

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A) RESOLUTION NO. 96-2299
REFINEMENT PLAN FOR THE TUALATIN)
RIVER GREENWAY AND ACCESS POINTS)
TARGET AREA AS OUTLINED) Introduced by Mike Burton
IN THE OPEN SPACE IMPLEMENTATION) Executive Officer
WORK PLAN

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 electors of Metro approved Ballot Measure 26-26 which authorizes Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and capital improvements pursuant to Metro's Open Spaces Program; and

WHEREAS, the Tualatin River Greenway and Access Points was designated as a Greenspace of regional significance in the Greenspaces Master Plan and identified as a regional target area in the Open Space, Parks and Streams Bond Measure; and

WHEREAS, in November 1995, the Metro Council adopted the Open Space Implementation Work Plan, which calls for a public "refinement" process whereby Metro adopts a Refinement Plan including objectives and a confidential tax lot specific map identifying priority properties for acquisition; and

WHEREAS, Resolution No. 95- 2228^A authorizes the Executive Officer to purchase property with accepted acquisition guidelines as outlined in the Open Space Implementation Work Plan, now therefore,

BE IT RESOLVED,


That the Metro Council adopts the Tualatin River Greenway and Access Points Refinement Plan, consisting of objectives and a confidential tax lot specific map identifying priority properties for acquisition, authorizing the Executive Officer to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan adopted in November, 1995 and in Resolution No. 95-2228.

ADOPTED by Metro Council this 14th day of March, 1996.



Jon Kvistad, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

Staff Report

CONSIDERATION OF RESOLUTION NO. 96-2299, FOR THE PURPOSE OF APPROVING A REFINEMENT PLAN FOR THE TUALATIN RIVER ACCESS POINTS AS OUTLINED IN THE OPEN SPACE IMPLEMENTATION WORK PLAN

Date: February 22, 1996

**Presented by: Charles Ciecko
Jim Desmond**

BACKGROUND AND ANALYSIS

The Target Area description in the Bond Measure Fact Sheet (authorized by Council Resolutions 95-2113, 94-2050 and 94-2029B) was as follows:

"Tualatin River Greenway. Acquire 266 acres to establish four regional access points along the River."

In the 1992 Greenspaces Master Plan, the Tualatin River Greenway Target Area was described as follows:

Tualatin River Greenway and Access Points (Tualatin River Watershed). Flows from headwaters in the Coast Range to confluence with the Willamette River. Runs through a mosaic of agriculture, commercial and industrial land use areas. Lush riparian vegetation in some areas.

and

The Tualatin River is typical of the slow flowing, meandering small rivers and streams that flow through the Willamette Valley floor. The relatively low slope makes it ideal for canoeing and for amateur boaters. There are few access points on the Tualatin along its course, which makes its land acquisition for recreational uses more important. An additional facility that allows for camping would be a significant recreational activity along the river.

Finally, the Master Plan describes the Tualatin River Greenway Trail as follows:

This Greenway has been proposed for many years and has recently enjoyed new interest. Most of the Tualatin is outside the urban growth boundary. The wide floodplain and relatively few interruptions from transportation corridors make this an extremely important focus for multiple-use low-intensity recreation. As a river trail, the Tualatin is a fairly slow-moving watercourse that is ideal for the novice canoeist. Active agricultural lands offer wonderful views along most of its length.

Target Area Description:

The Tualatin River meanders through Washington County for over seventy miles and through Clackamas County for eight miles before joining the Willamette River at West Linn. Current conditions below the Lake Oswego Corporation dam at Mile 3, and much above Hillsboro's new Rood Bridge Park at Mile 38, make even small boat navigation problematic, due to rapids, low water conditions and/or logjams. Between these two points however, the river is friendly to even

novice boaters and canoeists. West of the 99W Bridge, the areas surrounding the river are primarily agricultural, but below the bridge, the Tualatin becomes a clearly urban river, with homes and businesses lining both banks, and frequent major bridge crossings.

Important public parks and natural areas on the river include the Fernhill Wetlands in Forest Grove, Bryant Woods/Canal Acres in Lake Oswego, and Rood Bridge, Cook, Tualatin, and Willamette parks. Significant natural areas are the 650 acre Jackson Bottom Wetlands and the 800 acre Tualatin River National Wildlife Refuge (TRNWR) in Sherwood, which is planned to eventually encompass 3,000 acres. Currently, the entire study area has only two developed public boat access points (at Tigar's Cook Park and at Tualatin Park, and they are within one mile of each other). Unofficial "put-ins" are used by boaters at the three bridge crossings (Schamberg, Harris and Scholls) along the agricultural river between Hillsboro and 99W. Three additional public boat access points are in the construction planning stages, one at Rood Bridge Park in Hillsboro and two along the urban River in Tualatin and Rivergrove (within two miles of each other). A private landfill company will also be constructing a public access at Minter Bridge, three miles upstream from Rood. Together, the newly developed additions will still leave nearly thirty miles of the Tualatin, between Hillsboro and Tualatin, without benefit of formal public access.

Refinement Process:

The Open Space Implementation Work Plan adopted by the Metro Council in November, 1995, required that a Refinement Plan be submitted to the Council for approval for each target area. The Refinement Plan will contain objectives and a confidential tax lot specific map identifying priority properties for acquisition, enabling Metro to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan and in Resolution No. 95-2228. Resolution No. 95-2228 "authorizes the Executive Officer to acquire real property and property interests subject to the requirements of the *Acquisition Parameters* and *Due Diligence* guidelines of the Open Space Implementation Work Plan."

A variety of public involvement and research activities were conducted to identify viable access points and criteria used, surrounding natural areas, and objectives for the program. Resources reviewed included river mile data and access analysis by Tualatin Riverkeepers; parks and open space plans of relevant municipalities; Washington County's Greenspaces Local Share data; various publications on the Tualatin, produced by the Unified Sewerage Agency (USA); Clackamas County, Portland Audobon Society; USFWS materials on the TRNWR; aerial, topographic, and soils surveys; the 1968 State Game Commission study of the Tualatin, and various water-sports oriented books. Stakeholder interviews are attached as Appendix A.

Representatives of those entities currently involved in developing or managing boating access sites were especially helpful in identifying the necessary characteristics for successful small boat usage and typical water-related recreational activities (in addition to those already contemplated the Greenspaces Master Plan). Some of the important findings were:

- Site should include more than just boat access, should have some habitat value, enough land area to accommodate large groups and large group transportation, and provide access to river to non-boaters.
- Site should include access for bank fishing, picnicking, and sightseeing, and may possibly be located on a creek just up from the confluence with the Tualatin.
- Sites at major bridge crossings are recommended to allow increased accessibility.
- Increased access should give visibility to the river and build a public appreciation for the resource.

Based on the stakeholder interviews, an analysis of the needs of small boat users and passive recreational populations, and ecological and social considerations, five possible access subareas within the study area have been identified and summarized in Appendix A. Specific objectives for the Tualatin River Access Points are listed below.

In addition, public workshops were held February 13th in Hillsboro (approximately 20 persons attended) and on February 21st, 1996 at the Wilsonville Community Development Annex (approximately 45 persons attended) to discuss the proposed Target Area and subarea boundaries and proposed program objectives for the Tualatin River and for two other target areas. A questionnaire (See attached) was circulated and the results will be summarized as they are returned. Attendee's comments and questions are summarized in are summarized in Appendix C.

Regional Parks and Greenspaces Advisory Committee

A presentation of the Staff Report was given by Metro Staff and its consultant at a public meeting in the Metro Council Chambers on February 20th, 1996. This analysis and resulting objectives were approved by a unanimous vote of the full Regional Parks and Greenspaces Advisory Committee.

OBJECTIVES:

The following are prioritized specific objectives of the Tualatin River Access Points Proposed Refinement Plan. The Refinement Plan area contains approximately 9,000 acres.

TIER I

Acquire a minimum of 266 acres to establish four regional access point sites along the Tualatin River Greenway that meet the following objectives:

- Locations along the river at intervals of 5 to 10 river miles, allowing for day trips and shorter trips than is now practicable
- Safe accessibility from a public roadway that can adequately accommodate additional traffic
- Developable for boat ramps and/or docks by reason of existing shallow slopes and banks
- Associated with sufficient uplands for such features as parking, restrooms, picnic areas, and buffering from the River and adjacent uses.
- Preservation of floodplain, wetland and riparian habitats along the river, while providing possible access to natural areas in and around the access points, including distinctive habitats such as the interiors of oxbows and the confluences of major creek tributaries.

TIER II

Acquire additional access sites to provide for one or more take-out points to accommodate a variety of trip lengths, mid-trip rest stops, or to provide sufficient space for camping areas.

Acquire, through the use of easements, donations or dedications, or partnership agreements, larger natural area and open space habitats concentrating on those with distinctive features such as oxbows that provide the highest ratio of river frontage to acreage.

PARTNERSHIP OBJECTIVES

Establish acquisition or management partnerships with other public agencies providing for current, proposed or potential access sites and natural areas along the river including:

- US Fish and Wildlife Service's TRNWR, and the Jackson Bottom Wetlands Preserve
- Other natural area preserves on or near the River, particularly Fernhill Wetlands, Bryant Woods/Canal Acres, and the Tualatin City Greenway
- Oregon State Marine Board
- Oregon Department of Fish and Wildlife

Cooperative agreements with groups such as the Tualatin Riverkeepers for the purpose of monitoring and/or maintenance of acquired sites.

Investigate the potential to improve portage around the Lake Oswego Diversion Dam in cooperation with the Lake Corporation.

Executive Officer's Recommendation

The Executive Officer recommends passage of Resolution No. 96-2299.

Appendix A

TUALATIN RIVER INTERVIEW NOTES

Current as of: January 31, 1996

1. Rob Baur - Tualatin Riverkeepers

16295 SW 85th
Tigard, OR 97224

This meeting was also attended by Lew Scholl, TRK Boardmember, and briefly by Mary Vogel, new TRK Program Director and Kathy Clair, former TRK President. Rob provided me with a comprehensive list of 23 possible sites between the Willamette and Jackson Bottom. We reviewed each one against Metro mapping. He and Lew provided information on 11 more sites in the upper reaches of the River of more limited accessibility, or that would be suitable for park sites (as opposed to water access sites). Rob provided some tax maps, and property owner addresses, and his assessment of the "best" sites of the 34. He also provided a copy of a 1968 Oregon State Game Commission report which identified many of the same sites.

2. Paul Hennon and Jim Jacks - City of Tualatin

Box 369
Tualatin, OR 97062

Discussed Tualatin River access issues at the end of Tonquin Scablands interview. Tualatin has one of public accesses on lower River and is building a second at Brown's Ferry. They were unaware that the City of Rivergrove just downstream from Browns Ferry was also planning a boat access. They were interested in a joint venture with Metro to develop a regional access point at the 99W Bridge.

3. John McGinity - Friends of TRNWR

Box 1306
Sherwood, OR 97140

Conducted a phone interview with John. He felt the best access point within the future Refuge was the Amstad property northeast of the Schamsburg Bridge. This site is highly accessible and although within the Refuge, it is isolated by River and road, thus development for boats would not unduly harm Refuge wildlife or habitat values.

4. Tim Erwert - City of Hillsboro

123 W. Main
Hillsboro, OR 97123

boaters. Indicated that there were very few areas along River to access for their educational programs, particularly to all 3 of the Rivers "zones". They defined these zones as the upper, narrow, forested, clear running river; the Forest Grove to 99W agriculturally dominated river (log jammed above Rood Bridge, mostly clear below); and the urban river (99W to West Linn). Only the urban river had any degree of public accessibility, but has limited remaining habitat value.

They suggested that the Metro access system should also facilitate a point to point driving or biking tour of the River. Susan preferred the acquisition of linear greenway parcels, Pat preferred fewer but larger park sites. The River between Jackson Bottom and Rood Bridge was badly jammed and not suitable for "thru" canoe access, but had some excellent habitat values.

In the vicinity of Jackson Bottom, they mentioned the Dairy Creek site previously suggested by Hillsboro City Manager Tim Erwert. USA has purchased 200 acres along Dairy Creek for addition to the Preserve on the west side of Highway 219. Landfill to the south is doing mitigation and restoration that should eventually come to the Preserve and/or City Parks. The Jackson Bottom stair at 219 was probably not adaptable to a boat access but there was a low bank area along the early parts of the Kingfisher Trail that was suitable (the result of USA pipeline work). The Jackson Bottom master plan pledges to "work to provide canoe access" but doesn't say how and where.

8. Jerry Rodgers - County Watermaster

**111 NE Lincoln
Hillsboro, OR 97124**

Jerry suggested that boat launches should be well spaced along River, and that sites downstream of 99W should not be a priority due to the relatively large number of developed accesses and the amount of urban development. Favored larger assemblies of land around boat launch sites. Also suggested looking at tracts of Tualatin (Rock & Dairy in particular) for access sites.

As for launch sites, he suggested major bridge crossings - Harris, Scholls, 99W, Schamberg. For other kinds of access he recommended buying sites that would facilitate the TRNWR, the Gotter Farm floodplain in Scholls and the bend in the River identified as Site #20 by Rob Baur of the Tualatin Riverkeepers (note: Site #20 is one of out-of-UGB sites on County's Reedville list).

9. Russ Sterenberg - Hillsboro Parks

**626 SE Ninth Ave
Hillsboro, OR 97123**

Discussed plans for Hillsboro's Rood Bridge Park. Park will be open in September 1996 and complete 1 year later. There will be a full boat ramp constructed. Again recommended that regional Greenspace money be used to enlarge the Dairy Creek Park (Walnut at TV Highway),

although a water connection between these 2 parks was probably not possible due to large number of logjams. Suggested that Metro look at tribs (Rock and Dairy) for launch sites.

Recommended that once basic launch sites are acquired that Metro should concentrate on new sites that link existing resources for instance, Fernhill to Dairy Creek, Jackson Bottom to Rood Bridge, etc. Indicated that Rob Stockhouse at U of P Biology Dept. had done a Fernhill/Jackson Bottom trail study.

Russ recommended that the Tualatin River Greenspaces project had to give "value" to other than boaters, should be linking other regional and local Greenspaces resources, should be concentrating "where the threats were" after satisfying basic access requirements, and had to find sites that were available to the most people. He felt that narrow greenway-type acquisitions would spread resources too thin, there were too many river miles. Suggested acquiring lands around launch sites.

10. Ralph Webber - TRNWR Assistant Manager

**20555 SW Gerda Lane
Sherwood, OR 97140**

Talked via phone. He could not personally meet until after January 1. Promised to remind Refuge Manager of my five week old request for a meeting. As of writing, a meeting is tentatively scheduled for February 21.

11. Linda Kelly and Bill Gaffi - USA

**155 No. First
Hillsboro, OR 97124**

Bill is USA GM (and a highly skilled canoeist), Linda is PR Director. Both had canoed extensively on the Tualatin. We first reviewed USA's plans and properties along the River. The only active property purchase USA has in the works is the Thomas Dairy between the Durham Treatment Plant and Tigard's Cook Park. USA had also acquired the Zucher property adjacent to Gales Creek and Fernhill Wetlands and would like to sell most of it for open space. The possibility of using Gales Creek Greenspaces funds was raised. Linda Kelly also indicated that the former Gaston Treatment Plant site (.3m east of Highway 47 on Gaston Road) was on the River and available, and in fact USA and the County once developed a plan for a park on the site.

Linda stated that the Greenspaces project should help give visibility to the River and build a public appreciation and value of the River resource. Bill offered the idea of developing a multi-day canoe trail from Hillsboro to the urbanized parts of the River. Stops should be spaced so there is a relatively easy one day float between take-outs (5-10 miles). Sites should include camping facilities. Bill also suggested that sites need not necessarily include vehicle accessible put-ins, that sites could simply serve boaters who want to take out for the night or for a break.

Linda suggested that another criteria for site selection and/or development could be a "visitor attraction" ... access to interpretive facilities, another open space or park, etc.

Specific sites mentioned by Bill and Linda were the Stafford, Harris and Schamberg Bridges and the County's Rainbow Lane site. Bill felt 99W was too close to Cook Park and wouldn't best serve his idea of even spacing of the launch sites. Bill felt that Hillsboro Park's idea of connecting existing sites via land, or that greenway strip parcels in general, would not sit well with adjacent residents or farmers due to trespass concerns.

In conclusion, we discussed what would happen after Metro acquired sites, as the Greenspaces bond was not being used for site development. Bill proposed the Tualatin River Canoe Trail as a State park, with Metro providing the land base. This would be the only State park in Washington County.

12. Mike Houck - Portland Audubon Society

**5151 NW Cornell
Portland, OR 97210**

Addressed the issue of focusing the Tualatin River Greenway acquisition project on the River from Jackson Bottom to Highway 99W. He was comfortable with excluding the River below 99W based on the number of developed resources, but was inclined to give further consideration to sites in the upper River (Gaston, Cherry Grove, etc.). Described the tentative recommendation to acquire a site in the vicinity of 99W, and 3 additional sites in three target subareas between 99W and Rood Park in Hillsboro, to provide a public access about every 5 to 10 miles. Also to target remaining Greenspaces funds to acquire lands beyond just accesses within the River's oxbows. He was comfortable with this approach.

Appendix B

Tualatin River Greenway Trail Subarea Descriptions

Five subareas have been identified for focusing acquisition efforts within the Tualatin River Regional Target Area.

1. Highway 99W

This is the smallest subarea along the Tualatin River Greenway Trail, only including lands immediately adjacent to the 99W Bridge. Extensive and relatively new development has occurred in all four quadrants surrounding this bridge, including three large multi-family projects and an R.V. park. Accordingly, opportunities for acquiring lands for habitat values alone are limited or non-existent, except for a small pond system in the northwest quadrant adjacent to King City, and to a certain extent in the southeast quadrant along Hazelbrook Road. The City of Tualatin does own some greenway parcels on the south bank of the River in this general vicinity.

Due to prior development and limited habitat values, acquisitions within this subarea should be limited to compact sites most suitable for developed river access, including vehicle parking and rest facilities. ODOT has suitable land available in this vicinity and the City of Tualatin has expressed an interest in partnering with Metro in access development. Acquisition in this area would have the following significance:

- Provide the southerly "anchor" to a 30 mile River Trail through Washington County
- Highly visible and accessible to Pacific Highway 99W
- Partnership opportunities with ODOT and with the City of Tualatin
- Links to City of Tualatin's River Greenway.

2. Lands adjacent to Wildlife Refuge

The planned 3000-acre Tualatin River National Wildlife Refuge (TRNWR - it is now approximately 800 acres) forms the core of this "Refuge" subarea. An additional 400 acres of lands adjacent to the Refuge are the subarea. All told, about 12 river miles meander through Subarea #2. The only River crossing in this subarea is the Schamberg Bridge at Mile 16.

As evidenced by the recent creation of the TRNWR, this area contains a wide variety of excellent habitats. Two major oxbow bend systems, Beef Bend and The Seven Bends, account for the 12 river miles in a stretch of geography that is just over four miles "as the crow flies." Eight creek tributaries of various sizes flow into the River, and in winter the Chicken Creek and Onion Flats floodplains often turn into broad, shallow lakes. Farmed lands, riparian areas, wetlands, and wooded upland habitats can all be found. An abundance of wildlife and bird species are in evidence, including tundra swans, waterfowl, and Roosevelt Elk. Acquisition in this area would have the following significance:

- Partnership opportunities with U.S. Fish and Wildlife to assist TRNWR acquisitions

- Links to the City of Sherwood's Greenway Loop Trail, to the Tonquin Geologic Area, and potentially to Cooper Mountain and TRNWR trails
- A key "stop" along a 30 mile River Trail through Washington County.
- Diverse River habitats throughout, including major oxbows and seasonal floodplain "lakes"
- Moderately good access from a County road and nearby to bridges

3. Scholls

This subarea is bounded by the Scholls unit of the TRNWR on the southeast and by Lindow Creek on the northwest. The River flows for some six miles in between, including the Scholls oxbow bends. A major multi-channel creek system (McFee, Baker and Heaton creeks) drains down from Chehalem Mountain and into the River in the vicinity of the community of Scholls and the aforementioned oxbows.

As with all the lands along the targeted 30 miles of Tualatin River, there is a mix of farms, residences, and natural area habitats. The only bridge crossing in this subarea of the River is the Scholls Bridge at Mile 26.9 near Groner School. The following objectives would be served through acquisitions in this area.

- Another key stop along a 30 mile river stretch through Washington County
- Opportunity to acquire habitat lands in the vicinity of a major oxbow and creek system
- Moderately good access from a County road and nearby to bridges

4. Farmington/Hillsboro

The Farmington/Hillsboro subarea includes seven miles of River, and is bounded by the City of Hillsboro's Rood Bridge Park on the north and Lindow Creek on the south. River Road closely parallels the east side of the River in this subarea. Meriweather Golf Course fronts on the west side of the River for about three miles. As with all the other Tualatin River subareas, except Minter/Jackson Bottom (#5), only one bridge crosses the River, Harris Bridge at Mile 33.3.

Excluding Lindow Creek, and Hillsboro's Rock Creek in the vicinity of Rood Bridge Park, six creeks drain into the Tualatin within Subarea #4. Two come down off of Chehalem Mountain to the west, and four from Cooper Mountain to the east. Acquisition in this area would have the following significance:

- The final "stop" in a series of evenly spaced accesses along the agricultural River
- Very good access from County Roads, especially River Road, and nearby to bridges
- Links to the Rock Creek (Hillsboro) Regional Target Area
- Two smaller oxbow systems show excellent habitat values

5. Minter/Jackson Bottom

This six mile reach of the River flows just south of the City of Hillsboro between Rood Bridge and the Jackson Bottom Wetlands Preserve. The River first sweeps south and west from Rood in a series of tight bends, then north to Jackson Bottom and Highway

219. Minter Road crosses this section of River at about midpoint, with Rood Bridge at its east end and the Highway 219 Bridge to the west.

Unlike the other River sections in the Target Area, Minter/Jackson Bottom is of limited navigability. Numerous logjams clog the River, making for short, double-back river trips at best. Nonetheless, developed and informal accesses are better in this subarea than elsewhere along the agricultural River, with three bridge crossings, two planned public boat accesses, and various forms of access from within the Jackson Bottom Wetlands Preserve. Landfill properties south and east of Jackson Bottom are eventually planned for restoration as parkland. Wetlands restoration and creation is also planned. One major creek system (Davis) drains into the River from the south. Acquisition in this area would have the following significance:

- Opportunity for partnerships with USA, City of Hillsboro and private groups
- Multiple river crossings provide excellent access
- Links to the Dairy/MacKay Creek Regional Target Area
- Logjams limit boat use, but invite a different quality of river experience



METRO

TUALATIN RIVER ACCESS POINTS STUDY QUESTIONNAIRE

The Metro staff invites you to participate in the Refinement process for the Tualatin River Access Points study. Refinement is the public process through which Metro adopts specific geographical boundaries and objectives for each target area. In the course of this process we interview stakeholders, evaluate the undeveloped land in the target area and formulate preliminary objectives. Please assist us by completing this questionnaire and sharing your ideas.

1. For the Refinement process being undertaken by the Metro staff, what key elements of the Tualatin River Greenway and Access Points acquisition should be emphasized as part of the acquired land? (rank in order from 1 to 5, with 1 being the most preferred choice, and 5 as the least important).

- Connecting links to open space natural areas, trails and greenways
- Acquisition of large land parcels, with existing or future potential to support a diversity of plants and animal life
- Acquisition of large land parcels, with existing or future potential to provide picnicking and camping facilities
- More access points to the Tualatin River to accommodate motorized boaters
- More access points to the Tualatin River to accommodate non-motorized boats for 5-8 mile trips

2. What other interests should be emphasized? (Rank 1 to 6, same as above).

- Preservation/restoration of natural wildlife habitat
Name of particular type of habitat _____
- Picnicking and camping areas accessible only by water
- Trails for hiking and biking
- Public access and educational opportunities
- Wetlands and riparian corridors
- Watershed/tributary protection

3. Specifically, where would you like to have better river access?

Are there any river points where you would recommend against access?
Please briefly explain why.

4. What further suggestions would you propose to enhance the regional natural area?

5. What additional information would be helpful to you?

6. Additional comments:

7. Are you interested in participating in the Open Space Program as a willing seller or benefactor in the form of a donation, dedication or conservation easement?

Name, Address, Phone (OPTIONAL)

_____ Please add my name to your Tualatin River Access Points Study Mailing List regarding future information, public meetings and events.

Please return to Metro Open Spaces Program, 600 Northeast Grand Avenue, Portland, OR 97232-2736. You may also call Metro's Open Space Hotline (797-1919), for more information or to leave a comment.

Appendix C

Tualatin River Greenway and Access Points Public Workshops

**Hillsboro Public Services Bldg.
February 13th, 1996**

**Wilsonville Community Development Center
February 21st, 1996**

Comments and Questions:

Would the State be your partner if an access point was sited at the 99W bridge?

The Metro staff responded that the City of Tualatin was interested in partnership there, using local share funds.

Why are there such large acreages on the map?

The Metro staff responded that the map shows a large study area within which we may acquire access sites.

Are you asking us tonight to prioritize sites?

We are asking for any and all input. This target area differs from the other 13 regional sites because we are specifically looking for river access sites.

Are you going to reassess the 100 year flood plain lines?

The Metro staff explained the current efforts by FEMA, the Army Corps of Engineers and other agencies to verify new flood areas and the characteristics of a flood plain.

Richard Devlin, former Metro Councilor, stated that a hydrologist told him that a 100 year flood means a 1 in 100 chance for flooding every year. He also stated that the Metro staff had done an outstanding job of looking at the river areas. He did not agree with the omission of Cherry Grove but understood the rationale behind it. He also stated that an acquisition in Lake Oswego would be high priced, but as a member of the Tualatin Riverkeeper, he was disappointed that he did not hear any discussion on acquisitions beyond the Lake Oswego dam. He said the river below there was not very canoeable, but it was hard for people to get access to. Richard stated that access below the dam was desirable so people could understand the entire river.

The Metro staff stated that it was not included in the proposed Refinement Area because of the dam and difficulty of portage, but that Metro was hearing more voices in support of inclusion.

Is there a reason you can't put a portage trail there?

April Olbrich of the Tualatin Riverkeepers, and a current Metro employee, stated that the Riverkeepers had safety concerns about the proposition. The Metro staff also cited prohibitive land cost as a possible hindrance.

Richard Devlin stated that the original Greenspaces Master Plan included the lower river.

Metro staff replied that some of the local share funds from the bond measure and other partnerships could possibly be used for the purpose of including the lower river, or that a donation of land could accomplish the objective.

Richard Devlin stated that he thought it was important to place access in Areas 2 and 5 because of proximity to the TRNWR and Jackson Bottom Wetlands Preserve.

A boy scout troop leader stated that Area 3 has some nice potential overnight camping sites.

Metro staff replied that is the type of opportunity where partnerships may be employed.

Can you acquire four accesses with your available funds?

Metro staff replied that they believe so.

Will you get the river access points or the land areas first?

Metro staff reiterated the prioritized objectives.

Will there be problems with "deferred greenbelt taxes" if land changes hands? Speaker then referenced a problem with the Clackamas County Tax Assessor.

We don't think so, but will research that.

It is important to get "comfortable" places, with no one shooting at you.

Will you provide for motorized boaters?

The Metro staff stated that per the Bond Measure, we don't want to encourage that. Noted the role of the State Marine Board in those types of decisions.

Have you given thought to historical significance such as ferry crossings?

The Metro staff stated that it is taken into consideration, along with the other stated criteria.

Is there a minimum size for the access points?

Approximately 50 to 60 acres should be adequate. Farm zones may have larger minimum requirements.

RE: Farmland. Will you consider neighbors feelings about putting in roads, vandalism, etc.?

For those reasons, the Metro staff stated that concentrated sites are better.

Is the TRNWR interested in cooperative access?

Metro's consultant stated that there are prime sites within the boundaries of the proposed refuge, but their first priority is wildlife and habitat protection.

If you do purchase land that is now informal access site, will that continue, or will you fence it off for now?

The Metro staff explained the stabilization and landbanking aspects of the program.

7. EXECUTIVE SESSION

Held Pursuant to ORS 192-660(1)(e). Deliberations with persons designated to negotiate real property transactions.

Presiding Officer Kvistad declared the Executive Session closed for the purpose of reconvening the Public Meeting. The time was 3:20 p.m.

Presiding Officer Kvistad passed the gavel to Deputy Presiding Officer McLain for the purpose of having the ability to make motions on resolutions from the perspective of a Metro Councilor.

7.1 Resolution No. 96-2299, For the Purpose of Approving a Refinement Plan for the Tualatin River Greenway and Access Points as Outlined in the Open Space Implementation Work Plan.

Motion: Councilor Kvistad moved adoption of Resolution No. 96-2299. Councilor Washington seconded the motion.

The clerk read the resolution by title, only.

Motion: Councilor McLain moved to amend 96-2299 to add Cherry Grove and the Lee Falls areas to the target area in the refinement process. Councilor Monroe seconded this motion, supporting the staff's suggestion that this addition be in a Phase II mode, and that if there were sufficient funds after Phase I, that extension could be granted. Councilor McLain accepted Councilor Monroe's "friendly amendment."

Jim Desmond, Parks and Greenspaces, responding to a question to clarify the amendment for Councilor McCaig, said: "My understanding is that we added the Cherry Grove area as Tier II Acquisition Priority for an additional access point on the Tualatin River to be acquired, presuming that there are funds available after we acquired four in between 99 and Jackson Bottom." He said that if staff did their job right, they should find money to do this.

Vote: The vote was 6-0. (Councilor Morissette was not present.)

Deputy Presiding Officer McLain announced that, at this time, the amendment passed, and the Council was back to Resolution 96-2299A in its amended capacity.

Vote: The vote was 6-0. (Councilor Morissette was not present.)

7.2 Resolution No. 96-2300, For the Purpose of Approving a Refinement Plan for the Tonquin Geologic Target Area as Outlined in the Open Space Implementation Work Plan.

The clerk read the resolution by title, only.

Motion: Councilor Kvistad moved adoption of Resolution No. 96-2300. Councilor Washington seconded the motion.

There was no discussion.

Vote: The vote was 6-0. (Councilor Morissette was not present.)