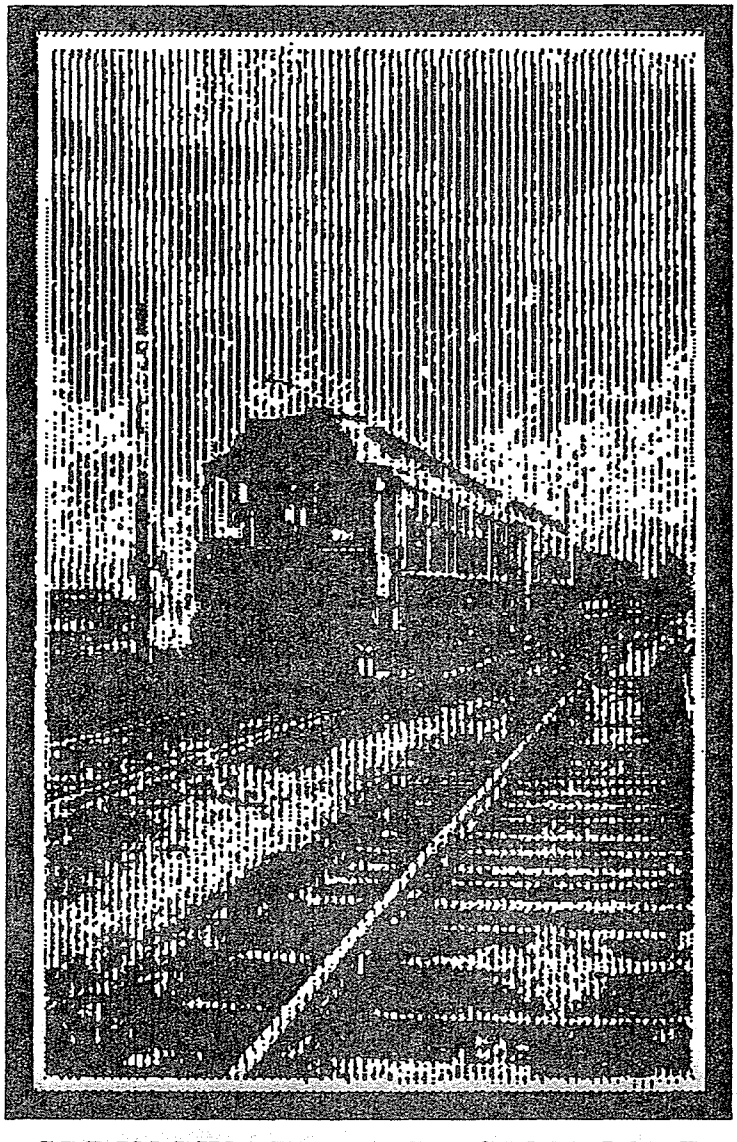
MASTER PLAN

FOR THE GRESHAM SECTION OF THE

# SPRINGWATER TRAIL CORRIDOR



## SPRINGWATER DIVISION LINE

OF THE

## PORTLAND TRACTION COMPANY RAILROAD

1903 • 1990

SEPTEMBER 1991

# ACKNOWLEDGEMENTS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# ACKNOWLEDGEMENTS


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**Multnomah County Engineering Division**
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# 1

# INTRODUCTION

The Gresham section of the Springwater Trail Corridor being developed within the abandoned Portland Traction Company railroad right-of-way will form a significant segment of the 40 Mile Loop regional trail system, and is designated as an Oregon State Recreational Trail. In addition to the recreational opportunities provided by the trail itself, it will also form an important spine linking other Gresham community facilities, parks, and trails. The new use of the former Springwater Division Line, as a recreation trail and major pedestrian link in the network of trails being developed in the Portland Metropolitan area, is technically an interim use. Rail-banking the right-of-way assures its availability for future transportation needs.

## NATURAL SETTING

Contained by buttes to the south, the Johnson Creek drainage basin was deeply scoured more than 14, 000 years ago by the Ice Age era Missoula Floods. Other remnants of these inundations are major features in the area including Powell Butte, Gresham Butte, Gabbert Hill, Towle Butte, Butler Ridge, Jenne Butte, Grant Butte, Hogan Butte and others visible from within the city. There are likely erratics in the Gresham area which should be identified and interpreted in explanation of the catastrophic events which contributed to the shaping of this unique landscape.

The scenery visible from the trail alignment varies from riparian wetlands and flood plain meadows to upland woodlands. The trail will closely follow the alignment of the railroad embankment through the Johnson Creek drainage basin. By staying on the railroad embankment the newly developed trail will avoid disturbance of the wetlands and riparian zone associated with Johnson Creek.

Land uses along the trail are predominantly low density residential with some higher density development currently under construction. There are also several commercial establishments visible from the trail.

## TRAIL IMAGERY

The railroad is a captivating icon to most people, a reflection of a bygone era which has all but disappeared from our present reality.

# INTRODUCTION

The Portland Traction Company railroad was a relatively small line with a single track which served many uses through the years as both a passenger and freight line (see section 2F, Cultural Resources). It was equipped primarily with hand operated mechanisms activated at the time and location required by users positioned along the route. Some of these elements, such as hand-thrown switches, have survived and will be integrated as interpretive opportunities along the trail. The embankment itself is an interesting industrial archeological artifact and will be described along sections where the form can be best observed.

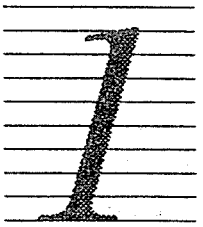
The image of the railroad was the theme most often selected by citizen participation groups. The long curves and straight sections associated with this use will be maintained in the trail alignment for both imagery and practical considerations. Additional opportunities for interpreting the former use are being incorporated into the design including Linnemann Station Trail Head which utilizes the historic station building as a small railroad museum. It is also proposed to perpetuate the identification with the former railroad at street crossings with rail-trail logo signs.

## GRESHAM AND THE 40 MILE LOOP

The Gresham section of the Springwater Trail Corridor will form a major southeast segment of the 40 Mile Loop; the system of 140 miles of trails which has been planned and partially developed in the Portland Metropolitan area. In a larger context the trail will ultimately provide access to regional and national trails which pass nearby including the Columbia River Gorge National Scenic Area trails, the Sandy River Gorge Trail, the Pacific Crest Trail, and Mt. Hood National Forest trails.

Within Gresham, the trail will allow many potential connections within the City to other facilities which attract the use of local citizens. These include parks, schools and retail centers. Development of a safe trail will encourage access to these opportunities by non-motorized means of transportation. This will especially benefit young people who might not have access to other forms of conveyance.

A number of public open spaces are accessible from the trail through other corridors owned by the city. These are along



drainages into Johnson Creek or along utility corridors. There are also connections to neighborhoods through planned linkage paths which will provide safe access to the trail and associated recreation areas even by quite young children.

## PUBLIC SUPPORT FOR TRAIL DEVELOPMENT

A 1988 survey conducted in the City of Gresham concerning preferred activities of residents showed Walking for Pleasure the most popular of all other activities in the City. Ranked third and fourth were Bicycling and Nature Walks. With three of the top four activities specifically trail related, trails were identified as a priority for development in the 1988 City of Gresham Park and Recreation Plan. The Johnson Creek Open Space was recognized in this report as having great potential for trail development once the railroad line was abandoned.

## GREENWAY PARCELS

In addition to the potential offered by the railroad corridor itself, the City has acquired 8 individual parcels along the line totalling over 55 acres. These greenway parcels offer potential in a number of recreation and nature oriented strategies which could enhance the trail users experience and also benefit the environment in Gresham. Some portions of these properties may be utilized in the overall master plan for water quality enhancement projects in the Johnson Creek basin. Human-made wetlands for water detention and passive treatment of the stream will alleviate flooding downstream and improve water quality of the overall creek. The Corps of Engineers has identified seven areas in Gresham which will be further studied for conversion to this use.

Most of the wetlands along the trail are included in greenway parcels owned by the City. Enhancment of wetland and riparian resources will provide habitat for a diversity of wildlife within the corridor. This will make the corridor a rewarding and educational place to visit.

# PURPOSE OF THIS DOCUMENT

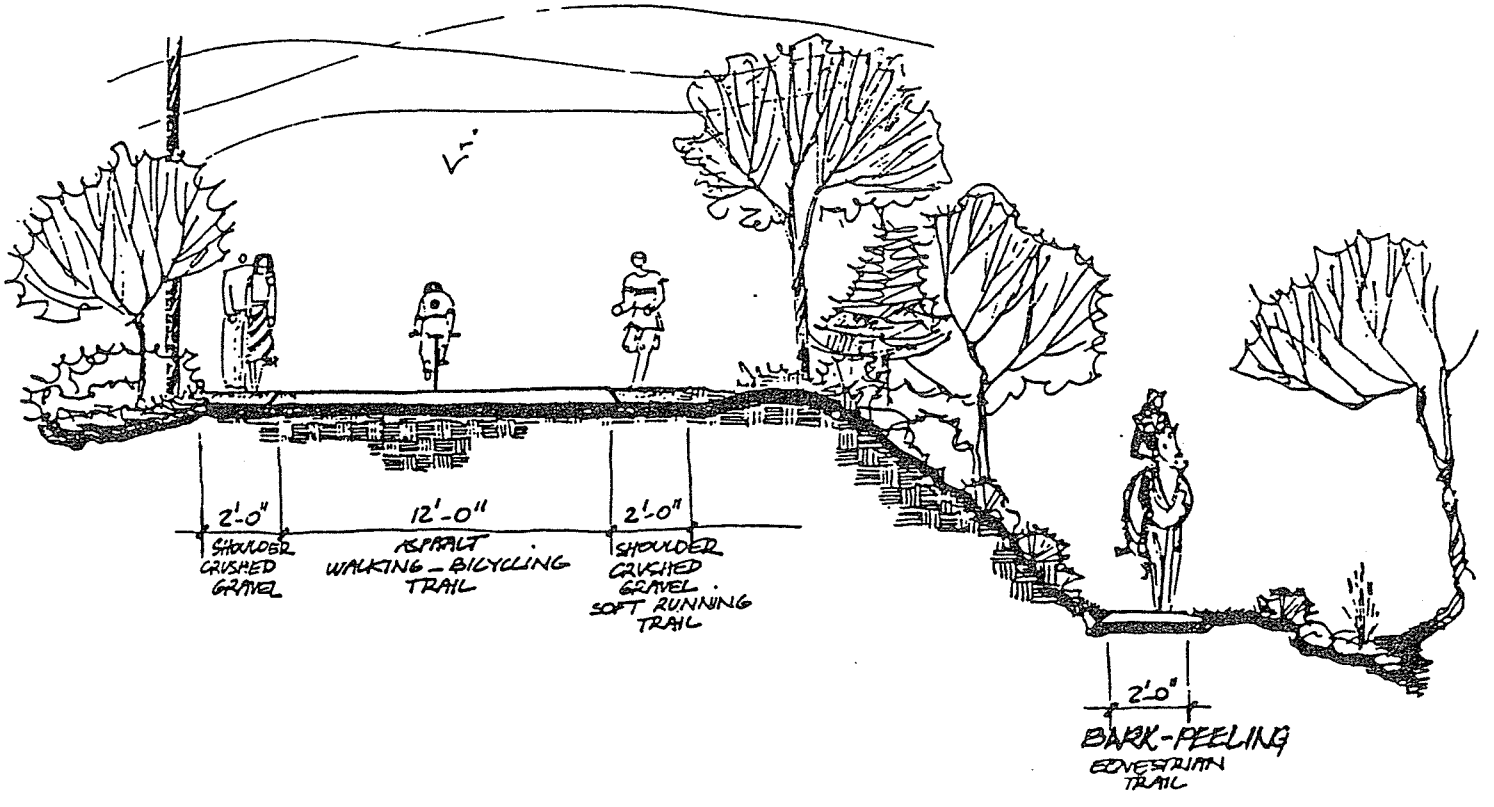
This document is the guideline for future development of the Gresham section of the Springwater Trail Corridor. It also provides a record of reasons for decisions made during the master planning and design phases of the project. Recommendations regarding pedestrian walking, jogging, and bicycling as well as other related trail uses will be examined with respect to safety and conflicts. Considerations for road crossings, security along the trail for users and adjacent land owners, and lighting will be discussed as well as other trail use issues.

In addition to the overall trail layout plan, this document contains a description of trail types and critical detail areas, trail heads, trail furnishings, cost estimates and phasing schedule.

Management of the fully constructed trail will also be addressed with specific recommendations for policies and strategies for the long-term success of the trail.

Although the Trail will be built in phases due to fiscal constraints, issues which relate to the entire Gresham Section are addressed as part of the Master Plan. Issues related to the Gresham section of the Springwater Trail in the overall context of the 17 mile Corridor and the 40 Mile Loop, of which it is an integral part, are also considered.

# THE TRAIL PLAN



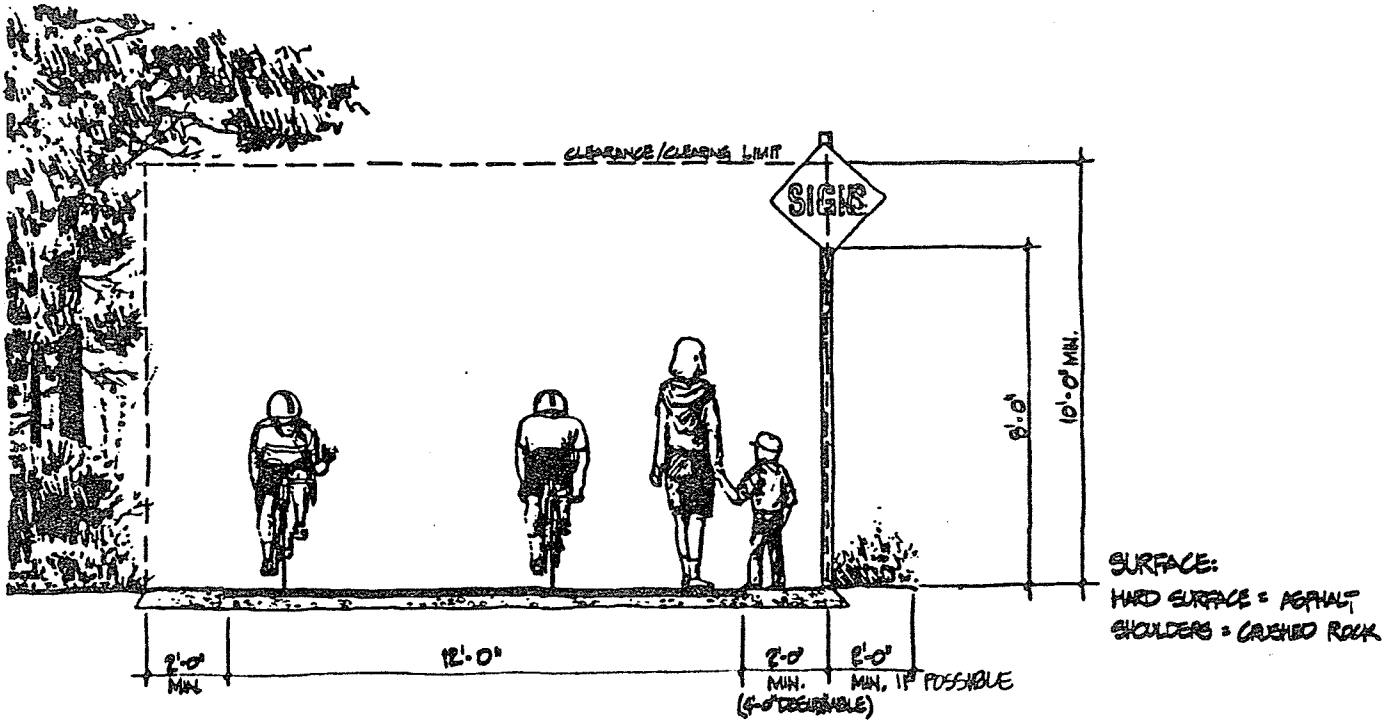
# 2

# PRIMARY TRAIL

The Gresham Section of the Springwater Trail Corridor is discussed in this document and is shown at larger scale on the enclosed map.

Ideally the Primary Trail should be a 12 foot wide, asphalt-surfaced facility as shown in the figure below. In some areas, however, the trail width may have to be narrowed to accommodate the constraints of topography, and the reduced width of the trestle crossings. Where possible, the trail will have a 2 foot wide crushed rock shoulder on both sides, although site conditions may require this to narrow in some areas. In addition, the railway embankment may need to be cut to a level which will accommodate the full width of the trail for its entire length.

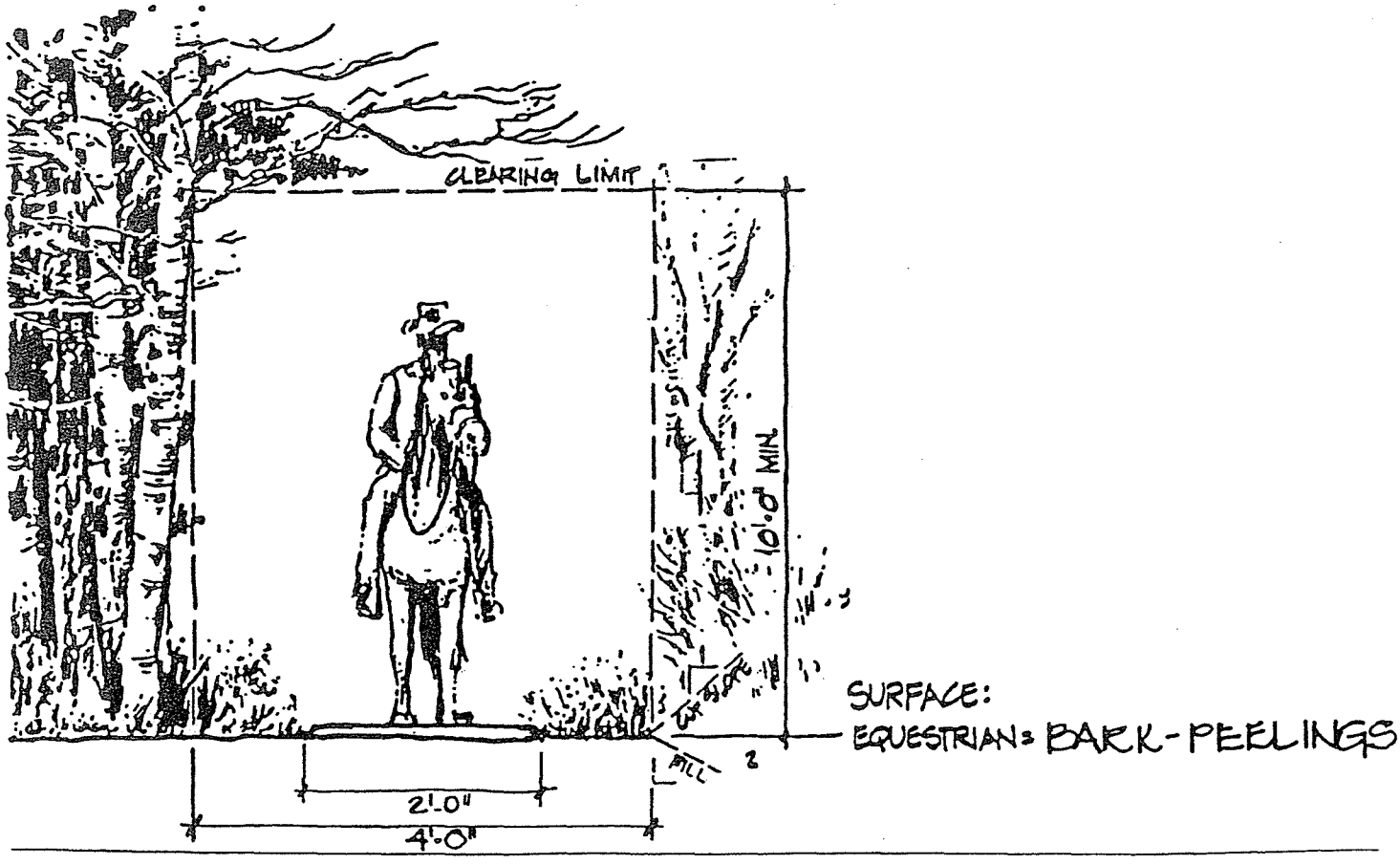
On narrow trail segments where the equestrian trail must be adjacent to the asphalt trail (due to constraints on width and at road crossings), one shoulder will be widened to 4 feet.




THE PRIMARY TRAIL

# EQUESTRIAN TRAIL

The trail for equestrian use will, inasmuch as possible, be a separate alignment to accommodate this use. Other uses of the equestrian trail will be discouraged, such as by mountain bikes or runners as the primary trail is reserved exclusively for their use.



# DETAIL AREAS

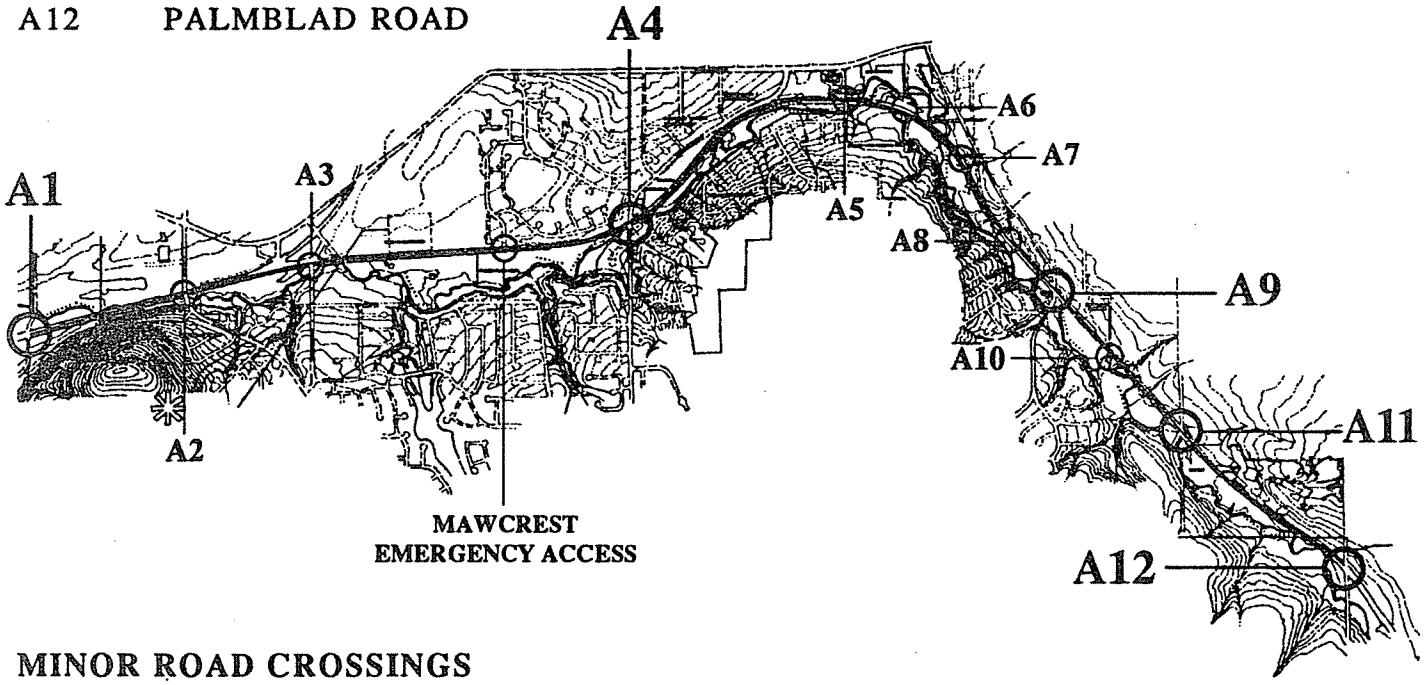

2A Road Crossings
Signage and Traffic
2B Bridge Crossings
2C Trail Heads
2D Greenway Parcels
2E Natural Features and Sensitive Areas
2F Cultural Features

# 2A

# ROAD CROSSINGS

## MAJOR ROAD CROSSINGS

A1 JENNE ROAD / 174TH AVENUE
A4 EASTMAN PARKWAY
A9 REGNER ROAD
A11 HOGAN AVENUE
A12 PALMBLAD ROAD



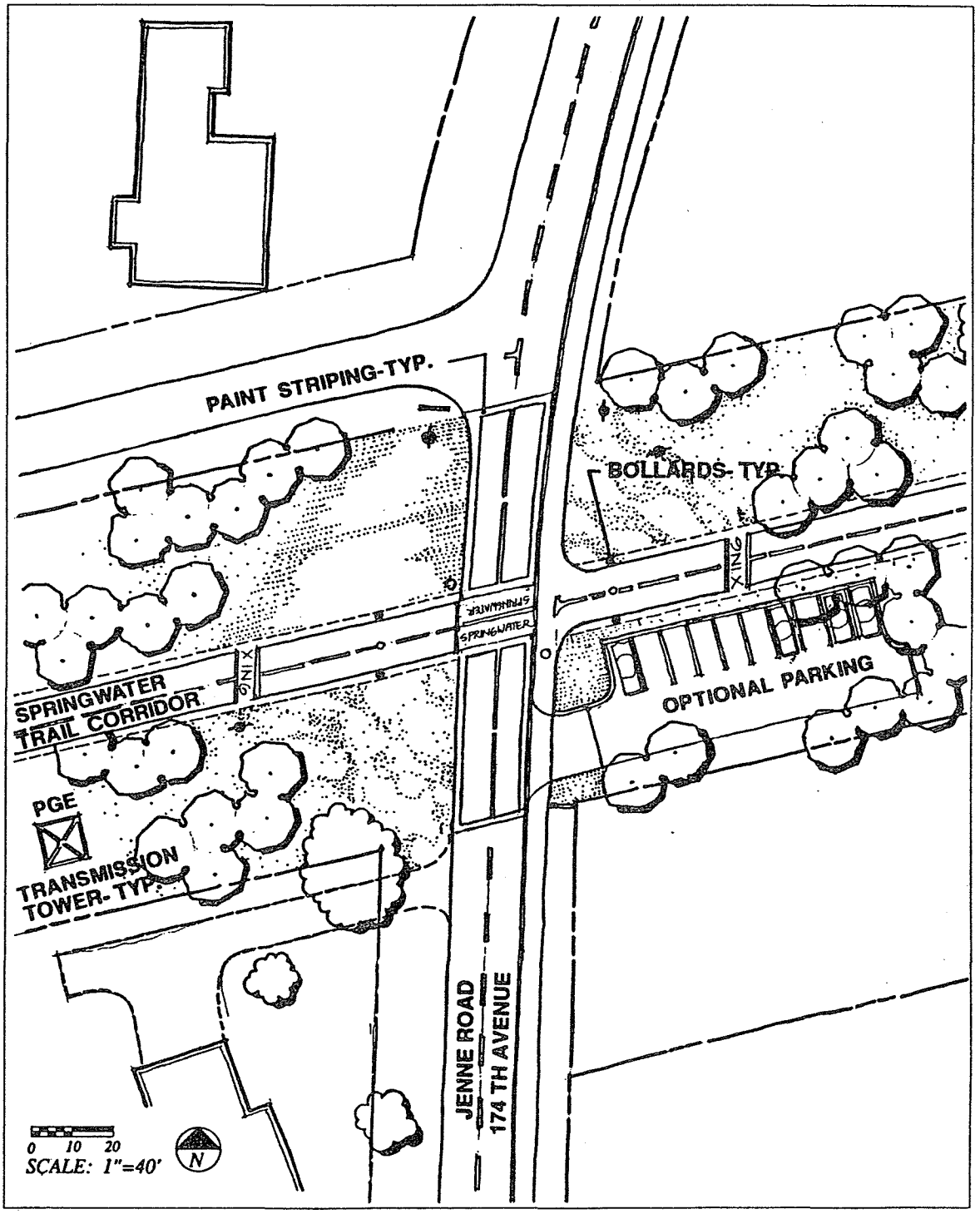

## MINOR ROAD CROSSINGS

A2 HIGHLAND DRIVE
A3 PLEASANTVIEW DRIVE / 190TH AVENUE
A5 WALTERS ROAD
A6 MAIN AVENUE
A7 PARK DRIVE
A8 DOWSETT LANE
A10 LIBERTY AVENUE

# 2A

## JENNE ROAD/ 174TH AVENUE

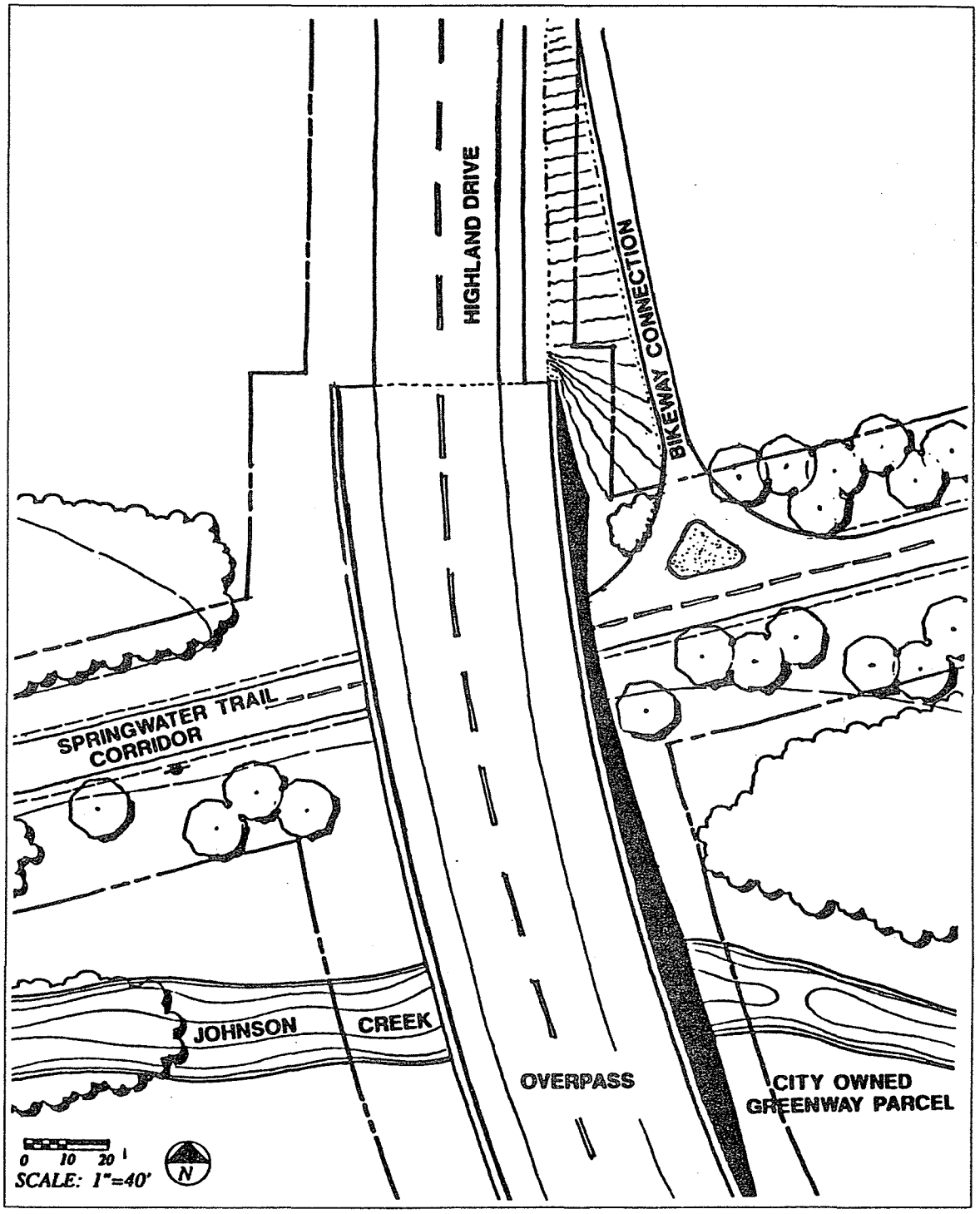
While this is not within the Gresham City Limits, it will still affect many residents of the city because of the connection to the Powell Butte recreation area used by many local people.



# 2A

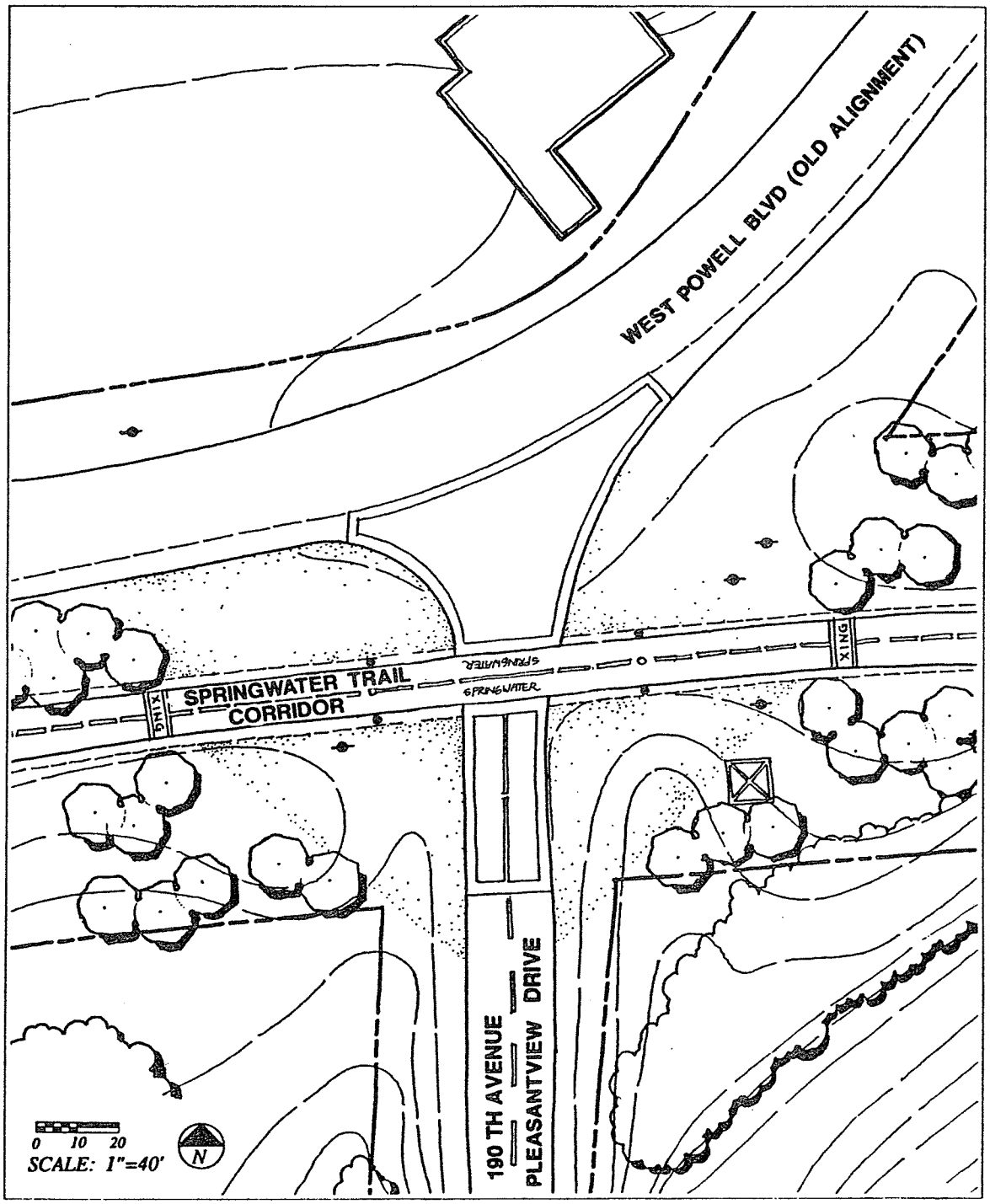
## HIGHLAND DRIVE

This overpass is the only road crossing which is not on grade with the trail. Highland Drive is a major bicycle route in Gresham, and a connection for cyclists, pedestrians, and emergency vehicles will be constructed in future trail phases.



# PLEASANTVIEW DRIVE/ 190TH AVENUE

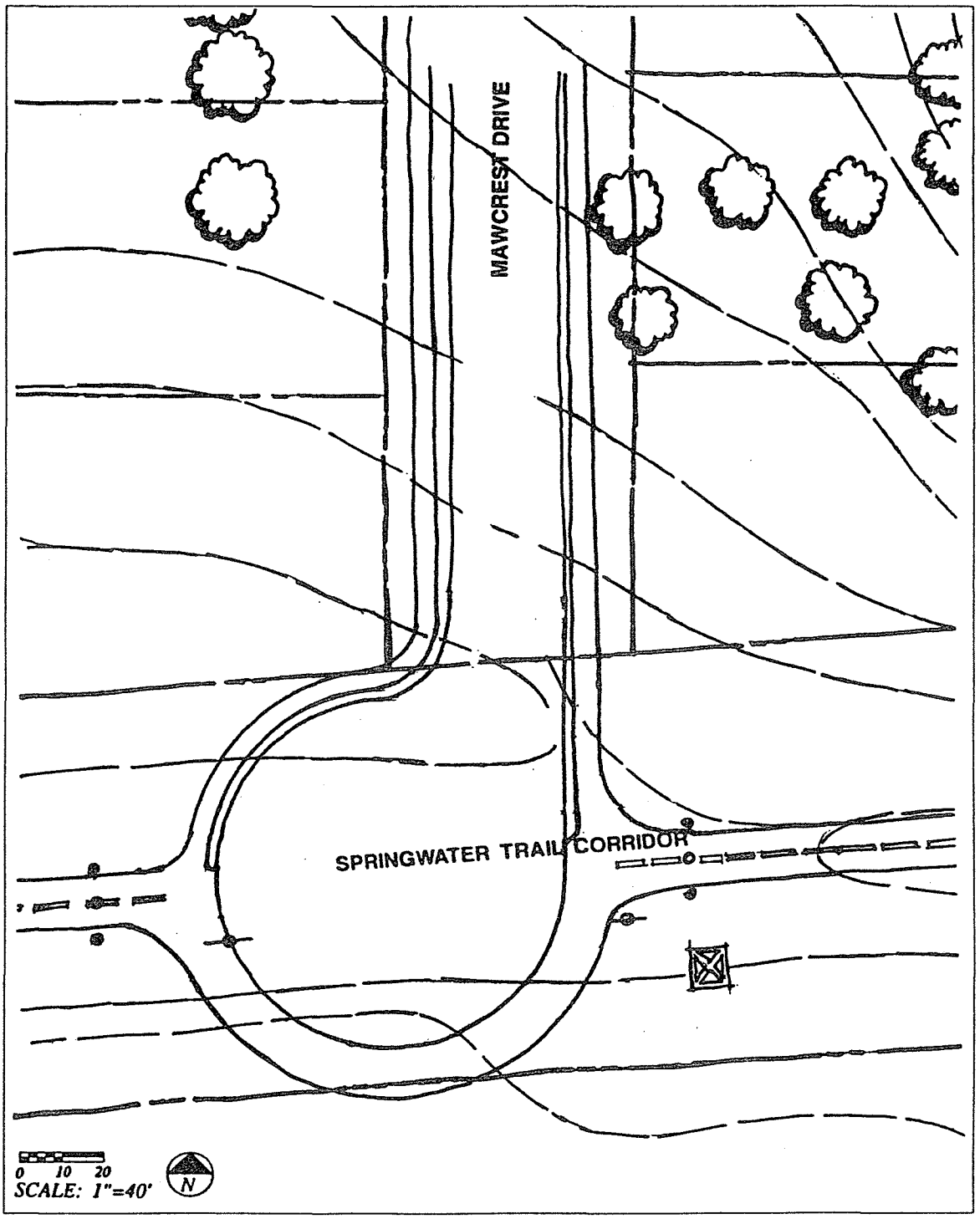
Visibility needs to be increased between pedestrian and automobile drivers which may require removal or thinning of vegetation on the SW corner of the intersection. The stop line should be located south of the Trail to assure cars will stop before entering West Powell Boulevard.



# 2A

# MAWCREST DRIVE (EMERGENCY ACCESS)

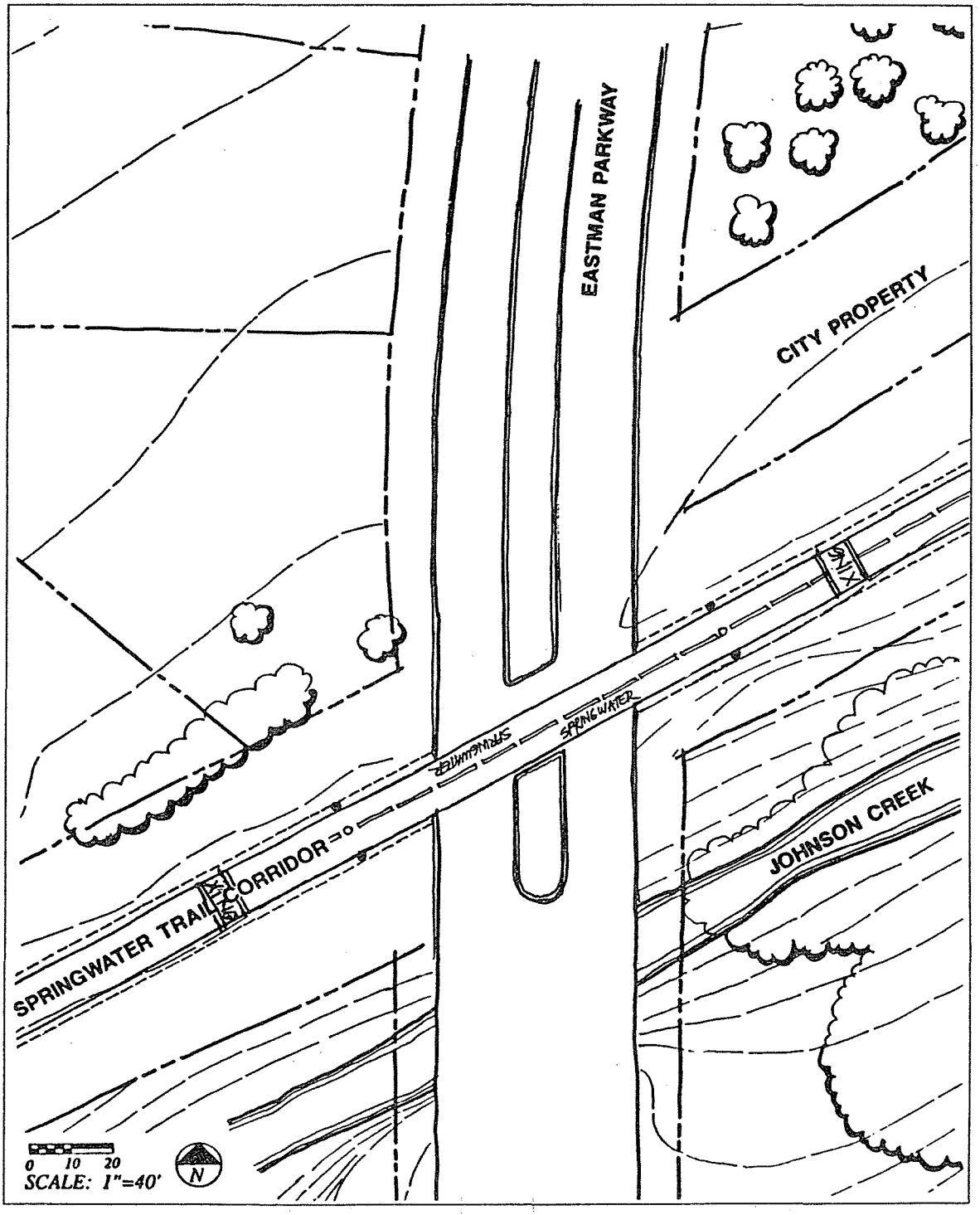
Mawcrest will provide an access point for emergency vehicles at a point nearly midway between Pleasantview Drive and Eastman Parkway.



# 2A

## EASTMAN PARKWAY

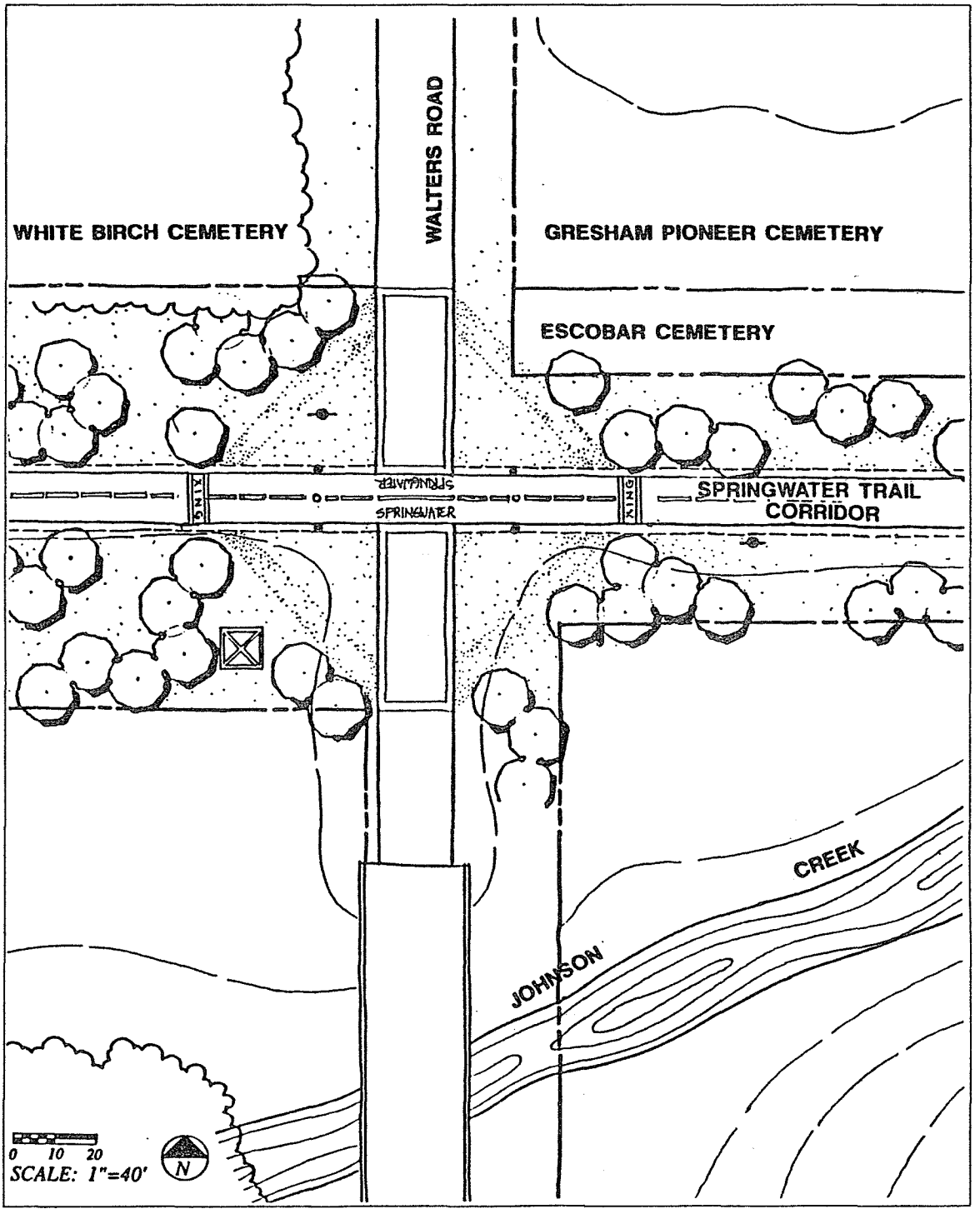
This major crossing will require special consideration in the first segment of trail construction. Road striping, a pedestrian refuge in the median strip, and a user activated signal are envisioned. A future undercrossing for cyclists and pedestrians might be considered desirable.



2A

# WALTERS ROAD

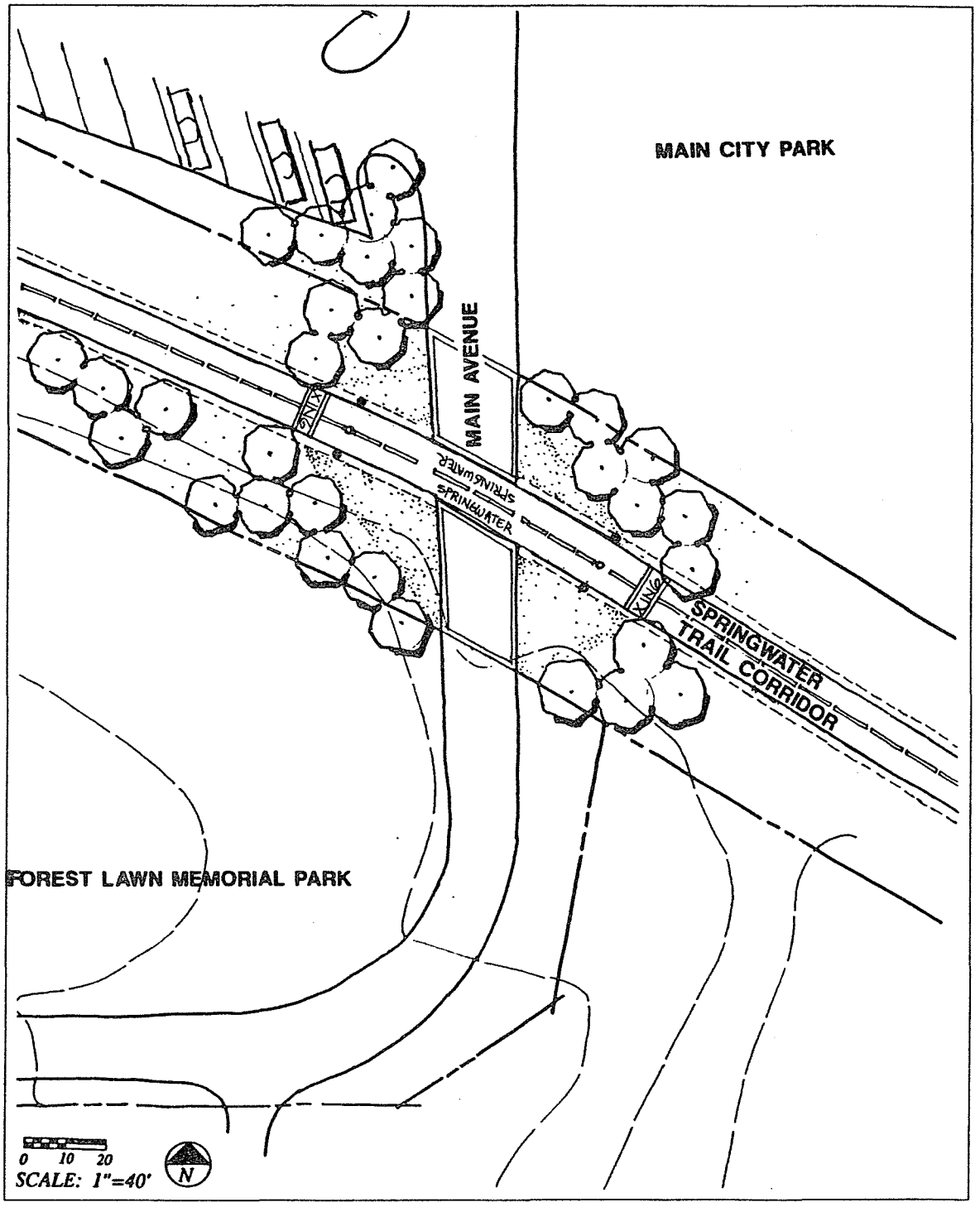
West Gresham Grade School as well as several historic features lay adjacent to the trail at this point. Safety at this intersection is complicated by the vertical alignment of Walters Road. The retention of the stop sign should be evaluated and visibility should be opened to the Trail.



# 2A

## MAIN AVENUE

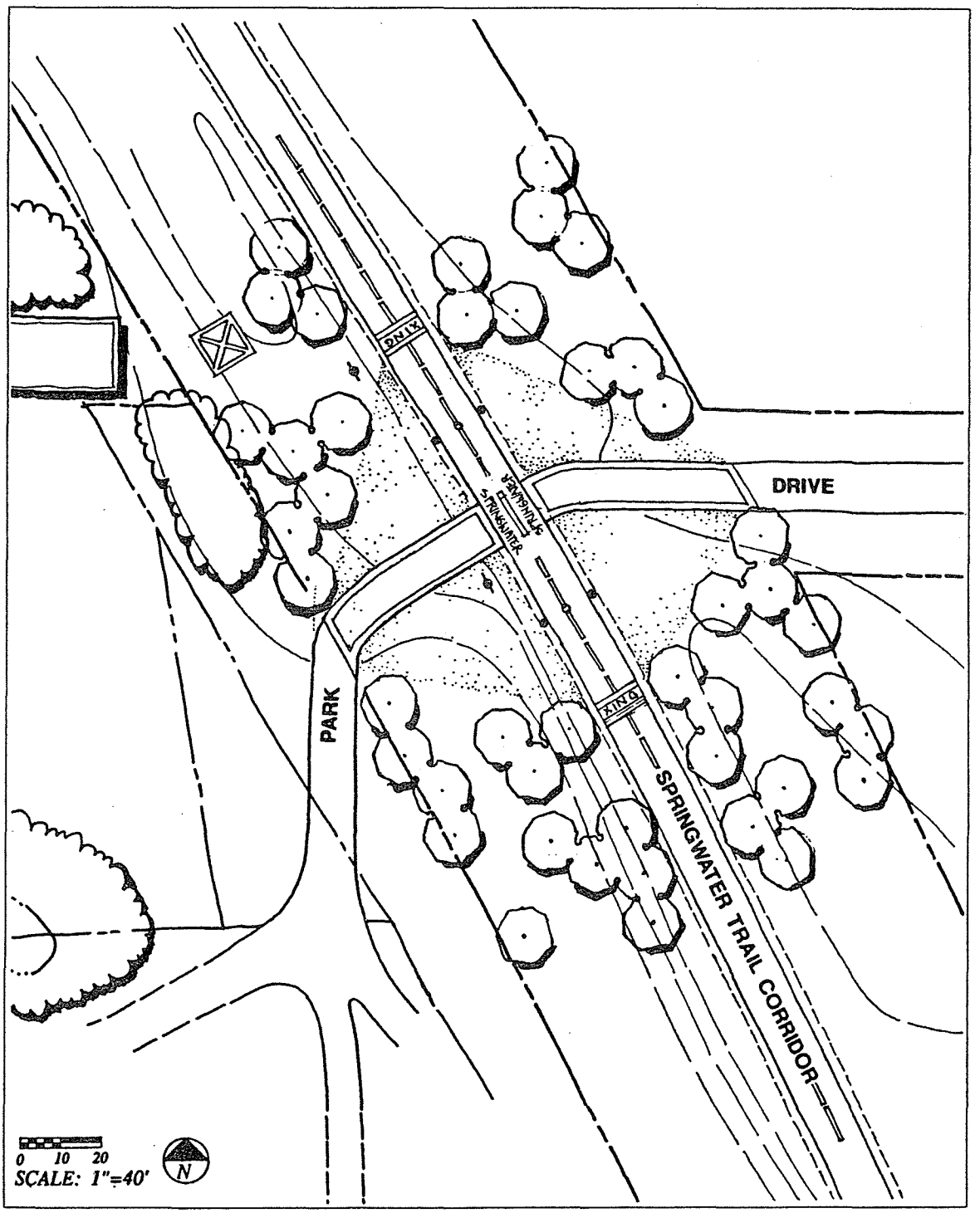
This driveway across the abandoned rail right-of-way provides access to Forest Lawn Cemetery. We recommend that it be a limited access for ceremonial purposes only since the cemetery is also accessible from Walters Road.



# 2A

## PARK DRIVE

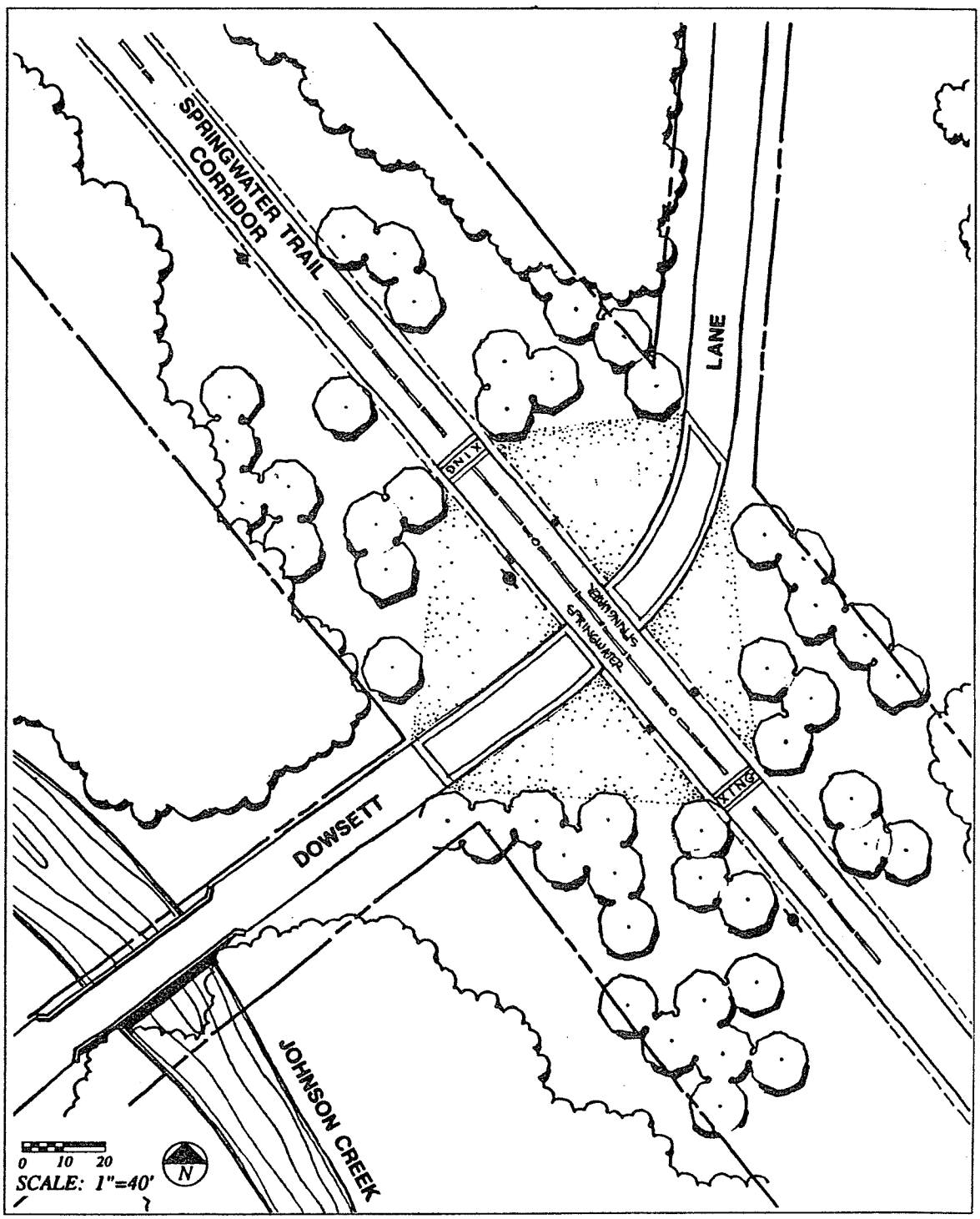
A public road serving a limited number of houses, this access should be signed to notify trail users of the adjacent private property. The trail must be protected from access by motorized vehicles in these secluded areas and adequate buffering should be provided to separate the trail users from adjacent property owners.



# 2A

## DOWSETT LANE

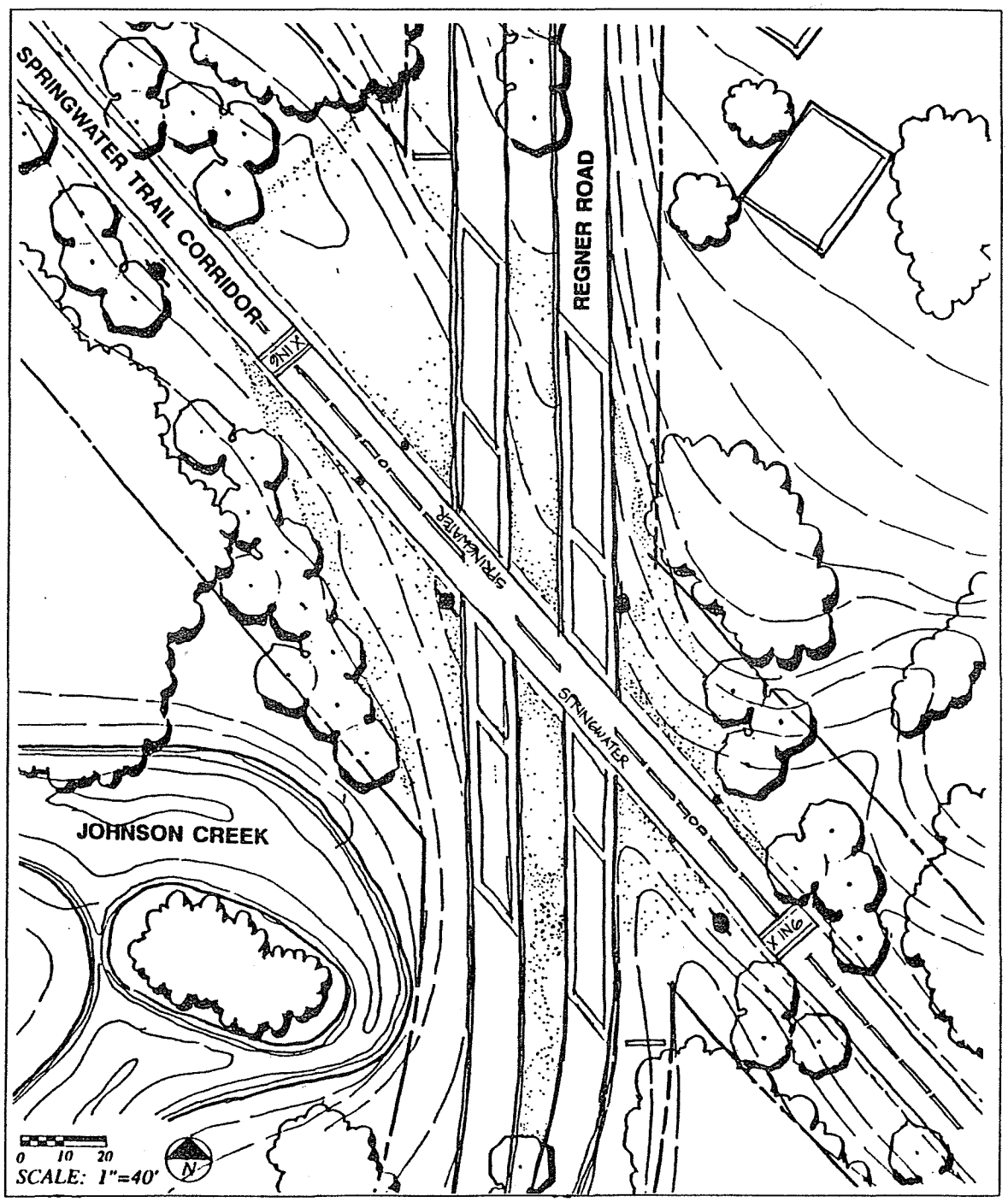
This is a private road serving a minimal number of cars. This access should be signed to notify trail users of the nearby road crossing and the vehicular traffic of the trail crossing.



2A

# REGNER ROAD

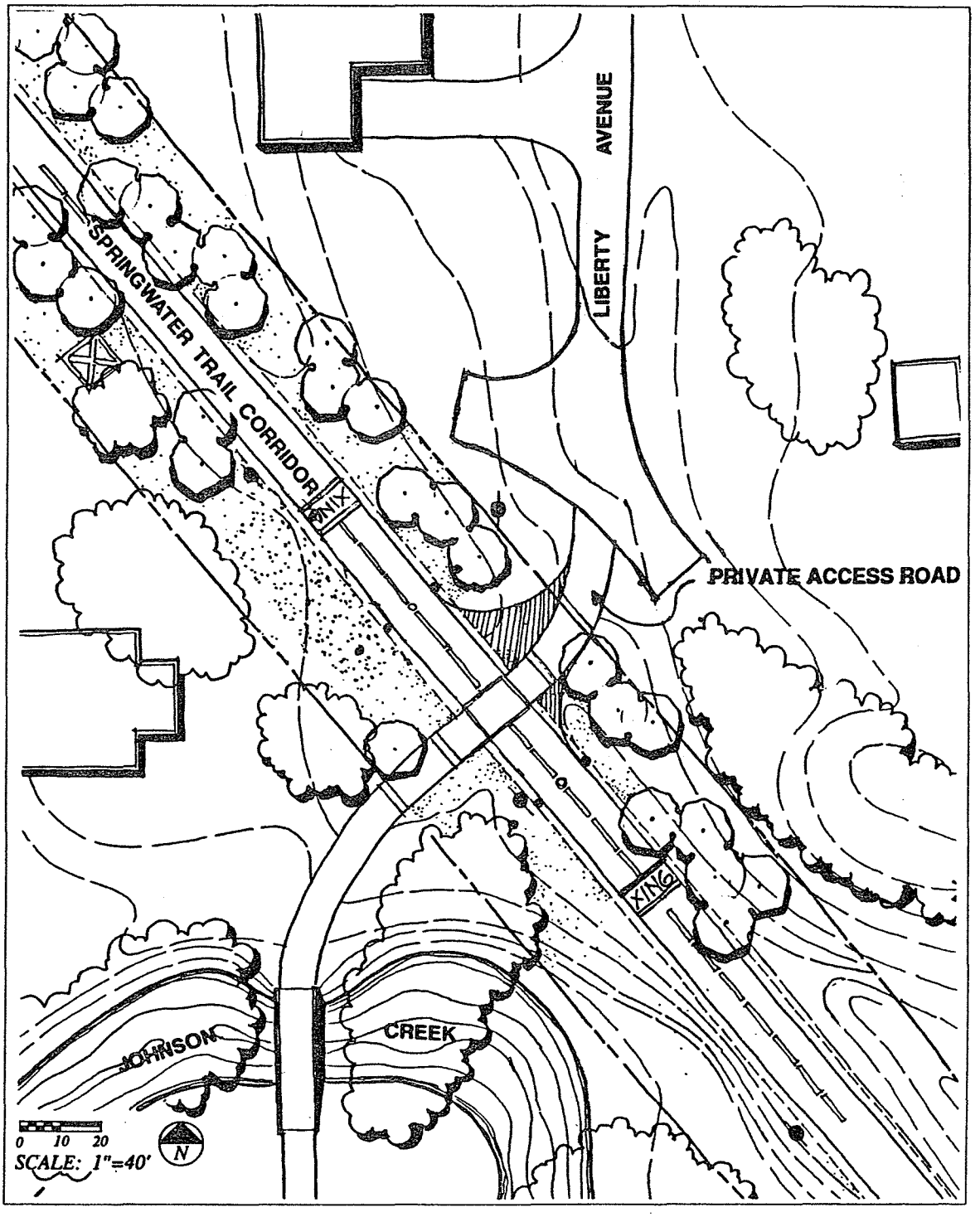
The trail intersects diagonally with Regner Road, which makes this a difficult crossing. Division of the road to provide a pedestrian refuge would improve the safety of this crossing. Each lane will provide at least 20' of driveable width in order to meet emergency access standards of code. Road striping, a pedestrian refuge in the median strip, and a user activated signal are envisioned. A future undercrossing for cyclists and pedestrians might be considered desirable.



# 2A

## LIBERTY AVENUE

This street dead-ends at the trail and becomes a private drive. It will be signed in a similar way to the other minor intersections and protection to the trail will be provided by bollards to keep motorized vehicles off the trail. Liberty Avenue will also provide an access point for emergency vehicles.

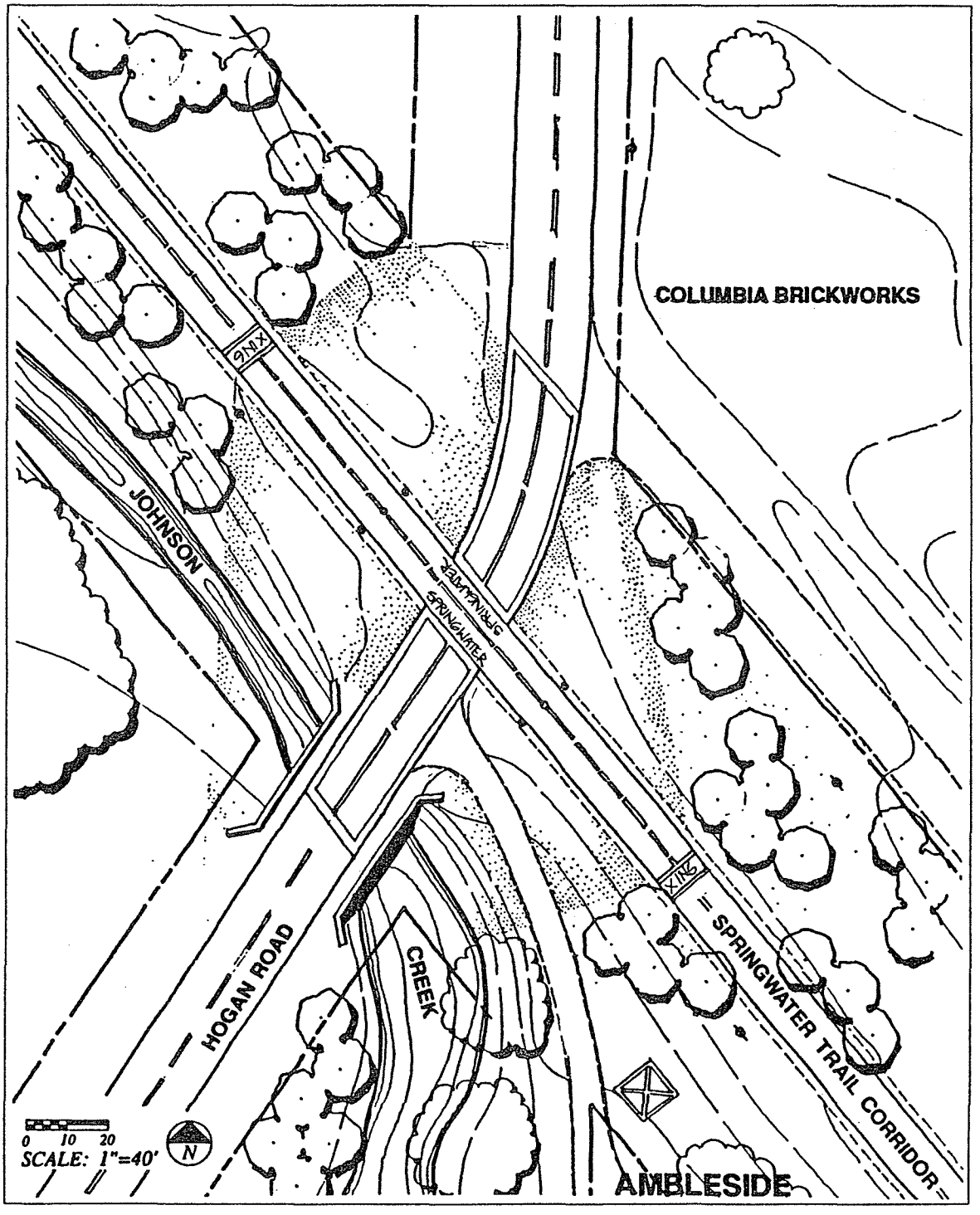


2A

# HOGAN AVENUE

## EXISTING CONDITION

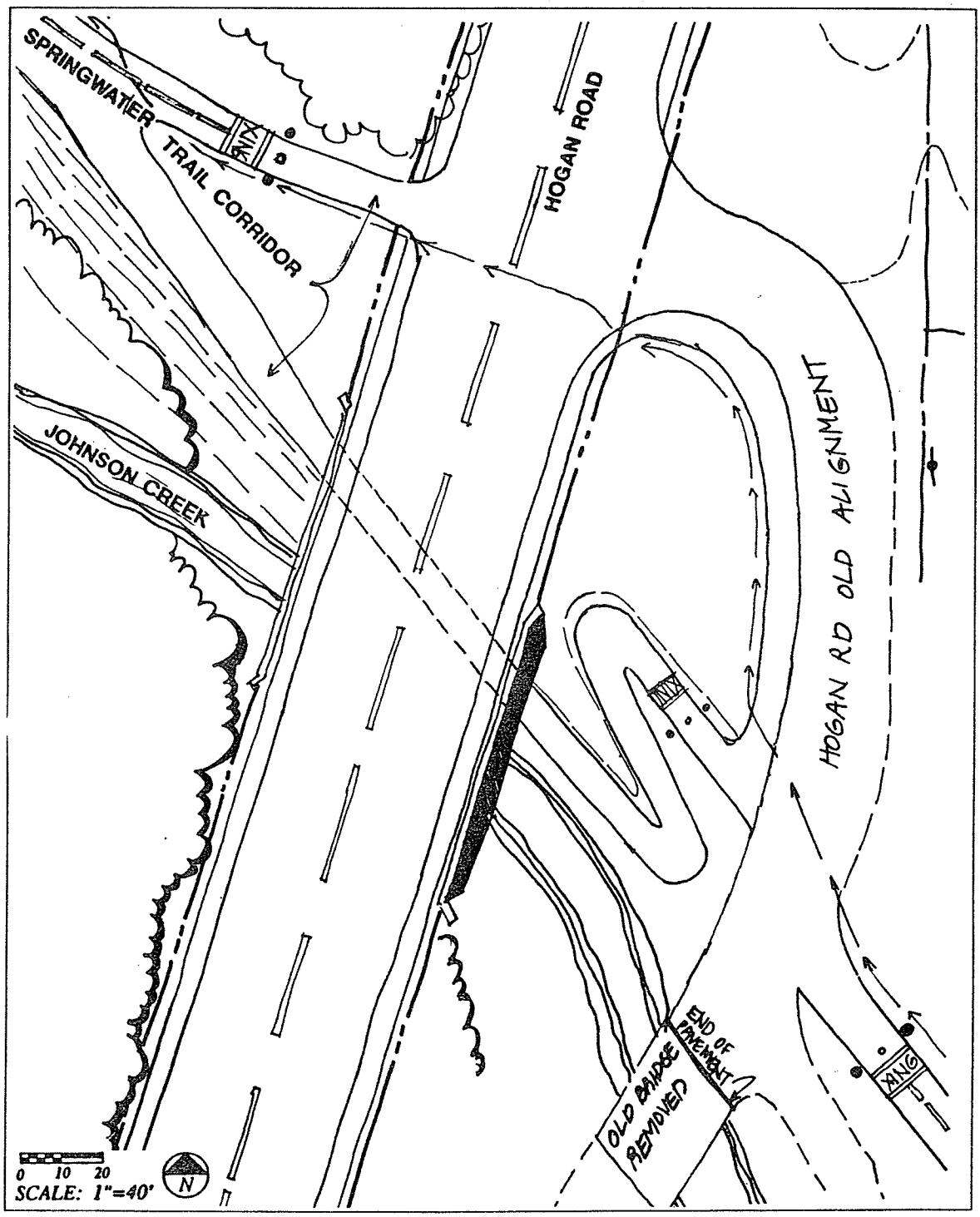
The current condition at Hogan Avenue is similar to that of Regner, except that the road is too narrow to allow for a pedestrian refuge. Striping and signing will be incorporated and the situation monitored closely. The realignment of Hogan is presently being planned with the new bridge providing a pedestrian undercrossing.



# 2A

## HOGAN AVENUE
### NEW ALIGNMENT

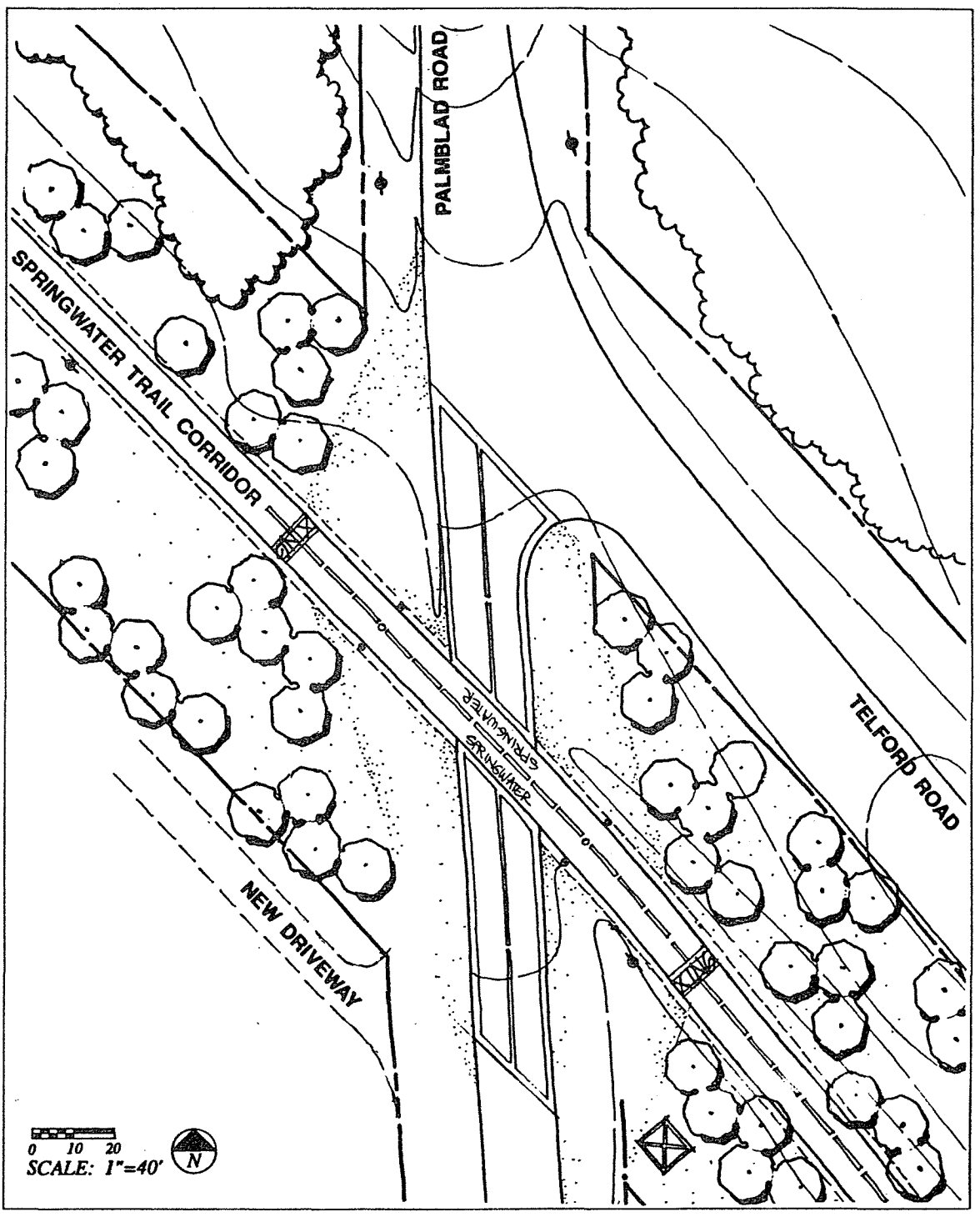
Hogan Avenue will be realigned to straighten the approach over Johnson Creek and a new bridge constructed. An undercrossing will be provided to accommodate pedestrians and bicyclists under the bridge. Equestrians will continue to cross on grade. An emergency vehicle access will also be provided.



2A

# PALMBLAD ROAD

Although Palmblad Road is outside of Gresham's City Limits, the crossing will require study once the trail opens. Traffic is expected to increase as development continues near this edge of Gresham. Many equestrian users live nearby this eastern end of the trail, and are expected to cross here.



# SIGNAGE AND TRAFFIC

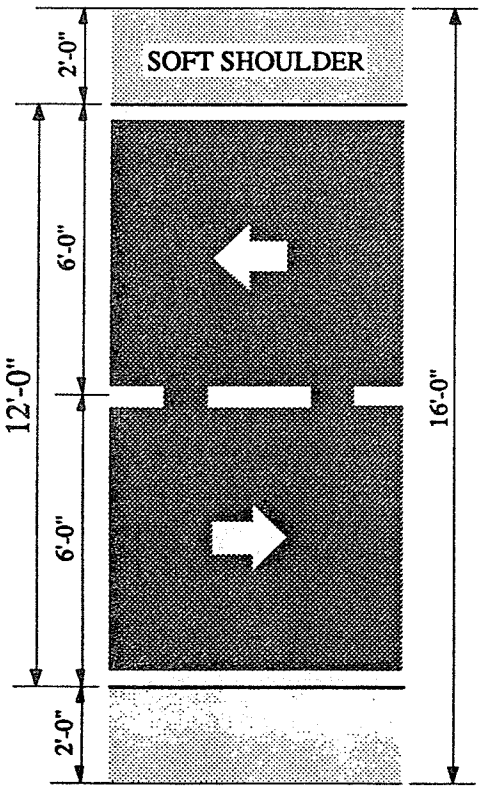
2A

The following section on Signage and Traffic consists of excerpts from a report written by Richard Ross, AICP, Transportation Planner for the City of Gresham. A copy of the REPORT ON TRAIL CROSSINGS, ACCESS, TRAFFIC SAFETY AND USERS, MARCH 1991, is available in the appendix.

## TRAIL TRAFFIC CONTROLS AND SIGNAGE

The general signage and traffic controls should be consistent throughout the length of the trail in Gresham and Portland. The guidelines developed for Gresham should be reviewed by both the City of Portland and representatives of the 40-Mile Loop trail development for adoption throughout future trail development.

## RECOMMENDED TRAIL STRIPING (12' Trail Width)




## BICYCLE / PEDESTRIAN PATH STRIPING AND SIGNAGE

### *Trail Striping*

The trail should include two 6' wide lanes with directional arrows separated by a dashed yellow center stripe. The trail will operate as a non-motorized roadway with passing to the left and slower traffic to the right. This has been shown to reduce conflicts over trails striped for specific uses.

Since the trail will be unlighted, a reflectorized pavement markings per Manual on Uniform Traffic Control Devices (MUTCD), part IX. Pavement markings should use non-slip paint to prevent their becoming slippery when wet.

### *Shared Use Signage*

Post Shared Sidewalk advisory signs (R 9-7) that state:

"BICYCLISTS, THIS IS A MULTI-USE PATH, REDUCE SPEED, WATCH FOR PEDESTRIANS" (OBMP p.36) and

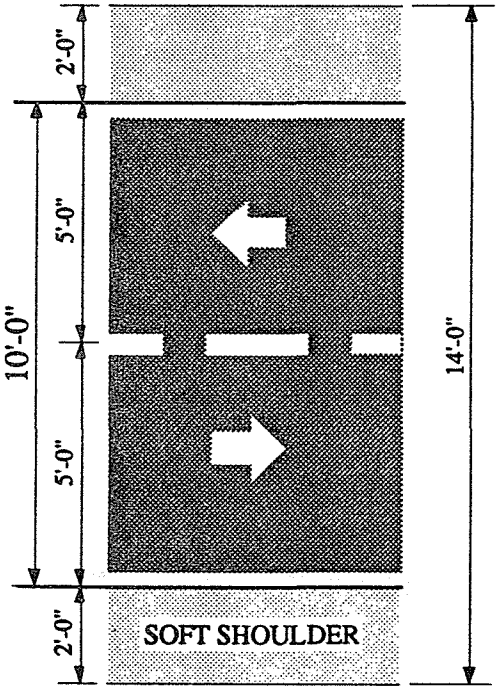
"HORSES MUST USE SEPARATE HORSE TRAIL"

### *Trail Sign Height*

Place signs 4-5 feet above trail surface and at 2-6 foot lateral clearance from the paved trail edge, per MUTCD-Ore. Supp. This height is recommended to fit bicyclists level of vision.

# SIGNAGE AND TRAFFIC

## RECOMMENDED TRAIL STRIPING (10' Trail Width)




*Intersection Warning Striping*

In advance of trail crossings of public streets stripe warning signs of HWY XING across the full trail pavement (MUTCD, fig. 9-4).

*Street Name Signs*

At trail crossings of public streets, post street name signs. Where public streets terminate at the trail (Mawcrest, Main, Dowsett, Liberty) and at the Highland Drive bridge, post street name sign with directional arrow.

*Bike Route System Destination Signs*

At trail intersections with designated existing bike routes, (174th, Highland, Pleasantview Drive/190th Avenue, Eastman, 7th, Main, Regner, Hogan, Palmblad/Telford), post BIKE ROUTE sign (D 11-1) and Destination Signs (D1-1b) with mileage and directions to trail and street destinations. Since the Powell Blvd. bike route parallels the Springwater Trail Corridor through Gresham, bike route crossings of Powell should be signed with a Destination Sign to the Springwater Trail Corridor and vice versa.

## TRAIL ENTRY POINTS FROM PUBLIC STREETS

Trail entry points exist at 174th Avenue, Highland Drive, Linnemann Junction, Pleasantview Drive/190th Avenue, SW 10th Street, SW Mawcrest, SW 8th Drive pedestrian walkway, Eastman Parkway, SW 7th (future), Walters Road, Main Avenue, Park Drive, Dowsett Lane, Regner Road, Liberty Lane, Hogan Avenue, and Palmblad.

*Vehicle Control Sign*

Immediately after track removal, post trail entries with NN MOTOR VEHICLES (R 5-3) sign with sign below, ORS 487.775, $250 MAX FINE (OBR 10-13).

*Interim Warning Notice*

Immediately after track removal and until trail is improved, post trail entries with a warning notice to trail users of unimproved trail and trestle conditions.

*Fire Access and Parking*

Design and locate trail entries from public streets to allow fire truck turns (35' Outer Radius) between the street and the trail (except for Highland Drive, Linnemann Junction, and SW 10th Drive). At the end of SW Mawcrest and SE Liberty, this may require an extension of paved trail surface from the end of street pavement to the trail.

This trail entry design may present a problem at SE Park and Dowsett, due to narrow road sections and adjacent slopes, and at the diagonal Regner Road intersection. At some locations shifting the trail alignment off the centerline of the railroad grade may achieve the turn radius.

Trail entries and adjacent road frontages should be posted for FIRE LANE, NO PARKING, TOW-AWAY ZONE, or other notice recommended by the fire chief. This assures that parked vehicles will not block emergency vehicle access to the trail nor obscure trail user visibility at road intersections.

## INTERSECTIONS WITH MAJOR PUBLIC STREETS

*Crosswalk Warning Sign*

On major street approaches to crossings, post advance warning signs with the standard pedestrian crossing symbol (WA11A-2) with PED XING rider and an auxilliary sign giving the distance to the crossing.

*Bicycle Stop Signs*

On trail approaches to major street crossings, post the bicycle "STOP" sign (OBR 1-1-24).

*Cross Walk Striping*

Stripe 12 foot wide standard crosswalk at all major street trail crossings with non-slip paint stripes. For added visibility, on major streets stripe diagonal lines within crosswalks.

*Crosswalk Control*

At sidewalk approaches to higher volume public street crosswalks (174th, Eastman, Regner, Hogan), post with CROSS ONLY AT CROSSWALKS (R 9-2).

*Multi-User Crosswalk*

At the trail intersections with major public streets, combine the alignment of the equestrian trail with the bicycle pedestrian path, so that all trail users use the same 12 foot wide crosswalk area.

*Brush Clearance, Clear Vision Areas*

At the major public street crossings, improve the sight distance for trail users and drivers by brush clearance. Apply the City's 30 ft. Clear Vision Area requirement to private lands at intersections of the trail ROW with major public street ROW. Clear all brush and prune tree branches which obscure driver visibility of pedestrians within the entire right-of-way of the street and trail for at least 100 feet from the trail/street intersection. Some intersections may require greater street brush clearance due to the curvature of the street or acute angle intersections.

## INTERSECTIONS WITH PRIVATE DRIVEWAYS AND DEAD END STREETS

The following recommendations apply to Private Driveway crossings and dead-end streets at the Paesano Club, SW 10th, the South end of South Main, SE Park Drive, the South end of SE Dowsett Lane, the South end of SE Liberty, and the residence driveway West of Palmblad.

*Stop Signs and Trail User Right-of-Way*

Post STOP signs for vehicles on both sides of private driveway crossings, also dead-end street crossings. Assign the right-of-way to trail users. For example, the crossing at SE Park Drive should be posted in this way, since it provides access to only six residences and takes a sharp turn at the south side of the trail crossing, limiting trail user visibility from Park Drive. Continue striping indicating the bicycle/pedestrian lanes through these crossings.

*Private Driveway Signs*

To discourage trespassing by trail users, private driveways should be signed PRIVATE DRIVEWAY on the private side of the driveway crossing, at the edge of the trail ROW.

# SIGNAGE AND TRAFFIC

*Closure of Driveways*

Certain private drives which utilize the ROW should be closed where other access is possible to reduce user conflicts.

*Multi-User Crossings*

At private driveway crossings and dead end streets, align the bridle path immediately adjacent to the bicycle/pedestrian path to minimize crossing width.

## RAIL-TRAIL LOGO AND ROUTE SIGNAGE

*Naming the Route*

It is in the interest of the overall trail that the naming of the route be consistent along all sections of the trail. Neither the Johnson Creek Trail nor the Bellrose Corridor are descriptive enough to place the trail in its proper historic perspective. The railway line running from Estacada to Sellwood was originally known as the **Springwater Division, Oregon Water Power and Railway Company**. In discussions with the City of Portland, it was decided to adopt the name Springwater Trail Corridor for the entire length of the trail. This reflects the concept of the corridor, as well as its usage, as a multiple purpose recreation trail. It is envisioned that a logo will be designed that reflects the history of the rail, as well as the date of its construction and abandonment.

## HISTORIC RAILROAD MILE MARKER SIGNAGE

Small identifier historic railroad logos should be used at the original railway mileposts, which were continuously numbered from East Portland to Estacada. These mileposts should be re-established at a minimum of one-half mile intervals and at all major street crossings, with mileage striped in non-slip paint on the pavement as well. This mileage marker system fulfills public safety needs, user orientation purposes, and historic identity.

## MULTIPLE USER TRAFFIC CONFLICTS

Horse and bicyclist conflicts appear to be addressed by the separated bridle path and the 'rules of the road' signage at trail entries and crossings. Skateboards are one group of non-motorized users which may not be compatable with pedestrians, bikes, and wheelchairs in the same lanes. Skateboard speeds and movement may interfere with the enjoyment of the trail by other users. Before determining to permit skateboards on the trail, further research is needed with urban park and bikeway authorities as to the advisability and safety of allowing skateboard on a bicycle/pedestrian trail.

# SIGNAGE AND TRAFFIC

## MINOR PEDESTRIAN TRAIL ACCESS POINTS
Existing (E)-Potential (P)

This section describes existing and potential minor pedestrian accesses from adjacent neighborhoods, in addition to the public street access points and trailheads described in the following section 2C.

*From Upper Area of Hunter's Highland via Hunter's Highland Greenway (P)*

A pedestrian trail could come from SW Linneman Avenue/12th or the top of the hill to the West end of the trestle West of Highland Drive bridge or Johnson Creek.

*From SW 14th Drive East of Binford Avenue (P)*

A pedestrian bridge could be built across Johnson Creek on City greenway lands where the greenway abuts 14th Drive. This would provide a direct route to the Springwater Trail from the dense Binford Farms neighborhood south of 14th Drive and interconnect the Butler Creek Greenway to the Springwater Trail, as shown in the Park Master Plan.

*From SW 13th Street at Bella Vista (E/P)*

An unused pedestrian walk leads to City greenway north of 13th. This walk, from the Mesa Villa neighborhood, could be extended across Johnson Creek with a bridge, then connect to the Trail near SW 8th.

*From SW 8th Drive at Riverview (E)*

This pedestrian way extends from Hollydale School to the trail.

*From SW Eastman Parkway at Florence (E)*

SW Florence is a logical route to the trail from the Greenbrook Condominiums area, where the trail is directly south of Eastman Parkway. The City should construct a short sidewalk from the south side of Eastman to the Trail to make this connection.

*From Dawncrest (Elliott Ave.) Via Dowsett Lane (P)*

A secondary pedestrian access to the trail from Dawncrest could be developed from the north end of Elliott, via Dowsett Lane and private lands.

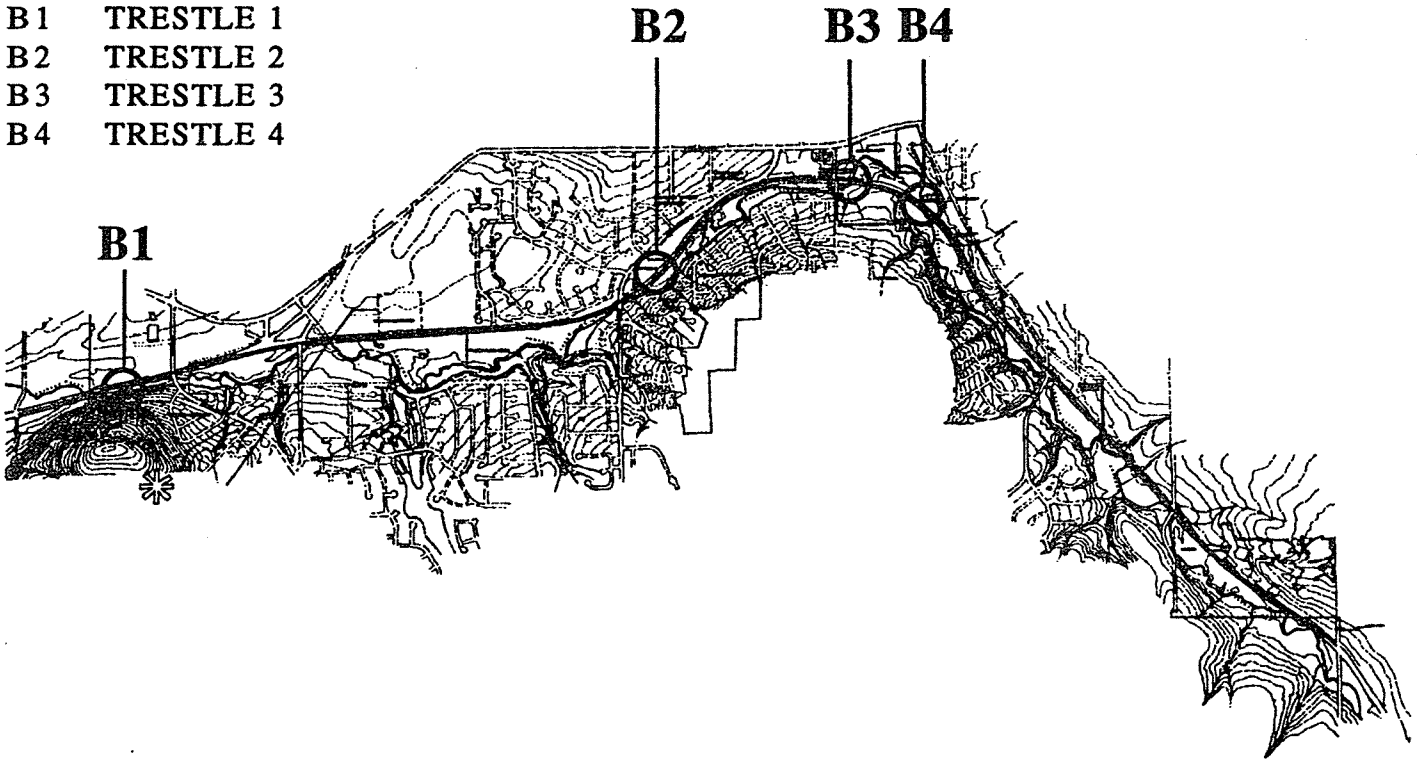
*From Darling Park Area via Hogan Creek Greenway (E/P)*

The Darling Park area on SE Cleveland is very close to the trail but lacks direct access. A pedestrian route to the trail should be developed to the Hogan Avenue bridge via the SE 23/Ebers Park, Common Area and the adjacent Hogan Creek ravine. This is consistant with the Park Master Plan.

# 2B

# BRIDGE CROSSINGS

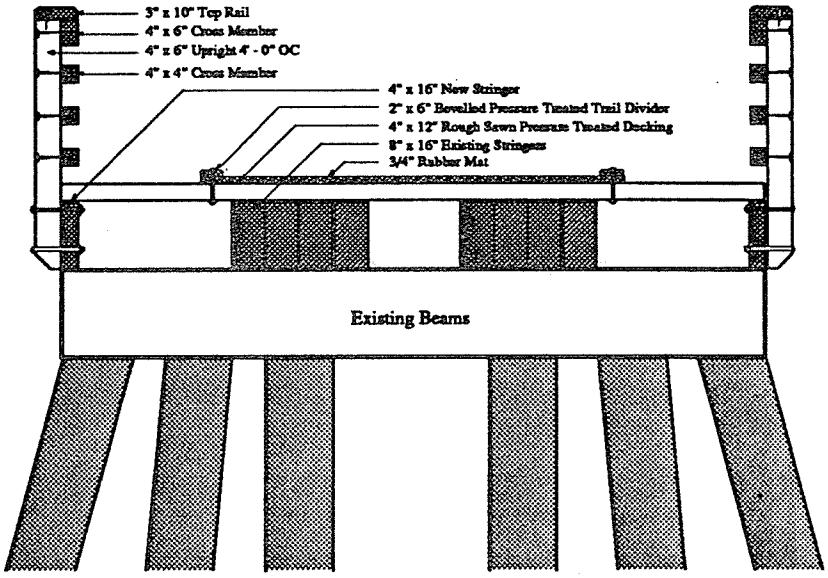
B1 TRESTLE 1
B2 TRESTLE 2
B3 TRESTLE 3
B4 TRESTLE 4



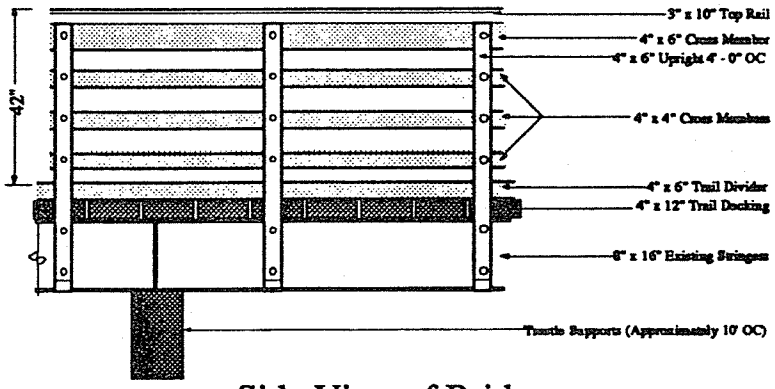
# BRIDGE CROSSINGS

2B

The diagram below illustrates a possible adaptation to the existing trestle bridges for pedestrian and service vehicle use. The joists are currently aligned four abreast underneath each track. This central support system should be clearly designated for vehicular, bicycle and equestrian use of the trail which will need the additional structure for support. Railings will be extended beyond the abutments and a notice will be located before the bridge crossing.



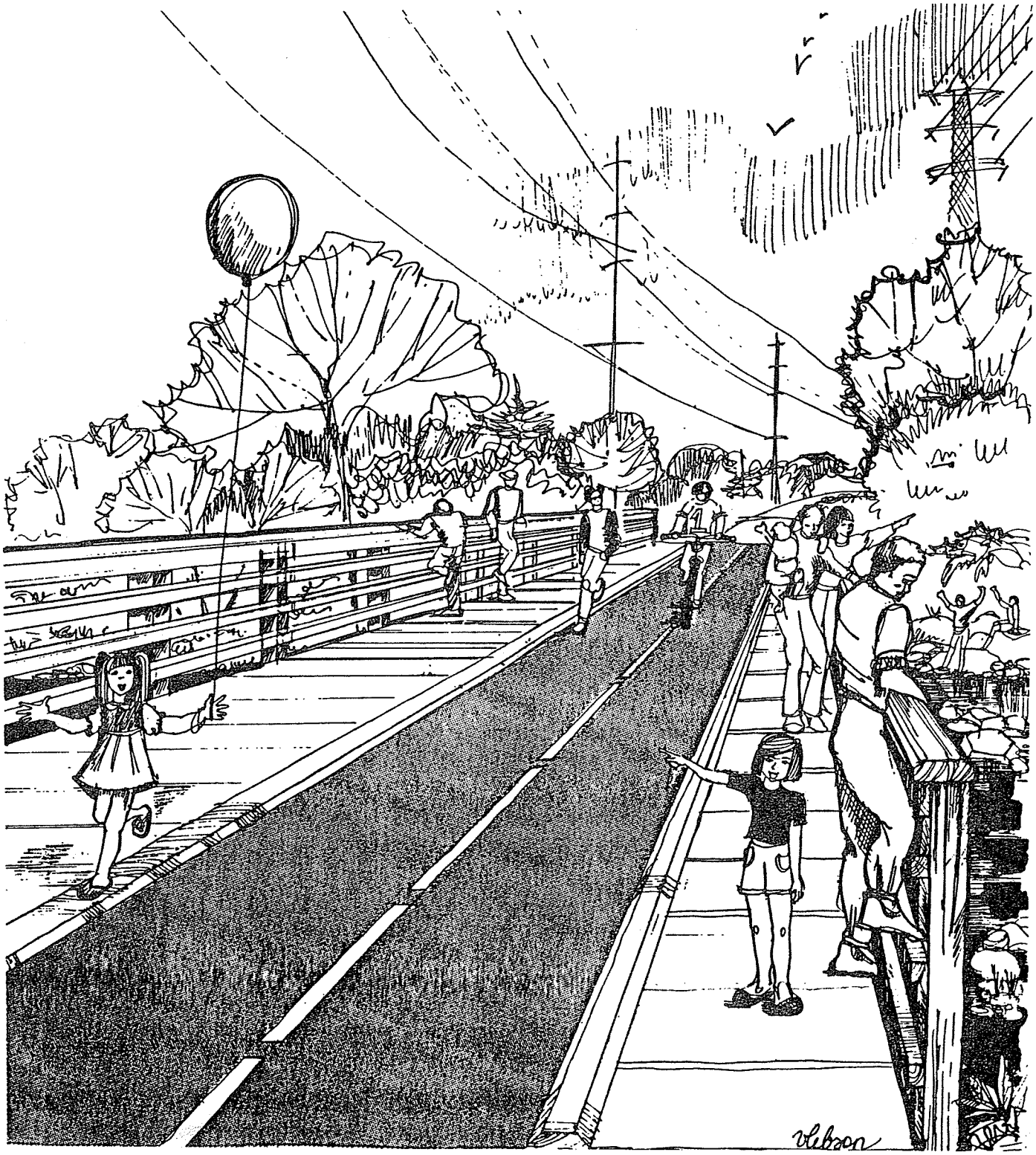

Section Through Bridge




Side View of Bridge

# 2B

# BRIDGE CROSSINGS

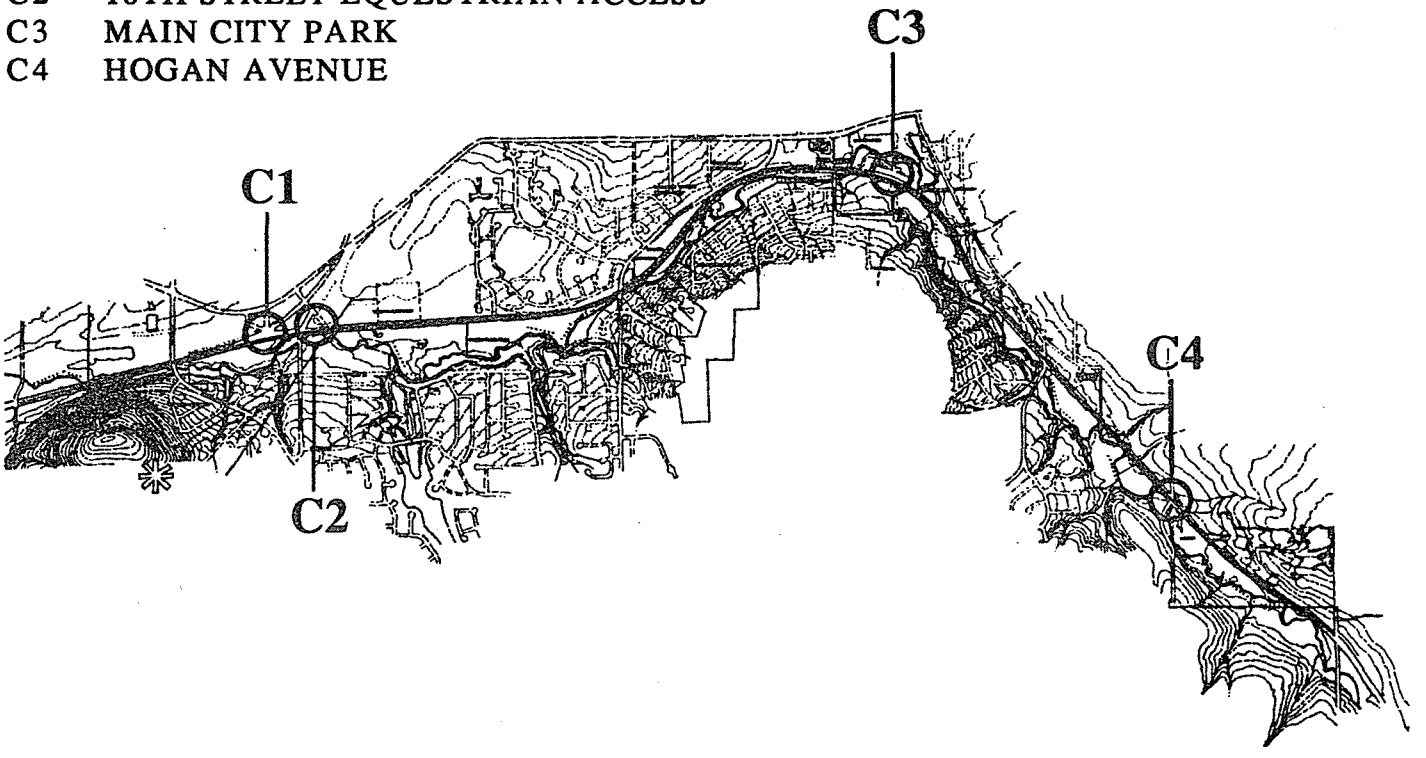


Perspective Sketch of Trestle Crossing West of Main City Park

# TRAIL HEADS

2C

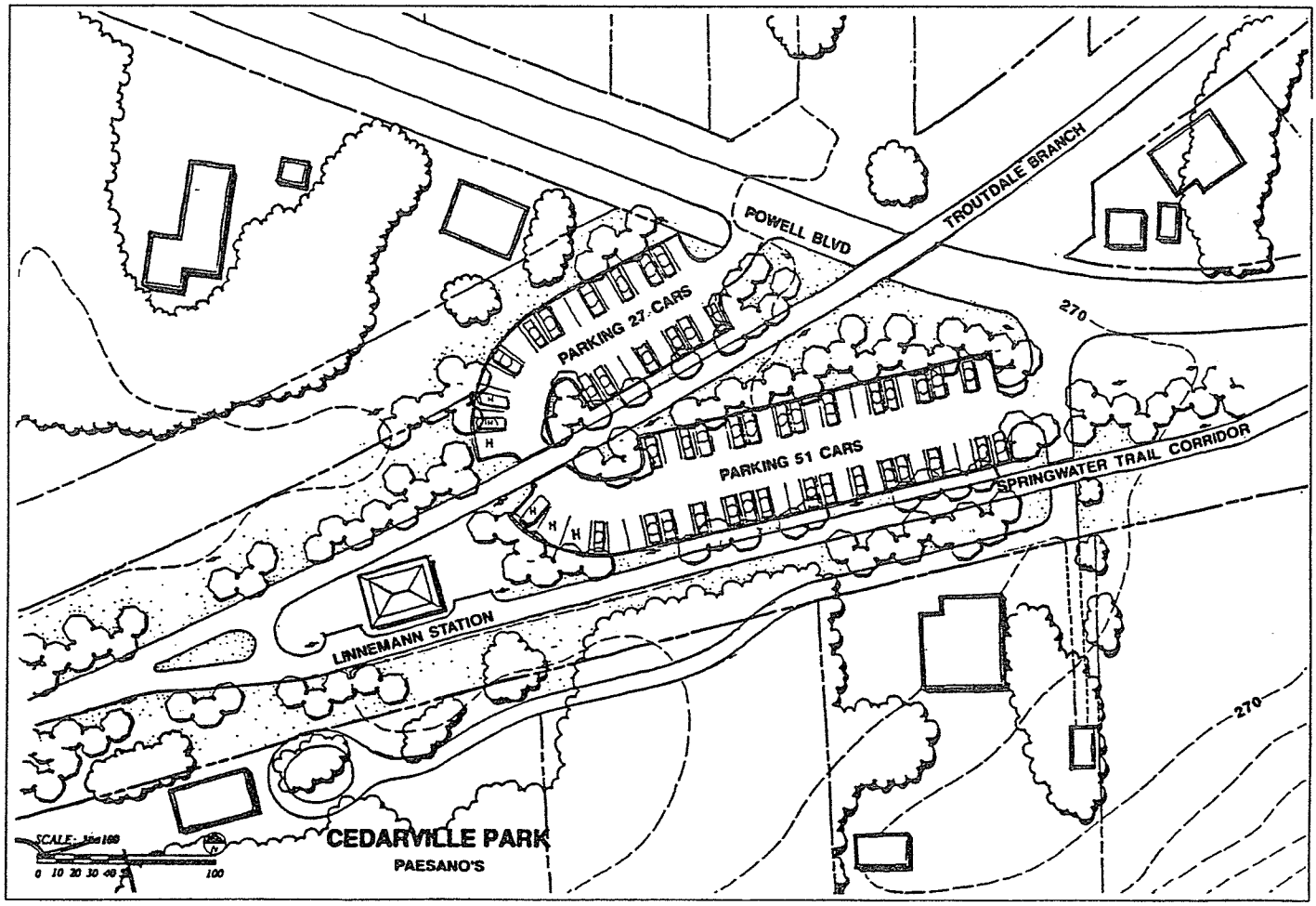
C1 LINNEMAN JUNCTION
C2 10TH STREET EQUESTRIAN ACCESS
C3 MAIN CITY PARK
C4 HOGAN AVENUE



# 2C

# LINNEMANN JUNCTION TRAIL HEAD

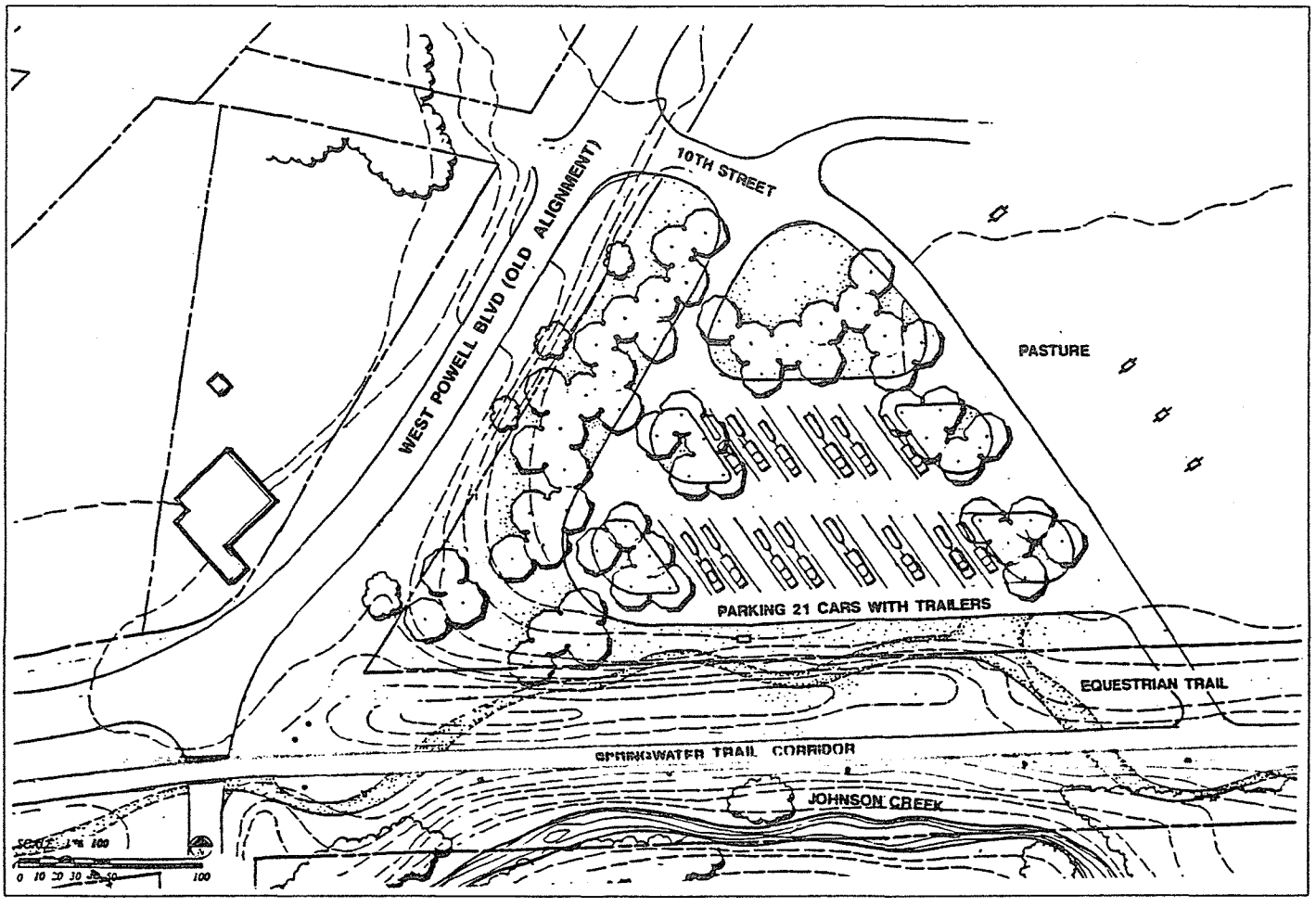
Linnemann Junction, where the Troutdale Branch intersected the Springwater Division Line, is a historic cultural feature in Gresham. The original Linnemann Station building, although moved from its historic site, is presently located nearby and could be restored and returned to its original position. Constructed in 1902-03, it is the only remaining railroad station on the Springwater Division Line built by the interurban railroad company. It has been determined as eligible for the National Register of Historic Places. We recommend the City pursue its rehabilitation at this location in cooperation with the Gresham Historical Society and other trail user groups. The proposal would renovate this building as an interpretive and information center which might also include restroom facilities. This trail head would be a major service facility along the Gresham section of the Springwater Trail Corridor.



2C

# 10TH STREET EQUESTRIAN ACCESS

Equestrians would be provided with a separate facility adjacent to the pasture leased by the Boy Scouts of America from PGE near the abandoned section of SW 10th Street. This could provide a significant access point adjacent to a greenway parcel of substantial size. It is also only one mile east of the established equestrian area at the City of Portland's Powell Butte Regional Nature Park.

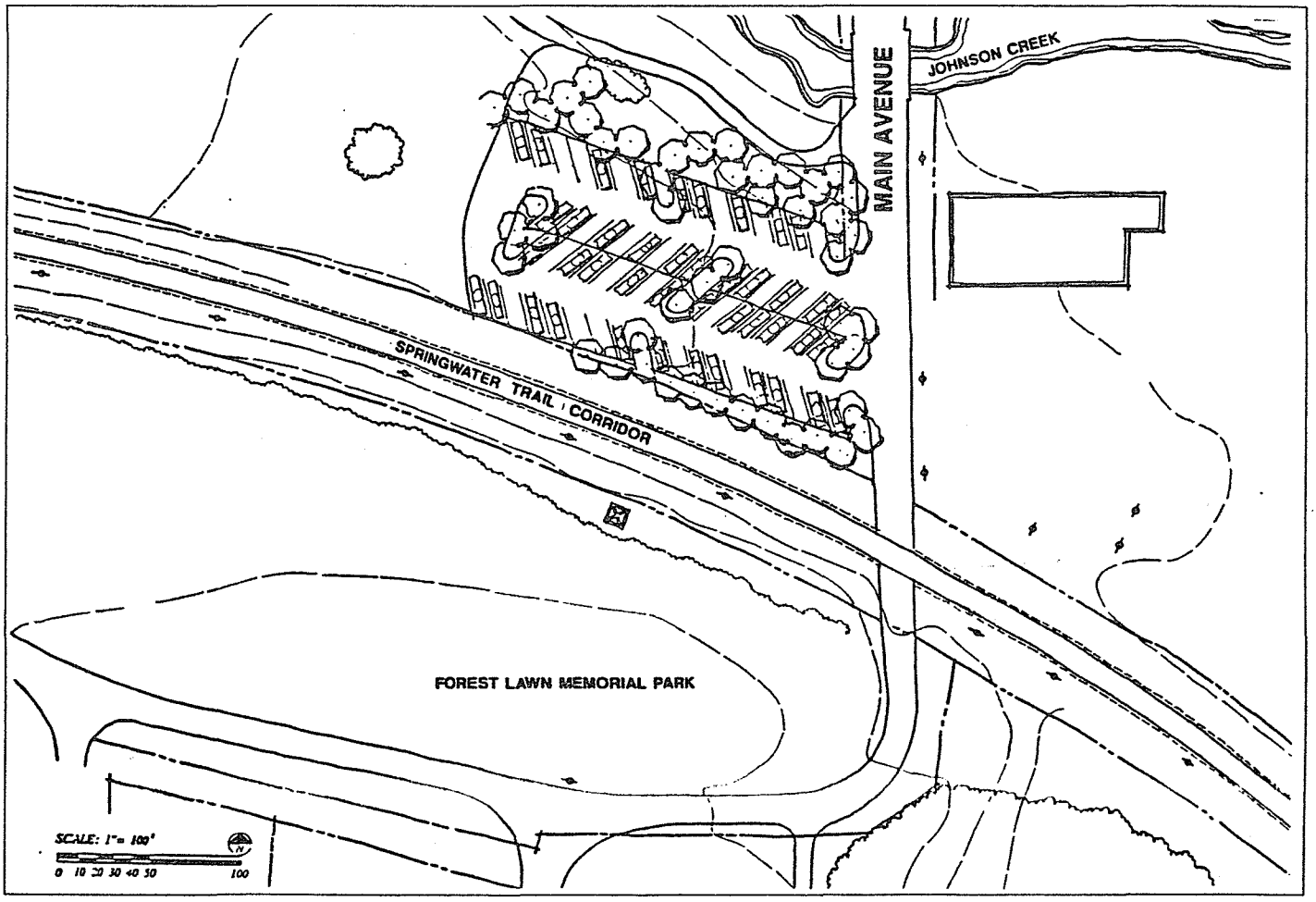


# 2C

# MAIN CITY PARK

**Main City Park** (17.5 acres) is the largest developed community recreation facility immediately adjacent to the trail. The park is a widely used, fully developed park with picnic tables, benches, play equipment, ball field, basketball courts, exercise course, restrooms and parking. This will become a major trail head in the Gresham section of the Springwater Trail Corridor.

A 24 vehicle parking area adjacent to the trail is currently being constructed and will be expanded in a few years to accommodate an additional 28 cars. This popular park already attracts considerable use which will be expanded by the opening of the trail.

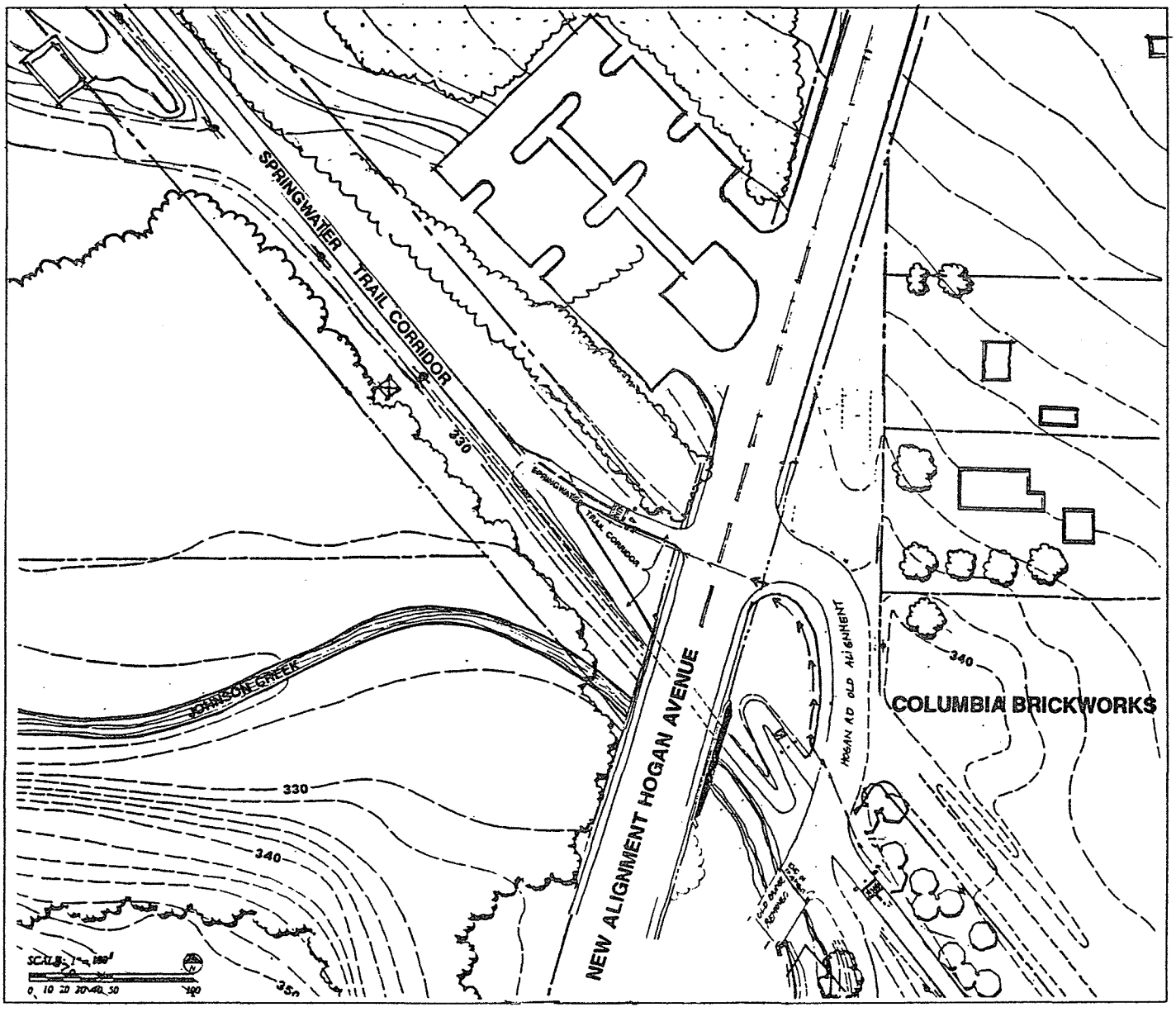


2C

# HOGAN AVENUE TRAIL HEAD

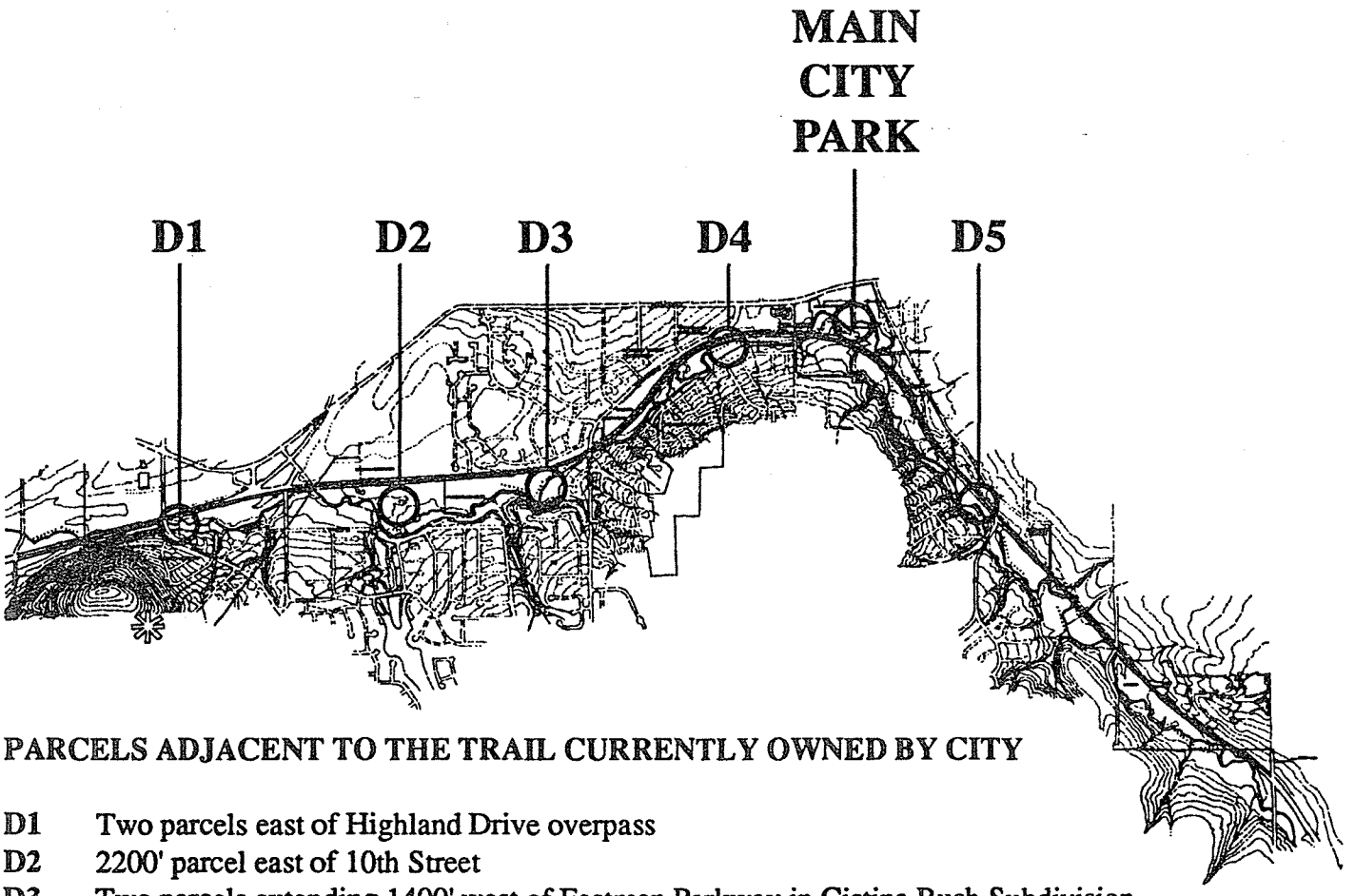
The City of Gresham has purchased property in the northwest corner of the Hogan Avenue / Springwater Trail Corridor intersection for construction of a new Operations Shop. A trail head with parking for approximately 50 cars will be constructed at the south end of the Operations Shop site, immediately north of the Trail.

When the new bridge is constructed and Hogan Avenue is realigned, the old bridge and pavement south of Johnson Creek will be removed. The abandoned section of Hogan Avenue north of the creek will be maintained to provide vehicular access to Ambleside and the Columbia Brick Works.



# 2D

# GREENWAY PARCELS



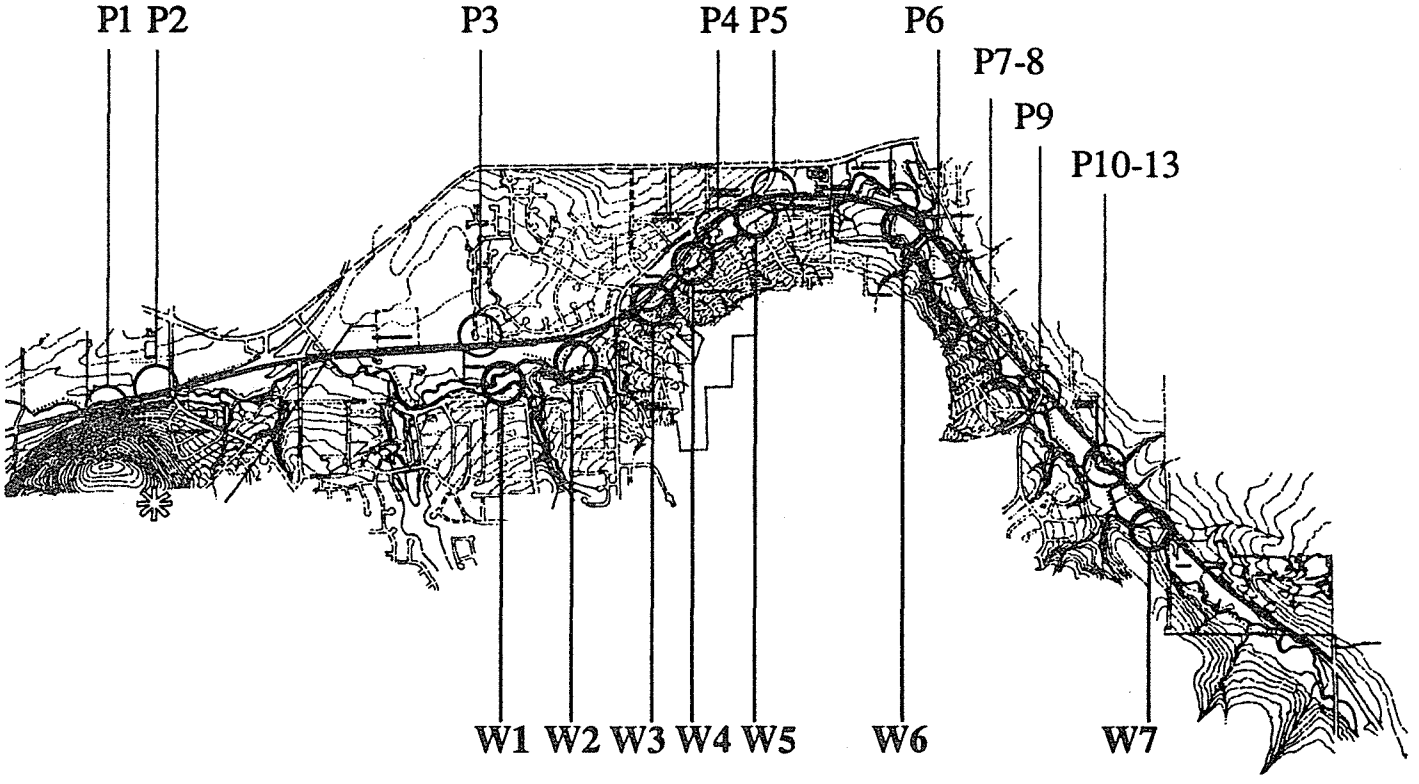

**PARCELS ADJACENT TO THE TRAIL CURRENTLY OWNED BY CITY**

- **D1** Two parcels east of Highland Drive overpass
- **D2** 2200' parcel east of 10th Street
- **D3** Two parcels extending 1400' west of Eastman Parkway in Cistina Bush Subdivision
- **D4** Two parcels extending 2700' west of Walters Hill Road
- **D5** 900' parcel west of Regner Road

# 2E

# NATURAL FEATURES AND SENSITIVE AREAS

## POSSIBLE WETLANDS
NOT IDENTIFIED BY NATIONAL WETLAND INVENTORY



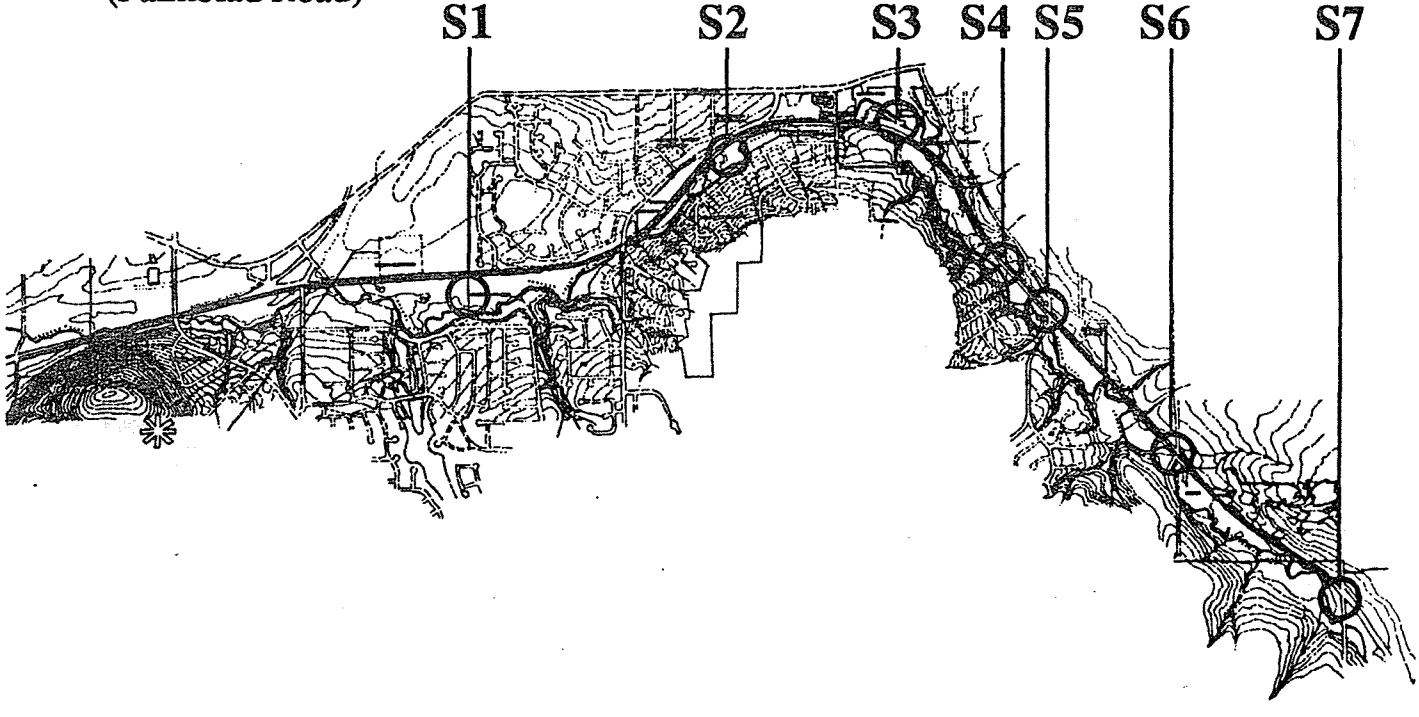

## WETLANDS
RECORDED ON NATIONAL WETLAND INVENTORY

# 2E

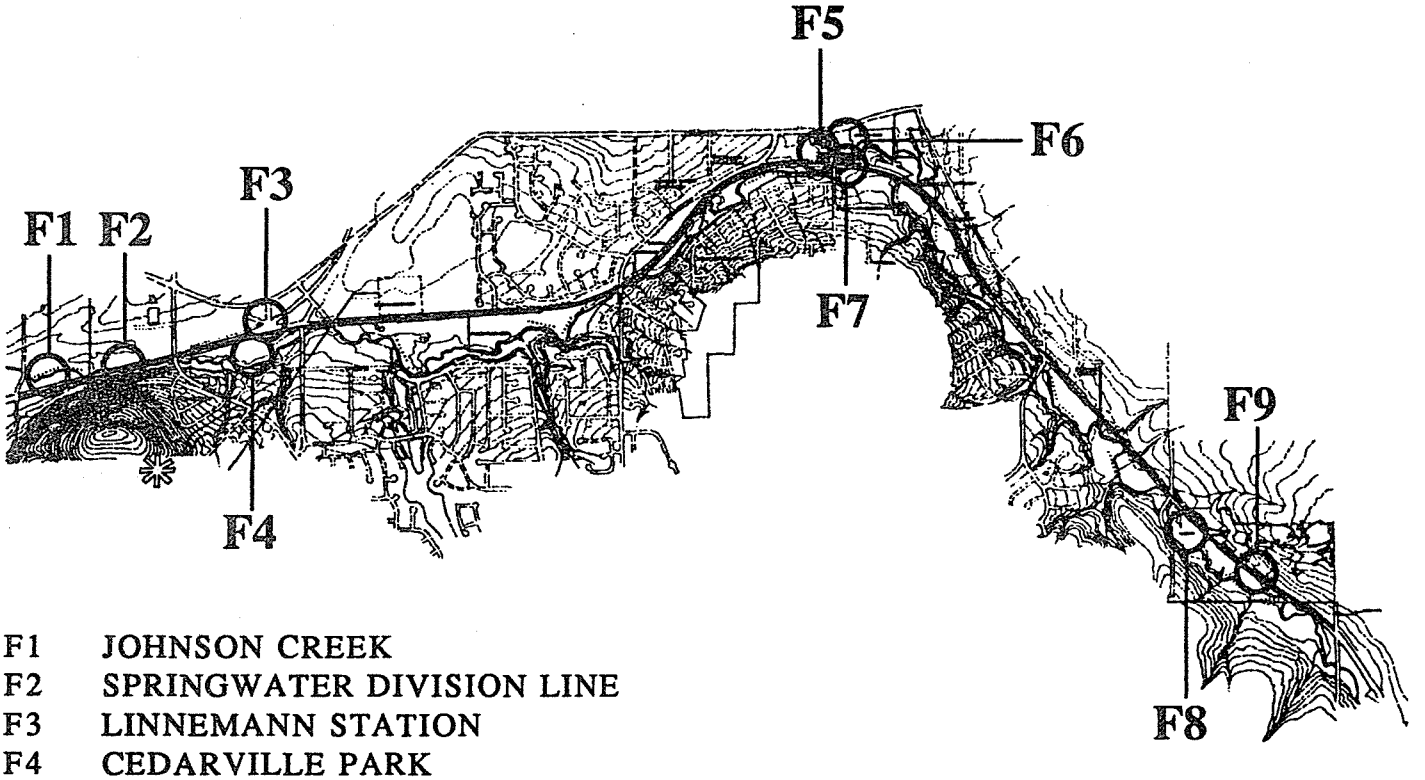
# NATURAL FLOOD CONTROL STRATEGIES

## SITES CURRENTLY UNDER CONSIDERATION BY THE CORPS OF ENGINEERS.

| | | |
|---|---|---|
| S1 | Pleasant View-Eastman | Wetland/Detention Basin |
| S2 | Florence Avenue Area | Wetland/Detention Basin |
| S3 | Main City Park | Stream Channel Modification |
| S4 | Dowsett Lane | Wetland/Detention Basin |
| S5 | Regner Road | Wetland/Detention Basin |
| S6 | Hogan Avenue | Wetland/Detention Basin |
| S7 | Trail Crossing at 252nd (Palmblad Road) | Wetland/Detention Basin |



# CULTURAL RESOURCES




F1 JOHNSON CREEK
F2 SPRINGWATER DIVISION LINE
F3 LINNEMANN STATION
F4 CEDARVILLE PARK
F5 WHITE BIRCH CEMETERY
F6 GRESHAM PIONEER CEMETERY
F7 ESCOBAR CEMETERY
F8 AMBLESIDE
F9 COLUMBIA BRICK COMPANY

# CULTURAL RESOURCES

The cultural resources associated with the Springwater Trail Corridor are closely interwoven with the historic development of Gresham and the once thriving Springwater Division Line railway. The completion of the interurban railway to Gresham in 1903 connected the small agricultural community with the populas city of Portland stimulating tremendous growth in the Gresham area. The historic features along the line, Linnemann Station, Cedarville Park, Ambleside and the Columbia Brick Company, are all directly linked with arrival of the interurban Springwater Division Line railway.

The following resources represent the more prominant historic features along the trailway and have direct associations with the electric railway. Descriptions of these resources follow a brief overview of the development of Gresham and its relationship to Johnson Creek.

## THE TOWN OF GRESHAM

The rich timber and fertile agricultural lands surrounding the community of Gresham and the close proximity to Portland attracted early settlers to the area. The passage of the Donation Land Claim Act in 1850 further stimulated the western movement with the promise of free land; one half square mile to single persons and one square mile to married persons. In 1852, Jackson and James Powell claimed the first Donation Land Claim in the Gresham area. Jackson Powell, a native of Kentucky, came to the Oregon Territory in 1848 and after brief excursion to the gold fields of California came back to Oregon to stake a claim. James and Elizabeth Powell settled on a Donation Land Claim next to Jackson Powell's in 1852. In 1853 Dr. John Powell, no relation to the Powell brothers, settled on a claim west of Main Street and north of Powell Boulevard. The area which would later be called Gresham became known as Powell Valley after the Powell families.

Powell Valley Road (Powell Boulevard), originally an Indian path, became a major roadway to Portland. Harvested timber and farm produce such as wheat, potatoes and fruits were grown in the valley and taken to market in Portland by way of Powell Valley

Road. The area was also an early annual meeting ground for the Methodists in Portland and was an early stopping point for people travelling to Portland. The area around the intersection of Powell Boulevard and Main Street, and Johnson Creek became known as the Methodist camp or Camp Ground. In the spring of 1884, the Methodists even tried to establish a post office on their 16 1/2 acre site but the office was only open a month due to the establishment of the Gresham Post Office four days earlier on May 15, 1884.

The community of Gresham was named for Major General Walter Quinton Gresham who served as the United States Postmaster General from 1883 to 1884 and was an acclaimed soldier and statesperson. Benjamin F. Rollins, who constructed the first general store in Gresham, suggested the name to the Postmaster General, as a way of securing a post office in the community. The completion of the electric railway in 1903 provided greater ease in transportation of both people and goods, initiating the development of Gresham. The town was incorporated in 1905.

Gresham's population grew at a steady pace as it became known for its excellence in agricultural products such as raspberries, strawberries, cherries and potatoes. Dairy farming, poultry farms, nurseries and nut groves were also part of the agricultural community. Other businesses developed as a result of the productive agricultural lands such as berry canneries and a pickling factory. Starting in 1906, Gresham sponsored annual fairs and in 1926 the town was chosen as the home of the Multnomah County Fair which further promoted the growth of the area.

Throughout the following years, Gresham remained primarily an agricultural community until the 1970's. At this time there was tremendous growth in the residential sections of the town as Gresham rapidly became known as a "bedroom community" of Portland. The population tripled from 1970 to 1980. The completion of the Max Light Rail System to Gresham in 1986 further stimulated growth in the area. However, the outlying areas of Gresham are still based in its roots of agriculture.

# CULTURAL RESOURCES

## JOHNSON CREEK

Johnson Creek is the largest drainage basin in the Gresham area and has been utilized historically by both native and Euro-Americans as a source of food and fresh water. The creek supported a substantial native fish population, and the riparian vegetation which attracted local game. According to local sources, artifacts have been found along banks of the creek at various locations indicating the use by native Americans.

Johnson Creek was an important factor in the development of the town site of Gresham. The creek provided water for human use as well as irrigation for crops and was vital for power and transportation in the early logging operations of the pioneers. Groups travelling to Portland from overland journeys often stopped by the cool banks of the creek to camp.

The creek was named for the Johnson family who arrived in the area in 1847. William Johnson, a Baptist minister from Maryland, settled on the south side of Johnson Creek near 100th Street at the base of Mt. Scott and his son, Jacob, later claimed a parcel on the creek in the vicinity of 134th Street. William and his son both started sawmills on their claims, taking advantage of the abundance of cedar and fir trees in the valley. It is not clear whether the Johnson Creek was named for William or Jacob but the creek derived its name from the early pioneering Johnson family.

Early logging ventures in the Gresham area opened up the land to farming. The rich agricultural lands were in part fed by water from Johnson Creek. Throughout history, the relatively flat terrain of the creek west of Gresham, periodically flooded and left the surrounding lands with a deep, rich silt cover adding to the fertility of the soil. Most of the early farmers recognized the benefit of the frequent flooding and welcomed the added field fertilization.

Johnson Creek also served as a source of power for many early sawmills constructed along its banks. Early maps (1911, 1922) of Gresham indicate the original townsite developed around a natural meander of Johnson Creek, currently the area encompassing Main City Park. Johnson Creek once abutted buildings which once lined the south side of Powell Boulevard, east of Main

Avenue. These buildings functioned as a grain and feed store, a general merchandising store, meat market, a restaurant, a barber shop and saloon. In 1911, a livery and transfer station stood on land south of Powell Boulevard on Main Street, as did a lumber business and skating rink. By 1922 a large manufacturing plant, the Oregon Pickle and Canning Company, was operating approximately where Main City Park is currently located. The plant was known throughout the state and operated with Japanese participation. A potato starch making and milling factory opened along Roberts Avenue by Johnson Creek in the 1920s.

The control of Johnson Creek's flooding became more of an issue as the population of Gresham increased. The fields which were once used agriculturally were being subdivided and sold for residential development creating a concern about the periodic flooding. As a result of this public concern, the Works Progress Administration (WPA) began an aggressive task of excavating the creek and re-channeling and reinforcing the banks with rock rip-rap. The project began at the confluence with the Willamette River and extended to the Gresham area. The project spanned from ca.1934 to 1937. At certain sections along the creek elaborate retaining walls and bridges were constructed; stone fish ladders and embankments were also constructed along the channel. The rock retaining walls under the bridge at Main City Park and under the S.E. Hogan Avenue and S.E. Ambleside bridge were thought to have been constructed as part of the WPA project. Also of interest is the concrete bridge spanning Pleasant View Drive and Johnson Creek. The bridge is designed in a modernistic style and is the only bridge in Gresham of this type.

### SPRINGWATER DIVISION LINE

On September 12, 1871 the City Council of Portland passed an ordinance granting Ben Holladay a twenty-five year franchise to build and operate mule drawn street cars on First, Fifth, Washington, Burnside and Davis streets. Holladay subsequently incorporated the Portland Street Railway Company ushering in the street car era in Portland. In July 1895, the railroad line changed ownership and was re-organized by Graham Glass, Adolph A. Dekum and Charles E. Smith to the Consolidated Street Car Company. The new company electrified the line and later became

a constituent of the Portland Railway Light and Power Company system.

The St. John's line, completed on November 1, 1889, is credited with being the first electric street car line in Portland which ran from the southern terminus at Third and Glisan streets to its northern terminus at Albina. Several other successive electric lines were completed servicing various areas in Portland and the surrounding communities. Some of the early lines ran to Fulton, Multnomah, Portland Heights, Mt. Tabor, Sunnyside, Montavilla, and Hawthorne and Thurman streets.

In 1890, preliminary plans were made to construct an electric line between Portland and Oregon City by the Portland Sellwood and Milwaulkie Railway Company. The Company first completed service to Sellwood and later extended the line to Milwaulkie. On February 16, 1893 the line was extended to Oregon City under new ownership; the East Side Railway Company. The line was acquired in 1901 by the Portland City & Oregon Railway Company. At this time the interurban line was in disrepair and bordering on bankruptcy. The new company rebuilt the lines and purchased new cars. The line changed hands once again on June 5, 1902 and became the Oregon Water Power and Railway Company. This company was formed for the purpose of developing a power dam site on the upper Clackamas River; a railway line was needed to haul supplies to the site during construction.

On September 28, 1903, the thirty-six mile line was completed from Portland to Cazadero on the Clackamas River. Cazadero, named by a railroad official's wife who loved Spanish culture, was the site of the dam. The line serviced Gresham, Boring, and Estacada and was known as the Springwater Division Line, likely named for the abundance of natural springs along Johnson Creek. Known for its modern engineering technics with its heavy construction, high trestles and sweeping curves, the line was judged by contemporary magazines as setting the highest standards of the day. The western terminus began at First and Alder streets in Portland and made fifty-four stops along the way, terminating at Cazadero. A long portion of the railway followed Johnson Creek. The major stations along the line were Golf Junction (5.2 mile),

Stanley (7.5 mile), Lents Junction (10.1), Bellrose (12.1 mile), Linnemann Junction (14.8), Gresham (16.9), Boring (22.5 mile), Eagle Creek (29.1), Estacada (33.3 mile) and Cazadero (34.0 mile).

The completion of the Springwater Division Line stimulated tremendous growth in the Gresham area. At the time of the railway's completion, Gresham's population was approximately 150 (the largest town on the line in 1903) and a single daily freight train with a coach at the rear was enough to service the line. Within a year, the trains to Gresham were leaving hourly and every two hours to Cazadero. Subsequently another short line which extended to the north was built between Linnemann Junction to Troutdale on the Columbia River.

The 1905 Portland Lewis and Clark Exposition contributed tremendously to the growth of Portland as evident in the population increases in the years following the exposition. The popularity of the fair not only lured the country people into the city but attracted people to Oregon from all over the United States. The fair year was one of the busiest for rapidly developing interurban lines. The growth of Portland also spurred the expansion of the interurban lines and outlying communities. In 1906, the Oregon Water Power and Railway Company consolidated with the Portland Consolidated Street Railway, Portland and Suburban, the Oregon Water Power and Portland General Electric Company to form the Portland Railway Light and Power Company. The merger unified the entire interurban rail system.

Under the new ownership of the Portland Railway Light and Power Company, all the cars were painted a standard color; maroon with cream window trim and letter boards and black tops. The railway had over eighty passenger car and a dozen electric locomotives. Freight and passenger trains (or the combination of the two) sped down the tracks at regular hourly intervals. Express and regular mail, dry goods, lumber, cord wood, farm products including berries, hay and dairy products were all shipped to market by rail as well as passengers travelling to and from Portland to shop and work.

To promote the use of the line on the weekends when ridership declined, the railway advertised various recreational excursion trips available along the lines. The railway company began developing recreational facilities at numerous points on the lines; the most popular were public parks. These parks were usually planned at the end of the short lines or at intermediate stops along the longer routes and were commonly equipped with picnic tables, swings, baseball diamonds and pavilions. The Oaks Amusement Park in Southeast Portland, established in 1907, was one of these planned parks. The Oaks attracted hundreds of people every weekend from the inner city as well as people from all over the state.

Another picnicking park, not as elaborate as the Oaks, was planned near the end of the Springwater Division Line on the quiet shores of the Clackamas River near Estacada at River Mill (mile 33.1). Recreationalists, especially Portlanders would ride the line on the weekends to go fishing, camping, picnicking at various points along the Springwater Division Line. Other private parks were open to weekend travelers along the line including a small park owned by the Johnson family and Cedarville Park in Gresham. There was also a hotel in Estacada which set up weekend special packages offering a chicken dinner and the train fare for a dollar. Many special events were scheduled such as dances at various halls in the outlaying communities. Groups, such as fraternal and church organizations could reserve excursion trains for yearly meetings or special outings. The trains were also used for simple Sunday outings to an awaiting ice cream shop along the line.

As the suburbs grew, ridership increased on the interurban line. Not only did the lines serve as a rapid means of commuting to and from Portland to work but also encouraged people from the rural communities to shop and eat in Portland. The railway provided a link to all kinds of cultural events Portland offered; the draw of the city was strong.

By 1912, the interurban lines reached their peak in lineage and equipment, however the business still continued to profit. In 1924, the Portland Railway Light and Power Company changed ownership and was renamed the Portland Electric Power Com-

pany. Again in 1930, a merger resulted in another name change to the Portland Electric Company. The Portland Traction Company was formed at that time as a subsidiary and was in charge of the operation of all the electric railways and buses in Portland. Due to the development of the better roads for shipping goods, produce by truck and automobile and the decline in passenger ridership, the portion of the line between Boring and Cazadero was suspended in 1932 as were other secondary lines.

In 1935, the Portland to Gresham train still maintained a schedule of thirteen departures from Portland between the hours of 5:30 am and 7:00 p.m. with seven runs terminating at the Bellrose Station and six going through to Gresham. The train to Gresham averaged 45 minutes. Once again the company changed hands and was sold to the Portland Transit Company but the Portland Traction Company maintained the operation of city and interurban lines. By 1949 the Springwater Division Line only extended to the Bellrose Station (12.1 mile) and by 1958 the Portland Traction Company discontinued all its interurban lines. The line was then sold to the Southern Pacific and Union Pacific in 1962. The railway was used as a freight line until the rails were abandoned in 1990.

## LINNEMANN STATION

The Linnemann Station was constructed in conjunction with the Portland Traction Railroad's Springwater Division Line which extended from Portland to Cazadero. The station was named after Catherine and John G. Linnemann, early pioneers in the Gresham area. Born in northern Germany on May 22, 1827, John Linnemann came to the United States in 1850, settling in St. Louis. He soon moved to Illinois where he started a tailoring business and met and married Elizabeth Von Falde. Elizabeth was also a native of Germany who immigrated to the United States in 1851. The Linnemans joined the western migration along the Oregon Trail in 1852. The Linnemans walked the last 800 miles of the trail on foot after their oxen died, arriving in Portland in the winter of 1852.

The Linnemans wintered over in Portland and in the spring claimed a 320 acre Donation Land Claim east of Portland off of

Powell Boulevard, then an Indian trail. John Linnemann walked into Portland for the first six years of his residency to continue his occupation as a tailor. He later devoted his efforts to the Gresham farm which he cleared and cultivated. John died in January 1892. After John's death, Elizabeth Linnemann moved to Gresham but still retained ownership of the family farm. She gave generously to building of the new Methodist Episcopal Church in Gresham which was named in honor of the early pioneering Linnemann family. Elizabeth Linnemann died in November 1926 at the age of ninety-eight.

The land for the Linnemann Station was purchased by the railway company on August 9, 1902 from Ann and Elizabeth Geise. The station was most likely constructed between 1902 and September 1903 when the interurban line was opened through Cazadero. The Linnemann Junction, as it was known, was a major junction on the line. At that point, trains could either go north to Troutdale on the Columbia River or proceed through Gresham to the end of the line at Cazadero. The station was also called Cedarville Station for the large stands of cedar trees that once covered the land and for the town which was platted in the area.

Linnemann Station was a very popular Sunday excursion destination from Portland and was known as an excellent ice cream stop. The station was typical of a small train station of the time, usually designed by the railway companies. The small (600 square feet) single story, wood frame building was sheathed with vertical tongue and grove siding. The hip roof, covered with wood shingles, had wide overhanging eaves with exposed rafters. A ticketing bay window was located on the south side of the structure. Simple stick trim work decorated the area around the windows and doors. Platforms were originally located on both sides of the station. The interior of the station had high ceilings and was divided into two main sections; the waiting room and the office. Wood wainscotting covered the interior wall interrupted only by built-in cabinets.

The station was moved approximately 150 feet northwest of its original location after the passenger line was discontinued. The building, primarily intact, is owned by the City of Gresham and is

located on land owned by the City of Portland Water Bureau. It is currently in poor condition and used for storage. However community members have re-roofed the structure in a effort to stabilize it and are monitoring its condition. In 1986 the City of Gresham and the Gresham Historic Society developed a plan to move the station near the City Hall and use the station as a stop or museum on the newly completed Light Rail Line. However, these plans never materialized for lack of funding. The building has been determined eligible for listing on the National Register of Historic Places.

### CEDARVILLE PARK (CLUB PAESANO)

Cedarville Park, established ca. 1910 by Lillian and Richard Forbes, was a popular picnicking facility along the Springwater Division Line. Although not owned by the Portland Traction Company as a recreational facility, the park adjacent to Linnemann Station became a extremely popular stop for weekend outings of all types. A dance hall, playground, and picnic tables were scattered throughout the fir covered grounds.

Various ethnic groups such as Italians, Swedish, Finnish, Greeks and Gypsies, rented the facility for special dances or parties. Fraternal organizations and companies also rented the park for yearly gatherings and meetings. Excursion trains were chartered from Portland to Cedarville as a special destination for dances or picnics.

Cedarville Park was named after the planned community of Cedarville which was originally platted north of the park. The community of Cedarville in turn derived its name from groves of Cedar trees once abundant in the area. There are a few residential houses, and a store remaining from the Cedarville development.

### THE WHITE BIRCH CEMETERY

The White Birch Cemetery, approximately one half an acre, is located directly behind the West Gresham Grade School. The cemetery was established in 1888 on land owned by Alfred Cornutt. Cornutt donated the land for the cemetery and for the first Gresham school (presently the location of West Gresham Grade School, constructed in 1923) in the early 1870s. Several early

Japanese settlers bearing the name of Morishita, Kinoshita and Hatori are buried in the White Birch cemetery. Many of the Japanese settlers were truck farmers in Gresham and were known for their excellent produce. Other prominent Gresham residents are buried on the grounds such as members of the Palmquist and Beer families.

The markers range in date from before the turn of the century to the present and depict various styles from the more elaborate Victorian markers to modern flush mounted markers. Mature fir and birch trees cover the grounds. Maintenance of the cemetery was taken over by Multnomah County in 1957. Various community members and organizations also help maintain the cemetery.

### GRESHAM PIONEER CEMETERY

The Gresham Pioneer Cemetery is one of the oldest cemeteries in Gresham. The land originally was part of Jake J. Moore's Donation Land Claim of 1850. Moore donated land for a burial ground to School District #4 ca. 1855. Frank Metzger later purchased the land and donated a larger section for cemetery use as well as the land for the construction of the First Bethel Baptist Church. The church, built in 1882, was located directly north of the cemetery, fronting Powell Boulevard. In 1979, the church was donated to the Gresham Historical Society and subsequently moved to Main City Park.

The Gresham Pioneer Cemetery encompasses approximately two acres and is covered with a variety of trees including cedars, spruce, firs and hollies. Brick entrance columns, capped with masonry urns, define the entrance to the cemetery. There are a few markers dating from the 1860's suggesting an early use of the land as a cemetery by Moore. Many prominent Gresham residents are interred in the cemetery including members of the Roberts, Metzgers, Rollins and Powell families. There are also several Civil War veterans buried in the Gresham Pioneer and the first Japanese woman in Oregon is buried in the cemetery.

### ESCOBAR CEMETERY

The Escobar Cemetery is located adjacent the railroad tracks at the southern boundary of the Gresham Pioneer Cemetery. Estab-

lished in 1907 by the Escobar family, the cemetery covers approximately one half acre. The cemetery was maintained by Frank Escobar for years, one of the more colorful residents in Gresham's History. Escobar came to Gresham ca. 1902 and worked at a variety of jobs ranging from a gardener and stable hand to a foreman on the Bull Run pipeline project. Although he was known as an town eccentric and lived in a two room shack in what is presently downtown Gresham, Escobar always provided for the less fortunate in the community. He also was a favorite with the children, giving them candy and ice cream. Even though Escobar was remembered for his good nature and his faithful caretaking of the White Birch Cemetery, he was buried at the Forest Lawn Cemetery south of the pioneer cemeteries.

## AMBLESIDE

Ambleside was a planned community realized by several prominent Portlanders. When the timber was originally harvested in the area, the logs were shipped to Portland and reportedly used in the construction of the World's Forestry Building at the 1905 Lewis and Clark Exposition. The first residence in the development was constructed ca. 1904 after the completion of the interurban railroad which passed directly north of the community. Built as summer homes, Ambleside's earliest residents were the Russells, Dr. C. Smith and the Rogers who travelled by train to Hogan Station near Ambleside. A landscape architect is thought to have designed the community which was laid out in a series of ponds, waterfalls, rock walls and footpaths with Johnson Creek meandering through the center.

The narrow entrance drive off of S.E. Hogan Avenue is lined with birch trees. The area is heavily treed with a variety of firs including the unusual Hogan Cedars; an unusual specie from the Red Cedar family. There are reports that a Chinese man living in the vicinity of Ambleside planted the cedars. Other plantings include mature rhododendrons and azaleas. Although the majority of the residences in the development (with the exception of the residence constructed at the entrance of the community) have undergone alterations, the landscape features have remained intact. The development is potentially eligible for the national

Register of Historic Places.

COLUMBIA BRICK COMPANY

The Columbia Brick Company was founded in 1906 by Franz Olbrich along with his two uncles. Olbrich, a native of Ditterdorf, Germany was born on March 18,1887 and came to the United States in 1906. The brick works, located adjacent to the electric rail line and Johnson Creek on S.E. Hogan Avenue and 242nd Drive, was strategically located next to the creek and railway for easy access to shipping.

Prior to the turn of the century, brick companies in Oregon were abundant. Most of the commercial buildings were made of brick as well as the streets. In 1908, the Portland area had 68 brickyards producing bricks seven days a week. The Columbia Brick Company rapidly became one of the major supplier of bricks in the Portland area and was known for its efficiency. At one time, the company made over 150 varieties of bricks. By 1959, the company had grown extensively to a firm with sales of $1,250,000.

Franz Olbrich eventually purchased the company from his uncles and is credited with introducing Roman Bricks and hollow clay tiles to the Northwest. Buildings all over the state have been constructed with bricks produced from Olbrich's kilns. Franz Olbrich died in 1960 at the age of seventy-four; the business stayed in the family until 1973. At that time, Ed Jarrett purchased the company from the Olbrich family and continued its successful operation.

In 1922, the brick yard consisted of a long brick storage shed adjacent the railroad, twenty kilns and a large building holding fifteen dryers. Two residential dwellings were also located on the grounds as well as smaller dryer sheds and a transformer building. The brick yard was completely remodeled in 1962 with the replacement of the old kilns with newer tunnel kilns and again extensively altered in 1980 under new ownership. There are only a few buildings on the property which date from the Olbrich's ownership such as the dryer building, a machine storage shed and a garage. The Columbia Brick Company is one of Gresham's oldest industries and one of the few brick factories still operating

in the state today.

RECOMMENDATIONS

The cultural resources along the Springwater Trail Corridor offer a variety of opportunities for interpretative usage and signage. Revealing portions of Gresham's history, the historic features along the trail denote various stages in the development of the community as well its linkage with the once thriving Springwater Division Line. The following recommendation for the cultural resources associated with the trail are:

A. Linnemann Station is the only remaining railroad station* on the Springwater Division Line constructed by the interurban railway company. The building is extremely important for its historic significance with the railway and has been previously determined eligible for listing on the National Register of Historic Places. Nomination of the station is highly recommended. The current master plan for the trailway denotes the area around Linnemann Station as a major trail head. As part of the development of the trail head the station is shown moved back to its original location. Moving the station back to its historic setting would further strengthen the nomination.

An accurate restoration of the station is critical as the building represents the only remaining station of its type on the line. Some financial opportunities may be available for the building from various grants from the National Trust for Preservation or the State Historic Preservation Office only after listing on the National Register. The station could function as an interpretive center for the trail as well as the history of the railway and the recreational facilities along the line such as Cedarville Park. Utilizing the station would help preserve the station and the history of the Springwater Division Line for future generations.

* The Bell Station, at mile post 12.1, has been listed on the National Register of Historic Places. The station was not constructed by the railway but by a private party. The building was used as a station stop and a store.

B. Explore the possibility of establishing picnicking facilities at Cedarville Park on a portion of the land for usage along the

trail.

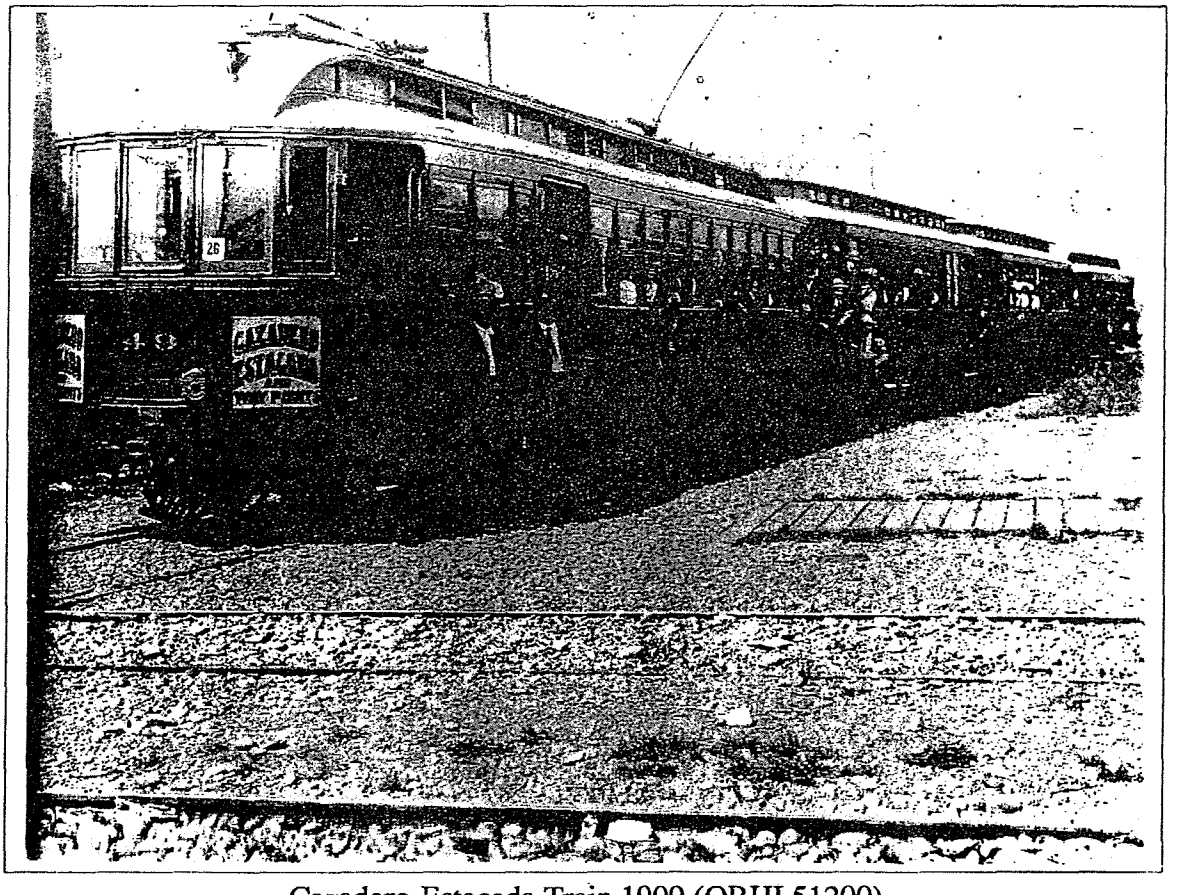
C. The three historic cemeteries along the trail represent important cultural resources to the City of Gresham. The cemeteries embody a wealth of information concerning the early settlement of the area as well as Gresham's early residents. Interpretive signage along the trail and the availability of walking tours of grounds and interred prominent citizens (a walking tour brochure has been developed for the Gresham Pioneer Cemetery) would encourage a better understanding of the significance of the historic cemeteries. This exposure, and increased awareness and activity along the trail may deter vandalism of the markers in the cemeteries.

D. Interpretive signage could be placed in Main City Park denoting the various usages of Johnson Creek by both native and Euro-Americans. Johnson Creek was an integral part of the development of the original townsite of Gresham.

E. Ambleside and the Columbia Brick Company both represent developments in direct association with the interurban railway. Ambleside was developed as a summer home community for Portlanders who travelled by train to their homes lining Johnson Creek. The area retains its integrity of setting and landscape. Further research of the development is recommended; currently extensive research is being conducted by a member of the Gresham Historical Society.

The Columbia Brick Company, established in 1906, borders the railway line. The company was very important to the early brick industry and is still in operation today. Interpretive opportunities for the brick yard at the trail head include the history of the brick yard as well as the evolution in the brick making process. The possibility of tours of the facility should also be explored.

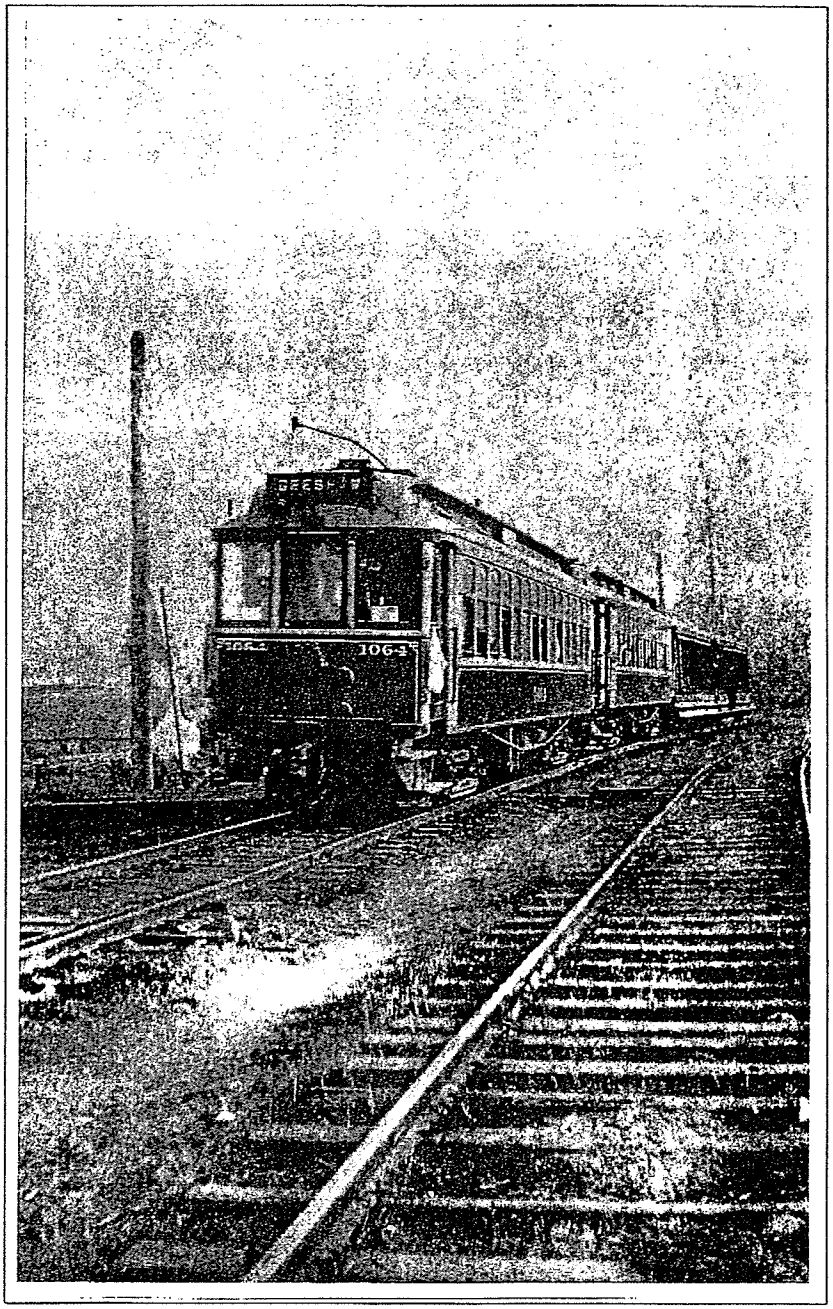
# CULTURAL RESOURCES



Cazadero-Estacada Train 1909 (ORHI 51200)

# 2F

# CULTURAL RESOURCES



Gresham Line (ORHI 70883)

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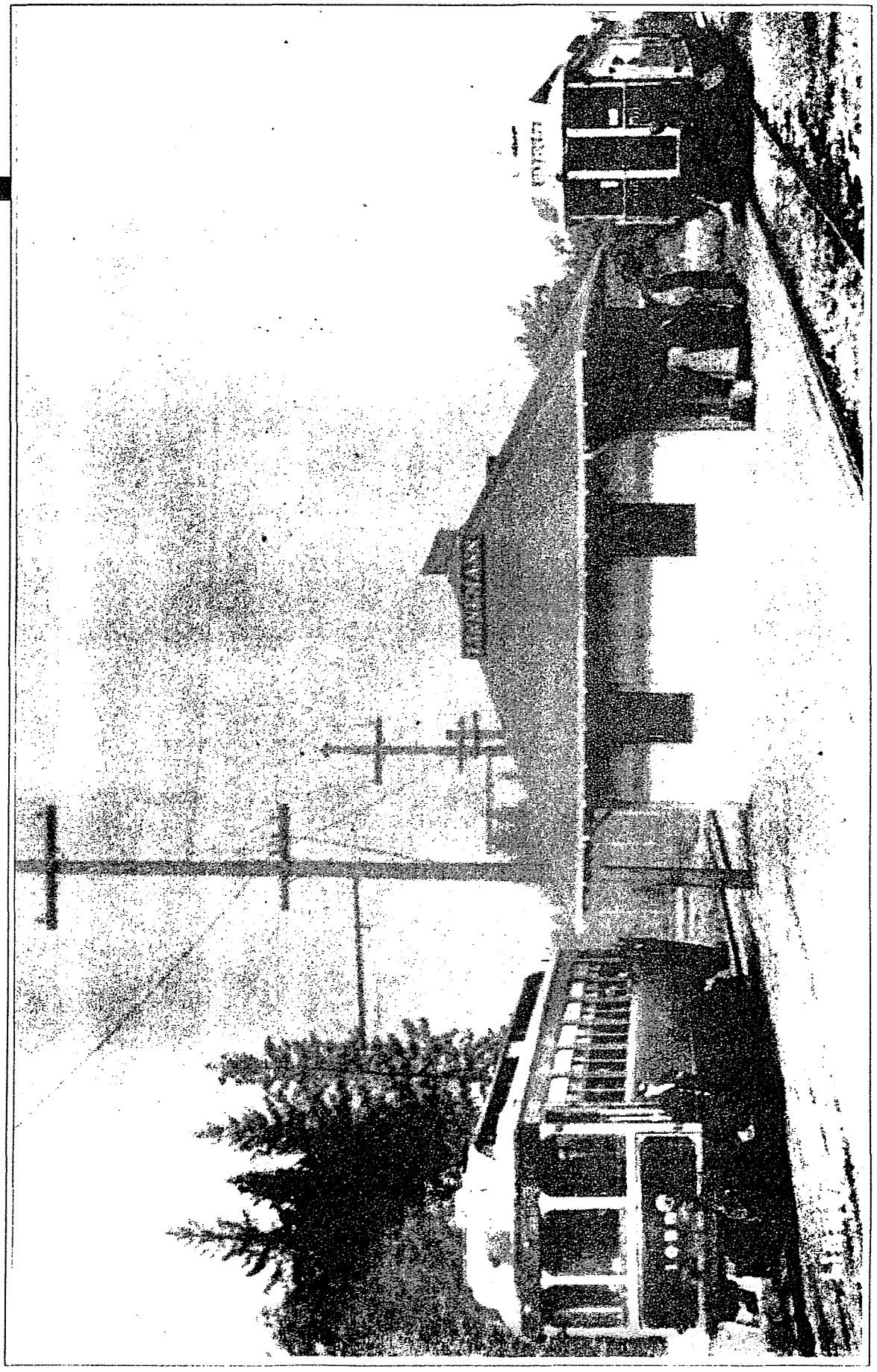

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# 3

# SITE FURNISHINGS

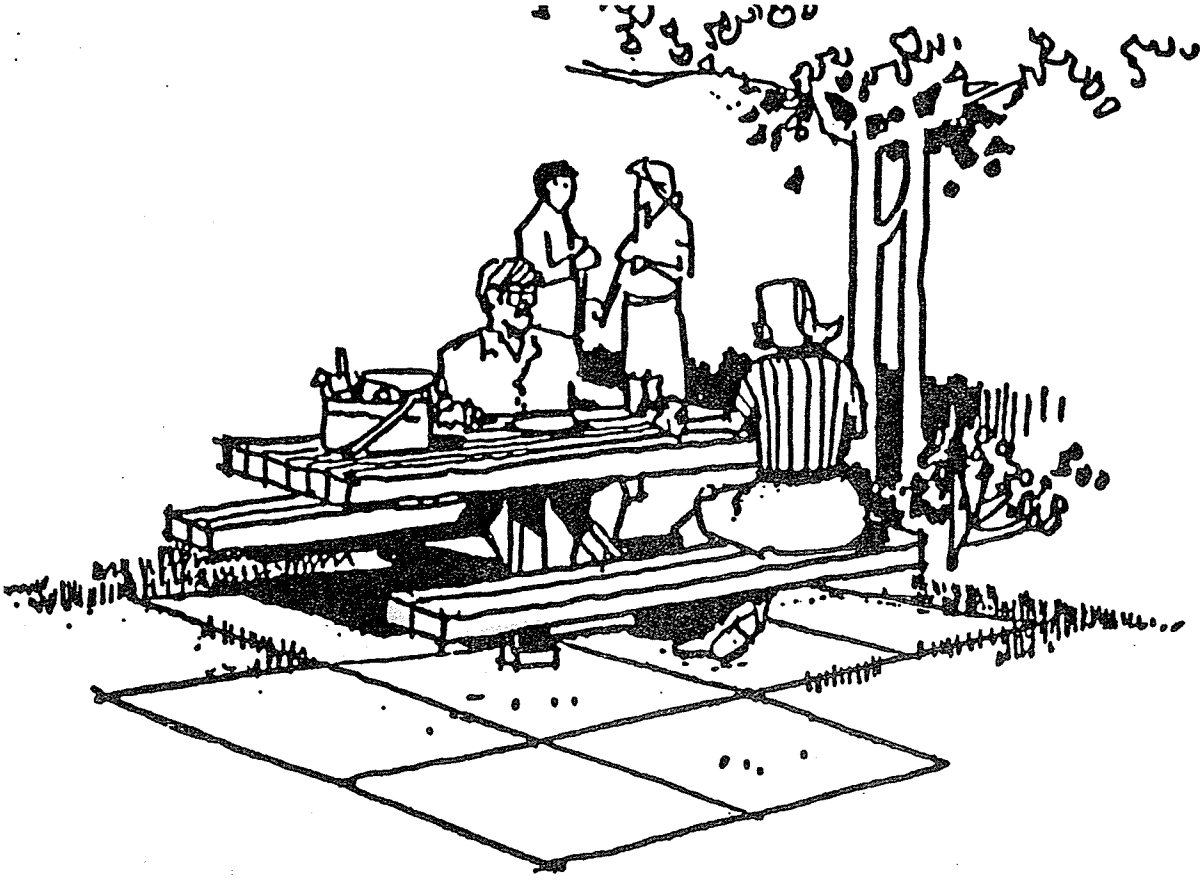
# INTRODUCTION

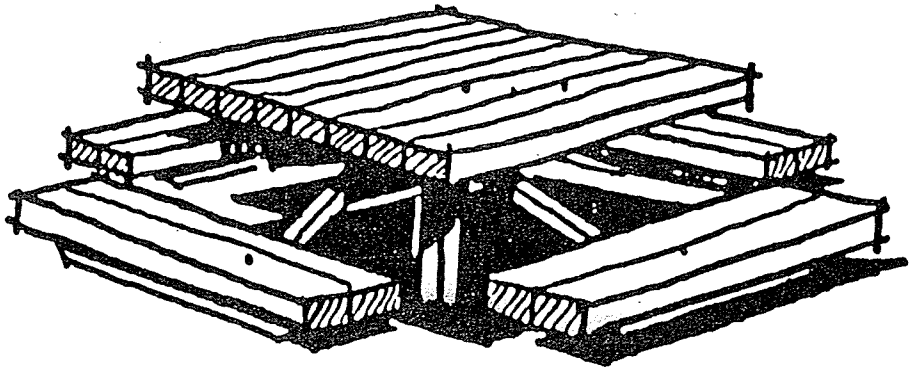
The following figures illustrate site furnishings including materials, finishes, and recommended placement. The overall design concept is to provide attractive, cost-effective, vandal-resistant furnishings which are identifiable features of the Gresham Section of the Springwater Trail Corridor. The majority of public participants expressed a preference for a more rustic trail image, and we have thus chosen furnishings which reflect this vision. Wood timbers and stone will be the primary materials.

A new material has emerged in recent years made from recycled plastics extruded in sections resembling milled lumber. If the material proves to be as acceptable in appearance as it is in concept and durability, it should be seriously considered as a substitute for timber products. Although the initial cost would be marginally greater, on-going maintenance would be substantially reduced.

# PICNIC TABLES

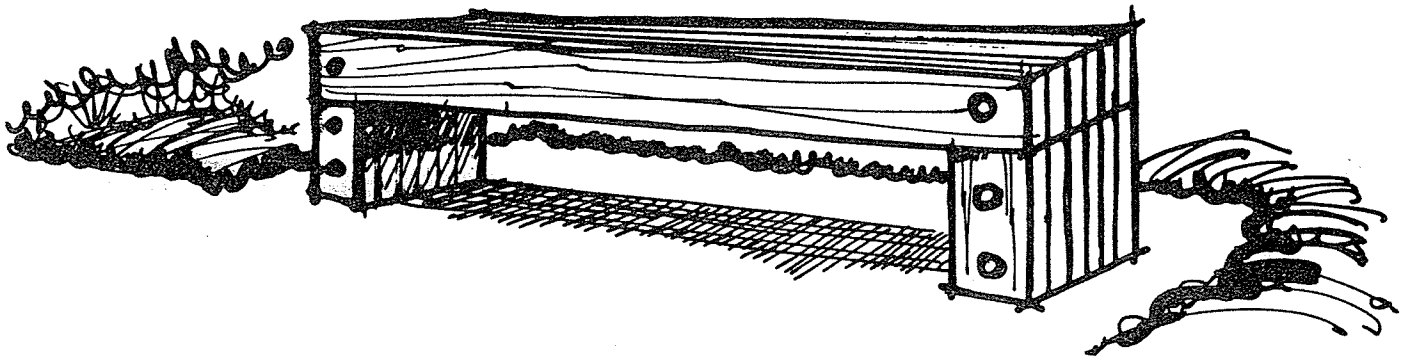
PICNIC TABLES - 6' wooden picnic tables and benches with steel tubing pedestal mount (two or four sided use). Two sided use allows for wheelchair access at the ends. Dedication plaque to be located on a corner of the table top.





# BENCHES

**Benches will be constructed of recycled plastic boards in a simple design which is in character with the rustic image of the Springwater Trail.**



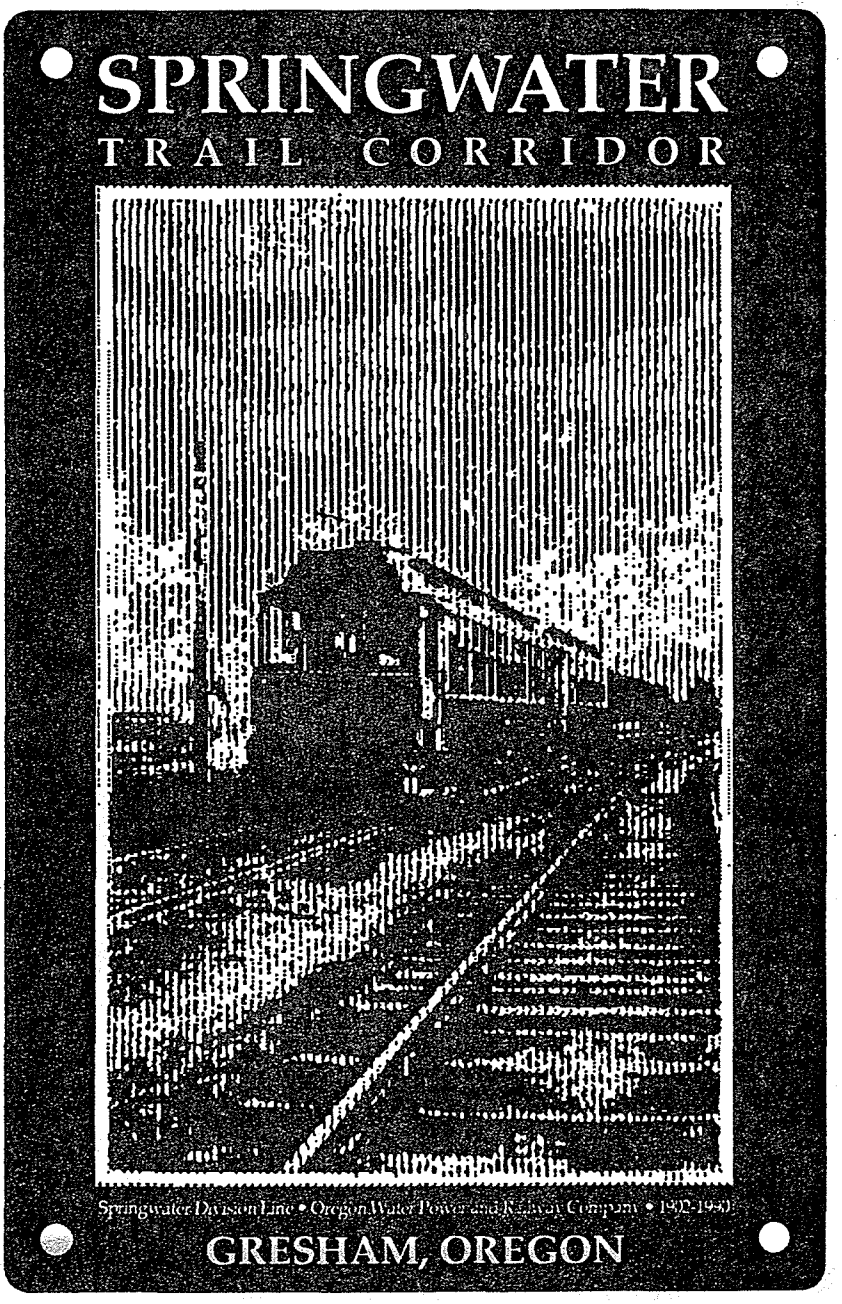
# SITTING STONES

SITTING STONES - native columnar basalt or large rounded boulders utilized as a natural amenity and seating object. Dedication plaque to be located on the visible face of a prominent stone.

# SIGNS

INFORMATION SIGN - wood or steel construction to be determined. Dedication plaque to be located above trail logo.

KILOMETER POST - wood or steel construction to be determined. Dedication plaque to be located above trail logo.



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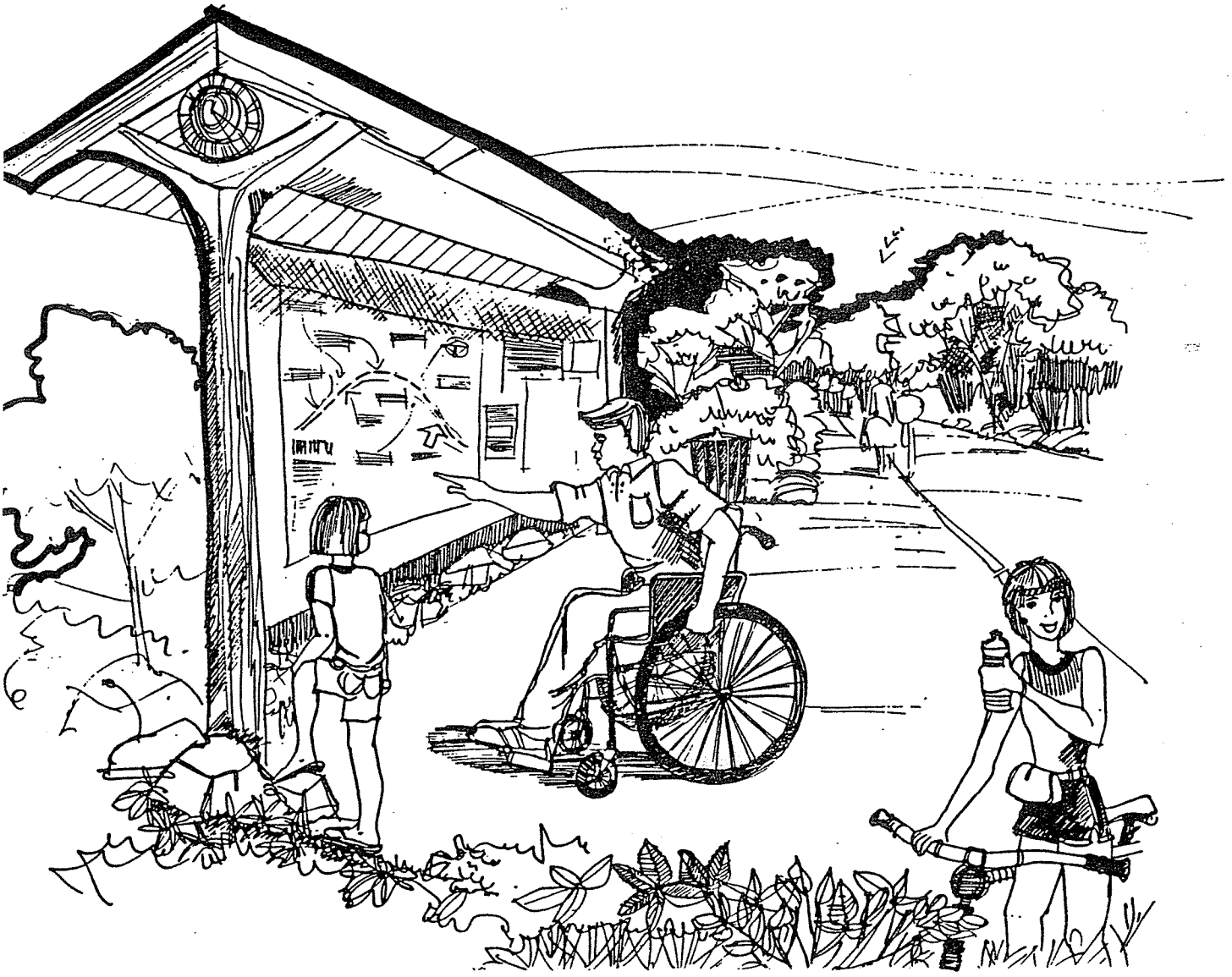
# INTERPRETIVE STATION

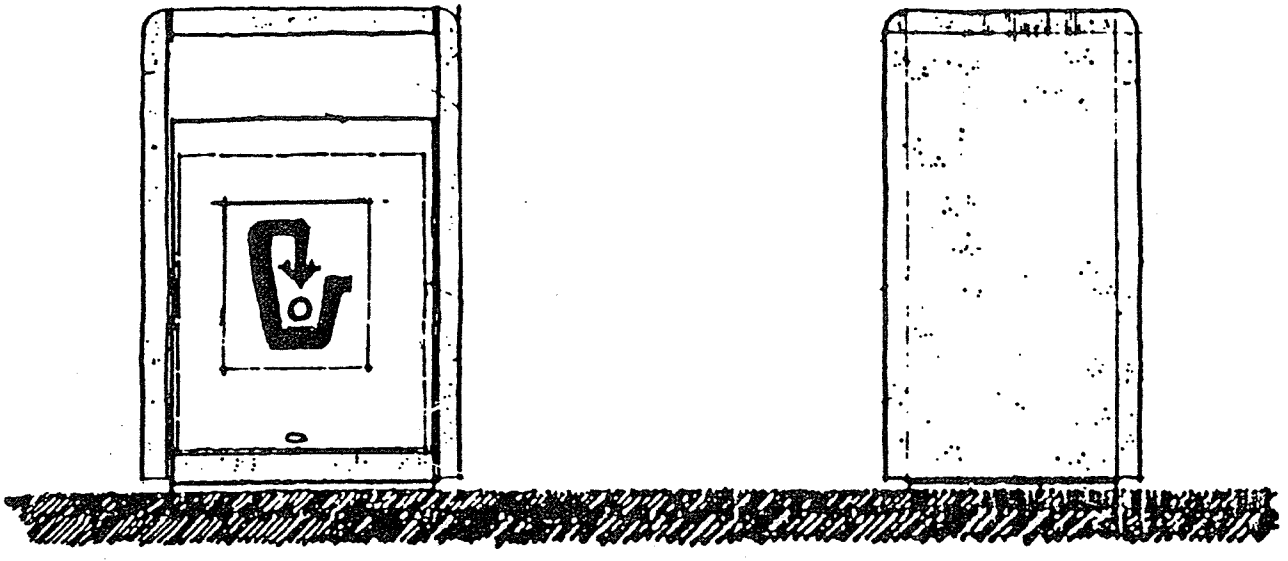
**INTERPRETIVE STATIONS - Wood construction with anodized aluminum information plaque located at each of the trail heads and educational interest sites, or aluminum plaque mounted to surface as at the cemetery locations.**



# TRASH RECEPTACLES

TRASH RECEPTACLE - Exposed aggregate concrete with removable aluminum liners are currently being used in Gresham Parks. Some consideration should be given to a container made of recycled plastics or other reconstituted waste material *particularly* in this application. Building awareness of the positive potential of recycling should be fostered by all local and regional governments.

Receptacles should be located at intervals along the trail, all road crossings and at all picnic table locations.

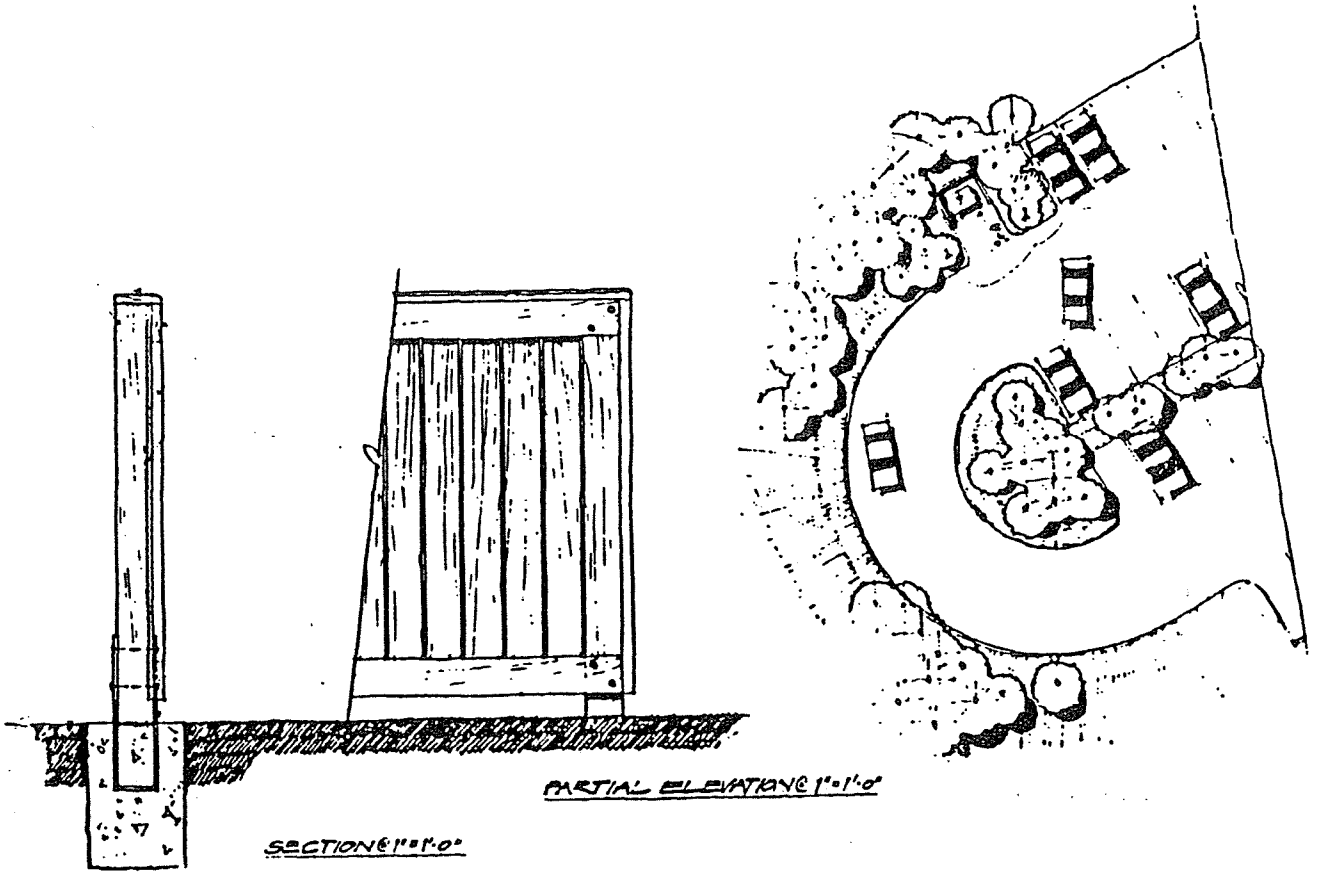



TRASH RECEPTACLE

SEE CONSTRUCTION DOCUMENTS

# DUMPSTER ENCLOSURE

DUMPSTER ENCLOSURE - Located at each Trail Head these will provide a local site to consolidate and dispose of trash receptacles in the vicinity of Trail Heads. These should be signed to restrict use by local residents for personal disposal. Again, consideration should be given to materials which will be durable and reflect the community concerns for recycling of materials.




TRAIL DUMPSTER ENCLOSURE

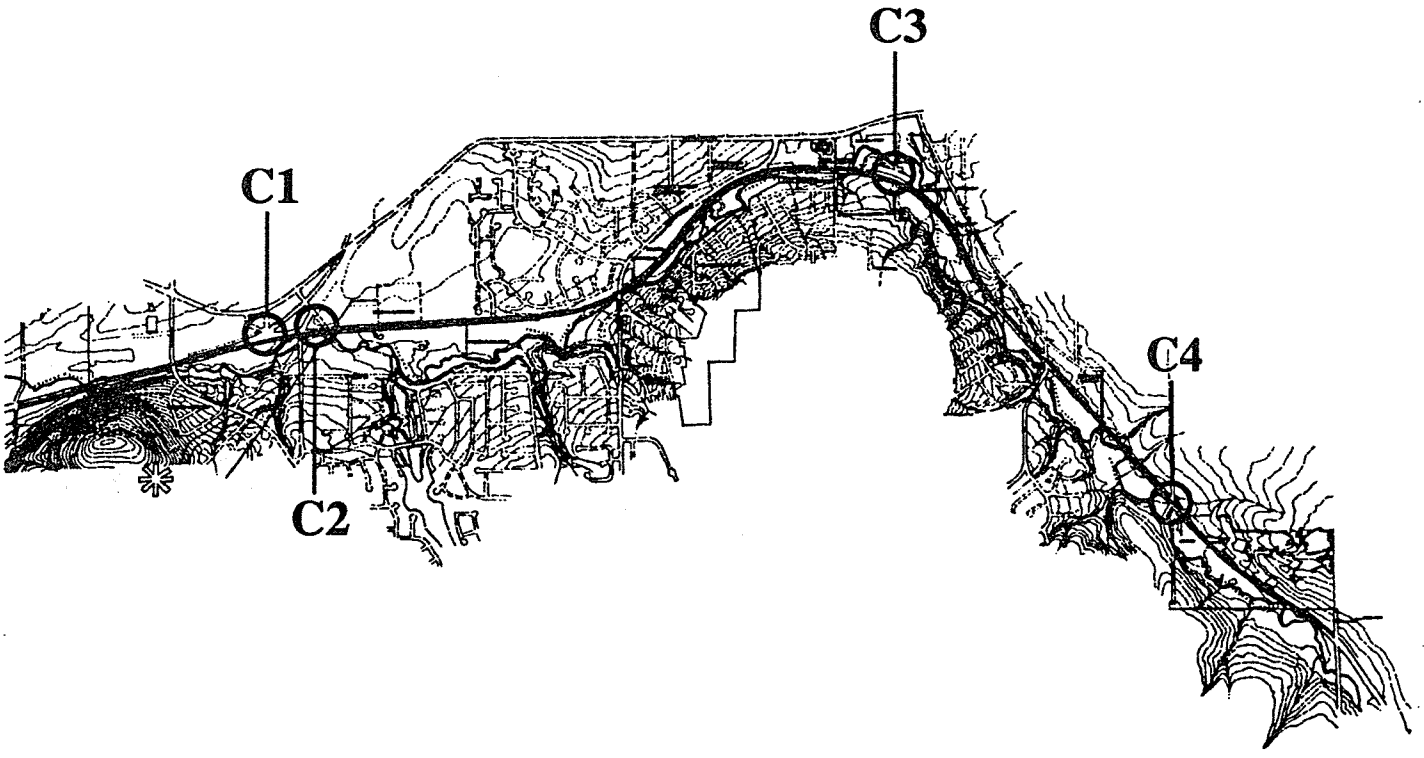
-SEE CONSTRUCTION DOCUMENTS

# TRAIL HEADS

TYPICAL TRAIL HEAD IMPROVEMENTS - trail head facilities generally include parking, trail access, restrooms, hitching posts, picnic areas and historical or archeological interpretive markers. Conceptually, trail heads are planned at regular intervals along the trail and points where automobile and pedestrian access is optimized for local populations.

Trail Heads are being planned for the following locations:

C1 LINNEMAN JUNCTION
C2 10TH STREET EQUESTRIAN ACCESS
C3 MAIN CITY PARK
C4 HOGAN AVENUE



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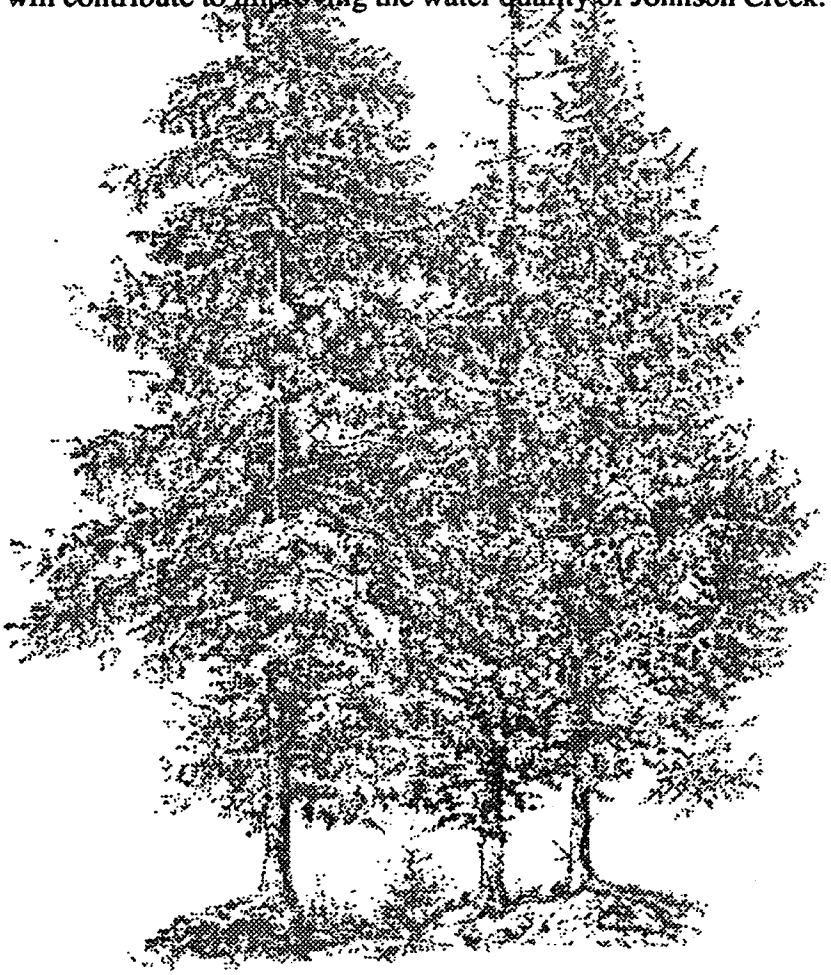
# TYPICAL LANDSCAPE PLANTING

TYPICAL LANDSCAPE PLANTING - various native trees, shrubs, and native grasses will be incorporated into a landscape planting. A $250.00 dedication would contribute to revegetation of an improved or disturbed area, or service organizations could contribute time and materials to further the reestablishment of native plantings along the trail. These donations would be recognized on one dedication plaque.

Since the corridor is also shared by several power easements, tree plantings would be limited to those species which will not interfere with overhead power lines.

Generally, the goal is to displace the rampant growth of Himalayan Blackberry with a pallete of native species which will provide food and shelter to wildlife within the corridor and which will contribute to improving the water quality of Johnson Creek.



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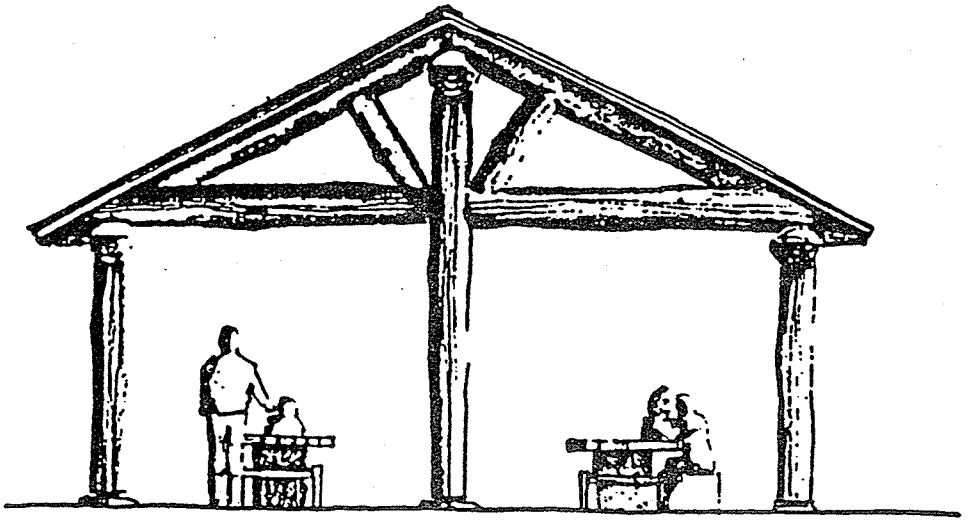
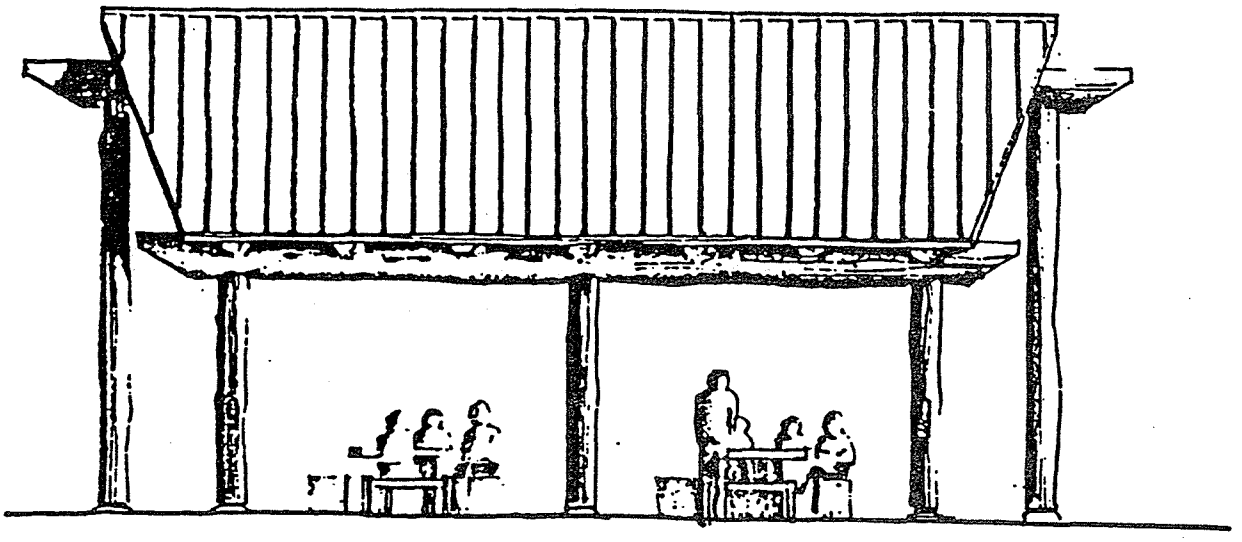
## SHELTERS

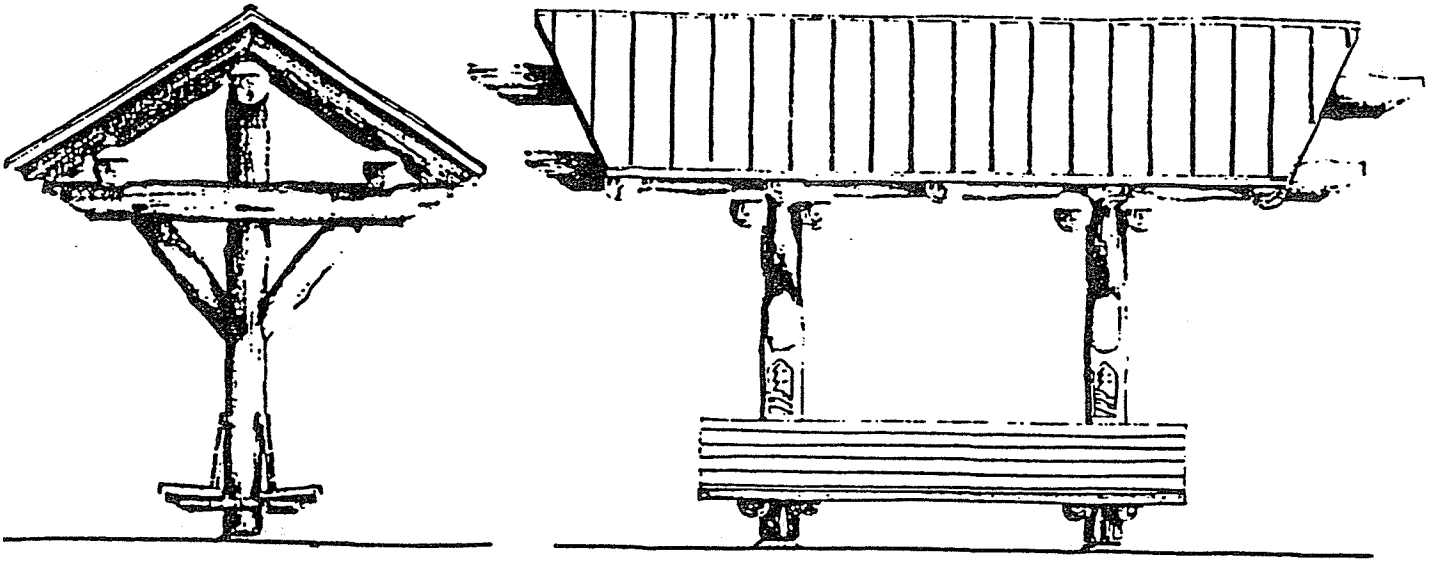
**Shelters will be located within the City-owned greenway parcels along the Trail for picnicking, resting and refuge during inclement weather.**

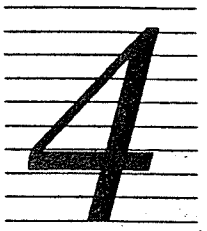




# KIOSK

Kiosks will be located at regular intervals along the Trail where land ownership and grades allow to provide resting areas and shelter from inclement weather.





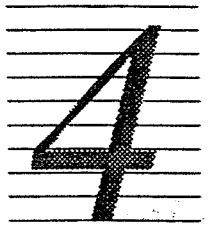
# COST ESTIMATES & PHASING

This section identifies the major tasks which must be accomplished in the course of trail construction and their projected costs. It also explores means of prioritizing and phasing the work over a period of years. Some of these tasks may be assumed by local community service organizations or be funded from outside sources more quickly than this agenda identifies. The following, however, distributes long range expenditure in a logical sequence of goals and objectives.

Community service options are described in a brief section, as are alternative sources of funding. These can be expanded as the project moves forward and additional potential sources are identified. During the public meetings, a number of groups expressed interest in donating time and materials to the project. These included youth groups and community organizations. Once the trail is underway, experience has shown that additional offers of contributions can be expected.

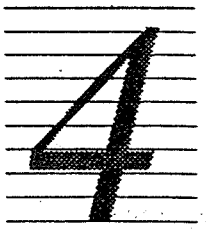
# COST ESTIMATES & PHASING

| SECTION | DESCRIPTION | No. | Unit | Unit $ | Total | SECTION SUMMARY | FY 90-91 PHASE 1 $238,238 | FY 91-92 PHASE 2 $160,800 | FY 92-93 PHASE 3 $174,950 | FY 93-94 PHASE 4 $99,980 | PHASE 5 $230,260 | PHASE 6 $224,791 | PHASE 7 $168,819 | PHASE 8 $160,888 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 Trail Plan | *(Total for Gresham Only)* | | | | | $288,974 | | | | | | | | |
| Trail Surface 12' Width x 4.5 Miles | | | | | | | | | | | | | | |
| | Fine Grade Granular Base for Bikeway | 24288 | LF | $0.80 | $19,430 | | $19,430 | | | | | | | |
| | Gravel and Compact | 24288 | LF | $1.75 | $42,504 | | $42,504 | | | | | | | |
| *Trail Surface (1850 LF Outside Gresham) | | | | | | | | | | | | | | |
| | *Fine Grade Granular Base for Bikeway | 1850 | LF | $0.80 | $1,480 | | | | | | | | | |
| | *Gravel and Compact | 1850 | LF | $1.72 | $3,182 | | | | | | | | | |
| | **Proposed Funding by Multnomah County and/or City of Portland* | | | | *($4,662)* | | | | | | | | | |
| Asphaltic Concrete Surface 12' Width (Includes 20% Contingency) | | | | | | | | | | | | | | |
| | Gresham City Limits - Highland Drive | 1400 | LF | $8.00 | $13,440 | | | | 13440 | | | | | |
| | Highland Drive - Linneman Junction | 1600 | LF | $8.00 | $15,360 | | | | 15360 | | | | | |
| | Linneman Junction - Pleasantview Drive | 500 | LF | $8.00 | $4,800 | | | | 4800 | | | | | |
| | Pleasantview Drive - Eastman Parkway | 5200 | LF | $8.00 | $49,920 | | | | $49,920 | | | | | |
| | Eastman Parkway - Walsen Road | 4250 | LF | $8.00 | $40,800 | | $40,800 | | | | | | | |
| | Walsen Road - Main City Park | 1000 | LF | $8.00 | $9,600 | | $9,600 | | | | | | | |
| | Main City Park - Regner Road | 3900 | LF | $8.00 | $37,440 | | | | | $37,440 | | | | |
| | Regner Road - Hogan Avenue | 3000 | LF | $8.00 | $28,800 | | | | | $28,800 | | | | |
| | Hogan Avenue - Gresham City Limits | 2800 | LF | $8.00 | $26,880 | | | | | | $26,880 | | | |
| | *Jenne Road - Gresham City Limits | 1150 | LF | $8.00 | $11,040 | | | | | | | | | |
| | *Gresham City Limits - Palmblad Road | 700 | LF | $8.00 | $6,720 | | | | | | | | | |
| | **Proposed Funding by Multnomah County and/or City of Portland* | | | | *($17,760)* | | | | | | | | | |
| 2A Road Crossings | | | | | | $123,100 | | | | | | | | |
| *Jenne Road / 174th | | | | | | | | | | | | | | |
| | Bollards | 2 | EA | $275 | $550 | | | | | | | | | |
| | Removable Bollards | 1 | EA | $375 | $375 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $1,505 | | | | | | | | | |
| | **Proposed Funding by Multnomah County and/or City of Portland* | | | | | | | | | | | | | |
| Pleasantview Drive / 190th Avenue | | | | | | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $2,430 | | $2,430 | | | | | | | |
| Mawcrest Emergency Access | | | | | | | | | | | | | | |
| | Remove Barricade | 1 | EA | $1,000 | $1,000 | | | | | | | | | |
| | Additional Paving | 2700 | SF | $1 | $2,700 | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 1 | EA | $200 | $200 | | | | | | | | | |
| | TOTAL | | | | $5,930 | | | | $5,930 | | | | | |
| Eastman Parkway | | | | | | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | Pedestrian Actuated Traffic Signal | 1 | EA | $15,000 | $15,000 | | | | | | | | | |
| | TOTAL | | | | $17,430 | | $17,430 | | | | | | | |
| Walsen Road | | | | | | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $2,430 | | $2,430 | | | | | | | |
| Main Avenue | | | | | | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $2,430 | | $2,430 | | | | | | | |



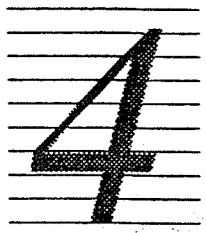
# COST ESTIMATES & PHASING

| SECTION | DESCRIPTION | No. | Unit | Unit $ | Total | SECTION SUMMARY | FY 90-91 PHASE 1 $238,238 | FY 91-92 PHASE 2 $109,000 | FY 92-93 PHASE 3 $174,950 | FY 93-94 PHASE 4 $99,900 | PHASE 5 $220,260 | PHASE 6 $224,791 | PHASE 7 $168,019 | PHASE 8 $160,888 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Park Drive | | | | | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $2,430 | | $2,430 | | | | | | | |
| | Dowmit Lane | | | | | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $2,430 | | $2,430 | | | | | | | |
| | Regner Road | | | | | | | | | | | | | |
| | Remove vegetation in Right-of-Way | 1 | EA | $3,000 | $3,000 | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $5,430 | | $5,430 | | | | | | | |
| | Liberty Avenue Emergency Access | | | | | | | | | | | | | |
| | Additional Paving | 2700 | SF | $1 | $2,700 | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 1 | EA | $200 | $200 | | | | | | | | | |
| | TOTAL | | | | $4,930 | | | | | $4,930 | | | | |
| | Hogan Avenue | | | | | | | | | | | | | |
| | *Bridge Undercrossing | 1 | EA | $75,000 | $75,000 | | | | | | | | | |
| | TOTAL | | | | $75,000 | | | | $75,000 | | | | | |
| | *Cost to be Shared by Multnomah County and City of Gresham | | | | | | | | | | | | | |
| | Bollards | 4 | EA | $275 | $1,100 | | | | | | | | | |
| | Removable Bollards | 2 | EA | $375 | $750 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 1 | EA | $200 | $200 | | | | | | | | | |
| | TOTAL | | | | $2,230 | | $2,230 | | | | | | | |
| | *Palmblad Road | | | | | | | | | | | | | |
| | Bollards | 2 | EA | $275 | $550 | | | | | | | | | |
| | Removable Bollards | 1 | EA | $375 | $375 | | | | | | | | | |
| | Road Striping | 240 | LF | $0.75 | $180 | | | | | | | | | |
| | Trail Signage | 2 | EA | $200 | $400 | | | | | | | | | |
| | TOTAL | | | | $1,505 | | | | | | | | | |
| | *Proposed Funding by Multnomah County and/or City of Portland | | | | | | | | | | | | | |
| 2B | Bridge Crossings | | | | TOTAL | $67,572 | | | | | | | | |
| | Trestle Bridge 1 (125') | | | | | | | | | | | | | |
| | 3X6 Pressure Treated Fir | 1500 | SF | $10.00 | $15,000 | | | | | | | | | |
| | Railing | 250 | LF | $15.00 | $3,750 | | | | | | | | | |
| | Abutments (18' Each Side) | 36 | LF | $30.00 | $1,080 | | | | | | | | | |
| | Matting | 1000 | SF | $3.00 | $3,000 | | | | | | | | | |
| | TOTAL | | | | $22,830 | | $22,830 | | | | | | | |
| | Trestle 2 (8') | | | | | | | | | | | | | |
| | 3x6 Pressure Treated Fir | 96 | SF | $10.00 | $960 | | | | | | | | | |
| | Railing | 16 | LF | $15 | $240 | | | | | | | | | |
| | Abutments | 36 | LF | $30 | $1,080 | | | | | | | | | |
| | Matting | 64 | LF | $3 | $192 | | | | | | | | | |
| | TOTAL | | | | $2,472 | | $2,472 | | | | | | | |
| | Trestle Bridge 3 (130') | | | | | | | | | | | | | |
| | 3X6 Pressure Treated Fir | 1560 | SF | $10.00 | $15,600 | | | | | | | | | |
| | Railing | 260 | LF | $15.00 | $3,900 | | | | | | | | | |
| | Abutments (18' Each Side) | 36 | LF | $30.00 | $1,080 | | | | | | | | | |
| | Matting | 1040 | SF | $3.00 | $3,120 | | | | | | | | | |
| | TOTAL | | | | $23,700 | | $23,700 | | | | | | | |



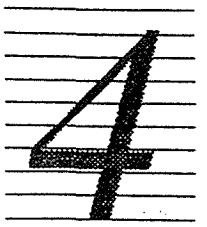
# COST ESTIMATES & PHASING

| SECTION | DESCRIPTION | No. | Unit | Unit $ | Total | SECTION SUMMARY | FY 90-91 PHASE 1 $238,238 | FY 91-92 PHASE 2 $100,000 | FY 92-93 PHASE 3 $174,950 | FY 93-94 PHASE 4 $99,980 | PHASE 5 $230,260 | PHASE 6 $224,791 | PHASE 7 $168,819 | PHASE 8 $160,888 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Trestle Bridge 4 (110') | | | | | | | | | | | | | |
| | 3X6 Pressure Treated Fir | 1320 | SF | $10.00 | $13,200 | | | | | | | | | |
| | Railing | 110 | LF | $15.00 | $1,650 | | | | | | | | | |
| | Abutments (18' Each Side) | 36 | LF | $30.00 | $1,080 | | | | | | | | | |
| | Staining | 880 | SF | $3.00 | $2,640 | | | | | | | | | |
| | TOTAL | | | | $18,570 | | $18,570 | | | | | | | |
| 2C | Trail Heads | | | | TOTAL | $488,791 | | | | | | | | |
| | Limeteam Junction | | | | | | | | | | | | | |
| | Gravel sub-base | 28000 | SF | $0.55 | $15,400 | | | | | | | | | |
| | Curbs | 1000 | LF | $7.00 | $7,000 | | | | | | | | | |
| | RiverRing Parking Area (Approx. 80 Cars) | 28000 | SF | $1.10 | $30,800 | | | | | | | | | |
| | Limeteam Station Site Preparation | 1 | EST | 10000 | $10,000 | | | | | | | | | |
| | Relocate Limeteam Station | 1 | EST | 5000 | $5,000 | | | | | | | | | |
| | Rehabilitate Station Building | 1 | EST | 24000 | $24,000 | | | | | | | | | |
| | Bathroom Facility | 1 | EA | 25000 | $25,000 | | | | | | | | | |
| | Exhibit Design and Preparation | 1 | EST | 5000 | $5,000 | | | | | | | | | |
| | Project Administration | 1 | EST | 3000 | $3,000 | | | | | | | | | |
| | Landscape Improvements | 35000 | SF | $1.50 | $52,500 | | | | | | | | | |
| | Estimated Construction | | | | $177,700 | | | | | | | | | |
| | Design, Engineering and Documentation Fees | | | | $17,770 | | | | | | | | | |
| | SubTotal | | | | $195,470 | | | | | | | | | |
| | Contingency (15%) | | | | $29,321 | | | | | | | | | |
| | GRAND TOTAL | | | | $224,791 | | | | | | | $224,791 | | |
| | Equestrian Trail Head | | | | | | | | | | | | | |
| | *SEE BELOW* | | | | | | | | | | | | | |
| | Main City Park | | | | | | | | | | | | | |
| | Phase II Parking Lot | 28 | EA | $2,500 | $70,000 | | | | | | | | | |
| | Design and Contingency | 20 | % | | $14,000 | | | | | | | | | |
| | TOTAL | | | | $84,000 | | | | | | | | | $84,000 |
| | Hogan Avenue Trail Head | | | | | | | | | | | | | |
| | 50 Parking Spaces | 50 | EA | $3,000 | $150,000 | | | | | | | | | |
| | Design and Construction Contingencies | 20 | % | | $30,000 | | | | | | | | | |
| | TOTAL | | | | $180,000 | | | | | | $180,000 | | | |
| 3 | Trail Furnishings | | | | | $272,927 | | | | | | | | |
| | Benches | 36 | EA | $250 | $9,000 | | | | $3,500 | $1,500 | | | | $4,000 |
| | Trash Containers | 36 | EA | $250 | $9,000 | | | | $2,500 | $3,000 | | | | $3,500 |
| | Heavy Timber Shelter | 3 | EA | $9,000 | $27,000 | | | | | | | | | $27,000 |
| | Interpretive Kiosk | 6 | EA | $6,000 | $36,000 | | | | | | | | $6,000 | $30,000 |
| | Signs | 24 | EA | $500 | $12,000 | | | | $4,500 | $4,500 | | | $3,000 | |
| | Interpretive Stations | 15 | EA | $2,887 | $43,300 | | | $43,300 | | | | | | |
| | Information Plaques | 15 | EA | $3,220 | $48,300 | | | $48,300 | | | | | | |
| | Handicapped Access @ SW 8th & Liberty | 1 | EA | $8,400 | $8,400 | | | $8,400 | | | | | | |
| | Landscape Buffer Plantings | EA | LS | | $79,927 | | $16,917 | | | $15,888 | $10,732 | | $27,096 | $9,294 |
| 2 | Equestrian Trail | | | | | $144,961 | | | | | | | | |
| | 10th Street Equestrian Access | | | | | | | | | | | | | |
| | Demolish Un-needed Section of 10th Street | 2000 | SF | $1.50 | $3,000 | | | | | | | | | |
| | Gravel sub-base | 34000 | SF | $0.55 | $18,700 | | | | | | | | | |
| | Curbs | 1200 | LF | $7.00 | $8,400 | | | | | | | | | |
| | RiverRing Parking Area (Approx.42 Cars) | 34000 | SF | $1.10 | $37,400 | | | | | | | | | |
| | Landscape Improvements | 24000 | SF | $1.50 | $36,000 | | | | | | | | | |
| | Estimated Construction | | | | $103,500 | | | | | | | | | |
| | Design, Engineering and Documentation Fees | | | | $10,350 | | | | | | | | | |
| | SubTotal | | | | $113,850 | | | | | | | | | |
| | Contingency (10%) | | | | $11,385 | | | | | | | | | |
| | GRAND TOTAL | | | | $125,235 | | | | | | | | $125,235 | |



# COST ESTIMATES & PHASING

| SECTION | DESCRIPTION | No. | Unit | Unit $ | Total | SECTION SUMMARY | FY 90-91 PHASE 1 $238,238 | FY 91-92 PHASE 2 $100,000 | FY 92-93 PHASE 3 $174,950 | FY 93-94 PHASE 4 $99,960 | PHASE 5 $220,260 | PHASE 6 $224,791 | PHASE 7 $168,019 | PHASE 8 $160,088 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equestrian Trail (Includes 10% Additional Length and 20% Contingencies) | | | | | | | | | | | | | | |
| | Gresham City Limits - Highland Drive | 1400 | LF | $0.59 | $1,096 | | | | | | $1,096 | | | |
| | Highland Drive - Linneman Junction | 1600 | LF | $0.59 | $1,252 | | | | | | $1,252 | | | |
| | Linneman Junction - Pleasantview Drive | 500 | LF | $0.59 | $392 | | | | | $392 | | | | |
| | Pleasantview Drive - Eastman Parkway | 5200 | LF | $0.61 | $4,175 | | $4,175 | | | | | | | |
| | Eastman Parkway - Walters Road | 4250 | LF | $0.59 | $3,330 | | | | | $3,330 | | | | |
| | Walters Road - Main City Park | 1000 | LF | $0.60 | $796 | | | | | | | | $796 | |
| | Main City Park - Ragner Road | 3900 | LF | $0.60 | $3,104 | | | | | | | | $3,104 | |
| | Ragner Road - Hogan Avenue | 3000 | LF | $0.60 | $2,388 | | | | | | | | $2,388 | |
| | Hogan Avenue - Gresham City Limits | 2800 | LF | $0.59 | $2,194 | | | | | | | | | $2,194 |
| | *Jenne Road - Gresham City Limits | 1150 | LF | $0.75 | $1,139 | | | | | | | | | |
| | *Gresham City Limits - Palmblad Road | 700 | LF | $0.75 | $693 | | | | | | | | | |
| | *Proposed Funding by Multnomah County and/or City of Portland | | | | $1,832 | | | | | | | | | |
| | Signs for Equestrian Trail | 10 | EA | $100.00 | $1,000 | | | | | $200 | $300 | | $400 | $100 |
| ESTIMATED TOTAL TRAIL COST | | | | | | $1,386,325 | | | | | | | | |



# COMMUNITY SERVICE OPTIONS

Community Service groups offer many opportunities for development and maintenance of the trail, and amenities provided along its length. These could include exercise stations, park benches, information kiosks, planting installation and maintenance, or the adoption of wetlands or sections of the trail. The input of labor and materials can come from many different sources.

**Individual Contributions**
The Spokane Centennial Trail sponsored the Miracle Mile portion of the trail along which 1 foot sections were 'sold' to individuals in the community who were recognized by installing a plaque in the name of their selection. The funds were used to develop specific amenities along some portion of the trail. Citizen donations can also be solicited for elements such as benches, picnic tables, and other amenities which display dedication plaques.

**Service Organizations**
Groups such as Rotary Club, Lions Club, Kiwanis, and others are often willing to provide work forces and financial backing for specific projects which serve the community. In other similar situations some of these efforts have been directed toward trail development and facilities which accompany trail opportunities.

**Youth Groups**
The Boy Scouts of America and Girl Scouts of America are frequently willing to complete projects which benefit the community as part of their achievement directives. These can be focused toward construction of trail elements, or enhancement of the environment within the trail corridor.

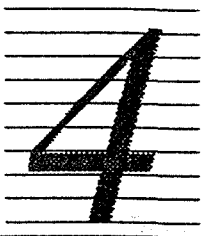
Local schools could focus on environmental enhancements within the trail corridor which could form part of a class study or project.

**Interest Groups**
Equestrian Groups might be solicited to contribute time and materials toward establishment and maintenance of bridle paths asscociated with the trail. Other amenities such as hitching posts, watering troughs, or other specific requirements for equestrian use might be obtained from these groups.

Runners and Cyclists might likewise provide trail amenities specific to their uses such as exercise stations or bicycle racks.

The local Audubon Society or Friends and Advocates of Urban Natural Areas (FAUNA) might be willing to participate in habitat enhancement programs, or contribute bird boxes or plantings which provide food sources for local and migrating species. The Native Plant Society might also contribute toward this end, as might local nurseries that supply native materials.

The Gresham Historical Society may attract donations for restoration of Linnemann Station or for the installation of interpretive signs describing historic features along the trail. Projects such as restoration of the Pioneer Cemetery might also be of interest, and might be funded by the descendents of those interred in the cemetery. A brochure describing the historic features along the trail would be a valuable information source for trail users, and might spur interest in their restoration.



# ALTERNATIVE FUNDING SOURCES

**Historic Features**

Matching grants are often available for research and restoration of historical features and structures. These might include Linnemann Station and the historic cemeteries along the trail alignment. An interpretive publication for the Gresham Section might be considered in the early stages of trail development in order to generate interest and possibly financial support for some projects.

The National Trust for Historic Preservation provides grants for special consultants in restoration and preservation. These are usually limited to $1000-$1500 each and the deadline for submittal is usually June 1. The State Historic Preservation Office should be contacted for further potential funding sources.

**Highway Crossings**

Although the current policy towards funding bicycle paths requires that they be in the highway ROW, there is some indication that the Highway Department may be able to fund some or all of the Springwater Trail Corridor road crossings. Funds which are designated for bicycle paths can be appropriated as long as the improvements take place within thepublic right-of-way. It is hoped that future funding mechanisms will allow funding of off-road bicycle paths.

Another possible source of contribution at road crossings might be from the local nursery trades. Competitions which would showcase plant materials grown in the area could be installed in designs derived from competitions among local designers.

# MANAGEMENT PLAN

5

## MANAGEMENT OBJECTIVES

The objective of creating the Springwater Trail Corridor is to link a continuous greenway through Gresham, preserve the natural features, vegetation and wildlife habitat, and to allow controlled use by citizens on designated trails. This greenway trail will be managed as a nature corridor with balanced management objectives to provide public access and protect the natural environment. Physical improvements will only be made to insure the safety of corridor users and protection of the environment. Every effort will be made to preserve this nature corridor in its current state.

The City of Gresham's programs, services, employment opportunities and volunteer positions are open to all persons without regard to race, religion, color, national origin, age, sex, marital status, handicap or political affiliation. The primary trail will be fully accessible to the physically impaired, including slope, surface, signage and parking upon its completion.

## MANAGING AGENCY

The managing agency of the Springwater Trail Corridor within the Gresham City Limits will be the City of Gresham. The lead department within the City with primary responsibility for this property will be the Parks and Recreation Division of the Department of Environmental Services. This Division will be responsible for coordinating efforts of other internal city departments, working with citizens, community organizations, private interests and other governmental agencies and organizations outside the City. The management plan will be subject to the conditions of the intergovernmental agreements executed with the City of Portland and Multnomah County.

## LAND MANAGEMENT

The purpose of this project is to protect wetlands and sensitive wildlife habitat and provide non-motorized access through the greenbelt alongside Johnson Creek. It is recommended that the City not develop this land into an active or formalized park. It is recommended that the City not allow new ground level easements or leases of this land nor the development of roads across the corridor (except the proposed SW 7th Street project and future required utility easements). Undercrossings for the primary and equestrian trails should be encouraged wherever trail crossings are required. Current private crossings should be permitted to remain as these individuals have a continuing legal easement across the trail right-of-way. However, no future private crossings should be allowed. All future public or private utility or road crossings over the trail right-of-way should be discouraged. In those cases where such projects are approved they should be designed to have minimal impact on trail users.

# MANAGEMENT PLAN

## EQUESTRIAN TRAIL MANAGEMENT

Two trails will be constructed within the Springwater Trail Corridor. The primary trail will be a 12 foot wide, 4.5 mile long asphaltic concrete surface with 2 foot wide crushed rock shoulders on both sides. The primary trail will follow the alignment of the railway corridor. The equestrian trail will be a 2 foot wide, 4.8 mile long path surfaced with natural bark-peelings that meanders at designated locations along the primary trail. Approximately 1.8 miles of the equestrian trail will be adjacent to the primary trail, and 3.0 miles will be separated a minimum of 10'. The equestrian trail will be constructed with horizontal and vertical clearances of 4 feet wide and 10 feet high, respectively.

Management of the equestrian trail will require that the users and The City of Gresham cooperate in enforcing proper trail use and in routine maintenance and improvement activities. Given the sensitive nature of the wetlands and riparian zones associated with Johnson Creek, equestrian use must be confined to the designated trail alignment so as to avoid damage to natural systems.

Manure must be kept to a minimum for the benefit of corridor residents and other trail users. Areas where accumulation is observed should be removed regularly. Additional collections may be required during heavy use periods.

Erosion resulting from equestrian use should be immediately repaired and alteration of alignments evaluated, as continued use may seriously damage natural systems. A thorough inspection at the beginning, end and on a routine basis throughout each high use season should be undertaken at a minimum to assess damage and mitigate impacts on the trail alignment.

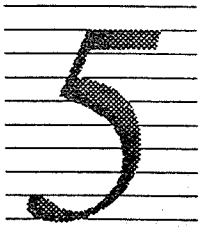
## RESPONSIBILITIES OF LESSEES AND EASEMENT HOLDERS

Through its agreement with the City of Portland, the City of Gresham should request that the leaseholders and easement holders abide by the following guidelines:

- *Keep all motor vehicles on the trail surface.*
- *Not use trucks over 50,000 GVW on the trail surface.*
- *Not remove any vegetation including limbs without Park's staff supervision or notification.*
- *Not remove any soil/rock or dig in the soil/rock.*
- *Not block the use of the trail by the public.*
- *Repair any damage to the trail, its amenities, vegetation or the land within the trail corridor.*
- *Report any violations of the trail use rules or items needing maintenance to Park's staff.*

Trail Use Rules for the Springwater Trail Corridor will be operated under park rules that pertain to all Gresham Parks. These include:

- *No person shall operate, park, stand or use any vehicle, or ride or lead a horse, in a public park except in the areas so designated.*
- *No person shall throw, dump or deposit upon park property an injurious or offensive substance or any kind of rubbish, trash, debris, refuse, or any substance that would mar the appearance, create a stench, detract from the cleanliness or safety of the park property.*
- *No person shall deface, destroy or damage any park or public facility. No person shall pick, injure, probe or remove any vegetation, mineral or material of any park area.*
- *No person shall discharge a firearm, weapon, fireworks or explosives of any type: nor pursue, hunt, trap, molest or capture any wild bird or animal in a park or recreation area. Fishing is allowed in park creeks and ponds for recreational purposes. Fish cleaning is not allowed in the corridor.*



- *Drinking of alcoholic beverages is not allowed within Gresham Parks. One-time community events that have obtained an Oregon Liquor Control Commission permit and City Council approval may sell alcoholic beverages at the community event.*

- *Loudspeakers, public address systems, and amplified musical instruments are allowed in the parks on an individual basis only with the approval of the Gresham City Manger.*

- *No person shall camp overnight in a City Park or recreation area except with specific authorization of the City Manager.*

- *Dogs are allowed if on a leash and accompanied by owner.*

- *City parks are closed from 11 PM to 5 AM. It is unlawful for any person to be in a park between those hours.*

- *Swimming, wading, diving, and ice skating are prohibited. It is unlawful for any person to swim, wade, dive, or ice skate in or on any pond, lake or creek in City parks and open spaces.*

In addition to the above City park rules, the following rules should apply to all trail users through City ordinance enforcement. These include:

- *Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.*

- *Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent, courteous, cautious and predictable manner.*

- *No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.*

- *Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice or bell.*

- *Any trail user overtaking another user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.*

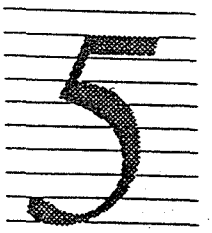
- *Trail users entering or crossing the trail other than at roadway access points or trailheads shall yield to traffic on the trail.*
- *All bicyclists using the trail from one-half hour after sunset to one-half hour before sunrise should equip their bicycles so that they are visible to other trail users.*
- *All users must remain on designated trails. Equestrian designated trails are for use only by horses and their riders.*
- *Trail users must not disturb or remove plants or animals except for the picking of blackberries.*
- *Pets must be kept on a leash at all times.*

## USES ALLOWED

The trail surface is the only land that is to be used by park visitors. The right-of-way area on both sides of the trail surface is not open to general use of all the land as is common in other City parks. Use is allowed only on the trail surfaces.

Use of adjacent land is only allowed where so designated. The fragile creek ecosystem cannot withstand heavy use and should be maintained in a manner to preserve and enhance the area's native characteristics.In general, all muscle powered activities (AMPA) will be allowed on the trails including but not limited to:

- *Walking*
- *Jogging/running*
- *Bicycling*
- *Baby carriages*
- *Wheelchairs (including electric)*
- *Wheel skiing/skating*
- *Cross-country skiing*
- *Horse back riding is allowed only on the equestrian marked trail and in the equestrian trailhead*
- *Picnicking is allowed only in designated areas*



- *Motor vehicle parking is allowed only in parking lots*
- *Creek access is allowed only where designated*
- *Pets are allowed if on a leash and accompanied by owner.*

## USES NOT ALLOWED

The following uses of the trail are not allowed:

- *Unauthorized motor vehicles (including golf carts)*
- *Hunting/trapping*
- *Firearms/weapons*
- *Fires*
- *Fireworks/explosives*
- *Alcohol*
- *Pets off leash*
- *Swimming, wading, diving, or ice skating*
- *Loud music*
- *Vicious animals*
- *Fishing*
- *Camping*
- *Use during 11 PM to 5 AM*

# MANAGEMENT PLAN

## ORGANIZED EVENTS

Organized events will be allowed on the trail with written permission of the City. Organizers must apply to the Parks and Recreation Division at 669-2531 for a permit to use the trail for each event. The trail shall not be closed to the public during these events. If the event is likely to have a substantial impact on the public use, proper public notice shall be provided to warn trail users.

## MAINTENANCE

The primary goal of the Parks Maintenance Program of the Parks and Recreation Division will be to maintain the integrity of the trail surface, stability of trail shoulders, and insure public safety. Parks maintenance staff will make regular inspection trips twice per month to check the condition of the trail and all improvements. Where possible, the maintenance staff should try to use small utility type vehicles rather than full size parks maintenance trucks.

## HAZARDOUS CONDITIONS

All hazardous conditions will be dealt with immediately upon notice. Problems such as missing bridge decking or fences, downed electric lines, and damage caused by floods will all be repaired immediately upon notice.

## WEED CONTROL

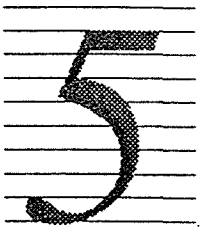
The primary weed to be controlled is the Himalayan Blackberry bush which is very prevalent along the trail. Brushing will be done twice per year, where necessary, to keep the trail surfaces free from obstruction. Blackberries will be cut back to between ten and fifteen feet from the edge of the trial surface. Weeds will be mechanically removed where possible, and spraying will only be done with a systemic product on a limited basis.

## BRIDGES, GUARDRAILS, HANDRAILS

All bridges will be inspected annually by the City of Gresham for structural integrity. All improvements made by the City of Gresham will be inspected as part of the regular inspections. Painted surfaces will be maintained and regularly repainted when necessary.

## FENCING, BOLLARDS, MILEAGE MARKERS

Regular inspections will include City installed fencing, bollards, mileage markers and other improvements. These will be repaired and repainted on an as needed basis.



# MANAGEMENT PLAN

## LITTER

Litter receptacles will be provided at the trailheads, road intersections and at the picnic tables. Park employee's will collect litter from these receptacles and illegally dumped material during their regular inspection trips. On an as-needed basis, the parks maintenance staff will collect major illegal dumping of refuse. Parks staff will organize annual cleanup work-parties using volunteers from the community.

## SWEEPING

The trail will not be swept or plowed of snow. The exception will be if the creek floods and deposits mud or debris on the trail surface.

## CULVERTS

Part of the normal inspection patrol will be to inspect the culverts for damage or clogging and to remove any debris which may cause an obstruction.

## SIGNS

Signs will be repaired and replaced on an as needed basis as the result of vandalism, storm damage or change in rules.

## GRAVEL SURFACES

Twice a year the gravel surfaces will be repaired and additional material added, if necessary, to prevent erosion.

## TRAILHEADS

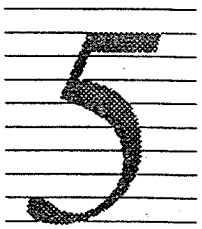
Trailhead areas will be developed as funds are available and may be developed to a higher level than the corridor. Trailhead areas may be maintained at a higher level of care than the trail area itself.

## LAW ENFORCEMENT

The primary law enforcement authority with jurisdiction over the Springwater Trail Corridor will be the Gresham Police Department. Users and adjacent property owners who witness a law-breaking activity should contact the Bureau of Emergency Communication at 911. This information will be posted on trail use regulation signs.

The Springwater Trail Corridor will be patrolled similar to other city parks. Police shall have the key to locks on bollards in order to gain access to the trail using motorized vehicles. Bollards shall be designed to breakaway in order to allow emergency vehicles easy access in the event of an emergency.

Police may use motorcycles or mountain bikes to make patrols of the entire trail, but will not normally use patrol cars. The primary focus of patrols will be at trailheads and road crossings and



responding to calls for assistance. At the request of the Gresham Police Department, the Police Reserves and the Police Explorer Post may patrol the trail on a scheduled basis. These patrol efforts will be under the supervision of the Gresham Chief of Police and will include training on the park rules and special Springwater Trail Corridor rules. The purpose of these patrols will be to observe and report unauthorized use and discourage illegal activity.

## FIRE PROTECTION

In case of fire in the trail corridor, the Gresham Fire Department should be notified by calling 911. The Fire Department will have a key for the bollards to gain access to the trail. The center bollards will also be designed to break-away in case of an emergency. The creek may be used for a water source.

## PROBLEMS - WHO TO CALL

The Bureau of Emergency Communication should be contacted at 911 in any case involving a violation of the law, fire or any emergency situation. Emergency telephones will be located at the trail heads.

The Gresham Parks and Recreation Division Office at 661-3000 should be called for complaints about trail users, park maintenance, all other problems and compliments. These phone numbers will be posted along the trail.

## AUTHORIZED USE BY MOTOR VEHICLES

The trail is closed to all motorized use except for the following:

- *Police officers*
- *Fire department personnel*
- *Parks maintenance vehicles*
- *Contractors working for the City of Gresham*
- *Portland General Electric Company*

All other motorized use is allowed only with the written permission of the City of Gresham Parks and Recreation Division Office including the City of Portland employees and holders of leases and easements.

This policy is designed so that Parks personnel and police will know who is authorized to use a motorized vehicle on the trail. Every attempt should be made to keep all motor vehicles off the trail on weekends and to perform most of the authorized maintenance activities during the winter months to reduce conflicts with users and enhance the value of the trail as a nature corridor.

## FRIENDS OF SPRINGWATER TRAIL CORRIDOR

The Friends of Springwater Trail Corridor is a group of citizens interested in promoting and developing this City project.

Possible activities of this group include:

- *To advise the City Parks and Recreation Division on the management and operation of the trail.*
- *To patrol the trail for litter.*
- *To help raise funds for the development and maintenance of the trail.*
- *To promote the trail and education of users through development of an interpretive brochure about the corridor, its history, wildlife, vegetation, creek and the trail use rules.*
- *To develop a school interpretive program.*
- *To develop trail enhancement projects such as brush removal, interpretive signs etc.*

Membership is open to the public by contacting the Parks and Recreation Division Office at 661-3000.

MASTER PLAN ELEMENTS

# SPRINGWATER TRAIL CORRIDOR

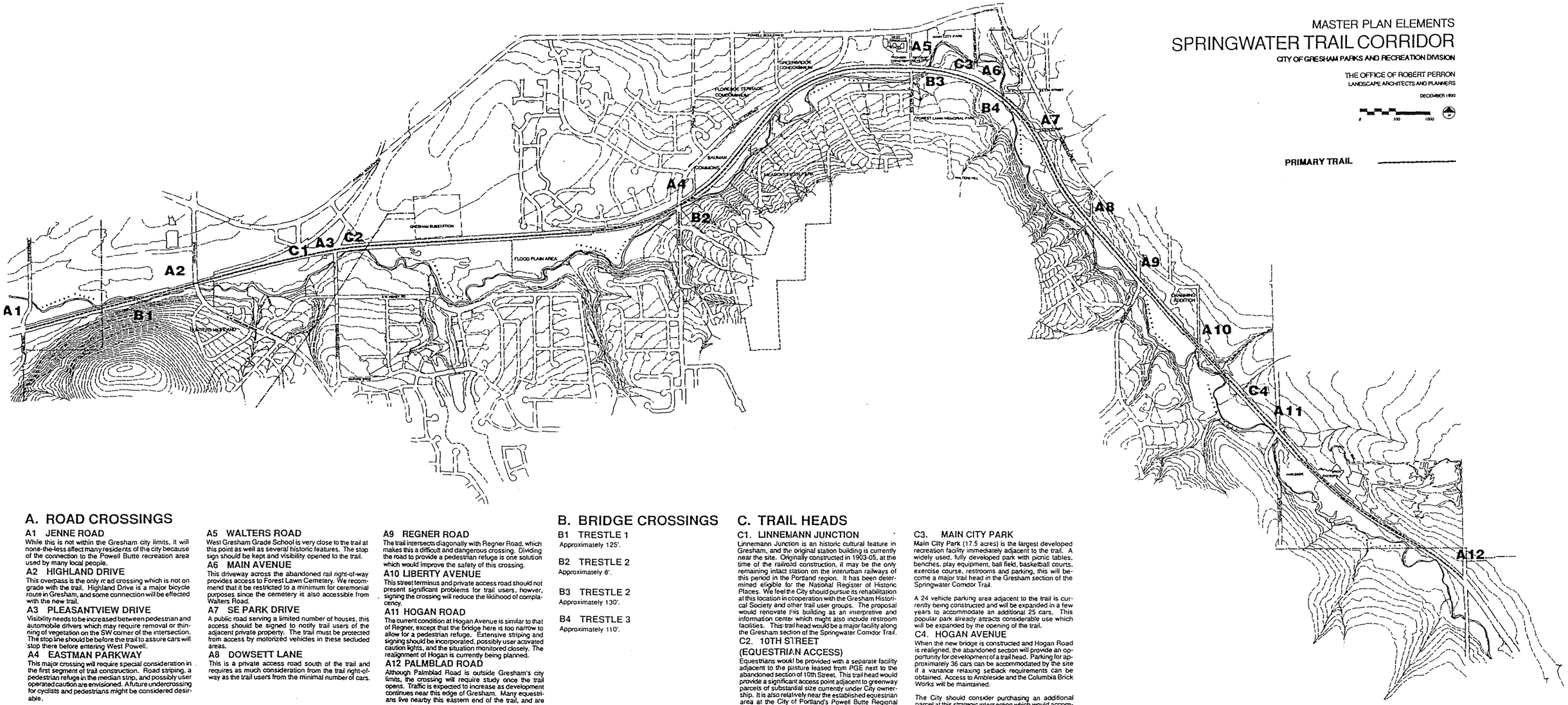
CITY OF GRESHAM PARKS AND RECREATION DIVISION

THE OFFICE OF ROBERT PERRON
LANDSCAPE ARCHITECTS AND PLANNERS

DECEMBER 1990

0 500 1000

PRIMARY TRAIL




## A. ROAD CROSSINGS

### A1 JENNE ROAD

While this is not within the Gresham city limits, it will none-the-less affect many residents of the city because of the connection to the Powell Butte recreation area used by many local people.

### A2 HIGHLAND DRIVE

This overpass is the only road crossing which is not on grade with the trail. Highland Drive is a major bicycle route in Gresham, and some connection will be effected with the new trail.

### A3 PLEASANTVIEW DRIVE

Visibility needs to be increased between pedestrian and automobile drivers which may require removal or thinning of vegetation on the SW corner of the intersection. The stop line should be before the trail to assure cars will stop there before entering West Powell.

### A4 EASTMAN PARKWAY

This major crossing will require special consideration in the first segment of trail construction. Road striping, a pedestrian refuge in the median strip, and possibly user operated caution are envisioned. A future undercrossing for cyclists and pedestrians might be considered desirable.

### A5 WALTERS ROAD

West Gresham Grade School is very close to the trail at this point as well as several historic features. The stop sign should be kept and visibility opened to the trail.

### A6 MAIN AVENUE

This driveway across the abandoned rail right-of-way provides access to Forest Lawn Cemetery. We recommend that it be restricted to a minimum for ceremonial purposes since the cemetery is also accessible from Walters Road.

### A7 SE PARK DRIVE

A public road serving a limited number of houses, this access should be signed to notify trail users of the adjacent private property. The trail must be protected from access by motorized vehicles in these secluded areas.

### A8 DOWSETT LANE

This is a private access road south of the trail and requires as much consideration from the trail right-of-way as the trail users from the minimal number of cars.

### A9 REGNER ROAD

The trail intersects diagonally with Regner Road, which makes this a difficult and dangerous crossing. Dividing the road to provide a pedestrian refuge is one solution which would improve the safety of this crossing.

### A10 LIBERTY AVENUE

This street terminus and private access road should not present significant problems for trail users, howver, signing the crossing will reduce the liklihood of complacency.

### A11 HOGAN ROAD

The current condition at Hogan Avenue is similar to that of Regner, except that the bridge here is too narrow to allow for a pedestrian refuge. Extensive striping and signing should be incorporated, possibly user activated caution lights, and the situation monitored closely. The realignment of Hogan is currently being planned.

### A12 PALMBLAD ROAD

Although Palmblad Road is outside Gresham's city limits, the crossing will require study once the trail opens. Traffic is expected to increase as development continues near this edge of Gresham. Many equestrians live nearby this eastern end of the trail, and are expected to cross here.

## B. BRIDGE CROSSINGS

### B1 TRESTLE 1

Approximately 125'.

### B2 TRESTLE 2

Approximately 8'.

### B3 TRESTLE 2

Approximately 130'.

### B4 TRESTLE 3

Approximately 110'.

## C. TRAIL HEADS

### C1. LINNEMANN JUNCTION

Linnemann Junction is an historic cultural feature in Gresham, and the original station building is currently near the site. Originally constructed in 1903-05, at the time of the railroad construction, it may be the only remaining intact station on the interurban railways of this period in the Portland region. It has been determined eligible for the National Register of Historic Places. We feel the City should pursue its rehabilitation at this location in cooperation with the Gresham Historical Society and other trail user groups. The proposal would renovate this building as an interpretive and information center which might also include restroom facilities. This trail head would be a major facility along the Gresham section of the Springwater Corridor Trail.

### C2. 10TH STREET (EQUESTRIAN ACCESS)

Equestrians would be provided with a separate facility adjacent to the pasture leased from PGE next to the abandoned section of 10th Street. This trail head would provide a significant access point adjacent to greenway parcels of substantial size currently under City ownership. It is also relatively near the established equestrian area at the City of Portland's Powell Butte Regional Park.

### C3. MAIN CITY PARK

Main City Park (17.5 acres) is the largest developed recreation facility immediately adjacent to the trail. A widely used, fully developed park with picnic tables, benches, play equipment, ball field, basketball courts, exercise course, restrooms and parking, this will become a major trail head in the Gresham section of the Springwater Corridor Trail.

A 24 vehicle parking area adjacent to the trail is currently being constructed and will be expanded in a few years to accommodate an additional 25 cars. This popular park already attracts considerable use which will be expanded by the opening of the trail.

### C4. HOGAN AVENUE

When the new bridge is constructed and Hogan Road is realigned, the abandoned section will provide an opportunity for development of a trail head. Parking for approximately 36 cars can be accommodated by the site if a variance relaxing setback requirements can be obtained. Access to Ambleside and the Columbia Brick Works will be maintained.

The City should consider purchasing an additional parcel at this strategic intersection which would accommodate more parking for future expansion.

EQUESTRIAN TRAIL LOCATION PLAN

# SPRINGWATER TRAIL CORRIDOR

CITY OF GRESHAM PARKS AND RECREATION DIVISION

THE OFFICE OF ROBERT PERRON
LANDSCAPE ARCHITECTS AND PLANNERS

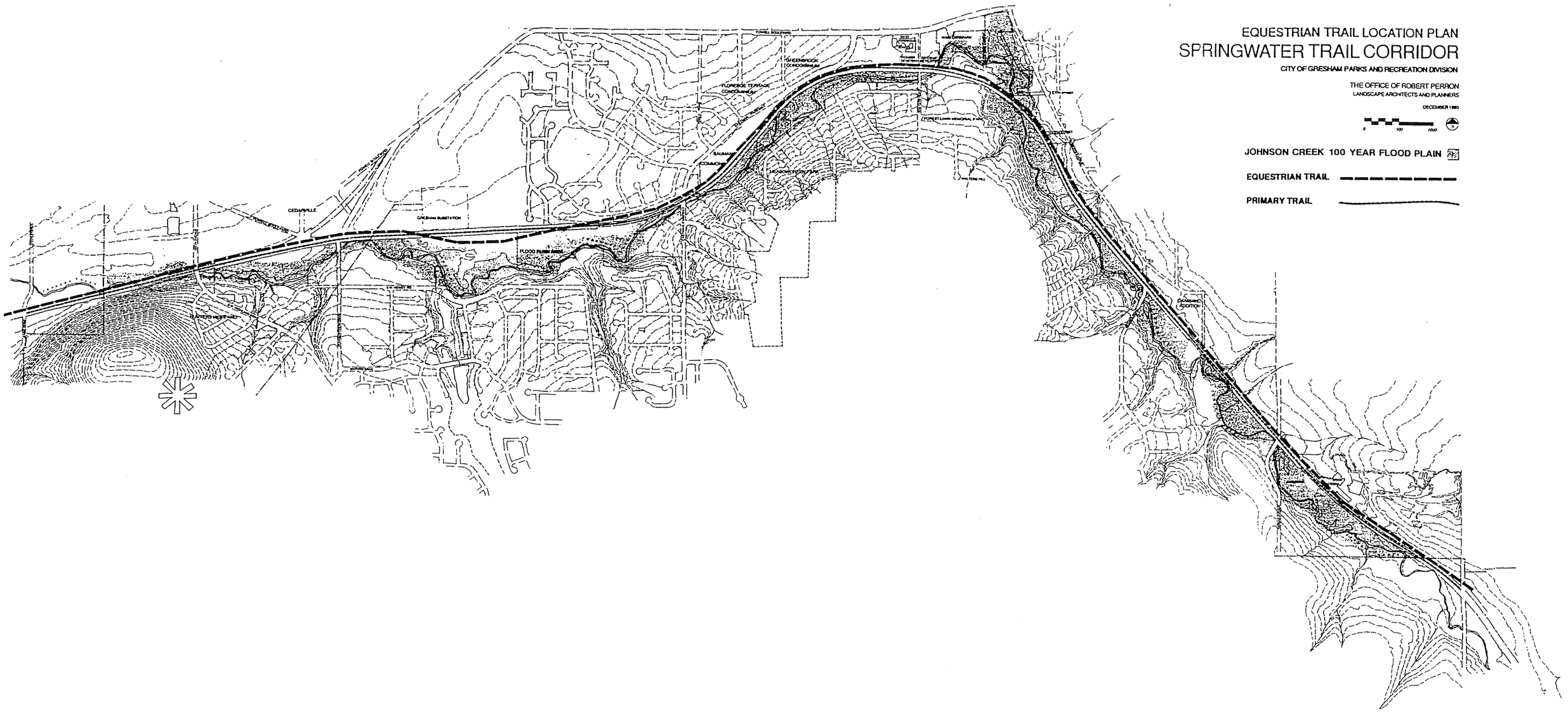
DECEMBER 1980

0 100 1000

JOHNSON CREEK 100 YEAR FLOOD PLAIN

EQUESTRIAN TRAIL

PRIMARY TRAIL



ENVIRONMENTAL EVALUATION

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NWI WETLAND W

POSSIBLE WETLAND P

OLD FIELD F

RIPARIAN FOREST R

CONIFEROUS FOREST C

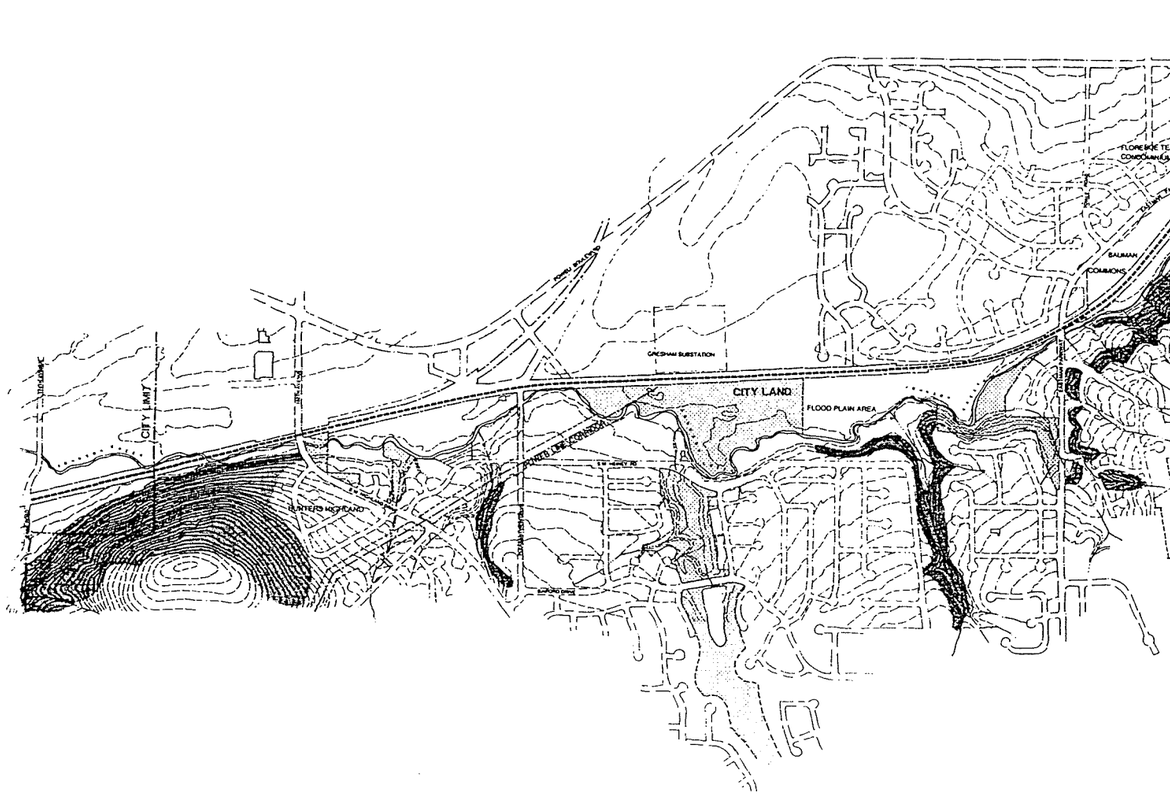
DECIDUOUS FOREST D

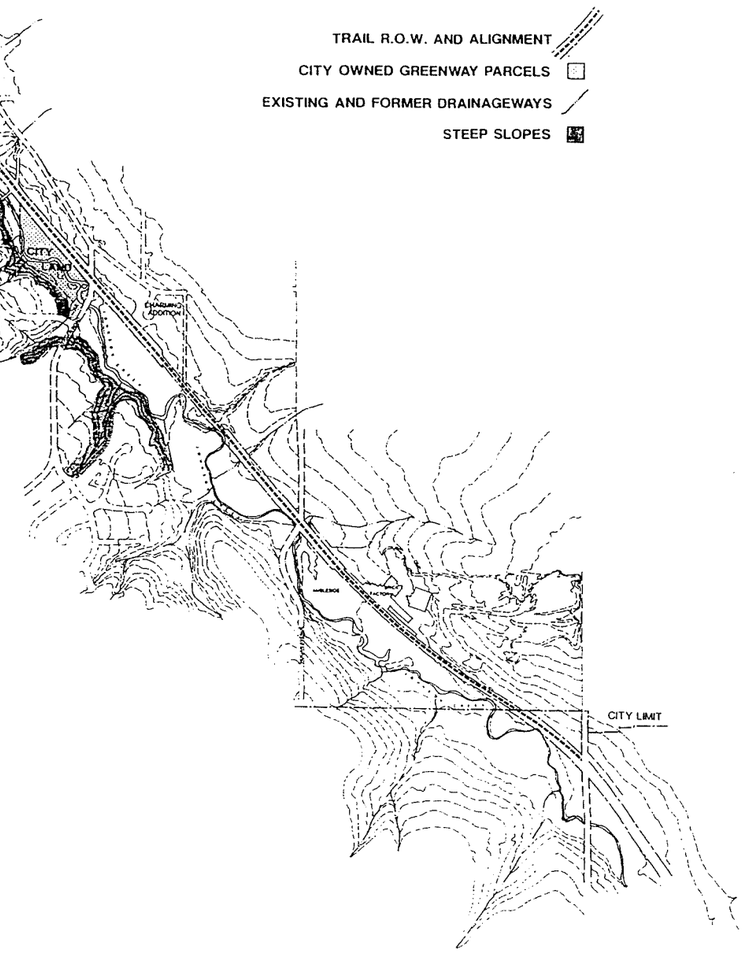
MIXED FOREST M

# SITE INVENTORY PLAN
# SPRINGWATER TRAIL CORRIDOR

CITY OF GRESHAM PARKS AND RECREATION DIVISION
THE OFFICE OF ROBERT PERRON
DECEMBER 1990

TRAIL R.O.W. AND ALIGNMENT
CITY OWNED GREENWAY PARCELS
EXISTING AND FORMER DRAINAGEWAYS
STEEP SLOPES



JOHNSON CREEK 100 YEAR FLOOD PLAIN

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