

BEFORE THE METRO COUNCIL

AMENDING THE NATURAL AREAS) RESOLUTION NO. 09- 4084
ACQUISITION REFINEMENT PLAN FOR THE)
COLUMBIA SLOUGH TARGET AREA AND) Introduced by Chief Operating Officer
APPROVING THE EXPENDITURE OF) Michael J. Jordan, with the concurrence of
NATURAL AREAS BOND MEASURE FUNDS) Council President David Bragdon
FOR TRAIL CONSTRUCTION AT BLUE LAKE)
REGIONAL PARK)

WHEREAS, at the election held on November 7, 2006, the voters approved Ballot Measure 26-80, authorizing Metro to issue \$227.4 million of general obligation bonds to fund natural area acquisition and water quality protection (the” 2006 Natural Areas Bond Measure” or “Measure”); 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 Columbia Slough Target Area was identified in the Measure as one of 27 regional target areas for land acquisition; and

WHEREAS, as provided in the 2006 Natural Areas Bond Measure, Metro undertook 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, on September 6, 2007, Metro approved Resolution No. 07-3840, “Approving the Natural Areas Acquisition Refinement Plan for the Columbia Slough Target Area,” which included approval of a confidential refinement map for the Columbia Slough Target Area; and

WHEREAS, Metro staff has identified properties meeting the objectives identified in the Columbia Slough Refinement Plan that were not identified on the refinement map, including properties that will help close critical trail gaps and properties that will expand habitat buffers around the Blue Heron Wetlands area; and

WHEREAS, the Metro Council has reviewed the proposed amendments to the Columbia Slough Target Area Refinement Plan and has determined that such amendments are consistent with the goals and objectives of the 2006 Natural Areas Bond Measure; and

WHEREAS, Metro staff has also identified an opportunity to secure federal funding to construct a key missing gap of the 40-Mile Loop Trail within the Columbia Slough Target Area at Blue Lake Regional Park, and connecting to the Gresham to Fairview Trail, by expending not more than \$135,000 in Bond Measure funds towards such project; and

WHEREAS, such expenditure of funds is consistent with the 2006 Natural Areas Bond Measure provision that permits the use of bond proceeds for the construction of “limited improvements . . . in target areas to provide public access, use and enjoyment of these sites in the future;” now therefore

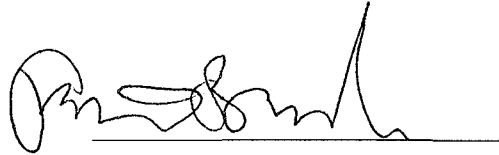
BE IT RESOLVED that the Metro Council hereby:

1. Adopts the confidential tax-lot specific map reviewed by the Council in Executive Session on November 5, 2009, and signed by Council President David Bragdon on that date, which map shall replace the confidential map adopted with the approval of Resolution No. 07-3840 on September 6, 2007;

2. Authorizes the Chief Operating Officer to implement the Columbia Slough Target Area Refinement Plan and to acquire properties in the Columbia Slough Target Area consistent with the Council-approved Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan; and

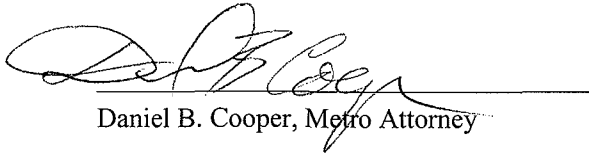
3. Authorizes the Chief Operating Officer to contribute, from proceeds of the 2006 Natural Areas Bond, matching funds not to exceed \$135,000 towards the construction of a segment of the 40-Mile Loop Trail within the Columbia Slough Target Area in the vicinity of Blue Lake Regional Park.

ADOPTED by the Metro Council this 5TH day of NOVEMBER 2009.

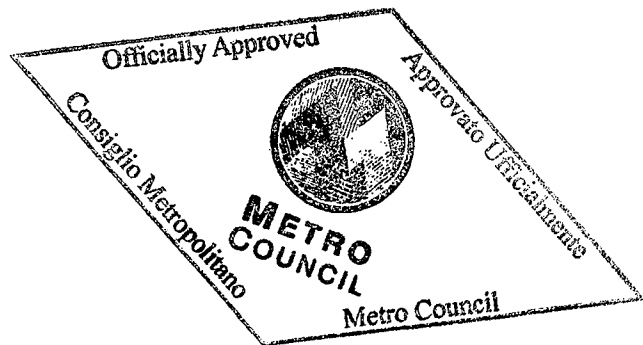


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



BEFORE THE METRO COUNCIL

APPROVING THE NATURAL AREAS ACQUISITION
REFINEMENT PLAN FOR THE COLUMBIA SLOUGH
TARGET AREA

RESOLUTION NO. 07-3840

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 Columbia Slough Target Area was identified in the Measure as one of 27 regional target areas for land acquisition; 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

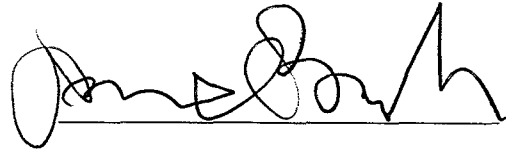
WHEREAS, Metro’s refinement process included the compilation of available information about each target area; biological field visits and expert analysis of maps; interviews with key stakeholders including natural resource experts, property owners, representatives from state and local government agencies, 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

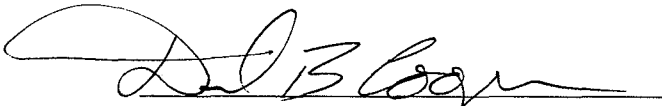
BE IT RESOLVED that the Metro Council adopts the Columbia Slough Refinement Plan attached hereto as Exhibit A, including the confidential tax-lot specific map reviewed by the Council in Executive Session on September 4, 2007, and signed by Council President David Bragdon on that date, and hereby authorizes the Chief Operating Officer to acquire properties in the Columbia Slough 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 6th day of September 2007.



David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney

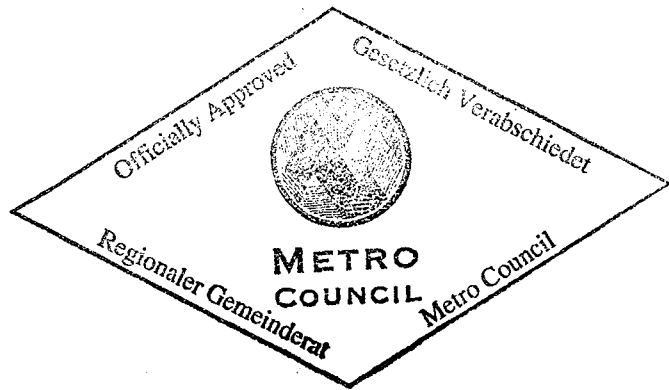


EXHIBIT A TO RESOLUTION NO. 07-3840

2006 NATURAL AREAS ACQUISITION PROGRAM COLUMBIA SLOUGH TARGET AREA REFINEMENT PLAN

Background

The Columbia Slough is one of very few areas in North and Northeast Portland with the potential for restoring fish and wildlife habitat. There is a base of existing habitat including: Big Four Corners, Prison Pond, Little Four Corners, Smith and Bybee Wetlands, Wapato Slough and Vanport Wetlands.

The 2006 Natural Areas bond measure stated:

The Columbia Slough is one of very few areas in North and Northeast Portland with the potential for restoring fish and wildlife habitat. Acquisition along the slough will improve water quality in its critical reaches, provide trail connections to existing recreation and wildlife corridors and help complete an important section of the 40-Mile Loop Trail.

Science information indicates that natural vegetation along the Columbia Slough lowers the water temperature and improves water quality as well as protects fish and wildlife habitat. The slough provides habitat for native Chinook, coho and steelhead. Three species of freshwater mussels, increasingly rare in Oregon, inhabit several reaches throughout the slough. Mammals such as deer, beaver, river otter and Western painted turtles are more common in the slough, and about 175 bird species have been documented in the slough.

Efforts are underway to close gaps in the Columbia Slough segment of the 40-Mile Loop Trail, develop neighborhood connections to local and regional trails and increase access for paddlers on the slough.

Target Area Description

The Columbia Slough is a 19-mile long remnant of lakes, wetlands and slow-moving channels in the southern floodplain of the Columbia River. It stretches from its origin at the 102-acre Fairview Lake and the headwaters of Fairview Creek near Grant Butte in Gresham westward to the 2,000-acre Smith and Bybee Wetlands Natural Area and to its confluence with the Willamette River.

The lower slough is free-flowing, but most of the slough is contained within a system of levees and floodgates and is managed by local drainage districts. Historically, the slough absorbed flood waters from the Columbia River, but in the early 1920s levees were constructed to prevent seasonal flooding and the waterway was transformed into the channeled and highly managed system now known as the Columbia Slough.

Today, the nearly 40,000 acres of lands that drain to the Columbia Slough are heavily urbanized containing 24,000 homes and 4,500 businesses including commercial and industrial uses, the Portland International Airport and several golf courses. With development and altered water circulation, the Columbia Slough experienced serious water quality decline. However, since the elimination of Combined Sewer Overflows in 2000, and watershed-wide restoration efforts, the slough is cleaner today than it has been in more than 100 years.

In spite of its urbanized character, the Columbia Slough contains surprising wildlife and plant diversity.

Refinement Process

During the refinement process, Metro staff compiled available information about the Columbia Slough target area, analyzed maps and conducted biological field visits. Individuals were interviewed

EXHIBIT A TO RESOLUTION NO. 07-3840

representing various governmental 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 20, 2007 at the St. Johns Community Center and on June 21 at Gresham City Hall, 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 target area 700 surveys were submitted either in person or online. Sixty-nine people completed the Columbia Slough survey. 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

- Although the Columbia Slough has been altered through a system of levees and floodgates and the surrounding area has been heavily urbanized, the Slough remains regionally significant in terms of wildlife, plant diversity and water quality.

Water Quality

- Water quality of the Slough has improved since 2000, with the elimination of the Combined Sewer Overflows.
- Natural vegetation along the Slough lowers the water temperature and improves water quality, as well as protects fish and wildlife habitat.
- Water quality in the Columbia Slough is impaired in several respects, most notably temperature. Restoration and revegetation of the riparian zone, particularly on the south bank, can provide shade and improve the temperature regime of the slough, as well as help reduce sediment load from runoff.

Habitat

- The Columbia Slough is one of the few areas in North and Northeast Portland with the potential for restoring fish and wildlife habitat.
- The Slough provides habitat for numerous birds, such as heron, threatened bald eagles, endangered peregrine falcons, the streaked horned lark, migratory waterfowl, shorebirds and songbirds, including two sensitive species – the little willow flycatcher and the slender-billed nuthatch.
- The free-flowing Columbia Slough, with its alcoves, backwaters, wetlands and sandy beaches, provides habitat to native Chinook, Coho and steelhead.
- Three species of freshwater mussels, increasingly rare in Oregon, inhabit several reaches throughout the Slough.
- Beaver, river otter and Western painted turtles (listed sensitive-critical by Oregon Department of Fish and Wildlife) are found in the Columbia Slough.
- Significant existing habitat areas that have been identified through the refinement process include: Big 4 Corners, Prison Pond, Little Four Corners, Smith and Bybee Wetlands, Wapato Slough and Vanport Peninsula.

EXHIBIT A TO RESOLUTION NO. 07-3840

- Limited opportunities exist to provide additional core habitats. With the exception of golf courses and lands associated with the Portland Airport, much of the existing land is fully developed and not available for habitat. Any habitat restoration efforts on golf courses should be focused only in areas of the golf course directly adjacent to the slough riparian zone.
- Some core areas, particularly Big Four Corners, could be expanded with additional acquisitions. Further expansion would increase the habitat value of the sites and may present the best restoration opportunity in the target area.
- Several small areas, e.g., Prison Ponds and Little Four Corners, could serve as core habitat areas if they were expanded by acquisitions.
- Core habitats are absent from the middle slough. Establishment of additional core habitat in this area would benefit wildlife using the slough as a travel corridor.

Wildlife Corridors

- Travel corridors to connect the core habitats are highly desirable and increase the value of the core habitats. The slough's riparian zone is highly constrained due to extensive urbanization and it presents a severe challenge to creating a viable wildlife corridor.
- Portland's Bureau of Environmental Services has revegetated numerous portions of the slough's banks in partnership with public and private landowners.
- Several extensive sections of the slough's banks are levees maintained by the drainage districts. As such, these levees must be left open and they provide limited habitat value. Sections of the slough bank across from the levees have even greater value if vegetated for wildlife use.

Recreation

- The Columbia Slough offers regional recreational opportunities in terms of bicycle/pedestrian and water trails.
- Identified trail gaps include:
 - Extending the completed section of the Columbia Slough Trail from I-5 east towards NE 33rd Avenue then north to the existing 40-Mile Loop along Marine Drive at Bridgeton Road.
 - Completing the "Bridgeton Gap" in this section of the 40-Mile Loop (along Marine Drive) from I-5 to Bridgeton Road.
 - Extending the Columbia Slough Trail from west of NE 33rd Avenue to 158th Avenue, and from 185th east to connect with the future Gresham-Fairview Trail. In many sections, this route runs along top of a levee on the north side of the Slough.
 - Securing remaining gaps in the 40-Mile Loop along Marine Drive. This includes one east of I-205, and another connecting the Columbia Slough Trail to Blue Lake Regional Park and the future Gresham-Fairview Trail.
- Some areas of the Columbia Slough Trail do not have identified alignment, which may hamper the capacity to acquire property to help close those gaps.
- Potential connections to neighborhoods include connecting Metro's Smith and Bybee Wetlands Natural Area to the St. Johns neighborhood and providing a connection to the Peninsula Crossing Trail (at N. Portland Road).

EXHIBIT A TO RESOLUTION NO. 07-3840

Impact of Development Surrounding the Slough

- There is significant industrial use surrounding the Slough, including the Port of Portland's airport, which is one of the largest owners/land uses along the Slough. The Slough's watershed has been heavily impacted by this development.
- A need exists to cooperate with industrial landowners along the Slough, including the Port of Portland, to create appropriate transitions and buffer between developed land, trails and natural areas.
- There is little undeveloped land in the slough area, making acquisition challenging. The largest blocks of available, undeveloped properties consist of golf courses. There is a need to reconcile the public's desire to maintain golf courses as open space and the complexity and extent of restoration required to restore these sites to a natural state. Any habitat restoration efforts on golf courses should be focused only in areas of the golf course directly adjacent to the slough riparian zone.
- In addition to fee acquisitions, easements, dedications and donations, other voluntary property-owner agreements should be pursued in order to stretch the impact of the regional dollars spent.
- The Port of Portland's airport expansion may impact habitat along the Slough, due to FAA guidelines, which mandate avoiding the creation of new hazards within a 2-mile radius of the airport. However, because of the proposed expansion, the Port of Portland may be a potential partner, as it looks to create mitigation sites. Other potential partnerships are with the Multnomah County Drainage District and Columbia Slough Watershed Council.

Survey Results

- Sixty-nine people completed surveys about the Columbia Slough. 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* – Extend the completed section of the Columbia Slough Trail from I-5 east towards NE 33rd Avenue then north to the existing 40-Mile Loop along Marine Drive at Bridgeton Road.
 2. *Map area C* – Complete the “Bridgeton Gap” in this section of the 40-Mile Loop (along Marine Drive) from I-5 to Bridgeton Road.
 3. *Map area A* – Connect Metro's Smith and Bybee Wetlands Natural Area to the St. Johns neighborhood and provide a connection to the Peninsula Crossing Trail (at N. Portland Road).
 4. *Map area D* – Extend the Columbia Slough Trail from west of NE 33rd Avenue to 158th Avenue. In many sections, this route runs along top of a levee on the north side of the slough.
 5. *Map area E* – Secure remaining gaps in the 40-Mile Loop along Marine Drive. This includes one east of I-205, and another connecting the Columbia Slough Trail to Blue Lake Regional Park and the future Gresham-Fairview Trail.

Goal

Protect and enhance habitat and linkages along the Columbia Slough.

EXHIBIT A TO RESOLUTION NO. 07-3840

Objectives

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

Tier I Objectives

- Expand resource protection along the slough and at existing habitat areas, including Whitaker Ponds, Big Four Corners, Prison Pond, Little Four Corners, Smith and Bybee Wetlands Natural Area, Wapato Slough and Vanport Wetlands.
- Acquire property to create community connections between the St. Johns and Bridgeton neighborhoods and the Columbia Slough Trail and 40-Mile Loop Trail.
- Acquire property to close trail gaps in the Columbia Slough Trail and 40-Mile Loop Trail between NE 33rd Avenue and the future Gresham-Fairview Trail.
- Where strategic partnerships can contribute to acquisition and management, acquire other properties along the slough that with restoration will provide additional habitat connections and water quality benefits.

Tier II Objectives

- Create additional water access along the Slough.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3840, APPROVING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE COLUMBIA SLOUGH TARGET AREA

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 Columbia Slough 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 Columbia Slough 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. 07-3840.

Summary of Comments from Stakeholder Interviews for Columbia Slough Target Area

Stakeholder(s) Interviewed

Nancy Hendrickson, City of Portland, Bureau of Environmental Services
Susan Barthel, City of Portland, Bureau of Environmental Services
Ry Thompson, City of Portland, Bureau of Environmental Services
Deb Lev, City of Portland, Bureau of Parks and Recreation
Gregg Everhart, City of Portland, Bureau of Parks and Recreation
Bruce McClelland, Multnomah County Drainage District
Mel Huie, Metro Trails
Elaine Stewart, Metro Scientist
Troy Clark, Friends of Smith and Bybee
Chris Scarzello, City of Portland Planning
Corky Collier, Columbia Corridor Association
Pietro Ferrari, Hacienda CDC
John Gessner, City of Fairview
Larry DeVroy, Port of Portland
Linda Robinson, Citizen advocate
Robb Courtney, City of Gresham Parks
Bob Sallinger and Jim Labbe, Portland Audubon Society
Mel Stout, Walter Valenta, Barbara Walker, Portland Audubon Society

Key Themes Discussed at Stakeholder Interviews

Natural Areas & Water Quality

- Prioritize cold water inputs (Wilkes Creek)
- Restore natural vegetation along Slough
- Reduce eutrication by reducing inputs and stormwater runoff

Habitat

- Buffer established habitat areas (Big 4 Corners; Prison Pond Little 4 Corners; Smith/Bybee Lakes; Vanport / Peninsula)
- The following could be considered rare or unique habitats or plant communities:
 - Painted Turtles (BPA connection from River to Smith/Bybee lakes)
 - Streaked Horn Lark
 - Columbia Sledge Meadows
 - Wapato wetlands present along the slough
 - Fresh water mussels
 - Mud flats and tidal habitat

- The Slough also provides Habitat for:
 - Salmoid refugia (DU DATA, NOAA CRITICAL HABITAT DESIGNATION)
 - Migratory birds (migratory bird corridor between Slough to Rocky Butte)
 - Neotrophs, shorebirds, waterfowl, raptors
 - Ash and Cottonwood; BLHardwood community (NATURAL HERITAGE IDENTIFIED); Pacific willow floodplain; Oak savannah in big four corners; forested wetlands near airport)
 - Bald Eagles (Eagle nests present at Smith / Bybee lakes)
 - Great blue heron nesting colonies (Heron Rookeries present along the slough)

Access/Connectivity

- Connectivity to neighborhoods is lacking (opportunities at Cully, Smith and Bybee Wetlands)
- Additional access to Slough itself would be beneficial (Denver Bridge canoe/kayak launch; West of Fairview Lake)
- Levees are potential barriers for connections along the Slough

Trails

- Noted Gaps:
 - Columbia Slough Trail Gaps (connection to Smith and Bybee, Gresham to Fairview Trail)
 - Bridgeton Gap (40-Mile Loop)
 - Marine Drive Gap

QUESTIONNAIRE

TARGET AREA: COLUMBIA SLOUGH

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. Initial estimates are that a minimum of 50 acres of land would be protected within this target area.

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

The Columbia Slough is one of very few areas in North and Northeast Portland with the potential for restoring fish and wildlife habitat. Acquisition along the slough will improve water quality in its critical reaches, provide trail connections to existing recreation and wildlife corridors and help complete an important section of the 40-Mile Loop Trail.

QUESTIONS

- The following priorities were identified in the Columbia Slough 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 5, with 1 being the most important and 5 being the least important.**
 - _____ Connecting Metro's Smith and Bybee Wetlands Natural Area to the St. Johns neighborhood and providing a connection to the Peninsula Crossing Trail (at N. Portland Road). **(Map area A)**
 - _____ Extending the completed section of the Columbia Slough Trail from I-5 east towards NE 33rd Avenue then north to the existing 40-Mile Loop along Marine Drive at Bridgeton Road. **(Map area B)**
 - _____ Completing the "Bridgeton Gap" in this section of the 40-Mile Loop (along Marine Drive) from I-5 to Bridgeton Road. **(Map area C)**
 - _____ Extending the Columbia Slough Trail from west of NE 33rd Avenue to 158th Avenue. In many sections, this route runs along top of a levee on the north side of the slough. **(Map area D)**
 - _____ Securing remaining gaps in the 40-Mile Loop along Marine Drive. This includes one east of I-205, and another connecting the Columbia Slough Trail to Blue Lake Regional Park and the future Gresham-Fairview Trail. **(Map area E)**

2. In general, what should be emphasized in the Columbia Slough target area? Rank in order of importance to you from 1 to 4, with 1 being the most important and 4 being the least important.

- _____ Protecting lands along the Columbia Slough, connecting and expanding habitat areas for wildlife.
- _____ Providing additional water access points for canoeing and kayaking.
- _____ Closing gaps in the trail corridor along the Columbia Slough and 40-Mile Loop.
- _____ Connecting the Columbia Slough with neighboring communities and providing people with better access to nature.

3. Are there other priorities that the Metro Council should consider in the Columbia Slough 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 Columbia Slough target area mailing list for future information, public meetings and events.

Name _____

Address _____

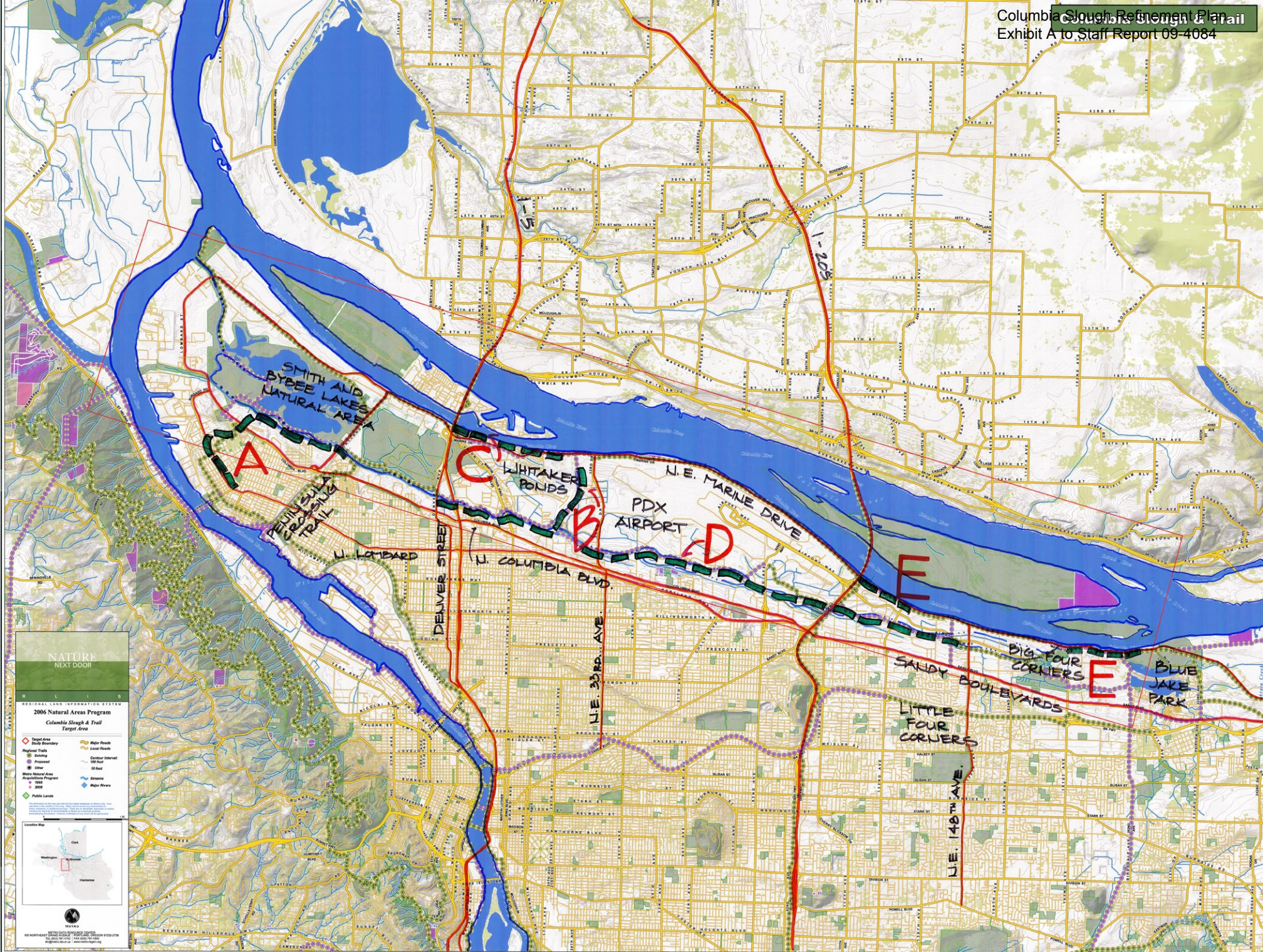
City/State/Zip _____

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

REGIONAL LAND INFORMATION SYSTEM

2006 Natural Areas Program
Columbia Slough & Trail
Target Area

- Target Area
- Slough Boundary
- Regional Trails
- Existing Slough
- Proposed Slough
- Major Road
- Minor Road
- Contour Interval
- 100 Foot
- 50 Foot
- Stream
- Major Water
- Public Land

Location Map

800 NORTH EAST 28th AVENUE, SUITE 2000, PORTLAND, OREGON 97232-2716
503.281.1500 FAX 503.281.1501 WWW.METRO.ORG

Columbia Slough Survey Results

1. The following priorities were identified in the Columbia Slough 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	Response Count
Connecting Metro's Smith and Bybee Wetlands Natural Area to the St. Johns neighborhood and providing a connection to the Peninsula Crossing Trail (at N. Portland Road). (Map area A)	30.2% (16)	11.3% (6)	22.6% (12)	11.3% (6)	24.5% (13)	2.89	53
Extending the completed section of the Columbia Slough Trail from I-5 east towards NE 33rd Avenue then north to the existing 40-Mile Loop along Marine Drive at Bridgeton Road. (Map area B)	25.9% (14)	33.3% (18)	20.4% (11)	20.4% (11)	0.0% (0)	2.35	54
Completing the "Bridgeton Gap" in this section of the 40-Mile Loop (along Marine Drive) from I-5 to Bridgeton Road. (Map area C)	34.4% (21)	21.3% (13)	21.3% (13)	14.8% (9)	8.2% (5)	2.41	61
Extending the Columbia Slough Trail from west of NE 33rd Avenue to 158th Avenue. In many sections, this route runs along top of a levee on the north side of the slough. (Map area D)	8.8% (5)	19.3% (11)	19.3% (11)	33.3% (19)	19.3% (11)	3.35	57
Securing remaining gaps in the 40-Mile Loop along Marine Drive. This includes one east of I-205, and another connecting the Columbia Slough Trail to Blue Lake Regional Park and the future Gresham-Fairview Trail. (Map area E)	15.1% (8)	13.2% (7)	15.1% (8)	13.2% (7)	43.4% (23)	3.57	53
	<i>answered question</i>						65
	<i>skipped question</i>						4

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

	most important			least important	Rating Average	Response Count
Protecting lands along the Columbia Slough and connecting and expanding habitat areas for wildlife.	45.0% (27)	30.0% (18)	11.7% (7)	13.3% (8)	1.93	60
Providing additional water access points for canoeing and kayaking.	5.4% (3)	16.1% (9)	26.8% (15)	51.8% (29)	3.25	56
Closing gaps in the trail corridor along the Columbia Slough and 40-Mile Loop.	47.7% (31)	24.6% (16)	18.5% (12)	9.2% (6)	1.89	65
Connecting the Columbia Slough with neighboring communities and providing people with better access to nature.	8.8% (5)	29.8% (17)	38.6% (22)	22.8% (13)	2.75	57
	<i>answered question</i>					66
	<i>skipped question</i>					3

3. Are there other priorities that the Metro Council should consider in the Columbia Slough target area? Please be specific.

Pursue expansion of the Big Four Corners site, especially property to the west to expand and buffer the natural areas already protected. Acquire more land in and around Johnson Lake to improve access for both wildlife and people. I'm not sure if the Columbia River Islands are included in this target area, but protection of both the west end of Hayden Island and protection of Government Island should also be high priorities.
Acquire headwaters of Wilkes Creek.
Unplug the slough! Return it to its former glory! Reconnect the east end with the Columbia and let water flow through the entire length. Maybe someday we'll be able to fish there again. It would also be great to improve the portages for unpowered watercraft.
Make the bike travel on the paths as safe as possible, include possible lights on Marine Drive for safer crossing or better alternatives.
Also consider that the Columbia River / Marine Drive Trail should extend to Sandy River. This will connect to Columbia River Gorge Historic Hwy as well as to coast.
ACCESS TO EXPO CENTER PARKING WILL BE NEEDED IN ORDER TO ACCOMODATE VISTORS.
Access to trails, parks/playgrounds and nature spaces for all income people - and their pets.
Not in the slough area specifically but in this north Columbia River section- west side of Hayden Island.
The one thing I noted was that there were no plans to make connections from the trail/slough into NE neighborhoods. There are some really obvious connections like the road to the airport, NE 60th, NE 33rd, etc. It seems a shame to create a trail that people have to drive to when we could easily bike there. Please include budget and emphasis on bike/ped improvements from the neighborhoods to the areas in the Columbia Slough Target area
Be able to bike the area from Bridgeton to NE 33rd on Marine Dr.
Create a bicycle lane on 82nd Ave that connects to the slough trail and allows quick easy access to residents of Central NE Portland (West of I-205).

Purchase property to keep wildlife/wetland areas protected.

Completing trail networks for bikes/peds is essential to surviving the post petroleum economy.

Purchase property to keep it natural for wildlife and wetland protection. Nesting mallards, blue heron, quail, etc.

Supporting access to environmental education sites.

Acquisition of ecologically significant property South of NE Cornfoot Rd on both sides (E&W) of NE Alderwood could be high priority.

Continued restoration of Smith and Bybee.

Headwaters of Wilkes Creek.

Leverage other \$ in community - public and private.

A corridor path the length of the slough would be a tremendous bike connection to residential and industrial areas.

Acquire green space/vacant land especially adjacent to currently owned public land.

Keep as much green space as possible for people to enjoy, trees make oxygen, etc.

1) Access to Whitaker Ponds from Columbia Blvd. 2) Colwood between sloughs.

Trail connections to both Yellow Line (Kenton, Delta Park, Expo Center) and Red Line MAX stations in the area (Cascade and Mt. Hood Avenue).

Support enviro ed programs for adults and kids. From my experience VERY few people know what the slough is, even those in the watershed. Its value as the last vestige of a network of sloughs and the fish and wildlife habitat it provides are definitely not understood by the general public. Although heavily managed and altered from its original state its historic, cultural, and natural value are VERY high and I think the public would embrace learning more about these values.

Riparian restoration with adequate beaver protection is crucial. There have been a number of plantings along the slough over the years that used inadequate beaver protection (plastic sleeves) and these plantings have fared poorly. In some cases the beaver have completely clearcut the areas and the work and money spent are lost. Another point noted in these lost plantings is the need to vary tree species. The beaver prefer cottonwoods and will wipe out a solely cottonwood planting. Mixing in other tree species and using adequate metal planting guards will insure longterm, successful riparian restoration.

Acquisition of trail right-of-way is essential before opportunities are lost forever.

I would like you to consider BLUE HERON MEADOWS AND WETLANDS in your target areas. This property is in a flood plain and is home to numerous BLUE HERONS, EGRETS, EAGLES, HAWKS, AND OTHER MIGRATING BIRDS ALL YEAR LONG. This area is also home to numerous other species of animals. all winter, during our rainy season, it is very wet and flooded at times giving a home to the above mentioned birds, etc. It will be a big loss to Portland area residents to lose this area to homes instead of making it a protected area, such as many others have been. It could be a beautiful park with walking trails etc, forever available to enhance the city. There are becoming fewer and fewer open spaces, with the wildlife having no place to go. Once this property is built upon, it will lost forever.

Protecting existing wetland areas from development - both private and public should be a number one priority. In East Columbia neighborhood there are two large parcels (40 acres) that have been targeted for housing development by the owners. They border the Columbia Slough, are habitat to wildlife and provide important drainage for the area.

Signage for canoe/kayakers.

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.

Work with City of Portland, Mult Co Drainage District and others (including Trust for Public Land) to acquire as much of the Colwood Golf Course as possible in order to retain it as open space, with part of it restored as habitat, some available for passive recreation and some to be developed later for more active recreation. [The golf course is in the Cully Neighborhood, where the City plans to purchase land for active recreation.]

Does restoring salmon spawning grounds get any kind of state or federal funding? I'm sure that improving the portages would have the support of those users, tho they're not too organized.

Port of Portland could help at Aluminum factory site. Also on their large parcel just south and west of Marine Drive at NE 33rd.

Partnership with schools, city day camps, wildlife groups.

Additional emphasis on existing business & industry.

For the Hayden piece - think TNC, Columbia River Keepers, Clark County, Audubon, Columbia Crossing, City of Vancouver, OR and WA State. This is a very important piece of property. Leverage some political pressure from others and some matching resources. This piece of land is important. For the rest of the plan near the Columbia - perhaps some of the industrial businesses should be part of the mix. The pollution (air/noise/etc.) impacts of these industries could use some mitigation and it wouldn't hurt to have them sponsor some of the community access trailheads, etc. Those of us who live in this area have to deal with these impacts. All we see are the higher rates of asthma.

Work with I-5 bridge group to fund Bridgton Connections.

The connection to the Columbia Slough Watershed Council's Action Plan and the City of Portland's Columbia Slough Action Plan is appreciated.

Using experienced staff with BES reveg program to help manage it.

Fund a fundraiser to complete a TRAIL SYSTEM. Closing(?) the gaps make it a joke.

DOC, City, County funds/in kind services, TNC, TPL, and other non-profit funds. Develop agreements to maximize pvt \$.

Partner with the Multnomah Drainage Districts to build trails on existing lands.

Get federal funding.

Property owners along the slough should be encouraged to help in the success of riparian restoration projects. They can help finance or, at the very least, water, weed and care for the plantings on their property. How to get property owners involved through incentives or public acknowledgement is a critical task that needs attention.

Join with active neighborhood associations who are working to maintain the wetlands in their area. East Columbia neighborhood is partnering with Portland Parks and Metro to restore our only park. Private landowners in the neighborhood - Blue Heron Meadows - work to maintain their wetlands and even won an award 2 years ago from the Columbia Slough Watershed Council for stewardship. Wetland areas we work to maintain are now threatened by a housing development being proposed. Adjacent to that proposed development several private landowners are proposing smaller housing developments. Across NE 13th from that development is another large land parcel bordered by the Slough that has been proposed for development several times in the past few years. If Metro were to purchase these lands and work with the existing infrastructure of neighbors in maintaining them it would be a great benefit for the area.

Perhaps contact some of the businesses that are located near the slough for funds or partnership.

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

Look at possible acquisition of properties between Whitaker Ponds and Johnson Lake, to create a larger habitat node in that area. Also create better corridors into and out of that area for both wildlife and (including a better connection to both the I-205 and Marine Drive bike paths. Look at ways to establish a wildlife corridor between the Slough and Rocky Butte. Regarding trails in the Columbia Slough watershed, priority should be given to separating the bike path from the roadway along Marine Drive. It's hard to tell from the map and the descriptions in the first question above exactly where those gaps are, but this hazardous situation needs to be addressed. Linking Smith & Bybee with the Cross Peninsula Trail should also be a priority.

I lead people out to various chunks of the Slough bike path all the time. When people see this area, they're surprised -- nobody knows it's there! Completing the loop will be huge for getting Portland to see the beauty of the Slough.

I can't choose. I want it all. Section E along Marine Drive is decent enough to ride a bike on but the trailhead for Blue Lake Park/Gresham-Fairview trail connecting to the Marine Drive path is necessary.

Both the Columbia River and Slough are severely degraded. Although habitat can be somewhat improved, there is such a large population next to this area, that access for people on and along the water should be a priority.

How does this fit in with plans for expansion of the Portland International Airport? Have you reviewed their Wildlife Hazard Management Plan? It seems that efforts to enhance wildlife habitat near PDX would result in increased wildlife/aircraft conflicts. Just a thought.

PRESENT GREEN SPACE EAST OF NORTH HARBOR MARIOTT SHOULD BE RESTRICTED AS TO HOW MANY "CONDOS" WILL BE ALLOWED TO BE BUILT.

Thanks for all you do.

Bridgeton Gap trail completion I feel is worthwhile for these reasons: recreational bicycling and walking on the trail, access to river views, access from the Bridgeton Neighborhood to light rail transit and to Hayden Island shopping, and promotion of bicycling and walking as transit alternatives.

We appreciate Metro's focus on the Columbia Slough Watershed! A walking path (or sidewalk) from NE Columbia Blvd. to Whitaker Ponds on NE 47th Ave (< 1/4 mile) would provide safe access to a natural area from a Tri-Met bus stop for thousands of visitors.

Bridgeton Trail! Willamette Greenway!

Wilkes Creek protection. Funding for Gresham-Springwater Trail.

Please note, my "wheelchair" is a recumbent tricycle. It is 24" wide! The paths are not always wide enough.

Expand current natural areas

Trail connectivity to Interstate MAX Yellow Line from both Marine Drive and Columbia Slough (now incomplete) segments of the 40-Mile Loop Trail are key to the success of alternate transportation in the N Portland area.

It is an important area with many ecosystems that need careful attention and protection.



SEPTEMBER 2007
NATURE
NEXT DOOR

REGIONAL LAND INFORMATION SYSTEM
2006 Natural Areas Program
Columbia Slough & Trail
Target Area

- Target Area Study Boundary
- Regional Agency
- Existing
- Proposed
- Other
- State Natural Area
- Acquisition Program
- 2000
- 2005
- Public Lands
- Major Road
- Local Road
- Contour Interval
- 50 Foot
- Stream
- Major River

Location Map

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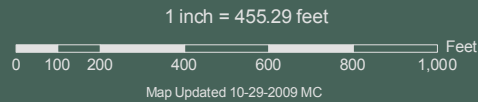
TIER I
TRAIL GAPS

TIER I
RESOURCE
AREA

Exhibit B



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4084, AMENDING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE COLUMBIA SLOUGH TARGET AREA AND APPROVING THE EXPENDITURE OF NATURAL AREAS BOND MEASURE FUNDS FOR TRAIL CONSTRUCTION AT BLUE LAKE REGIONAL PARK

Date: November 5, 2009

Prepared by: Kathleen Brennan-Hunter
503-797-1948

BACKGROUND

In September 2007, the Metro Council adopted a Refinement Plan for the Columbia Slough Target and Trail Area (Exhibit A to Resolution No. 07-3840 is attached as Exhibit A, known as “Columbia Slough Refinement Plan”). This plan identifies target area objectives and there are associated confidential tax-lot specific target area maps that identify priorities for acquisition, enabling Metro staff to begin acquisition in the target area.

Since that time Metro staff have convened partners, contacted landowners and implemented the refinement plan. During this outreach, staff has learned new information and opportunities have surfaced that merit acquisition. Staff has identified opportunities meeting the objectives identified in the Columbia Slough Refinement Plan that were not identified on the tax-lot specific target area maps. Staff has also identified an opportunity to complete a significant trail gap by making a limited match to a majority federally funded construction of this gap at Blue Lake Regional Park. This resolution is to (1) update the tax-lot specific target area map in order to include these newly identified properties, described below and (2) approve the limited expenditure of 2006 Natural Areas Bond Measure funds to allow for the construction of a portion of the 40-Mile Loop Trail at Blue Lake Regional Park.

Refined Acquisition Opportunities - Closing Trail Gaps

Several new parcels have been identified as requiring acquisition along the Columbia Slough Trail and Marine Drive Trail which were previously understood to have trail easements in place. It has since been determined through title search that some of the information provided by the City of Portland staff was mistaken; specifically, staff believed that some trail easements already were in place and additional research has proved that not to be the case. To preclude further similar omissions, the refined tax lot-specific acquisition map identifies all property acquisition possibilities along the known trail alignments.

All of the newly identified parcels are described in the approved Tier 1 objective: “Acquire property to create community connections between St John’s and Bridgeton neighborhoods and the Columbia Slough trail and 40-mile loop trail” and in the approved Tier 1 objective: “Acquire property to close trail gaps in the Columbia Slough Trail and 40-mile Loop Trail between NE 33rd Avenue and the future Gresham-Fairview Trail.” No change to the language of the refinement plan goals is required.

Refined Acquisition Opportunities - Expanding Habitat Buffers.

An opportunity for resource protection has been identified to buffer the existing Blue Heron Wetlands.

Blue Heron Wetlands is a 12-acre natural area owned and managed by the Bureau of Environmental Services (“BES”) in North Portland. An adjacent parcel would provide an opportunity to expand the restoration and habitat values of this wetland area. BES is committed to restoration and management of the parcel if successfully acquired. This property was not previously identified because during refinement it was proposed for an extensive subdivision development. At development pricing,

investment to protect this wetland was prohibitive, however the development did not succeed, in part due to the challenges of developing on a wetland, and so there is now an opportunity to acquire it. This new parcel strongly meets the existing Tier 1 objectives: “Expand resources protection along the slough and at existing habitat area, including Whitaker Ponds, Big Four Corners, Prison Pond, Little Four Corners, Smith and Bybee Wetlands Natural Area, Wapato Slough and Vanport Wetlands.”

Closing A Trail Gap—Construction Opportunity.

A trail construction project opportunity has been identified. The availability of matching federal funds to close the 40-Mile Loop Trail gap at Blue Lake Regional Park make this expenditure compelling.

Metro has received FHWA federal transportation funds (Congressional Earmark) for the planning, engineering and construction of a ½ mile segment of the 40-Mile Loop Trail on Metro-owned property and County-owned right-of-way at Blue Lake Regional Park, connecting to the Marine Drive Trail and the Gresham to Fairview Trail, as depicted in Exhibit B. A 10.27% local cash match is required to qualify for these federal funds. The total project budget qualifying for federal funding is just under one million dollars, for a local cash match requirement of just under \$100,000. There are also additional project costs that do not qualify for federal funding including interpretive and regional signage and cultural resources work, which the Bond Measure can fund. The estimated total Bond Measure contribution would be \$135,000

The Blue Lake Regional Park trail project is a key missing gap of the 40-Mile Loop Trail around the metropolitan Portland area. The Project will connect trail work coming from the west and east. Metro, and the cities of Fairview, Gresham and Portland, and the Port of Portland are working on connecting the entire northern segment of the 40-Mile Loop Trail. The Port of Portland has already built a section of the trail around and east of the Troutdale Airport. The city of Fairview is actively working on the trail just east of Blue Lake Regional Park. The city of Gresham is connecting the Gresham / Fairview Trail (a north – south trail) to the west end of Blue Lake Regional Park. Metro, along with Gresham and Portland are planning, designing and acquiring right-of-way for the trail west of Blue Lake Regional Park. The completion of the trail segment at Blue Lake Regional Park would connect over 10 miles of additional trail along or near Marine Drive.

The Bond Measure permits spending bond funds on “Limited improvements to lands in target areas to provide public access, use and enjoyment of these sites in the future.” This project is consistent with that requirement.

Staff requests updates to the tax-lot specific target area map in order to include the properties described above. Updated confidential tax-lot specific target area maps will be provided for Council review in executive session. Staff also requests authority to expend not more than \$135,000 of Bond Measure funds towards construction of a limited trail segment of the 40-Mile Loop Trail at Blue Lake Regional Park.

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 Acquisitions and Water Quality Protection,” was adopted on March 9, 2006.

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

Resolution No. 07-3840, “Approving the Natural Areas Acquisition Refinement Plan for the Columbia Slough Target Area,” was adopted on September 6, 2007.

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,” was adopted by the Metro Council on March 1, 2007, and 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 areas and trail properties in the Columbia Slough target area to achieve goals and purposes of the 2006 Natural Areas Bond will continue with expanded opportunity. In addition, staff will leverage a modest investment of Bond Measure funds to secure federal funding to construct a key remaining gap in the 40-Mile Loop Trail at Blue Lake Regional Park.

4. Budget Impacts

Acquisition and construction opportunities identified in these amendments to the Refinement Plan for the Columbia Slough Target and Trail Area will be funded entirely with funds from the 2006 Natural Area Bond Measure.

RECOMMENDED ACTION

The Chief Operating Officer recommends passage of Resolution No. 09-4084.