

**FINAL DRAFT
MASTER PLAN**

Camp Withycombe

OREGON ARMY NATIONAL GUARD



May 2008

Prepared by Oregon Military Department

The Camp Withycombe Master Plan is an Administrative document managed by the Oregon Military Department Adjutant General's Installations Division for purpose of providing long-range planning for real property interests to sustainably support the OMD's missions.

An Environmental Assessment was conducted based on this Master Site Development Plan and associated AFRC development on the site.
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EXECUTIVE SUMMARY

The Camp Withycombe Master Plan is both a graphic and electronic plan for current situational awareness of issues on the installation, and to foster deliberate planning for future actions on the installation. It is a constantly evolving planning tool to respond to changes in future force structures, mission realignments, National Guard Bureau and Oregon Military Department policies, and other factors. It has the capability of being updated on a regular basis to reflect changes in manning, mission and focus. The Master Plan provides a framework to identify and evaluate future requirements and planning issues for the next 25 years of installation development.

A key function of the Master Plan is to provide a general overview of the maximum potential buildable site area for the duration of the Plan. It can only project potential site development provided as of the date of its publication. However, proposed development for the site can be gauged against the availability of developable area on the site as well as its appropriateness. Another useful function of the Plan is to suggest a pace of development on site over the course of the planning period.

1.1.1 Site Overview

Camp Withycombe is state land under the responsibility of the Oregon Military Department, a state agency, and is home to several Oregon Army National Guard (ORARNG) military units under the jurisdiction of federal and state military authority(ies).

The site of Camp Withycombe in Clackamas, Oregon is a 77 + acre site that is currently addressed at 10101 SE Clackamas Road with its main entrance on the southeast side of the site. It has been an active military training site since 1908. The site contains some historic military structures and has had a military armory on site since 1956. The historic structures on site include the military residence(s) which currently house the State of Oregon's Adjutant General. The site also contains maintenance and logistics and warehousing functions in support of military missions throughout the state. The site's armory / readiness training center functions have been identified for upgrade/replacement to house the corporate headquarters of the 41st Brigade as well as joint forces in a new Armed Forces Readiness Center for realigned units from closing United States Army Reserve (USAR) installations in the region. This Master Plan for the site is to identify how this and other future development on the site will be accommodated within the effective period of the Master Plan.

Camp Withycombe has a significant physical plant devoted to support the current training, logistics, and OSMS functions as well as other community partners. The USPFO function currently occupies general purpose warehouses, property book operations, and Class IX repair parts warehouses on the east side of Camp Withycombe. The OMD facility site maintenance offices that comprise the maintenance management on site are located in the area directly to the west of the USPFO. The OSMS function is a thriving operation that repairs, refurbishes, and rebuilds a wide range of military equipment for the Oregon National Guard and the US Army. The OSMS generates a significant level of economic activity for the surrounding Clackamas County area and the State of Oregon. The OSMS functions are located primarily in the center of the site. The largest area of the site is dedicated to the future development area of the corporate headquarters for the new BRAC AFRC that is scheduled to be developed in 2010.

Map 6 shows these functional areas for the site. The facilities within these functional areas consist of maintenance, warehouses, and training facilities with a total of 62 buildings and 9 vehicle storage compounds. There are approximately 400,000 square feet of facilities on site.

The land use pattern on the site is relatively orderly, with few conflicts. The buildings form definitive complexes of like functions (armory /corporate headquarters, industrial type maintenance, and warehousing) with large open grassy areas surrounding the buildings on the west, north, and east. The hill to the northeast (ODOT property) is heavily wooded.

When the Sunrise Corridor is constructed, which will abut Camp Withycombe's northern boundary, a significant loss of facilities will occur, including compound space, the tracked vehicle test track, ammo storage bunkers, the known distance (KD) range, and the small arms range. The Oregon Department of Transportation (ODOT) has indicated its interest in offering first to the Oregon Military Department (OMD) those lands that abut Camp Withycombe that ODOT will not require for the Sunrise Corridor project to restore some functionality of the site to the OMD, its previous owner.

The Clackamas County road SE Industrial Way, that abuts Camp Withycombe's western boundary encroaches onto the Camp Withycombe site. The extent of this encroachment should be ascertained definitely with concurrence from the Oregon Military Department before the Clackamas County proposed Transportation CIPs for the county roads that will extend SE Industrial Way to the north from Clackamas Road along Camp Withycombe's western boundary are to be designed.

4.1.9 Land Use/Zoning

Based on Clackamas County's 2002 Zoning Ordinance update, Camp Withycombe (encompassing approximately 77-acres) is zoned General Industrial (I-3). This zoning district is intended for a variety of industrial uses, which have operational characteristics, which may not be compatible with the requirements of other businesses and industries. Typical uses may require areas for outdoor storage of equipment, vehicles, or products. Typical uses may create noise, odor and visual impacts which may not be suitable in a less intensive industrial zone.

This designation appears to provide for the proposed land use as a 'regional headquarters' as long as there is compliance with several site, building and operational plan design criteria. The adjacent land use to the north and west of Camp Withycombe is zoned for Light Industrial uses. The lands adjacent to the southwest are zoned for Urban Low Density uses. Adjacent lands directly south are designated Light Industrial. And lands adjacent to the southeast are designated Medium Density Residential. Map 11 shows the Camp Withycombe site and surrounding county land use designations.

This Master Plan shows the proposed Oregon Department of Transportation (ODOT) Sunrise Corridor highway alignment in relation to the northern boundary of Camp Withycombe. Approximately 14 year ago ODOT acquired 159 acres from the OMD to provide right-of-way for the Sunrise Corridor. The OMD, under agreement with ODOT, has been using this land for compound and training space during this time and continues to do so today. The Sunrise Corridor is currently scheduled for construction as early as 2009 with a completion date of 2011. The construction will cancel Camp Withycombe's use of the ODOT land north of the site, and heighten the need for additional training lands. The OMD and ODOT have indicated a commitment to allow the OMD to re-acquire any un-used ODOT Sunrise Corridor lands when the final right-of-way and road alignment geometry is finalized.

The primary nature of the area surrounding Camp Withycombe is industrial in character. A variety of industrial uses including warehousing and distribution, manufacturing, and construction sales and service facilities are located in this area. These areas are zoned Light Industrial (I-2). The majority of this industrial area is fully developed. Undeveloped parcels are generally small, such that any new industrial development in the area would not be anticipated to have significant new impacts or add significant amounts of additional traffic to the roadway system. No other significant industrial developments are currently under consideration in this area according to Clackamas County planning department staff.

An established single-family residential neighborhood is located across Clackamas Road to the south of Camp Withycombe's western third and the Adjutant General's residence.

This area is zoned R-7. A manufactured home park is located immediately south of the eastern portion of Camp Withycombe. The manufactured home park is zoned MR-1. The wooded northeastern portion of the former Camp Withycombe site, which is now owned by ODOT is zoned R-20 which is intended for single-family residential development. This area has received some interest by Metro for possible acquisition as an undeveloped park. Further to the north and northeast are relatively recent single-family residential subdivisions, also zoned R-20. Clackamas County does not foresee any changes in the zoning or usage of any of these nearby residential areas.

4.5 Future Development Planning

4.5.1 Information Analysis and Building Removal & Replacement Plan

The process used in determining the alternative and preferred future development of Camp Withycombe was a multi-step effort. Initial efforts were to collect the pertinent information about the site and analyze of the current situation. Troop units and populations for currently assigned organizations and possible gains due to the BRAC 2005 legislation were examined to understand the total possible requirement for Camp Withycombe. The current and projected populations for Camp Withycombe are listed in Tables 1.1 through 1.5. Also examined was the detailed list of buildings identified for demolition. Map 22 (Building Removal Plan) shows the location of these buildings. A portion of these buildings require demolition to provide a suitable site for the proposed AFRC building, and to eliminate current square footage that will be incorporated into the AFRC.

4.5.2 Entry Gates and Circulation Plan

Through this analysis the need to relocate the Main Gate and the establishment of a commercial vehicle gate was identified. The two new gates alleviate congestion caused by mixing commercial truck traffic with general POV or government vehicle (GOV) traffic. The new gates would comply with AT/FP facility design criteria, and the new Main Gate would provide the type of approach onto the installation that would meet with the vision for Camp Withycombe. Map 24 (Site Circulation Plan) represents the development of the two gates and a commercial truck route through the Maintenance and Logistics Districts. The truck route would eliminate traffic congestion and accommodate the turning radiuses of large vehicles. The loop road would be wide (on the order of 30 feet minimum), along the perimeter fence and inside the AT/FP set-back area. Its design should also account for a minimum of a 15 foot wide recreation (walking, jogging, marching, etc.) path next to the perimeter fence (Section A-A of Map 24). The road would also eliminate the current requirement for trucks to back up for extended distances to reach buildings and unload cargo.

4.5.3 Possible Development Areas

While examining the possible unit and population demands, demolition requirements, and traffic circulation patterns the areas for future facility development were identified. The various opportunities to use existing land on Post were graphically represented and presented during a Charrette held at Camp Withycombe in December 2006. The feedback obtained during that session was used to further refine as series of graphic scenarios showing the possible development areas. These scenarios were reviewed by the OMD staff and Map 23 (Developable Opportunities Map) graphically represents the consensus on possible development areas in and around Camp Withycombe. The areas

shown in blue inside the site are beyond the land identified by OSMS and USPFO for near-term development. These areas identified for future development are approximately nine acres of land. The areas identified in purple are currently owned by ODOT, but could be transferred back to OMD ownership once the final alignment of the Sunrise Corridor highway is determined. If the highway alignment geometry is slightly adjusted this area could greatly increase and the impact of transferring 159 acres to ODOT be partially mitigated. Also identified was the former Superfund Site which is adjacent to an existing railroad line. S.E. Industrial Way bisects the site, and Clackamas County intends to modify the road in the future. Adjusting the road's alignment would shape the Superfund Site into at least a 15 acre parcel of land. A parcel this size would be a possible land acquisition for Camp Withycombe. This land could be used for POV parking in association with the AFRC, or as staging area for in-bound and out-bound freight for the OSMS and USPFO, or as a deployment staging area and railhead for assigned units and personnel. When all these possible development areas are combined approximately 33 acres become available. This land would greatly enhance the capability of Camp Withycombe to be a strong viable asset to serve its State and Federal missions.

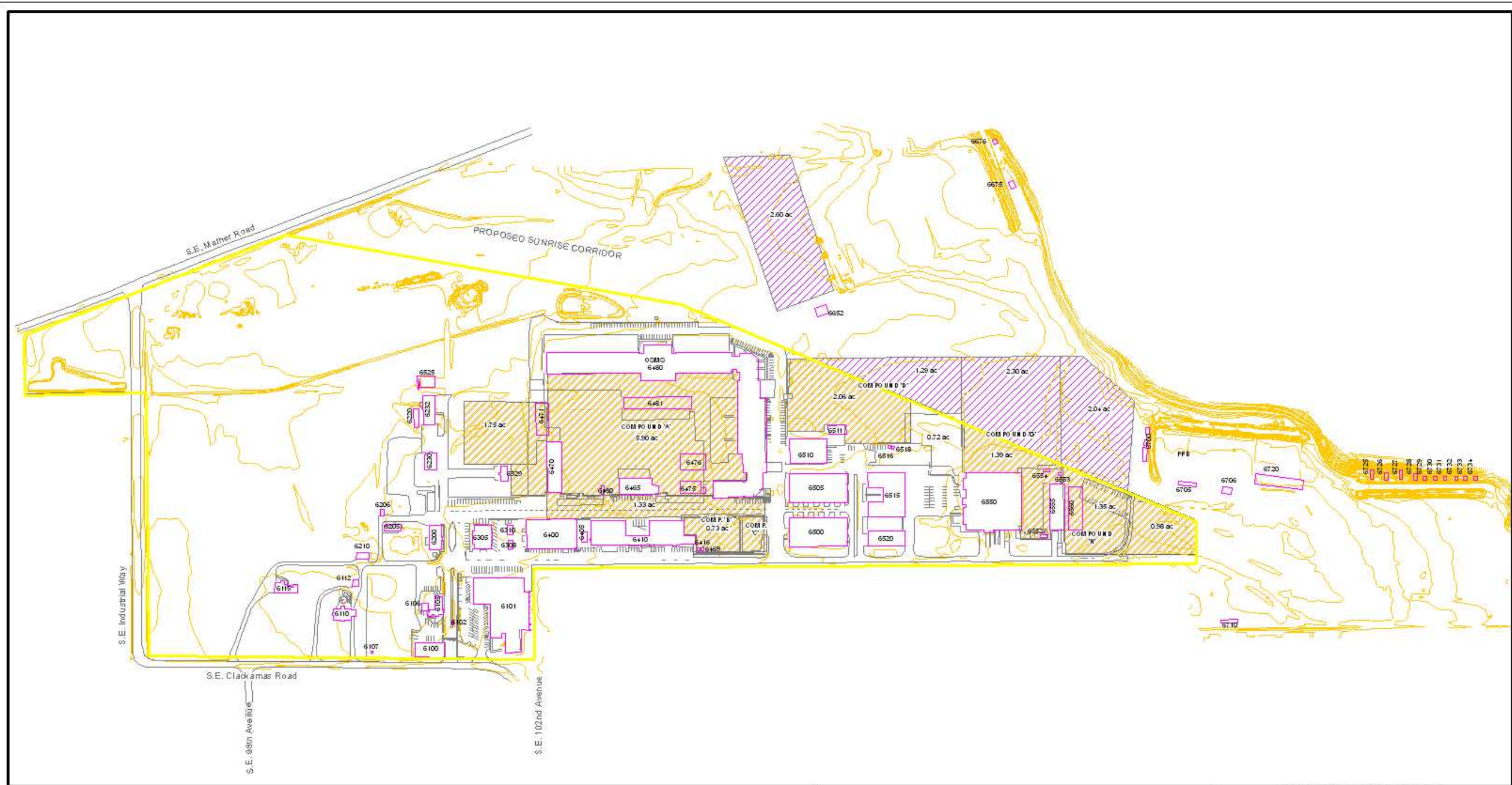
4.5.4 Preferred Future Development Planning

Based on the Charrette feedback and the OMD review of several AFRC siting scenarios one preferred site layout was finalized. The Preferred Site Layout maximizes the potential future buildable site area to accommodate the new planned and funded AFRC development on the site. Several options were considered looking at trying to minimize encroachment onto delineated wetlands, however, it was determined that such encroachment would have need to occur to accommodate the space requirements for the AFRC. In addition, some compound storage area that is currently used by on-site industrial uses (OSMS) may be needed by the AFRC footprint to accommodate maintenance / compound space for the joint users of the AFRC. The Preferred Site Layout (along with the Building Removal/Replacement Plan) provides for a layout to identify /clarify funding needs for projects necessary to support future site development.

Capital Improvement Plans developed in concert with the 2002 Master Plan have been included as reference in this Master Plan. However, it is clear that some of these have been implemented (i.e., CIP # 11) while many of these need to be updated and appropriately phased (i.e., Infrastructure Improvement in concert with the AFRC development). Specific designs for the various land use areas and their associated development will need to be developed in the context of the appropriate funding source. However, design development and review should be engaged in the context of the site development layout provided in the context of this Site Master Plan. In addition, it is essential to have an Infrastructure Improvement Design for the entire site to ensure appropriate sizing and support of future planned development.

The Infrastructure Improvement Design for Camp Withycombe was completed by Westech Engineering for the OMD and has been 35% completed for the layout that was provided in the 2002 Master Plan. This Design needs to be updated for the Preferred Site Layout for the 2007 Master Plan.

Maps 5, 6, 24, and 25 are the guiding site representations for future site development planning.



1 inch = 325 feet
1:3,900
NAD 83 UTM Zone 10 N

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Legend

- Site Boundary
- 1' Contour
- Structure Existing Area
- Compound (Existing)
- Compound (ODOT Owned)

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Map 5
**Existing Site
Conditions**



Map 5 Existing Site Conditions.mxd

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1 inch = 300 feet
1:3,600

NAD 83 HARN State Plane OR N
Projection: Lambert Conformal Conic
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Legend

- Site Boundary
- Anti-Terrorism Force Protection (ATFP) Setback
- AFRC - 35.87 Acres
- Historic - 5.91 Acres
- Logistics - 15.32 Acres
- Maintenance - 20.95 Acres
- Existing Building
- New Building
- Modified Road
- Proposed Highway
- Proposed County Road

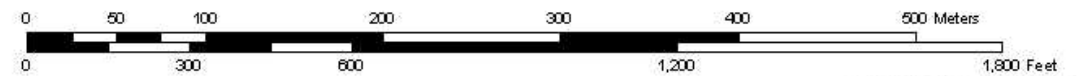
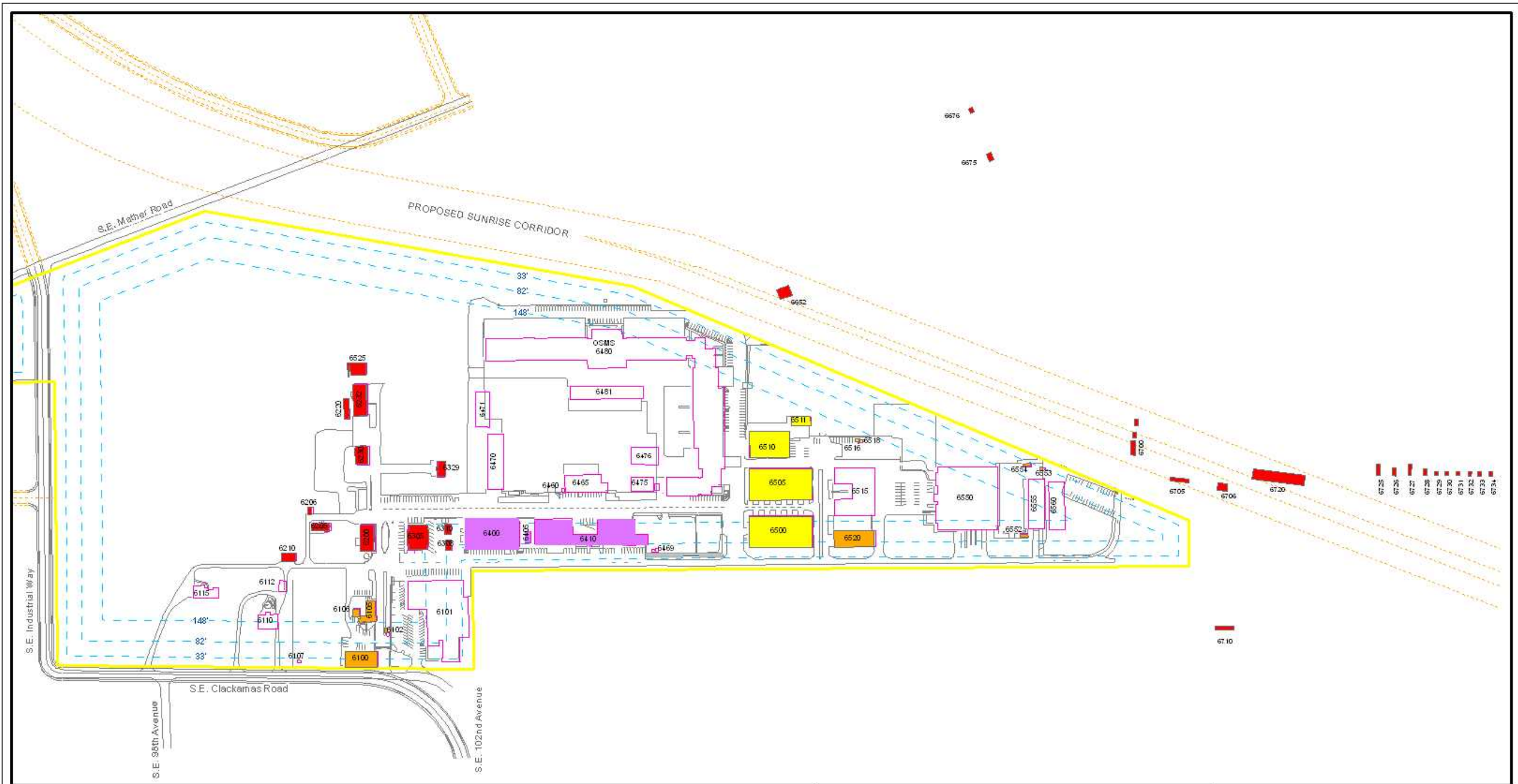
Map 6 Site Land Use Diagram.mxd

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Map 6
**Site Land Use
Diagram**

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1 inch = 300 feet
1:3,600

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- Building Removal in FY**
- 2009
 - 2011
 - 2015
 - 2016
 - Building
 - Anti-Terrorism Force Protection (ATFP) Setback

- Site Boundary
- Proposed Highway
- Proposed County Road

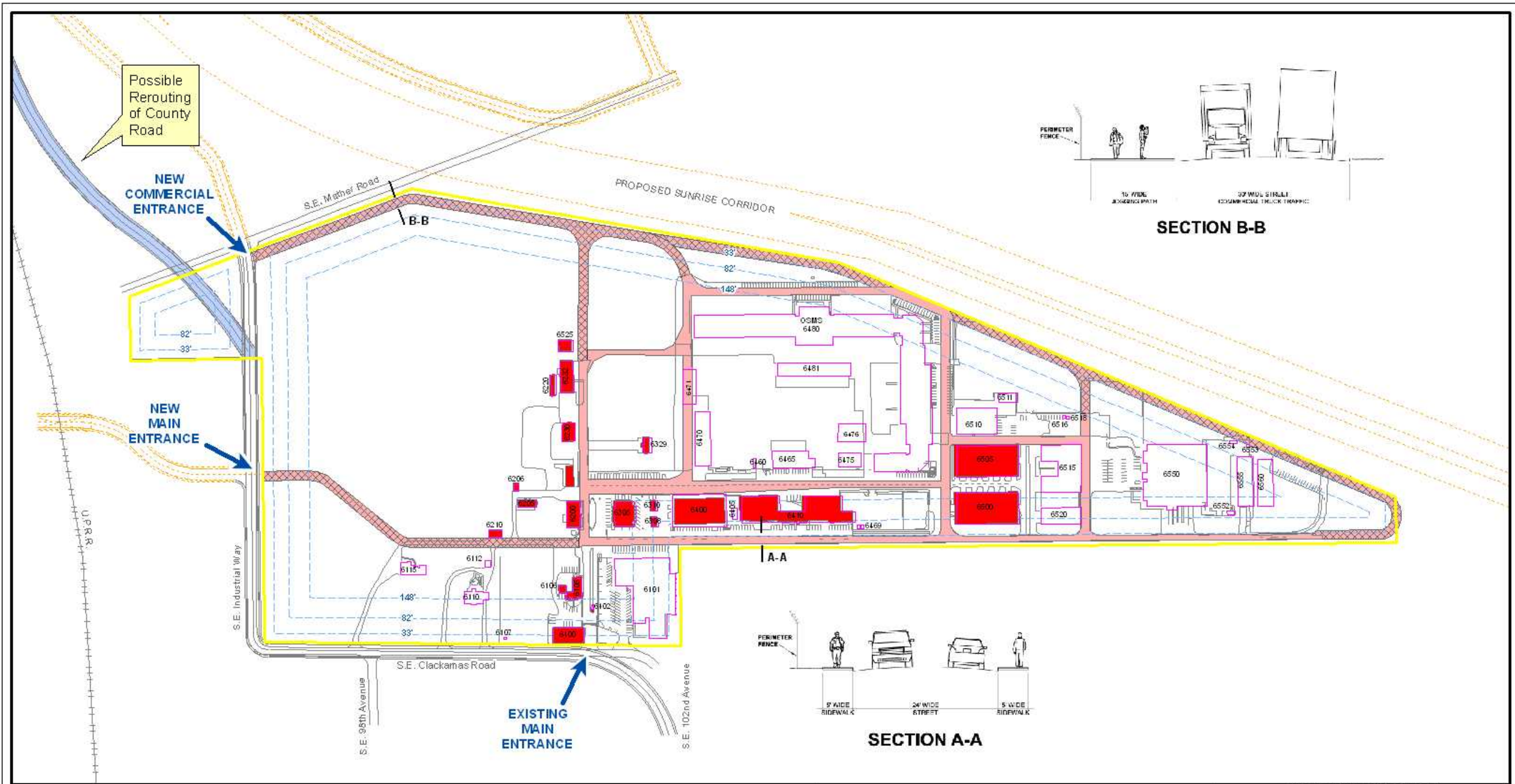
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Map 22
Building Removal Plan



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Map 22 Building Removal Plan.mxd



1 inch = 300 feet
1:3,600
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Legend

- Site Boundary
- Anti-Terrorism Force Protection (ATFP) Setback
- Structures Existing
- Building To Be Demolished
- Existing Roadway
- Proposed Highway
- Proposed County Road
- Modified Road
- Proposed County Road
- New Roadway

Map 24 View for Click tab: Plan View

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Map 24
Site Circulation Plan

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