

Mill Creek Greenway

MASTER

PLAN

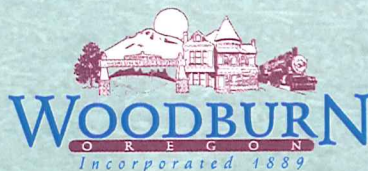


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MILL CREEK GREENWAY MASTER PLAN Greenway Task Force

1. Executive Summary

The City's 1999 Parks and Recreation Comprehensive Plan Update outlines policies regarding the Mill Creek Greenway. These policies state that the City will manage the Mill Creek corridor as a public greenway and pathway that includes open space cycling and walking, nature study and recreation. The Update further sets as City policy that the City will acquire privately owned segments to provide for a continuous, publicly owned greenway and path system.

In 2003, the National Park Service's (NPS) Rivers, Trails & Conservation (RTCA) agreed to provide staff assistance to help draft a master plan for the Mill Creek corridor and tributaries. Ten letters of support from local organizations and individuals supported the City's application for technical assistance.

To assist City and NPS staff with the project, Mayor Kathy Figley appointed a 15-member Greenway Task Force to provide a public forum for the effort. The Task Force assisted by gathering base data, conducting a resource inventory, public workshops and a survey, reviewing work product and advising staff and the Recreation and Park Board on greenway related topics.

The centerpiece of the Mill Creek Master Plan is a backbone trail that runs the length of the City from the south near Hermanson Pond to the north near the Tukwila Golf Course. The backbone trail is multi-use and will be designed for bicycles, walkers and light maintenance vehicles. The same type of trail also extends along the Goose Creek and Southwest Tributaries.

Primitive pathway systems that support natural trails are proposed for the Hermanson Pond area, Legion Park and Woodburn High School. The Legion Park section is the site of significant paleoarchaeological discoveries. This area has opportunities for unique environmental interpretation of natural history.

This plan is intended to provide a basic roadmap to accomplish the policies prescribed in the Parks and Recreation Comprehensive Plan.

2. Background & Context

In 1946 the foundation for the Woodburn Recreation and Parks Department was established when a partnership that included local churches, civic organizations and the City established the Recreation and Parks Board to oversee the management of the City's first park, Settlemier Park. The City's park system continued to grow as a group of concerned citizens helped to purchase property and set aside Legion Park as a public park. From the time it was established, the Recreation and Parks Department has enjoyed significant public support. This support was demonstrated early in the Department's history when the voters approved a special tax to support recreation programs and park facilities and approval of a bond election to construct the City's outdoor pool at Settlemier Park. In 1993 following the "Spring Break Quake", the voters again approved a measure to construct the Woodburn Memorial Aquatic Center. This facility replaced the pool damaged by the earthquake.

Currently, Woodburn's park and recreation facilities include more than 125 acres and 10 parks. Park facilities include

sports fields, picnic grounds, playgrounds, historic areas, concert grounds, landscaped grounds, community buildings, open space, natural areas, greenways and the Woodburn Memorial Aquatic Center.

Beginning in the 1960's the City began acquiring and setting aside property along Mill Creek to form a vision for the Mill Creek Greenway. The main stem of the Mill Creek corridor flows from the southern to the northern City limits. It flows primarily through residential neighborhoods between Hwy. 99E and the Union Pacific mainline to Legion Park where it flows under Hwy. 214, the UP mainline and Front Street. From Woodburn High School, the stream flows to the northern City limits parallel to Front Street.

Significant tributaries include the southwest tributary that flows from its headwaters near Centennial Park through Settlemier Park, meeting the main stem of Mill Creek near Cleveland Street. Goose Creek flows from the French Prairie Middle/Lincoln Elementary School campus east and meets the Mill Creek's main stem at Woodburn High School.

3. Related Plans

1999 Parks and Recreation Comprehensive Plan Update

In 1999, the Woodburn City Council updated the City's Parks and Recreation Comprehensive Plan. This plan identifies the existing floodplain along Mill Creek and Goose Creek for greenways to be preserved as a natural greenway and transportation corridor. The Plan sets forth two policies that guide the acquisition, development and management of the Mill Creek Greenway Master Plan. These policies include:

Policy 5

"It is the policy of the City to manage Mill Creek, Goose Creek and Senecal Creek corridors as public greenways and pathways; multiple functions will include open space and habitat preservation, flood control, cycling and walking on all-weather pathways, nature recreation and education and limited playground activities where there is a deficiency of neighborhood parks."

Policy 6

"To provide for a continuous public greenway and pathway system, it is the policy of the City to acquire privately-owned segments along Mill Creek, Goose Creek and Senecal Creek, and other stream corridors including the west tributary from Settlemier Park to Parr Road. It is the policy of the City to seek dedication of floodplains and creek corridors for natural areas, neighborhood recreation areas, open space and transportation."

Facility Types & Standards

The 1999 Parks and Recreation Comprehensive Plan Update also classifies Facility Types and Standards. Use and Characteristics for the Greenways/Open Space, Trails/Pathways are described as follows: “Linear park or natural open space areas which may include limited recreation facilities such a trails, all weather pathways or boardwalks, small playgrounds, etc.; may use streams, floodplains, or other natural features to connect parks and open space areas to form a contiguous system. May also include undeveloped park properties planned for future development as neighborhood parks, municipal parks or other parks and recreation facilities.”

Park Master Plans

Legion Park

Summer of 2005, the Recreation and Parks Board completed the Draft Legion Park Master Plan. This Plan notes the significance of the Mill Creek corridor as it forms the Park’s western boundary. The Master Plan calls for trails and interpretive facilities that connect creek side trails to core facilities within Legion Park. The Plan also notes the significance of the paleoarchaeological exploration within the Mill Creek corridor and calls for a thematic playground and an interpretive center.

Settlemier Park

Summer of 2003, the Recreation and Parks Board completed the Draft Settlemier Park Master Plan. Within Settlemier Park, the southwestern tributary to Mill Creek has been placed within a culvert. The Master Plan proposes a pathway along the creek route associated with storm water swales. This path will connect with the trail system within the park that links park features such as picnic areas, Richard Jennings Skate Park, ball field, Woodburn Memorial Aquatic Center and the playground.

Transportation System Plan

The City’s Transportation System Plan (TSP) includes a comprehensive analysis of non-motorized transportation routes in Woodburn. This plan inventories all current and outlines proposed bicycle and non-motorized transportation routes in Woodburn.

In addition to the 1999 Parks and Recreation Comprehensive Plan Update, the TSP calls for utilization of the Mill Creek corridor and tributaries for non-motorized transportation.

State Comprehensive Outdoor Recreation Plan

In January 2003, the Oregon Parks and Recreation Department adopted the 2003-07 Statewide Comprehensive Outdoor Recreation Plan (SCORP). The SCORP establishes a framework for statewide outdoor recreation planning and provides a guide for the administration of grant funding including the Land and Water Conservation Fund, Local Government Grant Program and Recreation Trails Program. Additionally, the SCORP provides guidance to federal, state and local government as well as the private sector in delivering quality and integrated outdoor recreation opportunities to Oregonians and out-of-state visitors.

The Plan sets as a goal providing “quality trail facilities and opportunities, including inter-connective opportunities where appropriate, to satisfy a growing number of diverse trail users throughout the state.” Furthermore, the plan identified walking as the number one preferred recreational activity by Oregonians.

Marion County Transportation Plan

The Marion County Transportation Plan includes a trail route along Mill Creek that would connect Woodburn with the City of Gervais to the south and Hubbard and Aurora to the north. This trail would continue Woodburn's Mill Creek Greenway system to the Pudding River, just north of Aurora.

Ice Age Floods Geologic Trail

In July of 2001, the National Park Service completed a plan that proposes a geological motor route that interprets cataclysmic events at the end of the last glacial period that inundated the Willamette Valley under hundreds of feet of water. This plan proposes a series of interpretive facilities extending from western Montana and the Idaho Panhandle, through the eastern Washington Scablands to the Columbia River Gorge to the Pacific Ocean. The motor route would include routes in the Willamette Valley. In fact, one motor route uses Hwy. 214 that crosses Mill Creek near Legion Park. The Plan directs the National Park Service to work with local communities to locate an interpretive facility in the Willamette Valley. Many experts in the scientific community have suggested that Woodburn and specifically Legion Park, would be an ideal location for such a center.

Recommended Integration

This Mill Creek Greenway Master Plan proposes specific improvements, acquisitions and management practices for the resource. Several complementary documents as outlined previously, provide more general direction regarding the development and use of the Greenway, the flow of non-motorized and motorized traffic and specific development of park facilities (specifically community parks). This plan seeks

to harmoniously integrate trails within the comprehensive systems proposed in these plans and recommends changes to those plans that will improve the management and usability of the resource for the multiple purposes outlined in each plan.

4. Community Profile

Geographic Location

Woodburn is located in Marion County within the north Willamette Valley 17 miles north of Salem and 30 miles south of Portland. The City's topography is relatively flat, making it an ideal place for bicycling and walking.

Population

Woodburn's population is growing. The U.S. Census Bureau reports that the City experienced a 14.4 percent growth rate in the 1990's. This growth has continued into the new decade. From 2000 to July 1, 2003, the City's population has increased from 20,100 to 21,747 or nearly 8.2 percent in less than three years. The official estimate for residential population in the year 2020 is 34,919 or a projected growth rate of 3.7 percent per year.

Demographics

Woodburn's population is ethnically diverse. The 2000 U.S. Census estimated that 50.1 percent of Woodburn's residents are Hispanic, making Woodburn the largest city in Oregon with a non-white majority. This compares to 20 percent within Marion County and nine percent statewide. Additionally, about 15 percent of Woodburn's residents are of Russian heritage.

Woodburn's population is diverse by age. Thirty four percent of Woodburn residents are under age nineteen (statewide average is 25%) and 17 percent are over 65 (statewide average is 12.8%) giving Woodburn a "leisure class" majority. These two age groups have significant implications for planning recreation facilities since they typically have more leisure time than other age groups.

Economic

Woodburn's economy includes a variety of businesses and employers. The primary employers include retailing, food processing, manufactured house construction and agriculture crop production.

The Oregon Department of Revenue reports that in 2003, the City's Average Adjusted Gross income was \$31,335. This is 76 percent of the State average and ranks Woodburn 73rd among 80 cities compared. The seven lower cities all have a population less than 4,000.

Park System

The City provides a well-rounded park system that includes a variety of parks. Located within or near the greenway are three community parks and a historic railroad park. Five parks are entirely located within the greenway.

Additionally, the City's park system includes three neighborhood parks, five mini-parks, and the Woodburn Memorial Aquatic Center.

Recreation Programs

The Woodburn Parks and Recreation Department offers a variety of recreation programs and leisure services. This includes aquatics, youth and adult sports, after school programs for grades K – 12, arts & crafts, performing arts, family development and fitness.

5. Greenway Task Force

During the winter of 2004, Mayor Kathy Figley established the Greenway Task Force to assist in drafting the Greenway Master Plan.

Member/organizations

The Task Force consisted of:

- Randy Westrick – Recreation and Parks Director
- Alexandra Stone – National Park Service
- Dan Hoynacki – OSU Extension
- Richard Morris – Greenway Neighbor/Anthropologist
- Javier Meza-Perfecto – Community Relations Officer
- Cathy Heisen – Tukwila Ctr. for Health & Medicine
- Joan Garren – Greenway Neighbor

- Robin Straughan – Marion Soil & Water Conservation District
- Alison Stenger – Institute for Archaeological Studies
- Jeane Mey – Woodburn Resident
- Bruce Thomas – Woodburn Downtown Association
- Tim Dickerson – Boy Scout
- Christopher Pister – Boy Scout
- David Ellingson – Science Teacher, Woodburn High School
- Tom Lonergan – Physical Educator, Woodburn High School
- Jerry Simonsen, Realtor

The task force met almost monthly from March 2004 to February 2005.

Task Force Key Interests

The Greenway Task Force established the following 13 key interests through their discussion about establishing the trail system within Woodburn's Mill Creek Greenway:

- Connectivity – Regional/local;
- Recreation;
- Public health/wellness;
- Non-motorized transportation;
- Fish & wildlife habitat;
- Education – history, prehistory, science;
- Public utilities;
- Scientific study – biology, paleoarchaeological;
- Natural resources stewardship;
- Art & culture;
- Private property protection; and
- Storm water management.

NPS Technical Assistance Award for 2004-05

The City's application to the National Park Service also outlined goals for the plan. These goals are mirrored in those listed above and also include:

- Establishing a detailed map that identifies trail routes;
- Descriptions of types and levels of trail and recreation facility development;
- Inventory and analysis of greenway resources;
- Public outreach and involvement;
- Acquisition strategies;
- Funding strategies;
- Project phasing; and
- Acquisition and construction cost estimates.

6. Community Survey

To gain input from the community, the Task Force conducted a survey. This survey was developed in both English and Spanish and distributed to all Woodburn households through water bills, within the Recreation Reporter (WRPD's periodic activities program brochure) and was available on the City of Woodburn's web site. A total of 398 surveys were returned. The top rated activity preferences were walking, nature observation, general exercise, bicycling on paved surfaces, picnicking and pet walking.

Respondents listed as their top preferences for design elements restrooms, garbage cans, benches, posted regulations and water fountains as their most favored design elements. (See appendix for sample survey and summary of results)

7. Resource Inventory

On March 27, 2004, the Task Force conducted a comprehensive tour of the corridor to develop a resource inventory. The Task Force walked almost the full eight mile length of the corridor (with permission of private property owners). A compilation of the Task Force's findings and observations is included in the Appendix.



8. Charette/workshop

On June 2, 2004, the Task Force conducted a design charette/workshop and invited the public to provide input on the plan. The event opened with a driving tour of the resource and proceeded to City Hall where approximately 25 participants worked through a series of brainstorming and break out sessions. In addition to working on individual planning units, attendees provided input on the entire plan.

9. System-wide Recommendations

The trail system should be anchored by a backbone multi-use trail that extends along Mill Creek's main stem from Hermanson Pond in the south to Hazelnut Drive in the north. This trail should be paved and 8-12 feet in width with white "fog lines" along the outside edges of the path. While 12 feet is ideal, some locations may not allow this standard. In cases where local conditions constrain this standard, the trail should not be less than eight feet in width. The trail should support walking and bicycling and be constructed to support light maintenance equipment such as pick up trucks or small tractors.

The trail should seamlessly integrate into the city's existing roadside bicycle system. Additionally, wherever possible, trailheads should be located at or near Woodburn Transit System bus stops.

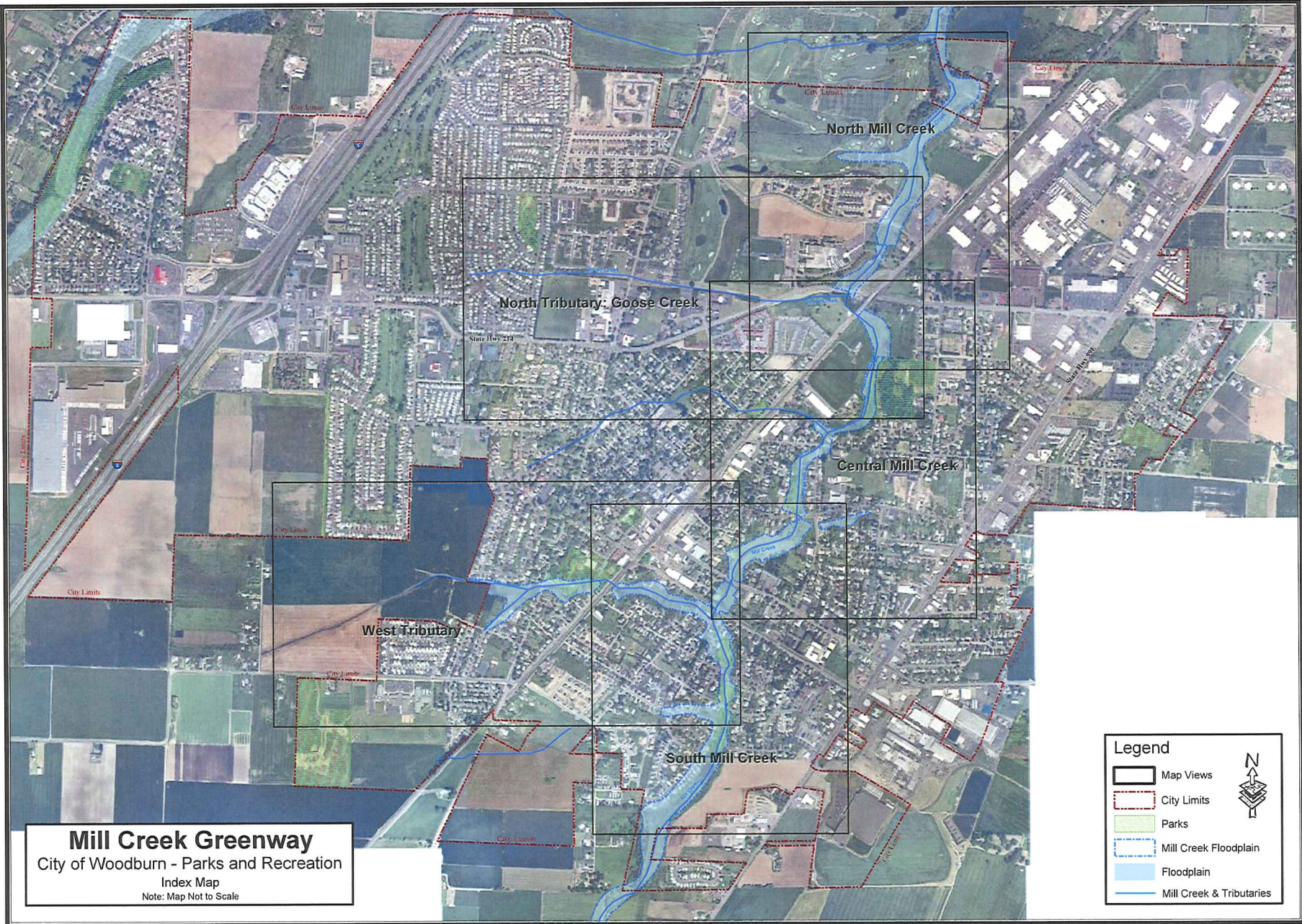
The trail system should be an integral part of local recreation, fitness and education programs. This includes use by Woodburn School District and Chemeketa Community College as an outdoor laboratory and for preserving natural history and prehistoric resources for scientific exploration and environmental interpretation.

Since implementation of the trail system will occur in phases, over the course of many years, it is important to develop a consistent system of signage, distance markers, restrooms and rest stations which will be used throughout the entire eight mile system.

The Greenway provides a unique opportunity to promote community health. To coordinate the facility with walking programs, trail distance markers should be delineated in “steps” as well as miles or feet so that walkers can gauge strides for step workouts.







The public has expressed a need for restrooms along the trail. The main stem trail and both tributaries are situated on or near Woodburn’s three community parks; Centennial, Settlemier and Legion Parks, all of which contain public restrooms. Therefore, access from the trail to the restrooms needs to be well-marked and convenient for trail users. The restrooms should also include bike racks.


All phased development will be subject to the applicable land use regulations in effect when development is proposed.

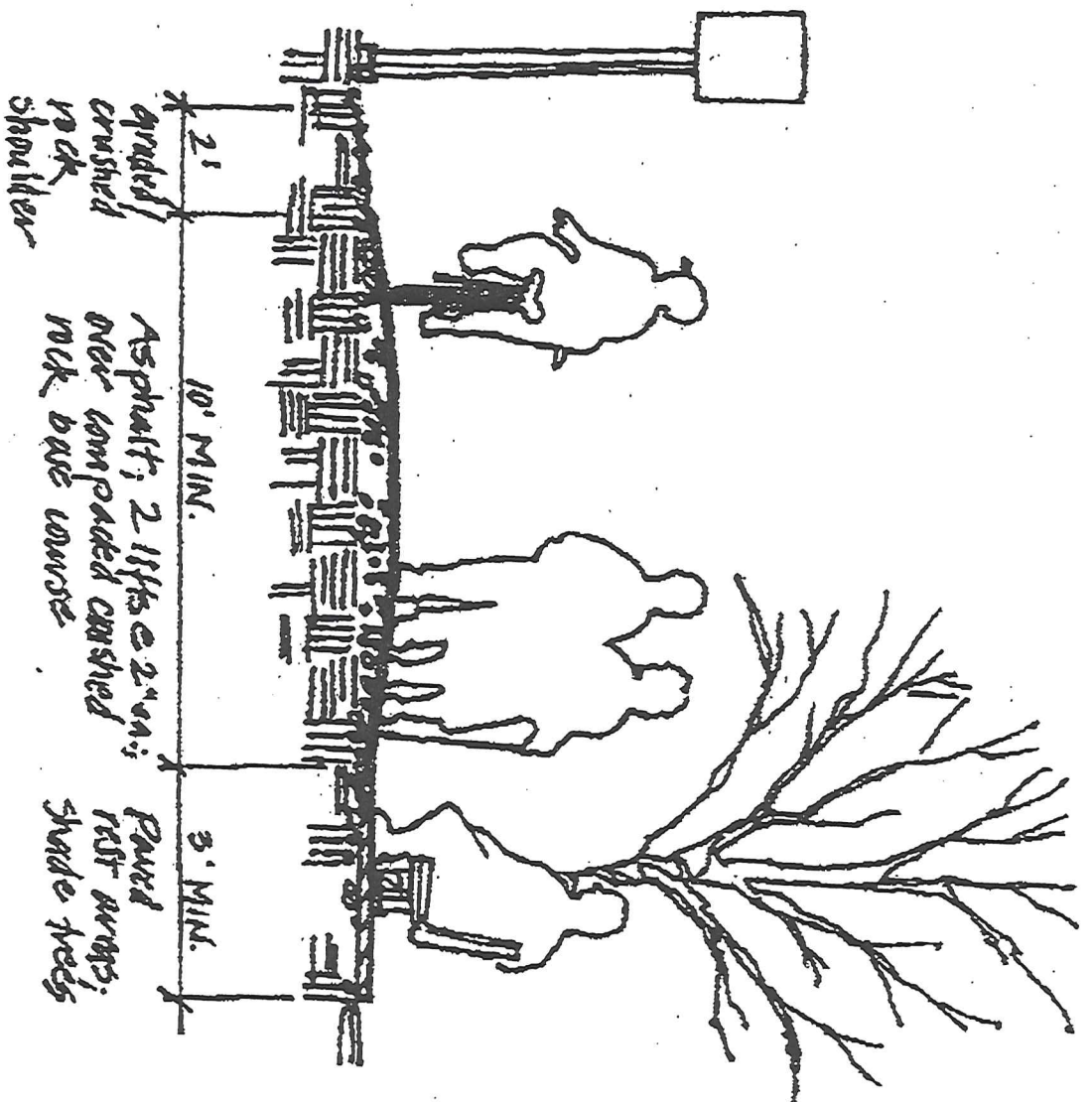


Mill Creek Greenway
 City of Woodburn - Parks and Recreation
 Index Map
 Note: Map Not to Scale

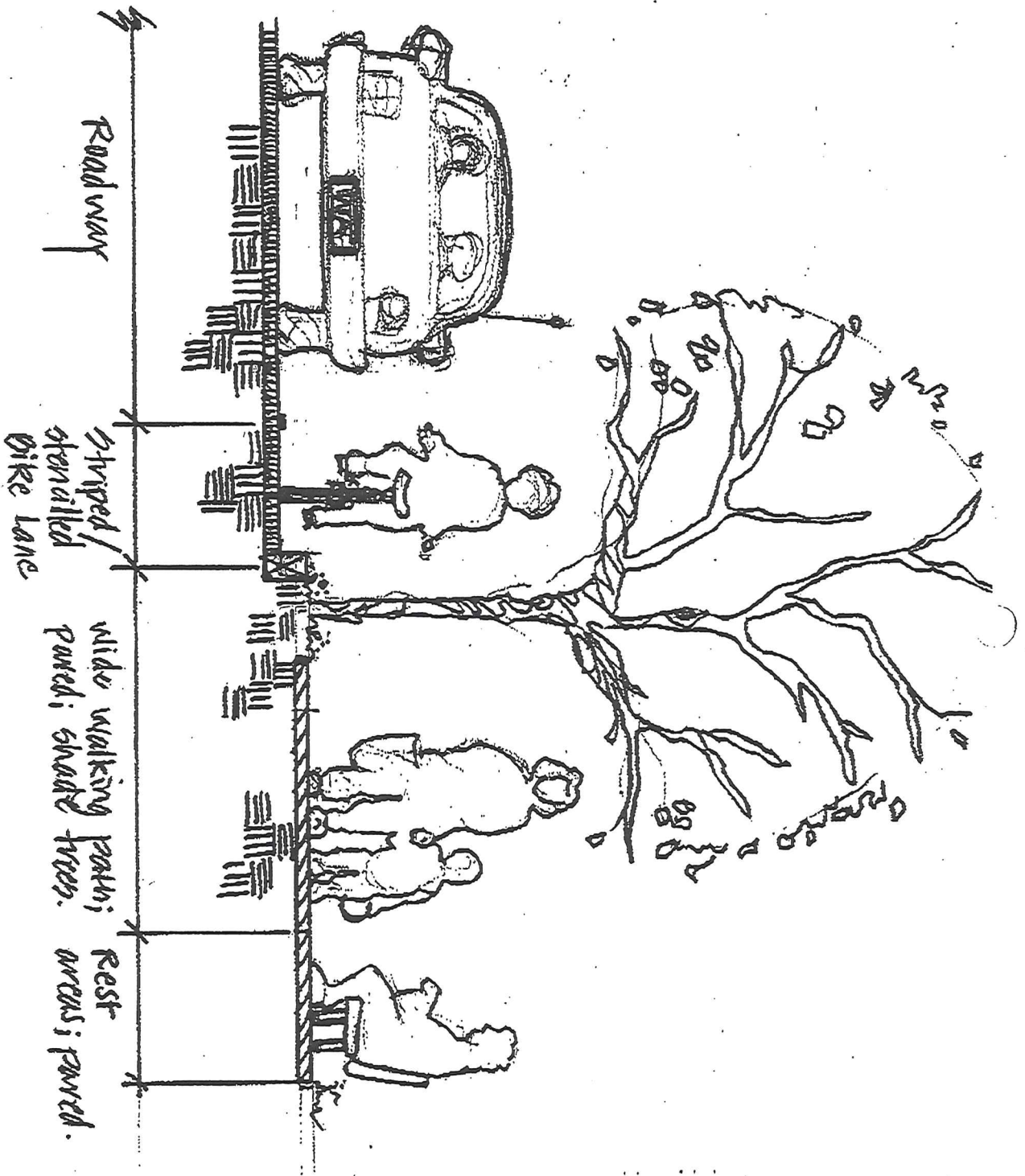
Legend

-  Map Views
-  City Limits
-  Parks
-  Mill Creek Floodplain
-  Floodplain
-  Mill Creek & Tributaries





MULTI-PURPOSE "BACKBONE" TRAIL



SHARPER R.O.W. - BIKE/PEP "TRAIL"

10. Planning Units

The project was divided into five planning units named North Mill Creek, Central Mill Creek, South, Southwest Tributary and Goose Creek. Following, are descriptions of resources included within each unit.

North Mill Creek

This unit extends from the north City limits south to Legion Park. From the City limits to Hazelnut Drive, the corridor includes a privately owned gravel trail constructed as a part of the Tukwila Golf Course and Ironwood housing development. This section of the corridor includes mixed deciduous with a few conifers on the banks surrounding the creek. A natural buffer also separates the trail from the golf course.

Woodburn High School borders the creek on the west between Hazelnut Drive and Hwy. 214. Creek side vegetation includes deciduous trees and grasses. The topography slopes gently from the bottom to the high school campus. Woodburn High School is also the site of the discovery of Pleistocene Mammoth bones and is the scene of recent paleoarchaeological digs.

A significant barrier to a continuous system exists in this unit where the creek corridor intersects with the Union Pacific mainline, Front Street and Hwy 214.

Significant security issues exist with the trail route and the new Police Headquarters at Hwy. 214. There are concerns that the trail could place Police personnel at risk by providing a public access to the rear portions of the building.

These security issues can be mitigated through a series of design concepts as proposed below.

- Because of the precipitous slope between the creek bottom and the upper plane where the Police Headquarters will be located, the building will not be visible from the trail route. Accessing the building would be difficult because of the slope and security fencing that will be developed with the building. Therefore, the trail route should stay as close to bottom of the slope as possible and utilize a series of switch backs to provide access over the crest to connect the trail to the bike/pedestrian underpass on Hwy. 214. This design concept will provide maximum distance from the building and reduce sight lines.
- To block sight lines where the trail crests the slope, the trail elevation should be no less than five feet lower than the elevation of the Police building. This will require excavation of soil along the narrow crest of the slope.
- To further reduce sight lines, it is recommended that spoils from the Police Headquarters construction be placed on City property between the proposed trail route and the building. This landscaping would further reduce sight lines between the trail route and the building.
- When the trail is constructed, Police Headquarters fencing should be supplemented to further deter access toward the building along the slope between the building and trail route.
- Fencing between the trail route and the UPRR right-of-way is needed to discourage pedestrian access to the trail route and the Police building via the tracks and Front Street.

Conclusions and Recommendations for North Planning Unit

- Work with the developers and homeowners' associations to make permanent public access along existing paths.
- The Woodburn High School creek corridor has potential to be used as an outdoor laboratory for biology, ecology and paleontology.
- Pathways in this section need to be multi-use paved pathways that connect to existing sidewalks to allow for safe passage through the UP mainline/Front Street/Hwy 214 complex.
- This portion of the corridor provides an opportunity for a "safe route to school" at Woodburn High School.
- The proposed conceptual design is intended to provide passage from the creek corridor to Hwy. 214 sidewalks in a manner that ensures Police Headquarters security.



Tukwila Homeowners Association Pathway



Mill Creek - North of Hazelnut Drive

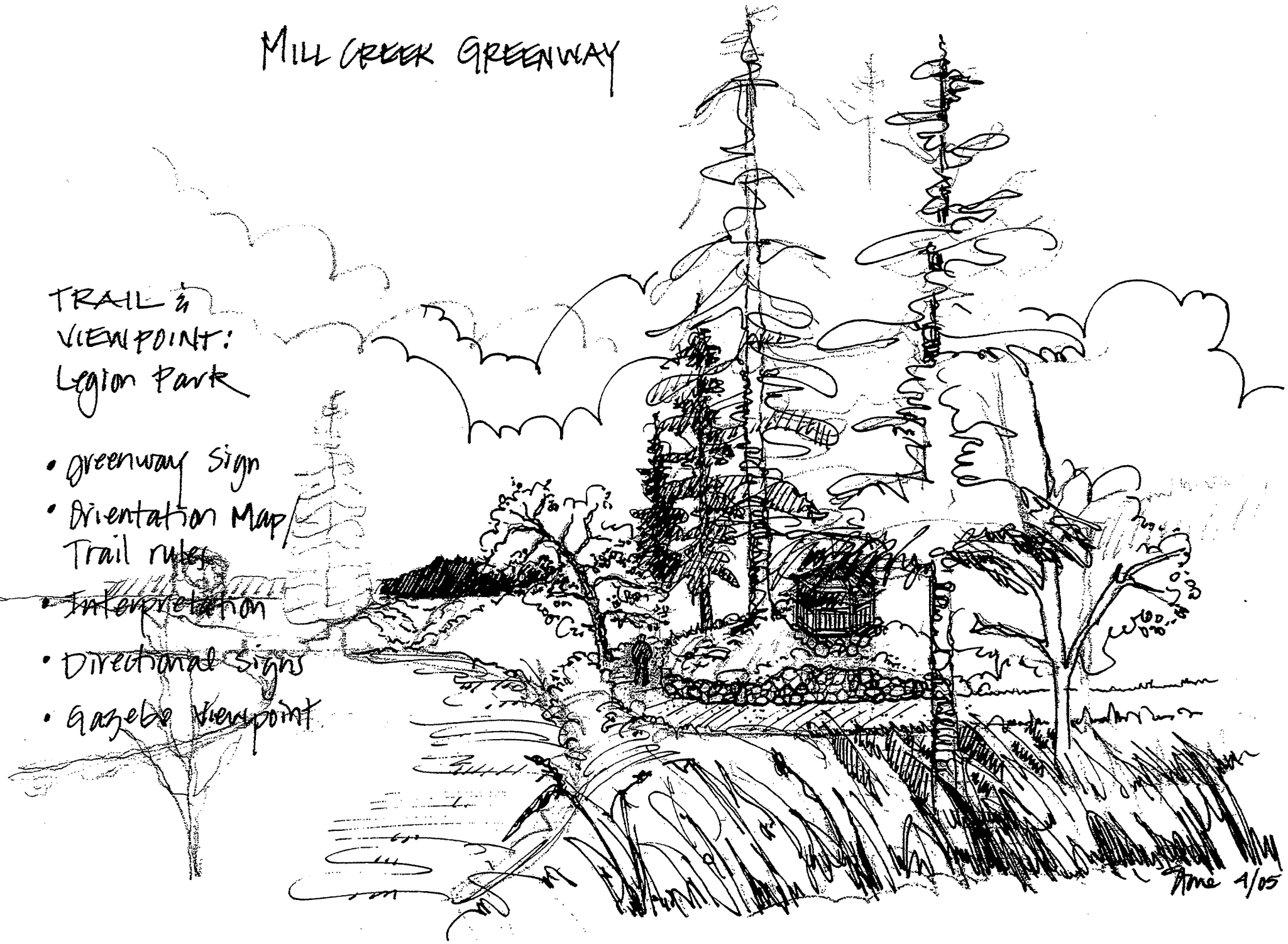


Tukwila Homeowners Association Pathway

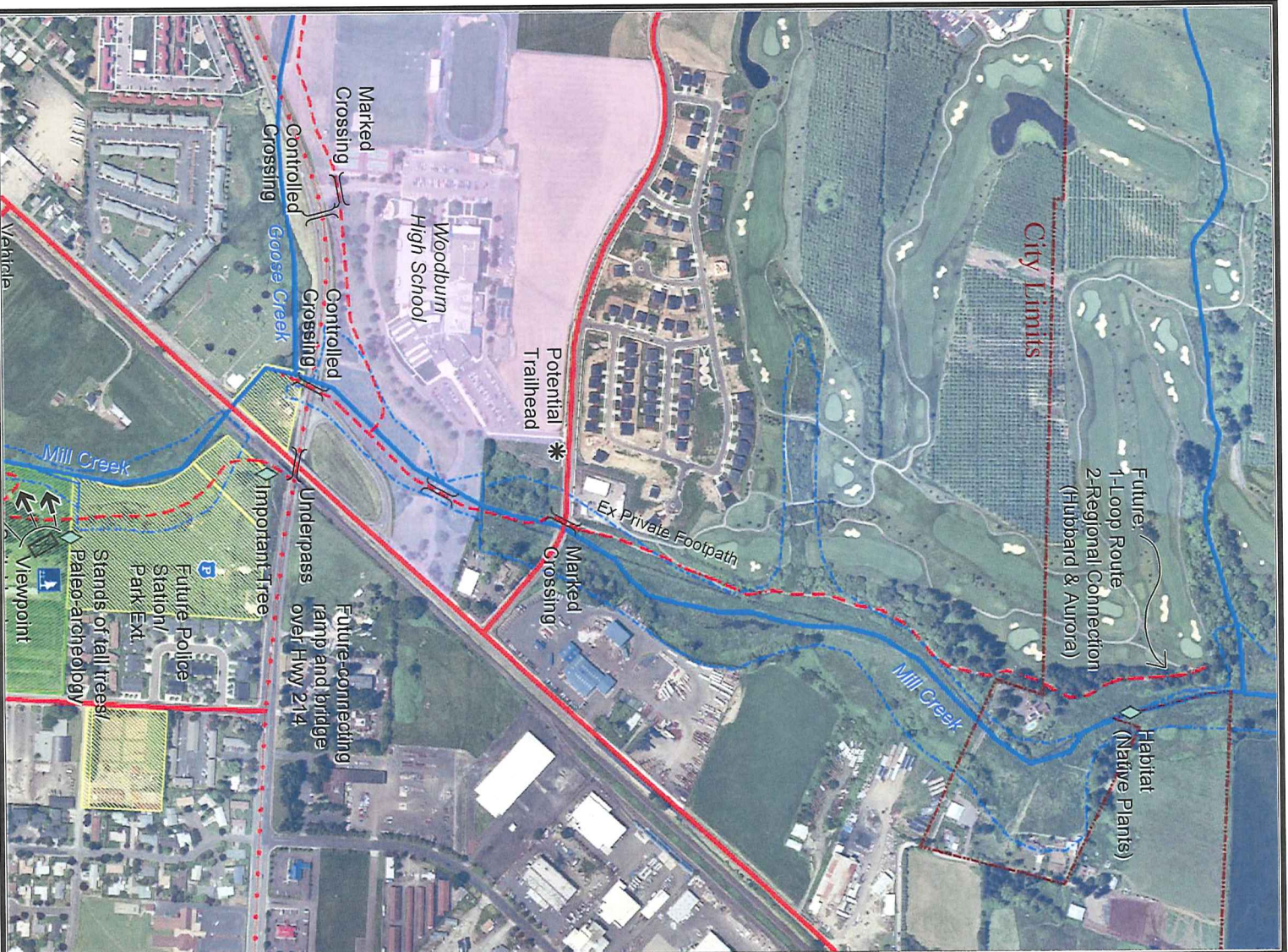
MILL CREEK GREENWAY

TRAIL &
VIEWPOINT:
Legion Park

- Greenway Sign
- Orientation Map/
Trail rules
- Interpretation
- Directional Signs
- Gazebo Viewpoint



Time 4/05



Mill Creek Greenway

North Mill Creek

Existing Conditions and Proposed Options

(Results of June '04 Workshop)

Note: Map Not to Scale

- Legend**
- Proposed Access-No Parking
 - Proposed Access-Parking
 - Existing on-street bike route
 - Existing off-street paths
 - Proposed on-street bike route
 - Proposed off-street paths
 - Proposed Multi-Use Interim Route
 - Future Road
 - Mill Creek & Tributaries
 - Mill Creek Floodplain
 - City Limits
 - City Owned Land
 - Parks
 - Schools
 - Proposed Crossings
 - Notable Landmark
 - Proposed Play/Picnic Equipment

Central

The Central planning unit extends south from Hwy. 214 to Young Street. Legion Park, on the east slope of the creek, dominates the northern extents of this unit. Legion Park also includes some significant resources. During the past five years, scientific digs have uncovered bones from a wide variety of Pleistocene species.

The creek bed in Legion Park slopes precipitously up to a small forest. This slope offers vista points to the creek and surrounding landscape.

A stand of mature Douglas fir trees lays upslope from the creek in Legion Park. This small forest is home to Red Tail Hawks and other raptors. Great Blue Herons are commonly observed along the creek in the Park. Early morning visitors to the park have also observed deer.

Wyffle Park lies along Mill Creek between Hardcastle and Lincoln Streets. This park includes a small play area located within a thicket of Ash trees.

The largest expanse of the greenway not in public ownership is located south of Lincoln and north of Young Street. This section of the greenway includes a gentle slope to the creek from surrounding properties. The wide-open landscape of grasses presents a “prairie-like” landscape within the surrounding residential neighborhood. Residential properties and a small farm dominate the western slope of this section. The Mid-Valley Community Church owns all the property on the eastern slope.

This portion of the creek is probably the site of the mill from which the stream takes its name.

A significant barrier to a continuous system exists in this unit where the creek corridor intersects with the Willamette Valley Railroad line at Cleveland Street, near Brown Street.



Old Mill at Young Street

Conclusions and Recommendations for Central Planning Unit

- Connections to the Hwy 214 bike/sidewalk system are needed.
- Future improvements to the Front Street and UP mainline overpasses should include bicycle and pedestrian facilities that can provide a continuous, off road path.
- Legion Park is a key point in this unit and provides opportunities for vista points, trailheads, restrooms and interpretive facilities.
- Interpretative trails should provide information regarding paleontological exploration in the park and the natural environment.
- The abandoned City-owned wastewater treatment plant on the west bank could serve as a trailhead.
- Park facilities should be improved at Wyffle Park. A continuous multiple use/paved pathway should course through this section.
- The section of the corridor between Lincoln and Young Street has very little public ownership or access. Negotiations are needed with neighboring property owners to provide public access and improvement easements or purchase of property.



From Young Street Looking Toward Lincoln Street

- The Mid-valley Community Church has voiced interest in developing their parking lot into a potential trailhead.
- City-owned property on Gatch Street has the potential to provide Greenway support facilities such as a restroom or trailhead.
- Historic interpretation opportunities exist in this unit regarding the old mill site.
- The Willamette Valley Railroad grade represents a significant barrier to a continuous off-road route. An alternate on-road route is proposed and needs to be improved until a tunnel can be constructed.
- This portion of the corridor provides an opportunity for a safe route to school at Washington Elementary School.

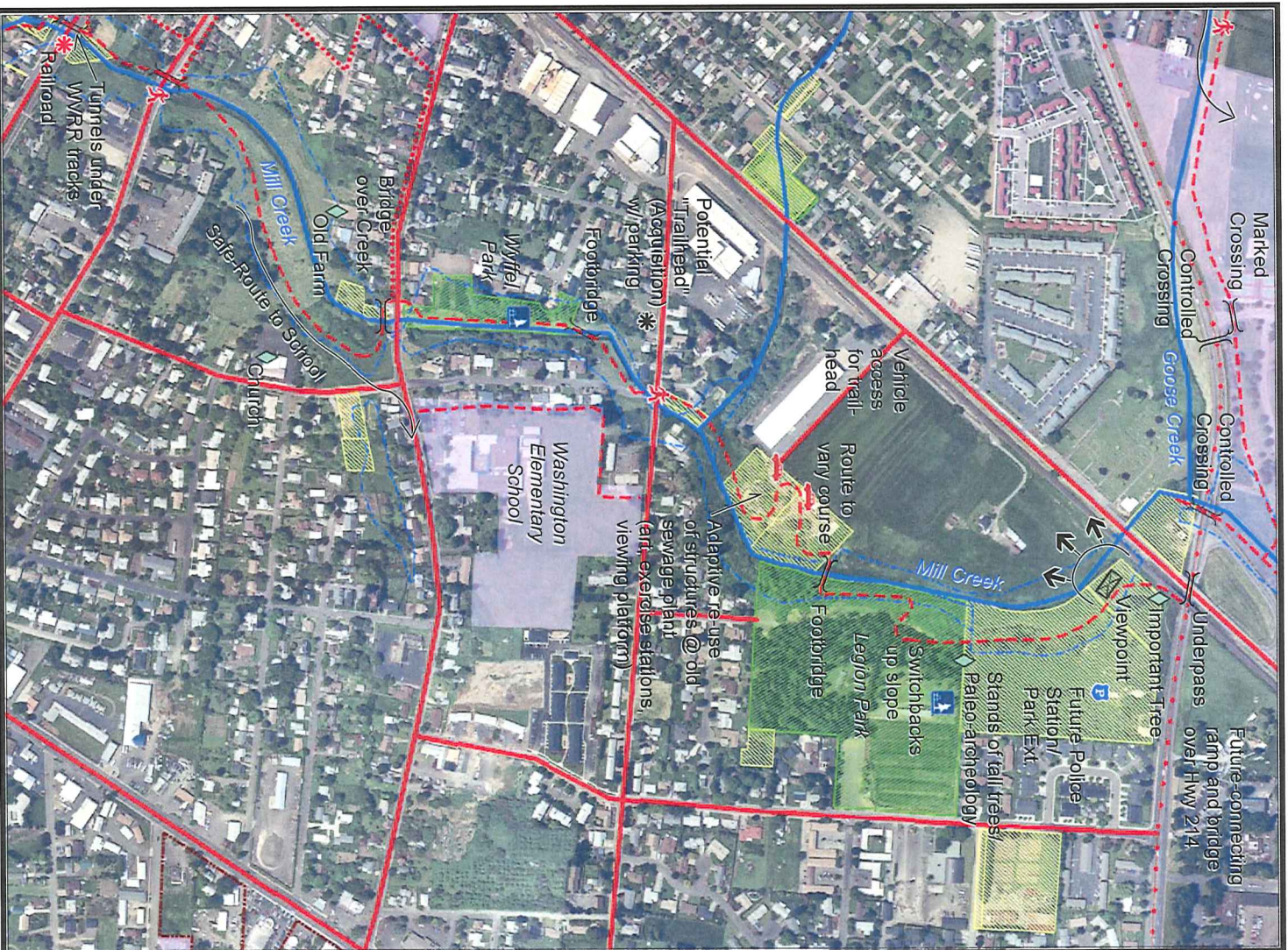
MILL CREEK GREENWAY

CENTRAL
GREENWAY NODE:
ENGINE SP 1705

- Greenway Sign
- Point of Interest
- Historic Interpretation
- Benches/waste Receptacles
- Orientation Map |
Trail rules

Handwritten notes at the bottom of the sketch, partially obscured by the page number.

1105 Stone



Mill Creek Greenway
Central Mill Creek
 Existing Conditions
 and
 Proposed Options
 (Results of June '04 Workshop)
 Note: Map Not to Scale

	Proposed Access-No Parking		Existing on-street bike routes and paths		Mill Creek Floodplain
	Proposed Access-Parking		Proposed on-street bike route		City Limits
	Proposed Crossings		Existing off-street paths		City Owned Land
	Notable Landmark		Proposed off-street paths		Parks
	Proposed Play-Picnic Equipment		Proposed Multi-Use Interim Route		Schools
			Future Road		
			Mill Creek & Tributaries		

Legend

South

The South Planning Unit includes three undeveloped and partially developed parks and a pond. Hermanson Park I is a grassy flat park with a small playground informally named “Spider Park” by children in the surrounding neighborhood. The creek hugs the eastern border of this property. Residential neighborhoods surround most of Hermanson Park I.



Hermanson Park I

Hermanson Park II is a small flat grassy property with the creek on the west border. Residential neighborhoods surround most of Hermanson Park II.

Hermanson Park III is the site of a recent wetlands mitigation project. The parcel is dominated in the center by a row of ash trees that follow an old fence line. These trees shade the stream through this portion of park. Residential neighborhoods almost completely surround Hermanson Park III. A homeowner’s association operated tennis court borders the property on the east. The homeowner’s association has also

developed a paved access path to the greenway near Hermanson Pond.

Hermanson Pond and a surrounding natural area exist in the far southerly portion of the greenway. Hermanson Pond is about 1½ acres and very shallow. It is home to resident and migratory waterfowl, nutria and other birds and small wildlife. Occasional Great Blue Herons are observed around the pond. Some warm water fish live in the pond.

Hermanson Pond and the upstream habitat will be the site of a significant improvement project that will deepen and enlarge the pond, abate noxious grasses, and reintroduced native plants, trees and grasses to the landscape. Grasses surround the pond. Residential development lines the west boundary of this portion of the greenway and farmland exists on the east.

Conclusions and Recommendations for South Planning Unit

- Hermanson Park I (north) has potential for development as a small neighborhood park. Improvements should include an upgraded playground, picnic facilities and a playfield.
- Hermanson Park II has potential to be developed as a playfield.
- Hermanson Park III, Hermanson Pond and the greenway south of the Pond should be relatively undeveloped and managed primarily in a natural state.
- Two pathways should be built in Hermanson Park III on either side of the creek. This includes a more primitive walking only path on the east side of the creek and a multiple use/paved path on the west side.
- Pathways around and upstream from the Pond should be walking paths only.
- The Pond should be deepened, enlarged and a weir installed to support a fishery.

- The Pond should include a fishing pier and wildlife viewing station.
- The upstream Pond area could be developed into an interpretive nature trail that describes the wetlands habitat.
- A continuous multiple use/paved pathway should course through this section to Hermanson III but not beyond.

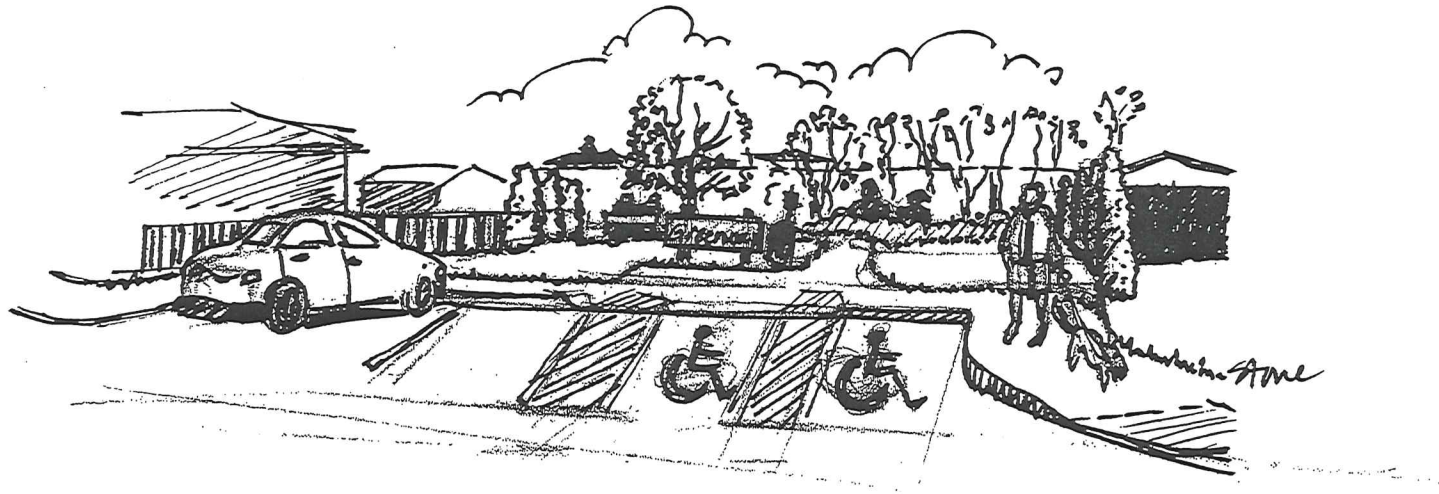


Hermanson Pond



Hermanson Park I

Mill Creek Greenway



Small trail head w/ parking
(e.g. Hermanson Pond)

- Handicap parking
- Greenway sign
- Waste basket n' Mutt Mitts
- Bench / viewpoint
- Orientation map / Trail rules

Southwestern Tributary

This planning unit consists of a tributary that flows from the area around Centennial Park in the extreme southwestern extents of the City, through Settlemier Park to the main stem of the corridor near Cleveland and Brown Streets. This unit connects the greenway system with the downtown district and civic buildings such as City Hall and the Public Library.

Extending west from Brown Street toward the Union Pacific mainline and Front Street, the creek flows through a broad plain dotted with fruit trees. The creek is surrounded by residential development and a City corporate yard.

The Union Pacific mainline presents a major impediment to a continuous pathway in this section of the greenway. However, alternate routes using Cleveland Street could route trail users toward Locomotive Park near the Front and Cleveland intersection. This park includes a restored steam locomotive. The convergence of Front, Cleveland, Ogle and the UP mainline could also be site of an enhanced safety crossing over the mainline.

Just south of Front Street and the UP mainline is Settlemier Park. This park includes significant attractions for youth including the Woodburn Memorial Aquatic Center, Richard Jennings Skate Park, Youth Activity Center and a softball field, picnic areas and a playground. The creek flows through a pipe in Settlemier Park.



Historic Locomotive

The City's storm water management plan proposes development of a surface swale in the park to carry runoff from storms that exceed the capacity of the pipe. This project should be developed in a manner compatible with non-motorized transportation proposed in this plan and should not interfere with use of the park for passive recreation proposed in the park master plan.

The corridor crosses Settlemier Avenue where it encounters a complex of public facilities. These facilities include a domestic water production well and a future flood control detention reservoir.

Beyond these facilities, the corridor courses through undeveloped farm land until it approaches Centennial Park.

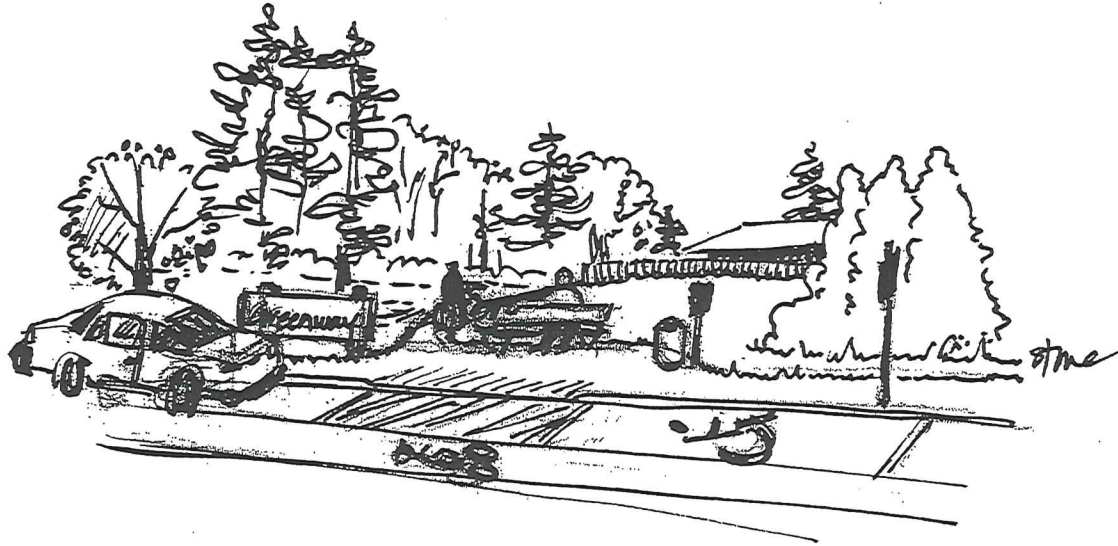
***Conclusions and Recommendations for the Southwest
Tributary Planning Unit***

- Long range planning is needed to devise a strategy that will provide a continuous pathway along the creek at Ogle/UP mainline/Front Street.
- An alternate pathway is needed along Cleveland that provides an enhanced safety crossing at Cleveland/UP mainline/Front Street.
- Historic interpretation opportunities exist in Locomotive Park regarding the steam engine, SP1785.
- The pathway needs to link downtown destinations including the business district, civic buildings, WMAC, Settlemier Park and the Chemeketa Community College campus.
- Within Settlemier Park, the pathway needs to be linked to the internal park trail system including routes to WMAC, Richard Jennings Skate Park, Youth Activity Center, playground and picnic shelters.
- The detention pond planned for the flood control facilities on City property west of Settlemier Avenue should allow space for a multiple purpose trail.
- Near Centennial Park, the greenway passes through undeveloped farmland outside the City limits but inside the Urban Growth Boundary. The land use designation for this property is residential. As this property is annexed and developed, the City should seek dedications of property for a continuous multipurpose path.
- Connections are needed to Centennial Park, the Heritage Elementary/Valor Middle School campuses and the Evergreen Linear Park creating safe routes to school.



Centennial Park Looking Across Parr Rd

MILL CREEK GREENWAY



Roadside trailhead

- Hand-cap parking
- Greenway sign
- Waste receptacle / Mutt Mitts
- Bench / view point
- Orientation map / Trail rules



Mill Creek Greenway

Mill Creek: West Tributary

Existing Conditions and Proposed Options

(Results of June '04 Workshop)
Note: Map Not to Scale

- Proposed Access-No Parking
- Proposed Access-Parking

- Proposed Crossings
- Notable Landmark
- Proposed Play-Picnic Equipment

Legend

- Existing on-street bike routes and paths
- Proposed on-street bike route
- Existing off-street paths
- Proposed off-street paths
- Proposed Multi-Use Interim Route
- Future Road
- Mill Creek & Tributaries
- Mill Creek Floodplain
- City Limits
- City Owned Land
- Parks
- Schools



Goose Creek

The Goose Creek planning unit extends from Mill Creek’s main stem at Woodburn High School, west to French Prairie Middle School. This unit consists of gently sloped grassland next to the WHS athletic complex, an office park and residential homes. A developer has constructed gravel trails, picnic tables and an exercise course on the stream extending from Boones Ferry Rd. east to the Tukwila Center for Health and Medicine. Next to the Medical Center is a large old Oregon white oak tree that deserves preservation and interpretation.



Old Oak Tree

Conclusions and Recommendations for Goose Creek Planning Unit

- Work with the developers and homeowner’s associations to make permanent public access along existing paths.
- Maintain picnic facilities near the old oak tree.
- Provide safe route to school connections between the French Prairie Middle/Lincoln Elementary School campuses to the Woodburn High School campus.
- Provide on street walking and bicycle facilities that will connect the greenway system to Senior Estates Park.



Tukwila Homeowner’s Path off Hazelnut Drive




Mill Creek Greenway

North Tributary: Goose Creek


Existing Conditions and Proposed Options

(Results of June '04 Workshop)


Note: Map Not to Scale

 Proposed Access-No Parking


 Proposed Access-Parking


 Proposed Crossings


 Notable Landmark


 Proposed Play-Picnic Equipment

Legend

 Existing on-street bike routes and paths

 Proposed on-street bike route

 Existing off-street paths


 Proposed off-street paths

 Proposed Multi-Use Interim Route

 Future Road

 City Limits

 Mill Creek & Tributaries

 Mill Creek Floodplain

 City Owned Land

 Parks

 Schools



11. *Plan Details*

Trail Routes

The routes for the backbone, tributary and nature trails are delineated on the maps enclosed in the plans. Because of the scale, these routes are more generally defined. Specific trail routes will be delineated as site plans are developed for constructing the trail system.

The trail route is bisected in a few locations with formidable barriers. However, adequate interim routes have been identified to provide a continuous pathway while solutions to the barriers are realized.

At Cleveland Street near Brown, the trail route encounters a steep fill for the Willamette Valley Railroad. The plan proposes a tunnel under this grade. However, an interim route is proposed that will utilize a future bike path along Cleveland as well as B Street, C Street, D Street and Broadway. This route also could continue along Doud Street to provide a route to the Chemeketa Community College campus.

Transition Nodes

Transition nodes are areas along the route where the trail surroundings change or where multiple destinations are located. Two Transition Nodes are identified.

Hermanson Park III is cited as a transition node. Within this park, the route changes from the paved backbone path within developed parks (Hermanson I & II) to more primitive in nature where the landscape is dominated by natural habitat.

The second Transition Node is located where the pathway along Cleveland Street meets Locomotive Park, the Union Pacific Railroad line and Front Street. This area includes the landmark Southern Pacific RR 1788 steam engine on static display and serves as a “gateway” to the historic downtown Woodburn, Settlemier Park and the Woodburn Memorial Aquatic Center. This Transition Node has the opportunity to provide a safety enhanced pedestrian and bicycle crossing of the railroad tracks, directional and informational signs for downtown and interpretative facilities for the old locomotive. The node also connects the Greenway to a future scenic railroad that could terminate in this vicinity.



Transition Node at Front and Cleveland

Support Facilities

Restrooms – Since the route connects local community parks, the trail should provide well-marked access from the trail corridor to the restroom facilities within Centennial, Settlemier and Legion Parks. However, the southern portions of the corridor are not near existing parks with restrooms. Therefore, a restroom should be located within the corridor in the South Planning Unit.

Benches – to provide places to rest and enjoy the greenway environment, park benches should be located at intervals of 300 feet along all trail routes. To reduce problems with littering, these benches should also include trashcans.

Trail Heads – Trailheads are access points to the trail system. They include bulletin board structures that have a system map that shows “You are Here,” trail rules, descriptions of points-of-interest, distance to various destinations and other pertinent information regarding the trail system. Other facilities included at trailheads are trashcans and benches. Trailheads are located within all parks through which the Greenway passes and where the pathway intersects streets with bike paths. Public transit system stops should be included at trailheads.

Trail heads with parking are proposed for the Deer Run right-of-way near Hermanson Pond (3 parking stalls) and the old wastewater treatment plant on the west side of the creek near Legion Park.

Bridges – Bridges along the system’s backbone trail need to be versatile. They will be required to accommodate light maintenance vehicles such as small pick up trucks and tractors as well as bicycles and foot traffic. Bridges on side trails and

in nature areas need to be designed primarily to accommodate foot traffic.

Trail Types – The multi-use trail system should be anchored by a backbone multi-use trail to accommodate bicyclists and walkers. This trail should be paved and 8 - 12 feet in width with white “fog lines” along the outside edges of the path. Nature Trail pathways and boardwalks are included within areas of sensitive natural concern. These include the corridor south of Hermanson Park III that includes Hermanson Pond and the corridor within Legion Park that includes areas of significant paleoarchaeological discovery.

Recreation Facilities – Portions of the publicly owned sections of the Greenway include opportunities for recreation facilities. Hermanson Parks I & II and Wyffle Park have potential for playfields, playgrounds and picnicking. Recreation facilities are available at the Centennial, Settlemier and Legion Parks. Access from the Greenway as well as directional signs should be provided to these facilities. The Mid-valley Community Church has informally expressed interest in developing recreational facilities on property it owns between Young and Lincoln Streets on the east side of Mill Creek.

Fishing Docks – Hermanson Pond has potential to support a warm water fishery. Trails can connect the system to fishing docks and wildlife viewing platforms in this area.

Wildlife Facilities – Hermanson Pond, Hermanson Park III and the surrounding landscape include extensive wildlife habitat restoration projects. Trails in these sections need to be situated away from sensitive wildlife areas and provide viewing stations and environmental interpretive facilities that provide access without disturbing plants and animals.

Environmental Interpretation – Places for natural environmental interpretation exist in the Hermanson Pond area and Legion Park. These trails should consist of self-guided tours with signs and information and viewing stations. Similar opportunities exist at Woodburn High School.

Opportunities for historic interpretation exist in the Greenway near Young and Lincoln Streets. The mill for which the Creek was named as well as prominent farms was located within this area.

The Greenway in Legion Park has been the site of significant scientific discoveries of ice age fossils. Opportunities exist in the greenway corridor for interpretation of this prehistoric environment as well as the on-going and past scientific processes to uncover the fossils.

Signage – The trail needs to be unified with a coordinated and attractive system of signs. This system needs to be easy to read with signs located in convenient locations. Because of Woodburn’s multicultural makeup, signs should be in English, Russian and Spanish. Specific sign designs are needed for entrance/monument signs in parks and at trailheads, rules, directional, mileage, environmental interpretation and informational signs.

12. Project Funding

Systems Development Charges (SDC's) – Systems Development Charges are fees paid by new development to help pay a portion of the costs of capital facilities needed to serve new development. The City's Parks and Recreation System Development Charges Methodology and Rate Study Update has identified portions of acquisition and construction projects as qualifying for funding through this source.

General Fund – General fund revenues consist chiefly of property taxes derived from the permanent tax rate. Since the City utilizes this funding source primarily for operations they are a very unlikely source of funds for Greenway projects.

OPRD Recreation Trails Program – This program provides funding for maintenance and restoration of existing trails, development and rehabilitation of trailhead facilities, construction of new recreation trails and acquisition of easements and fee simple titles to property. The Recreation Trails Program requires a 20 percent local match.

Local Government Grant Program – This program uses lottery dollars for land acquisition, development and rehabilitation

projects for public park and recreation areas and facilities. The Local Government Program requires a 50 percent local match.

Land and Water Conservation Fund – Eligible projects through this federally funded program include acquisition, development, and major rehabilitation of park and recreation areas and facilities. Projects must be consistent with the outdoor recreation goals and objectives contained in the State Comprehensive Outdoor Recreation Plan and elements of your local comprehensive land use plans and park master plans. This program also requires a 50 percent local match.

Other State of Oregon Funding Sources – Funding for habitat restoration, fish and wildlife access and other natural resources enhancements are available through the Department of Fish and Wildlife, Oregon Water Enhancement Board and other agencies. Matching requirements for these grants vary.

Volunteer & Donations – Trail construction projects are well suited to volunteer efforts. Other community groups and organizations can tailor projects with good design to Eagle Scout project, school conservation projects and efforts. Furthermore, the trail system can be segmented into adopt-a-trail sections that groups or individuals can adopt to assist with construction as well as operation and maintenance.

13. Capital Improvements

Below is a proposed six-year plan for project implementation improvement. The proposed projects are located on City owned property. Funding for the projects would be sought through sources described in Section 12.

Mill Creek Greenway Master Plan Projects
 Initial 6 Year Plan

Hermanson Park Section	Units	Cost/Unit	Total
Backbone Trail	1,500	\$43	\$64,500
Bridges			\$15,000
Signs & Amenities			\$2,500
Playground Equip.			\$40,000
Trail Heads		\$4,500	\$4,500
			\$126,500

Hermanson Pond Section	Units	Cost/Unit	Total
Soft Surface Trails	500	\$15	\$7,500
Bridge		\$70,000	\$70,000
Signs & Amenities			\$2,500
Trail Heads		\$8,000	\$8,000
			\$88,000

Wyffle Park Section	Units	Cost/Unit	Total
Backbone Trail	500	\$43	\$21,500
Bridges			
Signs & Amenities			\$2,500
Playground Equip.			\$30,000
Trail Heads		\$1,500	\$1,500
			\$55,500

Legion Park Section	Units	Cost/Unit	Total
Backbone Trail	1,500	\$43	\$64,500
Bridges			\$0

MILL CREEK GREENWAY MASTER PLAN
 AUGUST 2007

	Signs & Amenities			\$2,500
	Soft Surface Trails	500	\$15	\$7,500
	Trail Heads		\$1,500	\$4,500
				\$79,000

Future Projects

North Planning Unit

- Trail Construction - Woodburn High School, Hazelnut to Hwy. 214
- Trail Construction - Legion Park to Wyffle Park

Central Planning Unit

- Access Acquisition - Lincoln/Cleveland Street Section
- Access Acquisition - Lincoln/Young Street Section
- Trail Construction - Lincoln/Cleveland Street Section
- Tunnel Construction/trail connections - Willamette Valley Railroad

South Planning Unit

Projects listed above in initial 6 year plan

Southwest Tributary

- Transition Node Development/Cleveland
- Trail Construction - Settlemier Park to Settlemier Street Well Property
- Access Acquisition - Settlemier Street Well Property to Centennial Park
- Trail Construction - Settlemier Park to Settlemier Street Well Property
- Trail Construction - Evergreen Linear Park

Goose Creek Tributary

- Trail Construction - Woodburn High School to Boones Ferry

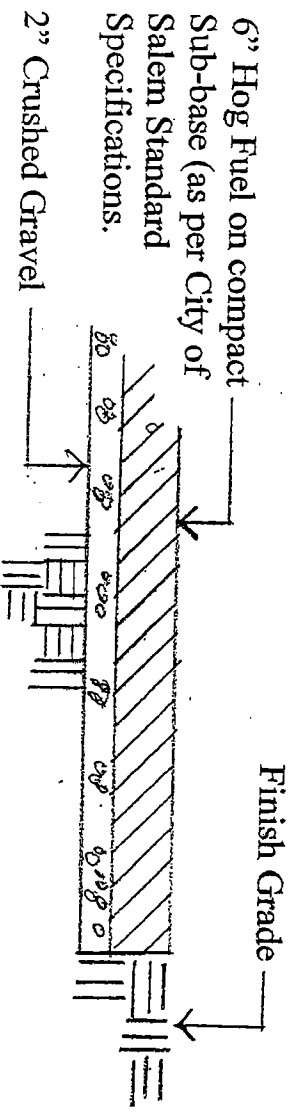
Appendix

Appendix

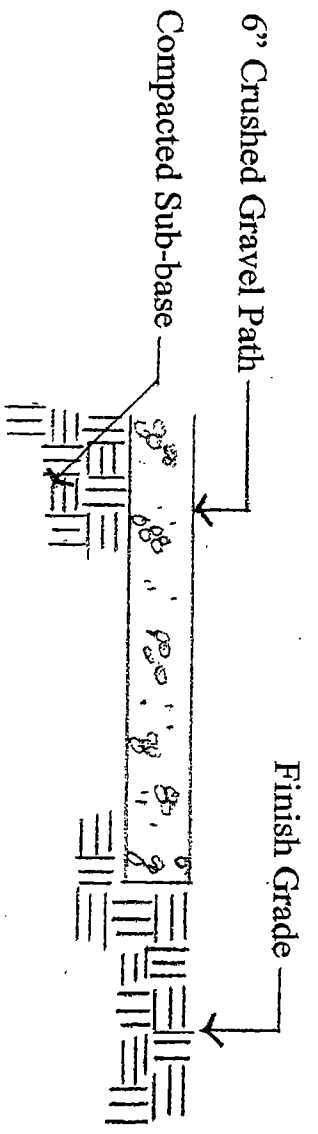
- a. Typical construction details
- b. Survey summary
- c. Resource Inventory

Appendix a

Typical construction details

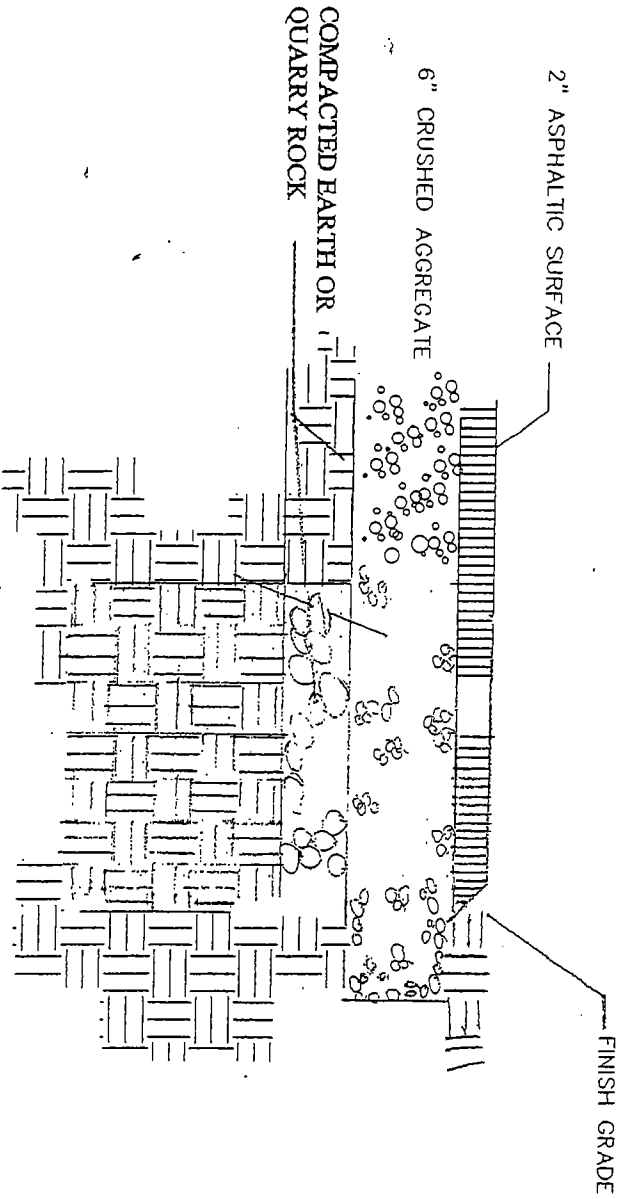


TYPICAL HOG FUEL PATH
 Scale: NOT TO SCALE



TYPICAL CRUSH GRAVEL PATH

Scale: NOT TO SCALE



TYPICAL ASPHALT WALK

SCALE: NOT TO SCALE

GENERAL PATH SPECIFICATIONS

STRUCTURAL BACKFILL UNDER OR AROUND STRUCTURES, UNDER SLABS, FOOTINGS
SELECT IMPORTED CLEAN, DURABLE ROCK AGGREGATE, UNIFORMLY GRADED, MAXIMUM SIZE 3",
MAXIMUM 5% PASSING #200 SIEVE.
COMPACT IN 8 IN. LAYERS TO 95% OF ASTM D-1557 OPTIMUM DENSITY.

CRUSHED AGGREGATE
CLEAN 1"-0" GRADATION CRUSHED AGGREGATE CONFORMING TO OREGON STATE HIGHWAY
DIVISION (O.S.H.D.) SPECIFICATIONS FOR ROADWAY BASE AGGREGATE. COMPACT IN 8 IN. LAYERS
WITH MECHANICAL EQUIPMENT TO 95% OF OPTIMUM DENSITY DETERMINED BY ASTM D-1557
METHOD "D" AT ±2% OF OPTIMUM MOISTURE CONTENT.

ASPHALT PAVEMENT

HOT PLANT MIX ASPHALT - CONFORM THE STANDARD SPECIFICATIONS FOR HIGHWAY
CONSTRUCTION, OREGON DEPARTMENT OF TRANSPORTATION, LATEST EDITION.

CLASS OF ASPHALT MIX - GRADATION CLASS "LIGHT DUTY". THE WEIGHT OF AGGREGATE PERCENT
PASSING THE STANDARD SIEVE SIZES SHOULD FAVOR A LARGER PERCENTAGE OF FINE
AGGREGATE WITHIN THE GRADATION BANDS AND ASPHALT CONTENT SHALL BE NOT LESS THAN 6%
BY WEIGHT.

TACK COAT - EMULSIFIED ASPHALT SS-1, SS-1H, CSS-1H, OR CSS-1H DILUTED WITH EQUAL PARTS
WATER.

SITE PREPARATION - PRIOR TO PLACING AGGREGATE BASE ON SUB-GRADE, PROOF ROLL ENTIRE
PAVEMENT AREA WITH LOADED 10 CUBIC YARD DUMP TRUCK. SOFT OR YIELDING AREAS SHALL BE
SCARIFIED, DRIED, RE-COMPACTED, AND AGAIN PROOF ROLLED.

FINE GRADE - AFTER SUB-GRADE PROOF ROLLING IS COMPLETED, FINE-GRADE TO A TOLERANCE OF
WITHIN +/0.05 FEET OF REQUIRED GRADE. FINISHED SURFACE OF THE ASPHALT CONCRETE IS NOT
TO VARY MORE THAN +/- 1/8 INCH IN TEN FEET WHEN MEASURED IN ANY DIRECTION.

BASE AGGREGATE - APPLY IN LIFTS TO THE THICKNESS REQUIRED ON PLANS. COMPACT TO 95% OF
OPTIMUM DENSITY AS DETERMINED BY ASTM D 1557. INSTALL CONTROL ELEVATION STAKES AT TOP
OF BASE AGGREGATE TO ASSIST IN ACHIEVING REQUIRED FINISHED SURFACE TO A TOLERANCE OF
+/0.04 FEET.

PLACING HOT MIX ASPHALT - AFTER BASE AGGREGATE IS INSTALLED TO FINISHED GRADE, PLACE
HOT MIX ASPHALT SURFACE COURSE IN LAYER THICKNESS SHOWN ON PLANS, BUT NOT THICKER
THAN 4 INCHES. PLACE HOT MIX ASPHALT WITH MECHANIZED SELF-PROPELLED PAVING MACHINES,
EXCEPT PIGGY-BACK BOX SPREADERS MAY BE PERMITTED IN SMALL AREAS BY EXPRESS
PERMISSION OF ENGINEER. RAKE OUT LARGER AGGREGATE WHERE FEATHERING TO MATCH
EXISTING PAVEMENT.

COMPACTION - START ROLLER COMPACTING AS SOON AS HOT MIX ASPHALT MATERIAL CAN BE
COMPACTED WITHOUT DETRIMENTAL DISPLACEMENT. ROLL SURFACE A MINIMUM OF FOUR
COMPLETE PASSES WITH A POWERED STEEL WHEEL DRUM ROLLER WEIGHING NOT LESS THAN TEN
NOR MORE THAN TWELVE TONS AND CONTINUE UNTIL ALL ROLLER MARKS DISAPPEAR. COMPACT
TO AT LEAST 91% OF THE THEORETICAL MAXIMUM DENSITY DETERMINED IN ACCORDANCE WITH
ASTM D-2041.

GENERAL PATH SPECIFICATIONS

HOG FUEL PATHS

HOG FUEL MATERIAL SHALL BE HEMLOCK AND THE SPECIFICATIONS SHALL MEET THE STANDARD SPECIFICATIONS AS PER THE CITY OF SALEM/FOR THE CITY OF WOODBURN.

QUARRY ROCK

4"-6" QUARRY ROCK SHALL BE USED IN AREAS WHERE COMPACTION CAN BE OBTAINED (95%). CAN BE USED WITH A LEVELING COURSE OF 1" CRUSHED GRAVEL AND ANY PATH MATERIAL SPECIFIED.

Appendix b

Survey summary

Woodburn Greenway Survey – Spring 2004
Preliminary Results

Summary

The Woodburn community returned 320 surveys for tabulation. Most popular greenway use is for walking, followed by nature observation, birding and other education. There was also some interest in bicycling and biking, as well as picnicking. Paved trails were the number one amenity selected, but among all amenities, paved trails were outranked by toilets, benches, water fountains and picnic tables or areas and pet waste disposal. All but a couple surveys reflected positive comments about the greenway enhancement process. Many respondents provided contact information and offered to participate in enhancement activities.

Respondents by Age

As anticipated, the survey was most popular among older adults. Here are the respondents by age group:

Age	Number of Responses	Percent of Total
18-29	14	5%
30-49	73	24%
50-64	76	25%
65-74	61	19%
75+	84	27%
TOTAL	320	100%

Favorite Activities

Walking was favored as the number one activity by 177 respondents, or 78%. Even as a number 2 activity, walking came in at 15%. Other number one activities among the remaining 22% was fractionalized, with the favorites as cycling or biking (11 responses – 5%), followed by natural observation, birding, education (7 responses – 3%) Only 4 respondents (2%) selected pet walking as their number one activity.

For number two most popular activity, nature observation, birding, education was most popular (29 responses – 15%) followed by general exercise (23 responses – 11%); pet walking (15 responses – 7%) and group picnics/picnics (11 responses – 5%)

Favorite Amenities

While most picked paved trails as their number 1 amenity, followed closely by toilets, most respondents favored a broad range of amenities, including strong support for posted regulations.

Amenity	#1	#2	#3	#4	#5	Total	%of total
Toilets	33	48	17	14	16	138	56%
Benches	16	41	28	24	20	129	52%
Paved Trails	37	4	3	4	1	49	20%
Picnic tables/areas	14	13	13	10	6	56	23%
Water Fountains	4	18	19	21	17	79	32%
Pet waste disposal	4	7	13	15	15	54	22%
Posted regulations	7	3	8	18	16	52	21%

Percentages based on 247 respondents answering this section.

City of Woodburn Mill Creek Greenway Survey

The Mill Creek Greenway Taskforce is developing a comprehensive plan for a continuous public greenway and pathways system that includes open space, habitat preservation and restoration, public access and neighborhood recreation areas, as recommended in the city's *1999 Parks and Recreation Comprehensive Plan Update*.

The Taskforce is asking all Woodburn residents to complete this survey by May 14, 2004 in order to effectively represent the interests of our community members in forging this plan. It is also available in electronic form on our website at <http://www.ci.woodburn.or.us/parks/>. For questions, please call 503-982-5264.

1. *What activities do you feel our public greenway system in Woodburn should provide?*

Rate the activities listed below in three categories, with a U, A or I;

U = I will use the greenway system for this activity

A = I think this activity should be accommodated, but I will not use it in the way

I = I feel that this activity is not appropriate for our Woodburn greenway system

- | | | |
|---|--|---|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Community to work | <input type="checkbox"/> Nature observation/birding |
| <input type="checkbox"/> Running/jogging | <input type="checkbox"/> Paved Cycling | <input type="checkbox"/> Small children tricycling |
| <input type="checkbox"/> Mountain biking | <input type="checkbox"/> Horseback riding | <input type="checkbox"/> Rollerblading/boarding |
| <input type="checkbox"/> Skateboarding | <input type="checkbox"/> To get to shopping | <input type="checkbox"/> Group Picnics/Events |
| <input type="checkbox"/> Educational walking tour | <input type="checkbox"/> After dark group events | <input type="checkbox"/> Pet walking |
| <input type="checkbox"/> General exercise | <input type="checkbox"/> Group sports (Frisbee, football, softball, specify _____) | <input type="checkbox"/> Overnight camping |
| <input type="checkbox"/> Model airplanes, cars, boats | <input type="checkbox"/> Day camping | <input type="checkbox"/> Other (specify _____) |
| <input type="checkbox"/> Community gardening | <input type="checkbox"/> Outdoor classroom | |

2. From your list of "U" activities, above, please list the top three in which you are most likely to participate in on a regular basis. 1. _____, 2. _____, 3. _____

3. Please check the design elements/amenities that you would like to see in our greenway system: (if there are any that you feel are not appropriate for the system, write "NO" in the space)

- | | | |
|---|---|--|
| <input type="checkbox"/> Paved trail surfaces | <input type="checkbox"/> Gravel trail surfaces | <input type="checkbox"/> Dirt trail surfaces |
| <input type="checkbox"/> Picnic tables | <input type="checkbox"/> Covered group shelters | <input type="checkbox"/> Cooking/barbequing areas |
| <input type="checkbox"/> Toilets | <input type="checkbox"/> Water fountains | <input type="checkbox"/> Exercise course w/stations |
| <input type="checkbox"/> Benches | <input type="checkbox"/> Garbage cans | <input type="checkbox"/> Pet waste disposal |
| <input type="checkbox"/> Fenced in areas | <input type="checkbox"/> Off street parking | <input type="checkbox"/> Posted regulations/guidelines |
| <input type="checkbox"/> Bike racks | <input type="checkbox"/> Designated teen areas | <input type="checkbox"/> Artwork (sculptures, murals) |
| <input type="checkbox"/> Interpretive signage | <input type="checkbox"/> Reserveable picnic areas | <input type="checkbox"/> Other (specify _____) |

4. From the list of design elements above, please indicate the top five of most importance to you. 1. _____, 2. _____, 3. _____, 4. _____, 5. _____

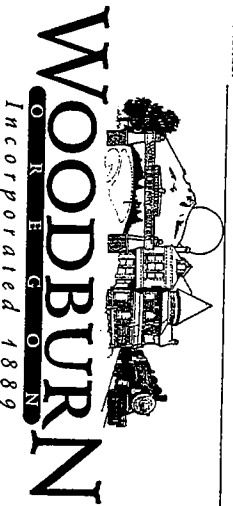
5. Can you help? Check all that apply: Trail Work Fundraising Special Events coordination Construction Make a presentation Newsletter Other (specify _____)

6. Circle your age group: under 18 18-29 30-49 50-64 65-74 75+ 7. Number in household _____

8. Contact Info (optional) Name(s): _____

Address: _____ Telephone: _____

Email: _____ Best time to contact: _____



By May 14, 2004 please return to:
 City of Woodburn
 Greenway Survey
 270 Montgomery St
 Woodburn, OR 97071

Appendix c

Resource Inventory

Resource Inventory – Goose Creek

A. Landscape Character

i. Topography

- Open and flat
- Flood plain
- Most trees all planted

ii. Vegetation/patterns

- Grass
- Nice stand of birch trees
- Flowering deciduous
- Corkscrew Willow
- Magnolia

iii. Wildlife/habit value

- Birds all year

iv. Aspect (sun/shade)

- Sun
- Shade

v. Views

- Probably have Mt. Hood view
- Golf
- Manicured grass

▪ Backyard of Senior Estates homes has many pretty flower gardens

vi.

Landmarks

- Old Oak (100-150 yrs old)

vii.

Sound (nature, traffic, children at play)

- Breeze in trees
- Distant traffic
- Birds
- Wind
- Children at play

B. Ownership and Land use

i. Public lands

- Near schools
- Neighboring land uses

ii.

- Office park
- Residential
- Schools
- Tukwila Medical Center
- Retirement single family homes
- Existing recreational facilities

iii.

- Nearby school grounds, track and playground
- Gravel trail
- Bridge
- Picnic table under oak tree

- Senior Estates Park; 2 picnic tables, walking pathways, horseshoe pits, BBQ, water fountain, built-in checker/chess table, doggie boy receptacles

- iv. Other public facilities (restrooms, payphones)
 - None
- v. Key destinations (school, shopping, services, churches)
 - Medical services
 - Schools
 - Office park = jobs
 - Senior Estate homes
- vi. Historical sites
 - Old Oak tree
 - Archeological site on high school property
- vii. Other - Comments from Tukwila Homeowners Association
 - 3 mile trail is not really 3 miles
 - Wheat field area development
 - In Tukwila expansion backyards will face Woodburn High School
 - Around Oak tree will be a little park
 - Volkswalkers
 - There should be signage at Boones Ferry Rd to let people know information about trail; where it begins and how long it is
 - Trail should connect Elementary, Middle and High Schools
 - Where Goose Creek comes out of concrete at Senior Estates, there are cut trails in creek
- C. Opportunities
 - i. Future Development
 - New neighborhood attracting families with kids
 - Greenway walk
 - Connect schools
 - New home developer wants to mesh with our objectives
 - Trail extending Senior Estates Park going northeast along Country Club Rd, turning south on Boones Ferry Rd to join Goose Creek where it enters Tukwila.

- D. Constraints
 - i. Barriers
 - Crossing Boones Ferry Rd (3)
 - Meadow west of Boones Ferry

Other notes:

- Need to connect with Volkswalkers
- Fourth of July in front of schools

Resource Inventory – North

- A. Landscape Character
 - i. Topography
 - Slope from higher ground to greenway (2)
 - Bluff with views of Mill Creek Valley (2)
 - ii. Vegetation/patterns
 - Grass
 - Stand of trees over 100 years old
 - Tall Spruce tree
 - iii. Wildlife/habit value
 - Birds all year
 - Frogs
 - Deer
 - Hawks
 - Blue Heron
 - iv. Aspect (sun/shade)
 - Sun in creek area
 - Shade in tree area
 - v. Views
 - Open view to west
 - Down greenway
 - Skunk cabbage in water
 - vi. Landmarks
 - Old Trees (100-150 yrs old) (3)
 - Archeological Site
 - vii. Sound (nature, traffic, children at play)
 - Frogs
 - Traffic
 - Birds
 - Wind
- B. Ownership and Land use
 - i. Public lands
 - City Park
 - School
 - Other City owned land
 - ii. Neighboring land uses
 - Farm land
 - Residential
 - Apartments
 - Industrial
 - iii. Existing recreational facilities
 - Developed park with ball field, picnic shelter, parking, restrooms
 - Stadium
 - iv. Other public facilities (restrooms, payphones)
 - None

- v. Key destinations (school, shopping, services, churches)
 - Medical services
 - Schools
 - Office park = jobs
 - Senior Estate homes
 - vi. Historical sites
 - Old outhouse with crescent moon
 - Archeological site
 - Ancestors used Mill Creek to camp and graze horses on way to State Fair
 - vii. Other - Comments from Tukwila Homeowners Association
 - None
 - C. Opportunities
 - i. Future Development
 - Police station
 - Possible Community Center
 -
 - D. Constraints
 - i. Barriers
 - Crossing Highway 214 (2)
 - Railroad track (2)
- Other notes:
- Coordinate with homeowners for shared use of Tukwila paths

Resource Inventory – SOUTH

- A. Landscape Character
- i. Topography
 - Wide open area
 - Open in center, sided by suburban residences and agriculture
 - Flat, open (3)
 - ii. Vegetation/patterns
 - Reed canary grass (3)
 - Love the Weeping Willow trees
 - Pampas grass
 - iii. Wildlife/habit value
 - Grader Geese (3) nest site on island
 - Warm water fish (needs bass)
 - Nutria
 - Raccoon
 - Mink
 - iv. Aspect (sun/shade)
 - Open
 - Sun (3)
 - Shade from Oregon Ash (4 trees)
 - v. Views
 - Stockyard
 - Agriculture
 - Suburban residential
 - vi. Landmarks
 - Fencerow trees
 - Willow tree (2)
 - Pond (3)
 - Island
 - Oregon Ash Trees
 - vii. Sound (nature, traffic, children at play)
 - Traffic noise (3)
 - Train noise
 - Dogs barking (3)
 - Cold day, children must be inside
 - Geese and ducks
 - Pumping water (2)
 - Song birds
 - Cattle
 - Wind

- B. Ownership and Land use
 - i. Public lands
 - Pond (3)
 - Most of Park belongs to City of Woodburn
 - Pete Cam
 - Houses on West
 - ii. Neighboring land uses
 - Multi-family houses (2)
 - Farm (2)
 - Single family houses (3)
 - Auction yard (2)
 - Greenway
 - iii. Existing recreational facilities
 - Unpaved
 - Wet grass
 - Access points close to houses (2)
 - Dirt paths around parts of pond
 - Pond
 - Spider Park with playground
 - iv. Other public facilities (restrooms, payphones)
 - Spider Parks play equipment
 - v. Key destinations (school, shopping, services, churches)
 - Neighborhood homes
 - vi. Historical sites
 - 1902 or older farmhouses and homes
 - vii. Other
 - Playfield would be nice
 - Widen creek
 - Keep trail without tables
 - Some area where a great trail could be
 - Older Oregon trees along creek
 - Great dog walking park
- C. Opportunities
 - i. Future Development
 - Suggest when Cam farm land by the pond is developed, that the same style fences are considered
 - Thick blackberries around the pond
 - Landscape ditch back into real creek
 - Deepen pond and stock
 - Better pathways and other areas

D. Constraints

i. Barriers

- Need to check/survey property lines
- Cross Wilson St, Cleveland and Lincoln on North end street and railroad
- The areas that the creek was wider I considered prettier than the narrow ones
 - Land owners “don’t want trees”
 - Only two access points
 - Neighborhood nervousness
- Railroad track at north end

Other notes:

- Historic photos of old farm and meadow
- Wide enough for loop trail?

Resource Inventory – West Tributaries

- A. Landscape Character
 - i. Topography
 - Flat
 - Open
 - ii. Vegetation/patterns
 - Shade trees
 - Grass
 - Open pasture
 - iii. Wildlife/habit value
 - Birds
 - Frogs
 - iv. Aspect (sun/shade)
 - Sun west of street
 - Shade east of Settlemier
 - v. Views
 - Open view to west
 - Stand of evergreens
 - vi. Landmarks
 - Settlemier Park
 - vii. Sound (nature, traffic, children at play)
 - Frogs
 - Birds
 - Wind
 - Children at play
- B. Ownership and Land use
 - i. Public lands
 - Park
 - Water facilities
 - Farmer owns rye seed field
 - ii. Neighboring land uses
 - Farm land
 - Residential, zoned single family
 - iii. Existing recreational facilities
 - Picnicing
 - Skate park
 - Aquatic center
 - iv. Other public facilities (restrooms, payphones)
 - Restrooms
 - Pay phones

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- v. Key destinations (school, shopping, services, churches)
 - Parks
 - Schools
 - Pool
 - vi. Historical sites
 - Historic neighborhood
 - vii. Other - Comments
 - None
 - C. Opportunities
 - i. Future Development
 - Extend trail over private property
 - D. Constraints
 - i. Barriers
 - Railroad tracks
 - Brown St
 - Front St
 - Settlemier St
- Other notes:
- None

Resource Inventory – Central

- A. Landscape Character
 - i. Topography
 - Flat with sloped edge (2)
 - Valley
 - Enclosed but open
 - ii. Vegetation/patterns
 - Grass
 - Shrubs
 - iii. Wildlife/habit value
 - Birds
 - Very busy day with church cleaning crew so did not see any
 - iv. Aspect (sun/shade)
 - Sun
 - v. Views
 - Very open
 - Barn with Legion Park trees beyond
 - Neatly mowed area made it very inviting
 - vi. Landmarks
 - Old Ash Trees
 - vii. Sound (nature, traffic, children at play)
 - Wind
- B. Ownership and Land use
 - i. Public lands
 - None
 - ii. Neighboring land uses
 - Church
 - Residential
 - Business
 - iii. Existing recreational facilities
 - Suggest a woodchip walking path in this area only
 - Well mowed private property used as public path
 - iv. Other public facilities (restrooms, payphones)
 - Play equipment in Wyffel Park
 - v. Key destinations (school, shopping, services, churches)
 - Churches
 - Apartments
 - vi. Historical sites
 - Historic home on west side
 - Old farm land
 - vii. Other - Comments
 - One landowner is against the idea, says he enjoys it the way it exists and stated that we can't do anything because it a floodway and also fears vandalism

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C. Opportunities

- i. Future Development
 - More church development
 - Potential of trailhead for handicapped
 - Simons, curbing corridor
 - Other sections completely straight
 - Willows that provide bank stabilization
 - Creek owner wants ditch deepened or bank stabilized

D. Constraints

- i. Barriers
 - Landowner has objections to walking and stipulated that the church not provide walking
 - Stream bank needs stabilization
 - Neighborhood resistance
 - Railroad at south end – private ownership blocks access to Hardcastle
 - Perhaps this is where a trailhead could be purchased at the vacant “formerly Goldsby lot” next to 444 Hardcastle Av

Other notes:

- There is a lot next to Withers Lumber that is overgrown with briars. Perhaps a code violation
- Homeowner sold section to church, and contract prohibits public access until paid off