

Sunrise Corridor Community Visioning

Historical Context and Storytelling Technical Memorandum

Date: March 1, 2024
Project name: Sunrise Corridor Community Visioning
Attention: Jamie Stasny, Karen Buehrig, Ellen Rogalin
Client: Clackamas County
Prepared by: Jacobs

Introduction

The purpose of this draft memorandum is to summarize and understand, at a high level, the cultural, historical, geographical, and environmental characteristics of the Sunrise Corridor Community Visioning Study Area. This memo is a critical step to guide the visioning process. It provides historical background and context and a foundational story of the corridor. This memo includes the following sections:

1. Cultural History of the Corridor
2. Transportation and Economic History of the Corridor
3. History, Context, and Storytelling
 - 3.1. Geographical Context
 - 3.2. Historical and Cultural Context
 - 3.3. Access and Connectivity
 - 3.4. Local Restoration Projects and Partnership Opportunities
4. Conclusion
5. Appendix

Sunrise Corridor Community Visioning

Clackamas County Land Acknowledgement

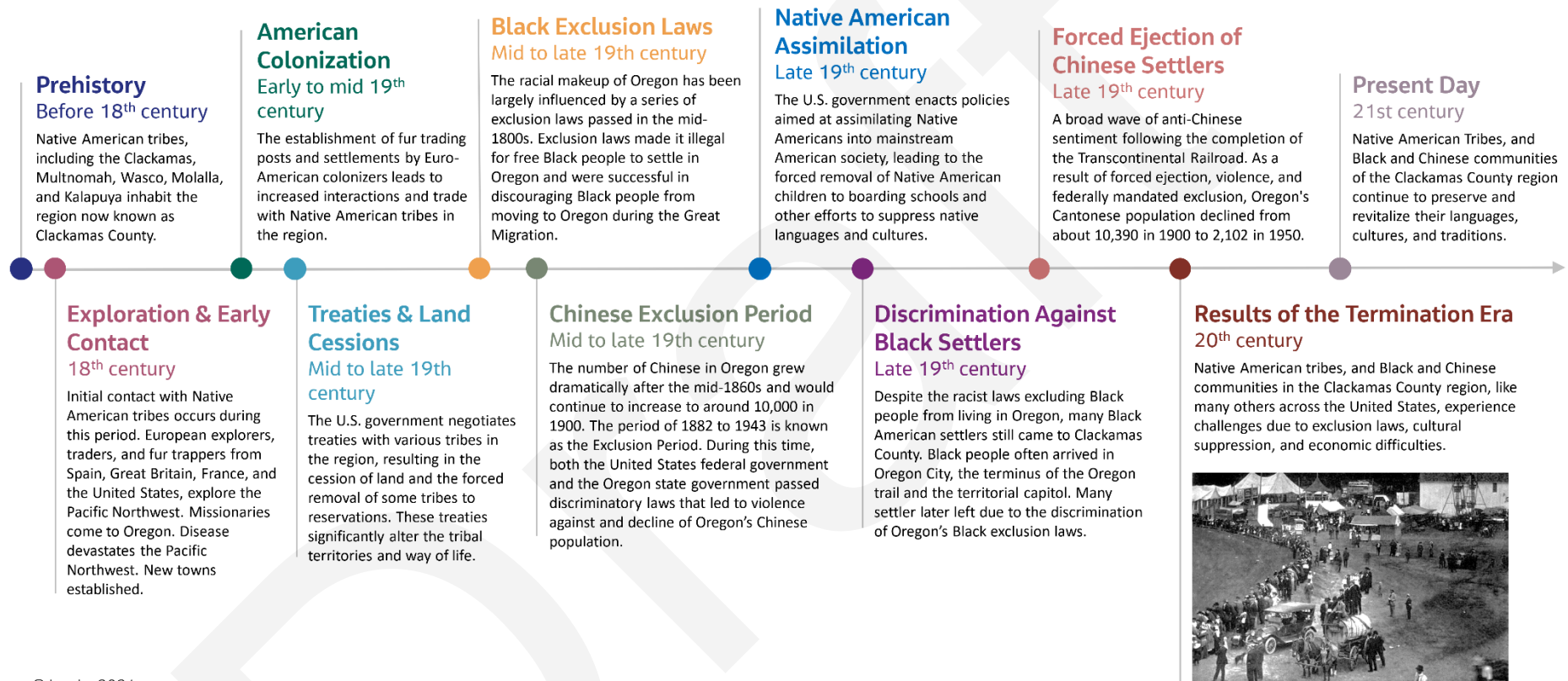
There are many Indigenous communities that have a historical, cultural and spiritual connection to what is now Clackamas County. The Willamette Valley and surrounding areas – from the mountain range to the ocean – were honored by Indigenous groups for its diversity, beauty, and abundance. This is what drew people here for generations prior to colonization. We will never be able to name every tribe that visited or lived upon this land because these communities frequently traveled for trade and other reasons. The Indigenous people lived, traded and navigated along great rivers and tributaries presently named the Clackamas, Molalla, Pudding, Sandy, and Willamette. Many of the original inhabitants of this land died from disease, brought on by early European settlers and French fur trappers. Those that survived fatal diseases and other conflicts were forcibly removed and relocated by the United States Government because of the land's value. Today, descendants live on, carrying on traditions and cultures, honoring their ancestors.

We honor the Native American people of Clackamas County as a vibrant, foundational and integral part of our community here today. We respectfully acknowledge Wy'east, also known as Mount Hood, and Hyas Tyee Tumwata, also known as Willamette Falls, as sacred sites for many Native Americans. We thank those who have connection to this land and serve as stewards, working to ensure our ecosystem stays balanced and healthy.

Acknowledging the original people of the land is a simple, powerful practice that demonstrates respect by making Indigenous people's history and culture visible. It is also a small step along the path toward reconciliation and repair. Please join us in taking this opportunity to thank and honor the original caretakers of this land.

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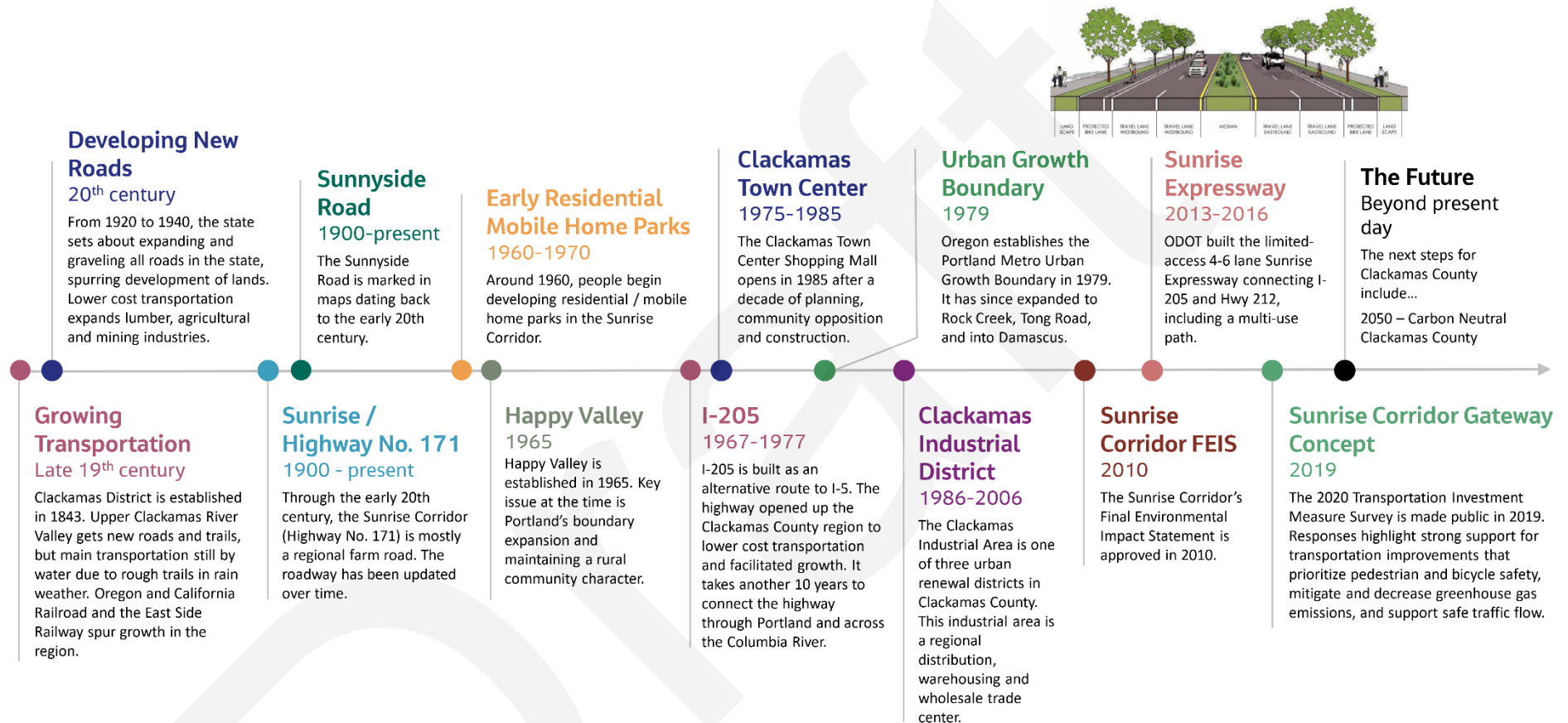
1. Cultural History of the Corridor



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2. Transportation and Economic History of the Corridor



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3. History, Context and Storytelling

3.1 Geographical Context

Location of Sunrise Gateway Corridor

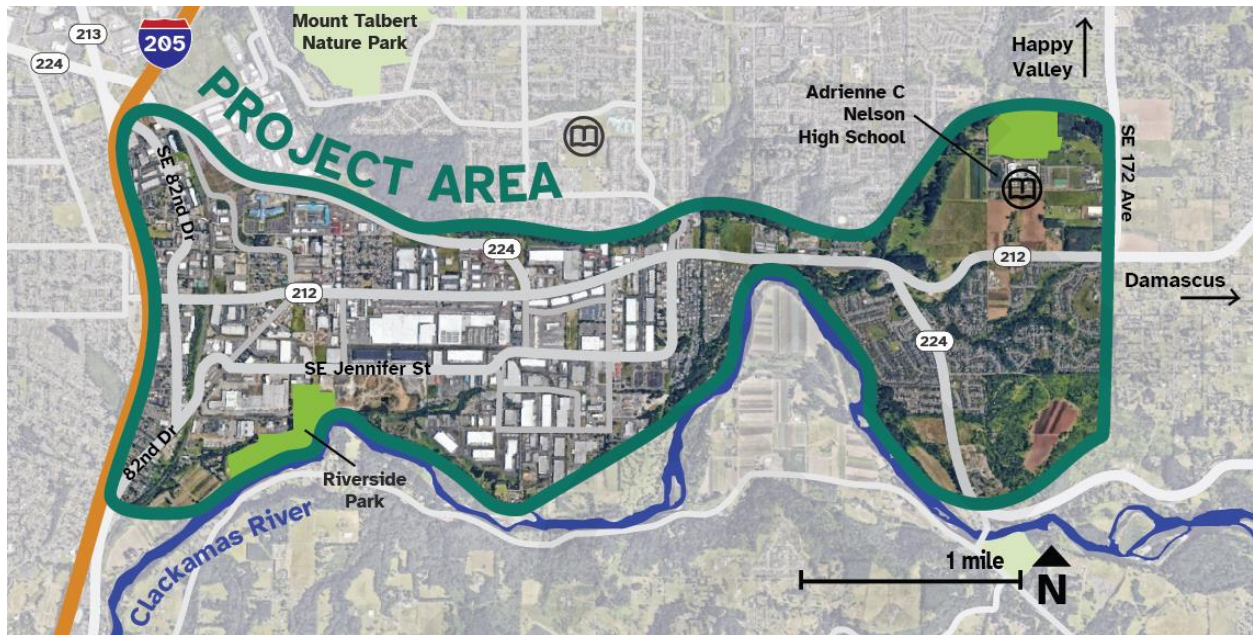


Figure 1. Visioning Area

The visioning area follows the OR212/OR224 corridor in Clackamas County, stretching from the western edge of I-205 east to roughly SE 172nd Avenue.

Surrounding Geographical Context

Main geographical features in the visioning area include Mt. Hood and various rivers including the Willamette, Clackamas, Sandy, Pudding, Molalla, and Salmon. Clackamas County is heavily forested, with agriculture, timber, manufacturing, and commerce being the county's principal economic activities.

Historically, Clackamas County was the terminus for water transportation on the Willamette River and a meeting place for Indigenous peoples, hunters, trappers, and Hudson's Bay company voyagers. The first overland immigration to Oregon City was in 1842. Three years later, the Barlow Road was established to Oregon City. The Barlow Road was a toll road for approximately 70 years -- the first in Oregon. It cost \$5 per covered wagon and 5 cents for each cow or other livestock. It enabled the way for many immigrants into Oregon City and Clackamas County. Clackamas County was named after the Clackamas Indians. It covers 1,879 square miles. Oregon City is the county seat for Clackamas County.

Oregon City, as the capital of the Oregon Territory, was the center of political, business and social life in settler Oregon. The Oregon Territory originally encompassed all of present-day Oregon, Washington, Idaho, and parts of Wyoming, Montana, and British Columbia. In 1852, the capital was moved to Salem. Portland emerged as a commercial hub in Multnomah County in 1854, along with access to the Columbia River.

The Sunrise visioning area in the Clackamas River Valley remained sparsely populated until roadbuilding in the early 1900s opened the area to dependable year-round land travel. Research suggests the Clackamas River was not used for transportation, and mills were located further upriver at Carver (Stone) where terrain allowed.

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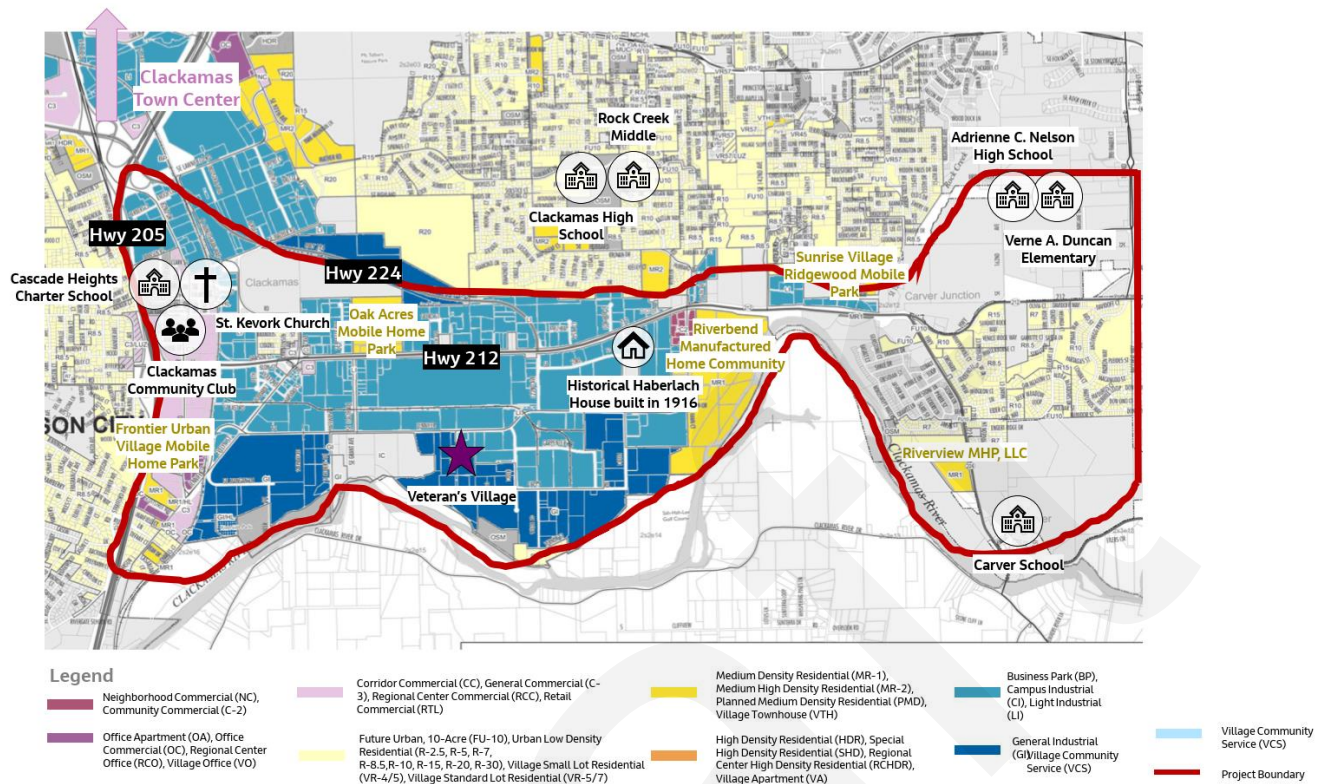


Figure 2. Current Land Use Map

Present-Day Local Community Context

Around 45% of the study area is primarily utilized for industrial and commercial purposes, with around 19% being residential single and multi-family homes. Many of these homes are part of manufactured housing communities. Manufactured housing communities are a major source of unsubsidized housing affordable to low- and moderate-income households, providing more than four times as many homes as government-subsidized housing in unincorporated Clackamas County. Manufactured homes and communities provide housing for nearly 24,000 county residents throughout Clackamas County. Based on 2020 census data, there are 854 households and 2,082 residents within the project area who live in manufactured homes. Most of the homes built in the area during the 1960s and 70s were mobile homes. Standard home construction in the area gradually rose through the 1950s, then effectively stopped in the early 1960s due primarily to the application of industrial zoning, which for the most part, prohibits new residential construction.

The Clackamas Industrial Area is one of three county urban renewal districts in Clackamas County. This industrial area is a regional distribution, warehousing and wholesale trade center. The district was created in 1984 to support development of the area as a vital employment center, and attractive commercial and residential service center. In 1984, the Clackamas Fire District Fire Chief noted the “importance of the Clackamas Industrial Area to the community. Thousands of persons are dependent on the area's commercial activity for their livelihood. At present, about 45% of the value of our Fire District is contained therein...Land was being grabbed up rapidly at that time and the District found itself hard pressed to find a suitable location at a fair price.” (From Clackamas Fire Protection District correspondence).

For more information on the present-day community context, please see Task 4.3 Existing Conditions in the Study Area – Land Use Technical Memo.

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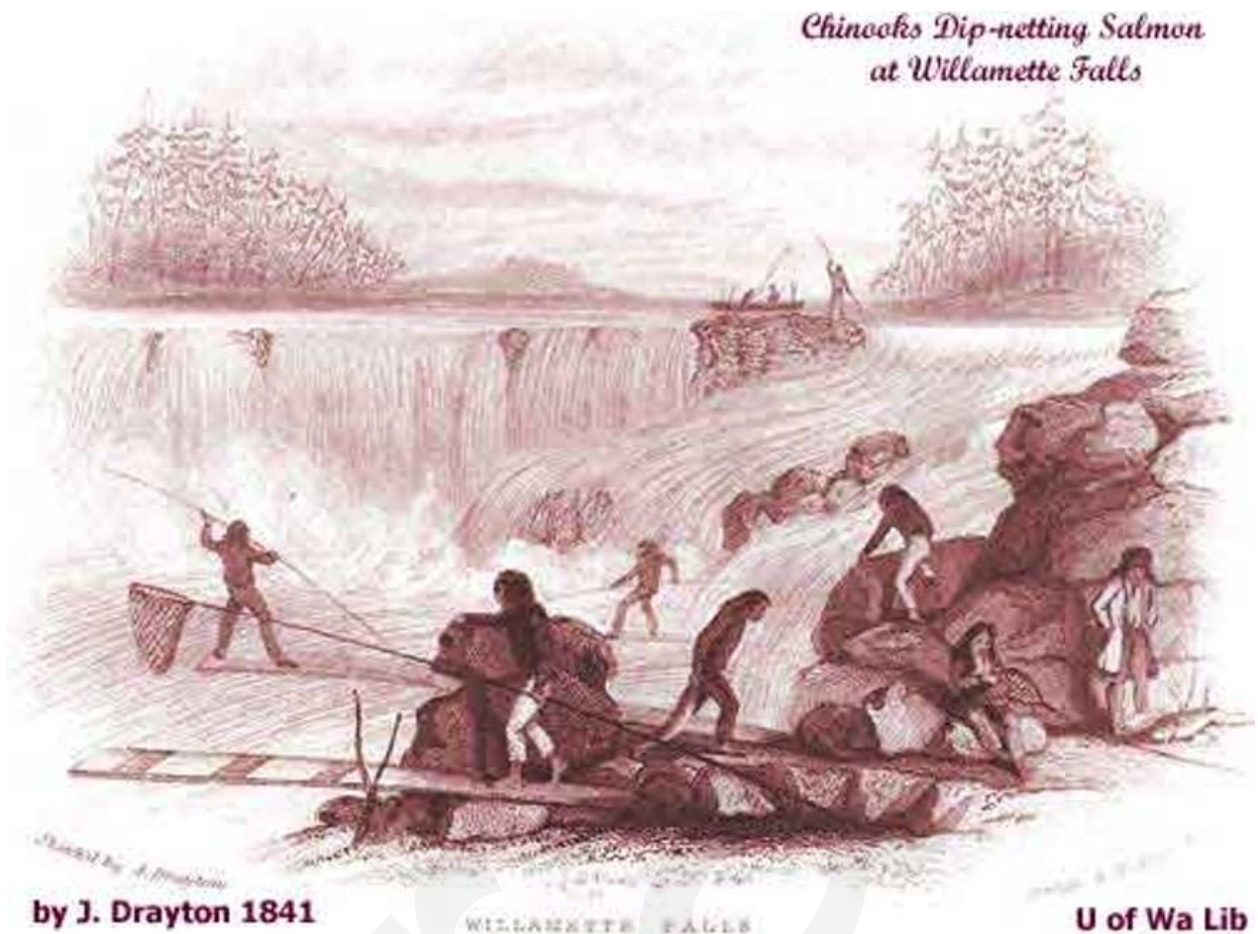


Figure 3. Chinook dip-netting salmon at Willamette Falls (Image source: <https://daniellesanthropologyblog.wordpress.com/2018/05/28/the-chinook-tribes-relationship-with-their-environment/>)

Natural Environment

The visioning area is nestled in a valley between Clackamas River on the southern border and forested low hills to the north including Mt. Talbert, Rock Creek to the east, and I-205 to the east.

Just north of Oregon City, the Clackamas River converges with the Willamette River as the Willamette flows north to the Columbia River. Before reaching this convergence, the Clackamas River passes the Sunrise Corridor and acts as the southern border of the visioning area. The Clackamas River is seen as a microcosm of Oregon, being a source of drinking water for over 300,000 people in Clackamas and Washington counties.

Prior to white settlement, the river's forests, wildlife habitat, and runs of salmon and trout allowed Indigenous peoples to subsist and thrive in the river's basin as early as 10,000 years ago. Before 1800, forests covered most of the watershed, supporting stream habitat for large populations of salmon, steelhead, and other fish. By the 1940s, white settlers had transformed lands in the study area into farmland used by subsistence farmers. Later, roads opened the land to new development and industry. Now, the land north of this stretch of the river has been transformed into a commercial and industrial area, while the land south of the river is still used for farming and recreational purposes.

Where the Clackamas River runs northward adjacent to OR 212, the landscape is mainly woodlands. The landscape surrounding the interchange of OR 212/224 is mainly mature trees and flat terrain.

Upstream of the modern-day Carver Park Boat Ramp is an area that was recognized in Rudyard Kipling's *American Notes*, 1889 (Chapter 3, *American Salmon*) for his fishing experience on the Clackamas. This notoriety generated a Geographic Name identifying a rock as Kipling's Rock. Geographic naming requires approval from the National Geographic Names Board before becoming official.

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The Sunrise Corridor passes through an area with two major landforms; the valley associated with the Clackamas River floodplain and the small hills that constitute the start of the western Cascade Mountain foothills.

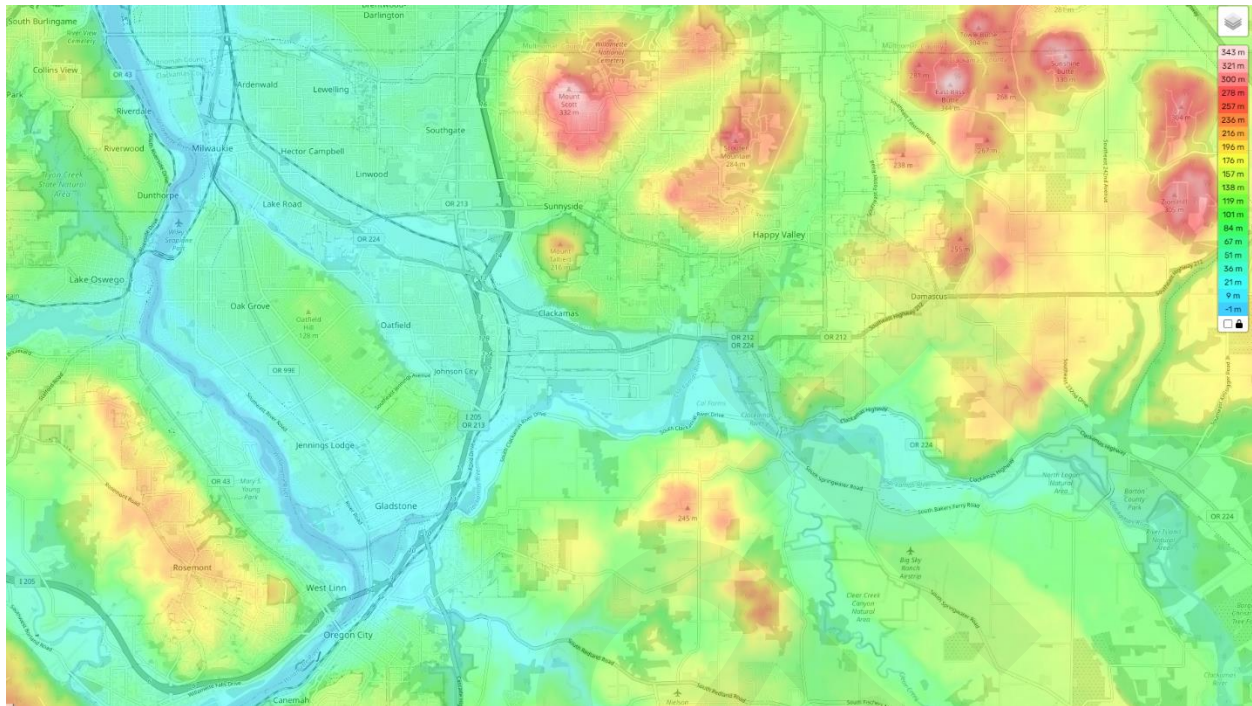


Figure 4. Topographic Map of Visioning Area and Surrounding Area (Image source: <https://en-gb.topographic-map.com/map-kkhq57/Clackamas-County/>)

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3.2 Historical and Cultural Context

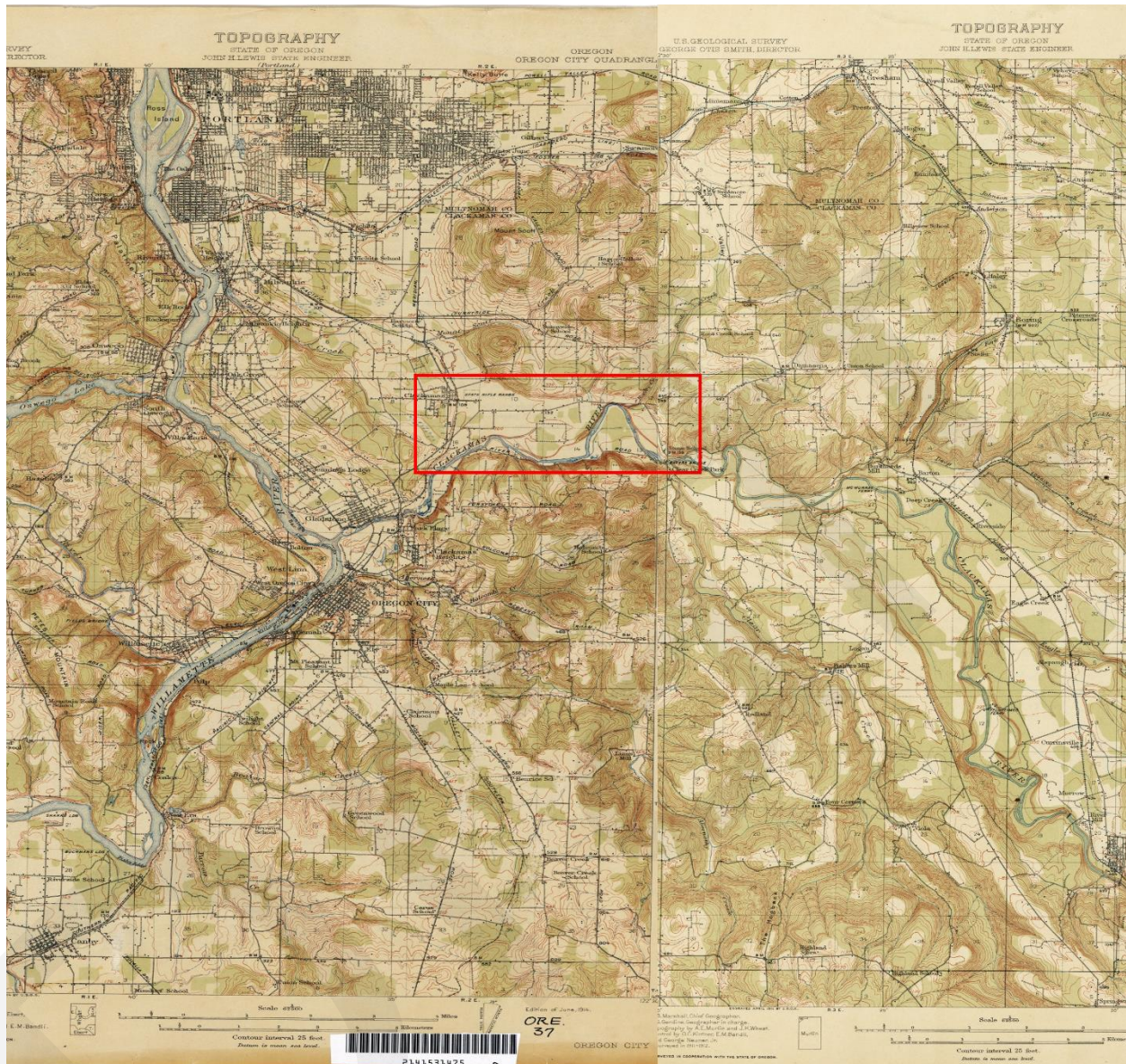


Figure 5. Historic Map of the Visioning Area (Image source: <https://maps.lib.utexas.edu/maps/topo/oregon/>)

Indigenous Tribes and Bands

Prior to colonization, Indigenous communities thrived in the present-day Sunrise Corridor. These tribes included the Clackamas, Chinook Bands, Kalapuya, Kathlamet, Molalla, Multnomah, Tualatin, Tumwater, Wasco and many other tribes of the Willamette Valley and Western Oregon.

Tribes with a significant historical and cultural connection to what is now the Sunrise Corridor, Clackamas County and/or its landmarks and geographic area include:

- Confederated Tribes of the Grand Ronde Community of Oregon
- Confederated Tribes of the Siletz Indians
- Confederated Tribes of the Umatilla Indian Reservation

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- Confederated Tribes of Warm Springs

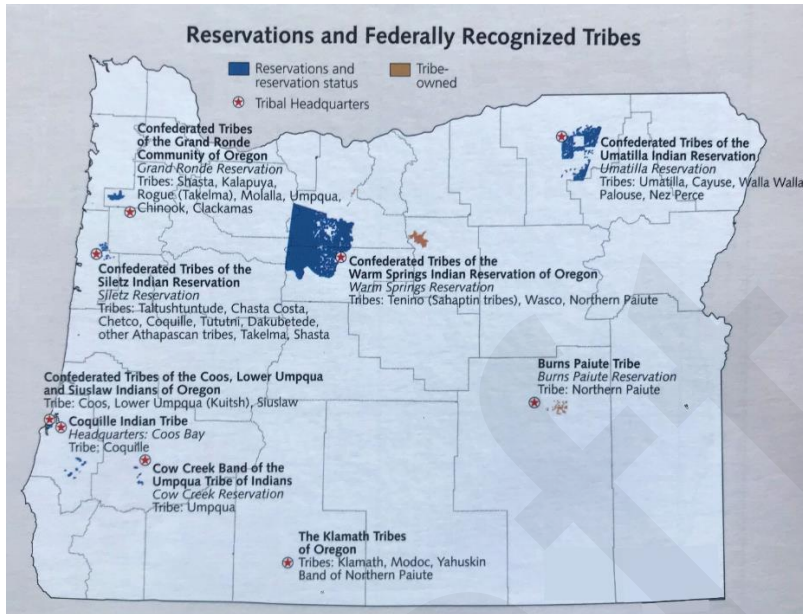


Figure 6. Oregon's Federally Recognized Tribes (Image source: Atlas of Oregon (2nd ed.), 2001)

While many tribes traveled through the area, Clackamas County is the ancestral homeland of the Confederated Tribes of Grand Ronde. The Confederated Tribes of the Grand Ronde consist of over 27 tribes and bands from western Oregon, southwest Washington, and northern California.

Traditionally, Indigenous people in the area were skilled hunters and fishers, constructing cedar fishing platforms at Willamette Falls to harvest lampreys and weaving fishing nets for use on the Willamette, Clackamas and other tributaries to harvest salmon and other fish. Other goods were obtained by trading. Traditional foods include roots, berries, game, and salmon. Communities used tree bark to make skirts and bedding. Beadwork, quill, shell, and feather decorations were used as a way to distinguish social status within the tribe.

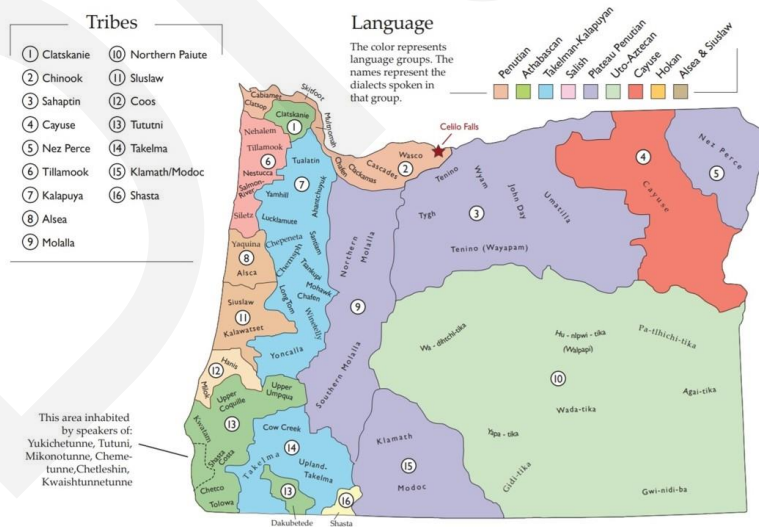


Figure 7. Map of Oregon Language Groups & Tribes (Image source: PSU C-GEO, Student Atlas of Oregon)

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Removal of Indigenous People from their Homelands & Tribal Sovereignty

Before the 1840s: Prior to Removal

Before removal from their lands, there were about 60 tribes from six different language groups in western Oregon. Initial contact between Indigenous tribes and outsiders occurred during the 18th century. European explorers, traders, and fur trappers from Spain, Great Britain, France, and the United States, explored the Pacific Northwest, including the area that would become Oregon. Missionaries came to Oregon. The introduction of European disease devastated the Indigenous populations of the Pacific Northwest.

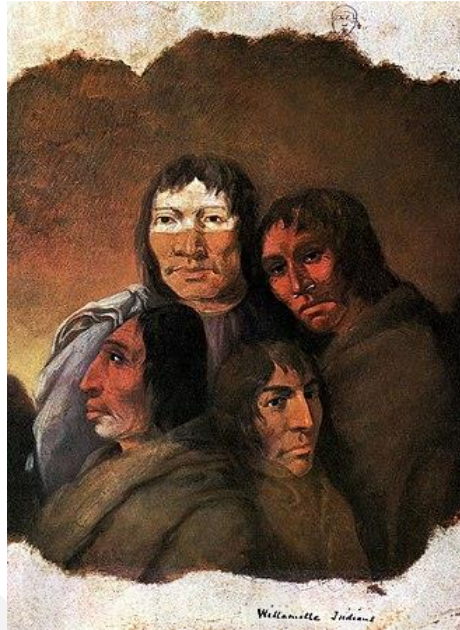


Figure 8. A drawing of Clackamas Indians by Paul Kane (Image source: https://en.wikipedia.org/wiki/Clackamas_people)

1848-1856: Treaties and Removal

The establishment of fur trading posts and settlements by Euro-American colonizers in the early to mid-19th century, particularly through the activities of the Hudson's Bay Company, led to increased interactions and trade with Indigenous tribes in the region.

The U.S. government made several treaties with the tribes of western Oregon between 1848 and 1855, removing Indigenous peoples from their ancestral homelands and converting the land into settlements.

In 1856, the U.S. military forced at least 27 of those tribes, about 2,000 people, to resettle at the Grand Ronde Agency in the southern Yamhill valley in an event that has been described as "Oregon's Trail of Tears." As a way of negotiating the treaties, the U.S. government offered tribes money, food, and supplies so they could assimilate into an agricultural way of life.

The U.S. government enacted policies aimed at assimilating Indigenous peoples into mainstream American society, leading to the forced removal of Indigenous children to boarding schools and other efforts to suppress native languages and cultures. As early as 1859-60, boarding schools were established on reservations in Washington and Oregon, the first at Fort Simcoe on the Yakama Reservation in Washington. In 1874, a boarding school was built at Warm Springs in Oregon, and others were later constructed at Siletz, Grand Ronde, Klamath, and Umatilla.

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Figure 9. Grand Ronde Reservation during the late 19th century (<https://www.ohs.org/museum/exhibits/the-confederated-tribes-of-grand-ronde.cfm>)

1857-1954: Reservation Establishment

Initially, the Grand Ronde Reservation was established in 1857. The reservation was 61,000 acres, but this land base quickly decreased due to Federal government actions. By the 20th century, the tribes in the Clackamas County region, like many others across the United States, experienced challenges due to the loss of traditional lands, cultural suppression, and emerging economic difficulties.

1954: Western Oregon Indian Termination Act

In 1954, Congress passed the Western Oregon Indian Termination Act, terminating the majority of recognized tribal sovereigns in Western Oregon, including the Grand Ronde and Siletz. Tribes were stripped of their social, economic, and political powers and identity so they could "assimilate" into American culture. They suffered the devastating loss of their communities, languages, and cultural and spiritual practices. Throughout the Termination Era, however, tribal families were determined to keep their language and traditional practices alive.

1954-1970s: Reestablishing Efforts

In the 1970s, Elders and chosen leaders began the process of Tribal Restoration, which involved the support of the State of Oregon and the U.S. Congress. The tribe dedicated time and money lobbying Congress and testifying in Washington D.C. to in order to establish the tribe's federal status.

1977-1983: Tribal Restoration

Grand Ronde tribal members fought to reestablish the Tribe's federal status, and in 1977, the Siletz Tribe was recognized and restored. In 1980, President Jimmy Carter signed a law creating an over 3,000-acre reservation for the Confederated Tribes of Siletz Indians. In 1983, President Ronald Reagan signed the Grand Ronde Restoration Act, restoring the Confederated Tribes of Grand Ronde.

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Figure 10. Grand Ronde Restoration Hearing (Image source: <https://www.oregonhistoryproject.org/articles/historical-records/grand-ronde-restoration-hearing/>)

1985-Present Day: Restoring Landscapes and Tribal Rights

In 1985, the Confederated Tribes of the Grand Ronde Community of Oregon were forced to sign a Consent Decree with the State of Oregon and Federal Government. The decree essentially allowed the tribe two choices; their land or their hunting and fishing rights. They chose land but were only given a fraction of their original land as a Reservation. Their hunting and fishing rights were very restricted.

In 1988, the tribe regained 9,811 acres of the original reservation when the Grand Ronde Reservation Act was signed on September 9, 1988.

In 2021, Oregon Senators Ron Wyden and Jeff Merkley introduced a bill that would give the Tribe the opportunity to review the consent decree and work with the State of Oregon to modernize fishing and hunting rights.

In 2023, the Oregon Department of Fish and Wildlife approved an agreement that allows the Confederated Tribes of Grand Ronde to issue their own hunting and fishing licenses to tribal members for subsistence and ceremonial harvest. However, several tribes, including the Umatilla, Warm Springs, Yakama and Nez Perce, requested revisions to the agreement that would exclude Willamette Falls due to the agreement "disputing the existence of treaty-reserved rights at locations in these units and we have conflicts in the past" (N. Kathryn Brigham, chair of the Umatilla board of trustees).

Today, there are nine federally-recognized sovereign tribal governments in Oregon. The Indigenous tribes of the Clackamas County region, including the Confederated Tribes of Grand Ronde, continue to preserve and revitalize their languages, cultures, and traditions. As a sovereign nation, they pursue an array of social, cultural, and economic development opportunities for their members.

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3.3 Access and Connectivity

Early Transportation Routes and Modes of Travel

Historically, the area was of great significance in part due to the confluence of the different travel routes and trails used throughout time. Barlow Road, the Columbia River, and the Willamette River were major routes that shaped the county's history and impact.

When white American settlers began arriving in the region, there were three major routes that served them. One major route was the Columbia River, where settlers offloaded at the top of The Dalles and followed the rapids all the way down to the mouth of the Willamette or Sandy rivers. Another was an overland route which came over the Cascades and a major coal road. The popular route, however, was called the Barlow Road. It roughly paralleled modern-day Hwy 26 and then dropped into Clackamas Valley. Roads and trails branched in different directions. One of the characteristics that makes this area unique is the confluence of these different routes that have been used throughout time.



Figure 12. Aerial Photograph of Sunrise Corridor in 1937

Barlow Road

Barlow Road was a major trade route for various tribes and bands that hunted, gathered, and fished in the area. The road later became a route for the explorers, traders, settlers, and miners of the region. Although Barlow Road did not directly run through the visioning area, it enabled significant migration of immigrants to Clackamas County during the 1840s.

The Barlow Road was established as a wagon route on the Oregon Trail in 1846. Due to the obstacles of Mount Hood and the Cascade Range, the Barlow Road provided settlers with a safe alternative to the expensive and dangerous journey that used rafts to transport wagons down the Columbia River. By 1848, Upper Clackamas River Valley had roads and trails branching from Barlow Road. The Barlow Road was steep and rough but offered a route for large wagon trains that was safer than treacherous river rafting trips. The Barlow Road saved settlers about a week of travel and helped to sustain growing settlement in the region. However, settlers did have to pay a toll to use the road, as it was a toll road for approximately 70 years.

Barlow Road was approximately 80-100 miles long, with the length varying as the route changed. The road started at The Dalles and headed south to Tygh Valley, which some people consider the start of the Barlow Road. From Tygh Valley the trail turned west and followed the north bank of the White River before heading north and northwest through Barlow Pass and Government Camp. The road then

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generally followed the Sandy River to the community of Sandy, where the road turned west and ended up at Oregon City. During the road's history, it has undergone many improvements as well as ownerships.

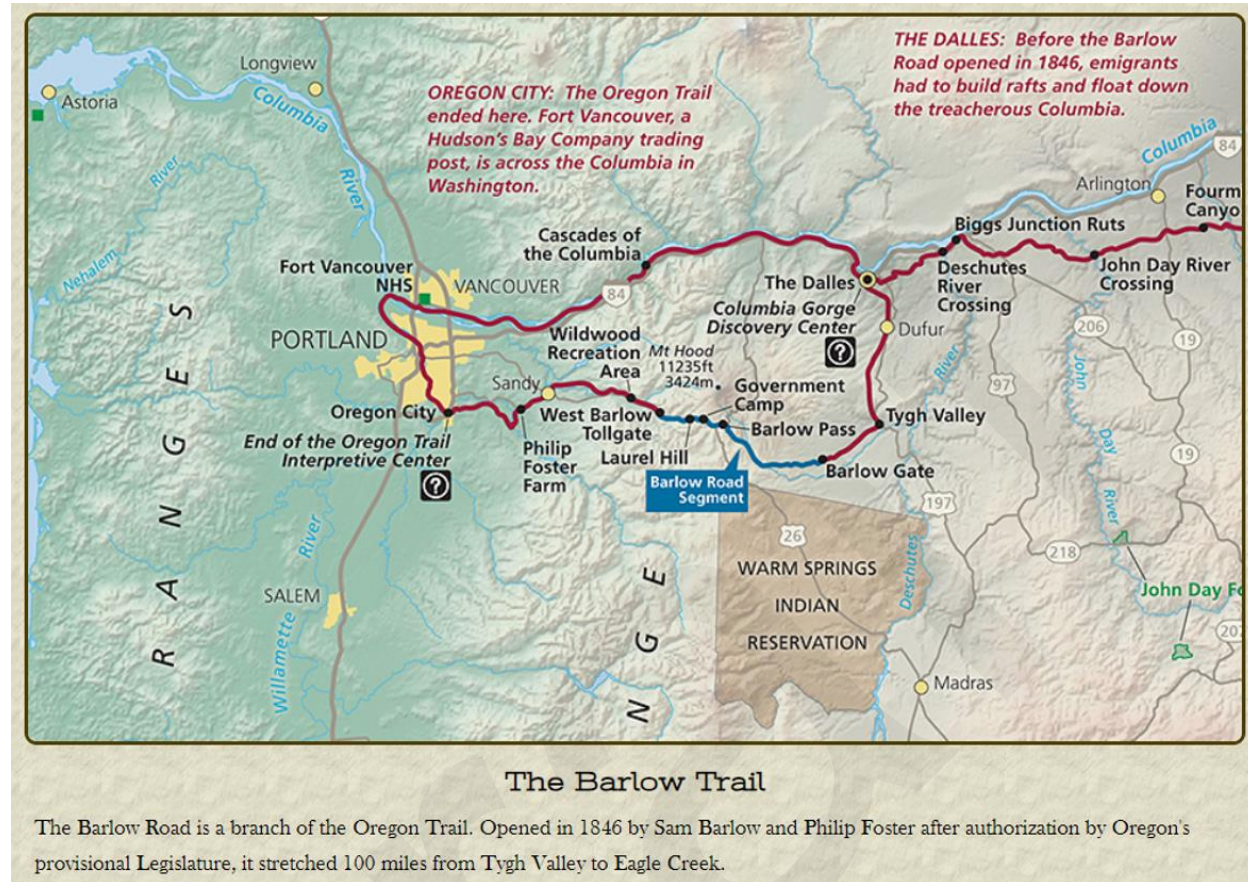


Figure 13. Barlow Road Map (Image source: <http://www.wamiccommunity.com/barlow-trail-history.html>)

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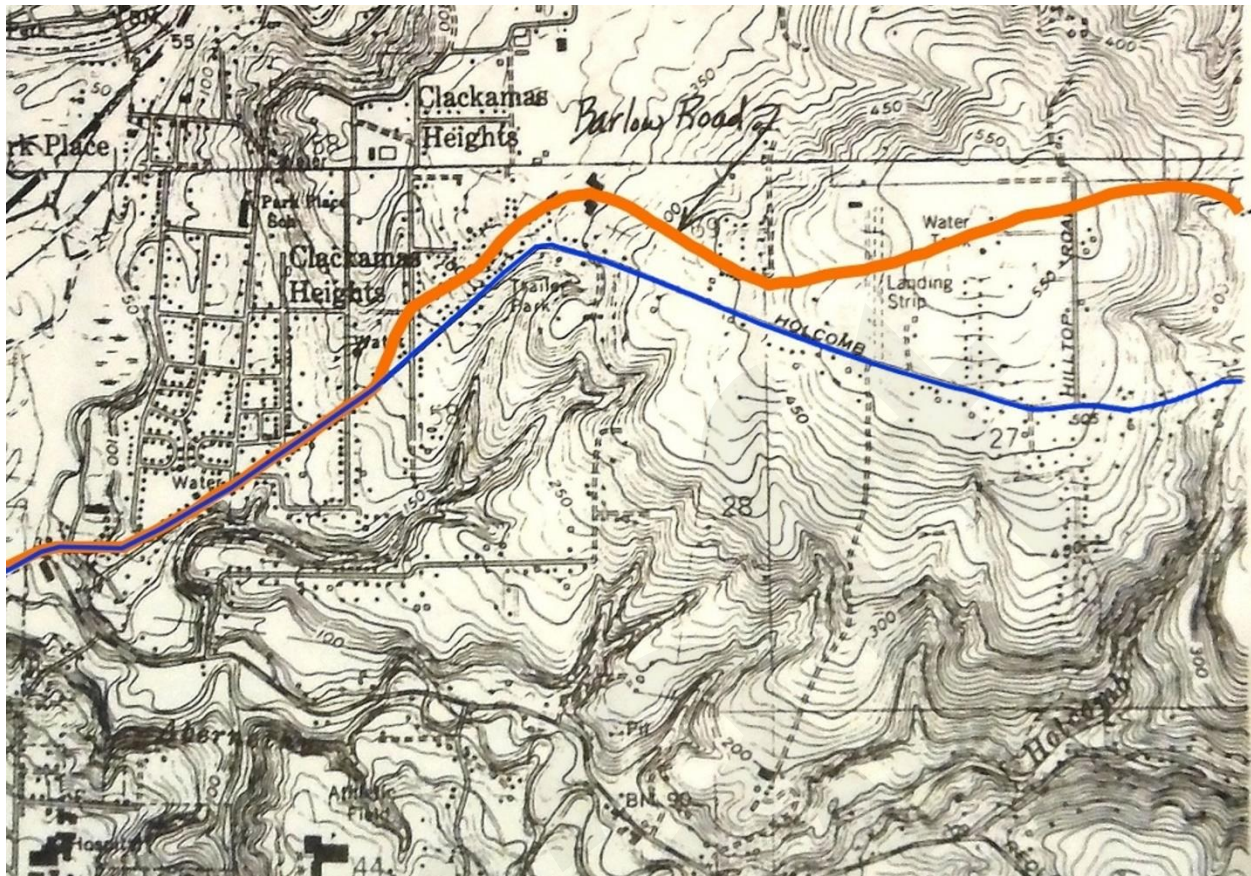


Figure 14. Barlow Road, North or Holcomb Road, both south of visioning area (Image source: http://columbiariverimages.com/BarlowRoad/barlow_road_clackamas_river_to_oregon_city.html)

Columbia River

The Columbia River Gorge served the first people of what is now Oregon as an important trade route. The vicinity of what is now The Dalles was both a natural break in travel routes and a natural territory boundary between the Indigenous peoples of the lower Columbia and the inland Indigenous peoples of the Columbia Basin.

The Gorge was an important transportation route for Indigenous people and then fur traders in light canoes, but its falls and rapids presented a severe challenge for early settler colonists. English-speaking newcomers preferred to bypass the rainy, precipitous heart of the Gorge as an area for settlement in the mid-1800s, preferring the fertile Willamette Valley and the gold fields of the upper Columbia Basin.

Not until the 1860s did Portland entrepreneurs put together a system of steamboat routes on the upper and lower river, connected by portage railroads at Cascade Locks and The Dalles and later unified by sets of locks that replaced the portage railroads.

Willamette River

The Willamette was the main route south to Willamette Valley and the main north-south transportation corridor until rail and roadbuilding in the early 1900s. After white settlement, travel on the river required tolled portage around Willamette Falls, an industrial and social hub of early county/state development.

Industrialization and Railroads

Clackamas District was established in 1843. In 1848, the Oregon Territory was created. Roads and trails branching from Barlow Road were created in the Upper Clackamas River Valley. The main form of transportation was still by water due to rough trails in rainy weather.

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Between 1869 and 1870, the town of Clackamas (formerly Marshfield), was platted around an Oregon-California Railroad stop on the east side of the Willamette River. The town was located near the I-205/OR213/OR224 interchange. Willamette Locks opened on January 1, 1873, lowering freight rates by 50%.

In 1873, the Oregon and California Railroad opened from Portland through Oregon City and south, spurring investment in and construction of market roads to rail and increasing outlets for agricultural demand/trade.

In 1893, East Side Railway spurs growth in upper Clackamas Valley, Gladstone, Milwaukie, and Oregon City by providing transportation for products.

In the 1920s, Oregon City Railway connected Oregon City to Carver on a privately owned and developed railroad. New lumber towns, such as Estacada and Mulino, emerged in Clackamas River Valley thanks to truck routes and electricity connections.

For more details on the history of these railways, see the Historic Resources Memo for the Pleasant Valley/North Carver Comprehensive Plan.

Highway System from 1900s to present day

Oregon Department of Transportation (ODOT) formed in 1913 and the state used the first gas tax to expand the rural road system. This expanded access to Clackamas River Valley, and opened forest and agriculture lands to travelers.

Oregon set about expanding and graveling all roads in the state from 1920 to 1940, spurring the development of lands and the expansion of the lumber, agricultural, and mining industries through lowered transportation costs. U.S. Highway 320 was commissioned in 1926, connecting US 20 in Shoshoni with US 87W in Riverton, Wyoming. The original part of US 320/WYO 320 became part of an extension of US 26 in 1950.

Through the early 20th century, the Sunrise Corridor (Highway 171) was mostly a regional farm road connecting the upper Clackamas River Valley to Oregon City and Milwaukie. The landscape was farms, orchards and open space, dotted with occasional houses and outbuildings. Some historic properties are standing today. The roadway has been updated over time. SE Armstrong Circle at SE 172nd is one past highway alignment still visible today. Sunnyside Road parallels the Sunrise Corridor to the north, going through what is today Happy Valley. The road is marked on maps dating back to the early 20th century.

Construction of Interstate 205 began in 1967 with work on the Abernethy Bridge over the Willamette River, which opened in 1970. This cost \$17.1 million to construct (equivalent to \$157.6 million in 2023 dollars). I-205 was built as an alternative route to I-5 on the east side of Portland and the Willamette River. The highway had a major impact on Clackamas County, opening the region to lower-cost transportation and facilitating growth in new areas. It took another 10 years to connect the highway through Portland and across the Columbia River. The final section of I-205 in Clackamas County, connecting OR 213 at Lake Road to Sunnyside Road, opened in February 1975. Oregon Department of Transportation and Washington State Department of Transportation maintain I-205 within their states.

A group representing the Clackamas Industrial Area, which was to be bisected by I-205, requested a study in 1967 to find a new route that would avoid the industrial park. The study concluded that an alternative alignment would be infeasible and displace nearby homes, which led to a 1969 decision by the Multnomah County Board of Commissioners to retain the original plan.

In 1967, Oregon began acquiring homes, businesses, and other properties on the future route of I-205 through buyouts and condemnation. The buildings were auctioned for relocation to clear the right-of-way.

In 1973, groups opposed to the I-205 project, including the "Committee to End Needless Urban Freeways (ENUF), Sensible Transportation Options for People (STOP), the Coalition for Clean Air, the Oregon Environmental Council, and others filed petitions with Oregon's Environmental Quality Commission "...related to clean air/lead levels to be applied to the construction of freeways" (ODOTGF, 2 May 1973). The project still went forward.

Multnomah County Board of Commissioners wanted the I-205 freeway to include fewer lanes, fewer connections for local traffic, and increased mass transit improvements. A compromise between the Multnomah County Board of Commissioners and the Oregon State Highway Department resulted in

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maintaining the right-of-way but including bus-only lanes and removing/redesigning several of the planned interchanges.

Oregon City Bypass (Oregon Route 213) was completed in 1989. The four-lane, 2.5-mile Sunrise Expressway was completed in 2016. The \$130 million project extended the Milwaukie Expressway east to connect to Clackamas Highway.

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3.4 Local Restoration Projects and Partnership Opportunities

In 2015, the Rock Creek Confluence Restoration Project was completed by Ecological Engineering LLC for Clackamas River Basin Council and Clackamas County's Water Environment Services. This project enhanced in-stream habitat and riparian vegetation on approximately 1,800 feet of Rock Creek at its confluence with the Clackamas River.

The Grand Ronde Tribe has a strong historical and cultural connection to Willamette Falls, defined by their long history of water stewardship and as the home of their ancestors. In 2018, the construction of the fishing scaffold at Willamette Falls was completed and now contributes to the tribe's ceremonial fishing harvest. In 2019, Grand Ronde purchased the Blue Heron Paper Mill near Willamette Falls and began redeveloping the site through a new economic development project, Tumwata Village, that will feature environmental restoration, cultural access and preservation, and mixed-use areas for the public.



Figure 16. The Confederated Tribes fishing platform at Willamette Falls in 2018 (Image source: https://en.wikipedia.org/wiki/Clackamas_County,_Oregon)

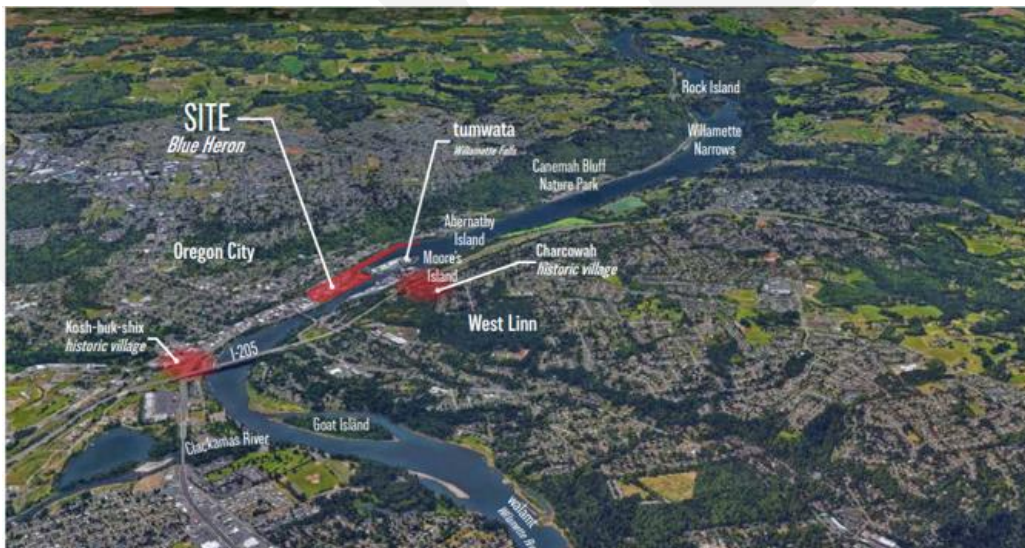


Figure 15. 23-acre site at Willamette Fall. This site provides opportunity to return public access and provide economic development to a historically significant area (Image source: <https://www.grandronde.org/media/2051/blue-heron-vision.pdf>)

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4. Conclusion

The Sunrise Corridor has a rich history of **confluence** woven throughout its story. From Indigenous peoples traveling along and honoring the corridor's rivers and natural features, to railroads and boats enhancing the local economy and travel routes, to today's highways and roads connecting the region to the rest of the state. This area has been a natural resource for ages and the Community Visioning should continue to develop with **sustainable** practices as a focal point, including sourcing and utilizing sustainable project materials, designing for low-impact development, and conserving natural resources.

It is important that the Sunrise Corridor Community Visioning project honors and acknowledges the area's cultural history, using it to inform planning, and that future redevelopment is consistent with the values of the settler communities that have lived here for generations and Indigenous nations that have existed since time immemorial.

Today, it is easy to quickly pass through the area and miss the significance of its past, communities, and natural resources like Clackamas River and Rock Creek. If one pauses to consider the historical and cultural context, it's easy to see that the Sunrise Corridor Community Visioning area is a special place.



Figure 16. Rock Creek restoration site near confluence with Clackamas River, OR (Image source: <https://www.usgs.gov/media/images/rock-creek-restoration-site-near-confluence-clackamas-river-or>)

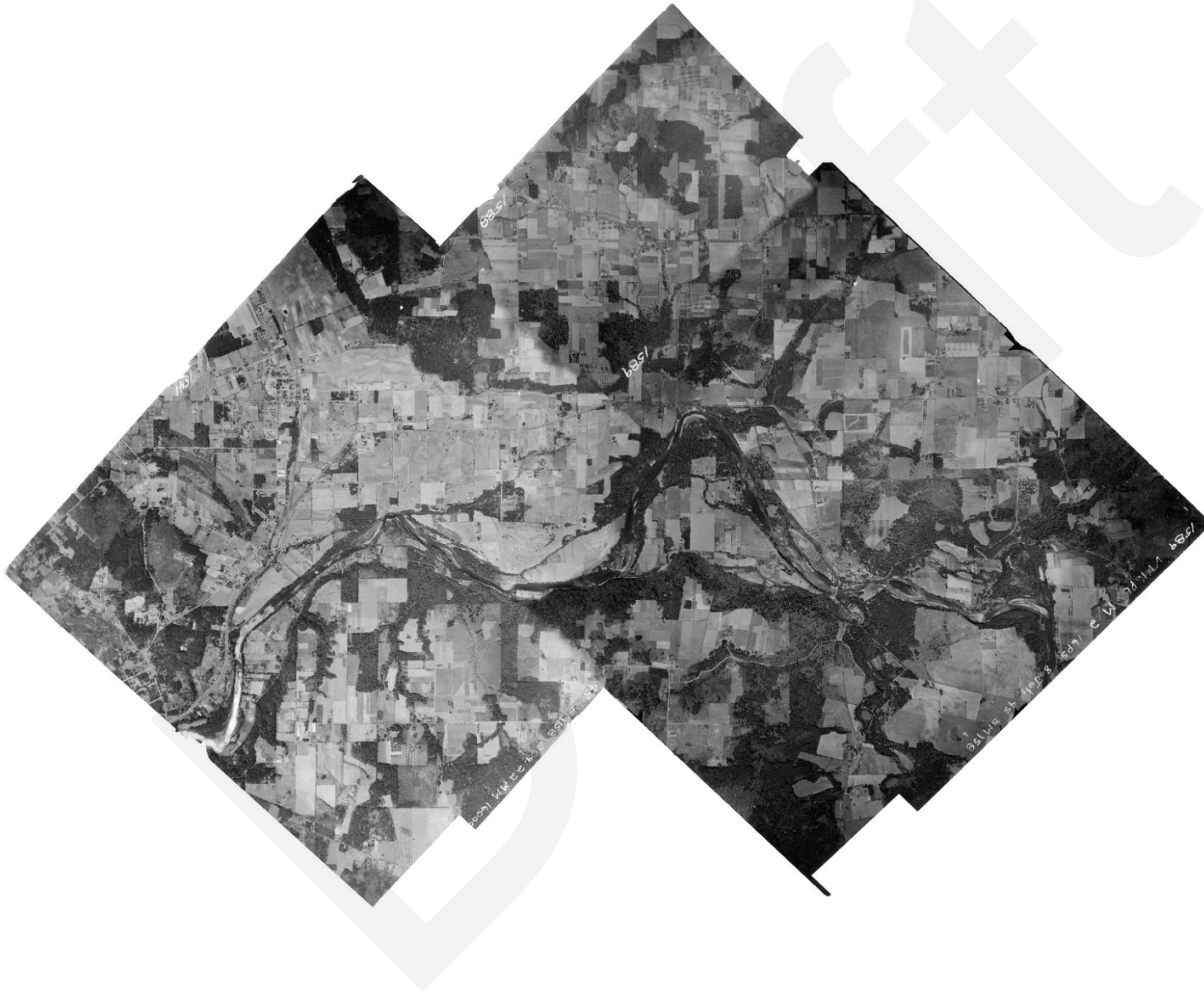
Appendix

Aerial Map of Sunrise Corridor in 1937



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Aerial Map of Sunrise Corridor in 1945



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Aerial Map of Sunrise Corridor in 1956



Sunrise Corridor Community Visioning

Aerial Map of Sunrise Corridor in 1961



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Aerial Map of Sunrise Corridor in 1971



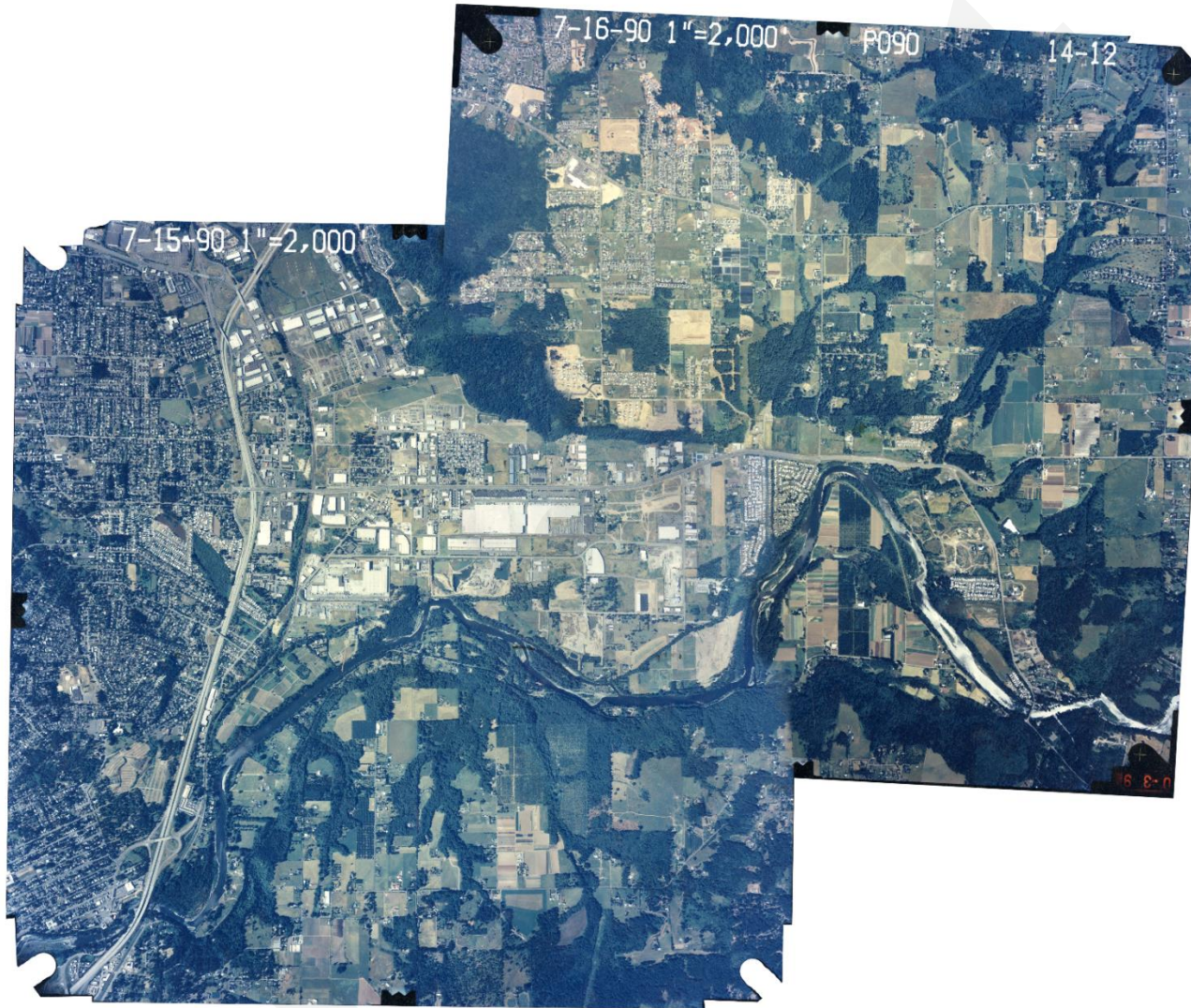
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Aerial Map of Sunrise Corridor in 1980



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Aerial Map of Sunrise Corridor in 1990



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Aerial Map of Sunrise Corridor in 2000

