

BEFORE THE METRO COUNCIL

APPROVING THE NATURAL AREAS ACQUISITION  
REFINEMENT PLAN FOR THE SPRINGWATER  
CORRIDOR TARGET AREA

RESOLUTION NO. 07-3841

Introduced by Chief Operating Officer  
Michael J. Jordan, with the  
concurrence of Council President  
David Bragdon

WHEREAS, on March 9, 2006, the Metro Council adopted Resolution No. 06-3672B “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” recommending submission for voter approval a general obligation bond to preserve and protect natural areas, clean water, and fish and wildlife (the “2006 Natural Areas Bond Measure” or “Measure”); and

WHEREAS, at the election held on November 7, 2006, the voters approved Ballot Measure 26-80, the 2006 Natural Areas Bond Measure; and

WHEREAS, the Springwater Corridor Target Area was identified in the Measure as one of 27 regional target areas for land acquisition, building on the success of land acquisitions pursuant to Metro’s 1995 Open Spaces Bond Measure Program; and

WHEREAS, as provided in the 2006 Natural Areas Bond Measure, Metro has undertaken a public refinement process to establish specific acquisition strategies, goals, objectives, and a confidential tax-lot specific acquisition target area map for each of the 27 target areas; and

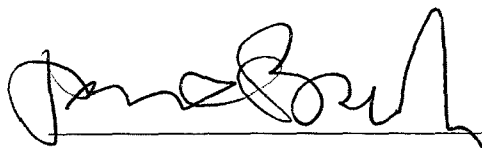
WHEREAS, Metro’s refinement process included the compilation of available information about each target area; biological field visits and expert analysis of maps; interviews with key stakeholders including natural resource experts, property owners, representatives from state and local government agencies, and advocates from water quality, fish, and wildlife preservation interest groups; and eight public open houses at sites throughout the region and a “virtual” open house available via the internet, at which draft refinement plans were made available for public review and participants could share their target area priorities either in-person or electronically; and

WHEREAS, on March 1, 2007, the Council approved Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” authorizing the Metro Chief Operating Officer to acquire properties identified on a Council-approved target area “confidential refinement map;” and

WHEREAS, the Council has reviewed the draft refinement plans and considered information it has received from citizens, scientists, advocates, and state and local governments; now, therefore

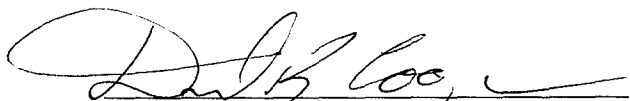
BE IT RESOLVED that the Metro Council adopts the Springwater Corridor Refinement Plan attached hereto as Exhibit A, including the confidential tax-lot specific map reviewed by the Council in Executive Session on September 4, 2007, and signed by Council President David Bragdon on that date, and hereby authorizes the Chief Operating Officer to acquire properties in the Springwater Corridor Target Area consistent with the Council-approved Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this 6<sup>th</sup> day of September 2007.

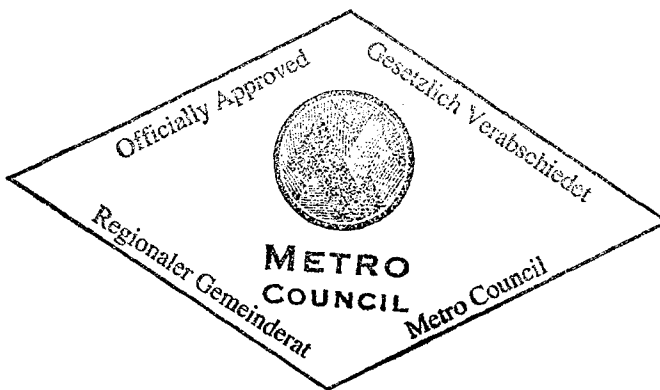


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



**2006 NATURAL AREAS ACQUISITION PROGRAM  
SPRINGWATER CORRIDOR TARGET AREA REFINEMENT PLAN**

**Background**

The 1995 refinement goals were to link OMSI and the Springwater Corridor by acquiring key parcels and easements along the Willamette River and continue implementation of the Willamette River Greenway vision. Metro acquired 57 acres and led the development of the Springwater on the Willamette Trail, significantly achieving these goals.

The 2006 Natural Areas bond measure stated:

Funding will complete the 1-mile corridor between the existing Springwater on the Willamette Trail and the Three Bridges project at Southeast 19th Avenue in Portland. This will provide the final connection of the Springwater Corridor between downtown Portland east through Milwaukie and Gresham to Boring.

Since the Springwater Trail target area remains well defined with information available from the 1995 bond measure, a public survey was not conducted. Information about the Springwater Trail and a map were available at the Open Houses and on the web site.

**Target Area Description**

The Springwater Corridor is the major southeast segment of the 40-Mile Loop Trail, which was inspired by John Charles Olmsted's 1903 plan for a parkway and boulevard loop connecting park sites in the Portland area. The name stuck, even though the 40-Mile Loop Trail now comprises more than 140 miles linking wetlands, buttes, fields and pastures, neighborhoods and parks throughout Multnomah County.

The Springwater Corridor's "Three Bridges" project was completed in the fall of 2006 with the construction of bridges over McLoughlin Boulevard, the Southern and Union Pacific railroads and Johnson Creek. The main trail provides a major east-west link from Boring, following Johnson Creek to its end in Southeast Portland just short of a connection to the remainder of the trail along the Willamette River. When the last two remaining gaps (the Springwater segment and the Willamette Trail segment) are finished, it will be one of the country's great urban trails with more than 20 continuous miles, from the Steel Bridge in Portland east through Milwaukie and Gresham to Boring, separated from motorized vehicles.

**Refinement Process**

During the refinement process, Metro staff compiled available information about the Springwater Corridor target area. A representative from the City of Milwaukie was interviewed; the key concerns expressed during that interview are summarized in Attachment 1.

A public open house to discuss the proposed Refinement Plan was held on June 13, 2007 at Metro Regional Center, one of eight such open houses held throughout the region. Notices of the open houses were mailed to area residents and other interested citizens. Metro also conducted a "virtual" open house by making target area informational materials, including maps, available "online" via the internet and allowing participants to share their target area priorities electronically. A total of 527 people attended the regional open houses, and the online open house had 6,363 visits from 3,419 unique visitors. Since the Springwater Trail target area remains well defined with information available from the 1995 bond measure, a public survey was not conducted. Information about the Springwater Trail and a map (Attachment 2) were available at the open houses and on the web site.

## **Findings**

- The 1995 refinement goals were to link OMSI and the Springwater Corridor by acquiring key parcels and easements along the Willamette River and continue implementation of the Willamette River Greenway vision. Metro acquired 57 acres and led the development of the Springwater on the Willamette Trail, significantly achieving these goals with the exception of two gaps: one along the Willamette River which is presently being explored as part of the Willamette River Greenway target area and the gap between SE Umatilla and SE 19<sup>th</sup> (the “Springwater Corridor Gap”).
- The Springwater Corridor Gap is the last remaining gap in a regional trail linking downtown Portland to the community of Boring. The gap area falls within an active rail right-of-way between SE Umatilla Street and SE 19<sup>th</sup> Avenue at SE Ochoco Street, approximately a 1-mile long gap in the Springwater Corridor.
- An Intergovernmental Agreement between the City of Portland and Metro defines each party’s commitment and roles in closing the Springwater Corridor Gap. A study conducted by Alta Planning + Design was completed in November 2005 to determine the optimal alignment and estimate costs for the Springwater Corridor Gap.
- Multiple bridge location/design options are currently being considered by Multnomah County for the Sellwood Bridge replacement. Several of these options, if initiated, would impact trail alignment.

## **Goals**

Complete the 1-mile corridor between the existing Springwater on the Willamette Trail and the Three Bridges project at SE 19<sup>th</sup> Avenue in Portland. This will provide the final connection of the Springwater Corridor between downtown Portland east through Milwaukie and Gresham to Boring.

## **Objectives**

### *Tier I Objective*

- Acquire property necessary to complete the one-mile corridor gap between the existing Springwater on the Willamette Trail and the Three Bridges project on SE 19<sup>th</sup> Avenue in Portland.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 07-3841, APPROVING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE SPRINGWATER CORRIDOR TARGET AREA

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Date: September 6, 2007

Prepared by: Jim Desmond  
Kathleen Brennan-Hunter

#### BACKGROUND—REFINEMENT PROCESS

The Natural Areas Bond Measure (Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted by the Metro Council March 9, 2006) provided that Metro would undertake a “Refinement Process” to “gather additional information about each individual target area and begin zeroing in on particular parcels that would be valuable to acquire” (Exhibit A to Resolution No. 06-3672B). In addition, the Natural Areas Implementation Work Plan (Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007) authorized the Metro Chief Operating Officer to acquire properties without further Council approval if they have been identified on a Council-approved target area “confidential refinement map.” To implement those directives, the Refinement Plans for each target area contain overall target area objectives and confidential tax-lot specific target area maps identifying priority properties for acquisition, enabling Metro staff to begin the acquisition of property and property rights as detailed in the Natural Areas Implementation Work Plan.

Additional background information, target area information, a description of the specifics of the refinement process regarding this target area, and the refinement plan’s findings, goals, and objectives are described in further detail in Exhibit A to this resolution, the Springwater Corridor Target Area Refinement Plan.

#### ANALYSIS/INFORMATION

1. **Known Opposition**

None.

2. **Legal Antecedents**

Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted on March 9, 2006.

The voters’ approval of Metro’s 2006 Natural Areas Bond Measure at the general election held on November 6, 2006.

Resolution No. 07-3766A “Authorizing the Chief Operating Officer to Purchase Property With Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007, established the Acquisition Parameters and Due Diligence Guidelines for the purchase of properties as part of the 2006 Natural Areas Bond Program.

3. **Anticipated Effects**

Acquisition of natural area properties in the Springwater Corridor target area to achieve the goals and purposes of the 2006 Natural Areas Bond Measure.

4. **Budget Impacts**

The FY 2007-08 budget includes budgetary authority to purchase \$35 million in natural area lands, with an additional \$15.4 million in contingency, if necessary. It is estimated, based on historical spending patterns, that this authority will be sufficient to cover the anticipated acquisition activity for this fiscal year. Additional unappropriated fund balance (\$64 million) exists for land acquisition in future years, along with the authority to issue up to an additional \$102 million in General Obligation bonds in support of this program.

**RECOMMENDED ACTION**

Staff recommends adoption of Resolution No. 07-3841.

## **Summary of Comments from Stakeholder Interviews for Springwater Corridor Target Area**

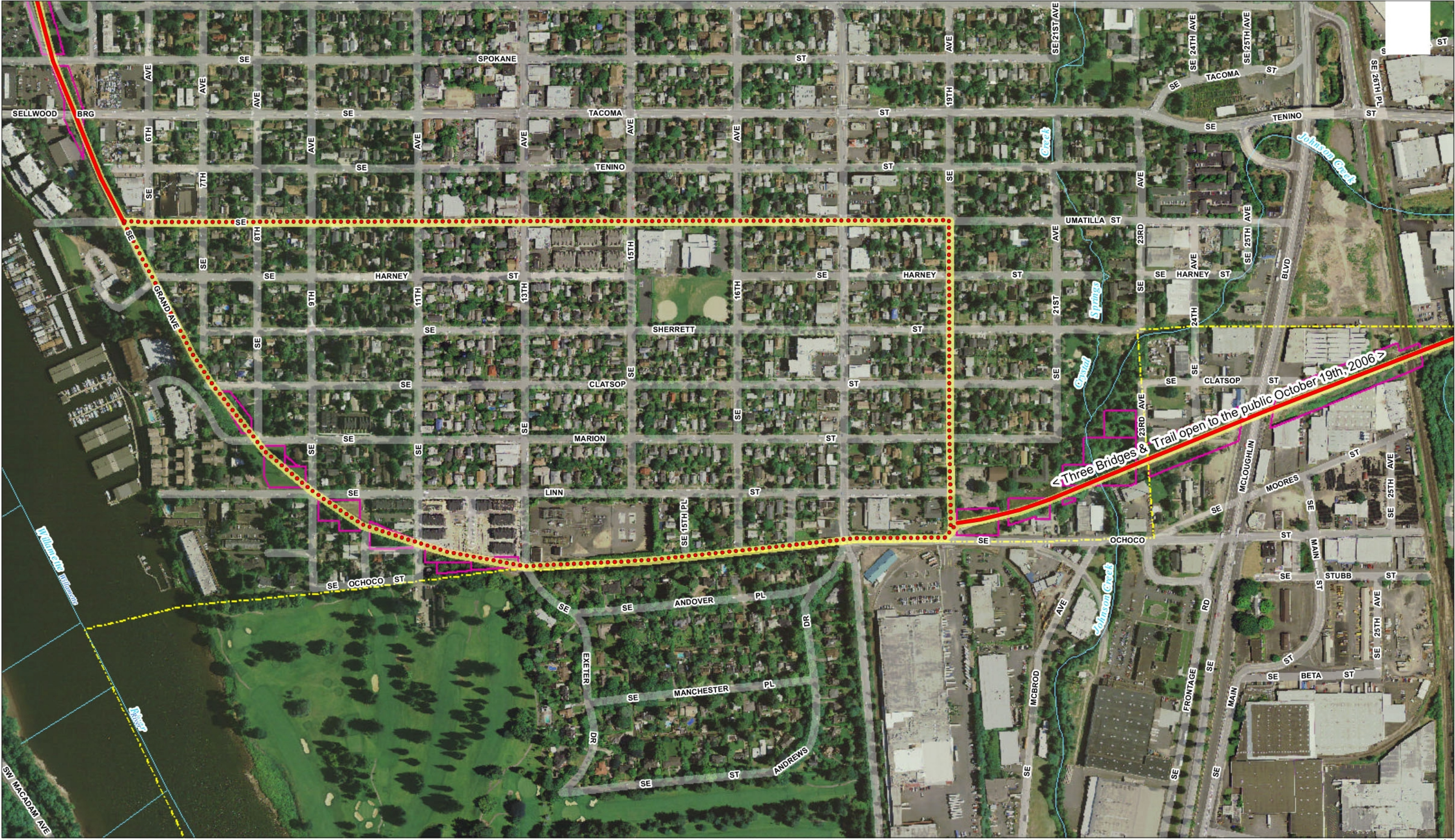
### **Stakeholder(s) Interviewed**

Katie Mangle, Planning Director, City of Milwaukie

### **Key Themes Discussed**

#### Connections to Springwater Corridor

- The City of Milwaukie failed to secure grant funding to link sidewalk and bike lane improvements on SE 17th Street to the future SWC trail. This would have included funds for a sidewalk on the south side of Ochoco between SE 17th and SE 19th Streets to address concerns voiced by Dick Samuels.
- The Goodwill development paid approximately \$58,000 as funds in lieu of sidewalk development on their property (was to be used as a grant match), this could be used towards corridor development in the vicinity of Goodwill.



# Springwater Corridor

## Sellwood Gap & Three Bridges Area

### including Alternate Route (SE Umatilla to SE 19th)



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 600 Northeast Grand Avenue  
 Portland, Oregon 97232-2736  
 TEL (503) 797-1742  
 www.metro-region.org

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Proposed trail alignments are conceptual

- Springwater Corridor**
- Existing
  - Proposed
  - County Lines
  - Metro-owned Parcels

