3.6 PARKS AND RECREATION

3.6.1 Regulatory Setting

3.6.1.1 Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f).

3.6.1.2 Section 6(f)

The Land and Water Conservation Fund Act (LWCF) State Assistance Program was established by the LWCF Act of 1965 (Section 6, Land and Water Conservation Fund Act of 1965, as amended; Public Law 88-578; 16 USC 4601-4 et seq.) to stimulate a nationwide action program to assist in preserving, developing, and assuring to all citizens of the United States of present and future generations such quality and quantity of outdoor recreation resources as may be available and are necessary and desirable for individual active participation. The program provides matching grants to states and through states to local units of government, for the acquisition and development of public outdoor recreation sites and facilities.

Property acquired or developed with LWCF assistance shall be retained and used for public outdoor recreation. Any property so acquired and/or developed shall not be wholly or partly converted to other than public outdoor recreation uses without the approval of the National Park Service (NPS) pursuant to Section 6(f)(3) of the LWCF Act and these regulations. The conversion provisions of Section 6(f)(3), 36 CFR Part 59, and these guidelines apply to each area or facility for which LWCF assistance is obtained, regardless of the extent of participation of the program in the assisted area or facility and consistent with the contractual agreement between NPS and the state.

3.6.2 Affected Environment

The following discussion describes the existing and planned parks and recreation resources in the project area. ODOT analyzed these resources because of their proximity to the Preferred Alternative. There are no existing or newly planned parks or recreational areas in the Tier 2 FEIS project area for the Preferred Alternative.
Information on the resources was gathered from several relevant documents (including conceptual master plans, trail plans, and riverfront plans), internet research, and personal communications with the Chehalem Parks and Recreation District (CPRD) superintendent.

The planned and existing parks and recreation resources are each described starting at the western end of the project area and extending east. Existing, planned, or proposed recreational facilities are identified in Table PA 3.6-1 and illustrated in Figure PA 3.6-1.

Table PA 3.6-1. Recreational Resources Within Project Vicinity

<table>
<thead>
<tr>
<th>Existing Recreational Facilities</th>
<th>Planned or Proposed Recreational Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dayton Landing</td>
<td>Planned Dundee River Park</td>
</tr>
<tr>
<td>Alderman Park</td>
<td>Proposed Dundee Riverfront Park</td>
</tr>
<tr>
<td>Ewing Young Park</td>
<td>Proposed Ash Island Park</td>
</tr>
<tr>
<td>Roger’s Landing</td>
<td>Newberg Riverfront Master Plan Area</td>
</tr>
<tr>
<td>Scott Leavitt Park</td>
<td>Chehalem Heritage Trail Concept</td>
</tr>
<tr>
<td>Chehalem Glenn Golf Course</td>
<td></td>
</tr>
<tr>
<td>Spring Meadow Park</td>
<td></td>
</tr>
</tbody>
</table>

3.6.2.1 Chehalem Parks and Recreation District (CPRD) Jurisdiction

The CPRD encompasses over 68 square miles of Yamhill County and is based in the communities of Newberg and Dundee. CPRD is responsible for administering programs that enrich leisure time, foster physical and mental well-being and provide positive free-time opportunities for roughly 25,000 residents living in the district. CPRD conducts the following activities:

- Operates some park land, as well as other land owned by the school district and City of Dundee, and operates all developed parks in Dundee.
- Collects system development charges for new park acquisitions and development.
- Provides recreation programs in Newberg and Dundee.
- Owns and operates the aquatics and recreation center in Newberg.

CPRD has jurisdiction over and provides recreational services for both Newberg and Dundee, as these cities do not have their own park and recreation departments. However, Dundee has a parks committee and Newberg has incorporated park and recreation goals and objectives into their Comprehensive Plan and Riverfront Master Plan. Yamhill County has jurisdiction over the parks and recreational facilities in the City of Dayton.
3.6.2.2 Existing Resources

**Dayton Landing**

Yamhill County owns Dayton Landing, which is about 1.4 acres (see Figure PA 3.6-2). Publishers Paper Company donated land for the park in 1966. The park is located west of the Yamhill River. At the confluence of the Yamhill River and Palmer Creek, Dayton Landing is made up of four separate parcels and includes a boat launch and an unpaved parking area next to the end of Ferry Street. A footbridge connects Dayton Landing to Alderman Park on the east side of the Yamhill River. The footbridge is owned by the City of Dayton and is used primarily as a utility bridge, but pedestrians also use the bridge for access to both parks. The footbridge is outside of the park property. In addition to the boat launch, the park offers fishing, canoeing and views of the river and creek. The park is a main element of the county’s recreational program.

**Alderman Park**

Alderman Park is about 5 acres and is owned by the City of Dayton (see Figure PA 3.6-2). It is located immediately outside the city limits on Kreder Road, east of the Yamhill River and southeast of the Bypass. Several picnic tables are located along a lower river terrace with views of the river. A water faucet is available seasonally. A mowed upper terrace abuts the Dayton sewage treatment facility. The park is south of the privately owned Portland-Dayton RV Park. A footbridge (see Dayton Landing) provides access between the park and Dayton Landing. Alderman Park's Web site describes the footbridge as lending a unique quality to the park.

**Ewing Young Park**

Ewing Young Park is a Yamhill County public park located north of the Bypass in southwest Newberg at the end of Blaine Street, and is northwest of the Newberg Riverfront Master Plan area (see Figure PA 3.6-3 and Figure PA 3.6-4). The park is managed by CPRD.

Ewing Young Park is about 44 acres and provides a variety of recreational activities, including a skateboard park, BMX track, walking and jogging trails, playground equipment, picnic tables, and a disc golf course. The park has public restrooms and a covered shelter. It is open from dawn until dusk. The park is made up of two parcels that are joined by a footbridge.

**Rogers Landing**

Rogers Landing is a 9-acre Yamhill County–managed park located south of the Bypass on the Willamette River (see Figure PA 3.6-3). The property is leased by Yamhill County from SP Newsprint Company in a long-term lease. Rogers Landing offers parking, restrooms, a three-lane boat launch, and boat tie-up area and debris boom. The Newberg Boat Club hosts the Memorial Day Boat Races at Rogers Boat Landing.
Figure PA 3.6-2 Dayton Landing and Alderman Park
Segment 1: Dayton Interchange

Date: 2/26/2012   Path: P:\GIS\Projects\NewbergDundee\FEIS\Projects\ND_FEIS_Parks_Alderman.mxd

Park and Recreation Facilities
City Limits
Urban Growth Boundary (UGB)
Roadway
Railroad

Segment 1 Right-of-Way Bridges or Overcrossings

Dayton Landing
Alderman Park
Yamhill River
Palmer Creek
Figure PA 3.6-3 Chehalem Parks and Recreation Locations
Segments 3, 4 and 5: Dundee UGB to West Newberg

- Bypass Approved Corridor
- Urban Growth Boundary (UGB)
- Bypass Approved Corridor
- City Limits
- Roadway
- Railroad
- Bridges or Overcrossings
- Park and Recreation Facilities
- Newberg Riverfront Master Plan Area
- Proposed Park and Recreation Facilities

Legend:
- Segment 2 Right-of-Way
- Segment 3 Right-of-Way
- Segment 4 Right-of-Way
- Segment 5 Right-of-Way

Map shows locations of parks and recreation facilities:
- Ewing Young Park
- Scott Leavitt Park
- Newberg
- Rogers Landing
- Planned Dundee River Park
- Proposed Dundee Riverfront Park
- Proposed Ash Island Park

Additional notes:
- 8th Street Overcrossing
- Columbia Empire Farms
- Columbia Empire Farms
- Proposed Bridge or Overcrossing
- Proposed Bridge or Overcrossing
- Proposed Bridge or Overcrossing
Ewing Young Park

Unimproved Trail to Swimming Hole

Playground and Shelter (Including Picnic Tables)

Skate Park

BMX Track

Radio Controlled (RC) Track

Frisbee Golf

Chehalem Creek

Figure PA 3.6-4 Ewing Young Park
Segment 5: West Newberg
Scott Leavitt Park

Scott Leavitt Park is a 1.2-acre public park owned by the CPRD and located in south Newberg, about 75 feet north of the Bypass. It is bounded by 11th Street to the south, 10th Street to the north, Williamette Street to the west, and Columbia Street to the east (see Figure PA 3.6-5). Residences are located on all of these streets, with the park’s primary pedestrian and vehicle access from these streets. The park serves an established residential neighborhood that is located north of the SP Newsprint facility and Edwards Elementary School.

Scott Leavitt Park includes play structures, a basketball court (the part of the park nearest the proposed project), and picnic benches that are scattered throughout the park. The park is open from dawn until dusk and is used primarily by the surrounding neighborhood. It cannot be rented for community events. CPRD owns and manages the park, which is an important element of its park master plan.

Chehalem Glenn Golf Course

CPRD, owner of the 193-acre Chehalem Glenn Golf Course, owns a total of about 262 acres of property in the vicinity of the Bypass (see Figure PA 3.6-6). The Chehalem Glenn Golf Course is the only publicly owned golf course in Yamhill County. The CPRD opened a nine-hole course in the spring of 2005, and a second nine holes opened in September 2007. The Chehalem Glenn Golf Course is a major regional recreation resource for area residents and a source of substantial revenue for CPRD.

The land for the area of Chehalem Glenn Golf Course north of Fernwood Road was donated to CPRD by a private landowner, and construction was made possible through developer fees from The Greens subdivision. The Chehalem Glenn Golf Course has an on-site clubhouse with a pro shop, equipment and golf cart rental, and golf lessons. Primary access to the course is from Fernwood Road, with secondary access through The Greens, located to the east of the first nine-hole course. The golf course is not fenced or screened. The course and clubhouse are open from dawn until dusk. Fees for play of nine holes range from $10 to $28 depending on age, residency status, and day of the week.

Ongoing CPRD Planning for the Chehalem Glenn Golf Course

CPRD has ongoing planning for the golf course including relocation of Hole 2 and related facilities. In addition, CPRD also owns land south of Fernwood Road that is not planned for future recreational resources.

The following section describes CPRD property/areas in the golf course and ongoing planning activities.

1. CPRD Area #1: An approximately 2.1-acre area (within Area #5 described below) located south of Fernwood Road. Area #1 was incorporated into the adopted Chehalem Glenn Golf Course Master Plan and is designated for transportation use rather than recreational use in the master plan.

2. Providence Easement Area #2: An approximately 2.9-acre area located along the western edge of Hole 2 of the Chehalem Glenn Golf Course. Activities in Area #2 include the following:
   - CPRD granted a permanent easement for the 2.9-acre parcel to Providence Newberg Medical Center as non-recreational land for the hospital to use in executing the medical center master plan. Hole 2 of the golf course is located in this area, and will be relocated to Golf Course Easement Area #4.
CPRD will move Hole 2 in order to improve the level of play for the women’s tee at this hole. This change to the golf course is consistent with the adopted Chehalem Glenn Golf Course Master Plan.

3. Chehalem Glenn Golf Course Area #3: An approximately 88-acre area with nine holes located at 4501 East Fernwood Road. This area is the first nine holes of the golf course and was planned and built after the Tier 1 FEIS and ROD were published.

4. Chehalem Glenn Golf Course Easement Area #4: An approximately 8-acre area, located north of the existing Chehalem Glenn Golf Course, where Providence Newberg Medical Center has granted a permanent easement on land currently owned by Providence to CPRD for reestablishment of Hole 2 of the golf course. Hole 2 is currently located on Providence Easement Area #2 as discussed above.

5. Chehalem Glenn Golf Course Area #5: An approximately 99-acre area with nine holes located south of Fernwood Road. This includes the second nine holes of the golf course and was built in 2007 after completion of Area #3 (location of the first nine holes).

6. Chehalem Glenn Golf Course Future Expansion Area #6: An approximately 80-acre parcel located south of Fernwood Road that is being held for future golf course expansion.

**Spring Meadow Park**

Spring Meadow Park is a 3.6-acre public neighborhood park located in Newberg near Oregon 99W, Vittoria Way, and Leo Lane. The park is located about 500 feet west of the Preferred Alternative right-of-way. Located at the northeast edge of Newberg, the park’s eastern edge is adjacent to the Newberg urban growth boundary (UGB). Park facilities include a basketball court, water fountain, picnic facilities, public restrooms, and a play area with structures. The park is open to the public from dawn until dusk and is owned and operated by CPRD. The park is a major facility in the CPRD park master plan.
Figure PA 3.6-5  Scott Leavitt Park
Segment 5: West Newberg

City Limits

Scott Leavitt Park

Picnic Table
Basketball Court
Playground Equipment
Picnic Table
Picnic Table

Bypass Approved Corridor
City Limits
Urban Growth Boundary (UGB)
Roadway
Railroad

Segment 5 Right-of-Way
Bridges or Overcrossings
Park and Recreation Facilities
Newberg Riverfront Master Plan Area

0 100 200 Feet
Chehalem Glenn Golf Course
Area #5: 99.4 Acres
Completed in Spring 2005

Chehalem Glenn
Golf Course Area #3: 88.0 Acres
Completed in Spring 2005

Newberg Providence Hospital: 60.6 Acres
Right-of-Way Acquisition: 2.1 Acres
Proposed De minimis finding

Newberg Providence Hospital
Right-of-Way Acquisition: 6.8 Acres

Springbrook Park

CPRD, Area #1: 2.1 Acres of Right-of-Way Acquisition (Planned for Transportation Use, Proposed De minimis finding)

Golf Course Easement
Area #4: 8.0 Acres
Chehalem Glenn
Redesigned Hole 2

Providence Easement
Area #2: 2.9 Acres
(Proposed De minimis finding)

Chehalem Glenn
Golf Course Area #6: 80.2 Acres
Expected Completion 2008-2010

Figure PA 3.6-6 Chehalem Glenn Golf Course
Segment 7: East Newberg to East Newberg Interchange
Segment 8.1: East Newberg Interchange
Segment 8.1A: Rex Hill

- Bypass Approved Corridor
- Urban Growth Boundary (UGB)
- City Limits
- Roadway
- Railroad
- Park and Recreation Facilities
- Fairway Locations

Legend:
- Segment 6 Right-of-Way
- Segment 7 Right-of-Way
- Segment 8.1 Right-of-Way
- Segment 8.1A Right-of-Way
- Bridges or Overcrossings

Newberg Providence Hospital Right-of-Way Acquisition: 6.8 Acres

Newberg Providence Hospital:
60.6 Acres

Chehalem Glenn Golf Course Future Expansion
Area #6: 80.2 Acres
Expected Completion 2008-2010

Chehalem Glenn Golf Course Easement
Area #5: 99.4 Acres
3.6.2.3 Planned or Proposed Resources

**Planned Dundee River Park**

Planned Dundee River Park is a planned 5-acre neighborhood/community park located on property owned by CPRD. The park area is south of the Bypass and southeast of Dundee. The CPRD superintendent has indicated that the land is to be developed as a park when the surrounding land is developed. The date of development is not known. The superintendent also indicated that CPRD is discussing a potential land exchange that would move the park to the south, adjacent to the Willamette River and farther away from the Bypass.

**Proposed Dundee Riverfront Park**

The City of Dundee Parks and Open Space Plan (2008) includes a riverside park concept on the Willamette River in Dundee. There is currently no detailed information available for this proposal. The plan discusses access across the Bypass to the Willamette River. Access to the riverfront is a high priority for the City of Dundee.

**Proposed Ash Island Park**

CPRD is proposing that the State of Oregon purchase and develop Ash Island as a state park. Ash Island, located in the Willamette River, is adjacent to Dundee and is only accessible by boat. The island is outside the Dundee UGB, is privately owned and has more than 100 acres of farmed land. Development of the island as a state park would require state-initiated acquisition. However, as of December 4, 2008, the Oregon Parks and Recreation Commission agreed that Ash Island is no longer on the priority list of real estate that the Oregon Parks and Recreation Department (OPRD) is interested in purchasing. There are no specific plans for development of the park; however, there is continued support among community members.

**Newberg Riverfront Master Plan Area**

The Newberg Riverfront Master Plan is a community vision for redeveloping the Willamette waterfront. The City of Newberg developed the plan to take into account natural resource, economic, recreation, transportation, planning, land use, and urban design issues. The City adopted the plan in 2002. Parks and open space are included in the multiuse plan, however, they are not the only uses planned for the area. See the Newberg Riverfront Master Plan for additional detail.\(^\text{23}\) The map of the plan shows the general Bypass location and the Bypass does not conflict with the plan’s open spaces. According to the plan summary, there is no specific timeline established for implementation of the master plan: when it will begin or how long it will take to complete. According to the plan, “The Newberg Riverfront Master Plan is a community vision that will ensure that the development of a valuable local resource will enhance the area’s quality of life...”

The plan area is within the Newberg UGB, but partially outside of the city limits. The planned area is on a combination of private and public tax lots. The majority of the publicly owned land within the master plan area is closed to public access because it is the former county landfill (approximately 40 acres). The Oregon Department of Environmental Quality (DEQ) is monitoring the closed landfill and expects post closure monitoring to last until 2015. The site was closed in 1984 and remains closed to the public.

\(^\text{23}\) [http://www.newbergoregon.gov/planning/riverfront-master-plan](http://www.newbergoregon.gov/planning/riverfront-master-plan)
Other publicly owned land within the master plan area is a portion of Ewing Young Park and one other undeveloped parcel owned by CPRD. The City of Newberg also owns two undeveloped parcels adjacent to Rogers Landing (approximately 5.5 acres combined). Roger’s Landing, which is a boat launch open to the public, is private property owned by SP Newsprint that is leased to Yamhill County.

**Chehalem Heritage Trail Concept**

CPRD has proposed a Chehalem Heritage Trail Concept. The proposal is for a trail system, consisting of more than 70 miles of trails, that circles Newberg and Dundee and connects to the riverfront in both communities. The trail is proposed to cross the Preferred Alternative in several places; however, it is in the early planning stages, and the location is conceptual. The trail would cross the Preferred Alternative at local road or stream crossings. CPRD held a community meeting on November 18, 2009, to discuss the concept of the Chehalem Heritage Trail. For a map of the proposed trail see http://www.cprdnewberg.org/ChehalemHeritageTrails/Documents/Trails%20Plan.pdf.

CPRD developed the Phase I Master Plan during 2010 and 2011. The Phase I Master Plan includes schematic designs for about 20 miles of trails connecting Dundee to Newberg, paralleling lower and middle Hess Creek, and linking Willamette River waterfronts in Newberg and Dundee. CPRD is conducting polls to gauge the public’s support for making Chehalem Heritage Trails a reality. Design and construction could potentially proceed over a period of years, from 2011 to 2020 and beyond, as grants and other funding sources are developed. The Chehalem Heritage Trail Strategic Plan was published in April 2010, see http://www.cprdnewberg.org/ChehalemHeritageTrails/Documents/2010%20Strategic%20Plan.pdf.

**3.6.2.4 Land and Water Conservation Fund, Section 6(f)**

Neither CPRD nor Yamhill County has used LWCF Section 6(f) funds to construct or improve any of the planned or existing recreational facilities within the project vicinity.

**3.6.3 Environmental Consequences**

**3.6.3.1 No Build Alternative**

The No Build Alternative would not have required any use of parks or recreational resource; therefore, there are no direct or indirect impacts under the No Build Alternative.

**3.6.3.2 Preferred Alternative**

This section summarizes impacts on parks and recreation facilities that will result from the Preferred Alternative. This section is arranged by individual resources. The direct impacts and then the indirect impacts are reported. Construction impacts are grouped together at the end of the section.

**Existing Resources**

**Dayton Landing**

**Direct Impacts**

The new bridge across the Yamhill River and the connection to Ferry Street for the Preferred Alternative will be located adjacent to Dayton Landing. A parking area for Dayton Landing is adjacent to the terminus of Ferry Street.

---

24 This statement is accurate based on information available at the Chehalem Heritage Trails Web site in December 2011. http://www.cprdnewberg.org/ChehalemHeritageTrails/.
Roadway improvements under the Preferred Alternative will remain within existing roadway right-of-way within the vicinity of Dayton Landing. The roadway will not directly impact the park or its use (see Figure PA 3.6-1 and Figure PA 3.6-2). The new Ferry Street Bridge will also provide pedestrian and bicycle access to the park. ODOT will build the vehicle bridge where the footbridge currently exists. The City of Dayton owns and maintains the existing footbridge for the placement of utility lines. The use of the bridge by pedestrians and bicyclists as a footbridge between the parks is incidental.

**Indirect Impacts**

No noise or other indirect impacts are predicted near Dayton Landing under the Preferred Alternative. Dayton Landing is near an industrial area along the Yamhill River, and the functions of the park are not sensitive to noise or visual impacts. The street and bridge improvements will improve vehicle access to the park from properties on both sides of the river.

Local circulation changes near Dayton Landing will be in character with the park and boat ramp and will have a small impact on scenic value.

**Alderman Park**

**Direct Impacts**

There will be no direct impacts to Alderman Park from the Preferred Alternative.

**Indirect Impacts**

The Preferred Alternative will not impair the activities, features, or attributes of Alderman Park, as it will not produce a noise increase or visual impact within the park. Increased traffic on Kreder Road accessing the new Ferry Street Bridge is not predicted to cause any noise impacts to Alderman Park. Improvements to Kreder Road will also improve access to the park. See Figure PA 3.6-1 and Figure PA 3.6-2.

**Ewing Young Park**

**Direct Impacts**

There will be no direct impact from the Preferred Alternative to Ewing Young Park. The portion of the park that will be closest to the Bypass under the Preferred Alternative is undeveloped open space (see Figure PA 3.6-3 and Figure PA 3.6-4).

**Indirect Impacts**

Ewing Young Park is not predicted to be noise impacted under the Preferred Alternative. Therefore, there will be no substantial impairment of the activities, features, or attributes of Ewing Young Park.

**Rogers Landing**

**Direct Impacts**

There will be no direct impacts to Rogers Landing, because it is outside the Preferred Alternative (see Figure PA 3.6-1 and Figure PA 3.6-3).

**Indirect Impacts**

The change in the visual surroundings from construction of the Preferred Alternative will not change or impair the use of the facility. There will be no indirect impacts to Rogers Landing because it is outside the noise impact zone of the Bypass.
Scott Leavitt Park

**Direct Impacts**

Under the Preferred Alternative, the Bypass in this area will be located approximately 75 feet south of Scott Leavitt Park and will avoid directly impacting the park and its use (see Figure PA 3.6-1 and Figure PA 3.6-5).

**Indirect Impacts**

The modeled sound level in the area of Scott Leavitt Park was 48 A-weighted decibels (dBA). (See Section 3.10, Noise, for more information about A-weighted decibels.) Scott Leavitt Park is predicted to be noise impacted under the Preferred Alternative. Under the Preferred Alternative, noise levels at the park are modeled to be 62 dBA, an increase of 14 dBA over existing modeled noise levels. Therefore, noise abatement is being proposed.

With the noise wall in place, projected noise levels at the park under the Preferred Alternative will not constitute a noise impact. Based on ODOT’s determination of noise abatement feasibility and reasonability criteria, ODOT has included, in this Tier 2 FEIS, a statement of likelihood that a noise wall will be constructed along the north side of the Bypass that will reduce Bypass-generated noise in the park by approximately 5 (or more) dBA.

One of the reasonableness criteria for the noise wall that will need to be met during final design will be that of community acceptance, which will involve a vote of the property owners and residents that will benefit from the noise wall. As owner of Scott Leavitt Park, the CPRD will receive one vote during that process. See Section 3.10 for additional detail on this voting process.

With or without the recommended noise wall, the traffic noise levels within the Scott Leavitt Park under the Preferred Alternative will not substantially impair the activities, features, and attributes of the park.

Existing views, from the Scott Leavitt Park looking south, are of 11th Street, residences, and SP Newsprint. The Preferred Alternative will have no indirect visual impacts that will adversely affect the activities, features, or attributes of the park.

The Preferred Alternative in Segment 5 will retain existing local roadway connections in this area, including River Street, which is about two blocks from the park. This connection will maintain access between the park and the neighborhood located south of the Bypass. Neighborhood residents to the north, west, and east of the park will be able to access Scott Leavitt Park in the same manner that they do now. SP Newsprint employees will be able to access the park by walking, biking, or driving to either the Wynooski Road or River Street overcrossings and then to the park. This will be about the same distance that employees currently travel to get to the park.

Chehalem Glenn Golf Course

**Direct Impacts**

The Chehalem Glenn Golf Course is owned by CPRD. The following discussion addresses impacts to the golf course and related impacts to permanent easements executed by CPRD and Providence Newberg Medical Center, which is located adjacent to portions of the golf course. The easement discussion references Providence Easement Area #2, Chehalem Glenn Golf Course Easement Area #4, and CPRD Area #1 which are identified on Figure PA 3.6-1 and Figure PA 3.6-6.

As background information for the Chehalem Glenn Golf Course impact discussion, the following section describes two permanent easements, which are related to the direct impact analysis of the Preferred Alternative.
CPRD and Providence Newberg Medical Center entered into an agreement resulting in the exchange of two permanent easements. The easements enable Providence to develop medical office buildings, adjacent to the hospital, that are consistent with the medical center master plan, and enable CPRD to reconstruct portions of the Chehalem Glenn Golf Course to improve overall play and to correct existing golf course deficiencies. These golf course changes are consistent with the revised Chehalem Glenn Golf Course Master Plan. The Preferred Alternative will allow both CPRD and Providence to move forward with their master plans.

The following describes the two permanent easements:

- **Providence Easement Area #2 (Chehalem Glenn Golf Course Hole 2):** This is an approximately 2.9-acre area, located along the western edge of Hole 2 of the Chehalem Glenn Golf Course, owned by CPRD. CPRD granted a permanent easement for this parcel to Providence Newberg Medical Center as non-recreational land for the medical center to use in executing its master plan. Hole 2 of the golf course is currently located in this area, and will be relocated to Golf Course Easement Area #4.

- **Chehalem Glenn Golf Course Easement Area #4:** This is an approximately 8-acre area, located north of the Chehalem Glenn Golf Course, owned by Providence. Providence granted a permanent easement for the parcel to CPRD for reestablishment of Hole 2 of the golf course.

**CPRD Area #1**

During ODOT’s preliminary engineering for the design options for the Preferred Alternative, Providence requested ODOT develop a Tier 2 design option that would avoid a greater portion of the Providence Newberg Medical Center than previous designs. In response, ODOT developed the Preferred Alternative which will allow Providence to develop their master plan and will allow CPRD to improve the play of Hole 2 of the golf course. The Preferred Alternative minimizes impacts to the medical center campus by fragmenting a smaller area, about 0.5 acre, on the southeast side of the Bypass, in contrast to earlier design options.

**Providence Easement Area #2**

The Preferred Alternative will have a direct impact requiring acquisition of about 2.9 acres of the Providence Easement Area #2 for Bypass right-of-way. As stated above, Providence Newberg Medical Center has a permanent easement from CPRD to use this area for non-recreational uses. Since the Tier 1 ROD was issued, CPRD has amended its Chehalem Glenn Golf Course Master Plan to improve the design and play of the golf course. As a result, the amended master plan will abandon the area designated as Providence Easement Area #2 where Hole 2 is currently located. CPRD is planning to expand the golf course and reconstruct Hole 2 on Golf Course Easement Area #4. The Preferred Alternative will convert Providence Easement Area #2 to Bypass right-of-way.

FHWA completed a Section 4(f) de minimis finding for the use of 5 acres of right-of-way for the Bypass. About 2.9 acres are part of Providence Easement Area #2 and about 2.1 acres are part of CPRD Area #1. These 5 acres will be converted to highway use. The Section 4(f) de minimis finding associated with the Preferred Alternative considers a 5-acre use of the recreational property. See Section 3.6.5 and Appendix A for additional detail on the de minimis impact finding for Chehalem Glenn Golf Course.

**Indirect Impacts**

Visual impacts to Chehalem Glenn Golf Course from the Preferred Alternative are anticipated to be high. Residential, landscaped, agricultural, and forested areas currently viewed by golfers will be disrupted by the Bypass. This will be an adverse visual impact;
however, the impact will not substantially impair the activities, features and attributes of the golf course.

The noise level increase at the golf course is predicted to be between 10 and 21 dBA over existing noise levels under the Preferred Alternative. The high end of this range is above the ODOT noise impact criteria of 65 dBA for noise abatement for a recreational property. A noise level of 66 dBA is predicted at the northwestern-most tip of the golf course where the Bypass alignment will be closest to the golf course. A level of 56 dBA is predicted for the west side of the golf course where the Bypass alignment is slightly farther away. However, golfers moving along the course will spend only a few minutes in the area where sound levels are predicted to exceed the 65 dBA noise impact criterion. The Bypass noise impacts will not diminish the ability of golfers to engage in conversation on the golf course for the majority of the course.

Based on the noise analysis described above, which found an overall increase in noise level at the golf course, ODOT considered noise abatement. ODOT considers a noise barrier as feasible and meets the ODOT design goal; however, because the golf course is a special use, ODOT used a special use method to calculate the cost effectiveness of the barrier. Consequently, a barrier was not recommended at this location. The traffic noise levels within the golf course under the Preferred Alternative will not substantially impair the activities, features, and attributes of the Chehalem Glenn Golf Course.

**Spring Meadow Park**

**Direct Impacts**

The Preferred Alternative will result in no direct impacts to or direct use of Spring Meadow Park. The park is located north of Oregon 99W and west of the East Newberg Interchange. Traffic volumes on Oregon 99W adjacent to Spring Meadow Park are forecasted to remain at existing levels with the Bypass, causing no change in traffic-related noise or access to the park. The growth in future traffic volumes on Oregon 99W will be offset by the diversion of traffic onto the Bypass (see Figure PA 3.6-1 and Figure PA 3.6-7).

**Indirect Impacts**

The Bypass terminates about 500 feet east of Spring Meadow Park. In evaluating the East Newberg Interchange and through discussions with the CPRD superintendent, ODOT determined that the Preferred Alternative will have no indirect impacts to Spring Meadow Park.
Figure PA 3.6-7 Spring Meadow Park
Segment 7: East Newberg to East Newberg Interchange
Segment 8.1: East Newberg Interchange

- Bypass Approved Corridor
- Urban Growth Boundary (UGB)
- City Limits
- Roadway
- Railroad
- Park and Recreation Facilities
- Segment 8.1 Right-of-Way
- Future City of Newberg Road

Date: 2/26/2012  Path: P:\GIS\Projects\NewbergDundee\FEIS\Parks\ND_FEIS_Parks_SpringMeadow.mxd
Planned or Proposed Resources

Planned Dundee River Park

Direct Impacts
Under the Preferred Alternative, the Bypass will be located north of and adjacent to the planned Dundee River Park. The Preferred Alternative will not directly impact the park or its use (see Figure PA 3.6-3).

Indirect Impacts
ODOT discussions with the CPRD superintendent determined that the Preferred Alternative will not have high visual impacts to the planned Dundee River Park.

The existing noise levels near the future park are forecast to be 63 dBA for the Preferred Alternative. This will be a substantial increase over the existing noise level which is 39 dBA, but it will be less than ODOT’s noise impact criterion of 65 dBA for a recreational property. The land reserved for the future park is currently in agricultural use. ODOT is not recommending noise abatement in this area for nearby residential impacts. Noise abatement walls could have an adverse impact on planned recreational resources. However, noise abatement is not recommended for planned projects, but only permitted ones.

Proposed Dundee Riverfront Park

The proposed Dundee Riverfront Park is outside the Preferred Alternative. There will be no direct or indirect impacts to the park under the Preferred Alternative (see Figure PA 3.6-3).

Proposed Ash Island Park

The proposed Ash Island Park is outside the Preferred Alternative footprint. There will be no direct or indirect impacts to the park under the Preferred Alternative (see Figure PA 3.6-3).

Newberg Riverfront Master Plan Area

The City of Newberg has incorporated the Preferred Alternative into their Newberg Riverfront Master Plan. There will be no adverse impact to the Newberg Riverfront Master Plan area under the Preferred Alternative; because the Bypass will not preclude development in the plan area. Additionally, local access to the area (pedestrian and vehicular access) will be provided via College and River Streets. ODOT will continue to coordinate with the City of Newberg regarding its plans for developing the riverfront area. Noise and visual impacts will be minimal because the plan area will be a mixed use area with light industrial, commercial, and residential uses (see Figure PA 3.6-8).

Chehalem Heritage Trail Concept

The Chehalem Heritage Trail is conceptual and is planned to cross large areas of privately owned land. According to the CPRD plan for the trail, the trail crossings will follow creek corridors, and the Bypass will span all of the trail’s proposed creek crossings. There are several crossing options depending upon where the trail is ultimately constructed. Traveling from west to east, the Bypass-creek crossings that intersect with the conceptual trail are Hess Creek; Hess Creek Tributary A; Hess Creek North or Hess Creek Tributary C; Springbrook Tributary A; Springbrook or Springbrook Tributary B or Springbrook Tributary C (see Figure PA 3.6-9).

There is a part of the trail that is shown in concept to cross the Bypass in the general area of the Newberg Riverfront Master Plan. This crossing does not coincide with either
the street overcrossings planned for the Bypass or the Chehalem Creek bridge crossing to the southwest of the master plan area. The Bypass overcrossing in southwest Newberg will be at College Street or River Street. CPRD will determine which street crossing best meets the trail concept plan. These crossing points will create slight out-of-direction travel (about 0.5 mile) for someone traveling on the trail that wished to follow the trail north or south.

There will be opportunities for the trail to continue under the Bypass’s bridges. The only potential conflict between the proposed park and the Preferred Alternative will be near northeastern Dundee where the Bypass will not include a crossing. ODOT will continue to coordinate with CPRD to provide an access point. Therefore, there are no adverse impacts to the conceptual trail.

**Construction Impacts**

In general, construction impacts to existing parks at the time of construction of the Preferred Alternative will include:

- Increased use of local and arterial roads by construction equipment and truck traffic resulting in traffic delays
- Temporary traffic rerouting and road and access closures
- Construction noise from heavy equipment operation
- Dust from excavating and placing fill
- Lighting in construction areas in the evening

Construction of the Preferred Alternative may also cause localized, short-term noise impacts due to drilling, excavating, etc. Use of standard ODOT specifications of control of noise sources during construction will minimize construction impacts.

**3.6.3.3 Phase 1**

Phase 1 of the Preferred Alternative (Phase 1) would not result in any direct or indirect impacts to parks over those identified for the Preferred Alternative. In particular, indirect impacts to Scott Leavitt Park and planned Dundee River Park under Phase 1 of the Preferred Alternative (Phase 1) would be the same as or less than under the Preferred Alternative (see Section 3.6.3.2).
Figure PA 3.6-8 Newberg Riverfront Master Plan Area

- Newberg Riverfront Master Plan Area
- Newberg Master Plan Area Public Ownership
- Park and Recreation Facilities
- Taxlot
- City Limits
- Urban Growth Boundary (UGB)
- Preferred Alternative ROW

Date: 2/26/2012 Path: P:\GIS\Projects\NewbergDundee\FEIS\Parks\ND_FEIS_Parks_RiverfrontMasterPlanArea.mxd
Figure 3.6-9
Chehalem Heritage Trail Concept

The Bypass alignment is superimposed on the Chehalem Heritage Trail concept map to show the relationship of the Bypass to the proposed trail.
3.6.4 Cumulative Impacts for the Preferred Alternative

Cumulative impacts include information on trends related to the resource during the past, present and reasonably foreseeable future. The general trend of parks and recreation facilities in the project area is an increase in the number of these types of facilities.

On June 5, 1956, Edwin and Ruth Huber donated a 3.66-acre property that became Huber Park: Yamhill County's first park. Since 1956, the park system has grown to include 17 parks and open space areas totaling 126.4 acres. Yamhill County’s current park system offers facilities for day-use activities, including picnicking, boating, bird watching, fishing, and experiencing Yamhill County's unique natural, cultural, and historic heritage.

There are currently 12 park and recreation facilities in Dayton, 4 in Dundee, and 13 in Newberg. All of these parks are owned by CPRD. Newberg also has plans for the future community center (a former school), as well as the existing aquatic facility and Chehalem Glen Golf Course. The general trend for park and recreational facilities is to continue to add and expand facilities as the population grows and the use of these facilities increases. CPRD is also planning additional bicycle and pedestrian trails in their district to be constructed in the near future.

The reasonably foreseeable actions that could impact parks and recreational resources include new housing developments, a new business park, and several transportation improvements. Based on available environmental documents, discussions with the CPRD director, and other information collected, the estimated direct impact from the Preferred Alternative to parks and recreation facilities is no more than 5 acres of the Chehalem Glen Golf Course property.

ODOT concludes that there will not be substantial cumulative impacts to parks and recreational facilities within the project area given past, current, and reasonably foreseeable actions. The Preferred Alternative will contribute minimally to the impacts of other current and reasonable foreseeable projects.

3.6.5 Section 4(f) De Minimis Finding for Chehalem Glenn Golf Course

CPRD owns the 193-acre Chehalem Glenn Golf Course. The portion of the golf course required for the Bypass is about 5 acres, or 3 percent of the total golf course area.

FHWA completed a Section 4(f) de minimis finding for the Chehalem Glenn Golf Course, as related to CPRD Area #1 and Providence Easement Area #2, which is included in Appendix A.

A Section 4(f) de minimis use of a resource is one that does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f) of the Department of Transportation Act. A Section 4(f) de minimis finding considered the following:

- The Preferred Alternative will directly impact CPRD Area #1; however, the 2.1-acre area is already designated as a transportation use and not a recreation use on the Chehalem Glenn Golf Course Master Plan. Although this portion of the golf course could be considered as fitting within the Section 4(f) Joint Development provision which finds that Section 4(f) does not apply in cases where parks are developed with areas reserved for transportation use, FHWA has included this portion of the golf course in considering the Section 4(f) de minimis finding for the Chehalem Glenn Golf Course.
The Preferred Alternative will also directly impact the golf course in Providence Easement Area #2 (Hole 2 of the golf course, 2.9 acres). However, the permanent easements between CPRD and Providence Newberg Medical Center allow relocation of Hole 2 to Chehalem Glenn Golf Course Easement Area #4 before construction of the Preferred Alternative, as preferred by the Chehalem Glenn Golf Course. No mitigation is needed for this impact because CPRD has planned to relocate Hole 2. See Appendix A for a copy of the FHWA Section 4(f) de minimis finding.

During the Tier 2 DEIS comment period, ODOT received comments on the impacts of the Build Alternative, and specifically the Recommended Alternative, related to the Chehalem Glenn Golf Course. At that time comments were also solicited for the proposed Section 4(f) de minimis finding. No comments were submitted from the public on the de minimis finding for the golf course.

After completion of the Tier 2 DEIS, ODOT coordinated with CPRD regarding the Section 4(f) de minimis finding, and CPRD supported the Preferred Alternative. ODOT requested CPRD concurrence in writing after the public was given the opportunity to review and comment on the Tier 2 DEIS. This concurrence with the proposed Section 4(f) de minimis finding is included as an attachment in the FHWA Section 4(f) de minimis finding (see Appendix A).

FHWA considered the Tier 2 DEIS public and agency comments and CPRD concurrence when making a decision on applicability of the Section 4(f) de minimis finding. CPRD, as the official with jurisdiction of the Chehalem Glenn Golf Course, agreed that there are no adverse impacts to the features, activities, and attributes of the golf course.

3.6.6 Mitigation

3.6.6.1 Preferred Alternative

Preliminary designs for the project included avoiding and minimizing property acquisitions and visual and noise impacts to parks. During selection of the Preferred Alternative, ODOT reviewed the design for further avoidance and minimization where possible. The following is a description of these considerations and mitigation for the Preferred Alternative.

Scott Leavitt Park

To minimize impacts to Scott Leavitt Park, ODOT located the Bypass as far south of the park as feasible. The Preferred Alternative is conceptually designed to minimize impacts to the neighborhood surrounding the Bypass, including Scott Leavitt Park, while preserving the viability of SP Newsprint. With a recommended noise wall in place (see Figure 3.10-17), projected noise levels at the park under the Preferred Alternative will not constitute a noise impact. Based on ODOT’s determination of noise abatement feasibility and reasonability criteria, ODOT has included, in this Tier 2 FEIS, a statement of likelihood that a noise wall will be constructed along the north side of the Bypass that will reduce Bypass-generated noise in the park by approximately 5 (or more) dBA. One of the reasonableness criteria for the noise wall that will need to be met during final design will be that of community acceptance, which will involve a vote of the property owners and residents that would benefit from the noise wall. As owner of Scott Leavitt Park, the CPRD will receive one vote during that process. See Section 3.10 for additional detail on the voting process.

Dayton Landing

To minimize impacts to Dayton Landing, ODOT developed a local circulation option for the extension of the Ferry Street Bridge within existing right-of-way. ODOT developed local circulation options that will stay within existing right-of-way in the area adjacent to the park. The closest part of the park to the local circulation options is a paved parking
lot, which will benefit from better access through the local road improvements. No noise abatement is being considered.

To minimize noise impacts to Alderman Park, ODOT developed local circulation options that realign Kreder Road and that will stay within the existing right-of-way adjacent to Alderman Park. No noise abatement is being considered.

**Planned Dundee River Park**
The Bypass alignment was shifted to the north to avoid the planned Dundee River Park.

### 3.6.6.2 Phase 1
Phase 1 will not result in any direct or indirect impacts to parks over those identified for the Preferred Alternative. In particular, indirect impacts to Scott Leavitt Park and planned Dundee River Park under Phase 1 will be the same as or less than under the Preferred Alternative (see Section 3.6.3.2). A noise abatement is recommended for mitigation for impacts to Scott Leavitt Park.
3.6.7 **Tier 2 DEIS Build Alternative**

The following is an exact copy of the Tier 2 DEIS Build Alternative section for parks and recreation. In-text references cite information in the Tier 2 DEIS.

The Tier 2 DEIS Build Alternative, which includes all of the design and local circulation options no longer under consideration, is included here as a comparison to the Tier 2 FEIS Preferred Alternative and for informational purposes only.

Copies of the complete Tier 2 DEIS are available from:

Kelly Amador, Senior Project Leader, Region 2
Oregon Department of Transportation
Mid-Willamette Valley Area
885 Airport Road SE, Building P
Salem, OR 97301-4788
kelly.l.amador@odot.state.or.us

3.6.2.1 Build Alternative

**Existing Resources**

**Dayton Landing**

**Direct Impacts**

Local Circulation Option A (Segment 1) includes a connection of Kreder Road to the interchange. This option does not cross the Yamhill River, and would not result in right-of-way impacts adjacent to Dayton Landing and therefore would not directly impact the park or its use (see Figure 3.6-2).

The new bridge across the Yamhill River and connection to Ferry Street for Local Circulation Option B would be located adjacent to Dayton Landing. A parking area for Dayton Landing is adjacent to the terminus of Ferry Street.

The proposed alignment for Local Circulation Option B remains within existing roadway right-of-way. The option would not directly impact the park or its use (see Figure 3.6-2). The new bridge would provide pedestrian and bicycle access to the park, and would be built where a footbridge currently exists. The current footbridge is owned by the City of Dayton for maintenance access and the placement of utility lines. The use of the bridge as a footbridge between the parks is incidental.

**Indirect Impacts**

Noise modeling indicates sound levels in the vicinity of the Build Alternative in this area are estimated to range between 52 and 59 dBA. As a result, the noise levels at Dayton Landing with the Build Alternative are expected to be less than 65 dBA, which is the ODOT threshold for noise abatement for a recreational property. Dayton Landing is near an industrial area along the Yamhill River, and the functions of the park are not sensitive to noise or visual impacts.

The expected low volume of traffic on Ferry Street, adjacent to Dayton Landing, would be unlikely to result in noise impacts to Dayton Landing. Local Circulation Option B with a new bridge and improvements to Ferry Street would bring some additional traffic noise to the park. The street and bridge improvements would also improve vehicle access to the park from properties on both sides of the river.

Local circulation changes proposed near Dayton Landing would be in character with the park and boat ramp and would have a small impact on scenic value.
Alderman Park

*Direct Impacts*

Local Circulation Options A and B (Segment 1) would both include improvements to Kreder Road adjacent to Alderman Park. Neither option would directly impact the park or its use (see Figure 3.6–2).

*Indirect Impacts*

Local Circulation Options A and B would not impair the activities, features, or attributes of Alderman Park, since neither option would produce a substantial noise increase or visual impacts. Traffic on Kreder Road would increase, causing additional traffic-related noise at the park, but the anticipated low volume of traffic would be unlikely to adversely affect the park. Kreder Road would improve access to the park.

The noise levels at Alderman Park with the Build Alternative are expected to be less than 65 dBA, which is the ODOT threshold for noise abatement for a recreational property.

Ewing Young Park

*Direct Impacts*

All design options in Segment 5 are located south of Ewing Young Park and would avoid directly impacting the park and its use (see Figure 3.6-3, Figure 3.6-4, and Figure 3.6-5). The portion of the park closest to the Build Alternative is undeveloped open space.

*Indirect Impacts*

The monitored sound levels in this portion of Segment 5 range from 44 dBA to 54 dBA. This monitoring range is for the monitoring stations on both sides of Ewing Young Park. No monitoring was conducted at the park itself. Therefore, a conservative estimate was used. Noise monitoring at the park would be conducted after a Final Preferred Alternative is selected.

Under the Build Alternative, sound levels at Ewing Young Park are estimated to be between 53 dBA and 56 dBA. A substantial increase noise impact is predicted due to a greater increase than 10 dBA. However, sound levels would be less than the ODOT noise impact criteria of 65 dBA for a recreational property. The predicted sound levels would not impair conversation. Speech interference does not normally occur under ambient sound levels below 65 dBA. Therefore, there would be no impairment of the features or attributes of Ewing Young Park. No noise abatement is proposed.

Rogers Landing

There are no direct impacts to Rogers Landing because it is outside the Build Alternative footprint. There are no indirect impacts anticipated to Rogers Landing because it is outside the noise impact zone for the Build Alternative and the change in the visual surroundings would not change or impair the use of the facility.

Scott Leavitt Park

*Direct Impacts*

The Build Alternative in this area would be located south of Scott Leavitt Park and would avoid directly impacting the park and its use (see Figure 3.6-3, Figure 3.6-4, Figure 3.6-6, and Figure 3.6-7).

*Indirect Impacts*

The monitored sound levels in the area of Scott Leavitt Park are 42 to 57 decibels (dBA), with an average background sound level of 49 dBA. Sound levels in this area are
estimated to be between 55 to 67 dBA under the Build Alternative. At Scott Leavitt Park the sound levels are estimated to be 63 dBA under Option 5.1.D.2 and 61 dBA under Option 5.1.C.2. This is greater than a 10 dBA increase, which meets ODOT’s substantial increase noise impact criteria to consider mitigation.

ODOT is considering the use of sound barriers in this area to reduce noise impacts. This may reduce noise levels within the park by an estimated 5 to 10 dBA. The actual reduction in sound levels at Scott Leavitt Park will be analyzed in the Tier 2 FEIS, after a final Preferred Alternative is selected.

Design Option 5.2D is the furthest south and would be located farther from the park than the other two design options. Of the three design options near the park, Design Option 5.2D would have the least noise level changes at the park both with and without noise abatement.

Existing views from the Scott Levitt Park to the south are of 11th Street, residences, and SP Newsprint. All of the design options near the park would potentially change the view from the park. However, the Build Alternative would have no indirect visual impacts that would adversely affect the activities, features, or attributes of the park.

Local circulation changes for the Build Alternative in Segment 5 (see Figure 2.2-8a and Figure 2.2-8b) keep connections across the Bypass in this area, including River Street, which is about two blocks from the park. This connection maintains access between the park and the neighborhood located south of the Build Alternative. Neighborhood residents to the north, west, and east of the park would continue to access Scott Leavitt Park in the same manner that they do now. SP Newsprint employees would be able to access the park by walking, biking, or driving to either the Wynooski Road or River Street overcrossings and then to the park. This would be about the same distance that employees currently travel to get to the park.

**Chehalem Glenn Golf Course**

**Direct Impacts**

The Chehalem Glenn Golf Course is owned by CPRD. The following discussion addresses potential impacts to the golf course and related impacts to permanent easements executed by CPRD and Providence Newberg Hospital, which is located adjacent to portions of the golf course. The easement discussion references Providence Easement Area #2 and Chehalem Glenn Golf Course Easement Area #4, which are identified on Figure 3.6-8 and Figure 3.6-9.

As background information for the Chehalem Glenn Golf Course impact discussion, the following section describes two permanent easements, which are related to the direct impact analysis of the Build Alternative.

CPRD and Newberg Providence Hospital entered into an agreement resulting in the exchange of two permanent easements. The easements enable Providence to develop medical office buildings adjacent to the hospital that are consistent with the hospital’s master plan, and enable CPRD to reconstruct portions of the Chehalem Glenn Golf Course to improve overall play and to correct existing golf course deficiencies. These golf course changes are consistent with the revised Chehalem Glenn Golf Course Master Plan. CPRD and Providence structured their easement exchange so that Design Option 7.5C would be their preferred option for the Build Alternative. Design Option 7.5C would allow both CPRD and Providence to move forward with their master plans.

The following describes the two permanent easements:

- **Providence Easement Area #2 (Chehalem Glenn Golf Course Hole 2):** An approximately 2.9-acre area located along the western edge of Hole 2 of the Chehalem Glenn Golf Course owned by CPRD. CPRD granted a permanent
easement for this parcel to Newberg Providence Hospital as non-recreational land for the hospital to use in executing its master plan. Hole 2 of the golf course is currently located in this area, and will be relocated to Golf Course Easement Area #4.

- **Chehalem Glenn Golf Course Easement Area #4:** An approximately 8-acre area located north of the Chehalem Glenn Golf Course owned by Providence. Providence granted a permanent easement for the parcel to CPRD for reestablishment of Hole 2 of the golf course.

**Design Option 7.4C**

Design Option 7.4C would have a direct impact requiring acquisition of about 4.5 acres of Newberg Providence Hospital property. This acquisition would fragment the hospital property, leaving an isolated parcel of about 2 acres on the southeast side of the Bypass (see Figure 3.6-8). Creating this isolated parcel would restrict Providence’s ability to construct the medical office buildings designated in the hospital’s master plan. Design Option 7.4C would have no direct impact to Providence Easement Area #2. Design Option 7.4C proposed *de minimis* would be for a 2.1-acre use of the golf course.

**CPRD Area #1**

Design Option 7.4C would have a direct impact requiring acquisition of about 2.1 acres of the Chehalem Glenn Golf Course for right-of-way. CPRD Area #1 is designated in the Chehalem Glenn Golf Course Master Plan for transportation use and is not used for recreation by CPRD. Due to the transportation use designation, CPRD will not develop Area #1 as a recreational resource.

**Design Option 7.5C**

During ODOT’s preliminary engineering for the design options for the Build Alternative, Newberg Providence Hospital requested ODOT develop a design option that would avoid a greater portion of the hospital campus than Design Option 7.4C. In response, ODOT developed Design Option 7.5C (see Figure 3.6-9) which would allow the hospital to develop their master plan and would allow CPRD to improve Hole 2 of the golf course. Design Option 7.5C, minimizes impacts to the hospital campus by fragmenting a smaller area, about half an acre, on the southeast side of the Bypass. Design Option 7.4C would fragment about 2 acres.

**CPRD Area #1**

The impacts of Design Option 7.5C to CPRD Area #1 are the same as those described for Design Option 7.4C above.

**Providence Easement Area #2**

Design Option 7.5C would have a direct impact requiring acquisition of about 2.9 acres of the Providence Easement Area #2 for Bypass right-of-way. As stated above, Newberg Providence Hospital has a permanent easement from CPRD to use this area for non-recreational uses. Since the Tier 1 ROD was issued, CPRD has amended its Chehalem Glenn Golf Course Master Plan to improve the design and play of the golf course. As a result, the amended master plan will abandon the area designated as Providence Easement Area #2 where Hole 2 is currently located. CPRD is planning to expand the golf course and reconstruct Hole 2 on Golf Course Easement Area #4. Design Option 7.5C would convert Providence Easement Area #2 to Bypass right-of-way.

FHWA proposes a Section 4(f) *de minimis* finding for the minor amount of right-of-way (about 5 acres) needed for the Bypass. This would be about 2.9 acres of Providence easement (Area #2) and 2.1 acres of CPRD land (Area #1). The design option 7.5.C *de minimis* proposal would be for 5 acres of use of the recreational property.
Indirect Impacts

Visual impacts to Chehalem Glenn Golf Course from the Bypass are anticipated to be high. Residential, landscaped, agricultural, and forested areas currently viewed by golfers would be disrupted by the Bypass and local circulation overpass structures. This would be an adverse visual impact; however, the impact would not substantially impair the use of the golf course.

The noise level of the golf course is predicted to be between 61 and 68 dBA under the Build Alternative. The high end of this range is above the ODOT noise impact criteria of 65 dBA for noise abatement for a recreational property. Sixty-eight dBA is predicted at the northwestern-most tip of the golf course where the Bypass alignment would be closest to the golf course. Sixty-one dBA is predicted for the west side of the golf course where the Bypass alignment is slightly further away. Golfers moving along the course would spend only a few minutes in the area where sound levels are predicted to exceed the 65 dBA noise impact criteria. The Bypass noise impacts would not diminish the ability of golfers to engage in conversation on the golf course for the majority of the course. Therefore, noise abatement is not proposed.

Proposed 4(f) De Minimis Finding

CPRD owns the 193-acre Chehalem Glenn Golf Course. The proposed use of the golf course for the Bypass would be about 5 acres, which is about 3% of the total golf course area.

FHWA proposes a Section 4(f) de minimis impact finding for the Chehalem Glenn Golf Course, as related to CPRD Area #1 and Providence Easement Area #2. A de minimis use of a Section 4(f) resource does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f) of the Department of Transportation Act. A de minimis finding is proposed by FHWA because:

Both Design Options 7.4C and 7.5C would directly impact CPRD Area #1; however, the 2.1 acre area is designated as a transportation use and not a recreation use on the Chehalem Glenn Golf Course Master Plan.

Design Option 7.5C would also directly impact the golf course in Providence Easement Area #2 (Hole 2 of the golf course) (2.9 acres). However, the permanent easements between CPRD and Newberg Providence Hospital will allow relocation of Hole 2 to Chehalem Glenn Golf Course Easement Area #4 before construction of the Build Alternative. No further mitigation would be needed for this impact because CPRD has planned to relocate Hole 2. See Appendix A for additional information on the proposed de minimis finding.

ODOT will provide an opportunity for the public to review and comment on the impacts of the proposed Build Alternative on the Chehalem Glenn Golf Course, as well as the proposed Section 4(f) de minimis finding during the public and agency review and comment period and the public hearing for this Tier 2 DEIS.

ODOT has conducted preliminary coordination with CPRD regarding the proposed Section 4(f) de minimis finding. CPRD supports the proposed action. ODOT will request CPRD concurrence in writing after the public has been given the opportunity to review and comment on the effects of the proposed project.

FHWA will consider the Tier 2 DEIS public and agency comments and CPRD concurrence when making a decision on applicability of a de minimis finding. CPRD, as the official with jurisdiction of the Chehalem Glenn Golf Course, has preliminarily agreed that there are no adverse impacts to the features, activities and attributes of the golf course.
course. FHWA and ODOT will provide any comments received on the proposed de minimis finding to the Chehalem Parks and Recreation District, prior to requesting CPRD concurrence in writing for the proposed de minimis.

**Spring Meadow Park**

**Direct Impacts**

The Build Alternative would result in no direct impacts to or direct use of Spring Meadow Park. The park is located north of Oregon 99W and west of the East Newberg Interchange. Traffic volumes on Oregon 99W adjacent to Spring Meadow Park are forecasted to remain at existing levels with the Bypass, causing no change in traffic-related noise or access to the park. The growth in future traffic volumes on Oregon 99W would be offset by the diversion of traffic onto the Bypass.

**Indirect Impacts**

The Bypass terminates about 500 feet east of Spring Meadow Park. In evaluating the East Newberg Interchange and through discussions with the CPRD superintendent, ODOT determined that the proposed action would have no indirect impacts to Spring Meadow Park (see Figure 3.6-10).

**Planned or Proposed Resources**

**Planned Dundee River Park**  

**Direct Impacts**

The Build Alternative right-of-way is located north and adjacent to the Planned Dundee River Park. All design options in Segment 1, would have similar right-of-way footprints and would not directly impact the park or its use (see Figure 3.6-3 and Figure 3.6-4).

**Indirect Impacts**

ODOT discussions with the CPRD superintendent determined that the Build Alternative would not have high visual impacts to the Planned Dundee River Park. Bypass noise level changes near the future park are predicted to range between 51 and 59 dBA, which is less than ODOT's noise impact criteria of 65 dBA for a recreational property. The land reserved for the future park is currently in agricultural use.

**Proposed Dundee Riverfront Park**

The Proposed Dundee Riverfront Park is outside the Build Alternative footprint. There would be no direct or indirect impacts to the park. (See Figure 3.6-3 Figure 3.6-4.)

**Proposed Ash Island Park**

The Proposed Ash Island Park is outside the Build Alternative footprint. There would be no direct or indirect impacts to the park. (See Figure 3.6-3 Figure 3.6-4.)

**Newberg Riverfront Master Plan Area**

The City of Newberg has incorporated the future Build Alternative into their Newberg Riverfront Master Plan. There would be no adverse impact to the Newberg Riverfront Master Plan area because the proposed Bypass would not preclude development in the Plan area. Additionally, local access to the area (pedestrian and vehicular access) would be provided via College and River Streets. ODOT will continue to coordinate with the City of Newberg regarding their plans for developing the riverfront area. Noise and visual impacts would be minimal because the Plan Area would be a mixed-use area with light industrial, commercial, and residential uses. (See Figure 3.6-11.)
Chehalem Heritage Trail Concept

The Chehalem Heritage Trail (Figure 3.6-12) is conceptual and is planned to cross large areas of privately owned land. According to the CPRD plan for the trail, the trail crossings will follow creek corridors and, the Bypass would span all of the trail’s proposed creek crossings. There are several crossing options depending upon where the trail is ultimately constructed. Travelling from west to east, the Bypass-creek crossings that intersect with the conceptual trail are: Hess Creek; Hess Creek Tributary A; Hess Creek North or Hess Creek Tributary C; Springbrook Tributary A; Springbrook or Springbrook Tributary B or Springbrook Tributary C.

There is a part of the trail that is shown in concept to cross the Bypass in the general area of the Newberg Riverfront Master Plan. This crossing does not coincide with either the street overcrossings planned for the Bypass nor the Chehalem Creek bridge crossing to the south west of the Master Plan area. The Bypass overcrossing in southwest Newberg would be at College Street or River Street. These crossing points would create slightly out of direction travel (about half a mile) for someone traveling on the trail that wished to follow the trail north or south.

There would be opportunities for the trail to continue under the Build Alternative proposed bridges. The only potential conflict would be near northeastern Dundee where the Bypass does not include a crossing. ODOT would continue to coordinate with CPRD to provide an access point. Therefore, there are no adverse impacts to the conceptual trail.