

BEFORE THE METRO COUNCIL

APPROVING THE NATURAL AREAS ACQUISITION
REFINEMENT PLAN FOR THE WILLAMETTE
RIVER GREENWAY TARGET AREA

RESOLUTION NO. 07-3859

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 Willamette River Greenway Target Area was identified in the Measure as one of 27 regional target areas for land acquisition, building on the success of land acquisitions in the Willamette River Greenway Target Area 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

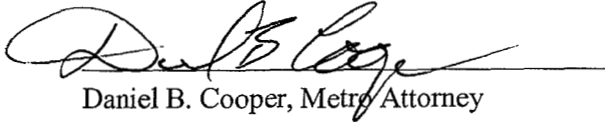
BE IT RESOLVED that the Metro Council adopts the Willamette River Greenway Refinement Plan attached hereto as Exhibit A, including the confidential tax-lot specific map reviewed by the Council in Executive Session on September 4, 2007, and signed by Council President David Bragdon, and hereby authorizes the Chief Operating Officer to acquire properties in the Willamette River Greenway 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 27 day of September 2007.

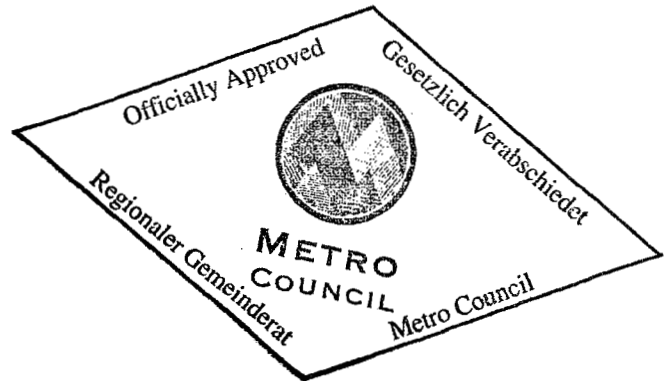


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



**2006 NATURAL AREAS ACQUISITION PROGRAM
WILLAMETTE RIVER GREENWAY TARGET AREA REFINEMENT PLAN**

Background

Protection of the Willamette River has been a statewide planning goal since the 1970s. The Willamette River Greenway identified within the Portland metropolitan area is one part of a larger vision that stretches from the Columbia River to Eugene. Metro and local jurisdictions along the river have made great strides in implementing this goal by developing a network of protected streamside habitats, a river trail, and multiple use trails over the past two decades. There are many interests along the greenway (including several neighborhood organizations within Portland), and many views as to the best use of limited funds.

In 1995 the Willamette River Greenway was divided into several different target areas including Willamette Cove, Canemah Bluffs, Multnomah Channel, Willamette Narrows and the OMSI-Springwater Corridor. The goals for these target areas included acquiring large parcels of continuous forest on terraces above cliffs, acquiring a peninsula that extends into the Willamette River, preserving cliffs, rock outcrops and seeps, protecting cultural and historic sites and providing greenway linkages. The acquisition target was 1,103 acres for all the target areas combined. 1,012 acres were protected in the Greenway. The lands that were purchased include a large wildlife habitat area along the west side of the Multnomah Channel, Willamette Cove near the St. Johns neighborhood in Portland and the Willamette Narrows and Canemah Bluffs areas (now designated its own target area) south of the Tualatin River near West Linn. Trail connections were also secured through the 1995 program including the 3-mile “Springwater on the Willamette” section of the trail.

The 2006 Natural Areas bond measure defines the Willamette River Greenway target area as the lands along the greenway between Wilsonville and Multnomah Channel. The 2006 Natural Areas Bond measure stated:

Acquisition and connections between existing public holdings along the greenway from Wilsonville to the Multnomah Channel will protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river.

Target Area Description

The Willamette River Greenway was originally established by the 1967 Oregon Legislature as a grant program for State Parks land acquisition along the Willamette River from Eugene through Portland. The Greenway evolved from a state parks and recreation program in 1970 to a natural corridor program in 1972. Goals for the state program are to protect, conserve, restore, enhance and maintain the ecological, natural, scenic, historical, agricultural, economic, cultural and recreational qualities and resources along the Willamette River.

Many cities in the metro area located along the Willamette River have renewed their commitment and effort to improve access and recreation opportunities, water quality and ecological restoration of the river during the last 10 years. Several citizen groups have formed to advocate for the cleanup of the river and to create more miles of trails and access points along the river.

Refinement Process

During the refinement process, Metro staff compiled available information about the Willamette River Greenway target area, analyzed maps and conducted biological field visits. Individuals were interviewed representing various government agencies, property owners, interested friends groups and natural resource experts. The key concerns expressed during the interviews are summarized in Attachment 1.

Public open houses to discuss the proposed Refinement Plan were held on June 13, 2007 at the Metro Regional Center and on June 20, 2007 at the St. Johns Community Center, two 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. More than 700 target surveys were submitted either in person or online. Eighty-seven people completed surveys about the Willamette River Greenway. A copy of the survey questionnaire is included as Attachment 2. The map associated with the questionnaire for this target area is included as Attachment 3, and complete survey results are included as Attachment 4.

Findings

- There are supportive partners along the greenway implementing local initiatives.
- Trail gaps exist in Portland and other south metro area communities (including Oregon City, Canby and West Linn).
- There is strong citizen support for trail expansion, gap closures and new river access points throughout the target area.
- Gaps exist in several protected habitat areas in the southern area of the greenway between Wilsonville and Oregon City.
- Supportive financial partnership opportunities exist, including the Meyer Memorial Trust, which has named the Willamette River one of its three key objectives for investment.
- There is strong support from Willamette Riverkeepers for site stewardship throughout the target area.
- Lack of an overriding biological assessment for the entire greenway makes priority setting difficult.
- Due to urban development and infrastructure, it is too late to establish a fully connected riparian habitat system.
- Potentially contaminated areas exist along the river in the Portland area of the greenway.
- Multiple local visions exist but one overriding regional vision is really needed for this target area.
- 87 people completed surveys about the Willamette River Greenway. Additional commentary was provided orally at the open house, which was consistent with the written responses. In rank order, the public priorities were:
 1. *Map area B* - Establish a riverfront natural area for habitat and public access in the Linnton area and identifying opportunities to improve trail connections through the Linnton area.
 2. *Map area C* - Close multiple small trail gaps on the east bank of the river in North Portland (generally between Pier Park and the University of Portland).
 3. *Map area D* – Protect the remaining gaps along the Willamette River bluff in Portland (above Swan Island and above Oaks Bottom in Sellwood).
 4. *Map area E* - Close the few remaining small trail gaps on the west riverbank in Portland between the Marquam and Sellwood bridges.

5. *Map area A* – Protect the remaining gaps along the west bank of Multnomah Channel and establishing a public access point at the southwestern tip of Sauvie Island (the confluence of Multnomah Channel and the Willamette River).
6. *Map area F* – Protect the large forested area west of the Sellwood Bridge.
7. *Map area G* – Protect additional oak and prairie habitats near Elk Rock Island in Milwaukie and securing lands along the river or a trail corridor along the river below the bluff in Milwaukie.
8. *Map area H* – Secure a trail corridor between Lake Oswego and West Linn near Marylhurst University.
9. *Map area I* – Secure a trail corridor and protecting lands along the east bank of the river between Oregon City and Canby.

Goal

Protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river along the greenway from Wilsonville to the Multnomah Channel.

Objectives

A target area map showing the tiered objectives described below is included as Attachment 5.

Tier I Objectives

- Close key trail gaps in Portland, including those in North and Southeast Portland.
- Secure remaining unique and rare habitats. These include Multnomah Channel, the large forested area west of the Sellwood Bridge and lands near Elk Rock Island.

Partnership Objectives

- Work with existing groups (including the State of Oregon, the City of Portland, Meyer Memorial Trust, The Nature Conservancy, Western Rivers Conservancy, and others) to leverage regional bond funds to the maximum extent possible to achieve Tier I priorities and to preserve and restore the Willamette River.
- Support efforts by other public agencies to restore habitat and create regional trails in the Willamette River.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3859, APPROVING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE WILLAMETTE RIVER GREENWAY TARGET AREA

Date: September 27, 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 Willamette River Greenway 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 7, 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 Willamette River Greenway 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. 07-3859.

Summary of Comments from Stakeholder Interviews for Willamette River Greenway Target Area

Note: Because of the size of the Willamette Greenway, key points are noted followed by regional stakeholder views, and then notes are broken down by section, from north to south. Those interviewed about each section are noted.

Regional Stakeholder(s) Interviewed

Kendra Smith, Clean Water Services
Donna Matrazzo
Travis Williams, Willamette Riverkeeper
Jonathan Soll, The Nature Conservancy

Key Themes Discussed

- Seek connections between big-forested blocks—Tryon, west facing slope on Macadam, Forest Park.
- Headwaters are at least as important as confluences.
- Multiple Measure 37 claims on Sauvie Island totaling approximately 750 acres.
- Greenway not being respected along channel with pending condo proposals.
- Farmland conservation issues on island
- Burlington Bottoms gap should be purchased
- Multnomah Channel is fish refugia. Scapoose Bay Watershed Council is potential partner.
- Consider regional flyway: Jackson Bottoms-Wapato-Sauvie Island
- Need to reconcile policy issues along river at superfund area.
- Lack of public access to river from Downtown PDX to Columbia
- Explore ways to extend Esplanade Trail north
- Consider Marylhurst University riverside properties

Segment: Multnomah Channel to Sauvie Island

Stakeholder(s) Interviewed

Mark Nebeker, ODFW Sauvie Island Wildlife Refuge Manager
Jim Morgan, Metro

Key Themes Discussed

Trail gaps

- None. Bike trails are along Highway 30. Water Trail is in Channel (Morgan).

Public Access

- Possible site at SW Island tip

Habitat Protection

- Wetlands along west bank mostly secured except for a few in-holdings. May not be additional willing sellers (ODFW)
- Large numbers of western pond turtles at Burlington wetlands (ODFW). Lots of ivy and very noisy.
- Lots of bottomland habitat north of County line, some already protected by DSL.
- Few other opportunities on Island. One possibility is at SW tip (ODFW).
- One small in-holding (private duck club) could be purchased, but seller unwilling (ODFW has standing offer on property & has funds)

Habitat linkages

- ODFW believes it would not hurt to make another run at the in-between properties along channel.

Scenic & cultural opportunities

- May be opportunity to expand Bybee-Howell park (Morgan)

Key Partners

- ODFW
- Willamette Riverkeeper

Miscellaneous Comments

- ODFW has agreement with Island farmers to not buy any farm land to take out of production.
- Metro generally not popular with Island property owners who want to keep recreation visitor numbers down (Bybee-Howell Park events) (ODFW).
- 800,000 people visited refuge last year. Mostly beaches. New Lewis and Clark trail at north end just opened (to lighthouse) (ODFW).

Segment: River Mainstem to Steel Bridge

Stakeholders Interviewed

Pam Arden, 40-Mile Loop Land Trust
Tom Kloster, Metro
Scott Mizee, North Portland Greenway
Francie Royce, North Portland Greenway
A Robbins, North Portland Greenway
James Kuffner, University of Portland
Ross Folberg, Linnton Neighborhood
Jodi Burton, Linnton Neighborhood
Pat Wagner, Linnton Neighborhood
Deb Lev, Portland parks
Mark Wilson, Portland Parks
Jim Sijulin, Portland Parks

Greg Everhart, Portland Parks
Paul Ketchum, Portland Endangered Species Program
Claire Putchy, Portland Endangered Species Program
Lenny Anderson, Swan Island TMA
Dave Panchot, Swan Island Business Assn.

Key Themes Discussed

Trail gaps

- Gap in trail connection to Highway 30 (Linnton & Portland Parks)
- Edison Woods-Pier Park trail gaps (Portland Parks)
- Recent trail corridor studies at Linnton show alignments that could be supported by land or easement expansions (Portland Parks & Linnton)
- Possible to buy derelict industrial lands west of Hwy 30 and create trail corridor
- PDX has plans to hang a trail off of railroad bridge to cross river
- Cathedral Park to U Portland trail gaps identified (PDX & N Portland greenway)
- U Portland plans on developing newly acquired riverside for open space uses, including trail
- May be opportunity for trail along tracks below UP bluff (Kloster)
- Small trail gaps on Swan Island (unwilling property owner, but Freightliner may gain easement)
- Ash Cement road seen as logical future trail corridor
- Gaps at Steel to Freemont Bridge area. Interstate bike lane may be only route.
- Wacker-Siltronic has private trail along river (west bank). Could public easement be purchased (Linnton Neighbors)?

Public Access

- Try to establish one or more “beachheads” for future at Rivergate Industrial (Pam Arden).
- Opportunity to create beach/shoreline park at Linnton. Shallows & cottonwood habitat. Strong community support and known willing sellers.
- BES site on Swan Island could be purchased for park use.

Habitat Protection & Restoration

- May be some small habitat options at Rivergate Industrial shore.
- Mouth of Miller Creek has wetlands & former ponds
- Opportunity to create beach/shoreline park at Linnton. Shallows & cottonwood habitat. Strong community support and known willing sellers.
- Several creek restoration possibilities at Linnton including at Community Center
- Doane & Saltzman creek mouth habitats (PDX staff)
- Balch Creek mouth may have habitat restoration opportunity
- Ownership gaps along forested bluff (PDX Parks)
- Cottonwoods along shore at Swan Island cove

Habitat linkages

- Forest Park gaps near river (willing seller identified by Linnton neighbors)

Scenic & cultural opportunities

- Key property at west end of St John's Bridge to secure view corridor

Key Partners

- Freightliner
- Adidas
- N Portland Greenway
- Linnton Neighborhood
- City of Portland
- University of Portland

Miscellaneous Comments

- Metro could become a "local hero" if they step in to buy Linnton beach (Linnton)

Steel Bridge To South of Sellwood Bridge (Portland city limits)

Stakeholder(s) Interviewed

Deb Lev, Portland parks
Mark Wilson, Portland Parks
Jim Sijulin, Portland Parks
Greg Everhart, Portland Parks
Paul Ketchum, Portland Endangered Species Program
Claire Putchy, Portland Endangered Species Program

Key Themes Discussed

Trail gaps

- Eastbank trail gap at Portland Spirit/Caruthers Street. May be handled through land use development projects.
- Trail segments in several areas being extended through development projects.
- Benz Spring trail gap on west bank
- Desire to acquire trail easement through Oaks Amusement Park.
- Oregon Yacht club gap (Oaks Bottoms).
- Springwater-Sellwood trail gap. Willing seller on rail easement.
- Waverly Country Club shoreline (& trail easement). Not willing seller to date.

Public Access

- Ross Island mostly in private ownership. Should all be public.

Habitat Protection & Restoration

- Some shallow water habitat opportunities on west bank
- ODOT & Ross Island S&G have lands along escarpment
- Much of bluff above Oaks Bottom in private ownership
- Some floodplain/cottonwood habitat patches along wet bank south of Willamette Park
- Large forested slope above river (west side) below cemetery and Lewis & Clark College
- Lewis & Clark own shoreline south of Powers Marine Park

Habitat linkages

- Forest Park to Tryon gaps
- Possible Steven's Creek/Tryon Creek corridor up from River. Great creek and upland habitats.

Scenic & cultural opportunities

- Visual connection to Willamette Greenway from bluff/canyon near Taylor's Ferry Road

Key Partners

- City of Portland
- Lewis & Clark College?

Segment: Portland City Line to Gladstone

Stakeholder(s) Interviewed

Deb Lev, Portland parks
Mark Wilson, Portland Parks
Jim Sijulin, Portland Parks
Greg Everhart, Portland Parks
Paul Ketchum, Portland Endangered Species Program
Claire Putchy, Portland Endangered Species Program

Key Themes Discussed

Trail gaps

- Lo-Pac study looking at trail easement along trolley (west side)
- Waverly Country Club shoreline (& trail easement). Not willing seller to date.
- Lewis & Clark own shoreline south of Powers Marine Park

Habitat Protection & Restoration

- Elk Rock Island & escarpment has Perigrine & eagle habitat. Some private lands in area. Could block up larger public piece.

Habitat linkages

- Lake Oswego purchased Tryon confluence. May be additional ops in that area

Segment: Milwaukie to Gladstone

Stakeholder(s) Interviewed

JoAnn Herrigel, City of Milwaukie
Michelle Healy, North Clackamas Parks and Recreation
Brett Arvidson, Oak Lodge Sanitary District
Jonathan Block, City of Gladstone
Lisa Hamerlynck, City of Lake Oswego

Key Themes Discussed

Trail gaps

- Spring Park to Rivervilla Park is a key acquisition area to complete Greenway Trail. Few owners elder care establishments. Potential easements.
- Connect riverfront trail/railroad bridge to Trolley Trail. Need to find workable route.
- Milwaukie may be ready for light rail. Need to make linkages between boat, pedestrian, and rail.
- North Clack master plan shows connection between Trolley Trail to Gladstone and Clackamas at Glen Echo.
- Strong support from Milwaukie for trail across railroad bridge to Lake Oswego
- Section between Spring Park and Railroad bridge privately owned, challenging to get easements.
- See Tryon Creek interviews. Lake Oswego wants Metro to purchase 5 houses on cliff with greenway below. Partition, keep greenway and resell homes.
- Lake Oswego focus on trail across railroad bridge to Milwaukie

Public access

- Gladstone waterfront all public, Trolley Trail section completed.

Habitat protection opportunities

- Privately owned small peninsula north of Spring Park in Milwaukie has eagle's nest. Hostile landowner.
- Rinearson Creek offers nice urban creek habitat, river confluence, engaged stakeholders (Arvidson)
- Boardman Slough needs restoration. Wetlands are in public ownership. Further acquisition could help enlarge Stringfield Family Park.
- Creek through Waldorf School pops out of ground at Scott Park. Great opportunity for daylighting

Habitat linkages

- Milwaukie removing dam on Kellogg Creek, rebuilding bridge.

Partnerships

- Several undevelopable setbacks with wetlands in Oak Lodge Sanitary District. Likely low cost. If Metro purchased, district has capital improvement funds for restoration. (Arvidson)
- Railroad bridge eastern terminus is at Oak Lodge water treatment facility. Oak Lodge interested in partnering, providing access. (Arvidson)

Segment: Clackamas Confluence to Wilsonville-Canby

Stakeholders Interviewed

Alice Norris, City of Oregon City
Doug Neeley, City of Oregon City
Scott Archer, City of Oregon City
Pete Wheeler, City of Oregon City
City of Oregon City Natural Resources Advisory Committee
Greater Oregon City Watershed Council
Ken Worcester, City of West Linn
Lisa Hamerlynck, City of Lake Oswego
Matilda Deas, City of Canby
Ken Worcester, City of West Linn

Key Themes Discussed

Trail gaps

- Oregon City and Canby both eager to see trail link between communities along river. Canby has worked with railroad. Don't give up.
- Proposed Clackamette Cove, Park Place and Bridgeport developments include trail connections, greenspace and restoration.
- New master plan for Johnstone Park includes trail linkage
- Focus on area upstream of Canemah

Public access

- Large site upstream of Willamette Falls industrial area not used. Could be used for boat portage and access area. (Worcester)

Habitat protection opportunities

- Canemah area and large block to the south is City of Oregon City's #1 priority. Madrone and oaks.
- Watershed Council identified Canemah area as key opportunity. Few landowners own large parcels. At least one willing seller. Cougar sighting in March.
- Clackamas rapids "Goat Island" heronry, 38 nesting pairs.
- West Linn priority is 93 wooded acres south side of Tualatin. Density transferred to upper area. Density transfer. Price may be low. Single owner. West Linn has park on other side.

Habitat linkages

- Oregon City wants strong connection between Willamette/Abernethy confluence up through Holcomb Creek and Newell systems.

Scenic & Cultural opportunities

- Native American sites near Willamette Falls on both sides of river, and along the bluffs south of Oregon City should be protected
- Coalition forming to make Willamette Falls area state or national heritage site or park.

Key Partners

- PGE, Blue Heron, West Linn and West Linn paper all have parcels around falls.
- TNC wants to give Metro Little Rock Island. Please take it. Free.
- Clackamas Soil and Water District

Segment: Wilsonville-Canby to southern boundary

Stakeholders Interviewed

Jan Houck, Oregon Parks and Recreation
Chris Neamtzu, City of Wilsonville
Matilda Deas, City of Canby

Key Themes Discussed

Trail Gaps

- Canby #1 priority for Metro purchase is rail grade connection to Oregon City.
- State acquisition staff (Cliff Houck) has been talking with landowners who want to conserve their land.
- Canby continues to acquire parcels within greenway, wants easements upstream.
- Wilsonville focus on lands between state park and Memorial Park, conserve water quality in Beckman Creek.
- Wilsonville vision: French Prairie Bridge linking cycling across river and south into Willamette Valley.
- Historic Boones Ferry Park not planned yet. Could serve as boat storage, link for bikes and boats.
- Trail connection through Charbonneau very difficult. Developed up to riverbank.
- Most of Wilsonville waterfront very steep. You can't see river from cliffs, trails difficult.
- Tonquin Trail can possibly connect to Metro-owned parcel.

Public Access

- Willamette River Water Trail system lacks urban area camping, overnight boat storage and affordable hotels near river.

Habitat protection opportunities

- Consider Wattles property. Reverted to state (DSL drives hard bargain).
- TNC #1 priority is parcel next to Peach Cove Bog. Unique habitat.
- Molalla confluence area unstudied. Needs assessment. Molalla State Park master plan 50 years old, doesn't protect habitat.
- Wilsonville expects to build Graham Oaks Park this year. Crest Environmental Learning Center making use of openspace. Would like connection to river at Metro properties.

Habitat Linkages

- Wilsonville wants acquisition between state park and city's Memorial Park. City has improved fish passage.

Scenic and Cultural Opportunities

- Significant historic resources on both sides of river. State doesn't enforce Goal 5 protections.
- Wilsonville and Canby hoping to accommodate cycling/wine country tourism. Some want to link trail system from Charbonneau to Aurora and beyond.

Key Partners

- Clackamas Soil and Water District

Key Messages from Stakeholders

- Support State Parks Willamette Water Trail efforts to fill gaps in system, particularly urban overnight accommodations and boat storage.
- Protect major river confluences, e.g. Tualatin, Clackamas, Pudding/Molalla.
- Protect headwaters from development particularly because creeks are flashier after development, even with approved mitigation measures.
- Link river and creek systems from mouth to headwaters and across ridges.
- Make habitat connections from watershed to watershed.
- Make habitat connections with hedgerows, stepping-stones and Nature In the Neighborhood incentives.
- Identify small gaps that can connect significant swaths of public ownership.
- Zero in on unique or endangered habitats—bogs, oaks and prairie.
- Piggyback on other jurisdictions' efforts.
- Reinstate GTAC to keep jurisdiction staff throughout Metro area informed beyond policy and more and tuned into the larger process.
- Partner on outreach efforts between jurisdictions and soil and water conservation districts to reduce chemicals, improve water quality and urban habitat. (note: Clack SWCD for successful golf course lawns program)
- Close gaps between trail segments (i.e. Caruthers, Sellwood).
- Close gaps between habitat patches (Multnomah Channel).

- Enlarge existing public ownership areas (Rock Island, Canemah, Abernethy confluence).
- Establish new beachheads or anchors (Linnton shoreline).
- Protect all creek mouths, shallows, shoreline habitats
- Develop a 2150 plan making strategic acquisitions now, with the understanding that trails, development and restoration funds would be secured later.

QUESTIONNAIRE

TARGET AREA: WILLAMETTE RIVER GREENWAY

In November 2006 voters directed the Metro Council to extend a regionwide program and acquire between 3,500 and 4,500 acres of additional natural areas to protect water quality and fish and wildlife habitat and to provide future generations opportunities for greater access to nature. Now it's time for the Metro Council to refine priorities in the 27 regional natural areas and trail corridors targeted for acquisition.

The Metro Council wants your ideas and input. We've been talking with scientists, land-use experts, groups and individuals who have special knowledge about the natural resource values and community visions for these areas. With this information Metro has begun to identify the potential strategies and opportunities that will achieve the best results. Now we need to know: Do we have it right? What have we missed? What is most important to you?

2006 NATURAL AREAS BOND DESCRIPTION FOR THIS TARGET AREA

Acquisition and connections between existing public holdings along the greenway from Wilsonville to the Multnomah Channel will protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river.

QUESTIONS

1. **The following priorities were identified in the Willamette River Greenway target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you from 1 to 9, with 1 being the most important and 9 being the least important.**

- _____ Protecting the remaining gaps along the west bank of Multnomah Channel and establishing a public access point at the southwestern tip of Sauvie Island (the confluence of Multnomah Channel and the Willamette River). **(Map area A)**
- _____ Establishing a riverfront natural area for habitat and public access in the Linnton area and identifying opportunities to improve trail connections through the Linnton area. **(Map area B)**
- _____ Closing multiple small trail gaps on the east bank of the river in North Portland (generally between Pier Park and the University of Portland). **(Map area C)**
- _____ Protecting the remaining gaps along the Willamette River bluff in Portland (above Swan Island and above Oaks Bottom in Sellwood). **(Map area D)**
- _____ Closing the few remaining small trail gaps on the west riverbank in Portland between the Marquam and Sellwood bridges. **(Map area E)**
- _____ Protecting the large forested area west of the Sellwood Bridge. **(Map area F)**
- _____ Protecting additional oak and prairie habitats near Elk Rock Island in Milwaukie and securing lands along the river or a trail corridor along the river below the bluff in Milwaukie. **(Map area G)**
- _____ Securing a trail corridor between Lake Oswego and West Linn near Marylhurst University. **(Map area H)**
- _____ Securing a trail corridor and protecting lands along the east bank of the river between Oregon City and Canby. **(Map area I)**

2. In general, what should be emphasized in the Willamette River Greenway target area? Rank in order of importance to you from 1 to 5, with 1 being the most important and 5 being the least important.

- _____ Protecting remaining unique and rare habitats (islands, oaks, prairies, bogs, wetlands) for the benefit of fish and wildlife.
- _____ Improving public access and recreation opportunities by establishing new or enlarging existing public parks and natural area sites.
- _____ Protecting remaining high quality aquatic habitats (river and creek mouths, cottonwood groves, shallows, coves).
- _____ Closing gaps between existing trail segments along the Willamette River Greenway.
- _____ Connecting the river to upland parks and natural areas along selected creek corridors to improve water quality in the Willamette River.

3. Are there other priorities that the Metro Council should consider in the Willamette River Greenway target area? Please be specific.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area?

5. Are you interested in participating in Metro's Natural Areas program by selling or donating your property or selling or donating a trail or conservation easement on your property?

Yes No If yes, please be sure to provide your contact information below.

6. Do you have any other comments about this target area?

Please add my name to the Willamette River Greenway target area mailing list for future information, public meetings and events.

Name _____

Address _____

City/State/Zip _____

Phone _____

E-mail _____

**You may complete this questionnaire online at
www.metro-region.org/naturalareas**

or mail it to Metro at
600 NE Grand Avenue, Portland, OR 97232
(503) 797-1741



NATURE NEXT DOOR

2006 Natural Areas Program
Wildlife and Wetlands
Design Area

<ul style="list-style-type: none"> Wetlands Wildlife State Parks Local Parks Open Space Waterways Public Lands 	<ul style="list-style-type: none"> Highway Major Road Local Road Trail Waterway Public Lands
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MOLALLA
CANBY

Willamette River Greenway Survey Results

1. The following priorities were identified in the Willamette River Greenway target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you.

	most important									least important	Rating Average
Protecting the remaining gaps along the west bank of Multnomah Channel and establishing a public access point at the southwestern tip of Sauvie Island (the confluence of Multnomah Channel and the Willamette River). (Map area A)	10.1% (7)	21.7% (15)	11.6% (8)	13.0% (9)	7.2% (5)	10.1% (7)	10.1% (7)	7.2% (5)	8.7% (6)	4.45	
Establishing a riverfront natural area for habitat and public access in the Linnton area and identifying opportunities to improve trail connections through the Linnton area. (Map area B)	38.0% (30)	11.4% (9)	11.4% (9)	12.7% (10)	5.1% (4)	5.1% (4)	5.1% (4)	7.6% (6)	3.8% (3)	3.32	
Closing multiple small trail gaps on the east bank of the river in North Portland (generally between Pier Park and the University of Portland). (Map area C)	32.8% (21)	14.1% (9)	14.1% (9)	9.4% (6)	4.7% (3)	6.3% (4)	9.4% (6)	7.8% (5)	1.6% (1)	3.44	
Protecting the remaining gaps along the Willamette River bluff in Portland (above Swan Island and above Oaks Bottom in Sellwood). (Map area D)	6.3% (4)	20.6% (13)	17.5% (11)	19.0% (12)	4.8% (3)	15.9% (10)	7.9% (5)	4.8% (3)	3.2% (2)	4.17	
Closing the few remaining small trail gaps on the west riverbank in Portland between the Marquam and Sellwood bridges. (Map area E)	19.0% (12)	6.3% (4)	15.9% (10)	3.2% (2)	25.4% (16)	14.3% (9)	6.3% (4)	4.8% (3)	4.8% (3)	4.30	
Protecting the large forested area west of the Sellwood Bridge. (Map area F)	5.0% (3)	16.7% (10)	11.7% (7)	15.0% (9)	16.7% (10)	13.3% (8)	8.3% (5)	6.7% (4)	6.7% (4)	4.68	
Protecting additional oak and prairie habitats near Elk Rock Island in Milwaukie and securing lands along the river or a trail corridor along the river below the bluff in Milwaukie. (Map area G)	7.8% (5)	7.8% (5)	17.2% (11)	14.1% (9)	14.1% (9)	9.4% (6)	20.3% (13)	3.1% (2)	6.3% (4)	4.81	
Securing a trail corridor between Lake Oswego and West Linn near Marylhurst University. (Map area H)	1.5% (1)	13.6% (9)	0.0% (0)	12.1% (8)	3.0% (2)	7.6% (5)	9.1% (6)	28.8% (19)	24.2% (16)	6.50	
Securing a trail corridor and protecting lands along the east bank of the river between Oregon City and Canby. (Map area I)	1.6% (1)	3.2% (2)	4.8% (3)	3.2% (2)	12.7% (8)	7.9% (5)	12.7% (8)	19.0% (12)	34.9% (22)	7.02	

area I)

2. In general, what should be emphasized in the Willamette River Greenway target area? Rank in order of importance to you.

	most important				least important	Rating Average	Response Count
Protecting remaining unique and rare habitats (islands, oaks, prairies, bogs, wetlands) for the benefit of fish and wildlife.	41.2% (28)	10.3% (7)	23.5% (16)	17.6% (12)	7.4% (5)	2.40	68
Improving public access and recreation opportunities by establishing new or enlarging existing public parks and natural area sites.	17.9% (12)	22.4% (15)	9.0% (6)	6.0% (4)	44.8% (30)	3.37	67
Protecting remaining high quality aquatic habitats (river and creek mouths, cottonwood groves, shallows, coves).	9.0% (6)	34.3% (23)	23.9% (16)	25.4% (17)	7.5% (5)	2.88	67
Closing gaps between existing trail segments along the Willamette River Greenway.	37.3% (25)	10.4% (7)	10.4% (7)	29.9% (20)	11.9% (8)	2.69	67
Connecting the river to upland parks and natural areas along selected creek corridors to improve water quality in the Willamette River.	6.3% (4)	22.2% (14)	31.7% (20)	15.9% (10)	23.8% (15)	3.29	63
	<i>answered question</i>						75
	<i>skipped question</i>						12

3. Are there other priorities that the Metro Council should consider in this target area? If so, please specify.

Shady backwaters along the banks vs more life--unfriendly lawns, concrete, landings.

I am very interested in a seamless bike trail on both sides of the Willamette. Right now the areas that need the attention are 1) West side connections such as Marquam to Sellwood Bridge, Sellwood Bridge to West Linn, and Portland to Sauvie Island, and 2) the NPGreenway. Southeast has Springwater. I can envision bike commuters funneling down to the river and getting to town via the Willamette trail.

Continue the bike trail north of the Steel Bridge to connect eventually to a big loop around Portland.

Any 40-Mile Loop gaps.

Area A near Swan Island does not mention trails. It appears to be drawn so that the Willamette Greenway Trail could be secured between Fremont Bridge and Swan Island. This is very desirable but since it was not explicit in the description of that bubble, I ranked it relatively low. The river frontage at outfalls such as Balch Creek.

What about enhancing previous purchases funded by the taxpayers? For example, the greenway along the Willamette between the St. Johns Bridge and the railroad bridge (Willamette Cove?). Why not use some of your money to improve and clean it up? It continues to remain in a decrepit condition, with homeless camps and illegal dumpsites. Second, please make an offer to buy the property jointly owned by Metro and another property owner. This beautiful stretch of land runs along the north side of the Columbia Slough, just west of Portland Road. The Slough is on one side of this property, Smith Lake is on the other side.

Close gaps in existing trail segments and make it easier for bicycle riders and pedestrians to commute.

Clean river, public access.

Neighborhood history and support. The Linnton neighborhood has been asking and planning for a river park and access for over a decade. We are motivated to do what it takes.

Trak easements around (?) and "Cement Road".

Making sure the North Portland Greenway Trail is completed--connecting Cathedral Park to the East Bank Espl.

N. Portland Greenway trail should be completed

Canoe.

Enhanced signage for public access points would be very useful.

BUILD N. Portland Greenway connection to Smith/Bybee via Pier Park.

Recreation opportunities/bicycle access for community-N. Portland to downtown.

Provide exercise and recreational opportunities such as through a river level greenway trail from Cathedral Park to the Eastbank Esplanade.

Dear Council Members, I am a member of NPGREENWAY. NPGREENWAY is a group of citizens advocating for a trail system providing access to and along the Willamette River enveloping the north riverfront from the Steel Bridge in downtown Portland to Cathedral Park at the St. Johns Bridge and continuing on to Kelly Point Park. Our goal is to link North Portland neighborhoods with the Willamette River for recreation and access to jobs. The refinement of the Willamette River Greenway will include a network of trails used for activities such as walking, running, cycling, in-line skating, skateboarding, fishing, boating and wildlife viewing. The North Portland Greenway trails will connect with the existing Willamette River trail system serving residents and visitors throughout the region. The Willamette River Greenway Trail is a goal of the State of Oregon, City of Portland and Metro. The Metro Natural Areas Bond Program can help complete this vision over the next several years. Critical areas to achieve this goal include acquisition for use (fee simple, easement or like access) of land: 1. between the Willamette Cove property (purchased under the 1995 program) and the City of Portland Water Pollution Lab adjacent to Cathedral Park for the Willamette River Greenway Trail, 2. between Swan Island and the Fremont Bridge for the Willamette River Greenway Trail 3. for the Willamette River access point in Rivergate generally referred to as the Time Oil parcel (from the proposed Willamette River Greenway Trail further to the east), 4. and submersed land through a lease from the State of Oregon for areas below the bluff adjacent to the University of Portland and other similar areas should the Willamette River Greenway Trail require the trail be built over the river similar to portions of the Eastbank Esplanade. Items 1,2, and 4 above are within Areas C and D on your Willamette River Greenway Trail Map and Item 3 could connect to the Trail. Thank you for your consideration of this request.

Linnton is largely ignored--it is a great resource to preserve-- bordering in forest hills park and the Willamette River, a very historical site (early settlements including Native Americans) with many creeks flowing to the Willamette.

Access to parks/water in specific areas--if a particular area is cut off from the river.

Ross Island acquisition if current talks with City of Portland fail.

Expand it up into Marquam Ravine and purchase 6.5 acre parcel next to entrance to Marquam Nature Park at hairpin in Sam Jackson park Rd.

Mosquito populations. You're building more habitat for mosquitoes to breed and transmit disease.

Finishing the connections for the North Portland Greenway Trail will enhance recreational opportunities while increasing appreciation for wildlife and support of conservation measures needed to enhance wildlife habitats along the river.

Missing links in the greenway trail system, especially gaps that will combine to make long distance segments.

Metro should consider fish refugia. This is an issue with the health of the Willamette River. Stream shading is also a good goal for temperature in the river.

Air quality impacts. Wildlife impacts.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

Potential partnership with railroads to get rail with trails. This affects west-side as well near St Johns Bridge.

A wonderful looking piece of riverfront land near Owens Corning plant in Linnton could be a very special small park that could be accessed by Linnton residents and others.

Federal grants to enhance preserve wildlife and recreational areas and river access.

Purchase easement in Triangle and sites from eventual owner - freeing up money for owner to build more access over UPRR.

With Portland Parks so underfunded how about funding a fundraiser to pull in the funds that are needed to finish the entire trail system. Piecemeal is crap. Not effective

NEGreenway bikebelong.com

University of Portland- Partner RE: "Triangle Property' 40 mile loop-trail connections Portland Parks- Trail maintenance.

Governors initiative for the Willamette River Keepers

Partner with watershed councils, riverkeeper organizations, and landtrust/conservancies to provide non-federal matching funds for restoration/acquisition grant proposals.

Riverview Cemetery is open to selling some of their land, and Lewis and Clark College would like to buy some of it. Work with Lewis and Clark to meet some of their needs while protecting the most sensitive lands.

Why would you see it fit to have leverage to get your way???? You should be required to help the region fund the mosquito control districts in Washington, Clackamas, and Multnomah Counties.

The Greenway trail should become part of the City of Portland's Bicycle Master Plan, as well as get put on the zoning map so that when future redevelopment occurs, the trail is taken into consideration. University of Portland is a strong potential partner for the trail. Portland Parks and Recreation is another partner. Union Pacific and BNSF will need to be brought into the process since the trail will be running near their properties in many places.

I believe METRO is already working with the North Portland Greenway group.

Metro should approach various jurisdictions and agencies regarding water quality concerns. On-going water quality efforts could result in leveraged funding.

5. Do you have any other comments about this target area? If so, please specify.

Go for the most acres per dollar-- Better to acquire cheap waterfront acres upstream than pay big bucks to greedy urban land owners.

If the Willamette Shoreline ends up designated as Bus Rapid Transit, act to secure additional easements for trail on rail alignment. If it is designated for streetcar, secure additional land or easements in order to have rail with trail. This would be outstanding addition to the Willamette Greenway.

The online open house doesn't provide any detailed information about the areas on the maps for Columbia Slough and Willamette River.

We have a great opportunity to complete significant portions of the N. Portland Greenway---Don't Fail us!!

THIS COULD EVENTUALLY PROVIDE RIVER ACCESS TO THE WEST SIDE. HILLSBORO, BEAVERTON ETC. VIA CORNELIUS PASS OR NEWBERRY

Access to the Willamette will help the public identify with the river and give incentive to protect existing natural areas.

Focus on connecting neighbors, neighborhoods, and nature.

Ross Island, Oaks Bottom and Bluffs above, and Riverview Cemetery lands are inseparable and connected to West Willamette Wildlife Corridor, providing habitat and recreational opportunities.

I would like to sit on the review board.

Will you pay the medical bills for people who get West Nile Virus if the mosquito populations you help produce are found to carry the virus??

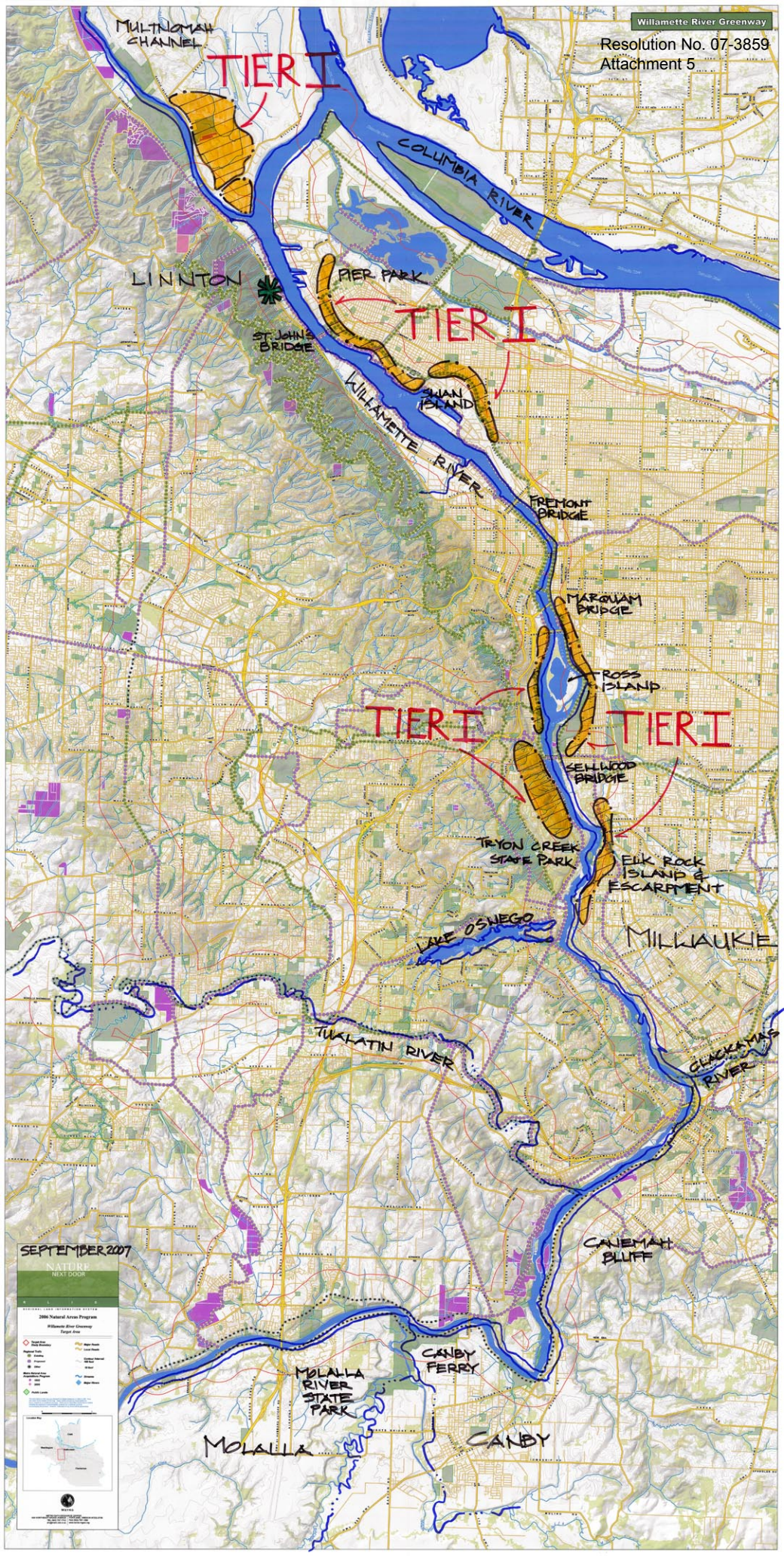
I appreciate Metro's efforts to keep the faith with North Portland voters, who overwhelmingly approved the Greenspaces bond measure, and Metro's willingness to push forward a water-level trail through North Portland.

It seems somewhat "islanded". Benefits seem somewhat isolated to specific areas, not necessarily regional.

My comments are intended to support increasing river access in the Linnton neighborhood along NW St. Helens Rd. in Portland. While there is great access to Forest Park throughout this area there is minimal access to the west side of the Willamette River basically from downtown Portland to outside the City border, or near the City limit there is a boat ramp I believe. There is momentum to hold the City and future landowners of the old Linnton Plywood Mill site to provide public

access to the river near NW 107th Ave. in the heart of the remaining Linnton business area. There is a very welcoming natural beach at that location, one of the last remaining opportunities to save a natural beach area along the industrial area of the Willamette. This could provide a wonderful trail end from the Forest Park trail system from Wildwood Trail down the Linnton Trail to Hwy 30 with access to the river for hikers. There is already a greenspace overlay on the City's zoning map for this area. If the City and Metro do not take advantage to preserve this small access point to the river, future industrial development will likely eliminate such future access. Then again, there could be an opportunity for the City and Metro to work with a property owner to allow certain less than desirable developments as long as public access is allowed to the beach, along with the building of a sidewalk or access route from the highway.

I continue to be optimistic that Metro will develop a plan for our farm property that I, and our family members can enjoy and share with others who appreciate the rural and idle setting.



SEPTEMBER 2007

NATURE
NEXT DOOR

2006 National Access Program
Willamette River Greenway
Page 5

<ul style="list-style-type: none"> 2006 National Access Program Willamette River Greenway Page 5 	<ul style="list-style-type: none"> Blue Line Green Line Orange Line Purple Line Red Line Black Line Blue Dotted Line Green Dotted Line Orange Dotted Line Red Dotted Line Black Dotted Line
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