

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING)
THE EXECUTIVE OFFICER TO)
PURCHASE PROPERTY IN THE)
OMSI TO SPRINGWATER CORRIDOR)
TARGET AREA)

RESOLUTION NO. 97-2566 A

Introduced by Mike Burton
Executive Officer

WHEREAS, in July 1992, Metro completed the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, at the election held on May 16, 1995, the Metro area voters approved the Opens Spaces, Parks and Streams Bond Measure (Measure 26-26) which authorizes Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and capital improvements; and

WHEREAS, the OMSI to Springwater Corridor target area was designated as a regional trail and greenway in the Greenspaces Master Plan and identified as a regional target area as part of the Willamette River Greenway in the Open Space, Parks and Streams Bond Measure; and

WHEREAS, on July 2, 1996, the Metro Council adopted a refinement plan for the OMSI to Springwater Corridor target area, including a confidential tax-lot-specific map identifying priority properties for acquisition; and

WHEREAS, the property owned by Portland General Electric Company as identified in Exhibit A, is a priority property in Tiers 1A and 1B of the OMSI to Springwater Corridor target area and qualifies as a property to be acquired; and

WHEREAS, Ross Island Sand & Gravel Company has been a long-term month-to-month tenant on a portion of the PGE property which Metro is purchasing; and

WHEREAS, the Open Space Implementation Work Plan adopted in November, 1995 and the amended Open Spaces Implementation Work Plan adopted in January, 1997, provide that Metro Council approval is required for purchases involving "unusual circumstances;" and

WHEREAS, the Portland General Electric Company property purchase has unusual circumstances, now therefore

BE IT RESOLVED,

That the Metro Council authorizes the Executive Officer to purchase the Portland General Electric property in the OMSI to Springwater Corridor target area, as identified in Exhibit A, subject to terms and conditions set forth in the Agreement of Purchase and Sale; and the Metro Council also authorizes the Executive Officer to execute a one-year lease with Ross Island Sand & Gravel Company, effective as of the date Metro takes title to the PGE Property, with terms substantially similar to the January 1, 1991 lease executed between Ross Island


Sand & Gravel and PGE, which expired on December 31, 1993; and hereby commits to negotiate a new, longer-term lease with Ross Island Sand & Gravel Company, once the OMSI-Springwater portion of the Springwater trail alignment is finalized, with a commitment not to eliminate Ross Island Sand & Gravel's access to the river.

Adopted by Metro Council this 16th day of October, 1997.



Jon Kvistad, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

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Adopted by Metro Council this _____ day of _____, 1997.

Approved as to Form:

Jon Kvistad, Presiding Officer

Daniel B. Cooper, General Counsel

EXHIBIT A
Resolution No. 97-2566

All right, title, and interest to the real property and rights of way conveyed in that Warranty Deed, dated September 1, 1930, recorded on September 23, 1930, under Fee No. 28289, paragraphs 58-86, inclusive, and all right, title and interest that PGE may have to the real property and rights of way underlying the following easement corridor:

An easement located in the Northeast $\frac{1}{4}$ of Section 10, the Northwest $\frac{1}{4}$ and the Southwest $\frac{1}{4}$ of Section 11, the Northwest $\frac{1}{4}$ and the Southwest $\frac{1}{4}$ Section 14, the Northeast $\frac{1}{4}$ and the Southeast $\frac{1}{4}$ of Section 22 and the Northwest $\frac{1}{4}$ of Section 23, all in Township 1 South, Range 1 East, Willamette Meridian, City of Portland, Multnomah County, Oregon, the centerline being more particularly described as follows:

Beginning at Engineer Station (STATION) 63+30.62 as described in deed book 698 at page 98 and recorded October 27, 1915, said point is 23.53 feet west of the Northwest corner of Lot 2 of Block "T" of Kern's Addition to the City of Portland, said STATION 63+30.62 being a point on a curve; thence 444.56 feet along the arc of a 1719.12 foot radius curve to the left, (said curve having a degree of curvature = $3^{\circ}20'$), through a central angle of $14^{\circ}49'06''$ (The long chord of which bears South $12^{\circ}32'31''$ W 443.33 feet) to a point of tangency; thence South $19^{\circ}57'00''$ East 177.37 to STATION 69+52.55; thence 442.90 feet along the arc of a 2° curve to the right (with tangent lengths of 221.90 feet and a long chord of 442.48 feet which bears South $15^{\circ}31'15''$ East and having a central angle of $8^{\circ}51'30''$) to STATION 73+95.40; thence South $11^{\circ}05'30''$ East 2399.85 feet to STATION 97+93.25 and a point of curvature; thence along a tapered curve to the left, beginning with a $40'$ curve increasing $40'$ of curvature, each 25.00 feet and consuming a central angle of $01^{\circ}40'$, a distance of 100.00 feet to STATION 98+93.85; thence on a $2^{\circ}45'$ curve to the left consuming a central angle of $40^{\circ}23'16''$, a distance of 1468.65 feet to an iron pipe at STATION 113+61.90 a percent in a westerly extension of the centerline of Holgate Street westerly of and 27.10 feet distant from a monument set to mark the intersection of the centerline of Holgate Street with the westerly side line of Eighth Street; thence South $56^{\circ}36'00''$ East 6.51 feet to STATION 113+68.41 and the beginning of "B" Line; thence South $56^{\circ}36'00''$ East 458.19 feet to STATION 118+26.60; thence on a tapered curve to the right beginning with a $0^{\circ}30'$ curve increasing $30'$ of curvature each 30.00 feet and consuming an angle of $04^{\circ}12'00''$, a distance of 210.00 feet to STATION 120+36.60; thence on a 4° curve to the right consuming an angle of $7^{\circ}03'30''$, a distance of 188.78 feet to an iron pipe set at STATION 122+25.32 in the centerline of the west main line track of the Pacific Northwest Public Service Company; thence continuing on the said 4° curve along the centerline of said track through an additional angle of $01^{\circ}56'$, a distance of 48.33 feet to an iron pipe at STATION 122+73.65 set in the south line of the Allegrani Tract; thence continuing on the said 4°

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curve along the centerline of the said west track through an additional angle of 15°58'34", a distance of 399.40 feet to STATION 126+73.05 where is set an iron pipe in the south line of the McCalman Tract; thence continuing on the said 4° curve along the centerline of said track through an additional angle of 36°32'26", a distance of 913.51 feet to STATION 135+86.56; thence on a 4°05'00" curve to the right along the centerline of said track through an angle of 12°08'00", a distance of 297.17 feet to STATION 138+83.73; thence on a tapered curve to the right along the centerline of said track beginning with a 3°30'00" curve decreasing in curvature 30' each 30.00 feet and consuming an angle of 4°12' a distance of 210.00 feet to an iron pipe at STATION 140+93.73; thence South 25°54'30" west along the centerline of said track, a distance of 5122.56 feet to STATION 192+16.29; thence on a 1°20'00" curve to the left consuming an angle of 2°50'30", a distance of 213.13 feet to STATION 194+29.42; thence on a 1°52'00" curve to the left consuming an angle of 23°21'00", a distance of 1250.96 feet to STATION 206+80.38 where is set an iron pipe at the centerline of said west track; thence along the said centerline of west track on the said 1°52' curve to the left through an additional angle of 10°46'30" an addition distance of 577.16 feet to STATION 212+52.50 to an iron pipe set in the north line of Block "A" Sellwood, westerly of and 255.55 feet distant from the Northeast corner of said Block "A"; thence continuing on said 1°52'00" curve consuming an additional angle of 3°20'30" a distance of 179.27 to STATION 214+36.81 a point in the line between said Block "A" and Block "B", Sellwood; thence continuing on said 1°52'00" curve consuming an additional angle of 1°38'15" a distance of 87.57 feet to STATION 215+24.38 to an iron pipe; thence on said 1°52'00" curve to the left consuming an angle of 1°28', a distance of 133.35 feet to station 216+57.73 and an iron pipe set in the south line of said Block "B" Sellwood and being the termination point of this description; further: the width of right-of-way of this easement is as follows:

Left (Easterly)	From Station	To Station	Right (Westerly)
20.00 feet	63+30.62	67+49.68	20.00 feet
S.E. Woodward St.	67+49.68	68+00.06	S.E. Woodward St.
Varies 44.76' to 17.58'	68+00.06	69+52.50	17.50 feet
Varies 44.76' to 17.58'	69+52.50	83+23.96	17.50 feet
40.00 feet	83+23.96	86+96.09	40.00 feet
17.50 feet	86+96.09	113+68.41	17.50 feet
30.00 feet	113+68.41	122+73.65	30.00 feet
50.00 feet	122+73.65	203+40.63	40.00 feet
30.00 feet	203+40.63	216.57.73	30.00 feet

LEGAL DESCRIPTION

(this portion to be updated
prior to closing)

All of the following described parcels of land lying Westerly of the "Railway Lines" as said term was defined in the deed to Portland General Electric Company, recorded September 23, 1930 in Book 96 page 1, Instrument No. 28289 and as said Railway Line was described in Agreement recorded November 16, 1933, Fee No. 21338:

PARCEL 1: A certain parcel of land in Sections 10 and 11, Township 1 South, Range 1 East of the Willamette Meridian, in the City of Portland, County of Multnomah and State of Oregon, bounded as follows:

On the North by the South line of Woodward Avenue; on the West by the Willamette River; on the South by the North line and the extension thereof of Lot 1 of Block 2, VILLA HEIGHTS, an Addition in the City of Portland, County of Multnomah and State of Oregon; on the East by a line described as follows:

Beginning at a point in the South line of Woodward Avenue 44 feet West of the intersection of said South line of Woodward Avenue with the common center line at Station 95+21.2 as said common center line is described in that certain Deed from Portland Railway, Light and Power Company to Southern Pacific Company, of record at page 149 book 1165, Deed Records of Multnomah County, Oregon; thence Southerly to a point in the North line of Brooklyn Street which is 27 feet West of the intersection of said common center line with the said North line of Brooklyn Street; thence West and South, tracing the said North line of Brooklyn Street and the West line of Brooklyn Street, to the said North line of Lot 1, Block 2 of said VILLA HEIGHTS.

PARCEL 2: A certain parcel of land in the Northwest one-quarter of Section 11 and the Northeast one-quarter of Section 10, Township 1 South, Range 1 East of the Willamette Meridian, more particularly described as follows: Bounded on the North by the North line and the West extension thereof of Lot 1 of Block 2, VILLA HEIGHTS, platted area, now in the City of Portland, County of Multnomah and State of Oregon; on the West by the Willamette River, on the South by the North line of Woodward's Subdivision of Lot 1 of Riverside Homestead, an Addition in City of Portland, Multnomah County, Oregon; and on the East by a line more particularly described as follows: Beginning at a point in the North line of said Lot 1, Block 2, VILLA HEIGHTS 25 feet West of the intersection with said Lot line with the common center line at Station 97+68.9 as said common center line is more particularly described in that certain Deed from Portland Railway, Light and Power Company to Southern Pacific Company of record at page 149 book 1165, Deeds of Multnomah County, Oregon; thence Southerly in a straight line to a point located 15 feet Westerly of said common center line and measured at right angles to Station 99+70 of said common center line; thence South $11^{\circ} 05\text{-}1/2'$ East in a straight line parallel with and 15 feet distant Westerly from said common center line to a point opposite Station 109+40; thence continuing said course to the Northerly boundary line of said Woodward's Subdivision at a point which is North $89^{\circ} 50'$ West 100.01 feet distant from the Southwest corner of Block B of Manhattan Heights an Addition in the City of Portland, County of Multnomah and State of Oregon.

PARCEL 3: That portion of Lots 1, 2, 3 and 4, Block 5, Woodward's Subdivision of Lot 1, RIVERSIDE HOMESTEAD, in the City of Portland, County of Multnomah and State of Oregon, lying Westerly of the Westerly line of a tract of land conveyed to State of Oregon, by and through the State Highway Commission, recorded June 21, 1938 in Book 453 page 456, Deed Records; TOGETHER WITH all riparian rights out to the harbor line of the Willamette River; EXCEPT that

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(this portion to be updated prior to closing)

portion described in that certain Deed to The Oregon Water Power and Railway Company, a corporation, recorded April 21, 1903 in Book 302 page 477, Deed Records.

PARCEL 4: All of Lot 3, RIVERSIDE HOMESTEAD, an Addition in the City of Portland, County of Multnomah and State of Oregon; which lies West of the West line of East 8th Street in said City of Portland, and all of Blocks 1 and 6 of subdivision of Lot 2 of said Addition of Riverside Homestead, excepting so much thereof as may have been conveyed by Portland Railway, Light and Power Company to Southern Pacific Company under Parcel No. 10 of that certain Deed of record at page 149 book 1165, Deeds of Multnomah County, Oregon.

PARCEL 5: All of Lots 4, 5, 6, 7 and 8, RIVERSIDE HOMESTEAD, an Addition in the City of Portland, County of Multnomah and State of Oregon which lies West of the West line of East 8th Street in said City of Portland, excepting so much as was conveyed to Southern Pacific Company by Portland Railway, Light and Power Company under Parcel No. 11, of that certain Deed of record at page 149 book 1165, Deeds of Multnomah County, Oregon.

PARCEL 6: Lots 1, 2 and 4, Block 3, and all of Fractional Block 4, being Lots 1 and 2, THE C. J. REED TRACT, in the City of Portland, County of Multnomah and State of Oregon and Lot 1, Block 32, P J MARTIN TRACT, in the City of Portland, County of Multnomah and State of Oregon, TOGETHER WITH portion of vacated SE 11th Street that inured to said Lots upon vacation of said street.

PARCEL 7: Lots 2, 3 and 4, Block 32; Lots 1, 2, 3 and 4, Block 34; Lots 1, 2, 3 and 4, Block 35; Lots 1, 2, 3 and 4, Block 36, all in the plat of P J MARTIN TRACT, in the City of Portland, County of Multnomah and State of Oregon. TOGETHER WITH portions of vacated SE Knight Street, SE Yukon Street, SE Martins Street and SE 10th Street that inured to said lots upon vacation of said streets.

PARCEL 8: A tract in the Southeast one-quarter of Section 22, Township 1 South, Range 1 East of the Willamette Meridian, in the City of Portland, County of Multnomah and State of Oregon, described as follows:

Beginning at an iron pipe set West 40.25 feet from Station 203+40.63 of the Portland Electric Power Company River Front line said iron pipe being North 911.39 feet and West 346.74 feet from the Northeast corner of Block A, TOWN OF SELLWOOD, now within the City of Portland, Multnomah County, Oregon; thence North 75° 18' West 397.10 feet to an iron pipe set on the meander line of the right bank of the Willamette River and the true point of beginning; thence South 1° East 342.35 feet; thence South 5° East 168.23 feet to a point in the North line of tract described in Deed to John R. Montchalin and wife, recorded November 16, 1950 in Book 1444 page 320, Deed Records; thence West on the North line of said tract and the North line of tract described in Deed to Riverland, Inc., recorded August 22, 1957 in Book 1858 page 445, Deed Records, to the Northwest corner of said Riverland, Inc. tract at the harbor line of the Willamette River as established by the U.S. Engineer; thence Northwesterly and Northwesterly along said harbor line to a point which is North 75° 18' West from the true point of beginning; thence South 75° 18' East to the true point of beginning.

PARCEL 9: All of the portion of the following described property lying Southerly of the Southerly

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(This portion to be updated prior to closing)

line of the tract of land conveyed by Portland General Electric Company, to Edward Bollinger recorded October 13, 1945 in Book 976 page 271, Instrument No. 43291 and lying Westerly in its entirety, of the Easterly line of Parcel 8 as herein described next above:

A certain parcel of land in Sections 14, 22 and 23, Township 1 South, Range 1 East of the Willamette Meridian, in the City of Portland, County of Multnomah and State of Oregon, described as follows:

Beginning at a point in the North line of Block A, TOWN OF SELLWOOD, in the City of Portland, County of Multnomah and State of Oregon, 100 feet West of the Northeast corner of said Block A; thence North tracing the Easterly side line of that certain tract of land conveyed to the City of Portland and now used as a City Park, a distance of 802.68 feet; thence East 100 feet; thence North 177.08 feet; thence North $63^{\circ} 26'$ East a distance of 217.4 feet; thence North $44^{\circ} 58'$ East a distance of 135.38 feet; thence East a distance of 32.85 feet; thence North $37^{\circ} 21'$ East a distance of 208.9 feet; thence North $76^{\circ} 44'$ East a distance of 92.94 feet to an iron pipe in the Westerly side line of East 7th Street; thence North $76^{\circ} 0' 30''$ East tracing the North line of the Sellwood Blvd., a distance of 946.15 feet; thence North $57^{\circ} 44' 30''$ East a distance of 372.43 feet; thence North $43^{\circ} 44' 30''$ East a distance of 227.27 feet to an iron pipe; thence North $89^{\circ} 59' 30''$ East tracing the North line of Sellwood Blvd., a distance of 73.55 feet to an iron pipe; thence North $0^{\circ} 9' 30''$ West a distance of 89.09 feet along the Westerly side of Block 23, CITY VIEW PARK ADDITION, PLAT NO. 2, to the Northwest corner thereof; thence North $20^{\circ} 39' 23''$ East a distance of 425.34 feet to an iron pipe set in a Westerly extension of the South line of Rural Avenue; thence North $88^{\circ} 55' 30''$ East tracing the said Westerly extension of said Avenue a distance of 22.2 feet to a point in the Westerly side line of East 13th Street; thence North $14^{\circ} 40' 30''$ East tracing the Westerly side line of East 13th Street a distance of 160.04 feet; thence tracing the Northwesterly side line of East 13th Street on a curve to the right having a radius of 228.95 feet, through an angle of $28^{\circ} 13' 07''$ a distance of 112.76 feet as measured on the arc of said curve; thence South $88^{\circ} 55' 30''$ West a distance of 162.01 feet; thence North $1^{\circ} 0'$ West along the Westerly side line of the crematorium property a distance of 810.56 feet to an iron pipe; thence North 33° West 61.24 feet to the South line of Block 22, TOLMAN TRACT; thence South $89^{\circ} 39'$ West along the South line of said Block 22 a distance of 25.58 feet to the Southwest corner thereof; thence North $29^{\circ} 16' 53''$ West tracing the Southwesterly side line of said Block 22 and a Northwesterly projection thereof a distance of 349.57 feet; thence North $24^{\circ} 57' 07''$ East a distance of 417.15 feet to an iron pipe set at the Northwest corner of Block 14, TOLMAN TRACT; thence North $18^{\circ} 01' 07''$ East a distance of 63.71 feet to an iron pipe set at the Southwest corner of Block 13, TOLMAN TRACT, thence West tracing the South line of the P J Martin Tract 1044.27 feet, more or less, to the meander line on the right bank of the Willamette River; thence tracing the meander line of the Willamette River up stream the following courses and distances: South $40^{\circ} 30'$ West 298.55 feet; South 33° West 477.84 feet; thence South 48° West 455.4 feet; thence South 56° West 714.78 feet; thence South $30^{\circ} 30'$ West 534.6 feet; thence South 6° West 929.94 feet; thence South 1° East 907.5 feet; thence South 5° East 168.23 feet to the North line of a tract of land sold to East Side Mill and Lumber Company; thence East tracing the North line of the said tract of land 282.68 feet to the Northeast corner thereof; thence South $4^{\circ} 52'$ East as measured on chord of curve to left 503.55 feet to the North line of Block A, SELLWOOD; thence East tracing the North line of Block A, SELLWOOD, 282 feet to the place of beginning.

Staff Report

CONSIDERATION OF RESOLUTION NO. 97-2566 FOR THE PURPOSE OF AUTHORIZING THE EXECUTIVE OFFICER TO PURCHASE PROPERTY IN THE OMSI TO SPRINGWATER CORRIDOR TARGET AREA.

Date: October 2, 1997

Presented by: Charles Ciecko
Jim Desmond

PROPOSED ACTION

Resolution No. 97-2566 requests authorization for the Executive Officer to purchase property in the OMSI to Springwater Corridor Target Area.

BACKGROUND AND ANALYSIS

After several years of extensive negotiations, Metro and Portland General Electric (PGE) have executed an Agreement of Purchase and Sale for certain real property located in Tiers 1A and 1B of the OMSI to Springwater Corridor refinement plan. This acquisition is the first step toward establishing a trail to connect the inner city neighborhoods of Portland with the existing Springwater Corridor trail. This property was specifically identified in the Bond Measure Fact Sheet regarding the OMSI to Springwater Corridor and the Willamette Greenway Trail. Funds are in place for future trail construction from the City of Portland's local share component of the Open Spaces, Parks and Streams Bond Measure. Extensive feasibility studies, public workshops and the work of independent planning contractors hired by Metro support the design and placement of a trail along the PGE corridor with cooperation of the rail operator.

The Property is currently owned by Portland General Electric (PGE) and consists of a 44.5-acre railroad/utility corridor and two riverfront parcels along the east bank of the Willamette River from just north of the Ross Island Bridge to just south of the Sellwood Bridge (SE 4th Street to SE Tenino Street as described in Attachment A). The rail corridor stretches for almost three miles and varies in width from 60 feet wide segments to a 5-acre square parcel adjacent to the Oaks Bottom Wildlife Refuge Area. One of the riverfront industrial parcels is being leased by Ross Island Sand and Gravel and may be used as a trail head in the future. The other parcel is adjacent to Sellwood Park and contains valuable river frontage. In addition to the sand and gravel mining operation and the wildlife refuge, other surrounding land uses are the Oaks Park Amusement Park, houseboat moorages, and urban commercial and residential uses.

Ross Island Sand and Gravel leases the industrial riverfront parcel on the Property for open storage in conjunction with an adjacent concrete plant operation. Portions of the site provide access to a boat house. The lease is currently a holdover tenancy, and it is anticipated that Metro will negotiate a new lease agreement with Ross Island after the Property's title has been transferred to Metro.

Metro staff have been in negotiations with PGE for the property since 1995. The transaction is very complicated due to the property's ownership by a public utility, which must retain rights to continue to conduct its power and transmission operations, and because of the nature of the easement owned by the railroad company along the rail corridor on the property which would remain in existence after transfer of PGE's interests to Metro.

On July 2, 1996, the Metro Council adopted a refinement plan for the OMSI to Springwater Corridor Target Area which authorized the purchase of properties as outlined on a confidential tax lot-specific refinement map. The amended Open Spaces Implementation Work Plan adopted in January, 1997, provides that Metro Council approval is required for purchases involving "unusual circumstances." Several elements of the PGE property are outside the normal acquisition parameters.

During the pre-acquisition due diligence period, several factors which may constitute unusual circumstances have emerged, as follows:

1. Acquisition of PGE's underlying fee interest is the first step in the process of realizing a pedestrian and bicycle trail and Springwater Corridor linkup. The EPTC has a rail line right of way through the corridor for continued operations of the short-line rail. EPTC operates an active short-line railroad operation in the rail corridor, known as Samtrak, with freight and passenger business, pursuant to a railroad right of way. The EPTC runs approximately two to three roundtrips per week on the line, with the majority of the trips occurring in the summer months. The rights to an additional rail line have been reserved by the company that sold the property to PGE. Negotiations have been ongoing with the operator of the EPTC for an easement along the railroad right of way, and negotiations are still in process. Such easement may be necessary for a future trail after the purchase of the fee interest from PGE, due to the nature of the railroad right of way.
2. Title insurance is not currently available for the rail corridor, due to the complexities of railroad encumbrances; however, the Metro staff is negotiating with the title company for title insurance for the non-corridor parcels. The non-corridor parcels support most of the Property's fair market value.
3. The survey is not yet complete and could result in changes to the property description.
4. An environmental review has been performed on the majority of the property and the report concluded that further investigatory work in the form of a Phase II environmental site assessment does not appear to be necessary. The environmental review on the portion currently leased by Ross Island has not yet been completed, as it awaits final survey results.
5. PGE will retain an Electric Transmission Line Easement over the rail corridor, for the right to enter the Property and erect, maintain and operate its electric power transmission and telecommunication lines. PGE's retained easement states that the easement "shall in all cases accommodate the construction and use of an eighteen (18) foot wide pedestrian and bicycle trail and related improvements." PGE is also responsible for damages to the Trail beyond ordinary wear and tear associated with PGE's use of its transmission easement.

FINDINGS

Acquisition of this property is recommended based on the following:

- Acquisition of this Property represents the first step in establishing a trail to connect the inner-city neighborhoods of Portland with the existing Springwater Corridor trail, and this acquisition is necessary to implement the OMSI to Springwater Plan for the corridor.
- The property is located in Tiers 1A and 1B in the adopted refinement plan for the OMSI to Springwater section of the Willamette River Greenway Target Area.
- There is a high level of community support for the Trail acquisitions and a great deal of cooperative planning with other local governments has taken place. The cities of Portland and Gresham are partners in the planning, construction and management of the Springwater Corridor Trail. The extension of the trail to OMSI would also give access to inner Portland from Gresham and outer southeast Portland. In addition, the City of Portland has agreed in an Intergovernmental Agreement approved by the Metro Council to manage the Trail after construction.

BUDGET IMPACT

Bond funds would supply acquisition money. Land banking costs are expected to be minimal. The lease for the Ross Island parcels will be negotiated and is expected to provide a lease income for Metro.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends passage of Resolution No. 97-2566.

ATTACHMENT A - 1
RESOLUTION 97-2566

Parcel A consisted of a 40-foot wide segment beginning at the southern terminus of SE 4th Avenue and extending approximately 430 feet to the south to SE Woodward Street. The parcel had no river frontage. The Ross Island Sand and Gravel concrete plant was located adjacent to the west of this parcel.

Parcel B extended from SE Woodward Street, passing under the Ross Island Bridge, south to approximately SE Haig Street. This segment included approximately 1,525 feet of river frontage. The parcel varied in width from approximately 80 feet to 130 feet.

Parcel C extended south from SE Haig Street approximately 1,900 feet to SE Holgate Boulevard. With the exception of the northern approximate 100 feet, the entire parcel fronted directly on the Willamette River. Parcel width ranged from approximately 80 to 180 feet. A portion of the parcel was bounded to the east by a parcel leased by the Ross Island Sand and Gravel Company and used as a concrete batch plant and parking/storage area. A boat-launching ramp used by the Ross Island Sand and Gravel Company was located on the shore of the river, to the west of the concrete batch plant.

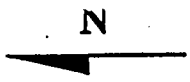
Parcel D consisted of a non-riverfront railroad corridor section extending from SE Holgate Boulevard south to approximately SE Reedway Street. It passed through the City of Portland Oaks Bottom Wildlife Refuge.

Parcel E extended from SE Reedway Street, approximately 1,425 feet south to SE Carleton Street. It included a 100-foot wide railroad corridor, and the land extending from the corridor west to the Willamette river.

Parcel F consisted of a 100-foot wide railroad corridor extending south from SE Carleton Street to SE Spokane Street. This parcel passed through Oaks Bottom Wildlife Refuge and was located adjacent to the east of Pioneer Park, Sellwood Park, and the former Oaks Bottom Landfill.

Parcel G consisted of a short corridor strip extending south from SE Spokane Street, under the Sellwood bridge to approximately SE Tenino Street.

Parcel H adjoined Parcel F to the west, extending south from SE Lambert Street to SE Lexington Street, and west from Parcel F to the Willamette River.



ATTACHMENT A - 2
RESOLUTION 97-2566

SE Fowell Boulevard

Residential Development

SE McLoughlin Boulevard

Ross Island Sand and
Gravel Company Property

Hardtack

Parcel B

Parcel C

Parcel A

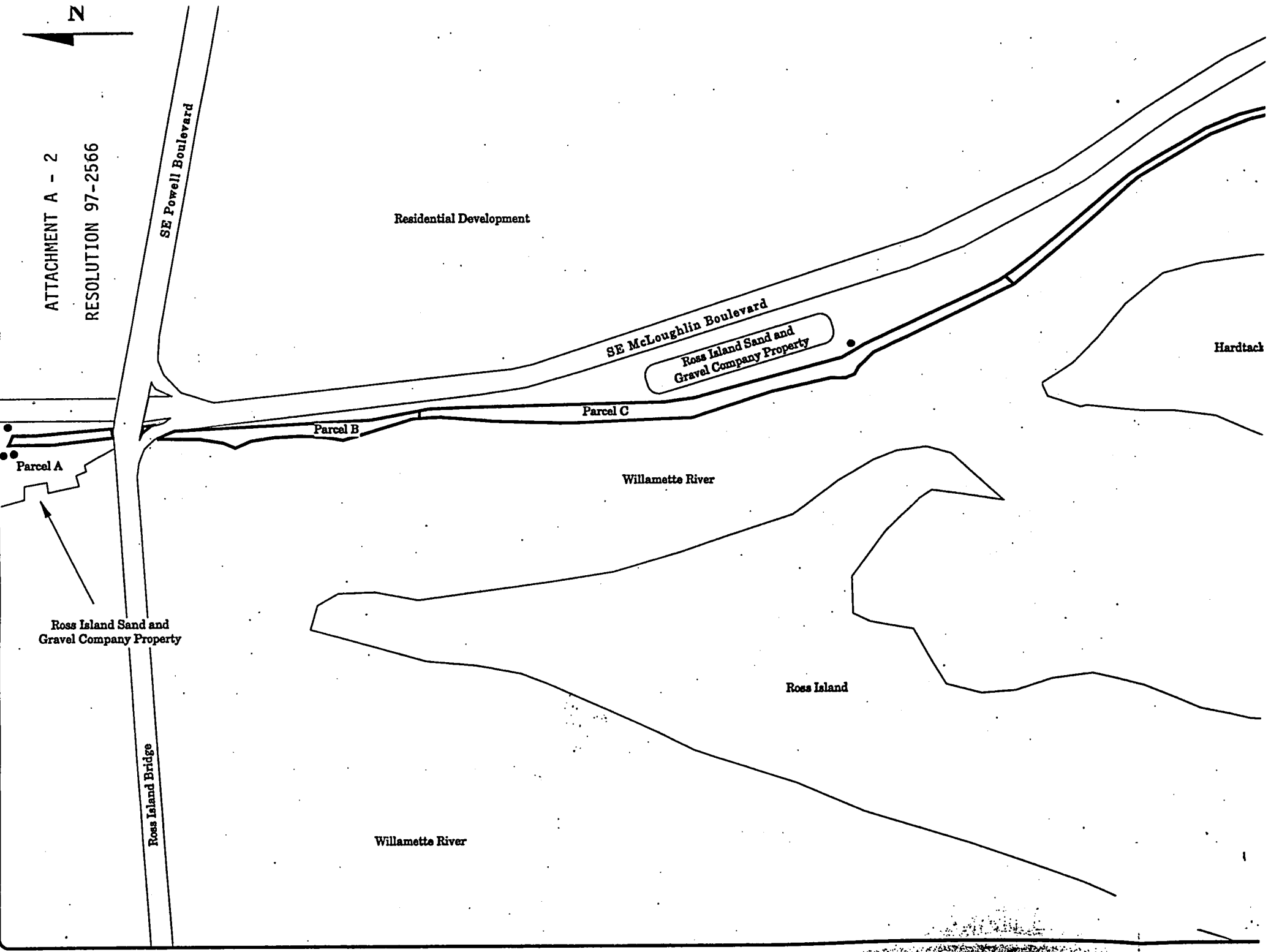
Willamette River

Ross Island Sand and
Gravel Company Property

Ross Island

Ross Island Bridge

Willamette River



N

Residential Development

Residential Development

SE McLoughlin Boulevard

Parcel D

Top of Slope

Oaks Bottom Wildlife Refuge

Parcel E

Oaks Bottom Pond

Residential Development

ATTACHMENT A - 3
RESOLUTION 97-2566

Parcel F

Sellwood Park

Oaks Bottom Landfill

Hardtack Island

Oaks Amusement Park

Sellwood Riverfront Park

East Island

Parcel H

Office Building

Sellwood Bridge

