMP area north of Highway 212

(Figures 3 and 4).¹

The RC-ME District is intended to be applied only to the Rock Creek Employment Area, which is located west of SE 162nd Avenue, north of Highway 212 and generally east of Rock Creek. If any other unannexed property within this area were to seek annexation it would need to apply for a comprehensive plan map amendment/zone change to RC-ME, the only urban zone for which it would be eligible.

Properties south of Highway 212 and west of Highway 224 are outside Happy Valley’s planned RC-ME area. Currently, all of these parcels still maintain the Clackamas County comprehensive plan and zoning designations. Several development scenario options exist for properties in this area that have or will annex to Happy Valley: seek a comprehensive plan map amendment/zone change to a city zone; seek to develop/re-develop under the County zone via the City’s land use process and development standards; or use an existing County land use approval but process building permits through the City.

Damascus Planning Requirements

Damascus is currently in the process of producing a Comprehensive Plan, TSP, and Code revision, converting all land in Damascus to urban designations. That process is currently on-going.

Damascus provisionally adopted the Clackamas County ZDO and Comprehensive Plan on January 17, 2005. Therefore, properties that are within Damascus are governed by the Clackamas County regulations until such time as the city adopts its own comprehensive plan map and zoning designations.

Comprehensive Plan and Zoning Designations

Mapped locations of the employment, residential and agricultural Comprehensive Plan designations are shown in **Figure 3** and numerically summarized in **Table 1**. Mapped zoning designations are shown on **Figure 4** and numerically summarized in **Table 2**.

Table 1. - Existing Comprehensive Plan Designations by Acres
Rock Creek Junction Interchange Management Area

Comprehensive Plan Designation	Total Acres	Percent of Total	Jurisdiction (Acres)		
			Clackamas County	Happy Valley	Damascus
City Designations					
Rock Creek Mixed Employment (RC-ME)	114.9	79.4%	---	114.9	---
County Designations					
Agriculture (AG)	10.7	7.4%	7.3	3.4	---
Medium Density Residential	9.2	6.4%	5.5	3.7	---
Low Density Residential (LDR)	9.9	6.8%	---	9.2	3.4
Management Area Total	144.7	100.0%	12.8	128.5	3.4

Table 2. - Existing Zoning Designations by Acres

¹ At the time of the proposal for the RC-ME designation, the three smaller properties along Highway 212 that are now in Happy Valley had not yet been annexed into the city. These properties will need to apply for a comprehensive plan map amendment/zone change to RC-ME.

Rock Creek Junction Interchange Management Area

Zoning Designation	Total Acres	Percent of Total	Jurisdiction (Acres)		
			Clackamas County	Happy Valley	Damascus
City Designations					
Rock Creek Mixed Employment (RC-ME)	114.9	79.4%	---	114.9	---
County Designations					
Exclusive Farm Use (EFU)	10.7	7.4%	7.3	3.4	---
Medium Density Future Urbanizable (FU10)	1.0	0.7%	---	1.0	---
	18.1	12.5%	5.5	9.2	3.4
Management Area Total	144.7	100.0%	12.8	128.5	3.4

Employment

By far, the largest Comprehensive Plan designation in the management area is Rock Creek Mixed Employment (RC-ME), designated by Happy Valley. A total of 114.9 acres of land are designated RC-ME, an urban employment designation intended to accommodate a proposed medical complex.

The purpose of the RC-ME District is to provide for a mix of land uses that provide stable, family-wage employment within the City. Permitted uses include offices, creative arts, small-scale manufacturing, research and development and medical centers. Commercial uses are limited to those serving the primary uses in the District. Because of Happy Valley’s single map land use system, all land that is planned for RC-ME has the RC-ME zoning designation.

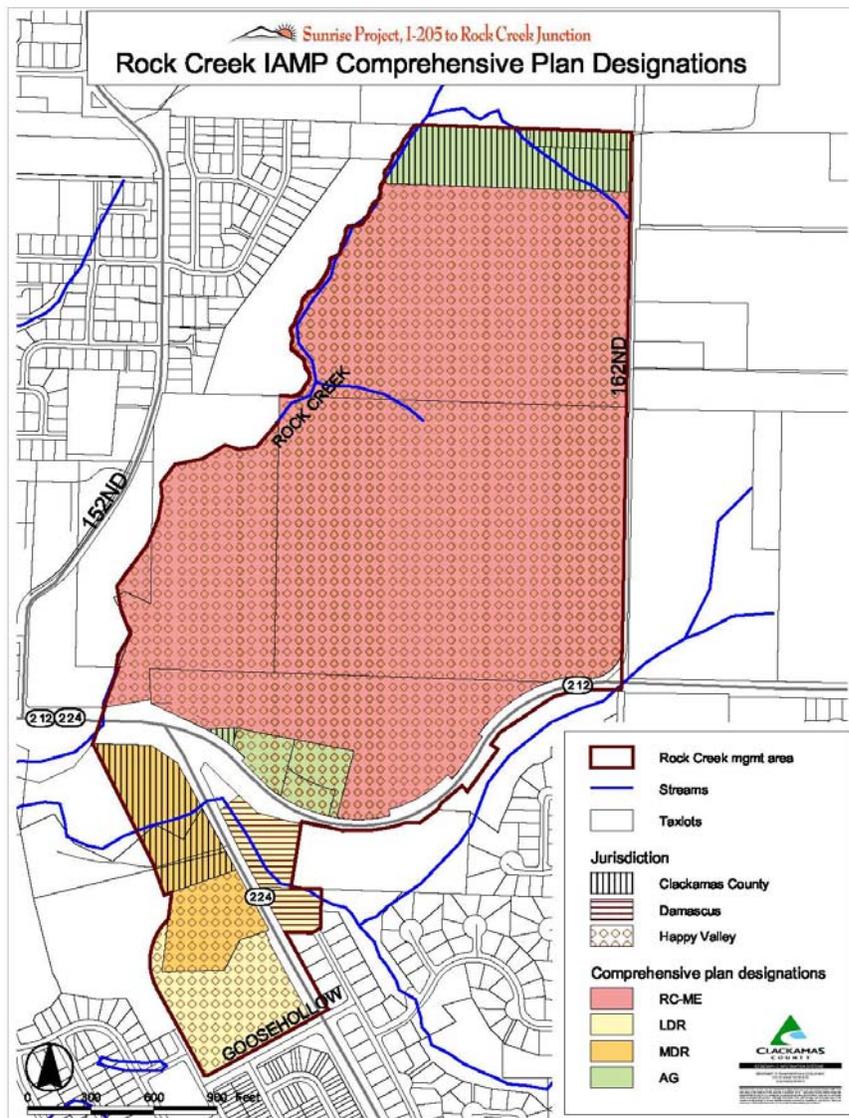
Residential

Approximately 19.1 acres of land in the management area are planned for residential use, all of it south of Highway 212. Four parcels totaling 9.2 acres are planned for Medium Density Residential (MDR); 5.5 MDR acres are in Clackamas County, and 3.7 MDR acres are in Happy Valley. Two parcels totaling 9.9 acres have the Low Density Residential (LDR) comprehensive plan designation with 9.2 LDR acres in Happy Valley and 3.5 LDR acres in Damascus. Only one (1) acre planned for residential use currently has residential zoning. It is in Happy Valley and is planned for MDR and zoned Medium Density Residential (MR1). The remaining 18.1 acres planned for residential use are still zoned FU-10 (Future Urbanizable). The purpose of the FU-10 zone is to preserve for future development at urban densities the land that has been brought into the Urban Growth Boundary, but for which urban services have not yet been provided. The 18.1 FU-10 acres are split among the three jurisdictions: Happy Valley has 9.2 FU-10 acres; Clackamas County has 5.5 FU-10 acres; and Damascus has 3.4 FU-10 acres.

Agricultural

Six parcels in the management area totaling 10.7 acres still have the Agricultural (AG) comprehensive plan designation. All are zoned Exclusive Farm Use (EFU). Happy Valley has annexed 3.4 of those acres; 7.3 acres remain in unincorporated Clackamas County at the northern edge of the management area.

Figure 3



Existing Land Use

Locations of existing land uses are illustrated in **Figure 5** and numerically summarized in **Table 3**. Most of the land (131.5 acres) in the IAMP management area has been inventoried as vacant. The remaining developed land area is occupied by a few single family dwellings (8.8 acres), commercial uses (3.2 acres) and an industrial use (1.3 acres).

Community Features

Locations of community features are shown on **Figure 6**. Just outside the management area south of Highway 212 there are three large subdivision open space areas. The Sunnyside Community Church is located at 16444 SE Highway 212, just east of the management area.

Figure 4

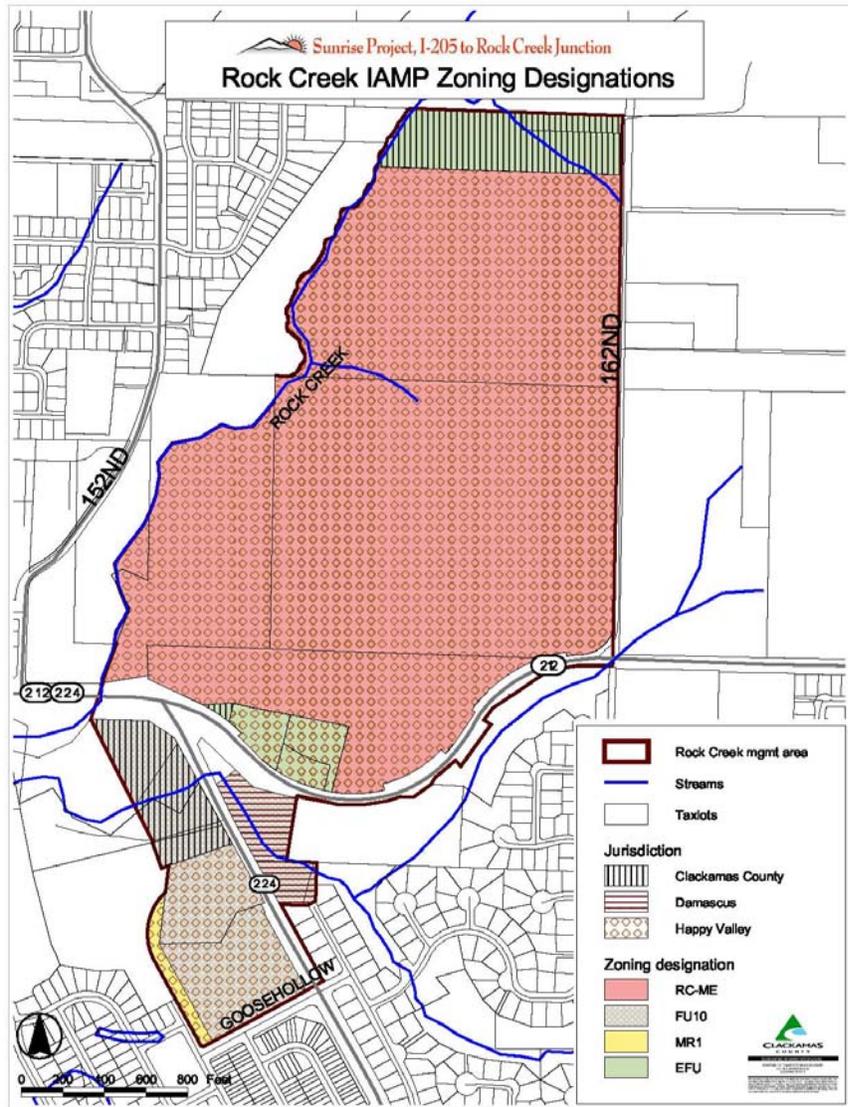


Table 3. - Existing Land Use by Acres

Rock Creek Junction Interchange Management Area

Land Use	Total Acres	Percent of Total
Industrial	1.3	0.9%
Commercial	3.2	2.2%
Single Family Dwelling	8.8	6.1%
Vacant	131.5	90.8%
Management Area Total	144.7	100.0%

Figure 5

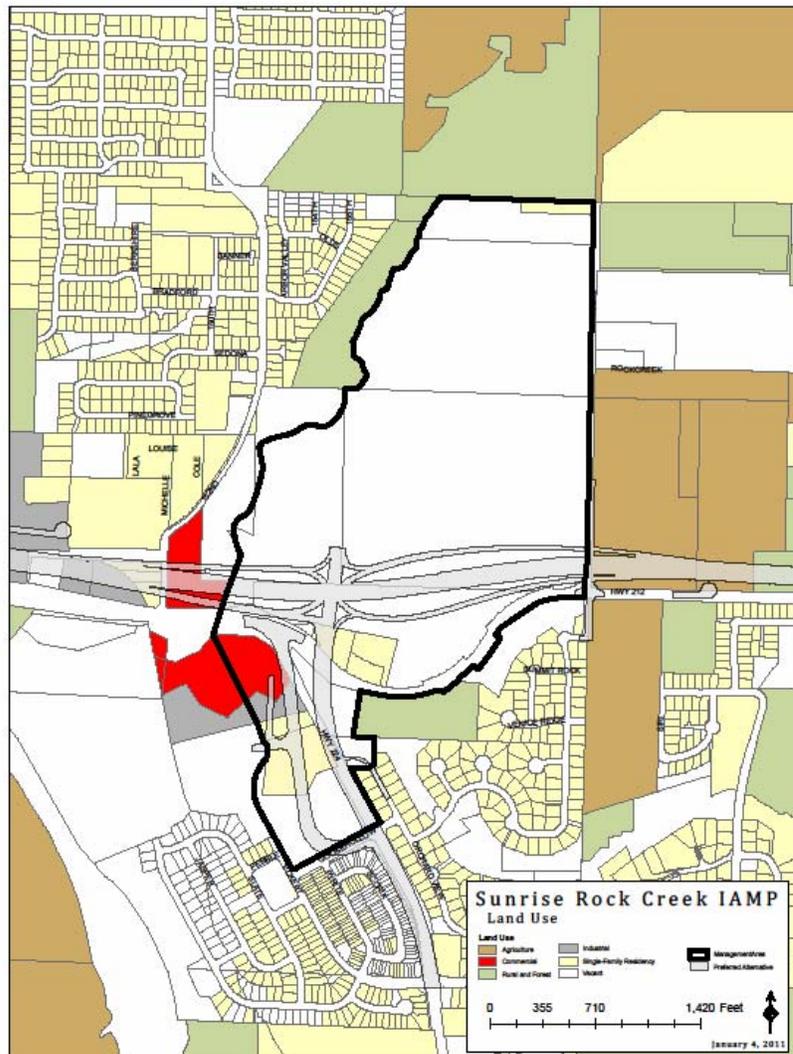
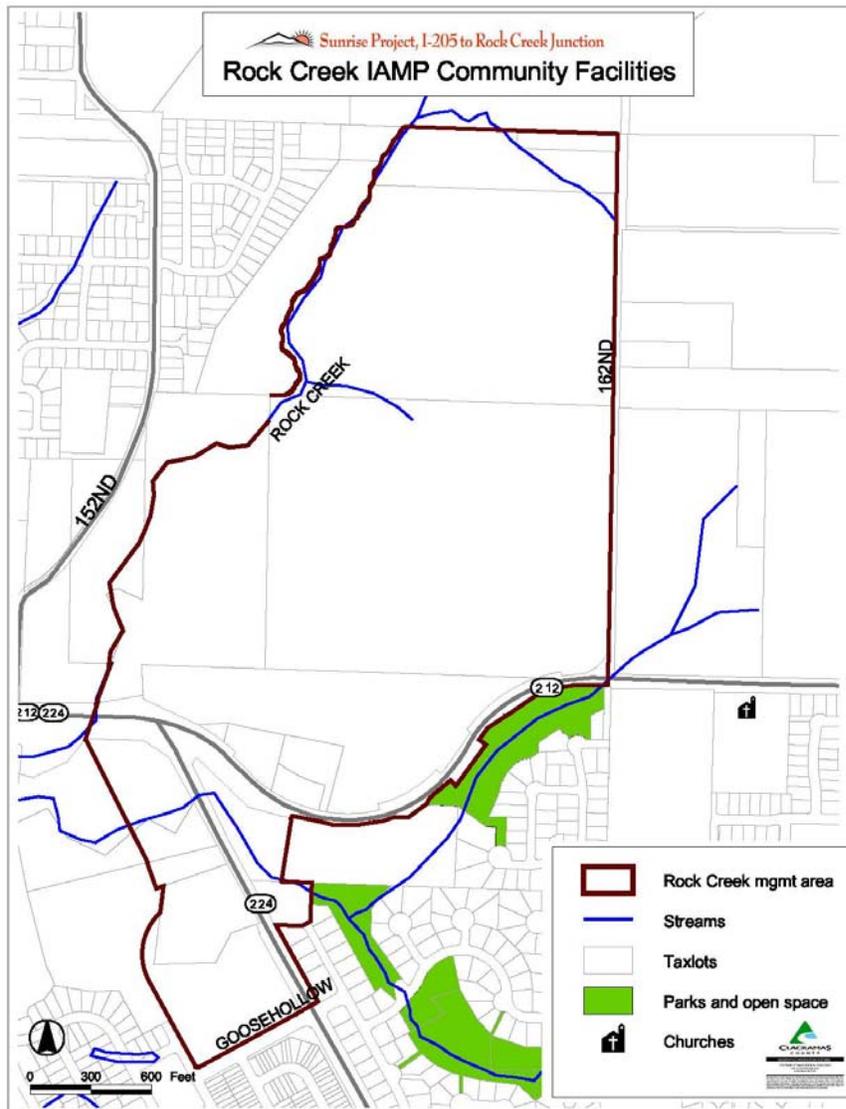


Figure 6



Existing Business and Employment

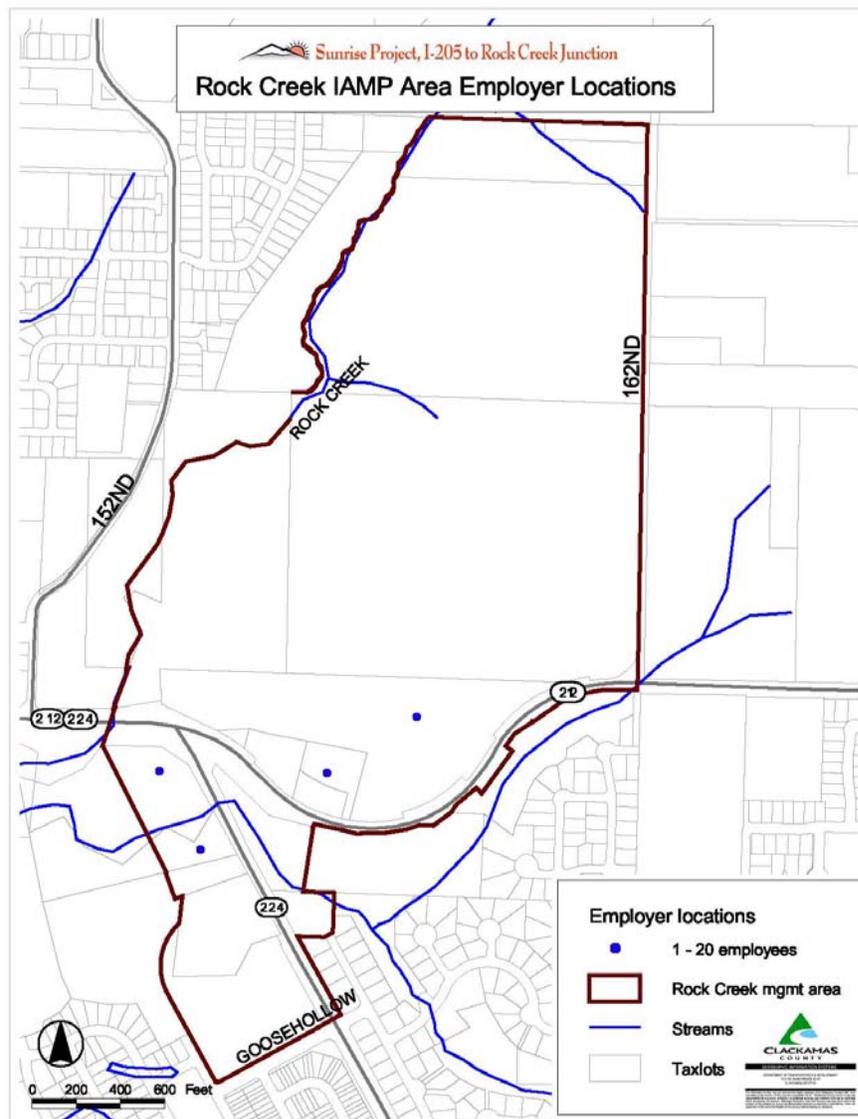
The urban portion of Clackamas County is part the Portland metro area, the largest urban area in the state of Oregon. The urban, northwestern part of Clackamas County shares the strong manufacturing and trade sectors, economic diversity, and employment and residential development trends of the region. The entire Sunrise project area, combined with adjacent employment areas in Milwaukie and the Clackamas Regional Center, make up one of the strongest economic engines in suburban Portland, containing the largest employment concentration in Clackamas County.

The Rock Creek Junction Interchange Management Area will benefit greatly from the increased access to I-205 that will be provided by the Sunrise Expressway. The Rock Creek Junction Management Area currently contains very few businesses and no existing business districts. Most of the land within the management area, however, is planned to contain fairly intensive employment uses and the planned Rock Creek Employment Area business district (see Future Land Use section for more details).

Existing Businesses

The Rock Creek Junction Interchange Management Area currently contains very little non-farm employment. Alice's Country Market and Bachman Paving are located southwest of the Rock Creek Junction, between the highway and the river. State Employment Division non-farm data indicates there are four business establishments, with a total of fewer than 80 employees in the Rock Creek Junction Interchange Management Area. The locations of the businesses on the state's list are shown in **Figure 7**. Because of the very limited number of establishments, no further details about these employers can be disclosed for confidentiality reasons. It is important to note, however, that this data reflects only non-farm covered employment. Until very recently much of this area was rural agricultural land and may contain additional agriculture-related employment not reported in this data set.

Figure 7



Future Land Use Analysis

The improvements to mobility and accessibility expected to be provided by all build alternatives of the Sunrise Project are considered very important to maintaining and improving the business environment in the entire Sunrise Project area. These improvements are expected to greatly enhance the opportunity for development or redevelopment within the Rock Creek Junction Interchange Management Area.

The purpose of this section is to analyze projected land uses over the 20-year planning and management period to understand:

- How much impact, if any, the proposed project will have on businesses and households, particularly those in the immediate vicinity of the interchange being studied;
- How much development is expected to occur that could impact the operation of the planned interchange; and
- Whether there is any future development potential that could cause the intersection to fail.

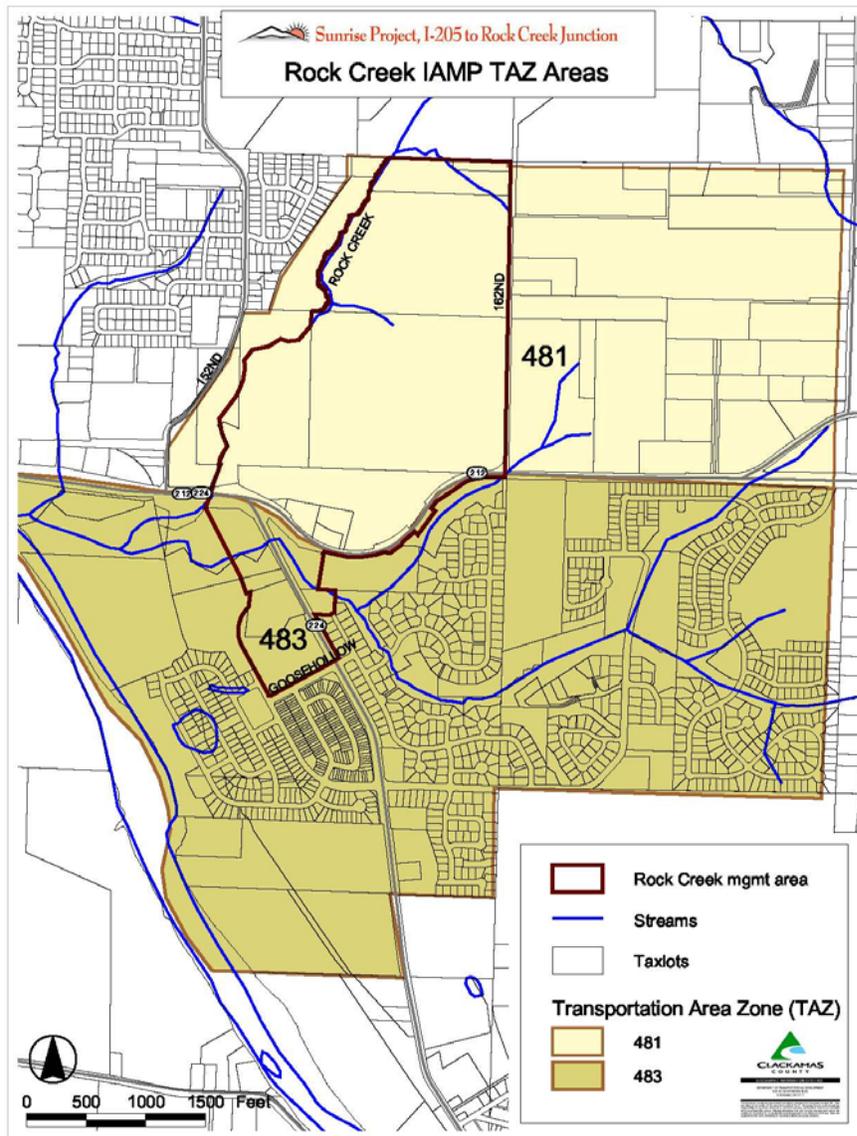
Metro Employment and Household Projections

The Rock Creek Junction Interchange Management Area is within the regional urban growth boundary and is therefore included in Metro's regional household and employment projections. The most recent Metro model, Metroscope Generation 2.3 - 2030 Forecast Allocations, was run in 2005 for the purpose of projecting employment and household growth through 2030. These projections theoretically take into account the entire Sunrise Expressway and include both projections based on buildable land capacity as well as estimated losses to right-of-way acquisitions.

Metro's projections are completed by transportation area zone (TAZ). The Rock Creek Junction Interchange Management Area contains portions of two different TAZ areas. The portion of new TAZ area households and employment expected to be captured within the management area was estimated to the best of staff's ability based on the portion of each TAZ area's existing employment and households and the amount of developable land for each within the management area boundaries. In this case, particular attention was given to the estimates made by Providence Health Systems, which is planning a new major medical facility within the Rock Creek Junction IAMP area.

Because there are only eight existing households in the management area and very limited potential to develop additional housing units, the Rock Creek Junction IAMP management area is assumed to capture little to none of the projected household growth in these TAZ areas. The limited development and redevelopment potential of residential land is discussed in detail in the "Development Potential" section of this document. **Figure 8** illustrates the TAZ areas that are included within the Rock Creek Junction IAMP area. **Table 4** shows existing and future expected capture rates for both employment and households within the management area.

Figure 8



Metro's projections indicate that Clackamas County, in general, and the management area in particular; can anticipate accommodating substantial new employment growth in the next 20-25 years. Much of the employment growth in the Rock Creek management area is attributed to the planned development of a major medical facility adjacent to the proposed highway. Estimates of job creation from this development were factored into Metro's projections. These projections indicate the management area has a current (2005) employment of approximately 38. Employment is projected to increase dramatically by 2030, to more than 5,600 jobs in this area.

Table 4. Expected Employment and Households, 2005 and 2030 Rock Creek Junction Interchange Management Area Capture

	TAZ Area Total (481 & 483)		Rock Creek IAMP Management Area					
	2005	2030	Percent Capture (2005)	2005	Percent Capture (2030)	2030	Net Increase	Percent Increase
Employment	40	6,233	95.0%	38	90.0%	5,610	5,572	14,663%
Households	606	1,212	1.3%	8	0.8%	10	3	28%

Source: Metro travel model data for 1358 zones, dated May 30, 2006

As noted in **Table 4**, above, the Rock Creek Junction Interchange Management Area is expected to capture very little of the anticipated household growth in this area. This is due to two factors:

- The vast majority of the vacant land in the management area is or will be zoned for employment uses; and
- Based on the current expectations and designs, most of the developed and vacant residential land is expected to be acquired for right-of way. ODOT’s current estimates of right-of-way impacts are discussed in detail below.

Community Features

The planned Scouter Mountain Trail runs along Rock Creek. The precise location of that trail has not yet been determined.

Expected Right-of-Way Acquisitions

The construction of the Sunrise Corridor and the major interchange within the Rock Creek Junction Interchange Management Area will impact both the businesses and residences in the area. The greatest impact, however, will be reducing the amount of vacant land in this area that could develop. In total, 49.4 acres of land is expected to be acquired for right-of-way to accommodate the planned freeway and interchange within the Rock Creek Junction Interchange Management Area. Roughly 87 percent of this land (43.2 acres) is currently vacant. The rest is dispersed among the other area land uses, as shown in **Table 5 and Figure 9**. Vacant land expected to be acquired for new right-of-way represents approximately one-third of the total amount of vacant land in the management area.

Table 5. Expected Right-of-Way Acquisitions by Current Land Use Rock Creek Junction Interchange Management Area

Existing Land Use	Acres Acquired	% of Total
Industrial	0.9	2%
Commercial	0.7	1%
Single Family Dwelling	4.6	9%
Vacant	43.2	87%
Management Area Total	49.4	100%

Expected Business and Residential Displacements

Two of the area’s four existing employers within the Rock Creek Junction Interchange Management Area (50 percent) would be displaced due to right-of-way acquisitions. Details about the affected businesses, including number of employees, type of business or total payroll cannot be disclosed for confidentiality reasons.

Three of the eight residences (38 percent) will be displaced by the planned project. These are all single-family homes. Locations of displaced businesses and residences are illustrated in **Figure 11**.

Development Potential

The Rock Creek Junction Interchange Management Area is primarily planned as an employment area: 87 percent of the land in this area is designated for employment uses and 13 percent for residential uses. Since most of the land in the management area is vacant, there is substantial potential for development. Most of this development is expected to contain fairly intensive employment uses, within the planned business district, the Rock Creek Employment Area.

Employment Potential

The planned Rock Creek Employment Area includes all the IAMP management area that is north of Highway 212. Part of it was identified by Metro as a Regionally Significant Industrial Area (RSIA) when it expanded the UGB in 2002. The Damascus/Boring Concept Plan confirmed the importance of this area as an employment center, while recognizing that forms of employment other than manufacturing or warehousing might be most appropriate on this location. Based on land use assumptions from the Concept Plan, the area is expected to accommodate 10,500 to 11,300 jobs at full build out.

After right-of-way acquisition, roughly 84.9 acres of vacant land remains within the IAMP management area north of Highway 212 and is expected to develop with employment uses. This acreage includes the vacant EFU property in the management area because these lands are expected eventually to be rezoned for employment-related development as they are within the planned Rock Creek Employment Area business district. However, a substantial portion of this vacant land contains development constraints, including steep slopes, wetlands, and/or natural habitat. While these constraints do not necessarily preclude development they can limit development by the fact that it is more expensive to either mitigate wetlands or habitat or to construct structures on slopes. After accounting for the

development-constrained areas, approximately 46.7 acres of vacant employment land remain for future development within this management area (see **Table 6 and Figure 11**).

Most of the vacant land in the IAMP area, north of Highway 212 is being planned by Providence Medical Systems to become a large hospital and clinic complex. Providence Medical Systems has purchased 69 acres north of Highway 212 and east of the Rock Creek junction in the Rock Creek Employment Area, intending to construct a 1.1 million square foot hospital and 500,000 square foot medical office facility on this site in the next 40 years. When completed the Providence complex is projected to have over 5,000 employees. Providence and the City of Happy Valley envision the hospital complex as the catalyst for a bio-tech business area. To achieve this synergy, Providence will need total of 30 net developable acres for the medical complex. Representatives indicate that the full 30 net buildable acres² is critical to the feasibility of the project, and if fewer than 30 buildable acres are available, none of the Providence complex will be built.

Residential Potential

All the land on the south side of highway 212 is currently planned for and expected to become residential land. After right of way acquisition, however, only 3.2 acres of vacant residential land remain for potential development. Of that land, 0.4 acres have environmental constraints, leaving roughly 2.8 acres among three parcels. Two of these parcels are adjacent and include the narrow, one-acre strip of multi-family land (MR1) and roughly 1.5 acres of FU 10 land. Because of the land configuration and the fact that this area is directly adjacent to the planned ramp from Highway 212/224 (eastbound) to the Rock Creek interchange, these parcels are not expected to have a high potential for being developed with homes.

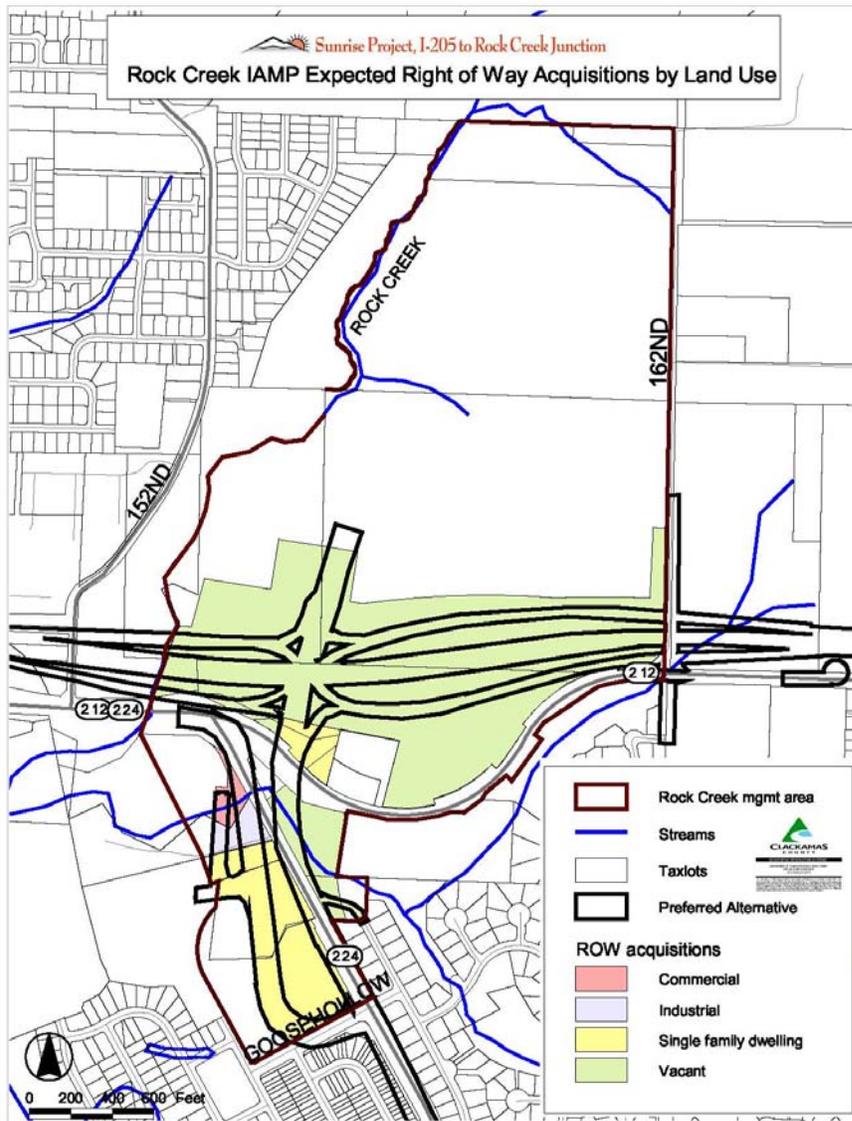
Consequently there is little net opportunity for residential development in the IAMP management area.

Table 6. Vacant Land, Rock Creek IAMP Management Area

Zoning Designation	Current Acres (Vacant)	Less: ROW Acquisitions	Net Vacant Acres	Less: Constrained Acres*	Net Buildable Acres
RC-ME	114.9	36.4	78.5	31.8	46.7
EFU	6.5	0.1	6.4	6.4	0.0
FU10	8.9	6.7	2.2	0.4	1.8
MR1	1.0	0.0	1.0	0.0	1.0
Total	131.3	43.2	88.1	38.5	49.6

Net buildable acres is the area available after wetlands and stream buffers, right of way for roads, and other unbuildable areas are accounted for.

Figure 9

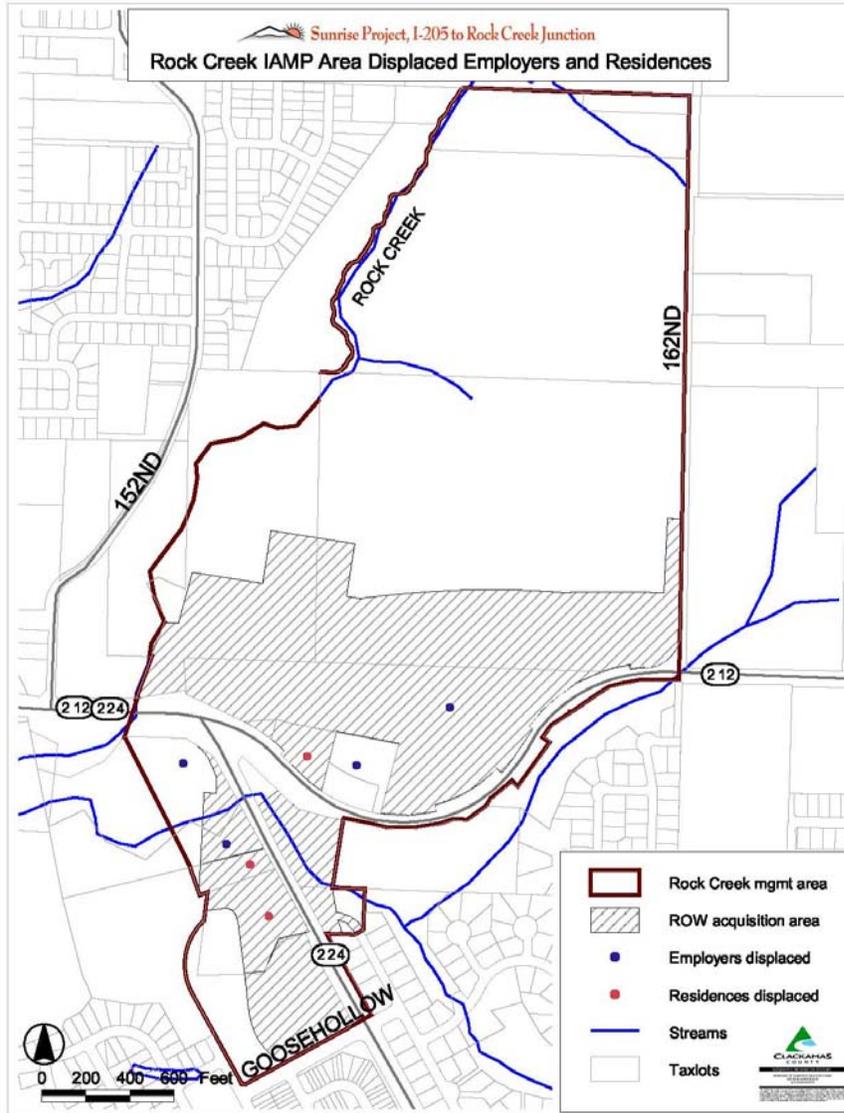


Conclusion

The Rock Creek Junction Interchange Management Area is unique in that it is an area in the midst of transition from rural to urban land uses. As such, existing uses and zoning are not necessarily indicative of how this area will develop once the proposed Sunrise Expressway is constructed. What is known is that the vast majority of this area will become developed with employment uses. Nearly all the land north of Highway 212 has been incorporated into the City of Happy Valley and is currently or will be designated RC-ME, a mixed employment district intended to accommodate a proposed Providence hospital facility and other similar developments.

There is expected to be significant right of way acquisition in the Rock Creek Junction Interchange Management Area for the Sunrise Project. A total of 49.4 acres are expected to be acquired for right of way. Roughly 87 percent of this land (43.2 acres) is currently vacant; most of it is employment land located north of Highway 212. The 43.2 acres expected to be acquired represents approximately one-third of the total amount of vacant land in the management area.

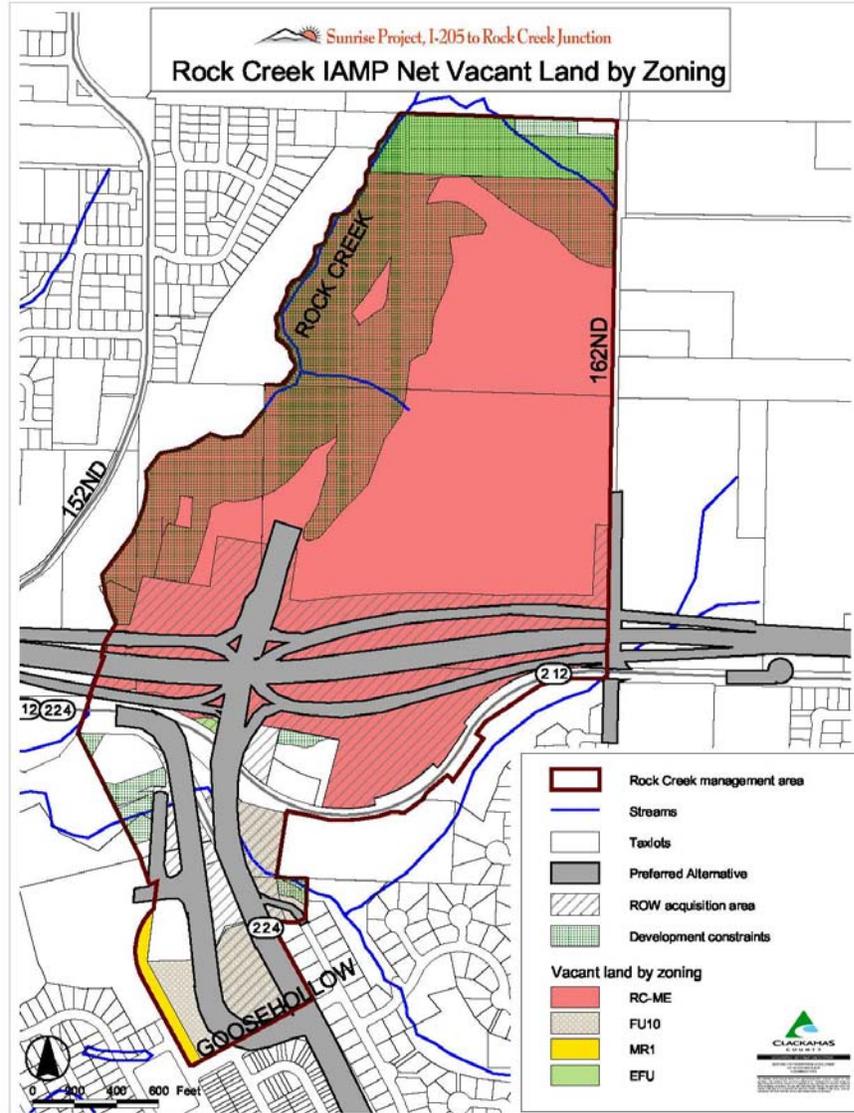
Figure 10



The development potential of the remaining 88.1 vacant acres in the management area is further limited by the fact that approximately 44% of this land (38.5 acres) contains some sort of development constraints, including slopes, wildlife habitat and wetlands.

A substantial portion of the vacant land just north of the planned interchange is expected to be developed into a major medical facility by Providence Health Systems, who has indicated a need for a net of 30 developable acres (after deductions for right-of-way acquisitions and natural constraints). At this time, there appears to be enough acreage for this development to proceed. Metro's model for

Figure 11



projecting employment currently has incorporated in it the expected number of future employees based on the assumption that the Providence hospital complex will be built. If, however, some other development occurs on this site, it is not expected to be any more intensive in terms of employees or trip generation because hospitals are among the highest trip generators of all employment land uses.

There will be so little vacant residential land left after property acquisitions for right-of-way (3.2 acres), that little to no significant new residential development is expected to occur. Thus residential development is expected to have no impact on the proposed interchange operations in the future.

Finally, should an application for a Comprehensive Plan amendment and zone change be received for land in the management area that is part of unincorporated Clackamas County, the County has a requirement for concurrency to ensure the roads can accommodate the new type of development. This requirement will protect both the existing roads and the planned interchanges.

Therefore it is reasonable to conclude the following:

- There is not likely to be any development that will intensify the traffic beyond that already projected by Metro's models so as to cause the interchanges being studied to fail; and
- Metro's employment and household projections are appropriate to utilize as the basis for traffic modeling. This basis is consistent with assumptions used in the modeling for NEPA process for the Sunrise Expressway SDEIS.

MIDPOINT INTERCHANGE MANAGEMENT AREA

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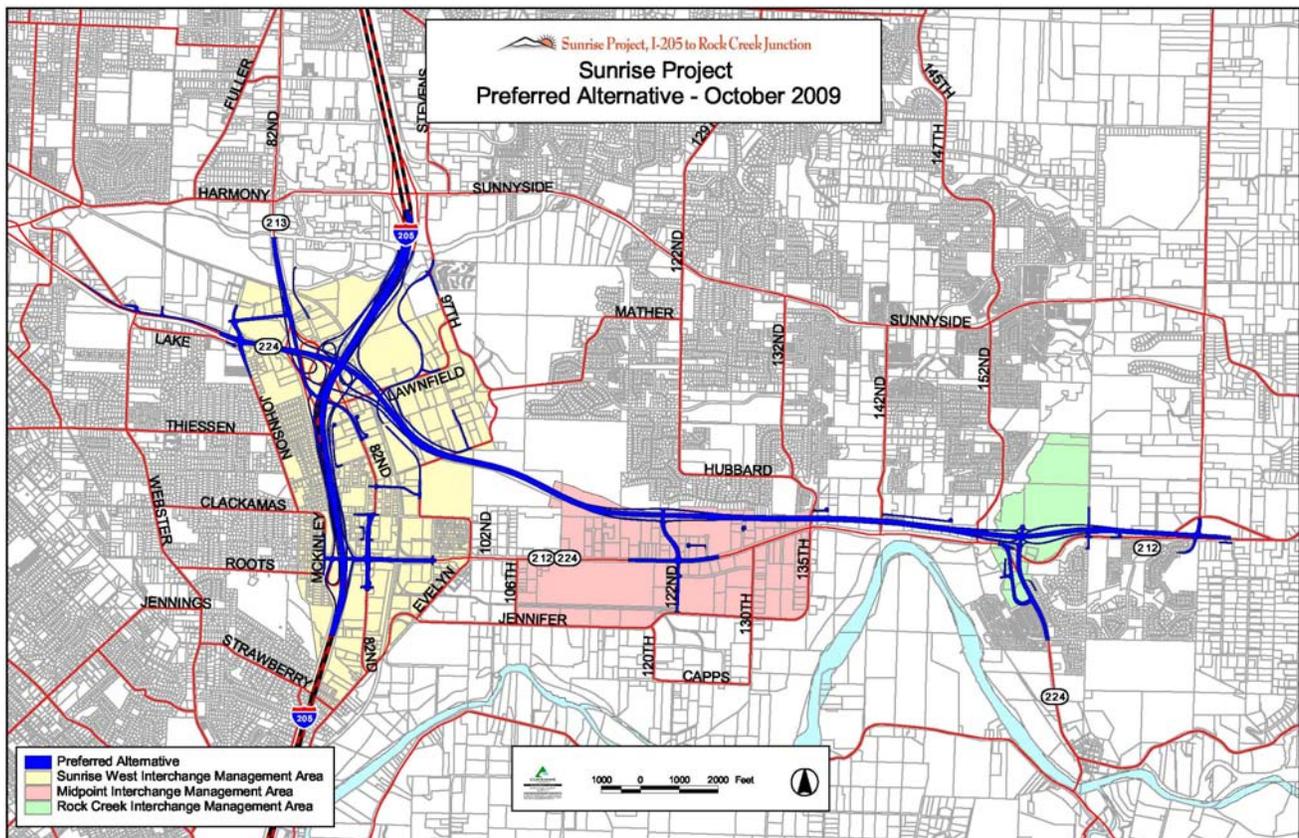
Introduction

The Sunrise Midpoint Interchange Area Management Plan (IAMP) is one of three IAMPs being completed in conjunction with a Supplemental Draft Environmental Impact Statement (SDEIS) for the Sunrise Expressway. The Sunrise Expressway is a project being undertaken by the Oregon Department of Transportation and Clackamas County to address congestion and safety problems in the Highway 212/224 corridor between I-205 and the Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

The proposed expressway is located in the western, urbanized portion of Clackamas County in the vicinity of State Highway 212/224. The project limits start just west of SE Webster Road at OR 224 and extend approximately 5 miles to SE 172nd Avenue at OR 212, just east of Rock Creek Junction, where OR 212 and OR 224 diverge to the east and south. The overall study area for the Sunrise Expressway SDEIS contains a total of approximately 3,667 acres.

As proposed, the Sunrise Expressway will include four new or substantially altered interchanges, which have been separated into three discrete management areas.

Figure 1.

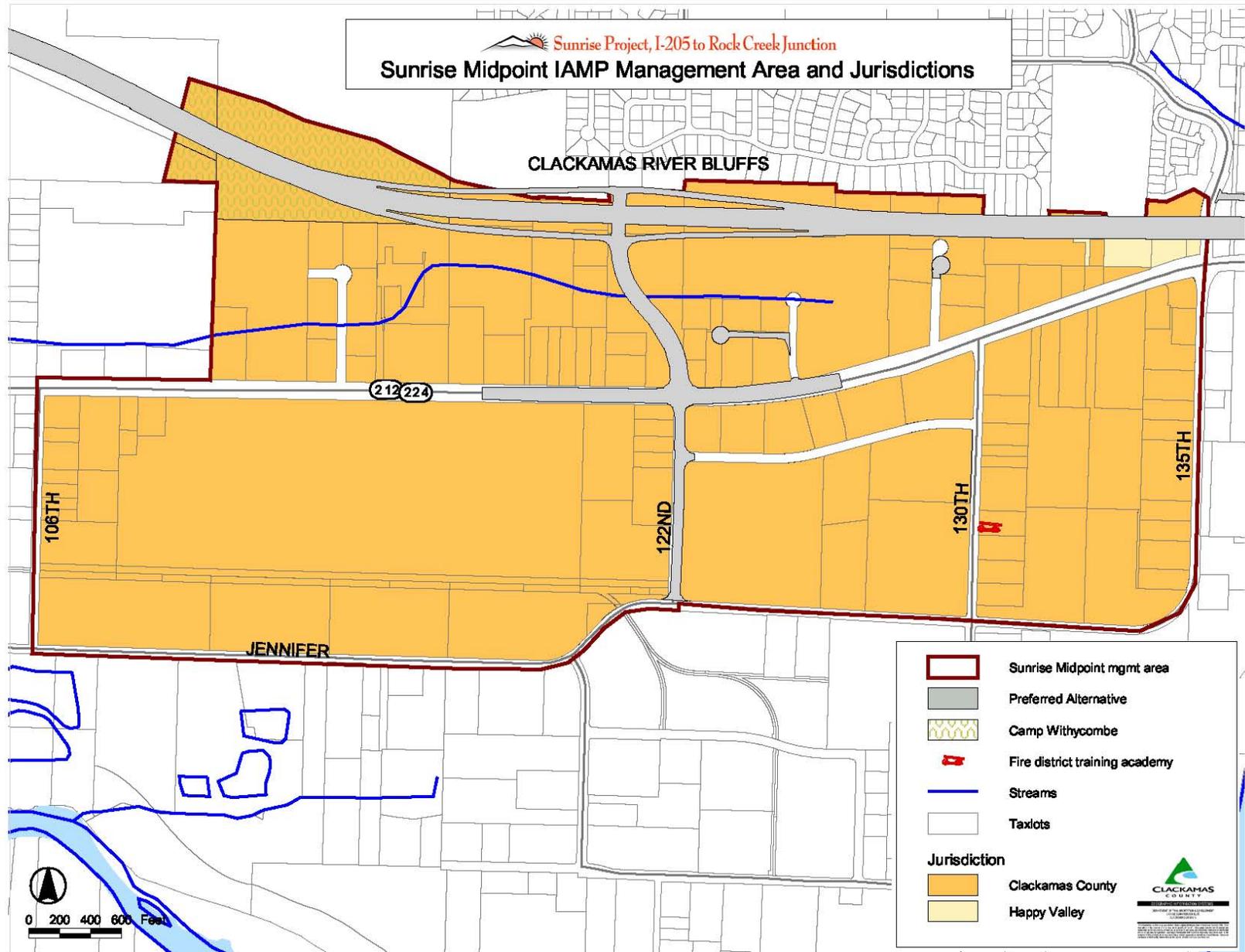


Sunrise Midpoint IAMP Management Area

Sunrise Midpoint IAMP management area extends from approximately SE 106th Avenue to SE 135th Avenue, along both sides of Highway 212/224, as shown on Figure 2. The northern boundary of the management area is a section of the Clackamas River Bluffs, a steep, narrow forested corridor generally running east-west along the northern edge of the Sunrise Corridor Project build alternatives; the southern boundary is SE Jennifer Street. The Sunrise Midpoint IAMP management area contains a total of 483 acres, including developed land, vacant land and rights-of-way.

This IAMP will focus on the new Midpoint interchange, a tight Diamond interchange approximately 1,200 feet north of OR 212/224 that will connect to OR 212/224 at 122nd Avenue.

Figure 2.



Purpose and Report Organization

The purpose of this appendix is to report on the current and projected land use in the Sunrise Midpoint IAMP management area. The document first describes and illustrates the current comprehensive plan and zoning designations as well as the existing land uses in the management area, including employment land, residential land, community uses, vacant land, businesses and employment.

Next, the projected land uses for the year 2030 are reported. This projection is achieved via the model on projected households and employment that Metro ran in 2005. Additionally, the Metro data are scrutinized based on field information that Clackamas County staff has collected for this discreet area that is smaller than the study area used for Metro’s transportation model. Part of that scrutiny includes a detailed assessment of the households and jobs that are to be acquired for right-of-way, assuming development of currently pending developments, and calculation of the development potential on vacant land and on land that is not currently developed consistent with the comprehensive plan designation. This detailed, “on the ground” analysis is then compared to the results from Metro’s 2005 projections for the year 2030 to validate that using Metro’s model generates realistic projection of the number of households and jobs in the IAMP management area.

Existing Conditions

Comprehensive Plan and Zoning Designations

The comprehensive plan designations and the zoning designations in the Sunrise Midpoint IAMP management area are completely consistent, which means there is little opportunity for re-zoning under the current Comprehensive Plan. As noted in Table 1, land designated for employment uses dominate, with more than 96 percent of the land area designated either industrial or commercial. Residential designations take up just under four percent of the management area.

Table 1. Existing Comprehensive Plan Designations by Acres

Comprehensive Plan Designation	Acres	Percent of Total
Light Industrial (LI)	394.2	89.6%
Community Commercial (CC)	5.7	1.3%
General Industrial (GI)	23.8	5.4%
Medium Density Residential (MDR)	6.5	1.5%
Low Density Residential (LDR)	9.9	2.2%
Management Area Total	440.1	100.0%

Table 2. Existing Zoning Designations by Acres

Zoning Designation	Acres	Percent of Total
Light Industrial (I-2)	394.2	89.5%
Community Commercial (C-2)	5.7	1.4%
General Industrial (I-3)	23.8	5.4%
Medium Density Residential (MR-1)	6.5	1.5%
Urban Low Density Residential (R-8.5)	8.8	2.0%
Urban Low Density Residential (R-20)	1.0	0.2%
Management Area Total	440.1	100.0%

General locations of the various employment and residential Comprehensive Plan designations are shown in Figure 3 and briefly described below, along with the zoning designations applied within each plan area (Figure 4).

Employment

A total of 423.7 acres of land in the management area are planned for employment-related development, primarily for industrial uses.

By far, the largest Comprehensive Plan designation is Light Industrial (LI), applied to 394.16 acres. All parcels that are planned as LI are zoned Light Industrial (I-2).

A 23.76-acre area in the northwest corner of the management area is planned for General Industrial use and is also zoned General Industrial (I-3).

At the southwest corner of the SE 135th Avenue and Highway 212/224 intersection, a few parcels totaling 5.74 acres have the Community Commercial (CC) comprehensive plan designation and are also zoned Community Commercial (C-2).

Residential

Approximately 16.4 acres of land in the management area are planned for residential use.

South of the commercial area, on the west side of SE 135th Avenue, a few parcels totaling 6.51 acres are planned for Medium Density Residential (MDR) use and are zoned Medium Density Residential (MR-1).

A few parcels totaling 9.87 acres that have the Low Density Residential (LDR) comprehensive plan designation run along the northern boundary of the management area in the steep hillside area of the Clackamas Bluffs. These sites are all zoned either R-8.5 or R-20, with two of the single-family zoning designations that implement the LDR comprehensive plan designation. These zones differ only in the density allowed.

Figure 3.

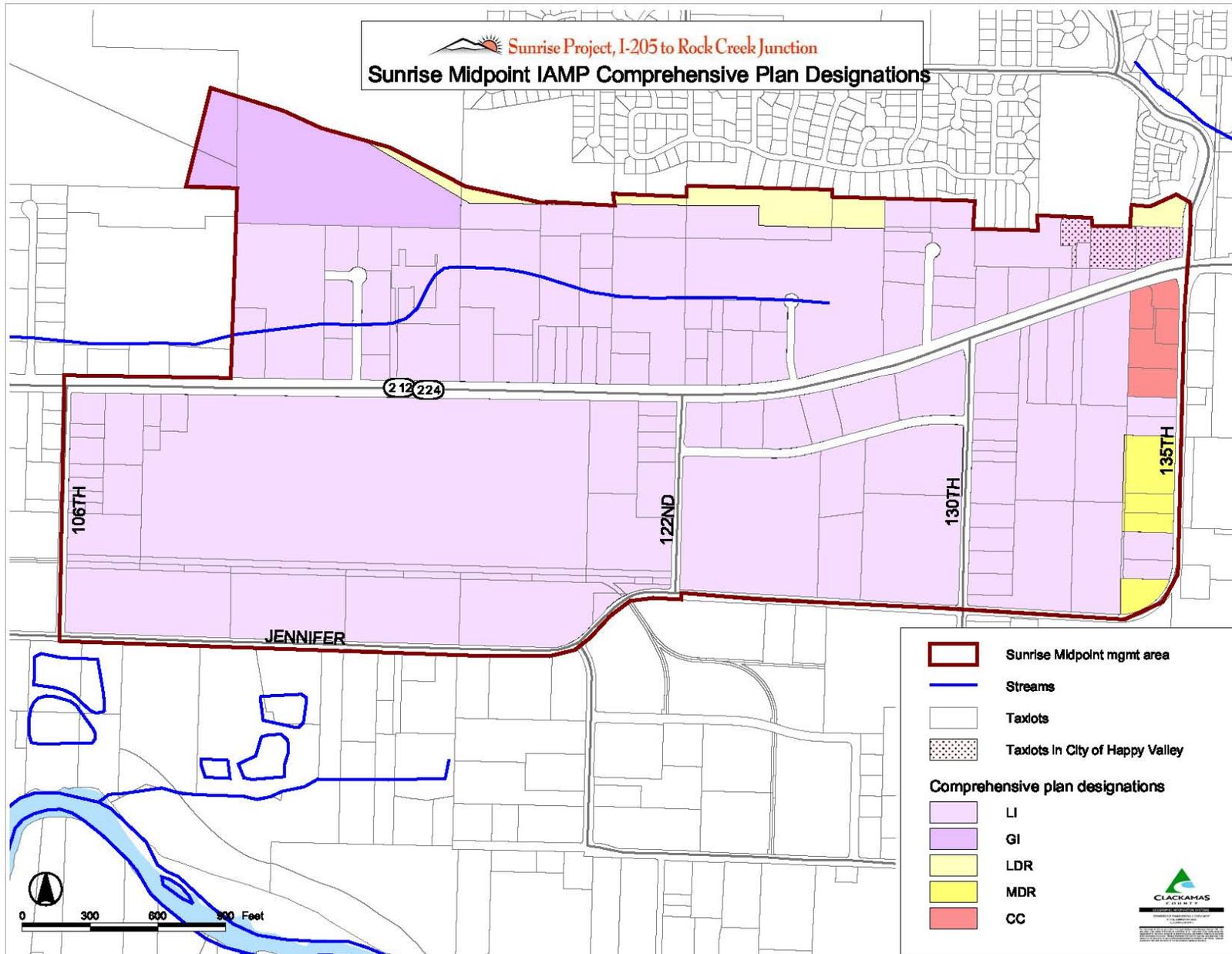
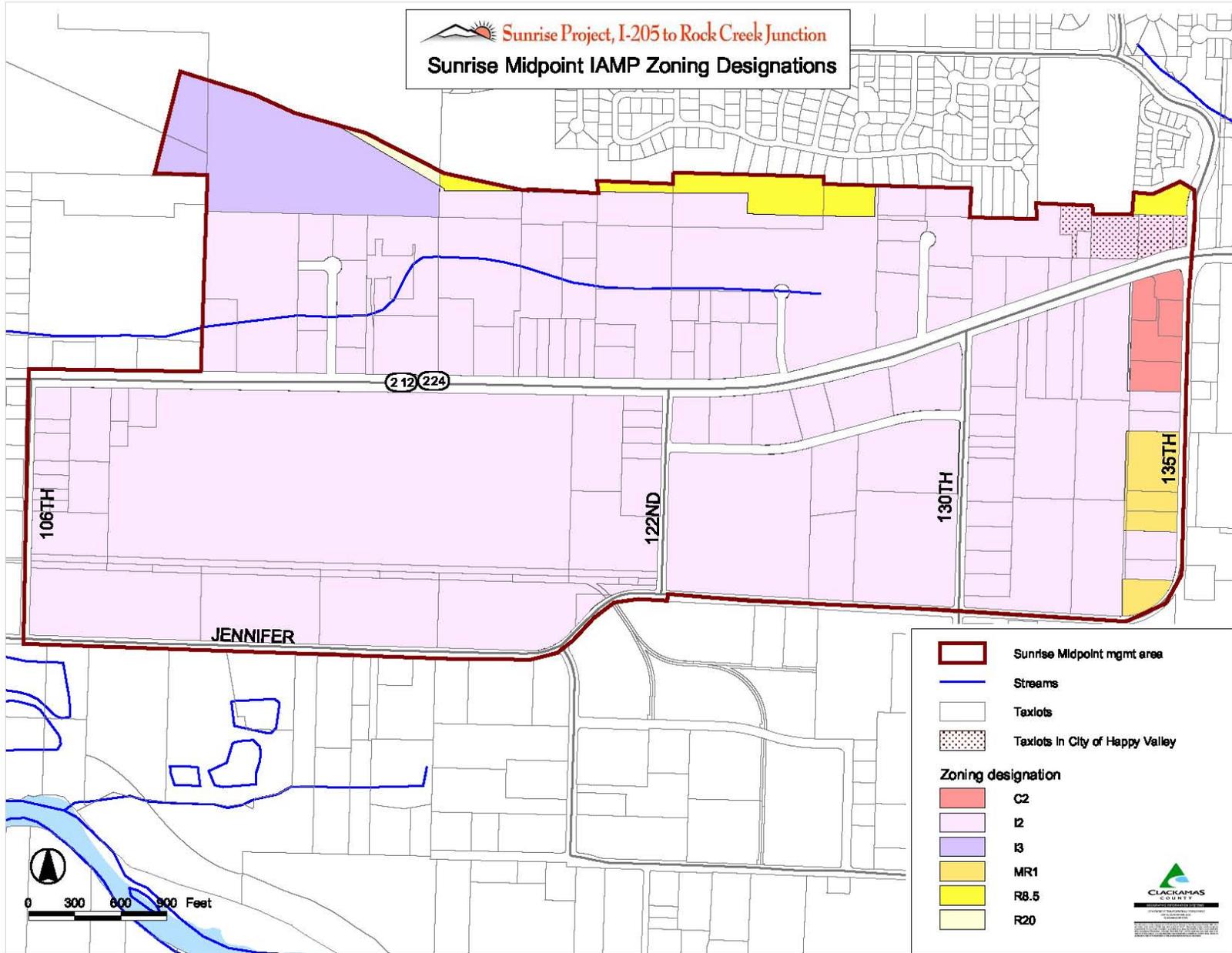


Figure 4.



Existing Land Use

Generally, the existing land uses correspond to the adopted plan and zoning designations. Inconsistencies include preexisting, nonconforming single family residential uses and some commercial uses in the Light Industrial zone (I-2).

Employment uses dominate in the Midpoint management area, with approximately 83 percent of the land area in industrial, office, commercial and warehouse uses. Residential uses take up approximately two percent of the land area with single family and manufactured home park development. The remaining developed land area is occupied by emergency services or military uses and railroad right-of-way. Approximately eleven percent (50.0 acres) is vacant land.

Table 3. Existing Land Use by Acres

Land Use	Acres	Percent of Total
Warehouse	258.5	58.7%
Industrial	63.2	14.4%
Commercial	33.3	7.6%
Office Warehouse	11.0	2.5%
Single Family Dwelling	8.8	2.0%
Mobile Home Park	0.8	0.2%
Emergency Services	4.2	0.9%
Military	1.5	0.3%
ROW	8.8	2.0%
Vacant	50.0	11.4%
Management Area Total	440.1	100.0%

Locations of all land uses are illustrated in Figure 5 and discussed below. Community features and unique land uses are shown on Figure 6. These include emergency facilities, mobile home parks, and unique land uses.

Most of the Midpoint IAMP management area is developed with a variety of industrial and commercial uses including warehouse and distribution; construction-related businesses; automotive-related sales, repair and storage; and business parks for commercial, light industrial and manufacturing uses. Fred Meyer and Tree of Life wholesale food service businesses operate large warehouse and distribution facilities in the Clackamas Industrial area. Many of the industrial uses have frontage on and direct access to Highway 212/224. South of Highway 212/224, the UPRR (Union Pacific Railroad) runs east/west through the management area, providing direct rail access for many businesses.

North of Highway 212/224, west of SE 135th Avenue, one parcel zoned Low Density Residential (R-8.5) is developed as a single family residential use.

The following existing land uses are not consistent with current Comprehensive Plan and zoning designation.

Several commercial uses are located in the I-2 zone areas:

- Pacific Scale, Les Schwab Tire Center, and NW Exercise Equipment are located at the SW corner of the intersection of Highway 212 and SE 106th Avenue.
- Automotive related businesses are clustered near the intersection of Highway 212 and SE 122nd Avenue, including the following: Pritchards Truck Repair, TRD Performance, NW Outdoor Equipment, Robs Off Road and 4 Wheel Drive Center, Big O Tires, Metro Tractor, and Nelson Auto Body.
- D and G Bait is located at 15981 SE 122nd Avenue.
- Cascades Phillips portable toilets is located at 12211 SE Highway 212.
- Legacy Wireless is located at 15580 SE For Mor Court.
- An historic pickle factory, now a restaurant, feed store and metal works, is located 15730 SE 130th Avenue.
- ABE Battery is located at 13273 SE Highway 212
- Toyota Lift Trucks is located at 12001 SE Jennifer Street.
- Mt Hood Sports Arena is located at 13489 SE Highway 212.
- The Young Life of Greater Clackamas County area offices are located at 15927 SE 122nd Avenue. Young Life is a non-profit religious organization that works with adolescents.

Several industrial uses are located in the I-2 zone areas:

- Estes Express Lines owns three parcels that are surrounded by 122nd Ave., SE Ford Street and SE Jennifer Street with a combined acreage of 26.61 acres in the I-2 zone. This site was used as a USF Reddaway truck terminal. USF Reddaway has relocated this operation and the site is currently vacant.
- A 1.2 acre parcel owned by James and Catherine Elting, zone I-2 is located at the northwest corner of SE 125th Court and Highway 212/224. The site is used as a construction company office and semi trailer storage site.
- The 6.5 acre parcel located at the southwest corner of SE Ford Street and 130th Ave, zoned I-2 and is owned by the Penske Truck Leasing Co. The site is used as the truck leasing, storage and maintenance facility.

Several residential uses are inconsistent with zoning:

- South of Highway 212/224, on the west side of SE 135th Avenue, three parcels zoned Medium Density Residential (MR-1) are developed as single family residential

uses. One parcel zoned Light Industrial (I-2) is developed as a single family residential use.

- One parcel zoned Light Industrial (I-2) that is located at 13171 SE Highway 212 is developed as a single family residential use.
- A six unit mobile home park is located at 13163 SE Highway 212/224 on a site zoned Light Industrial (I-2)

Community uses:

- The Clackamas County Fire District No. 1 Training Academy Campus is located south of Highway 212/224 at 15990,16100 and 16170 SE 130th Avenue are located in the I-2 zone.

Unique Land Uses:

The northwestern corner of the management area includes two parcels associated with Camp Withycombe. The larger of the two parcels (approx. 6.5 acres) is part of a larger Camp Withycombe parcel which was purchased by ODOT for the previously proposed alignment of the Sunrise Project. It is zoned I-3 with a tiny sliver of R-20. The smaller (3.9 acres) northwesterly-most parcel, also zoned I-3, is part of Camp Withycombe and owned by the State of Oregon Military Department.

Vacant Parcels:

- Although part of Camp Withycombe, the 6.5 acre parcel owned by ODOT and the northern portion of the parcel owned by the Military Department are considered vacant from a land use standpoint because they contain no structures.
- Clackamas County Development Agency owns a parcel east of the ODOT Camp Withycombe parcel that is approximately 3.0 acres in size and zoned Light Industrial (I-2) with a tiny sliver of R-20.
- Clackamas County Development Agency owns a 1.3 acre parcel located at 15351 SE For Mor Court that is zoned I-2.
- A privately-held parcel approximately 1.3 acres in size is located at 15450 SE For Mor Court that is zoned I-2.
- A privately held 1-acre parcel is located 1/3 mile south of Highway 212/224 on the west side of SE 135th Avenue that is zoned I-2.
- A 5.6-acre parcel surrounding Dravon Medical at 11465 SE Highway 212 is located in the I-2 zone.
- Approximately 6.6 acres of three privately-owned parcels that run along the northern boundary of the management area in the steep hillside area of the Clackamas Bluffs. These parcels are zoned R-8.5.
- Hawthorne Investment Company owns a total of 36.6 acres in five parcels on the north side of SE Jennifer, running from SE106th to SE 122nd in the I-2 zone. This

land is partially developed with warehouses at the west end and the Toyota Lift Truck business on the east end. Approximately six acres between these two developments are vacant.

Figure 5.

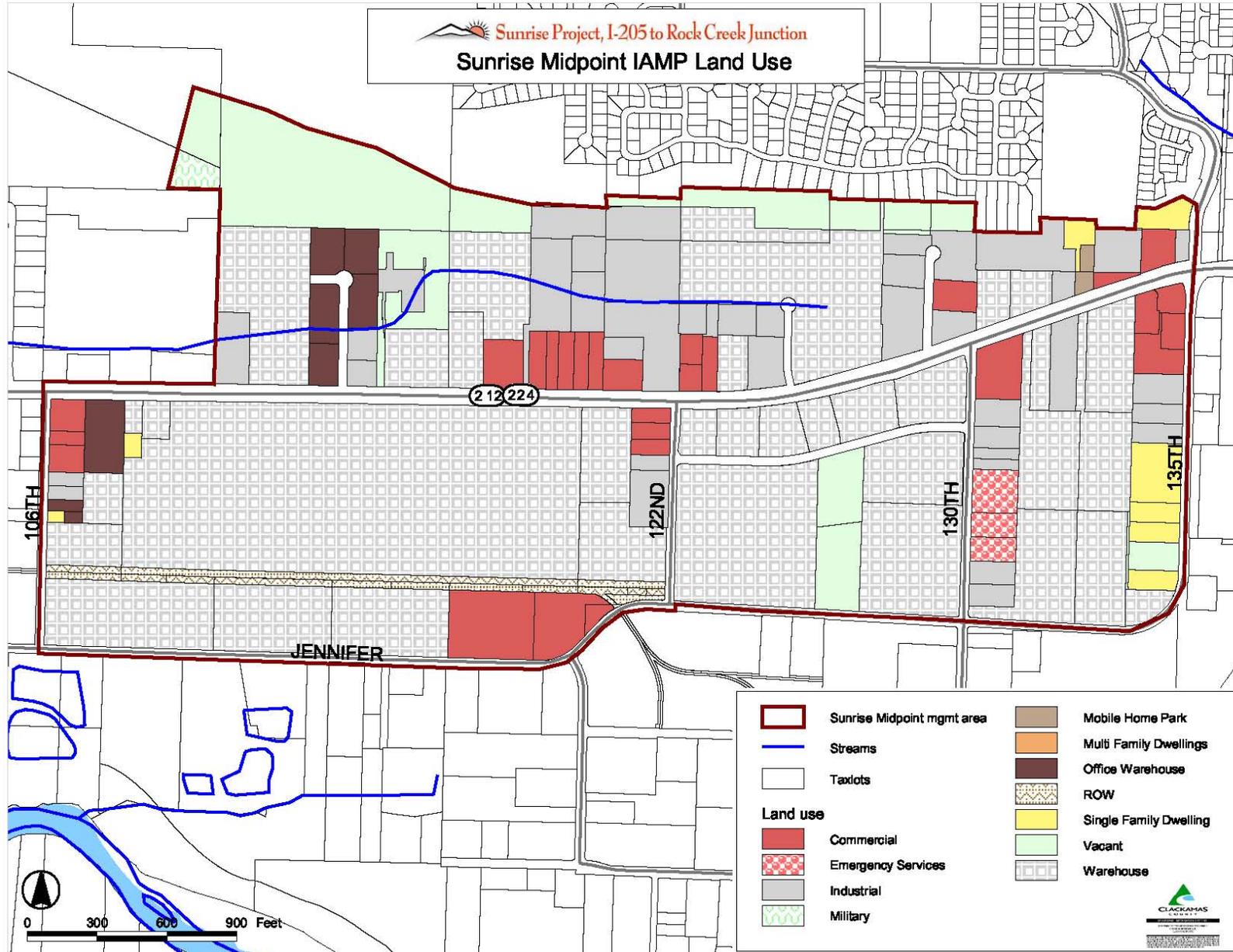
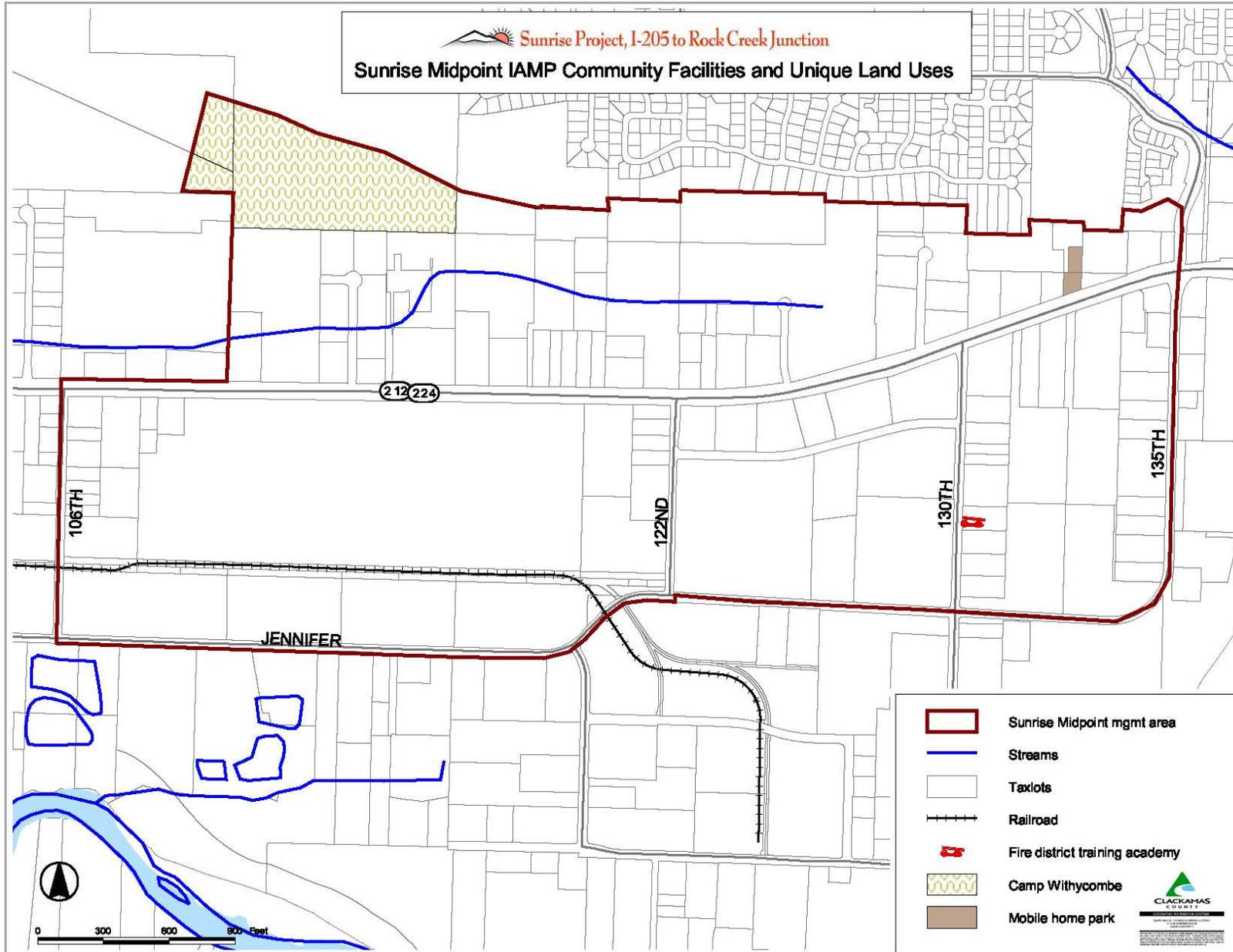


Figure 6.



Existing Business and Employment

Clackamas County is part of the largest urban area in the state of Oregon, the Portland metropolitan area. The urban, northwestern part of Clackamas County shares the strong manufacturing and trade sectors, economic diversity, and employment and residential development trends of the region. The entire Sunrise project area, combined with adjacent employment areas in Milwaukie and the Clackamas Regional Center, makes up one of the strongest economic engines in suburban Portland, containing the largest employment concentration in Clackamas County.

A strong transportation network, including I-205, Highways 224 and 212, and the Union Pacific Railroad, ties the Sunrise project area to other communities in the Pacific Northwest as well as to international markets. The Sunrise Midpoint management area benefits greatly from its location along Highway 212/224 and proximity to I-205, and contains a large number of industrial and warehousing uses that depend on excellent freeway and rail access.

Business Districts

The Sunrise Midpoint management area contains parts of two important business districts, including the following (see Figure 7):

The **Clackamas Industrial Area** is a large area of industrially-zoned land mostly spanning Highway 212/224 and, to a smaller extent, accessed by Highway 224. It contains 1,558 acres of land zoned for industrial and office use. With the exception of roughly 15 acres on SE 135th, south of Hwy 212/224 and 15-20 acres along the northern boundary of the management area, all of the land within the Midpoint management area is located within this business district.

Proximity and access to I-205 have allowed the Clackamas Industrial Area to develop with a regional concentration of warehouses, transportation and wholesale uses. The largest of these is the 1,776,000 square foot Fred Meyer warehouse located on approximately 95 acres within the Midpoint management area.

The **Highway 212/224 Business District** consists of several concentrations of retail uses in various locations on Highway 212/224, including one at SE 135th Avenue which contains a gas station, McDonalds, and a Subway sandwich shop. This district also includes the two retail clusters located in the Sunrise West IAMP management area.

Existing Businesses

The IAMP management area is a critical employment area for the county, region and state. Table 4 summarizes information from the Oregon Employment Division regarding covered employment and payroll for businesses located in the IAMP management area. The locations of the businesses on the state's list are shown in Figure 7.

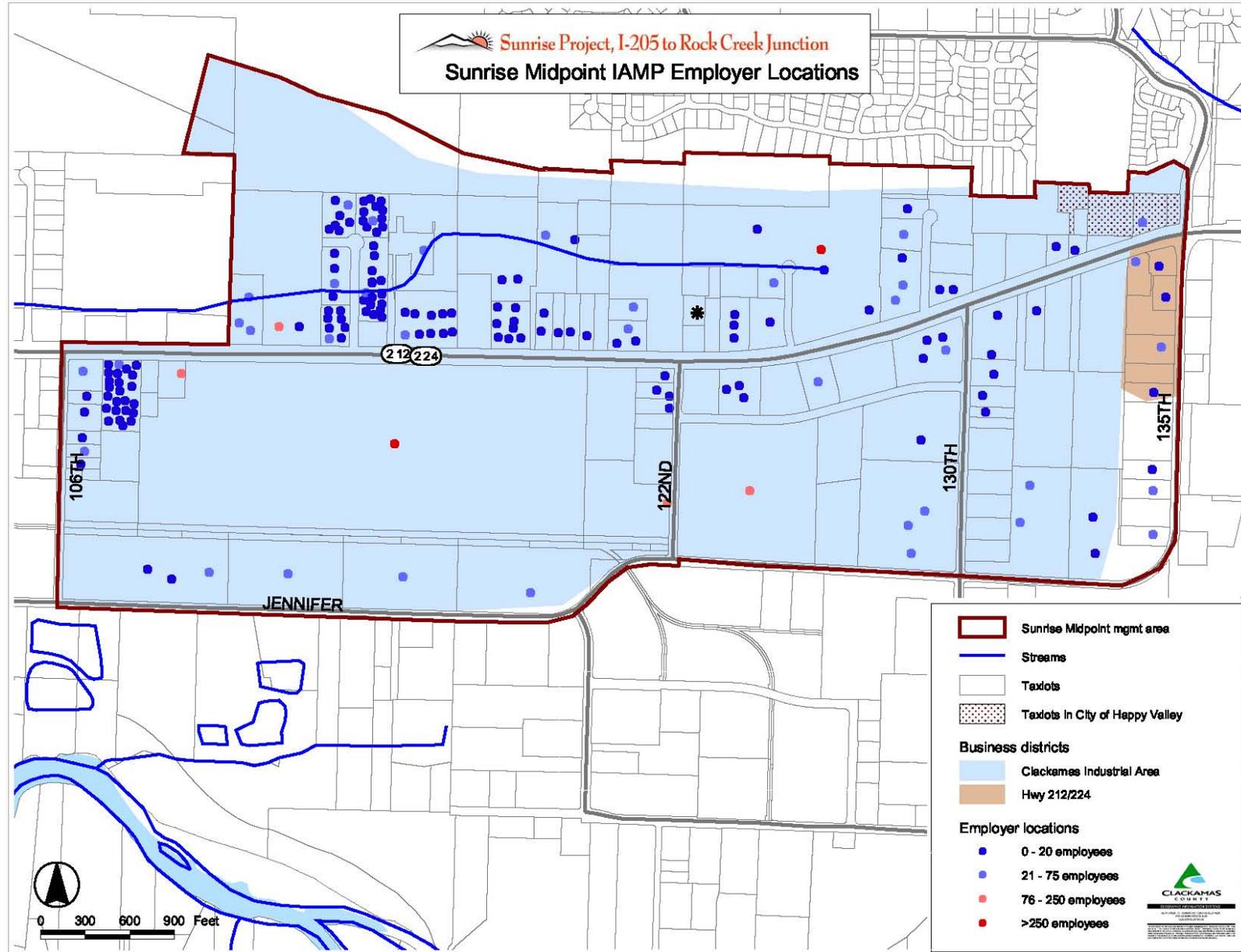
State Employment Division data indicates there are 175 establishments and 3,937

employees in the Sunrise Midpoint IAMP management area. Annual payroll is more than 152 million dollars and average payroll per job is \$38,780. The largest industries in this management area are wholesale trade (more than 1,500 employees), manufacturing (more than 750 employees) and construction (551 employees). There also is a strong concentration in the information, FIRE (finance, insurance, real estate), professional management combined sector. It should be noted that while The State Employment Division data is the most accurate available at this time it does occasionally overlook businesses in a specific area because they are coded to a different address. There is at least one known employer in the Midpoint management area whose data is not reported.

Table 4. Covered Employment and Payroll, 2004

NAICS Code	Industry Name	No. of Businesses	Average Annual Employment	Annual Payroll	Average Annual Wage per Job
23	Construction	35	551	\$25,570,318	\$46,407
31,32, 33	Manufacturing	36	758	\$30,140,411	\$39,769
42	Wholesale Trade	39	1,536	\$60,314,199	\$39,267
44,45	Retail Trade	14	130	\$3,920,829	\$30,238
48, 49	Transportation and Warehousing	6	334	\$16,360,706	\$49,004
51-56	Information, FIRE, Professional, Management	29	425	\$11,833,008	\$27,853
61 - 72	Education, Health, Arts, Accommodation	6	114	\$1,931,951	\$16,972
81	Other	10	90	\$2,606,926	\$28,966
Midpoint Management Area Total		175	3,937	\$152,678,349	\$38,780

Figure 7.



*There is a known business at this location, however State Employment Division data on number of employees and payroll is not available.

Future Land Use Analysis

The improvements to mobility and accessibility expected to be provided by the preferred alternatives of the Sunrise Project are considered very important to maintaining and improving the business environment in the entire Sunrise Project area and the Sunrise Midpoint IAMP management area. These improvements are expected to enhance the opportunity for development or redevelopment within the IAMP management area. However, in this area, which is already an intensely developed industrial area, construction of the project cannot be done without impacts to, and sometimes removal of, existing development.

The purpose of this section is to analyze projected land uses over the 20-year planning and management period to understand:

- How much impact, if any, the proposed project will have on businesses and households, particularly those in the immediate vicinity of the interchange being studied;
- How much development is expected to occur that could impact the operation of the planned interchange; and
- Whether there is any future development potential that could cause the intersection to fail.

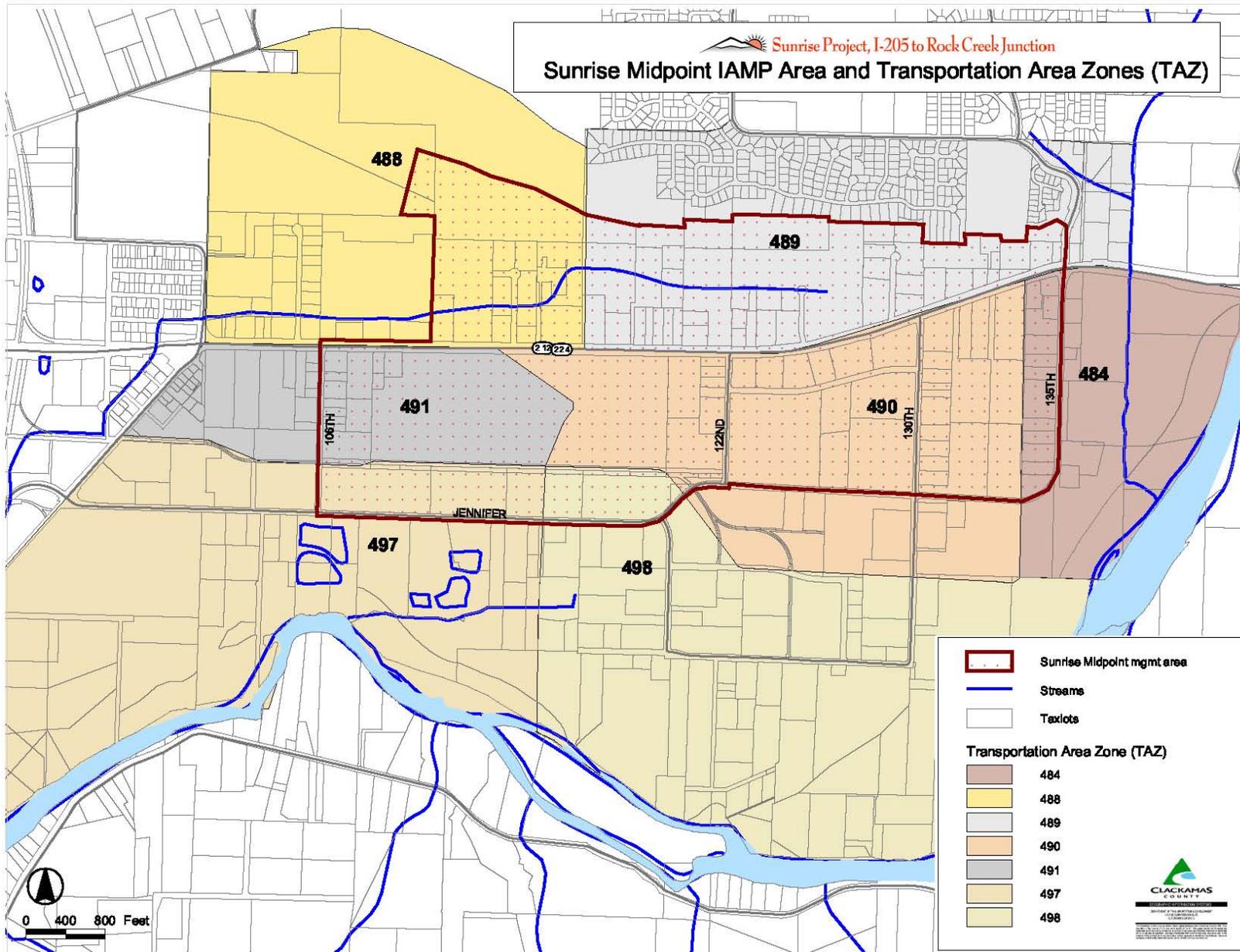
Metro Employment and Household Projections

The Sunrise Midpoint management area is within the regional urban growth boundary and is therefore included in Metro's regional household and employment projections. The most recent Metro model, Metroscope Generation 2.3 - 2030 Forecast Allocations, was run in 2005 for the purpose of projecting employment and household growth through 2030. These projections theoretically take into account the entire Sunrise Expressway and include both projections based on buildable land capacity as well as estimated losses to right-of-way acquisitions.

Metro's projections are completed by transportation area zone (TAZ). The Midpoint management area contains portions of seven different TAZ areas, making it challenging to utilize this data for projections. Pro-rationing the TAZ areas was completed based on the portion of each TAZ area's employment estimated to be within the management area boundaries. Because there are only 14 existing households in the management area and very limited potential to develop additional housing units, Metro's household projections by TAZ were not utilized and no household growth is assumed in the Midpoint management area. The limited development and redevelopment potential of residential land is discussed in detail in the "Development Potential" section of this document.

Figure 8 illustrates the TAZ areas that included the area within the Sunrise Midpoint IAMP area.

Figure 8. Management Area and Transportation Area Zones



Metro’s projections indicate that Clackamas County, in general, and the management area, in particular, can anticipate accommodating substantial new employment growth in the next 20-25 years. These data indicate the management area has a current (2005) employment of approximately 3,670, which is projected to increase by 38%, to approximately 5,060 in the year 2030

Based on the current expectations for right-of way acquisition, Metro’s employment projections appear reasonable. At the time of the projections (2005), the design for the Sunrise Expressway was more schematic and rough estimates of employment losses were used. ODOT’s current estimates of right-of-way impacts are much more detailed and we are now able to identify individual parcels and portions of individual parcels that will potentially be acquired. As noted in the discussion of likely impacts (below), very little employment is expected to be relocated from this area due to right-of-way acquisitions.

Expected Right-of-Way Acquisitions

A total of 75.9 acres of land within the Sunrise Midpoint management area are expected to be acquired for new right-of-way to accommodate the planned freeway and interchange. Roughly 44 percent of this land is currently vacant. The rest is developed with an array of employment uses and a few residences, shown in Table 6.

**Table 5. Expected Right-of-Way Acquisitions by Current Land Use-
Sunrise Midpoint IAMP Management Area**

<i>Existing Land Use</i>	<i>Acres Aquired</i>	<i>% of TOTAL</i>
Commercial	3.7	5%
Industrial	25.9	34%
Mobile Home Park	0.3	0%
Office Warehouse	0.1	0%
Single Family Dwelling	2.3	3%
Vacant	33.4	44%
Warehouse	10.1	13%
Total	75.9	100%

Expected right-of-way acquisition for developed land represents approximately 11% of all the developed land within this management area. Expected right-of-way acquisition for vacant land represents approximately 67% of all the vacant land within this management area.

Several parcels have already been acquired by either Oregon Department of Transportation or the Clackamas County Development Agency for the purpose of the Sunrise Project right-of-way.

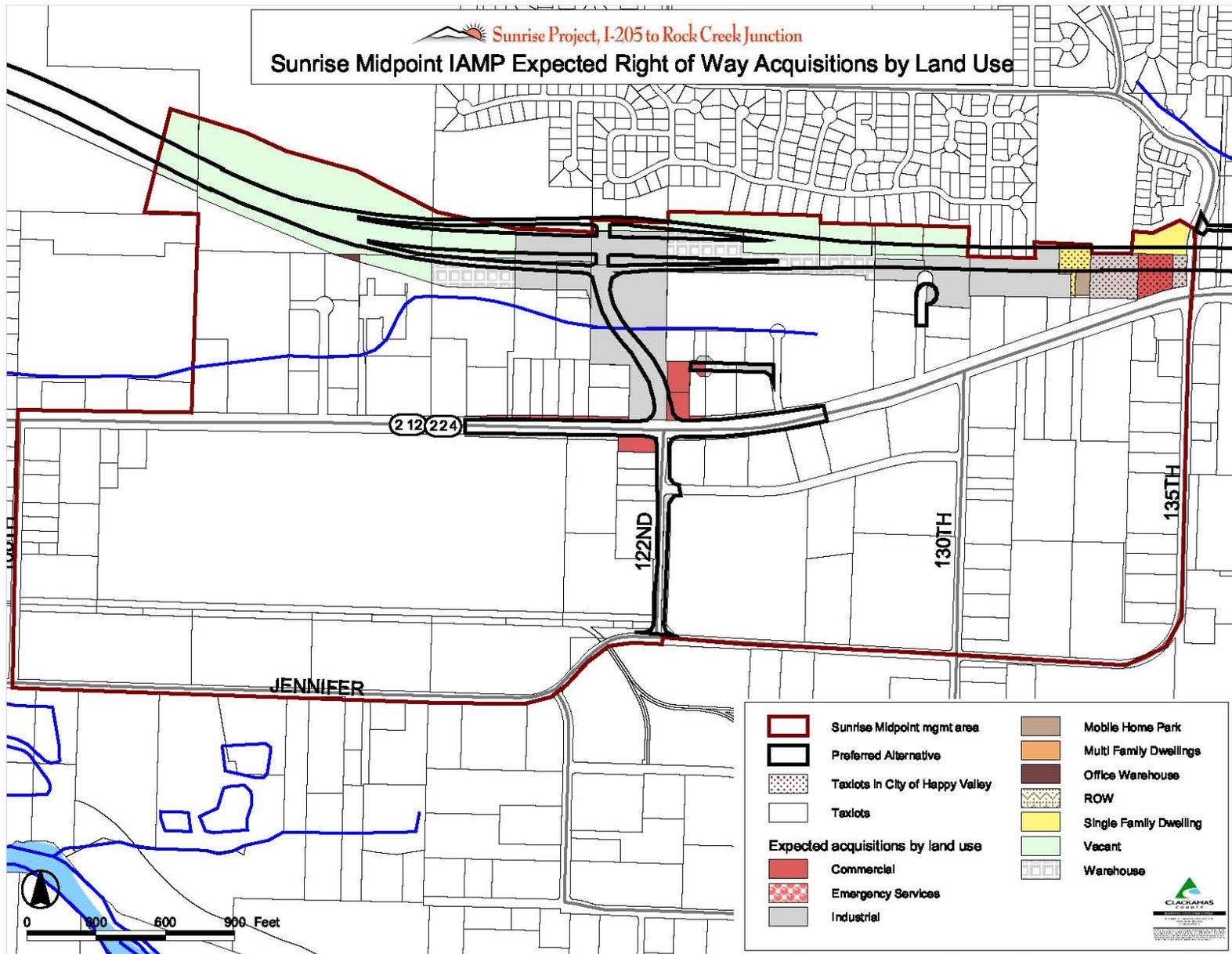


Figure 9.

Expected Business and Residential Impacts and Displacements

Businesses that are expected to be displaced by right-of-way acquisitions within the Sunrise Midpoint management area are shown in Figure 10. Four of the 176 known businesses in the management area – less than 2% - are expected to be displaced. Because of the very limited number of establishments affected, no further details about these employers can be disclosed for confidentiality reasons.

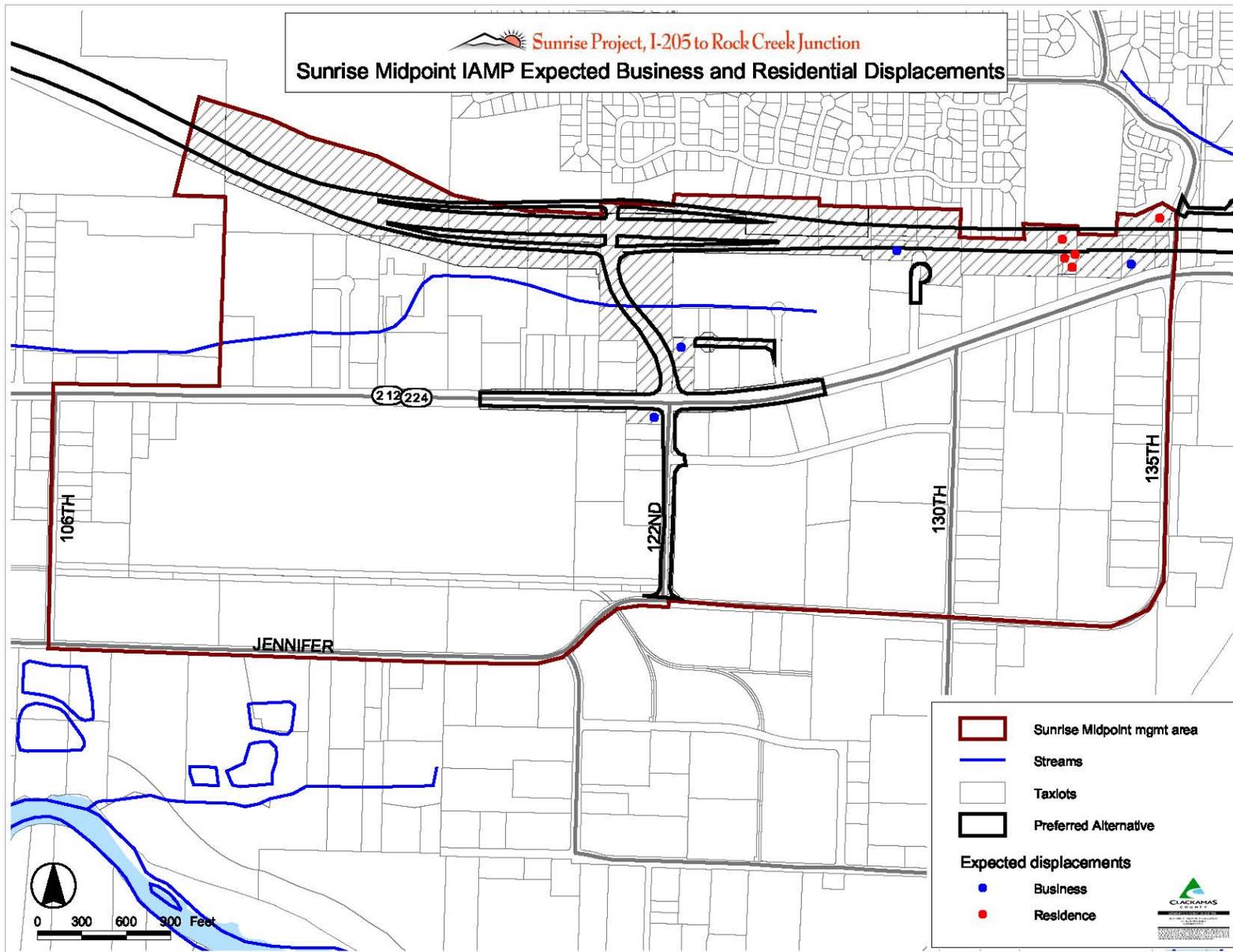
Impacts to Business Districts

The improvements to accessibility expected to be provided in the Clackamas Industrial Area by the Sunrise Project are considered very important to maintaining and improving the business environment. Given the fact that less than 2% of the businesses in this management area are expected to be displaced, negative impacts to the business districts are expected to be very minimal and limited to temporary construction impacts and permanent access changes.

Expected Residential Displacements

Five of the 14 residences within the Sunrise Midpoint management area are expected to be displaced by right-of-way acquisitions. Three of these are manufactured homes and two are single family homes. All these homes are located just west of SE 135th Avenue and north of Highway 224/212, as shown in Figure 10.

Figure 10.



Development Potential

To offset these impacts, new employment growth may occur both on existing developed sites, where development is expected to intensify, and from development of sites currently vacant.

Within this management area, however, there is fairly limited development potential for both employment and residential uses for several reasons:

1. With very few exceptions, land use in this area is consistent with the zoning and Comprehensive Plan designations, which means development could potentially intensify on some sites but not be substantially different. The development potential of sites are where existing land use is not consistent with zoning and comprehensive plan designation is discussed below.
 - The 2.5 acre historic site that is now a restaurant, feed store and metal works located at 15730 SE 130th Avenue has some redevelopment potential. However, the feed store and metal works are compatible with the industrial zone.
 - The Young Life of Greater Clackamas County area offices are located at 15927 SE 122nd Avenue in an I-2 zone. Young Life is a non-profit religious organization that works with adolescents.
 - Most of the other commercial uses located in the I-2 zone are unlikely to redevelop both because they are industrial-type commercial uses that are compatible with light industrial uses and because they are on small parcels.

Most of the residential uses are likely to redevelop in time:

- South of Highway 212/224, on the west side of SE 135th Avenue, three parcels zoned Medium Density Residential (MR-1) are developed as single family residential uses. These parcels could be consolidated into a multi-family development.
 - One parcel zoned Light Industrial (I-2) is developed as a single family residential use has potential for redevelopment, especially since it is adjacent to a vacant parcel.
 - A six unit mobile home park is located at 13163 SE Highway 212/224 that is zoned Light Industrial (I-2). This parcel will be partially acquired for right-of-way but the remaining portions could redevelop.
2. This area is largely built-out. Approximately 50 acres within this area are vacant, 11.4% of the total area. Most vacant land is contained in smaller parcels dispersed throughout the management area or in parcels that are expected to be acquired for right-of-way. However, a few vacant sites do have redevelopment potential.
 - A privately held 1-acre parcel is located 1/3 mile south of Highway 212/224 on the west side of SE 135th Avenue that is zoned I-2. It could develop, especially if

combined with the adjacent residential parcel that also has redevelopment potential.

- The 5.6-acre parcel surrounding Dravon Medical at 11465 SE Highway 212 has redevelopment potential.
 - The approximately 9-acre vacant portion of the Toyota Lift Truck site located at 12001 SE Jennifer Street is large enough to develop a light industrial use.
3. There is limited development potential on vacant lands that will remain after right-of-way acquisition. Of the 50.0 acres of vacant land in the IAMP management area, 33.4 acres (or 67%) are expected to be acquired for right-of way for the planned freeway and interchanges, leaving 16.6 acres for potential development.

Table 6. Vacant Land

Zoning Designation	Current Acres	Less: ROW Acquisitions	Equals: Net Vacant Acres
I-2	22.3	18.7	3.4
I-3	19.2	6.2	13.0
MR-1	0.1	0.1	0.0
R-8.5	1.0	1.0	0.0
R-20	7.4	7.4	0.0
Total	50.0	33.4	16.6

There is currently no known permitted or planned development within this management area.

Conclusion

The Sunrise Midpoint IAMP Management Area is an employment area: 96 percent of the land in this area is designated for employment uses and only two percent for residential uses. The construction of the Sunrise Corridor and the one planned major interchange, within this management area, will impact both the businesses and residences in the area. Less than 2% percent of the area’s employment/jobs and five residences will be displaced by the planned project.

There is vacant land within the management area; however, the potential of this land is fairly limited. Approximately 67% of the vacant land is expected to be acquired for new right-of-way, leaving roughly 16.6 acres of vacant land to potentially develop.

Furthermore, there is limited potential for land to be developed inconsistent with the zone and Plan designations that have already been factored into Metro’s employment and household projections. This is because zoning and Plan designations are consistent. Should an application for a Comprehensive Plan amendment and zone change be received in this area, the County has a requirement for concurrency to ensure the roads

can accommodate the new type of development. This requirement will protect both the existing roads and the planned interchanges.

Therefore, it is reasonable to conclude the following:

- There is not likely to be any new development that will intensify the traffic so as to cause the interchange being studied to fail; and
- Metro's employment and household projections are appropriate to utilize as the basis for traffic modeling. This basis is consistent with assumptions used in the modeling for NEPA process for the Sunrise Expressway SDEIS.

SUNRISE WEST INTERCHANGES MANAGEMENT AREA

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Introduction

The Sunrise West Interchange Area Management Plan (IAMP) is one of three IAMPs being completed in conjunction with a Final Environmental Impact Statement (FEIS) for the Sunrise Expressway. The Sunrise Expressway is a project being undertaken by the Oregon Department of Transportation and Clackamas County to address congestion and safety problems in the Highway 212/224 corridor between I-205 and the Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

The proposed expressway is located in the western, urbanized portion of Clackamas County in the vicinity of State Highway 212/224. The project limits start just west of SE Webster Road at OR 224 and extend approximately 5 miles to SE 172nd Avenue at OR 212, just east of Rock Creek Junction, where OR 212 and OR 224 diverge to the east and south. The overall management area for the Sunrise Expressway SDEIS contains a total of approximately 3,667 acres.

As proposed, the Sunrise Expressway will include four new or substantially altered interchanges, which have been separated into three discrete management areas: Sunrise West, Midpoint, and Rock Creek.

Sunrise West IAMP Management Area

Sunrise West is the largest and most complex of the three Sunrise Project IAMP management areas and contains over 741 acres. It is the westernmost IAMP area along the Sunrise Corridor Project where several important roadways intersect. These include the I-205 Interstate Freeway, the Milwaukie Expressway/ Highway 224, Highway 212/224, SE 82nd Drive, and SE Johnson Road.

The management area is bounded on the west by Johnson Road; on the east by (approximately) SE 97th Avenue, SE 102nd Avenue, and Evelyn Street; on the north by Union Pacific Railroad (UPRR) and the stream area that runs along Oak Bluff Road; and on the south by Strawberry Lane (see Figure 2). The area is almost entirely contained in the Sunrise Project area. The southernmost 11 acres in the IAMP management area lie just south of the Sunrise Project area and were added by ODOT during the process of defining the IAMP boundary.

Southeast 82nd Drive, the historic north-south arterial in the community of Clackamas, bisects this area only a few blocks east of I-205. The UPRR mainline also traverses this area north/south generally a few blocks east of SE 82nd Drive. This rail line serves the Portland area as well as major urban areas farther north and south with both freight and passenger (Amtrak) rail service.

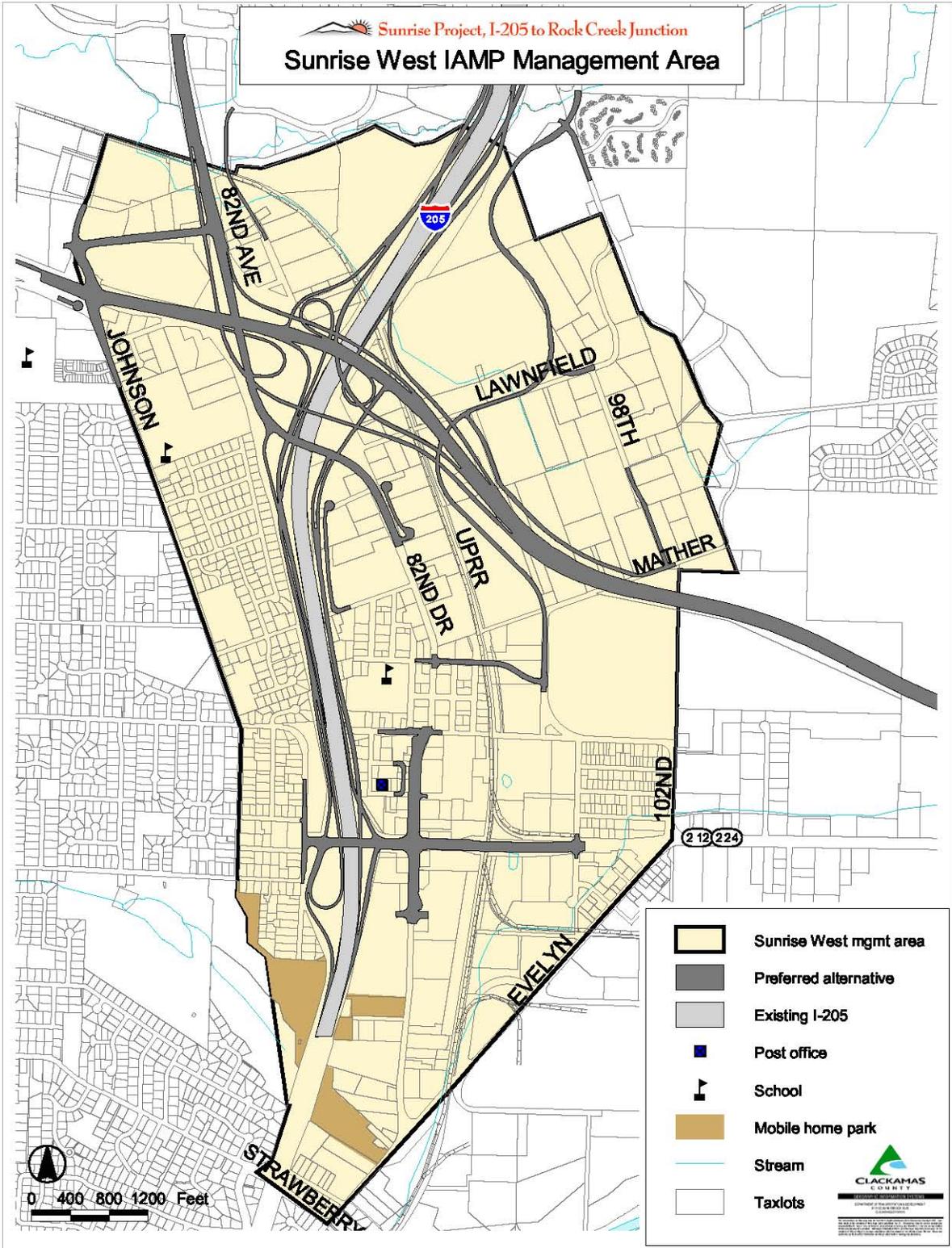
The entire IAMP management area is currently under Clackamas County jurisdiction; however one property on the eastern edge, at the intersection of Highway 212/224, Vista Avenue, and Evelyn Street, is currently under consideration for annexation into the City of Happy Valley.

This IAMP will focus on three new or substantially altered interchanges within this area:

1. The I-205 interchange with Highway 212/224 at Clackamas;
2. The new I-205 interchange with Highway 224 and the new Sunrise Expressway; and
3. The SE 82nd Drive/I-205 half-interchange.

It should be noted that the Sunrise West IAMP management area does not exactly coincide with "Zone A," which was renamed "I-205 interchange area" for the Sunrise Project FEIS. The Sunrise West IAMP management area was delineated independent of the FEIS, based on distances from ramp ends and other factors deemed important by ODOT. As such, numbers in this report, such as acreage of land uses, acres of land expected to be impacted by the Sunrise project, and businesses and homes that are expected to be displaced, will differ slightly from numbers in the FEIS.

Figure 2.



Purpose and Report Organization

The purpose of this appendix is to report on the current and projected land use in the Sunrise West IAMP management area. The document first describes and illustrates the current comprehensive plan and zoning designations as well as the existing land uses in the management area, including employment land, residential land, community uses, vacant land, businesses and employment.

Next, the projected land uses for the year 2030 are reported. This projection is achieved via the model on projected households and employment that Metro ran in 2005. Additionally, the Metro data is scrutinized based on field information that Clackamas County staff has collected for this discreet area that is smaller than the study area used for Metro’s transportation model. Part of that scrutiny includes a detailed assessment of the housing units and businesses expected to be acquired for right-of-way, assuming development of currently pending developments, and a calculation of the development potential on vacant land and on land that is not currently developed consistent with the comprehensive plan designation. This detailed, “on the ground” analysis is then compared to the results from Metro’s 2005 projections for the year 2030 to validate that using Metro’s model generates realistic projection of the number of households and jobs in the IAMP management area.

Existing Conditions

Comprehensive Plan and Zoning Designations

The Comprehensive Plan designations and the zoning designations in the Sunrise West IAMP management area are almost completely consistent, which means there is little opportunity for re-zoning under the current Comprehensive Plan. As noted in Table 1, land designated for employment uses dominate in this area, with 72 percent of the land area designated either industrial or commercial. Residential designations take up about 26 percent, with the remaining two percent designated for community uses.

Table 1. Existing Comprehensive Plan Designations by Acres

Comprehensive Plan Designation	Acres	Percent of Total
Light Industrial (LI)	254.3	32.6%
Business Park (BP)	131.0	16.8%
General Commercial (GC)	121.6	15.6%
General Industrial (GI)	49.6	3.7%
Office Commercial (OC)	7.3	0.9%

High Density Residential (HDR)	28.5	3.7%
Low Density Residential (LDR)	117.1	15.0%
Med. Density Residential (MDR)	32.1	4.1%
Med. High Density Residential (MHDR)	25.2	3.2%
Planned Community Use (PCU)	14.0	1.8%
Management Area Total	780.7	100.0%

Table 2. Existing Zoning Designations by Acres

Zoning Designation	Acres	Percent of Total
Light Industrial (I2)	254.3	32.6%
Business Park (BP)	131.0	16.8%
General Commercial (C3)	129.6	16.6%
General Industrial (I3)	49.6	6.4%
Office Commercial (OC)	13.1	1.7%
High Density Residential (HDR)	27.0	3.5%
Med.- High Density Residential (MR2)	25.1	3.2%
Medium Density Residential (MR1)	17.5	2.2%
Urban Low Density Residential (R10)	84.1	10.8%
Urban Low Density Residential (R8.5)	16.9	2.2%
Urban Low Density Residential (R7)	13.3	1.7%
Urban Low Density Residential (R20)	2.7	0.3%
Planned Med. Density Residential (PMD)	2.6	0.3%
Open Space Management (OSM)	13.8	1.8%
Management Area Total	780.7	100.0%

General locations of the various employment and residential Comprehensive Plan designations are shown in Figure 3 and briefly described below, along with the zoning designations applied within each plan area (Figure 4).

Employment

A total of 563.9 acres of land in the management area are planned for employment-related development, including commercial, office and industrial uses.

The most predominant Comprehensive Plan designation is Light Industrial (LI) (254.3 acres), which is prevalent on lands east of the UPRR and is also applied to some parcels north of Highway 224. All parcels that are planned as LI are also zoned Light Industrial (I-2).

Business Park (BP) is the second largest Plan designation (131.0 acres) in the Sunrise West IAMP management area. This designation is applied to an area bounded on the north and west by I-205 and on the south by Janssen Road (west of SE 82nd Drive), just north of Tolbert Street (between SE 82nd Drive and the UPRR), and Lawnfield Road (east of the UPRR). All parcels are zoned Business Park (BP).

A total of 121.6 acres have a General Commercial (GC) Plan designation. This Plan designation is applied in several places within the management area and all those parcels are zoned General Commercial (C3). The locations are as follows:

- Along SE 82nd Drive, both north and south of Highway 212/224 (81.0 acres)
- Immediately west and northwest of the I-205 and Highway 212 intersection (6.2 acres)
- Along Highway 224 west of SE 82nd Avenue (27.3 acres)
- North of I-205 at Ambler Road (4.4 acres)
- Northwest of Highway 212/224 at 102nd Avenue (2.7 acres)

Approximately 49.6 acres in the management area have a General Industrial (GI) Plan designation and are also zoned General Industrial (I-3). These parcels can be found along the central eastern boundary of the management area. All these parcels are zoned General Industrial (I-3).

The remaining land planned for employment includes 7.3 acres in the southern Clackamas area between the UPRR, SE 82nd Drive and Evelyn Street. These parcels have the Office Commercial Comprehensive Plan designation. All are zoned Office Commercial (OC).

Residential

A total of 202.8 acres of land in the management area are planned for residential development. Of this total, approximately 58% (117.1 acres) are planned for low-density (single-family) residential development.

The Low Density Residential (LDR) Comprehensive Plan designation is applied in four locations and all are zoned Urban Low Density Residential (R-7 to R-20), the zones that implement the LDR comprehensive plan designation. The areas are zoned as follows:

- Most of the land west of I-205 and south of Highway 212/224 that is designated LDR is zoned R10 (80.1 acres), but three areas totaling 16.9 acres are zoned R8.5
- One very small parcel (2.7 acres) west of the intersection of SE 97th Avenue and Mather Road is zoned R20

- One small subdivision (4.1 acres) at the southern tip of the IAMP Management Area, along Manfield Court, between SE 82nd Drive and I-205 is zoned R10
- An older single-family residential block (13.3 acres) is located at the northwestern quadrant of Highway 212/224 intersection with SE 102nd Avenue. It has the LDR Comprehensive Plan designation and is zoned R7

The Medium Density Residential (MDR) Comprehensive Plan Designation is applied to several places in the Sunrise West IAMP management area, totaling 32.1 acres. However, at this time only some of these sites are zoned as Medium Density Residential (MR1). The Comprehensive Plan and zoning designations are as follows:

- Between Johnson Road and I-205, south of Lake Road, all Medium Density Residential planned parcels (11.8 acres) are consistently zoned MR1
- East of I-205, along Beaverlake Drive, the 6.2 acres with a Medium Density Residential Plan designation is zoned C-3, General Commercial
- At the southern tip of the management area, between SE 82nd Drive and I-205, 14.1 acres have a Medium Density Residential Plan designation; however 5.8 acres within this designation have Office Commercial (OC) zoning designation

The High Density Residential Plan designation is applied in three different areas of the Sunrise West IAMP management area, totaling 28.5 acres: the old Clackamas community, Lake Road near I-205, and the southern end of SE 82nd Drive. Almost all of these parcels are zoned High Density Residential (HDR).

- A 16.2-acre area between Clackamas Road and Janssen Road, immediately east of I-205 in the historic Clackamas area is made up of 36 parcels ranging in size from .06 to 2.8 acres. Most of these parcels are zoned HRD. Less than one acre (0.8 acre) is zoned General Commercial (C3). Ownership of these parcels is mostly private.
- A 1.72-acre parcel located at 8106 SE Lake Road. It is zoned High Density Residential (HDR)
- A 3.94-acre parcel located at 16500 SE 82nd Drive. It is zoned High Density Residential (HDR)
- A 5.9-acre parcel located at 16751 SE 82nd Drive. It is zoned High Density Residential (HDR)

Inside the northeastern boundary of the Sunrise West IAMP management area, along SE 97th Avenue, a few parcels, totaling 25.2 acres, are planned for Medium High Density Residential (MHDR) use and zoned MR2 (Medium High Density Residential).

Community Use

Two sites in the IAMP West management area have the Planned Community Use (PCU)

Comprehensive Plan designation. Both are parcels attached to school sites and are zoned Open Space Management (OSM), which implements the PCU Plan designation.

- One of the sites is a 6.6-acre parcel attached to the Clackamas Elementary School west of SE 82nd Avenue, between Clackamas Road and Tolbert Street
- The other site is a 7.4-acre parcel attached to the Schellenberg Center School east of Johnson Road and south of Lake Road

Figure 3.

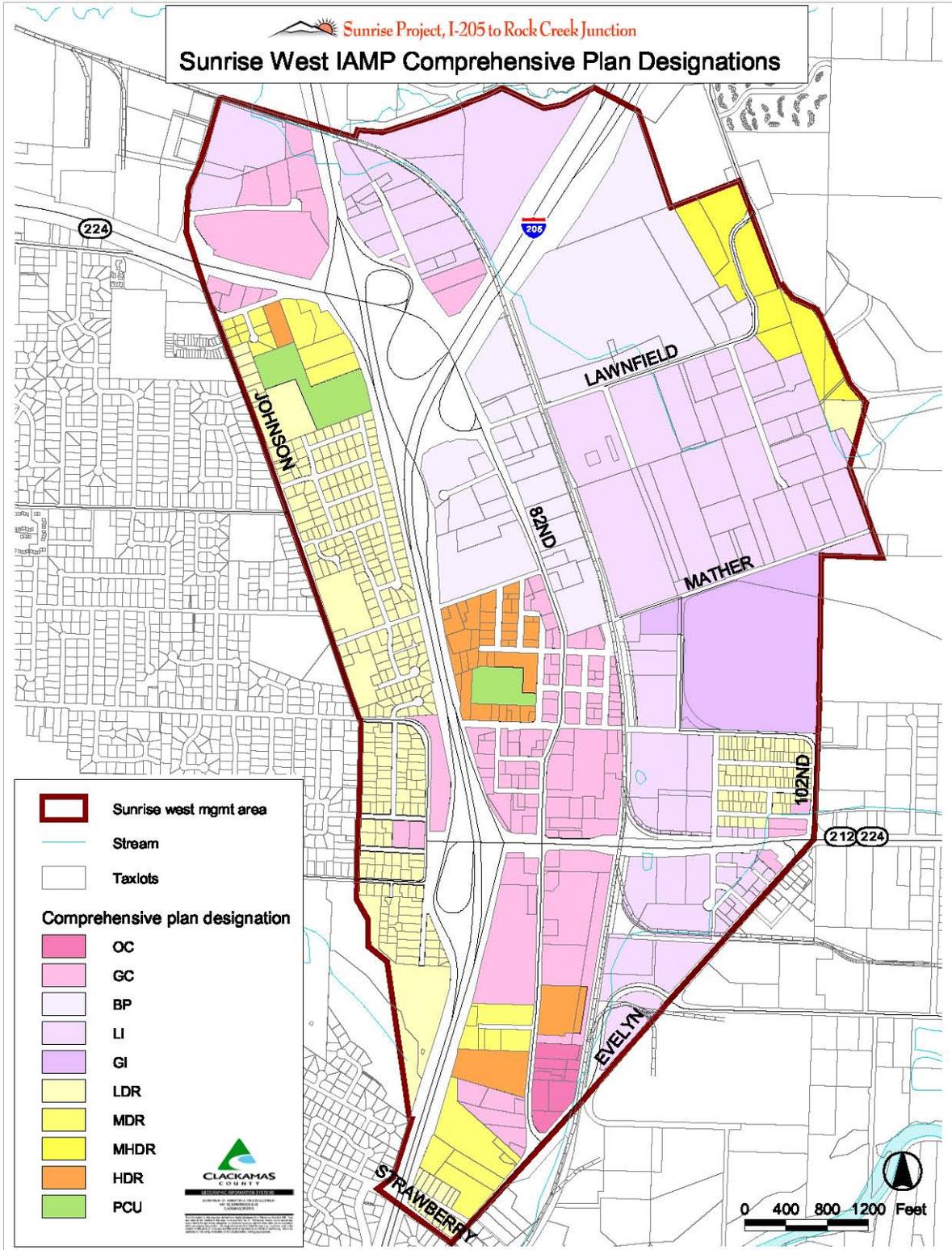
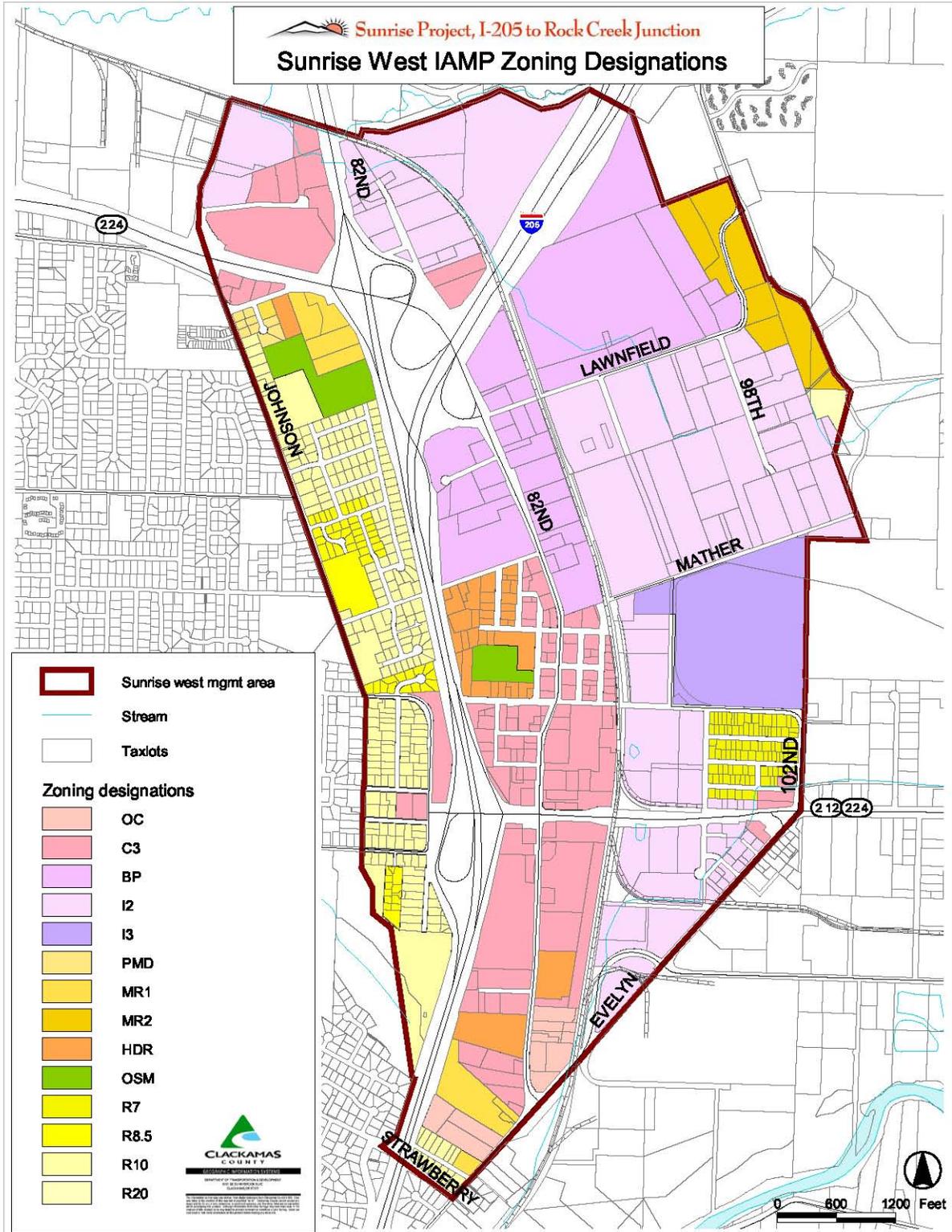


Figure 4.



Existing Land Use

Generally, the existing land uses correspond to the adopted plan and zoning designations. As noted in Table 3, employment uses dominate, with half of the land area in industrial, office, commercial and warehouse uses. Residential use takes up approximately 21 percent of the land use area with multi-family, single family, and manufactured home park development. The remaining developed land area is occupied by parks, public utilities, military, community uses such as churches and schools, and rights-of-way. About 12 percent (97 acres) is vacant land.

Table 3. Existing Land Use by Acres

Land Use	Acres	Percent of Total
Industrial	149.7	19.2%
Commercial	98.8	12.6%
Warehouse	72.0	9.2%
Office Warehouse	39.0	5.0%
Office	28.1	3.6%
Single Family Dwelling	93.0	11.9%
Multi Family Dwellings	47.8	6.1%
Mobile Home Park	21.0	2.7%
Utilities	51.2	6.5%
Military	49.6	6.3%
Schools	22.5	2.9%
Open Space	7.2	0.9%
Community Uses	3.1	0.4%
ROW	1.3	0.2%
Church	0.1	0.0%
Vacant	97.2	13.4%
Management Area Total	781.5	100.0%

Because the management area is rather large and complex, it is divided into five sub-areas for more detailed description of the locations of the various types of land uses. All land uses are illustrated in Figure 5 and discussed below. Community features and unique land uses are shown on Figure 6. These include parks and school recreation facilities, schools, mobile home parks, churches, a post office and several unique land uses.

West of I-205, North of Highway 224:

The land west of I-205 immediately north of Highway 224 is developed primarily for employment uses including warehouses, distribution centers and retail uses. Precision Castparts, Kmart and a few other employment uses are located there. The Union Pacific Railroad (UPRR) mainline bisects this area. The Ambler Road area lies between SE 82nd Ave., I-205, and the UPRR. This area of small industrial uses, originally the northern extension of the historic Clackamas community, was separated from Clackamas when I-205 was built.

Community uses:

- The I-205 Corridor Trail (Metro Trails and Greenways Map) is a multi-use trail running adjacent to I-205. This major north-south trail links Oregon City, Gladstone, Portland and Vancouver.

Unique land uses:

- The small Clackamas Cemetery is between Ambler Road and 82nd Avenue

Vacant parcels:

- A 1.61-acre parcel located west of SE 82nd Avenue and south of the UPRR is zoned C3 and owned by the Clackamas County Development Agency
- A 4.35-acre parcel is on SE Ambler Road immediately adjacent to I-205. It is zoned C3 and owned by the State of Oregon
- A 0.22-acre parcel on the west side of SE 82nd Avenue is zoned I-2 and owned by the Clackamas County Development Agency

West of I-205, south of Highway 224:

Immediately south of Highway 224, land is developed primarily with office and multi-family residential uses, with a few single family residences. Lake Crest Apartments (120 units) is a low-income apartment complex located at Lake Road next to I-205. To the south is a school site that is part of the Sabin-Schellenberg Skill Center, North Clackamas School District's professional technical education program.

The remainder of this sub-area, south of the two school sites, is predominately developed in low density residential uses, interspersed with a few duplexes. A self-storage facility and a Comfort Suites Motel are located at the intersection of Highways 212/224 and I-205. Hearthwood Village Mobile Home Park (104 units) is located at the southern tip of this sub-area, bounded on the south by a 7.2 acre open space site that is a stream buffer.

Community uses:

- The I-205 Corridor Trail continues running adjacent to I-205 in this sub-area
- The Shellenberg Center, a school that is part of the North Clackamas School District, is

located at 14450 SE Johnson Road

Unique land uses:

- None

Vacant parcels:

A few vacant residentially-zoned parcels remain undeveloped in this sub-area. They are the following sizes and zoning designation

- R10-zoned parcels: A 2.81-acre parcel on Johnson Road remains in small- scale agricultural use. Five other scattered sites are sized as follows: .28 acres, .28 acres, .27 acres, .12 acres, 09 acres
- R8.5-zoned parcels = A 5.36-acre parcel on Johnson Road remains in small- scale agricultural use. There is one other 1.97 acre site.

East of I-205, north of Mather Road and Jannsen Road:

An area east of I-205 and north of Mather and Jannsen Roads is commonly called the Lawnfield Industrial Area. It is developed primarily with a mixture of commercial, office, warehouse, industrial, and few residential uses. A 9-acre multi-family residential development, Lawnfield Gardens (174 units), is located at the eastern edge of this sub-area between Lawnfield Road and SE 97th Avenue.

Community uses:

- None

Unique land uses: There are two large properties within this sub-area that have unique land uses:

- The KEX radio towers. This facility is the only radio station providing Class A service in Oregon. Class A stations are equipped to provide regional emergency broadcast services 24 hours a day. The towers are set on a ground radial mat of copper wires that have very specific conditions and cannot be impacted because that would reduce antenna efficiency. The owners of the radio towers have stated that the project may significantly disrupt the signal due to the proximity, height and design of the proposed freeway and its improvements.
- The former Northwest Pipe and Casing Superfund site, located east of the UPRR and north of Mather Road. This 32.3-acre site began undergoing clean up under the auspices of the Oregon Department of Environmental Quality in 2001. Contaminated soil has been removed and in 2003 an engineered cap of clean soil placed over areas where surface materials contained pollutants at concentrations exceeding the cleanup goals.

Vacant parcels:

- The 32.3-acre Northwest Pipe and Casing Superfund site is zoned I-2 and is owned by the Clackamas County Development Agency
- A 12.21-acre site to the north of the KEX towers is owned by the Clackamas Education Service District and zoned BP
- A privately-owned, 5.85 parcel zoned MR2 is located west of the intersection of the SE 97th Avenue and Mather Road
- A privately-owned, 9.54-acre MR2 zoned parcel is located on the west side of the intersection of Lawnfield Road with SE 97th Avenue
- A privately-owned, 2-acre parcel between SE 82nd Drive and the UPRR is zoned BP
- A privately-owned 1.2-acre site zoned I-2 is located on the south side of Lawnfield Road at 98th Court

East of I-205, south of Mather Road and Janssen Road, north of Highway 212/224:

The remnant of the historic community of Clackamas is bounded by I-205 on the west, and SE 102nd Avenue on the east, and is bisected by SE 82nd Drive and the UPRR.

West of the UPRR, commercial and office uses dominate SE 82nd Drive with a few industrial uses scattered throughout, mostly closer to the UPRR. Single-family homes and several multi-family projects are located between SE 82nd Drive and I-205 and also near the UPRR.

East of the UPRR, south of Mather Road, there is a mixture of uses including Industrial, commercial, and residential. Commercial uses line the north side of Highway 212/224. A block of older single-family residences is located northwest of the intersection of the Highway 212/224 and SE 102nd Avenue.

Community uses:

- Clackamas Elementary School is located at 15301 SE 92nd Avenue
- The Clackamas Post Office is located at 9009 SE Adams Street, west of SE 82nd Drive
- The historic Christian Life Church is located at 9215 SE Church Street
- Eastridge Church offices are located in a building on SE 90th Avenue

Unique land uses:

- The portion of Camp Withycombe owned by the Oregon Military and located along the eastern boundary of the management area, south of SE Mather Road, is a collection of National Defense facilities constructed from 1903 to the late 1930s, many having historical designations. The facility has served as a rifle range and training ground for the Oregon National Guard for more than 80 years and still serves as a training facility, supply depot, and equipment repair facility for the National Guard. A

Disaster Recovery Centers is operated jointly by the Federal Emergency Management Agency and Oregon Emergency Management in Camp Withycombe. The Oregon State Defense Force (OSDF) is headquartered at Camp Withycombe. Oregon Military Museum at Camp Withycombe provides military historical displays of events concerning the Oregon National Army and Air Guard and the Oregon citizen members of all the National Military Departments.

Vacant Parcels: There are only a few small, vacant parcels in this sub-area.

- 3.07 acres south of Clackamas Road at SE 98th Avenue is zoned I-2 and is privately-owned
- 1.67 acres west of UPRR at Highway 212/224, with access to SE 82nd Drive is zoned C3 and is privately-owned
- Approximately 0.5 acres north of Clackamas Road between UPRR and SE 94th Avenue is zoned C3 and is privately-owned
- 0.62 acres on the west side of SE 82nd Drive at Tolbert Street is zoned C3 and is privately-owned
- 1.33 acres north of Clackamas Road next to I-205 is zoned HDR and is privately-owned
- Three small parcels in the older residential development northeast of Highway 212/224 and SE 102nd Avenue are zoned LDR and are privately owned

East of I-205, south of Highway 212/224

Development south of Highway 212/224 and west of the UPRR includes a mixture of mostly commercial and residential uses. Fred Meyer and Greenhouse Square shopping center are two dominant commercial developments. Other commercial businesses include US Bank, Taco Bell and Elmer's Restaurants, Clackamas Inn motel, Fantasy Video, the Clackamas River Water District office, and Northwest Veterinary Specialists. Further south The Crossing Apartments (96 units) are on the east side of SE 82nd Drive and Watkins Park Apartments (159 units) are on the west side. Two older manufactured home parks, Frontier Mobile Village (42 units) and The Golden Rule Mobile Home Park (70 units), are located near the southern end of 82nd Drive, next to I-205. The southern few parcels that are an expansion of the original Sunrise Project study area include a 6.9-acre multifamily complex and approximately 4.6 acres of single family development.

East of the UPRR this area is developed in a mixture of uses: mostly industrial with a few offices, commercial uses, and a utility site. Immediately south of Highway 212/224, a spur of the UPRR turns and runs east/west.

Community uses:

- A private primary school is located on .68 acres at 16640 SE 82nd Drive

Unique land uses:

- None

Vacant parcels: Few vacant parcels are located in this sub-area:

- 4.48 acres at 16560 SE 82nd Drive, next to UPRR are zoned C3 and privately owned
- 0.39 acres at 16710 SE 82nd Drive, next to UPRR are zoned OC and are owned by the Clackamas County Development Agency
- 3.09 acres at 16941 SE 82nd Drive are zoned C3 and are privately owned
- 1.82 acres at 16469 SE Evelyn Street, next to UPRR are zoned I2 and owned by Clackamas County Development Agency
- 0.2 acres at 9557 SE Last Road, next to UPRR, are zoned I2 and owned by Clackamas County Development Agency

Figure 5.

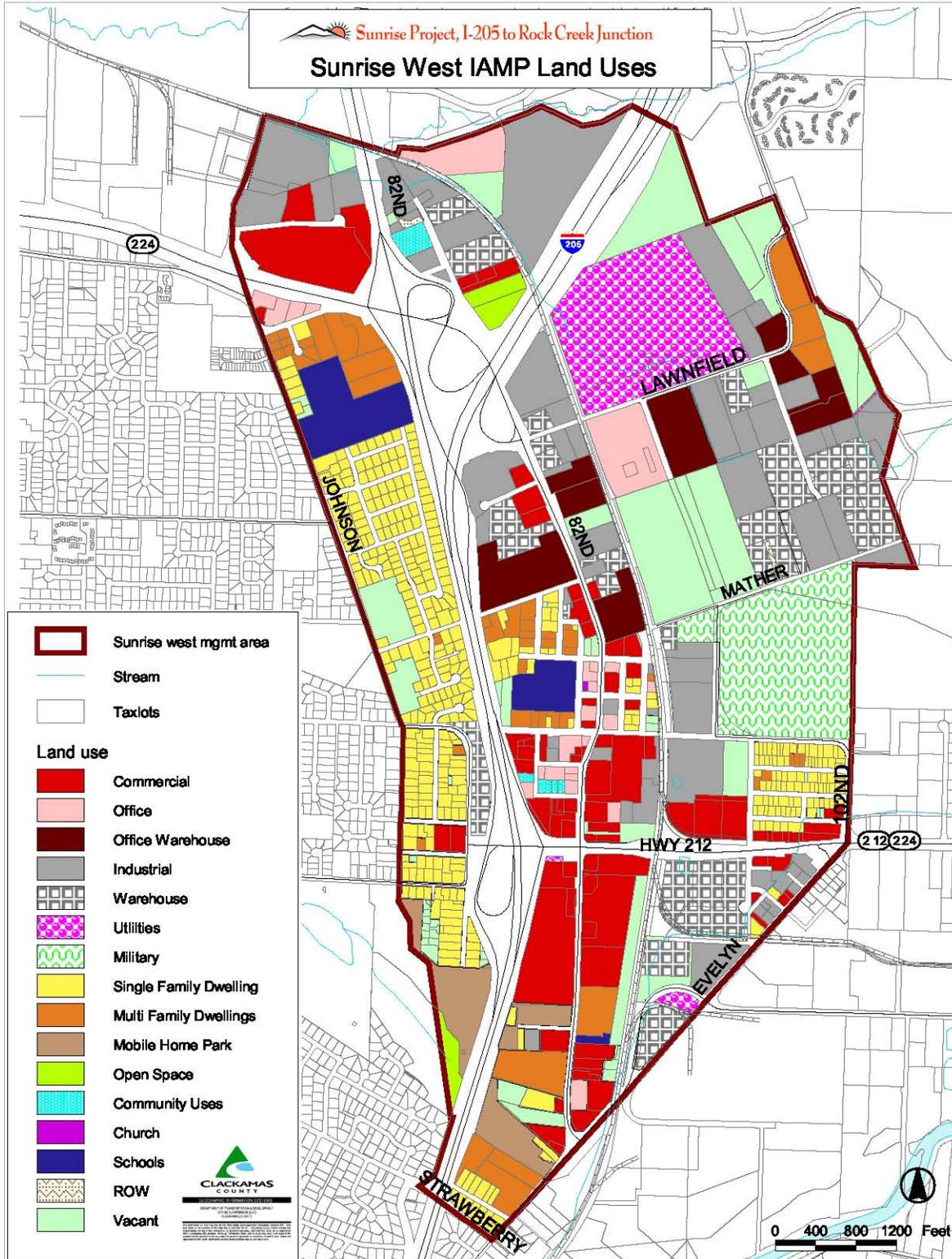
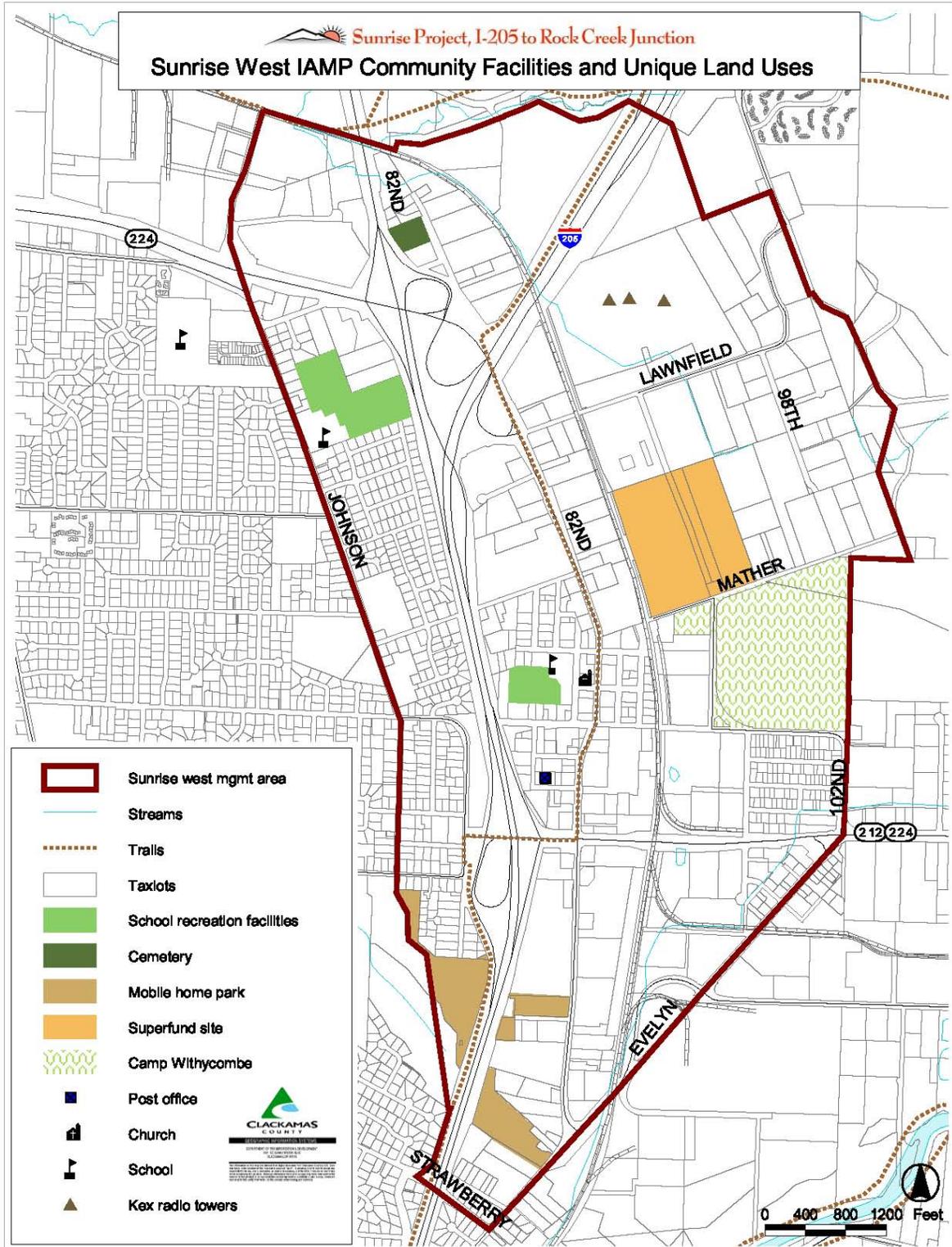


Figure 6.



Existing Business and Employment

Clackamas County is part of the largest urban area in the state of Oregon: the Portland metropolitan area. The urban, northwestern part of Clackamas County shares the strong manufacturing and trade sectors, economic diversity, and employment and residential development trends of the region. The entire Sunrise project area, combined with adjacent employment areas in Milwaukie and the Clackamas Regional Center, makes up one of the strongest economic engines in suburban Portland, containing the largest concentration of employment in Clackamas County.

A strong transportation network, including I-205, Highways 224 and 212, and the Union Pacific Railroad, ties the Sunrise project area to other communities in the Pacific Northwest as well as to international markets. The Sunrise West management area benefits greatly from its location along Highway 212/224 and proximity to I-205, and contains a large number of industrial and warehousing uses that depend on excellent freeway and rail access.

Business Districts

The Sunrise West management area contains parts of three important business districts, including the following (see Figure 7):

The **Clackamas Business District** is largely a retail and services strip located on SE 82nd Drive and centered on its intersection with Highway 212/224. It has freeway-oriented retail and services at the intersection, commercial and service retail to serve the surrounding residential areas and businesses, and a mix of residential uses in the northern and southern part of the district. The business district, along with the neighborhood that is described as “Old Clackamas” is a mixed-use neighborhood that is what remains of the old unincorporated farming community of Clackamas, which grew up around a railroad station in the early 1900s.

The **Clackamas Industrial Area** is a large area of industrially-zoned land mostly spanning Highway 212/224 and, to a smaller extent, accessed by Highway 224. It contains 1,558 acres of land zoned for industrial and office use. The proximity and access to I-205 has allowed the area to develop with a regional concentration of warehouses, transportation and wholesale uses. The westernmost end of this business district is located in the Sunrise West management area.

The **Highway 212/224 Business District** consists of several concentrations of retail uses in various locations on Highway 212/224. There is a concentration on the Milwaukie Expressway, west of the intersection of Highway 224 and SE 82nd Avenue, made up of several large-scale freestanding facilities, including a 116,000 square foot K-Mart and, just west of the IAMP management area, a 164,000 square foot Lowe's. There are several other concentrations of retail uses along Highway 212/224, including one centering on the

intersection with SE Evelyn Street, on the eastern edge of the management area.

Existing Businesses

The IAMP management area is a critical employment area for the county, region and state. Table 4 summarizes information from the Oregon Employment Division regarding covered employment and payroll for businesses located in the IAMP management area. The locations of the businesses on the state's list are shown in Figure 7.

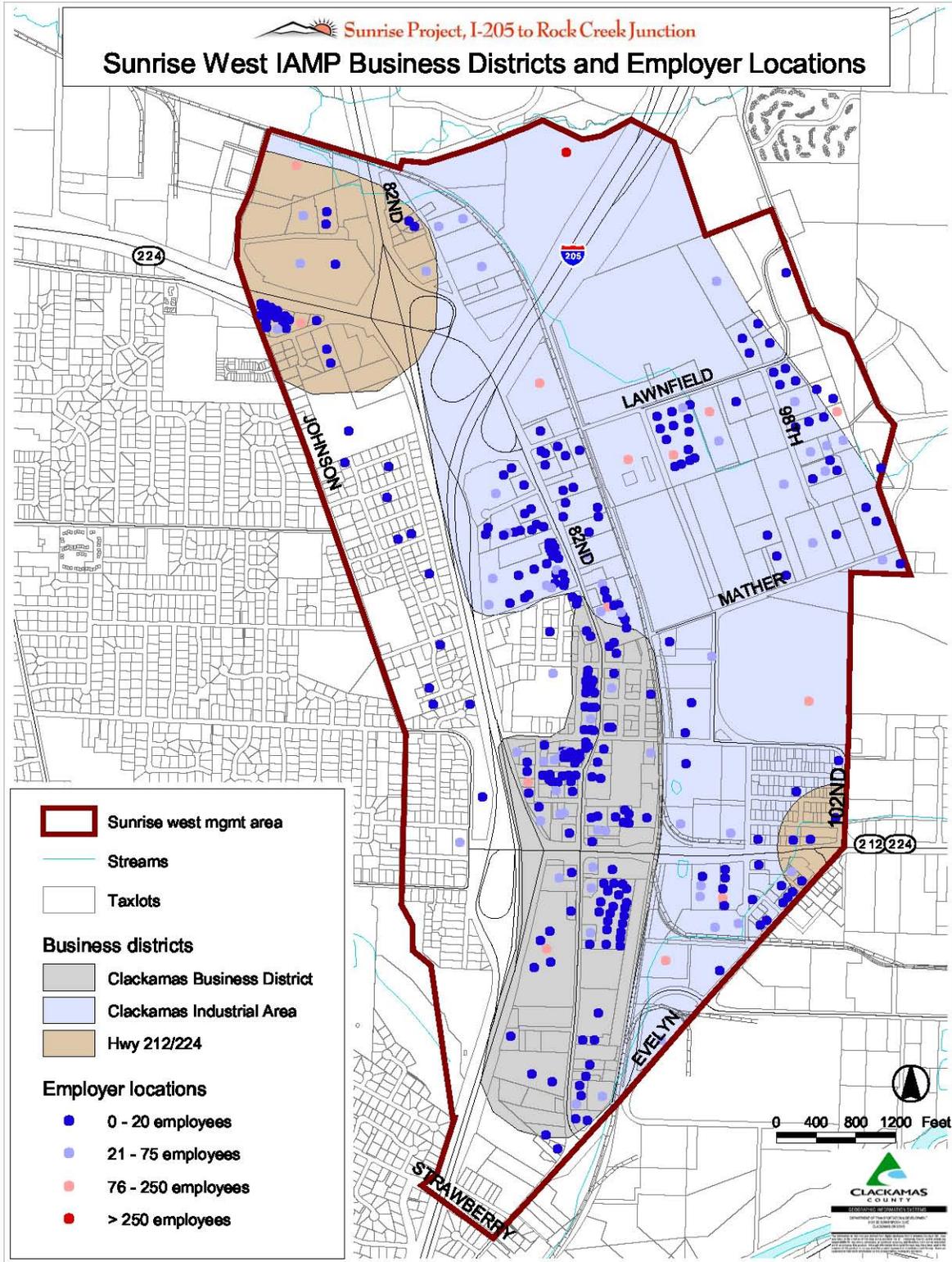
State Employment Division data indicates there are 345 establishments and 6,150 employees in the Sunrise West IAMP management area. Annual payroll is more than \$239 million and average payroll per job is \$38,936. The largest concentrations of industries are Manufacturing (more than 2,000 employees) and Wholesale trade (more than 800 employees). There are also strong concentrations in the Construction, Retail Trade, and Accommodation and Food Services sectors.

Table 4. Covered Employment and Payroll, 2004

NAICS Code	Industry Name	No. of Businesses	Average Annual Employment	Annual Payroll	Average Annual Wage per Job
23	Construction	39	633	\$26,390,364	\$41,669
31,32,33	Manufacturing	52	2,063	\$97,517,958	\$47,266
42	Wholesale Trade	59	871	\$34,886,352	\$40,032
44,45	Retail Trade	33	547	\$14,930,154	\$27,290
48, 49	Transportation and Warehousing	11	160	\$5,149,536	\$32,218
52	Finance and Insurance	21	103	\$3,695,163	\$35,875
53	Real Estate & Rental & Leasing	14	104	\$2,362,934	\$22,637
54	Professional, Scientific & Tech Services	19	236	\$9,776,053	\$41,468
56	Admin Support/Waste Management	14	180	\$4,941,341	\$27,490
51,55	Information,	6	65	\$2,544,840	\$38,952

	Management Companies Enterprises	of &				
62	Health Care & Social Assistance	19	193	\$7,017,673	\$36,298	
72	Accommodation & Food Services	21	474	\$7,806,273	\$16,479	
61, 71	Educational Services, Arts, Entertainment, Recreation	10	112	\$2,281,699	\$20,357	
11,22,81,92	Utilities, Other, Public Admin.	27	408	\$20,162,335	\$49,417	
Sunrise West Management Area Total		345	6,150	\$239,462,675	\$38,936	

Figure 7.



Future Land Use Analysis

The improvements to mobility and accessibility expected to be provided by the preferred alternatives of the Sunrise Project are considered very important to maintaining and improving the business environment in the entire Sunrise Project area and the Sunrise West IAMP management area. These improvements are expected to enhance the opportunity for development or redevelopment within the IAMP management area. However, in this area, which is already an intensely developed industrial area, construction of the project cannot be done without impacts to, and sometimes removal of, existing development.

The purpose of this section is to analyze projected land uses over the 20-year planning and management period to understand:

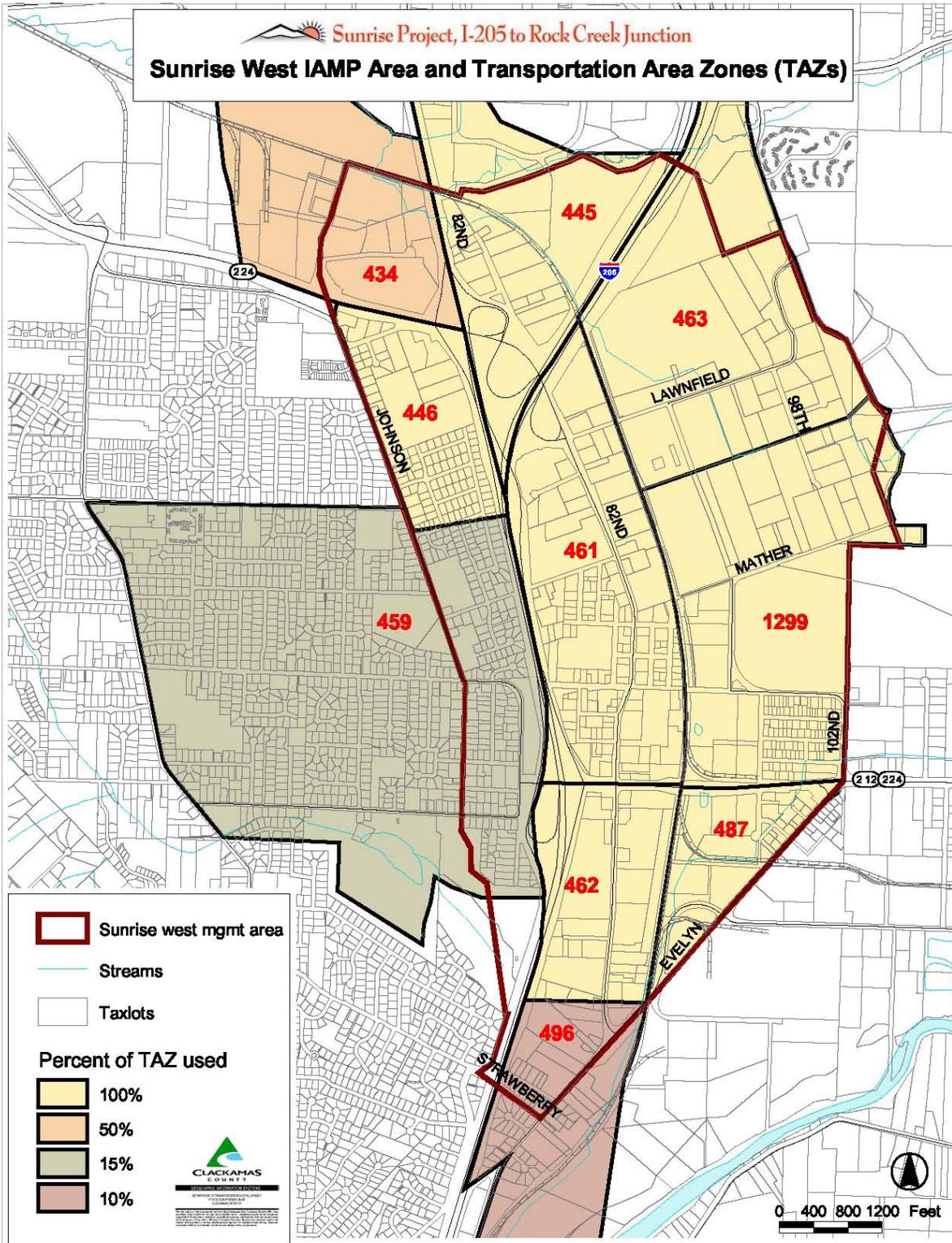
- How much impact, if any, the proposed project will have on businesses and households, particularly those in the immediate vicinity of the interchange being studied;
- How much development is expected to occur that could impact the operation of the planned interchange; and
- Whether there is any future development potential that could cause the intersection to fail.

Metro Employment and Household Projections

The Sunrise West management area is within the regional urban growth boundary and is therefore included in Metro's regional household and employment projections. The most recent Metro model, Metroscope Generation 2.3 - 2030 Forecast Allocations, was run in 2005 for the purpose of projecting employment and household growth through 2030. These projections theoretically take into account the entire Sunrise Expressway and include both projections based on buildable land capacity as well as estimated losses to right-of-way acquisitions.

Metro's projections are completed by transportation area zone (TAZ). In using this data for the Sunrise West management area, projections in several of the TAZ areas needed to be pro-rated to account for differences in the TAZ and IAMP management area boundaries. Figure 8 illustrates where and how the employment and residential projections were pro-rated.

Figure 8.



Metro’s projections indicate that Clackamas County, in general, and the management area in particular, can anticipate accommodating substantial new employment growth in the next 20-25 years. This data indicates the management area has a current (2005) employment of 8,024, which is projected to increase by more than 46%, to 11,773 in the year 2030.

Metro projections further indicate that although the number of households in the County as a whole is expected to grow at a rapid rate, the number of households within the Sunrise West management area is expected to decline by nearly 9%. This decline more likely represents the recent trend of land uses changing from residential to employment uses rather than the loss of residents due to the planned freeway, as only 27 dwelling units are expected to be removed for Sunrise Project right-of-way.

Table 5. Expected Employment and Households, 2005 and 2030 - Sunrise West IAMP Management Area

Projection	2005	2030	Net Increase	% Increase
Employment	8,024	11,773	3,749	46.7%
Households	1,517	1,384	(133)	(8.7%)

Source: Metro travel model data for 1358 zones, dated May 30, 2006

Based on the current expectations for right-of way acquisition, Metro’s employment projections appear somewhat aggressive. At the time of the projections (2005), the design for the Sunrise Expressway was more schematic and rough estimates of employment losses were used. ODOT’s current estimates of right-of-way impacts are much more detailed and we are now able to identify individual parcels and portions of individual parcels that will potentially be acquired. These impacts are discussed below.

Expected Right-of-Way Acquisitions

A total of 148.8 acres of land within the Sunrise West management area are expected to be acquired for new right-of-way to accommodate the planned freeway and interchanges. Roughly 27 percent of this land is currently vacant. The rest is developed with an array of mostly employment uses, shown in Table 6.

**Table 6. Expected Right-of-Way Acquisitions by Current Land Use-
Sunrise West IAMP Management Area**

Existing Land Use	Acres Acquired	Percent of Total
Industrial	37.3	25.1%
Commercial	21.7	14.6%
Community Uses	0.3	0.2%
Military	5.9	4.0%
Mobile Home Park	0.1	0.1%
Multi Family Dwellings	1.9	1.3%
Office	13.2	8.9%
Office Warehouse	3.7	2.5%
Open Space	4.3	2.9%
ROW	0.5	0.3%
Schools	0.2	0.1%
Single Family Dwelling	1.9	1.3%
Utilities	12.3	8.3%
Warehouse	5.4	3.6%
Vacant	40.1	26.9%
Total	148.8	100.0%

Expected right-of-way acquisition for developed land represents approximately 15.4% of all the developed land within this management area. Expected right-of-way acquisition for vacant land represents approximately 41.3% of all the vacant land within this management area.

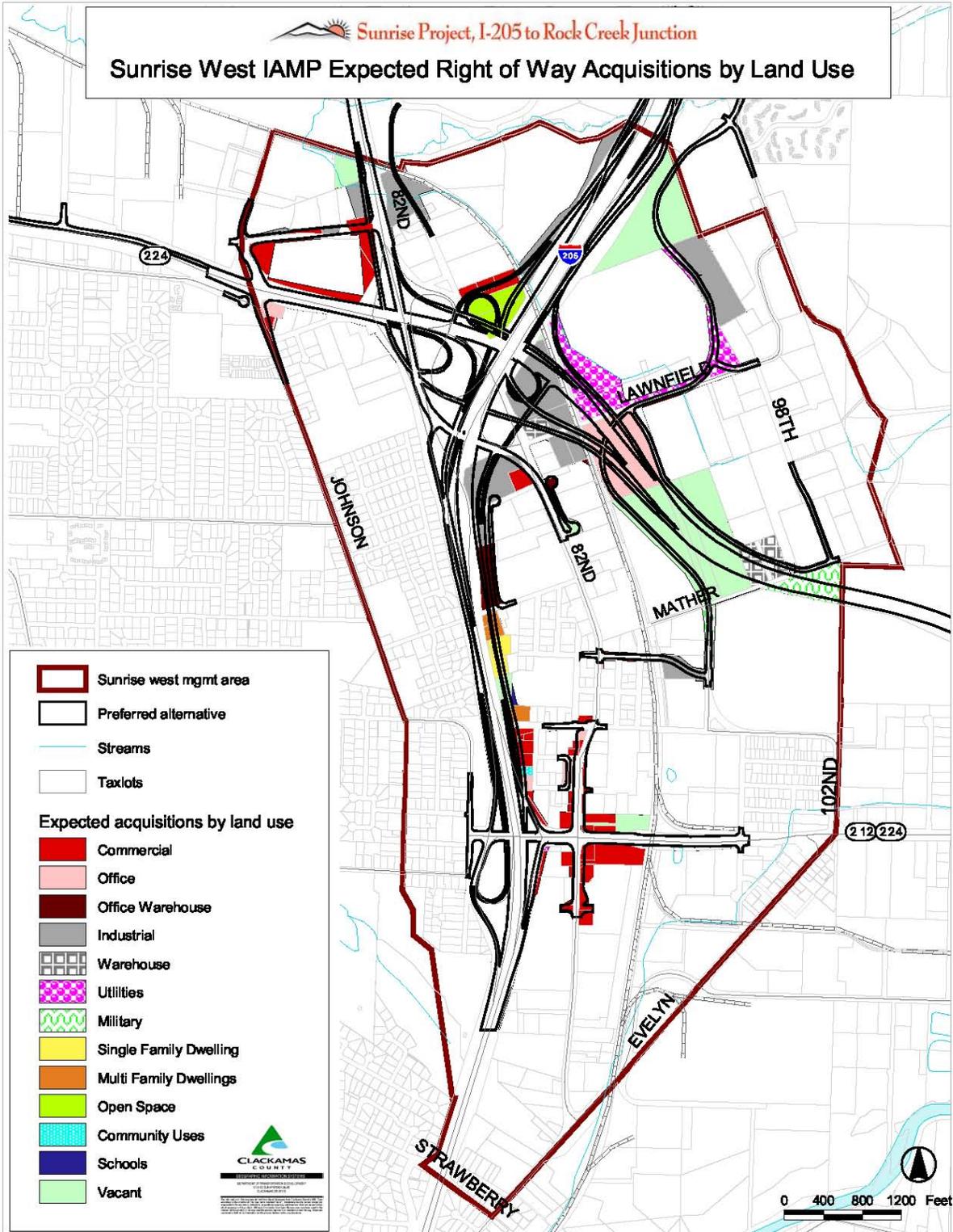
The largest concentration of land to be acquired is the industrial or business park zoned land located around and southeast of the existing I-205/SE 82nd Dr/ Highway 224 interchange. Land uses in this area range from industrial and warehousing to office, utilities, and vacant land. Commercial land to be acquired consists of partial takes of large parcels in the northwest section of the management area and complete acquisitions of numerous scattered smaller commercial parcels.

Several parcels have already been acquired by either Oregon Department of Transportation or the Clackamas County Development agency for the purpose of the

Sunrise Project right-of-way.

- 1.61 acres southwest of the intersection of SE 82nd Drive with the UPRR
- 2.05 acres west of SE 82nd Drive just north of Highway 224
- 4.35 acres at the south end of Ambler Road next to I-205
- The 32.3-acre Superfund site located on SE Mather Road (22.6 acres of which are expected to be used for right-of-way)
- 4.42 acres located on the south side of SE Mather Road at approximately SE 98th Avenue
- 0.2 acres located at 15997 SE 82nd Drive

Figure 9.



Expected Business Impacts and Displacements

The total number of businesses, jobs and amount of payroll that would be displaced by the expected right-of-way acquisitions within the Sunrise West management area are shown in Table 7. Sixty-two of the 345 businesses in the management area are expected to be displaced. The affected businesses employed an estimated 981 employees in 2004, 16% of all the employees in the management area, and paid an estimated \$38.8 million in payroll. Industry sectors affected the most include Accommodation & Food Services, with one-third of the employees being displaced; and Finance, Insurance and Real Estate, Construction, and a miscellaneous category consisting of some Services, Utilities and Public Administration sectors, each with about one-quarter of total employees being displaced in this area.

Table 7. Businesses Expected to be Displaced by Sunrise Project ROW – Sunrise West IAMP Management Area

NAICS Code	Industry Name	No. of Business	No. of Employees	% of Management Area Total Employees	Annual Payroll
23	Construction	7	146	23%	\$5,879,451
31,32,33	Manufacturing	6	223	11%	\$9,423,845
42	Wholesale Trade	7	63	7%	\$2,862,932
44,45	Retail Trade	12	104	19%	\$2,895,299
52,53	Finance, Insurance, and Real Estate*	10	48	23%	\$1,710,949
62	Health Care & Social Assistance	5	12	6%	\$276,218
72	Accommodation & Food Services	7	156	33%	\$1,520,861
54,56,51,5	Misc. (Professional,	8	229	26%	\$14,232,720

5,11,	Admin and Information			
22,81,92	Services, Utilities and Public Administration)*			
Total Displacements		62	981	16%
				\$38,802,275

**These sectors have been combined because disclosure laws prohibit reporting details about sectors with fewer than four businesses.*

Most businesses that will be displaced are located along the east side of I-205, on SE 82nd Drive near the intersection of Hwy 224/212, or in a cluster on the southeast corner of Hwy. 224 and SE Johnson Road. See Figure 10 for locations of the businesses expected to be displaced.

Impacts to Business Districts

These business relocations, land acquisitions and access changes have the potential to impact the form and character of the three business districts located wholly or partially in this area:

- The large-format retail area located in the northwestern portion of the management area, near the intersection of Highway 224 and 82nd Avenue, will be significantly affected by right-of-way purchases, which will reduce parking lots in size, and the construction of a new road to access 82nd Avenue, which will affect the access to businesses.
- The Clackamas Business District will be significantly affected by the planned removal of a number of businesses along I-205 and along SE 82nd Drive. Access changes will affect remaining businesses on 82nd Drive located north of Highway 212/224.
- The improvements to accessibility expected to be provided in the Clackamas Industrial Area by the Sunrise Project are considered very important to maintaining and improving the business environment. However, many businesses in the industrial area are directly affected by right-of-way purchases, business removals and access changes.

Expected Residential Displacements

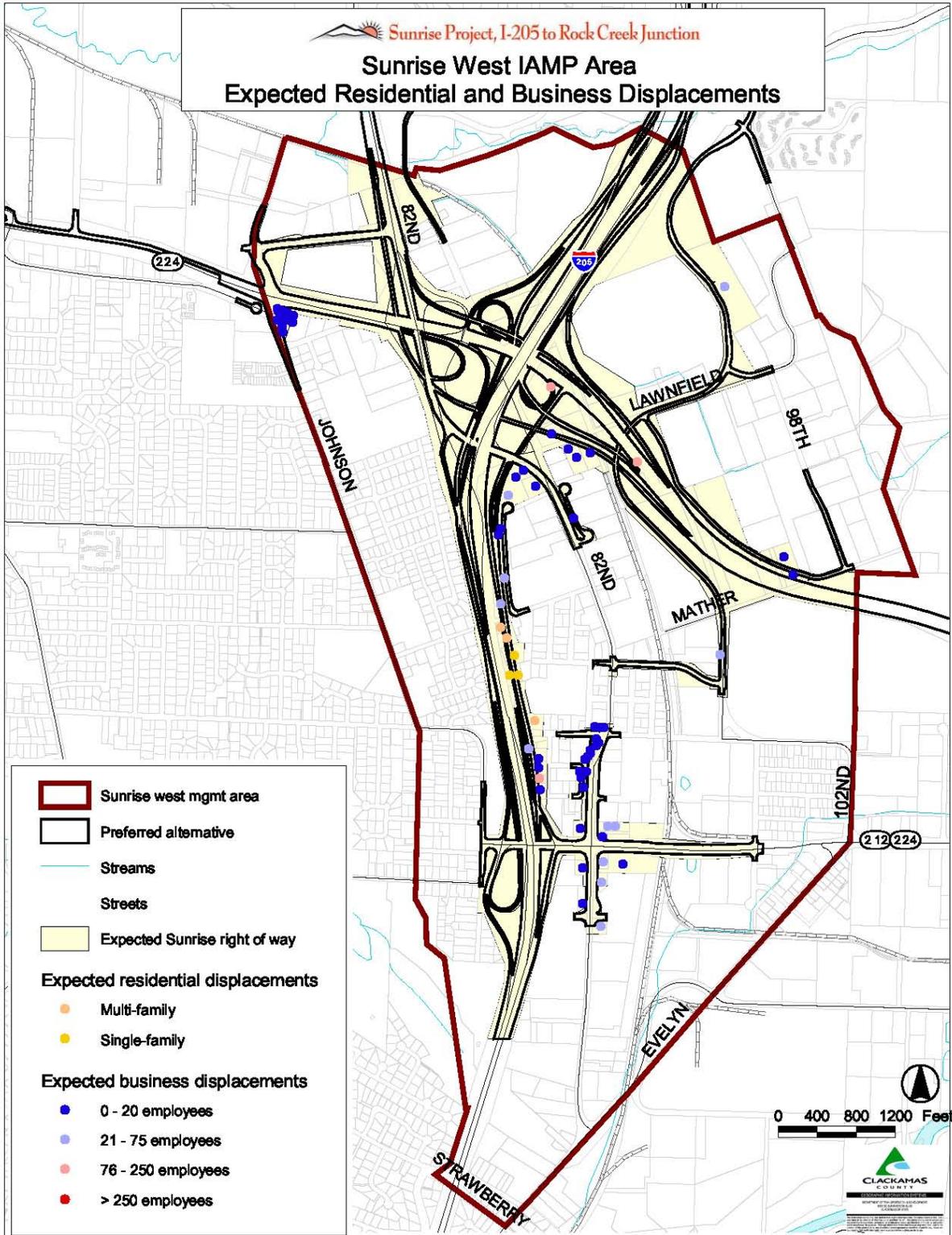
Residences that would be displaced by the expected right-of-way acquisitions within the Sunrise West management area are reported in Table 8. Three single-family homes, one duplex and two small apartment complexes, with a total of 27 dwelling units are expected to be displaced due to right-of-way acquisitions. All these dwelling units are all along the east side of I-205, where the highway will be expanded to accommodate additional ramps. (see Figure 10.)

Additionally, six single family residences and two duplex lots will be slightly impacted by the widening of Johnson Road, west of I-205, but the residences are expected to remain on the properties.

Table 8. Residences Expected to be Displaced by Sunrise Project ROW – Sunrise West IAMP Management Area

Residence Type	No. Structures	No. Dwelling Units
Single-family	3	3
Multi-family	3	24
Total	6	27

Figure 10.



Development Potential

To offset or partially offset these impacts, new employment and household growth will occur on both existing developed sites, where development is expected to intensify, and from development of existing vacant sites.

Within this management area, however, there is limited development potential for both employment and residential uses for several reasons:

4. With very few exceptions, zoning and land use in this area are consistent with the Comprehensive Plan designations, which means development could potentially intensify on some sites but not be substantially different. The following sites are where zoning is not consistent with comprehensive plan designation and could potentially redevelop.
 - East of I-205 along Beaverlake Drive, 6.2 acres with Medium Density Residential plan designation are currently zoned General Commercial (C-3). These parcels are developed as a mobile home park (3.38 acres), a commercial-industrial use (2.13 acres), and a few single family residences (0.70 acres).
 - Near the southern tip of the management area, between SE 82nd Drive and I-205, 14.1 acres have a Medium Density Residential plan designation; however approximately six acres within this designation currently have Office Commercial (OC) zoning designation. Those six acres are developed in multi-family use.
 - A 16.2-acre area between Clackamas Road and Jannsen Road, immediately east of I-205 in the historic Clackamas area, is made up of 36 parcels ranging in size from .06 to 2.8 acres. Most of these parcels are zoned HRD. Less than one acre (0.8 acre) is zoned General Commercial (C3). Most of these parcels are developed in multi-family uses; however 18 of these parcels have single family residences on them. There is one cluster of lots slightly larger than two acres in size that could potentially be redeveloped as multi-family complexes.
5. This area is largely built-out. Approximately 97.2 acres within this area are vacant, 13.4% of the total area. However, more than a third of this land is in one site, the 32.3-acre superfund site owned by Clackamas County. The remaining vacant land is contained in smaller parcels dispersed throughout the management area.
6. There is limited development potential on vacant lands that will remain after right-of-way acquisition. Of the 97.2 acres of vacant land in the IAMP management area, 40.1 acres (or 41.3%) are expected to be acquired for right-of way for the planned freeway and interchanges, leaving 57.1 acres for potential development. However, at least 30 acres of this remaining vacant land have development constraints, including steep slopes and riparian and other habitat area. While these constraints do not necessarily preclude eventual development of the sites, increased development costs makes it less likely.

Table 9. Vacant Land - Sunrise West IAMP Management Area

Zoning Designation	Current Acres	Less: ROW Acquisitions	Net Vacant Acres	Less: Constrained Acres	Net Buildable Acres
BP	14.2	(12.9)	1.3	(0.0)	1.3
C3	11.9	(3.3)	8.7	(4.8)	3.9
HDR	1.4	(1.3)	0.1	(0.0)	0.1
I2	42.0	(22.6)	19.4	(11.7)	7.7
MR1	0.1	(0.0)	0.1	(0.0)	0.1
MR2	15.3	(0.0)	15.3	(13.3)	2.0
OC	0.9	(0.0)	0.9	(0.9)	0.0
R10	3.8	(0.0)	3.8	(0.0)	3.8
R7	0.3	(0.0)	0.3	(0.0)	0.3
R8.5	7.3	(0.0)	7.3	(0.0)	7.3
Total	97.2	(40.1)	57.1	30.7	26.3

That said, there are at three good-sized residential sites in the management area that are expected to develop in within the 20-year planning and management horizon. All are located in the residential neighborhoods, west of I-205. See Figure 11.

- A 5.4-acre parcel

zoned R8.5. If no development constraints exist, this parcel could accommodate roughly 23 homes.

- A 2.8 acre parcel zoned R10. If no development constraints exist, this parcel could accommodate roughly 10 homes.
- A 1.97 acre parcel on Roots Road, south of Highway 212/224, which was recently subdivided into 11 residential lots. Six of the homes have been or are currently being constructed in this subdivision.

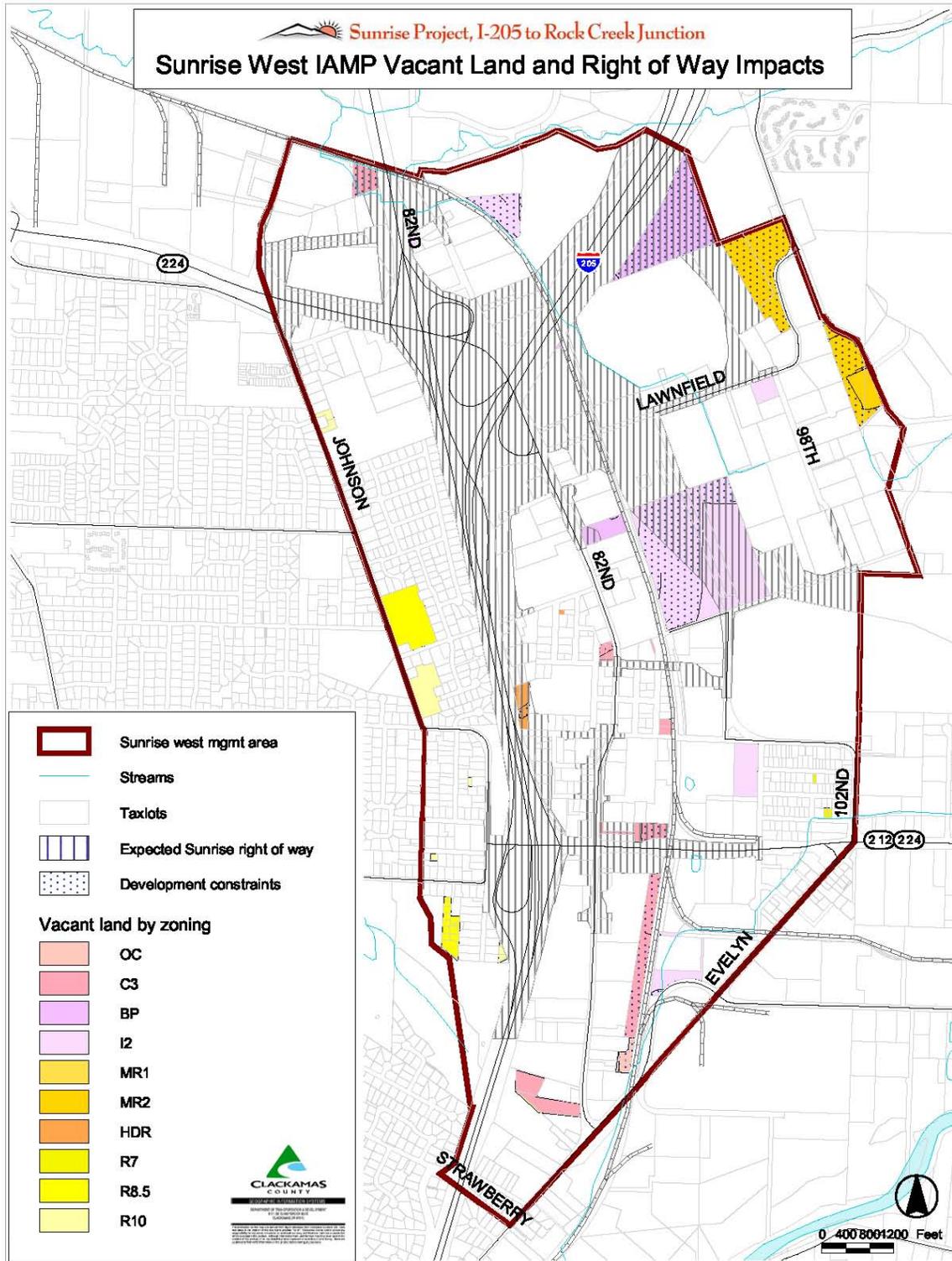
Other known permitted or planned development includes the following:

- Lawnfield Gardens Condominiums, located at 9900 SE Lawnfield Road has received approval to add a 4-plex apartment building to the complex. Construction is underway.
- The Oregon Military Department is currently adding new facilities at Camp Withycombe. The site’s armory / readiness training center functions has been identified for upgrade/replacement to house the corporate headquarters of the 41st Brigade as well as joint forces in a new Armed Forces Readiness Center for realigned units from closing United States Army Reserve (USAR) installations in the region. The largest area of the site is dedicated to the future development area of the

corporate headquarters for the new Base Realignment and Closure (BRAC) Air Force Reserve Command (AFRC). Construction of these facilities is underway; occupation of the new facilities is scheduled for 2011. After the expansion, the site is expected to house approximately 260 employees.

- A new drive-through coffee facility has been approved and is under construction at 16050 SE 82nd Drive.
- A design review application has been approved for Oregon Iron Works to develop an outdoor storage "laydown yard" on the NW Pipe and Casing site next to 9885 SE Mather Road. A rail spur is also proposed in conjunction with the yard. Steel stored at the yard will be used to manufacture items such as bridge girders, ground-based missile defense hardware, military patrol marine craft and streetcars. A design review application is currently pending an industrial building addition of 20,690 square feet for a streetcar construction facility at this address.

Figure 11.



Conclusion

The Sunrise West IAMP management area is primarily an employment area: nearly three-quarters of the land in this area is designated for employment uses and one-quarter for residential uses. The construction of the Sunrise Corridor and the two planned major interchanges within this management area will impact both the businesses and residences in the area. Sixteen percent of the area's employment/jobs and 27 residences will be displaced by the planned project.

There is vacant land within the management area, but the potential of this land is fairly limited. Approximately 41% of the vacant land is expected to be acquired for new right-of-way, leaving roughly 57 acres of vacant land to potentially develop. Of this acreage, more than half contains some sort of development constraint including steep slopes, wetlands, and/or natural habitat.

Furthermore, there is limited potential for land to be developed inconsistent with the zone and Plan designations that have already been factored into Metro's employment and household projections. This is because, with very few exceptions, zoning and Plan designations are consistent. Should an application for a Comprehensive Plan amendment and zone change be received in this area, the County has a requirement for concurrency to ensure the roads can accommodate the new type of development. This requirement will protect both the existing roads and the planned interchanges.

Therefore it is reasonable to conclude the following:

- There is not likely to be any new development that will intensify the traffic so as to cause the interchanges being studied to fail; and
- Metro's employment and household projections are appropriate, if not a little aggressive, to utilize as the basis for traffic modeling. This basis is consistent with assumptions used in the modeling for NEPA process for the Sunrise Expressway SDEIS.