

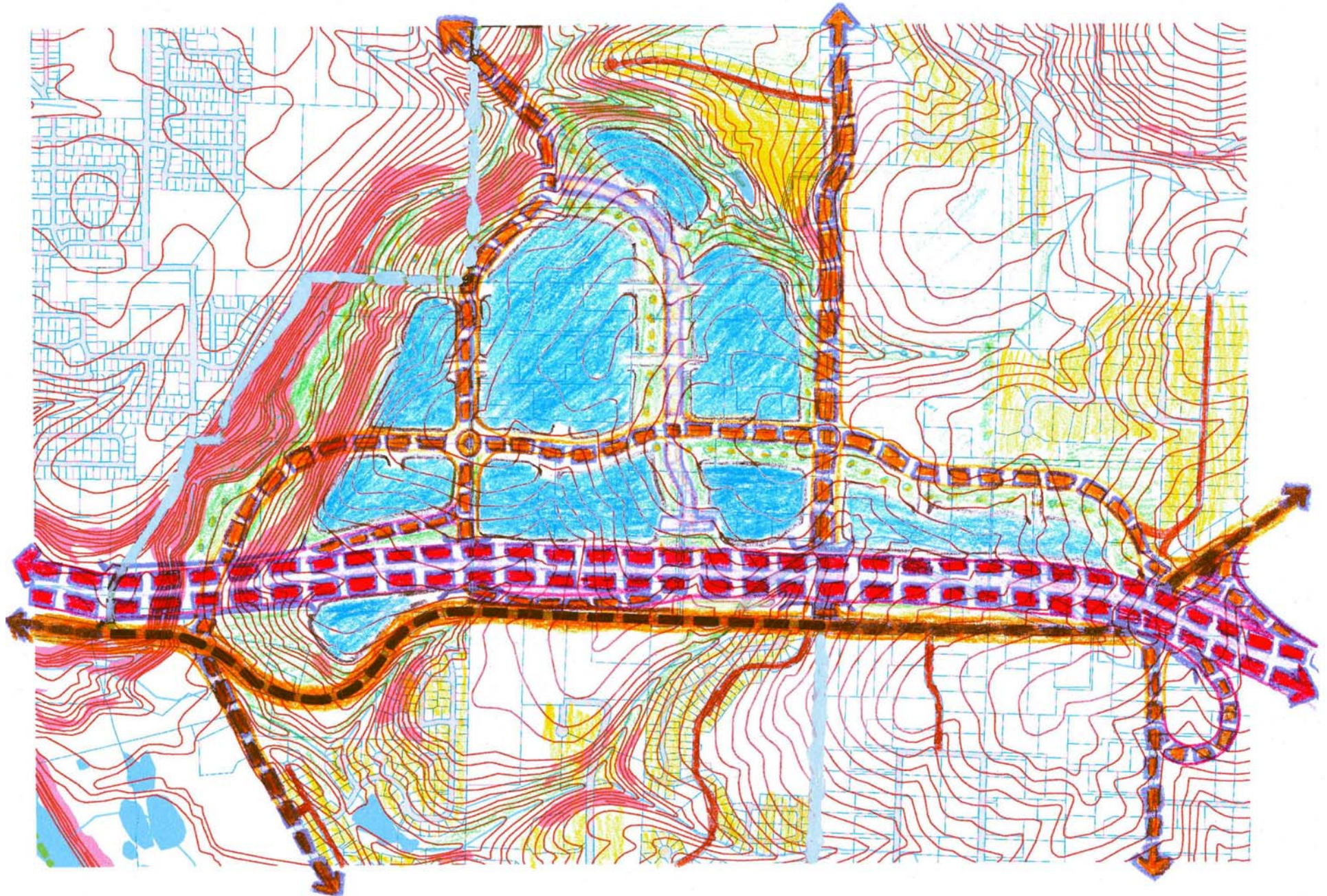
For your consideration:

The accompanying Alternative Rock Creek Industrial Plan (w/Sunrise Corridor freeway) addresses several concerns raised by local citizens and ODOT.

- SE 172nd Avenue does not provide direct freeway access, reducing north-south industrial traffic (residents' concern)
- SE 162nd does not intersect Highway 212 (ODOT concern)
- A new east-west artery deflects industrial traffic from Highway 212 (residents' concern, traffic-reducing measure)
- Only two on-ramps and two off ramps would be needed (between SE 142nd and SE 232nd)
- Only one new signaled intersection would be created on Highway 212—at Tong Rd. (cost-saving, traffic-saving measure)
- Conversion of Rock Creek junction from 3-way to 4-way intersection would minimize cost and impact to traffic flow
- Extending the new arterial northward, parallel to the slope lessens the grade and impact on sensitive topography (this would be similar to the Sunnybrook extension along Mt. Scott Creek)
- Present and future residents on the south side of Highway 212 will not have to compete with industrial traffic during ingress and egress
- Local traffic in and out of the Damascus core will not have to compete with industrial traffic accessing the freeway
- Prohibiting left turns at the Hwy 212/SE 172nd intersection would ease highway traffic and lessen impact on residents of Trillium. East-west and freeway access would be provided to that subdivision by the new arterial and/or by future access to Eckert Lane to the south and west.
- Impact to Rock Creek is minimal (residents' concern, Goal 5 mandate)
- Until the freeway is built, industrial traffic is directed toward Highway 205 via the new arterial and Rock Creek junction (already signaled), avoiding the steep and curving section of Highway 212 that is already a traffic problem
- On-ramps on the west (only) and off-ramps on the east (only) streamline industrial traffic flow and reduce cross-traffic
- An off-ramp further west (SE 142nd? Jennifer?) would supplement those shown and serve Highway 224 eastbound
- On-ramps further east could be located at SE 232nd
- All interchanges would be adjacent to industrial areas, minimizing impact to neighborhoods
- Design incorporates a workable scenario for the likely industrial development on the east side of SE 172nd with minimal extension of arterial
- This proposal anticipates the only viable route for the sunrise corridor roadway, as the new housing developments and church to the south of the existing highway preclude that route, and a route that divided Damascus down the middle would be disastrous for the community. The extension to the east of this map anticipates a route that passes through the industrial parcel north of Keller Rd. now under consideration by Metro, crosses Richardson Creek and follows Walgren Rd. to Royer. It then passes along the bluff (not atop) to the south of Ondo Rivera, emerging into the Noyer Creek industrial parcel also under Metro consideration. This route requires minimal disruption to existing residential neighborhoods.

Note: Disregard the “white-out” (blue-gray streaks) obscuring the UGB boundary that was present on the original map.

This proposed plan illustrates the contention of some local residents that planning the Rock Creek development with consideration for the Sunrise route and for the adjacent industrial development expected on the east can yield more forward-looking results. While all aspects of this plan may not meet with the approval of all interested parties, it may serve as a useful catalyst for further discussion. Thank you for considering it. -MBB



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