



**METRO**

# Memorandum

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

**CORRECTED PINK SHEET: Councilor Buchanan was excused.**

**DATE:** October 23, 1992

**TO:** Metro Council  
Executive Officer  
Interested Staff

**FROM:** Paulette Allen, Clerk of the Council

**RE:** METRO COUNCIL ACTIONS OF OCTOBER 22, 1992 (REGULAR MEETING)

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**COUNCILORS PRESENT:** Presiding Officer Jim Gardner, Deputy Presiding Officer Judy Wyers, Tanya Collier, Richard Devlin, Ed Gronke, Sandi Hansen, Ruth McFarland, Susan McLain, Terry Moore, George Van Bergen and Ed Washington. **COUNCILORS EXCUSED:** Roger Buchanan

**AGENDA ITEM**

**ACTION TAKEN**

**1. INTRODUCTIONS**

None.

**2. CITIZEN COMMUNICATIONS TO THE COUNCIL ON NON-AGENDA ITEMS**

Teace Adams said CRILLO would hold a reception November 12 at Metro (Room 335) from 4:30 to 5:30 p.m. and invited Councilors to attend.

**3. EXECUTIVE OFFICER COMMUNICATIONS**

**3.1 Annual Report on Metro Facilities Recycling Efforts Per Executive Order No. 47**

Debbie Gorham, Waste Reduction Manager, gave the report on Metro Facilities recycling efforts.

**3.2 Slide Show on Greenspaces Restoration**

Planning Department staff gave a briefing and slide show on Greenspaces Restoration.

**4. CONSENT AGENDA**

Adopted (Wyers/Devlin; 11-0 vote).

**4.1 Minutes of September 24, 1992**

**4.2 Resolution No. 92-1679, For the Purpose of Approving in Concept the City of Portland's Master Plan for the Springwater Corridor**

(Continued)

**5. ORDINANCES, FIRST READINGS**

- 5.1 Ordinance No. 92-473, For the Purpose of Amending Metro Code Sections 5.02.015 and 5.02.065, Relating to Disposal Charges at Metro Facilities, and Declaring an Emergency
- Referred to the Solid Waste Committee for consideration.

**6. ORDINANCES, SECOND READINGS**

- 6.1 Ordinance No. 92-472, An Ordinance Adopting a Final Order and Amending the Metro Urban Growth Boundary for Contested Case No. 91-4: PCC Rock Creek
- Adopted (Collier/Wyers; 8-2 vote; Councilors Van Bergen and Wyers voted nay; Councilor Washington abstained, and Councilor Buchanan was absent).

**7. RESOLUTIONS**

- 7.1 Resolution No. 92-1699, For the Purpose of Approving the One Percent for Recycling Program Criteria, Application and Project List for FY 1992-93
- Adopted (Wyers/Hansen; 11-0 vote).
- 7.2 Resolution No. 92-1686, For the Purpose of Entering Into a Multi-Year Contract with the Most Qualified Proposer by Authorizing Issuance of a Request for Proposals for a Comprehensive Waste Stream Characterization Study
- Not forwarded by the Solid Waste Committee October 20, 1992; removed from the agenda.
- 7.3 Resolution No. 92-1683A, For the Purpose of Authorizing an Exemption from the Competitive Procurement Procedures of Metro Code Section 2.04.053 to Permit the Executive Officer to Execute Contract Amendment No. 16 with SCS Engineers
- Recommended back to the Solid Waste Committee per staff's request (Van Bergen/Devlin; 11-0 vote).
- 7.4 Resolution No. 92-1693, For the Purpose of Authorizing the Executive Officer to Execute the Acquisition of Land in the Smith and Bybee Lakes Management Area
- Adopted (Washington/Devlin; 11-0 vote).
- 7.5 Resolution No. 92-1668A, For the Purpose of Deferring Pursuit of a Local Option Vehicle Registration Fee for Arterial-Related Improvements
- Adopted (Devlin/Hansen; 11-0 vote).

**7. RESOLUTIONS (Continued)**

- 7.6 Resolution No. 92-1696, For the Purpose of Authorizing the Acceptance of a Transferred Position from the Oregon Office of Emergency Management to Metro and Directing Preparation of Budget Amendment Adopted (McLain/Washington; 10-1 vote; Councilor Van Bergen voted nay).
- 7.7 Resolution No. 92-1652A, For the Purpose of Authorizing a Development Effort and Stating Metro's Intent to Provide Financing Via General Obligation Bonds for the End of the Oregon Trail Project Adopted (McFarland/Devlin; 11-0 vote).
- 7.8 Resolution No. 92-1694, For the Purpose of Authorizing the Issuance of the Request for Proposals for the Operator of Metro's On-Site Childcare Facility to be Located in the Headquarters Building Adopted as amended (Washington/Hansen; 8-1 vote; Councilor Gronke voted nay).

**8. NON-REFERRED RESOLUTIONS**

- 8.1 Resolution No. 92-1703, For the Purpose of Expressing Metro's Appreciation to Janet Cobb for Her Volunteer Work on the Greenspaces Program and Bond Measure Adopted (Devlin/Wyers; 11-0 vote)

**9. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS**

1) Councilor Van Bergen said he would submit comments to the Finance Committee on Metro's contract with the Hearings Officer; and 2) Councilors McLain and Washington discussed the Regional Student Congress held October 17.

**10. EXECUTIVE SESSION Held Under the Authority of ORS 192.660(1)(h) to Consult with Legal Counsel with Regard to Oregon Laborers-Employers Health & Welfare Trust Fund v. Metropolitan Service District**

After the Executive Session ended, the motion to "authorize the Office of General Counsel to fully defend the interests of the Metropolitan Service District in the case of Oregon Laborers-Employers Health & Welfare Trust Fund v. Metropolitan Service District by adding any additional parties, asserting counterclaims, or seeking removal of the case to a more appropriate forum, all as deemed appropriate by the General Counsel with the understanding that the Executive Officer is also expected to approve" passed (Hansen/Van Bergen; 9-0 vote).

(Continued)



## METRO

2000 S.W. First Ave.  
Portland, OR 97201-5398  
(503) 221-1646

# Memorandum

*Council*  
*10/22/92*  
*3.1*

DATE: October 20, 1992

TO: Rena Cusma, Executive Officer

FROM: Debbie Gorham, Waste Reduction Manager

THROUGH *BM* Bob Martin, Solid Waste Director

SUBJECT: Metro Waste Reduction Year-end Report

By combining different strategies of reduce, reuse, recycle, "buy recycled," and employee motivation and training, the Metro Washington Park Zoo, Metro Center and Metropolitan Exposition-Recreation Commission facilities found ways to reduce wastes unique to their facilities and functions.

Metro's in-house "buy recycled" program played a key role in these waste reduction efforts. Products purchased by Metro with recycled content included office paper, janitorial supplies, motor oil, compost and retreaded tires. The three in-house waste reduction committees supported the "buy recycled" program by assisting with education of staff.

Highlights from Metro's internal waste reduction accomplishments for 1991-1992 include:

- "Smash, trash and recycle day" at the Zoo resulted in the recycling of 4,360 pounds of paper, 8,155 pounds of metal and 200 pounds of plastic.
- Zoo staff designed, and is constructing, a permanent location for central storage of collected recyclables.
- The Metro ERC E-mail system was expanded to more than 100 locations saving pounds of paper per week.
- Kitchen grease, wood pallets, corrugated cardboard, newspaper, and office paper were recycled at Metro ERC facilities.
- Metro Center reduced the number of council agenda packets mailed out for a one-year savings in postage of \$918, not to mention many reams of paper.
- Metro Center expanded its office paper recycling program and now source separates 1800 pounds of paper per week – a 42 percent increase from the same time period the previous year.



Rena Cusma  
October 20, 1992  
Page 2

- All three branches of Metro have worked with their respective garbage haulers to provide information to help establish baseline figures for tonnage disposed of and tonnage recycled. This last year's disposal and recycling figures will serve as a baseline for subsequent years.
- More than 80 percent of the paper purchased by Planning and Support Services in FY 1991-92 had recycled content.
- 91 percent of the janitorial supplies used at Metro Center had recycled content.
- Metro-wide recycled paper purchases increased 56 percent between FY 90/91 and FY 1991-92.

DLG:acy

cc: Metro Council

# REPORT ON METRO'S IN-HOUSE "BUY RECYCLED PROGRAM"

FY 1991-1992

September 1992

Encouraging government and business to buy recycled products is an integral component of Metro's Buy Recycled Program. Metro has taken the lead in the region in developing procurement policies for recycled products. Since January 1988, Metro has adopted such policies for recycled paper, yard debris and sewage sludge composts, and retread tires. Metro is in the process of strengthening its paper procurement policy to meet or exceed the requirements of the 1991 Oregon Recycling Act. Staff also are developing model language to solicit contracts that include recycled-content materials. In FY 92-93, Metro will seek to use recycled-content materials in the construction of its new office building and the East Washington County Transfer and Material Recovery Facility.

Each year Metro analyzes its progress in purchasing recycled products. This report covers FY 89/90 through FY 91/92. It contains information on quantities purchased, types of products, dollars spent, and breakdowns by department. The following section presents the key findings, recommendations, and tracking methodology. The remainder of the report provides the data and analysis that led to these findings.

## KEY FINDINGS

- ◆ Recycled paper purchases increased 56% between FY '90/91 and FY '91/92.
- ◆ More than half of the paper Metro bought in FY '91/92 had recycled content.
- ◆ More than 80% of the paper Planning and Support Services bought in FY '91/92 had recycled content.
- ◆ The average price per ream Metro paid for recycled paper went down in FY '91/92 for the second year in a row.
- ◆ Increased purchasing of products other than copy paper (e.g., file folders, post-its, fax paper, etc.) accounted for most of the increase in purchasing of recycled paper products between FY '90/91 and FY '91/92.
- ◆ 91 percent of the janitorial paper supplies used at the Metro Center office building had recycled content.
- ◆ Metro began using re-refined motor oil, recycled paint and plastic lumber in FY '91/92 on a trial basis.

## RECOMMENDATIONS

- ◆ Analyze contract purchases to identify cost-effective opportunities to substitute large purchases of virgin products with recycled products.
- ◆ Coordinate cooperative purchasing arrangements to obtain bulk discounts on recycled products where possible.
- ◆ Conduct in-house workshops on recycled product procurement to: increase awareness about what products are available; address common questions and concerns; and educate purchasers about tracking needs and methods.
- ◆ Develop and adopt contract invitation language that prompts vendors to submit bids and proposals that include recycled-content materials to the maximum extent economically feasible.
- ◆ Explore possibility of creating a dedicated fund to offset the additional costs of recycled products that fall within the recycled product price preferences established under Metro procurement ordinances and the 1991 Oregon Recycling Act.
- ◆ Study the feasibility and potential benefits of establishing quantitative, in-house procurement goals (e.g., By June 30, 1994, 70% of all Metro paper purchased will have recycled content).

## TRACKING METHODOLOGY

With Accounting Department staff's encouragement, the 50-plus people who do Metro's purchasing indicated on purchase orders (PO) and payment authorizations (PA) whether or not the paper products they bought contained recycled fiber. These figures were then entered into Accounting's computer database as either recycled or virgin, and copies of pertinent POs and PAs were forwarded to the Solid Waste Department. At the end of the fiscal year, Accounting printed out a list of recycled and virgin paper purchases it had recorded in its database. Waste Reduction staff checked the POs and PAs it received throughout the year against this year-end list to confirm that all relevant purchases were counted for this report. After this check, Waste Reduction staff entered all paper purchasing data into a spreadsheet for analysis and graphing. Total spending on all paper products, as measured by tabulating PO/PA data, also was checked against total spending from all Metro accounts related to paper purchasing (i.e., office supplies, graphics and reproduction, etc.).

Other recycled product purchasing was tracked on a less formal, ad hoc basis. Solid Waste Operations, Facilities Maintenance and the Zoo have ongoing potential to use a wide variety of recycled products for specific applications and were therefore contacted for this report. With the exception of janitorial supplies, contract purchases are not tracked.

## FINDINGS AND ANALYSIS

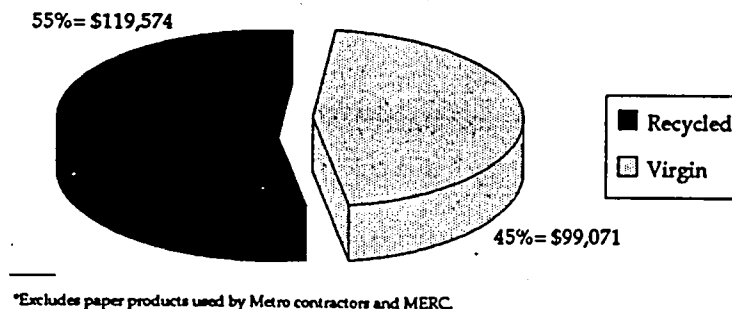
### PAPER

#### Summary

Metro's recycled paper purchases increased 56% percent between FY 90/91 and FY 91/92. This increase may be due to increased awareness about recycled products, improved recycled product quality and availability, and increased agency-wide effort to purchase recycled paper products.

The percentage of dollars spent on paper products that contain recycled fibers compared to total expenditures on all paper products increased from 41.6% in FY 90/91 to 55.5% for FY 91/92 [Figure 1]. This appears to be due not only to increased purchasing of recycled paper but also to waste reduction efforts, such as double-sided copying, that have decreased consumption of virgin paper. Note that MERC's paper purchases (both virgin and recycled) were not counted in FY 90/91 because these data were incomplete. Consequently, the actual percentage of recycled-content paper Metro bought in FY 90/91 may have been slightly higher than 41.6%.

Figure 1  
All Metro Paper Purchases  
FY 91/92



#### Evolution of Recycled Paper Purchasing

Metro has been tracking recycled paper purchases since FY 89/90. Table 1 details Metro's annual total dollar expenditures on recycled paper products. The number of reams of recycled paper purchased - which is an easily comparable unit of measurement for products such as bond, copy and cover paper - also is listed.

Total dollar expenditures on recycled paper increased 56% between FY 90/91 and 91/92, from \$76,734 to \$119,574. The agency as a whole bought about the same amount of recycled-content copy paper in FY 91/92 as it did the preceding year, but it bought substantially more of other kinds of recycled paper products such as envelopes, notepads, file folders, post-its, letterhead, fax paper and easel pads [Figure 2]. This finding may be due to improvements in tracking and

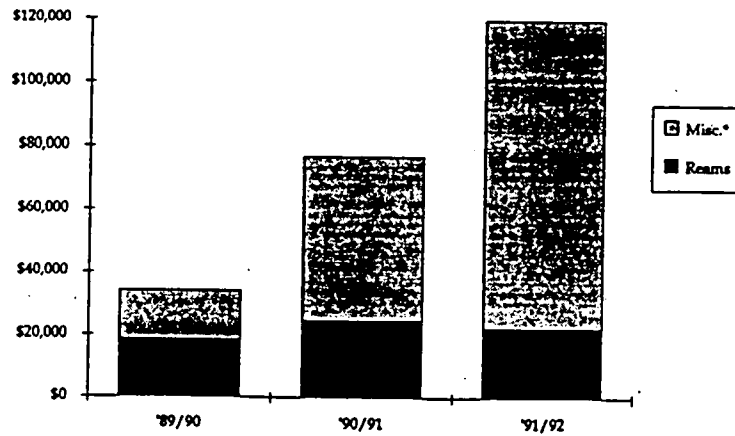
Table 1

	FY 89/90	FY 90/91	FY 91/92
Reams	\$18,471	\$24,477	\$22,157
Miscellaneous*	\$15,585	\$52,258	\$97,417
Total Recycled	\$34,055	\$76,735	\$119,574
# of Reams Purchased	5,982	7,868	8,367

\* Miscellaneous paper includes all recycled paper products that are not sold in reams, such as pads, envelopes, computer paper, post-its, and file folders.

accounting, higher visibility advertising for recycled paper products in general, and expanding recycled paper product lines. Procurement and accounting personnel are becoming more aware of what recycled paper products, other than printing paper, are available in the market. They are also actively coding purchase orders and payment authorizations to track recycled and virgin paper products.

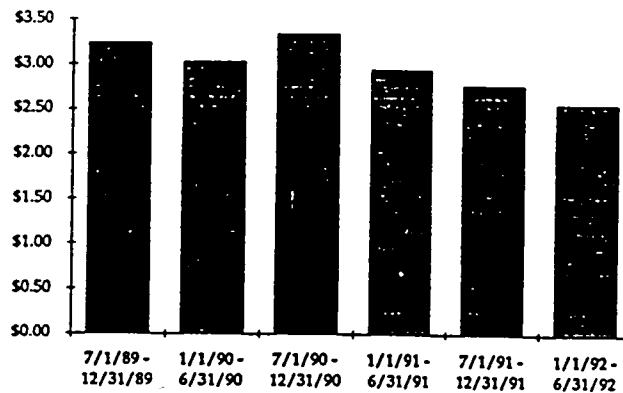
Figure 2  
Evolution of Recycled Paper Purchasing



\* Miscellaneous paper includes all recycled paper products that are not sold in reams, such as pads, envelopes, computer paper, post-its, and file folders.

It is worth noting that the average price per ream of recycled paper Metro has bought during the last two fiscal years has dropped from \$3.34 to \$2.37. [Figure 3] This decrease may be due to increased numbers of bulk orders (with associated quantity discounts), lower recycled paper production costs due to improved manufacturing technology, and increased mill capacity in the Pacific Northwest.

**Figure 3**  
Average Price Per Ream of Recycled Paper

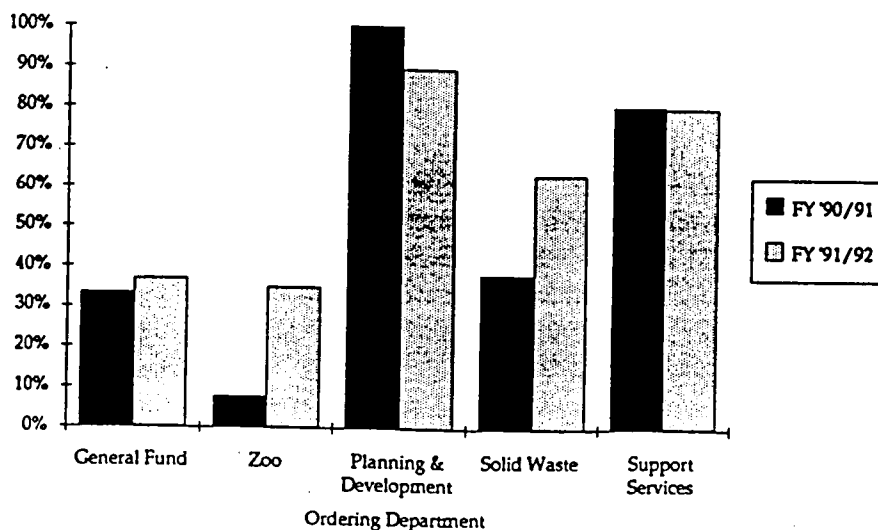


Paper purchased by the ream includes some white and colored copy paper of various dimensions, 20# white and colored bond, and white and colored cover stock

**Paper Purchasing by Ordering Department**

Figure 4 shows paper purchasing by ordering department in FY 90/91 versus FY 91/92. Support Services purchased the largest amount of recycled paper of any Metro department during the last fiscal year, and more than 80 percent of the paper Support Services and Planning and Development bought had recycled content. Also note that the percentage of recycled paper the Solid Waste Department and the Zoo purchased in FY 91/92 compared to FY 90/91 increased significantly.

**Figure 4**  
\$ Spent on Recycled Paper as % of Total Paper Purchases  
FY 90/91 versus FY 91/92





All paper products the Zoo purchased were counted for this report. This included paper cups, plates, pizza boxes, french fry bags, admissions coupons, and popcorn bags. Orders that were not itemized but were coded to indicate that contained some recycled products were counted in full. In some cases, such orders could include both recycled and virgin products. Non-paper products that were itemized were not counted. Such products included utensils, foil wrappers, snow cone cups, plastic lids, tooth picks, stir sticks and hot cups.

The Zoo's reported expenditures on virgin paper products may be inflated, and therefore the percentage of dollars the Zoo spent on recycled paper products compared to all paper products may be low. The reasons for this are that some paper products counted for this report may not be available with recycled content and some expenditures on non-paper items could not be discounted from expenditures on virgin paper products.

Non-recycled paper products Metro bought during the last fiscal year included color copy paper, computer paper, heavyweight bond paper, fax paper, cover stock, carbonless duplicate forms and mailers, and adding machine tape.

### *Paper Purchasing at MERC Facilities*

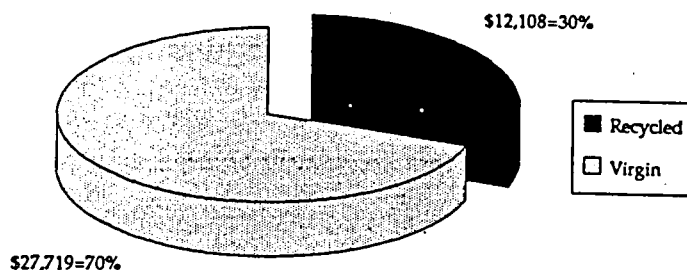
Metro assumed responsibility for administering Metropolitan Exposition and Recreation Commission (MERC) facilities July 1, 1990. These facilities include the Oregon Convention Center, the Memorial Coliseum, the Civic Stadium, and the Portland Center for the Performing Arts. MERC also has a central administration office.

MERC Purchasing, in conjunction with Waste Reduction and Accounting staff, have developed a system for tracking MERC facilities' recycled paper purchases. The majority of paper used at these facilities is tableware, janitorial supplies and parking tickets, all of which are purchased by contractors and are not included in this report. MERC is currently bound by the terms of contracts it signed before it merged with Metro. Its catering contracts with McCormick & Schmick and Fine Host will expire in 1994 and 1995, respectively. Similarly, its parking contract with City Center Parking will expire in 1993.

More than 30 percent of the office paper products MERC purchased during the last fiscal year had recycled content [Figure 5]. MERC spent \$12,108 on recycled paper products and \$27,719 on non-recycled paper products. Figure 6 below illustrates how much each MERC facility spent on recycled and non-recycled paper products.

MERC began tracking purchases of recycled office paper at the beginning of the 1991 calendar year but did not begin tracking non-recycled paper purchases until July 1991. Consequently, this is the first report on in-house procurement of recycled products that includes recycled and virgin procurement figures for MERC.

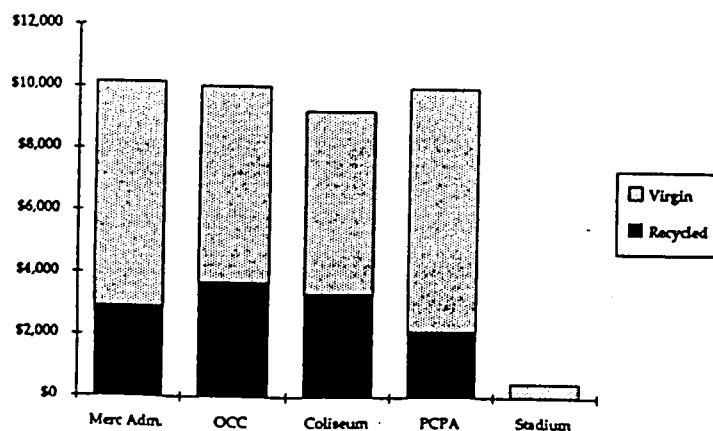
**Figure 5**  
MERC Paper Purchases  
FY 91/92



\*Includes paper purchased by the MERC administration office, convention center, coliseum, PCPA and the stadium. Excludes purchases by MERC contractors.

In FY 91/92, MERC facilities took steps to use more recycled paper in their varied operating and marketing functions. For example, MERC sent out recycled-content invitations and holiday greeting cards, and the Portland Center for the Performing Arts began printing its bi-monthly events calendar on recycled paper.

**Figure 6**  
Recycled vs. Virgin Paper Purchases by MERC Facilities  
FY 91/92



\*Excludes purchases by MERC contractors.

## *JANITORIAL SUPPLIES*

The Portland Rehabilitation Center, supplier of janitorial services to Metro, spent \$3,279 on recycled paper products in FY 91/92, including multi-fold hand towels, toilet tissue and kitchen roll towels. This represents 91 percent of the total dollars PRC spent on paper products for this contract. Janitorial paper products that did not contain recycled fiber included tissue toilet seat covers and sanitary disposal bags. Recycled paper fiber is not strong enough to use in these products, according to Concannon Paper, PRC's paper supplier.

## *RETREAD TIRES*

Jack Gray Trucking, which transports waste from Metro's transfer stations to the Columbia Ridge Landfill in Arlington, uses retread tires on all but the front steering and push axles of its transport tractors and trailers and its yard goats. Gray trucks have 22 wheels, four of which are connected to the steering and push axles.

The 4,000 new tires installed on Gray vehicles in January 1990 (when the company was selected to transport the Region's waste to Arlington) have had an average life span of 205,000 miles. When these tires are worn to a tread depth of 4/32 of an inch, they are retreaded and returned to Gray for a second life. When these retreads have completed their lives, they are retreaded a second time and deployed for a final life. Gray is getting an average of 150,000 miles of wear from its retreads, for a total average lifespan of 505,000 miles per tire [205,000 (new) + 300,000 (2 retreadings @ 150,000 each)]. Note that in an effort to retain tire casings for retreading, Gray removes tires before they reach maximum wear and separate from the wheel while underway. This is a safety, cost and waste reduction measure.

To maximize trailer load capacity, Gray trucks are outfitted with low-profile tires. Low-profile tires require fewer resources to produce, and are less expensive, than the high-profile tires commonly used in the trucking industry. However, because of their smaller size, low-profile tires turn higher revolutions per minute than high-profile tires and, therefore, they have shorter life spans.

All of the new tires installed on Gray vehicles for Metro's contract have been retreaded at least once, according to Jim Wright, Gray's truck terminal manager. About 20 percent have been retreaded twice. None have gone through their complete lifecycle and been discarded. About 2-3 % of the fleet's tires have to be replaced annually due to irreparable damage from common road hazards.

On average, Gray retreads about 50 tires per month at a cost of approximately \$90 per retread. By comparison, new replacement tires cost an average of \$300 apiece.

## *MOTOR OIL*

Procurement of recycled motor oil for Metro's six fleet vehicles has been problematic, according to maintenance staff. Metro's fleet vehicles are leased, and the contractor that warranties these vehicles for the leasing company has a policy that effectively prohibits the use re-refined motor oil. Additionally, the Chevron station that services Metro cars won't store non-Chevron lubricants on-site. Maintenance staff have explored alternative service arrangements but have not found any that are satisfactory.

By contrast, the Solid Waste Department Operations Division, which owns four vehicles, used 12 quarts of re-refined motor oil in FY '91/92 with no complaints. Operations staff change the oil in these vehicles themselves at Metro's transfer stations.

## *COMPOST*

The Zoo purchased \$930 worth of compost in fiscal year '91/92. On-site composting of yard debris and manure help minimize this expense.

## *FERTILIZER*

Fertilizer received at Metro's Household Hazardous Waste Facility was used on landscaped areas at the facility, for an estimated savings of \$5,000 in FY 91/92.

## *PAINT*

Several walls in the Metro Center office building were painted with recycled latex paint reprocessed from waste paint collected at Metro's Household Hazardous Waste Facility. Interest in this product is growing, and its use, both in-house and externally, is expected to increase in fiscal year '92/93.

## *PLASTIC LUMBER*

The Solid Waste Department Operations Division bought three plastic lumber picnic tables, at \$300 each, for use in the wetland park adjacent to the Household Hazardous Waste Facility at the Metro South Transfer Station.

## *STEEL*

Oregon Waste Systems, the contractor operating the Metro South Transfer Station, saved \$17,000 by remanufacturing instead of replacing the steel tread teeth on the cat dozer that pushes garbage into the super-compactor at the transfer station.

## *METRO RESOURCEFUL RENOVATION PROJECT*

Numerous recycled building materials and recycled paint are being considered for use in the renovation of Metro's future office building in the Eastside Business District. Contact Andy Sloop (ext. 351) or Pat Varley (ext. 350) in the Market Development Section for information about these and other recycled products.

ASjc

September 16, 1992

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METRO WASHINGTON PARK ZOO  
RECYCLING TASK FORCE

PROGRAM REPORT  
November, 1991 thru October, 1992

APPENDIX A  
(Detailed Report Attached)

YEAR ONE ACCOMPLISHMENTS:

1. Revamped internal and external process for recycling, including manpower commitment to source separation and self haul materials not picked up by hauler, such as plastic, scrap paper, baling wire and scrap metal.
2. Planned and implemented successful "smash trash and recycle day", Zoo-wide which collected and disposed of the following materials:
  - a. 72 lots of 85 items sold for surplus during a public auction
  - b. 4,360 pounds of paper recycled
  - c. 8,155 pounds of metal sold for recycling
  - d. 200 pounds of plastic recycled

This was in addition to our regular weekly and bi-weekly pick-ups of paper, glass, cardboard and tin.

3. Continued to work with Solid Waste and Portland Parks Bureau to locate a site for cooperative composting facility. Trial project complete. Upon siting a composting location to use animal waste, our refuse would be reduced by a minimum of 13.9 tons per week.
4. Completed work with hauler to provide refuse tonnage information which will allow more complete assessment of progress. (See Appendix B attached)
5. Increased use of recycled materials including plastic/ground palette fence posts and graphics and copy paper.
6. Introduction of staff and volunteer education program which included orientation at All Staff and Division Meetings, articles in zoo-related publications, a staff and volunteer "How To Bulletin", and also a complete guide to recycling at the Zoo. (See attachments)



ACTION PLAN  
November, 1992 thru October, 1993

1. Plan "Smash, Trash and Recycle 1993".
2. Complete and install conservation signage on grounds which includes recycling information.
3. Permanent siting of Parks Bureau/Zoo composting area.
4. Assemble trial stations for glass and aluminum recycling by visitors. If successful, install several year round stations Zoo-wide.
5. Complete construction of recycling transfer area and acquisition of trash compactor.
6. Explore current Metro/Zoo publications for quarterly update of Zoo recycling news and progress.
7. Develop system to record cardboard, glass, tin and paper recycling amounts.
8. Include recycling information on Visitor Zoo Map.
9. Evaluate availability/cost of recycled materials and actively explore possible uses.
10. Continue to investigate recycling opportunities for unusual items and building materials.
11. Continue to assess purchasing practices to minimize using non-recyclable packaging which includes colored glass.

JEM:lm:RECYCLE/6

## APPENDIX A

### WORK PLAN RECYCLING TASK FORCE NOVEMBER, 1992 thru OCTOBER, 199<sup>3</sup><sub>2</sub>

#### Metro Washington Park Zoo

The Zoo has just contracted with a new hauler. We will be therefore changing some of our procedures and stepping up our efforts to involve everyone in our recycling efforts. We therefore proposed to "kick off" in March with a special "Smash, Trash & Recycle Day" preceded by staff training and the introduction of a "how to" brochure.

The following is an outline of the remainder of our work plan and target dates:

#### 1. EDUCATION

	A. Staff/Volunteers	<u>Target Date</u>
Complete	• Attachment flyer to paycheck to introduce new paper recycling procedure.	December 1991
Complete	• Educational brochure to Zoo Staff outlining recycling opportunities at the Zoo.	February 1992
Complete	• Introduction of new systems on a special day, such as "Smash Trash and Recycle Day" (a designated, non-meeting, non-business day, designated by the Director, which would allow all staff to purge offices, brochures, filing systems etc.).	March 1992
Complete	• Instructional information pasted the front of recycling boxes with current information.	December 1991
Deferred	• Quarterly newsletter reporting how we are doing and answering recycling questions; could also include information on composting as that project emerges.	June 1992
Complete	• Zoo Dooer Newsletter (Volunteer Publication)	December 1991

## Recycle Work Plan - Page 2

	• Training-All Staff Meeting	February 1992
	-Volunteer Orientation	
Complete	-Zoo Division Meetings	March 1992
	-Custodial Section	January 1992

### B. Visitors

On site to be installed by 11/30/92	• Good signage-include water conservation message.	Budget FY92/93
Deferred	• On visitor map	May 1992
Complete	• Friends of the Zoo newsletter	March 1992

## 2. RESEARCH

In progress	• Investigate sources of recycling for some unusual types of materials, such as styrofoam packaging and feed bags.	June 1992
In progress	• Building materials - possible to include in Contractors Scope of Work.	Work plan Nov. 92/93

## 3. SURVEY AND INVESTIGATE

Complete	• To assess individual Division needs and attempt to solve or make recommendation for individual problems (including collection) for such items as bailing wire and cat food cans.	January 1992
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## 4. TO MAKE RECYCLING ACCESSIBLE AND EASY

Complete	• Study locations	November 15, 1991
Complete	• Use information from the survey and investigations	January 1992
Complete	• Use a "questionable" bin for glass and paper so as not to contaminate other bins	January 1992

Recycle Work Plan - Page 3

5. STORAGE AND REMOVAL

- |          |                                       |              |
|----------|---------------------------------------|--------------|
| Complete | • Design location for central storage | June 1992    |
| Complete | • Assess purchasing a compactor       | January 1992 |

6. PROCUREMENT

- |  |   |           |
|--|---|-----------|
| Complete   | • Assess our current purchasing practices                       | June 1992 |
| Deferred<br>pending<br>supply<br>contract<br>bidding | • Evaluate availability and cost of recycled materials/supplies | June 1992 |
| Complete   | • Make recommendations to Divisions making purchases            | June 1992 |

7. FOLLOW-UP, RE-EVALUATE, RE-EDUCATE

- |                      |   |              |
|----------------------|---|--------------|
| Ongoing              | • Insure continuity of program by continued meetings                      | Ongoing      |
| Defer to<br>November | • Reassess on an annual basis   | July 1992.   |
|                      | • Go back to Division level to survey and investigate on a periodic basis | January 1993 |

## APPENDIX B

REFUSE HAULING LOG - TONNAGE HAULED      METRO WASHINGTON PARK ZOO

DATE	COST	# OF TONS	\$/TON	TONS PER DAY	PERCENT INC/DEC	STATUS
OCT, 1991						
10/2	59.42				COST	
10/4	152.55				156.73%	
10/7	74.37				-51.25%	
10/9	193.91				160.74%	
10/9	109.12				-43.73%	
10/11	76.79				-29.63%	
10/14	190.43				147.99%	
10/16	207.45				8.94%	
10/18	70.54				-66.00%	
10/21	110.85				57.14%	
10/23	122.33				10.36%	
10/25	162.97				33.22%	
10/28	289.46				77.62%	
10/30	53.86				-81.39%	
TOTALS	\$1,874.05			MONTHLY	N/A	
NOV, 1991						
11/1	136.56				COST	
11/4	129.97				153.55%	
11/7	105.64				-4.83%	
11/11	233.17				-18.72%	
11/14	173.75				120.72%	
11/18	208.15				-25.48%	
11/21	182.43				19.80%	
11/25	320.05				-12.36%	
11/29	108.42				75.44%	
TOTALS:	\$1,598.14			MONTHLY:	-17.26%	DECREASE
DEC, 1991						
12/2	164.02				COST	
12/5	185.57				51.28%	
12/9	263.33				13.14%	
12/12	125.80				41.90%	
12/16	142.12				-52.23%	
12/19	323.51				12.97%	
12/23	129.27				127.63%	
12/26	208.37				-60.04%	
12/30	371.48				61.19%	
TOTALS:	\$1,913.47			MONTHLY:	19.73%	INCREASE
JAN, 1992						
1/2	138.29				COST	
1/6	180.70				-62.77%	
1/9	147.63				30.67%	
1/13	117.10				-18.30%	
1/16	153.24				-20.68%	
1/20	151.16				30.86%	
1/23	216.83				-1.36%	
1/27	176.53				43.44%	
1/30	83.40				-18.59%	
TOTALS:	\$1,364.88			MONTHLY:	-28.67%	DECREASE
PRINT RANGE:A2.G68 TONS						





METRO WASHINGTON PARK ZOO

**PAGE THREE**

PAGE THREE						
DATE	COST	# OF TONS	\$/TON	TONS PER DAY	PERCENT INC/DEC	STATUS
JUNE, 1992						
6/1/92	\$218.23	3.14	\$69.50			
6/1/92	397.88	5.72	\$69.56	8.86	0.69	INCREASE
6/4/92	60.11	0.86	\$69.90			
6/4/92	218.93	3.15	\$69.50	4.01	-54.74%	DECREASE
6/8/92	196.69	2.83	\$69.50			
6/8/92	247.07	3.55	\$69.60	6.38	59.10%	INCREASE
6/11/92	207.81	2.99	\$69.50			
6/11/92	166.8	2.4	\$69.50	5.39	-15.52%	DECREASE
6/15/92	685.61	9.86	\$69.53			
6/15/92	128.58	1.85	\$69.50	11.71	117.25%	INCREASE
6/18/92	113.63	1.63	\$69.71			
6/18/92	227.27	3.27	\$69.50	4.9	-58.16%	DECREASE
6/22/92	225.18	3.24	\$69.50			
6/22/92	274.53	3.95	\$69.50	7.19	46.73%	INCREASE
6/25/92	165.06	2.37	\$69.65			
6/25/92	255.76	3.68	\$69.50	6.05	-15.86%	DECREASE
6/29/92	170.97	2.46	\$69.50			
6/29/92	235.95	3.39	\$69.60	5.85	-3.31%	DECREASE
TOTAL	\$4,196.06	60.34		MONTHLY	59.65	INCREASE

**JULY, 1992**

**NOTE:**

3.85 PTLD RCYCLNG SRCHRG-7/92  
4.65 PTLD RCYCLNG SRCHRG-8/92

DATE	AMOUNT	PERCENT	AMOUNT	PTLD	RCYCLNG	SRCHRG-8/92
7/2/92	\$249.95	3.17	\$78.85	4.65		
7/2/92	500.72	6.35	\$78.85	9.52	38.55%	INCREASE
7/6/92	361.13	4.58	\$78.85			
7/6/92	208.16	2.64	\$78.85	7.22	-31.86%	DECREASE
7/9/92	335.48	4.255	\$78.84			
7/9/92	303.16	3.845	\$78.85	8.1	10.86%	INCREASE
7/13/92	217.63	2.76	\$78.85			
7/13/92	286.23	3.63	\$78.85	6.39	-26.76%	DECREASE
7/16/92	362.29	4.595	\$78.84			
7/16/92	260.21	3.3	\$78.85	7.895	19.06%	INCREASE
7/20/92	281.86	3.575	\$78.84			
7/20/92	388.32	4.925	\$78.85	8.5	7.12%	INCREASE
7/23/92	260.59	3.305	\$78.85			
7/23/92	185.30	2.35	\$78.85	5.655	-50.31%	DECREASE
7/27/92	300.42	3.81	\$78.85			
7/27/92	325.65	4.13	\$78.85	7.94	28.78%	INCREASE
7/30/92	197.91	2.51	\$78.85			
7/30/92	197.13	2.5	\$78.85	5.01	-58.48%	DECREASE
<b>TOTAL</b>	<b>\$5,222.14</b>	<b>66.23</b>		<b>MONTHLY</b>	<b>8.89%</b>	<b>INCREASE</b>

**PRINT RANGE: A137.G188 TONS**



## **THE PAPER CHASE BEGINS**

**• December 13 •**

The zoo's Recycling Task Force in conjunction with the contract waste handler has developed a new and efficient procedure for recycling. The first phase involves recycling paper products.

A successful program involves a commitment from every person at the zoo. When the hauler takes the sacks to the recycler, one peek into each sack determines whether that sack is accepted as presented. If only one piece of incorrect paper is included, the recycler will not accept that bag and it is downgraded to colored or scrap. White paper brings the highest price while scrap paper is at the bottom of the economic scale and requires more energy to recycle.

Each desk or work area is supplied with three recycling boxes, labeled white paper, colored paper and scrap paper. Paper will no longer be collected from these boxes.

Two stands accommodating four bags will be found at convenient locations throughout the offices and elsewhere. They will be identified as white, colored and scrap paper with a list of paper to be deposited in the bags. A container for newspapers and a box for magazines will be found with the racks.

Each individual is responsible for placing the paper accumulated in the desk boxes into the proper sack.

Remember, the key words in the zoo's recycling program are personal responsibility. This system needs every individual to make it a go — so let's all join the paper chase.

---

### **BY DEFINITION ...**

recycle means to treat or process used or waste materials so as to make suitable for reuse. To the conservationist, it is a means to the end of resource and environmental waste.

To our zoo, it means ....

- the conservation of habitat and endangered species
- the education of individuals about the environment
- the preservation of all animals and habitat throughout the planet
- involvement of all individuals in the practice of recycling.

That's what this brochure is about — you and everyone at the zoo recycling for a better world. The cooperation of every *staff member and volunteer* is needed to make this operation a successful and worthwhile effort. Please help to extend the reputation which the zoo has long held in the conservation and recycling world.

### **WHAT CAN YOU DO?**

- Review this brochure.
- Find the recyclable items which you will handle.
- Follow the instructions for recycling those items.

### **REMEMBER...**

- Careful attention to sorting material will eliminate contamination.
- If you have desk-side recycling bins, be sure to empty them at least weekly to satisfy fire codes.
- If you need bins or labels, contact your recycling representative.

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### **QUESTIONS AND SUGGESTIONS?**

Please contact your Recycle Task Force representative listed below:

Chairman:	Judy Munro, Ext. 492
Animal Management:	Megan Koonce, Ext. 285
Design Services:	David Kato, Ext. 238
Education / Volunteers:	Pam Vick, Ext. 227
Facilities Management:	Dick Jackson, Ext. 792
Friends of the Zoo:	Judy Stuart, Ext. 220
Marketing/Administration:	Terry Kennet, Ext. 252
Visitor Services:	Ivan Ratcliff, Ext. 311

# **RECYCLING**

## *A way of zoo life*



*How to recycle waste  
for a better world.*

***Keep this brochure  
as a handy reference guide.***

<b>Item</b>	<b>How</b>	<b>Where</b>
<b>White and colored office paper, envelopes:</b> • Copy paper, laser printer, typing and bond paper, continuous computer paper, calculator tapes. • Envelopes	Flat  Remove plastic glassine windows and removable labels. Stamps acceptable.	Admin Building; Africa; Animal Care Center; Cascades/North America; Catering; Commissary; Felines; Friends of the Zoo; Meeting Center; Primates.
<b>Scrap paper</b> • Glossy and plastic coated paper, copy paper wrappers, FAX paper, NCR forms, junk mail, post cards, chipboard and cardboard, (not corrugated cardboard), file folders, manila envelopes, brown sacks and wrapping paper, butcher paper, blueprints, envelopes (no plastic glassine or removable labels)	Flat, fold if large.	Same as above.
<b>Brochures</b>	Remove from boxes. Place non-glossy in White/Colored Box. Place glossy in Scrap Paper Box.	Admin Building.
<b>Corrugated boxes</b>	Break down and flatten	Behind AfriCafe; BearWalk Cafe; TigerCafe, Admin Bldg (outdoors west end); Africa; Animal Care Center; Animal Management Office; Bear Grotto, Birds; Cascades/North America; Commissary; Elephants; Felines, Friends of the Zoo; Primates.
<b>Newspapers</b>	Flat	Admin Building (boxes located with paper collection boxes); Africa; Animal Care Center; Animal Management Office; Birds; Commissary; Felines; Primates.
<b>Goldenrod paper</b>	Trash	
<b>Glossy paper</b>	Trash	
<b>Magazines</b>		Green rollaway container Admin Building (outdoor west end).

<b>Item</b>	<b>How</b>	<b>Where</b>
<b>Glass containers - jars and bottles only:</b>	Rinse clean Remove lids, plastic and metal rings. Separate by color-clear, green, brown.	Behind AfriCafe; TigerCafe; Admin Building (outdoor west end); Animal Care Center; Animal Mgmt Office; Bear Grotto.
<b>Tin cans</b>	Rinse clean. Remove lids and labels. Flatten	Behind AfriCafe; Admin Building (outdoor west end); Animal Care Center; Bear Grotto; Felines; Primates keeper offices.
<b>Aluminum cans</b>	Rinse clean.	Animal Care Center; Animal Mgmt Office; Primates keeper office; Admin Building and Facilities Management have soft drink machines serviced by Coca-Cola for their cans only. Other sections recycle their own.
<b>Balling wire</b>		Elephants keeper office.
<b>Grease</b>		Behind AfriCafe, TigerCafe.
<b>Motor oil</b>		Facilities Management.
<b>Scrap metal</b>	Remove other materials.	Facilities Management.
<b>Vehicle batteries</b>		Facilities Management.
<b>Plastic</b> • #2, #4 containers • milk jugs	Rinse clean; remove lids.	Admin Building (outdoor west end); AfriCafe; Bear Grotto; Birds; Commissary; Felines; Primates; TigerCafe.

#### **Hazardous waste**

- Call Safety Officer (Ext 300) for collection of: paints, thinners, garden chemicals, glues, aerosol spray cans, cleaning solutions, others.
- Bring to Safety and Security section (in reception area): appliance batteries (flashlight, beeper, calculator, etc.)

#### **Concerts/Catering:**

- **Wine bottles** Containers in drinking area.
- **Ice cream buckets** Re-use.

# Recycling - way of life at the Zoo

By Terry Kennet  
Marketing Correspondent

Metro Washington Park Zoo has been a leader in the field of conservation for a number of years. Many organizations, resorts and other zoos have sought advice concerning our recycling and waste reduction practices.

Some volunteers have not had the opportunity to learn about the many ways in which the Zoo recycles and they may not be aware of just how extensive our recycling efforts are. This article is designed to inform them of the tremendous undertaking on the part of staff and volunteers, and to describe the importance of recycling by the rule.

This all began in 1988, when the Zoo undertook an intensive effort to educate the public about how to help save endangered species — through exhibit signage, education projects and expanded efforts to propagate endangered species. To kick off this worthwhile undertaking, Project S.A.F.E. (Save Animals From Extinction) Day was held that summer with thirty conservation organizations providing booths to help educate visitors.

As part of this effort, "101 Things You Can Do To Help Save Animals and Animal Habitats" was created by Jane Hartline, manager of the Marketing Division. This brochure provided information on how to recycle products and reduce waste at home, on vacation, in the car, at one's business,

wherever one may be, and has proved to be a very popular item. Requests for copies have come from all over the United States and foreign countries. Schools have incorporated this brochure into their class work, and all or portions of it have been reproduced by zoos and other institutions. It is an



integral part of the Project S.A.F.E. pledge board where it is used as a source of reference for those wishing to make a pledge — the pledge board first appeared at Project S.A.F.E. Day and has since been a part of many conservation functions in the Portland area.

This whole program of commitment to endangered species conservation brought the Zoo the prestigious American Association of Zoological Parks and Aquariums (AAZPA) Education Award given annually for the best educational effort of the year.

The In-House Waste Reduction and Recycling Task Force was organized in 1991 to prepare guidelines for developing an in-house waste reduction and recycling programs. Mem-

bers from all departments of Metro met during the year and waste audits were conducted throughout Metro to help realize potential to increase recycling and reduce waste. Executive Order No. 47 was issued stating that Metro Center, Metro Washington Park Zoo and MERC each establish a recycling coordinator and a committee appointed from the divisions to develop and implement a work plan.

Thus, the big push began and the three Rs took over — recycle, reduce and re-use — and recycling had become a way of life at the Zoo.

Recycling reaches into every division. White, colored and scrap paper as well as newspaper and corrugated cardboard are collected by staff throughout the Zoo. Recycled paper is used as much as possible. Yellow lined pads of paper are replaced by white.

Aluminum soft drink cans are collected by the supplier or, in some cases, by the division staff and returned for refunds.

In restaurants, food is served on paper plates and bowls; cold drinks are served in wax coated paper cups and hot drinks in paper cups. Nowhere to be seen are styrofoam items.

The food services section purchases supplies in biodegradable containers and recycles bottles, tin cans, aluminum foil, some plastics and every item possible after use. We have all placed plastic flatware in tubs when using our table at AfriCafe. Deep fat



Denise Morris

frying material is collected periodically by a renderer. A biodegradable colloid, especially effective for oil and grease, is used for cleaning purposes — it breaks down in seven days and is not harmful to humans and animals.

Oil derived from on-ground and street vehicles is collected and then removed by a recycling firm. Tires and batteries are taken to respective recycling centers. Scrap metal is also saved and turned over to a collection agency. Hazardous waste is handled by the Zoo's safety officer. Every year an auction is held to rid the Zoo of those items which divisions have determined to be extraneous.

Of course, everyone has heard of "zoodoo," elephant manure dried and sold to the public by the pick-up load and by the can in the gift shop. Some is even used in the Zoo's gardens.

"The Environmental Education Resource Guide," a national publication released for Earth Day 1991, included a section titled Success Story that featured no other than our Zoo describing our conservation,

efforts. This was a special kudo because our Zoo was recommended by other organizations as having one of the most worthwhile recycling and waste reduction programs nationally.

The Zoo did not achieve this distinction and maintain the high degree of excellence without the wholehearted cooperation of staff and volunteers.

The latest recycling extravaganza occurred in April when the entire Zoo staff engaged in Smash, Trash and Recycle Day. Jeans were the dress of the day as all the divisions pitched in to give the Zoo a general spring cleaning. All files and storage areas were inspected, with unwanted items recycled, trashed or set aside for the next Zoo auction. Most participants welcomed the opportunity to clean house without the usual interruptions.

Volunteers are an integral part of this recycling fetish at the Zoo with paper, glass containers and other items being recycled in the Volunteer Headquarters and in the kitchen. Some volunteers have even expressed feeling guilty

after making an incorrect decision about where and how to recycle an item.

Not only is recycling important but recycling properly is just as important. The recycler tells the hauler what he can do and how he needs material to be handled; the hauler passes this information on to us and then we collect recyclables accordingly. Improperly sorted material will automatically cause the entire truck load to be trashed and the efforts of all the conscientious recycling staff is for naught.

It is hoped that an understanding of the recycling position here at the Zoo will help all of us to be alert in the what, how and where of the recycling of products.

The Zoo's recycling program can work only with the enthusiastic cooperation of every one of us — let's all practice the three Rs.

### How to do it?

Every volunteer will soon be receiving a copy of the Zoo's recycling brochure describing the what, how and where of recycling materials.



**WASTE REDUCTION PROGRAM**  
**Metropolitan Exposition-Recreation Commission**

**Progress Report for Fiscal Year 1991-92**  
**10/20/92**

The Metro E.R.C. Recycling Program was established with the assistance of Metro Staff in November of 1991. This program was to be conducted in three phases, the first phase to be carried out during the 91-92 fiscal year, and the second phase to begin in the first quarter of the 1992 fiscal. The purpose of the program was to establish basic standards and procedures for recycling in all Metro E.R.C. facilities, to augment recycling efforts already in place and to explore opportunities for additional recycling.

**Phase One Goals and Accomplishments:**

- 1. Keep in place all current recycling efforts and enhance as possible. (Successful/Ongoing)**

Forms of recycling at all Metro E.R.C. facilities have been practiced since the opening of the Memorial Coliseum in 1960. Obviously since then efforts to recycle have been increased to cope with the amount of material produced at all Metro E.R.C. facilities including the Civic Stadium, Civic Auditorium, New Theatre Building, Schnitzer Concert Hall and the Oregon Convention Center. Recycling was taking place at all MERC facilities at the inception of this program and all initial efforts have been retained and expanded upon to include additional recyclable materials such as wood pallets, steel, copper and aluminum, barkdust, cardboard and colored glass.

- 2. Establish recycling coordinators at MERC facilities and hold meetings for review and discussion regarding the program. (Successful)**

Recycling coordinators have been designated for all MERC facilities, and three meetings have been held to discuss various issues.

- 3. Implement procedures established by recycling team coordinators. (Successful/Ongoing)**

- A. Cardboard recycling initiated at Coliseum.**
- B. Intermediate collection points for office paper and circulars established at all facilities.**
- C. Recycling of excess undistributed event programs.**
- D. Recycling of event produced wood waste, barkdust and other materials utilized by facilities "flat", or exhibit shows.**

4. Produce standardized deskside labeled receptacles for all MERC offices.

Approximately 170 labeled receptacles have now been distributed to all facilities for the recycling of deskside material, including white & colored paper, newspaper and magazines. (Complete)

5. Establish employee suggestion program for recycling of materials.

This program was completed as part of a Metro-wide project in early 1992. (Successful/Ongoing)

6. Establish guidelines for the reuse and reduction of materials at all MERC facilities.

Formal written guidelines have not yet been established due to the success of the written procedural implementations and the cooperation of all staff. (Pending)

7. Create a purchasing mandate for the procurement of recycled/recyclable materials. (In Progress)

Efforts are currently taking place on an informal basis, such as procurement of office paper, printing of event schedules and calendars on recycled/recyclable paper and printing of promotional material on recycled/recyclable paper.

8. Establish Phase #2 of the recycling program to include rededication of space and resources to the recycling effort and investment in recycling related equipment.

Space limitations at some of the MERC facilities often hinder recycling goals. Additional equipment for the compaction of certain materials such as cans and cardboard would also be useful if space were to be allocated for this purpose.

#### **Additional Accomplishments:**

1. Electronic mail computer system has now been expanded to over 100 locations throughout MERC facilities.
2. Two training sessions have been held for recycling coordinators.
3. Kitchen "waste grease" at the Coliseum is now removed from the building and recycled.
4. Wood pallets are recovered and recycled at all buildings as well as other waste wood products from "flat show" crating and wooden structures.

5. Excess paint is currently taken to recycling facilities.

**Goals:**

Currently, there is a great deal of event generated refuse that is not recyclable due to the type of materials used in the packaging of the consumable products (i.e. Hot dog wrappers, candy wrappers, pop cups, etc.). It is the challenge of the MERC recycling team to come up with some ideas to deal with the sorting and recycling of this material within the time frames dictated by the event schedules at all facilities. Some limited success has been attained by other facilities in the nation, and the recycling team is assessing the ability to apply these practices at MERC facilities. It will be necessary to elicit public cooperation to attain these goals:

1. Containers for selective collection of recyclable materials in all public areas for the collection of programs, plastic cups, paper, name badges, pop cans, newsprint and magazines.
2. Selective sorting of events generated materials during clean-up operations after events that can be effectively conducted within the limited time constraints between daily events.
3. Maintain accurate accounts of all recycled material and disposal tonnage of materials currently not recycled.



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

DATE: October 2, 1992

TO: Debbie Gorham, Solid Waste Department

FROM: *PJ* Pam Juett, Finance & Management Information  
*jm* Flor Matias, Regional Facilities

RE: Waste Reduction Task Force

Attached are the two reports from the Waste Reduction Task Force that you wanted.

1. Waste Reduction Task Force - Progress Report for FY 1991-92
2. Waste Reduction Task Force - Plan for Metro Center - FY 1992-93

WASTE REDUCTION TASK FORCE  
Metro Center

Progress Report for Fiscal Year 1991-92

Department Representatives:

Finance and Management Information - Pam Juett, (Co-Chair)  
Regional Facilities - Flor Matias, (Co-Chair)  
Council - Marilyn Geary-Symons  
Executive Management and General Counsel - Lisa St. Helen  
Public Affairs - Vickie Kolberg, Bryce Jacobson (alternate)  
Planning and Development - Sherrie Shervey  
Solid Waste - Jennifer Ness  
Solid Waste Facilities - Theresa Mitchell  
Transportation - Berthe' Carroll

The Waste Reduction Task Force for Metro Center met five times during the fiscal year, surpassing its goal of quarterly meetings. The first meeting was held to review the "In-House Waste Reduction and Recycling Program Guidelines" and Executive Order 47 and to develop a waste reduction plan for Metro Center. During subsequent meetings, the task force members concentrated on fulfilling the plan elements. A number of the elements were fulfilled with great success, while a few were not feasible to complete. Following is a brief description of the original plan, and a summary of accomplishments.

1. Reduction of paper through the use of network E-mail to circulate memos, phone messages, and other information FULFILLED/ONGOING

The STRAP network installation was completed late in the fiscal year. A separate but compatible network has been installed in Finance and Management Information Department. Indications are that the network is working well for those departments who are on either of the networks.

Two electronic mail (E-mail) systems are available, one operating on MS DOS used primarily in Finance & Management Information, Planning, and Council, and one on Microsoft used by Solid Waste. Within each of the respective systems, they are being used to distribute information, memos, and reports. This reduces the amount of paper in use and the staff time it takes to copy, distribute and recycle paper copies. However, at this time the two E-mail systems do not connect to each other. Efforts are underway to purchase the hardware that will allow the two systems to be mutually compatible. The waste Reduction Task Force supports this plan to increase the use of E-mail and recommends that once the systems are in place, training sessions be conducted to familiarize and encourage employees to use the electronic methods rather than paper to transfer information.

Planning and design is underway now to install a network in the Headquarters building. Telephone and computer drops are being designed at 270 work stations. Once the move is completed, all employees with computer workstations will be able to benefit from the network system.

2. **Reductions in the quantity of Council agenda distributions**  
**FULFILLED /ONGOING**

Significant reductions have been achieved resulting in savings of paper, envelopes and postage. The two methods identified in the Waste Reduction Plan have been instrumental in this reduction.

Purging the mailing list and providing copies for general use have reduced the quantity of names on the mailing list, while identification of recipients who can receive single sheet agendas by fax have resulted in a reduction of 90 - 200 reams of paper per month. Projected postal savings for one year are estimated at \$918.

3. **Use of half-size sheets of paper in the form of Fax cover sheets, and memo paper**  
**SUCCESSFUL/ONGOING**

A half-size fax cover sheet was developed by Office Services and placed at all the fax stations in Metro Center and seems to be successful. It accomplishes a reduction in two areas, it is half the size of a standard 8 1/2 x 11 sheet of paper, and when produced at the fax receiving station, reproduces as a half sheet, thus saving fax paper at the receiving machine.

A half-size memo paper has been discussed, but implementation is being delayed due to the change of the Metro logo. It is anticipated that new letterhead and memo paper under development will be available when Metro moves to the Headquarters building in the spring of 1993.

4. **Centralized file structure for Metro**  
**PARTIAL IMPLEMENTATION**

The Solid Waste Department has created a centralized file for their department. By having files that are available to all departmental staff, it reduces the amount of duplicative files that may be held individually at staff work stations. Finance & Management Information is in the process of centralizing files within each of the five divisions of the department.

5. **Voice mail use by Metro employees to reduce the amount of paper messages**  
**PARTIAL COMPLETION**

Voice mail use by employees would reduce the amount of paper messages needed. Current training is accomplished on an individual basis as requested or needed by employees. Training in a classroom setting is planned, but at the present time is limited due to staff availability.

6. **Re-use of previously used paper**  
**SUCCESSFUL/ONGOING**

The print shop is producing a variety of sizes of pads of paper which has printing on one side but is blank on the other. These pads are made from out-of-date reports, etc. that are no longer needed, but which still have one unprinted side. The pads are kept readily available for employees to pick-up from the Print Shop and are useful for desk notes, etc. To promote the use of the pads, a short article appeared in the Employee Express to advertise their availability.

A project to pad up 3" cubes and label them "Twice is Nice" as a replacement for post-it-notes did not materialize. Samples made

in the print shop could not be produced effectively, and were not of a professional quality due to our inability to mechanically cut the pads in a uniform manner.

6. **Reuse of office furniture and surplus of un-needed items**

**NOT IMPLEMENTED**

The reuse and surplus of office furniture was investigated by the Task Force as an area in which Metro could benefit from recycling. However, upon examination it was found that the Task Force would be unable to pursue this issue.

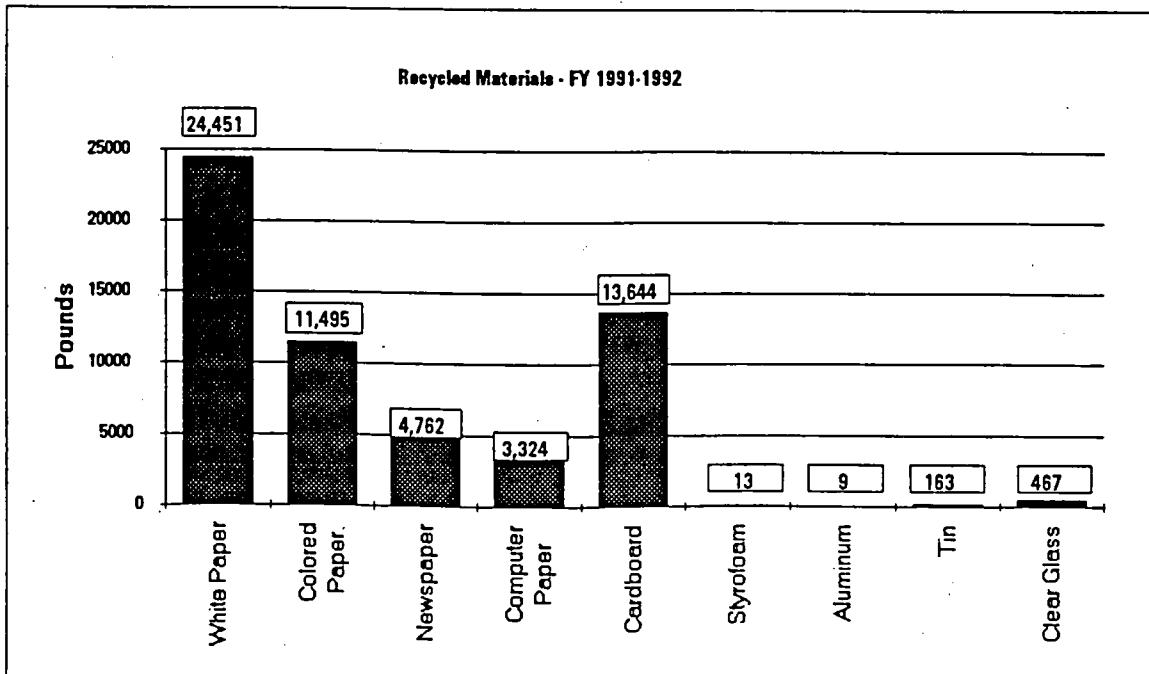
a. Many of the items in surplus storage were in such disrepair that they could not be used without time consuming and expensive repairs.

b. Metro regulations require that moneys received from surplus furniture sales be returned to the fund from which they were originally expensed. This requirement would make it extremely difficult for the Task Force to accomplish a surplus sale since the items in question were purchased some time ago, have often been traded from one department to another, and the department of origin is unknown.

7. **Expansion of the recycling efforts at Metro**

**SUCCESSFUL/ONGOING**

The desk-side pick-up of paper begun in March 1992 has been a success. Materials being recycled at Metro Center have been expanded from white and colored papers to include newspapers, computer paper, and mixed magazines and catalogues. Originally scheduled for a part-time building services employee to pick-up at desk-side once a week, the success of the program has required expansion to twice a week pick-up. The materials being recycled during the first quarter of the expanded program are about 42% higher than during the same quarter the previous year. Employees now recycle about 1,800 pounds of paper per week.



Success of Metro's in-house recycling program can be attributed to the high degree of motivation that Metro employees have about recycling, and the work and education efforts made by the Task Force in the implementation of this program. The Task Force members developed a promotional program with Public Affairs designing lapel buttons, box labels and a brochure with information explaining what could and could not be included in the desk-side pick-up. Copies of these materials are attached. Task Force members held a Kick Off event to distribute the buttons, literature, boxes, and labels to motivate staff to begin or increase their recycling. More than 150 recycling boxes and 250 new labels were distributed. Employees seemed to be enthusiastic about their participation in the program.

In addition to desk-side pick-up, recycling efforts have been expanded with the addition of collection points in the employee lunchroom for pick-up of Styrofoam, tin, aluminum, clear glass and cardboard/brown paper. All materials (except the Styrofoam) is being picked up weekly at no additional charge by the garbage hauler that services Metro Center. The recycling of these materials contributes to the overall reduction in volume of waste disposed and results in a smaller disposal bill for Metro.

Metro Central reports that they have had trouble getting paper recyclables picked up in the past but that it now seems to be resolved. They generate approximately 100 pounds of white paper per month.

8. **Employee Orientation Informational Flyer** **SUCCESSFUL/ONGOING**

Committee members developed, printed and distributed "Metro Recycles", an informational fact sheet. It was produced for use during personnel orientation for new employees, and explains the Metro recycling efforts and programs they can utilize both at work and home. A copy of the information flyer is attached.

9. **Procurement policy language in contracts** **SUCCESSFUL/ONGOING**

The Task Force acknowledges the efforts of the Procurement Division in the development of contract language that encourages the use of recycled materials and products in Metro's contractual efforts, as well as the modification of the contract forms to single space, double side the contract document. The Personal Services Agreement has been modified, and a copy is attached. Research and modifications are still being made to the Labor and Materials Agreement.

The Office Services Division of Finance and Management Information Department recently completed a request for quotes for the purchase of approximately 6,400 reams of paper to be used within the next six-months in the Print Shop. Eureka recycled paper from Western Paper Co. was the lowest quoted price. Eureka recycled paper contains 50% recycled paper with 25% post consumer waste, exceeding the current state of Oregon standards for recycled paper which contains 10% post consumer waste.

10. **Suggestion Box** **SUCCESSFUL/ONGOING**

While not originally identified in the Waste Reduction Plan, a suggestion box was created and placed in the employee lunchroom.



Many interesting and thought provoking ideas and suggestions have been made as well as thanks and encouragement on the recycling program. A compilation of the suggestions is appended to this report.

11. **Headquarters Planning Project**

**SUCCESSFUL/ONGOING**

Headquarters planning and construction continues, and the Task Force feels that considerable progress has been made on including recycling into the process. A three-chute system is planned and designed for the new building to allow staff the ability to recycle more easily. The chutes would empty into a central collection area in the underground garage for pick-up by the hauler.

Additionally, under the direction of the Solid Waste Department, recycling of building materials has been taking place as the structure is demolished and renovated. The Task Force is appreciative of the efforts being made to include recycling in the early planning and construction process of the new Metro Headquarters building.

10225

## WASTE REDUCTION TASK FORCE

### Waste Reduction Plan for Metro Center Fiscal Year 1992-93

#### Department Representatives:

Finance and Management Information - Pam Juett, (Co-Chair)  
Regional Facilities - Flor Matias, (Co-Chair)  
Council - Marilyn Geary-Symons  
Executive Management and General Counsel - Lisa St. Helen  
Planning - Berthe' Carroll  
Public Affairs - Bryce Jacobson  
Solid Waste - Jennifer Ness  
Solid Waste Facilities - Theresa Mitchell

The first meeting of the 1992-93 fiscal year for the Waste Reduction Task Force at Metro Center was held September 24, 1992. The meeting was attended by co-chairs Flor Matias and Pam Juett, and representatives Bryce Jacobson, Jennifer Ness and Theresa Mitchell. During the meeting the departmental representatives formulated and discussed the waste reduction goals for the 1992-93 year. Following are issues and goals that the Task Force members identified as ones they felt they could pursue throughout this fiscal year. Specific tasks and directions are still to be developed. To that end, the members felt that they wished to meet on a monthly basis between now and December to pursue the development and background work necessary to complete the tasks outlined. The next meeting of the Task Force will be October 29, 1992.

#### REDUCE

1. Create a letter or comment card to be used by Metro staff to send to vendors regarding the minimizing of packaging.

When receiving purchased goods there is often an abundance of packaging materials in the form of boxes, paper, plastic, and cushioning materials. The Task Force would write a comment card explaining Metro philosophy on recycling, and encourage the vendor to seek ways to reduce the amount of packaging, or to use recycled materials in his packaging. Employees receiving goods that are over-packaged could send the card to vendors as a form of feedback to the vendor indicating consumer awareness of over packaging as a problem.

Budgetary Impact - A small amount of staff time would be necessary to create the comment card. Minimal amounts of paper and printing would need to be obtained from the Print Shop. Postage costs would depend on the number of cards being sent out each year, and at this point could not be determined. However, it is unlikely that more than 200 of the cards would be utilized per year. The Office Services postage budget would be able to absorb this expense.

## REUSE

2. **Explore the methods of obtaining usable oils, lubricants, and cleaning materials from the Household Hazardous Waste Facility for use at Metro.**

The Task Force recognizes that unused containers of oils, lubricants, and cleaning materials are often collected at the Household Hazardous Waste Facility. Use of these materials by Metro in fleet vehicles, and to clean offices and rest rooms would accomplish two things. The materials would be utilized and therefore not become a part of the waste stream, and by using products that are identical or similar to those being purchased and used at Metro would reduce expenses in the purchase of those materials.

Budgetary Impact - Impact would be expected to be minimal or in fact act as a supplement the material and services budget, since the goal is to use materials to replace items that are now being purchased. However, the staff time it takes to organize and implement this goal could outweigh any benefit in using the materials if it becomes labor intensive to identify and transport the materials. It is suggested that an investigative and trial period be established to review what would be involved in setting up this program.

## RECYCLE

3. **Conduct a white-paper study on the use of recycled oils and lubricants in the Metro fleet, evaluate and make a recommendation following the study.**

The goal is to compile a comprehensive list of all vehicles used in the Metro fleet, and what types of oil and lubricant products are being used on them. An evaluation will be made on the use of recycled oils and lubricants in the vehicles to replace non-recycled products. A list of local sources of acceptable recycled products available will be compiled.

Budgetary Impact - No budget has been identified at this point other than the staff time it takes to complete the study and make a recommendation.

4. **Expand and encourage the use of recycled paint in the maintenance and upkeep at Metro Center, and in the new construction of the Metro Headquarters building.**

The Task Force has been and will continue to encourage the use of recycled paint both here at Metro Center and in the completion of the new Headquarters building. Plans for use of recycled paint are incorporated in the new building, and recycled paint is already being used as needed in the maintenance and repainting of the current Metro offices.

Budgetary Impact - Cost of recycled paint is less than new paint. Metro has been obtaining free recycled paint. It currently sells for \$6.00 a gallon while new paint is \$15.00 a gallon.

## PROCUREMENT

5. The Task Force would like to support the buy-recycled program with a Metro wide "Recycled Office Products Show".

The Task Force at Metro Center plans to investigate the possibility of inviting a number of vendors of office products to an office product show of recycled items. Vendors would be encouraged to attend with samples of their products made from recycled materials, or which in some way encourage or promote recycling. All Metro departments including the Metro Washington Park Zoo and MERC would be invited to attend.

Budgetary Impact - There should be little if any expense except for staff time to notify the vendors and produce the show. Any expense that is incurred in the development would be covered from the Office Services budget.

## EMPLOYEE MOTIVATION AND TRAINING

6. Utilize the employee phone book as an informational resource by including a waste reduction page.

The Task Force suggests that the Metro phone book would be an ideal vehicle for a one or two page reference section on waste reduction, a policy statement on Metro's recycling efforts, and a list of Department representatives. The book is updated on a regular basis, available to all employees, and is often consulted by employees.

The Task Force will explore this possibility with the Personnel Department for a future issue of the phone book.

Budgetary Impact - Expense would be minimal, consisting of staff time to develop the information, and an extra page or two of paper and printing to the existing phone book.

7. Encourage the showing of the recently produced Solid Waste video on office paper recycling to Metro staff.

The Task Force would like to encourage the viewing of the video on office paper recycling produced by the Solid Waste Department. Task Force representatives will ask their Department heads if they can schedule a showing at their next departmental staff meeting, or if other suitable viewing opportunities could be made available to show the 15 minute video.

Budgetary Impact - No anticipated expenditure of funds other than staff time spent in viewing the 15 minute video.

8. Building Management is preparing a presentation for new staff on building related information to be given during monthly orientation classes including voice mail identified as a goal in the 1991-92 fiscal year. The Task Force would encourage taking

this opportunity to design and conduct short presentations on recycling and other suitable topics for presentation at the same time.

The Task Force would like to encourage development of this type of orientation class for new employees, and suggests that recycling presentations be developed by the Recycling Center, and one on available office services be developed by the Office Services Division. Task Force members representing these areas will outline and plan suitable presentations.

Budgetary Impact - Staff time would be needed to develop and present orientation sessions to new employees. There may be some materials cost but these cannot be identified until the organizational content of each of the programs is outlined or developed. It probably would not need extensive resources other than what are already available at Metro or what could be covered by existing budget resources.

#### COORDINATION AND ADMINISTRATION

9. **Establish more active ties with the Task Force representatives of the Metro Washington Park Zoo and MERC.**

The Metro Center Task Force plans to pursue establishing more active channels of communication with the Zoo and MERC Task Forces. Methods include sharing reports and minutes with the other committees, holding a combined meeting of Task Force chairpersons once a year, and holding at least one joint meeting of all Task Force members.

Budgetary Impact - No impact is expected to the budget.

10. **Solid Waste Division includes geographically remote sites at Metro Central Station, Metro South Station, St. Johns Landfill and Household Hazardous Waste Facility. Through the assigned representative, the Metro Center Task Force will be more active in contacting, soliciting comments and collecting data in the representation of these remote sites.**

Budgetary Impact - No impact is expected to the budget.

11. **The Task Force at Metro Center encourages the publication and dissemination of information on its successful programs in waste reduction.**

An informational letter or publication on successful waste reduction programs at Metro Center will be researched and written. It is suggested that the City of Portland Bureau of Environmental Services, County Wasteshed Representatives, and the Association of Oregon Recyclers among others may be interested in receiving this information.

Budgetary Impact - Potential expenditure of postage money to disseminate the information.

12. The Task Force would request periodic updates from the project manager of the Headquarters building on a variety of subjects relating to recycling at the building.

The subjects the Task Force would like to explore are: status of the recycled products being used in the building; status of the in-house recycling chutes; cloth vs. paper towels in the rest rooms; plans for a dishwasher or sanitizer. The Task Force would also conduct a study on the use of more permanent tableware through the purchase of glassware and silverware by Metro for use by employees.

Budgetary Impact - No impact is expected to the budget for the reports. Discussions needed with Project Coordinator to identify any expenses not already in the furnishings budget to cover reusable tableware.

13. The Task Force will be continuing with the following ongoing projects begun in the 1991-92 fiscal year include:

- Collection and recycling of white & colored ledger paper, newspaper, mixed magazines and catalogs, computer paper, Styrofoam, tin, aluminum, glass and cardboard/brown paper.
- Use of E-mail and expansion of network to reduce memos and paper messages.
- Use of Fax machines to reduce Council agenda distributions.
- Use of previously re-used paper in the form of tablets and paper pads distributed through the Print Shop.
- Distribution of the employee orientation informational flyer.
- Suggestion box in the Employee Lounge.
- Support for a favorable recycling procurement policy and use of recycling language in contracts.

10240

# Good news! Your desk-side recycling service is improving.

Starting March 10, building services staff will empty your desk-side paper recycling bins each Wednesday. And you'll be able to recycle magazines and catalogs.

Please help make recycling at Metro work. First, take a few minutes to read this brochure. It contains important details about what is and isn't recyclable in our program. Then organize your work area to make recycling convenient for you. If you have questions, talk with one of the people listed on the back of this brochure

## What kinds of paper can I recycle?

- White paper
- Magazines/catalogs
- Colored paper
- Newspaper

Please review the sorting guidelines inside this brochure. Pay careful attention to "what stays out" – these materials cannot be recycled with office paper. Keep this brochure as a handy reference.

# Recycling questions or ideas?

We want to hear your suggestions and answer your questions about Metro's recycling program. Talk to one of the in-house waste reduction committee representatives listed below:

Solid Waste: Jennifer Ness, ext. 225  
Transportation: Berthe' Carroll, ext. 132  
Planning and Development: Sherrie Shervey, ext. 327  
Public Affairs and Personnel: Bryce Jacobson, ext. 210  
Executive Management and General Counsel:  
Lisa St. Helen, ext. 204  
Council: Marilyn Geary-Symons, ext. 192  
Committee co-chairs:  
Flor Matias, ext. 182, and Pam Juett, ext. 236

**Note:** If you do not want your desk-side bins emptied for any reason, you must empty them weekly to satisfy fire codes. Contact Barbara Perino, ext. 246, if you do not want your bins emptied.



# Announcing Desk-side recycling with weekly pickup at Metro Center

Be a



desk-side recycler

# Sorting guidelines: desk-side recycling

## What goes in

### How do I get started?

Decide which materials you want to separate for recycling pick up. Most people have desk-side bins for white and colored paper. Then place labeled recycling bins next to your desk for easy sorting as you work. If you don't generate enough magazines/catalogs, newspaper and cardboard to warrant separate desk-side bins, use the central bins located in your department.

### Where do I get recycling bins?

Metro recycling kits – complete with bins, self-stick labels and instructions – are available in the Recycling Information Center on the second floor. Call Bryce Jacobsen at ext. 210 for more information.

Sort the following materials into separate bins.

### Colored ledger

NCR paper  
(no carbon required)  
manila file folders  
bond paper  
notebook paper  
envelopes  
photocopy paper  
unbleached recycled paper  
no glossy paper

### Laser cartridges

Used laser cartridges can be put back in their original boxes and placed in the recycling room (Room 101).

### White ledger

bond paper  
envelopes  
photocopy paper  
notebook paper  
no glossy paper

### Greenbar computer paper

green or blue bar only

(8.5" white computer paper should be recycled as white ledger.)

### Corrugated cardboard/kraft paper

Include only cardboard with wavy center layer and brown kraft paper such as grocery bags.

No flat paperboard such as business card boxes. Flatten boxes and deposit in cardboard bin in recycling room (Room 101).

### Magazines/catalogs

glossy paper  
magazines  
catalogs

## What stays out

The following materials are not recyclable in Metro's program. They will contaminate your recyclables.

blueprints  
candy and gum wrappers  
carbon paper  
plastic window envelopes  
FAX paper  
foil embossed paper  
goldenrod or neon paper

phone books  
paper clips  
paper cups  
paper towels and  
facial tissue  
photographs  
ream wrappers

self-adhesive labels  
spiral binders  
stick-on notes  
polystyrene foam  
tape  
waxed or plastic-coated paper



COMPILATION OF SUGGESTION BOX COMMENTS  
FOR THE IN-HOUSE RECYCLING TASK FORCE

FY 1991-92

- Transportation and Planning Department throws away a large amount of paper used for maps. Can't something be done to try and recycle them?
- Energy saving tips: We could take the fluorescent bulbs out of the Coke and Pepsi machines.
- Set up plastics recycling bins: we could bring plastics from home too.
- Install a can crusher in the lunchroom.
- Get rid of the paper towels in the restrooms and replace with cloth roller towels.
- Install a dishwasher or sink to allow us to use reusable dishes and utensils instead of disposable.
- I like recycling pick-up. Can we work with vendors (Boise Cascade, for instance) to reduce packaging? There's a lot of unnecessary paper and boxes used.
- Mostly I think the program is going really well. The one problem I have is getting rid of the cardboard. Most of the time the room is locked, and I don't usually carry my keys. Also, what if we have a large supply of paper that we need to get rid of today? There are no containers for our use. Thanks for asking how we feel. Keep up the good work!
- Newspaper pick-up just did not happen. I finally took them over to the RIC myself. Also, what about cardboard? Is it to be picked up?
- Frequency of pick-up is too often. I rarely have enough to justify pick-up. Also it is disruptive if I am in my office.
- You guys are doing a great job--thanks for your efforts!
- I like it, it works well for me.
- You're doing great! I love desk-side pick up and magazines too!
- It seems to be working very smoothly. Thank you!
- Yes! Good job!
- Love it!
- You're doing great! Keep up the good work!

Project \_\_\_\_\_  
Contract No. \_\_\_\_\_

## PERSONAL SERVICES AGREEMENT

THIS AGREEMENT is between the METROPOLITAN SERVICE DISTRICT, a municipal corporation organized under ORS Chapter 268, referred to herein as "Metro," located at 2000 S.W. First Avenue, Portland, OR 97201-5398, and \_\_\_\_\_, referred to herein as "Contractor," located at \_\_\_\_\_.

In exchange for the promises and other consideration set forth below, the parties agree as follows:

1. Duration. This personal services agreement shall be effective \_\_\_\_\_ and shall remain in effect until and including \_\_\_\_\_, unless terminated or extended as provided in this Agreement.

2. Scope of Work. Contractor shall provide all services and materials specified in the attached "Exhibit A -- Scope of Work," which is incorporated into this Agreement by reference. All services and materials shall be provided by Contractor in accordance with the Scope of Work, in a competent and professional manner. To the extent that the Scope of Work contains additional contract provisions or waives any provision in the body of this Agreement, the Scope of Work shall control.

3. Payment. Metro shall pay Contractor for services performed and materials delivered in the maximum sum of \_\_\_\_\_ AND \_\_\_\_\_/100THS DOLLARS (\$\_\_\_\_\_), in the manner and at the time specified in the Scope of Work.

4. Insurance.

a. Contractor shall purchase and maintain at the Contractor's expense, the following types of insurance, covering the Contractor, its employees, and agents:

(1) Broad form comprehensive general liability insurance covering personal injury and property damage, with automatic coverage for premises, operations, and product liability. The policy must be endorsed with contractual liability coverage; and

(2) Automobile bodily injury and property damage liability insurance.

b. Insurance coverage shall be a minimum of \$500,000 per occurrence, \$250,000 per person, and \$50,000 property damage. If coverage is written with an annual aggregate limit, the aggregate limit shall not be less than \$1,000,000.

c. Metro, its elected officials, departments, employees, and agents shall be named as ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to Metro 30 days prior to the change or cancellation.

d. Contractor, its subcontractors, if any, and all employers working under this Agreement are subject employers under the Oregon Workers' Compensation Law and shall comply with ORS 656.017, which requires them to provide Workers' Compensation coverage for all their subject workers. Contractor shall provide Metro with certification of Workers' Compensation insurance including employer's liability.

e. If required by the Scope of Work, Contractor shall maintain for the duration of this Agreement professional liability insurance covering personal injury and property damage arising from errors, omissions, or malpractice. Coverage shall be in the minimum amount of \$500,000. Contractor shall provide to Metro a certificate of this insurance, and 30 days' advance notice of material change or cancellation.

5. Indemnification. Contractor shall indemnify and hold Metro, its agents, employees and elected officials harmless from any and all claims, demands, damages, actions, losses and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Agreement, with any patent infringement arising out of the use of Contractor's designs or other materials by Metro and for any claims or disputes involving subcontractors.

6. Maintenance of Records. Contractor shall maintain all of its records relating to the Scope of Work on a generally recognized accounting basis and allow Metro the opportunity to inspect and/or copy such records at a convenient place during normal business hours. All required records shall be maintained by Contractor for three years after Metro makes final payment and all other pending matters are closed.

7. Ownership of Documents. All documents of any nature including, but not limited to, reports, drawings, works of art and photographs, produced by Contractor pursuant to this Agreement are the property of Metro, and it is agreed by the parties that such documents are works made for hire. Contractor hereby conveys, transfers, and grants to Metro all rights of reproduction and the copyright to all such documents.

8. Project Information. Contractor shall share all project information and fully cooperate with Metro, informing Metro of all aspects of the project including actual or potential problems or defects. Contractor shall abstain from releasing any information or project news without the prior and specific written approval of Metro.

9. Independent Contractor Status. Contractor shall be an independent contractor for all purposes and shall be entitled only to the compensation provided for in this Agreement. Under no circumstances shall Contractor be considered an employee of Metro. Contractor shall provide all tools or equipment necessary to carry out this Agreement, and shall exercise complete control in

achieving the results specified in the Scope of Work. Contractor is solely responsible for its performance under this Agreement and the quality of its work; for obtaining and maintaining all licenses and certifications necessary to carry out this Agreement; for payment of any fees, taxes, royalties, or other expenses necessary to complete the work except as otherwise specified in the Scope of Work; and for meeting all other requirements of law in carrying out this Agreement. Contractor shall identify and certify tax status and identification number through execution of IRS form W-9 prior to submitting any request for payment to Metro.

10. Right to Withhold Payments. Metro shall have the right to withhold from payments due to Contractor such sums as necessary, in Metro's sole opinion, to protect Metro against any loss, damage, or claim which may result from Contractor's performance or failure to perform under this Agreement or the failure of Contractor to make proper payment to any suppliers or subcontractors.

11. State and Federal Law Constraints. Both parties shall comply with the public contracting provisions of ORS chapter 279, and the recycling provisions of ORS 279.545 - 279.650, to the extent those provisions apply to this Agreement. All such provisions required to be included in this Agreement are incorporated herein by reference. Contractor shall comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations including those of the Americans with Disabilities Act.

12. Assignment. This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstance, be assigned or transferred by either party.

13. Termination. This Agreement may be terminated by mutual consent of the parties. In addition, Metro may terminate this Agreement by giving Contractor five days prior written notice of intent to terminate, without waiving any claims or remedies it may have against Contractor. Termination shall not excuse payment for expenses properly incurred prior to notice of termination, but neither party shall be liable for indirect or consequential damages arising from termination under this section.

14. No Waiver of Claims. The failure to enforce any provision of this Agreement shall not constitute a waiver by Metro of that or any other provision.

15. Modification. This Agreement is the entire agreement between the parties, and may only be modified in writing, signed by both parties.

CONTRACTOR

METROPOLITAN SERVICE DISTRICT

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

# METRO RECYCLES

## **Metro's role in waste reduction and recycling**

Many of Metro's programs touch on "quality of life" issues such as transportation, urban growth, water quality and parks and recreation. One of our major responsibilities lies in solid waste management and recycling. The Solid Waste Department operates two solid waste transfer stations and manages a number of recycling programs. Some of Metro's most successful recycling services are the school education program, the Recycling Information Center, waste consultations for businesses and home compost demonstration centers.

The Portland area's recycling rate is about 38 percent — one of the highest in the nation. The goal is to increase that to 45 percent by 1995. The in-house program can help us achieve this goal and be a model for other organizations promoting recycling in the workplace.

## **The In-House Recycling Program**

The "Metro Recycles" program officially started in September 1991 with the adoption of waste reduction and recycling guidelines. The guidelines list ways to reduce, reuse, recycle and buy recycled products and set up recycling committees at Metro Center, the Metro Washington Park Zoo and the Metropolitan Exhibition-Recreation Commission. Each facility has its own special program managed by employee volunteers.

## **Some of the projects Metro is proud of include:**

- providing deskside office paper recycling.
- purchasing recycled and recyclable products.
- using yard debris compost and retread tires.
- printing double-sided copies, preparing executive summaries, reusing scrap paper and sending information electronically to reduce the amount of paper used.
- recycling at the zoo's food service facilities and at the summer concert series.
- recycling theater/event programs at the Portland Center for the Performing Arts, Coliseum and Oregon Convention Center.
- incorporating construction site recycling and building materials with recycled content in the renovation of the Metro headquarters building.

## **For more information:**

As a Metro employee, you have recycling information at your finger tips. Stop by the Public Affairs Department and the Recycling Information Center to find out more about recycling at home and at work. Your department's coordinator has a copy of the guidelines and information on the waste reduction and recycling opportunities in the area where you will be working.





Council  
10/22/92  
3.2

## METROPOLITAN GREENSPACES PROGRAM GREENSPACES RESTORATION GRANTS

**Description:** The Metropolitan Greenspaces Program and Master Plan outline specific tasks to support the restoration and enhancement of degraded urban natural areas. Some of these areas are in highly populated and developed locations; some are in less urbanized areas. The program provides grants for "on the ground" restoration activities at sites throughout the four-county metropolitan area and technical assistance as well. Restoration activities of degraded natural areas, including the use of bio-engineering techniques and extensive use of native plants, are generally new concepts. These projects will serve as models for the region and nation.

**Local Partnerships:** The restoration projects have brought together cities, counties, special districts, schools, colleges, state and federal agencies, and neighborhood organizations in working to protect our wetlands, streams and river banks and riparian zones, and upland greenspaces. Volunteers, school kids, at-risk youth, private property owners and neighbors near the sites have all participated in the actual work. During the first year of the program, about \$1 million in local resources and volunteer hours were leveraged by the Greenspaces funds.

**Funding:** The Greenspaces Program has allocated \$450,000 for restoration activities for a two year period. An additional \$200,000 may be available for a third year. Funding comes from the U.S. Fish & Wildlife Service via a Congressional appropriation obtained through the assistance of Sen. Mark Hatfield and Rep. Les AuCoin.

### Project List:

#### *Year One:*

- North Clackamas Park in Milwaukie
- Bybee-Howell Territorial Park on Sauvie Is.
- Fern Hill Wetlands in Forest Grove
- Jackson Bottom in Hillsboro
- Ball Creek in Lake Oswego
- Fowler Jr. High/Fanno Creek in Tigard
- Balch Creek in Forest Park in Portland
- Burnt Bridge Creek in Clark County
- Little Peoples' Park in Beaverton
- Butler Creek in Gresham
- Newell Creek in Oregon City
- Leach Garden/Johnson Creek in Portland
- Willamette Park/Tualatin River in West Linn

#### *Year Two:*

- Audubon Sanctuary in northwest Portland
- Turner Creek Park in Hillsboro
- Beggars Tick Marsh in east Multnomah Co.
- April Hill Park in southwest Portland
- Burnt Bridge Creek in Vancouver
- Binford Lake in Gresham
- Ball Creek in Lake Oswego
- PCC Rock Creek Campus
- Marine Park along the Columbia in Vancouver
- Stella Olsen Park and Wetlands in Sherwood
- Hiteon Creek in Beaverton
- River Resources Museum in Clackamas Co.
- Oaks Bottom in southeast Portland
- Santee Palisades in Troutdale
- Mill Creek/WSU Campus in Clark County
- Jackson Bottom in Hillsboro
- Scott Park in Milwaukie
- Fanno Creek Park in Tigard
- Gabriel Park in southwest Portland

### For more information:

Contact the Greenspaces Planning Staff  
Metro, 2000 S.W. First Ave., Portland, OR 97201  
(503) 220-1186

# THE GARDEN FESTIVAL AS A TOOL FOR LANDSCAPE RESTORATION

David Ausherman, Metropolitan Greenspaces  
Travel Itinerary

Council  
10/22/92  
3.2

## INNER CITY RESTORATION SITES

### London

#### Interviews

Alan Tate, former director of BCP Hong Kong (Garden Festivals). Alan has been quite vocal about the festival concept in professional as well as media circles. He was recently back from the Landscape Institute Conference, and we also discussed some of the current issues in the profession in the UK.

David Goode, director of the London Ecology Unit. Dr. Goode's work has strongly influenced the Metropolitan Greenspaces program, his having undertaken a similar process in London and surrounding boroughs. We hope to have him in Portland again early next year.

David Curson, senior ecologist with the London Ecology Unit, has been largely responsible for the last two borough handbooks published by the London Ecology Unit.

#### Site Visits 17-20 September

Ecological restoration sites in London's inner city. Each of these site visits includes photographs.

Camley Street Natural Park  
Gunnersbury Triangle Nature Reserve  
Highgate Cemetery  
Lavender Pond Nature Park  
Nunhead Cemetery  
Parkland Walk  
Stave Hill Nature Park

## GARDEN FESTIVAL SITES

### Edinburgh/Glasgow

#### Interviews

Peter McGowan, editor of Landscape Scotland Quarterly, and practitioner in Edinburgh. As editor of the local professional journal he monitored planning, construction and subsequent development of the Festival site. Peter's office was commissioned for a walled garden exhibit at the Glasgow Garden Festival by the English Gardeners Guild.

Ian White, winner of the Maritime Garden component of the Glasgow Garden Festival. His practice in Glasgow has been responsible for much of the reclamation and urban renewal in the region. His 'Land and Water' garden was intended as a permanent park, but has since been all but abandoned.

Rodney Beumont, William Gillespie's Glasgow office. Gillespie contributed to an economic study commissioned by the Department of the Environment. I was unable to obtain a copy during my visit.

#### Site Visits

Glasgow Garden Festival site 4 years after the end of the festival. Many felt that the festival was compromised by the subsequent uses being dominated by commercial and housing uses; and that the site selection should have focused on development of permanent open space. It is generally considered the worst of the Festival sites.

### Durham

Brian Clouston, who first proposed the Garden Festival concept to the British government and sold the idea to the Merseyside Council (Liverpool). His office prepared the reclamation and landform plans for the Liverpool festival site. Brian has also been an advisor for two graduate studies on garden festivals, and provided me copies of the reports.

### Liverpool

Liverpool International Garden Festival site to observe restoration progress and redevelopment efforts. This was the first Garden Festival site in 1984 and has undergone various transitions in the course of subsequent years.

### Cardiff Bay

Cardiff Bay Barrier. There is currently a proposal to install a barrier, similar to the one in the Thames below London, across Cardiff Bay to create an impounded fresh water lake. It is hoped that it will provide an economic stimulus and focus for residential and commercial development as well as recreation. Since this was a major topic of discussion at the Landscape Institute meeting on the 19th and 20th September in Cardiff (which I heard from Alan Tate and Jon Marshall), I took the opportunity to visit the site and the interpretive display.

### Ebbw Vale

Ebbw Vale Garden Festival prior to closing in October. Site visits were made on Friday and Saturday to see how well the design worked with and without crowds. The exhibits and master plan will be evaluated in some detail in the final report.

# THE ROLE OF GARDEN FESTIVAL IN LANDSCAPE RESTORATION

## Executive Summary

### **Liverpool International Garden Festival: The Beginnings of the British Interpretation.**

In 1984 the UK hosted the Liverpool International Garden Festival, the first of its kind in the country. Constructed on a former petrochemical storage yard and an abandoned land fill site along the Mersey River, the first step was a major reclamation and restoration effort. This effort included installation of a methane recovery system, capping of the stabilized land fill, and a planting program to assure long-term stability of the landform. After the summer season, which included charged admission to the exhibits and events surrounding the Festival, the ultimate uses of the lands delineated by the Master Plan were implemented. The majority of the site, in this case, remained as open space, including a riverfront promenade and sports arena. Other parts of the site were to be converted to housing and commercial/industrial uses. The IGF in Liverpool initiated a series of similar festivals which have been hosted by different cities in the UK every two years since 1984.

### **The German Model Focuses on the Creation of Permanent Public Open Space.**

The Garden Festival concept, or Bundesgartenschau, originated in West Germany in the 1950's as a means of providing open space in deficient sections of cities, and to promote tourism and private sector investment in the country's urban areas. They are held at two year intervals, with a Federal Festival every 10 years and provincial festivals every 2 years. They typically allow at least 5-7 years for the extensive planning required for successful, well-designed festivals. Each one has contributed significantly to the open space of the host cities, as well as to major urban infrastructure components in some cases. All festivals, in the German model, do not require new sites; in some cases a previous site will again host a festival in order to further upgrade the facility.

### **The British Garden Festival incorporated Urban Renewal, Economic Development and Open Space.**

The English translation of the concept began to be defined at Liverpool IGF, and has been articulated in the development of the other festival sites. The focus changed from creation of permanent open space, as per the German model, to an uneasy hybrid of urban renewal, tourism and economic development with a wavering and uncertain commitment to public land. The continually moving goals have made the evaluation of success a difficult process. The full report will include summaries of other Festival Sites in Britain (Glasgow, 1988 and Liverpool, 1984) and attempt to evaluate some of the successes and shortfalls of each.

### **Applicable Concepts: Public/Private Partnerships and Demonstration Projects.**

The British experiment, however, was an important foray into previously unknown territory, and is instructive in its potential application in this country. Including a redevelopment component in the concept of Garden Festival development is a compelling idea. It creates a useful bridge between the public and private sectors which, potentially, could help alleviate the cost of restoration and the generation of new open space. Land restoration may well be a major source of open space in the future. The Festival also provides an opportunity to showcase new housing construction techniques, density demonstrations, native planting and water quality issues. Other economic benefits, as has been shown in previous festivals, are not confined to the site itself, but are spread throughout the community.

### **Garden Festivals may allow the realization of larger, more complex objectives.**

The Festival provides a mechanism for the realization of complex open space schemes which can be largely reimbursed by private festival participants and visitor entrance fees charged for the duration of the festival season. The Garden Festival concept is not unlike our World's Fair, except for a much more low key approach and considerably lower cost of development. Unlike World's Fairs of recent years, however, some of the British Garden Festivals have approached reasonable reimbursement of development investment.

### **Landscape Restoration remains the Primary Purpose.**

The fundamental principal of the German Garden Festival is engaging the public and private sectors in cooperatively restoring a derelict site, developing permanent park and recreational facilities, and promoting the host city to both casual visitors and potential permanent residents and employers. Both the English and the Germans have recognized that restoration of land represents an important source of new open space in the future. The proportion of public land assured is the primary difference between the two interpretations.



**EBBW VALE NATIONAL GARDEN FESTIVAL, 1992**  
**'THE EVENT OF THE DECADE'**

**Landscape Restoration is the overarching principal driving UK Garden Festivals.**

Ebbw Vale, in southern Wales, was the last of 5 festivals to which the British Government committed. The planning and implementation benefitted from the successes and failures of the previous festivals including Liverpool (1984), Stoke-on-Trent (1986), Glasgow (1988), and Gateshead (1990). The primary focus of the Garden Festival concept, however, is the restoration of derelict land to positive new uses. The Festival is, in part, a celebration of restored land embedded in the concept of 'new lands for old'. At Ebbw Vale it is symbolized by the land sculpture of Mother Earth at the edge of the restoration area.

**The Landscape Setting of the Festival Site can be a factor of great importance.**

Ebbw Vale is in the region of Wales known as the Valleys. Throughout most of the 19th century and well into the 20th it was a region of coal and steel production. During the 1950's the demand for coal diminished. The Clean Air Act also restricted processes involved in steel production systems, and by the 1960's the steel plant was closed.

**Festivals concentrate on large sites in need of restoration with after-use planned from the outset.**

At Ebbw Vale, restoration of the 185 acres of slag heaps and other industrial debris began in 1986 and cost approximately £20 million, or about \$37 million. Following closure of the festival two thirds of the land will be developed in a mixed use plan of residential, village center, business area and technology park. The core of Festival Park, approximately one third of the total, will be retained as a permanent open space. Most of the infrastructure and associated plantings installed for the festival will be retained and incorporated into the new development.

**'Festival' is expressed in structure and the broad range of events throughout the festival season.**

Temporary gardens incorporate many fanciful ideas and structures and are sponsored by public or private means. Festival is expressed through architecture, installations or events. Musicians, comedians, story-tellers and roaming 'period' groups provide entertainment throughout the season. Staged in a tension structure, these activities provide a welcome rest from walking, or shelter from the occasional rain shower.

**Artifacts provide input from the Artistic, Business and Industrial Communities.**

Various elements, which I term artifacts, are incorporated as an overlay on the layout. These include informal seating arrangements, sculptures integrated into the landscape, or remnants of industrial archaeology. Both public and private participants provided these at Ebbw Vale.

**Horticulture has been re-introduced as an integral component of the festival season.**

The German model showcases horticulture as a key element of the Festival Season. New plant hybrids are often introduced, and floral displays abound. Ebbw Vale included both indoor and outdoor floral displays.

**Restored derelict land is the main prize of the Garden Festival.**

However, apart from the restoration of land, there are other benefits to the host city; in this case Ebbw Vale. This is not intended as a model for a local Festival, but is the latest formula attempted in Britain. On the 142 acre Festival Site the following will be accommodated:

**Infrastructure construction or improvements:**

- Rebuilt culvert conveying the Ebbw Vale River beneath the site (?!);
- Primary services and circulation through the site (approximately 21 acres);

**Permanent facilities:**

- Hothouse;
- Oriental Pavilion;
- Wetland and associated building.

**Development lands for various uses:**

- Permanent Festival Park (63 acres);
- Housing (34 acres for 500 homes);
- Business Park (12.5 acres);
- Village Center (12 acres);
- Technology Area (23.5 acres).

**Tourism and Economic Development:**

- More visitors in one season than in many ordinary years combined;
- Visitors contributing to the community economy;
- Tourists extending their holidays in Wales.

## **PRELIMINARY RECOMMENDATIONS**

### **WHERE DO WE GO FROM HERE?**

The following recommendations assume that the Planning Department is authorized to proceed with research and development of the Garden Festival Concept as it could be realized in the Metropolitan Region. These are not intended to be presumptuous, but rather to define some of the basic stages of planning which should be considered. The Garden Festival Concept has proven itself in Germany (*Bundesgartenschau*), Holland (*Floriade*), and, most recently, in the United Kingdom (*National and International Garden Festivals*). Whether Metro or another agency chooses to pursue the idea, it seems sufficiently compelling to merit exploration with a view to adaptation to the particular needs of this region.

#### **Assemble a Working Group to study the possible application of the concept in this region.**

I have encountered considerable interest from a broad range of individuals in the region including: Earl Blumenaur, Linda Dobson (Commissioner Lindberg's Office), Tom Liptan (City of Portland, BES) Mike Houck (Audubon Society, Urban Streams Council), Esther Lev (Urban Streams Council), Ethan Seltzer (Portland State University), Chris Carlson (National Park Service), and others with whom I have spoken. We were unanimous in believing that this region should be the first to stage a Festival.

#### **Invite Brian Clouston to address the Committee and other Interested Parties.**

Mr. Clouston introduced the Festival Concept to the British Government after visiting several of the German Festival sites during the 1970's and 80's. His extensive background in landscape restoration helped define the Government's commitment to identifying derelict sites as a necessary criterion in site selection. He has long been an advocate for landscape restoration, and has completed many reclamation and restoration projects throughout the UK. Mr. Clouston has accepted an invitation to participate on the Policy Committee of the American Society of Landscape Architects and will be visiting the United States at least twice a year. I believe his early input could help avoid many of the mistakes made in the UK.

#### **Obtain Tourism Development Grant from Oregon State Lottery Funds.**

A Festival could not only achieve the principal aim of land restoration, but could also attract considerable tourism to the region. Hundreds of thousands of tourists already pass through the region on their way to other destinations. Many of these could be diverted for a day or more to attend a Festival. The single most asked question regarding Portland Metropolitan Region as a potential site was its ability to attract the number of visitors necessary to fund its development. I believe we most assuredly can.

#### **Visit the Federal Festival in Germany next summer to compare with the British interpretation.**

It is important to have all the information available. The Germans have had 40 years of experience, resulting in very high standards of open space development using this mechanism. This Festival (in Munich, I believe) is the only opportunity this decade to experience, first hand, the most extensively articulated version of the original concept. We should also observe the results of their commitment to open space as the overarching principal of the Garden Festival and take the opportunity to visit other festival sites in the country.

#### **Define the Principals most appropriate to this region.**

Based upon the synthesis achieved by comparing the German and British models, the Festival will begin to take an appropriate form for this region. One possibility might be a Willamette Greenway Festival which would coordinate restoration efforts to complete the Greenway through the Metropolitan Area and beyond.

#### **Begin a Site Selection Process based on Committee findings.**

There are several sites which have been mentioned in my discussions of the concept with various people. These include the PGE and Schnitzer properties across from Metro's current offices, the Rhone-Poulenc creosote storage yard in North Portland, and the Publishers Paper site in East County. Each of these, and others which may emerge, should be considered according to the criteria developed by the Committee.

#### **Develop Advisory Committees for Implementation.**

As in the Metropolitan Greenspaces Program, these committees should represent those interests most affected and informed, and assure appropriate expertise and jurisdictional representation. The specific members will be determined by the Working Group to be most reflective of the needs and goals of the Festival Site,

**LONDON'S INNER CITY RESTORATION SITES**  
**A MODEL FOR THE METROPOLITAN GREENSPACES RESTORATION PROGRAM**

**Camley Street Natural Park**

**Inner City Natural Areas are generally quite small and are designed for a high level of human use.**

Camley Street encompasses only 2.2 acres, but provides opportunities for children to experience the natural environment without having to travel long distances to larger reserves outside the city. About 10,000 school children visit the site each year. It is considered one of the premier sites in London, recommended by both David Goode and David Curson as one of the best examples of the inner-city natural area concept.

**Natural parks are usually restored wasteland sites.**

The site at Camley Street was used as a coal storage between 1870 and the mid 1950's, and had been derelict since that time. It was purchased in 1981 by the Greater London Council to create a nature park. Plans were drawn during 1982 with construction completed during 1983-84. The site presented several problems which cast some doubt on the success of land restoration. The former storage yard was, in areas, covered by up to 3 feet of coal dust which was reshaped into the berms along Camley Street.

**Access by public transportation and restoration are key elements in identification of potential sites.**

Adjacent to the Regents Canal (1820) and a short walk from Kings Cross (1852) and St. Pancras (1868) Stations, Camley Street Nature Park is surrounded by light industry, gas storage tanks, and mainline trains. It is accessible from every part of the City of London by tube, train and bus.

**The Sites represent Ecological Diversity.**

A series of ecological systems are re-created in the garden. These range from the meadow and wet meadow, immediately outside the nature center, to wet woodland, open pond, and wetlands. The eastern boundary of the park is bermed and planted to upland woodland species. The pond and wetlands are filled by the adjacent Regents Canal, which displays quite high water quality. The dominant planting consists of native species with some naturalized plants which attract special butterflies.

**Interpretation and Education are often integrated into Operation of the Park.**

A pre-fabricated nature center, donated to the park, includes a classroom, interpretation area, small kitchen, office and toilets and is fully accessible to the handicapped. Camley Street employs a full-time teacher, full-time project manager, and a summer play leader. Classes visit the site for a morning or afternoon with their teachers as an integral part of their studies. The demand is so high that bookings must be made over a year in advance.

**Children's Studies and Observations are incorporated into Site Monitoring.**

Students' observations, in conjunction with those of their teachers, are used in the on-going monitoring of vertebrate and invertebrate species associated with the site. Camley Street is known for unusual butterflies and dragon flies. Some birds, unusual in London, have been observed utilizing the site. Several species nest on the site.

**The Local Community participates in management of the site.**

Local support for the Natural Park began during the planning phases, and continues in the form of volunteer groups and daily use of the park by residents. One of the most important contributions are volunteer wardens from the community who keep the park open at the weekend. It is felt by many that because of this local support, vandalism has been virtually non-existent since opening the park in 1985 even though there are informal access points to the site.



Council  
10/22/92  
3.2

## METROPOLITAN GREENSPACES PROGRAM GREENSPACES RESTORATION GRANTS

**Description:** The Metropolitan Greenspaces Program and Master Plan outline specific tasks to support the restoration and enhancement of degraded urban natural areas. Some of these areas are in highly populated and developed locations; some are in less urbanized areas. The program provides grants for "on the ground" restoration activities at sites throughout the four-county metropolitan area and technical assistance as well. Restoration activities of degraded natural areas, including the use of bio-engineering techniques and extensive use of native plants, are generally new concepts. These projects will serve as models for the region and nation.

**Local Partnerships:** The restoration projects have brought together cities, counties, special districts, schools, colleges, state and federal agencies, and neighborhood organizations in working to protect our wetlands, streams and river banks and riparian zones, and upland greenspaces. Volunteers, school kids, at-risk youth, private property owners and neighbors near the sites have all participated in the actual work. During the first year of the program, about \$1 million in local resources and volunteer hours were leveraged by the Greenspaces funds.

**Funding:** The Greenspaces Program has allocated \$450,000 for restoration activities for a two year period. An additional \$200,000 may be available for a third year. Funding comes from the U.S. Fish & Wildlife Service via a Congressional appropriation obtained through the assistance of Sen. Mark Hatfield and Rep. Les AuCoin.

### Project List:

#### *Year One:*

- North Clackamas Park in Milwaukie
- Bybee-Howell Territorial Park on Sauvie Is.
- Fern Hill Wetlands in Forest Grove
- Jackson Bottom in Hillsboro
- Ball Creek in Lake Oswego
- Fowler Jr. High/Fanno Creek in Tigard
- Balch Creek in Forest Park in Portland
- Burnt Bridge Creek in Clark County
- Little Peoples' Park in Beaverton
- Butler Creek in Gresham
- Newell Creek in Oregon City
- Leach Garden/Johnson Creek in Portland
- Willamette Park/Tualatin River in West Linn

#### *Year Two:*

- Audubon Sanctuary in northwest Portland
- Turner Creek Park in Hillsboro
- Beggars Tick Marsh in east Multnomah Co.
- April Hill Park in southwest Portland
- Burnt Bridge Creek in Vancouver
- Binford Lake in Gresham
- Ball Creek in Lake Oswego
- PCC Rock Creek Campus
- Marine Park along the Columbia in Vancouver
- Stella Olsen Park and Wetlands in Sherwood
- Hiteon Creek in Beaverton
- River Resources Museum in Clackamas Co.
- Oaks Bottom in southeast Portland
- Sandee Palisades in Troutdale
- Mill Creek/WSU Campus in Clark County
- Jackson Bottom in Hillsboro
- Scott Park in Milwaukie
- Fanno Creek Park in Tigard
- Gabriel Park in southwest Portland

### For more information:

Contact the Greenspaces Planning Staff  
Metro, 2000 S.W. First Ave., Portland, OR 97201  
(503) 220-1186



# METROPOLITAN Greenspaces

*A Cooperative Regional System of Natural Areas  
Open Space, Trails and Greenways  
for Wildlife and People*

## ENVIRONMENTAL RESTORATION ACTIVITIES Metropolitan Greenspaces Master Plan

### LEGEND

- Regionally Significant Greenspace in Public Ownership (8% Protected)
- Remaining Natural Areas (92% Currently Unprotected)
- Potential Regional Greenways (Currently Unprotected Floodplains)
- Restoration Projects 1991-92
- Restoration Projects 1992-93

Urban Growth Boundary (Contains Urbanized Area)

METROPOLITAN SERVICE DISTRICT

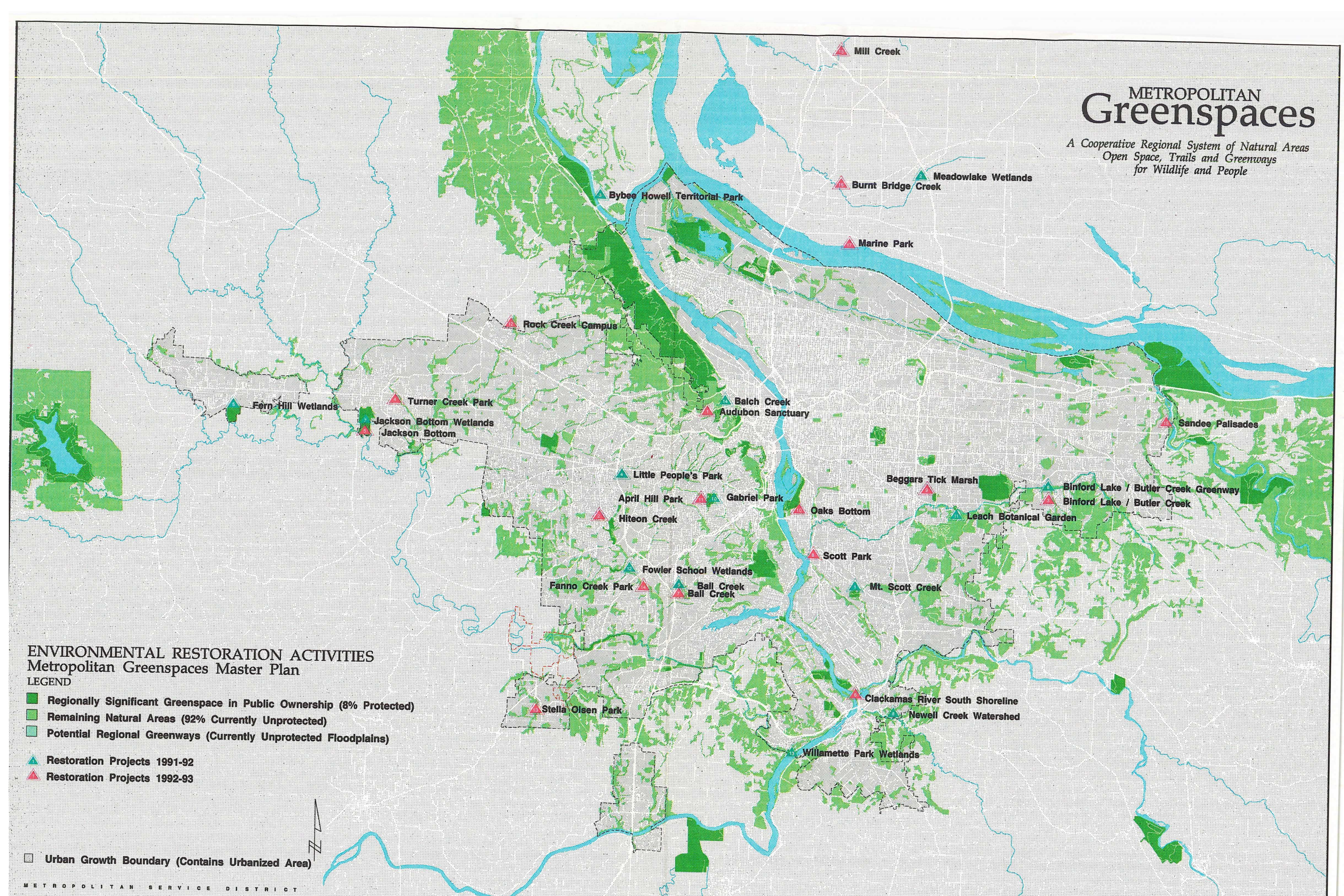




EXHIBIT A

## ACKNOWLEDGEMENTS

### ***Bureau of Parks and Recreation***

Charles Jordan, Director  
Ron Maynard, Operations Manager  
Rich Gunderson, Recreation Manager  
Margie Harris, Financial Officer  
Fontaine Hagedorn, Resource Development Manager

### ***Commissioner of Public Affairs***

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### ***Citizens Steering Committee***

Walt Amacher, Oregon Road Runners Club  
Carol Anderson, Oregon Road Runners Club  
Linda Bauer, SE Uplift & Johnson Creek Coordinating Committee  
Sheila Cox, Access Oregon  
Mark Hahn, Bicycle Transit Alliance  
Richard Hall, Portland Urban Mountain Pedallers  
Carol Hoeger, Oregon Equestrian Trails  
Steve Johnson, Friends of Johnson Creek & neighboring property owner  
Ray Koistinen, Foster Area Business Association  
Shoshanna Marler, Shared Outdoor Adventure Recreation  
Barbara Walker, 40 Mile Loop Land Trust  
Donna Wolf, Volkssporters

### ***Agency Steering Committee***

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Pete Bond, Oregon State Parks  
Steve Bricker, Portland Parks Trails Manager  
Evelyn Brown, Portland Bureau of Traffic Management  
Julee Conway, City of Gresham Parks & Recreation Division  
Roger Brown, North Clackamas Park & Recreation District  
Jim Davidson, Mt. Hood National Forest  
Diana Jensen, Clackamas County Parks  
Ed Pickering, Multnomah County  
Don Robertson, City of Milwaukie  
Jim Sjulín, Portland Parks Natural Resources Foreman  
Jeff Smith, Portland Bike Program  
Jim Soli, Bureau of Environmental Services  
Jack Stiverson, U.S. Forest Service

The Springwater Corridor Master Plan could not have been developed without the active participation of Portland's citizens. The Friends of Springwater Corridor have been an enthusiastic and helpful support group.

*Information on the Springwater Corridor can be obtained from:*

*Portland Parks & Recreation  
1120 SW Fifth Ave., Room 1302  
Portland, OR 97204 (503)796-5193*

# SPRINGWATER CORRIDOR MASTER PLAN

## VISION STATEMENT

*The Springwater Corridor preserves natural surroundings in an area where few natural spaces remain. It creates a refuge from urban bustle and the dangers of automotive traffic by linking city neighborhoods and rural communities with trails designed for walking, bicycling and horseback riding. Meeting community needs for beauty, recreation and safety drive planning and upkeep of the Corridor, and are essential to making it an inviting natural refuge and recreation asset.*

*The Corridor gives direct access to trails along the Willamette River and to a variety of parks in southeast Portland, Boring and Gresham, as well as to a wilderness trails in the Mount Hood National Forest. Ultimately, it will connect to the Pacific Crest Trail.*

*The Springwater Corridor is more than a recreation resource: crossing Johnson Creek nearly a dozen times, it preserves an environment in which wildlife native to Johnson Creek, the last free-flowing stream in urban Portland, can thrive after years of neglect. Residents and visitors can better appreciate the heritage of nearby communities by enjoying historical markers along the Corridor telling stories of the railroad, European settlers, and indigenous people who once depended on the land and Johnson Creek as a waterway and source of life.*

*The Springwater Corridor invites residents and visitors of all ages to meet, play, contemplate nature and learn more about the city we live in.*

# **SPRINGWATER CORRIDOR MASTER PLAN**

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# **SPRING WATER CORRIDOR MASTER PLAN**

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# SPRINGWATER CORRIDOR MASTER PLAN

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# **SPRINGWATER CORRIDOR MASTER PLAN**

## **CHAPTER 1**

### **INTRODUCTION**

The Springwater Corridor extends from SE McLoughlin Boulevard to the community of Boring; it was developed in 1903 for rail service. The corridor was also known as the Portland Traction Company line, the Cazadero line, and the Bellrose line. It was acquired by the City of Portland Park Bureau in February, 1990 as part of the 40 Mile Loop. The corridor is part of a much longer rail system that extended beyond McLoughlin and Boring: on the west side of McLoughlin it paralleled the Willamette River into downtown Portland (this section is currently an operating short line freight operation known as the East Portland Traction Company) and on the south side of Boring it continued to Estacada (this section was abandoned 60 years ago and is currently held by the State of Oregon).

[location map of the Corridor]

Master planning for the Corridor began in 1991. The project was accomplished through the Park Bureau's Planning Section, with the active involvement of citizens, other agencies, Commissioner Lindberg's office, the Johnson Creek Corridor Committee, and the Operations Division of the Park Bureau.

#### **A. Purposes of the document**

This document is intended to:

- Guide the design and development of the Springwater Corridor into a premier recreation corridor;
- Establish policies that relate to managing property within the Corridor and maintaining its condition;
- Record the history of the Corridor to date;

# **SPRINGWATER CORRIDOR MASTER PLAN**

- Document the plan process and establish a mechanism to review the plan and its implementation;

## **B. The 40 Mile Loop & the Springwater Corridor**

The 40 Mile Loop is a concept which dates back to 1903, when a group of Portland boosters hired the renowned landscape architectural firm of the Olmsted Brothers to develop a master plan for parks and boulevards in the city. The resulting Olmsted Plan formalized the city's early commitment to the development of parks and open spaces into a meaningful park system.

During the last 90 years, the Olmsted Plan has served both as a continuing inspiration and as the source of the park legacy we enjoy today. Laurelhurst, Mt. Tabor, and Sellwood Parks, to name a few, were part of the Olmsted Plan. A key organizing element of that plan was the notion that the links between parks were just as important as the parks themselves in the life of the city. One of the primary linkages was a trail ringing the boundaries of the city. At that time, this was a distance of approximately 40 miles, hence the name, 40 Mile Loop. Today the 40 Mile Loop is more than 140 miles long.

Development of the Loop stalled for many years. Bits and pieces were added, but the concept was never fully embraced. It wasn't until the late 1970's that the idea surfaced in force. At that time, the State Parks Division of the Oregon Department of Transportation convened a group of interested citizens, organizations, and local governments to see if the Loop could begin to meet existing and emerging recreation needs in the urban area.

Out of that assembly came the 40 Mile Loop Land Trust, a private, non-profit group organized specifically to guide the project toward completion and to function as a land trust for the purposes of assembling necessary land and/or easements. Its first action was to develop a master plan for the Loop. The product of that effort was a system that wrapped around the urbanized portions of Multnomah County, taking advantage of scenic corridors and waterways.

By 1985, the Land Trust had laid the groundwork for the passage of a resolution by two of the major jurisdictions involved in the Loop, Portland and Multnomah County, calling for the implementation of the master plan by 1995. Even though the Loop is 100 miles longer than originally designed, the region has actually made substantial progress toward its development, with the Marine Drive Trail, the Wildwood Trail, Marquam Nature Park, and the Willamette Greenway being the most complete sections of the Loop.

With the addition of the property along the Springwater Corridor, the last major gap in the Loop was closed. The 16.5 mile-long Springwater Corridor will connect the southeast quadrant of the metropolitan area, paralleling Johnson Creek and extending the Loop from the Sellwood area through Gresham to Troutdale and Boring.

# SPRINGWATER CORRIDOR MASTER PLAN

[map]

For many years, this part of the Loop has been the most challenging to complete. Until recently, the railroad was still operating. Johnson Creek was designated by Portland's Comprehensive Plan as the location for the 40 Mile Loop, but it is almost entirely privately owned and developed with residential uses close to the creek.

The Springwater Line is ideal for providing a southeast connection. For the most part, it is well-separated from both road right-of-way and neighboring residential areas. The route it travels is a scenic one, encompassing wetlands and buttes, agricultural fields and pastures, residential and industrial neighborhoods. It runs close to Johnson Creek, one of the last free flowing creeks in the urban area, crossing it ten times in the course of its flow to the Willamette River. The parks and open spaces it passes next or near to include Oaks Bottom, Oaks Amusement Park, Sellwood Riverfront Park, Johnson Creek Park, Tideman Johnson Park, Beggar's Tick Marsh, the I-205 bike path, Leach Botanical Garden, Bundy Park, Powell Butte Park, and Gresham Main City Park.

The smooth, even grade required for the passage of trains will be ideally suited to hiking and biking long distances. In addition, the grade will be easy for the elderly, disabled, and stroller-pushing users. The right-of-way can accommodate a variety of uses, since it varies in width from 60' to 200'; most of it is 100' wide.

In addition, ownership of the 10.8 mile-long section south of Boring to Estacada is currently held by the State. This section of the Springwater Line was abandoned 60 years ago and acquired by the Oregon Department of Transportation 20 years ago. The Springwater Corridor not only serves the needs of the 40 Mile Loop, but also offers the real possibility of a trail connection from the Pacific Crest Trail through the Mt. Hood National Forest, directly to downtown Portland. The section south of Boring is discussed for context purposes but is beyond the scope of this document.

## C. Governing Jurisdictions

The City of Portland owns the Springwater Corridor, even sections that lie outside of city limits. This arrangement was devised because of conditions applied during property acquisition; the rail line is protected from reversionary property interests because of an "interim trails use" clause applied during the rail abandonment process. This process was facilitated by having a single agency be the receiving party.

Many other jurisdictions, however, have played an active role in securing the property and will sponsor implementation of the plan. This section will describe the relationship between the jurisdictions and the role they play in managing the property.

## SPRINGWATER CORRIDOR MASTER PLAN

The State of Oregon through its Parks and Recreation Department expects to use the Springwater Corridor as a model for an urban rail-trail conversion. The model includes the planning, design and development process for other possible rail-trail conversions in urban and suburban settings in Oregon.

In addition, as the Boring to Estacada section of the Springwater Corridor is under state ownership, the state will play a lead role in the development of that section. This will not occur until the Springwater Corridor is fully developed into Boring, and adjacent property owners south of Boring view recreational development of the Corridor as a positive change.

The U.S. Forest Service - Pacific Northwest Region has a goal of actively cooperating and working with Portland and other local communities to develop links between urban trails and transportation systems and National Forest trails and transportation systems. The Mt. Hood National Forest plans to develop a physical link between the Pacific Crest National Scenic Trail and the Springwater Corridor trail via a planned trail along the Clackamas River. Planning and design for this linkage trail have started, with construction of the trail scheduled to begin in 1995. An eight mile section of the linkage trail is already in place between Fish Creek, a tributary of the Clackamas River, and Indian Henry Campground. Another five mile section is also in place between Rainbow and Riverside Campground along the Upper Clackamas River above Ripplebrook.

Tying the Clackamas River Forest Service trail with the State-owned Springwater right-of-way at Estacada will require an easement across land managed by Portland General Electric. The Mt. Hood Forest has begun negotiations with PGE, and started design work on this section.

The Mt. Hood National Forest is a mosaic of recreation opportunities scattered over one million acres of forest land draped over the north Oregon Cascade Mountains. Mt. Hood, at 11,235', is the dominant feature of the Forest. There are 1300 miles of trails in the Mt. Hood National Forest. These range from paved and "boardwalk" trails accessible to all users to primitive trails in the 187,000 acres of wilderness suitable to only the most hearty. The Mt. Hood National Forest is also working with the Chinook Trail Association to provide trail ties between the Forest and the Portland metropolitan area and other communities along the Columbia River within the Columbia Gorge Scenic Area.

The Gifford Pinchot Forest is also working with the Chinook Trail Association to provide trail ties between the Forest and the Vancouver urban area and other communities along the Columbia River within the Scenic Area. It is planned to tie the Washington segments of the Chinook Trail system to the Oregon segments, thus providing a link to the Portland metropolitan area.

The City of Gresham manages 4.5 miles of the corridor that passes within Gresham city limits. Gresham was the first jurisdiction to gather funds for implementation through

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passage of a 1988 Parks Acquisition and Development bond measure. Portland and Gresham have signed an intergovernmental agreement that specifies roles and responsibilities for maintenance and management of the Gresham section. Improvements within Gresham city limits were designed after an extensive master plan process that involved hundreds of citizens. Gresham's Master Plan is included as Appendix A.

The City of Milwaukie has expressed interest in assisting the development of the Springwater Corridor, both inside and outside Milwaukie City limits, as a regional recreation facility. Very little of the Springwater Corridor is actually inside Milwaukie's City limits.

North Clackamas Parks and Recreation District has completed draft plans for neighborhood parks within the district. A portion of the Springwater Corridor runs through the district in the Southgate/Town Center neighborhood. The neighborhood's Parks Advisory Board supported development of that portion of the Corridor in its area.

Clackamas County Planning and Economic Development Division supports planning for development of the Springwater Corridor. Plans for funding, development, operations and maintenance will be developed in coordination with affected county divisions and other jurisdictions.

### Multnomah County

METRO is involved through the Metropolitan Greenspaces Program. In cooperation with local governments, they are engaged in planning a system of trails of regional significance throughout the Metropolitan Region. Using the 40 Mile Loop as a model, the regional system provides a series of continuous trails which encircle the urbanized area of the region. One of the major objectives of the Greenspaces Regional Trail System is to incorporate natural features in the landscape, define alignments along natural corridors, and to take advantage of interpretive and educational opportunities as part of the recreational experience.

The Metropolitan Greenspaces Master Plan identifies the Springwater as one of the premier trails in the region, and one which is high on the priority list for capital improvements. It meets all of the criteria for regional significance and is consistent with all policies defined in the Greenspaces Master Plan. Metro staff is currently in the process of defining first steps in implementation of regional trails and greenways. While the final decision on the priorities will be made by the Greenspaces Technical Advisory Committee, cooperation with the City of Portland and Clackamas County on improvement of the urban and rural sections of the Springwater is clearly among the top priorities in the region.

The Trails and Corridors Working Group also determined that there is a need to establish trail standards for various types of uses. Trail standards will assure consistency in

## SPRINGWATER CORRIDOR MASTER PLAN

development throughout the region and maintain similar construction and management techniques. The urban portion of the Springwater will certainly set the standard for high capacity multi-use recreational trails, and the rural portion could become a model for low impact multiple-use trails developed in a natural area setting.

### D. Existing plan documents

State of Oregon through its Parks and Recreation Department has designated the 40 Mile Loop as an Oregon Recreation Trail. The designation is codified in Oregon Administrative Rule 736-09-010(1). Oregon Revised Statutes (ORS) 390.950 to 390.990 authorize the department to declare regionally and statewide significant recreation trails as Oregon Recreation Trails. The Department has declared the 40 Mile Loop to be a regionally significant recreation trail.

While the designation brings no protective or financial commitment status by the state, the 40 Mile Loop is in the Oregon Recreation Trails System Plan. Therefore, it would receive priority consideration if and when state trail grants are forthcoming.

The City of Portland includes several policies in its Comprehensive Plan that relate to the 40 Mile Loop, including:

- Policy 6.9, Alternative Urban Travel: Provide support for alternative forms of urban travel such as bicycling and walking.
- Policy 11.15, Pedestrian Improvements: Provide for safe pedestrian movement along all new or reconstructed streets, and encourage provision of additional pedestrian pathways where needed for safe, direct access to schools, parks and other community facilities.
- Policy 11.48, New Parkland: Increase the supply of parkland, giving priority to: areas where serious geographical and service level deficiencies exist, land acquisition necessary to complete the 40 Mile Loop system...

In addition, the Bureau of Parks & Recreation has an adopted parks master plan, titled *Parks Futures*, which includes the following policies that relate to the 40 Mile Loop:

- Policy 1.10: Coordinate and integrate the City's parks and trail system with plans for bikeways, street improvements, and mass transit.
- Policy 8.6: Develop and maintain a citywide trail system that links parks, open spaces, the Willamette Greenway, bikeways, the 40 Mile Loop, other trails, and public attractions.



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In addition, Resolution No. 33937 was adopted by the City of Portland and Multnomah County with the intention to implement the 40 Mile Loop Master Plan by 1995.

The City of Milwaukie includes several policies on its Comprehensive Plan that relate to the 40 Mile Loop including:

- The City will participate with the appropriate agencies in implementing the proposed 40 Mile Loop system, a State Recreational Trail.

Under Milwaukie's Comprehensive Plan's Transportation Element, the Springwater Corridor is specifically referred to under this objective:

- To develop a pedestrian/bikeway system which connects local activity centers such as parks, schools and activity centers.

The following policy supports that objective:

- The City will support the proposed 40 Mile Loop as a means to meet regional needs for pedestrian paths and bikeways.

Under the Recreational Needs Element, the following policy is included:

- The Parks and Recreation Master Plan should address the idea of connecting the riverfront area to the proposed 40 Mile Loop trail system with a southern arm extending to North Clackamas Park.

### Multnomah County

Clackamas County contains policies in its Comprehensive Plan, Chapter 9, Open Space, Parks and Historic Sites, that relate to trails. Under Parks and Recreation, subsection 5.2, *Development Needs*, is stated:

1. An urban trail system for both walking and bicycling, especially in conjunction with the development of neighborhood and community parks. Use should be made of open space linkages along creek and river banks, ridgelines, and existing right-of-ways. Open space dedication at the time of development will be used as a means of completing this trail system (see map IX-1). [Should we include this map as a Figure or as an Appendix? or leave out the reference to it?]

# SPRINGWATER CORRIDOR MASTER PLAN

## CHAPTER 2

### LOCATION AND SETTING

A summary of the geography, history, and cultural setting of the Springwater Corridor follows.

#### A. Geographic summary

The Springwater Corridor is in the southeast quadrant of the metropolitan area. The Cazadero line was built at the turn of the century in order to get labor and material to the construction site of the Cazadero dam on the Clackamas River south of Estacada. Because the Corridor was established as a rail corridor, the alignment follows the route which would allow the least change in grade, paralleling Johnson Creek. For the most part, it follows the southern edge of the broad flat plain that makes up southeast Portland, skirting the northern edge of the Boring Lava formations (Mt. Scott, Gresham Butte) and then turns south at Gresham toward Boring. The maximum grade of the Corridor is 2%, in some cases achieving its flat grade with the help of deep cuts and high fills, especially at the western end in the Johnson Creek Canyon area.

#### Geology

"The geological story of the Portland basin is mostly one of deposition and erosion, followed by volcanism, subsidence, folding and faulting in that order of decreasing importance (Trimble, 1963). The last devastating events were repeated cataclysmic floods at the end of the Ice Age only 15,000 years ago."<sup>1</sup> A closely spaced cluster of 12 volcanoes near the town of Boring occurred 6 million years ago. They are now known as the Boring lava formations. During the Ice Age over 1-1/2 million years ago, terraces were formed along the Clackamas and Willamette Rivers by a fluctuating sea level. These are the "steps" that one climbs while driving east across the Portland basin. These terraces were covered by gravels and sands washed down the river from ice fronts far to the northeast. In the Portland-Vancouver Basin, these terraces are found at elevations of

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<sup>1</sup> "Countdown to the Present", the geologic story of the Portland Basin by John Elliot Allen, an unpublished paper

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about 300, 200, and 100 feet. Trimble (1973) named the gravels in them (from highest and oldest to lowest and youngest) the Springwater, Gresham and Estacada Formations. During the last advance of the ice, a series of 40 - 100 floods originating in Montana inundated 16,000 square miles of the Pacific Northwest. Each of these floods is estimated to have been ten times the flow of all the rivers in the world, and 60 times that of the Amazon River. The surfaces of the older and higher terraces in the Portland Basin are almost completely covered by "Lacustrine (lake) Deposits" from 50 to 150 feet thick. These are coarse to fine gravels, sands, silts and clays deposited in numerous lakes as the currents of each flood abated and the waters drained out. Scouring from the floods formed the depressions or sinks within the Johnson Creek watershed known as "Holgate Lake."

### Johnson Creek

Because the Corridor parallels Johnson Creek, the geography of the creek and its attendant floodplain are an important element of the Corridor. Of paramount importance are remaining wetlands:

"Wetlands are lands transitional between terrestrial and aquatic systems that are inundated or saturated by surface or ground water at frequency and duration sufficient to support vegetation adapted to saturated soil conditions. Wetlands provide important functional values that include stormwater retention and flood control, bank stabilization and erosion control, sediment retention, groundwater recharge, fish and wildlife habitat, and contaminant removal, among others. Many wetlands within the Johnson Creek watershed have been filled, drained or degraded as a result of urbanization, flood control efforts and agricultural development. Most remaining wetlands occur within the upper watershed and are associated with the smaller tributaries and drainageways. Significant wetlands occur at Beggar's Tick Marsh, near the fish ladder at 42nd Avenue, and between Hogan Road and 184th Avenue in Gresham. Forested wetlands, typically dominated by ash, alder, willow, and cottonwood, and emergent wetlands, typically dominated by reed canary grass, are common in the watershed. Shrub-scrub wetlands, dominated by willows, are uncommon throughout the Portland area; thus sites such as Beggar's Tick Marsh are important from a diversity standpoint." <sup>2</sup>

Degradation of water quality has resulted from several factors including toxic spills, high nutrient run-off from agriculture, feed lots, lawns and septic systems, high water temperatures in summer and high sediment concentration. The water quality aspects of

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<sup>2</sup> from the "Johnson Creek Resources Management Plan Background Report", the Natural Resources, Fish and Wildlife chapter, p. 3-9, written by BEAK Consultants, Draft Report dated May 1992

## SPRING WATER CORRIDOR MASTER PLAN

the Creek itself and its propensity to flood on a regular basis have been the subject of much concern and numerous studies. Most notably, a recent effort to develop and recommend implementation of a basin-wide Resources Management Plan that takes advantage of opportunities and solves problems in the Johnson Creek watershed is underway by the Johnson Creek Coordinating Committee (JCCC). At this time, Johnson Creek is listed as "water quality limited" by the DEQ because of consistently high fecal-coliform levels which violate Clean Water Act standards for recreational contact. Violations are also suspected for metals, cyanide, pesticides and PCBs in sediment or in-stream. The goals of the JCCC include improving water quality, restoring its habitat as a fishery, minimizing flooding, preserving natural areas, and providing recreational opportunities.

In addition to the wetland aspects of the creek and its floodplain, its importance as a wildlife corridor must be kept in mind. The presence of water and the variety of habitat to be found along the creek link islands of open space that are like giant green beads along a 16-mile long watery necklace.

### Wildlife

Wildlife within urbanized areas of the lower watershed are typified by those species capable of coexisting with high levels of human disturbance and exploiting small habitat patches or suburban landscapes. Many of these species are often nonnative and are considered less desirable by society (e.g., European starling, Norway rat). In the more rural portions of the upper watershed, the more urbanized wildlife community undergoes transition to include species which require a more "natural" habitat setting with less human interference. Even wildlife resources of the upper watershed are strongly influenced by past and continuing land-use practices, such as forest management and agricultural practices....Common wildlife species include, for example, the American crow, American robin, European starling, song sparrow, Bewick's wren, housefinch, cedar waxwing, violet-green swallow, belted kingfisher, great blue heron, mallard, wood duck, bushtit, black-capped chickadee, raccoon, opossum, nutria, and mole species in the lower reaches. Less developed areas probably support a much greater diversity of wildlife species characteristic of farm and forest land, including black-tailed deer, coyote, deer mouse, voles, bats, western flycatcher, black-headed grosbeak, orange-crowned warbler, and woodpecker. The distribution of species which are rarer in occurrence or more secretive in habits are less understood. This group often includes those wildlife populations which are declining at unacceptable rates and are at risk.<sup>3</sup>

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<sup>3</sup> Ibid., p. 3-10 - 3-11

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Aquatic wildlife within Johnson Creek has equally suffered. Once host to salmon and steelhead runs, fish runs have all but disappeared from Johnson Creek. The Oregon Department of Fish and Wildlife stocks Johnson Creek each spring at SE 45th with rainbow trout. The exclusive purpose of the release is for the children's fishing program.

Channelization of the creek in the mid 1930's eliminated bends and deep pools in the creek along with much of the edge riparian vegetation resulting in a loss of prime fish habitat areas. Increased development along Johnson Creek has resulted in increased non-permeable surfaces causing extremes in water flow. All of these factors have contributed to the loss of most aquatic wildlife.

### Vegetation

Vegetation along the Springwater Corridor has undergone widespread historical alteration since initial European settlement in the mid 1800s. "Extensive old growth coniferous forests were harvested for timber, settlers cleared fertile lowlands and prairies for agriculture, and small residential communities grew to form large urban complexes. Today the Corridor encompasses a mosaic of vegetation types as it moves through a rural setting near Boring through the urbanized lands of the Portland metropolitan area. Remnants of the historical vegetation communities are uncommon, especially within the boundaries of the Corridor, replaced by a diverse assemblage of upland forests, riparian and wetland habitats, agricultural lands and urban/suburban landscapes."<sup>4</sup> When the Corridor was owned by the railroad, maintenance included an annual spraying of a non-selective herbicide to control vegetation. By far, the predominant plant species is Himalayan blackberry, an invasive non-native. Also present within the Corridor are snowberry, elderberry, indian plum, hawthorn, and red osier dogwood. Groundcover is typically weedy and overwhelmed by non-native invasives. Because of PGE's requirements to maintain clearance under their overhead wires, no full size trees can be found within the Corridor boundaries.

### Scenic qualities

The Corridor passes through a variety of land uses and offers many scenic vistas. Some of the views capture rural panoramas, other offer a glimpse into the heart of urban neighborhoods. Even the ones that show an insider's view of industrial operations have cultural and community interest.

One of the most scenic views along the Corridor is visible heading east near Powell Butte. The alignment of the Corridor is centered on Mount Hood; the surrounding landscape is an especially scenic pastoral vista.

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<sup>4</sup> Ibid., p. 3-6

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Some of the views of wetlands and open spaces along the Corridor are also noteworthy. The raised railbed affords an elevated viewpoint from which one can enjoy the natural qualities inherent in Tideman Johnson Nature Park and Beggar's Tick Marsh; the trestles offer a bird's eye view of Johnson Creek.

The community of Boring is a charming small town. It boasts several buildings of historical architectural merit.

The proposed extension of the Corridor on the west side of SE McLoughlin Boulevard has great scenic potential. It passes Johnson Creek Park and a brick trolley barn before it turns north and follows the Willamette River shore. Wonderful views of Sellwood Riverfront Park, Oaks Amusement Park and Oaks Bottom are unparalleled.

Within Portland City limits, the Corridor is being analyzed for areas of scenic value deemed worthy of protection under the *Scenic Resources Protection Plan*, as part of the Scenic Addendum Project. This project will result in a staff report and recommendation to the Planning Commission in February 1993. It is too early in the process to report on specific scenic protection measures. However, the Scenic Review Committee has expressed interest in considering the entire corridor within City limits as a scenic corridor and recognizing the sequential views of Mt. Hood between SE 130th and SE 158th Avenues. Powell Butte to the north provides a recreational destination and environmental protection to a major section of the corridor. Further west, Tideman Johnson Nature Park and Beggar's Tick Marsh are destinations.

### B. Historic summary

#### Johnson Creek

The presence of Johnson Creek roughly paralleling the Springwater Corridor has had the most significant impact on the local area. The creek's riparian edge and associated wetlands provided habitat to numerous game species. The creek was once host to abundant native fish populations, providing a readily available food source for Native Americans and early European settlers. Initially, the Johnson Creek basin was rich with timber. The creek provided a source of power and a transportation system for logging operations. Once cleared, the land was ideal for agricultural use.

Subject to seasonal flooding, the creek was responsible for the depositing fine silts along the valley floor, creating ideal soils for agriculture. The creek provided a readily available source of water for irrigation.

Logging activity and corresponding increased development through 1910-1920's increased the amount of run-off to the creek. Periodic flooding became a problem. This was compounded by the loss of many of the wetland areas (by filling) which had served as

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natural reservoir areas for excess run-off. Local residents report that flooding was so severe that Holgate Boulevard was often under water.

In 1934, the Works Progress Administration (WPA), undertook a major effort to control flooding of the creek. The creek was channelized using cut basalt stone from the local area. Part of this work included the fish ladder and waterfall close to 45th and Harney. Though the channelization had a hand crafted rustic quality about it, its flood control function lasted only about ten years. Ongoing maintenance of the channel had not been considered in the channel design. Silt lined the channel way, trapping additional debris. Water currents undercut the stone work and the channel gave way in some sections.

Unfortunately, the channelization work had also required the removal of all riparian vegetation along this the creek edge. This resulted in dramatic changes in water temperature and a severe decline in fish population. Industrial and agricultural development compounded the problems. Pollutants such as fertilizers, DDT and heavy metals have been found throughout the creek. Human contact with the water is now considered hazardous. The creek has been classified as "water quality limited" by the Department of Environmental Quality and must have a water quality management plan in place by 1993. Efforts are now underway to address the flooding and water quality issues on Johnson Creek.

### Native Americans

Details of Native Americans in the Springwater Corridor area are sketchy at best. Local residents have reported finding Native American artifacts south of the corridor at the base of Mt. Scott and there have been some reports of findings along Johnson Creek in the Tideman Johnson Nature Park area. Wapato root, a popular Indian food, is found naturally in wetland areas such as Oaks Bottom. Salmon, an important part of local native diet and culture, were once abundant in Johnson Creek. The presence of these two food sources is supporting evidence that the Springwater Corridor was host to Native Americans.

### Early European Settlement

The abundant timber and game, fertile ground and the Willamette River attracted the first European settlers to the area. The Willamette provided settlers with a readily available food source, irrigation, transport, fresh water and power. About the mid 1800's, when prime waterfront real estate on the Willamette began to get scarce, settlement began to move to smaller tributaries such as Johnson Creek. The Donation Land Claim Act of 1850, offering one half square mile to single persons and one square mile to married couples, brought an increase in competition for waterfront land to the area. Settlement along Johnson Creek started at mouth of the Willamette River and headed east and south towards Boring.

The present site of the Waverly Golf course, just north of the mouth of Johnson Creek at the Willamette River, was the location of the first settlement in the Johnson Creek basin.

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In 1847, a man named Wilson cleared five acres and built a cabin at this location. Shortly thereafter, annoyed with "Indian problems," Wilson sold his land to Henderson Luelling and his family. Luelling came to Oregon with the specific intent of starting a fruit orchard and carried with him approximately 350 trees. Some of the accomplishments of the Luelling family included development of the Black Republican and Bing cherry varieties, the latter of which was named after the Luelling's Chinese foreman, Ah Sit Bing. Henderson Luelling, working with his brother-in-law, William Meek, also constructed a dam on Johnson Creek at the present crossing of Highway 224 and started a sawmill.

Several other settlers followed suit in the lumber business. Much of the harvested timber headed south to satisfy the needs of the miners in the California Gold rush. The first sawmill with a planer was built by George Wills in 1849 near the confluence of Johnson Creek and Crystal Springs. The planer had a 60 horse power motor powered by Johnson Creek and turned out the first milled lumber in the Northwest. Also notable, in 1869, Wills deeded a 60 foot wide right-of-way to the Oregon Railway and Navigation Company, the first of what would become a long history of rail occupation in the basin. In return Wills was promised a track that would serve his mill. This right-of-way provided a rail connection from Portland to Canby.

Perry Lent settled in Oregon in 1852, in the vicinity of 92nd Avenue and the Springwater Corridor. In 1883, Lent established a sawmill on Johnson Creek close to 100th and Foster.

The Johnson family, whom the creek was named after in their honor, settled at the current Publisher's Paper site in 1847. After trying their hand at the California gold rush, William Johnson built a sawmill in the vicinity of Deardorff Road. Jacob Johnson, William's son, later staked a claim at about 134th, also established a sawmill on Johnson Creek, taking advantage of the abundant fir and cedar.

Further east along the corridor, land claims and homesteads were set up by familiar names such as Philip Foster in 1847, John and Elizabeth Linneman in 1852, Jackson and James Powell also in 1852, and Willard H. Boring in the late 19th century.

### Springwater Division Line

In 1871 Ben Holladay operated a horse car service on the streets of Portland. The Portland Street Railway Company, as it was called, was the only available transportation service at the time. In 1891, Albina and East Portland consolidated with Portland. The population reached 88,200. Bridges linked the east side of town to the west side and housing spread away from the river's edge. Ben Holladay's rail company was acquired by the Consolidated Street Car Company in 1895 and expanded to 40 miles of track boasting electric cars. The company had plans of expanding service south to Oregon City and ultimately to Eugene. Though the company succeeded in establishing a line to Gladstone, economic conditions as well as two major accidents lead to the acquisition of



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the company by the Portland City and Oregon City Railway company owned by Fred Morris.

A major management objective of this new railway was to expand service from Portland to Gresham via a route that headed south along the Willamette River, turning east at Sellwood, paralleling Johnson Creek and tying into Gresham. C.F. Tiffany was named superintendent of the new Portland City and Oregon Railway and a man named Stuart from California was hired as dispatcher. After numerous head-on collisions, strained labor relationships that lead to a worker's strike, management of the line was replaced. Throughout these difficulties and on the verge of bankruptcy, Morris remained focused on the idea of expanding service east to Gresham. On June 5, 1902, Morris, joined by several other investors, formed the Oregon Water Power and Railway Corporation. The added objective to this corporation was to not only expand service east to Gresham, but also include expansion along the Clackamas River for the purpose of constructing hydroelectric dams and transmission lines feeding electricity into Portland. The corporation took out a \$5 million mortgage to pay for the expansion.

Late that summer, construction began on the line to Gresham and a site on the Clackamas River was purchased for the dam. In fall, the route along the river to Sellwood was acquired. The first trains to Gresham began running in January of 1903. Construction of the line continued towards Boring and to Cazadero, the site of the hydroelectric dam. On September 28, 1903, the line was complete and took 900 passengers to the Cazadero dam site.

The 36 mile line was noted for the high engineering standards of its sweeping curves and its solid construction. The line had 54 stops and included major stations at Golf Junction, Stanley, Lents Junction, Gresham, Boring Junction, Eagle Creek, Estacada and Cazadero. In 1905, plans were laid to extend the Cazadero Line along the Clackamas River and over the mountains to eastern Oregon. To encourage week-end use, the rail corporation developed destination parks along the line such as Barton Park on the banks of the Clackamas River as well as Oaks Amusement Park on the banks of the Willamette River in Sellwood. These parks became major attractions drawing thousands of passengers each weekend.

By 1906, two companies bought out the profitable Oregon Water and Power Railway. A merger united this joint venture and the line was now owned by Portland General Electric and the Portland Railway Light and Power Company. It was under this ownership that the line reached its peak. By 1910, the company had 6 electric plants and 161 miles of rails, carrying 16,000,000 passengers. Additional power plants were underway at Faraday and Oak Grove Dam. The cars were all painted an elegant combination of maroon body, cream trim and black top. In addition to passengers, the rail hauled farm produce into markets in Portland. It was at this time that the line acquired the name "Springwater Line," possibly because of the numerous natural springs along the route.

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After World War I, passenger service declined due to the popularity of the automobile. The depression of 1930 led to a further decline in the ridership of the line. Though several attempts were made to revive business, all failed. In 1932, the line from Boring to Cazadero was terminated. The State of Oregon purchased the right-of-way. In 1949, service was further cut and service was provided only to the Bellrose station. In 1958, all interurban passenger service was suspended. Southern Pacific and Union Pacific acquired the line in 1962 to operate the line as a freight service. This was abandoned in 1989, at which time it was acquired by the Oregon Department of Transportation who in turn transferred ownership to the City of Portland.

### Communities

As is typical of the development of transportation routes, several communities sprang up along the Springwater Line. Many of these communities carry the names of their founders. Heading west to east, these include Sellwood, Waverly Heights, Eastmoreland, Woodstock, Errol Heights, Lents, Powellhurst-Gilbert and Pleasant Valley. Towns that developed along the line include Milwaukie, Gresham, Boring, Eagle Creek, Estacada and Cazadero. During the peak of the rail line era, the Springwater Line was the life blood to these communities.

#### • Sellwood

Located on the banks of the Willamette River, the town of Sellwood gets its name from Reverend John Sellwood, who purchased land from the Eddy family in 1866. Sellwood had hopes of starting a religious community in the area, but ended up selling to T.A. Wood, who platted the town of Sellwood in 1882. In 1887, the town was incorporated and had a population of about 800. A ferry boat ran across the Willamette River at the base of Umatilla Street. This area was popular amongst Portlanders. A horse race track was operated at the present site of Sellwood Park and the area had one of the finest sandy beaches along the banks of the Willamette. Oaks Park was built in 1905 by the Oregon Water Power and Railway Company. Oaks Park was built to attract week end ridership and to promote the virtues of electricity. The park remains in operation today and retains much of its original character.

#### • Waverly Heights

Known locally for its fine golf course, Waverly Heights sits on the former Luelling family homestead. Purchased in 1890 by a group of Portland's social and business leaders, the intent for the site was to build an exclusive community amongst a pastoral, golf course setting. The original community included only 16 lots overlooking the clubhouse. The vision was a success and many of the original mansions are still in existence today. The site was also home to the Portland Polo club.

#### • Eastmoreland

Eastmoreland was platted in 1909 by Ladd Estate Company, formed by William Ladd. Ladd had previously developed Westmoreland, and chose the name after a Multnomah County judge, Julius Caesar Westmoreland. The neighborhood was built in close

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proximity to the recently completed Reed College. This became a selling point for the Ladd Estate Company as potential home buyers were shown photographs of uppercrust neighborhoods surrounding a college modelled on East coast Ivy League schools.

To the south of Eastmoreland and directly on the Springwater Corridor, is the former site of a bustling industrial area, where sawmills turned out 10,000 board feet of lumber per day.

Further east along the corridor lies Tideman Johnson Nature Park. The park is named after the Johnson family, (no relation to William Johnson, the Creek's namesake) whose original land claim included the park land. The site is unique because it represents one of the few areas along Johnson Creek that is within a gorge. The Johnson's encouraged public use of their property for recreation purposes. They sponsored 4th of July picnics and fireworks open to all who desired to attend. The site remains was donated to the City of Portland in 1942 and remains in a natural state today as a refuge for wildlife.

### • Woodstock

The Woodstock neighborhood was platted in 1889 and was named after a Sir Walter Scott novel. Originally, all of the streets in the Woodstock area carried the names of characters in the novel. Woodstock is within the eastern end of the gorge area. Of particular note in this area is the fish ladder and waterfall at 45th and Harney, constructed by the Works Progress Administration in 1934.

### • Brentwood-Darlington (Errol Heights)

Brentwood-Darlington, formerly known as Errol Heights, was originally named after a sailing ship, Errol, that carried Joseph A. Strowbridge to America from England. Strowbridge settled on property between 45th and 82nd Avenue. His heirs later subdivided his land and formed the Strowbridge Estate Company. The company was responsible for establishing Errol Station on the Springwater Line. A plat was filed in 1910 and the neighborhood promoted itself as a suburban, bedroom community, where the low cost of land was a chief draw. Many of the residents from the neighborhood worked with the WPA throughout the 1930's.

### • Lents

The town of Lents is named after the Lents family who originally settled the area around 92nd Avenue. The town was officially platted in 1892 and was serviced by steam trains and later electric trolleys along the Springwater Line. The town has been through severe changes as business suffered from development along 82nd Avenue and the construction of I-205.

Points of interest along the corridor in Lents include William Johnson's original settlement location at 100th and Foster, Indian Rock at the base of Mt. Scott, Lents Junction and the PGE substation at 102nd and Woodstock.

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### • David Douglas Area (Powellhurst-Gilbert and Pleasant Valley)

Settlers came to the David Douglas area because of the rich soils deposited by regular flooding of Johnson Creek. This particular area of the Johnson Creek basin is notably narrower than most of the basin, making it especially susceptible to flooding. The Springwater Line served the farmers in this area with stations at Arnaud (112th), Kirpatrick (117th), Gilbert (122nd), Ramapo (128th), Bellrose (136th), Wilson (141st), and Sycamore (Jenne Road). Gilbert station had loading dock facilities to handle produce for transport to Portland.

Points of interest along the corridor in the David Douglas area include Beggar's Tick Marsh at 111th and Harold; and Powell Butte Nature Park at Powell and 168th, a 500 acre nature area situated on one of the Boring Lava domes. Also just south of the corridor along SE 122nd lies Leach Botanical Garden. The garden has an excellent collection of native plants and is located on the banks of Johnson Creek.

### • Milwaukie

Founded in 1847, the town of Milwaukie lies at the western end of the Springwater Corridor. The Leuelling settlement and the mouth of Johnson Creek both are within the City of Milwaukie. During the late 1800's, Milwaukie rivaled with Portland as the key shipping port on the Willamette River. Industries such as sawmills, ship building and gristmills sprung up in the area.

In the 1930's, the Springwater Line was a daily part of most Milwaukie residents. The line served passengers and hauled industrial goods into Portland. The Wichita Feed Store on Johnson Creek Boulevard began business during this time. It served as a hub to the community selling agricultural products and hardware. The building remains in the original family ownership and the interior has changed little since it was opened.

Bell Station, located off Johnson Creek Boulevard at 67th, was built in 1902 and is on the Clackamas County Inventory of Historic Resources. The name is misleading as the building has never been a rail station but rather a store. It currently houses a deli and grocery business.

### • Gresham

Early settlers came to the Gresham area because of abundant timber and fertile soils. The close proximity to Portland created a strong market for these goods. Crops were brought into Portland via Powell Boulevard, a former Indian trail, later named after the Powell family that first settled the area. With the railway completion in 1903 running through the center of Gresham, transportation became much easier and Gresham's population grew. The main rail station was located at the current Main City Park. A secondary station was located at Linneman Junction and named after the Linneman family who settled the area in 1852. The station building still remains and plans are now underway by the City of Gresham to move the structure to its original location and convert it to a rail museum.

## SPRINGWATER CORRIDOR MASTER PLAN

Cedarville Park, also known as Club Paesano, is immediately adjacent to Linneman Station and the Springwater Corridor. The privately-owned park was named after the abundant cedar trees in the area. The park was established in 1910 and is still popular today as a week end picnic spot.

Gresham began sponsoring annual fairs in 1906 and was chosen as the site for the Multnomah County Fair in 1926. These attracted visitors to the area many of whom came back to settle in Gresham.

Between 1970-1980, the population in Gresham tripled as it became a "bedroom" community to Portland. Additional growth was spurred on by the completion of light rail in 1986.

Also of notable interest along the Springwater Corridor are three pioneer cemeteries dating back to the 1860's; Ambleside community at Hogan Road which is a planned summer resort community dating back to 1904; and Columbia Brick Works, a brick factory established in 1906 and still in operation.

### • Boring

The town of Boring is at the eastern end of the the Springwater Corridor. It was named after Willard H. Boring, the first pioneer in the area. Because of the hilly terrain, farming was difficult and land claims were few. Livestock, lumber and grains were the main products of the area. Boring began to develop a town center with the arrival of the Springwater Line in 1903. Boring Junction was built as the official station for the town. A store with apartments quickly followed, then a post office and drug store were built in 1910. Many of these building are still in active use and have been placed on the Clackamas County Historic Inventory. The station building still stands but is in need of repair.

### Recommendations

The Springwater Corridor can be viewed as a series of overlays through time with each layer enriching the cultural heritage of the corridor. The corridor passes through diverse landscapes ranging from industrial neighborhoods to pastoral farm land to natural wildlife areas. Each of these landscapes tells a story of a significant way of life and period of time. Interpretive opportunities should be utilized to reveal the story behind these places. The trail users should have an opportunity to learn about who traveled along this route before them.

Interpretative stations should be developed for the following features:

A. The story of Johnson Creek should be told. This should cover the changes of the creek including native fish species, flooding, man's use of the creek, water quality and current efforts to improve Johnson Creek.

## **SPRINGWATER CORRIDOR MASTER PLAN**

B. The history of Tideman Johnson Nature Park should be interpreted. The contribution of the Tideman Johnson family to the area along with the natural amenities of the gorge area should be included.

C. The William Johnson Family Settlement at the Publisher's Paper site, including the naming of Johnson Creek and the numerous ways the land has been used, should be interpreted.

D. Natural areas such as Beggars Tick Marsh, wetland enhancement projects along the creek and Powell Butte should be interpreted. These areas represent current thinking on the value of natural areas.

F. Boring Junction and the surrounding historic buildings should be developed into a historic theme park. The "missing link" at this location should be acquired. Interpretation should include the buildings, the rail line, and the "First to Walk," Friends of Springwater Corridor event. The remaining station building should be renovated and integrated into the theme park.

G. The Springwater Line, its development and significant role it played to the region should be interpreted. The story of the power transmission lines should be included.

H. The historic Bell Station, representing a rail station like building should be acknowledged.

I. The story of the Native Americans, their relationship with Johnson Creek should be interpreted.

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## C. Socio-economic summary

The purpose of this section of the master plan is to provide an overview of the land use and population surrounding the Springwater Corridor including its relation to other recreation sites and facilities. Another purpose of this section is to identify the potential users of the corridor, the possible uses, and the major factors creating the need for the corridor. Zoning designations, population and housing units, population and housing growth, existing recreation, and recreation deficiencies will be used as a basis for this analysis.

### Adjacent Land use:

The 16.5 miles of the Springwater Corridor, in total, occupies 190.8 acres of land. It begins in an urban setting within the City of Milwaukie and ends in a rural area of the town of Boring. The corridor lies within the Urban Growth Boundary for most of its length, with the exception of a small pocket near Jenne Road, and then leaves the boundary near Hogan Road. Along its course the trail passes through several types of land use areas. The majority of surrounding land, (36%), is zoned for residential use and is spread out along the entire length of the corridor.

Industrial zoning is the second largest amount of land use, (14.3%), adjacent to the corridor. Most of the industrial land use occurs between the western end of the corridor in the City of Milwaukie east to Foster Road near 120th Avenue. The remainder of industrial land use occurs in the town of Boring.

Manufacturing land use, (7.5%), and commercial land use, (1%), are also dispersed within the industrial areas. Manufacturing land use exists in two areas: between Luther Road and Flavel Street; and between the I-205 Freeway and 111th Avenue. Almost all the commercial land use is concentrated near 82nd Avenue in the form of strip development.

East of Powell Butte Nature Park much of the trail passes through a rural area with the exception of the City of Gresham. Most of the land is designated as agricultural, transitional timber, and farm land use zones. This type of land use constitutes approximately 10% of the land use surrounding the corridor.

Along the trail are several natural resource and open spaces that total 685.3 acres. These natural resource and open space areas occupy 3.2% of the land use adjacent to the corridor. A large portion of this acreage is located within the 569-acre Powell Butte Nature Park and Tideman Johnson Creek Nature Park. Another (100.2 acres), is divided between five areas within the City of Gresham. The remainder located in Beggar's Tick Marsh under the jurisdiction of Multnomah County. Almost the entire length of the Springwater Corridor lies within the Johnson Creek Watershed.

The remaining 28% of land use exists within the City of Gresham. It consists of residential, commercial, and open space zoning designations.

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In the near vicinity of the corridor, (within one-half mile), are 1023.4 acres of parks and recreational facilities. These recreational areas range from as small as a 2.4 acres undeveloped park site to as large as the 569-acre Powell Butte Nature Park.

There are 38.8 acres of undeveloped park sites included in the 1023.4 acres of recreational sites. These sites remain undeveloped because they are either awaiting funding, still in the proposal stage, lack accessibility, or are difficult to develop for recreational use.

## Demographics: (Data taken from 1989 METRO Regional Forecast)

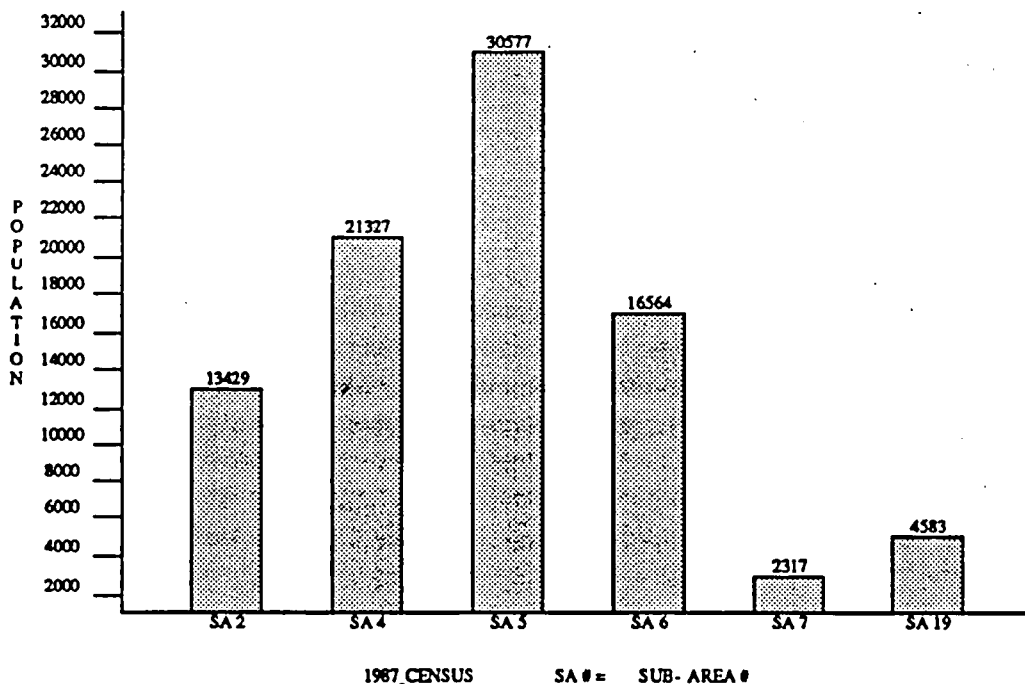
The Springwater Corridor passes through four cities or towns and two counties, Multnomah and Clackamas. The two are divided into sub-areas which are subdivided into census tracts. The corridor passes through six sub-areas and a total of twenty census tracts. All the census tracts, with the exception of #233 in sub-area #19, lie within the urban growth boundary. A common boundary for the sub-areas and census tracts is the Multnomah/Clackamas County line and the Willamette River for sub-areas #2 and #6. Figure 1 lists the settings, types of land use, populations of census tracts adjacent to the corridor within the sub-areas. See map on following page for reference to the corridor, census tracts, and sub-areas.

<u>Sub-area</u>	<u>Census Tract</u>	<u>Setting</u>	<u>Land Use</u>	<u>Population</u>
2	2	Urban	Industrial	13,249
	3.02		Residential	4.4% of
	6.01		Commercial	sub-area
	6.02		Manufacturing	
	86			
	88			
4	85	Suburban	Residential	21,327
	89		Manufacturing	28.1% of
	90			sub-area
	91			
5	98.02	Urban	Residential	30,577
	99	Suburban	Commercial	35.2% of
	100	Rural	Natural/Open	sub-area
	104.04			
6	208	Urban	Industrial	16,564
	209		Residential	26% of
	210		Commercial	sub-area
	216.01		Manufacturing	
7	222.01	Suburban	Residential	2,317
			Commercial	11.8% of
				sub-area
19	233	Rural	Residential	4,583
			Agricultural	6% of
			Timber Trans.	sub-area
			Industrial	





# SPRINGWATER CORRIDOR MASTER PLAN



## CENSUS TRACT POPULATION ADJACENT TO CORRIDOR BASED ON SUB-AREA

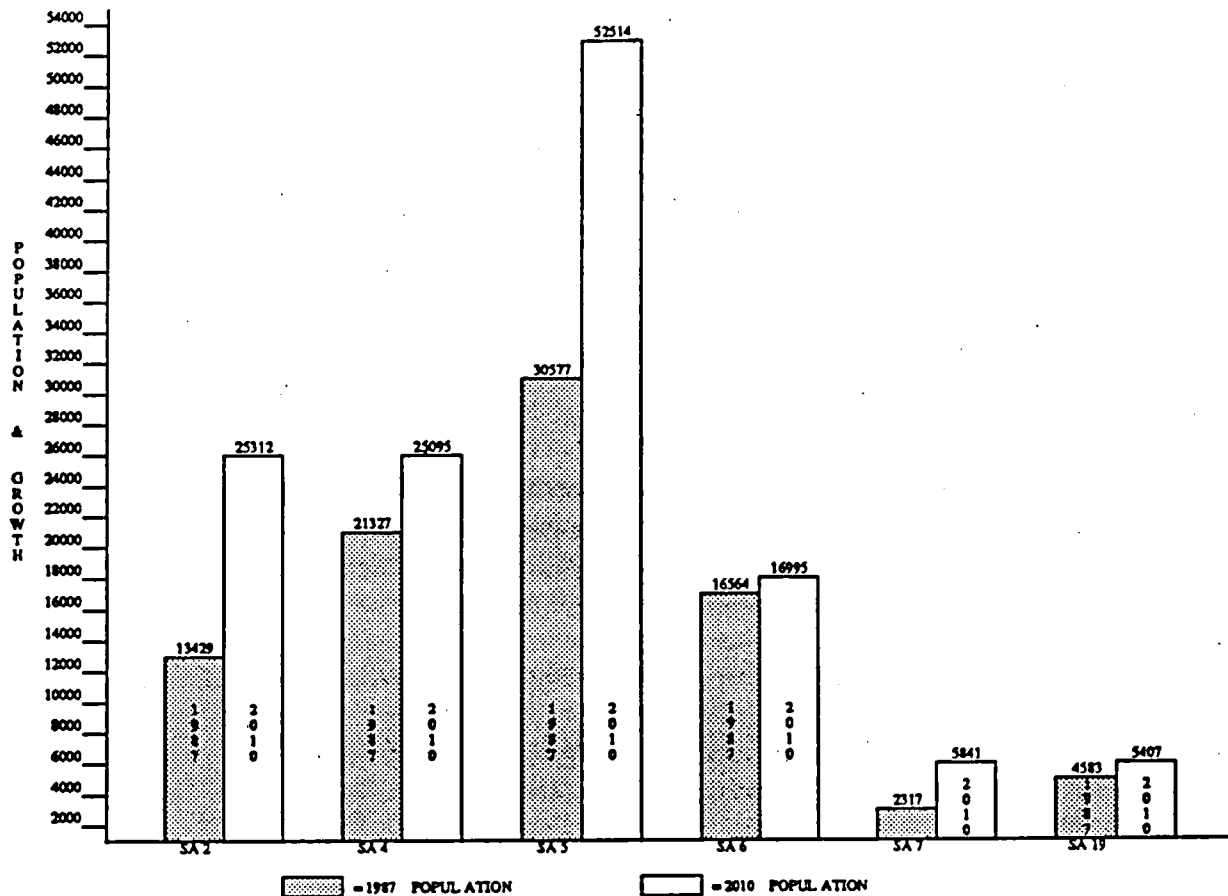
The fourteen census tracts in sub-areas #2, #4, and #5 are in Multnomah County and have a population of 65,333 people. This is 14% of the total population for the three sub-areas. The six census tracts in sub-areas #6, #7, and #19 are in Clackamas County with a combined population of 23,464 people. This is 14.8% of the total population for the three sub-areas. In all, the total population of the twenty census tracts is 88,797 people that live along the Springwater Corridor.

The population adjacent to the corridor occupies 41,889 housing units. These units are divided into single-family and multi-family dwellings. The average percentage of housing units along the corridor is 73% single-family and 27% multi-family dwellings.

### Population Growth & Housing: (Data from 1989 METRO Regional Forecast)

Population along the Springwater Corridor is projected to experience changes involving growth and decline by the year 2010. Some of the changes are expected to be as diverse as a decline of 10% to an increase by as much as 150% or more in some areas.

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## CENSUS TRACT POPULATION-ANTICIPATED CHANGE

The total growth by the year 2010 is projected to reach 122,860 people, an increase of 72.2%. Census tracts in sub-areas closest to the urban center are projected to show the least growth while census tracts in sub-areas furthest from the urban center are projected to show the greatest amount of growth. Most of the population increases are projected to occur east of the I-205 freeway. A large increase is expected to be in the area of Gresham from the Multnomah county line north to Burnside Road and between Foster Road to 282nd Avenue. This increase is projected at 22% to 140% depending on census tracts. The area around Happy Valley is projected for the largest increase in population at 152%. The area around Boring, which is outside the Urban Growth Boundary, is projected for only a moderate amount of growth, (17%), as is the area around Powell Butte Nature Park.

Changes in population along the corridor is likely to result in changes in housing units as well. The types of units, single-family or multi-family units, will depend upon land use

## SPRINGWATER CORRIDOR MASTER PLAN

zoning along the corridor. Multi-family units are projected to grow in urban areas, while single-family units are projected to grow in more rural areas. Areas in between, mainly suburban, are projected to have an increase in both single and multi-family units. The greatest increase in single-family units is expected to occur east of I-205 out to Gresham between the Multnomah/Clackamas county line and the Springwater Corridor.

The projection for multi-family units shows growth in several different areas along the trail, but the largest growth is expected to be around Gresham and west of Happy Valley along I-205.

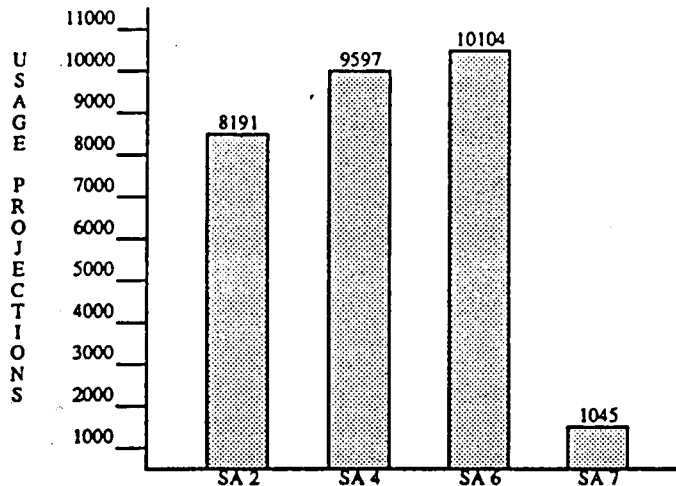
A study by the National Park Service Rivers & Trails Conservation Program, dated 1992, showed that the development of three trails in different areas around the country have had a positive effect economically. While the list is numerous, the obvious areas of effect are in consumable goods, such as food and beverages, and others. A couple of areas that may show economic growth are near Johnson Creek Boulevard and Harney Street, Bell Avenue, 82nd Avenue, 136th Avenue, within the City of Gresham, and within the town of Boring. These areas are where the corridor passes close by and offer users the convenience of obtaining goods without having to travel any distance from the corridor.

### Population Served:

Based on *Parks Futures*, a comprehensive plan for the city's parks and recreational facilities, a telephone survey showed that two factors influence the usage of parks and recreation sites: age and education. Younger people, (40 years and under), and people with higher education, (4 years or less of college), seem to use nearby recreation sites and parks at least once a month. Also families with children are more likely to visit parks and recreation sites than those without. Income was found to have little influence on visitation to nearby parks. Additional data was obtained from a survey conducted by Portland State University of the population living adjacent to the corridor. Results showed that 66% were under 45 years of age, 51% had 4 years or less of college, and that 42% had at least one child under 16 years of age.

According to *Park Futures*, 61% of the population in sub-area #2 and 45% of sub-area #4 would visit a nearby park or recreation site at least once a month. For the population of the census tracts in sub-area #2 the number of people would be 8,191 some of the time or at least once a month. For the population of the census tracts in sub-area #4 the number of people would be 9,597 some of the time or at least once a month. Because sub-area #6 closely resembles sub-area #2 demographically, the number of people that would visit a site some of the time or at least once a month would be 10,104 people. The census tract, #222.01, in sub-area #7 is similar to the census tracts in sub-area #6. The number of people that would visit a park or recreation site some time or at least once a month would be 1045 people.

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NUMBER OF ANTICIPATED PARK VISITORS PER SUB-AREA  
(Projections based on visits of at least once a month)

The *State Comprehensive Outdoor Recreation Plan (SCORP)* defines the desired size of parks and recreation sites. The plan matches the size of the site with the size of the service area and the population of the service area. In accordance with the *SCORP* many of the neighborhoods and recreation sites in the metropolitan region are deficient. The Springwater Corridor when developed will help to meet the goals of the plan. The corridor will be categorized as a linear park and will help increase the ability of the region to meet the *SCORP* goals.

Development of the corridor will offer the following types of recreation and activities: a place for organized walking, hiking, and running groups; casual hiking, jogging, and walking; bicyclists (both on and off-road types), commuters, and equestrians. The corridor offers a wide variety of uses and access to other recreational sites. It will also act as a destination in itself where people will be able to go and unwind or relax, be close to nature, be by themselves, or just pass the time.

The Springwater Corridor is not limited to usage by nearby and local residents only. Citizens from other areas around the metropolitan region will be able to access the corridor. The *Parks Futures* telephone survey of residents region wide showed that many of the activities that people regularly participated in will be provided by the corridor. The most popular were: walking for recreation, picnicking, day hiking, bicycling, and jogging. Some other benefits offered by the Springwater Corridor are:

- Recreational users will be offered scenic views and access to areas with scenic views, such as those on Powell Butte Nature Park.
- Environmental education classes will offer a diversity of landscapes from urban to rural habitats in addition to the many open spaces, green spaces, and nature parks

# SPRINGWATER CORRIDOR MASTER PLAN

accessible from the corridor.

- Bird watching is another activity that can be enjoyed from the trail and natural areas.
- Hard surfacing along most of the trail will allow disabled citizens to enjoy many of the benefits that the trail offers.
- All users will benefit from a safe recreational environment of the 16.5 miles of trail without having to contend with motor vehicles, with the exception of intersections.
- Bicycle commuters will be offered a safer and more direct link to employment and shopping centers.
- Equestrians will be able to enjoy a recreational area extending from an area around 128th Avenue to Boring.
- Bicyclists will be able to connect into the 16-mile I-205 bike path that extend from Vancouver, Wash. to Gladstone, Ore. raising the total of off-street bike paths to over 33 miles.
- Residents in "park deficient" neighborhoods will be able to access other parks and recreational facilities more safely and easily.

Comparative user survey results from the I-205 bike path, the Burke-Gilman trail in Seattle, as well as counts from *The Impact of Rails-Trails* by the National Park Service are used below to anticipate usage and user groups on the Springwater Corridor. Survey results from from *Park Futures* telephone survey is also used to obtain general estimates of user groups. The surveyed percentages for user groups were formulated with the population of adjacent census tracts to estimate how many people would visit a nearby park or recreation site and also to estimate how many people in each user group would be. The counts from the surveyed trails and the estimates from the *Parks Futures* are averaged together to project the number users in each group and total number of users.

<u>Trail Name</u>	<u>Daily</u>	<u>Monthly</u>	<u>Annually</u>	<u>Percentage of Users</u>
<i>Dyersville, Iowa: Rural</i>				
<i>Heritage Trail</i>	375	11,249	134,986	
Bicycling	244	7,312	87,741	65%
Walking	112	3,375	40,496	30%
Jogging	11	337	4,050	4%
Equestrian	4	112	1,350	1%

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<u>Trail Name</u>	<u>Daily</u>	<u>Monthly</u>	<u>Annually</u>	<u>Percentage of Users</u>
<i>Tallahassee, Fla.: Rural</i>				
<i>St. Marks Trail</i>	477	14,315	171,774	
Bicycling	386	11,595	139,137	81%
Walking	43	1,288	15,460	9%
Jogging	19	573	6,871	4%
Equestrian	19	573	6,871	4%
<i>Contra Costa County, Calif.: Urban</i>				
<i>Lafayette/Moraga Trail</i>	1,136	34,079	408,950	
Bicycling	239	7,157	85,880	21%
Walking	738	22,151	265,818	65%
Jogging	148	4,430	53,164	13%
Equestrian	-	-	-	-
<i>Portland, Ore.: Urban</i>				
<i>I-205 Bike Trail</i>	218	6,545	78,540	
Bicycling	144	4,330	51,960	66%
Walking	74	2,215	26,580	34%
Jogging	-	-	-	-
<i>Seattle, Wa.: Urban</i>				
<i>Burke-Gilman Trail</i>	1,558	46,740	560,880	
Bicycling	1,262	37,859	454,313	81%
Walking	125	3,739	44,870	8%
Jogging	156	4,674	56,088	10%
Other	16	467	5,609	1%
<i>Park Futures Plan</i>				
Bicycling	3,576	107,274	1,287,288	
Bicycling	710	21,305	255,658	20%
Walking	2,378	71,338	856,056	67%
Jogging	501	15,018	180,216	14%
<i>Portland, Ore.: Varied</i>				
<i>Springwater Corr.</i>	1,219	36,575	438,903	
Bicycling	683	20,482	245,786	56%
Walking	439	13,167	158,005	36%
Jogging	110	3,292	39,501	9%
Equestrian	37	1,097	13,167	3%

## Relation to Population Centers:

Beginning on the west end, the corridor is bordered by the City of Milwaukie in Clackamas County to the south and by the City of Portland in Multnomah County to the north. The corridor begins in a major metropolitan area with other municipal cities nearby, such as Gladstone, Oregon City, West Linn, and Lake Oswego to the south and southwest. Also further east and south of the corridor is the unincorporated city of Happy Valley near the I-205 freeway.



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Further east the corridor passes through the City of Gresham, (the states 4th largest city), with nearby municipals to the north of Troutdale, Wood Village, and Fairview. Finally, the corridor ends in the town of Boring at the trail's southern most point. In all the Springwater Corridor passes through and connects four cities and two counties.

Expansion of the corridor to the east and west are under consideration. The corridor on the eastern end would eventually be continued past the town of Boring to the Mt. Hood National Forest under the supervision of the State of Oregon. The expansion on the western end would continue from McLoughlin Boulevard towards the Willamette River eventually linking the corridor to downtown Portland.

Along its route there are several points to access the corridor. These access points can be reached by public transportation. There are a total of twelve bus and one light rail routes that either intersect, stop nearby, or connect at one end point of the corridor.

- Bus routes connecting in Milwaukie are numbers 31, 32, 33, and 40. These routes provide service to and from downtown Portland.
- Bus routes that intersect the trail are as follows:
  - #10 at 122nd Avenue and at 136th Avenue provides service to and from downtown.
  - #19 at Henderson Street provides service to and from downtown.
  - #71 at Bell Avenue in Milwaukie, Foster Road near I-205, and at 122nd Avenue.
  - #72 at 82nd Avenue.
  - #75 at 45th Avenue.
  - #82 at 182nd Avenue and at Eastman Parkway provides service to Gresham Transit Mall.
- Bus route #5 passing near the trail, ends at 97th Avenue and provides service to downtown.
- Bus route #9 passes near Powell Butte Nature Park along Powell Boulevard provides service to and from downtown Portland and Gresham.
- The MAX light rail system is a short distance away from the trail between 8th and Kelly Streets in Gresham and provides service between downtown Portland and Gresham.

All routes, except for #32 and #40, have accessible lifts for disabled citizens. Routes #31, #40 on Sundays, #71, and the MAX light rail have bicycle racks. An extension of the light rail system to Milwaukie is being considered later in the future. No long term goals or general schedules have been proposed as of yet.

### **Relation to Recreation Sites:**

The Springwater Corridor is located only a few miles away from several major recreational areas, such as the Willamette River, Oaks Amusement Park, the Clackamas River, the Sandy River, the Columbia River, and Oxbow State Park. The Portland metropolitan area is

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wealthy in terms of recreational areas and the Springwater Corridor plays an integral part.

The Springwater Corridor acts as a hub for many recreational sites and facilities within a half-mile to a one mile distance of the corridor. Located within a half-mile distance of the corridor are 38 parks and facilities, four of which are privately owned. The public areas vary from as small as a 2.4 acre undeveloped park site to as large as the 569 acre Powell Butte Nature Park. The total combined acreage for all 38 sites and facilities is 1023.4 acres. The 38 sites consist of four community parks, nine neighborhood parks, and three recreational facilities. Included are seven natural resource/open spaces and eight undeveloped park sites. A listing of parks, their jurisdictions, size and type, and distance from the Springwater Corridor can be found in Appendix B of this master plan.

An inventory of these sites and facilities is as follows:

<u>Recreation Facilities</u>	<u>Total Number</u>
Ballfields	22
Tennis Courts	6
Stadiums	2
Parking Spaces	650
Restrooms	12
Soccer Fields	1
Golf Course	1
Benches	78
Picnic Tables	131
Game Courts	17
Play Equipment	94

Community parks are typically larger than neighborhood parks, between 10 to 50 acres, they receive more frequent use. These parks offer more facilities such as ballfields, group picnic areas, restrooms, and because they attract more regional users than a neighborhood users, are equipped with off-street parking spaces.

Neighborhood parks tend to be quieter places located in and identified with the adjoining neighborhood. Visitors to these parks live within walking distance. Most neighborhood parks are located on quiet side streets away from busy arterials offering a safer play area for children. These parks are typically five acres or less in size.

Recreational facilities are specialized sites that are highly developed with parking lots, visitors' facilities, and highly manicured landscapes. These type of sites attract thousands of visitors annually and are sometimes destinations for tour groups.

Undeveloped park sites remain so because they are either awaiting funding, still in the proposal stage, lack accessibility, or are difficult to develop for recreational use.

## **SPRINGWATER CORRIDOR MASTER PLAN**

Natural resource/open space parks have been acquired or preserved primarily as a resource for wildlife habitat and environmental education. Numbers of visitors to these parks are usually less than those at more developed park sites. Man-made improvements, if any, are limited to trails, interpretive facilities, and restrooms.

There are currently 20.99 miles of both on and off-street bike routes and paths. Included in this total is the I-205 bike path that runs from Vancouver to Gladstone. Of the 20.99 miles, one-third are off-street bike paths, most of which are located within the Powell Butte Nature Park. Some of these paths share usage as hiking and equestrian trails.

Over half of the bike routes and paths, 13.63 miles, are on-street routes. These routes are located on streets with designated lanes for bicycles. Approximately 80% of these routes are located within the city limits of Gresham.

Existing trails and pedestrian paths near the Springwater Corridor total 8.73 miles. The majority of these trails are located within the Powell Butte Nature Park. The remaining amount are divided among Butler Creek, Lents, Gresham Main City, and Westmoreland parks.

Besides hiking and bicycle trails, there are 4.67 miles of designated trails for equestrian use, all located within Powell Butte Nature Park. Strong support by various equestrian clubs has demonstrated a demand for an equestrian trail along the entire length of the Springwater Corridor.

With the development of the Springwater Corridor the total amount of bike routes and trails will be over 37 miles, not including the entire length of the I-205 bike path. The total length of hiking trails will grow to 25.23 miles and the total length of equestrian trails would be about 13.8 miles.

### **Summary:**

The Springwater Corridor in its undeveloped condition already offers some usage to parts of the population living nearby and adjacent to it. When developed, use of the corridor will only increase, not only by current user groups, but by others as well. The corridor will serve to meet the recreational needs that may arise from future increases in population and housing growth. Development of the corridor will provide a significant alternative route for equestrian, non-motorized, and foot transportation. The corridor will eventually provide an important link for future trail development between the downtown urban center, 40-mile Loop, Mt. Hood National Forest, and the Pacific Crest Trail.

# **SPRINGWATER CORRIDOR MASTER PLAN**

## **CHAPTER 3**

### **CITIZEN INVOLVEMENT**

Citizen involvement has been a key element in the development of this plan. The public was involved in several different ways, as outlined below:

#### **A. Advisory committees**

Early in the planning process, a citizen steering committee was appointed by the Project Managers in order to guide the decision-making process. This committee included one or two representatives from all of the various user groups that would be expected to have an interest in the final result of the plan: hikers, runners, bicyclists, mountain bikers, equestrians, the 40 Mile Loop Land Trust, Friends of Johnson Creek, the Johnson Creek Corridor Committee, neighborhood activists, adjacent property and business owners, and people with disabilities.

The role of the committee was to help synthesize input from the public-at-large, review the planning process and direct its results. Many of the innovative ideas for the plan and its implementation were originated by the thoughtful people who participated on the steering committee.

In addition, an agency committee was appointed in order to merge the efforts being expended by each agency toward the common goal of development of a plan and the plan's implementation. This committee included representatives of law enforcement agencies, Oregon State Parks and the U.S. Forest Service in addition to each of the jurisdictions most directly affected: METRO, Milwaukie, Gresham, Multnomah County and Clackamas County.

#### **B. Public process**

The public was involved in the development of this plan in many ways. The Bureau employed the following methods of outreach:

# SPRINGWATER CORRIDOR MASTER PLAN

## Signage:

As soon as ownership of the property was transferred to the Bureau of Parks and Recreation, temporary signage was installed throughout the Corridor at street and bridge crossings. These signs offered a place to contact for further information, outlined use limitations ("No motorized vehicles. No dumping.") and dangers inherent in the existing conditions. Dozens of citizens contacted the City as a result of these signs.

## Newsletter:

A quarterly newsletter has been issued since May 1991. The newsletters are mailed to a mailing list of approximately 3000, which includes all properties located within 500' of the Corridor, elected officials, and people who called for more information. Newsletters are used to update citizens on progress, upcoming hearings, and issues of interest. They were also used to gather input on condition of the trail.

## Surveys:

Two surveys were conducted in 1991. The first was a door-to-door survey of all the residential properties located within 500' of the Corridor. Students from Portland State University designed the questionnaire, conducted the survey, and analyzed the results. A follow-up survey was mailed to commercial properties located within 500' of the Corridor. Questions were patterned very closely after the residential survey. These results were analyzed by the Bureau of Parks.

The survey revealed that neighbors are very supportive of recreational development along the Corridor. Results were quite similar between residential and commercial neighbors. When asked directly if they would like to see the corridor developed, over three-quarters (77%) said they would in both surveys.

Among residential neighbors, recreation, nature watching, and beautification were indicated by 67%, 59%, and 58% respectively of those desiring development. Those not wanting to see the corridor developed (23%) showed little agreement regarding specific reasons for opposing development. Concerns with vandalism, privacy, noise, litter, danger from others, and funding were quite minimal ranging from 10% to 16% of those opposed to development. The percentage of people who expect to use the corridor exceeds the percentage who want development, and varies by location within the corridor, from 79% between SE 39th - 82nd, to 89% between SE 82nd - I-205.

Among commercial neighbors, wildlife habitat improvements ranked highest at 68%, followed by bike trails and regular security patrols (65%) and trail connections to other parks at 61%. Again, similar to the residential results, the percentage of respondents that claim they will use the Corridor if developed (81%) exceeds the respondents wanting development. Walking was the greatest anticipated use, followed closely by biking and nature watching. Approximately 86% of the respondents anticipate that between one and 10 of their employees will use the corridor daily. Those opposed to development cited

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concern over vandalism and loss of privacy as reasons for the opposition. Litter and noise from the Corridor were also cited as concerns.

A full analysis of the surveys is included as Appendix C.

### **Public Meetings:**

Three rounds of public meetings were sponsored by the Bureau during the development of this plan. The first round, in October of 1991, was used to explain the project and the schedule, and develop goals and a list of concerns. Approximately 60 citizens attended these meetings. Their input on goals was synthesized and adopted by the citizen steering committee. A list of their concerns is included in Appendix D.

The second round, in May of 1992, was the forum for a presentation of the draft master plan. Approximately 40 citizens took part in three workshop sessions about the elements as presented. Conceptual plans for trailhead design and locations, trail surfacing, points of interest, and a phasing schedule were introduced. Citizen input was summarized (see Appendix E) and the plans were modified as directed by the citizen steering committee.

In the fall of 1992, this master plan was adopted by each affected jurisdiction. See Appendix F for a list of adoption dates.

### **C. Continuing public involvement**

This master plan is to be considered a starting point only. Because demographics and land uses, and how the Corridor is used will change after it is developed, there will be a need to re-visit and refine the master plan.

The biggest change anticipated at this time will come in the form of user conflict. This corridor, once developed, will undoubtedly be very popular. Not all user groups will co-exist harmoniously. User etiquette and regulations may need to be modified.

When this is considered, a similar steering committee and simplified public process should be conducted, in accordance with the goals adopted by this master plan.

# **SPRINGWATER CORRIDOR MASTER PLAN**

## **CHAPTER 4**

### **THE PLAN**

#### **A. Goals**

The development of the Springwater Corridor Master Plan is in direct response to a set of goals established from citizens' input at the first round of public meetings. These goals are as follows:

- Preserve the linear integrity of the corridor. Acquire new lands adjacent to the corridor as available and as appropriate.
- Minimize conflicts between user groups as much as possible through design and a management plan.
- Celebrate and interpret the cultural and geographic history of the Corridor.
- Enhance and preserve the natural resources of the Corridor.
- Allow the Corridor to serve as an alternative transportation route.
- Provide a safe and inviting environment throughout the Corridor. Provide a high standard of maintenance.
- Serve the widest possible array of user groups.
- Utilize the Corridor to join the communities and recreation sites it travels through, by maximizing involvement opportunities in planning, developing and maintaining the Corridor.
- Maintain positive impacts to adjacent properties.



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- Provide for a range of recreational activities throughout the Corridor.
- Create funding options and develop a phasing plan to complete development as soon as possible.
- Develop a clear and comprehensive signage system in order to orient and educate users.
- Encourage responsible use of the Corridor with respect for adjacent properties.

Establishing these goals provides a means of addressing the wide array of community concerns received from public input and addressing those within the master plan development.

(Master Plan Diagram)

## C. Description of Major Plan Features

### Design theme

The general design theme will focus on showcasing the use of local materials, using recycled materials when possible. This Corridor will be distinctly Northwest, showing the use of local stone, plant materials, and workmanship.

### Trails

- Multi-purpose trail: A twelve foot wide, multi-purpose, hard surface trail with two foot wide soft shoulders will extend from the western end of the corridor east to Palmbad Road, the eastern edge of Gresham. The hard surface trail shall be designed to facilitate a wide range of uses including bicycles, wheelchairs, hiking, jogging, strollers, and walkers.
- Equestrian trail: An equestrian trail will be developed along the entire length of the corridor. Wherever possible the equestrian trail will be separated from the multi-purpose trail and reserved exclusively for equestrian use. This will reduce accidents between equestrians and faster moving bicyclists or other trail activities. A visible clear zone should be provided where the equestrian trail joins or intersects with the multi-purpose trail. The equestrian trail will be native soil topped with a bark peelings surface. West of 128th, special signage should be used to warn equestrian of hazardous road crossings at 122nd, Foster Road, 82nd and Johnson Creek Boulevard.

The equestrian trail should have a minimum horizontal clearance of 5'-0" and a minimum vertical clearance of 10'-0". All vegetation such as tree limbs, stumps,

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etc. should be cleared from this area. At bridge crossings, a special rubberized matting should be used over the wood decking for improved safety of equestrians.

- Combined multi-purpose and equestrian trail: In a limited number of locations, the multi-purpose trail will need to merge with the equestrian trail. This happens at bridge crossings and steep canyon areas. In these situations, the multi-purpose trail will be reduced to a ten foot width paralleled by a six foot wide soft surface equestrian trail.
- Soft surface trail: A ten foot wide soft surface trail will extend from Palmblad Road south to Boring. This portion of the corridor passes through a rural, agricultural landscape that is in sharp contrast to the urbanized western end of the corridor. The development intent in this section is to harmonize with the surrounding rural character, minimize development impacts while providing a safe and useable corridor. Palmblad Road provides a convenient route for "skinny tired" bicycles to join with the Highway 26 bike route.

(Diagram trail sections)

### Trailheads

In order to provide public access and serve a wide diversity of users, trailheads should ideally be located approximately two and one-half miles apart along the corridor and in close proximity to public transportation. The one exception to this is the rural section between Palmblad Road and Boring, where minimum development is desirable. A total of eight trailheads are being proposed along the corridor. Four of these are within the Gresham city limits and are located at Linneman Junction, 10th Street, Main City Park and Hogan Avenue. Of these, the 10th Street trailhead will accommodate equestrians. Outside of Gresham, trailheads are proposed in the general proximity of the following street crossings: Johnson Creek Boulevard, SE 82nd Avenue, 128th Avenue and at Boring Junction. Of these trailheads, equestrian facilities will be provided at the 128th Avenue site and at Boring Junction. An existing trailhead on top of Powell Butte with equestrian facilities will provide additional access to the Springwater Corridor. Powell Butte has numerous hiking, mountain biking and equestrian trails that link directly with the Springwater Corridor. In addition, Beggar's Tick Marsh may have an opportunity for limited shared parking and a small trailhead facility.

Trailheads will include automobile parking, restrooms with maintenance/storage areas, lighting, a drinking fountain, at least two path connections to the corridor, picnic tables, garbage cans, recycle bins, bicycle parking, telephone and plantings for shade and aesthetics. Equestrian trailheads will have additional facilities including a staging area, horse watering trough, hitching posts, trailer parking, horse mounting ramps for physically challenged equestrians and horse waste composting bins. A separate equestrian trail should extend from the trailhead to the corridor to allow horses to "shake themselves out" before entering the main trail.

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Site improvements at trailheads should be designed with the physically challenged in mind. In addition to disabled parking spots, elements such as drinking fountains, curb cuts, vegetation, and interpretive signing must be carefully designed.

For security purposes, trailheads should be highly visible from the public right-of-way, located close to compatible businesses, (ideally with around-the-clock hours). Joint usage of trailheads with community policing efforts should be encouraged.

(Diagram trailhead)

One of the trailheads should be considered a "signature" trailhead. The signature trailhead will be advertised as the central entry point to the Corridor, and will be designed to be especially welcoming to new users. Ideally, this trailhead will be larger, have more picnic facilities, and be centrally located (as near to I-205 as possible).

In addition to trailheads, several neighborhood access points exist. These serve as informal access, primarily serving the immediate neighborhood and providing a limited amount of on-street parking. These typically occur where residential streets end at the corridor. The location of these areas will not be publicized. Minor improvements such as development of a connecting trail, vegetation management and minor signage will occur at these sites.

(Diagram neighborhood access points on MP.)

## Resource Interpretation

Visitor/Interpretive Centers are proposed at the Johnson Creek Boulevard and at the Boring Junction trailhead site. These centers will orient the trail user's and interpret the natural and cultural resources along the corridor.

The Boring Junction site will be the interim terminus of the corridor and will be developed as an historic theme park. As the name implies, the Boring Junction site has roots closely tied with the railroad. The site served as a rail stop from 1903 to 19--. Most of the surrounding buildings at this site have local historical significance. A historically designated church, the United Methodist Pioneer Chapel, will be moved to the site. The cultural resource interpretation opportunities will be developed at this site.

The Johnson Creek Boulevard site provides access to Johnson Creek at its western end. A waterfall and fish ladder built by the WPA are located at this site. The presence of Johnson Creek in this dense urban area is a unique resource and presents an excellent opportunity to interpret this natural resource. In addition, the ODF & W trout stocking program at this location makes the site an ideal recreation spot for fishing.

## Signage

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Interpretive signage, directional and regulatory signage will form the basis of a comprehensive signage system. The design of signage should be coordinated as much as possible with the existing signage along the Gresham section. The Springwater Corridor logo should be incorporated as appropriate.

For signs to be effective, they must be clearly readable and easy to understand. Sign shape, color contrast, text and graphic choices, viewing distance and purpose of sign should all be considered in the signage design. Signs should be simple and concise. Signs should compliment the trail experience, not dominate it. Signs should be selectively used and their number should be held to a minimum along the trail. Signs should be grouped together.

- Interpretive signs will be installed at trailheads and at points of interest to raise the public's awareness to the numerous cultural and natural resources found on the corridor. These will be the largest signs used on the corridor. One panel will be devoted to Johnson Creek and the Springwater Corridor. A "You are Here" map, which includes other destinations, will be incorporated into this panel. The remainder of the sign will be devoted to the interpretation of the specific site. Sites selected for interpretation include Tideman Johnson Park, the original Johnson family settlement (near SE 100th), Beggar's Tick Marsh, Powell Butte Nature Park, rail station buildings such as Lents Junction, Bell Station and Boring Junction. Additional interpretation opportunities will include wildlife habitat, wetlands, Johnson Creek and geologic features. Interpretive signs should be placed at least four feet off of the main trail to allow groups of people a safe reading area with minimum disruption on the trail.

(Map showing interpretive areas)

- Directional signage will inform the trail users of significant trail connections to adjacent recreation sites such as Powell Butte, Johnson Creek Park and the I-205 bike route.
- Regulatory signage will be used to ensure a greater level of public safety. Potential hazard signs will be placed at road crossings and bridges. Stop signs and stop ahead signs will be used on all road crossings, except private drives. Yield signs will be used on private drives (the trail users will have the right-of-way). Caution signs will be placed on other areas of the trail where potential hazards exist. Standard shapes and colors will be used for regulatory trail signs (a red octagon to be used for "stop", a yellow triangle for "yield", etc.), but the signs will be proportionately smaller to be consistent with the scale and design speed of the trail. These signs should borrow from the standardized shapes, colors and wording from transportation signs. It is critical that regulatory signs be placed in a visually clear area with good sight distance.

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Bridges will require special signage because all users, including equestrians, must share a single width. Trail etiquette signage will be used throughout the Corridor, but especially at bridges, using text and graphics for the clearest message.

- Mileage markers will be placed at one-half mile intervals, based upon the historic rail mile markers. These will provide the trail user's with a sense of orientation along the entire route of the corridor. These will be located at the edge of the trail and routed into a 6" X 6" post.

(Diagram signage types)

### Johnson Creek Access

The Springwater Corridor roughly parallels Johnson Creek and crosses it ten times. In most cases however, Johnson Creek is not within the corridor right-of-way. Access to the creek is limited by steep banks and wetland areas. Due to the sensitive nature of the creek edge, physical access will not be encouraged. Visual access to the creek and opportunities for environmental education will be encouraged. The one exception to limiting physical access will be at SE 45th where spring fishing will be accommodated. The ODF & W stocks the Creek with rainbow trout at this location. (Significant views need to be identified and noted on MP!!!)

### Fish and Wildlife

The corridor has an average width of one hundred feet and has been significantly altered by human intervention. Despite Johnson Creek's proximity, the Creek and its associated wetland areas have been subjected to the forces of urbanization, flood control efforts and agricultural development, compromising the corridor's functional value to wildlife. However, perhaps even more significant to wildlife than the corridor itself is the natural areas that it passes along its 16.5 mile length.

Within the urbanized southeast Portland area, the corridor links together several open space/natural areas. These include from west to east, the Willamette River, Tideman Johnson Park, Beggar's Tick Marsh and Powell Butte. Additionally, the corridor passes by numerous undeveloped sites that provide wildlife habitat. (there are several other "natural/undeveloped areas along the route that serve as important wildlife habitat need to id those too - Ed's Park, Foster Farm)

With rapid loss of remaining open space to urbanization, the corridor plays an increasingly vital role to wildlife. Forming a link between these natural areas, the corridor supplements the remaining open space and serves as a wildlife migration corridor. This link creates an opportunity for wildlife in isolated pockets of open space to strengthen their gene pool thereby increasing their bio-diversity.

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Designated wildlife observation areas will be located in ecologically rich areas such as wetlands and the creek edge. Habitat enhancement projects will be undertaken in these areas. Interpretive signage will play an important role in public education at these sites.

(Map)

Current efforts are underway by the City of Portland, Bureau of Environmental Services and the Johnson Creek Corridor Committee to improve the water quality, flood control and ecological balance of Johnson Creek. The Springwater Corridor roughly paralleling Johnson Creek along its entire length provides the recreational component to this effort. The existence of the Springwater Corridor increases the exposure of Johnson Creek to the public, thereby increasing the number of "stream-keepers."

(Need to id some projects in this area - coord. with BES)

### Vegetation

Portland General Electric (PGE) maintains two overhead power lines on the perimeter of both sides of the corridor, running its entire length. Over the years, PGE's maintenance program has been to cut down any vegetation reaching a height of 15'. This practice is necessary for safety reasons, but has resulted in a lack of any large trees along the corridor. PGE will maintain this practice indefinitely. In the long term, burying the lines underground should be pursued. Currently this option is not considered feasible by PGE.

Himalayan Blackberry is the resulting dominant vegetation type along the corridor, thriving in open, disturbed landscapes. It is resilient and presents an ongoing maintenance challenge. Its rapid growth is capable of overgrowing and closing off the corridor in a single growing season. Blackberries serve a minor role in providing wildlife habitat, but due to the maintenance burden they create, they should be removed as much as possible. Replanting with a low growing, native scrub type vegetation will attract a greater diversity of wildlife and not interfere with the overhead PGE lines. Use of native trees and shrubs of limited height will be emphasized. Lowered maintenance costs is a further benefit for the use of native plant material. Additionally, in conjunction with the JCCC's efforts to restore Johnson Creek, riparian plantings along the creek should be re-established.

The main design theme of the Corridor will be the riparian corridor. This feature ties together historic and on-going values of the Creek. It will be a wonderful opportunity to educate the public about the diverse and attractive plants that are native to the area. Despite the strong emphasis on native plants, the palette will not be strictly limited to natives. For example, some of the more urbanized sections of the Corridor may require a different design treatment.

Vegetation will also help to define the Corridor's boundaries and protect the privacy of our neighbors. Plants can be effective screens and are more visually appealing than a long line of fences.

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(List of acceptable plant materials from PGE, include wetland plants)

## Bridges (Any other bridges west of McLoughlin)

There are eleven trestles along the 16.5 mile length of the corridor. Almost all of these trestles have been retro-fitted with basic safety improvements including decking and handrails. Based on an engineers report (see Appendix G) the sub-structure to these trestles are sound. Design loads for the decking have been figured on the basis of accepting loads of maintenance and emergency vehicles. Bridges numbers 5 and 6, adjacent to Tideman Johnson Park have concrete slab sub-decking and are currently surfaced with gravel. These two bridges will be hard surface treated to match the multi-purpose trail hard surface treatment. All bridges will need to accommodate equestrian usage. Recycled rubber matting will be placed on a portion of these bridge surfaces to accommodate the added wear from equestrians. Railings will extend perpendicular to the ends of the bridges since these areas have abrupt drop offs from the bridge abutments.

(Diagram bridge)

## Intersections

The Springwater Corridor is unique because it does not fall into a road right-of-way. This eliminates conflicts between trail users and automobiles as found on most roadway bike lanes. The corridor does however intersect with several roads. These intersections must be addressed in order to increase trail user safety and minimize conflicts. With the anticipated growth in the Portland metropolitan region and resulting increased automobile traffic, this situation will only become more aggravated.

All intersections pose a degree of hazard to the public and therefore reduce the quality experience of the trail user. As a general rule, the total number of crossings along the route of the corridor should be held to an absolute minimum.

Minimal improvements at all intersections shall include: vehicle control bollards, center bollard removable for maintenance and emergency vehicles, removal or thinning of vegetation to increase visibility, use of natural basalt boulders as needed to control vehicle access around the intersection, stop signs, striping and "XING" wording.

- Major Intersections: There are five major intersections along the Springwater Corridor. These are located at Johnson Creek Boulevard, 82nd Avenue, Foster Road, 122nd Avenue and Eastman Parkway (which is in Gresham). These are considered major intersections because of the high volume of traffic they receive and the resulting high degree of difficulty in crossing. Major safety improvements at this type of intersection shall include thermal plastic pedestrian cross walks, signage forewarning motorists of the approaching corridor as well as signage forewarning trail users of the approaching intersection, pedestrian activated signal crossings and where roadway width allows, pedestrian refuge median islands.



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Foster Road is particularly dangerous because of the extreme angle at which the two intersect. In ideal circumstances, the trail system should meet the roadway at a 90 degree angle if possible.

In the long term, grade change separations should be developed at these intersections.

(Diagram major intersection)

- Minor Intersections: There are 28 minor intersections along the Springwater Corridor. (Need to list these out, there's a lot of them include improvements). Minor intersections are defined as crossings at public roadways that due to their low traffic volume and minimal width, they present a low degree of difficulty in crossing. These intersections will be treated similar to the major intersections with the deletion of the pedestrian activated signals. Some of the more challenging intersections to cross in this category will receive flashing warning lights.

(Diagram minor intersections)

- Private Drives: Private drives are defined as vehicle crossings that serve a private citizen or a group of citizens, typically providing access to private property. Where these are deemed necessary, the party filing the crossing permit shall make all necessary safety improvements for the crossings. These improvements shall include but not be limited to removable bollards, stop signs (with the driveway user stopping), raised trail surface with warning striping and placement of basalt boulders as needed to control unauthorized vehicle access. Individuals are urged to contact their local transportation department for additional requirements. (See Chapter 5A, "Property Management").

(Diagram private drives)

## Site Furniture

Benches should be located along the trail at strategic locations, to capitalize on views and to provide a rest station. Ideally, some benches will be sited at cool, shady locations. Benches, trash receptacles, etc., will be made of vandal-resistant materials, emphasizing the use of metal to reflect the inter-urban train era. Trash receptacles at trailheads will allow for recycling.

## Public Outreach

Throughout the master plan development, public input opportunities have been maximized and the final master plan is a direct result of this input. Public outreach will continue upon completion of the construction phase of the corridor. It is a high priority to the Park Bureau and to governing jurisdictions that the built project fulfills the needs of the trail users. Survey boxes will be installed at trailhead locations to get updated input from trail users. Park staff will have an on site presence at the trail interpretive centers to talk

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directly with trail users. An informational brochure will be developed and distributed to the public to raise public awareness of the corridor.

## D. Implementation

### Relationship Between Local Jurisdictions

The corridor passes through five local jurisdictions which include Clackamas County, Multnomah County, Gresham, Portland and Milwaukie. East of Boring, the Springwater Corridor is under State Parks jurisdiction and beyond Estacada the corridor is under the jurisdiction of Mt. Hood National Forest. Specific agencies from these jurisdictions that have been actively involved in the master plan development of the corridor include transportation, environmental services, police and parks and recreation.

The cities of Gresham and Portland have an inter-governmental agreement in place that defines roles and responsibilities for each city in regards to the Springwater Corridor. Agreements between Portland and the other involved jurisdictions will occur as funding possibilities become more defined.

The Metropolitan Service District has increased involvement of local jurisdictions through their quarterly Parks Forum meetings and the Greenspaces program. Systems such as natural resources and extensive trail systems are especially important to plan on a regional basis.

### Development Priorities

Safety improvements are the immediate priority for development on the corridor. Specifically, the bridges and intersections along the corridor pose serious public hazards. Only after these improvements are complete can the corridor be safe and useable by the public.

In general terms, trail development shall proceed from a west to east direction. The western end of the corridor passes through a dense urban area and has the greatest potential to serve a wide segment of the population. The one exception to this "west to east rule" is the portion of corridor within Gresham's city limits. Gresham has secured funding through a bond measure and is proceeding with development of 1.75 miles of trail during the summer of 1992.

An implementation phasing plan is as follows:

- Immediate, Summer 1992
  - Bridge decking and handrails
  - Street crossings signage
- Surfacing Experiment:
  - Install six different surfaces and a survey user box between I-205 and SE Flavel

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- Summer 1993
  - Trail development between Powell Butte and Gresham(Diagram immediate phase)
- Phase I
  - Basic Safety Improvements
    - Bollards at intersections
    - Signalized crossings
  - Acquisitions
    - Missing link in Boring
    - Missing link between McLoughlin and SE 17th
    - Trailhead locations
  - Basic user improvements
    - Multi-purpose trail surfacing between McLoughlin and Powell Butte
    - Equestrian trail development between McLoughlin and Powell Butte
    - Signage between McLoughlin and Powell Butte
    - Planting between McLoughlin and Powell Butte
    - Development of centrally located "Signature Trailhead"(Diagram phase I improvements)
- Phase II
  - Corridor Development
    - Improvements at two trailheads
    - Equestrian trail between Boring and Powell Butte
    - Soft surface trail between Gresham and Boring
    - Signage between Gresham and Boring
    - Planting between Gresham and Boring(Diagram phase II improvements)
- Phase III
  - Corridor Development
    - Improvements at one trailhead
    - Connection to Willamette Greenway(Diagram phase III improvements)

## Funding Strategies

Some federal grants are available, sometimes from unlikely sources. Both Gresham and Portland have been successful in securing small Land & Water Conservation fund grants for development of the Springwater Corridor. A potentially large amount of federal money may become available for Springwater from Federal Highway funds through the Oregon Department of Transportation for newly eligible "enhancement activities" (one of which is rails-to-trails conversions). This source, known as the Intermodal Surface Transportation Efficiency Act (ISTEA) was initiated by Congress in late 1991 and is

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presently the most likely source of funding for development. Projects from around the state will be ranked by priority in late 1992; the Springwater Corridor was submitted to the Oregon Department of Transportation as the #1 priority of the metropolitan area by METRO's JPACT (Joint Policy Advisory Committee on Transportation). If funding is approved, it will provide 80% or more of the requested Phase 1 improvements; the remaining 20% must be supplied by local sources.

The cities of Gresham and Portland have each been successful in passing a parks levy within the last five years. In a general way, these have provided the funds for many regional park projects, such as the Springwater Corridor and Gresham's greenway system. Unfortunately, both levies were three year serial levies that are now expired. Neither city is proposing another levy in the near future.

The North Clackamas Parks & Recreation District was formed in November, 1990, by voter approval of a permanent addition to the tax base. Funds from this tax are being used for NCPRD's park planning effort, some site acquisition, and development of a swim center and regional park. The funds will also be used for some operations and maintenance costs.

The Metropolitan Service District (Metro) is proposing a general obligation bond measure to be placed on the November, 1992 ballot. If this measure is successful, it will provide \$ 200 million for natural area acquisition and trails development throughout the region. The Springwater Corridor is recognized as a regionally significant trail system in the Greenspaces Plan. The main thrust of the measure is to secure funds for acquisition significant natural resource/open spaces; approximately 25% of the generated amount will be distributed among local jurisdictions for local unrestricted use.

Other possibilities include more entrepreneurial activities that are compatible with park development. An example of this would include underground fiber optic cables that pay rent for their use of the corridor. Also funding through donations from private foundations, friends groups, and federal block grant funds are all possibilities.

Friends groups and volunteers have already been a source for donated labor. A Youth Conservation Corps crew spent last summer assisting with maintenance operations such as brush control and litter pick-up along the Corridor. A Marine reserve unit was responsible for decking and hand-rails on several of the bridges.

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### Cost Estimate

The following is a "ball park figure" for construction based upon the implementation phasing plan previously covered:

- Immediate Phase

<u>Item</u>	<u>Qty &amp; Unit Cost</u>	<u>Total</u>
Trail development - Powell Butte to Gresham	63,360 SF @ \$1.75/SF	110,880
Surface Experiment	31,680 SF @ \$1.50/SF	47,520
Trestle Repairs	Engineer's estimate	165,000
Gresham 1.75 miles trail dev.		

### TOTAL IMMEDIATE PHASE

- Phase I

<u>Item</u>	<u>Qty &amp; Unit Cost</u>	<u>Total</u>
Trailhead site acquisition	4 @ \$130,000	520,000
Land acquisition (Boring)	Allowance	100,000
Land acquisition (SE 17th)	Allowance	400,000
Intersection control bollards	256 @ \$225 each	57,600
Intersection crossing:		
Striped only	14 @ \$6,000 each	84,000
Flashing light	14 @ \$25,000 each	350,000
Full signal	4 @ \$60,000 each	240,000
Hard surface trail (6 miles @ 12')	390,000 SF @ \$1.75/SF	682,500
Signage	Allowance	25,000
Planting (trees and shrubs)	Allowance	120,000
Trailhead Parking	1 @ \$50,000	50,000
Restroom	1 @ \$110,000	110,000
Lighting	12 @ \$2,800	33,600
Equestrian Trail Development	29,040 LF @ \$1.55/SF	45,012
Gresham's improvements	Allowance	339,200
Planning/Consultant	Allowance (4% of const. cost)	200,000

### TOTAL - PHASE I

**\$3,356,912**

- Phase II

<u>Item</u>	<u>Qty &amp; Unit Cost</u>	<u>Total</u>
Hard surface trail (6 miles @ 12')	390,000 SF @ \$1.75/SF	682,500
Equestrian trail (5.5 miles)	29,040 LF @ \$1.55/LF	45,012
Trailhead parking	2 @ \$40,000 each	80,000

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Restrooms	2 @ \$110,000 each	220,000
Lighting (parking areas)	24 @ 2,800 each	67,200
Signage	Allowance	25,000
Planting	Allowance	240,000
Gresham's completion (Phase 3-8)	Allowance	\$1,060,800
• includes 2.75 miles of asphalt and equestrian trail, bridge undercrossing, 2 trailheads and trail furnishings		

**TOTAL - PHASE II** **\$2,420,512**

• Phase III

<u>Item</u>	<u>Qty &amp; Unit Cost</u>	<u>Total</u>
Shared use of E. Portland Traction Co:		
Fencing	23,760 LF @ \$20/LF	475,200
Hard surface trail	285,120 SF @ \$2.25/SF	641,520
Trailhead parking	1 @ \$40,000	40,000
Restrooms	1 @ \$110,000	110,000
Lighting (parking areas)	12 @ \$2,800 each	33,600
Tideman Johnson Park To Johnson Creek Park:		
Street system	Allowance	1,000
Signage	Allowance	25,000

**TOTAL - PHASE III** **\$1,456,920**

**GRAND TOTAL** **\$6,703,744**

(Need adjustment factor for inflation, trailhead parking areas need definition as to number of parking spaces provided. This may increase cost. This assumes 24 per trailhead which is most likely low.)

# SPRINGWATER CORRIDOR MASTER PLAN

## CHAPTER 5

### MANAGEMENT

"A successful rail trail involves more than simple acquisition of a rail corridor and initial preparation of the roadbed and structures for one or more varieties of trail use; it also entails managing the corridor to maximize its recreational and conservation benefits for the public and to protect it from various kinds of incompatible encroachments. Because of the "stringbean" nature of the corridor, a rail trail park is especially prone to pleas and threats from potentially deleterious non-park uses. Protecting the park accordingly poses a challenge, and requires careful attention to policies and procedures relating to non-rail trail and non-park uses."<sup>5</sup>

In addition, a high standard of maintenance is a key ingredient in a successful project that cannot be over-stressed. Goal #5 states, "provide a safe and inviting environment throughout the Corridor. Provide a high standard of maintenance." The psychological effect of good maintenance can be a highly effective deterrent to vandalism and littering.

#### A. Property management

A separate set of policies and procedures that outline the details of property management for the Springwater Corridor is being developed and will be adopted by City Council. Elements of the policy are summarized below:

##### Crossings

Each motorized vehicle crossing of the Corridor presents an interruption to the Corridor users and a potential hazard. For this reason, approval for new crossing agreements will be limited to those that are absolutely necessary, such as adjacent property owners with no other access to their property. Existing crossings will be formalized with new agreements, and where possible, will be consolidated with other crossings. Existing and new crossing agreements will be considered and pay a fee based on land value and impact.

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<sup>5</sup> from "Protecting Your Rail Trail: Management Considerations and Strategies" , an unpublished report from the Rails to Trails Conservancy, January 1990.



## SPRINGWATER CORRIDOR MASTER PLAN

New public road easements will be issued to local units of government for road purposes provided grade separation is maintained. This includes all public road crossings. The grade separation requirement may be waived by the City under extenuating circumstances.

### Acquisition

Development of the Corridor to its full potential requires acquisition of some key additional property. One important purpose is to close two "missing links", one at each end of the City-owned section: between SE McLoughlin and SE 17th to connect to the Willamette Greenway, and between D Street in Boring and the beginning of the State-owned section. The other important purpose is to provide trailhead facilities at selected locations. It is important to acquire additional property as soon as possible since real estate prices generally increase each year and potential sites are limited.

### LAND ACQUISITION POTENTIALS

Missing links	SE McLoughlin to SE 17th	___ Ac.
	Boring	0.25 Ac.

Trailheads	near SE 45th
	near SE 82nd
	near SE 136th

When necessary, the first choice for a strategy to acquire property will be to first take advantage of any tax delinquent property, or property owned by another public agency, if possible. This strategy will be used to develop a small trailhead at Beggar's Tick Marsh, which is owned by Multnomah County.

The next choice will be to have trailheads located on private property. This may be possible where an adjacent property owner requires concessions on the Springwater Corridor, such as a building encroachment or a motor vehicle crossing.

Finally, where outright purchase is necessary, the City will consider sales from willing sellers that do not displace residential uses. A donation will be requested before cash is spent for property. Selling land to the City will follow a carefully structured procedure based on independent appraisals of fair market value. This protects constitutional property rights with the right of appeal to the courts by either party. Negotiations for purchase are based on appraised values.

### Encroachments

The illegal use of public land by private landowners will not be tolerated. The City of Portland, as property owner, will act immediately to establish and mark boundaries and to resolve problems of encroachment.

## SPRINGWATER CORRIDOR MASTER PLAN

In some cases, a pre-existing agreement with the Portland Traction Company granted land use rights over the former railroad property. Each of the old agreements will be reviewed and, if appropriate, re-negotiated with land owners. In cases where the land has historically been used for permanent structures, new agreements can be considered appropriate because the cost of moving these structures is usually high. Land exchange may be an equitable and permanent solution for all parties based on the concept of value for value.

### Utilities / shared usage

In some cases, compatible utility and shared usage agreements may be of benefit to both the Springwater Corridor and the requesting party. For example, underground fiber optic cables would not interrupt use of the Corridor while providing an annual rental fee for maintenance of the Corridor. Utilities may not be granted exclusive use of the Corridor but would be expected to share use with other compatible and even competing utilities.

### Rules and enforcement

In general, the initial set of rules proposed for the Corridor will stress courtesy and cooperation with other users rather than a restrictive set of edicts. The rules are outlined below:

- **Using a path.** Every person using a path shall travel as near to the right side of the path as is safe, excepting as may be appropriate while preparing to make or making turning movements or while overtaking and passing another user proceeding in the same direction.
- **Overtaking path users on the left.** Any path user overtaking another user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance and shall not again move to the right until safely clear of overtaken users.
- **Audible signal when passing.** Every user shall give an audible warning signal before passing another user of any mode. Signal must be first produced five seconds before executing the passing maneuver. Signal may be produced by voice, bell or horn and must be clearly audible for 100 feet.
- **Regard for other path users.** Every user shall exercise due care and caution to avoid colliding with any other path user of any mode. Every user shall travel in a consistent and predictable manner.
- **Groups on path.** No group of path users, including their animal(s), shall span more than half the path, measured from the right side, so as to impede the normal and reasonable movement of other path users.

## **SPRINGWATER CORRIDOR MASTER PLAN**

- **Entering and crossing path.** User entering or crossing a path at uncontrolled points shall yield to traffic on the path.
- **Lights on path users.** Every user shall be equipped with lights, when using a path at any time from a half hour after sunset to a half hour before sunrise and at any other time of insufficient light or unfavorable atmospheric conditions. Bicyclists shall be equipped with a light which shall emit a white light visible from a distance of 500' to the front, and a red or amber light visible from a distance of 500' to the rear. All other path users shall be equipped with a light which shall emit a white light visible from a distance of 250' to the front, and a red or amber light visible from a distance of 250' to the rear.
- **Alcohol or other drugs.** A person shall not travel or be present on a path with an alcohol concentration in his blood or breath of 0.08 or more based on the definition of blood and breath units; or under the influence of alcohol or any drug or combination of drugs to an extent that the person's ability to use the path safely is impaired to a substantial degree.
- **Debris.** No person shall throw or deposit or allow to be thrown or deposited, any glass bottle, glass, nails, tacks, wire, cans or any other substance or debris, including animal waste. Any person who drops, or permits to be dropped or thrown, any material shall immediately remove the same or cause it to be removed.

This trial set of rules is based on successful projects in other areas. At this time, it is not proposed to adopt a speed limit or a set of hours for the Corridor to be open. Trailheads, however, will be closed and locked consistent with the hours for City parks.

The most effective and most visible enforcement on the Springwater Corridor will be other trail users. In addition, a citizen's foot patrol has already been at work along the corridor, stopping motorcycle use and hoping to prevent illegal use before the Corridor is developed. The foot patrol is backed up by a group from PUMP (Portland Urban Mountain Pedallers). A patrol's primary function is to provide assistance and information, not to apprehend criminals. If a serious crime does occur, members of the patrol can get assistance from the emergency 911 network.

Patrol personnel should perform positive trail functions as much as possible--distributing maps and brochures, providing information, offering bicycle safety checks for children and performing other service-oriented activities. Security personnel should use a bicycle, foot, or horse to patrol a trail, not a motorized vehicle. Users respond more favorably to someone whose appearance is more like a "trail user" than a law enforcement officer.

In addition, the Multnomah County Mounted Posse is negotiating for a home base location on or near the Springwater Corridor. They have committed to making regular patrols of the Corridor. The sheriff's office in each county along the Corridor will be asked to aid

# SPRINGWATER CORRIDOR MASTER PLAN

in control of trail use. The Parks Bureau Trail Manager will also be a regular presence on the Corridor. Adjacent landowners and trail users are encouraged to report violations to either the Trails Manager or the local law enforcement agencies.

The rules and regulations will be posted conspicuously at trailheads and any other necessary locations along the Corridor. Trail brochures, "safety days" (which involve volunteer user group presentations), and meetings with user groups will also help inform users of the regulations.

## B. Property maintenance

Maintenance is just as important as property acquisition and development. It includes such activities as pavement stabilization, landscape maintenance, facility upkeep, sign replacement, fencing, mowing and weed control. However, the effects of a good maintenance program are not limited to the physical and biological features of the Corridor:

- A high standard of maintenance is an effective way of helping advertise and promote the Corridor as a state recreational resource (word of mouth advertising is best);
- The psychological effect of good maintenance can be an effective deterrent to vandalism, litter, and encroachment;
- Good maintenance is necessary to preserve positive public relations between the adjacent landowners and government;
- Good maintenance can help make enforcement of the Corridor more efficient. Local clubs and interest groups will take pride in "their" trail and will be more apt to assist in the protection of the Corridor.

Thus, an effective maintenance program in the region is to achieve its goals for the Springwater Corridor.

A successful maintenance program requires continuity and a high level of citizen involvement. Regular, routine maintenance on a year-to-year basis will not only ensure trail safety, but will also prolong the life of the trail. Maintenance activities required for safe trail operation should always receive top priority. The following tasks should be part of a maintenance checklist:

### Surfacing

At this point in time, a final selection for the multi-purpose hard surface paving material has not been made. The selection will be based on the results of a user survey of a

## SPRINGWATER CORRIDOR MASTER PLAN

variety of innovative materials that are installed in the Corridor after the test samples have been in place for six months. The materials under consideration include a soil stabilizer, a concrete mix, a fly ash mix, a clay mix, and crushed stone. These materials should produce a hard surface that is accessible to a variety of users, less expensive than asphalt, and less expensive to repair (they may even be repaired by volunteer crews). The unknown factor at this time is their durability, especially under wet conditions and heavy use.

No matter what material is chosen, cracks, ruts, and water damage will have to be repaired periodically. In addition, vegetative control will be necessary on a regular basis. Some of the innovative surfaces may require an annual dragging.

Erosion control of the railbed will be necessary in several areas that have drainage problems. It may be necessary to maintain ditches and culverts to help drain these areas and prevent water from pooling in heavy rains. Checks for erosion should be made monthly during other regular maintenance activities, and especially during the winter months.

The surface will have to be kept free of debris, especially broken glass and other sharp objects, loose gravel, leaves and stray branches. Trail edges will have to be swept frequently to keep them from ravelling.

### Weed control

On-going efforts will be made to reduce the amount of Himalayan blackberries growing throughout the Corridor, but it is recognized that total control is beyond the resources of governing agencies and volunteers. An annual mowing along both sides of the center line is necessary to help check invasion. For long term weed control, native vegetation and other plants will be reestablished on the Corridor by mechanical seeding and planting to shade out undesirable weed species and improve wildlife habitat.

Wherever possible, weed control will be accomplished by mechanical methods. Innovative weed control methods such as controlled grazing (sheep controlled by a shepherd) and steaming should be explored. The application of chemical sprays will be limited to use on those plants listed as *Harmful Plants on Portland Plant List* (see Appendix H), including Poison-hemlock, Golden chain tree, Poison Oak, Garden Nightshade, and Stinging Nettle. In any case, no chemical sprays will be applied within 25' of Johnson Creek or a water feature.

### Litter

Litter along the Corridor will be removed by Parks or volunteer crews. Litter receptacles will be placed at access points and trailheads. Litter will be picked up twice a week during summer months, (just before and after a weekend) and once a week during the winter.

# SPRINGWATER CORRIDOR MASTER PLAN

## Signage

Signage will have to be replaced along the Corridor on an as-needed basis. A monthly check on the status of signage should be performed with follow-up as necessary.

## Trestles

An engineer's report on the structural capacities of the existing wood trestles (see Appendix G) recommends an annual visual inspection of each of the trestles.

## Culverts

All of the existing culverts should be cleared of vegetation and debris once annually. The inspection should be taken place before winter rains.

## Fencing

The use of fencing for boundary control is strongly discouraged. The first preference will be to plant shrubs, trees, and use temporary fencing to establish privacy. Assuming need can be demonstrated, and funds are available, governing jurisdictions may absorb up to one-half the cost of construction of fences for residential neighbors. Parks and adjacent landowners must, however, sign an agreement which describes their duties and responsibilities for the construction of the fence. Commercial and business neighbors will be required to fund fence construction in entirety. Where the fence is needed to protect the property of the Corridor and/or users of the property, the governing jurisdictions will construct their share of the fence and require the adjacent property owners to construct their share of the fence.

## Trailheads

The specialized facilities at trailheads will require frequent inspection and maintenance. Restrooms must be cleaned on a daily basis. Site furniture and lighting should be kept in good repair. Trash receptacles should be emptied daily during high use periods.

## Public involvement

Trail user organizations, community groups, civic organizations and businesses should be invited to provide periodic maintenance work along the Corridor as a means of improving trail safety, keeping maintenance costs down and building good will with people living adjacent to the trail.

Trail users and neighbors can be encouraged to monitor and report maintenance problems and requests along the Corridor. "Improvement Request Forms" should be available at trailheads, through user organizations and at bicycle shops. Request forms should include the same maintenance items that are covered in the routine maintenance check list.

## Maintenance/Operations implications

Currently, the Springwater Corridor is being minimally maintained by Parks Bureau personnel on an "asset protection" basis, with assistance from a Youth Conservation Corps and volunteer crews. This is not an acceptable long-term arrangement. As Corridor

## **SPRINGWATER CORRIDOR MASTER PLAN**

development is completed, a Trails Manager should be assigned to the Corridor. The primary duties of this position would be to regulate trail use, coordinate volunteers, and maintain the trail. The Trails Manager would report to a maintenance supervisor. A seasonal laborer and the necessary equipment should be assigned under this position also. The personnel assigned to the Corridor would be based at a trailhead / information center.

On-going maintenance could be partially offset if adequate utility lease agreements are arranged, or license or easement fees are available. Other possibilities include "adopt-a-trail" sections by adjacent businesses or business associations. Volunteer labor has been extensively used in the past and can be counted on for continued support, especially with items such as litter control and planting parties.

One other possibility is a "trail use fee day", where volunteers charge for use of the Corridor (on a voluntary basis) in order to establish a maintenance endowment fund.

# SPRINGWATER CORRIDOR MASTER PLAN

## CHAPTER 6

### EVALUATION

Throughout the master plan development of the Springwater Corridor, public input has been sought in order to identify public needs and concerns and arrive at a design that best addresses these needs. The Park Bureau views this project as the beginning of a long term relationship with the adjacent communities. This effort will continue upon completion of the construction phase of the project. Though a great deal of survey data has been gathered to anticipate the type of activities the trail will receive, the real test will happen after the trail is built. It is critical to the success of the trail that after it is constructed an on going post construction evaluation process begins. This will provide important data as to the actual use versus anticipated use of the corridor and begin to reveal what works and what doesn't work.

The following is a partial list of questions that should be answered by this evaluation process:

- What are the trail user characteristics?
- What are the trail use patterns and how do they vary along different sections of the trail?
- What user conflicts are there, if any? (Between trail users groups, neighbors, vehicles, etc.)
- How has the trail impacted surrounding neighborhoods and other land uses?
- How has public use of the trail impacted Johnson Creek?
- What is the reaction to the physical nature of the trail?
- Are additional access points needed?

#### Evaluation Strategies

##### Determining Trail User Characteristics:

In order to determine existing use of the trail, a trail traffic count will need to be conducted. The following evaluation methodology is loosely based on a study, *King County, Commuting & Recreational Trail Use Analysis: Burke-Gilman Trail, Sammamish River Trail*, prepared by the International Bicycle Fund, in 1985. The trail monitoring procedure will consist of observing and counting trail users within a discrete time frame and location. Month, day of week and time of day should be recorded as well as weather conditions. The count should make record of the type (biker, walker, jogger, etc.), description (age, sex) and number of users, direction of travel and surface traveled on. These trail user counts could be done by volunteer groups such as the Friends of



# SPRINGWATER CORRIDOR MASTER PLAN

Springwater Corridor or arrangements could be made with local college survey/sociology classes. Monitoring should take place at varying days of the week, time of day and at different locations along the trail.

## Trail Use Patterns, Conflicts and Impacts

To obtain data on specific trail use patterns, a questionnaire should be developed that has the objective of the following:

- Determine the purpose of the trip
- Determine where the user began and ended their trip
- Determine how far users tend to travel on the trail and the pattern of traffic flow
- Determine the frequency and type of accidents occurring on the trails
- Determine the socio-economic characteristics of users of the trail
- Collect comments and criticisms about the physical nature of the trail from those using them and adjacent residents

During the early phases of the master plan development, Portland State University students were very effective in conducting a door to door survey of adjacent residents. A similar means of distribution could be used for this post construction evaluation questionnaire. Direct, on-trail distribution could also be utilized.

## Public Input

To a large extent, satisfaction of both the adjacent land owners and trail user's will determine the trail success. These citizen's should have an opportunity to voice thier concerns and solicit comments to be included in the evaluation process. An annual or bi-annual meeting should be held with these user groups to gather input into the ongoing management of the trail.

## Environmental Impacts

Johnson Creek, roughly paralleling the corridor along its entire length, is an amenity to the trail but is also a sensitive ecological resource. In order to protect this resource, various aspects of the trail should be monitored.

## Trail Surfacing

The experimental trail surfacing to be constructed in the immediate construction phase, should be monitored for any hazardous leachate materials. This test section will extend from the I-205 bike route to Flavel Drive and proposes the use on several trail surfacing materials that have not been used extensively in the past. Concerns have been expressed over the potential leachate material from fly ash, a powder like bi-product from coal burning power plant that has similar properties to concrete. Each trail surfacing section should be monitored and the results of this monitoring should weigh heavily in the final trail surfacing selection.

# SPRINGWATER CORRIDOR MASTER PLAN

## Public Impacts

With the development of the corridor, and the arrival of trail users, the potential of public misuse of the creek may increase. The presence of water acts as a natural draw for most people. But due to the environmental sensitivity of the creek and associated wetland, access is discouraged. Loss of fragile riparian vegetation, bank erosion, contamination of creek water from excessive fecal material and introduction of exotic fish and wildlife species into the creek are a few of the potential impacts. Close, ongoing monitoring of the creek will be needed to limit these impacts.

## Modifications

Based upon the post construction evaluation data, problems with the trail will be clearly identifiable, solutions will be proposed and changes will be made as needed to improve the public experience of the corridor.

# METRO

# Memorandum

Planning Department  
2000 S.W. First Avenue  
Portland, OR 97201-5398  
(503) 221-1646 Fax 273-5585

METRO COUNCIL  
October 22, 1992  
Agenda Item No. 6.1  
Ordinance No. 92-472

DATE: October 19, 1992

TO: Presiding Officer Gardner and Metro Council members

FROM: Mark Turpel, <sup>*Turpel*</sup> Senior Regional Planner

SUB: PCC Rock Creek - Ordinance #92-472

## Background

The PCC Rock Creek Campus was outside the Metro jurisdiction at the time of the petition for an Urban Growth Boundary amendment. The Metro Council did not have the authority to approve a change to the Urban Growth Boundary. Accordingly, the Council heard the PCC case in June (when the Hearings Examiner appeared) and approved a Resolution of Intent to approve the amendment if the Metro boundary were changed. The Boundary Commission approved the Metro Boundary change and October 8 was set as the first reading for an ordinance to approve the Urban Growth Boundary change.

At the October 8 Metro Council meeting, there was a request to have the Hearing Examiner attend the October 22 Council meeting to describe the differences between the PCC Rock Creek case and the BenjFran case.

The Hearings Examiner for the PCC Rock Creek case, Larry Epstein, indicated that this could be accomplished, but that there would be an additional cost, as he had already made an appearance before the Council at the PCC Rock Creek Resolution of Intent Hearing. In addition, as Mr. Epstein was not the Hearings Examiner for the BenjFran hearings, he estimated that it would take perhaps 15 hours to read the BenjFran record and prepare a description. This would cost approximately \$1,300 more, as the application fees collected were expended for the previous hearing work.

## Recommendation

Staff recommends that in lieu of the additional cost of an appearance of the Hearing Examiner, staff prepares a brief comparison of the two cases in question (see attachment #1). Mr. Epstein also has made available his review of past cases (see attached memo and data). Staff further recommends approval of Ordinance #92-472, as directed by Resolution #92-1630.

c: Andy Cotugno, Larry Shaw

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# METRO

Planning and Development  
2000 S.W. First Avenue  
Portland, OR 97201-5398  
(503) 221-1646

# Memorandum

DATE: October 16, 1992  
TO: Metro Councilors  
FROM: Stuart Todd, Assistant Regional Planner  
SUB: Ordinance #92-472, PCC Rock Creek

Benjfran Case 85-8 and PCC Rock Creek Case 91-4

Councilor Van Bergen asked for hearings officer Larry Epstein to address the Council regarding the difference between the PCC Rock Creek case and the Benjfran case (denied in 1986). In lieu of his appearance, because of prohibitive costs, the staff will submit the following summary of the differences in the two cases.

Benjfran Development sought to incorporate 472 acres for industrial park development adjacent to the urban growth boundary (UGB) at the approximate location of SW 219th Ave. and the Tualatin Valley Highway. The petitioner sought to create four industrial parks (the Roseway Business Center) on the vacant land. The developer was responding to the need for a proximate and consolidated site for support firms to the hi-tech industry developing in the Sunset Corridor. Specifically, the petitioner asserted that there was no comparable site available within 20 minutes of this emerging business corridor.

The hearings officer recommended against the case, the Council upheld this decision, and LUBA affirmed the decision in the appeal. The basis for denial was primarily a lack of demonstrated need (Statewide Planning Goal 14, Factor 1). The findings showed a lack of "demonstrated need" to amend the UGB to accommodate this use at this site. It was found the petitioner could not substantiate the locational need of supply industries within a questionable 20 minutes (peak pm) travel time of the primary industry, and there was conflicting testimony to this effect. As well, there was no clear reason why four parcels, as proposed needed to be located next to each other on this site. There was a failure to address the region's industrial land supply and the potential for new industrial development opportunities in the future. Therefore, the petitioner's claim that there were no other proximate sites within the UGB was not substantiated, for methodological and factual reasons.

**Portland Community College** at Rock Creek which owns 250 acres at approximately NW 185th Ave. and NW Springville Road, has sought to bring 160 acres into the UGB. The property is located adjacent to the UGB (on Springville Rd.). Student enrollment has continued to increase, averaging 12.3% over the last four years, and the college wants to expand the educational facility. This expansion is not allowed under existing plan designation and zoning. The campus began construction in 1974 (prior to UGB adoption), it is located in adopted statewide Exception Area #34, and now seeks an Institutional comprehensive plan designation to allow a staged development of the campus.

The hearings officer recommended the approval of the amendment for PCC Rock Creek, and the Metro Council passed Resolution #92-1630 on June 25, 1992 expressing its intent to amend the UGB in this case. The primary reason cited (under Statewide Planning Goal 2, part II - for exceptions, Goal 9, Goal 14) is that the site is irrevocably committed to urban use, represents a substantial public investment and an important educational service, that should be a permitted use rather than a non-conforming use. The educational facilities and structures, with accompanying parking lots, utilities, and landscaping are not in keeping with rural uses.

Secondarily the hearings officer report cited the inefficiencies a duplication of efforts would create (citing Goal 14). It found, if the College's expansion were to occur in alternate satellite locations within the UGB and not on this property, a costly and inefficient provision of facilities such as library, computer, and administration services would result, with consequent negative implications for travel and effectiveness of the institution. Additional urban service capacity is available at the current location, in keeping with the efficient expansion of the campus.

### Conclusion

There are unique elements influencing each case described. Benjfran was unable to establish need for a major amendment to the UGB based on its premise and methodology, while PCC Rock Creek with an existent urban condition and an evidenced need was convincing. Metro Council, by resolution #92-1630, expressed its intent to amend the urban growth boundary as petitioned for by PCC Rock Creek.

RECEIVED  
OCT 19 1992

**Larry Epstein, PC**  
Attorney At Law

Larry Epstein, member  
Oregon State Bar and  
American Institute of Certified Planners

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(503) 223-4855 • FAX (503) 228-7365

October 16, 1992

Mark Turpel  
Metropolitan Service District  
2000 SW First Avenue  
Portland, OR 97201

SUBJECT: UGB CASES

Dear Mark:

You telephoned me last week to explain that Council member Van Bergen had expressed concern about the consistency of the Hearings Officer recommendation in the PCC Rock Creek Campus case with other UGB cases. I explained briefly how I thought that case differed from other UGB amendment applications and offered to provide more details if you wanted it. You declined to have me do more now, but requested whatever information I had on hand that might help the Council.

In response, I enclose a summary of UGB amendment cases through August, 1987 at no cost. I prepared this summary before starting as hearings officer for Metro in 1988. My goal was to try to gain a grasp of the issues that had been decided in the past so that I could be as consistent as possible with past decisions. As you know, land use decisions such as UGB amendments do not constitute binding precedents, because each piece of land and each land use decision is unique. But it is in the interests of good government to be as consistent as possible and to vary from prior decisions only when the facts of one case vary from those of another case. Hence the purpose for the enclosed summary.

Feel free to consider the summary and to distribute it to Metro staff and officials. However, please include this cover letter or similar caveats with it. The summary is the result of a brief review of the cases listed; I did not intend to be exhaustive. The summary does not include cases since August, 1987. Therefore, many important cases are not listed. None of the cases listed involve major amendments to the UGB; only minor amendments and trades are addressed. Therefore, cases more directly relevant to major amendments, such as the Benj. Fran., Dammasch Hospital, and Rock Creek cases, are not included. Lastly, the summary was prepared without the benefit of comment by Metro staff and officials. The opinions expressed are mine alone. I take credit for any brilliance and blame for any faults in the summary. Also, I used abbreviations freely. There is no key to the abbreviations, but they are fairly straightforward. Feel free to call me if you have any questions about the meaning of my shorthand.

If you want, I can update the summary to include subsequently decided cases. I will have to charge Metro for my time in doing so. (The enclosed original summary was prepared at no cost to Metro.) To help if you want to update the summary on your own, I enclose a blank data base sheet to use as a model. Good luck!

Sincerely,

LARRY EPSTEIN, PC

  
Larry Epstein, AICP

CaseNo		CaseName		AppType	
Summary					
Decision				DecDate	
Issue:Area;IsI					
Area;IsI					
Issue:Services					
Services					
Issue:LandUse					
LandUse					
Issue:EEES					
EEES					
Issue:AgLands					
AgLands					
Issue:Need;ContigProp					
Need;ContigProp					
Comment					

CaseNo	81-2, part1	CaseName	Waldo Estates	AppType	Trade
Summary	This part concerned proposed 160-ac addition (Waldo Estates Mob Home Subdiv) only				
Decision	Conditionally approved if equivalent deletion approved			DecDate	8/6/81
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services					
Issue:LandUse					
LandUse					
Issue:EEES					
EEES					
Issue:AgLands					
AgLands					
Issue:Need;ContigProp	Is need for more housing/mob homes sufficient to warrant change without trade				
Need;ContigProp	No; urb land supply adeq, incl mob home land, in UGB given high cost of mob hsg				
Comment					

CaseNo	81-2, part 2	CaseName	Waldo Estates/Canemah	AppType	Trade
Summary	Add 193 ac (Waldo Est); remove 185 ac (Canemah)				
Decision	Conditionally approved; >700 elderly du, annex, TriMet, lot size limit			DecDate	10/6/83
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services					
Issue:LandUse					
LandUse					
Issue:EEES					
EEES					
Issue:AgLands	Is land agricultural				
AgLands	No; in exception area; good text of ag exception				
Issue:Need;ContigProp					
Need;ContigProp					
Comment					



CaseNo	81-2, part 3	CaseName	Waldo Estates/Canemah	AppType	Trade
Summary	Modify conditions of approval of 1983 decision				
Decision	Approved change from 700 to 600 du; delete subdiv reqmt & TriMet			DecDate	9/25/86
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services					
Issue:LandUse					
LandUse					
Issue:EEES					
EEES					
Issue:AgLands					
AgLands					
Issue:Need;ContigProp					
Need;ContigProp					
Comment	Good interlineation of findings & conclusions to support changes				

CaseNo	81-3	CaseName	Hillsboro	AppType	Mistake
Summary	Add 50 acres south of Hillsboro; 1976 draft maps differ from adopted ones; no reason				
Decision	Approved			DecDate	11/5/81
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services	Sevices available, including 36" sewer line; use of line results in greater efficiency				
Issue:LandUse					
LandUse	Indus'l use planned; shown as urban on city and county maps relying on draft UGB maps				
Issue:EEES					
EEES	Site incl 13 ac in floodplain/37 buildable ac; change would follow natural divider (river)				
Issue:AgLands					
AgLands	Sewer serves site; included as urban on city plans; creek buffers; light burden/proof				
Issue:Need;ContigProp					
Need;ContigProp					
Comment	Legisl intent to incl land outside floodplain consis w/ local plans; clear evidence of mistake				

CaseNo	81-4	CaseName	Seely	AppType	Minor
Summary	Add 2.2 ac to UGB on north edge of Wilsonville to make boundary follow road				
Decision	Approved			DecDate	11/5/81
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services	Services provided; inclusion needed for access to them & city control of road				
Issue:LandUse					
LandUse	Straighter boundary; prop surrounded by city on 3 sides & road on fourth				
Issue:EEES					
EEES	TriMet serves				
Issue:AgLands					
AgLands	Too small; separated by road; surrounded by city				
Issue:Need;ContigProp					
Need;ContigProp					
Comment	No contiguous properties outside boundary				

CaseNo	81-5	CaseName	WGK Development Corp	AppType	Minor
Summary	Add 30 acres west of Forest Grove				
Decision	Approved			DecDate	11/5/81
Issue:Area;Isl					
Area;Isl	Only 10 acres of land developable; steep ravine splits site				
Issue:Services					
Services	Services for adjoining urban area are to pass through site				
Issue:LandUse					
LandUse	Good discussion re which prop line/feat to use to locate boundary given ravine on site				
Issue:EEES					
EEES					
Issue:AgLands	15% of site is farmed; applicant did not show site committed to nonfarm use				
AgLands	Only way to fix service inefficiency is to incl land altho agric'l; ravine is barrier				
Issue:Need;ContigProp					
Need;ContigProp					
Comment	No similarly situated properties because of division created by ravine				

CaseNo	81-6, part 1	CaseName	Shoppe Acres/Jenne Lynd Acres	AppType	Trade
Summary	Remove 170 ac (Shoppe Ac) (166 vacant); add 175 ac (Jenne Lynd Ac) (131 vacant)				
Decision	Approved; planned condition req'g annexation in 2 years was deleted			DecDate	12/2/82
Issue:Area;Isl					
Area;Isl	Net loss = 35 vacant ac; Shoppe had low potential; Jenne has 80 parcels/40 owners				
Issue:Services	Traffic in Jenne area problem; inclusion allows systematic anal/mitigat - neutral effect				
Services	No services in Shoppe Ac; road, water, sewer capacity serve Jenne - some recent				
Issue:LandUse					
LandUse	Shoppe Ac surr by ag land; Jenne surrounded by cities/urbanization conflicts inevitable				
Issue:EEES	Jenne has 20% steep slopes /much in floodplain; problems w/city drainage policies noted				
EEES	No transp. serv. to Shoppe Ac; inclusion of land in floodplain needed for logical boundary				
Issue:AgLands					
AgLands	Shoppe Ac incl Class III soil being farmed; Jenne subj to exception				
Issue:Need;ContigProp					
Need;ContigProp					
Comment	Good side by side comparison; School capacity in Centennial argued but judged neutral				

CaseNo	81-6, part 2	CaseName	Scott	AppType	Minor
Summary	Add 4.5 acres to UGB near Skyline/Germantown Rd				
Decision	Approved			DecDate	3/4/82
Issue:Area;Isl					
Area;Isl					
Issue:Services	Sewer service not likely but subsurface service okay				
Services	Req'd water & road improvements increase developability of adjoining land in UGB				
Issue:LandUse					
LandUse					
Issue:EEES					
EEES					
Issue:AgLands					
AgLands					
Issue:Need;ContigProp					
Need;ContigProp					
Comment	Very light burden of proof				

CaseNo	81-8	CaseName	Cereghino (later sold to West Coast Auto)	AppType	Minor
Summary	Add .33 ac and 10 ac to UGB; properties now split by UGB; will annex to Sherwood if approved				
Decision	Approved			DecDate	12/2/82
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services	Sewer/water planned/programmed; avail for devmt; more efficient w/access north				
Issue:LandUse					
LandUse	Bisects house; unusual/inefficient shape for devmt				
Issue:EEES					
EEES	Rock Creek floodplain on west and north portions of site; engineer to mitigate/drain				
Issue:AgLands	Class II to unclassified soils; no detailed soil mapping, but visibly very rocky				
AgLands	Never been farmed; subject to erosion and dampness; applicant farms onions to north				
Issue:Need;ContigProp					
Need;ContigProp	Distinc from surrounding land now used for farming				
Comment	See also Case No 86-2 for later mapping correction & good map of site				

CaseNo	81-9, part 1	CaseName	Corner Terrace (add)/Malinowski (remove)	AppType	Trade
Summary	Findings before remand				
Decision	Approved			DecDate	5/3/84
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services	In-place facils can be used more efficienctly if serve both sides of street than new				
Issue:LandUse					
LandUse	To leave one quad of intersection vacant is ineffic/poor urb form/land use conflicts				
Issue:EEES					
EEES					
Issue:AgLands					
AgLands	Lack of full util of in-place facil=severe loss of serv effic/loss of publ investmnt				
Issue:Need;ContigProp					
Need;ContigProp					
Comment					

CaseNo	81-9, part 2	CaseName	Corner Terrace (add)/Malinowski (remove)	AppType	Trade
Summary	Add 30 ac zoned FF-20 & EFU/part of which is Class II/III; remove 20 ac zoned R5 in WashCo				
Decision	Approved; remanded on appeal to LUBA (LUBA 84-047)			DecDate	9/1/84
Issue:Area;Isl					
Area;Isl					
Issue:Services	Opponents argued must be existing inefficiency to find net improvmt				
Services	OK to concl max use of exist'g in-place facils increases efficiency vs more new facils				
Issue:LandUse	Use of ridge as boundary; Concl that one vac corner ineffic/conflict not supported				
LandUse	Ridge OK boundary, but imprecise descr problematic;				
Issue:EEES	Adeq of findings about compat w/ farm uses; Ord recog need for buffer, but does not req one				
EEES	Need to have findings (1) no incompat or (2) need to balance + & - show net benefit				
Issue:AgLands	Issue of severity of negative impact of existing UGB notwithstanding farm land				
AgLands	Nonuse of avail facils not sufficient proof; need evi of cost of serv as is/proposed				
Issue:Need;ContigProp	2d part of 8(a)(2) reqs finding that UGB will facilitate needed devmt on urb land				
Need;ContigProp	All devmt on land in UGB is not needed by definition w/o clear legisl intent				
Comment	This record summarizes LUBA decision				

CaseNo	81-10	CaseName	Sharp (add); Hough/Jenkins (remove)	AppType	Trade
Summary	Add 30 ac SW of Tualatin; remove 20 ac in NW WashCo				
Decision	Approved			DecDate	12/21/82
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services	No serv to removal land; exist adjoining add land and can be looped instead of deadended				
Issue:LandUse					
LandUse	Promotes logical indus'l devmt pattern				
Issue:EEES					
EEES					
Issue:AgLands	Add land adjoins quarry outside UGB & industry inside UGB; cannot be saved for farming				
AgLands	Both contain ag lands, but removal adjoins farms while add adjoins industry/gravel pit				
Issue:Need;ContigProp					
Need;ContigProp					
Comment	.85 ac more than 10 ac net add OK; .85 ac negligible				

CaseNo	82-1	CaseName	Mutual Materials, Inc.	AppType	Minor
Summary	Add 6 ac of parcel about 4 ac of which already in UGB				
Decision	Approved			DecDate	9/8/83
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services	Sewer/water avail in road; extension allows water looping instead of dead end system				
Issue:LandUse					
LandUse	Value of hsg near indus'l area in UGB; isolated from surrounding parcel outside UGB				
Issue:EEES					
EEES	Physical constraints of ravine/slopes/river can be addressed by loc gov				
Issue:AgLands	Site is Class I-IV & zoned ag'l; balance potential adverse effects w/ benefits				
AgLands	Concluded land irrevocably committed to nonfarm use, altho there is no Exception				
Issue:Need;ContigProp	Site isolated by Clack Riv & steep slopes; too small/inaccess for farming				
Need;ContigProp	Urb use of land likely to result in fewer LU conflicts than ag use				
Comment					

CaseNo	83-1	CaseName	McCarthy & DeShirla	AppType	Minor
Summary	Add 14.77 ac SW of Gresham in MultCo to adjoin Butler Rd & 190th Drive				
Decision	Approved			DecDate	4-11-85
Issue:Area;Isl	Two petitions as proposed would have created island				
Area;Isl	Petitions consolidated & island added to consol'd petition before decision				
Issue:Services	Sewer serv avail w/ ord extension from N; only way to serve prop to E is thru site				
Services	Water avail from new reservoir; more efficient to serve thru site before adj'g land				
Issue:LandUse	Exist'g use not impede urb devmt -- 2 dilapidated older dwellings on site edge				
LandUse	Facil devmt of adj'g urb land w/ serv north/east; farmland across arterials south/west				
Issue:EEES	No signif nat'l resources of hazards				
EEES	Under current zoning, 2 more dwellings allowed outright on site, so low potential for ag use				
Issue:AgLands	Adj'g urb land if dev'd w/o buffer would impede farm use & create conflicts				
AgLands	Acknowledged MultCo Plan designates site as resid'l, so committed to nonfarm use				
Issue:Need;ContigProp	Excl prop if: not nec to facil urb devmt, sep by arterial,density diff, contig uses				
Need;ContigProp	Incl prop if: contig, nec'ly served by same utils, create isl, must use together				
Comment	Determined to use centerline of road for edge of UGB; good decision structure/discussion				

CaseNo	83-2	CaseName	Duyick, Speer, Davis, Smith, Dusick	AppType	Minor
Summary	Add 8+ acres next to Cornelius & TV Hwy				
Decision	Approved			DecDate	3/22/84
Issue:Area;IsI					
Area;IsI					
Issue:Services					
Services					
Issue:LandUse					
LandUse	Site in/adjoin city & betwe city & heavily dev'd resid'l area that will be incl'd in UGB				
Issue:EEES					
EEES	None				
Issue:AgLands					
AgLands	Site committed to nonfarm use by WashCo; Adj'g ag use separated by SPRR ROW				
Issue:Need;ContigProp					
Need;ContigProp					
Comment	Good recitation of findings with simple facts and straightforward circumstances				

CaseNo	84-1	CaseName	Ray/Crow	AppType	Minor
Summary	Add 8+ acres east of Lake Oswego				
Decision	Approved with modifications; good staff comments			DecDate	11/20/84
Issue:Area;IsI					
Area;IsI					
Issue:Services	Increase traffic on local street from 100 to 500 VPD OK; paved & loaded ≤ other streets				
Services	Traffic control is local issue; add'n needed for access to roads & sewers for land now in UGB				
Issue:LandUse	Inclusion allows devmt of 6+ ac in UGB				
LandUse					
Issue:EEES	Potential soil hazard applies thruout city; No evi prop is undevelopable; let process work				
EEES	Inclusion leading to devmt of storm drainage syst will accomm exist drainage problem				
Issue:AgLands	Site and adjoining land is in approved exception area				
AgLands					
Issue:Need;ContigProp	Contig prop distinguished by drainage basin & relat to land-locked parcel to SW				
Need;ContigProp	Need = consistent with comprehensive plan (LUBA 84-047 (McPherson v MSD))				
Comment	Mistake alleged becuz UGB splits house; but mistake ltd to clerical error; no mistake here				

CaseNo	84-2	CaseName	Portland General Electric/TDC/Ricklick	AppType	Minor
Summary	Add 50 ac west of King City/N of Bull Mtn in WashCo				
Decision	Denied; recommend reapplication as trade after much consideration			DecDate	1/9/86
Issue:Area;Isl	Abuts UGB on 2 sides (R6/R15/NC); BPA lines on 3d; RR on 4th				
Area;Isl					
Issue:Services	In water distr w/ capacity & logical line extension; sewer LID formed & can serve site				
Services	Storm drain reqmts; access to 2 arterials w/ road improvmt plans inferred; others neutral				
Issue:LandUse	Becuz land is vacant, full urbanization possible except along power line				
LandUse	Some benefit to LID/road improvmt progr; no showing of signif adv by supplanting uses in UGB				
Issue:EEES					
EEES	If bus serv provided in future, urbanization will provide more riders = increase efficiency				
Issue:AgLands	In exception area				
AgLands					
Issue:Need;ContigProp	Contig prop disting'd by sewer serv limits w/o pump & by partial parcelzation				
Need;ContigProp	While proposed UGB superior to existing one, it is not superior enuf given large change				
Comment	MSD Legal Counsel memo regarding ascending burden of proof; major burden here				

CaseNo	84-3	CaseName	Burright + 14 property owners	AppType	Minor
Summary	Add 39 ac of FF10 land SE of UGB in ClackCo used for 53 mob hom pk/11 SFDUs/17 ac vacant				
Decision	Denied			DecDate	8/14/86
Issue:Area;Isl	Adjoins UGB on north & east, rural land on south & west				
Area;Isl					
Issue:Services	No sewer & freq. septic failures; water distr opposed; no improvmt plans for rural rds				
Services	Amendmt proposed to get sewer from PDX, but 2 mile exten'n req'd; altern exist w/o amendmt				
Issue:LandUse	Little need for sewer in unsewered urban area now; little ability to provide by applicant				
LandUse	Maximum efficiency (ie developmt) not possible unless sewers are provided; not likely				
Issue:EEES					
EEES					
Issue:AgLands					
AgLands					
Issue:Need;ContigProp	Staff noted HO got need issue wrong: "need" = compliance w/ comp plan				
Need;ContigProp					
Comment					



CaseNo	85-1	CaseName	May/Wilsonville	AppType	Minor
Summary	Add 46.25 ac NE/adjoining city in WashCo; W/S is comm'l; N/E by farm/forest land				
Decision	Denied; new evi not allowed; affirmed by LUBA 86-037 (10/9/86)			DecDate	5/5/86
Issue:Area;Isl					
Area;Isl					
Issue:Services	Immed access to all utils & roads				
Services	However no signif net improvmt in efficiency despite some potential serv advantages				
Issue:LandUse	Site has orchard/forest & 1 du zoned AF-10; 1 ac of site is EFU plan'd for water tank				
LandUse	No enhanced lu efficiency; adj'g land in UGB already being dev'd; EFU can be used for water tank				
Issue:EEES					
EEES					
Issue:AgLands	Adj'g EFU land in small forest tracts used for water tank; non-EFU farm land in exception				
AgLands	Serv avail to urb area already, so EFU land cannot comply w/ standard; no incompatibility tho				
Issue:Need;ContigProp	No similar contig prop; separated by drainage ditch; adj'g land used for farming				
Need;ContigProp	Large vacant area (45 ac) = high burden of proof				
Comment	City thought they had to incl 45-ac betw water tank site & city to cross site; not so				

CaseNo	85-2	CaseName	Tualatin Hills Church	AppType	Minor
Summary	Add 1.8 ac for existing church at Norwood Rd/Boones Ferry adj'g Tualatin in WashCo				
Decision	Approved			DecDate	3/13/86
Issue:Area;Isl					
Area;Isl					
Issue:Services	Sewer line exists w/in 1/2 mile & extension on 2 sides of site planned; no publ water				
Services	Water/sewer capacity avail if extensions made; fire serv improvmt from connection				
Issue:LandUse	No LU inefficiencies				
LandUse					
Issue:EEES	No hazards/natural resources/transit impacts				
EEES					
Issue:AgLands	No ag land on site/in vicinity				
AgLands					
Issue:Need;ContigProp	Contig land disting'd by use (church-public vs dwelling-private) & serv needs				
Need;ContigProp					
Comment					

CaseNo	86-2	CaseName	West Coast Auto Salvage	AppType	Minor
Summary	Add 3600 sq. ft to UGB to correct mapping inaccuracy so UGB does not split bldg/lot				
Decision	Approved resolv to amend UGB if land annexed to MSD w/in 6 months			DecDate	2/12/87
Issue:Area;Isl					
Area;Isl					
Issue:Services					
Services					
Issue:LandUse	Bisected bldg subject to rural/urb regs cannot be used efficiently				
LandUse	Slight increase in utilization of garage creates slight service efficiencies				
Issue:EEES					
EEES					
Issue:AgLands	Retention of subject area in ag use would preclude urbanization of adj garage in UGB				
AgLands					
Issue:Need;ContigProp					
Need;ContigProp					
Comment	Same property as Case No. 81-8 corrected to reflect accurate survey				

CaseNo	87-4	CaseName	Brennt	AppType	Minor
Summary	Add 4.61 ac to UGB south of/abutting Lake Oswego in ClackCo; to be annexed if approved				
Decision				DecDate	8/17 (HO)
Issue:Area;Isl					
Area;Isl					
Issue:Services	Exist'g 1/2-rd adj'g site unimproved = deficiency; emerg'y access better thru city;				
Services	School services deficient long term/subj to levy/ adding more exacerbates probl a little				
Issue:LandUse	Land now has 1 du; Rural/RRFF5 - wants R10; adjoins developed land in UGB on W/N				
LandUse	Most of site vacant & accessible to serv thru city = highly efficient				
Issue:EEES	None				
EEES					
Issue:AgLands	None				
AgLands					
Issue:Need;ContigProp	Site = only prop outside UGB w/ frontag/acces to city st; only 1 on x rd outside				
Need;ContigProp	Steep slope isolate site from adjoining land outside UGB				
Comment	Complete explanat'n of evolut'n of local'l adjustmt standards/relationship to goals & findings				

SOLID WASTE COMMITTEE REPORT

CONSIDERATION OF RESOLUTION 92-1699, FOR THE PURPOSE OF APPROVING THE ONE PERCENT FOR RECYCLING PROGRAM CRITERIA, APPLICATION AND PROJECT LIST FOR FY 1992-93

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Date: October 21, 1992

Presented by: Councilor Buchanan

Committee Recommendation: At the October 20 meeting, the Committee voted 4-0 to recommend Council adoption of Resolution 92-1699. Voting in favor: Councilors Buchanan, McFarland, Van Bergen and Wyers. Councilor Hansen was excused.

Committee Issues/Discussion: Judith Mandt, Solid Waste Staff, explained the history of the One Percent Program, noting that 34 projects have received \$1.2 million in funding. For FY 1992-93 a total of \$200,000 in funding is available.

The One Percent for Recycling Advisory Committee, chaired by Councilor Buchanan, has held several meetings and conducted a workshop for those interested in submitting proposals for possible funding. As a result of this work, the criteria, application and project list contained in Resolution No. 92-1699 have been prepared for Council consideration. Mandt indicated that following Council adoption of the resolution, proposals will be accepted until about December 11. The proposals will then be evaluated by the advisory committee and a list of recommended projects will be submitted for Council approval in February 1993. Funding would then be available approximately April 1, 1993.

Mandt noted that the only significant changes for the coming year involved adding two evaluation criteria and increasing emphasis on pre-cycling projects. The new criteria relate to whether the proposal can serve as a model and be duplicated elsewhere and whether a proposal will generate positive publicity.

Councilor Wyers asked to what extent the funds would be spent during the current fiscal year, if they are will not be available until April 1, 1993? Mandt responded that historically funding for many projects has been spread over a two fiscal year period. She estimated that about 50% of the money would actually be spent during this fiscal year.

Bob Martin expressed concern that plastics recycling appears to remain a high priority. He noted that Metro has spent hundreds of thousands of dollars on plastics recycling with little result. He expressed concern that nationally the plastics industry has not been responsive to recycling efforts. Councilors Wyers and Van Bergen expressed similar concerns and noted that the Committee may want to consider having state legislation introduced to improve plastics recycling.

Councilor Wyers suggested that the advisory committee should work to help the Solid Waste Committee in evaluating the continuing need for the One Percent Program. She noted that no funding was included in the last budget and that a loan program was offered as a replacement. She noted that we may be beginning to run out of new and innovative programs to fund through the One Percent Program.

*Council*  
*10/22/92*  
*7.8*

*RF*  
*10/13/92*  
*#1*

Tentative Schedule for Developing  
Memorandum of Understanding  
End of the Oregon Trail Project

<u>Activity</u>	<u>Date</u>
Metro Regional Facilities Committee consideration of Resolution No. 92-1652A	Oct. 13
Metro Council consideration of Resolution No. 92-1652A	Oct. 22
Identification of team from Metro, Clackamas County and Oregon Trail Foundation, Inc. to develop MOU	Oct. 22
First Team Meeting	Week of
-- Update on land acquisition, funding, and construction schedule for 1993 celebration	Oct. 26
-- Discuss management structure for land acquisition and construction	
-- Discuss management structure for operations	
Second Team Meeting	Week of
-- Discuss program design	Nov. 2
-- Discuss project scope	
-- Discuss potential project costs (environmental mitigation, landfill closure, site preparation, construction, program considerations) and financing options	
Third Team Meeting	Week of
-- Update on project costs	Nov. 9
-- Discuss operational costs and funding sources	
-- Determine program design	
-- Determine project scope	
-- Establish target Election Date	
Fourth Team Meeting	Week of
-- Update on project costs	Nov. 16
-- Determine amount of general obligation bond and what project elements will be funded*	
Fifth Team Meeting	Week of
-- Review draft of Memorandum of Understanding	Nov. 30
Submit MOU to Clackamas County Board of Commissioners, Oregon Trail Foundation, Inc. Board of Directors, and Metro Council	Week of Dec. 14

\* Dependent upon resolution of key issues during this process such  
as cost of environmental mitigation and final DEQ closure plan.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1703 FOR THE PURPOSE OF  
EXPRESSING METRO'S APPRECIATION TO JANET COBB FOR HER  
VOLUNTEER SERVICE FOR THE GREENSPACES PROGRAM AND BOND  
MEASURE

Date: October 22, 1992

Presented by: Councilor Richard Devlin

FACTUAL BACKGROUND AND ANALYSIS

Janet Cobb, Assistant General Manager for Public Affairs of the East Bay Regional Park District in Oakland, California, has provided many hours of volunteer time and advice to Metro on the Greenspaces Program. Since 1989, Metro Councilors, staff and Greenspaces cooperators have met with her for advice on the direction of the then new parks and natural areas planning program. Metro and local officials made two trips to the East Bay Regional Park District in 1989 to meet with their staff and to tour their regional parks and natural areas. Ms. Cobb shared information about the district's \$225 million open space bond measure which was approved in November 1988.

Ms. Cobb has also visited the Portland region over the past three years to meet with Metro officials, staff and Greenspaces cooperators. During the summer of 1991, Ms. Cobb conducted a workshop on private fund raising, and how to conduct a public information outreach program for the Greenspaces planning staff. She also was the keynote speaker at the Columbia Land Trust's 1991 annual meeting in Vancouver, Washington.

During 1992, Ms. Cobb has spoken to and assisted Friends and Advocates of Urban Natural Areas (FAUNA) on its citizen outreach and educational activities. She was a speaker at the June 24 FAUNA kick-off for the Greenspaces Bond Measure campaign. On July 17, Ms. Cobb made a presentation on how East Bay Regional Park District passed its open space bond measure, and the need for a regional greenspaces program and funding mechanism for the Portland region to the City Club of Portland. In August, she met with the staff from the Greenspaces planning team to look at strategies on how a private foundation and land trust could be established. And finally, Ms Cobb is volunteering ten days this month as an advisor and worker at the Citizens Campaign for Metropolitan Greenspaces.

**BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT**

FOR THE PURPOSE OF EXPRESSING	)	RESOLUTION NO. 92-1703
METRO'S APPRECIATION TO JANET COBB	)	
FOR HER VOLUNTEER WORK ON THE	)	Introduced by
GREENSPACES PROGRAM AND BOND	)	Councilor Richard Devlin
MEASURE	)	

WHEREAS, The Metropolitan Greenspaces Program has used the East Bay Regional Park District in Alameda and Contra Costa counties in California as a model for its natural areas and open space program; and

WHEREAS, Metro officials, staff and Greenspaces cooperators have toured East Bay's regional parks and natural areas, and met with their staff including Janet Cobb, Assistant General Manager for Public Affairs to learn how a Greenspaces program could be implemented in the Portland/Vancouver region; and

WHEREAS, Metro Greenspaces planning staff have sought and received her advice from Ms. Cobb on the public information outreach program she coordinates for the East Bay Regional Park District; and

WHEREAS, Metro Councilors, and Greenspaces staff have sought and received advice from Ms. Cobb on the East Bay Regional Park District's public information program she coordinated for its open space bond measure which was approved by 67 percent of the vote; and

WHEREAS, Janet Cobb has conducted workshops for Metro staff and Greenspaces cooperators on public information strategies and techniques; and

WHEREAS, Audubon Society of Portland, Wetlands Conservancy, and Friends and Advocates of Urban Natural Areas (FAUNA) have sought and received advice on their citizen participation and education activities; and

WHEREAS, The Citizens Campaign for Metropolitan Greenspaces has sought and received her advice on developing strategies for the bond measure campaign; and

WHEREAS, Janet Cobb has provided such assistance without monetary compensation and even donated her vacation time to meet with Greenspaces staff and cooperators; now, therefore,

BE IT RESOLVED,

That the Metropolitan Service District hereby expresses its appreciation and thanks to Janet Cobb for her sage advice and volunteer efforts for the Greenspaces Program and Bond Measure Campaign.

ADOPTED by the Council of the Metropolitan Service District this 22nd day of October, 1992.

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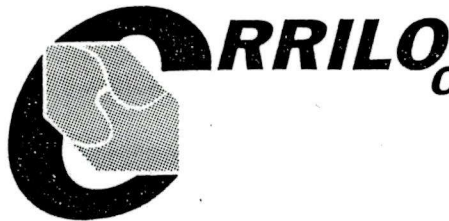
Jim Gardner, Presiding Officer

I move to authorize the Office of General Counsel to fully defend the interests of the District in the case of OREGON LABORERS-EMPLOYERS HEALTH & WELFARE TRUST FUND v. METROPOLITAN SERVICE DISTRICT by adding any additional parties, asserting counterclaims, or seeking removal of the case to a more appropriate forum, all as deemed appropriate by the General Counsel, <sup>with the</sup> understanding that

~~EOB also in agreement with this.~~

the EOB also expected to approve.





*Council  
10/22/92  
#2*

**Columbia River Region Inter-League Organization  
of the  
LEAGUE OF WOMEN VOTERS**

OCTOBER 5, 1992

DEAR EXECUTIVES AND COUNCILORS:

THE COLUMBIA RIVER REGION INTER-LEAGUE ORGANIZATION OF THE LEAGUE OF WOMEN VOTERS WOULD LIKE TO INVITE YOU TO MEET WITH REPRESENTATIVES OF THE LWV OF THE METROPOLITAN AREA AT AN INFORMAL RECEPTION IN ROOM 330 OF THE METRO BUILDING ON 1ST AVENUE FROM 4:30 TO 5:30 ON THURSDAY, NOVEMBER 12TH.

WE REALIZE THAT A 4:30 RECEPTION FOLLOWED BY A 5:30 MEETING LEAVES LITTLE TIME FOR DINNER SO SUBSTANTIAL SNACKS WILL BE SERVED.

LEAGUE MEMBERS WILL BE INTERESTED IN DISCUSSING THE FATE OF THE TWO METRO MEASURES WHICH WILL APPEAR ON THE NOVEMBER BALLOT.

PLEASE LET US KNOW IF YOU WILL BE THERE. WE ARE LOOKING FORWARD TO MEETING WITH YOU.

CALL  
ORA FAYE THORGERSON, PRESIDENT  
297-5464 OR  
TEACE ADAMS, VICE PRESIDENT  
CRILLO CHAIR, 636-8745