

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL/EXECUTIVE OFFICER INFORMAL MEETING
DATE: October 9, 2001
DAY: Tuesday
TIME: 2:00 PM
PLACE: Council Annex

CALL TO ORDER AND ROLL CALL

- I. UPCOMING LEGISLATION**
- II. CORRIDOR PLANNING** Cotugno
- III. DISCUSSION ON BLUE LAKE MASTER PLAN** Kent
- IV. EXECUTIVE OFFICER COMMUNICATION**
- V. COUNCILOR COMMUNICATIONS**

ADJOURN

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ADJOURN

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Metro Council / *Infomrnl* Date *10/9/01*
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PROFESSIONAL

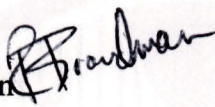
Communicator Series

C90



METRO

MEMORANDUM

DATE: October 3, 2001
TO: Metro Council
FROM: Richard Brandman 
RE: October 9 Council Informal

In July, JPACT and the Council approved a resolution endorsing the findings of the Corridor Initiatives process. The recommendation called for major refinement work on two corridors – Highway 217 and Foster/Powell – within the next four years. Metro staff has undertaken further discussions with participating jurisdictions about the best strategy for completing the two studies considering available resources and the needs within each corridor. Metro staff had initially concluded that Highway 217 should be conducted first due to the greater consensus around the problem, the long time commitment to perform the study, the strong community support and the greater current congestion in the corridor.

Metro has a significant budget commitment to the program but needs additional funds for staff, consultants and materials. To finance the gap, Metro submitted applications to two funding sources, MTIP and the Transportation Growth Management Grant (TGM) program. Both applications were successful. However, the TGM grant approval was conditioned upon performing work in the Foster/Powell corridor.

Our recommendation given all of the discussions to date is to move forward, pending resolution of financial issues, with concurrent efforts in both corridors. However, the 217 effort will be conditional upon receipt of a grant from the Value Pricing Pilot Program, unless the TGM funding does become available. It will be geared towards increasing mobility to centers and connectivity within the centers as well as interchange management. It will also have a strong focus on demand management, including exploration of value pricing opportunities and transit connections and service.

The Powell/Foster effort would be phased. The first phase would focus on identification of existing conditions, constraints and opportunities within the corridor. It would also provide early

coordination of regional transportation issues associated with several TGM grant funded planning efforts in the corridor. The second phase would be conducted after land use issues in Damascus have been resolved. Based on the final projected demand and issues identified in the first phase, phase 2 would develop and evaluate specific transit and roadway improvement options and design features, including bicycle and pedestrian facilities.

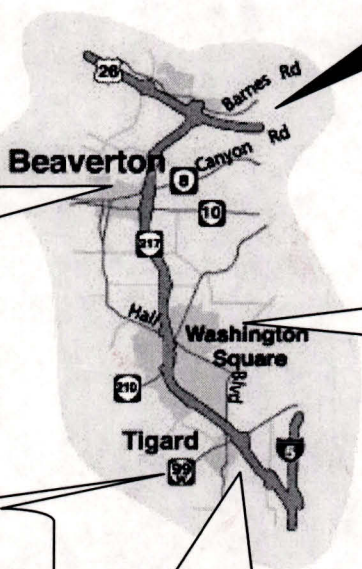
We are seeking Council concurrence as we develop a strategy for moving forward with this important program. The issues will be presented at the Council informal on October 9 and a discussion will follow. Attached for your information is a graphic outlining the advantages and disadvantages of the recommended option and two other options. Maps of each corridor, which indicate the key issues by segment, are also included.

Highway 217 Corridor

Beaverton Town Ctr.

- Major regional growth in jobs and commercial development

- US 26 roadway improvements include potential for value pricing and transit alternatives



Washington Square Regional Center

- Major regional growth in jobs and commercial development

Tigard/Hwy 99W
area of special concern

Highway 217 Study to address:

- Significant existing congestion
- Serves key regional centers and industrial areas targeted for growth
- Constrained ROW (urbanized area with sensitive environment)
- Numerous interchange/bridge redesigns needed
- Need pedestrian, bike, arterial overcrossings to reconnect neighborhoods
- Merge/weave limits, short trips and collector/distributor function of Hwy 217
- Regional freight mobility consideration
- Value pricing and transit alternatives to be tested
- Washington Co. commuter rail and Westside MAX connections/service

- High degree of public support
- Background work indicates \$300 - 500 million improvement costs; needs to be phased



Foster/Powell Corridor

South Corridor HCT Study
 - Potential need for HCT linkage

- Light rail could become focus
- RTP proposes rapid bus from Central City to Damascus (route to be determined)

City of Gresham - Powell Blvd. Corridor
 Concept Plan TGM

- Widening to 5 lanes
- Construction through TIF

- Ultimate transit requirements need to be identified/accommodated
- RTP proposes 5 lanes on Powell east of I - 205

Central City Bridges Access Study - Ross Is. Bridge

Inner Foster Rd. Transportation Urban Design Corridor Study (SE 50th to SE 90th) TGM

- Street closures
- Pedestrian crossings
- Transit improvements and amenities
- Bicycle improvements
- On-street parking and redevelopment

- Inner Foster TGM may limit HCT options
- No implementation funding
- Built environment with limited ROW

Damascus development may accommodate 25% new SE sub-regional growth in homes and jobs by 2020

- Lack of consensus around problems and solutions

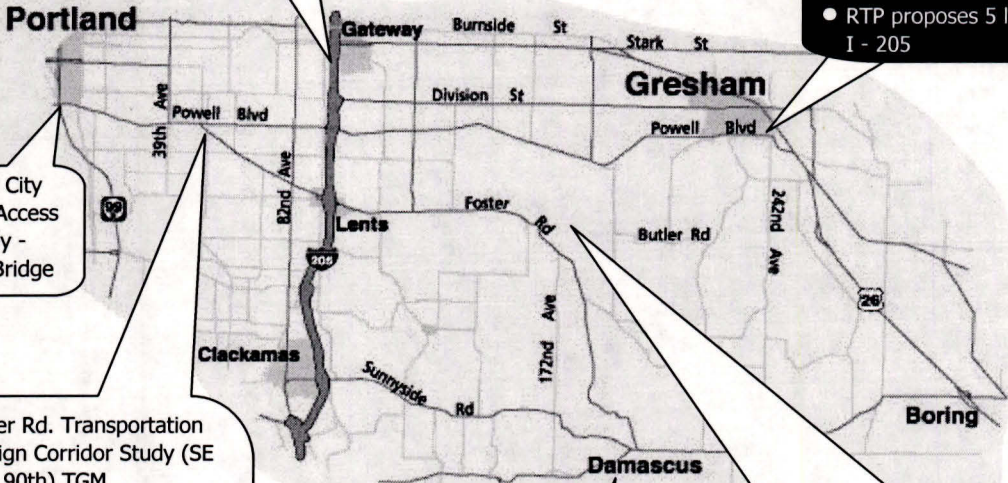
Pleasant Valley Concept Plan Implementation TGM

- Environmental preservation
- Local arterial network
- Transit elements
- Approx 50% of SE sub-regional 2020 growth in homes & jobs

- Pleasant Valley Concept Plan may make significant changes to roadway network; may preclude regional transportation options
- Environmental concerns and topography limits choices

RTP proposes:

- Major street improvements in Mt. Scott and Pleasant Valley (routes to be determined)
- Widening Foster Road East of I - 205



Corridor Study Progression Options

Option 'A'

Sequential Studies

Hwy 217 Corridor followed by Foster/Powell

Advantages

- Fulfills longtime promise to westside; alternative to Western By-Pass
- Supports land use goals; serves high growth regional centers; increases connectivity
- Opportunity for Value Pricing \$
- Community consensus around problem
- Somewhat greater existing congestion

Disadvantages

- May sacrifice TGM money
- May preclude options and require "going back" to the public after other plans for Foster and Powell are completed
- May not result in short term project (due to expense)

Option 'B'

Sequential Studies

Foster/Powell followed by Hwy 217

Advantages

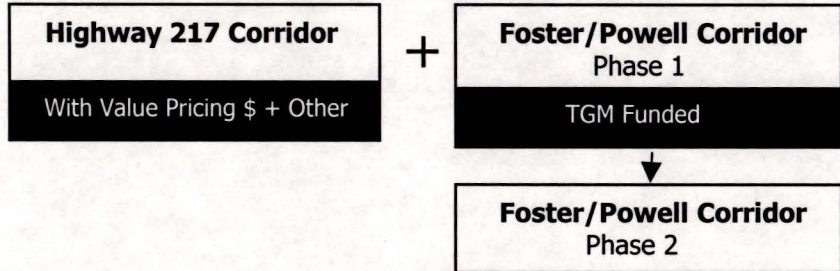
- Allows coordination of regional issues associated with other TGM grants
- Some cost efficiency gains from TGM coordination
- Allows for coordinated public outreach
- Addresses key future growth areas

Disadvantages

- Damascus growth not settled
- May focus on light rail
- Tri-Met and Portland staffs overburdened; requires use of TGM \$ for agencies
- Area less unified around problem than Hwy 217; less chance for consensus around solution

Recommended Option

Simultaneous & Phased Studies



Advantages

- Builds bridges with Westside governments and businesses
- Allows coordination of Foster/Powell issues; examine capacity issues following resolution of land use issues
- Leverages more money; may allow use of portion of TGM for Hwy 217
- Highlights value pricing aspects of Hwy 217
- Other advantages of Options "A" and "B"

Disadvantages

- May require moving up MTIP money (\$)
- Requires additional staff
- Not likely to get full funding from Value Pricing Program
- If don't get Value Pricing grant, Hwy 217 Corridor must wait
- Needs local match (\$ 174,000 over two years)
- Too many 'irons' in Metro 'fire'?

100901c-04



METRO

To: All Councilors

From: John Houser, Senior Council Analyst

Re: Corridor Planning Study Discussion at the October 9 Informal

Date: October 9, 2001

Yesterday, the Transportation Planning staff provided background information related to the scheduled discussion of transportation corridor planning studies at today's informal. Based on my review of these materials, the Council may wish to address the following issues and questions:

- 1) The memo references the need for additional staff. Will additional staff be needed only if both the 217 and Foster/Powell studies move forward at the same time? How many additional staff will be needed?
- 2) Are there unique elements of the 217 project that would allow it to qualify for Value Pricing Pilot Program funding? Will receiving funds from this source alter the scope of study? Are there other potential corridor studies that could qualify for funding from this source?
- 3) Given the potential staffing ramp up to perform the two studies at the same time, does staff anticipate that future corridor studies will be conducted two-at-a-time?
- 4) Would the proposed TGM grant be used for only Phase 1 of the Foster/Powell study? Would additional TGM or other funding sources be needed to finance Phase 2.
- 5) Option B notes that a disadvantage of proceeding with the Foster/Powell project first is that "Tri-Met and Portland staffs overburdened; requires use of TGM \$ for agencies". Would this disadvantage still exist under the recommended option?
- 6) Are local match funds needed for both projects? What are the potential sources of local match funds and the likelihood of obtaining them?
- 7) Under the recommended option, could you please explain the disadvantage entitled "May require moving up MTIP money"?

Chronology leading to Release of RFP for the Blue Lake Park Economic Feasibility Study and Facility Design Concept

Oct. 1997 - During the approval process for the Oxbow Regional Park Master Plan, Council requested that prior to initiating future park master plans, Parks seek their input and approval on the goals and objectives and major policy issues to be addressed in the master plan.

Dec. 1997 - Metro entered into a contract with J.D. Walsh and Assoc. to provide pre-master planning scoping services.

Dec. 1997 - Apr. 1998 Consultant performed the following work tasks :

- 1) Compile background information / identify park issues and opportunities.
- 2) Prepare Summary Report of preliminary park development scenarios and policy options.
- 3) Present preliminary findings and policy options to RPAGAC and Metro Council for review/approval.

Study Findings

- *A new plan is needed to clarify role of the park in Metro's Regional System and to create a vision for the future of the park.*
- *Regional Framework Plan policies for components of the Regional System include protect habitat, provide resource-based recreation and environmental education.*
- *The park is not a typical component of Metro's Regional System.*

Policy Questions

- *To what degree should Regional Framework Policies influence park development?*
- *What is the financial role of Blue Lake Park in the Regional System?*
- *Should the park become a 'gateway' to the Regional System?*

Policy Options

- *Develop Blue Lake Park for wildlife and people, keep family focus, increase revenues to offset operational expenses.*
- *Develop Blue Lake Park for maximum use, capacity and revenue generation.*

Apr. 1998 - Staff presented report findings and policy options to **RPAGAC**. The committee advised that the Blue Lake Park master plan update be guided by the following themes:

- *Park is a 'gateway' to introduce visitors to Metro and the park system*
- *Preserve open space and improve wildlife habitat*
- *Enhance environmental and cultural education opportunities*
- *Keep the park family-oriented*
- *Maintain regional focus and provide public transit*
- *Upgrade existing facilities and infrastructure*
- *Expanding natural resource-based recreation opportunities and generate revenue from uses/services that are compatible to park's open character.*
- *Reduce operating deficit, making a profit should not drive the master plan update.*

June 1998 - Staff presented report findings, policy options and RPAGAC recommendation for the Blue Lake Park Master Plan update to **the Regional Facilities Committee** as an 'information only' agenda item. In addition to RPAGAC recommendation, the committee added specific policy direction of their own for updating the master plan including:

- *increase operation and maintenance efficiencies and reduce expenses*
- *Continue current mix of funding sources for operation*

The overall policy direction received from RPAGAC and Regional Facilities Committee was to balance **resource protection** and enhancement with development of natural resource-based **recreation & education** facilities & services that increase use and capacity and **generate additional revenues** but not at the expense of the character of the park.

Nov. 1999 - Release Blue Lake Park Feasibility Study/ Design Concept RFP

STAFF REPORT

CONSIDERATION OF RECOMMENDATIONS FOR THE PURPOSE OF ADVISING REGIONAL PARKS AND GREENSPACES ON THE BLUE LAKE PARK MASTER PLAN:

PROPOSED ACTION

Direction from the Metro Council on the scope and approach for updating the 1985 master plan for Blue Lake Park.

FACTUAL BACKGROUND AND ANALYSIS

Metro Regional Parks and Greenspaces Department has been developing master plans for all of its existing regional park facilities. This process began with the Smith & Bybee Lakes Master Plan and will be completed in 1998 with an update to Multnomah County's 1985 Blue Lake Master Plan.

The Blue Lake Master Plan has guided improvements at the park over the past decade, but is no longer sufficient to address current and future needs. Since the plan's adoption in 1985, significant changes have taken place. These include the transfer of Multnomah County parks, including Blue Lake, to Metro in 1994, the passage of the Open Spaces Bond Measure in 1995, and the adoption of the Regional Framework Plan in 1997. An updated master plan will clarify the role of Blue Lake in Metro's Regional Parks and Greenspaces program and define the vision for the future of the park.

Since the 1920's, Blue Lake Park has been utilized as an area for traditional public recreation. Swimming, picnics, music, field games, boating and fishing have all been historical uses at this park. In 1960 the Blue Lake properties were purchased by Multnomah County and became a public park. Metro has continued to manage Blue Lake Park in this "traditional" manner. Currently, around 300,000 to 400,000 people pass through its gates annually.

The Metro Council has requested the department seek its input on general policy issues early on in the master planning process prior to the master plan development. A consultant was hired last fall to identify major issues and opportunities and develop potential policy options for the new master plan.

The consultant has identified questions about the future role of Blue Lake Park in the regional system and identified the major issues facing the park as Metro builds the regional parks and greenspaces system. Preliminary information identifying major issues, themes and opportunities has been gathered through staff questionnaires, interviews and a focus group. After this preliminary information gathering, the Regional Parks and Greenspaces Advisory Committee was presented

with a set of issues and questions and potential park roles to review. The major issues the committee discussed were Blue Lake Park's role in the regional system, the financial role of the park, and the viability of Blue Lake Park as a gateway facility to the regional system.

FINDINGS

The findings from the staff research and Regional Parks and Greenspaces Advisory Committee discussions on the Blue Lake Park preliminary study are summarized below.

Character & Role

- Maintain the family-focused, resource-based recreation character
- Enhance environmental education opportunities
- Maintain the regional service approach to the park
- Enhance natural features and increase habitat restoration
- Create a more defined "sense of place" for visitors

Development

- Utilize east property for new recreation development
- Upgrade existing facilities to increase use and capacity
- Upgrade infrastructure to meet industry standards
- Improve recreation and education opportunities

Restoration

- Increase habitat restoration throughout the park
- Utilize north park as wildlife corridor between east and west properties
- Close Blue Lake Road to link east and west properties and establish better wildlife corridor

Revenue

- Increase off-season use
- Increase revenue potential of existing uses
- Explore new revenue opportunities
- Seek partnerships for restoration and education programs
- Revenue enhancement is desirable but not a primary objective for park development

FISCAL IMPACT

The FY 98-99 Parks budget includes \$75,000 for development of a master plan at Blue Lake Park. The proposed approach for the role and direction of Blue Lake Park would suggest that the park will continue to receive revenues from a variety of sources, including user fees and subsidy from parks recreation fund and Metro general fund.

EXECUTIVE OFFICER RECOMMENDATION

The following approach is recommended as the basis for the master planning of Blue Lake Park.

Approach: Develop Blue Lake Park for wildlife and people

Master Plan Study Areas:

- Modify development of properties to enhance alignment with policies of Metro Regional Framework Plan
- Enhance habitat and wetland features throughout park, especially the shoreline
- Create a "gateway" to introduce Metro and the regional park system to visitors
- Include new development to increase use and capacity
- Continue family focused recreation
- Enhance recreation and education opportunities
- Review operations and maintenance policies and procedures to increase efficiencies and reduce expenses
- Upgrade existing facilities and infrastructure
- Enhance year-around revenue opportunities
- Continue current mix of funding sources for operations

Blue Lake Park Master Plan Discussion Report

3/30/98

Introduction

The existing master plan for Blue Lake Park adopted in 1985 is now over 12 years old. A number of changes have occurred in the past decade that are necessitating a new approach for the park. Blue Lake Park was transferred to Metro in 1994 and became a component of Metro's regional parks and natural areas system. The 1985 master plan has guided improvements at the park but is no longer sufficient to address current and future needs. A new plan is needed to clarify what role the park should play in the regional parks and greenspaces system and to create a vision for the future of Blue Lake Park and its related properties.

Park History

Beginning as a private park in the 1920's the property has been utilized as an area for active recreation. Swimming, picnics, music, field games, boating and fishing have all been historical uses at this park. In 1960 the Blue Lake Park properties were purchased by Multnomah County, and the park continued to be a very popular facility with up to 500,000 visitors annually. In the mid-1980's a park master plan was adopted and a number of subsequent improvements were completed. Part of these improvements included the construction of new group picnic shelters and the installation of a new swim beach.

Current Park Statistics

<i>East Property</i>	<i>103 acres</i>
<ul style="list-style-type: none"> • Open space/ not developed • City of Portland Water Wells • PGE Electrical Transmission Lines 	
<i>West Property</i>	<i>82 acres</i>
<ul style="list-style-type: none"> • Blue Lake Park and Maintenance Facility (60 acres) • Wetlands/Interpretive Area (22 acres) 	
<i>Total Acres</i>	<i>185 acres</i>

Overarching Goal

Identify the role of Blue Lake Park in the Regional Park and Greenspaces System for the next decade. How are we going to get there?

Major Questions

Metro is acquiring up to 6,000 acres of undeveloped natural areas for the purpose of assembling a regional parks system that protects wildlife habitat and provides citizens access to nature. The Regional Framework Plan sets policies about the role and objectives of the regional park system, including protecting habitat values and providing resource-based recreation and environmental education.

Blue Lake Park was developed many years prior to being brought into the fold of Metro's regional parks and greenspaces system in 1994. Metro has continued to manage Blue Lake Park as an active recreation facility and 300,000 to 400,000 people a year pass through its gates. While the developed portions of the park are manicured and intensively maintained, there are substantial opportunities for enhancing and increasing habitat values in many areas of the park. Due to the active nature of the land uses and traditional uses of the park during the past 50 years, Blue Lake Park is not a typical

greenspaces facility compared to the other properties within the regional system. The situation leads to several major questions regarding use at Blue Lake Park.

Question One

To what degree should the policies in the regional framework plan influence the development of Blue Lake Park?

Is Blue Lake Park, as it stands today, consistent with RFP policies for standards and uses? Should it be changed and in what ways? Regional Framework Plan policies 3.2.1 and 3.3.4. are relevant to these questions.

RFP Policy 3.2.1

Metro will continue to develop a regional system of parks, natural areas, open spaces, trail and greenways (the regional system) to achieve the following objectives:

- a) protect the region's biodiversity
- b) provide citizens opportunities for, primarily, natural resource dependent recreation and education
- c) contribute to the protection of air and water quality
- d) provide natural buffers and connections between communities

RFP Policy 3.3.4

The publicly owned portions of the regional system shall be managed to protect fish, wildlife, and botanical values and to provide, primarily, natural resource dependent recreational and educational opportunities.

Question Two

What is the financial role of Blue Lake Park in the Regional Parks System?

- a) Should Blue Lake be treated similar to other parks in the system that are supported by a variety of revenue sources?
- b) Should Blue Lake Park break away and become a net revenue generating facility that is able to fund other parts of the regional park system?

Question Three

Should Blue Lake Park become a 'gateway' to the Regional Park System?

Blue Lake park has the highest use of any Metro park facility, with 300,000 to 400,000 people visiting annually. Because Blue Lake Park serves such a large volume of visitors, it has a unique opportunity to explain Metro's role, introduce the public to Metro's regional park system, and highlight the activities of the Parks and Greenspaces program. This gateway would serve as an introduction to Metro and its functions and services, while allowing users to enjoy Blue Lake Park as a recreational facility.

Potential Policy Approaches

Depending on the role selected for Blue Lake Properties and the emphasis related to use and funding, the policy approach could widely vary. The following are two potential examples.

1) *Develop Blue Lake Park for wildlife and people*

Update Blue Lake master plan to:

- modify development of properties to enhance alignment with policies of Metro Regional Framework Plan
- enhance habitat and wetland features throughout park
- create a gateway to introduce regional park system
- include new development to increase use and capacity
- continue family focused recreation
- enhance recreation opportunities
- review operations and maintenance policies and procedures to increase efficiencies and reduce expenses
- evaluate mix of funding sources to operate park

2) *Develop Blue Lake Park for maximum use and capacity*

Create new master plan to:

- include new recreational development to substantially increase use and capacity
- reduce or eliminate current park uses
- develop, as feasible, to be consistent with Regional Framework plan objectives

**Blue Lake Master Plan
Advisory Committee Meeting
Notes 4/7/98**

Character and Role of Park

- Blue Lake is consistent with the regional framework plan – it is a park that provides natural resource based recreation.
- Don't deviate too much from the current uses - keep the family focused and low-tech nature of the park.
- Begin greenspace recovery as a showcase to what Metro is doing with the regional parks system.
- Enhance greenspaces and natural areas throughout the park. Emphasis would be on reclaiming natural habitat and ecology of waterfront, increasing natural and native vegetation throughout the park, improved wetlands, linking east and west properties through wildlife corridor.
- Provide more supporting role for regional environmental education.
- Build interpretive or education center - use swim beach building or build new one to make the park accessible to schools for environmental education use.
- Create more trails throughout the park - soft surface.
- Plant more trees in the park - explore what type are appropriate for the climate and indigenous to the region.
- The park should stay in keeping with the Department's mission.
- Take into consideration increased local resident population in future planning. Metro is not in the local park (resident) business, but be sensitive to this user.

Gateway to Regional System

- Blue Lake could effectively tell the story about the regional park system to the 300-400,000 park visitors through the usage of interpretive signage, displays and facilities.
- Showcase Metro's mission of protecting natural areas and greenspaces with education.

Financial Role of the Park

- Add revenue services that are consistent with the character of the park today.
- Utilize more volunteer groups to provide services, expand programs.
- If golf course idea is advanced, incorporate it in a way that supports other values and uses.
- Ideas about new recreation revenue sources such as pitch-n-putt golf, frisbee golf, radio controlled hobby area.
- Balance the investments at Blue Lake with moving the rest of the system forward.
- Potentially raise fees to users to increase revenue and address supply and demand issues.
- Get new ownership of concert series - Britt Music Festival as example.

Summary

After 1-1/2 hours of discussion, the committee summed up their priorities for Blue Lake Park in the following statement: Recreate, Educate, Generate (revenue) (in that order).

Role

- Purpose of regional parks system is to preserve parks and natural areas - no intensive new development.
- Keep natural features and increase habitat recovery.
- Enhance environmental education services.
- Expand recreation opportunities and revenue that is compatible to park's character.
- Blue Lake has a regional not residential park focus.

Development

- Build interpretive/education center to educate public about park and natural system.
- Utilize East property area for new development and create recreation that supports the family nature of the park.
- Upgrade existing facilities.
- Minimize development.
- Upgrade or rebuild the Lakehouse to increase capacity and revenue potential.
- Consider building one multi-purpose facility that will serve wedding business as well as educational needs.

Restoration

- Increase habitat restoration throughout park, especially the lakefront.
- Make the development as natural as possible.
- Utilized north side of park as wildlife corridor that will link the east and west properties.
- Close Blue Lake road - adjoin east and west properties.

Revenue

- Profit is not a criteria for running the park system.
- Increase off season use - explore education and indoor recreation.
- Increase picnic areas, both covered and reservable, to increase revenue.

Visitor Services

- Get public transit services to offset vehicle parking needs for increased use.

MINUTES OF THE METRO COUNCIL REGIONAL FACILITIES COMMITTEE MEETING

Wednesday, June 3, 1998

Metro Council Chamber

Members Present: Ruth McFarland (Chair), Patricia McCaig (Vice Chair), Lisa Naito

Members Absent: None.

Chair McFarland called the meeting to order at 1:35 PM.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS

None.

3. CONSIDERATION OF MINUTES OF MAY 6, 1998

Motion: Councilor McCaig moved to adopt the Regional Facilities Committee minutes of May 6, 1998.

Vote: Chair McFarland and Councilors Naito and McCaig voted aye. The vote was 3/0, and the motion passed unanimously.

4. ORDINANCE NO. 98-752, AN ORDINANCE AMENDING THE FY 1997-98 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING \$120,000 FROM CONTINGENCY TO PERSONAL SERVICES IN THE ZOO OPERATING FUND TO PROVIDE FOR INCREASED TEMPORARY STAFFING AT THE METRO WASHINGTON PARK ZOO (OREGON ZOO), AND DECLARING AN EMERGENCY

Kathy Kiaunus, Deputy Zoo Director, explained that the zoo needs to hire temporary workers to work in two areas, visitor services and facilities management. Visitor services normally hires seasonal employees, but this year for various reasons turnover has been higher than in previous years. Temporary workers need to be hired in facilities management, most of the need has arisen to fill positions temporarily vacant due to injuries in the custodial services; a little relates to completing the Oregon Project.

Chair McFarland asked what effect this will have on the contingency fund.

Ms. Kiaunus said a significant amount remains in the contingency fund.

Councilor Naito asked about the revenues of the zoo in light of the rainy spring.

Ms. Kiaunus said that despite the crummy weather, revenues have been good because people have come to see the koalas. Also, this is the school season, and kids come regardless of the weather.

Chair McFarland opened a public hearing at 1:40 PM. No one came forward to speak, so the hearing was closed.

Motion: Councilor Naito moved to recommend Council adoption of Ordinance No. 98-752.

Vote: Chair McFarland and Councilors McCaig and Naito voted aye. The vote was 3/0 in favor, and the motion passed unanimously.

Councilor McCaig will carry the motion to a meeting of the full Council.

MINUTES OF THE METRO COUNCIL REGIONAL FACILITIES COMMITTEE MEETING

Wednesday, June 3, 1998

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5. RESOLUTION NO. 2658, FOR THE PURPOSE OF AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE OREGON PARKS AND RECREATION DEPARTMENT FOR MANAGEMENT OF PROPERTY IN THE SANDY RIVER GORGE TARGET AREA

Charles Ciecko, Regional Parks and Greenspaces, said this represents an intergovernmental agreement (IGA) that has become routine. It is based on a boilerplate, and contains nothing new. Like many others of these, it involves no money exchanges nor additional costs for Metro.

Jim Desmond pointed out the area on a large map.

Motion:

Councilor McCaig moved to recommend Council adoption of Resolution No. 98-2658.

Vote:

Chair McFarland and Councilors McCaig and Naito voted aye. The vote was 3/0 in favor, and the motion passed unanimously.

Councilor Naito will carry the motion to a meeting of the full Council.

6. RESOLUTION NO. 98-2660, FOR THE PURPOSE OF AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF PORTLAND FOR THE MANAGEMENT OF PROPERTY IN THE EAST BUTTES BORING LAVA DOMES TARGET AREA

Chair McFarland asked that the area be pointed out on a map so she could better understand why this property falls under the City of Portland's jurisdiction. Mr. Desmond showed the area, which lies near the border between Gresham and Portland, but it is in Portland.

Motion:

Councilor McCaig moved to recommend Council adoption of Resolution No. 98-2660.

Vote:

Chair McFarland and Councilors McCaig and Naito voted aye. The vote was 3/0 in favor, and the motion passed unanimously.

Chair McFarland will carry the motion to a meeting of the full Council.

7. RECOMMENDATIONS FOR ADVISING REGIONAL PARKS AND GREENSPACES ON THE BLUE LAKE PARK MASTER PLANS

Mr. Ciecko said that as Metro has done more master plans, the staff has gotten better at doing them. He recalled that when the Oxbow Master Plan was brought before the Regional Facilities Committee, which created controversy, the Committee requested staff to bring master plans before it early so recommendations could be made before plans are so far along. He said that is what they are doing in this case.

Blue Lake Park, unlike other parks Metro has acquired, had a master plan when Metro acquired it. However, it was made in 1985 and parts are out of date. Furthermore, since Metro acquired it, new issues have arisen that need to be taken into consideration.

Julie Weatherby, Parks and Greenspaces, showed slides of the park and explained what has happened since 1985. She referred the committee to page 3 of the master plan (attached to the meeting record), which shows a map of the park. She showed slides of the west portion of the park, the part that most people associate with the park. She pointed out the parts that were developed as part of the 1985 master plan, including a play area and some reservable covered shelters. She pointed out the old style of development, with cement walkways running along the water. Today, the water's edge would be restored for wildlife habitat. She showed the old swimming beach. She said this receives heavy use during the

MINUTES OF THE METRO COUNCIL REGIONAL FACILITIES COMMITTEE MEETING

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summer months. She showed a children's water play area, developed in the early 1990s, and a wetland area. She pointed out undeveloped areas that could potentially be improved as part of the master plan. Some of those would be improved as wildlife habitat. She showed where the concerts are held in the summer.

Mr. Cieccko introduced Jim Walsh from Walsh and Associates, a land-planning consultant. Mr. Walsh recapped changes made since 1985. He noted facilities that had been originally planned, but were never built. He said in preparation for doing a master plan now, various groups and individuals were surveyed to find out what direction they thought the park development should take. He called attention to page 2 of the staff report (contained in the agenda packet). He said most people favor this to be a natural-resource based recreation area. He said most people wanted to have the park remain regional in focus and not become a neighborhood park. He said most people wanted to see habitat improved, especially wetlands. People would like the natural setting improved, perhaps by adding more trees, to create a "sense of place."

He said that on the east side of the park, 100 acres of land could be developed. Revenue-generating development that is compatible with wetland conservation would be ideal.

Overall, the vision is to make it possible for more people to use the park without compromising its character or its function as a wetland habitat. There are education opportunities for schools to use the area in outdoor programs and to develop wildlife corridors. As part of the effort to increase revenues, ways would be sought to increase visitors in the off-seasons and off-peak hours. For example, some cross-country events have used the trail system. The Lake House is currently used for weddings and produces revenue. Reserved picnic sites for group picnics does, also. The park could use more of these, as this year 40,000 people had to be turned away. All current sites have already been booked for this season.

Other revenue generating ideas, such as developing a golf course on the east portion, have been discussed. However, revenue generation is not the primary goal, and no one wants to put something in there that will destroy the character of the park.

Councilor Naito shared her own experience using Blue Lake Park. She said she went there when her children were young, because the park is ideal for small children. She said having a large area with mowed grass and a swimming area close by is a real asset. Not very many parks in the area offer a large groomed area. When children get older, other kinds of parks are more interesting to them. But she'd hate to see this type of park gone. It is needed.

Heather Nelson, Regional Parks and Greenspaces, summarized the goals of the park as recreate, educate, generate. The feeling is to maintain the existing character of the park by keeping the aspects of it that work. The picnic shelters work. All picnic shelters have been booked for this season and 40,000 people have been turned away. They would like to look for new opportunities to educate and new opportunities to generate revenue that wouldn't jeopardize the character of the park.

Councilor McCaig thanked Mr. Cieccko for bringing this before the committee early. She recalled that in considering the master plan for Oxbow Park, the capacity could not be increased without losing the character of the park. In this case, the capacity can be increased without destroying the character. She would like to see increasing the capacity of the park be a priority.

Chair McFarland said she agreed that the capacity could be increased. Referring to one recommendation for removing an existing road, she asked which road they were suggesting closing. Mr. Walsh pointed out the road on an aerial map. Chair McFarland said she would close the road first, as a way to increase the capacity.

Councilor Naito said she supports the educational component, but she sees this park as primary human-made. She does not see developing it further in that direction as a problem. She asked about alcohol use. Mr. Cieccko said it was by permit. Councilor Naito said limiting alcohol use seems to keep the park more pleasant for families.

Chair McFarland said she would like to keep the summer concerts. She suspected not many places in the east county are suitable for that. Mr. Cieccko said they would like to move from a subsidized event to a revenue-neutral or revenue-generating event.

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Councilor McCaig asked about overall revenues. Mr. Cieccko said as of 1996-97, attendance was 304,000. This was slightly low because flooding the previous winter had caused damage that had not been repaired by the end of the 1997 season. That year revenues were \$332,000 and operating costs were \$550,000.

Councilor McCaig asked what happens next. Ms. Nelson said they would go back and research business strategies before coming back before the committee with more recommendations.

Councilor McCaig asked about the financial piece. Obviously the parks would like to generate more revenues--perhaps to break even. She asked how much Metro wants to subsidize the park. Ms. Nelson said the feeling now is to maintain the current level of subsidy.

Councilor McCaig asked if any parks are self-sustaining. Mr. Walsh said that most parks pay about 25% of their own expenses, with the remaining 75% being supplied by subsidies. He said this park provides 60% of its own money. That is a very good level of self-support for this industry.

Chair McFarland said the lake must be kept accessible to those who cannot walk or walk far. She said that might be a consideration in planning small parking areas for those with handicap stickers. She said not all the areas need to be accessible, but some should be. She also suggested developing winter uses.

8. COUNCILOR COMMUNICATIONS

None.

There being no further business before the committee, the meeting was adjourned at 2:40 PM.

Prepared by,

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