

LU 09-160242 GE CP SELLWOOD BRIDGE

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

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support ✓ Emily Roth	Portland Parks & Recreation 1120 SW 5th, 1302 97204	Emily.roth@portlandoregon.gov

Good Afternoon Mayor Adams and City Commissioners

I am Emily Roth, the Natural Resource Planner for Parks & Recreation.

I have been representing Parks on the Sellwood Bridge Project and working with the County on the 4(f) enhancements for this project.

The fill placed in the Greenway will be within Powers Marine Park & Wm Moorage Park

Have you ever wondered what 4(f) comes from? Technically it is a section number in a federal regulation for impacts and mitigation to parks and other recreation areas. I like to think of 4(f) as actions that are flora, fauna and fish friendly.

keep

Replacement

- Significant Public Benefit

Habitat

Parks understands that BDS is required to review the projects within the Greenway Code and make their finding accordingly. However, at Park's we look at the project area of the Sellwood Bridge Replacement from a South Reach Willamette perspective and the opportunities to improve both fish and wildlife habitat in this valuable river corridor.

- Ross Island, Sellwood Riverfront Park, Oaks Bottom, Powers Marine Park, Willamette Moorage, and Willamette Park
- Opportunity to work with community partners and other agencies to restore streams, remove invasive species and plant native species along the river
- Project provides necessary funding and the ability to remove fill placed in the floodplain at Power's Marine Park, enlarge the Wm River Floodplain and provide off channel habitat for fish and improve the wildlife habitat at the park.
- Replacement of the culvert under the rail line at Stephens Creek will improve fish habitat and extend the Stephens Creek enhancement project that BES completed over a year ago
- Worked with the County to construct vegetative walls at Wm Moorage Park instead of concrete walls.

No Net Lose of Park Land

Within Parks, we strive for a no net loss of Park land. The Sellwood Bridge Project requires over an acre of property from Powers Marine Park. The county has agreed to pay Parks for both the land and administrative costs for replacing the land needed for the bridge. Parks has a person working to purchase natural area lands from willing sellers.

Recreation

As you well know, the bridge will provide a greatly improved bicycle and pedestrian connection from Sellwood to the west side of the river. This connection will be used by bicycle commuters to go to downtown and to OHSU. Having learned our lessons from the Springwater on the Willamette, Parks wanted to separate commuting, higher speed traffic, from walkers and others enjoying the current Greenway Trail between the bridge and Willamette Park. The County has agreed to build an additional mile of the regional trail from Willamette Moorage Park to SW Miles Place, on the south side of Willamette Park. The regional trail will be adjacent to the railroad tracks. The extension of the trail outside of the project area will require minor amounts of fill in the park. It will provide a greater amount of safety for both bicycle commuters and pedestrians on the Greenway Trail.

now between County & City - legal document



Board of County Commissioners
MULTNOMAH COUNTY OREGON

501 SE Hawthorne Blvd., Ste. 600
Portland, Oregon 97214

April 27, 2010

Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

Dear Mayor and Commissioners,

We appreciate your action today to approve a Greenway Goal Exception and Comprehensive Map Amendment to allow placement of fill within the Willamette River Greenway setback area located at the Sellwood Bridge and vicinity.

This item was brought forward by Multnomah County as an important step in the Sellwood Bridge Replacement Project. City and County staff have worked hard to resolve issues related to this exception and we ask you to adopt this amendment today.

The Sellwood Bridge is an important piece of our local and regional transportation network – it carries over 30,000 vehicles per day. However, current weight limitations restrict heavier vehicles including freight, buses, and some emergency vehicles and facilities for cyclists and pedestrians are far below standard. When finished, the new bridge will remedy these shortcomings. Buses will resume crossing the bridge, we will provide dramatically improved facilities for cyclists and pedestrians, and the bridge will accommodate a possible future streetcar line. In addition, the project will improve the parks on the west side of the river, including a regional path from the bridge north to Miles Street.

Approval today of a Greenway Goal Exception is important to the Sellwood Bridge Project because it is one of several regulatory actions required before the Federal Highway Administration will issue the Record of Decision for the Project and is required to ultimately allow the project and mitigations to be constructed as proposed.

Your leadership to date, with unanimous support of the preferred alternative and provision of funding for replacement of the bridge, has moved this project forward. We look forward to working closely together through the planning and construction stages of this important bridge.

Sincerely

Jeff Cogen
Chair

Deborah Kafoury
Commissioner, District 1

