

Green Ribbon Committee Report *to the Metro Council*



Dec. 6, 2001



METRO

PEOPLE PLACES
OPEN SPACES

About Metro

It's better to plan for growth than ignore it. Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth – things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition-Recreation Commission.

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Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. An auditor, also elected regionwide, reviews Metro's operations.

Executive Officer – Mike Burton; **Auditor** – Alexis Dow, CPA;
Council: Presiding Officer – David Bragdon, District 7; Deputy Presiding Officer – Susan McLain, District 4; Rod Park, District 1; Bill Atherton, District 2; Carl Hosticka, District 3; Rex Burkholder, District 5; Rod Monroe, District 6.

On the cover

Clockwise from upper left: OMSI to Springwater Trail; oak tree on the 230-acre Wilsonville Tract in the Tonquin Geologic Area; Mt. Talbert in the East Buttes natural area; bicyclists enjoying the Fanno Creek Greenway Trail.

The Metro Council gratefully acknowledges the work of the Green Ribbon Committee

Walt Hitchcock, committee chair

Councilor Doug Daoust, city of Troutdale
Nathalie Darcy, Fanno Creek Trail
Ralph Gilbert, East County Recycling
Mayor Eugene Grant, city of Happy Valley
Jerry Herrman, Earth Crusaders
Mike Houck, Audubon Society of Portland
David Judd, Portland Parks and Recreation
Rudy Kadlub, Costa Pacific Homes
Robert Kincaid, city of Lake Oswego
Councilor Mary King, city of Milwaukie
Mayor Charlotte Lehan, city of Wilsonville
Sue Marshall, Tualatin Riverkeepers
Terry Moore, Tualatin Hills Park and Recreation District
Commissioner Doug Neeley, city of Oregon City
Meyer Siegel, Metro Committee for Citizen Involvement
Barbara Walker, 40-Mile Loop Land Trust

Additionally, the Council would like to recognize the contributions to this report by the following Metro staff members:

Metro Regional Parks and Greenspaces Department

Charles Ciecko, Director
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Heather Nelson Kent, Planning and Education Manager
Jeff Tucker, Finance Manager
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Green Ribbon Committee Report

December 6, 2001

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Executive Summary

Executive Summary

Background

Presiding Officer David Bragdon and staff conducted 22 interviews with major park providers and jurisdictions prior to the formation of the Green Ribbon Committee, which validated Metro's continued role in regional parks. Virtually all of Metro's local partners recommended that funding for ongoing operations and maintenance be addressed prior to, or concurrent with, any public request for additional funds for acquisition or capital development. Many citizens and advocates focused on the need for local parks and trails accessible at the neighborhood level.

Committee Charge

Metro has established a "Green Ribbon Committee", reminiscent of the "Blue Ribbon Committee" formed prior to the 1995 Open Space Bond measure. The purpose of the committee was to select a group of Metro open space projects for development within the next five years; and to make recommendations on how to fund preparation and maintenance costs to enhance these Metro assets. The "Green Ribbon" committee was made up of citizen representatives and local parks and government officials who brought passion and experience with regional parks issues to the table.

Committee Membership

Walt Hitchcock, Committee Chairman
Councilor Doug Daoust, City of Troutdale
Nathalie Darcy, Fanno Creek Trail
Ralph Gilbert, East County Recycling
Mayor Eugene Grant, City of Happy Valley
Jerry Herrman, Earth Crusaders
Mike Houck, Audubon Society of Oregon
David Judd, Portland Parks and Recreation
Rudy Kadlub, Costa Pacific Homes
Robert Kincaid, City of Lake Oswego
Councilor Mary King, City of Milwaukie
Mayor Charlotte Lehan, City of Wilsonville
Sue Marshall, Tualatin Riverkeepers
Terry Moore, Tualatin Hills Park & Recreation District
Commissioner Doug Neeley, City of Oregon City
Meyer Siegel, Metro Committee on Citizen Involvement
Barbara Walker, 40-Mile Loop Trust

Committee Process

Site Evaluations

Metro staff provided the committee with 30 sites to be considered. They ranged from large open parcels, trails, and existing properties to Lone Fir Cemetery. The committee visited many sites and after deliberations pared them down to 15 (which included combining three Tualatin River sites combined as one).

Revenue Level Requested by Parks and Greenspaces Staff

Parks staff went into great detail about potential levels of funding for sites and trails, providing the committee with a range from which to determine the target dollar amount to be recommended. While it was difficult to ascertain specific dollars for trail sites (with only conceptual trail designs), the committee acted to support four "anchor" sites and four trails. These top eight sites are to receive a higher funding level from the available dollars, while the remaining sites should be considered at a "base" level and in the order of rating.

Funding Mechanisms

Metro staff provided the Green Ribbon Committee with background on three revenue options: Property Tax, Solid Waste Excise Tax and a Regional Parks Tax. The Committee was brought up to date on Metro's general revenue raising authority. They dismissed the notion of a property tax solution due to compression issues in Multnomah County. However, they did discuss the merits of creating a new tax similar to a utility tax (Regional Parks Tax) and the solid waste excise tax. The Committee spent the better part of two meetings discussing the revenue raising options.

Recommendations to Council

□ 15 sites

The committee recommended 15 sites that are regionally balanced in terms of locations and site/trail blend. The top eight projects, including four anchor sites (Mt. Talbert, Wilsonville Tract, Smith and Bybee Lakes and Cooper Mountain) and four trails (Fanno Creek Trail, Gresham to Fairview Trail, Springwater Trail – Sellwood to McLoughlin and Beaverton Powerline Trail) - are considered top priority and should receive higher funding levels while the remaining sites should be funded at their "base" level. The committee also recommended a challenge grant program allowing local jurisdictions to improve sites connected to the regional system.

The 15 sites are: Fanno Creek Trail; Mt. Talbert; Wilsonville Tract; Gresham to Fairview Trail; Springwater Trail (Sellwood to McLoughlin); Smith & Bybee Lakes; Beaverton Powerline Trail; Cooper Mountain; Willamette Cove; Portland Traction Trail; Tualatin River Access Points (Farmington Road, Munger Farm, Wankers Corner); Ambleside/Hogan Cedars; Canemah Bluff; Beaver Creek Canyon Trail and East Buttes – Butler Ridge Trail.

□ \$60 Million Funding Allocation

The committee recommended the following allocation of \$60 million (over five years)

Capital improvement	\$38.5 million
New site operations and maintenance	\$ 6.5 million
Challenge grants to local governments	\$ 5.0 million
Landbanking other sites	\$ 1.5 million
Restoration/small capital improvements	\$ 2.5 million
Contingency	<u>\$ 6.0 million</u>
Total	<u>\$ 60.0 million</u>

□ Funding Mechanism should be the Solid Waste Excise Tax

The committee recommends using the Metro's existing excise tax mechanism that it already uses to pay for planning and other regional functions, including parks and open spaces support.

The committee has recommended a \$60 million package funded one of two ways:

- Over five years and to be referred to the voters. The \$60 million over five-year option would mean an increase of the tip fee of \$10.30 per ton. This would mean a total tipping fee of \$75.80 per ton in fiscal year 2004. It could equate to an increase of 62-72 cents per household per month for garbage pickup.
- Over 10 years and authorized by the Metro Council without referral. The \$70 million over 10-year option would mean an increase of the tip fee of \$5.83 per ton. This would mean a total tipping fee of \$71.33 per ton in fiscal year 2004. It could equate to increase of 35-41 cents per household per month for garbage pickup. This option could require more than \$60 million to pay for the entire package due to inflation.

□ A 2002 vote should be considered

The Green Ribbon committee made two recommendations in terms of timing for a ballot measure. First, they recommended that the Council refer a measure to the voters in the 2002 cycle with a 5-year window. The second recommendation did not include a referral to the voters. They urged the Council to utilize its best judgment on the political viability of such a measure.

□ Long term recommendations

The committee also made some recommendations on the future of Metro's parks and green spaces program:

- No sunset date on the excise tax allocation for parks/examine options for a permanent revenue stream
- Encourage Metro to seek outside grants as a matching fund mechanism
- Use sites for eco-tourism opportunities
- Explore a future acquisition bond measure for more open spaces in the region several years from now
- Address current operations and maintenance shortfall during budget deliberations
- Consider options related to revenue bonding of excise tax dollars
- Biennial committee should review this program and make recommendations

Public Outreach

Public Outreach

Every meeting of the Green Ribbon Committee (11 in all) were open to the public. In addition, Metro conducted three Listening Posts around the region. All the events were publicized in official notice in *The Oregonian*. Event notices were e-mailed or mailed to every neighborhood association, citizen participation organization, jurisdiction and lists of interested citizens gathered through various sources over the past few years. More than 700 notices were distributed and information was posted on the Metro website.

Public Comment Summary

Overall, the response to the Green Ribbon Committee's draft recommendation has been positive, with comments from citizens, parks officials and editors of community newspapers from around the region strongly advocating for the advancement of the recommendation as drafted. Strong support was also voiced for individual sites that are part of the recommendation. The general feeling is that now is the right time to consider these projects. A number of the members of the Solid Waste Advisory Committee is the one group that has significant concerns and objections to the committee's recommendation.

Background, Committee Charge & Formation

Background, Committee Charge and Formation

During the latter part of 2000 and early 2001, Presiding Officer David Bragdon and staff conducted interviews with 22 local elected officials and representatives from park districts or departments, to determine the level of support and perception of need for implementing future phases of the Greenspaces Master Plan (GMP). The GMP, adopted by Council in 1992, was the result of a regional planning effort to establish a common vision for the stewardship of natural resources. The interviews were conclusive in determining that Metro's continued role within the regional park system is critical, and that funding for operations, maintenance, and public access should take precedence over new funding for additional acquisition or capital development at this time.

In response, the Metro Council passed a series of resolutions that set out the work to be done by a committee formed from citizens, park providers, and elected officials.

Resolution No. 01-3088: For the purpose of creating a Green Ribbon Committee to Examine and Nominate certain Metro Greenspaces Sites to Open and Operate for the Public. Passed the Metro Council on July 19, 2001.

This resolution created a time-limited, fast working task force that would address a short list of specific issues. The committee, to which each councilor and the Executive Officer would appoint two members, was tasked to identify 8-10 priority projects/sites within Metro's existing open spaces to provide greater access to the public; to quantify the costs to accomplish these projects in a fiscally realistic manner; to validate budget requirements within a range of \$2-\$4 million, annually; and to recommend to Council an appropriate source to implement these priority projects.

Resolution No. 01-3093: For the Purpose of Approving the Nomination of Walt Hitchcock as Chair of the Green Ribbon Committee. Passed the Metro Council on August 9, 2001.

This resolution named former Sherwood Mayor Walt Hitchcock as chair of the Green Ribbon Committee.

Resolution No. 01-3100: For the Purpose of Establishing Criteria for the Green Ribbon Committee to Open and Operate certain Metro Greenspaces Sites to the Public. Passed the Metro Council on August 16, 2001.

This resolution set out criteria to be used by the Green Ribbon Committee in its site evaluation process to ensure regional balance, readiness of proposed sites for public use, community support, fiscal responsibility, and fit within the regional system. It set out four distinct criteria for the committee's use. 1) Access and Linkage; 2) Readiness; 3) Public and Government support; and 4) Potential Partners.

The Green Ribbon Committee met eleven times between August 20 and November 27. They held a series of three Listening Posts around the region to obtain public comment and have spent numerous hours evaluating sites and proposing financial solutions.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING A GREEN RIBBON COMMITTEE TO EXAMINE AND NOMINATE CERTAIN METRO GREENSPACES SITES TO OPEN AND OPERATE FOR THE PUBLIC) RESOLUTION NO 01-3088) Introduced by) Presiding Officer David Bragdon,) Deputy Presiding Officer Susan) McLain, Councilor Rod Park, Councilor Rex Burkholder,
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WHEREAS, the Metropolitan Policy Advisory Committee unanimously passed a report headed by Jim Zehren calling for Metro's increased presence in Parks in the region; and

WHEREAS, Metro has acquired over 7,000 acres of open spaces for the region since 1996; and

WHEREAS, the 1995 Bond Measure for Parks, Open Spaces and Streams sought advice from citizens in the form of a Blue Ribbon Committee; and

WHEREAS, in the Fall of 2000, Metro held a series of outreach meetings with citizens and local officials about the future of Metro's Parks and Greenspaces program; and

WHEREAS, a strategic analysis of regional parks and greenspaces needs and opportunities for the Portland metropolitan area was conducted by Metro staff; and

WHEREAS, the Metro Council will set the criteria for the selection of a specific number of programs and projects, its dollar range for expenditure and the method of obtaining such funds for the Green Ribbon Committee to consider; and

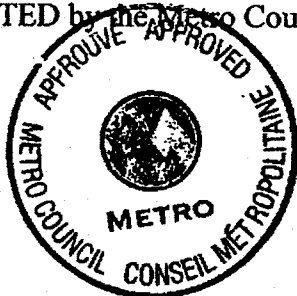
WHEREAS, much of the success derived from the Parks, Open Spaces and Streams Bond Measure was due to the specific nature of the programs and projects and the significant public interaction into the selection process; and

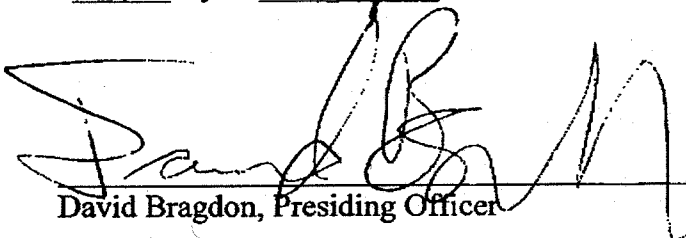
WHEREAS, cooperation with the citizens and local governments of the region is a hallmark of the Metro Greenspaces program; now therefore

BE IT RESOLVED:

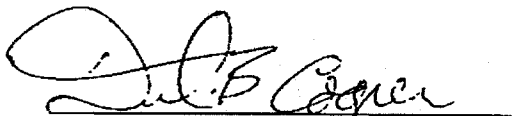
1. There is a demonstrated need for Council consideration for future phases of the Greenspaces Master Plan and the 1995 Open Spaces Bond Measure.
2. Opening and operating an introductory number of key Metro owned open spaces sites to the region is in the interest of the public and local jurisdictional partners.
3. The Metro Council wishes to obtain objective project and site nominations through the creation of a Green Ribbon Committee of citizens and local leaders.
4. The Green Ribbon Committee will sunset on October 15, 2001.
5. The committee work scope, timelines, appointment process and composition guidelines are listed in Appendix "A".

ADOPTED by the Metro Council this 19th day of July 2001.




David Bragdon, Presiding Officer

APPROVED AS TO FORM:


Daniel B. Cooper, General Counsel

JAS.v4
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UPDATED 7/11/01

Resolution No 01-3088, Appendix A

Green Ribbon Committee

Composition	<p>16 individuals, selected as follows:</p> <ul style="list-style-type: none">• Each Councilor and the Executive Officer will appoint one citizen representative• Each Councilor and the Executive Officer will appoint one representative from a local parks provider agency or organization <p>A committee chair will be nominated by Council Presiding Officer, with approval by Council. The chair shall not be an elected government official, nor a public sector employee.</p>
Objectives and Outcomes	<ol style="list-style-type: none">1. Identify 8-10 priority sites within Metro's existing openspaces properties to provide greater access to the public, operate more efficiently, and responsibly fulfill maintenance needs2. Criteria shall include: balance throughout the region, readiness of proposed sites for public use, support from citizens, user groups and local jurisdiction, fiscal constraints, level of use, fit within the regional system (including access or linkage to other sites)3. Quantify the cost to accomplish these projects in a fiscally realistic manner and validate budget requirements4. Recommend to Council an appropriate revenue source (property taxes, expansion of solid waste excise tax, or regional park utility fee), targeted to priority sites/projects.
Timeline	<p><u>July 2001 – Formation and Preparation</u></p> <ul style="list-style-type: none">• Council approves resolution establishing Green Ribbon Committee• Councilors and Executive Officer submit names for appointees to the Committee• Council Office contacts appointees and schedules first meeting for early August• Appointees provided background information in preparation for first meeting to include "Lewis and Clark Project Report", background information on openspaces program, roster, and establishing resolution <p><u>August 2001 – Identify Priority Projects</u></p> <ul style="list-style-type: none">• Introductions and Charge of the Committee (Council Presiding Officer)• Staff presentations regarding key components of "Lewis and Clark Project Report"• Nomination of 8-10 key priority projects/sites, from current Open Space purchases, to be opened, operated, and maintained for public use, within 3-5 years. <p><u>September 2001 – Validate Budget Requirements</u></p> <ul style="list-style-type: none">• Staff presentations regarding anticipated costs to implement nominated priority projects/sites• Discussion/review of Metro's available and projected financial resources• Assignment of cost to priority projects, and existing backlog of deferred operations and maintenance for current parks holdings. <p><u>October 2001 – Recommendations to Council</u></p> <ul style="list-style-type: none">• Review potential revenue sources for funding priority projects: property taxes, expansion of solid waste excise tax, or regional park utility fee• Review financial projections related to each of the three potential funding sources• Discuss pros and cons of revenue source(s) as a means to meeting budget requirements for priority projects• Recommend a revenue source to Council for further action• Council receipt of Committee recommendation by end of October

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 01-3088, FOR THE PURPOSE OF CREATING A GREEN RIBBON COMMITTEE TO EXAMINE AND NOMINATE CERTAIN METRO GREENSPACES SITES TO OPEN AND OPERATE FOR THE PUBLIC

Date: July 11, 2001

Prepared by: Michael Morrissey
Peggy Coats

DESCRIPTION

Resolution 01-3088 creates a time-limited, fast working task force—Green Ribbon Committee—that will address a short list of specific issues. The committee will recommend Metro 8-10 park, trails and/or open space sites in current Open Space target areas to be opened for public use within 3-5 years. The committee will be given guidance by the Metro council as to budget parameters, criteria for decision-making and timeline. The committee will also recommend a specific revenue source to enable the park planning and openings.

BACKGROUND

During the latter part of 2000, and early 2001, Presiding Officer David Bragdon and key staff conducted interviews with 22 local elected officials and representatives from park districts or departments, to determine the level of support and perception of need for implementing future phases of the Greenspaces Master Plan (GMP). The GMP, adopted by Council in 1992, was the result of a regional planning effort to establish a common vision for the stewardship of natural resources, and a cooperative system of parks, natural areas, open space trails and greenways for wildlife and people. The strategies identified in the GMP to accomplish these goals include land acquisition, education, restoration, and regulation. Results of the 2000-2001 interviews were conclusive in determining that Metro's continued role within the regional park system is critical, and that funding for operations, maintenance, and public access should take precedence over new funding for additional acquisition or capital development at this time.

An internal evaluation of current and projected funding for Metro's Regional Parks and Greenspaces was conducted simultaneous with this outreach process. While funds remain for acquisition activities related to the 1995 Open Spaces, Parks and Streams Bond Measure, Parks core programs are not sustainable given current funding sources and expected fiscal trends. If left unaddressed, this situation will result in significant Parks program reductions by summer 2003. In addition to determining budgetary and programmatic cuts necessary prior to 2003, if no other actions are taken, the department has identified a range of funding options that can stabilize services, restore habitat on acquired properties, provide public access, acquire additional open spaces, and provide funding for local parks needs.

A recently issued report of the Metropolitan Policy Advisory Committee (MPAC) Parks Subcommittee concludes that Metro needs to take a more aggressive role in establishing and implementing regional policies and programs related to parks and openspaces. It recommended that the Council should mobilize the regional community to support new funding sources, allowing Metro to deliver the full spectrum of parks and related lands and facilities needed to effectively implement Metro's Regional Growth Concept.

Resolution 01-3088 directs the formation of a Council appointed short-term citizen task force, The Green Ribbon Committee, to address Regional Parks and Greenspaces project priorities and funding needs by:

1. Identifying 8-10 priority projects/sites within Metro's existing openspaces properties to provide greater access to the public.

2. Quantifying the cost to accomplish these projects in a fiscally realistic manner and validating budget requirements within a range of \$2 to \$4 million, annually.
3. Recommending to Council an appropriate revenue source to implement these priority projects

The Green Ribbon Committee's charge would be limited to:

- the three tasks outlined above
- properties in existing target areas, approved in the 1995 bond measure, and
- established Council policy relative to the Regional Parks and Greenspaces programs.

ANALYSIS/INFORMATION

1. **Known Opposition:** There is no known opposition.
2. **Legal Antecedents:** There have been a number of legal antecedents relating to long-term planning for regional parks and openspaces, citizen involvement, and funding strategies:
 - Resolution 92-1637, For The Purpose of Considering Adoption of the Metropolitan Greenspaces Plan
 - Resolution 92-1638A, For the Purpose of Considering District Policy to Allocate Excise Taxes toward Operation and Maintenance of Metro-Managed Greenspaces until Other Funds are Available
 - Resolution 94-1924B, For the Purpose of Establishing Metropolitan Greenspaces Blue Ribbon Committee to Advise Metro Council on the Characteristics of Greenspaces General Obligation Bond Measure
 - Resolution 94-1975, For the Purpose of Amending the Local Share Allocation Formulas and Guidelines in the Greenspaces Master Plan
 - Resolution 94-2011A, For the Purpose of Submitting to the Voters a General Obligation Bond Indebtedness in the Amount of \$138.80 Million to Proceed with the Acquisition of Land for a Regional System of Greenspaces
 - Resolution 94-2012, Setting Forth the Official Intent of Metro to Reimburse Certain Capital Expenditures Out of the Proceeds of Obligations to be Issued in Connection with the Regional Greenspaces Program
 - Resolution 94-2026A, For the Purpose of Establishing an Advisory Committee to Assist the Metro Council in Coordinating the Regional Parks and Greenspaces Program
 - Ballot Measure 26-26, Open Spaces, Parks and Streams Bond Measure (May 1995)
 - Resolution 95-2186, For the Purpose of Accepting the May 16 1995 Special Election Abstract of Votes for Metro [Greenspaces Bond Measure]
 - December 14, 1999: Presentation and subsequent Council validation of Parks Department policy recommendations for the future of the Open Spaces Program, including options for staff, spending of remaining open spaces funds and the possibility of raising additional funds.
3. **Implementation of Task Force Recommendations:** Sites recommended by the task force and adopted by the Metro Council, will be subject to public and planning review as per current Metro practice. Sites will be masterplanned with significant public comment and, additional review from the Greenspaces Technical Advisory Committee.
4. **Budget Impacts:** There are little, if any, budget impacts relative to the formation and implementation of the Committee. The committee will be staffed through the Council Office. Deferred operations and maintenance needs to be met through the identified revenue source have been identified in the range of \$1.5 to \$2 million, annually.

RECOMMENDED ACTION

That Council approves Resolution 01-3088, For the Purpose of Creating a Green Ribbon Committee to Examine Opportunities to Open and Operate Certain Metro Greenspaces Sites to the Public

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF APPROVING THE
NOMINATION OF WALT HITCHCOCK AS
CHAIR OF THE GREEN RIBBON
COMMITTEE**

) **RESOLUTION NO 01-3093**
) Introduced by
) Presiding Officer David Bragdon,
)
)
)

WHEREAS, the Metro Council approved the creation of the Green Ribbon Committee by passing Resolution No. 01-3088 on July 19, 2001; and

WHEREAS, the Metro Council will set the criteria for the selection of a specific number of programs and projects, its dollar range for expenditure and the method of obtaining such funds for the Green Ribbon Committee to consider; and

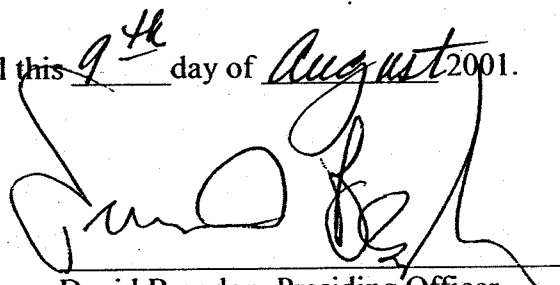
WHEREAS, the Presiding Officer of the Metro Council has nominated former Sherwood Mayor Walt Hitchcock to serve as chair of the Green Ribbon Committee; and

WHEREAS, the membership list of the Green Ribbon Committee will be announced in the coming weeks; now therefore

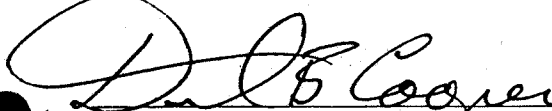
BE IT RESOLVED:

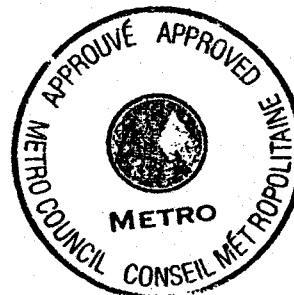
1. Walt Hitchcock is hereby named the Chair of the Green Ribbon Committee

ADOPTED by the Metro Council this 9th day of August 2001.


David Bragdon, Presiding Officer

APPROVED AS TO FORM:


Daniel B. Cooper, General Counsel



STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 01-3093, FOR THE PURPOSE OF APPROVING THE NOMINATION OF WALT HITCHCOCK AS CHAIR OF THE GREEN RIBBON COMMITTEE

Date: July 26, 2001

Prepared by: Michael Morrissey

Proposed Action: Resolution 01-3093 names Walt Hitchcock as chair of Metro's Green Ribbon Committee, which was created by Resolution 01-3088. The purpose of the committee will be to recommend 8 to 10 Metro-owned open spaces, parks and trail sites to the Council, to be planned and opened for public use over a 5 year period.

Factual Background and Analysis: The Green Ribbon Committee will consist of 16 people nominated by Metro Councilors and the Executive Officer. They will consist of citizens and representatives of local park providers. The term of the Committee will extend from August, 2001 to no later than October 15, 2001.

Mr. Hitchcock was mayor of Sherwood and has significant experience in park matters at a local and regional level.

Existing Law: Resolution 01-3088, creating the Green Ribbon Committee, specifies that the Presiding Officer of the Metro Council will nominate the chair of the committee, subject to approval of the full Council. It further specifies that the committee chair shall not be an elected government official, or a public employee.

Budget Impact: There is no budget impact associated with the passage of this resolution.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING
CRITERIA FOR THE GREEN RIBBON
COMMITTEE TO OPEN AND OPERATE
CERTAIN METRO GREENSPACES SITES TO
THE PUBLIC

) RESOLUTION NO. 01-3100

) Introduced by Presiding Officer David
) Bragdon

WHEREAS, The Metro Council approved Resolution 01-3088, "For the Purpose of Creating a Green Ribbon Committee to Examine and Nominate Certain Metro Greenspaces Sites to Open and Operate for the Public" on July 19, 2001; and

WHEREAS, This resolution specified that "Council will set the criteria for the selection of a specific number of programs and projects, its dollar range for expenditure and the method of obtaining such funds for the Green Ribbon Committee to consider"; and

WHEREAS, The Green Ribbon Committee's charge in site selection will be limited to properties in existing target areas approved in the 1995 bond measure or other existing Metro properties and established Council policy relative to the Regional Parks and Greenspaces program, and will not include recommendations for further acquisition; and

WHEREAS, The Green Ribbon Committee will begin its work in the month of August and requires Council direction regarding site selection criteria; now therefore

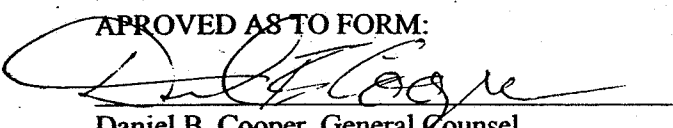
BE IT RESOLVED that the Metro Council hereby authorizes and approves the following broad criteria for evaluation of sites by the Green Ribbon Committee:

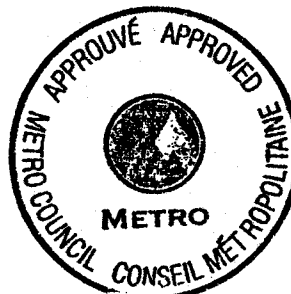
1. Access and Linkage
2. Readiness for Development
3. Public and Government Support
4. Potential for Partnerships with Other Jurisdictions

ADOPTED by the Metro Council this 16th day of August 2001.


David Bragdon, Presiding Officer

APPROVED AS TO FORM:


Daniel B. Cooper, General Counsel



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 01-3100, FOR THE PURPOSE OF ESTABLISHING CRITERIA FOR THE GREEN RIBBON COMMITTEE TO OPEN AND OPERATE CERTAIN METRO GREENSPACES SITES TO THE PUBLIC

Date: August 16, 2001

Prepared by: Peggy Coats and Cary Stacey

BACKGROUND

At their meeting of July 19, 2001, Council created a Green Ribbon Committee to examine and nominate certain Metro sites to open and operate for the public. The charge of this Committee was to: a) identify 8-10 priority projects within Metro's existing openspaces properties to provide greater access to the public, operate more efficiently, and responsibly fulfill maintenance needs; b) Quantify the cost to accomplish these projects in a fiscally realistic manner and validate budget requirements; and c) recommend to Council an appropriate revenue source (property taxes, expansion of solid waste excise tax, or regional park utility fee) to accomplish priority projects. This resolution proposes the following necessary criteria to be used by the Committee in its site evaluation process in order to ensure regional balance, readiness of proposed sites for public use, community support, fiscal responsibility, and fit within the regional system.

- 1) Access and Linkage Access to a site should be appropriate for its intended use. Adequate trails or roads, potential for disability access, proximity to mass transit, adequate parking options and an ability to control access should all be considered. Linkage is measured by how the use of one site or trail may lead to the use of other sites or trails belonging to Metro or to other jurisdictions.
- 2) Readiness When assessing sites, the existence of prior planning or masterplanning and the availability of appropriate infrastructure (such as roads or utilities), the contiguity of sites, and minimal impact on natural resources in site development should be considered. Additional factors to be considered include:
 - a) Availability of outside resources (monetary, volunteers, materials)
 - b) Special circumstances applying to land use, such as potentially significant modifications or permitting processes, valuable species or habitats, or life estate agreements
- 3) Public and Government Support History of site support will comprise advocacy, resources, and volunteer work. Documentation of site support by advocacy groups, local governments and local residents; volunteer efforts to improve the site; and an existing or expected site management agreement should all be considered.
- 4) Potential Partners Potential partners are defined as other jurisdictions interested in assisting with developing, maintaining, and operating sites.

ANALYSIS/INFORMATION

- Legal Antecedents Resolution 01-3088, For the Purpose of Creating a Green Ribbon Committee to Examine and Nominate Certain Metro Greenspaces Sites to Open and Operate for the Public
- Anticipated Effects The use of the criteria will aid the Committee in objectively conducting a comparative analysis of potential sites.
- Budget Impacts There are none.

RECOMMENDED ACTION

That Council approve Resolution 01-3100, For the Purpose of Establishing Criteria for the Green Ribbon Committee to Open and Operate Certain Metro Greenspaces Sites to the Public.

Committee Process

Committee Process

A summary of Committee meetings is listed below. Agendas and minutes are included in the Appendix.

August 20, 2001

Presiding Officer Bragdon reiterated the charge of committee, and referred to a Values Statement, entitled The Lewis and Clark Bicentennial of 2005-06; Breaking the Trail for the Green Ribbon Committee and an Evaluation Process Outline. He indicated that this effort continues Metro's dedication to building a link between city and nature, springs from ties to the \$135 million Open Spaces bond measure; and redeems a promise explicit in that acquisition endeavor. The Committee reviewed the criteria adopted by the Council to rate the 30 natural area and trail sites.

Several comments were made supporting the goal and implementation of the existing Open Space bond measure. Presiding Officer Bragdon indicated that Council felt that opening up some current holdings for public use should come before consideration of another acquisition measure.

August 28, 2001

Staff presented a review of the Regional Trails and Greenway system and described each of the 30 proposed sites. Questions were raised about the potential uses of the sites. Trails were acknowledged to be quite complex and questions arose regarding Metro's ability to assist in trail development without further property or right of way acquisition. Staff outlined the pending tour of several sites on Saturday, September 8th.

September 4, 2001

Staff gave an overview of the Greenspaces Master Plan and reviewed the criteria for the technical ratings of the sites. The Committee then reviewed six sites in detail (River Island, Parsons, Clear Creek, Cooper Mountain, Ambleside/Hogan Cedars and Mt. Talbert).

September 11, 2001

Despite the tragedy of the events that transpired on this day, the committee met. Level of use for the sites and balance within a regional system were discussed. Chair Hitchcock and Presiding Officer Bragdon asked the committee to keep a larger goal in mind, stating that this effort is an important interim step towards building a regional system. The Committee completed the technical reviews of all natural area sites.

September 18, 2001

The committee concluded its technical review of the eight trail sites. They selected 10 sites to be held back from further consideration. They were: Multnomah Channel, River Island, Banks Wetland, Morand, Willamette Narrows, Weber Farm, Lone Fir Cemetery, Newell Creek Canyon, Clear Creek and Parsons. The committee decided that all trail sites should move forward. Committee members then were instructed to rate the remaining sites.

September 25, 2001

Staff presented a financial overview of Metro and a framework the committee could utilize in its recommendations. Parks staff went over the shortfall occurring in the parks budget. The committee indicated that it was not willing to add this component to the recommendations and that the Metro Council should find ways to make up the shortfall in current operation and maintenance. Parks staff reviewed typical costs involved in opening up sites and trails.

Council staff presented the ratings submitted by 16 of the 17 committee members. The highest rated site was the Fanno Creek Greenway; the lowest was the Council Creek Trail. The Committee removed three sites from further consideration: Ancient Forest Access, Council Creek Trail and Gales Creek. The Tualatin River Access points were combined into a single entity (Farmington Road, Munger and Wankers Corner).

October 2, 2001

Chair Hitchcock spoke about development strategy and vision for the Greenspaces program. He advocated for four "anchor" sites (Mt. Talbert, Wilsonville Tract, Smith & Bybee Lakes, and Cooper Mountain) that represent the four corners of the regional system. The committee wished to focus on trails as a key linkage point for regional sites.

The committee discussed whether the target dollar amount stated in their charge was sufficient to go forward with identified projects. They acted to continue reviewing the top 15 sites along with the concept of the four anchor sites to be funded at a higher level.

Staff discussed how trail costs were put together and general funding mechanisms were available to the committee.

October 9, 2001

Funding options identified in the charge to the committee were discussed – Property Tax, Solid Waste Excise Tax and a Regional Parks Tax. Consensus was reached that both a Property Tax and a Regional Parks Tax were not acceptable. The Committee then moved to recommend the Solid Waste Excise Tax as the primary funding mechanism. It should generate \$60 million over a 5-year period for capital, maintenance, and have a local share component. The committee also indicated its desire to see \$12.5 million used for operations and maintenance on new sites.

October 16, 2001

The committee reviewed a series of options in order to finalize its recommendations, as follows: Capital Improvement (\$38.5M); Operations and Maintenance (\$6.0M); Challenge grants to local governments (\$5.0M); Landbanking other sites (\$1.5M); Restoration/small capital improvements (\$2.5M); and contingency (\$6.0M). The top eight sites should get a majority of the capital improvements while the other sites should be addressed in the order of rating for available dollars.

The committee discussed the pros and cons of a recommendation to Council with regard to the source of funds. They settled on two options . 1) 5-year, \$60 million to be referred to the voters; 2) 8-10 year, \$70 million to be passed without voter approval.

November 1, 2001

Chair Hitchcock testified before the Council to give the Green Ribbon Committee's preliminary recommendations.

November 27, 2001

The Green Ribbon Committee reviewed the draft final report and discussed the public comment findings.

PRESIDING OFFICER DAVID BRAGDON

**600 NORTHEAST GRAND AVENUE
TEL 503 797 1889**

**PORTLAND, OREGON 97232 2736
FAX 503 797 1793**



METRO

August 10, 2001

**The Honorable Doug Daoust
Councilor
City of Troutdale
2725 SW Hope Circle
Troutdale, OR 97060**

Dear Doug:

On behalf of the Metro Council and the entire agency, I want to thank you for agreeing to serve on the Green Ribbon Committee over the next several months. Now is the time to take a careful look at the more than 11,000 acres of open spaces and parks managed by Metro, and to determine the most promising of these sites to be enhanced for public access.

Per the resolution adopted unanimously by the Metro Council on July 19, 2001, the Green Ribbon Committee will address Regional Parks and Greenspaces short-term project priorities and funding needs within a fast-working time frame. The committee's objectives are:

1. Identify 8-10 priority projects or program activities within Metro's existing open spaces properties to provide greater access to the public, operate more efficiently, and responsibly fulfill maintenance needs;
2. Quantify the cost to accomplish these projects in a fiscally realistic manner and validate budget requirements;
3. Recommend to Council an appropriate revenue source to implement these priority projects.

The Council has asked the committee to complete this work by October 15, 2001. It is worth stressing that the Green Ribbon Committee charge is limited to the three tasks outlined above, and would not include attention to acquiring new properties, deviating from the existing target areas or changing established Council policy relative to the Regional Parks and Greenspaces Program as described to the voters in 1995.

August 10, 2001

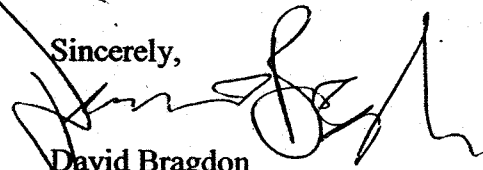
Page 2

Enclosed please find your Metro Green Ribbon Workbook. You are also receiving a copy of the Lewis and Clark report in the workbook, which was submitted to the Metro Council and Executive Officer earlier this year as part of the preliminary research for this effort.

I have asked Walt Hitchcock to chair the Green Ribbon Committee. Walt is the former mayor of the city of Sherwood and a longtime active supporter of parks and greenspaces both in his own community and throughout the region. Walt's experience and commitment to public service will serve the committee well.

The mission of the Green Ribbon Committee requires a serious time commitment over a relatively short period of time. I am confident the impressive group assembled for the effort will provide the thoughtful, focused recommendations that will ultimately serve the region's interests very well. Thank you again for your willingness to be part of this historic effort.

Sincerely,



David Bragdon
Council Presiding Officer

Enclosures:

Metro Green Ribbon Workbook

PRESIDING OFFICER DAVID BRAGDON

600 NORTHEAST GRAND AVENUE
TEL 503 797 1889

PORTLAND, OREGON 97232 2736
FAX 503 797 1793



METRO

DATE: August 20, 2001
TO: Green Ribbon Committee Members
FROM: David Bragdon
Presiding Officer, Metro Council
SUBJECT: Criteria and Updated Materials

Last Thursday, the Metro Council approved criteria to assist you, our Green Ribbon Committee, in your efforts to select 8-10 park sites around the region. Enclosed you will find a copy of Resolution No. 01-3100, which establishes the criteria for the committee to evaluate which Metro greenspaces sites should be opened to the public, and how they could be funded. I believe these straightforward guidelines will help provide structure to your deliberations.

We have also crafted a Values Statement, entitled The Lewis and Clark Bicentennial of 2005-06: Breaking the Trail for the Green Ribbon Committee, intended to guide you through the next three months of work. The committee is charged with a noble goal, and it seems only fitting that you follow a noble path. A brief Green Ribbon Committee Evaluation Process Outline, which delineates the phases of your work, is also enclosed.

Additional items included with this memo are:

- Green Ribbon Committee: Site Selection spreadsheet
- A newer version (to replace the prior one in your notebook) of the Green Ribbon Committee Draft Sites
- A schedule of meetings and directions to off-site locations
- An updated Green Ribbon Committee Roster

The Metro Council stands ready to roll up our sleeves and work side by side toward the tremendous goal of opening 8-10 terrific regional park sites to the public. Thank you again for applying yourselves to this most exciting endeavor.

Values Statement

The Lewis and Clark Bicentennial of 2005-06: Breaking the Trail for the Green Ribbon Committee

As explorers, scientists, and diplomats, the Lewis and Clark Expedition made history. With the help of native tribes, they discovered and documented the glory of a natural world for future generations – an enduring success predicated on the principles of transcending boundaries, managing and protecting resources, and fostering community. Today, the Green Ribbon Committee faces the charge of evaluating regional parkland for the enjoyment and use of the public. In honor of the Lewis and Clark Bicentennial, the Metro Council hereby directs the Committee to follow in the footsteps of those visionary pioneers and to apply their principles as a guide as the Committee evaluates potential sites for greater development.

Transcending Boundaries

Then: Lewis and Clark connected portions of the continent that had never been joined before. In doing so, they forged paths for later explorers and realized President Jefferson's vision of a landscape that transcends artificial political boundaries.

Now: The Green Ribbon Committee shall look for opportunities to link different parts of the region, whether by foot trail, bike, canoe, or kayak. Just as Lewis and Clark's explorations united the continent in the public mind, the committee will tie portions of the region together in a cohesive way that, like nature itself, transcends artificial boundaries.

1) Technical Criteria

Access and Linkage. Access to a site should be appropriate for its intended use. Adequate trails or roads, potential for disability access, proximity to mass transit, adequate parking options and an ability to control access should all be considered. Linkage is measured by how the use of one site or trail may lead to the use of other sites or trails belonging to Metro or to other jurisdictions.

2) Balancing the Package

A diverse mix of use types (such as trails) should be achieved, with attention to diversity of use, size, and proximity to the region's population.

Managing and Protecting Resources

Then: Lewis and Clark carefully weighed their daily decisions, including trading and negotiating with others, to ensure that their limited funds and supplies would last the expedition. Aided by native tribes, Lewis and Clark chronicled logs of local wildlife, plants, and fish that advanced both the cause of science and the appreciation of nature immeasurably.

Now: The Green Ribbon Committee shall assess the availability of resources for each site and determine their readiness for development and use. The committee shall also give emphasis to

Metro sites with particularly valuable habitat or other biological merit – preservation (or restoration) of stream habitats, fish and wildlife, birds, and native plants shall rank high among the committee's priorities.

1) Technical Criteria

Readiness. When assessing sites, the existence of prior planning or masterplanning and the availability of appropriate infrastructure (such as roads or utilities), the contiguity of sites, and minimal impact on natural resources in site development should be considered.

Additional factors to be considered include:

- Availability of outside resources (monetary, volunteers, materials)
- Special circumstances applying to land use, such as potentially significant modifications or permitting processes, valuable species or habitats, or life estate agreements
- Whether the site is inside or outside of the Urban Growth Boundary (UGB), and the corresponding implications for permitting and use

2) Balancing the Package

A rough balance of regional resources should be achieved. The entire package should fit within the recommended revenue estimates.

Fostering Community

Then: Much like the native cultures populating the region, who lived and worked communally, the members of the Lewis and Clark expedition worked together to survive. Each individual was enriched from being part of a group, rather than acting in isolation. President Jefferson believed that an educated and engaged citizenry was the foundation of democracy.

Now: The Green Ribbon Committee shall identify sites where strong local effort and community involvement can be unlocked by Metro's investment. The prospect of volunteer and non-profit groups working together with Metro on a particular site should increase the ranking of that site.

1) Technical Criteria

a) Public and Government Support. History of site support will consist of advocacy, resources, and volunteer work. Documentation of site support by advocacy groups, local governments and local residents; volunteer efforts to improve the site; and an existing or expected site management agreement should all be considered.

b) Potential Partners. Potential partners are defined as other organizations interested in assisting with developing, maintaining, and operating sites.

2) Balancing the Package

An inclusive blend of regional partnerships and community support should be achieved. Attention should be paid to the enhanced sense of community, in terms of sense of place and livability that would result from the development of each site.

Green Ribbon Committee Evaluation Process Outline

Your Charge:

The committee will review data on approximately 30 Metro-owned open spaces and trail sites. From this review, the committee will present a recommendation to the Metro Council for developing 8-10 of those sites for public use within approximately five years. To accomplish this recommendation, the committee will identify an adequate revenue-generating method. The expected revenue necessary to open eight sites is up to \$4 million a year, or \$20 million over a five-year period.

Your Process:

The committee will meet ten times in the months of August through October to accomplish the work in four phases, as follows:

Phase I – Review Technical Data.

The committee will review each of the candidate sites, using information received from Metro's Regional Parks and Greenspaces and other staff. There will be opportunities to ask questions and view each site on a special Saturday tour. Following are examples of the types of information you will review:

- Context – site history and condition
- Expected Costs—capital, operations, and maintenance
- Likely popularity, special features
- Potential for environmental education

Phase II—Project Ranking.

The committee will rank the sites using Council-approved criteria and considering information from Phase I. You may create a threshold below which no sites should receive further consideration. Remaining sites should all be eligible for consideration in your final recommendation to Council.

Phase III – Select Project Mix.

The committee will choose a final, balanced package of sites to recommend to Council. The package will represent a mix of geography, use/size types, proximity to population and available financial and other resources. To supplement the numerical ranking system, your best judgment is called for.

Phase IV—Select Revenue Option.

The committee will review revenue options and provide a specific recommendation to Council with regard to a revenue source, or sources, that could be enacted by Council and/or be referred to voters. Revenue options from which to choose are:

- Ad valorem/property tax
- Increasing the current excise tax on goods and services at some or all Metro facilities
- Regional parks tax

Other options may arise that the committee may discuss with direction from the Council.

GREEN RIBBON COMMITTEE: SITE SELECTION

PHASE I			PHASE II							PHASE III		
			Project Rating		Other Factors Contributing to Final Ranking					Select Project Mix for Final Ranking Objectives		
Description of Metro Owned Property			Criteria and Point System Allocation									
Site history and condition, Readiness aspects, current or expected resources, management agreements, volunteer contributions. Expected costs to develop. Special features & circumstances			Readiness	Public & Local Government support	Access	Potential Partners	Probability of significant land use issues	Proximity to Populated Areas	Other factors	Regional or Geographic balance	Mix of Types/Use	Recommendation fits within recommended revenue estimates?
Site	Acres	Target Area	40	25	25	10	H,M, L					
Parks and Natural Areas												
River Island	239	Clackamas River Greenway										
Parsons Site	175	Clackamas River Greenway										
Clear Creek Canyon	490	Clear Creek Cyn										
Cooper Mountain	247	Cooper Mountain										
Ambleside/Hogan	40	East Buttes										
Mt. Talbert	183	East Buttes										
Ancient Forest	600	Forest Park Buffer/Expansion										
Gales Creek	606	Gales Creek										
Newell Creek	145	Newell Creek										
Wilsonville Tract	230	Tonquin Geological Area										
Farmington Road	5	Tualatin River Access										
Morand	148	Tualatin River Access										
Munger Farm	91	Tualatin River Access										
Wankers Corners	18	Tualatin River Access										
Willamette Cove	29	Willamette River Greenway										
Canemah Bluff	40	Willamette River Greenway										
Multnomah Channel	325	Willamette River Greenway										
Willamette Narrows/Greenway	245	Willamette River Greenway										

GREEN RIBBON COMMITTEE: SITE SELECTION

PHASE I			PHASE II							PHASE III		
			Project Rating		Other Factors Contributing to Final Ranking					Select Project Mix for Final Ranking Objectives		
Description of Metro Owned Property			Criteria and Point System Allocation									
Site history and condition, Readiness aspects, current or expected resources, management agreements, volunteer contributions. Expected costs to develop. Special features & circumstances			Readiness	Public & Local Government support	Access	Potential Partners	Probability of significant land use issues	Proximity to Populated Areas	Other factors	Regional or Geographic balance	Mix of Types/Use	Recommendation fits within recommended revenue estimates?
Site	Acres	Target Area	40	25	25	10	H, M, L					
Willamette Narrows/Weber Farm	194	Willamette River Greenway										
Jackson Bottom/Dairy/McKay Creek	373	Jackson Bottom Dairy/McKay Creek										
Trails	Target Area?	Existing or Proposed Regional Trail or Greenway?										
Beaver Creek Canyon	Y	Y										
Beaverton Powerline Trail	N	Y										
Council Creek Trail	Y	N										
East Buttes - Butler Ridge	Y	N										
Fanno Creek Greenway	Y	Y										
Gresham to Fairview Trail	N	Y										
Portland Traction Trail	N	Y										
Springwater Trail, Sellwood to McLaughlin	Y	Y										
Other Metro Owned Sites												
Lone Fir Cemetary	30											
Smith & Bybee Lakes	2000	Previously Owned										
Note:												
Target Area Trails not included: Burlington Nothern												
Target Areas not included: Columbia River Shoreline, Rock Creek (Wash Co), Sandy River Gorge, Tryon Creek Linkages												

GREEN RIBBON COMMITTEE SCHEDULE OF MEETINGS

DATE	TIME	LOCATION	TOPIC
Monday, August 20, 2001	7:30 am - 9:00 am	Metro Council Chamber 600 NE Grand Avenue Portland, OR 97232	Introduction; Review Charge and Materials
Tuesday, August 28, 2001	5:30 pm - 7:30 pm	North Clackamas Parks and Rec. Milwaukie Center 5443 SE Kellogg Creek Milwaukie, OR 97222	Site Review/Selection
Tuesday, September 4, 2001	5:30 pm - 7:30 pm	Tualatin Hills Nature Park Interpret.Center 15655 SW Millikan Way Beaverton, OR 97006	Site Review/Selection Continued
Saturday, September 8, 2001	TBA	TBA	Site Tour
Tuesday, September 11, 2001	5:30 pm - 7:30 pm	Sunset Room in the Cascade Grill The Oregon Zoo 4001 SW Canyon Road Portland, OR 97221	Site Review/Selection Continued
Tuesday, September 18, 2001	5:30 pm - 7:30 pm	Metro Council Chamber	Final Site Selection
Tuesday, September 25, 2001	5:30 pm - 8:30 pm	Metro Council Chamber	Financials on Sites
Tuesday, October 2, 2001	5:30 pm - 7:30 pm	Metro Council Chamber	Determining Priority Sites
Tuesday, October 9, 2001	5:30 pm - 7:30 pm	Metro Council Chamber	Discussion/Determine Revenue Options
Tuesday, October 16, 2001	5:30 pm - 7:30 pm	Metro Council Chamber	Continuing Deliberation
Tuesday, November 27, 2001	5:00 pm - 7:30 pm	Metro Council Chamber	Review Recommendation Report
MEETINGS OUTSIDE THE COMMITTEE SCHEDULE WHICH COMMITTEE MEMBERS ARE INVITED TO ATTEND			
Thursday, November 1, 2001	2:00 pm	Metro Council Chamber	Deliver Preliminary Summary Report to Council
Wednesday, November 7, 2001	5:30 pm - 7:30 pm	Midland Library	Open House for Public Comment
Tuesday, November 13, 2001	5:30 pm - 7:30 pm	Tualatin Hills Nature Center	Open House for Public Comment
Tuesday, November 20, 2001	5:30 pm - 7:30 pm	Crest Learning Center	Open House for Public Comment
Thursday, December 6, 2001	2:00 pm	Metro Council Chamber	Council Accepts Final Report

Proposed Site Tour Schedule

Note: all tours leave from and return to Metro Regional Center, 600 NE Grand Ave., all times are approximate

<u>Sat, Sept. 8, 8:30-2:00a.m.</u>	<u>Arrival Time</u>	<u>Location</u>
Banks Wetlands	9:15	farm at west end Cedar Canyon Rd.
Gales Creek	10:00	New Hwy 47 & Gales Creek
Council Creek Trail	10:20	NW Hobbs Rd. & Council Creek
Farmington Rd. (Tualatin River)	10:50	Farmington & River Roads.
Munger Farm (Tualatin River)	11:15	Munger Ln off Scholls-Sherwood Rd
Morand (Tualatin River)	11:50	SW Pacific Dr. (Tualatin)
Cooper Mt. (box lunch provided)	12:20	StoneCreek Dr. entrance
Return to Metro	2:00	

<u>Wed, Sept. 12, 1:00-5:30p.m</u>	<u>Arrival Time</u>	<u>Location</u>
Smith and Bybee Lakes	1:30	parking lot N. Marine Dr.
Willamette Cove	2:15	Edgewater Ave.
Multnomah Channel	3:30	Opposite Wildwood Golf Course
Forest Park Expansion	4:15	McNamee Rd.
Lone Fir Cemetery	5:15	20 th & Morrison

<u>Thurs., Sept. 13, 1:00-5:30 p.m.</u>	<u>Arrival Time</u>	<u>Location</u>
Wilsonville Tract	1:45	Wilsonville Rd.
Wankers Corner (Tualatin River)	2:30	Borland Rd.
Weber Farm (Will. Greenway)	3:15	Candy Ferry Entrance
Willamette Narrows	3:50	Oregon Golf Club
Portland Traction Trail	4:30	Oak Lodge Fire Station

<u>Sat, Sept. 15, 8:30-1:30 p.m.</u>	<u>Arrival Time</u>	<u>Location</u>
Mt. Talbert	8:45	Cedar Park Dr.
River Island (Clackamas R.)	9:45	Eaden Rd.
Parsons (Clackamas R.)	10:15	Eaden Rd/Baker Ferry Rd.
Clear Creek	10:45	Springwater Rd.
Newell Creek	11:45	Beaver Creek Rd.
Canemah Bluff (box lunch provided)	12:30	Canemah Park

<u>Mon., Sept. 18, 5:00-8:00 p.m.</u>	<u>Arrival Time</u>	<u>Location</u>
Ambleside (Hogan Cedars)	5:45	Hogan Rd. & Ambleside Dr.
Butler Ridge (East Buttes)	6:30	Rodlin Rd. (Baker prop.)
Beaver Creek Trail	7:15	Stark & Troutdale Rd.

Note: the order that sites are visited within any tour is subject to change

How to view sites not included on above tours:

Fanno Creek Trail – “virtual tour” on CD ROM available from John Donovan

Gresham to Fairview Trail – “virtual tour” on CD ROM available from John Donovan

Beaverton Powerline trail – can be viewed by visiting existing improvements extending from Hart Rd. south to Satterberg Rd. The potential to expand the trail exists between Davis Rd and Division St. (north of Satterberg) and also from Satterberg south to Nora Rd. Map available from John Donovan.

Springwater Trail (Sellwood to McLaughlin) – potential for expansion can be viewed by visiting Johnson-Tideman Park, entering Springwater Trail and heading west to McLaughlin where trail currently ends. Springwater Corridor maps, including parking areas, etc., are available from John Donovan.

GREEN RIBBON COMMITTEE: SITE SURVEY

Email address (if you would like to receive information electronically): _____

As a Green Ribbon Committee member, your experiences and insights about the potential sites will be an important resource to the rest of the group. Please indicate which of the 30 potential sites that you have either visited, or are familiar with, using the codes and columns indicated below. Please bring your completed survey to the August 28 meeting, or fax it to: (503) 797.1793. Thank you!

- Code 1 I have visited or toured the site
 Code 2 I have driven by the site, but haven't visited or toured
 Code 3 I have not visited the site, but I have information to share with the group
 Code 4 I have no experience or knowledge of the site

Parks and Natural Areas	Acres	Target Area	Knowledge of Site				Comments (continue on reverse)
			1	2	3	4	
River Island	239	Clackamas River Greenway					
Parsons Site	175	Clackamas River Greenway					
Clear Creek Canyon	490	Clear Creek Canyon					
Cooper Mountain	247	Cooper Mountain					
Ambleside/Hogan	40	East Buttes					
Mt. Talbert	183	East Buttes					
Ancient Forest	600	Forest Park Buffer/Expansion					
Gales Creek	606	Gales Creek					
Newell Creek	145	Newell Creek					
Wilsonville Tract	230	Tonquin Geological Area					
Wigton Road	5	Tualatin River Access					
Wierand	148	Tualatin River Access					
Munger Farm	91	Tualatin River Access					
Wankers Corners	18	Tualatin River Access					
Willamette Cove	29	Willamette River Greenway					
Canemah Bluff	40	Willamette River Greenway					
Multnomah Channel	325	Willamette River Greenway					
Willamette Narrows/Riverfront Trail	245	Willamette River Greenway					
Willamette Narrows/Weber Farm	194	Willamette River Greenway					
Jackson Bottom/Dairy/McKay Creek	373	Jackson Bottom Dairy/McKay Creek					
Trails	Target Area?	Existing or Proposed Regional Trail or Greenway?	Knowledge of Site				Comments (continue on reverse)
			1	2	3	4	
Beaver Creek Canyon	Y	N					
Beaverton Powerline Trail	N	Y					
Council Creek Trail	Y	N					
East Buttes - Butler Ridge	Y	N					
Fanno Creek Greenway	Y	Y					
Gresham to Fairview Trail	N	Y					
Portland Traction Trail	N	Y					
Springwater Trail, Sellwood to McLaughlin	Y	Y					
Metro Owned Sites	Acres		Knowledge of Site				Comments (continue on reverse)
			1	2	3	4	
Lone Fir Cemetery	30						
Smith & Bybee Lakes	2000						

Green Ribbon Committee
Eligible Sites x Jurisdiction Table
8/17/01

JURISDICTION	SITE	OPEN. SPACE TARGET AREA
Beaverton	Fanno Creek Greenway (p) Beaverton Powerline Trail	Fanno Creek Greenway N.A.
Clackamas Co.	Parsons River Island Clear Creek Canyon Mt. Talbert Butler Ridge (p) Newell Creek Canyon (p) Willamette Narrows Greenway Willamette Narrows/Weber Wankers Corners Portland Traction Trail (p)	Clackamas River Greenway Clackamas River Greenway Clear Creek Canyon East Buttes/Boring Lava Domes East Buttes/Boring Lava Domes Newell Creek Canyon Willamette River Greenway Willamette River Greenway Tualatin River Access N.A.
Cornelius	Council Creek Trail	Jackson Bottom/Dairy & McKay Creek
Durham		
Fairview	Gresham to Fairview Trail (p)	N.A.
Forest Grove	Gales Creek (p)	Gales Creek
Gladstone	Portland Traction Trail (p)	N.A.
Gresham	Ambleside/Hogan Cedars Butler Ridge (p) Gresham to Fairview Trail	East Buttes/Boring Lava Domes East Buttes/Boring Lava Domes N.A.
Happy Valley		
Hillsboro		
Johnson City		
King City		
Lake Oswego		
Maywood Park		
Milwaukie	Portland, Traction Trail (p)	N.A.
Multnomah Co.	Beaver Ck. Canyon Greenway (p) Forest Park Access Butler Ridge (p) Multnomah Channel	Beaver Ck. Greenway Forest Park Expansion East Buttes/Boring Lava domes Willamette River Greenway
Oregon City	Newell Creek Canyon (p) Canemah Bluff	Newell Creek Canyon Willamette River Greenway
Portland	Fanno Creek Greenway (p) Lone Fir Cemetary Springwater Corridor Trail Willamette Cove Smith & Bybee Lake	Fanno Creek Greenway N.A. Willamette River Greenway Willamette River Greenway N.A.
Rivergrove		
Sherwood		
Tigard	Fanno Creek Greenway (p)	Fanno Creek Greenway
Troutdale	Beaver Ck. Canyon Greenway (p)	Beaver Ck. Canyon Greenway

Tualatin		
Washington Co.	Cooper Mountain Fanno Creek Greenway (p) Gales Creek (p) Dairy & McKay Creeks/Killin Wetlands Morand Farmington Road	Cooper Mountain Fanno Creek Grenway Gales Creek Dairy & McKay Creeks/Killin Wetlands Tualatin River Access Tualatin River Access
West Linn		
Wilsonville	Wilsonville Tract	Tonquin Geologic Area
Wood Village		

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Trail Costs Overview (Jim Desmond)

Note that trail costs are impossible to estimate with any degree of accuracy without final design and engineering specifications. There are various add on costs to most urban trail projects that cannot be determined until engineering, design and permitting are complete. Some examples of such costs are: signalized intersection crossings (approx. \$100,000 apiece); grade separation intersection crossings (approx. \$250,000 apiece); bridges over rivers or creeks (from \$250,000 to \$1,000,000+ apiece); stormwater drainage requirements; relocation of underground or above ground easements, etc.

Some general estimates of trail costs per Alta Transportation Planning consulting firm (not specific to any particular project):

- Earthen trails: \$36,000/mile
- 12' wide paved asphalt trail: \$600,000/mile
- 8' wide soft surface/gravel trail: \$250,000/mile
- Trailhead w/ 15-20 parking spaces: \$200,000; restroom add \$40,000.
- Design, engineering, permitting and construction contingency: 25% of total

Some actual costs of recently completed trail projects:

Peninsula Crossing Trail (1998-2000) (existing public ROW; even grade; Phase 1 corridor similar to proposed Portland Traction Trolley Trail area)

Phase 1: \$1.434 million (2.0 miles 12' paved asphalt)

Cost = \$717,000/mile

Significant add-ons: city requirement to rebuild one block of entire street with new curbs, sidewalks, storm water drainage, etc. (approx. \$250,000)

Phase 2: \$312,000 (1.0 mile, 10' paved asphalt)

Cost: \$312,000/mile

Note: open area next to major road; flat, straight, no street crossings; very simple paving project

Springwater Trail

Portland section from McLoughlin to Gresham: \$2.25 million in 1994 (8 miles; chip seal, no asphalt). Chip seal less expensive to install than asphalt, but much shorter life span.

Cost: \$281,250/mile (1994)

Gresham section: \$2.1 million total in 3 phases -- 1992, 1996 and 2001 (4.8 miles, asphalt)

Cost: \$438,000/mile

OMSI – Springwater, city of Portland estimate of \$2.5 million for completion 2002. (3 mile, asphalt 12'; complex project -- rail with trail, with 3 miles of fence, 2 crossings under RR, RR track removal, etc.)

Estimated cost: \$833,000/mile

Green Ribbon Committee - Site Summary of Responses from Citizens and Local Elected Officials

Supporting Organization	Sites	Representative	Comments
City of Beaverton	Fanno Creek Greenway, Beaverton Powerline Trail, Cooper Mountain	Rob Drake	This trail has a master plan already - THPRD proposes a partnership with Metro.
City of Cornelius	Council Creek	Ralph Brown	The City of Cornelius does not have the financial resources to acquire land or develop facilities. However, they welcome the opportunity to partner with Metro and other agencies.
City of Portland	Springwater Corridor, Willamette Cove, Fanno Creek, Smith & Bybee	Jim Francesconi	They have a Willamette Cove Management Plan in place. Portland is collaborating with Beaverton, Tigard, Durham, THPRD, Washington County, Metro, SW Trails, and the 40 Mile Loop Land Trust on the Fanno Creek project. A canoe launch is already planned for Smith & Bybee Lakes.
City of Tigard	Fanno Creek Greenway	Jim Griffith	This trail has been worked on in the past and they strongly support this trail. The advancement of the regional trail is a partnership project involving many public and private organizations.
Clackamas County - Dept. of Transportation & Development	Mt. Talbert, River Island	Dan Zinzer	Mt. Talbert already has a master plan, they do not have any direct financial support to offer, but can arrange intergovernmental agreements regarding maintenance or management of the sites.
Clackamas County - Dept. of Transportation & Development	Portland Traction Trail	Karen Buehrig	She said this trail would provide a pedestrian and bikeway link through urban unincorporated Clackamas County - this trail has a master plan in place.
Clackamas County Chamber of Commerce	Portland Traction Trail (Trolley Trail)		They said that local share funds (\$500,000) from the Metro Open Spaces, Parks and Streams bond measure were available for this purchase - although no funds were earmarked for development.
Clackamas County Fire District No. 1	Portland Traction Trail (Trolley Trail)	Randy Bruegman	They support inclusion of this project.
Clackamas County Historical Society	Portland Traction Trail	Patrick Harris	In conjunction with a variety of community groups the Clackamas County Historical Society would be pleased to provide historical resources and expertise for the proper interpretation and preservation of this major transportation corridor.
Clackamas County Sheriff's Office	Portland Traction Trail	Pat Detloff	The Clackamas County Sheriff's Office is committed to providing a safe environment for the citizens of Oak Grove.
Oak Grove Garden Club	Portland Traction Trail (Trolley Trail)	Florence Smith	The Board of Directors unanimously approved endorsement of the Trolley Trail.

Green Ribbon Committee - Site Summary of Responses from Citizens and Local Elected Officials

Supporting Organization	Sites	Representative	Comments
Oak Grove Station	Portland Traction Trail (Trolley Trail)	Robert Bishop III	The Oak Grove Station offers its enthusiastic support.
Oak Lodge Community Council	Portland Traction Trail	Dick Jones	Money is available for this purchase and citizens expect government to follow through. This trail will complete a 20 mile loop of connecting trails in north Clackamas County. This group looks forward to working as a partner in the development of Trolley Trail.
Oak Lodge Sanitary District	Portland Traction Trail (Trolley Trail)	Kent Squires	They believe that their interest and the interests of the north Clackamas Parks and Recreation District are compatible and mutually beneficial. They look forward to working with Metro and others on this.
Oak Lodge Water District	Portland Traction Trail	Katherine Willis	They want this trail for walking and biking.
Rose Villa	Portland Traction Trail (Trolley Trail)	Susan Lehr	They support completion of the trail under the auspices of the North Clackamas Parks District.
The Columbia Slough Watershed Council	Smith & Bybee Lakes	Jay Mower	They want a new trailhead, parking area, boat launch, and environmental education center.
Tualatin Hills Park & Recreation District	Fanno Creek Greenway, Beaverton Powerline Trail, Cooper Mountain	Ron Willoughby	Partnerships have been formed with Metro, THPRD, the City of Beaverton, and the Oregon Dept. of Transportation. The partnership that they offer includes continued mgt., maintenance, and development coordination for the portion of the Fanno Creek trail in Beaverton. For the Beaverton Powerline Trail they also offer a partnership with Metro. For Cooper Mountain they stand ready to assist Metro.
Washington County	Fanno Creek Greenway, Beaverton Powerline Trail, Cooper Mountain	Dick Schouten	They support THPRD in regards to these sites.
Wendie Kellington, Attorney at Law for Mike Warn	Idylwild Farm	Wendie Kellington	Mr. Warn is concerned about what Metro might do with the property if they were to open it.
Willamette View Retirement Community	Portland Traction Trail (Trolley Trail)	Mark King	They endorse completion of the trail under the auspices of the North Clackamas Parks District.

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9/26/01

GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Summary of Revised Capital Costs

Attached are capital cost estimates for the 17 sites remaining from the Green Ribbon Committee meeting on September 25th. The three Tualatin River sites have been combined into one project. On the following pages, estimated costs have been broken down into detail, and some information regarding local support for the project and any outstanding financial issues have been noted.

There are several caveats that must be understood to properly interpret the information included in this packet:

- ◆ The improvements noted for each site are not staff recommendations. They are provided only to illustrate a possible range of uses on the site.
- ◆ The identification of a specific type of improvement does not mean that improvement will be made at that site. Improvements to these sites will be determined through a public Master Planning process.
- ◆ The identification of estimated costs per site does not mean that the amount is a minimum or a maximum for that site. The amounts are provided only to estimate the overall total dollar amount for capital improvements that the Green Ribbon Committee will recommend. In no way do the dollar amounts listed establish an estimated project budget.

The following is a summary of the financial information included in this packet:

<u>Rating</u>	<u>Natural Areas / Trail Projects</u>	<u>Capital Amount</u>		<u>Cumulative Amount</u>	
		<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
	Infrastructure Improvements (non-site specific)	5,000,000	5,000,000	5,000,000	5,000,000
1	Fanno Creek Trail (11 separate segments/projects)	810,000	3,953,000	5,810,000	8,953,000
2	Mt. Talbert	998,400	1,723,400	6,808,400	10,676,400
3	Wilsonville Tract	931,500	4,337,000	7,739,900	15,013,400
4	Gresham to Fairview Trail	2,480,000	3,033,000	10,219,900	18,046,400
5	Springwater Trail – Sellwood to McLoughlin	550,000	4,981,200	10,769,900	23,027,600
6	Smith & Bybee Lakes	1,024,000	1,705,000	11,793,900	24,732,600
7	Beaverton Powerline Trail (12 separate segments)	1,749,600	3,419,000	13,543,500	28,151,600
8	Cooper Mountain	931,500	3,670,500	14,475,000	31,822,100
9	Willamette Cove	1,075,500	1,695,500	15,550,500	33,517,600
10	Portland Traction Company Trail (trolley)	2,702,500	2,702,500	18,253,000	36,220,100
11,13,14	Tualatin River Access Points	2,212,000	2,212,000	20,465,000	38,432,100
12	Ambleside/Hogan Cedars	1,110,500	1,531,500	21,575,500	39,963,600
15	Canemah Bluff	1,050,500	1,471,500	22,626,000	41,435,100
16	Beaver Creek Canyon Trail	962,500	1,762,500	23,588,500	43,197,600
17	East Buttes – Butler Ridge Trail	731,500	731,500	24,320,000	43,929,100

GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Project: Fanno Creek Greenway Trail

Capital Costs

Feasibility Study (unfunded portion) 60,000

Sections in THPRD (based on THPRD Master Plan cost estimates)

Segment 1 – Scholls to Hall – Funding Secured	0
Segment 2 – Hall to Denny – trail complete but need signal crossing	200,000
Segment 3 – Denny to Scholls – still need signal or loop under Fanno Creek Bridge	150,000
Segment 4 – Fanno Creek to Allen and Beaverton Project at 105 th to Denny	91,000
Segment 5 – Allen to 92 nd , including signal crossing	252,000
Segment 6 – 92 nd to Oleson Road (connection north from Garden Home to Vermont to Oleson – not in Master Plan)	300,000
Total – THPRD Sections	\$993,000

Sections in Tigard

Section 4 & 5 – Woodard Park to 99W	400,000
<i>Section 4 & 5 costs based on preliminary engineering study.</i>	
Section 6 – Hall (Fanno Creek Park) to Bonita Road	350,000
Section 7 – Bonita Road, past Ball Creek, past Renaissance Woods, to Durham	460,000
<i>Section 6 & 7 costs based on 1997 “Fanno Creek Trail Study.”</i>	
Section 8 – Durham Road, past Durham City Park to Tualatin Park / Tualatin Road	250,000
<i>Section 8 based on linear foot formula, assuming no bridges and no ROW costs.</i>	
Tualatin River Bicycle & Pedestrian Bridge	1,500,000
<i>Based on 1999 cost estimates, increased for inflation</i>	
Total Tigard Sections	\$2,960,000

Note: it is unclear whether the costs associated with the crossings at Durham Road, 99W, Hall Blvd, Bull Creek, or Fanno Creek are included in the above estimates. **Trail sections in BOLD include land acquired with funds from the 1995 Open Spaces bond measure.**

Local Support

- ◆ Numerous sections have been completed by a variety of jurisdictions, agencies and partners. Management/maintenance of the completed segments has been done by these partners.
- ◆ A project planning team has been operating and meeting regularly to support, shape and implement the goal of completing the Fanno Creek Greenway.
- ◆ THPRD, Portland Parks & Recreation, city of Tigard, City of Durham, City of Beaverton, Portland BES, Clean Water Resources (United Sewerage Agency), Washington County and the National Park Service have all provided financial resources for a new Feasibility Study for the Fanno Creek Greenway.

Total Capital	\$810,000* to \$3,953,000
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* Minimum range equals feasibility study plus segments 4, 5 and 6 in Tigard.

GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Project: Mt. Talbert

Capital Costs (costs according to existing Master Plan)

Master Planning	0
Design & Engineering	99,700
Primary Public Access @ Sunnyside Road	336,500
Access @ Cedar Park Drive	411,600
Neighborhood Access Points	106,900
<u>Trails</u>	<u>43,700</u>
Total	\$998,400

Financial Issues Outstanding

- ◆ These capital costs are taken from the Master Plan developed by North Clackamas Parks and Recreation District. There is a significant bridge project mentioned in the plan that needs to happen, but has not been included in the cost estimates in the Master Plan. Additionally, there may be some habitat enhancement opportunities for this site, near the bridge area, that could and probably should happen that also have not been identified in the cost estimates. For these reasons, the capital cost estimates for this site should be increased by at least an **additional \$500,000**.
- ◆ The capital construction cost estimates in the Master Plan are not based on design and engineering plans, but are based on some generalized cost estimates with a relatively small contingency. It is Metro staff's opinion that an additional 15% for added contingency should be added to the estimated capital costs for this site. This equates to an **additional \$225,000**.

Local Support

- ◆ In 1997, NCPRD entered into an intergovernmental agreement with Metro, providing for NCPRD to maintain this site both in its current state and after improvements have been made to it.
- ◆ The North Clackamas Parks and Recreation District (NCPRD) has already completed a Master Plan for this site.
- ◆ Clackamas County officials have written a letter in support of Metro and NCPRD efforts on this site. The County is willing to consider an intergovernmental agreement regarding maintenance and management of this site.

Total Capital Costs	\$998,400 to \$1,723,400
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GREEN RIBBON COMMITTEE
SITE SELECTION - FINANCIAL INFORMATION

Project: Wilsonville Tract

Capital Costs

"Base Package"

Master Planning (unfunded portion)	40,000
Design & Engineering (25% construction costs)	198,000
Road Improvements/Stormwater	262,500
½ mile of paved trail	180,000
Parking Area	121,500
2 Vault Toilets	90,000
Well and Water Treatment System	97,500
Interpretive Signage	37,500
<u>5 Picnic Tables and Grills</u>	<u>4,500</u>
Total Base Package	\$931,500

"Add-ons"

Design & Engineering (25% construction costs)	580,000
Habitat Restoration and Revegetation	500,000
Visitor/Education Center (2,000 sq. ft. @ \$200 per sq. ft.)	400,000
Additional ½ mile of paved trail	180,000
6 miles of soft surface trail	380,000
Maintenance Roads	350,000
Additional Parking Areas	365,000
Additional Interpretive Signage	112,500
Wildlife Viewing Blinds	43,000
30 Additional Picnic Tables and Grills	27,000
<u>3 Picnic Shelter and Landscaping</u>	<u>468,000</u>
Total Add-Ons	\$3,405,500

Local Support

- ◆ The city of Wilsonville was extremely supportive and instrumental in Metro's purchase of this property. There is great support for this property from the city and from local citizens.
- ◆ The schools in the area are also supportive of using this site to promote environmental education activities. An exciting recent development is the West Linn-Wilsonville School District's creation of the CREST Environmental Education Center located at this site.
- ◆ The city of Wilsonville has committed approximately \$60,000 toward the completion of the Master Plan for this site.

Total Capital	\$931,500 to \$4,337,000
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The capital improvements listed above are not staff recommendations. They represent an aggressive level of development that the site may or may not be able to support. Actual recommended improvements to the site will be developed through a public master planning process and may vary significantly from the improvements listed above.

GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Project: Gresham to Fairview Trail

Capital Cost Estimate #1 (for unfunded portion of trail only)

(est. based on combination of Alta assumptions and city of Gresham design estimates)

Refinements to Trail Plan, if needed	50,000
Trail Costs (approx. 2.1 miles paved 12-14')	1,260,000
2 Crossings – Signalization (Powell, Division)	555,000
Trailhead costs	200,000
<u>Design & Engineering and contingency</u>	<u>415,000</u>
Total – Capital	\$2,480,000

Capital Cost Estimates #2

From city of Gresham, excluding existing funding: **\$2,233,000 to \$3,033,000.**

Local Support

- ◆ About 2/3 of the necessary Right of Way for this project has already been acquired by Gresham Parks purchases and through donated easements from Tri-Met and PGE.
- ◆ ODOT has funded Phase 1 of this trail through an MTIP grant of \$224,000, with Gresham providing \$101,000 in matching funds.
- ◆ Gresham has identified \$286,000 as matching funds for its MTIP Phase 2 Grant Proposal. MTIP has funded the Phase 2 proposal for \$852,000

Total Capital	\$2,480,000 to \$3,033,000
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GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Project: Springwater Trail – Sellwood to McLoughlin

Capital Cost Estimate #1 – Alta Transportation Consulting

Trail Costs (0.7 mile paved, 0.2 mile partially on street)	420,000
Crossing at SE 17 th Avenue – Divert to intersection	20,000
Trailhead Costs	0
<u>Planning & Engineering and contingency</u>	<u>110,000</u>
Total – Capital	\$550,000

Capital Cost Estimate #2 – Portland Dept. of Transportation (PDOT)

<u>Section 1 – Rail with Trail in SE Ochoco</u> <i>(SE 13th to Linn, avoiding on-street)</i>	2,714,600
Relocate 13 power poles	93,600
Remove structures & obstructions	53,300
Remove spur track	21,600
General excavation	311,600
Retaining Wall (900 lf @ 10' ht, 500 lf @ 5' at SE 13-17 th)	1,721,700
Geotextile, aggregate base, asphalt for trail	133,000
Concrete stairs	51,000
Chain-link fence (separate trail from rail)	47,400
Curbs, sidewalks, RR crossing, bollards, signs at 13 th	45,700
Mobilization and miscellaneous small items (driveway, sidewalk, bollards)	235,700
<u>Section 2 – Linn to Umatilla</u>	2,085,500
Linn intersection (curb extensions, sidewalk, bollards)	174,200
Linn-Marion (move 3 poles & RR track, add trail & fence)	395,600
Marion intersection (sidewalk, bollards, signs)	36,800
Marion-Harney (move 3 poles & RR track, add trail & fence, excavate and add retaining wall 500 lf @ 12' ht)	1,009,400
Harney intersection (asphalt, sidewalk, bollards, signs)	45,100
Harney-Umatilla (move 2 poles & RR track, add trail & fence, excavate & add retaining wall – 275 lf @ 10' ht)	394,900
Umatilla intersection (sidewalks, bollards, signs)	29,500
<u>Section 3 – Umatilla to Spokane</u>	181,100
<u>Umatilla – Spokane (aggregate base, asphalt for trail)</u>	<u>181,100</u>
Total – Capital	\$4,981,200

Local Support

- ◆ City of Portland has supported this project for many years. Portland Parks and Recreation has worked closely with PDOT to develop preliminary design and engineering documents for this trail segment.

Total Capital	\$550,000 to \$4,981,200
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GREEN RIBBON COMMITTEE
SITE SELECTION - FINANCIAL INFORMATION

Project: Smith & Bybee Lakes Wildlife Area

Capital Costs

"Base Package"

Master Planning (refinement of 1999 Recreation Facility Plan)	35,000
Design & Engineering (25% construction costs)	198,000
Road Improvements/Stormwater	262,500
½ mile of paved trail	180,000
Parking Area and paving Demolition	141,500
2 Vault Toilets	90,000
Water / Utilities	75,000
Interpretive Signage	37,500
<u>5 Picnic Tables and Grills</u>	<u>4,500</u>
Total Base Package	\$1,024,000

"Add-ons"

Design & Engineering (25% construction costs)	86,000
Entry Gate, Education Shelter, Add'l Interpretive Signage	165,000
Landscaping (plants, bollards, pavers, striping, boulders, etc.)	95,000
Boat ramp	40,000
Retaining wall, entry walls	45,000
<u>Habitat Restoration and revegetation</u>	<u>250,000</u>
Total Add-Ons	\$681,000

Note: There are some projects on the list above that are not part of the 1999 Recreation Facilities Plan. Cost estimates above have been updated and are not the same as in the plan.

Local Support

- ◆ Friends of Smith and Bybee Lakes is an active, supportive Friends group for this project.
- ◆ The Columbia Slough Watershed Council supports the 1999 Recreation Facilities Plan.
- ◆ The city of Portland has written in support of the canoe launch.

Total Capital Costs	\$1,024,000 to \$1,705,000
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The capital improvements listed above are not staff recommendations. They represent an aggressive level of development that the site may or may not be able to support. Actual recommended improvements to the site will be developed through a public master planning process and may vary significantly from the improvements listed above.

GREEN RIBBON COMMITTEE
SITE SELECTION - FINANCIAL INFORMATION

Project: Beaverton Powerline Trail

Capital Cost Estimate #1 – Alta Transportation Consulting

Feasibility Study and Alignment Plan	0	
Trail Costs (5 miles paved Class I 12-14' trail)	2,500,000	
3 Crossings – Crosswalks (Flagstone, Burntwood, Division)	}	235,000
1 Crossing – Divert to Intersection (Farmington)		
2 Crossings – Signalization (Davis, Hart)		
Trailhead costs	0	
<u>Design & Engineering and contingency</u>	<u>684,000</u>	
Total – Capital	\$3,419,000	

Capital Cost Estimate #2 – 1997 THPRD Master Plan (revised for inflation-4% annual increase)

Feasibility Study and Alignment Plan	0
Segment 1 – Barrows to Scholls	375,400
Segment 6 – Hart to Burntwood	77,200
Segment 7 – Burntwood to Davis	93,000
Segment 8 – Davis to Division	39,000
Segment 9 – Division to Farmington	162,000
Segment 10 – Farmington to TV Hwy	177,600
Segment 11 – TV Hwy to LRT	54,000
Segment 12 – LRT to Jenkins	123,700
Segment 13 – Jenkins to Walker	185,200
Segment 14 – Walker to Sunset	54,000
Segment 15 – Sunset to Cornell	61,500
Segment 17 – Oak Hills Drive to West Union	347,000
<u>Segments 2, 3, 4, 5, and 16 are completed or funding is already secured.</u>	
Total – Capital	\$1,749,600

Local Support

- ♦ THPRD has proposed a partnership with Metro, where THPRD would acquire the needed Right of Way for this trail project and assume management/maintenance of the trail if Metro provides funding for trail improvements.
- ♦ Letters of support for this project have been received from Washington County and the city of Beaverton.

Total Capital	\$1,749,600 to \$3,419,000
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GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Project: Cooper Mountain

Capital Costs

“Base Package”

Master Planning	100,000
Design & Engineering (25% construction costs)	198,000
Road Improvements/Stormwater	262,500
½ mile of paved trail	180,000
Parking Area	121,500
2 Vault Toilets	90,000
Well and Water Treatment System	97,500
Interpretive Signage	37,500
<u>5 Picnic Tables and Grills</u>	<u>4,500</u>
Total Base Package	\$931,500

“Add-ons”

Design & Engineering (25% construction costs)	430,000
Habitat Restoration and Revegetation	500,000
Additional ½ mile of paved trail	180,000
6 miles of soft surface trail	380,000
2 additional vault toilets	90,000
Maintenance Roads	350,000
Additional Parking Areas	121,500
Additional Interpretive Signage	112,500
30 Additional Picnic Tables and Grills	27,000
Additional Landscaping	80,000
<u>3 Picnic Shelter and Landscaping</u>	<u>468,000</u>
Total Add-Ons	\$2,739,000

Local Support

- ♦ Washington County, city of Beaverton and THPRD have written in support of this site. THPRD has offered their technical expertise to help open this site.
- ♦ Beaverton High School sponsored Cooper Mountain Day in April 2001.
- ♦ The Xerces Society has supported Metro in organizing the Annual Cooper Mountain Butterfly Count.

Total Capital	\$931,500 to \$3,670,500
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The capital improvements listed above are not staff recommendations. They represent an aggressive level of development that the site may or may not be able to support. Actual recommended improvements to the site will be developed through a public master planning process and may vary significantly from the improvements listed above.

GREEN RIBBON COMMITTEE
SITE SELECTION - FINANCIAL INFORMATION

Project: Willamette Cove

Capital Costs

"Base Package"

Master Planning (Management plan already completed)	50,000
Design & Engineering (25% construction costs)	187,000
Demolition/Concrete Removal	90,000
Road Improvements/Stormwater	262,500
½ mile of paved trail	180,000
Parking Area	121,500
1 Vault Toilet	45,000
Well and Water Treatment System	97,500
Interpretive Signage	37,500
<u>5 Picnic Tables and Grills</u>	<u>4,500</u>
Total Base Package	\$1,075,500

"Add-ons"

Picnic Shelter	120,000
<u>Natural Resource/Habitat Restoration</u>	<u>500,000</u>
Total Add-Ons	\$620,000

Local Support

- ◆ City of Portland has written is support of restoration and opening of this site.

Total Capital	\$1,075,500 to \$1,695,500
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The capital improvements listed above are not staff recommendations. They represent an aggressive level of development that the site may or may not be able to support. Actual recommended improvements to the site will be developed through a public master planning process and may vary significantly from the improvements listed above.

GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Project: Portland Traction Company Trail

Capital Costs

Feasibility Study and Alignment Plan		100,000
Trail Costs (3 miles paved)	} Based on \$600,000 per mile	1,800,000
Trail Costs (3 miles on street)		
Crossing – SE McLoughlin – Divert to intersection		20,000
Trailhead costs		250,000
<u>Design & Engineering and contingency</u>		<u>532,500</u>
Total – Capital		\$2,702,500

Local Support

- ◆ Clackamas County has written in support of this project. The County's Comprehensive Plan identifies this trail on the Planned Bikeway Network Map and on the Essential Pedestrian Network Map.
- ◆ Oak Lodge Water District has written in support of this project.
- ◆ A group called "Citizens Supporting the Trolley Trail (PTC Trail)" has written in support of this project.
- ◆ Acquisition of the Right of Way for this project was part of the 1995 Open Spaces bond "Local Share" component for the North Clackamas Parks and Recreation District.

Total Capital	\$2,702,500
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GREEN RIBBON COMMITTEE
SITE SELECTION - FINANCIAL INFORMATION

Project: Tualatin River Access Points

(Farmington Road, Munger Farm, and Wankers Corner)

Capital Costs

"Base Package"

Master Planning (all three sites)	200,000
Design & Engineering (25% construction costs)	387,000
Road Improvements/Stormwater	525,000
1 mile of paved trail (1/3 miles each site)	360,000
Parking Areas	365,000
3 boat launches	120,000
3 Vault Toilets	135,000
Interpretive Signage	112,000
<u>9 Picnic Tables and Grills</u>	<u>8,000</u>
Total Base Package	\$2,212,000

Local Support

- ♦ It is expected that the Tualatin River Keepers would support the opening of these three sites for boat access.

Total Capital	\$2,212,000
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The capital improvements listed above are not staff recommendations. They represent a level of development that the site may or may not be able to support. Actual recommended improvements to the site will be developed through a public master planning process and may vary significantly from the improvements listed above.

**GREEN RIBBON COMMITTEE
SITE SELECTION - FINANCIAL INFORMATION**

Project: Ambleside/Hogan Cedars

Capital Costs

"Base Package"

Master Planning	100,000
Design & Engineering (25% construction costs)	187,000
Demolition	75,000
Road Improvements/Stormwater	262,500
½ mile of paved trail	180,000
Parking Area	121,500
1 Vault Toilet	45,000
Well and Water Treatment System	97,500
Interpretive Signage	37,500
<u>5 Picnic Tables and Grills</u>	<u>4,500</u>
Total Base Package	\$1,110,500

"Add-ons"

Design & Engineering (25% construction costs)	64,000
1 mile of soft surface trail	63,500
Additional Interpretive Signage	37,500
Picnic Shelter/Landscaping	156,000
<u>Natural Resource/Habitat Restoration</u>	<u>100,000</u>
Total Add-Ons	\$421,000

Local Support



Total Capital	\$1,110,500 to \$1,531,500
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The capital improvements listed above are not staff recommendations. They represent an aggressive level of development that the site may or may not be able to support. Actual recommended improvements to the site will be developed through a public master planning process and may vary significantly from the improvements listed above.

**GREEN RIBBON COMMITTEE
SITE SELECTION - FINANCIAL INFORMATION**

Project: Canemah Bluff

Capital Costs

"Base Package"

Master Planning	100,000
Design & Engineering (25% construction costs)	187,000
Demolition	15,000
Road Improvements/Stormwater	262,500
½ mile of paved trail	180,000
Parking Area	121,500
1 Vault Toilet	45,000
Well and Water Treatment System	97,500
Interpretive Signage	37,500
<u>5 Picnic Tables and Grills</u>	<u>4,500</u>
Total Base Package	\$1,050,500

"Add-ons"

Design & Engineering (25% construction costs)	64,000
1 mile of soft surface trail	63,500
Additional Interpretive Signage	37,500
Picnic Shelter/Landscaping	156,000
<u>Natural Resource/Habitat Restoration</u>	<u>100,000</u>
Total Add-Ons	\$421,000

Local Support

♦

Total Capital	\$1,050,500 to \$1,471,500
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The capital improvements listed above are not staff recommendations. They represent an aggressive level of development that the site may or may not be able to support. Actual recommended improvements to the site will be developed through a public master planning process and may vary significantly from the improvements listed above.

GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Troutdale

Project: Beaver Creek Canyon Trail

Capital Cost Estimate #1

Feasibility Study and Alignment Plan	100,000
Trail Costs (soft surface trail – 2 linear miles)	500,000
Crossing – Stark St. at Troutdale Road – Divert to intersection	20,000
Trailhead costs	250,000
<u>Design & Engineering and contingency</u>	<u>192,500</u>
Total – Capital	\$962,500

Capital Cost Estimate #2

Feasibility Study and Alignment Plan	100,000
Trail Costs (2 linear miles Class I 12' asphalt trail)	1,200,000
Crossing – Stark St. at Troutdale Road – Divert to intersection	20,000
Trailhead costs	250,000
<u>Design & Engineering and contingency</u>	<u>192,500</u>
Total – Capital	\$1,762,500

Local Support

♦

Total Capital	\$962,500 to \$1,762,500
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GREEN RIBBON COMMITTEE
SITE SELECTION – FINANCIAL INFORMATION

Project: East Buttes – Butler Ridge Trail

Capital Costs

Feasibility Study and Alignment Plan	100,000
Trail Costs (soft surface/earthen trail – 10 linear miles)	360,000
5 Crossing @ crosswalk, 1 crossing @ diversion to intersection	45,000
Trailhead costs	100,000
<u>Design & Engineering and contingency</u>	<u>126,500</u>
Total – Capital	\$731,500

Local Support



Total Capital	\$731,500
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Green Ribbon Committee

Finances

Current Operating Needs for Regional Parks and Greenspaces

\$630,000	Current Operating Shortfall – Regional Parks Fund In Fiscal Year 2001-2002, it is anticipated that the operating fund for Regional Parks and Greenspaces will have expenditures in excess of revenues by just over \$630,000, including budgeted contingency. There is currently fund balance available to pay for these expenditures in this fiscal year, but there is not sufficient fund balance to continue this expenditure pattern into the future. If additional revenue is not secured, some existing parks programs will have to be reduced or eliminated.
\$150,000	Deferred maintenance To reduce expenditures in recent years, Metro has reduced the budget dedicated to renewal and replacement of buildings and other facilities at the parks. This has resulted in a backlog of deferred maintenance. This increase would provide for the necessary improvements to prevent further deterioration of facilities at the parks.
\$310,000	Landbanking Program This money for landbanking activities will ensure that land acquired with bond proceeds and not included in the 8-10 sites chosen by the committee, will be maintained and not deteriorate. It provides funding for enforcement of Metro Code and applicable laws, timely response to public concerns regarding nuisance, protect property rights, abate hazards and the spread of pest plants and animals, and provide for some stewardship activities with schools, "friends" groups and neighbors. It does not provide for habitat restoration activities.
\$399,000	Bond Measure Pick-Ups and Trail Planner Portions of the salaries of permanent employees' salaries and benefits have been paid for by the Open Spaces bond. As the bond measure winds down and the development and operations of 8-10 sites occurs, these positions will need to be funded.
\$400,000	On-Going Capital Improvement Plan To reduce expenditures in recent years, Metro has eliminated the annual Capital Improvement Plan (CIP) for Metro-owned parks and greenspaces, with the exception of projects funded from the Multnomah County portion of Local Share bond proceeds. After the 8-10 sites chosen by the committee are developed, additional annual funds will be necessary to continue to task of planning and making improvements to other areas on an on-going basis.
\$64,000	Inflationary factor The costs identified above are in FY 2001-02 dollars. However, funding will not be available until FY 2002-03 at the earliest. This represents an inflation factor of 4% to cover increases in salaries, benefits, materials and services.
\$1,953,000	Total Current Department Shortfall

Green Ribbon Committee

Financials

Typical Capital Costs

<u>Base Package</u>	<u>Assumptions / Descriptions</u>	<u>Amount</u>
Master Plan	based on experience	\$100,000
Design & Engineering & Proj. Mgmt	25% of hard costs	25%
Permits	1% total project	1%
Consultants	Traffic Study, wetland deliniation, mapping, etc.	\$25,000
Road/Stormwater Improvements	Improvements equal to 1/4 mile of paved, 2-lane roa	\$175,000
Paved Trail	1/2 Mile Paved, 10' wide @ \$40/yd ²	\$120,000
Parking Lot	27 spaces, including bus turn-around	\$81,000
Restroom	Two-seater vault	\$30,000
Well Water Treatment	Expansion tank, pump, treatment, electricity	\$65,000
Interpretive Sign	Fabrication & Installation	\$25,000
Picnic Tables and Grills	5 tables and 5 grills	\$3,000

"Add-ons"

Walking Trails - Soft Surface	One Mile Soft Surface, 4' wide @ \$18/yd ²	\$42,300
Additional Parking Lot	27 spaces, including bus turn-around	\$81,000
Additional Interpretive Sign	Fabrication & Installation	\$25,000
Unpaved Boat Ramp		\$25,000
Paved Boat Ramp	Concrete ramp, two lanes	\$200,000
Wildlife Viewing Blind	based on recent cost analyses	\$14,500
More Picnic Tables and Grills	5 tables and 5 grills	\$3,000
Developed Camping Sites	per space	\$4,000
Picnic Shelter	One 60-80 person shelter	\$80,000
Landscaping	per area around shelter	\$24,000

Infrastructure Improvements

Road	1 miles of gravel maintenance road	\$100,000
Road	1 mile of paved, 2 lane road, 2' shoulder	\$700,000
Road Improvements	1 mile of Shoulder widening	\$85,000
Road Improvements	1 Mile of third (turn/passing) lane (widen road)	\$350,000
Road Improvements	Left or right turn lane - 300 ft	\$50,000
Road Improvements	speed bump / traffic calming	\$4,000
Traffic Signals / Signs	non-lit sign over roadway, 2 roadside signs	\$28,000
Traffic Signals / Signs	pedestrian cross walk with lit signal	\$150,000
Traffic Signals / Signs	Convert 4-way stop to signal	??
Traffic Signals / Signs	Intersection redesign	??
Water	Dig well (approx. 150 feet deep)	\$6,000
Septic	3,000 gallon tank	\$40,000
Electric - Beyond well use	laying wire and conduit - per linear foot	\$23

Green Ribbon Committee

Financials - Operations & Maintenance Costs

<u>Each Park Site</u>	<u>Typical Park Costs</u>	
Salaries & Benefits	113,231	
0.25 FTE Park Supervisor		
1.0 FTE Park Ranger		
0.5 FTE Naturalist/Environmental Educator		
Materials & Services	40,000	
Renewal & Replacement	40,000	
	<u>\$193,231</u>	Cost per Site

Per Regional Trail (assumes 8 miles of trail)

	<u>Typical Costs</u>
Salaries & Benefits	55,275
1.0 FTE Park Ranger	
Materials & Services	15,000
Renewal & Replacement	40,000
	<u>\$110,275</u>

<u>Total All Sites</u>	<u>8 Sites</u>	<u>5 sites & 3 trails</u>	<u>7 sites & 3 trails</u>
On-Site Costs	1,545,850	1,296,981	1,683,444
Park System-wide Costs	372,265	372,265	372,265
Construction Manager (limited duration)	81,675	81,675	81,675
Land Use Specialist (Attorney) (limited dur.)	135,000	135,000	135,000
Metro Indirect Costs	464,654	410,059	481,168
Contingency (4%)	103,978	91,839	110,142
Total Operations & Maintenance Costs	\$2,703,422	\$2,387,820	\$2,863,694

Green Ribbon Committee

Financials - System Support Costs

O&M Support (non-site specific) costs to new sites

	<u>FTE</u>	<u>\$ (FY 2002)</u>	<u>Description</u>
Program Supervisor (O&M)	1.0	54,000	Responsible for Law Enforcement issues, deferred maintenance, and coordinating staff training.
Education Supervisor	0.5	21,000	Turn current 0.5 FTE education supervisor into 1.0 FTE position, since 4 new naturalists are added.
Forester	1.0	45,500	Add 1.0 FTE forester position to Natural Resources group to manage health and revenue possibilities of forested OS lands.
Arborist	1.0	45,500	Add 1.0 FTE arborist position to O&M Support group for maintenance of trees at newly opened sites.
Program Asst. I (support)	1.0	30,000	This position supports the O&M unit.
Program Asst. II (reservations)	1.0	35,000	Consolidate greenscene reservations, naturalist field trip coordination, and reservation person into 1 position. Admin secretary devotes 1/2 time to reservations in summer.
Accounting Clerk	1.0	30,000	Add 1.0 FTE to finance unit for invoice processing and additional contracts management.
Overtime		1,000	
Benefits		95,265	
M&S		15,000	
Total Support		372,265	

Green Ribbon Committee

September 25, 2001

Topics

- Framework for Financial Plan
- Regional Parks Fund Five-Year Forecast
- Cost elements for site development and operation

Financial Plan Framework

	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	Total
Resources	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
Requirements						
Current Operations	1,953,000	1,953,000	1,953,000	1,953,000	1,953,000	9,765,000
Development						
New Operations						
Total Requirements	1,953,000	1,953,000	1,953,000	1,953,000	1,953,000	9,765,000
Balance	4,047,000	4,047,000	4,047,000	4,047,000	4,047,000	20,235,000

Regional Parks Fund Five-Year Forecast

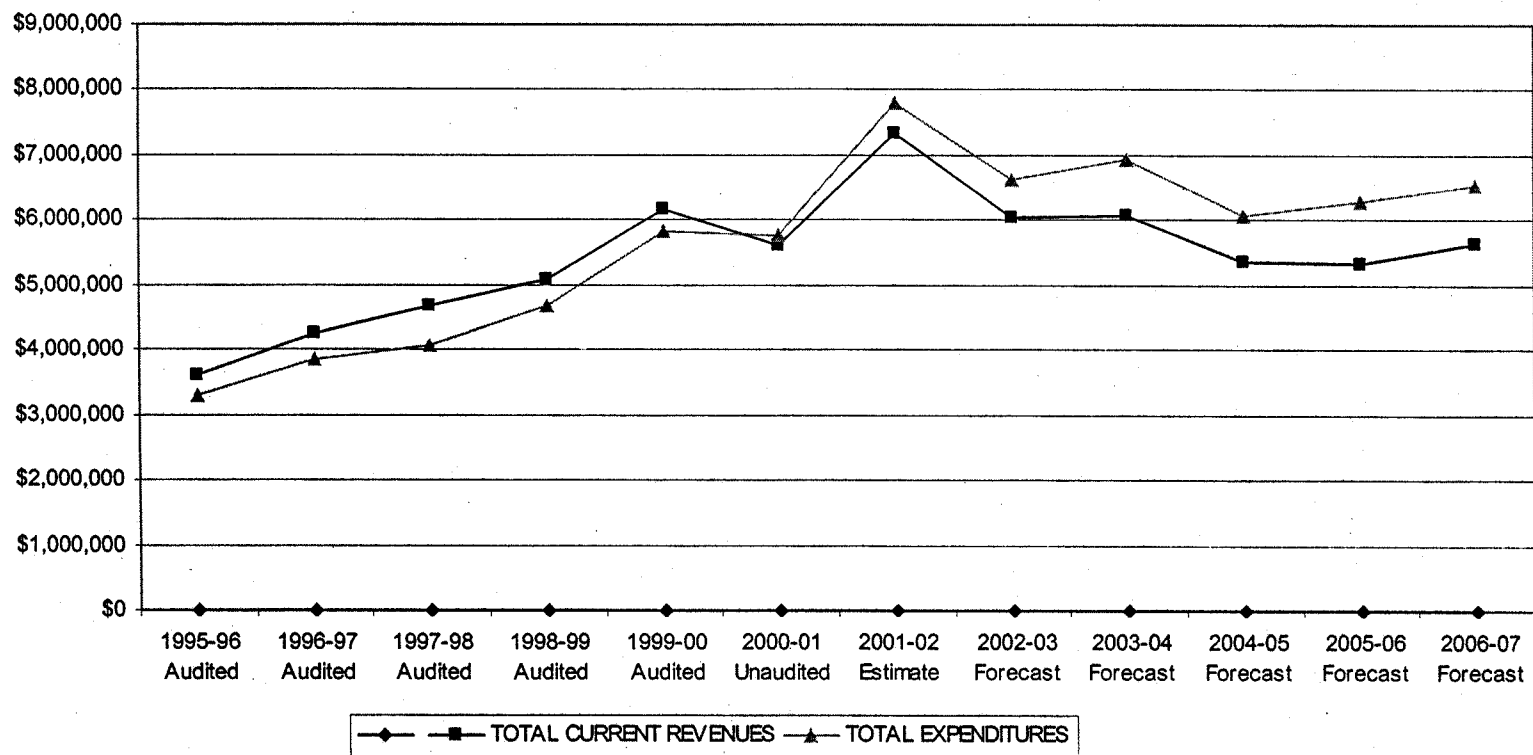
Global Assumptions

- Based on FY01-02 Adopted Budget
- Personnel Costs
 - COLA/Merit
 - 3% MERC, Zoo & Parks
 - 5% all others
 - +1% for Benefit cost increases
- 3% M&S
- Most recently adopted CIP (Dec. '00)

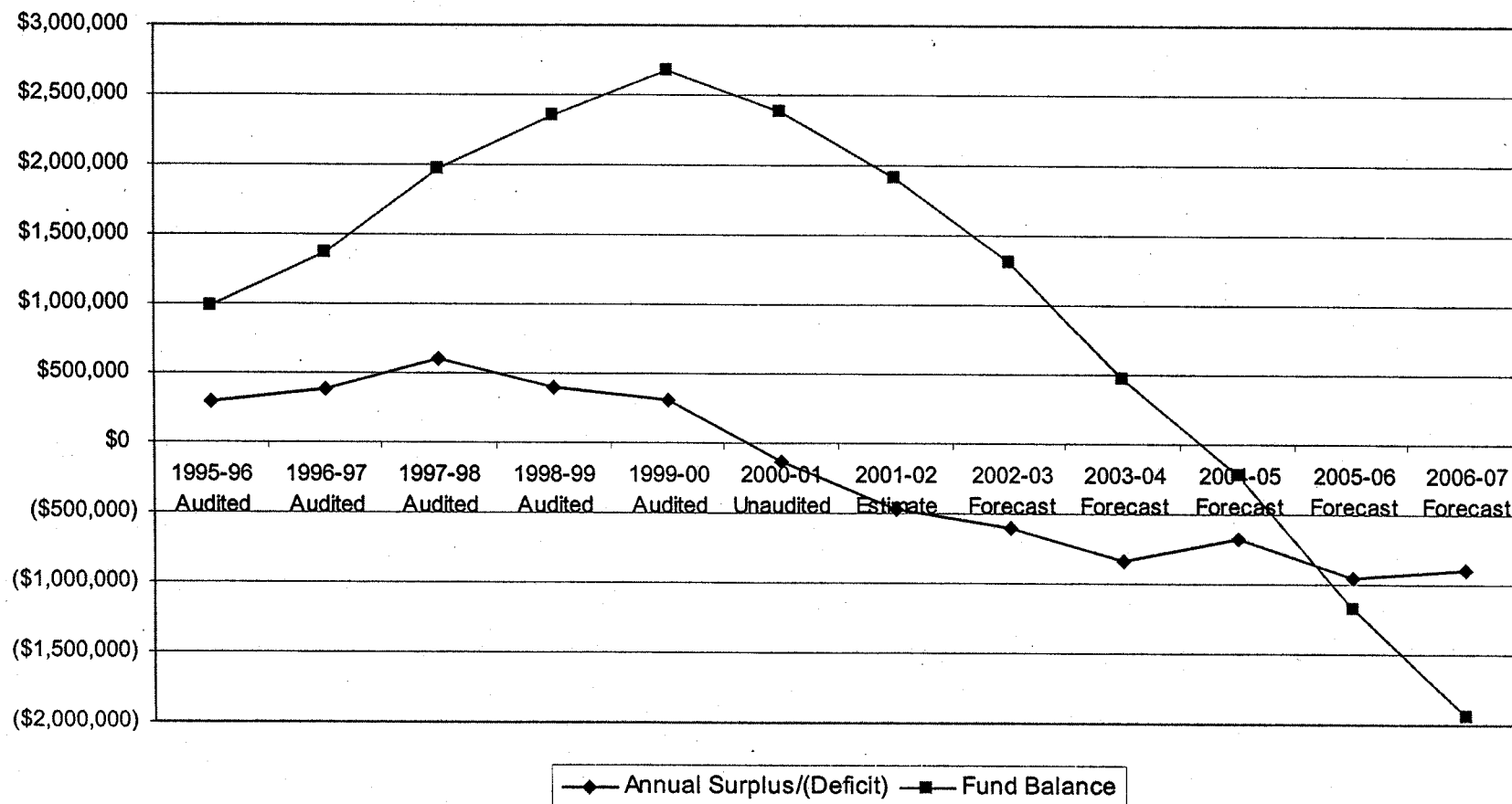
Regional Parks Fund Assumptions

- Attendance constant
- Fees increase over time
- Programs remain at FY02 levels
 - No Open Space development
 - Deferred Maintenance at minimum
 - Continued use of Fund Balance
 - No shift of costs from Open Space Fund
- Moderate excise tax growth

Regional Parks Fund Current Revenue and Expenditures **FY96 Actual - FY07 Forecast**



Regional Parks Fund: Annual Surplus/Deficit & Fund Balance **FY96 Actuals - FY07 Forecast**



Funding Mechanisms

Council Resolution #01-3088 establishing the Green Ribbon Committee directed the Committee to “examine and nominate certain Metro greenspaces sites to open and operate for the public”. In addition, the Committee was requested to prepare a financing recommendation using one of three sources:

- Property Tax
- Solid Waste Excise Tax
- Regional Parks Tax

The purpose of this report is to provide the Green Ribbon Committee background on these three revenue options. The report will initially address Metro’s general revenue raising authority and then discuss the following aspects of each source:

1. Description of Tax or Fee
2. Rate – what tax/fee rate is necessary to raise \$6 million per year?
3. Authorization – what statutes or code provide rules for the collection of the revenue?
4. Administration – how is the tax or fee collected?
5. Precedents – is this tax or fee already in use?
6. Issues

General Authority

Metro’s ability to adopt new revenue sources is limited by both State law and the Metro Charter. State law governs the property tax and restricts access or usage of such taxes as the liquor, cigarette and gas taxes. Metro’s Charter provides broad powers to the Council to enact new taxes. However, there are two significant limitations (the sections are attached in full).

The first requires that the Council submit for voter approval:

“any ordinance of the council imposing broadly based taxes of general applicability on the personal income, business income, payroll, property, or sales of goods or services of all, or a number of classes of, persons or entities in the region...”. (Section 11)

The second limitation requires that the Council seek the advice of a tax study committee prior to enacting any tax that would not require voter approval. In addition, the Charter caps the level of expenditures that can be made from taxes which have not received voter approval. For the FY01-02 Budget, the Charter expenditure limitation is \$15,925,000. FY01-02 Adopted Budget expenditures subject to the limit (excise tax plus interest earnings) are \$7,972,199. This would allow Council-adopted taxes to fund additional expenditures of \$7.95 million. The limitation increases each year by the CPI. Of the three taxes under consideration by the Committee, expenditures funded by increasing the Solid Waste excise tax or the establishment of a Regional Parks Tax would be subject to the Charter expenditure limitation if not submitted to the voters.

Summary: Comparison of Tax Alternatives

	Property Tax – Local Option	Solid Waste Excise Tax Surcharge	Regional Parks Tax
1. Description	Voter-approved tax on property. Limited to 5 years for operations, 10 years for capital. Requires double majority except in November elections of even numbered years. May be set to raise specific dollar amount or as a specific rate levied each year.	Tax on each ton of garbage disposed of at regional facilities.	A tax for support of regional parks collected from regional households.
2. Rate to raise \$6 million	\$0.0725 per \$1,000 assessed value. \$10.87 per year for home valued at \$150,000. Approximately 51% revenue raised from residential property.	\$3.74 per household per year. Approximately 33% revenue raised from households.	\$12.60 per household per year. 100% revenue raised from households.
3. Authorization	State of Oregon Constitution and ORS. Must be approved by voters.	Metro Charter Sections 10, 11, 13, 14, 15 and Metro Code Chapter 7.01	Metro Charter Sections 10, 11, 13, 14, 15 and Metro Code Chapter 7.01
4. Administration	Collected by county assessors	Collected by Metro	Possibly collected by local jurisdictions.
5. Precedents	Used throughout Oregon	In Oregon, used by Metro only.	Not currently used in Oregon or elsewhere.
6. Issues	<ul style="list-style-type: none"> • Double Majority requirement. • Competition with other governments. 	When combined w/current proposed rate increase, tip fee will exceed \$70 per ton.	Willingness of local jurisdictions to collect tax unknown. Enforcement of payment may be a problem.

Property Taxes

General Description

The 1990's saw major changes to Oregon's property tax system. In 1990 Ballot Measure 5 passed splitting tax rates into three categories: education (limited to \$5 per thousand of assessed value); general government (limited to \$10 per thousand); and taxes not subject to limitation which include taxes levied to repay debt service. In general, all property taxes collected for general government operations are subject to the \$10 per thousand limitation. Property taxes collected to pay debt service for voter-approved bonds are not subject to the limit.

Measure 50, adopted in May 1997, moved Oregon from a tax base system to a tax rate system. In the wake of its passage, local government tax bases were translated into permanent, fixed tax rates. Once established, a district cannot increase a permanent rate. The only way a new permanent rate can be established is by voter approval at the time of formation of a new local government or special district. (Metro has a permanent rate of \$.0966 per \$1,000 of assessed value. The revenue is dedicated to the Oregon Zoo.) While permanent rates cannot be increased, State law does allow limited duration "Local Option Levies".

Local Option Levy

Local option levies can be used for two purposes. They can be imposed for up to five years for operations or up to ten years for capital projects. If a local option levy combines operating and capital projects it cannot exceed five years.

The levy can be in the form of a rate per thousand of assessed value or a fixed dollar amount that will be levied each year. The same rate or amount will be imposed each year throughout the life of the levy.

All local option levies are subject to the limits of Measure 5. Even if the funds are used to repay bonds, the district must categorize the local option levy as subject to the general government or education limitation. Local option taxes are the first taxes to be reduced if a property exceeds the limits of Measure 5 (see explanation of tax rate compression below). Only after the local option taxes are reduced to zero will taxes from the permanent rates be reduced.

Local option levies require voter approval. Approval requires a "double majority" (majority approval in an election where more than 50% of the registered voters cast ballots) unless the election was held in November of an even numbered year.

Rate

The table at right illustrates the calculation of a tax rate necessary to raise \$6 million per year. While the approach appears straightforward, it is complicated by Tax Rate Compression.

Property Tax Rate Compression

The \$10 per thousand cap on the combined local government tax rate established by BM 5, introduced the concept of "tax rate compression". Compression

occurs when the combined general government property tax rates exceed the \$10 limit. Once compression is reached State law provides guidance on how rates are reduced to fit within the cap. Reducing the rate means lost revenue to local governments. Once the combined tax rates for an individual property exceed \$10 per thousand, the following rules apply:

1. Local Option Levies are proportionally reduced, to zero if necessary.
2. If the rate still exceeds \$10, permanent rates are reduced proportionally.

Within Metro's boundaries, the area where the City of Portland and Multnomah County overlap are in compression. In FY00-01 the combined rate in this area was \$12.1181.

An example of the effects of compression can be seen in Multnomah County's local option Library levy. In FY99-00, Multnomah County's \$23,547,490 library levy was compressed by 16.3% (a \$3,840,349 loss). In the same year the permanent rates in Multnomah County were compressed by 1.8%, which for Metro resulted in a \$69,188 loss.

Using Multnomah County's experience as a base for estimate, Metro would have had to levy approximately \$6,730,000 in FY99-00 in order to receive \$6 million. \$730,000 would have been lost due to compression. Compression factors will change from year to year depending on the number and size of local option levies.

Authorization

ORS Chapter 310 governs property taxes and how tax rates are applied to property.

Administration

The county assessors of Multnomah, Clackamas and Washington counties collect Metro's property taxes.

Precedents

The property tax is the most common major revenue source for Oregon local governments.

Estimated Tax Rate For Regional Parks

FY01-02 Estimated Assessed Value	\$84,655,310,088	
3% Growth (Constitutional limit)	\$2,539,659,303	
Construction Allowance @ 1%	\$846,553,101	
Est. FY02-03 Assessed Value	\$88,041,522,492	
Revenue Target	\$4,000,000	\$6,000,000
Collection Rate	94%	94%
Levy	\$4,255,319	\$6,382,979
Tax Rate Per \$1,000 Assessed Value	\$0.0483	\$0.0725
Tax on \$150,000 Home	\$7.25	\$10.87

Issues

The restructuring of the property tax system caused by Measures 5 and 50 present some significant challenges.

1. **Double Majority** - In addition to the compression issue described above, Measure 5 changed the Oregon Constitution to require that all tax elections be passed with a double majority unless the election takes place in November of an even numbered year. A double majority means that at least 50 percent of the registered voters must cast a ballot and of those voting more than 50% must vote yes. One result of this requirement is that the elections held in November of even numbered years are often crowded with property tax measures, creating considerable competition for voter attention.

Excise Tax – Solid Waste

Description

The Metro Code Chapter 7.01.020 imposes a tax on each user for the privilege of using the facilities, equipment, systems, functions, services or improvements owned, operated, franchised or provided by Metro. Certain exemptions to the tax are specified in Section 7.01.050 of the Code. The tax is not applied to the Portland Center for the Performing Arts under terms of the Consolidation Agreement with the City of Portland.

The excise tax is the primary General Fund revenue source. It supports the Office of the Executive, the Council Office, and transfers of indirect costs for associated central services. The tax also supports various planning and parks facility activities. The excise tax rate for FY01-02 is 7.5% for all facilities subject to the tax with the exception of solid waste facilities. The solid waste excise tax was 8.5% of the tip fee prior to December 2000 when the tax shifted to a per-ton rate.

Concurrent with the final review and adoption of the FY00-01 budget, the Council adopted an ordinance amending the excise tax. The change took effect December 1, 2000. To increase revenue predictability, the Council changed the method by which the solid waste excise tax is calculated from a percentage of the tipping fee to a per ton fee. The initial per ton fee was set to raise the same amount that would have been generated using the previous 8.5% rate.

The per ton excise tax is determined annually during the budget process. For budgeting purposes, the Executive Officer may assume the revenue raised will increase at the same rate as the Consumer Price Index. The tax for FY01-02, using the method spelled out in section 7.01.020 of the Metro Code, is \$5.04 per ton. This tax is collected as part of the total tip fee, currently \$62.50 per ton at Metro transfer stations.

FY01-02 Budget: Excise Taxes By Source		
	FY01-02 Adopted	% of Total
Building Management	\$12,460	0.2%
Zoo	827,835	10.4%
Solid Waste (Metro owned facilities)	2,477,773	31.2%
Solid Waste (franchised and licensed facilities)	3,410,327	43.0%
Planning	15,119	0.2%
Oregon Convention Center	656,494	8.3%
Expo Center	378,797	4.8%
Regional Parks	158,394	2.0%
Total	\$7,937,199	

Rate

The Regional Environmental Management (REM) department updates a multi-year tonnage forecast twice each year. The latest forecast (April 2001) projected solid waste tonnage through FY04-05. The table below provides an estimate of the increase to the solid waste excise tax rate necessary to generate \$4 million and \$6 million annually.

Solid Waste Excise Tax Rate Impact			
Fiscal Year	Tonnage Forecast	Rate @ \$4 million	Rate @ \$6 million
FY01-02	1,213,334	\$3.30	\$4.95
FY02-03	1,223,670	\$3.37	\$5.05
FY03-04	1,236,685	\$3.43	\$5.15
FY04-05	1,265,404	\$3.45	\$5.18

1. April 2001 Tonnage Forecast
2. Revenue Targets inflated @ 3% per year

To take this information and estimate a "per household" impact requires the following steps. Of the solid waste generated in the Metro region, households generate about one-third while two-thirds is generated by commercial/industrial activities. Metro staff estimates that the average household disposes of approximately 1475 pounds of garbage per year, or about .74 of a ton. If the tax in FY02-03 were \$5.05 per ton, a household could expect to pay an additional \$3.74 per year (.74 X \$5.05).

Authorization

As described above, Metro Code 7.01 provides the legal basis for collection of the excise tax. The Code would need to be amended to increase the revenue target that drives the calculation of the tax. [Section 7.01.020 (d)]

Administration

The excise tax is administered by Metro and collected on a monthly basis from users of solid waste facilities. Because the excise tax is part of the overall tip fee that haulers pay at waste collection centers, they would need to adjust their fees correspondingly. Collection fees are set by the local cities in the region. Local governments have asked Metro to allow at least six months to review and adjust the collection rates if Metro increases disposal costs.

Precedents

While not used elsewhere in Oregon, the excise tax has been Metro's only General Fund revenue source since 1994.

Issues

The Metro Council is currently considering an increase to the solid waste tip fee that would move the total fee from \$62.50 per ton to \$65.50. This rate assumes an excise tax of \$5.22 per ton. If the Council were to use the Solid Waste excise tax to raise an additional \$6 million for Parks and Greenspaces, this would add approximately \$5.00 to the tip fee for a total fee of about \$70.50 per ton. In the past, the tip fee has been as high as \$75 per ton. In 1997 the fee was reduced to its currently level of \$62.50 per ton.

Regional Parks Tax

General Description

A Regional Parks Tax would be a "per household" charge collected via local jurisdictions' utility bills. The tax would be set at a level to generate the funds needed for capital and operating expenses.

(Note: this revenue source is termed a "tax" rather than a "utility fee" because it is not possible to establish a direct link between usage and the service charge. A key feature of utilities is the ability to track usage and bill based on consumption. In some instances, such as street maintenance fees, the consumption link is established via a model backed by statistical data. At this time no model for parks usage has been established.)

Rate

There are approximately 500,000 households within Metro's boundaries. The table below shows the potential household fee given the two revenue targets.

Regional Parks Fee - Per Household Rate		
Revenue Target	\$4,000,000	\$6,000,000
Admin @ 5%	\$200,000	\$300,000
Revenue to Raise	\$4,200,000	\$6,300,000
Households	500,000	500,000
Rate Per Household		
Annual	\$8.40	\$12.60
Monthly	\$0.70	\$1.05

Authorization

Metro Charter as outlined in Sections 10, 11, 13, 14 and 15 (see Appendix 1) governs authority for such a tax. It is unclear whether the tax would meet the conditions of a "tax of general applicability" as defined in Section 11 of the Metro Charter. If so, it would require voter approval prior to adoption. If not, as specified in Section 13, a Tax Study Committee would need to be convened prior to Council action. If the Council referred the proposal directly to the voters, the Tax Study Committee would not be needed.

Administration

As Metro has no billing system that would allow the collection of a regional tax, the most likely approach for collection would be to utilize intergovernmental agreements with cities and districts that charge for existing services such as water. They could add the Regional Parks tax to their bill, collect and transfer the funds to Metro. This is similar to the arrangement that was considered for the Construction Excise Tax in 1994. A fee for collection would likely be in the 2-5% range.

Assuming local government support for collection of the tax, enforcing payment could be an issue. Collection of revenue is typically enforced in one of three ways:

1. **Lien** - Property taxes and special assessments for infrastructure improvements are enforced through liens. Non-payment can result in loss of property.
2. **Suspension of Service** – Non-payment of utilities such as water, electricity, etc. will result in loss of service. Many local governments enforce payment of sewer, stormwater or other utility charges with loss of water service. For example, the City of Medford, which charges a street maintenance fee, collects the fee via the water bill and will suspend water service if payment is not made.
3. **Withholding Goods or Services** – Many fees involve the application of regulations to activities such as development. If development or plan review fees are not made, building permits will not be issued.

As currently envisioned, a Regional Parks tax does not have a clear enforcement mechanism. It is possible that local governments would be willing to link payment to provision of water service. If not, there may be significant revenue loss due to non-payment.

Precedents

Staff has been unable to identify the existence of a tax such as this being used anywhere today.

Issues

As described above, the primary issues concern administration and enforcement of payment.

Sections of Metro's Charter Addressing Finance

FINANCE

Section 10. General Authority.

Except as prohibited by law or restricted by this charter, Metro may impose, levy and collect taxes and may issue revenue bonds, general and special obligation bonds, certificates of participation and other obligations. The authority provided under this section supplements any authority otherwise granted by law.

Section 11. Voter Approval of Certain Taxes.

Any ordinance of the council imposing broadly based taxes of general applicability on the personal income, business income, payroll, property, or sales of goods or services of all, or a number of classes of, persons or entities in the region requires approval of the voters of Metro before taking effect. This approval is not required (1) to continue property taxes imposed by the Metropolitan Service District, (2) for the rate or amount of any payroll tax imposed by a mass transit district as of June 1, 1992, if the functions of that district are assumed by Metro, or (3) for additional payroll tax revenues for mass transit imposed to replace revenues lost by withdrawal of any locality from the service area of the mass transit district after June 1, 1992. For purposes of sections 11, 13 and 14 of this charter, "taxes" do not include any user charge, service fee, franchise fee, charge for the issuance of any franchise, license, permit or approval, or any benefit assessment against property.

Section 13. Prior Consultation for Tax Imposition.

Before imposing any new tax for which voter approval is not required, the council shall establish and seek the advice of a tax study committee that includes members appointed from the general population, and from among businesses and the governments of cities, counties, special districts and school districts, of the Metro area.

Section 14. Limitations on Expenditures of Certain Tax Revenues.

(1) Generally. Except as provided in this section, for the first fiscal year after this charter takes effect Metro may make no more than \$12,500,000 in expenditures on a cash basis from taxes imposed and received by Metro and interest and other earnings on those taxes. This expenditure limitation increases in each subsequent fiscal year by a percentage equal to (a) the rate of increase in the Consumer Price Index, All Items, for Portland-Vancouver (All Urban Consumers) as determined by the appropriate federal agency or (b) the most nearly equivalent index as determined by the council if the index described in (a) is discontinued.

(2) Exclusions from limitation. This section does not apply to (a) taxes approved by the voters of Metro or the Metropolitan Service District and interest and other earnings on those taxes, (b) payroll taxes specified in section 11 of this charter, and (c) tax increment financing charges on property.

Section 15. Limitations on Amount of User Charges.

Except to the extent receipts in excess of costs from food and beverage sales, parking and other concessions are dedicated to reducing charges for the provision of goods or services to which the concession directly relates, charges for the provision of goods or services by Metro may not exceed the costs of providing the goods or services. These costs include, but are not limited to, costs of personal services, materials, capital outlay, debt service, operating expenses, overhead expenses, and capital and operational reserves attributable to the good or service.

Green Ribbon Committee Draft Sites (9.12.01)

- Parks and Open Spaces
- Bond Measure Acquisitions
- Sites To Be Considered By The Green Ribbon Committee
- Urban Growth Boundary
- County Boundary
- Existing Regional Trails
- Proposed Trails
- Trail crosses property acquired by the Metro Open Spaces Parks and Streams Bond Measure

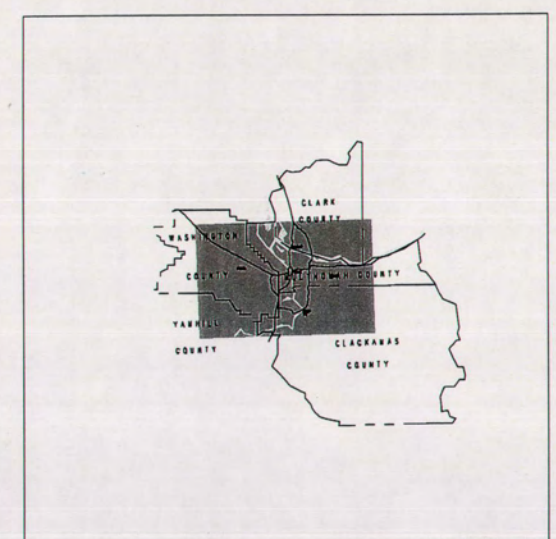
Bond Measure Acquisitions: 7,107 Acres,
213 transactions - as of 07.18.01

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

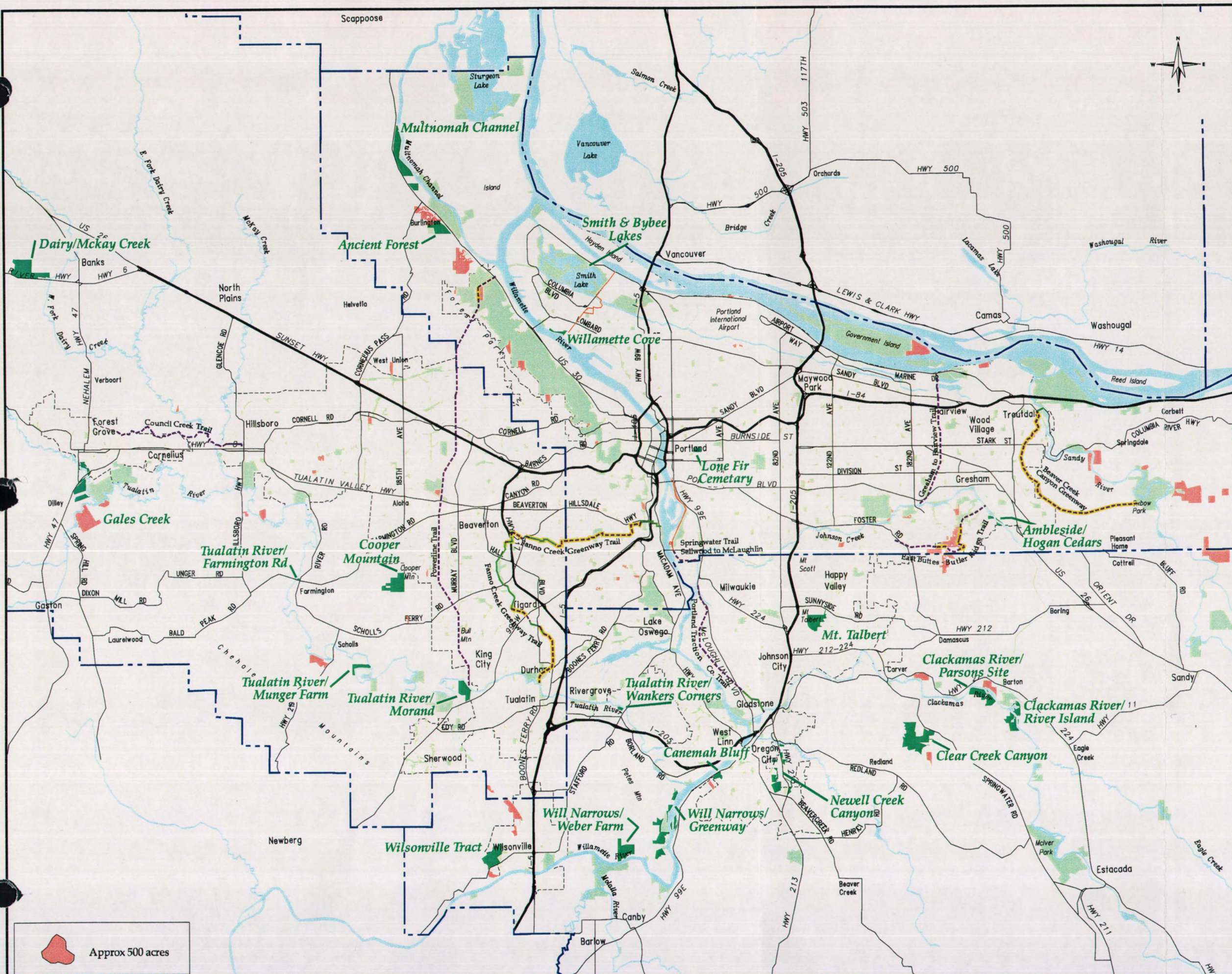
Scale: 1" = 3.5 Miles
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800 NE Grand Ave, Portland, OR 97232-2736
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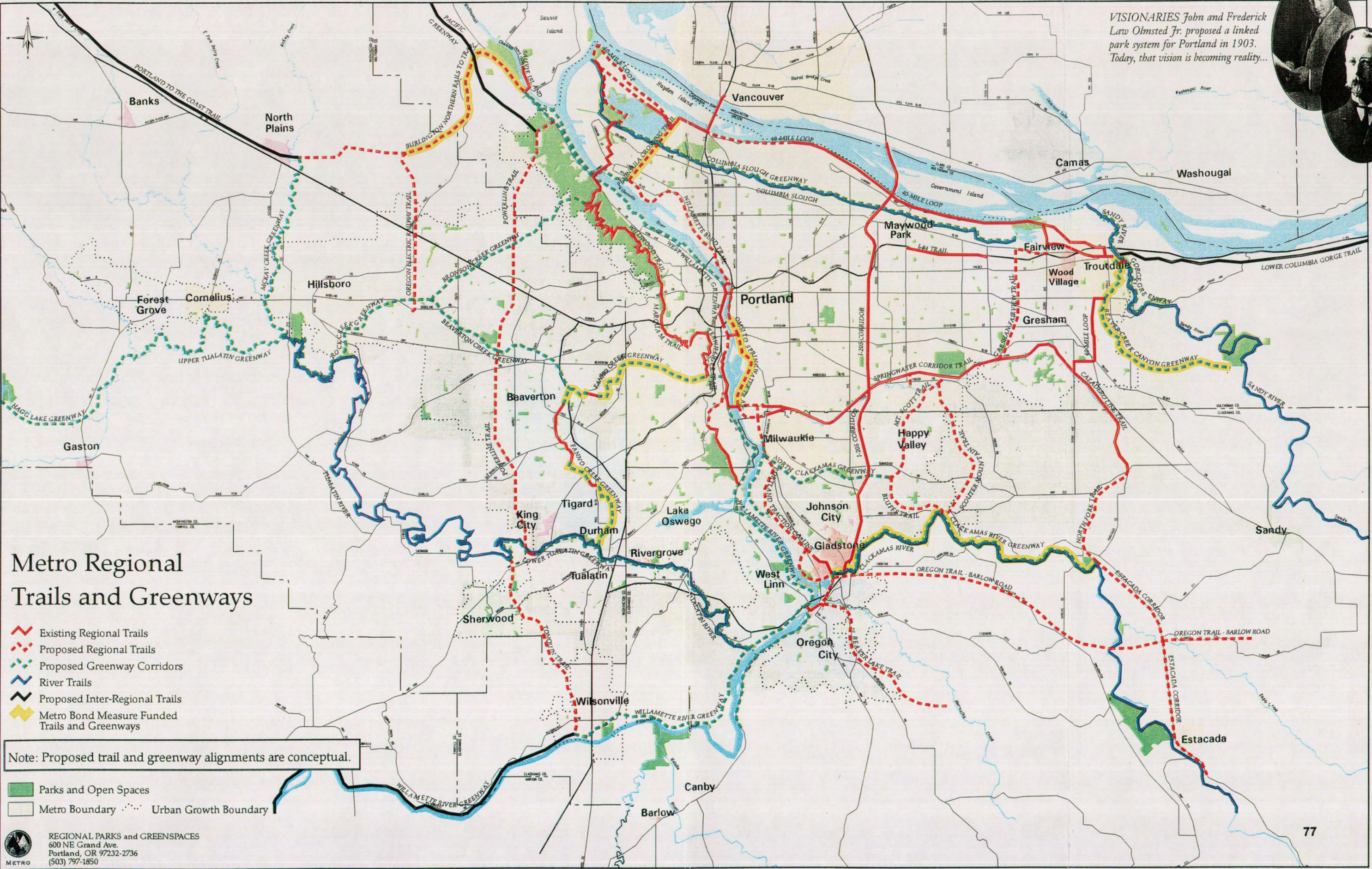


Location map



Approx 500 acres

VISIONARIES John and Frederick Law Olmsted Jr. proposed a linked park system for Portland in 1903. Today, that vision is becoming reality...



Metro Regional Trails and Greenways

- Existing Regional Trails
- Proposed Regional Trails
- Proposed Greenway Corridors
- River Trails
- Proposed Inter-Regional Trails
- Metro Bond Measure Funded Trails and Greenways

Note: Proposed trail and greenway alignments are conceptual.

- Parks and Open Spaces
- Metro Boundary
- Urban Growth Boundary

REGIONAL PARKS and GREENSPACES
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1850

Clackamas River/Parsons Site

Context: Site History and Condition

The Parsons property is a 174-acre site situated on the south side of the Clackamas River, across from Barton Park with over 1.25 miles of river frontage. The shoreline has low sloping banks, offering good access to the river for fishing and rafting.

The majority of the property was reforested two years ago, however the site has attractive views and great access to the river.

Natural resource qualities are high – the river adjacent to the Parson's property has the second highest density of steelhead redds in the main river below North Fork Dam. The property also includes backwater channels that provide habitat for native fish, fauna and amphibians.

Readiness for Development and Public Use

There has been no prior public planning for the site, however other aspects make this site suitable for consideration. Close to a major road, Highway 224, the site has good access to nearby communities. There is sufficient, non-sensitive upland available for a parking lot, restroom, trails, boat ramp and other park infrastructure within this single property. Surrounding land uses consist of rural residential, agricultural and commercial nursery lands. With a boat ramp and camping facilities available immediately upstream at Barton Park, these services may be inappropriate at this site.

A strong education/interpretation component will be necessary at this site in order to protect the adjacent spawning beds. This type of program has been accomplished successfully at Metro's Oxbow Regional Park on the Sandy River.

Public and Local Government Support

Because this is a recent acquisition, Metro has no documented record of volunteers or local interest in this particular site.

Nearby Barton Park (operated by Clackamas County Parks) already provides camping, trails, fishing and boating access to this stretch of the Clackamas River. The Parsons property could provide expanded recreational opportunities or provide new complimentary uses to the public. There is an issue of the relative value of expanding recreational opportunities in an area that already has good public access and facilities. Any plans would need to be closely coordinated with Clackamas County Parks.

Access and Linkage

The property is less than a mile from Highway 224 providing convenient vehicle access. The public could also access the site from the river or from a trail link to the Springwater/Damascus regional trail.

Potential for Partnerships with Other Jurisdictions

Because of its proximity to Barton Park, it is likely that Metro and Clackamas County could cooperatively manage both facilities. Other potential partners include Friends of Barton Park and Clackamas River Watershed Council.

Land Use

This property is outside the UGB zoned Timber District (TBR) within unincorporated Clackamas County and has the presence of endangered salmon species.

Proximity to Populated Areas

Currently there is not a significant amount of residential development in this area but it is adjacent to an area that is being studied for future urban expansion and located near a rapidly growing area of the region.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: Potential, Clackamas County Parks

Road Access: Good

Infrastructure: electric, water (well) and sewer (septic) to existing residence on site

Support: Unknown

Potential Partners: Clackamas County Parks, Friends of Barton Park and Clackamas River Watershed Council

Clear Creek Canyon

Context: Site History and Condition

Clear Creek Canyon has outstanding biological, botanical, wildlife and potential recreational values and wonderful views of Mount Hood. The wooded canyon walls, streamside riparian areas, mature riparian forest, and terraced uplands provide high quality, diverse wildlife habitat. The creek is a free-flowing tributary of the Clackamas River with excellent water quality. It supports a variety of fish including resident and "sea-run" cutthroat trout, rainbow trout, steelhead and coho salmon.

Metro purchased five parcels totaling 492 acres in the lower Clear Creek Canyon area. Nearly all of the purchases are contiguous and include approximately 2½ miles of creek frontage. The majority of the land has been farmed, most recently for hay and grazing.

The site's physical attributes suggest this site has the capacity to support future park facilities (e.g. overnight camping, picnic shelters) while protecting and enhancing high quality habitat for fish and wildlife. Some existing roads could be converted to trails, others would need to be strategically sited and developed. Clear Creek could also support a variety of year round environmental education activities and school field trips.

Readiness for Development and Public Use

While the habitat values of much of the site are in good to excellent condition, portions of this area are in transition. Large areas of former pasture lands are being restored (mostly reforested) and will take many years to mature. More than 3/4 mile of the riparian area is currently being restored.

Sufficient upland, developed areas exist for a parking area, with room for school buses. Some existing roads could be converted to trails, others would need to be strategically planned and developed. There is a well on site that could provide drinking water. Clear Creek has excellent environmental education and interpretive opportunities and could be a great site for local school field trips.

Public and Local Government Support

Local neighbors were very opposed to this area being accessible to the public as a regional park. Request to delay even planning for the area up to 5 years was granted by the Metro Council as part of the adopted refinement plan (1995). It is not likely that this sentiment has changed from nearby landowners. Nonetheless, nearly every visitor to Clear Creek is awed by the potential of this site as a future regional park and it's proximity to fast-growing Clackamas County residential development makes the site important from a regional perspective.

Access and Linkage

The site is located off of Springwater Road, a local road 2 miles from the hamlet of Carver and is only a 10-minute drive from Clackamas Town Center. Developing one primary entrance, along Springwater Road, would allow an entry fee charge in the future as the park becomes more developed.

Potential for Partnerships

This would likely be a site solely owned and operated by Metro Regional Parks and Greenspaces. However, Clackamas County may have an interest in a partnership. The following have been involved in volunteer activities: Friends of Trees, Lake Oswego Junior High School, Mt. Hood Community College, Northwest Service Academy – AmeriCorps and Salmon Corps.

Land Use

These lands are zoned for Exclusive Farm Use. The previous owners were permitted development of a golf course at this site.

Proximity to Populated Areas

A fast growing area located only 10 minutes by car from Clackamas Town Center, one of Metro's Regional Centers in the 2040 Growth Concept. Good road access from Springwater Road.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: None identified

Road Access: Good

Infrastructure: electric, water (well) and sewer (septic) to existing residence on site

Support: Unknown

Potential Partners: Friends of Trees, Lake Oswego Junior High School, Mt. Hood Community College, Northwest Service Academy – AmeriCorps and Salmon Corps.

Cooper Mountain

Context: Site History and Condition

Cooper Mountain is located about three miles from downtown Beaverton, immediately adjacent to the urban growth boundary. On the southwestern slope Metro has assembled 247 acres with great views of the Chehalem Mountains. This land includes pockets of oak and madrone trees, perched wetlands and excellent habitat for birds and mammals.

Readiness for Development and Public Use

Much of the forest on this land was harvested prior to Metro's purchase and has been replanted with a diverse assortment of native trees, nearly 50,000 in all. Agricultural fields, an old orchard and pasture provide additional opportunities for future restoration work. Scotch broom and other exotics dominate large portions of the area. Volunteer efforts, contracted work and one controlled burn (another planned for this fall) have had impacts on site restoration already. Habitat value is high with highly diverse plant, bird and butterfly populations for interpretation and study (including one rare delphinium).

A large, mostly forested tract of land lies south of the Metro-owned sites. Despite years of discussions with this adjacent land owner, they are still not "willing sellers". This key site, in addition to the acreage Metro currently owns, would bring the total acreage over 500 and would make the site a truly "regional" park, increasing the diversity of the landscape for public use, education and outdoor recreation.

Existing logging roads could make up the bulk of the trail needs on this site. Additional trail sections would need to be completed to create a "loop". Existing informal trails would need to be abandoned, revegetated.

Cooper Mountain has great potential for interpretive programming. Already Metro is receiving calls/interest from Tualatin Hills Parks and Recreation for this site. Classes and clubs from Beaverton High School currently use the site. School programs and field trips would be excellent here with the proper facilities (parking lot with bus turnaround, restrooms, shelter for inclement weather).

Public and Local Government Support

This site has excellent community support primarily due to Metro's volunteer program, which has involved hundreds of citizens at Cooper Mountain in everything from tree plantings, scotch broom removal, trail mapping, seed collection, butterfly counts, bird walks, and more. Beaverton HS Eco Club has adopted the area and there are two Site Stewards and half a dozen Crew Leaders active at Cooper Mountain.

There has also been interest expressed by the THPRD to provide interpretive programming.

Access and Linkage

Two potential trailheads could be located at Kemmer and Grabhorn roads. School buses currently travel 190th (to Kemmer). Kemmer Road is a residential road bordering the UGB, not necessarily suited for regional park access. Grabhorn is a rural county road. Both access points could support small parking areas. Grabhorn might be better suited for horse trailer parking if needed. Neither roads have shoulders so no parking along the roadway is feasible.

Potential for Partnerships

Local neighbors and the local park provider (THPRD) have all been very active at this site. Nearby businesses have also expressed interest in activities at Cooper Mountain. Cooper Mountain, Aloha High School, Beaverton High School (Eco-Club & science classes), Boy & Girl Scouts of America, Catlin Gable School, Cooper Mountain Vineyards, Friends of Cooper Mountain – informal group (over 120 people), Friends of Trees, Kemmerview Neighborhood Association, Lake Oswego Junior High School, Northwest Service Academy - AmeriCorps, Prescott Bluebird Recovery Project, Tigard High School and Xerces Society have all participated in volunteer activities.

Land Use

Zoning is Washington County Rural/Residential 5-acre minimum.

Proximity to Populated Areas

Cooper Mountain is situated on the edge of Beaverton, one of the fastest growing areas in the region. It is also an area that has very few natural areas in the vicinity. There is high demand for this kind of public use in the area.

Summary

Prior Master/Management Planning: No.

Existing or Likely Management Agreement: Potential, THPRD, but outside their district boundary.

Road Access: local roads.

Infrastructure: electric, water (well) and sewer (septic) to existing residence on site

Support: Neighbors, local park district.

Potential Partners: Neighbors, businesses, agencies and groups who have partnered with the volunteer program.

Ambleside/Hogan Cedars

Context: Site History and Condition

Located on Ambleside Drive in southeast Gresham, this 40-acre greenspace borders Johnson Creek and the Springwater Corridor Trail. Portions of the property are within the 100-year flood plain, with open pastures and wooded areas. There is nearly ½-mile of stream frontage that could be easily accessed from the popular Springwater Corridor Trail.

Hogan Cedars, a cultivar of Port Orford cedar, dominates the forested area. The area was developed as a recreational community and several homes remain on the site.

Readiness for Development and Public Use

There has been no prior planning done for the Ambleside area. However, the site was purchased in part to serve as a trailhead for Springwater Trail users. Water, sewer, power and an access road into the site (Ambleside Drive) already are present.

There are currently four rental homes owned by Metro in Ambleside as well as two private homes which are inholdings that should be purchased before the area is fully opened to the public as a park. The owners of these two properties have no immediate plans to sell to Metro.

Public and Local Government Support

Several volunteer work days have brought out a total of over 60 people from the area and neighborhood to help with restoration projects. With partners such as SOLV, Johnson Creek Watershed Council and the City of Gresham, we have been able to generate plenty of interest at this site. The focus has been English ivy and Japanese knotweed removal, with native plantings planned for the winter.

Access and Linkage

There is good road access into the site along Ambleside Drive which is located directly off of SE Hogan Road, a major collector street.

Springwater Trail access is excellent. The Springwater Trail borders the north side of the properties. This area was purchased with the intent that it could be used in the future as a potential trailhead for trail users and serve as a community scale natural area.

Potential for Partnerships

Boy & Girl Scouts of America, City of Gresham, Johnson Creek Watershed Council, SOLV – Team Up, Mt. Hood Community College, Youth Employment Skills & Services (YESS)

Land Use

Zoned City of Gresham Low Density Residential

Proximity to Populated Areas

This natural area would be utilized primarily by Gresham area residents but would also become accessible to the thousands of people that use the Springwater Corridor Trail each year.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: Potential, Gresham.

Road Access: Road access from major arterial.

Infrastructure: electric, water (community well) and sewer (significant hook up fees) to existing residences on site

Support: Yes

Potential Partners: Gresham

Mt. Talbert Nature Park

Context: Site History and Condition

Most of the properties on Mt. Talbert are jointly owned by Metro and North Clackamas Park and Recreation District (NCPRD). In August, 2000 NCPRD adopted a master plan for Mt. Talbert Nature Park which included conceptual trail design, picnic opportunities, restrooms, trail head access points and parking. The 183 acres purchased is sufficient in size and composition to accommodate implementation of the master plan and ultimate public usage, although the Master Plan does call for additional acquisition of adjacent properties. The forested butte is primarily native vegetation, providing a diverse and stable forest system. Existing trails and abandoned roads are locally used.

Readiness for Development and Public Use

Mt. Talbert Butte is surrounded by residential development on three sides; the majority of the north side of the butte is still in private ownership. Because the surrounding area is highly developed there are services, water, power, sewer available to the site.

The Mt. Talbert Nature Park Master Plan includes several walk-in points to the trail system for local users and a regional trail head with a parking lot and restroom located off of SE Sunnyside Road. The Master Plan envisions that the public would leave the parking area and access the trail system via a pedestrian bridge over Mt. Scott Creek. It is unclear now whether constructing a bridge over this stream would be permitted under current ESA requirements. There may be a significant cost factor to construct a bridge that would sufficiently span the creek and associated riparian area.

Public and Local Government Support

The master planning process conducted by North Clackamas Parks District included an active project advisory committee and volunteer efforts have been successful. There appears to be wide spread local support for this project and the site has also hosted SOLV-It work days.

Access and Linkage

This natural area has a prime location near the intersection of SE Sunnyside Road and I-205, about two-thirds of a mile from the Clackamas Town Center, a designated regional center. Sunnyside Road is being widened and SE 117th realigned and an intersection signal installed that will provide safe, easy vehicle access to the designated trail head. There is sufficient area for a parking lot, restrooms and trail head on property away from Mt. Scott Creek for regional access. Trail access from local neighborhoods could easily be made available.

North Clackamas Parks District envisions a trail connecting Mt. Talbert Nature Park with other greenspaces in the area. Potential trail connections include linkage to Mt. Scott Trail and North Clackamas Greenway.

Tri-met buses #155 and #157 from the Clackamas Town Center both stop at 117th and Sunnyside Rd.

Potential for Partnerships

Metro and North Clackamas Parks and Recreation District have entered into an IGA providing that NCPRD will plan and manage these properties in accordance with the Master Plan for Mt. Talbert and with limited oversight by the Metro Council to insure compliance with the Greenspaces Master Plan and the bond measure requirements. In addition, there has been a lot of public interest and local government support for this acquisition. This is in part due to the requirement in this target area that the local governments provide a 25% match for all acquisitions. North Clackamas Parks and Recreation District and Clackamas County provided these funds.

Current partners of the volunteer program include Alpha High School, Boy & Girl Scouts of America, Marshall High School Family Resource Center and North Clackamas Parks and Recreation District.

Land Use

This is unincorporated Clackamas County zoned rural residential.

Proximity to Populated Areas

This natural area is located in a designated regional center. It is a 5 minute walk to Clackamas Town Center and the Clackamas Promenade.

Summary

Prior Master/Management Planning: Yes

Existing or Likely Management Agreement: Yes, North Clackamas Parks and Recreation District

Road Access: Served by a major collector with a lighted intersection planned.

Infrastructure: electric, water (public) and sewer to site

Support: Community

Potential Partners: North Clackamas Parks and Recreation District

Ancient Forest – Forest Park Addition

Context: Site History and Condition

The 332 acres that comprise the Forest Park Addition has been the focus of public attention since the property was logged in the early 1990's. What many people had assumed was part of Forest Park was actually private land owned by Hampton Lumber Company. A large scale fundraising campaign was initiated by the Friends of Forest Park to buy the remaining 38-acre old growth area prior to logging (referred to as the Ancient Forest). The need to protect the remaining acreage (subsequently logged) was also viewed as a high priority during the formulation of the bond measure. The site enjoys a high degree of support from the public, particularly the Friends of Forest Park. The majority of the Addition is in 10 year old Douglas Fir. Significant work is needed to control pest plants and allow for more diversity in the present tree plantation conditions.

Readiness for Development and Public Use

The Forest Park Addition is significant enough in size, proximity to the urban area and varied terrain to be a draw for the public. Because of the youth of reforested land the Forest Park Addition offers spectacular views of Sauvie Island, Mt. St Helens and the Columbia River. The grove of old growth, the Ancient Forest, offers an excellent opportunity for interpretation and education.

There is an adopted master plan for the Ancient Forest portion of the addition. The addition was purchased in order to buffer the old growth area and to expand trail and access opportunities to the Ancient Forest and connections to the main part of Forest Park. Metro's Master Plan would need to be updated to include this additional, and significant new acreage. Friends of Forest Park would need to consider and approve any public access to the Ancient Forest.

Public and Local Government Support

There was significant public involvement in the fundraising for acquisition of the Ancient Forest property by the Friends of Forest Park. The Friends were instrumental in the support and passage of the bond measure. It is likely that the Forest Park Addition will receive similar support for public use.

Access & Linkage

Entry to the Forest Park Addition would likely be off of NE McNamee Road, less than one half mile from Highway 30. Multnomah County Transportation officials have indicated potential problems with access to the area off of Highway 30 where they are attempting to limit access points due to safety concerns within a busy transportation corridor. In addition local residents have raised concerns about allowing public access through the rural residential area. There is no transit service to this area. Ultimately the Wildwood Trail, which starts in the City of

Portland, may connect to the Forest Park Addition. There are long range plans to connect the Wildwood Trail to the "Greenway to the Pacific" Trail.

Potential for Partnerships with other Jurisdictions

The Forest Park Addition is located in unincorporated Multnomah County, an unlikely partner. However, the Friends of Forest Park have a good track record as a non-profit in successful partnerships and have worked closely with Metro Parks and Greenspaces in the acquisition of sites throughout Forest Park and the planning of the Ancient Forest site. In fact, the Friends of Forest Park remain owners of the Ancient Forest property. The Friends have obtained a Special Use Permit for occasional access to the Ancient Forest property via the access road through the Forest Park Addition. Other current and potential partners include Audubon Society of Portland, Friends of Trees, No Ivy League/City of Portland, Portland State University and Temple Beth Israel.

Land Use

Zoned Multnomah County Commercial Forest Use, Significant Environmental Concern (SEC) overlay.

Proximity to Populated Areas

This addition to Forest Park is easily accessible to the Portland/Beaverton Metropolitan Area via Highway 30, Newberry and Cornelius Pass Roads. Located approximately 15 miles from downtown Portland.

Summary

Prior Master/Management Planning: Yes, for the Ancient Forest portion only

Existing or Likely Management Agreement: No.

Road Access: Potentially Problematic

Infrastructure: None on site.

Support: Friends of Forest Park

Potential Partners: Friends of Forest Park

Gales Creek

Context: Site History and Conditions

Beginning inside the southwest portion of Forest Grove, Metro's Gales Creek land acquisitions total 606 acres, distributed along a 2.5 miles of the creek in a southwesterly direction. Located primarily within Gales Creek and Tualatin River floodplain, the non-contiguous parcels have been in traditional farm and forest land production for decades. Agricultural practices that have occurred on these sites include installation of drain tiles, ditching, removal of riparian vegetation along the creeks and river, and annual tillage of converted wetland areas. Most of the land that was being actively cultivated at the time of Metro's acquisition remains in production at this time.

Acquired lands can be sub-divided into three groups along a north-south axis based on contiguity. A 52-acre sub-area is bounded on the north by Old Highway 47 and on the south by new Highway 47. The northern group of land parcels are within and adjacent to Forest Grove. Former abandoned filbert orchards were cut and burned and homeless camps eliminated on approximately 12 acres. Wheat and clover is being grown on approximately 33 acres. The riparian buffer needs to be increased along Gales Creek in this area. There is a residence located in this area (on Old Highway 47) which is currently leased.

The central group of properties in Gales Creek lies south of Highway 47 and north of the Tualatin River. This 164-acre sub-area has 105 acres in cultivation (corn, clover) with the remaining 59 acres made up of either existing emergent or riparian wetland. Carpenter Creek bisects the properties prior to entering the Tualatin River, allowing floodwaters to inundate the property before Gales Creek overtops its banks. One 22-acre floodplain parcel designated as high priority for acquisition still separates these parcels. Riparian areas have been removed from cultivation and planted with native trees and shrubs.

The southern sub-area is comprised of a total of 390 acres south of the confluence of Gales Creek and the Tualatin River. One 45-acre parcel lies between U.S. Bureau of Reclamation's pump station and the Forest Grove/Hillsboro water supply plant. Approximately 18 acres were removed from cultivation (blueberries, hay), the remaining being existing emergent, open water, and riparian wetland. The 345 acres of contiguous parcels are primarily cultivated or abandoned agricultural fields. 190 acres remain in cultivation (corn, alfalfa, nursery stock). Suppression of exotic vegetation and planting of native tree seedlings has occurred in approximately 25 acres of uplands. Structures on parcels in the southern sub-area were removed after purchase including two barns, three houses, several outbuildings, and silos. Approximately 60 acres of prior-converted wetland not under cultivation await restoration efforts.

Readiness for Development and Public Use

Given the active agricultural uses occurring on most of the Gales Creek properties, the natural resource attributes are currently limited but potentially forthcoming. The northern sub-area has the highest potential for immediate public access. The cultivated fields in the floodplain could be taken out of agricultural production and restored within a 3 to 5 year period. Trails could be developed during this period of revegetation. Development would have to be coordinated with City of Forest Grove. City water, electricity, sanitary disposal (septic) and limited parking are available at the residence. The central sub-area is mostly cultivated, requiring abandoning farming and initiating revegetation prior to making available to the public. No infrastructure is developed in this area. The southern sub-area retains electrical power supply and potable water supply but no sanitary disposal provisions. Remnant access roads remain that could be easily improved for parking and access.

Access and Linkage

Of the three sub-areas, the northern sub-area has the highest potential for public access in the near future. Adjacent residents in the Forest Grove urbanized area already access these lands occasionally. Existing city streets either parallel or terminate at the property, offering several opportunities for direct public access from the local community. The central sub-area is accessible by vehicle from new Highway 47 and Anderson Road, with a possible trail connection to the northern sub-area following the Highway 47 alignment. The southern sub-area is accessible by vehicle from Fern Hill Road.

Public and Local Government Support

The City of Forest Grove has expressed interest in incorporating the northern sub-area into its parks system.

The central sub-area is adjacent to land managed by Clean Water Services purchased for wetland mitigation banking and is in close proximity to Fernhill Wetlands. With public access developed at Fernhill Wetlands, there is potential for integrating this sub-area into the adjacent public-owned lands.

Potential for Partnerships

The City of Forest Grove will likely integrate the northern sub-area into its park system. The saki plant adjacent to the northern sub-area has plans for gardens and tasting rooms that could serve as a combined entry point to the adjacent natural area. Clean Water Services and Fernhill Wetlands have potential for integrating the central sub-area into its programs. The southern sub-area has potential to become part of the Wapato Lake Wildlife Refuge that is currently being studied.

Land Use

Other than three acres inside City of Forest Grove, the properties are in unincorporated Washington County and zoned Exclusive Farm Use.

Proximity to Populated Areas

All of the northern sub-area lies within, or adjacent to, Forest Grove. The central sub-area is local to Forest Grove and could be made directly accessible. The southern sub-area is more remote but could serve as a regional draw similar to Fernhill Wetlands.

Summary

Prior Master/Management Planning: Exists on adjacent publicly-owned lands (City of Forest Grove parks master plan).

Existing or Likely Management Agreement: Yes, Forest Grove, Clean Water Services

Road Access: State and local city and county roads.

Infrastructure: Electricity available, city water and sanitary disposal (septic) serve the existing residence on site

Support: Unknown.

Potential Partners: City of Forest Grove, Clean Water Services, Pacific Joint Venture.

Newell Creek Canyon

Context: Site History and Condition

Newell Creek Canyon lies on the eastern edge of Oregon City, with Oregon Highway 213 bisecting the canyon in a north/south direction. Newell Creek originates on the Clackamas Community College campus and flows north to its confluence with Abernethy Creek, a tributary of the Willamette River.

Metro's holdings in the canyon include properties on both sides of Highway 213 and total 145 acres with nearly two miles of stream frontage. Most of the acquired parcels form a contiguous, protected area within a forested canyon. The creek supports populations of resident and anadromous fish, including coho salmon, cutthroat trout and steelhead. Based upon biological surveys of Newell Creek Canyon, many of the west side properties contain habitat that is critical to the health of Newell Creek. East side properties are considered somewhat less critical to stream health.

Readiness for Development and Public Use

Along the west side of Highway 213, Metro has primarily acquired contiguous blocks of property along Newell Creek. Although a number of contiguous properties have been acquired on the west side of Highway 213, at least three important properties – totaling over 150 acres – remain to be purchased. These properties represent a critical gap in the contiguous ownership on the west side.

A number of properties have also been acquired on the east side of Highway 213. Again, there remain several critical properties – totaling over 30 acres – which still need to be acquired to provide contiguous ownership on this side of Highway 213.

The potential for a trail alignment exists on the less sensitive east-side properties. However, such a trail alignment will have to wait until critical "gap" properties or easements are acquired. West-side properties provide some environmental education and natural history interpretation opportunities. West-side properties are less desirable for trail access since these properties contain habitat that is more critical to the health of the creek and would be less tolerant of disturbance.

Public and Local Government Support

A watershed assessment for Newell Creek has been initiated by the John Inskeep Environmental Learning Center (ELC). Metro is one of several partners working with the ELC including Ogden Middle School and the City of Oregon City to develop and implement a watershed-based conservation strategy for Newell Creek Canyon. This partnership will enable effective management of the canyon and provide numerous opportunities for citizen involvement. The ELC visitors center is located at the headwaters of Newell Creek, on the campus of Clackamas Community College, and could serve as a regional gateway to Newell Creek Canyon.

Access and Linkage

Highway 213 bisects the canyon in a north/south direction and provides direct access to Clackamas Community College at the south end of the Canyon. The John Inskeep Environmental Learning Center is located on the campus near the headwaters of the creek and could serve as an informational and interpretive area for the public accessing areas within Newell Creek Canyon. An existing 1.5-mile trail can be improved and expanded with reasonable access from Beaver Creek Road.

Potential for Partnerships with Other Jurisdictions

In addition to support from the John Inskeep Learning Center and the city of Oregon City, there is strong support for the canyon from local neighbors and citizens. In addition, one of the properties adjoins Ogden Middle School whose principal and several teachers have expressed interest in working with Metro to use the site for hands-on scientific inquiry and study.

Land Use

The majority of these properties are located within the city limits of Oregon City. Zoned either Timber District or Single Family Residential.

Proximity to Populated Areas

This trail would be highly accessible to Oregon City area residents and other residents in the southern portion of the region. In addition, the area's association with Clackamas Community College provides an important link for this area to a wider regional audience.

Summary

Prior Master/Management Planning: Watershed Assessment beginning 2002.

Existing or Likely Management Agreement: Potential, Oregon City, ELC.

Road Access: Good connection to major roads including Highway 213.

Infrastructure: electric, water (well) and sewer (septic) to existing residences on site

Support: Yes, local community and Inskeep Environmental Learning Center

Potential Partners: Oregon City, ELC, Clackamas Community College

Wilsonville Tract

Context: Site History and Condition

This 230-acre site is part of the former Dammasch State Hospital complex and was previously owned by the State of Oregon's Division of State Lands.

The property is a mix of forested canyons, seasonal wetlands and open farmland, with a half-mile of frontage on Mill Creek. The heavily wooded 73-acre forest on the tract includes majestic Douglas firs estimated to be more than 600 years old, with a dominance of undisturbed native plants below. The native vegetation provides high quality wildlife habitat and natural history interpretation opportunities.

Mill Creek is highly degraded and losing bank from incising at a rapid rate putting some of the older cedars within the riparian area at risk. Redirecting the out-of-basin flows that Mill Creek receives from the former Dammasch State Hospital is critical to stream restoration and bank stabilization in the short term. Current restoration efforts include noxious weed control, mostly for blackberry and ivy. There are no structures on the property.

Readiness for Development and Public Use

When the former Dammasch State Hospital site, immediately north of the Wilsonville Tract, is redeveloped as an urban village with an estimated 5,000 new residents and mixed use office and retail businesses, the site will become even more significant as a protected open space and natural area.

There is an existing informal trail on the property through the forested portion. The remaining cultivated areas will take a significant effort to restore to any kind of natural condition. Metro currently leases out most of the cultivated areas, which represent a majority of the property and include a filbert orchard, to an individual who is actively farming the property. This is a year-to-year lease renewable annually at Metro's discretion.

This site has two very unique attributes that improve its "readiness" factor. The first is the long-standing interest from the City of Wilsonville to protect the site as open space. The city was a key participant in efforts to acquire the site and has already committed funds for a master/management plan to be conducted in partnership with Metro. The second is the interest of the West Linn-Wilsonville School District in a partnership with Metro at this site. Immediately east of the property is Wood Middle School, where school children have been actively involved in studying the site for years. Next door, the district is readying to open a new elementary school and the Center for Research and Environmental Technologies (CREST). CREST is designed as an environmental learning center for students and citizens from throughout the region.

Public and Local Government Support

Local public support is strong for public access and use of this site. Prior to Metro's acquisition, the site had been considered for a variety of other uses starting in 1983 when it was proposed

by Metro as a landfill site. It was also considered for use as a golf course, prison and subdivision. A committed group of Wilsonville citizens (The Friends of Goal 5), led by now Mayor Charlotte Lehan, effectively advocated to preserve the Wilsonville Tract as a natural area. Now that the site has been acquired, area citizens are eager to begin the master planning process, and the City of Wilsonville has committed \$30,000 toward that effort.

Access and Linkage

The site is bordered by Wilsonville Road to the south and Grahams Ferry Road to the west. Wilsonville Road provides the easiest, most convenient access to this area and a direct link to the I-5 freeway. The site is near the historic Coffee Lake Basin, a long north-south-running lowland that is the dominant natural feature in the area. The goal for the Tonquin Geological Target Area is to acquire a continuous corridor that will protect the area's diverse wildlife habitat, geological resources, and ultimately allow for creation of the Tonquin Trail, linking Wilsonville and the Willamette Greenway with Tualatin and Sherwood. The Dammasch urban village conceptual plan incorporates the Tonquin Trail into its master plan along with a connecting trail to the subject site.

Potential for Partnerships with Other Jurisdictions

The City of Wilsonville is already a committed partner. The Living Enrichment Center, a church with a large and active regional membership is also a nearby neighbor and may be another potential partner.

Land Use

Located immediately outside the urban growth boundary this property is within unincorporated Clackamas County zoned EFU.

Proximity to Populated Areas

The site borders the southwest edge of the City of Wilsonville and is also close to a significant population base from the cities of Tualatin and Sherwood. A 5,000 resident mixed-use planned community is slated for development immediately adjacent to the Wilsonville Tract.

Summary

Prior Master/Management Planning: Scheduled to Begin 2002

Existing or Likely Management Agreement: Potential, Wilsonville

Road Access: Good local connectors.

Infrastructure: Public utilities are available at the adjacent school properties but none available at site

Support: Yes, local community support

Potential Partners: City of Wilsonville, West Linn-Wilsonville School District, Living Enrichment Center

Tualatin River – Farmington Rd.

Context: Site History and Condition

Small site, approximately 5 acres. Located approximately 5 river miles from Rood Bridge Park and boat launch in Hillsboro. Approximately 2-3 hours canoe from Rood Bridge to this site.

Readiness for Development and Public Use

The quality of this natural area is somewhat limited. Some restoration opportunities exist, but this site was largely purchased for its important location and ease of access to the Tualatin River, rather than for its natural resource values.

This is a very small site and would probably only accommodate a small parking area, simple boat launch, portable restroom (or vault toilet), and interpretive signs.

Public and Local Government Support

This site has excellent community support primarily due to involvement and advocacy from the well-established citizen group, the Tualatin Riverkeepers. Potential strong public partner in the city of Hillsboro as this would make a perfect take out spot for a half-day canoe trip between this site and Rood Bridge Park, managed by the city of Hillsboro.

Access and Linkage

Both Farmington and River Road provide good access to this site. Also, there is access from both sides of the river at this location.

The site is too small to provide a pedestrian trail network but provides an important link in the Tualatin River river-based trail concept.

Potential for Partnerships

Hillsboro's Rood Bridge Park had excellent support from the Hillsboro Rotary Club, which raised the funds for construction of a small community events and meeting center at the Rood Bridge Park site. There may be the potential for support from the business community in the development of this site, which would compliment the Rood Bridge canoe launch.

Clean Water Services has expressed interest in establishing a permanent water quality monitoring station at this site.

Land Use

Washington County Exclusive Farm Use (EFU) zone.

Proximity to Populated Areas

Hillsboro is the fastest growing area of the region and there is strong support and growing interest in access to the Tualatin River from Hillsboro and Washington County residents.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: Unknown

Road Access: Good access from two major arterials

Infrastructure: Electric, water (well) and sewer (septic) to existing residence on site

Support: Tualatin Riverkeepers

Potential Partners: Tualatin Riverkeepers, *CS*

Tualatin River - Morand

Context: Site History and Condition

The northern boundary of the property fronts the Tualatin River for more than 1,300 feet along a part of the river corridor that is lush with native vegetation and rich with wildlife such as beaver, deer, herons, hawks, owls and many songbirds. The site is also located immediately adjacent to the 1,200-acre Tualatin River Wildlife Refuge (managed by U. S. Fish and Wildlife Service). The majority of the property is in active farm use (potato fields) and a small 2.5-acre woodland of Douglas fir occurs on the upper terrace of the property.

Readiness for Development and Public Use

Significant natural resource related issues at this site include a major gasoline/diesel cleanup being conducted and funded by a pipeline company on a small portion of the property which had a pre-existing easement through a portion of the property. This petroleum product removal project is still active and likely will be for many years to come. Unfortunately, the oil clean up facility is located at the best, and most likely, location for public access to the river. In addition, there is significant work needed at this site to restore farmed fields to a natural condition. As an alternative to reforestation, upland farm fields could be an excellent location for more intensive recreational development similar to the picnicking and open turf at Blue Lake Park. Since this area has high quality farm land, another option might be to find an organic farmer who would be willing to farm this property in partnership with Metro and provide public education about this type of farming practice.

This site offers an opportunity to provide some simple on-site interpretation as well as field trips, interpretive programs and on the water education from this site (or the adjacent wildlife refuge) about the history and natural resources issues associated with the Tualatin River. The floodplain portion of the property is currently being restored by U.S. Fish & Wildlife Service as part of the adjacent Tualatin River National Wildlife Refuge, according to an intergovernmental agreement between U.S. Fish & Wildlife Service and Metro.

Public and Local Government Support

This site has excellent community support primarily due to involvement and advocacy from the well-established citizen group, the Tualatin Riverkeepers.

Access and Linkage

It may not be essential to have canoe access in the short term at this site as nearby Cook Park (in Tigard) and a launch site at Elsner Road provide good access to the river within close proximity. In addition, the Tualatin River Wildlife Refuge is in the midst of doing a master plan for their properties and a large Interpretive Center is planned for the refuge. Proposed amenities may also provide boaters access to the river from the Refuge. The existing City of Tualatin river trail terminates at the property boundary.

Potential for Partnerships

Potential strong public partner in Clean Water Services (formerly USA) and the U.S. Fish and Wildlife Service.

Land Use

Washington County EFU zoning.

Proximity to Populated Areas

With a portion of the property within the UGB and adjacent to the recently urbanized portion of the city of Tualatin, this property is proximate to Tigard, Tualatin and Sherwood communities.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: U.S. Fish and Wildlife Service.

Road Access: U.S. 99W

Infrastructure: electric, water (well) and sewer (septic) to existing residence on site; potential connection to City of Tualatin services

Support: Tualatin Riverkeepers

Potential Partners: U.S. Fish and Wildlife Service, Clean Water Services, City of Tualatin

Tualatin River - Munger Farm

Context: Site History and Condition

This 91-acre site has more than a mile of Tualatin River frontage. It is located approximately 10 river miles (a 4-hour canoe trip) from the Farmington/River Road site. The property was in the Munger family for more than 70 years and includes approximately 50 acres of agricultural land and a 16-acre cedar grove. The lower part of the property is rich in riparian habitat that supports wildlife such as kingfishers, green herons and otter.

Readiness for Development and Public Use

This site has all the makings of a quintessential Tualatin River Access point with room for park amenities including a boat launch, picnicking, walking trails, overnight camping for river trail users, wildlife viewing and natural history interpretation. It also has some major restoration challenges due to its previous use as a dairy farm.

Looking into the future, this site is a perfect spot and perfectly situated for overnights with boaters accessing a small camping area at this site via canoe or kayak. A seasonally accessible road could provide maintenance access. This site is located approximately half way between Rood Bridge Park and Tigard's Cook Park, a leisurely two-day canoe trip.

This site provides a great opportunity not only for the basic on-site interpretation but also field trips, interpretive programs and on-the-water education about the rich history and natural resources issues associated with the Tualatin River.

Public and Local Government Support

This site has excellent community support primarily due to involvement and advocacy from the well-established citizen group, the Tualatin Riverkeepers.

Access and Linkage

Scholls/Sherwood Road provides excellent access to this site, connecting to Munger Lane, which leads to this Metro property. Munger Road is shared by Metro with an adjacent property owner. The short (less than 600 feet) unimproved road leading from Munger Lane to the river allows easy boat access.

Potential for Partnerships

Tualatin Riverkeepers are the primary candidates for partnership with Metro at this site.

Land Use

Washington County EFU zoning

Proximity to Populated Areas

City of Sherwood is within 4.5 miles (by road) to this access point.

Summary

Prior Master/Management Planning: No.

Existing or Likely Management Agreement: No

Road Access: Good access from a major arterial road.

Infrastructure: electric, water (well) and sewer (septic) to existing residence on site

Support: Tualatin Riverkeepers

Potential Partners: Tualatin Riverkeepers

Tualatin River – Wankers Corner

Context: Site History and Condition

Relatively small site, approximately 20 acres. Located approximately 7 river miles upstream from the confluence with the Willamette River. Most of the area has been in agricultural use, primarily hay production, grazing and Christmas tree production. Recently constructed manufactured homes and pole barns served as residence to former owners.

Readiness for Development and Public Use

The quality of this natural area is somewhat limited. Some restoration opportunities exist but this site was largely purchased for its important location and ease of access to the Tualatin River, rather than for its high natural resource values.

This is a relatively small site that would probably accommodate a parking area, simple boat launch, picnic area, portable restroom (or vault toilet), and interpretive signs. The site is too small to provide much in the way of a trail network. There are two pole barns in good condition where Metro's Natural Resource management team has set up a field maintenance office for storage of some equipment and vehicles and a staging area. A residence with well water and a septic system could serve as a caretaker facility.

In addition to providing basic on-site interpretation, this site also offers a wonderful opportunity for hands on science inquiry and environmental education. Adjacent neighbors include Athey Creek Middle School and Stafford Elementary School who have administrators and teachers already expressing interest in using the Metro property as a "living laboratory" for their classroom and after-school programs.

Public and Local Government Support

This site has excellent community support primarily due to involvement and advocacy from the well-established citizen group, the Tualatin Riverkeepers. Potential strong public partner in West Linn-Wilsonville School District.

Access and Linkage

Road access at this site might be difficult due to high traffic volume on Stafford and Borland Roads. Local transportation officials may require significant road improvements in order to permit any additional traffic at this intersection.

Potential for Partnerships

West Linn-Wilsonville School District or adjacent schools; Tualatin Riverkeepers.

Land Use

Washington County Exclusive Farm Use (EFU) zone.

Proximity to Populated Areas

Rapidly growing area of the region, Stafford Basin.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: None

Road Access: Located at the intersection of two major arterial roads that are already at or over capacity

Infrastructure: Electric, water (well) and sewer (septic) to existing residence on site

Support: Tualatin Riverkeepers

Potential Partners: West Linn-Wilsonville School District

Willamette Cove

Context: Site History and Condition

The 27-acre Willamette Cove site, which includes the last remaining natural cove on the Willamette River in the city of Portland, is the one of largest undeveloped sites on the Willamette in Portland. This "urban" site includes 3,700 feet of river frontage, a small beach area, a steep forested bluff, views of Forest Park and downtown Portland, and easy access from Willamette Blvd. and many North Portland neighborhoods. The property is adjacent to and down river from the McCormick-Baxter Superfund site, though separated by the large Burlington-Northern railroad berm and right-of-way.

Vacant since about 1965, it is a former industrial site that had many uses, including a plywood mill, a cooperage manufacturing plant and a dry dock facility. Remnants of buildings and parking lots remain and a significant amount of concrete and other debris needs to be removed from the site. A large barge, partially buried just off shore on state-controlled submerged land, is an attractive nuisance.

Metro bought the site with the intention of turning it over to the city of Portland Parks Bureau for management, but budget limitations at the city have prevented the city from moving forward. The city did complete a Master Plan for the site in 2000, developed with significant public involvement and strong community support. The Master Plan calls for a "nature park design", with an unpaved loop trail along the river and below the bluff, new native vegetation, small picnic and seating areas and similar low impact improvements. Access to the river will be discouraged until the river is cleaned up and deemed safe for swimming and fishing.

The site is within the 15 mile "Portland Harbor," now listed as a federal Superfund site due to the contaminants in the water and sediments. Metro and longtime site owner-operator, the Port of Portland, recently completed a detailed study of the uplands portion of the site in conjunction with the State of Oregon DEQ to determine whether the site is a likely "release" site contributing to the condition of the River. Test results appear to indicate that the upland portions of the site are relatively clean and that past practices at the site do not play a significant role in the Harbor issues. River sediments have not yet been studied. Any development of the site for park purposes will require coordination with DEQ to ensure that such development does not interfere with the Harbor investigation, though, generally DEQ and other agencies are supportive of the conversion of this site to a more natural condition.

Readiness for Development and Public Use

The city of Portland has completed a Master Plan for the site as described above. Subject to DEQ approval, which is tentatively considered likely, the site is ready for park development. The cost of removing the necessary concrete and former building remnants is not known, as engineering work is needed to identify such costs. It is expected that such costs could be significant. The fact that the site has not been redeveloped has lead to occasional dumping, motorcycle racing and other destructive uses at the site. It is an unusually difficult and expensive site for Metro to "landbank".

Public and Local Government Support

Neighbors and all North Portland neighborhood associations are strongly supportive of the conversion of the site to a nature park. The Port of Portland has indicated some tentative interest in participating in the restoration and redevelopment of the site and is a potential financial partner. The city remains committed to taking over the long range management of the site and should also be considered a potential financial partner.

Access and Linkage

Good access to the site is available from either Richmond Street or Edgewater Drive. The site is located one block below Willamette Blvd. (from either Richmond or Edgewater), which has a new marked bike lane. The trailhead to the Peninsula Crossing Trail is one block north of Willamette Blvd and just two blocks from the site. The Peninsula Crossing Trail is 3 miles in length and offers direct connections to the Smith and Bybee Lakes Wildlife Area, North Marine Drive and the 40 Mile Loop Trail.

Potential for Partnerships

The Port of Portland and city of Portland Parks and Recreation Bureau have each indicated interest in being financial partners in the restoration and redevelopment of the site. The redevelopment of the adjacent McCormick-Baxter site is currently under consideration; one of the most popular suggested scenarios is to convert that 40 acre site into an active recreation park with ball fields and similar amenities, with a trail connection along the river, around the RR berm and into the Willamette Cove property.

Land Use

The site is located inside the city of Portland and is zoned mainly with EG2g (General Employment with a River General Greenway overlay), with the remainder portion mainly on the steep slope zoned as OSN (Open Space with a River Natural Greenway Overlay).

Proximity to Populated Areas

This site sits directly below Willamette Blvd. and is within easy walking distance of many densely developed North Portland neighborhoods – Cathedral Park, St. Johns, Kenton, University Park, etc.

Summary

Prior Master/Management Planning: Yes

Existing or Likely Management Agreement: Potential, Portland Parks Bureau

Road Access: served by two city streets

Infrastructure: electric, water (city) and sewer to site

Support: Community

Potential Partners: Potential, Portland Parks Bureau and Port of Portland

Canemah Bluff

Context: Site History and Condition

The Canemah Bluff area is located along the east bank of the Willamette River, at the south end of Oregon City. It is highly visible from the river, West Linn and the I-205 corridor. Metro had hoped to acquire approximately 600 acres along Canemah Bluff to create a regional natural area that would protect the biological, botanical, educational, historic, geologic and scenic values of this target area. Due to a number of unwilling sellers, to date Metro has only been able to acquire a total of 62 acres along the bluff.

The property most ready for public use is a 39-acre parcel, located within the urban growth boundary, and adjacent to the historic Canemah cemetery and a small city-owned playground. This property exhibits a dramatic combination of views, rock formations, wetlands, native woodlands, and contains a state registered Native American cultural/historical site.

Readiness for Development and Public Use

The 39-acre parcel contains a number of features that make it attractive to the public. It has unusual "perched" wetlands and dramatic views of the Willamette River. The adjacent pioneer cemetery is an interesting historic resource and the site's has a rich history of the early days of Anglo-European settlement. In addition the site offers important cultural history interpretation opportunities due to its connection to the Native American population from the nearby and surrounding area. Additionally, public utilities are available at the site's boundary. In combination with the small neighborhood park and pioneer cemetery this relatively small area offers a diverse mix of natural, educational, historical and recreational opportunities that would likely interest a wider audience than simply local residents.

A number of constraints also go hand in hand with these opportunities. The unique wetlands are particularly sensitive and the wetland features on this site would need to be carefully managed and monitored to prevent damage. The Native American cultural resources at the site are registered with the State Historic Preservation Office (SHPO) and public access would need to avoid impacts or disturbance to these resources as well. In fact, the potential for disturbance could make development of any formal public use at the site controversial and some citizens have already expressed concern about the conflicting uses.

Public and Local Government Support

Metro has had an active ongoing volunteer effort to remove and control invasive species on this site. There is also a local citizens group that supports the pioneer Cemetery. Oregon City has also been an active partner at this site and currently manages the adjacent neighborhood park.

Access and Linkage

Access to this site is limited to residential roads and would be inadequate to serve a high number of users. Direct access to the site is provided off of State Highway 99E by a circuitous

route over narrow neighborhood streets through the historic community of Canemah. The habitat links to an extensive rural area southeast of the property.

Potential for Partnerships with Other Jurisdictions

The City of Oregon City and the local citizens group that supports the Canemah Cemetery should both be considered for potential partnerships. Volunteer partnerships to date have included Boy & Girl Scouts of America, Oregon City High School, Oregon Historical Cemetery Association, Retired Senior Volunteer Program (RSVP) – Clackamas County, SOLV, The Nature Conservancy and West Linn High School.

Land Use

The 39-acre site is located within the city limits of Oregon City, zoned Rural Residential 10 (units per acre).

Proximity to Populated Areas

This trail would be accessible to Oregon City area residents and local residents of the historic Canemah area. Due to access limitations this site would not likely support large numbers of users.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: Potential, Oregon City

Road Access: Local road connect to downtown Oregon City.

Infrastructure: public utilities are available within two blocks of the site

Support: Yes, local community and Cemetery group

Potential Partners: Oregon City, Cemetery group

Multnomah Channel

Context: Site History and Condition

More than 95% of the 326 acres acquired in the Multnomah Channel target area lies within the Willamette River floodplain. The site includes approximately 2 miles of Multnomah Channel frontage. Portions of these properties are regularly inundated during the winter Willamette River peak flows and the spring Columbia River freshets, drier portions were cultivated and grazed. All but 45 acres are contiguous, forming a significant assemblage of habitat that can be managed as a distinct unit. One barn, several outbuildings, and considerable debris have been removed from the site in efforts to restore the site to former natural conditions. One residence with barn is being leased on a month-to-month basis, serviced by public water supply and septic system.

More than 50 acres have been planted in native trees and shrubs to stabilize the riparian and floodplain areas. Flow control structures are being constructed in Fall 2001 to provide hydrological control for managing the tidal marsh and associated riparian margin areas. Considerable fish and wildlife monitoring is on going to evaluate restoration efforts at the site.

Readiness for Development and Public Use

Until recently planted trees, shrubs, and grasses become established, much of the habitat will be in a transitional stage. However, both the revegetation areas and the remnant native plant communities provide wildlife habitat that offer a good quality experience for users. The existing prolific use of the site by waterfowl, neo-tropical songbirds, and raptors (bald eagle nests directly across the channel) is a potential attraction for visitors. One access point would require permits for public ingress/egress from U.S. Hwy. 30 and across the railroad racks with possible signal at the rail crossing. Access road improvement would likely be minimal.

Public and Local Government Support

Local residents have traditionally used this site for hiking, wildlife viewing, and fishing access and expressed interest in continuing these uses.

Access and Linkage

All property is aligned parallel with U.S. Hwy. 30, with four improved vehicular entry points. Three entry points have non-signaled railroad crossings licensed for private crossing only. Development of public access will require licensing from the railroad and road improvements. The most developed and commonly used access point is directly across from Wildwood Golf Course, where there is adequate compacted, flat area for public parking. The fourth access passes beneath a railroad overpass but provides access only to a limited portion of the property. The entire area is accessible by boat from Multnomah Channel.

The site is 3/4 mile from Burlington Bottoms, a similar landscape managed by Oregon Department of Fish & Wildlife (ODFW) as a wildlife refuge. Acquisition of the one remaining

property separating Burlington Bottoms from Metro property is a high priority as is one other in-holding located a short distance to the north. Metro's property is within 1½ mile of its Forest Park Expansion Area properties.

Potential for Partnerships with Other Jurisdictions

Bonneville Power Administration (BPA) has provided enhancement funds for this site in 1990-91 and continues to express interest in supporting future efforts. ODFW has extended support for monitoring efforts at the site.

Land Use

The properties are in unincorporated Multnomah County and are zoned exclusive farm use (EFU) and multiple use agricultural (MUA). The recent attempt to gain a county permit for improvements at Howell Territorial Park indicate permits for improvements at this site may be problematic.

Proximity to Populated Areas

The site is less than 30 minutes from downtown Portland.

Summary

Prior Master/Management Planning: None

Existing or Likely Management Agreement: No

Road Access: Directly accessible from U.S. 30; access road crosses RR

Infrastructure: electrical power available on site; irrigation water well capped

Support: None identified

Willamette Narrows Greenway

Context: Site History and Condition

This section of the Willamette Narrows target area consist of a series of seven Metro owned properties and a trail easement over an eighth property that either adjoin one another or are adjacent to State of Oregon Parks owned land along the west bank of the Willamette River. Together these properties form a bluff that provides striking vistas to the east.

One of the properties has previously been logged, and at least a portion of this property has been replanted. This property contains the remains a former logging road that could be converted into a trail with scenic views of the river.

Other properties provide dramatic vistas from the top of the bluffs, including a clear view of Metro owned Rock Island, which is located in the Willamette River directly east of these properties. Several of these properties also contain a variety of high-quality habitat, much of which is considered to be environmentally sensitive and, in some cases rare.

Readiness for Development and Public Use

The area is served by Pete's Mountain Road and has good access to the nearby community of West Linn. Surrounding land uses consist of rural residential land, a large private golf course, and an equestrian stable.

Although all of the acquired properties in this target area are either contiguous to one another or adjacent to other State of Oregon owned property, there is no obvious point for public access. This will be a challenge. There are currently several potential acquisitions that may help the site's accessibility, if these properties become available for purchase.

Importantly, several of the properties contain unique/sensitive features – a peat bog, unusual plant associations, a unique archeological site, etc. While these features suggest interpretive possibilities for the public, they also raise significant issues about how to balance public use with resource protection.

There has been no prior public planning for this area.

Public and Local Government Support

Because many of these properties contain unique/sensitive features, Metro has not encouraged public use at this site. Volunteer activities – mainly suppression of pest plants – have occurred in portions of the area.

Access and Linkage

Pete's Mountain Road provides adequate access to this area and provides linkages to area freeways. However, none of the properties comprising this area provide convenient vehicle

access. There are no likely trail linkages at this time although there is potential for the trail to connect to the larger Willamette Greenway via West Linn.

Potential for Partnerships with Other Jurisdictions

Since the State of Oregon has substantial land holdings adjacent to Metro's properties, there is the possibility of joint management of these properties.

Land Use

Located in unincorporated Clackamas County, this property is zoned Timber District.

Proximity to Populated Areas

Currently there is not a significant amount of residential development in this area but it is an area that is rapidly being urbanized and located in close proximity to a growing area of the region. The northernmost acquisition is within 1/2 mile of West Linn's Willamette Park.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: Potential, State of Oregon

Road Access: Access via a local county road

Infrastructure: Two resident houses, barn, outbuildings with associated electricity, well water supply and septic systems

Support: Unknown

Potential Partners: State of Oregon Parks

Willamette Narrows – Weber Farm

Context: Site History and Condition

This 194-acre site is a former dairy farm that was operated by the Weber family. Previously improved with several farm buildings, most of these buildings have now been razed. Metro purchased the property subject to a life estate for Mrs. Weber that includes her personal residence and its surrounding 1-acre of land. Mrs. Weber is an active 80-year old woman who has a wealth of information about the site's history. In addition to Mrs. Weber's personal residence, two other improvements still remain on the property: a single-family residence that Metro rents out at market rate and an older barn. In addition, a portion of the property is subject to a year-to-year agricultural lease.

Metro planted trees on approximately 10 acres of upland pasture/meadow area one year ago, but most of the replanted areas did not flourish and will need to be replanted. Continuing stabilization efforts include noxious weed control, mostly for the control of Himalayan blackberry. Historically, surrounding land uses were predominantly agricultural. However, the area has been transitioning for some time toward rural residential uses, which now predominate.

Readiness for Development and Public Use

Metro purchased the property subject to a life estate for Mrs. Weber that includes her personal residence and its surrounding 1-acre of land. Metro currently leases most of the farmable acreage to an individual who is actively farming the property and leases a single-family residence. The farm lease is a year-to-year lease renewable annually at Metro's discretion. Because Metro controls the leasing of the rental house and the farmable acreage (approximately 105 acres), these are not necessarily impediments to development and future public use. A greater constraint is the existence of Mrs. Weber's one-acre life estate, which is centrally located on the site. If the site is to be developed for public access, Mrs. Weber's property right will have to be taken into consideration. In order to access the riverfront portions of this site, the existing internal road to the riverfront from the upland areas will need to be improved.

There has been no prior public planning for this area.

Public and Local Government Support

Metro has endeavored to protect Mrs. Weber's privacy during stabilization efforts and therefore volunteer groups have not been utilized here. Professional contractors have handled the removal of many of the former farm buildings on this site.

Access and Linkage

The site is directly accessed off SW Mountain Road, which terminates at the Canby Ferry adjacent to the Weber Farm. The Canby Ferry provides access across the Willamette River to Molalla River State Park and to the community of Canby. However, if this site is developed as a regional park, upgrades to Mountain Road may be necessary to accommodate the increased vehicle load.

The site can also be accessed from the Willamette River. There are no likely trail linkages at this time. However there may be some opportunity to expand public access to the river by utilizing the adjoining State of Oregon riverfront parcels.

Potential for Partnerships

Considering the two adjoining State of Oregon riverfront parcels and the proximity of Molar State Park, there is the possibility a partnership with the State of Oregon.

Land Use

Located in unincorporated Clackamas County, this property is zoned EFU.

Proximity to Populated Areas

Currently there is not a significant amount of residential development in this area but it is located near a growing area of the region.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: Potential, State of Oregon

Road Access: Access via a local county road

Infrastructure: electric, water (well) and sewer (septic) to existing residence on site

Support: Unknown

Potential Partners: State of Oregon

Jackson Bottom/Dairy/McKay Creek – Kistner Wetlands

Context: Site History and Conditions

The 373-acre former dairy farm contains perhaps the largest remnant of Geyer willow-dominated wetland in the Willamette Valley. Approximately 220 acres are wetlands that have been historically altered to allow grazing but are naturally returning toward former wetland functions. Portions of the wetland area continue to be leased for waterfowl hunting. The dairy operations have ceased for more than 10 years but the adjacent upland fields continue to be leased for agricultural uses. Approximately 24 acres are forested with a mixture of deciduous and conifer trees less than 80 years of age. A large barn in moderate condition and several outbuildings in moderate to poor conditions remain. A single-family residence continues to be occupied by the former farm operator under a "life estate" arrangement. Electricity is available throughout the site; water (well) and sanitary disposal (septic) system currently serve the site residence.

These wetlands have traditionally served as a popular bird watching destination, home to American bitterns, sora and Virginia rails, and marsh wrens.

Readiness for Development and Public Use

The property is under currently under contract for purchase by Metro, with acquisition expected to occur in October 2001. Metro will purchase the property subject to a life estate for the site's former farmer, Dallas Weber, which includes the residence and two adjacent outbuildings. Given the location of the area to be encumbered by the life estate, potential public access should not be significantly impaired. On the northern property boundary, a hilltop vista is afforded that provides good views of the valley and distant mountains.

Given the size of the contiguous parcels comprising this potential acquisition, sufficient natural resource attributes exist that would serve as attractions for regional users. Considerable effort is needed to conduct additional monitoring and enhancement of the wetland system to prevent it from further degradation. Given the value of this uncommon wetland resource, restoration funds from sources external to Metro are highly likely to become available. Portions of the property may require reforestation. The upper fields may remain in cultivation providing a cost-effective way to provide the open vistas while maintaining good neighbor relations.

Access and Linkages

Bounded on the south by Highway 6 and with Cedar Canyon Road passing through the northern portion of the property, vehicular access to the site is excellent. Located just west of Banks, the site is outside of the area served by mass transit. Since the wetland portion of the property is saturated or has standing water much of the year and is highly visible from the access roads, access control is reasonably good given the presence of improved roads around the site. Parking could be made available for minimal cost using the existing graveled area around the

farm structures, which would provide reasonable access to both the wetland and upland portions of the site. Given the remoteness of the site, on site caretaker would be needed. The site does not directly connect with other parks, trails, or designated open spaces.

Public and Local Government Support

Initial support for this potential acquisition has come from the natural resources agencies, non-profits, natural resource advocates and biologists throughout the region. This resource is relatively unknown but does have potential to serve the local communities of Forest Grove and Banks as well as the region.

Potential for Partnerships

Given the existing and potentially enhanced wetland values, this site has high potential for support from natural resources management agencies and funding sources. The Nature Conservancy considers this property biologically significant for the region. Pacific Joint Ventures has expressed interest in seeking enhancement funds for this site.

Land Use

Located in unincorporated Washington County, the land is zoned for Exclusive Farm Use.

Proximity to Populated Areas

Located 1.25 miles west of Banks and approximately 4.75 miles northwest of Forest Grove, the area is accessible to these growing communities. Located adjacent to Highway 6 near Highway 26, the site is less than 30 minutes drive from urbanized areas of Washington County and Portland's west side.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: No

Road Access: State and local county road.

Infrastructure: Electricity available throughout, water (well) and sanitary disposal (septic) serve the existing residence on site

Support: Unknown

Potential Partners: None currently identified

Lone Fir Cemetery

Context: Site History and Condition

Lone Fir Pioneer Cemetery was established in 1855 at SE 21st Avenue and SE Morrison Street in Portland. The cemetery is 30 acres of wooded, landscaped arboretum in the heart of Portland. More than 25,000 people are buried there, including many of Portland's founders (Lovejoy, Hawthorne, Macleay, Dekum, Curry).

Readiness for Development and Public Use

The cemetery has a road system throughout and several benches and open areas for sitting. The Friends of Lone Fir has done some study of other cemetery improvement projects and what could be done at Lone Fir to improve access and appropriate use. There are no public restrooms and few garbage cans on site. There is a fence surrounding the cemetery, but access is never completely closed off to the public. On the Stark Street side of the cemetery, there is a 20-30 foot retaining wall, whereas on the 24th Avenue and Morrison Street sides, there are accessible areas for viewing and entrance. Parking is available on the surrounding streets with some limited parking available on the cemetery grounds. Because of the nature of the site, increased public use would need to be accommodated without threatening the preservation and security of existing gravesites and historic monuments.

Public and Local Government Support

With 50 volunteer work days in 2000 resulting in the participation of more than 350 volunteers and more than 1,100 hours of donated labor, Lone Fir is a very active volunteer site. A Friends of Lone Fir group has been formed (incorporated and achieved non-profit status) and is managing the work days and site tours. Monumental Evenings is a program started by the Friends group, where every Thursday evening during the summer Lone Fir is open to volunteers. School groups, church groups and corporate groups have all been involved in volunteer activities in part because of the accessibility of Lone Fir and its unique attributes.

Access and Linkage

Lone Fir is one of few Metro parks or greenspaces accessible by bus, walking and bicycle. Its location in close-in Southeast Portland also makes it very easy for many schools and groups to access the site for volunteer activities or other programs. It is near the busy Belmont district and has major streets on three sides.

Potential for Partnerships

The following groups have been involved at Lone Fir so far: Boy & Girl Scouts of America, Buckman Elementary School, Buckman Neighborhood Association, Central Catholic High School, Friends of Lone Fir Cemetery, Hands on Portland, Navel Cadets Youth Program, NIKE, Inc., Oregon Historical Cemetery Association, Portland Impact Family Services Center, Portland Waldorf School and Youth Involvement Network (YIN).

Land Use

Lone Fir is in the city of Portland and zoned primarily as open space. There is also some mixed commercial/residential and storefront commercial zoning.

Proximity to Populated Areas

Lone Fir is in the middle of a densely populated neighborhood in Southeast Portland.

Summary

Prior Master/Management Planning: No

Existing or Likely Management Agreement: No

Road Access: Major city streets on three sides

Infrastructure: There is an existing Multnomah County building on site with electric, public sewer and public water. Water is also available at limited sites in the cemetery from faucets. No electric or sewage available in the cemetery.

Support: Yes

Potential Partners: Friends of Lone Fir and many other groups who have been involved in volunteer activities

Smith and Bybee Lakes Wildlife Area

Context: Site History and Condition

Smith and Bybee Lakes Wildlife Area represents the last semi-natural remnant of the Columbia River Bottomlands in the city limits of Portland. The area is a mere shadow of what was once an expansive floodplain subject to the dynamics of the Columbia River with a network of channels, sloughs, wetlands, lakes, forests and abundant fish and wildlife. Dredging, diking, filling, damming, land clearing, roads, rails and buildings have played a role in dramatically changing the landscape.

At nearly 2,000 acres, Smith and Bybee Lakes Wildlife Area lies near the confluence of the Columbia and Willamette rivers. It is a complex of two large shallow lakes and associated wetlands, channels and cottonwood forest that supports a variety of wildlife including deer, beaver, otter, raccoon, muskrat, coyote, ducks, geese, swans, herons, gulls, shorebirds, osprey, bald eagles, red-tailed hawks, kingfishers, woodpeckers and numerous songbirds. The area also supports a large population of Western Painted Turtle.

Although the area supports a remarkable variety of fish and wildlife, there are a number of measures that are being pursued or are proposed to improve overall habitat quality at the lakes. Currently, exotic vegetation is being removed and replanted with native species. However, some areas dominated in reed canary grass will require long-term control measures. Trees are being planted in areas to reduce forest fragmentation and create larger, contiguous wooded areas.

The existing dam will be removed and replaced with a structure that will facilitate a more natural hydrology in the lakes. This will result in daily and seasonal changes in water levels that will in turn support a broader range of wetland habitats and associated species.

Readiness for Development and Public Use

A 1999 Recreation Facilities Plan for the lakes calls for a new trailhead, parking area, boat launch and environmental education shelter. Today, boaters often put their canoes or kayaks into a slough off the parking lot and portage their boats to the main lakes. The new facilities would provide direct access to Smith Lake and avoid disturbance of sensitive wildlife zones. The environmental education shelter would offer cover for students in poor weather situations and support educational programming objectives throughout the year.

Public and Local Government Support

Smith and Bybee Lakes Wildlife Area has a long history of community support. In the 1980s, the principal landowners (Metro, City of Portland, Port of Portland, Portland General Electric, private land owners), neighborhood organizations, environmental groups, natural resource agencies and interested citizens reached a consensus on how to manage the lakes cooperatively for the benefit of fish, wildlife and people. The Natural Resources Management Plan for Smith and Bybee Lakes was adopted by Metro and the City of Portland in 1990. Today, the Smith and

Bybee Lakes Management Committee advises Metro regarding the implementation of the plan. Metro has direct management authority for the lakes to carry out the objectives of the plan.

Access and Linkage

A small parking lot off of N. Marine Drive is the primary access point for Smith and Bybee Lakes Wildlife Area. The recreation facilities plan calls for a new parking area and boat ramp to provide improved access to the lakes and avoid sensitive wildlife areas.

Pedestrians and bicyclists can reach the lakes via the 40-mile Loop Trail and the Peninsula Crossing Trail.

Potential for Partnerships

Many organizations are involved in the management and programming at the lakes. Potential partners for future projects include Friends of Smith and Bybee Lakes, Columbia Slough Watershed Council, Port of Portland, City of Portland, Portland State University, Portland Public Schools, Audubon Society of Portland, 40-mile Loop Land Trust and Alder Creek Canoe and Kayak.

Land Use

Surrounding land use activities (industrial, St. Johns Landfill closure stabilization) may affect habitat and water quality over time and must be monitored to assure no adverse impacts occur in the wildlife area.

Proximity to Populated Areas

The site is located in North Portland and with easy access from Vancouver, WA.

Summary

Prior Master/Management Planning: Yes

Existing or Likely Management Agreement: Yes

Road Access: Yes

Infrastructure: parking lot off N Marine Drive and Interlakes trail to the lakes and wildlife viewing shelters

Support: Yes

Potential Partners: Yes

TO: Green Ribbon Committee Members

FROM: Jeff Stone 
Council Chief of Staff

DATE: September 7, 2001

RE: Trails Analysis

In your previous packet, you received detailed analysis for the 22 natural areas. The trail analyses completes the written material for all sites prior to your technical ranking. The trail analyses come to you a little later due to the complex nature of the trails themselves, e.g. length, multiple ownership, crossing multiple jurisdictions and varying levels of completion. Staff have devoted substantial effort to creating timely and accurate data, which I hope is meeting your needs.

Beaver Creek Canyon Trail

Context: Site History and Condition

The 8-mile stream begins near Oxbow Regional Park and flows generally northwest to Troutdale. Before entering the Sandy River, Beaver Creek flows through a steep canyon from Mt. Hood Community College through the city of Troutdale.

Readiness for Development and Public Use

A 2.5-mile section of the trail that runs through the canyon and which is located within the city of Troutdale has been completed but the remainder of the trail is conceptual only. It will take significant financial resources to plan, acquire the right-of-way and construct a trail through the remaining 5.5 miles of greenway in order to connect to Oxbow Regional Park.

The greatest potential for expanding the Beaver Creek Trail is on land which Metro will likely acquire from Mt. Hood Community College later this year or in early 2002. This property offers the potential for an approximately one-mile trail section with an excellent opportunity on the east side for an overlook of the wetland on the property and close to the intersection of Troutdale Road and Stark Street. A trail head facility would be appropriate near that intersection. Multnomah County has plans to widen Stark Street at this intersection with the possibility of a bridge over Beaver Creek allowing for a wildlife/trail corridor under the bridge. In the meantime, the Stark Street/Troutdale intersection has a lighted intersection with a crosswalk providing a safe crossing and potential on-street connections to the greenway acquisitions to the north.

This next section to the north provides another potential one-mile trail segment. Approximately half of that trail would be located on the so-called Strebin property (a Metro acquisition) and half on other Troutdale greenway property and land that Metro is currently negotiating for purchase or as an easement. Fencing would be needed as the trail has some steep cliff-side overlooks in this section. This segment of trail would connect with the existing Beaver Creek Trail to the north.

Public and Local Government Support

The Beaver Creek Canyon Trail enjoys strong support from the citizens and elected officials in Troutdale. An active volunteer group (Friends of Beaver Creek) has formed and is actively involved in creek restoration and trail management.

The Beaver Creek Canyon Trail is part of the adopted Regional Trails Plan, a component of the Greenspaces Master Plan. The greenway section within the city of Troutdale was identified as a regional target area in the 1995 Open Spaces bond measure and Metro has acquired 47 acres in the greenway to date, including a 30-acre conservation easement donation. The remaining portion of the greenway was not included as part of the acquisition target area.

Access and Linkage

The city of Troutdale is in the process of planning a trail that will link the Beaver Creek Trail with the 40-mile Loop Trail along the Columbia River. The current Beaver Creek Trail is located adjacent to the rapidly growing residential areas of Troutdale and is easily accessible.

Potential for Partnerships

Local citizens, including the Friends of Beaver Creek, the city of Troutdale and the 40-Mile Loop Land Trust are all active and potential partners in creating this trail.

Land Use

Beaver Creek flows through a variety of land uses including urban and rural residential.

Proximity to Populated Areas

Located at the eastern edge of the UGB, the City of Troutdale has experienced rapid growth over the last 10 years. The existing trail in Troutdale serves primarily local residential residents. Use will expand as the existing trail is fully integrated into the region's trail system.

Summary

Prior Master/Management Planning: No.

Existing or Likely Management Agreement: Potential, city of Troutdale.

Road Access: Trail heads could be located adjacent to major road access.

Support: Citizen efforts have led to restoration and trail construction in the Troutdale section

Potential Partners: City of Troutdale 40-Mile Loop Land Trust, Friends of Beaver Creek

Beaverton Powerline Trail

Context: Site History and Condition

This 13-mile corridor runs north/south from Forest Park in Portland's west hills to Old Scholls Ferry Road on the Tigard-Beaverton boundary. Portions of the trail exist in the southern section, but most of the corridor remains undeveloped. Fee ownership of the unbuilt portions of the corridor is currently under study. Initial research indicates that sections of the powerline corridor are owned by BPA with agricultural easements for farming to some adjacent neighbors. Portland General Electric also may own some segments of the corridor.

Readiness for Development and Public Use

A few years ago, BPA placed a moratorium on trail use along their utility corridors due to safety concerns and liability. They have since indicated that they are interested in pursuing more trail projects within appropriate utility corridors and the Beaverton Powerline Trail appears a likely candidate to be considered an appropriate and compatible use if BPA actually has the authority to allow trail construction and public use. The Tualatin Hills Park and Recreation District has identified four segments between Farmington and Nova roads where existing trail segments could be expanded by approximately 2 miles (see attached map and description). THPRD has identified some funding, but additional funds are needed (exact amount unknown without additional study). Some of these potential segments cannot be built until acquired by THPRD as indicated on attached page.

Public and Local Government Support

The Beaverton Powerline Trail is part of Metro's adopted Regional Trails Plan and a component of the 1992 Greenspaces Master Plan. Local citizen trail advocates, including the Trails Committee of the Tualatin Hills Park and Recreation District have initiated a working group to study the feasibility of this trail.

Access and Linkage

The Beaverton Powerline Trail provides a key north/south connection that could be a significant commuter as well as recreational trail. The proposed Beaverton Creek and Bronson Creek Greenways bisect the trail providing the east/west connection within the area.

If constructed, this regional trail will provide road-separated travel to work, schools, shopping and trips into nature. Features along the corridor include Murrayhill shopping, Sexton Mountain Middle School, Lowami Hart Woods Park, Chehalem Elementary School, Beaverton Creek Tech Center, Tualatin Hills Nature Park, Nike World Campus, Sequent Computer Systems, Meadow Park Junior High School, Pioneer Park, Sunset High School, Sunset Park and Swim Center, Terra Linda Elementary School and Forest Park.

Potential for Partnerships

Because of the important connections between communities, businesses, schools and local and regional parks and greenspaces, this project has the potential to attract many partners.

Land Use

The trail corridor crosses varied terrain and land uses from unincorporated Multnomah and Washington County (likely EFU or CFU zone) and urban areas within the cities of Portland and Beaverton.

Proximity to Populated Areas

The Beaverton Powerline Trail connects some of the fastest growing residential areas of the region, with the potential of serving thousands of local and regional users.

Summary

Prior Master/Management Planning: Portions of the trail are included in Tualatin Hills Parks and Recreation District's Trails Master Plan. Additional feasibility and design work are needed.

Existing or Likely Management Agreement: Potential, local jurisdictions

Road Access: Many compatible uses exist along the corridor that could function as good trail heads for local and regional users

Support: THPRD, local trail advocates, Friends of Westside Trails

Potential Partners: Cities of Portland, Beaverton, Washington County, THPRD

Council Creek Trail

Context: Site History and Condition

Council Creek is an important tributary of Dairy Creek and was added in 2001 to the Jackson Bottom/Dairy-McKay Creeks target area for acquisition. As conceptually envisioned, the Council Creek Trail could stretch about 10 miles from the terminus of Westside MAX in downtown Hillsboro, along Council Creek in Cornelius, through Forest Grove to the Banks/Vernonia Trail. The trail would connect cities and give local and regional residents access to a unique natural area feature.

Readiness for Development and Public Use

Most of the property is in private ownership, but Metro has recently begun work to acquire property in this corridor. Currently two properties in the Council Creek area are under contract for purchase by Metro. Due to the "willing seller" nature of Metro's acquisition program, it is difficult to determine which sites will be acquired at this time. It is unlikely that adequate acquisition funds are available to complete this project in the short term. In some cases developers are dedicating land for a future trail and greenway corridor within the City of Cornelius. Consequently, the "readiness" of this particular project is low.

Public and Local Government Support

The Council Creek Greenway Trail has been nominated for inclusion in the Regional Trails Plan, which Metro is in the process of updating. The Greenspaces Technical Advisory Committee is currently evaluating this nomination. This is a relatively new regional trail proposal which was submitted by the City of Cornelius. Most local jurisdictions are just becoming familiar with the concept and have not indicated their support or opposition to the concept to date.

Access and Linkage

This trail provides access from western Washington County to and from the rest of the region via the Westside MAX and great connections into Hillsboro, the region's fastest-growing city.

Potential for Partnerships

This is a relatively new trail concept and so support is unclear. The City of Cornelius is the primary advocate for the trail concept at this time and could be an active and likely partner in making the trail project a reality.

Land Use

The Council Creek Greenway Trail's conceptual alignment covers mostly floodplain areas in unincorporated Washington County north of Forest Grove and Cornelius. Likely zoned EFU.

Proximity to Populated Areas

This trail connects Cornelius, Forest Grove and Hillsboro, the largest and fastest-growing city in Washington County.

Summary

Prior Master/Management Planning: No.

Existing or Likely Management Agreement: Potential, Cornelius, Forest Grove.

Road Access: Unknown. Potential access to Westside MAX.

Support: The City of Cornelius has nominated this trail for addition to the Regional Trails Plan map.

Potential Partners: Cities of Cornelius, Forest Grove

East Buttes – Butler Ridge Trail

Context: Site History and Condition

The East Buttes/Boring Lava Domes target area is the largest of the 14 regional target areas, stretching from Rocky Butte in the north to the Clackamas River in the south and from I-205 in the west to Highway 26 in the east. The geological landmarks are extinct volcanoes that rise 500-1,000 feet above the nearly level Willamette Valley in east Portland and Gresham. Using city of Gresham open space acquisitions on Gresham Butte as a northern anchor and Metro's 60-acre acquisition atop Burt Butte as a southern anchor, Metro has assembled a broad, forested corridor of open space along "Butler Ridge" and the adjacent North Damascus Buttes. 432 contiguous acres have been acquired along the ridge to date. This contiguous corridor of open space has great potential for a regional trail similar to the Wildwood Trail found in Forest Park.

Readiness for Development and Public Use

Although not all the connections between publicly owned properties are ideal, the properties acquired by the City of Gresham and Metro are contiguous and do provide the potential for a forested trail corridor loop approximately 10 miles in length. This trail corridor could extend from the Gresham acquisitions in the north to "Burt Butte" which is Metro's southernmost acquisition.

Miles of old logging roads and other informal "use" trails currently exist within and among these properties and could be improved to create a trail network through these sites. The East Buttes Trail Loop would likely be a simple dirt path with few improvements. A possible exception might be the logging road located off of Towle Road, which has the potential to be made universally accessible. Trails would be designed for pedestrian use although the issue of bikes and equestrian access would need to be resolved.

Gresham has already acquired and developed a multi-purpose (paved) path through their section of the East Buttes area. This proposed trail would expand that trail system.

Public and Local Government Support

The East Buttes Loop Trail has been nominated by Metro staff for inclusion in the Regional Trails Plan, which Metro is in the process of updating. This proposed trail envisions a future loop from Powell Butte Nature Park to the Springwater Corridor Trail in eastern Multnomah County. The Greenspaces Technical Advisory Committee is currently evaluating this proposal. The Butler Ridge Trail discussed herein would complement and potentially become a segment of the proposed East Buttes Loop Trail.

Still in only a conceptual stage, the East Buttes Loop Trail proposal, including the Butler Ridge Trail on Metro property, is a new one and relatively unknown to local or regional residents. The City of Gresham and local citizens were active in getting the section in Gresham completed and

it is well used by local residents. It is likely that support for this trail corridor would extend well beyond local residents because of the potential for a connection to the Springwater Corridor.

Access and Linkage

There are two areas that would be likely candidates for locating public trail heads and off street parking. One at Towle Road (there's an old logging road with good access to views) and another at the former "Vanport Property" where there is room for a larger parking area and which is located along SE 190th, a major arterial road. Additional access to the area and trails from some neighborhoods would likely be requested but would not require off street, or any, parking as these would be almost exclusively used by surrounding residents. A trail along Metro property on Butler Ridge would tie into existing Gresham trails and have the potential to connect to the Springwater Trail and the proposed East Buttes Loop Trail.

Potential for Partnerships

City of Gresham, 40-Mile Loop Land Trust.

Land Use

The majority of this trail corridor crosses residential zoning within the city of Gresham and unincorporated Multnomah County. Portions in Multnomah and Clackamas counties are zoned for farm/forest use.

Proximity to Populated Areas

This trail would be accessible primarily to Gresham area residents but would also have the potential to become accessible to the thousands of people that use the Springwater Corridor Trail each year. In addition, the Pleasant Valley area is being planned for future urban development and is likely to see a major influx of new residents during the next 10-20 years.

Summary

Prior Master/Management Planning: No. Feasibility work is needed.

Existing or Likely Management Agreement: No

Road Access: Local city and county roads

Infrastructure: electric, water (well) and sewer (septic) to existing residences on site

Support: 40-Mile Loop Land Trust, Gresham, Portland

Potential Partners: City of Gresham

Fanno Creek Greenway Trail

Context: Site History and Condition

The 15-mile long Fanno Creek Greenway Trail has been a vision of local and regional residents for more than 30 years. When completed, the trail will extend from the confluence of Fanno Creek and the Tualatin River to the shores of the Willamette River in Portland. It will connect five cities, two counties and dozens of neighborhoods, schools, business districts, industrial areas and greenspaces.

Readiness for Development and Public Use

Currently, public ownership and protection exists for nearly half of the greenway and major segments of trail have already been constructed. Metro and a variety of local government partners have launched a feasibility study to determine ways to complete the trail while also meeting other goals of greenway protection such as improving fish and wildlife habitat, enhancing water quality, providing recreational opportunities and transportation alternatives.

The incomplete sections of the trail are primarily located at the northern end in Portland's SW hills neighborhood and the southern section including portions of Tigard, unincorporated Washington County and Durham.

Funding is needed for design, additional acquisition and construction. Therefore, new funds from Metro could be used to augment existing funding from local partners, and perhaps attract additional funding from other non-Metro sources.

Public and Local Government Support

The trail and feasibility study represent the collaborative work of many public and private organizations including the cities of Portland, Beaverton, Tigard, Durham and Tualatin; Tualatin Hills Park and Recreation District; Washington County; Clean Water Services (formerly known as Unified Sewerage Agency); Audubon Society of Portland, Fans of Fanno Creek; Southwest Portland neighborhoods; 40-Mile Loop Land Trust; the National Park Service and Metro. Each of these partners has contributed funding or in-kind services toward the feasibility study.

Access and Linkage

The Fanno Creek Greenway Trail represents a key west side regional trail connection to the more than 140 miles of the "40-Mile Loop" trail network and provides important north/south and west/east connections within local neighborhoods and communities along the greenway. The potential of this trail is comparable to the heavily used Springwater Trail Corridor located in southeast Portland and Gresham.

Potential for Partnerships

Partnership and public involvement are the defining characteristics of the Fanno Creek Greenway Trail. Citizen, government, non-profit, park agency and other support is widespread and well organized.

Land Use

Land use zoning and regulations vary from jurisdiction to jurisdiction.

Proximity to Populated Areas

The Fanno Creek Greenway Trail connects some of the most densely populated areas of the region, with the potential of serving more than 500,000 local and regional users.

Summary

Prior Master/Management Planning: Feasibility study underway for final sections

Existing or Likely Management Agreement: Potential, most local jurisdictions manage the sections within their boundaries.

Road Access: Several good regional trail heads exist providing access

Infrastructure: N/A

Potential Partners: the cities of Portland; Beaverton, Tigard, Durham and Tualatin; Tualatin Hills Park and Recreation District; Washington County; Clean Water Services (formerly known as Unified Sewerage Agency); Audubon Society of Portland, Fans of Fanno Creek; Southwest Portland neighborhoods; 40-Mile Loop Land Trust; the National Park Service and Metro.

Gresham to Fairview Trail

Context: Site History and Condition

The 1996 Gresham Trails Master Plan identifies a 5.2-mile trail that connects to the Springwater Corridor Trail on the south end (at Southwest Park) and the 40-mile Loop Trail along the Columbia River in Fairview on the north end. The Gresham/Fairview Trail will link suburban neighborhoods to employment centers, schools, parks, natural areas, industrial areas and mass transit facilities. The trail requires safe crossings at six major road intersections.

Readiness for Development and Public Use

A 3.1-mile segment of this trail is ready for construction (Halsey to Springwater Trail). The total estimated cost of this segment is \$4,472,000. Currently, the City of Gresham has \$611,000 available and anticipates an additional \$856,000 in the near future for a total of \$1,467,000 on hand. This leaves an unfunded need of \$3,005,000. It is important to note that a significant portion of project costs are allocated to the provision of trail crossings at six major arterial roads.

Public and Local Government Support

Support for this project is widespread including Gresham and the nearby cities of Troutdale and Fairview. The 40-mile Loop land Trust has been a long time proponent of this project. Preliminary design and engineering and construction funding is being provided, in part, through the MTIP process (Metro's regional transportation funding). Because the competition for these limited transportation dollars is so intense and so political, the fact that this trail project was successful in receiving these funds indicates its relative importance to the region.

Access and Linkage

The Gresham/Fairview Trail will provide options for people who are commuting, shopping or out to enjoy a bike ride or walk. It will serve as a major north/south connector to other regional trails, waterways such as Johnson Creek, Columbia Slough and the Columbia River. The trail will provide additional access to Blue Lake Regional Park in Fairview. The Gresham/Fairview Trail is key north-south component of the Regional Trail Plan and included in the Greenspaces Master Plan.

Potential for Partnerships

The trail lies primarily within the city of Gresham. Gresham is the lead agency for planning, construction and future management of this project. The city of Fairview, the Interlachen Neighborhood Association and the 40-mile Loop Land Trust are also potential partners.

Land Use

Residential, commercial and industrial zones are adjacent to the trail.

Proximity to Populated Areas

The trail travels through highly populated areas in Gresham. Established residential neighborhoods are adjacent to the trail corridor. Major high density in-fill housing is being built next to the trail.

Summary

Prior Master/Management Planning: Yes, Gresham has adopted the Gresham to Fairview Trail Master Plan

Existing or Likely Management Agreement: City of Gresham will maintain the trail

Road Access: Excellent access to neighborhood streets, arterials and major roads (e.g. Powell, Division, Stark, Burnside, Glisan, Halsey, Sandy and Marine Drive).

Infrastructure: N/A

Support: Cities of Gresham, Fairview and Portland

Potential Partners: Cities of Gresham and Fairview

Portland Traction Co. Trail

Context: Site History and Condition

The PTC Trail would connect the Springwater Corridor Trail in the north to the future Clackamas River trail in Oregon City. The trail corridor is a former streetcar line right-way. The Union Pacific Railroad Co., the successor of the PTC, owns it. The uncompleted section stretches 6 miles from downtown Milwaukie (adjacent to the Willamette River) to Gladstone. The Gladstone section of the trail has already been acquired and completed. The corridor serves a highly populated and older urbanized area. The right-of-way is 40 feet wide in most places and contains approximately 6.09 acres. PGE maintains a transmission easement through the corridor ensuring that no development could occur. PGE supports trails on its corridors (e.g. Springwater Corridor Trail and Peninsula Crossing Trail).

The PTC Trail is included in both the Greenspaces Master Plan and the Regional Transportation Plan (RTP). An existing bike and pedestrian only bridge spans the Clackamas River, thus making this important connection. The I-205 Trail and the proposed Newell Creek Trail are also connected to this complex of trails, connected by the PTC Trail.

The trail would be similar in scope and size to the Peninsula Crossing Trail in north Portland, which was designed and built by Metro Regional Parks and Greenspaces.

Readiness for Development and Public Use

The PTC Trail is a local share project, under Metro's Open Spaces bond measure. The local partner, N. Clackamas Parks and Recreation District, has requested that Metro take over the acquisition of the right of way. Due to budget constraints, the district currently does not have the staff to complete the project.

Metro Regional Parks and Greenspaces staff is assessing the feasibility of acquiring the right-of-way for the trail. Legal research and title work are being conducted. If the acquisition of the ROW is completed, additional planning and design would need to be undertaken prior to trail construction.

New funding from Metro could be used to study, design and/or build the trail, once the corridor is acquired. Feasibility and design work is needed before the cost of building the trail can be estimated.

Public and Local Government Support

There is strong support from the local residents and jurisdictions. The project was specifically listed in the 1995 Metro Open Spaces Bond measure campaign and is in the parks district's master plan. The cities of Milwaukie and Gladstone, Clackamas County, Oak Lodge and the parks district all support the trail.

Access and Linkage

Excellent access to local neighborhoods. The location of the trail, in established neighborhoods, will promote trail users walking or biking directly to the trail. The trail links the Springwater Corridor to the Clackamas River Greenway, I-205 Bikeway and the future trail system in Oregon City.

Potential for Partnerships

North Clackamas Parks and Recreation District, Clackamas County, Milwaukie, Gladstone and 40-Mile Loop Land Trust.

Land Use

The trail goes through mostly residential zones, with a few commercial zones near McLoughlin Blvd.

Proximity to Populated Areas

Highly urbanized and established neighborhoods are adjacent to the trail corridor. The corridor used to serve a streetcar line; thus the densities have been there for 100 years. The corridor could also serve as a future commuter trail, since it parallels McLoughlin Blvd. most of its route.

Summary

Prior Master/Management Planning: N. Clackamas Parks District System Master Plan. A detailed trail master plan is still needed.

Existing or Likely Management Agreement: Potential, N. Clackamas Park District, Clackamas Co. or city of Milwaukie

Road Access: Excellent access to local streets, arterials and major roads (e.g. McLoughlin Blvd.)

Infrastructure: Electric, water and sewer service is available adjacent to or within the trail corridor

Support: North Clackamas Parks and Recreation District, Clackamas Co., cities of Milwaukie and Gladstone, 40-Mile Loop Land Trust and Oak Lodge

Potential Partners: North Clackamas Parks and Recreation District, Clackamas Co., cities of Milwaukie and Gladstone, 40-Mile Loop Land Trust and Oak Lodge

Springwater Trail – Sellwood to McLoughlin

Context: Site History and Condition

The Springwater Corridor is the largest rail-to-trail project in the region, currently extending 19 miles from McLoughlin Boulevard in Southeast Portland, past Gresham to the Clackamas County border. First opened in 1996, the trail is enjoyed by approximately 600,000 commuters and recreation users each year. When the final trail links are complete, the Springwater Corridor Trail will be one of the country's greatest urban trails offering pedestrians and bicyclists more than 30 miles of views, access to nature and neighborhoods from downtown Portland and the Eastbank Esplanade along the Willamette River to Gresham, Boring, Estacada and ultimately the Pacific Crest Trail.

Readiness for Development and Public Use

Design work is currently underway to complete a 3-mile rail-with-trail section along the east bank of the Willamette River four blocks south of OMSI to the Sellwood Bridge. Acquisition of the trail easement and construction comes from Metro's open spaces bond measure and federal transportation funds.

There remains an important link still missing that will connect the main portion of the Springwater Trail Corridor from McLoughlin Boulevard to the Sellwood Bridge. This incomplete section is made up of two parts. The first part includes what has become known among local officials and trail advocates as the "Three Bridges" project (trail bridges are needed over the Union Pacific railroad tracks, McLoughlin Boulevard and Johnson Creek). This \$4 million dollar trail project is being considered for funding through the Metro Transportation Improvement Project process. The second part is a road-separated trail link to close the remaining 1.2-mile gap. Completion of this final section of the trail corridor will require right-of-way or land acquisition. Negotiations are currently in progress to obtain the ROW.

In the interim, on-road improvements along SE Spokane and SE Umatilla streets can be used to connect the river trail to the Springwater Corridor Trail at SE 28th. Trail users would be able to cross McLoughlin Boulevard on the SE Tacoma Street overpass.

Public and Local Government Support

The Springwater Corridor Trail is one of the best-known and most highly used recreation and commuter facilities in the Metro region. Support and advocacy for this trail is exceptional and spread throughout the region, especially among communities located on the east side of the Willamette River. Support is so strong for completing the Springwater Trail Corridor that the cities of Portland, Milwaukie, Gresham, Happy Valley, Clackamas County and Metro are all supporting the "Three Bridges" transportation funding proposal despite the biennial competition with one another for these limited federal dollars.

The Springwater Corridor Trail is the City of Portland's top trail project and a key trail on Metro's Regional Transportation Plan.

Access and Linkage

This proposed trail project will provide the critical link between the completed Springwater Corridor Trail into the central city along the Eastbank Esplanade and to the west side of the region.

Excellent connections to neighborhood streets, arterials and roads of regional significance (e.g. McLoughlin Blvd.). Public access is already in place. No new trailheads will be needed. Two existing trailheads and parking lots, managed by Portland Parks, are located nearby.

Potential for Partnerships

Potential partnerships exist with the cities of Portland, Milwaukie and Happy Valley, Clackamas County, 40-Mile Loop Land Trust and local neighborhood associations.

Land Use

Zoned residential, commercial and industrial.

Proximity to Populated Areas

More than 500,000 people live within 1 mile of the trail. The trail goes through highly populated Southeast Portland neighborhoods

Summary

Prior Master/Management Planning: Yes, City of Portland Springwater Corridor Trail master plan and the Metro open spaces refinement plan

Existing or Likely Management Agreement: Yes, City of Portland Parks Bureau

Road Access: Yes, neighborhood streets, arterials and roads of regional significance

Infrastructure: N/A

Support: Yes, City of Portland

Potential Partners: Cities of Portland, Milwaukie and Happy Valley, Clackamas County, 40-Mile Loop Land Trust and local neighborhood associations

Recommendations

Green Ribbon Committee Recommendations

Committee recommendations

The committee has recommended 15 sites that are regionally balanced in terms of locations and site/trail blend. The top eight projects, including four anchor sites (Mt. Talbert, Wilsonville Tract, Smith and Bybee Lakes and Cooper Mountain) and four trails (Fanno Creek Trail, Gresham to Fairview Trail, Springwater Trail – Sellwood to McLoughlin and Beaverton Powerline Trail) - are considered top priority and should receive higher funding levels. The remaining sites (Willamette Cove; Portland Traction Trail; Tualatin River Access Points (Farmington Road, Munger Farm, Wankers Corner); Ambleside/Hogan Cedars; Canemah Bluff; Beaver Creek Canyon Trail and East Buttes – Butler Ridge Trail) will be subject to the limitations of funds available. The committee also recommended a challenge grant program allowing local jurisdictions to improve sites connected to the regional system.

Funding mechanism

The committee recommended using Metro's existing excise tax mechanism that it already uses to pay for planning and other regional functions, including parks and open spaces support.

The committee has recommended a \$60 million package funded one of two ways:

- over five years and to be referred to the voters
- over 8-10 years and authorized by the Metro Council without referral

Allocation of funds

The committee has recommended the following allocation of the \$60 million (over five years)

Capital improvement	\$38.5 million
New site operations and maintenance	\$ 6.5 million
Challenge grants to local governments	\$ 5.0 million
Landbanking other sites	\$ 1.5 million
Restoration/small capital improvements	\$ 2.5 million
Contingency	<u>\$ 6.0 million</u>
Total	\$ 60.0 million

What would this recommendation mean for the existing excise tax?

- The \$60 million over five year option would mean an increase of the tip fee of \$10.30 per ton. This would mean a total tipping fee of \$75.80 per ton in fiscal year 2004. It could equate in an increase of 62-72 cents per household per month for garbage pickup.
- The \$70 million over 10 year option would mean an increase of the tip fee of \$5.83 per ton. This would mean a total tipping fee of \$71.33 per ton in fiscal year 2004. It could equate to increase of 35-41 cents per household per month for garbage pickup. This option will require more than \$60 million to pay for the entire package due to inflation.

Long term recommendations

The committee also made some recommendations on the future of Metro's parks and green spaces program:

- No sunset date on the excise tax allocation for parks.
- Examine options for a permanent revenue source
- Encourage Metro to seek outside grants as a matching fund mechanism
- Use sites for eco-tourism opportunities
- Explore a future acquisition bond measure for more open spaces in the region several years from now
- Address current operations and maintenance shortfall during budget deliberations
- Consider options related to revenue bonding of excise tax dollars
- Biennial committee should review this program and make recommendations

Descriptions of Green Ribbon Committee Recommended Sites

1. **Fanno Creek Trail** - Fanno Creek originates on the west side of Portland's West Hills (i.e. Tualatin Mountains) and meanders through parts of Southwest Portland, unincorporated areas of Multnomah and Washington counties, and the cities of Beaverton, Tigard, Durham and Tualatin. The creek is a tributary of the Tualatin River. To date, Metro has acquired 30 acres along Fanno Creek and in the headwater areas of its tributaries. A multi-jurisdictional group is working to bring to fruition a 30-year-old vision for a regional trail along the 15-mile length of the creek.
2. **Mt. Talbert** - Among the freeways, shopping centers and neighborhoods rises a 183-acre, forested volcanic cone known as Mt. Talbert. It is visible from downtown Portland and the thousands of people who travel daily on I-205 or visit Clackamas Town Center. Metro and North Clackamas Parks & Recreation District recently approved a master plan for creating a future nature park on Mt. Talbert.
3. **Wilsonville Tract** - Metro purchased this 230-acre property after more than six years of negotiation with the Oregon Division of State Lands. The persistence and dedication of local officials and residents of Wilsonville was a huge factor in the successful completion this acquisition. Located on the southwest edge of Wilsonville off Grahams Ferry and Wilsonville roads, this site provides valuable fish and wildlife habitat in an area experiencing rapid urban development.
4. **Gresham to Fairview Trail** - The 1996 Gresham Trails Master Plan identifies a 5.2-mile trail that connects to the Springwater Corridor Trail on the south end (at Southwest Park) and the 40-mile Loop Trail along the Columbia River in Fairview on north end. The Gresham/Fairview Trail will link suburban neighborhoods to employment centers, schools, parks, natural areas, industrial areas and mass transit facilities. The trail will require safe crossings at seven major roads.
5. **Springwater Trail – Sellwood to McLoughlin** - This project would provide a link between the 19-mile Springwater Trail and the 3-mile OMSI to Springwater Trail. Work is now underway to complete a 3-mile trail-with-rail along the east bank of the Willamette River four blocks south of OMSI to the Sellwood Bridge. What is needed now is to link these two premier trails together.
6. **Smith and Bybee Lakes** - At nearly 2,000 acres, Metro's Smith and Bybee Lakes Wildlife Area is the largest freshwater wetland within an American city. This beautiful natural area is situated on the ancient floodplain of the Columbia River near its confluence with the Willamette. This system of shallow lakes, sloughs and marshes is protected as a wildlife area. Metro manages the lakes to preserve a historic remnant of the river's riparian and wetland system. A 1999 Recreation Facilities Plan for the lakes calls for a new trailhead, parking area, boat launch and environmental education shelter.
7. **Beaverton Powerline Trail** - This 13-mile corridor runs north/south from Forest Park in the west hills to Old Scholls Ferry Road on the Tigard-Beaverton boundary. Portions of the trail exist in the southern section, but most of the corridor remains undeveloped. The corridor is primarily owned by the Bonneville Power Administration, but it also includes a number private landowners.
8. **Cooper Mountain** - Rising to an elevation of about 700 feet, Cooper Mountain is located due west of Tigard and about three miles from downtown Beaverton. Metro has assembled 256 acres of this Washington County landmark including the summit and southern slope. The property offers commanding views of the Tualatin River valley and Chehalem Mountains.
9. **Willamette Cove** - Willamette Cove is on the North Portland peninsula near the community of St. Johns. With nearly one-half mile of riverfront, it is one of the last remaining semi-natural shorelines in the Portland Harbor. Willamette Cove has commanding views of Forest Park across the river and excellent potential as a future

- park. The property also serves as the southern anchor for another bond measure project, the Peninsula Crossing Trail, a 3.5-mile pedestrian trail connecting the Willamette and Columbia rivers. The city of Portland has recently completed a master plan for the redevelopment of the 27-acre Willamette Cove site as a natural area park.
10. **Portland Traction Trail (PTC)** - The proposed PTC Trail would lie within a former streetcar line corridor. The corridor has not been officially abandoned, and is owned by the Union Pacific Railroad Co. There is single ownership of the entire 5.7 mile corridor. The corridor extends from the north end of Milwaukie (i.e. where Johnson Creek flows into the Willamette River) to the north end of Gladstone and traverses residential and commercial areas. The right-of-way generally parallels along S.E. McLoughlin Blvd. The corridor is about 40 feet wide in most areas and contains about 6 acres of land.
 11. **Tualatin River Access Points: Farmington Rd., Munger Farm, Wankers Corner** - The primary purpose of Metro's acquisition effort along the Tualatin River is to provide future public access at intervals of five to 10 river miles for nonmotorized boating. Five sites have been purchased along the river. These acquisitions also protect more than five and a half miles of Tualatin River frontage and associated floodplain, riparian and wetland habitat. The Farmington property is located at the intersection of Farmington and River roads on the Tualatin River. The 91-acre Munger site features more than a mile of Tualatin River frontage near Scholls/Sherwood Road. The 18-acre Wankers Corner site is located between West Linn and Tualatin in unincorporated Clackamas County.
 12. **Ambleside/Hogan Cedars** - Located on Ambleside Drive in south Gresham, this 40-acre greenspace borders Johnson Creek and the Springwater Corridor Trail. Portions of the property are within the 100-year flood plain, with open pastures and wooded areas. There is nearly ½-mile of stream frontage that could be easily accessed from the popular Springwater Corridor Trail.
 13. **Canemah Bluff** - Canemah Bluff is located along the east bank of the Willamette River, at the south end of Oregon City. It is highly visible from the river, West Linn and the I-205 corridor. To date, Metro has acquired three Canemah Bluff properties totaling 129 acres. The property most ready for public use is a 39-acre parcel, located within the urban growth boundary and adjacent to a small city-owned playground.
 14. **Beaver Creek Canyon Trail** - The 8-mile stream corridor begins near Oxbow Regional Park and flows generally northwest to Troutdale. Before entering the Sandy River, Beaver Creek flows through a steep canyon from Mt. Hood Community College through the city of Troutdale. This portion of the greenway (2.5 miles) includes the highest quality riparian (i.e. streamside) habitat that supports a variety of fish and wildlife.
 15. **East Buttes – Butler Ridge Trail** - In association with open space purchased by the city of Gresham (200 acres), Metro has assembled a broad, forested corridor of open space among these buttes totaling an additional 432 acres. This green corridor, known as Butler Ridge, includes properties offer commanding Cascade views to the east and city views to the west.

GREEN RIBBON COMMITTEE

RATINGS OF SITES

1. *Fanno Creek Trail*
2. *Mt. Talbert*
3. *Wilsonville Tract*
4. *Gresham to Fairview Trail*
5. *Springwater Trail – Sellwood to McLoughlin*
6. *Smith & Bybee Lakes*
7. *Beaverton Powerline Trail*
8. *Cooper Mountain*
9. *Willamette Cove*
10. *Portland Traction Trail – Taylor Trail*
11. *Tualatin River Access Points – Farmington Road, Munger Farm, Wankers Corner*
12. *Ambleside/Hogan Cedars*
13. *Canemah Bluff*
14. *Beaver Creek Canyon Trail*
15. *East Buttes – Butler Ridge Trail*

RECOMMENDATIONS

- ☐ 15 sites that are regionally balanced in terms of location and site/trail mix
- ☐ 4 anchor sites are to receive higher funding levels. They are Wilsonville Tract, Mt. Talbert, Smith & Bybee Lakes and Cooper Mountain
- ☐ Excise Tax as the funding mechanism

Capital improvement:	\$38,500,000
Operations & Maint.:	\$6,500,000
Challenge Grants:	\$5,000,000
Landbanking:	\$1,500,000
Restoration/small cap improvements:	\$2,500,000
Contingency:	\$6,000,000

FUNDING LEVEL

- ☐ Option A:
\$60M/5 years/voter referred
- ☐ Option B:
\$70M/10 years/within cap and no public vote

REVENUE GRADATIONS

5-Year package

\$60 million over 5 years

Tip fee increase: \$10.30 per ton =
\$75.80/ton (FY 2004). 14% increase
62-72 cents per household/month increase

10-Year package

\$70 million over 10 years

Tip fee increase: \$5.83 per ton =
\$71.33/ton (FY 2004). 8% increase
35-41 cents per household/month increase

Other assumptions that are relevant:

- ☐ Tip fee costs passed through to consumers
- ☐ Tip fee before GRC increase could be \$65.50 pending council action in 2002

FUTURE RECOMMENDATIONS

- ☐ No sunset date on Excise Tax
- ☐ Encourage Metro to seek grants as a matching fund mechanism
- ☐ Use sites as an Eco-Tourism hook
- ☐ Go out for an acquisition bond measure
- ☐ Council should address current Operations and Maintenance shortfall during its budget deliberations
- ☐ Metro Council should consider options related to revenue bonding of Excise Tax dollars
- ☐ Biennial committee should review this program and make recommendations
- ☐ Examine options for permanent revenue stream

<u>Site</u>	<u>Total</u>	<u>Avg</u>	<u>Rating</u>
Fanno Creek Greenway	1,441	90.1	1
Mt. Talbert	1,411	88.2	2
Wilsonville Tract	1,384	86.5	3
Gresham to Fairview Trail	1,376	86.0	4
Springwater Trail, Sellwood to McLaughlin	1,369	85.6	5
Smith & Bybee Lakes	1,366	85.4	6
Beaverton Powerline Trail	1,364	85.3	7
Cooper Mountain	1,347	84.2	8
Willamette Cove	1,331	83.2	9
Portland Traction Trail	1,327	82.9	10
Farmington Road	1,238	77.4	11
Ambleside/Hogan	1,192	74.5	12
Wankers Corners	1,163	72.7	13
Munger Farm	1,162	72.6	14
Canemah Bluff	1,109	69.3	15
Beaver Creek Canyon Trail	1,046	65.4	16
East Buttes - Butler Ridge Trail	997	62.3	17
Gales Creek	922	57.6	18
Ancient Forest	843	52.7	19
Council Creek Trail	648	40.5	20

Note: This represents the rating for 16 of the 17 GRC membership

		Reviewers																		
		Possible Points	Hitchcock	Daoust	Darcy	Gilbert	Grant	Herrman	Houck	Judd	Kadlub	Kincaid	King	Lehan	Marshall	Moore	Neeley	Siegel	Walker	Total
Parks and Natural Areas																				
River Island			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Partners	10																			
Parsons Site			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Partners	10																			
Clear Creek Canyon			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Partners	10																			
Cooper Mountain			100	53	100	0	85	80	82	89	89	56	100	65	100	100	83	80	85	1,347
Readiness	40		40	15	40		30	25	30	37	37	18	40	20	40	40	35	30	30	
Public & Local Government support	25		25	15	25		25	25	25	25	23	10	25	20	25	25	20	20	25	
Access	25		25	17	25		20	20	20	20	20	20	25	15	25	25	20	20	20	
Potential Partners	10		10	6	10		10	10	7	7	9	8	10	10	10	10	8	10	10	
Ambleside/Hogan			75	81	95	0	85	55	55	55	58	64	100	63	90	100	65	71	80	1,192
Readiness	40		25	30	35		30	20	15	15	15	22	40	10	35	40	20	21	30	
Public & Local Government support	25		20	20	25		20	20	15	10	13	15	25	20	25	25	15	20	20	
Access	25		20	23	25		25	10	20	23	22	20	25	23	20	25	25	20	20	
Potential Partners	10		10	8	10		10	5	5	7	8	7	10	10	10	10	5	10	10	
Mt. Talbert			100	98	100	0	100	70	75	80	92	77	100	75	100	82	80	82	100	1,411
Readiness	40		40	39	40		40	30	35	30	39	25	40	20	40	35	30	32	40	
Public & Local Government support	25		25	25	25		25	25	20	20	24	20	25	20	25	20	15	20	25	
Access	25		25	24	25		25	10	15	20	21	22	25	25	25	20	25	20	25	
Potential Partners	10		10	10	10		10	5	5	10	8	10	10	10	10	7	10	10	10	
Ancient Forest			30	21	88	0	50	40	0	45	64	44	70	53	90	62	58	78	50	843
Readiness	40		10	10	40		20	20	0	15	25	15	30	20	35	25	25	28	20	
Public & Local Government support	25		10	5	23		15	10	0	15	18	12	15	15	25	15	15	20	20	
Access	25		5	5	15		10	5	0	5	15	10	20	10	20	15	10	20	5	
Potential Partners	10		5	1	10		5	5	0	10	6	7	5	8	10	7	8	10	5	

		Reviewers																		
		Possible Points	Hitchcock	Daoust	Darcy	Gilbert	Grant	Herrman	Houck	Judd	Kadlub	Kincaid	King	Lehan	Marshall	Moore	Neeley	Siegel	Walker	Total
Parks and Natural Areas																				
Gales Creek			50	44	88	0	60	0	55	60	52	44	50	65	100	50	35	84	85	922
Readiness	40	10	10	30		25	0	15	20	20	15	15	15	40	20	15	34	30		
Public & Local Government support	25	15	15	23		10	0	15	15	12	10	15	20	25	15	10	20	25		
Access	25	15	15	25		15	0	20	20	16	12	15	20	25	10	0	20	20		
Potential Parnters	10	10	4	10		10	0	5	5	4	7	5	10	10	5	10	10	10		
Newell Creek			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Parnters	10																			
Wilsonville Tract			90	93	100	0	95	90	81	87	93	80	60	93	100	82	75	85	80	1,384
Readiness	40	30	38	40		35	30	30	35	36	30	15	40	40	35	30	35	30		
Public & Local Government support	25	25	25	25		25	25	25	25	25	20	20	25	25	20	25	20	25		
Access	25	25	20	25		25	25	18	20	23	20	15	20	25	20	10	20	20		
Potential Parnters	10	10	10	10		10	10	8	7	9	10	10	8	10	7	10	10	5		
Farmington Road			80	64	100	0	85	0	80	85	82	80	78	78	100	82	61	83	100	1,238
Readiness	40	30	32	40		30	0	35	30	28	30	30	30	40	35	20	33	40		
Public & Local Government support	25	15	10	25		25	0	20	25	22	20	20	20	25	20	25	20	25		
Access	25	25	20	25		20	0	20	20	25	20	20	20	25	20	8	20	25		
Potential Parnters	10	10	2	10		10	0	5	10	7	10	8	8	10	7	8	10	10		
Morand			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Parnters	10																			
Munger Farm			60	62	98	0	90	0	55	72	79	57	81	86	100	82	66	74	100	1,162
Readiness	40	15	28	38		30	0	20	25	26	18	30	35	40	35	30	24	40		
Public & Local Government support	25	20	10	25		25	0	15	20	22	12	20	20	25	20	20	20	25		
Access	25	15	21	25		25	0	15	20	24	20	25	25	25	20	8	20	25		
Potential Parnters	10	10	3	10		10	0	5	7	7	7	6	6	10	7	8	10	10		
Wankers Corners			55	83	85	0	90	95	0	75	76	68	95	73	85	100	66	72	45	1,163
Readiness	40	20	35	35		30	40	0	28	30	25	40	40	40	40	25	22	20		
Public & Local Government support	25	25	18	25		25	25	0	20	22	15	20	20	25	25	25	20	15		
Access	25	0	22	15		25	25	0	20	17	20	25	5	10	25	8	20	0		
Potential Parnters	10	10	8	10		10	5	0	7	7	8	10	8	10	10	8	10	10		

		Reviewers																		Total
		Possible Points	Hitchcock	Daoust	Darcy	Gilbert	Grant	Herrman	Houck	Judd	Kadlub	Kincaid	King	Lehan	Marshall	Moore	Neeley	Siegel	Walker	
Parks and Natural Areas																				
Willamette Cove			65	72	100	0	90	80	90	94	93	46	100	88	80	100	66	87	80	1,331
Readiness	40		20	20	40		35	30	35	37	38	12	40	35	35	40	30	37	35	
Public & Local Government support	25		25	20	25		20	25	25	25	24	15	25	20	25	25	20	20	25	
Access	25		10	23	25		25	20	20	22	22	12	25	25	10	25	8	20	10	
Potential Parnters	10		10	9	10		10	5	10	10	9	7	10	8	10	10	8	10	10	
Canemah Bluff			65	92	92	0	45	80	65	86	65	65	55	29	85	52	70	73	90	1,109
Readiness	40		25	35	37		25	30	30	35	22	20	20	10	40	20	30	23	35	
Public & Local Government support	25		20	24	25		10	25	20	25	19	15	20	10	25	15	20	20	25	
Access	25		10	23	20		5	20	10	18	18	20	10	5	10	10	10	20	20	
Potential Parnters	10		10	10	10		5	5	5	8	6	10	5	4	10	7	10	10	10	
Multnomah Channel			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Parnters	10																			
Willamette Narrows/Riverfront Trail			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Parnters	10																			
Willamette Narrows/Weber Farm			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Parnters	10																			
Jackson Bottom/Dairy/McKay Creek			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																			
Public & Local Government support	25																			
Access	25																			
Potential Parnters	10																			
Beaver Creek Canyon Trail			90	96	98	0	65	85	55	0	79	65	65	90	85	45	39	89	0	1,046
Readiness	40		30	39	38		15	30	15	0	30	25	25	30	40	20	10	39	0	
Public & Local Government support	25		25	25	25		20	25	15	0	21	15	20	25	25	10	15	20	0	
Access	25		25	22	25		20	25	15	0	19	20	15	25	10	10	6	20	0	
Potential Parnters	10		10	10	10		10	5	10	0	9	5	5	10	10	5	8	10	0	

		Reviewers																	Total
Parks and Natural Areas	Possible Points	Hitchcock	Daoust	Darcy	Gilbert	Grant	Herrman	Houck	Judd	Kadlub	Kincaid	King	Lehan	Marshall	Moore	Neeley	Siegel	Walker	
Beaverton Powerline Trail		100	80	100	0	90	90	80	87	89	78	70	88	85	100	47	90	90	1,364
Readiness	40	40	30	40		30	30	30	27	35	30	30	35	40	40	20	40	30	
Public & Local Government support	25	25	20	25		25	25	20	25	23	20	20	20	25	25	10	20	25	
Access	25	25	22	25		25	25	25	25	23	20	15	25	10	25	10	20	25	
Potential Parnters	10	10	8	10		10	10	5	10	8	8	5	8	10	10	7	10	10	
Council Creek Trail		65	57	72	0	30	0	25	0	54	33	32	60	70	45	30	75	0	648
Readiness	40	10	15	30		5	0	0	0	15	10	10	20	30	20	10	25	0	
Public & Local Government support	25	25	20	20		10	0	10	0	12	10	10	15	20	10	5	20	0	
Access	25	20	15	15		10	0	10	0	22	10	10	20	10	10	10	20	0	
Potential Pamters	10	10	7	7		5	0	5	0	5	3	2	5	10	5	5	10	0	
East Buttes - Butler Ridge Trail		90	76	89	0	75	55	45	0	62	40	68	78	80	45	48	76	70	997
Readiness	40	30	30	40		30	20	15	0	22	15	30	30	40	20	25	26	25	
Public & Local Government support	25	25	21	15		20	15	15	0	13	10	15	20	20	10	10	20	20	
Access	25	25	19	25		20	15	10	0	21	10	15	20	10	10	6	20	20	
Potential Parnters	10	10	6	9		5	5	5	0	6	5	8	8	10	5	7	10	5	
Fanno Creek Greenway		100	94	100	0	90	100	95	95	89	44	100	100	85	100	75	79	95	1,441
Readiness	40	40	35	40		30	40	35	35	32	15	40	40	40	40	30	29	35	
Public & Local Government support	25	25	25	25		25	25	25	25	25	12	25	25	25	25	25	20	25	
Access	25	25	24	25		25	25	25	25	23	12	25	25	10	25	10	20	25	
Potential Pamters	10	10	10	10		10	10	10	10	9	5	10	10	10	10	10	10	10	
Gresham to Fairview Trail		100	99	90	0	85	70	75	90	92	60	100	98	85	82	78	77	95	1,376
Readiness	40	40	40	30		35	20	25	35	37	25	40	40	40	35	40	27	35	
Public & Local Government support	25	25	25	25		20	20	20	20	24	15	25	25	25	20	20	20	25	
Access	25	25	24	25		25	20	20	25	22	15	25	25	10	20	10	20	25	
Potential Pamters	10	10	10	10		5	10	10	10	9	5	10	8	10	7	8	10	10	
Portland Traction Trail		100	78	100	0	65	100	60	85	81	38	100	95	85	100	69	86	85	1,327
Readiness	40	40	27	40		10	40	20	30	26	15	40	35	40	40	30	36	30	
Public & Local Government support	25	25	20	25		20	25	20	20	23	10	25	25	25	25	20	20	25	
Access	25	25	22	25		25	25	15	25	23	10	25	25	10	25	9	20	20	
Potential Pamters	10	10	9	10		10	10	5	10	9	3	10	10	10	10	10	10	10	
Springwater Trail, Sellwood to McLaughlin		100	94	100	0	100	85	95	98	96	55	100	93	85	0	80	88	100	1,369
Readiness	40	40	39	40		40	25	35	38	38	23	40	35	40	0	35	38	40	
Public & Local Government support	25	25	25	25		25	25	25	25	24	15	25	25	25	0	25	20	25	
Access	25	25	20	25		25	25	25	25	24	12	25	25	10	0	10	20	25	
Potential Pamters	10	10	10	10		10	10	10	10	10	5	10	8	10	0	10	10	10	

		Reviewers																	Total
		Hitchcock	Daoust	Darcy	Gilbert	Grant	Herrman	Houck	Judd	Kadlub	Kincaid	King	Lehan	Marshall	Moore	Neeley	Siegel	Walker	
Parks and Natural Areas	Possible Points																		
Lone Fir Cemetary		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Readiness	40																		
Public & Local Government support	25																		
Access	25																		
Potential Parnters	10																		
Smith & Bybee Lakes		100	47	100	0	100	90	95	83	93	40	90	85	95	82	95	81	90	1,366
Readiness	40	40	10	40		40	30	40	25	37	15	30	30	40	35	35	31	40	
Public & Local Government support	25	25	20	25		25	25	25	25	24	10	25	25	25	20	25	20	25	
Access	25	25	15	25		25	25	20	25	23	10	25	20	20	20	25	20	15	
Potential Parnters	10	10	2	10		10	10	10	8	9	5	10	10	10	7	10	10	10	

Public Outreach

Public Outreach Report

Public Comment Summary

Overall, the response to the Green Ribbon Committee's draft recommendation has been positive, with comments from citizens, parks officials and editors of community newspapers from around the region strongly advocating for the advancement of the recommendation as drafted. Strong support was also voiced for individual sites that are part of the recommendation. The general feeling is that now is the right time to consider these projects. The one group that has significant concerns and objections to the committee's draft recommendation are a number of the members of the Solid Waste Advisory Committee.

Outreach Elements

Committee meetings

Every meeting of the Metro Green Ribbon Committee has been open to public attendance. Citizens have been invited to comment or ask questions as part of the standard agenda for each meeting. Each meeting of the committee has been publicized in the official public notice printed in the Oregonian. 55 citizens have requested to be included in an interested persons mailing list and approximately 30-40 citizens have attended one or more of the committee meetings. The committee has received over 35 letters or e-mails with comments or concerns. Another 133 citizens signed a petition advocating for one of the sites.

Public "Listening Posts"

The Green Ribbon Committee forwarded a draft recommendation to the Metro Council on Nov. 1, 2001. The Council and committee then held three public "listening post" events around the region. A total of 67 citizens attended the three meetings. The three events were held at the following locations:

- Wednesday, Nov. 7, 5:30pm-7pm, Midland Library Community Room, 805 SE 122nd Ave, Portland
- Tuesday, Nov. 13, 5:30pm-7pm, Tualatin Hills Nature Interpretive Center, 15655 SW Milikan Way, Beaverton
- Tuesday, Nov. 20, 5:30pm-7pm, Boones Ferry Primary School/CREST Learning Center, 11495 SW Wilsonville Rd, Wilsonville –

The events were publicized in official notice in the Oregonian for six weeks. Additionally articles regarding the listening posts were published in the Oregonian and several community papers. An event notice was e-mailed or mailed to every neighborhood association, citizen participation organization, jurisdiction and lists of interested citizens that had been gathered through a number of efforts over the past several years. More than 700 notices were distributed. Additionally, information was posted on the Metro website.

Each event began with an informal opportunity to talk to Green Ribbon Committee members, Metro officials and staff in front of maps of the proposed sites. The group then was called to order by Presiding Officer David Bragdon who introduced a member of the Green Ribbon Committee to give an overview of the draft recommendation and the committee's process. A Metro Parks staff person then gave a brief slide show of the proposed sites. Comments were then taken from the audience.

Public Comment Summaries

Midland Library Listening Post, Nov. 7, 2001 – 10 attendees

A comment was made in support of the Gresham to Fairview Trail by the chair of Gresham's Parks and Recreation Citizen Advisory Committee, noting the strong local support for the project. A student from Reed College raised a question about sensitivity to impacts to the open space sites from the new access, which Presiding Officer Bragdon said would be addressed through the master planning process. A supporter for the Portland Traction Trail came to the early portion of the event and asked to have his support included on the record.

Tualatin Hills Nature Interpretive Center Listening Post, Tuesday, Nov. 13 – 30 attendees

Staff from THPRD noted the partnership between his agency and Metro on the Beaverton Powerline Trail and Cooper Mountain site. Several residents of Washington County spoke in favor of the Fanno Creek Trail project, Beaverton Powerline Trail and the Cooper Mountain site. The committee members and Presiding Officer Bragdon heard strong support for volunteer based programs to involve the local communities and keep costs down. A resident of southwest Portland advocated for the OMSI to Springwater Corridor project and extending the eastern end of the Springwater Trail.

Tuesday, Nov. 20, 5:30pm-7pm, Boones Ferry Primary School/CREST Learning Center – 25 attendees

Supportive comments came from a representative of the Friends of Kellogg/Mt. Scott Creek Watershed group for the entire program, particularly the Mt. Talbert site. The Executive Director of the CREST Center spoke in support of the ongoing work and future efforts directed to the Wilsonville Tract site, including a number of student programs. A teacher from West Linn High School spoke of his students' efforts and invited them to describe how the Wilsonville Tract site had already benefited their educational experience. Two younger students from Boones Ferry Primary described how they had benefited from field monitoring experiences on the Wilsonville Tract, which is next door to their school. A representative of Friends of Goal 5 spoke about the success of volunteer programs at the same site. A spokesperson for Tualatin Riverkeepers spoke of the support for the Tualatin River Access Points currently being considered.

Other outreach activities

Local Jurisdiction Outreach

Presiding Officer David Bragdon sent letters announcing the formation of the Green Ribbon Committee to every jurisdiction in the region in July 2001 inviting their involvement. Letters of support have been sent back from over a dozen public agencies and parks providers. Bragdon and Committee Chair Walt Hitchcock have had meetings with more than half of the mayors of the region, with almost entirely positive feedback about the effort.

Metro Open Spaces Acquisition Celebration – Oct. 18, 2001

Presiding Officer Bragdon spoke of the Green Ribbon Committee's efforts and the upcoming listening posts to a group of approximately 75 open space program supporters. The remarks were part of the celebration of the first six years and over 7,000 acres of acquisitions achieved by the Metro program.

Metro Greenspaces Advisory Committee – Nov. 8, 2001

Presiding Officer Bragdon presented the Green Ribbon Committee's draft recommendation to eight members of the advisory committee. The committee asked a number of questions about the process the committee pursued and made favorable comments about the recommendation. Presiding Officer Bragdon stated there would be additional opportunities to comment once the Green Ribbon Committee's report was finalized and submitted to the Metro Council.

Metro Solid Waste Advisory Committee – Nov. 19, 2001

Deputy Presiding Officer and SWAC Chair Susan McLain presented an overview of the Green Ribbon Committee draft recommendation to approximately 40 individuals attending the meeting. Representatives of solid waste companies expressed concerns about the connection between solid waste fees and parks funding, a strong desire to see any increase referred to the voters and a preference that another funding source be identified to address these needs. Additionally, concerns about fairness of applying the increase only to solid waste related excise tax funds and the appropriateness of increasing efforts when the parks department is suffering from a funding shortfall were raised. Chair McLain indicated that the SWAC committee would continue to be consulted prior to any official action by the Metro Council relating to excise tax fees.

Media relations

The Green Ribbon Committee's efforts have generated a number of stories in the Oregonian Metro section and in zoned editions in East, Portland, South and Southwest areas. Additionally, articles and editorials have appeared in the local news outlets, such as the Daily Journal of Commerce, Portland Tribune, Hillsboro Argus, Beaverton Valley Times, Clackamas Review, Wilsonville Spokesman, Lake Oswego Review and West Linn Tidings. Metro publications have also carried stories regarding the committee's efforts, including the Metro Greenscene, which is distributed to more than 15,000 citizens around the region. See attached appendix for a complete set of media clippings.

Public Comment Period

Metro Regional Parks and Greenspaces Advisory Committee

November 6, 2001

6:30 p.m. to 8:00 p.m., Metro Regional Center

Chair Jay Hamlin called the meeting to order at 6:30 p.m. Other committee members present were Rebecca Banyas, Rick Charriere, Julie Garver, Sylvia Milne, Chris Noble, Seth Tane and Aleta Woodruff. Also in attendance were Metro Council Presiding Officer, David Bragdon, Mel Huie, Ron Klein, Jim Morgan and Patricia Sullivan.

Introductory comments and announcements

Ron Klein introduced Aleta Woodruff, newly confirmed committee member representing District 6.

According to Seth Tane, the upcoming expiration of his second term on the RPAGAC (March 31, 2001) will automatically terminate his participation on the Water Resources Policy Advisory Committee (WRPAC) as the RPAGAC representative. If someone is interested in assuming his role on WRPAC, he suggested they might wish to begin attending WRPAC meetings, which are typically held the third Monday of the month. As there will be a relatively steep learning curve on the issues that committee deals with, he again urged reference to the Goal 5 "White Paper" that was recently produced by WRPAC. Its official title is "Metro's Scientific Literature Review for Goal 5 (Revised Draft) August 2001". It is available on Metro's website. Chris Noble expressed interest in participation in WRPAC.

Klein acknowledged Rick Charriere's contribution to the committee in his role as Chair during the previous year and expressed thanks for his efforts in furthering the work of the committee.

California Condor breeding program proposal

Jim Morgan provided a review of the California Condor recovery project, a national effort focusing on this endangered species. Historically, the bird occurred in many parts of North America, including the Pacific Northwest, and was sighted by members of the Lewis & Clark expedition. There are three facilities in the nation currently participating in the project. The Oregon Zoo has been selected to establish another breeding and rearing facility. Release of the condors would occur at other locations in the United States possibly in northern Arizona or central and southern California. The site proposed by the Oregon Zoo was selected by a national search team in part because of its remote location in Clackamas County and within 30 minutes of an international airport. The next step for the Oregon Zoo is planning and raising funds to sustain the project. The onus is now on the Oregon Zoo to submit to Metro Council a complete proposal for project development and operation. Rick Charriere expressed his interest in becoming involved with the project perhaps in the area of community outreach.

Green Ribbon Committee update

Presiding Officer David Bragdon provided an update on the Green Ribbon Committee which was formed last summer. As background, he referred to the 1995 open space acquisition bond measure and the 7,100 acres which have been acquired as a result of it. According to Bragdon, it is now time to make decisions on how to provide public access on some of those properties. The Council and Executive Officer Burton formed the Green Ribbon Committee to examine thirty properties that Metro has acquired and 1) identify the most promising sites for development and allowing public access and 2) suggest revenue sources.

The Green Ribbon Committee met weekly over a 10 week period. It recommended a \$60 million package supported by solid waste excise tax. The committee's formal recommendation will go before Council in December. Three open houses (or listening posts) will be held soon to explain site selection to the public and accept comments. Bragdon asked the RPAGAC to review the

material distributed and the final report when Council receives it in December and offer its comments.

Briefing on nominated regional trails recommended by GTAC

Mel Huie provided information on the nominated trails recommended to be added to the Regional Trails and Greenways Map. Ciecko offered some background and context. The Regional Trails and Greenways component of the Greenspaces Master Plan was adopted in 1992. It has only been amended once since then - to add the Peninsula Crossing Trail. It became evident about a year ago that it would be appropriate to engage our local partners and trail advocates in a discussion about amending that trail map. The Greenspaces Technical Advisory Committee (GTAC) was asked to propose amendments (conceptual additions) to the trail map. It will be necessary to secure a letter from any affected jurisdiction stating they are aware of the proposed amendment and are supportive of it. Once that happens the recommendations will be forwarded to the Metro Council for its consideration - tentatively scheduled for March 2002. In January Huie will return to this committee for its consideration of the recommendations. They will appear on the agenda as an action item sometime in January.

Huie described the recommendations and pointed out the locations on area maps. They will be road-separated trails complementing established bike trails. He discussed the two levels of criteria needed to be met before any trail can be added.

**MEETING NOTES
GREEN RIBBON COMMITTEE LISTENING POST**

Wednesday, November 7, 2001
Midland Library Community Room

Councilors Present: David Bragdon (Presiding Officer), Rex Burkholder

Green Ribbon Committee Members Present: Mayor Eugene Grant, (City of Happy Valley)

Staff Present: John Donovan, Sherri Gilleo, Linnea Nelson, Jim Desmond, Charlie Ciecko, Ron Klein, Nancy Chase

Metro Presiding Officer David Bragdon called the meeting to order at 6:02 p.m.

1. Registration/Open House

2. Welcome/Introductions

Presiding Officer Bragdon welcomed everyone and introduced Councilor Rex Burkholder and the Mayor of Happy Valley, Eugene Grant.

3. Green Ribbon Committee Draft Recommendations and Site Review

Mayor Grant spoke of the charge and mission of the committee and the history of the green spaces program. He noted the 15 areas the committee finally recommended were spread evenly over the Metro area. He estimated it would take \$38.5 million for capital improvements to develop the 15 sites, \$6 million for operations and maintenance, \$5 million in challenge grants to local governments, \$1.5 million for landbanking other sites, \$2.5 million for restoration/small capital improvements, and \$6 million for contingency. He added that the total package was about \$60 million. The committee recommended a five-year plan that would be referred to the voters or a ten-year plan authorized by Metro Council without referral as funding mechanisms.

Jim Desmond Open Spaces Acquisition Manager, presented slides showing the top eight parks and trails sites. He noted that the Fanno Creek Trail site would be ready for trail construction in Portland's West Hills. He said there was strong local support for the second trail project, 5.2 miles of the Gresham to Fairview Trail. The third trail project was the Springwater Trail, and the fourth trail was the Beaverton Powerline Trail, extending from Forest Park to Scholls Ferry Road. Mr. Desmond introduced the four park sites beginning with Mt. Talbert. He reported on the Wilsonville Tract and its valuable fish and wildlife habitat, and Metro's Smith and Bybee Lakes sites at nearly 2000 acres of fresh- water wetland, in north Portland. He talked about the Cooper Mountain about 3 miles from downtown Beaverton. He noted that Metro has assembled 256 acres at this site. He talked about additional sites recommended by the committee.

4. Question and Answer/Public Comment

Ernie Drapella, Chairman of Gresham Park and Recreation Citizen Advisory Committee and Chairman of Oregon Recreation Trails Advisory Council, commended the committee for the work that had been done and noted strong local support for the Gresham to Fairview Trail.

Councilor Burkholder wondered when would be the appropriate time to take this to the voters if they decided to go that way.

Mr. Drupula responded that depended on the attitudes of the voters.

Madrona Murphy, Biology student at Reed College asked about the process regarding the impacts of the sites.

Presiding Officer Bragdon said a master plan process, including an inventory of the natural resources and appropriate uses of the site would be done. He added that their purpose was for natural areas and, none would be eligible for high impact recreational use.

John Donovan, Communications Officer, noted that Dick Jones, who was unable to attend, wanted him to convey his support of the Portland Traction Trail Project.

There being no further testimony, **Presiding Officer Bragdon** adjourned the meeting and invited the public to review the maps of the selected sites and adjourned the meeting at 6:30 p.m.

Prepared by

Sherri Gilleo
Reception/Support

**MEETING NOTES
GREEN RIBBON COMMITTEE LISTENING POST**

Tuesday, November 13, 2001
Tualatin Hills Nature Interpretive Center

Councilors Present: David Bragdon (Presiding Officer)

Green Ribbon Committee Members Present: Walt Hitchcock (Chair), Nathalie Darcy

Staff Present: John Donovan, Sherri Gilleo, Jim Desmond, Nancy Chase, Ron Klein

Metro Presiding Officer David Bragdon called the meeting to order at 5:45 p.m.

1. Registration/Open House

2. Welcome/Introductions

Presiding Officer Bragdon welcomed everyone and noted Metro's history of the acquired 7200 acres of green spaces and the formation of the Green Ribbon Committee. He introduced Chair of the Green Ribbon Committee, Walt Hitchcock.

3. Green Ribbon Committee Draft Recommendations and Site Review

Chair Hitchcock spoke of the charge and mission of the committee and the history of the green spaces program. He noted the 15 areas the committee finally recommended were spread evenly over the Metro area and had hoped that in the future a park or trail would be accessible to everyone within a fifteen-minute drive.

Jim Desmond Open Spaces Acquisition Manager, presented slides showing the top four parks and trails sites. He noted that the Fanno Creek Trail site would be ready for trail construction in Portland's West Hills. He said there was strong local support for the second trail project, 5.2 miles of the Gresham to Fairview Trail. The third trail project was the Springwater Trail, and the fourth trail was the Beaverton Powerline Trail, extending from Forest Park to Scholls Ferry Road. Mr. Desmond introduced the four park sites beginning with Mt. Talbert. He reported on the Wilsonville Tract and its valuable fish and wildlife habitat, and Metro's Smith and Bybee Lakes sites at nearly 2000 acres of fresh water wetland, in north Portland. He talked about the Cooper Mountain about 3 miles from downtown Beaverton. He noted that Metro has assembled 256 acres in Washington County. He talked about additional sites recommended by the committee.

Nathalie Darcy, Green Ribbon Committee member, took a census of the attendees of what parks and trails were of interest and spoke of the committee's final recommendations.

4. Question and Answer/Public Comment

Stephen Bosak, Tualatin Hills Park and Recreation District, 6880 SW 67th Ave., Portland, OR 97223, noted strong support for Metro and Green Spaces Program. He spoke of the partnership with Metro regarding the

Beaverton Powerline Trail, Fanno Creek Trail and offered technical support for Cooper Mountain (see copy of this testimony included with the permanent record of this meeting).

Presiding Officer Bragdon noted Metro was looking forward to the partnership as well.

Duane Roberts, City of Tigard, 13125 SW Hall Blvd., Tigard, OR, spoke of the local support from residents for the Fanno Creek Trail.

Bob Bothman, THPRD Advisory Committee, 7365 SW 87th Beaverton, OR 97223, read his testimony supporting the committees recommendations, specifically Fanno Creek Trail and the Beaverton Powerline Trail. (See copy of this testimony included with the permanent record of this meeting).

Chris Wayland, Parks Supervisor in Washington County, 111 SE Washington St. # 42, Hillsboro, OR 97123, said the committee had shown excellent leadership. He was most interested in the Fanno Creek Trail, Beaverton Powerline Trail, Cooper Mountain and the Tualatin River Access Points.

April Olbrich, Friends of Westside Trails, 17960 SW Kinnaman # 8, Aloha, OR 97007, noted her support of the committee for preserving habitats, natural resources and trails.

Jack Franklin, 5025 SW Fairmount Dr., Beaverton, OR 97005, expressed his support for the west-side area and suggested a volunteer program to keep expenditures down.

Presiding Officer Bragdon said as the committee viewed the sites, one thing that distinguished Cooper Mountain, was the amount of volunteer activity.

Donna Sterhr, Friends of Westside Trails, 18750 SW Honeywood Dr., Beaverton, OR 97006, said she supported all projects, in particular the Beaverton Powerline Trail. She spoke of the need for community groups and neighborhoods to get involved.

Gerald Fox, 01607 SW Greenwood Rd, Portland, OR 97219, said he strongly supported the program and suggested extending the eastern end of the Springwater Trail.

Presiding Officer Bragdon responded that the opportunities are endless, we need to continue working.

Ms. Darcy spoke of the committee's recommendations of funding the \$60 million package. (For more details, see the hard copy of the Green Ribbon Committee Draft Recommendations included with the permanent record of this meeting).

Chair Hitchcock said this is only the beginning in creating green spaces and trails in the region.

There being no further testimony, **Presiding Officer Bragdon** invited the public to review the maps of the selected sites and adjourned the meeting at 6:48 p.m.

**MEETING NOTES
GREEN RIBBON COMMITTEE LISTENING POST**

Wednesday, November 20, 2001
Midland Library Community Room

Councilors Present: David Bragdon (Presiding Officer), Carl Hosticka

Green Ribbon Committee Members Present: Walt Hitchcock (Chair), Mayor Charlotte Lehan, ?

Staff Present: John Donovan, Kim Bardes, Charlie Ciecko, Ron Klein, Nancy Chase ?

Metro Presiding Officer David Bragdon called the meeting to order at 6:00 p.m.

1. Registration/Open House

2. Welcome/Introductions

Mayor Charlotte Lehan, Mayor of Wilsonville, welcomed everyone and introduced Presiding Officer David Bragdon and Councilor Hosticka.

3. Green Ribbon Committee Draft Recommendations and Site Review

Mayor Lehan spoke of the charge and mission of the committee, and the history of the green spaces program. She talked about the 15 sites the committee had decided to recommend to the council, and then spoke in depth about the Wilsonville Tract site, which was located next to the primary school where the meeting was held. She briefly discussed the finances involved in the project, and mentioned the solid waste excise tax that the committee was recommending in order to pay for the project. She added that the total package was about \$60 million. The committee had recommended a five-year plan that would be referred to the voters or a ten-year plan authorized by Metro Council without referral as funding mechanisms.

Ron Klein, Public Affairs Specialist, presented slides showing the top four parks and trails sites recommended by the committee. He noted that the Fanno Creek Trail site would be ready for trail construction in Portland's West Hills. He said there was strong local support for the second trail project, 5.2 miles of the Gresham to Fairview Trail. The third trail project was the Springwater Trail, and the fourth trail was the Beaverton Powerline Trail, extending from Forest Park to Scholls Ferry Road. Mr. Klein introduced the four park sites beginning with Mt. Talbert. He reported on the Wilsonville Tract site and its valuable fish and wildlife habitat, and Metro's Smith and Bybee Lakes sites at nearly 2000 acres of fresh water wetland, in north Portland. He talked about Cooper Mountain, located about 3 miles from downtown Beaverton. He noted that Metro had assembled 256 acres in Washington County. He talked about additional sites recommended by the committee.

4. Question and Answer/Public Comment

Dick Shook, Friends of Kellogg/Mt. Scott Creek Watershed, thanked Metro for establishing the Green Ribbon Committee, he felt that many fine sites had been saved from development for use by citizens. He felt that it been disappointing that the lack of funding had prevented the development of the necessary facilities to open use of the sites to the public. He said that the development of the Green Ribbon Committee and their recommendations would go a long way towards reversing this problem. He said his favorite site from the list of 15 was the Mt. Talbert site, and he urged the committee to keep Mt. Talbert in the forefront of those sites listed for improvement. He said that a few months ago he would have encouraged the committee to proceed with the five-year plan, but due to current economic constraints and the high rate of unemployment, he suggested that perhaps the ten-year plan was best.

Bob Carlson, West Linn and Wilsonville Public Schools/CREST, said he would be the director of Crest Learning center, once construction on the building was completed. Students from 12 local schools would be using the educational center, and they hoped to have access to the site next to the primary school. He said that kids already monitor the wetlands locally and they want to add the Wilsonville Tract site to that project. Other projects that students were considering included studying and researching blue birds, and removing invasive species. He said that they were excited about the possibility of adding the site to the educational program and partnering with the City of Wilsonville and Metro in order to make that happen. He asked the students to come up and give testimony.

Jim Hartman, Teacher at West Linn High School, said that he had been looking at the Crest Center's educational potential for a long time, and with hopes that Metro would acquire the Wilsonville Tract. He said that he had several students that would like to speak to their vision for utilizing that space, and connecting it to the crest center as a research, monitoring, and restoration facility. He agreed with Mr. Klein's comment that people want to have access to nature and, from his perspective as an environmental science teacher that's what makes people fall in love with it and want to protect it. He felt that getting kids involved in restoration would teach them the value of the environment, and that they would carry those values into adulthood, which would ensure protection of the environment for later generations as well.

Rick Shaw, student, had a senior project on riparian habitat to do. He felt that it would be beneficial to have the opportunity to do restoration on the Wilsonville Tract site, with the help of younger students. He urged support of opening the site for all students.

Shaina Sullivan, student, said that Jane Goodall had visited her school, and she had promised Ms. Goodall that she would establish the Roots and Shoots project in her school. Shaina felt that the site would be perfect to teach younger students the value of the environment so that they could start young on making a difference. She felt that bringing the community into the restoration and protection of the environment was important, and suggested bird box building and active involvement in restoration as a good starting point. She said that many young people offered their support for the Crest center, and she urged that Wilsonville Tract be opened for her fellow students and the community at large.

Marcy Daniels, student, said she also met Jane Goodall, and that she was interested in stream habitat. She hoped she would be able to teach other people what she knew about streams, and how they worked.

Raina Smithers, student, wanted to see the community come together at the Crest Center in order to do volunteer projects related to composting, recycling, and a community garden.

Amy Antermier, student, said that she was ignorant of environmental issues until she came to the area and took Mr. Hartman's class. She felt that the Crest Center and the Wilsonville Tract offered kids the opportunity to become environmentally involved at a young age, and they would therefore do more with and about the environment when they grow up.

Spencer Lodge, student, was interested in organic vegetable growing. He felt that it was important to teach kids that they do not need to use chemicals in order to grow vegetables. He also supported the idea of teaching these methods to younger students for future benefits.

Jessica and Alexandra Landry, students, had been monitoring the soil, water, plants and animals at Mary Field Park. They wanted to be able to do the same type of studies at the Wilsonville Tract site so that they could learn more about the wetlands. They talked about the interesting things they had already learned due to their environmental studies and explorations. They supported Wilsonville Tract being opened for the public.

Debra Iguchi, Friends of Goal 5, said she was grateful for Metro acquiring the sites. She supported the Wilsonville Tract being opened, and she talked about specific areas that would need protection on the site. She said that there had been excellent turnout at the Metro sponsored work parties, and she anticipated that it would continue. Speaking for herself, she said the site should fit into the Wilsonville Planning Commission's regional plans. She encouraged continued funds for maintenance and site acquisition.

Presiding Officer Bragdon, talked about the progress of the project and the many visits he, Councilor Hosticka, and Mayor Lehan had made to the site.

Brianne Foster, student, said she was involved in the Student Watershed Research Project, and they had been studying two sites in the Wilsonville area for the past 6-7 years, and one of them was part of the Wilsonville Tract. They supported Wilsonville Tract being opened so that they could continue, and broaden, their research. They were concerned about protection of the site and streams when that area was opened.

Councilor Hosticka agreed that informal use of the site could cause destruction, and he wanted her to know that Metro would take that into consideration.

Margo Fervia, Tualatin Riverkeepers, supported the acquisition of more sites, and opening access to the public. She said that she supported the 5-10 mile access points. She said that as a staff member of the Tualatin Riverkeepers, she got a lot of calls regarding the need for more access points. She felt that with more people on the river, awareness of water quality issues, salmon and salmon habitat would increase. She felt that grouping the three sites together was a great idea, especially including camping in the package.

Joy Marzoff, citizen, said that many people in her neighborhood were interested in the Wilsonville Tract site being opened and developed for public use.

Councilor Hosticka said that he was not a member of the Green Ribbon Committee, but that he appreciated all their work because he strongly supported the public's right to access to the environment.

Walt Hitchcock, Green Ribbon Committee Chair, summarized the Green Ribbon Committee's desire to see trails in every neighborhood, where citizens could recreate with friends and family. He envisioned this without the use of roads. He felt that in 50-60 years we could have a connecting trail throughout the region.

Mayor Lehan thanked the group for coming. She spoke to the use of the site, and the benefits of opening the site to the public and community. She also spoke to making proper trails for protection of the site. She said that the tract was the southern portion of a future greenway program that would go all the way up to the federal refuge north of 99.

There being no further testimony, **Presiding Officer Bragdon** adjourned the meeting at 6:50 p.m. and invited the public to review the maps of the selected sites, and to speak individually with the members of the committee and council.

Prepared by

Kim Bardes
Outreach Assistant

PARTIAL TRANSCRIPT OF SWAC MEETING HELD 11/19/01

* * * BEGINNING OF EXCERPT * * *

CHAIR McLAIN: Okay. We're going to go on to item No. 3 then, and item No. 3 is on the Green Ribbon Committee. We have some more information. You received some in your packet, but I'll ask that we pass this around now.

As many of you may or may not know, we have put together a committee with a charge of looking at our select openspace projects for development into parks and trails over the next five years, and this committee has worked very, very hard. We have Jeff Stone and John Donovan who are both from Metro staff who have helped actually staff that committee and are here to help with the presentation and also answer questions if you do have them.

This committee makeup, we tried to be very careful with making sure that this makeup of this committee was going to be of citizen representatives and local park and government officials. And what we wanted was we wanted them to bring experience, we wanted them to bring

1 passion, and we wanted them to bring public
2 discussion to the topic of how do we open the
3 types of areas that we have acquired in the
4 greenspace bond measure. And we have acquired
5 over 7100 acres and they were asked to look at
6 those acreages and to figure out a priority of
7 which of those spaces would actually be good for
8 us to try and get open in the next five years.

9 The committee has recommended 15 sites.
10 And in the paper that I did give to you just now,
11 you will find a map on the back of that folder and
12 you'll be able to refer to that map in a few
13 minutes. And also right before that map you will
14 find a recommended site list. And this particular
15 recommended site list also gives the 15 sites that
16 were to offer regional balance in terms of
17 location and in terms of site and trail blending.
18 So not just sites for parks, but also for trails
19 and connectivity.

20 The top eight projects included four
21 anchor sites, and those four anchor sites are
22 listed on your map as Mount Talbert, the
23 Wilsonville track, Smith and Bybee Lakes, and
24 Cooper Mountain; and four trails, which included
25 the Fanno Creek trail, Gresham to Fairview trail,

1 the Springwater trail, and the Sellwood to the
2 McLaughlin and Beaverton powerline trail.

3 These eight sites are considered to be
4 top priority out of all the acreages that we have
5 purchased and they believe that they should
6 receive the highest level of funding as far as
7 developing or opening them.

8 We ask the committee not just to look at
9 the inventory of sites that were possible for
10 opening to the public, but we also ask them to
11 look at a funding mechanism and to look at the
12 different possibilities or packages of funding
13 mechanisms.

14 The committee recommended that the, that
15 Metro use an existing excise tax mechanism that is
16 already used for paying for planning and for other
17 regional facilities, including parks and openspace
18 support. And they made this recommendation, the
19 draft recommendation at a presentation to the
20 council on November 1st.

21 They are also taking public testimony,
22 and I believe the last public hearing is tonight
23 in Wilsonville.

24 MR. JOHN DONOVAN: Tomorrow night.

25 CHAIR McLAIN: Is it tomorrow night?

1 MR. JOHN DONOVAN: Tomorrow night.

2 CHAIR McLAIN: Tuesday. It's
3 November 20th, that's tomorrow, November 20th in
4 Wilsonville.

5 MR. JOHN DONOVAN: Yes, at the Crest
6 Learning Center, which shares an address with the
7 Boones Ferry Primary School at 11495 Southwest
8 Wilsonville Road just off of I-5.

9 CHAIR McLAIN: And we can get that
10 address for you or put a slip out of paper out for
11 you on that. Is it in there, too? Good.

12 The committee recommended a \$60 million
13 package that would be funded in one of two ways:
14 over five years that it could be referred to the
15 voters and, secondly, over eight to ten years that
16 it would be authorized by the Metro Council
17 without a referral. And those mechanisms have to
18 do with charter responsibility and the type of
19 funding that we have here and the kind of package
20 that we're capable of putting together either by
21 voter approval or by our own mechanisms for excise
22 tax.

23 Now, the allocation of the funds, the
24 committee recommended something very specific.
25 And the recommendation included: capital

1 improvement, 38.5 million out of the 60 million
2 over five years; operations and maintenance,
3 6 million; challenge grants to local governments,
4 5 million; land banking other open site spaces
5 would be 1.5 million; restoration of small capital
6 improvements, 2.5 million; and a contingency of
7 6 million. And this is, this is the total package
8 of 60 million. So that was their general
9 recommendation.

10 When they talked about the excise tax,
11 there was an understanding that the excise tax is
12 on all of your facilities, that has to do with a
13 variety of our functions, and that there was going
14 to be a need for review by the solid waste
15 committee and also the solid waste advisory
16 committees because it would impact solid waste
17 facilities and solid waste tipping fees. And they
18 had a complete briefing on all of those issues.

19 Now, what I would like to do, I'd like
20 to talk a little bit about some of their long-term
21 recommendations and then I'd like to talk about
22 some of the next steps. I'd like to open it up
23 for questions from you and also let Jeff or John
24 add anything they think is necessary for a clear
25 understanding of what this committee has done and

1 what their operations basically have provided the
2 Metro Council with as far as advice.

3 First of all, as far as long-term
4 recommendations, the committee also made some
5 recommendations on the future of Metro parks and
6 greenspaces and they talked about some very
7 specific efforts: no sunset date on the excise tax
8 allocation for parks; examine the options for a
9 permanent revenue stream; to encourage Metro to
10 seek outside grants as matching-fund mechanisms;
11 to use sites for ecotourist opportunities; to
12 explore a future acquisition bond measure for more
13 openspaces in the region several years from now;
14 that the Council should address current operations
15 and maintenance shortfall during the budget
16 deliberations starting this year; that the Council
17 should consider the options related to the revenue
18 bonding of excise tax dollars; and that there be a
19 committee to review this program and make, you
20 know, future and more recommendations at
21 appropriate times.

22 As we've already indicated, then there
23 are some basic types of open houses that are
24 happening right now. We had one on Wednesday,
25 November 7th, over at the Midland Library in the

1 community room here in Portland. We had one on
2 November 13th in the Tualatin Hills Nature
3 Interpretive Center in Beaverton. And then we
4 have the one in Wilsonville tomorrow night.

5 The committee is going to be making
6 their final recommendation to the Council on
7 December 6 and they'll be doing that with the
8 chair, Walt Hitchcock, who is the former mayor of
9 Sherwood, and there was a listing I believe in
10 this packet. The front page you can see all the
11 members that served on this committee and you can
12 see what a wide variety of folks it really was.

13 The Metro Council's national resource
14 committee will consider the Green Ribbon Committee
15 recommendation in early 2002, so I expect that
16 they'll take it up in January and February of this
17 next year. That doesn't mean that they're going
18 to come to a complete package of implementation,
19 but it means that we will start addressing the
20 committee's work.

21 John?

22 MR. JOHN DONOVAN: If I might add just
23 two things.

24 CHAIR McLAIN: Go ahead.

25 MR. JOHN DONOVAN: I want to recognize

1 the work of Ralph Gilbert, who was on the Green
2 Ribbon Committee and did I think a really nice job
3 of providing at least some of the perspectives
4 that this body certainly brings to the table.

5 And, secondly, that there's one more
6 opportunity for input in this effort that's not in
7 your packet. And I apologize for that, but it's
8 one that you ought to sort of maybe write down if
9 you think it's worth proceeding on. Which is that
10 the Green Ribbon Committee itself does meet one
11 last time to sort of review all our public input
12 as Susan said. That meeting, we've been meeting
13 fairly regularly on Tuesday nights. In fact,
14 since August they met every Tuesday night,
15 including that fateful Tuesday night which was
16 September 11th, which was an incredibly difficult
17 challenge for them.

18 But we, in any case, are meeting next
19 Tuesday from 5:30 to about 7:00 for the committee
20 to hear kind of the summary of what we've heard at
21 the public listening posts and to consider any
22 other testimony that might be provided at that
23 point. There are other individuals from some of
24 the sites that weren't able to attend any of our
25 listening posts who are planning to attend. If

1 anyone here is interested in coming as well, that
2 will be kind of a chance to see the committee in
3 its full form and to see how they operate and to
4 make any appropriate comments.

5 CHAIR McLAIN: And that will be here at
6 the chamber?

7 MR. JOHN DONOVAN: Here at the Council
8 Chamber. And, again, they've been very open to
9 anyone who is interested in coming along.

10 MR. JEFF STONE: Hi, I'm Jeff Stone and
11 I just want to give you a little bit more
12 background about how they came to this decision.
13 We gave, we didn't want a committee to come in and
14 say, We love parks, we should fund them all and,
15 gosh, wouldn't that be nice, and then leave it to
16 the Council to find out how to come up with money.
17 If you're going to do the fun part in terms of
18 going out and seeing the sites, you have to do the
19 other part and say, How are you going to pay for
20 it.

21 And we gave them three options, of which
22 they could make a fourth, because committees tend
23 to do that, they take a life of their own. One is
24 a property tax mechanism which has issues because
25 of compression in Multnomah County particularly.

1 There was the, what we control, which is the
2 excise tax. Also, we had what was called a
3 regional parks tax, which would be a new tax. But
4 they could also come up their own if they so
5 chose. But they would have to tell us how we were
6 going to do that and even get to administer it.

7 So they had a variety of options before
8 them. And why this is before you today is because
9 after talking to Chair McLain, we wanted to
10 utilize your time that we're allowed today to
11 really have this be a mini listening post for us
12 to hear your thoughts. And what you say today
13 will be entered into the public comment period in
14 the report that I'm helping writing with the Green
15 Ribbon Committee.

16 Lastly, presiding officer Bragdon made
17 it abundantly clear that any mechanism, if they
18 chose this mechanism which they have recommended
19 to the Council, at least in the early draft, it's
20 subject to referral no matter which, if we do the
21 five-year, which is automatic referral because it
22 goes beyond our cap, or even if it's an eight to
23 ten-year recommendation, that it's not all that
24 difficult to refer a measure to the voters.

25 And so he made that perfectly clear, to

1 have their eyes wide open. So I do appreciate any
2 comments you can make today because we are
3 listening.

4 CHAIR McLAIN: So to that last point
5 that Jeff just made was that the Council believes
6 that it would be a referral. We feel like it's
7 important for the public to have a say on
8 specifically how the mechanism for that park
9 opening would happen. So that was a commitment
10 that David and the rest of us are making.

11 Yes, Mr. Hamilton?

12 MR. DAVE HAMILTON: So that's a referral
13 to the voters?

14 CHAIR McLAIN: Yes.

15 MR. DAVE HAMILTON: So it's the
16 five-year program being addressed and not the
17 eight to ten years?

18 CHAIR McLAIN: To be honest with you, we
19 have not made that decision. Nor have they
20 made -- as Jeff's pointing out, they're going to
21 write that final report after their last meeting
22 this next Tuesday.

23 MR. DAVE HAMILTON: I don't think it's
24 appropriate that this is the vehicle that's used
25 to fund parks. This is a, you know, the fees that

1 are paid here are one, who I represent,
2 businesses, and, you know, in looking at the
3 dollars -- or, excuse me, the cents that are being
4 addressed per homeowner, I don't deal in those
5 kind of numbers and most businesses don't deal in
6 those kind of numbers. They're talking dollars
7 per ton and, you know, lots of tonnage.

8 So I think the parks should be funded on
9 a separate issues for parks and not used as an
10 excise tax on Metro and the solid waste recovery
11 certificate. It's, I think, the wrong vehicle to
12 be used and something more appropriate should be
13 addressed that covers it in a better way.

14 And then I do believe that it needs to
15 go the five-year -- if that's the railroad track
16 that this is on, it needs to go on the five-year
17 program, not the eight-year program, so that the
18 voters have an opportunity to make their wishes
19 felts and heard whether this is going to happen or
20 not.

21 CHAIR McLAIN: And what we've said,
22 David, is that whether it be a five-year period or
23 eight-year period, we will send it to the voters.

24 MR. DAVE HAMILTON: On both sides?

25 CHAIR McLAIN: Yes.

1 MR. DAVE HAMILTON: Okay.

2 CHAIR McLAIN: Okay. Other comments?
3 Questions? Yes, please, John?

4 MR. JOHN LUCINI: John Lucini. I guess
5 my comment would be, you know, similar to what
6 David said. If there's, if I'm reading this
7 right, you know, we're willing to throw another
8 ten dollars a ton on the disposal fee. If we can
9 afford to do that, there's probably some projects
10 more closely related to solid waste like market
11 development for some other commodities that we're
12 looking at, like tires and, you know, some of the
13 other things we discussed in here that the money
14 would be better used for than funding, you know,
15 parks and recreation.

16 I'm having a hard time seeing the
17 connection between, between the two. I'm all for
18 more park space and everything else, but I'm not
19 so sure this is the place to look at doing it. If
20 we do have these extra dollars, let's use them for
21 what's more related to what we're trying to
22 accomplish here.

23 MR. JOHN LUCINI: Thank you.

24 Other comments? Yes, David.

25 MR. DAVID WHITE: Surprised?

1 CHAIR McLAIN: No.

2 MR. DAVID WHITE: I have a couple of
3 questions. Why solid waste only? You mentioned
4 that it's on all the facilities, and why is this
5 excise tax being proposed only on solid waste?

6 One of the comments for the long-term
7 recommendations is to look at how you're going to
8 fund current operations and maintenance shortfalls
9 of parks. It seems kind of, I don't know if it's
10 surprising, but it's unusual you have a current
11 problem of shortfalls in both maintenance and
12 operations to be looking at further funding to the
13 tune of \$60 million when you can't pay for the
14 bills you've got now.

15 MCCI, I'm curious if MCCI has had a
16 full, the solid waste has had a full presentation
17 on this. I understand that they're just talking
18 about what should be made public and how you
19 should notify folks on that, but if they comment
20 on this to the degree that they think this is a
21 public issue.

22 And then what effort has been made? I
23 haven't really seen very much to notify folks of
24 these three meetings that you had.

25 And then what have the comments been so

1 far and the attendance at those three meetings? I
2 guess two that you've had so far.

3 CHAIR McLAIN: Well, I'm going to let
4 John in just a minute answer your last question.
5 But to your first one on Metro CCI, you're talking
6 about --

7 MR. DAVID WHITE: Well, the first one
8 was, why solid waste?

9 CHAIR McLAIN: The why solid waste issue
10 I think has been discussed both at the advisory
11 committee and also -- we haven't had a chance to
12 discuss that yet, so I can't tell you from a
13 Council perspective yet that we will answer it
14 that it should be solid waste. So I can't answer
15 from --

16 MR. DAVID WHITE: Well, somebody must
17 have --

18 CHAIR McLAIN: The advisory committee
19 has. And so I'm going to let John answer that
20 question and I'm going to let John answer the last
21 one, and Jeff, as far as how many people have been
22 attending the meeting.

23 But the middle question on Metro CCI, if
24 you're talking about our large Metro CCI --

25 MR. DAVID WHITE: No, I was really

1 talking solid waste.

2 CHAIR McLAIN: They're a subcommittee.

3 MR. DAVID WHITE: They make a report to
4 the full MCCI.

5 CHAIR McLAIN: Right, they're a
6 subcommittee. Actually, they all have received --
7 they got to be a listening post. And, in fact,
8 they were one of the first listening posts that
9 actually they used as a sample listening post at
10 the beginning, so they did get a presentation from
11 the Green Ribbon Committee and staff.

12 As far as the solid waste perspective,
13 I'm not sure how much of that was included in that
14 listening post element. But certainly we would
15 have them involved in our processes when it gets
16 to the Council level in January and in February.

17 Do you want to comment?

18 MR. JOHN DONOVAN: (addressing Mr. Jeff
19 Stone) Well, actually, can I defer to you in
20 terms of the first question, Jeff, in terms of --

21 CHAIR McLAIN: Solid waste why?

22 MR. JOHN DONOVAN: -- solid waste?

23 MR. JEFF STONE: You had two parts to
24 that question, though, Dave. You had why just
25 solid waste, but then you had a second part of

1 that question. I just want to make sure that I --

2 MR. DAVID WHITE: I guess I just had why
3 solid waste and not all the facilities. I don't
4 know if --

5 MR. JEFF STONE: This was brought up. I
6 mean, I wasn't a wilting violet in this meeting,
7 in these meetings. And they started talking about
8 the tax component and the question did come up
9 should it be on all or excise tax or just on solid
10 waste. And the committee decided, for whatever
11 reason that they decided, was to have it only on
12 solid waste.

13 They didn't think that you would get a
14 lot on doing a broader range. Because we brought
15 up the fact, do you have it be a large amount for
16 just solid waste or do you have it be a smaller
17 amount spread over a larger pool. And they
18 decided that they wanted it just on solid waste.

19 You had a second part of your question
20 which helped me answer the first, but I'm
21 struggling.

22 MR. DAVID WHITE: Well, I guess you'll
23 have to get your reporter there to read it back
24 because I --

25 CHAIR McLAIN: Jeff, let me take a shot

1 because I have talked to some of the people on the
2 committee. The one thing that they indicated
3 was -- I mean, we've had this discussion, I
4 remember having this, gosh, Merle, ten years ago.
5 And it was talking about what is truly a
6 universal, you know, a universal source. What is
7 the fairest, most -- does everybody have a garbage
8 can, does everybody have solid waste?

9 MR. STEVE SCHWAB: No.

10 CHAIR McLAIN: Okay, they may bury it.

11 MR. STEVE SCHWAB: Ask Mr. Atherton.

12 CHAIR McLAIN: They may bury it, they
13 may bury it.

14 MR. BILL ATHERTON: I recycle.

15 CHAIR McLAIN: Yeah. Well, so do I.

16 MR. STEVE SCHWAB: He has no service.

17 CHAIR McLAIN: I know, he's good.

18 The point that I've got is that ten
19 years ago when that conversation was, and Merle
20 can add his 15 cents, and that is that people said
21 either you believe it's a universal tax or not.
22 You believe that it's basically the fairest tax
23 because everybody has some solid waste that they
24 have to either recycle or get rid of or you don't.

25 And that committee, at least the four or

1 five folks on it that I've talked to personally
2 have said they felt it was a universal tax. And
3 some of them don't feel that some of the other
4 facilities, necessarily everybody is a zoo goer or
5 everybody goes to concerts or everybody goes to
6 the gun show at the Expo. But everybody does have
7 some form of solid waste to take care of.

8 So I'm not saying that's a yes or no,
9 that I agree or disagree. I'm just telling you
10 that that's the argument that's out there.

11 Merle, you want to help me there? You
12 were there, you were there.

13 MR. MERLE IRVINE: Yeah. That's why I
14 want to stay out of it.

15 CHAIR McLAIN: Of course, you do. You
16 heard all of those.

17 MR. DEAN KAMPFER: He's speechless.

18 MR. MERLE IRVINE: I am speechless.

19 CHAIR McLAIN: You are speechless.

20 That's the argument.

21 MR. DAVID WHITE: I understand the
22 argument. Just for the record, I suppose those
23 people who have garbage cans also are placing that
24 garbage can on property. And so they probably
25 also have property, so maybe property taxes would

1 be the way to go.

2 CHAIR McLAIN: Well, see, they tell you
3 about the apartment dwellers and they talk to you
4 about people who are not homeowners and they talk
5 to you about people who are large property owners
6 and small property owners, that there's a lot of
7 division there between what kind of a property
8 owner you might be.

9 MR. STEVE SCHWAB: There's big garbage
10 cans and there's the small garbage cans.

11 MR. DAVID WHITE: I guess you can pay
12 for your parks depending on how big of a project
13 you have. You can pay for the tax then based upon
14 the amount of property that you own. And if you
15 live in a rental, you probably are helping pay for
16 the property taxes on the rental. I mean, it's --
17 you look to excise tax because you have the
18 authority to do it and it's the easiest one to do
19 is what I was told, but there are other ways to do
20 it also.

21 CHAIR McLAIN: And that's a fair, it's a
22 fair comment. Because when the list was given to
23 the committee, they said, What can you do. And
24 the staff was able to say, The only, you know,
25 direct, you know, source that we have is our own

1 excise tax. So that was, you know, the property
2 tax on the zoo property and those types of things
3 is very, very small.

4 MR. DAVID WHITE: What about the
5 shortfall in the current operations, is that the
6 other part?

7 MR. JEFF STONE: Yeah.

8 CHAIR McLAIN: Yeah.

9 MR. JEFF STONE: Thank you, thank you,
10 Dave. That was built into the -- when we gave
11 them their charge, is, How do we pay for the
12 short, the current shortfall. The committee said,
13 Not our problem. That's what they said. They
14 literally to the park staff said, Not our problem.
15 Council, you deal with it.

16 MR. DAVID WHITE: I guess I agree it's
17 not their problem. It's your problem.

18 MR. JEFF STONE: Right. And that's why
19 we built in in their initial charge, mind you, was
20 not only how do you open eight to ten sites --
21 which was their charge, and they chose fifteen --
22 but then how do you deal with the current
23 operational shortfall. Because we try to give
24 them, say we have to -- you can't bleed at a
25 faster rate. So what they have said is, We want

1 fifteen sites and, Council, please deal with the
2 shortfall.

3 CHAIR McLAIN: Okay. And let's stop
4 talking about that committee for just a minute.
5 You know, the Council is not going away from that
6 problem. That's a problem we're addressing in
7 this year's budget, you know, scenario. And so I
8 do want you to understand that we're reporting out
9 an advisory committee and what Jeff just pointed
10 out was that we limited their charge and they made
11 it larger. We gave them certain options that they
12 had to incorporate; they chose to incorporate some
13 and not to incorporate others. This is in another
14 advisory committee and we're going to look at
15 their advice, but we have our own vision of how we
16 walk through our chartered responsibilities.

17 So the things that you're saying here
18 today, David, are definitely on our list.

19 MR. DAVID WHITE: Well, I don't think I
20 asked my question very directly. What I'm
21 wondering is where do you look for money to cover
22 the shortfall. Do you also look to excise tax for
23 that? So when we're talking about 5, 10 to \$15 of
24 excise tax to pay for the new programs, I guess
25 I'm asking are you also going to be looking at

1 excise tax to cover the shortfalls, because that's
2 where you get your money for that. So it's really
3 even more money for parks than you're currently
4 talking about under the Green Ribbon Committee's
5 recommendation.

6 CHAIR McLAIN: And I guess what I would
7 say to that is that as a budget committee chair
8 this year, we're looking at efficiency of our
9 system, we're looking at do we keep the whole
10 system, we're looking at do we do the Green Ribbon
11 Committee's recommendation this year or not. I
12 mean, all of those things are still on the table.
13 We're looking at are there some functions out
14 there in the system that are not as truly regional
15 as others. And do we keep the ones that are
16 regional and try to dispose of the ones that
17 aren't as regional so that we can pay for the
18 regional facilities.

19 I mean, there's just a number of things
20 that are still out there on the table in our
21 budget deliberations.

22 MR. DAVID WHITE: Okay. My last
23 question was attendance and I'm concerned --

24 MR. JOHN DONOVAN: Yeah, and can I --
25 yeah, I thought I'd tie in attendance with what we

1 tried to do to get the word out.

2 Once the committee had sort of finished
3 its meeting process to sort of come up with the
4 draft recommendation, we sent out notices to all
5 of the neighborhood associations, CPOs,
6 jurisdictions both at the mayor level as well as
7 at the parks director level. All of these lists
8 we were able to combine within our internal
9 database. And that contact was either through an
10 e-mail, if we have e-mail addresses for these
11 folks, or by direct mail through mailing
12 addresses. So that it went to the neighborhood
13 associations, the CPO chairs.

14 We also were able and fairly successful
15 in getting local jurisdiction or local community
16 paper coverage of our efforts. We've had an
17 article, several articles actually, about this
18 project in The Oregonian, which is sort of our
19 newspaper of record, as well as articles in the
20 Beaverton Valley Times and the Hillsboro Argus,
21 for instance, and other places in the region,
22 particularly as they, as we get closer, got closer
23 to those, those meeting locations that we were
24 promoting at.

25 In terms of attendance, the first

1 meeting frankly we were a little disappointed. We
2 had just ten folks come in and join us for the
3 first listening post. That was the one at
4 Mid-County Library, which is on Southeast 122nd
5 here in Portland.

6 What -- just to give you a sense of we,
7 our reaction to that, honestly, was that we
8 learned that the city of Portland's 20-20 project
9 also had a meeting that night which, while another
10 conflict, only had five people attend their
11 meeting. So we felt like that might have been a
12 difficult night for people.

13 The second meeting we had in Beaverton
14 actually we had 30 folks attend. The general
15 reaction, just to give you a sense of what we've
16 been hearing, has been positive to the concept of
17 moving from acquisition to sort of looking at some
18 of these sites to see which of them might be
19 appropriate for turning into more of an accessible
20 place for the public.

21 There, frankly, hasn't been a lot of
22 focus on the funding part of it other than just
23 sort of the sense of, Wow, \$60 million seems like
24 a lot of money and hopefully you can do a lot of
25 good things with that, and some specific comments

1 for, almost, almost entirely for different sites
2 that are within that short list that we, that has
3 been brought forward by the committee.

4 Does that help you?

5 MR. DAVID WHITE: Well, it does. It's
6 disappointing, I mean, to be honest. You can
7 ask -- I bet you can go around this room and poll
8 everybody, do you like parks, do you like to walk
9 in the parks, do you like to play in the park, you
10 know, should we have parks. How do you want to
11 pay for them is the key question, it seems like.

12 CHAIR McLAIN: Absolutely.

13 MR. DAVID WHITE: If that hasn't been
14 the focus of the discussion, I don't think you've
15 got very good input and you won't get that until
16 you put it to a vote.

17 CHAIR McLAIN: Merle.

18 MR. MERLE IRVINE: I guess a couple of
19 comments. I think you said at the outset that the
20 Council is inclined whether it's a five-year or
21 ten-year to go to a vote of the people. And it
22 would seem to me then that if you're going to go
23 to that effort to go to the vote of the people,
24 then it should be maybe a stand-alone issue and
25 not shall we increase the excise tax, you know,

1 have a park fee for park operating and
2 maintenance. Because my concern is that if you
3 throw it on the excise tax is, again, how do you
4 address the shortfall. Well, instead of a \$10.20,
5 maybe we're going to bump it up to \$11 to start
6 getting more into the operational aspect of that.

7 And when I first heard about this, it
8 was, you know, I had some concerns. But I really
9 had concerns I think at the outset of this meeting
10 here when -- and I guess I just didn't understand
11 it. I thought when it was going to be on the
12 excise tax, it was going to be on all the excise
13 tax, be it the Coliseum or Stadium or the Zoo.
14 But they're singling out solid waste. You know,
15 bad enough, and I think most of the committee will
16 agree, when, when it was on a percentage basis and
17 solid waste had a higher percentage than
18 everything else, and this is I think going another
19 quantum leap above that. So I guess I'd go back
20 and say that if the Council is looking to go to a
21 vote of the people, then it should be, it should
22 be a stand alone and not an excise tax.

23 I don't know what it does to property
24 taxes or what other issues you have with respect
25 to that. But, again, I think it should become a

1 stand alone, would be my two cents.

2 CHAIR McLAIN: Thank you very much.

3 David?

4 MR. DAVE HAMILTON: Yeah. I agree with
5 Merle, I think it should go on to a separate parks
6 development and maintenance program.

7 You know, the poor public turnout is
8 kind of concerning. How many people are in Metro?
9 How many people live in the metropolitan, metro
10 area?

11 MR. JOHN DONOVAN: I believe it's 1.3
12 million.

13 MR. DAVE HAMILTON: 1.3 million, and so
14 far listening to your account we've got forty
15 people. The percentage is kind of skewed.

16 MR. JOHN DONOVAN: Well, if I may, what
17 that doesn't -- I mean, again, you're talking
18 about people who attend a meeting at night on a
19 November night that are coming out and -- Susan
20 can tell you that, you know, those are the brave
21 and the bold and they're a tiny minority of the
22 public in any scenario.

23 Now, could we do better? I would hope
24 that we'll have a good response at our third
25 meeting and that when you add up all the people

1 who have attended all the Green Ribbon Committee
2 meetings and that have become aware of it --

3 MR. DAVE HAMILTON: I was just making a
4 point. I don't need an explanation.

5 MR. JOHN DONOVAN: Okay, all right, I
6 appreciate it. Sorry.

7 MR. DAVE HAMILTON: It's poor turnout.

8 You know, another thing that concerns me
9 on this is, is on the long-term recommendations
10 that they're also giving.

11 CHAIR McLAIN: The new packet?

12 MR. DAVE HAMILTON: On the packet.

13 CHAIR McLAIN: Uh-huh.

14 MR. DAVE HAMILTON: Is number one, no
15 sunset. And then it continues on, Examine options
16 for permanent revenue stream. So they're looking
17 at there'd be no sunsetting to do and it would be
18 a continuous long-term funding project for parks.
19 And then it would be the fourth item down is,
20 Explore future acquisitions out of this. Which,
21 yes, I guess you can do if you don't sunset it and
22 you continue to have this income coming through.

23 So I think it has a lot of, a lot of
24 holes in it that needs you as the chairman of the
25 budget committee to look at very carefully and we

1 don't go down the wrong road.

2 CHAIR McLAIN: I appreciate your
3 comments. And, David, I do want you to know that
4 we're already over 40 when you look around this
5 room because this is an official --

6 MR. DAVE HAMILTON: That was just an
7 example even if you look at all the people.

8 CHAIR McLAIN: Oh, I know, but you can
9 say 80 now.

10 Okay. At this point -- yes, please,
11 Steve.

12 MR. STEVE SCHWAB: From a small hauler
13 perspective, what I would worry more about is we
14 spent two years working on a system fee, credit
15 program to help recycling. You're now going to
16 increase the front door of every facility,
17 including the MRFs. They're going to collect at
18 the front door, they're not going to let me in
19 minus the excise tax. Plus, you've already got
20 the first excise at 5-something. You're now
21 tacking on another 10. That's \$15 a ton that I
22 will have to pay.

23 Sure, they can pull stuff out and they
24 pay on the back door. So unless it's a front-door
25 tax, it's pretty unfair.

1 CHAIR McLAIN: Okay, good comment.

2 MR. STEVE SCHWAB: I'm going to pay on
3 every ton that goes through the front door and, of
4 course, my stuff may not have recyclables in it.
5 Somebody else who does may get a break, but you
6 never know. And you guys set the door prices, so
7 your door price is pretty high unless it's on the
8 front door.

9 CHAIR McLAIN: Okay. Other comments?
10 Yes, please.

11 MS. SARAH JO CHAPLEN: I tried to
12 contact all of the Washington -- my name is Sarah
13 Jo Chaplen of Washington County Cities. I tried
14 to contact all of the Washington County cities to
15 see what their comments were and I wasn't able to
16 get ahold of everyone. Cities such as
17 Wilsonville, whose mayor is on the committee
18 itself --

19 CHAIR McLAIN: Right.

20 MS. SARAH JO CHAPLEN: -- were very
21 supportive. Other Washington County cities had
22 questions about: is there another way of funding
23 it, that they weren't sure they saw the
24 connection, as much the connection with the solid
25 waste; and if you were going out for a vote,

1 couldn't you go out for a separate parks funding
2 vote. And so the feedback that I was getting is:
3 can you get some more information, what is the
4 time line, and is it going out to a vote or not.
5 And I didn't have the answers to those questions
6 for the cities I was representing.

7 CHAIR McLAIN: Well, Sarah, I appreciate
8 your comments. And, quite frankly, this is really
9 on the front end because the Council hasn't made
10 any choices whatsoever as far as, you know, would
11 we be out in November, would we be out in the year
12 2003, 2004. There hasn't been any decision at all
13 made.

14 So I'm not going to be able to help you
15 with that specificity, but I do believe that we
16 will have more information for you and others to
17 take out to their constituents once we've had the
18 report officially given to us by the committee and
19 we start our process. And you will have, you
20 know, at least a half a month to a month to carry
21 out more information before I think our process
22 will even start.

23 So we'll make sure that as soon as we
24 have more information, that we get it to you
25 either via e-mail or directly. I'll give you

1 calls and make sure that I contact everybody on
2 SWAC.

3 MS. SARAH JO CHAPLEN: I'd appreciate
4 that. It is useful to have written information to
5 pass on.

6 CHAIR McLAIN: Great. Thank you.

7 Other comments?

8 Well, folks, we've spent -- yes, please,
9 Vince.

10 MR. VINCE GILBERT: Well, it seems to me
11 that we operated for quite a few years as a system
12 at \$75 a ton and then down to \$70 a ton when the
13 price of operating was even lower than it is
14 today. So it seems like the pricing structure
15 seems reasonable, you know, because we've proven
16 in the past when expenses were lower than they are
17 now that we could operate as a system at those
18 kind of levels.

19 CHAIR McLAIN: Okay. Thank you.

20 Yes?

21 MR. DEAN KAMPFER: We're a little
22 concerned about being the tax collector and making
23 sure that any funds associated with solid waste
24 that we do collect are with the blessing of the
25 citizens and our customers. And I think we're

1 kind of in between there, we're the ones that have
2 to pass this added cost to the customer and we get
3 calls and reactions, as I think you've heard
4 around the table, that it might not be the most
5 fair and equitable choice of funding mechanisms
6 for parks and maybe we should look at is there
7 some other more fair and equitable means,
8 something more tied with people that are using the
9 parks and how we can equitably pass that on to
10 them. I don't know that the volume of garbage you
11 have is directly related with one's use of the
12 parks.

13 CHAIR McLAIN: Thank you very much.

14 Any other comments? Yes, sir?

15 MR. GLENN ZIMMERMAN: Glenn Zimmerman.

16 I assume through all this and this whole report
17 that this is a really high priority for the Metro
18 Councilors that they directed that this committee
19 be put together and go forward with this. Is that
20 a correct assumption?

21 CHAIR McLAIN: I would say that the
22 Metro Council has shown support for getting
23 acquired facilities open, that we felt that, you
24 know, if you're going to acquire property, that
25 public should be able to use it. And we started

1 with that, you know, with that premise.

2 But we also said, you know, we know it's
3 expensive and we know that there has to be a
4 mechanism that's a fair funding mechanism and
5 let's start with a citizen committee, and that was
6 where we went.

7 So even though we have a commitment to
8 it, we're also I think realists and I think it's
9 really important for us to find some good advice
10 but also to be realistic in our budget scenarios.
11 And so I think you're going to find us taking a
12 very hard look at this.

13 Okay. Bill?

14 MR. BILL ATHERTON: Yeah. A higher
15 priority is to make sure that we take care of the
16 facilities that we already have and finding a
17 funding source for the operations and maintenance.
18 That is a higher priority. And it's an obvious
19 one.

20 My second message is that there's, there
21 are other permutations and combinations in this
22 concept than just what's before you on the paper
23 here. We've just adopted a policy on renewal and
24 replacement that, and handling of capital assets
25 in which we declared that we were going to at

1 least look at and consider a system development
2 charge so that new, and I don't know if you -- the
3 way that would work is that new people coming into
4 the region, development of new lands would
5 contribute and pay back for the investment that
6 we've already made. That's one source.

7 We've looked at utility, parks utility
8 fees at local level and at the regional level.
9 One reason why we're concerned about it, having a
10 parks utility fee at the regional level, is that
11 we could be preempting a very necessary source of
12 funds for local jurisdictions to maintain their
13 parks. And in many respects we have shared
14 arrangements with local jurisdictions for shared
15 maintenance of the facilities that we purchased.
16 So that can be in the mix as well.

17 So I think that there's more to look at
18 than just what's in this program and that your
19 comments and your sensitivities are very
20 important.

21 CHAIR McLAIN: Thank you very much,
22 Bill.

23 I wanted to say one more thing and that
24 is this is not the last you will see of this. We
25 will be, as long as I'm SWAC chair, on a regular

1 basis giving you updates on this and continuing to
2 get your input. So we'll make sure that you have
3 an opportunity to be not just a listening post but
4 also an ongoing advisor in this area as well.

5 MR. DAVID WHITE: I do want to say thank
6 for you bringing this to us. In the past the
7 excise tax has been beyond our purview. I know
8 when the rate committee looks at rates you talk
9 about disposal, transportation, tah-dah-tah-dah,
10 but say excise tax is a political decision by the
11 Council. But you've acknowledged I think by
12 bringing it to us that it has an impact on the
13 system, so thank you.

14 CHAIR McLAIN: You're welcome.

15 Okay. I'm going to close this part of
16 the meeting then and we will make sure that this
17 is part of the public testimony that goes to the
18 committee, the Green Ribbon Committee, and we'll
19 let you know what their final report is.

20
21 * * * END OF EXCERPT * * *

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Press

keep a pet, a chance to live with a spouse. These are factors — others are often drug and alcohol addiction — that

but also whether they mean to be a momentary phenomenon or have a lasting policy influence.

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Expanding Metro's role in parks

Local government officials and citizens make a strong case that park planning, ideally, should be regional

It has become a cliché to speak of problems that do not respect city limits, problems that need to be resolved regionally. Air quality, transportation and water quality obviously fit on this list, with air, roads and watersheds literally crossing local boundaries.

But parks? We don't normally see parks this way, from an aerial perspective. And yet a group of citizens and local government officials made a strong case last week that we ought to, and that the Metro regional government could usefully exercise a stronger leadership role in the planning, acquisition and maintenance of parks.

Citizens and officials who prepared a report on parks, submitted to the Metro Council last week, argued that parks will always be a green afterthought unless we begin to think of them as a region-wide resource. Why? Because parks demand a level of financing and futuristic thinking that local governments, under pressure to provide more basic public services, only rarely provide.

It's a switch, of course — and kind of refreshing — to see local government officials inviting Metro to butt in, rather than butt out. That's significant in itself. Suspensions of Metro, which encompasses 24 cities and the urbanized areas of Multnomah, Clackamas and Washington counties, have arguably subsided somewhat over the last few years, in part perhaps because of the \$135.6 million bond measure for Metro green space acquisition approved in 1995.

As the park committee is quick to point out, that association of Metro with "green spaces" helps to balance out the more controversial association,

in many citizens' minds, of Metro with "density." The two are complementary, though, and you can almost visualize the relationship on a map. Metro's obligation to promote compact growth within the urban boundary fosters an obligation to plan for open space, too.

And yet Metro is scrambling to find the money to maintain its own green spaces, and open them up to visitors. How in the world could Metro get the money to expand its planning and consulting role with local government on parks? That remains the riddle, and the park committee hasn't been able to resolve it any more than Metro has.

We don't have an answer either, but the park committee has usefully pointed out that Metro only stands to enhance its value, and its popularity, by expanding its role in park planning.

Understand that the committee's recommendations transcend questions of park ownership. Yes, Metro does own some regional parks, including Blue Lake, but no one is suggesting that Metro "take over" park properties or stomp on any local prerogatives. The idea is that Metro should inventory parkland, report on park deficiencies and forcefully articulate park standards for the entire region.

Although parks are fixed on the map, and literally owned by one community or another, people in the Portland area move easily across local government boundaries to get to the parks of their choice. The park committee has performed a valuable service by acknowledging what's on the ground — the fact that we use parks, we picnic in them and, in effect, we possess them on a regional basis.

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Oregonian, June 7, 2001

Metro looks to voters for cash to develop land

The council is considering a five-year, \$30 million program to turn 7,000 acres of open space into recreational sites

By R. GREGORY NOKES
THE OREGONIAN

The Metro Council is setting the stage for a request to Portland-area voters next year to approve spending as much as \$30 million in a five-year program to develop some of the region's newly acquired open spaces.

Metro has acquired more than 7,000 acres of largely undeveloped land throughout the area, using money from the \$135 million bond issue approved by voters in 1995.

David Bragdon, the council's presiding officer, said the 1995 bond issue was earmarked to purchase property for the region's future recreational needs, with the understanding that it would be developed later.

"Later is now," Bragdon said. "It's time to get on with it." He said developing the open spaces "is part of the ongoing promise the region made to itself."

On Thursday, the Metro Council approved creating a 16-member committee to recommend eight to 10 specific sites for development, as well as a way to pay for them.

Options to raise the money include an increase in the garbage excise tax, a property tax levy or a regional parks utility fee, any of which would be subject to voter approval, Bragdon said.

Bragdon said the committee's recommendations would help shape a measure for the 2002 ballot, either in May or November. He said the proposal would list the specific areas where Metro would spend the money.

Bragdon said the council could consider a proposal to raise between \$4 million to \$6 million a year, but that the new committee first needs to determine what is needed.

Councilor Susan McLain said Metro has learned from past ballot measures that "the public wants specificity" in what the money will be used for.

Committee members, to include citizens and local government officials, will be appointed in the next few weeks by the seven Metro councilors and Metro Executive Mike Burton.

The council's decision to proceed toward a ballot measure follows a recent recommendation from the Metro Policy

Metro: Money also for current operations

Continued from Page B1

Advisory Committee, a permanent panel made up of local officials, for Metro to take the lead in expanding the region's parks and green-spaces.

The tentative proposal now under consideration would include money both to meet current operating needs for regional parks and to develop the newly acquired open spaces.

Among recent purchases by Metro that could be considered for development for public access include areas along the Tualatin River in Clackamas and Washington counties, on Cooper Mountain in Washington County, the East Buttes in Multnomah County and Canemah Bluff in Clackamas County.

Access to the Tualatin

A separate plan would be developed for each acquisition, said council chief of staff Jeff Stone. Trails, parking and restroom facilities would be provided in many areas. Along the Tualatin River, sites would be developed for canoe access. In other areas, picnicking facilities might be provided.

"There are different levels of development you can do for these," Stone said. "You can go from a full-blown regional park, like Oxbow, to something that allows it to be open to the public with restrooms, parking and . . . access. What we're looking for ultimately is to get eight sites open so the public can enjoy them."

Metro has responsibility for parks that serve the entire region. Existing regional parks operated by

Metro include Blue Lake and Oxbow parks in Multnomah County.

Ongoing funding proposal

Burton has submitted a separate proposal for an ongoing funding source, partly from a bond issue, to raise \$6.1 million annually for parks and open space needs. The money would come partly from a bond issue and would include money to purchase more land for parks and open spaces.

Bragdon said he opposes a new land purchase program at this time. He said there is still money remaining from the 1995 open spaces bond issue to buy land. He also said he opposes asking voters to approve a new bond issue.

The seven-member council will make the final decision on what to send to voters.

The common thread running through both the council and Burton proposals is that they would develop some of the previously purchased open spaces and also provide resources to meet existing operations and maintenance needs.

Burton has said Metro has a budget shortfall of nearly \$1 million for existing parks operations. The difference is being made up from parks reserves, but Burton said these would run out in 2003 if not replenished, after which Metro would have to reduce parks spending.

You can reach R. Gregory Nokes at 503-221-8409 or by e-mail at greg-nokes@news.oregonian.com.



July 23, 2001

Panel to pick sites for development of parks

BY GRETCHEN FEHRENBACHER
Daily Journal of Commerce

The green theme is on a roll in land-use circles, and regional government Metro is using a colorful twist on it for a parks development initiative.

By a unanimous vote, Metro Council has approved formation of a Green Ribbon Committee to help select eight to 10 open space sites for development into parks over the next three to five years. The sites would be selected from an inventory of land bought by Metro under a 1995 bond measure providing money for open-space land acquisition.

"It's time to polish some of the

open space gems that have been acquired," said Deputy Presiding Officer Susan McLain in connection with Thursday's vote.

As part of its charge, the 16-member committee will be asked to make recommendations on how to fund the preparation and maintenance costs for the nominated sites. Also addressed will be issues relating to ongoing service levels at Metro's parks.

Comprising the Green Ribbon Committee will be citizens, local parks and government officials with backgrounds on regional parks issues. Each Metro councilor, and Executive Officer Mike Burton, will

See PARKS, Page 4

1 of 2

Parks: Goal is to establish a linked system of open areas

Continued from page 1

pick two members.

Metro Council Presiding Officer David Bragdon said that leveraging the public's investment in existing green spaces will allow people to enjoy them for generations to come.

"It's time to select and open up some of the most promising greenspaces to give citizens access to nature close to home," Bragdon said.

Among the possibilities are a 256-acre site on Cooper Mountain, just outside of Beaverton; 183 acres at Mount Talbert Volcanic Butte in the Clackamas Town Center area, where the North Clackamas Park & Recreation District already has a master-planned trail system; four or five parcels along the Tualatin River from Hillsboro to West Linn; and the East Butte and Lava Domes, extinct volcanic domes and buttes that run from Gresham to the Damascus area.

Consideration will be given to which areas are most readily adaptable.

Metro's 1995 Open Spaces, Parks and Streams Bond Measure provided roughly \$135 million, of which \$110 million was earmarked for land acquisition and \$25 million went to help local park agencies.

So far, Metro has bought more than 7,000 acres, involving 210 separate land transactions, said Ron Klein, public affairs manager for Metro's Regional Parks and Greenspaces. He noted that about \$15 million remains in the fund.

Ultimately, he said, "Metro's mission is to work with local partners to establish a regional

system of parks, natural areas, greenways and trails for fish, wildlife and people."

He said that surveys have revealed that citizens of the region want access to natural areas near where they live. In keeping with that theme, the parks that are planned will be created as natural recreation areas, supporting activities such as hiking, canoeing, kayaking and picnicking. Some could have boat ramps, education or picnic shelters, or camping facilities, although the committee would have to wrestle with how those facilities, along with restrooms, would be funded.

Klein said that in addition to the anchor parks Metro hopes to create, the goal is to establish a linked system of open areas, which would be supported by local parks and stream corridors.

The committee's work will include deciding what kind of improvements to make, estimated costs and how to pay for them.

The committee will be asked to make recommendations to Metro Council by mid-October. In turn, the council would consider decisions that could be referred to voters as early as next year.

Metro serves 24 cities and surrounding areas in the Portland metropolitan area.

For more information on Metro's open space planning, visit Web site www.metro-region.org and upon accessing Metro at a Glance, click on regional parks and greenspaces, and then Opens Space Acquisition.

Gretchen Fehrenbacher covers residential and commercial real estate and development for the Daily Journal of Commerce. She can be reached by e-mail at gretchenf@dj.com or by phone at 503-221-3314.

shop 2001 is scheduled from 10 a.m. to 3 p.m. Sept. 6 at Washington Square. It will feature more than 60 employers with hundreds of job opportunities in retail, manufacturing, insurance, finance and service industries. Companies that will be part of the event include Blockbuster Video, Nationwide Insurance, Oregon Health and Science University, Pacific Office Automation, Tri-Met, US Bank and Clear Channel Broadcasting. In May, more than 4,000 people attended a similar fair at Portland's Lloyd Center.

• Family Practice
Convenient

Former Sherwood Mayor Hitchcock to lead Metro park study committee

PORTLAND — Former Sherwood Mayor Walt Hitchcock could be named today to lead a Metro committee studying open spaces around the Portland area.

Hitchcock has been proposed as chairman of Metro's Green Ribbon Committee. The group will recommend eight to 10 Metro-owned open spaces, parks and trail sites to be planned and opened during the next five years.

The 16-member committee

will work until Oct. 15 on recommendations for the Metro Council.

Hitchcock was mayor of Sherwood for three two-year terms, ending in November. He also was on the Sherwood City Council for five years.

He is expected to be named to lead the committee during a Metro Council meeting at 2 p.m. today in the Metro headquarters, 600 N.E. Grand Ave., Portland.

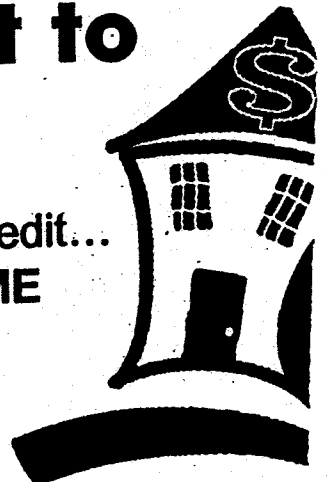
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SOUTH Neighbors

THURSDAY ♦ AUGUST 9, 2001

Access limited as Metro secures open space

Residents in Clackamas County, with 2,675 acres of recently purchased natural areas, want to know when they can use them

By JOSEPH ROSE
THE OREGONIAN

CLACKAMAS — Six years after Portland-area voters approved a \$135 million bond measure to buy open space, Mount Talbert represents a frustration that is taking root in an otherwise successful program.

For years, Dan Butler has crusaded to save the forested butte rising above his suburban neighborhood from an invasion of McMansions.

Yet 18 months after Metro acquired the top of Mount Talbert, preserving the 740-foot-tall volcanic cone as green space, Butler would like to see at least a little development there.

"Things are moving pretty slow," the Clackamas resident said. "I think people expected that when Metro bought open



BOB ELLIS/THE OREGONIAN

With the help of \$300,000 in open space money from Metro, residents of West Linn's Robinwood neighborhood saved 12 wooded acres from a housing development. The city will develop the nature area for recreational uses.

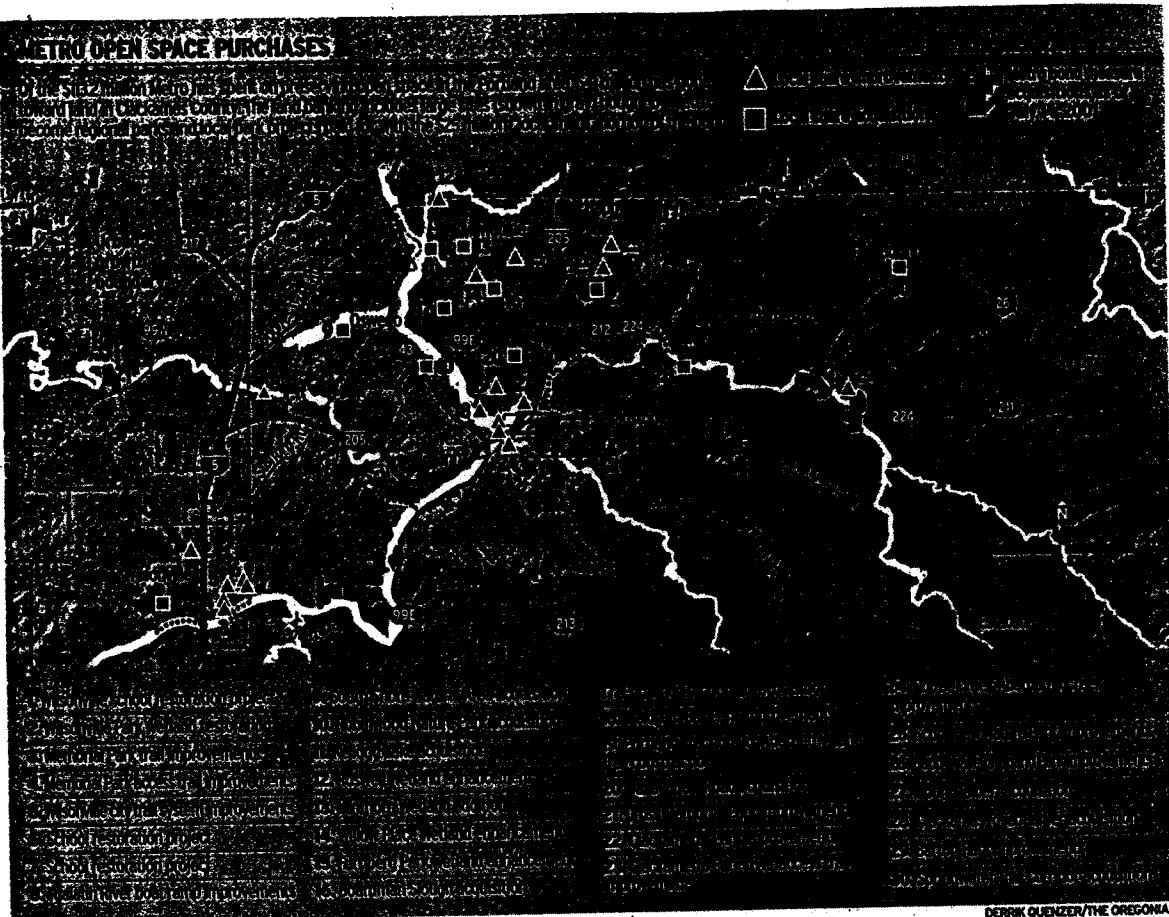
space, there would be money to do something with it."

Metro increasingly hears from Clackamas County residents who don't understand why the regional government is

buying land that the public can't play on anytime soon.

Metro's response: Patience. A green-ribbon commission is trying to fix the

Please see **OPEN**, Page 6



Source: Metro

DERRIK QUENZER/THE OREGONIAN

Open: Metro deals vary in size, vision

Continued from Page 1

problem.

"The decision was to purchase the land while it was available and deal with developing it for use sometime in the future," said Nancy Chase, Metro's chief negotiator for open space purchases. "We may be the last generation that has the chance to do this."

In Clackamas County, Metro has acquired 2,675 largely undeveloped acres, or roughly an acre for every 127 county residents. That's more than a third of the 6,920 acres acquired in the region, according to a just-released progress report on where land has been banked.

From Lake Oswego to Happy Valley, the deals have varied in size and vision. Some of the linchpin acquisition projects awaiting trails, signs, parking areas and other facilities include:

- ◆ A 436-acre corridor in the Tonnquin Geologic area near Wilsonville. The area stretches from the Willamette River north through the Coffee Creek basin.
- ◆ About 492 acres in Clear Creek Canyon near Carver, exceeding Metro's original goal of 343 acres in the wildlife-rich area.
- ◆ About 130 acres of basalt outcroppings, forest and wetlands in Oregon City's Canemah Bluff area.
- ◆ Between West Linn and Canby,

439 acres along the west bank of the Willamette River, helping protect more than three miles of the river.

◆ In the heart of urban Clackamas' cul-de-sacs and shopping centers, 183 acres on Mount Talbert. A plan to turn the butte into a "mini Forest Park" for surrounding neighborhoods was shelved when voters in the North Clackamas Parks & Recreation District rejected a levy last fall.

More land to preserve

Still, people such as Michael Lammers of West Linn hope Metro doesn't hesitate to preserve more open space just because there's little or no money to develop the acreage for nature walks and bird-watching.

"I'd hate to see some good land get away," he said. "I've always thought this money was for acquisitions."

Lammers, a vice president at Marylhurst University, led a campaign to protect 12 wooded acres destined to be cleared for a townhouse development in West Linn's Robinwood neighborhood. Neighbors approved a special property tax, and Metro contributed \$300,000.

Around the region, the average price per acre has been \$15,023 inside the urban growth boundary and \$8,770 outside, according to the report. In a few cases, Metro has required a 25 percent match of local money.

Having spent \$113.2 million so far, Metro said the bond money should last another year.

Committee looks at finances

So what next? Metro has created a 16-member committee to recommend ways to pay for turning eight to 10 open-space areas into recreation sites in the next five years. One scenario would have Portland-area voters being asked to approve as much as \$30 million for such projects next year.

Jim Desmond, a former real estate agent who manages Metro's open-space purchases, said the 1995 bond has been misunderstood by many suburbanites.

Weekly, he receives calls from people who want money to go toward saving the last acre in their neighborhood from falling to a subdivision. But the mission, Desmond said, is clear: Buy space with regional significance.

Desmond said one of his office's best purchases was a former gravel pit on the Clackamas River that nature reclaimed during the 1996 flood. It is part of a greenbelt that open-space purchases have helped preserve.

But a 30-acre Willamette River site that Canby wanted was rejected because Metro had already bought a lot of property along the river.

"There's always a part of me that hates to say no," Desmond said. "I'd like to buy everything."

Metro has experienced at least one big disappointment. In 1995, agency officials thought cities and counties would be able to do more to develop open space for public use. But the local governments haven't conquered the thicket of financial problems caused by rapid growth happening in conjunction with Measures 47 and 50, which reduced the amount of money for parks.

Although thousands of new open space areas remain tangled, hard-to-access patches of nature, at least they're not being consumed by new streets and houses, Desmond said.

In West Linn, the city has the money to start building trails, a playground and a 110-foot suspension bridge that will help protect two streams on the Robinwood property, situated between Oregon 43 and the Willamette River. Often, deer are seen vaulting across the meadow. The rapid-fire tapping of woodpeckers can be heard from porches near the riparian forest.

Lammers feels fortunate that the money is available to turn the land into a bona fide park. At the same time, he sympathizes with those anxiously awaiting the day they can roam their local nature preserves.

"The more people use these areas," he said, "the more of a chance that people will keep supporting them."

The Weekly

The Oregonian

THURSDAY 4 AUGUST 9, 2001

Developing open spaces frustrating for voters

A \$135 million levy to buy land and create recreation space has fallen short of expectations

By JOSEPH ROSE
THE OREGONIAN

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NANCY CHASE,
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PURCHASES

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Please see **LAND**, Page 11

Land: Rejected levy shelves plans to develop Mount Talbert area

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You can reach Joseph Rose at 503-294-5916 or at josephrose@news.oregonian.com.



Metro/Portland

WEDNESDAY ♦ AUGUST 22, 2001



Former Sherwood Mayor Walt Hitchcock (left) and Metro Council Presiding Officer David Bragdon visit Canemah Bluff, overlooking the Willamette River near Oregon City. It is among sites to be considered for public access by a 16-member Green Ribbon Committee. BENJAMIN BRINK / THE OREGONIAN

Metro plots future of new sites

The regional agency weighs which greenspaces to turn into parks before going to voters for money

By R. GREGORY HOKES
THE OREGONIAN

It could be a scene out of "The Adventures of Tom Sawyer." A fishing pole leans against an old kitchen chair at the water's edge. A dozen feet upstream, a rope hangs from a tree limb, ready for a boy or girl to launch into the quiet river.

But it's the wapato plant, growing in moist soil along the Tualatin River, that draws the attention of Charles Ciecko, head of Metro's Regional Parks and Greenspaces Department.

For Ciecko, finding a cluster of the plants at a site called Munger Farm in Washington County underscores the promise in Metro's purchase of more than 7,000 acres of largely undeveloped land with money from a voter approved \$135 million bond issue in 1995.

Ciecko and others were studying the site's potential for a list of eight to 10 locations that could be submitted to Portland-area voters in a 2002 measure to request funds to open them to public access.

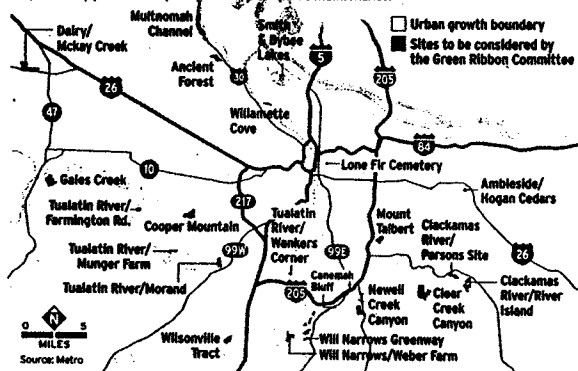
"Their roots were valued as a food source by Native Americans," he says. "Wapato used to grow all around the Portland area, but most of it has been plowed under by farmers or covered by development or impacted by draining of wetlands. ... It's a wetlands plant."

Proceeds from the 1995 bond measure were restricted to land purchases, which continue. Metro needs to find other money to build the trails, restrooms, parking and facilities

Please see METRO, Page B5

PICKING THE FUTURE

A special Metro committee is studying 30 open-space sites around the region from which it will recommend eight to 10 to develop for public access. The recommendations will be submitted to Portland-area voters next year as part of a measure to raise money for development of previously purchased open spaces and for parks maintenance.



MICHAEL GUILLEN / THE OREGONIAN

Metro: Committee will pare list to 8-10 sites for public access

Continued from Page B1

required to open the properties to the public.

The Metro Council has named a 16-member Green Ribbon Committee headed by former Sherwood Mayor Walt Hitchcock to recommend the eight to 10 sites from a list of 30.

David Bragdon, the Metro Council's presiding officer, has said he might support a proposal for voters next May or November requesting between \$4 million and \$6 million annually for development of open spaces and maintenance of cash-strapped regional parks, such as Oxbow and Blue Lake.

Options for raising the money include a tax levy, user fees and an increase in Metro's excise tax. Metro will hold public hearings before making final decisions.

Metro's goal in its open-space purchases, endorsed by local governments, has been to protect the sites from commercial development and preserve them for use by future generations.

The properties on the list of 30 are distributed around the region, both inside and outside the urban growth boundary. If there's been one criticism of Metro's open space purchases, it has been that too much of the land is outside the boundary.

Besides the 91-acre Munger Farm in Washington County, other properties include the 40-acre Canemah Bluff site at Oregon City, the 230-acre Wilsonville Tract at Wilsonville; a 247-acre site on Cooper Mountain near Beaverton, the 600-acre Ancient Forest site near Portland's Forest Park and the Gresham-to-Fairview Trail.

Also included is the Lone Fir Cemetery in Portland, one of 14 pioneer cemeteries operated by Metro. Ciecko said plans for the

"It feels just like rural America, yet just across the river is Hillsboro, and Tualatin is just downstream. It has good access from all of Washington County."

FORMER SHERWOOD MAYOR WALT HITCHCOCK,
DESCRIBING THE RIVERFRONT PROPERTY AT MUNGER FARM

cemetery would include modifications to make the place "more welcoming, more inviting" with improved facilities for people to sit and reflect.

Hitchcock, who recently toured several of the sites with Ciecko and Bragdon, said he's intrigued by the potential for linking them through a regional network of trails and wildlife corridors. "All of these separate properties will be accessible from your homes anywhere in the region," he said.

Surveying the riverfront property at Munger Farm, Hitchcock said, "It feels just like rural America, yet just across the river is Hillsboro, and Tualatin is just downstream. It has good access from all of Washington County."

Metro is leasing the property for farming until a decision is made on development.

Hitchcock also visited the Wilsonville Tract, where Wilsonville will have the major say in development plans, and Canemah Bluff, which offers a spectacular cliff-top view of the Willamette River.

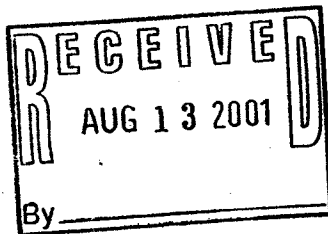
The cost of developing a site for recreational use can quickly add up.

Ciecko carries a kind of tentative parts list of average "typical capital costs." Among them: a single picnic table and grill, \$600; a campground space, \$4,000; restrooms, \$40,000; a picnic shelter for 60-80 people, \$80,000; a mile of 10-foot-wide paved trail, \$240,000; parking per space, \$3,000, and a 150-foot well and related facilities, \$65,000.

Ciecko said the Munger Farm site, with one mile of riverfront, would lend itself as an overnight campground for people canoeing along the 30-mile stretch of the Tualatin from Forest Grove to West Linn. Metro's goal is to provide boating access every five to seven miles.

Unfortunately, the chair and the rope would probably have to go.

You can reach R. Gregory Nokes at 503-221-8409 or by e-mail at gregnokes@news.oregonian.com.



ABOUT TOWN

Ex-Sherwood mayor leads Metro open space committee

The Metro Council on Thursday named former Sherwood Mayor Walt Hitchcock as chairman of a new committee to advise Metro on parks and open space improvements as well as ways to pay for them.

The committee is charged with selecting eight to 10 sites, purchased by Metro, for development into parks.

The Green Ribbon Committee will hold its first meeting Aug. 20.

Other committee members are Doug Neeley, an Oregon City Commissioner; Doug Daoust, a Troutdale city councilor; John Turchi, a Lake Oswego councilor; Charlotte Lehan, Wilsonville mayor; Terry Moore, Tualatin Hills Park & Recreation District; David Judd, Portland Parks and Recreation; Eugene Grant, Happy Valley mayor; and Mary King, a Milwaukie councilor.

Citizen representatives are Ralph Gilbert, Jerry Herrman, Nathalie Darcy, Sue Marshall, Mike Houck, Barbara Walker and Rudy Kadlub.

Buying spree brings Metro 7,000 acres

■ *Planners look at providing access
through up to 10 new regional parks*

By BEN JACKLET
The Tribune

Jim Desmond stands on the railroad tracks at the base of Oaks Bottom Wildlife Refuge and surveys one of the toughest of the 213 real estate deals he's closed over the past six years.

Desmond is the open spaces acquisition manager for Metro, the public agency that serves 1.3 million people in Multnomah, Clackamas and Washington counties. It took him three years, more than 50 meetings with Dick Samuel of Oregon Pacific Railroad and \$845,000 in public money to purchase the three-mile right of way connecting Sellwood with the new Eastbank Esplanade across the Willamette River from downtown.

He's quite sure it will be worth it, once people get to walk and bike along a new riverfront trail that should be built by next winter. "This will be one of the best bike commutes in the city," he says.

Desmond, formerly a real estate attorney for the Nature Conservancy, has orchestrated an ambitious six-year buying spree that has netted Metro more than 7,000 acres of riverfront, forests, wetlands and meadows. The purchases were carefully selected to benefit fish and wildlife throughout the region. Now Metro is trying to figure out what the benefit will be for the people of the community.

Of the 10,000 total acres that Metro owns and manages, only 4,000 are accessible to the public.

Outside acreage

Metro's purchases were made possible by a \$135 million bond passed by voters in 1996. Desmond estimates that the acquisitions will continue for roughly one more year and could exceed 8,000 acres once completed.

Aside from several new bike paths and some small parcels in Portland, the bulk of the property is outside the urban growth boundary, where laws limit development and land is vastly cheaper.

Metro has bought 1,165 acres inside the urban growth boundary for \$53.97 million and 5,953 acres outside the boundary for \$52.16 million.

Desmond says Metro chose its acquisitions based on their values as natural resources of regional significance.

Metro's regional approach is extremely popular with environmentalists, but it does have its critics. John A. Charles, environmental policy director for the Portland-

based Cascade Policy Institute, a free-market think tank, argues that taxpayers would be better served with more neighborhood parks within walking distance. "Most homeowners within the region won't even be able to find these places on the map," Charles says.

Metro's acquisitions include 271 acres on the Columbia River shoreline, 965 acres along the Willamette River, more than 900 acres along the Clackamas River and its tributaries, 830 acres in Forest Park and more than 1,000 acres in the Sandy River Gorge.

Metro also bought a number of smaller properties that Desmond likens to "connective tissue." For example, 8 1/2 acres of forest in Portland's Southwest Hills will help connect Portland's Marshall Park with Tryon Creek State Park. The \$840,000 purchase saved an urban forest that probably would have fallen to make room for new houses.

Desmond says Metro has no plans to turn the forest into a new park.

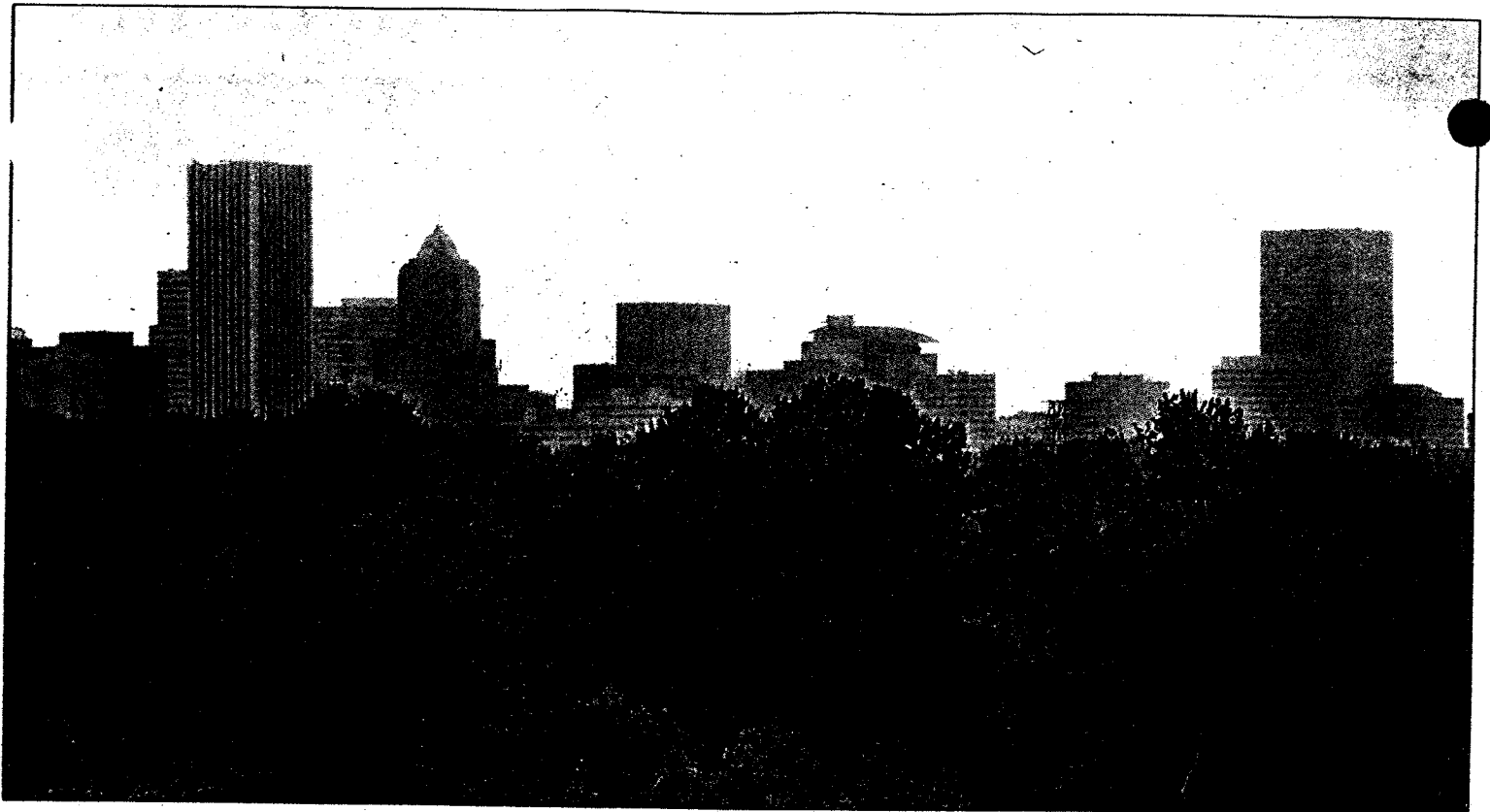
Where are the parks?

A newly formed "Green Ribbon Committee" will tackle the question of exactly which new Metro properties will be developed into parks. The committee met for the first time on Monday and will con-

tinue to meet weekly through October.

The group is charged with choosing up to 10 sites from a list of 30 to develop into regional parks, then figuring out the cost and possible funding sources.

Committee Chairman Walt Hitchcock, the former mayor of Sherwood, says the goal is to set up



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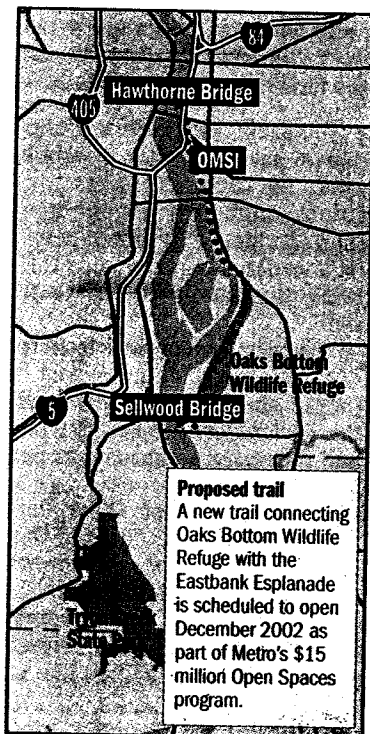
The three-mile OMSI-Springwater trail offers a view of the downtown skyline. The trail will connect Sellwood with the Oregon Museum of Science and Industry by way of the Oaks Bottom Wildlife Refuge. The new right of way was purchased as part of a \$135 million Metro Greenspaces program.

SourcesSay

The Tribune asked people close to this story to choose the one thought they would most like to share with readers. Their responses:

Mike Burton, Metro executive officer: "I'm excited that Metro has acquired more than 7,000 acres of natural land, including wetlands, meadows, forests and more than 50 miles of river and stream frontage. These special places represent a great investment in our region's future, for fish, wildlife and people."

John A. Charles, environmental policy director, Cascade Policy Institute: "There is a very small but well-organized group of people for whom buying up remote parcels of private property is a dream. But for most homeowners, that's not very relevant. Neighborhood parks are much more beneficial."



a series of parks that complement each other.

"These are not 30 separate sites," he says. "They are part of a regional plan and a regional vision that will forever change our area."

Among the properties under consideration:

- An 18-acre parcel on the Tualatin River that would serve as a takeout point for canoeists and kayakers.

- 239-acre River Island, in the Clackamas River.

- 29-acre Willamette Cove in North Portland, an accessible property with pollution issues.

- 325 acres along the Multnomah Channel on the west side of

Sauvie Island.

David Bragdon, the Metro Council's presiding officer, is optimistic that the region will benefit in the long run.

"For a long time, people are going to be thankful for the things that Metro bought," Bragdon said. "I'm thankful today for the people that set aside Forest Park. And I think that 50 years from now, somebody else will be thankful for what we're doing now."

For more information, visit www.metro-region.org/parks/open-spaces/opensp.html.

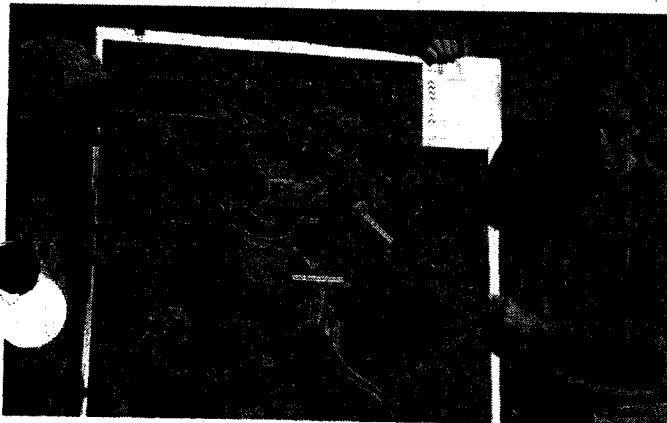
Contact Ben Jacklet at bjacklet@portlandtribune.com

The thrill and the promise of greenspaces

*A note from David Bragdon,
Metro Council presiding officer*

Walking along a promontory overlooking the Clackamas River at Metro's land-banked River Island property, I was startled when a bald eagle rocketed overhead, hauling tail feathers as if they were on fire. "Whoa," someone yelled, "what's chasing him?" We scanned the sky just as an osprey hurtled by in hot pursuit.

The eagle continued to ascend, the osprey gaining. The osprey swooped upward, then dive-bombed the eagle, evidently warning the eagle away from the osprey nest. The eagle twisted and rolled, bearing its talons in mid-flight, and the two skirmished high above the rushing Clackamas.



Metro Council presiding officer David Bragdon (right) and Metro natural resources manager Jim Morgan show an aerial photograph of River Island to a group on a public tour of the Metro open space property.

An hour later I was back in one of the most livable urban neighborhoods in America, sitting at a sidewalk café and reliving the vivid memory of these raptors' remarkable aerial display. It was the perfect example of inspiration found in nature close to the city. Spiraling and tumbling over one of Metro's properties, the eagle and osprey reminded me that more Metro-area residents should have the opportunity to enjoy the remarkable sites that our regional government has acquired as greenspaces forever.

Soon thereafter, the Metro Council approved a resolution to create a Green Ribbon Committee of local citizens and officials to help identify eight to 10 natural area sites to be opened for public enjoyment, and to recommend a funding source to pay for them. When the Green Ribbon Committee makes its recommendations to the Metro Council this fall, I will still be thinking of the eagle and osprey I saw last summer.

David Bragdon

Celebrate the past – look into the future

Metropolitan Greenspaces Celebration

7 to 9 p.m.
Tuesday, Sept. 11
Oregon Zoo, Cascade
Crest Banquet Center

Join us in celebration of six years of open space protection and local park projects and meet the members of the Green Ribbon Committee who are working to identify the best newly acquired greenspaces to be improved for public access. RSVP to Metro's Regional Parks and Greenspaces Department by calling (503) 797-1919 option 5 or sending e-mail to openspaces@metro.dst.or.us.

Open spaces acquisition update

*Acquisition update
as of Aug. 15, 2001*

14 Regional Natural Areas

Clear Creek Canyon
492 acres
Columbia River Shoreline
271 acres
Cooper Mountain
256 acres
East Buttes/Boring Lava Domes
730 acres
Forest Park Expansion
1,048 acres
Creek
s

Jackson Bottom/Dairy/McKay
creeks
73 acres
Newell Creek Canyon
145 acres
Rock Creek
109 acres
Sandy River Gorge
1,048 acres
Tonquin Geologic Area
448 acres
Tryon Creek Linkages
43 acres
Tualatin River Access Points
384 acres

hazel nut

Willamette River Greenway
Canemah Bluff
129 acres
Multnomah Channel
326 acres
Willamette Cove
27 acres
Willamette Narrows
439 acres

6 Regional Greenways/Trails

Beaver Creek Canyon Greenway
47 acres
Clackamas River Greenway
608 acres
Fanno Creek Greenway
30 acres
OMSI to Springwater
Corridor
44 acres

Peninsula Crossing Trail
1 acre

Burlington Northern Rails-to-
Trails
2 acres

Other sites (bond measure options, etc.)

Terwilliger Parkway/Marquam
Woods
19 acres
Whitaker Ponds (in
Northeast Portland)
14 acres

Total
7,121

Panel to study opening parks

By DOUG BROWNING
Of the Argus

Metro has appointed a committee of citizens and elected officials to recommend how to open for public use some of the 7,000-plus acres acquired under its "Green-spaces" program.

One qualification for appointment to the "Green Ribbon Committee" was that participants "bring passion and experience to the table," Metro said.

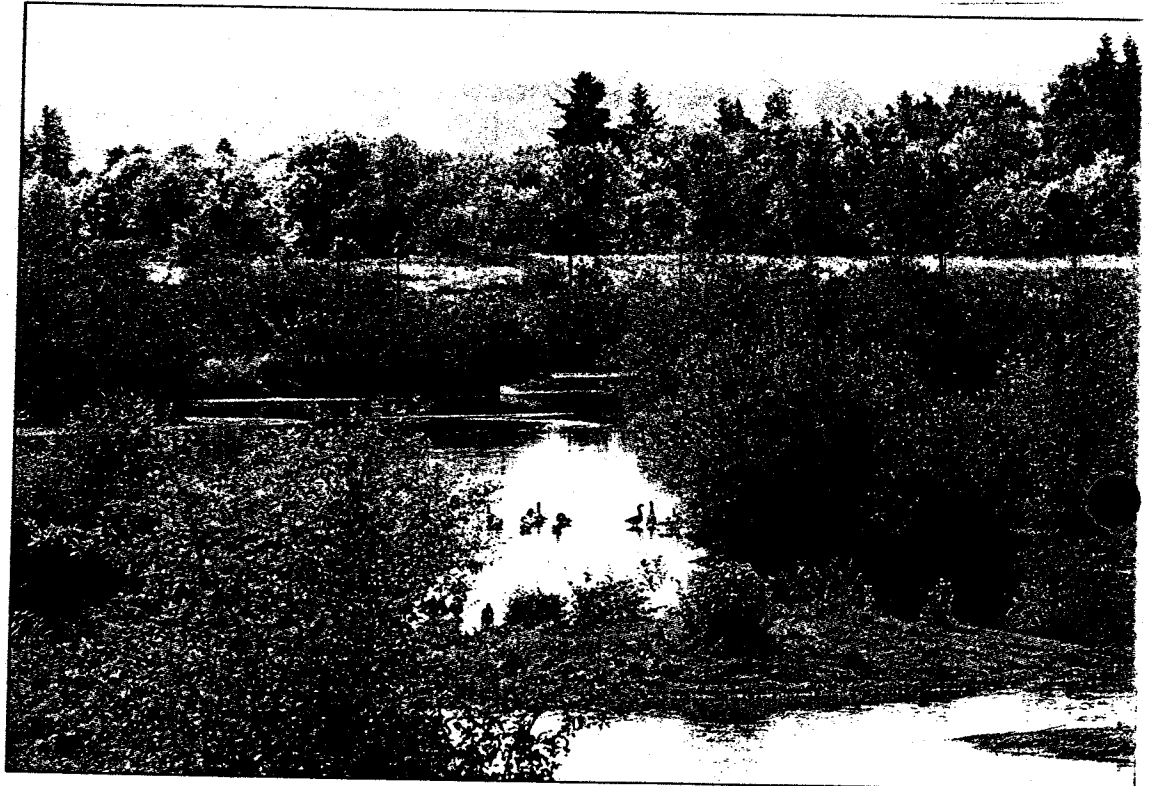
The committee includes citizens, parks professionals and elected officials.

Chaired by former Sherwood Mayor Walt Hitchcock, the committee will meet weekly until it makes recommendations to Metro in mid-October.

The next meeting is at 5:30 p.m. next Tuesday, Sept. 11, in the Cascade Grill at the Oregon Zoo.

In 1995, voters regionwide authorized Metro to sell \$135.6 million in bonds and use the proceeds for buying and protecting undeveloped lands throughout the metropolitan area.

About \$25 million of the proceeds went directly to local governments for use as they



Argus photo by Michal Thompson

Metro added land to the Jackson Bottom wetlands with its Greenspaces funds.

saw fit.

For example, Washington County applied some of its share to the Sain Creek picnic area at Hagg Lake. Hillsboro used Metro money and money from other sources to build Rood Bridge Park and some money for improvements at

Noble Woods Park.

Cornelius bought land to create a "pocket park" named Aboretum. Forest Grove bought 10 acres next to Thatcher Park.

With its \$110 million, Metro has acquired more than 7,000 acres and expects to hit

8,000 before it runs out of money. All but about \$20 million has been spent.

But the bond measure did not authorize use of the proceeds for transforming the acquisitions into parks nor money for day to day maintenance.

(Continued on page 2A)

Panel to look at paying for parks

(Continued from page 1A)

nance of such facilities.

That's where the green ribbon committee comes in. It will be asked to make recommendations on how to fund the preparation and maintenance costs.

It's starting with a list of 20 sites around the region and is expected to choose eight to 10 of them for possible development as parks.

"We're striving for geographic balance," Metro Councilor Susan McLain of Forest Grove told The Argus. "We thought it would be more proactive to concentrate on opening a few sites instead of trying to do a little bit at

every site."

She said Metro has no preconceived notion about what might come out of the committee.

"If they choose (to recommend) what's clearly a regional facility, we would maintain it. But if there's a partner willing to operate it, they're open to that, too."

As an example, she cited Metro's recent agreement with Hillsboro, in which the city will develop and maintain a linear park along Rock Creek although Metro owns the land.

How to raise money to follow up on the committee's recommendations also is open,

McLain said. "It could be another bond measure, it could be service charges, it could be a combination of different things."

Washington County commissioners complain that Metro hasn't spent enough greenspaces money within the county.

Metro notes that the program buys land only from "willing sellers," and it has had problems meeting this requirement in Washington County.

County commissioners say Metro should give up on the "target areas" named in the bond levy and look elsewhere within the county, especially

in neighborhoods that lack parks because the county chooses not to build parks.

But Metro says it will continue through the end of the calendar year trying to buy the targets specified in the bond measure before looking for substitute sites.

Metro Greenspaces has purchased land in the Jackson Bottom area just south of Hillsboro and in areas west of there where Gale, McKay and Dairy creeks flow into the Tualatin.

It's also acquired land on Cooper Mountain south of Aloha, land by the Tualatin near Scholls to create public access to the river, the previously mentioned Rock Creek greenway in Hillsboro, the Fanno Creek greenway in Beaverton and in the Tonquin geologic area south of Sherwood.

THURSDAY, SEPTEMBER 6, 2001 - Hillsboro Argus

Metro paves path to opening greenspaces

By **CHRISTINA LENT**
Of the Times

Outdoor enthusiasts are a step closer to enjoying the natural beauties of Cooper Mountain, the Fanno Creek Greenway Trail and the Beaverton Powerline Trail following the completion of a series of tours by Metro's Green Ribbon Committee.

The three natural areas are among a long list of Metro-owned sites that could be opened to the public in the near future.

The 16-member Green Ribbon Committee has eight citizen representatives and eight public officials representing local park systems and organizations, including the Audubon Society, Tualatin Hills Park and Recreation District and the Tualatin Riverkeepers.

Tuesday night, the committee tentatively narrowed the list from 30 candidates to 20 and will begin the next phase

■ See **PARKS**, Page A6

Parks: Cooper Mountain 'jumps out'

■ Continued From Page A1

of identifying and ranking eight to 10 priority projects to provide greater access to the public.

Walt Hitchcock, committee chairman and former Sherwood mayor, said Wednesday that he would be surprised if the 247 acres of Cooper Mountain were not among the first projects to be open to area residents.

"Cooper Mountain really jumped out at everybody during the tour and I think it is one of the best sites that we have," Hitchcock said. "Cooper Mountain is a wonderful site with spectacular views of the Tualatin River Valley, diverse plants and some species. As we complete site restoration and enhancement, it has potential to be a tremendous wilderness. It could also provide a great place for people to hike, picnic or enjoy other light recreation and educational opportunities."

During a tour of the site, Jim Morgan, Metro's manager of natural resources and property management program, said that

Cooper Mountain would be "a good candidate for early opening."

The site is about three miles from downtown Beaverton, adjacent to the urban growth boundary. Morgan said it has a park-like feel and one of the most active volunteer groups established as well.

Living laboratory

Metro Park Director Charlie Ciekko said that the committee has shown some "fairly universal support" for trail projects on the list and sites that are adjacent to where people are living right now, including Cooper Mountain.

Also on the list is the 15-mile long Fanno Creek Greenway Trail that will extend from the confluence of Fanno Creek and the Tualatin River to the shores of the Willamette River in Portland.

When finished it will connect five cities, two counties and dozens of neighborhoods, schools, business districts, industrial areas and

greenspaces.

The 13-mile Beaverton Powerline Trail that runs north to south from Forest Park in Portland's west hills to Old Scholls Ferry Road on the Tigard-Beaverton border also remains on the list.

"We are putting a trail system together for moving people and critters that will rival our freeways that move vehicles and goods," Hitchcock said.

"When you look at a map you can see 500 miles of trails within the regional trail system. That means that people can get on to a city trail a short distance from their homes and move anywhere within the region without having to worry about running into roads. They also have several spectacular destination sites and beautiful resting places along the way to enjoy."

The project in addition to providing natural spaces will help to create partnerships between local governments, Metro and environmental and educational volunteer groups. **219**

The Traction trail's for sale — and the county wants it

□ Clackamas County and Metro work together to acquire six acres of a historic streetcar line

By David Stroup

dstroup@clackamasreview.com

A key piece of Clackamas County's trail system is up for grabs — with Metro and North Clackamas Parks & Recreation are working together to acquire it.

The property in question is six acres of the former Portland Traction Company streetcar line, spread out along a 5.7-mile corridor reaching from Milwaukie to Gladstone. If regional officials can work out who will buy and maintain

→ Turn to Trail, page A7

Trail: Traction streetcar line used to run to Oregon City

Continued from page A1

it, the land could become part of a trail system connecting to the Springwater Trail and others throughout the metropolitan area.

In Milwaukie, the land runs along the riverfront. "It brings people from the county into the city," said JoAnn Herrigel, Milwaukie's Program Services Coordinator. "It ties the riverfront into the rest of the region."

The property was originally offered to the North Clackamas Parks & Recreation District, but District officials soon realized they wouldn't be able to buy it in time. Instead, they're trying to work out a way for Metro to buy it. Meanwhile, in a parallel effort, a Metro committee is looking at the trail as one of a slate of projects to fast-track for opening to the public.

Mike Henley of North Clackamas Parks called the trail corridor "absolutely critical" to the region-wide trail plans, and a high priority for the county.

If the regional governments can't come up with an offer, Union Pacific — which currently owns the entire Portland Traction corridor — can chop it up and sell it to other buyers along its length. Herrigel was confident a deal would be worked out, although she didn't know what the final plan would look like.

"Metro is currently acquiring it," she said. "Who ultimately will own it ... is a good question."

A rare gem

The property is an artifact of the region's rail history. The Portland Traction Company ceased streetcar service in the 1950s; at one time, their line extended across a now-decrepit rail trestle over the Clackamas River and into Oregon City.

The land's been held for the last few years by Union Pacific, which offered right of first refusal to North Clackamas. "From the District's standpoint, we had a glowing financial picture" when it was first offered, Henley said. "We had no idea how things were going to shake out."

When the Parks District couldn't afford to buy it, officials turned to Metro for help. "We all felt the most important thing was to get the title pinned down," he said.

Ron Klein of Metro's Green Spaces program said money is available — with half a million dollars in Local Share Funds set aside from the Metro bond measure for the acquisition of open spaces. "That \$500,000 would not only pay for the acquisition, but for the feasibility study and design too," he said.

Gladstone has already bought a portion of the Portland Traction line. "The city acquired the land about 10 years ago," City Manager Ron Partch said. Gladstone's main section runs

along Abernethy Lane to Portland Avenue, then ends at the old trestle, which is impassable. "From a regional perspective, it may be good for all the communities to have bicycle and pedestrian access to downtown Portland and the Clackamas River."

According to Henley, "The challenge is going to be: How do we pay for development ... and how do we pay for maintenance and upkeep?"

If the trail corridor is selected as one of Metro's new target projects by a "Green Ribbon" committee, a region-wide funding system could make the acquisition a reality. Green Ribbon chair

Walt Hitchcock said trail corridors like the Portland Traction Company line are a priority. "This will allow people to go north-south, east-west within the metropolitan area ... within a mile of their homes," he said.

The riverfront is intended to be the centerpiece of Milwaukie's redevelopment plans along McLoughlin Boulevard. At present, part of the corridor exists as a "multi-use path" running behind the remaining businesses on the east side of McLoughlin, and then running south parallel to the river.



Photo by DAVID STROUP

JoAnn Herrigel of Milwaukie goes over the plans for the Traction trail at one of the few points where the old rail line is still visible — where the right of way crosses the entrance to the Milwaukie Boat Ramp parallel to McLoughlin Boulevard.



Metro/Portland

◆ Calif

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THURSDAY ◆ OCTOBER 18, 2001

Spending cap limits annual greenspace work

Metro councilors must decide whether to ask voters for an increase or stretch out the five-year project

by **LAURA OPPENHEIMER**
THE OREGONIAN

Metro is considering \$60 million of greenspace improvements throughout the Portland area, from a forested butte in Clackamas to urban wetlands in North Portland.

But nature enthusiasts and politicians involved in the project are dogged by two questions: Will voters support an increase of Metro's solid-waste excise tax? And should Metro bypass a public vote by stretching the work longer than the five years initially considered?

The lower annual cost of a longer project time would keep the regional government below the threshold requiring voter approval.

Although the average household would pay only about \$7.50 a year for the five-year program, some say the flailing economy might cost Metro votes and dash hopes of de-

veloping the greenspaces any time soon.

A Metro committee of local government officials and interest groups is recommending development of 17 greenspaces, including four anchor sites and four large trails. The group chose from among 30 locations Metro has purchased with a \$135 million bond measure approved by voters in 1995. Cost estimates and work plans are not firm.

The four key sites include the Smith and Bybee Lakes Wildlife Area in North Portland, the 183-acre Mount Talbert area in the Clackamas area, the 230-acre Wilsonville Tract at the southwest edge of Wilsonville, and 256 acres on Cooper Mountain in Washington County.

The committee also suggested sizable improvements at the Fanno Creek Trail in Multnomah and Washington counties, the Gresham to Fairview Trail, the Springwater Trail in Portland and the Beaverton Powerline Trail.

Fee on garbage hauled

Unlike other governments, Met-

TO LEARN MORE

In December, the Metro Council will consider a proposal to spend \$60 million on greenspace improvements across the Portland area. The public can learn more and make comments at open houses next month.

◆ 5:30 to 7:30 p.m. Nov. 7, Mil-lan Library, 805 S.E. 122nd Ave., Portland

◆ 5:30 to 7:30 p.m. Nov. 13, Tualatin Hills Nature Center, 15655 S.W. Millikan Blvd., Beaverton

◆ 5:30 to 7:30 p.m. Nov. 20, Crest Center at Boones Ferry Primary School, 11495 S.W. Wilsonville Road, Wilsonville

garbage bill by \$7.48 a year. A cap on Metro's annual excise-tax spending would send the issue to the ballot next May or November.

Metro is allowed to spend about \$15 million a year from excise taxes and already has committed about \$8 million to other programs. That leaves only \$7 million a year for the greenspaces program unless Metro asks voters for more.

Committee members left it to the Metro Council to decide between the five-year plan or a longer program that wouldn't require public approval.

Several committee members spoke against a ballot measure, as did Portland Commissioner Jim Francesconi, who warned that a slowing economy and the Sept. 11 terrorist attacks have crippled public willingness to spend.

A public vote seems wise, said David Bragdon, presiding officer of the Metro Council.

"The public at large has to be convinced it's a good investment," he said. "It would have to be very clearly defined and defensible, and very descriptive of what the taxpayers are going to get for their money."

ro pays for most of its operations with a service fee on garbage haulers for every ton of waste processed. Haulers typically pass increases along to customers.

Completing greenspace improvements in five years would require Metro to bring in an extra \$12 million annually, increasing haulers' rates by \$10.10 a ton and boosting the average household

Portland voters may see levy for parks

In considering the measure to help maintain facilities, Commissioner Jim Francesconi backs off of a bond for new parks

By SCOTT LEARN
THE OREGONIAN

Portland Commissioner Jim Francesconi wants to ask voters for a 5-year, \$60 million parks operating levy to boost after-school programs and protect parks from looming budget cuts, adding to a crowded list of contenders for next year's ballot.

Francesconi, who oversees the Bureau of Parks and Recreation, said Thursday that a faltering economy and poll results have prompted him to drop plans to float a parks bond next November. Among other projects, the bond would have built a community center and paid for new parks.

Instead, Francesconi wants the City Council to agree to refer a \$12 million-a-year levy to voters next May, two months before a dwindling city budget could force cuts that Francesconi says would include closing two pools and raising fees.

"Now is not the time to build new things," Francesconi said. "Now is the time to maintain what we have and provide safe places for kids. That's the clear message we received."

Francesconi's proposed levy comes on top of other tax measures being con-

"Now is not the time to build new things. Now is the time to maintain what we have and provide safe places for kids. That's the clear message we received."

JIM
FRANCESCONI,
PORTLAND CITY
COMMISSIONER

sidered for next year, including a continuation and possible increase of Multnomah County's \$113 million 5-year library levy and new measures to boost early childhood education and operate a new county jail.

This week, Mayor Vera Katz also said she might propose a public safety levy for November to restore the city's police and fire budgets if the economy doesn't improve.

The city is projecting cuts of \$6 million to \$30 million next year in its \$364.5 million general fund, which pays for police, fire and parks. Katz and Francesconi conceded that the weak economy's squeezing of budgets also would make voters and business leaders less likely to endorse new tax measures.

Katz said she would not consider asking voters to approve a public safety levy unless the city's cuts next year total at least \$12 million.

The politicians also will have to take into account Measure 5's limit on property tax rates. County officials estimate there is room under the cap for perhaps \$30 million to \$40 million a year for new or expanded levies in the city.

Realistically, new levies could total at most \$1.50 for every \$1,000 of assessed value, county officials said, or \$225 a year

Please see **PARKS**, Page B10

Parks: Jail levy a hard sell

Continued from Page B1

for a house assessed at \$150,000.

Commissioner Dan Saltzman is pitching a \$10 million to \$20 million annual levy that would boost early childhood programs for five years. He is leaning toward May instead of November for the vote.

Multnomah County Sheriff Dan Noelle wants a \$12 million to \$15 million annual levy that would staff the county's new jail and drug-and-alcohol treatment center in North Portland, which is scheduled to begin construction next month. Noelle wants early childhood programs to be paired with the jail levy.

But private polls indicate the jail levy would be a tough sell, even coupled with popular early childhood programs. County Chairwoman Diane Linn said she wants to commission another private poll

to make sure.

Francesconi is working out details, but the proposed parks levy would help offset anticipated budget cuts next fiscal year. A \$3 million cut would mean closing two pools and some restrooms, eliminating programs, higher fees, among other reductions.

The levy would increase maintenance of school ball fields, boost the number of parks after-school programs, increase maintenance in natural areas, cut admissions fees, replace playgrounds and pay for repair projects.

Francesconi, who also oversees the Fire Bureau, said parks is almost certain to take the deepest cuts next year of the major general fund bureaus. After Sept. 11, police and firefighters are even more likely to be protected, he said, "and I agree with that."

Metro 'Green Ribbon Committee' works to open new parks, trails

□ The citizen group hopes to find the cash to open several of Metro's dormant 'green spaces'



METRO

By David Stroup
dstroup@clackamasreview.com

With a little luck, area residents will soon be able to benefit from Metro's half-decade-long green-spaces buying spree — if the agency can just figure out how to pay for it.

A "Green Ribbon Committee" of citizens and community leaders is finalizing a list of Metro green-space acquisitions to open to the public on what officials are calling an "aggressive timetable." The initial round of park openings will likely include some gems in Clackamas County, and key links in a trail system for the entire region.

"If you look at this trail plan," said Metro Green Ribbon Committee Chair Walt Hitchcock, "it will do for the movement of people and wildlife in a non-road manner ... what the freeways and arterial system has done for the movement of vehicles."

The group has been charged with reducing a laundry list of Metro properties — bought and "land-banked" for future use — to a short list of eight to 10 sites that can be opened to the public.

"This will allow anyone to go north-south, east-west in the metropolitan area ... within a mile of your house," said Hitchcock.

The group's final task, however, may be its toughest — they'll have to figure out how the region can pay for the task of readying those properties to be opened.

"Are we going to seek a levy bond?" asked committee member and Oregon City Commissioner Doug Neely. "Are we going to impose a fee at the Metro transfer station? That's another charge we have to deal with ... and we haven't gotten to that point yet."

and are expected to have some decisions by late October. They've already narrowed the list considerably. "They've been meeting every week, getting information about different sites."

The goal is a workable plan to open eight to 10 sites. "That's based on ... how much it costs to master-plan and open any site," Donovan said. They'll also focus on sites that can realistically be opened in three to five years. "Some may be great sites ... but may not be quite ready yet."

Local properties make the short list — but is there trouble ahead?

Mt. Talbert, in particular, is considered a gem of the region; it's already made the cut for consideration, and Hitchcock said it's very likely to be on the final list.

"I'd have trouble seeing that site not being one of the recommended sites," he said. "It's elevated, it's natural ... and there's a lot of potential trail and picnicking opportunities there."

Metro doesn't actually own another "hot" property on its list, the Portland Traction Company land, but they're in negotiations to acquire it, with the enthusiastic support of Milwaukie and the North Clackamas Parks and Recreation District.

The rail corridor is a five-mile strip running from Milwaukie to Gladstone; along with one unacquired segment of the Springwater Trail Corridor, it's a vital link in the plan to create an area-wide network of trails and parks reachable by those trails.

However, Metro's acquisition

could hit a snag — thanks to "reversion clauses" that may mean the trail property is owned by people along the length of the corridor. (For more on this story, see "Is the rail trail sale to no avail?" in our Oct. 11 issue.)

Still, Hitchcock said the "evolving philosophy" of the committee is to bring that linked system to life. He said the network of trails would stretch throughout the three-county region, starting within a mile of most peoples' homes. "That's why [the committee will] lean very heavily on doing a lot with the trails ... and three or four of the major sites are trail destinations and parks."

The bottom line

But first, the Green Ribbon Committee will have to vault that final hurdle — figuring out how to pay for the green-space openings.

Hitchcock said the committee was formed to do three things: cut the list down to eight to 10 recommendations, review planning aspects to make sure they aren't over-developed and come up with a financing model.

In addition to a revenue bond, options could include the creation of a new special district that could fund itself, or new fees on various activities.

Committee members say it will be worth it: They believe the city-wide network of trails and parks they're trying to create will be unique in the world.

"If you look at the regional trail map," said Hitchcock, "and think about trails that run through green spaces, and you start to overlay Metro's Green Space acquisitions ... you end up with ... the capacity to have a movement of people in quiet, natural surroundings anywhere in the region."

"As we expand and get more dense, this is what makes for quality living — not just 'rats in a maze' living."

The next step

go to pg 2

Looking for a new house at a price

The next step

Metro has been buying property since the mid-'90s, when voters passed a bond to secure and preserve green spaces. Canemah Bluff in Oregon City and Mt. Talbert near Milwaukie are two recent acquisitions in that effort.

But until now, the properties have been held — not opened as parks. "The bond measure was only for acquisition," said John Donovan of the Metro Council.

"The need for the [Green Ribbon] Committee came from the need — after land-banking for a long time — to do something with them," explained Mary King, committee member and Milwaukie city commissioner. "Land-banking costs money.... You have to keep it clean and insured and protected. After a while, you have to move on them."

"The council has directed the Green Ribbon Committee to look at a list of 30 sites," said Donovan, "to determine which would be most promising for master planning and opening for public access."

The committee was formed in July and started work in August; they're working on what Donovan called an "aggressive time frame,"

go to page 1 *

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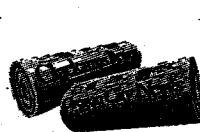


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THURSDAY ♦ OCTOBER 25, 2001

METROEAST BUREAU ♦ 503-294-5930

Greenspaces group sets priorities for development

With a focus on trails and four large areas around the region, Metro now faces the challenge of how to finance the projects

By LAURA OPPENHEIMER
THE OREGONIAN

Metro is considering \$60 million in greenspace improvements throughout the Portland area, from a forested butte in the Clackamas area to trails in Gresham to urban wetlands in North Portland.

But nature enthusiasts and politicians involved in the project are dogged by two questions: Will voters support an increase of Metro's solid-waste excise tax? And should Metro bypass a public vote by stretching the work longer than the five years initially considered?

The lower annual cost of a longer project time would keep the regional government below the threshold requiring voter approval.

Although the average household would pay only about \$7.50 a year for the five-year program, some say the struggling economy might cost Metro votes and dash hopes of developing the greenspaces any time soon.

"For anyone going to the ballot next year, it's going to be tougher because of the nature of the times we're in," Portland pollster Tim Hibbitts said. "That doesn't mean they couldn't pass it. It just means they'll have to work harder to sell the program."

A Metro committee of local government officials and interest groups is recommending the development of 17 greenspaces, including four anchor sites and four good-sized trails. The group chose from among 30 locations Metro has purchased with a \$135 million bond measure approved by voters in 1995.

Committee members finished their recommendations last week. Cost estimates and work plans are not firm, but projects slated for the four key sites show the scope of Metro's greenspace efforts.

◆ The Smith and Bybee Lakes Wildlife Area in North Portland would get a new trailhead, parking area, boat launch and environmental education center. The 2,000 acres along the Columbia River represent the largest freshwater wetlands in a city in the United States.

◆ Rising from the housing developments of Clackamas, the 183-acre Mount Talbert area would include habitat restoration, trails, parking, picnic tables, bicycle racks and a pedestrian bridge across Mount Scott Creek.

◆ The 230-acre Wilsonville Tract is planned as a hiking, picnicking and nature-study haven at the southwest edge of Wilsonville.

◆ High school students and volunteers are helping to restore habitat at Metro's 256 acres on Cooper Mountain in Washington County. Metro money would pay for further restoration efforts

Please see **GREENSPACES**, Page 9

Greenspaces: Park system described as 'spectacular'

Continued from Page 1

and development.

The committee also suggested sizable improvements at the Fanno Creek Trail in Multnomah and Washington counties, the Gresham to Fairview trail, the Springwater Trail in Portland and the Beaverton Powerline Trail. Nine other greenspaces and trails were recommended for some work, though they scored lower on the committee's priority list.

"It's a spectacular system," said committee Chairman Walt Hitchcock, former mayor of Sherwood. "When you stop and look at the map and think about it, you see what we're headed toward. This is what I think the people wanted."

Metro counselors will consider the improvements and the excise-tax increase in December.

Unlike other governments, Metro pays for most of its operations with a service fee on garbage haulers levied on each ton of waste processed. Haulers typically pass increases along to customers.

Completing greenspace improvements in five years would require Metro to bring in an extra \$12 million annually, increasing haulers' rates by \$10.10 a ton and the average household garbage bill by \$7.48 a year. A cap on Metro's annual excise-tax spending would send the issue to the ballot next May or November.

Metro is allowed to spend about \$15 million a year from excise taxes and already has committed about \$8 million to other programs. That

leaves \$7 million a year for the greenspaces program unless Metro asks voters for more.

Committee members left it to the Metro Council to decide between the five-year plan or a longer program that wouldn't require public approval.

Several committee members spoke against a ballot measure, as did Portland Commissioner Jim Francesconi, who warned that a slowing economy and the Sept. 11 terrorist attacks have crippled public willingness to spend.

Advocates of extending the program said they aren't trying to take advantage of voters. Homeowners might feel more comfortable with smaller increases, they said, and public support would still be important.

Those who wanted to stick with the five-year program said it is important to get moving. Some also worried about voters' perception of a decision to withhold the issue from the ballot.

A public vote seems wise, said David Bragdon, presiding officer of the Metro Council.

"The public at large has to be convinced it's a good investment," he said. "It would have to be very clearly defined and defensible, and very descriptive of what the taxpayers are going to get for their money."

BEAVERTON VALLEY TIMES

BEAVERTON, OREGON

VOL. 81 • No. 45

75 CENTS

AN EDITION OF TIMES NEWSPAPERS

Thursday, November 8, 2001

Panel says \$60 million needed for open spaces

By **KEVIN HARDEN**
Of the Times

A Metro task force said last week that it could take \$60 million during the next 10 years to open more than a dozen Portland-area open spaces and trails to the public.

Members of the Green Ribbon Committee, led by former Sherwood Mayor Walt Hitchcock, told the Metro Council Nov. 1 that the agency should spend \$6 million a year for a decade to improve 15 sites that include Cooper Mountain, the Fanno Creek trail and access to the Tualatin River.

Money for the projects was not included in the \$135.6 million open space acquisition bond approved by voters in 1995. That money was used to purchase more than 7,000 acres of land in the past six years. An additional source of money must be found to fund development of the areas.

Info

For more information on the Green Ribbon Committee's work, check out the Metro Web site: www.metro-region.org.

"These are things that everybody wants to do," said Hitchcock, Green Ribbon Committee chairman. "We think they are the logical next step in Metro's Greenspaces program. They will open up key sites and trails, and they'll touch just about everybody in the region."

Improvements to the sites would mean building trails or creating public areas where none exist today. Without improvements, the public wouldn't be able to use some of the sites.

To pay for the projects, the 17-member committee recommended that Metro increase its solid waste excise tax by \$5.15 a ton, bringing the tip-

■ See **PARKS**, Page A6

Parks: Final report due in December

■ Continued From Page A1

ping fee to \$70.65 per ton by 2004. That could provide the \$6 million annually for 10 years, at a cost of about 31 to 36 cents per household, according to the committee's draft recommendations.

"We're talking about pennies for each house," Hitchcock said.

Committee members said Metro should spend about \$38.5 million to improve the properties and provide \$5 million in challenge grants to the region's cities for additional work. Operation and maintenance of the sites could cost \$6 million, with restoration projects costing about \$2.5 million.

The committee also recommended that Metro set aside \$1.5 million for a "land bank" of other sites that could be improved later.

Another \$6 million would be earmarked for a contingency fund.

Metro councilors probably won't begin work on the recommendations until early December, said Charles Ciecko, Metro's Regional Parks and Greenspaces director. A series of public meetings is scheduled this month to discuss the recommendations before a final report is presented to the Metro Council Dec. 6, Ciecko said.

Committee members and Metro councilors will discuss the plan from 5:30 to 7 p.m. Tuesday at the Tualatin Hills Nature Interpretive Center, 15655 S.W. Millikan Way, Beaverton. Another presentation of the plan is from 5:30 to 7 p.m. Nov. 20 at the Crest Learning Center, 11495 S.W. Wilsonville Road, Wilsonville.

Green Ribbon Committee members will then meet at 5:30 p.m. Nov. 27 to complete its report, using comments about the plan from the regional meetings, Ciecko said. Metro's council probably won't take up the issue in earnest until early next year, he said.

"None of these is going to be a speedy project," Hitchcock said. "I think the sooner we get started, the better."

Metro appointed the Green Ribbon Committee in early August, charging it with preparing a list of development priorities for regional open spaces. In addition to Hitchcock, several Washington County officials and residents were part of the committee, including Terry Moore of the Tualatin Hills Park and Recreation board and Sue Marshall of Tualatin Riverkeepers.

One of the group's highest priorities is continuing work on the Fanno Creek Trail, which starts in Portland's West Hills and stretches for about 15 miles through Washington County, Southwest Portland and the cities of Beaverton, Tigard, Durham and Tualatin. The work would complete a 30-year vision for the regional trail.

Work also could be funded for the Beaverton Powerline Trail, a 13-mile corridor that runs from Forest Park to old Scholls Ferry Road. Only the southern part of the trail is developed, with large sections unimproved and closed to the public.

Funds also could be used to open parts of the 256-acre Cooper Mountain area to the public. Metro purchased the land on the mountain's southern slope just three miles from downtown Beaverton, but it has not been improved enough for large-scale public use.

Access to the Tualatin River also would be funded. The project could create public areas along the river every five or 10 miles from Farmington Road in Beaverton to Wankers Corner near Tualatin, Lake Oswego and West Linn. A 91-acre Munger Farm site also provides a mile of land along the Tualatin River near the Scholls-Sherwood area.

Another priority is development of a 230-acre tract of land near Wilsonville and Grahams Ferry roads south of Tualatin.

Metro panel envisions a green-ribbon plan

The cost of acquiring open space is high; the cost of not doing it is even higher

What you see now is what you will get in the future if the draft recommendations of a Green Ribbon Committee for Metro Council are adopted.

And that would mean pockets of open space connected by trails and rivers throughout the metropolitan area.

Walt Hitchcock, former mayor of Sherwood, is in charge of the panel that is working to keep the green for future generations.

"It's the green that makes Portland different" from virtually any other American city, the affable Hitchcock points out.

Metro established the Green Ribbon Committee, which is similar in concept to the Blue Ribbon Committee formed prior to the 1995 open space bond measure. The new committee's purpose is to select a group of open space projects for development into parks and trails in the next five years. Additionally, the panel was asked to make recommendations on how to fund the preparation and maintenance costs to enhance these areas.

Citizens, local park representatives and government officials are all on the 17-member panel, including Lake Oswego's Robert Kincaid.

The committee was formed in August and will formally go out of business in early December. Much of the land it is eyeballing already is in some form of public ownership, not necessarily belonging to Metro. Envisioning a partnership of interconnected parcels is part of the task.

The top eight projects include four anchor sites (Mt. Talbert, Wilsonville Tract, Smith and Bybee lakes and Cooper Mountain) and four trails (Fanno Creek Trail, Gresham to Fairview Trail, Springwater Trail (Sellwood to McLoughlin) and Beaverton Powerline Trail. Others are Willamette Cove, Portland Traction Trail, Tualatin River Access Points (including Wankers Corner), Ambleside/Hogan Cedars, Canemah Bluff, Beaver Creek Canyon Trail and East Buttes/Butler Ridge Trail.

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He envisions a time when people can travel on those trails or creek beds through a network of other trails and waterways virtually throughout the metro area.

As we watch the land grab continue inside the Urban Growth Boundary, that concept of urban wilderness and undeveloped land becomes pretty heady stuff.

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The focal point for the committee is a series of 1,000-plus habitat nodes, including such well-known ones as Forest Park, the Tualatin River National Wildlife Refuge and the Willamette Narrows. These are the regions where wildlife lives and breeds before branching out to the rest of the area. Animals would use the same trails and water corridors that are envisioned by the Green Ribbon Committee.

All of these are pieces of the puzzle for keeping the area alive, open and green, notes Hitchcock.

"If you don't take the land today and preserve the trails, they won't be there" in the future, he notes.

All of this comes, no surprise, with a price tag. The committee is suggesting using the Metro's existing excise tax mechanism that it already uses to pay for planning and other regional functions, including parks and open spaces support.

Recommended is a \$60 million package funded in one of two ways:

- Over five years and to be referred to the voters
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The funding mechanism would be a 31- to 35-cents-a-month added excise tax on solid waste pickup. Metro will decide in December if that is a viable way to go; solid waste companies will have to be sold on the concept.

We already are sold on the notion. The idea of government entities working together to ensure a livable metropolitan area with plenty of elbowroom through open areas and water seems like the wise way to go. We hope the Metro Council will feel the same.

Lake Oswego

Review

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News: 635-8811

Fax. No.:

Circulation: 620-9797

Advertising: 684-0360

635-8817

Classified: 620-7355

e-mail address: email@lakeoswegoreview.com

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COUNTY BRIEFS

'Green Ribbon Committee' wants Talbert, Canemah as parks

Metro's "Green Ribbon Committee" has turned over its final recommendations — including a slate of park projects and a possible funding mechanism — to the Metro Council. But shrinking budgets mean nothing's set in stone.

The recommended projects are all properties obtained by Metro's Green Spaces program and "land-banked" against future development as parks. Oregon City's Canemah Bluff made the committee's final list of properties to be developed — although it's pretty far down the list. According to Oregon City Commissioner and Green Ribbon member Doug Neeley, "It isn't designated for full funding in the next funding cycle."

A prominent Clackamas County landmark — Mt. Talbert — did grab one of the top slots on the list. It was designated by the committee as one of four "anchor properties" to receive the highest priority for development as a park. The other three

"anchor projects" include parks development of Smith and Bybee Lakes, Cooper Mountain in Beaverton and the "Wilsonville Tract," an area of mixed wetlands, savannah and forests.

Under Green Spaces, money was available for obtaining the land, but not for opening it to the public. The committee's recommendation of a funding mechanism — an increase in the excise tax on Metro solid-waste disposal fees — could change that. But Metro Presiding Officer David Bragdon said he knows it's a bad time to ask the voters for more money. "It remains to be seen if the timing is right for this," he said.

Mt. Talbert was considered a shoe-in for the final list of projects. "It's the last of the volcanic buttes that's completely forested," Bragdon said.

He says there's master plan for the proposed parks properties



Bragdon

— "in terms of a trail network, parking and interpretive signage. It's focused on nature — hiking, birding, picnicking. ... It's a lower-impact type of park, not tennis courts and soccer fields."

Trail segments also featured prominently in the Green Ribbon recommendations — including acquiring the missing Sellwood-to-McLoughlin link in the Springwater Trail as well as the old Portland Traction Company line, which runs from Milwaukie down to Gladstone. However, acquiring the Traction trail corridor may be problematic. "There's some ownership issues," Bragdon said. The original deeds may have included "reversion clauses" — meaning that neighboring landowners may have rights to the Traction land. "We're assessing what the risks are in terms of property owners trying to claim title."

— David Stroup



Wilsonville

Spokesman

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WEDNESDAY, NOVEMBER 21, 2001

TWO SECTIONS

Wilsonville Tract is topic of Tuesday meeting

Green Ribbon Committee seeks input on proposed park improvements

BY CURT KIPP
WILSONVILLE SPOKESMAN

After six years of painful negotiations, Metro finally owns the 230-acre Wilsonville Tract.

What should they do with it?

They're asking residents.

A public meeting — Metro's call-

ing it a "listening post" — will be held at 5:30 p.m. Tuesday, Nov. 20 at the Center for Research in Environmental Science and Technology, 11495 S.W. Wilsonville Road.

The Wilsonville Tract is located behind the CREST center. It is bordered on the east by several neighborhoods and Wilsonville Road, on the north by the Dammasch site, on the south by Wilsonville Road and Bell Road, and on the west by Living Enrichment Center and other properties. It includes open pasture land as well as a forested canyon

and some wetlands. About 20 acres of the original tract site was carved off to provide a place to build Boones Ferry Primary School.

The 17-member Green Ribbon Committee, appointed in July, has been studying the more than 7,500 acres of land purchased with a 1995 open spaces bond, including the tract.

"It's time to open up some of the best and most critically needed pieces of the regional open space acquisitions for citizens to enjoy,"

SEE TRACT ON PAGE 14

when & where

LISTENING POST

• When: Tuesday, Nov. 20, 5:30 p.m.
• Where: Center for Research in Environmental Science and Technology, 11495 S.W. Wilsonville Road

• What: To get input from residents on proposed park improvements for the Wilsonville Tract

• Contact: Curt Kipp, 503-261-1111
• Subject: Wilsonville Tract, Open Spaces, Parks, Recreation



Photo by Curt Kipp

Gov. John Kitzhaber (center) came to Wilsonville to celebrate Metro's purchase of the Wilsonville Tract last spring, but now the regional government must decide how to make use of the undeveloped 230-acre site.

Tract: Site picked as one of top priorities

Continued from Page 1

Metro Presiding Officer David Bragdon said.

The committee tentatively has recommended that the tract be one of four "anchor sites" for public use. These would receive extra funding for the development of public facilities. The other three are located at Mt. Talbert, Smith and Bybee Lakes, and Cooper Mountain.

In all, the committee recommended that 15 different sites receive some funding for open space parks development.

"The Wilsonville Tract scored second highest in the region because it has two schools next to it, the CREST center, potentially Dammasch, and all the other neighborhoods around it," Mayor Charlotte Lehan said.

Lehan envisions modest improvements to the property — restrooms, vehicle access, parking, signs, interpretive materials, trails, habitat restoration, and perhaps the repair of storm damage.

"The restrictions on the bond issue itself are that it be used for nature areas or educational purposes," Lehan said. "Those properties are not available for ball fields, swim centers or other uses."

The Wilsonville "listening post" will be the third of three to be held around the region.

"The important thing about coming to the meeting is to show support," Lehan said. "At this point, this whole plan to develop public access to these properties is just a recommendation from the Green Ribbon Committee. There are lots of properties in this region that would like these funds going to those properties."

After digesting the input gathered at the three meetings, the Green Ribbon Committee will make a final recommendation to the Metro Council in early December.

The Green Ribbon Committee includes several local players. Lehan is on the committee, as is Rudy Kadlub, chief executive officer of Costa Pacific Homes, which is negotiating to develop an urban village at the Dammasch site. Former Sherwood mayor Walt Hitchcock is chairing the committee.

Opinion

• West Linn Tidings • Thursday, November 22, 2001 • Page A4 •

Metro's open space project on right track

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Lining up for levy dollars

Parks, library, public safety services seek taxpayers' money

By **DON HAMILTON**
The Tribune

No matter where you live in the Portland area, someone's probably going to ask you for tax money sometime next year.

Most new property tax levies expire in five years unless reauthorized by voters.

City councils, county boards and other elected officials this winter will be discussing what, if anything, to ask of voters next year. Nothing has been set in stone, dollar figures might change, dates may vary, and the final versions could and probably will look different than what's being discussed today.

Here is an early look at what might wind up on the ballot next year.

Metro

■ In 1995, voters authorized money to acquire open spaces, and now Metro is debating whether to ask voters for more to develop and open four major regional parks, paid by an increase in the excise tax on solid waste.

But Metro Presiding Officer David Bragdon is unsure whether the idea will make it to the ballot. "It's not very encouraging right now," he said. "People are tightening their belts, and they expect government to do the same."

Portland

■ The recession has meant a drop in income for the city. In fact, the city expects a \$30 million shortfall in the fiscal year beginning July 1, and Mayor Vera Katz is considering whether to ask voters for a property tax levy to support police and fire services.

■ Commissioner Dan Saltzman is pushing what he calls the Portland Children's Initiative, which would raise money for early childhood programs, after-school

programs and child abuse prevention. He wants a measure on the May 21 ballot that would raise \$10 million to \$20 million a year for five years. At \$20 million a year, the owner of a \$150,000 home would pay an average of \$81 a year more in property taxes.

■ City parks improvements and after-school programs are being suggested for the May 21 ballot by Commissioner Jim Francesconi. His plan would raise \$12 million a year for five years at a cost of \$50 a year for a \$150,000 home.

Multnomah County

■ Voters approved fixing the Multnomah County Library system in 1997, but the funding will expire unless reauthorized by voters. The dollar figures haven't been set yet, but county commissioners say voters should expect a library measure on the May 21 ballot.

■ Voters have authorized the new Wapato jail, but there's no money to staff it. A funding measure might include money for a drug and alcohol rehabilitation center for jail inmates and for early childhood and after-school programs.

■ Diane Linn, chairwoman of the board of county commissioners, wants voters to approve money for the venerable, old Multnomah County Courthouse, in need of a seismic upgrade and other improvements. The plan could include a court facility of some kind in Gresham as well.

Washington County

■ Voters in the urban unincorporated areas will be asked next year to reauthorize the Enhanced Sheriff's Patrol District. The program increases police service beyond what the sheriff's office can offer in rural areas.

■ The Washington County Cooperative Library also will be up for reauthorization next year.

Clackamas County

■ County commissioners have been quietly discussing a public safety measure for the May ballot, but few details of their talks have been revealed, county spokesman Ron Oberg said. Oberg said a second ballot measure also may be in the works, but he would not discuss specifics.

Parisian scenes

Famous photos reflect
a culture's vitality

— See PORTLAND LIFE, C1



Hold the profit

Hard times take a bite
out of Portland-area bistros

— See BUSINESS, D1

Map your course

Downtown map eases holiday
— and year-round — shopping

— See SPECIAL SECTION

Portland Tribune

TUESDAY, NOVEMBER 27, 2001

PUBLISHED EACH TUESDAY & FRIDAY

FREE

Voters could be a tough sell

*Agencies cautious
about which tax
measures to pitch*

By **DON HAMILTON**
The Tribune

Throw out everything you know about passing tax measures because next year is going to be different.

War and recession have changed the political climate and local policy-makers are trying to figure out how voters will respond at the ballot. Will the recession make voters more cautious about spending tax money? Has war increased public confidence in the ability of government to solve problems?

"These are separate issues but we're seeing both at the same time," said Patricia McCaig, of Davis Hibbitts & McCaig, one of the state's top political strategists. "Both lead to a sense of uncer-

tainty and both make voters more cautious and more careful in deciding what to support, especially when it involves money."

Related story

■ Local agencies look at possible tax initiatives. **A5**

Policy-makers will learn more soon enough. Local governments throughout the area are cautiously considering whether to put tax measures on the May and November ballots next year, among them the city of Portland, Multnomah County, Washington County, Clackamas County and Metro.

To avoid ballot clutter, elected officials have been keeping one another updated on their plans. No fewer than three proposals to raise money for early childhood programs are under discussion in various government quarters these days, but don't expect to see all three on the ballot next year.

See **BALLOT** / Page 5

Ballot: Voter reaction is uncertain

■ From page 1

There's a lot of talk right now," Commissioner Dan Linn said. "But things will settle out."

Reaction to the ballot is sparse. Local policy-makers have found no consensus as to what to expect. Portland Mayor Vera Katz, for one, thinks they will be more cautious.

"I don't see them going out and supporting as many measures as they have in the past," she said.

Commissioner Erik Stenstrom, saying voters are apt to vote conservatively in a recession and are likely to focus on core community values. That could mean, he said, that voters will support existing programs but will be apprehensive about new ones.

"We should be very cautious about putting things on the ballot and then only things that are a top priority," he said.

Multnomah County commissioners seem ready to ask voters to reauthorize property taxes for the library system. But they're moving cautiously in considering two other proposals. One calls for fixing up the Multnomah County Courthouse, and the other would result in new money for public safety and early childhood programs.

"We have to figure out what to offer the voters, when to offer it and how much to ask for," said Diane Linn, chairwoman of the Multnomah County Board of Commissioners. "We'll poll on it and see what our customers want to tell us."

The recession will affect the process in another way. Public money cannot be used to support ballot measures. That means backers of a measure must raise private money to conduct a campaign, especially necessary if there's organized opposition, not



SALTZMAN

uncommon these days when it comes to public spending proposals. The recession, though, may make it harder to raise money for an independent campaign.

Discussions on ballot measures will continue through the winter.

But by all indications, no big, ambitious new initiatives are in the works. Some new projects may show up, but most measures will be familiar to voters, including the Multnomah County Library or the Enhanced Sheriff's Patrol District in Washington County.

Voters will see issues returning to the ballot for reauthorization more and more in the years to come because there's really no such thing as a permanent new property tax levy in Oregon anymore. Under measures 47 and 50, local governments operate with money generated by a fixed property tax rate. Voters can approve new taxes for projects beyond that, but those taxes expire within five years without reauthorization by voters.

That's why, for example, Mult-

nomah County will ask voters next year to reauthorize money to operate the library system. Voters approved the levy in 1997, but it will soon expire, prompting deep library cuts without reauthorization. The measure probably will wind up on the May 21 ballot.

"We think the county wants to operate a world-class library system."

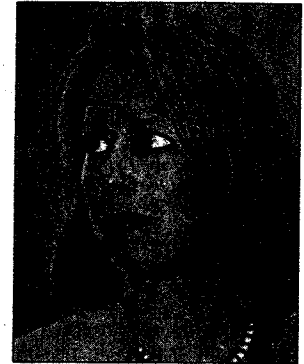
This law doesn't affect bonds approved by voters, however. Bonds are used for construction and improvements, temporary projects by their very nature, while property taxes are used for long-term projects such as operations and maintenance.

Another wrinkle next year involves the double-majority law — requiring voter turnout of more than 50 percent to approve taxes. It's in place for every election except the general election every

other November, forcing two years' worth of tax requests onto the ballot at the same time.

Next year might be different, though, because both Republicans and Democrats have contested primaries for governor. That should ensure a 50 percent turnout, and that, in turn, should attract tax measures to the May 21 primary.

In fact, local policy-makers worry about overwhelming voters with tax measures next year. And quite a few are in the works. Three are under discussion at Multnomah County, three at Portland City Hall, one at Metro, two in Washington County and one, perhaps two, in Clackamas County. Neither Tri-Met nor Portland Public Schools, however, has announced plans to ask voters for money next year.



LINN

Portland City Commissioner Jim Francesconi used private money, not public, to poll voters this fall. He wanted to gauge public interest in his plan for a property tax levy to improve city parks and establish after-school programs.

The poll hasn't been made public because it was paid for with private money. But the results must have contained good news because Francesconi said he may take a proposal to the City Council and, he hopes, to the May ballot.

"People are insecure," he said. "One of the messages is that during this time we need parks and community centers and after-school programs more than ever."

Getting voters to pass tax measures has never been easy. But 2002 offers a whole new set of complications, Linn said.

"The world has changed dramatically and the role of government has changed dramatically," she said. "Everything we do has to be done looking at how the economy will affect our lives. We have to do that much better to gain the confidence of the community."

Contact Don Hamilton at dhamilton@portlandtribune.com.

"We should be very cautious about putting things on the ballot and then only things that are a top priority."

— Erik Sten, city commissioner

Appendix

Agendas & Minutes

A G E N D A

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METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: November 27, 2001
DAY: Tuesday
TIME: 5:00 PM
PLACE: Metro Council Chamber

I. INTRODUCTIONS

II. PUBLIC COMMENT REPORT

Donovan

III. GREEN RIBBON COMMITTEE REPORT REVIEW

Hitchcock

ADJOURN

2001 GREEN RIBBON COMMITTEE MEMBERS: *Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Herrmann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker*

NOTE:

- Do you have questions about the agenda? Call Council staff Michael Morrissey, 797-1907; Jeff Stone 797-1538
- For help per the Americans with Disabilities Act, dial TDD 797-1804 or 797-1540.

GREEN RIBBON COMMITTEE

November 27, 2001

Metro Council Chamber

Notes of Meeting

Chair: Walt Hitchcock

Attendance

Present: Councilor Daoust, Mayor Grant, Hermann, Hitchcock, Judd, Kadlub, Councilor King, Mayor, Marshall, Moore, Commissioner Neeley, Walker

Not Present: Gilbert, Houck, Kincaid, Mayor Lehan, Siegel

Others Present: Thelma Hagenmiller, Mikey Jones, Margaret Pritchard

Chair Hitchcock opened the meeting at 5:15 PM. Guests introduced themselves.

After Introductions, David Judd summarized a letter of support and concern from the city of Portland. The letter focused on a proposed city parks operating levy, in May 2002. The city hopes that a way can be found for the city proposal and a possible Metro proposal to not negate each other at polls. The second point of the letter states a preference that any local share funds included in the Green Ribbon package should be allocated to the entity that owns and/or maintains the park or trail to be improved.

Listening Posts: John Donovan summarized the results of listening posts, hosted by Metro since the Green Ribbon Committee's last meeting. At least 60 citizens attended those meetings and there was no negative comment relative to the goals of the Green Ribbon committee. The Parks and Greenspaces Advisory Committee was also briefed, with positive feedback. The Solid Waste Advisory Committee was more critical as a result of its briefing, however. That committee desired more public outreach on the issue, didn't see the nexus between solid waste revenues and additional parks funding, and felt the Metro council should seek the funds elsewhere.

Public Comment: Mikey Jones was critical of prior government promises in relation to the 40-mile loop. Whatever is done at Smith & Bybee Lake should follow existing plans, he felt, and the loop should be completed.

Current Report: John Donovan reviewed the final draft of the report, modified since the committee's last meeting. In particular, Mr. Donovan asked that the committee focus on summaries and recommendations at the head of each chapter. No substantive changes have been made but he wanted to be sure the new language reflected the committee's conclusions, accurately. The same is true for a new executive summary section. Doug Neeley asked that all sites be listed, not just the top eight (see p. 4 of recommendations). He also felt that the nexus between excise tax on solid waste and parks and trails funding needed some further explanation.

A concern was expressed that the report didn't ensure that sufficient funds would be available for projects 9-15. Other committee members clarified that while they didn't have enough information to detail the cost for each site, they felt comfortable that money would be available for each site to be developed at an appropriate level.

Barbara Walker clarified that operations and maintenance funds were to be distributed to all sites, not just the top 8.

The committee voted unanimously to adopt the report and its recommendations, acknowledging that members would have until the following Monday to send in comments of a clarifying nature.

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1540 | FAX 503 797 1793



METRO

Agenda

MEETING: GREEN RIBBON LISTENING POST
DATE: November 20, 2001
DAY: Tuesday
TIME: 5:30 PM
PLACE: Crest Learning Center/Boones Ferry Primary School

- I. REGISTRATION/OPEN HOUSE
- II. WELCOME/INTRODUCTIONS Bragdon
- III. GREEN RIBBON COMMITTEE DRAFT RECOMMENDATIONS AND SITE REVIEW Desmond
- IV. QUESTION AND ANSWER/PUBLIC COMMENT

2001 GREEN RIBBON COMMITTEE MEMBERS: *Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker*

NOTE:

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METRO

Agenda

MEETING: GREEN RIBBON LISTENING POST
DATE: November 13, 2001
DAY: Tuesday
TIME: 5:30 PM
PLACE: Tualatin Hills Nature Interpretive Center

I. REGISTRATION/OPEN HOUSE

II. WELCOME/INTRODUCTIONS

Bragdon

III. GREEN RIBBON COMMITTEE DRAFT RECOMMENDATIONS AND SITE
REVIEW

Desmond

IV. QUESTION AND ANSWER/PUBLIC COMMENT

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Herrmann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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METRO

Agenda

MEETING: GREEN RIBBON LISTENING POST
DATE: November 7, 2001
DAY: Wednesday
TIME: 5:30 PM
PLACE: Midland Library Community Room

- I. REGISTRATION/OPEN HOUSE
- II. WELCOME/INTRODUCTIONS Bragdon
- III. GREEN RIBBON COMMITTEE DRAFT RECOMMENDATIONS AND SITE REVIEW Grant/Desmond
- IV. QUESTION AND ANSWER/PUBLIC COMMENT

2001 GREEN RIBBON COMMITTEE MEMBERS: *Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker*

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A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: November 1, 2001
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- 1. INTRODUCTIONS**
- 2. CITIZEN COMMUNICATIONS**
- 3. EXECUTIVE OFFICER COMMUNICATIONS**
- 4. AUDITOR COMMUNICATIONS**
 - Status of Audit Recommendations
- 5. MPAC COMMUNICATIONS**
- 6. GREEN RIBBON PRELIMINARY REPORT**
- 7. CONSENT AGENDA**
 - 7.1** Consideration of Minutes for the October 25, 2001 Metro Council Regular Meeting.
- 8. COUNCILOR COMMUNICATION**

ADJOURN

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1540 | FAX 503 797 1793



METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: October 16, 2001
DAY: Tuesday
TIME: 5:00 PM
PLACE: Metro Council Chamber

- I. INTRODUCTIONS Hitchcock
- II. STATUS OF PROGRESS Hitchcock
 - ☐ Recommendations made at last Green Ribbon Committee meeting
- III. CONTINUE RECOMMENDATION DISCUSSION
 - ☐ Restoration and small capital improvement
 - ☐ Stewardship and Maintenance for other Greenspace sites
 - ☐ Local share level and method of allocation
 - ☐ Capital improvement level
 - ☐ Length of financing measure
 - ☐ Referral and referral date
- IV. DISCUSSION OF FUTURE, LONGER TERM NEEDS FOR PARKS
- V. RECOMMENDATION STRUCTURE TO COUNCIL
- VI. CITIZEN COMMUNICATION

ADJOURN AND RECESS THE COMMITTEE

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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GREEN RIBBON COMMITTEE

October 16, 2001

Metro Council Chamber

Notes of Meeting

Chair: Walt Hitchcock

Attendance

Present: Gilbert, Mayor Grant, Hermann, Hitchcock, Houck, Judd, Kadlub, Kincaid, Councilor King, Mayor Lehan, Moore, Commissioner Neeley, Siegel, Walker

Not Present: Councilor Daoust, Darcy, Marshall

Others Present: Presiding Officer Bragdon, Portland City Councilor Jim Francesconi, Thelma Haggenmiller, Chuck Gode.

Chair Hitchcock opened the meeting at 5:15 PM. Guests introduced themselves.

The notes from the 10/9/01 meeting were accepted.

Chair Hitchcock summarized the committee's progress to-date. It began with a charge from the Metro Council to analyze 30 sites and make revenue recommendations for developing and opening 8-10 sites. The committee has now agreed to recommend 17 sites, of which 4 are to be anchor sites. Eight trails are among the 17 sites recommended for opening. The committee has also identified a preliminary program that would fit within a 5 year, \$60 million budget window. As a part of that program, the committee approved \$12.5 million towards operation and maintenance for the 17 sites.

The committee then reviewed a series of options in order to finalize its recommendations.

Restoration and Small Capital Improvements

Chair Hitchcock identified an amount for restoration and capital improvements for parks, trails and open space sites not in the committee's final recommended development package. The amount was \$500,000/year or \$2,500,000 over a 5-year period. Charles Ciecko clarified that the success of this aspect will be predicated not only on money, but also on leveraging volunteers and on the # of projects chosen.

Vote-unanimous.

Stewardship and Maintenance

Next, \$300,000 annually was identified for stewardship and maintenance (landbanking) for sites not selected by the Green Ribbon Committee for development at this time.

Vote-unanimous.

Local Share and Capital Development

Purpose and scope: The committee discussed the purpose and scope of a local share package. There was discussion of whether local share should go only to jurisdictions that were unlikely to have sites in the final recommended package, or to all jurisdictions to help gather widespread support for a possible revenue measure.

Some committee members recommended allowing non-profit groups and not just local jurisdictions to be eligible for local share dollars. Other members responded that restoration grants were already available for those grants, and that local jurisdictions typically had the first line of responsibility for park or trail improvement anyway.

Rudy Kadlub, in support of comments by Barbara Walker, moved that local share dollars be made available for local jurisdictions in a challenge grant format. Grants would be limited to parks, trails and open spaces that augment or complement the regional system.

Planning and development activities will be eligible for these grants. An emphasis should be placed on community partnerships.

Vote-unanimous.

Amount: Mr. Kadlub then moved a package that included \$32 million for development of the 8 top rated projects, \$6.5 million for the next 9 projects, and \$1 million a year, or \$5 million total for a challenge grant program for local jurisdictions.

Discussion ensued over the implications for the 9 lower-rated projects. After further discussion, Mr. Kadlub modified his motion to clarify that the bottom 9 projects should be funded in a manner that honors their ranking. He also included the \$5 million that staff had identified for contingency.

Vote-All committee members voted yes, except Commissioner Neeley, who voted no.

Mr. Kadlub then moved to reconsider the \$12.5 million that the committee had previously committed to operations and maintenance for priority sites. Given that within a 5-year period, no site will be developed immediately, a ramp-up approach is more reasonable. His motion was to remove \$6 million from the \$12.5 million, and assign it to capital development for sites. That action would increase the amount available for capital development to a total of \$38.5 million. Jeff Tucker then explained to the committee how the original \$12.5 million figure had been defined. Chair Hitchcock asked that the motion be amended so that the \$6 million be placed in a kind of reserve whose first priority would be for operations and maintenance, if needed during the 1st five years, but otherwise could be used for capital expenditures.

Vote-unanimous.

Funding Source and Timing Implications: The committee discussed the pros and cons of a recommendation to Council with regard to the source of funds. Briefly, a 5-year, \$60 million package funded through an increase in the excise tax, and with a referral to the voters, became option A. Option B would be based on an assessment that voters would not support such a measure in the immediate future. In that case the Council has the authority to increase the excise tax on its own, as long as a revenue-generating cap (currently \$7.8 million above revenue generated) is not exceeded. In order to not exceed that cap, a period of time longer than 6 years,

and less than 10 years would be needed to generate revenues for the committee's package. Inflation for more than five years would increase the total amount needed to accomplish the same objectives to approximately \$10 million.

Presiding Officer Bragdon explained that he did not expect other Metro departments to be competing for funds raised through excise tax increases.

A motion by Councilor King to recommend a version of option B, estimated to be 10 years and \$70 million (or proportional to the 5 year \$60 million option A), **passed** with three dissenting votes. The motion included a referral to voters at a future date of a measure that would include a permanent line of funding that could include money for acquisition, as well as development and maintenance.

Mr. Kadlub then moved to forward two choices to the council with no recommendation: Option A, and option B extending the same package over a yet-to-be-determined amount (staff are asked to clarify) of time and revenues. This motion was understood to supersede the previous motion. Barbara Walker expressed sensitivity that a Metro measure not negatively influence other local jurisdiction measures that might be on the ballot.

Vote-unanimous.

Progress Review

Doug Neeley moved that a committee be established that will review the progress of this effort on a biennial basis.

Vote-unanimous.

Public Comment

Portland City Councilor Jim Francesconi urged the committee to not recommend that a revenue measure be referred to voters in either May or November of 2002. He felt that Metro needed to do further polling on this issue. A citizen expressed the opinion that the current Open Spaces bond measure 26-26, passed in good economic times, and was seen as providing protection against density. She felt that with the events of Sept. 11, and a downturn in the economy, voters will be unlikely to pass the package that the Green Ribbon Committee is recommending.

Kudos

Staff were congratulated for providing accurate and timely information and supporting a process that was transparent to participants and observers.

Metro was thanked for working cooperatively with local partners.

Next Meeting:

Tuesday November 27, 2001, 5:00-7:30 pm, in Metro Council Chamber.

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: October 9, 2001
DAY: Tuesday
TIME: 5:00 PM
PLACE: Metro Council Chamber

- | | | |
|------|---|------------------|
| I. | INTRODUCTIONS | Hitchcock |
| II. | REVENUE OPTIONS | Mounts |
| III. | COMPLETE EVALUATION OF COSTS TO SITES | Hitchcock/Tucker |
| IV. | ESTABLISH THE RECOMMENDED FUNDING LEVEL | Hitchcock |
| V. | RECOMMEND FUNDING MECHANISM | Hitchcock |
| VI. | OTHER ITEMS | |
| | <input type="checkbox"/> Materials needs and requests | Stone |
| | <input type="checkbox"/> Final questions and comments | Hitchcock |
| VII. | CITIZEN COMMUNICATION | |

ADJOURN

2001 GREEN RIBBON COMMITTEE MEMBERS: *Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker*

NOTE:

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MEETING NOTES
GREEN RIBBON COMMITTEE
Tuesday, October 9, 2001
Metro Council Chamber

Members Present: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Mayor Eugene Grant, Jerry Herrmann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Douglas Neeley, Meyer Siegel, Barbara Walker

Members Absent: Ralph Gilbert

Staff/Council Present: David Bragdon, Charles Ciecko, Peggy Coats, Jim Desmond, Tony Mounts, Jeff Stone, Jeff Tucker

Chair Hitchcock opened the meeting at 5:15 pm.

1. Introductions and Announcements

Committee members and guests introduced themselves.

Sue Marshall, Tualatin Riverkeepers, invited the committee to tour access points along the river. John

Donovan, Metro Public Outreach Director, offered to help coordinate.

John Donovan announced that, following the work of the committee, a series of Open Houses would be occurring to give the broader community an opportunity to see the work of the committee before a recommendation goes to Council for final approval. He invited members to be present, if possible, at the evening meetings. He noted that the potential dates are Wednesday, November 7; Tuesday, November 13; and Thursday, November 15. The meetings will be informal, designed for sharing and discussion.

2. Revenue Options

Tony Mounts, Metro Financial Planning Manager, provided background on the options identified in the charge to the committee – Property Tax, Solid Waste Excise Tax, and Regional Parks Fee. He described these three options in terms of rate, authorization, how they would be administered, precedents, and issues, referring to the hand-out distributed at the October 2, 2001, committee meeting.

Comments and Discussion

- The question was asked: what is Metro's charter limitation on excise tax? Mr. Mounts replied that the charter limits how much expenditure can be funded by that type of revenue. At present, the cap is set at \$15 million, and Metro is currently at \$8 million, leaving room for another \$7 million in expenditures before the cap would be reached.
- The question was asked: Municipalities have the option to use utility fees; what are Metro's capabilities in this area? Mr. Mounts replied that most fees run through utility bills must be items that can be metered by usage, or can utilize court-tested models to link usage to the fee charged. He cited examples such as stormwater, wastewater, and transportation fees.
- It was stated by one committee member that property taxes seem to be a short-term solution, and Metro requires a funding mechanism that is long-term, meets the needs of inflation, and is clearly defined for greenspaces and trails. Other committee members noted that there are compression issues which would make this a less viable option.
- It was noted that excise tax is the only general operating fund Metro has. If used for greenspaces, it will eventually compete against other program funding; also, it is dependent on growth in the use of Metro services and that may be declining. However, using the excise tax for parks operations and maintenance is consistent with present structure.
- General agreement that property tax is not a good, or reliable, solution. Excise tax seems like a clearer path; further, if it is referred to the voters, there is the possibility that, somewhere down the line, Metro can request an increase in the Charter cap.
- The question was asked: why can't other revenue sources (such as grants or contributions) be explored? Presiding Officer Bragdon replied that Council had several long discussions regarding alternative sources, which are detailed in the Lewis and Clark Report. The three options identified for the committee to work with are the most viable because a) many other types of taxes are already spoken for (such as a lodging tax), of b) the amount that could be generated would be insufficient.
- Comment was made that perhaps there should be two funding sources: one for operations and maintenance, and one for capital improvements. A rebuttal to this was that Metro would then be fighting two voter battles, rather than presenting one cohesive package.
- Consensus was reached that Regional Parks Fee was really a tax, and therefore probably not doable. Collection on this type of funding mechanism is also a problem. It was noted that many other fees are already included on utility bills in some jurisdictions, and adding more for any reason would be difficult to justify to the voters.

- The comment was made that, regardless of the funding mechanism chosen, if it was to be referred to the voters, there is a timing problem, due to current economic conditions. People may view this as frivolous. We need to look at what the voters want to give us and when, rather than how much we'd like to get.

3. Financial Planning/Revenue Options

4. Establish Recommended Funding Level

5. Recommended Funding Mechanism

Jeff Tucker, Parks and Greenspaces Financial Planning Manager, revisited the conceptual frameworks discussed at the October 2, 2001, meeting for financial planning of individual sites. Presiding Officer Bragdon reminded the group that these are ball-park estimates, and master planning would come later.

Comments and Discussion

- General discussion ensued regarding the best way to approach choosing sites and funding amounts.
- It was noted that whatever dollar amount was recommended, it would be limited by maximum amount of tipping fee which could be charged.
- Some committee members felt that a local share component to the funding measure was needed.
- It was surmised that the amount required might be closer to \$50 million over a 5-year period if operations and maintenance and local support were thrown in to the mix.
- It was noted that, because the costs given were only estimates, that capital costs could come in much higher; therefore it would be prudent to go out for more.
- In terms of site selection, the group felt that the rankings already indicate where priorities might be for development, and there is no need to be more specific, except to note that several anchor sites should be chosen for more development.
- The comment was made that Metro should stay at a lower funding request level because there would be many other funding measures on the ballot in 2002.
- After some discussion, the group concluded that a higher amount could be feasible, if it was framed as a cost to the average household of less than \$1 per month.

- It was estimated that if household costs were increased to \$7.50 per year, \$12 million annually could be generated, or \$60 million over a 5-year period, resulting in a tip fee of somewhere around \$75 per ton. If this occurred, the cost to the average household per month would be somewhere around \$.63.

Action: Jerry Hermann motioned, and Doug Neeley seconded that excise tax would be the recommended primary funding mechanism for greenspaces and trails improvements and operations and maintenance. Motion was approved.

Action: Eugene Grant motioned, and Doug Neeley seconded that Metro should go out for \$35 million for capital development only on all 15 projects. No consensus was evident.

Action: Rudy Kadlub motioned, and Charlotte Lehan seconded that the measure should be aimed at generating \$60 million over a 5-year period, for capital, maintenance, and local share combined, with the amount of each component to be determined. Motion was approved.

Action: Rudy Kadlub motioned, and Mike Houck seconded that the measure should specify \$12.5 million total out of the \$60 million to be used for operations and maintenance purposes with allocation of the other \$47.5 million to be determined. Motion was approved.

6. Other Items

It was agreed that further discussion on the allocation of funds for capital improvements, landbanking, and local share would be continued to the next meeting. The next meeting, on October 16, 2001, will take place between 5:00–7:00 p.m.

7. Citizen Communication

There was none.

The meeting was adjourned at 7:40 p.m.

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METRO

MEETING: METRO COUNCIL NATURAL RESOURCES COMMITTEE
 DAY: Wednesday
 DATE: October 3, 2001
 TIME: 1:30 p.m.
 PLACE: Metro Council Chamber

Revised 9/27/01

APPROX. TIME

PRESENTER

Call to Order and Roll Call

- | | | |
|------------------------|--|----------------|
| 1:30 p.m. | 1. Consideration of the Minutes of September 13, 2001 meeting
(Action Requested: Motion to Approve Minutes) | |
| | 2. Consideration of the Minutes of September 19, 2001 meeting
(Action Requested: Motion to Approve Minutes) | |
| 1:35 p.m.
(15 min.) | 3. Review Goal 5 Significance Timeline
(Action Requested: Information and Direction to Staff) | Turpel |
| 5:00 p.m.
(0 min.) | 4. Regional Goal 5 – Riparian Corridor & Wildlife Criteria and Mapping
(Action Requested: Information and Public Testimony Taken) | Cotugno |
| 2:20 p.m.
(30 min.) | 5. Green Ribbon Update
(Action Requested: Information and Direction to Staff) | Stone, Cieccko |
| | 6. Councilor Communication | |
| | Adjourn | |

2001 COMMITTEE MEMBERS: Carl Hosticka (Chair), Susan McLain (Vice Chair), Bill Atherton

NOTE:

- Times are approximate; items might not be considered in the order listed.
- For questions about the agenda, call Council staff Michael Morrissey, 797-1907, or Kim Bardes, 797-1537
- Public hearings held on all ordinances and on resolutions upon request. Written testimony for the public record may be submitted by email, fax, mail, or in person to the committee clerk.
- For assistance per the Americans with Disabilities Act, dial TDD 797-1804 or 797-1540

A G E N D A

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METRO

Revised Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: October 2, 2001
DAY: Tuesday
TIME: 5:00 PM (note new time)
PLACE: Metro Council Chamber

- | | | |
|------|---|-------------------|
| I. | INTRODUCTIONS | Hitchcock |
| II. | DEVELOPMENT STRATEGY AND VISION | Hitchcock/Bragdon |
| III. | FINANCIAL PLANNING/REVENUE OPTIONS | Tucker/Mounts |
| IV. | OTHER ITEMS | |
| | <input type="checkbox"/> Material needs and requests | Stone |
| | <input type="checkbox"/> Final questions and comments | Hitchcock |
| V. | CITIZEN COMMUNICATION | |

ADJOURN

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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MEETING NOTES
GREEN RIBBON COMMITTEE
Tuesday, October 2, 2001
Metro Council Chamber

Members Present: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Douglas Neeley, Meyer Siegel, Barbara Walker

Members Absent: none

Staff/Council Present: David Bragdon, Charles Ciecko, Peggy Coats, Jim Desmond, Michael Morrissey, Tony Mounts, Jeff Stone, Jeff Tucker

Chair Hitchcock opened the meeting at 5:15 pm.

1. Introductions

Committee members and guests introduced themselves.

2. Development Strategy and Vision

Chair Hitchcock restated the mission of the group: to demonstrate what has been done with the Greenspaces program to the public; to bridge from an acquisition phase to an implementation phase; to pave the way for further development and later acquisition; and to reach out to as many people as possible.

He proposed a strategy for development of sites which would focus on four key sites, or "anchors" for highest development, followed by cursory initial development on the remainder of the sites as finances allowed. He stated that the four sites he proposed (Mt. Talbert, Wilsonville Tract, Smith & Bybee Lakes, and Cooper Mountain) represent the four corners of the regional system; that each touches upon or is part of the regional trail system and that the sites are accessible to everyone so they can be a visible representation of what the Greenspaces program is capable of.

He further proposed that, if the committee accepted the concept of focusing on key sites for development, the questions remained as to what level of development the sites would be assigned, and to what extent development would be limited on the remaining sites.

Jeff Tucker, Parks & Greenspaces Financial Manager, showed the committee where the proposed anchors are located on a map of the regional system.

Comments and Discussion

- There was a concern expressed regarding the need to focus on trails as well as key regional sites. Trails could potentially reach the largest number of people. A suggestion was made to prioritize the remaining sites, apart from the key sites, as to their access to the regional trail system.
- Restoration still needs to be an important focus. The question was asked whether, in the budget for ongoing capital improvements, there would be money set aside for restoration purposes, and, if not, should that be part of the overall package proposed to Council.
- It was stated that it makes sense to approve a base package for the top 12-15 sites as a starting point - this would touch more sites in the region, and provide greater access overall, rather than starting by assigning more dollars to fewer sites.

- The question was asked whether the target dollar amount of \$20,000,000 for projects and \$10,000,000 had changed to \$30,000,000 for projects alone? Hitchcock responded that, in his proposal, the \$30,000,000 does not include maintenance and small capital projects. He said, realistically, that would add another \$6,000,000 to \$10,000,000 to the total cost. He further questioned whether, if the committee recommends going forward with a lot of sites which are only moderately visible, if they have fulfilled their mission of showing the importance of sites and regional appeal?
- One member questioned how the committee could make a decision on site selection if they don't know how they're going to pay? Presiding Officer David Bragdon responded by stating that, at this point, we don't know. Council has given the Committee rough parameters in which to make a decision, but, ultimately, Council will decide what is realistic or feasible to ask the voters for.
- A comment was made that the proposed strategy had a lot of merit, and that the overall concept of funding anchors at a higher level as a visible part of the system while funding the remaining top sites at a restoration level is good.
- There was general agreement that it would be desirable to have some money in the package go back to local jurisdictions for matching to get some of the regional trails moving ahead. There was also a need expressed to understand what cities and other local partners would be willing to do.
- There was a concern expressed that the committee's original charge was to select 8-10 sites, and they were now up to 15. A suggestion was made to review the top 11 sites financially, then review the remainder, rather than stating that all will be opened or developed at some level.
- It was asked that staff provide a list of the trails already completed, with graphics so the committee can see what has already been completed.

Action: Eugene Grant motioned, and Nathalie Darcy seconded that the group accept the proposed recommendation to continue reviewing all 15 sites for now and to leave it to Council to make cuts later. Motion was approved.

Action: Eugene Grant motioned, and Mike Houck seconded that the group accept the concept that the four sites mentioned would be funded and developed at a higher level and more fully than the remaining sites. Motion was approved.

3. Financial Planning/Revenue Options

Jeff Tucker talked about how trail costs were put together, referring to hand-outs on individual sites distributed to the committee. He stated that the committee could decide upon a mix of segments to arrive at a price for development. He also stated that he had applied conservative inflation factors to existing master plan estimates to arrive at the figures noted on the site selection sheets. He then reviewed the financials on all the sites, and responded to questions and comments regarding specific sites and trails, addressing outstanding issues overall, and per site. He stated that the "infrastructure improvements" of \$5,000,000 was to address potential unanticipated road improvements related to the top four sites.

Jim Desmond, Open Spaces Acquisition Manager, discussed the hand-out distributed to the committee on general trail costs. He noted that cost could vary greatly depending upon development requirements which might be imposed by the Portland Department of Transportation (PDOT) or other jurisdictions.

Jeff Stone, Council Chief of Staff, briefly addressed funding mechanisms available to Metro, referring to the hand-out on Revenue Options distributed to the committee, stating that there would be an opportunity to discuss these options in more detail at the next meeting.

Comments and Discussion

- It was stated that Metro has the greatest control over excise tax as a funding mechanism.
- It was reiterated that, at this point, Council has not decided upon a specific funding mechanism, and whether a specific recommendation from the committee will require a vote.
- The issue of compression was discussed as less of an impact now than in the period preceding Measure 47 (approximately five years ago), and that it is principally a Multnomah County issue.
- It was stated that there is timing issue in regards to the possibility of going out for a Regional Parks system fee (e.g. utility tax), given the current high utility rates. There was a concern that Metro be able to "sell" the package, and, if this is chosen as a funding option, that we wait until the current pressure on utilities is over. It was also stated that this type of funding mechanism will probably become more popular with other local governments in the future.
- Some members felt that property taxes should be eliminated as an option, because they are not long-lasting; they are too difficult to pass; and they would not ultimately sustain the program.
- It was questioned whether an increase in the Solid Waste Excise Tax would fly politically. Another member expressed his opinion that the haulers could stand a higher fee, and this would be a logical place to adjust for funding.
- There was discussion regarding the number of funding measures planned for the ballot from other jurisdictions in 2002, with the caveat that, if Metro goes out as well, there could be a lot of competition and it might be a "tough sell". If Metro chose funding options which did not require voter approval, we could leverage our opting out of the ballot (and thereby reducing competition with other agencies) by asking others who ARE going out to support Metro's decision.
- The committee requested a legal opinion on whether there was a need for Metro to go to the voters if they selected the parks system fee as an option.

4. Other Items

It was agreed that site selection would be continued to the next meeting, along with further discussion of revenue options. The next meeting, on October 9, 2001, will take place between 5:00-7:00 pm.

5. Citizen Communication

Dick Jones distributed a hand-out regarding potential costs for developing the Portland Traction Company Trail, and expressed his, and others', interest in seeing this occur.

The meeting was adjourned at 7:07 pm.

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METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: September 25, 2001
DAY: Tuesday
TIME: 5:30 PM – 8:30 PM
PLACE: Metro Council Chamber

- I. INTRODUCTION Hitchcock
- II. REVIEW OF COMMITTEE RATINGS Hitchcock
- III. FINANCIAL PLANNING FOR SITES Coats, Mounts & Tucker
 - ☐ Framework
 - ☐ Financial needs for individual sites
- IV. OTHER ITEMS
 - ☐ Material needs and requests Stone
 - ☐ Final questions and comments Hitchcock
- V. CITIZEN COMMUNICATION

ADJOURN

NEXT MEETING

Date and time: Tuesday, October 2, 2001, 5:30 – 7:30 PM
Location: Metro Council Chambers
600 NE Grand Avenue, Portland
Topic: Determine priority and recommended sites

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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GREEN RIBBON COMMITTEE

September 25, 2001

Metro Council Chamber

Notes of Meeting

Chair: Walt Hitchcock

Attendance

Present: Committee members, Councilor Daoust, Darcy, Mayor Grant, Hermann, Hitchcock, Houck, Judd, Kadlub, King, Mayor Lehan, Moore, Councilor Neeley, Siegel, Walker

Not Present: Committee members: Gilbert, Kincaid, Marshall

Others Present: Presiding Officer Bragdon, Erin Deng, Charles Gjode, Charlie Christensen, Margaret Pritchard, Dick Jones.

Chair Hitchcock opened the meeting at 5:45 PM. Guests introduced themselves.

The notes from the 9/18/01 meeting were accepted after a clarification from Mike Houck. A statement in the notes concerning three sites (River Island, Banks Wetland and Multnomah Channel) indicated that they be removed from further consideration. He felt that issues of access for these sites should not be predetermined until sufficient environmental analysis and master planning have been done.

Announcement

John Donovan announced that the previously scheduled celebration of open spaces has been rescheduled for Thursday, October 18, 6-7:30, site to be determined.

Financial Presentation

Tony Mounts, manager of Metro's financial planning division began the presentation and discussion on the financial aspects of selection and funding of projects. In addition to material sent out with the agenda, Mr. Mounts handed out material related to a financial framework for Green Ribbon recommendations, including assumptions and financial trends.

Jeff Tucker, finance manager for the Regional Parks and Greenspaces Department, continued the presentation with information concerning the \$1.9 million annual department shortfall, and typical site-related costs.

Chair Hitchcock, and some other committee members were not satisfied with the presentation of the \$630,000 operating and \$1.9 million department shortfall, with respect to the charge of the Green Ribbon Committee. They felt that it was not clearly established that the department was realistically balancing expenses to known revenues. They also registered concern that some costs were possibly duplicated.

Mike Houck and Barbara Walker wanted to be sure that adequate funds for site restoration were included in the financial picture.

An extended discussion ensued. One of the themes that emerged was whether a possible revenue generating activity related to Green ribbon sites could/should be an opportunity to educate the public with regard to operating expenses. The issue could be reframed from replacing operating deficits to the resources required for Metro to be stewards of a regional parks, trails and open space system. One committee member framed it as; taking care of what you've got requires adequate operating resources.

Ciecko clarified that with the exception of deferred maintenance, park properties that came over from Multnomah County to Metro essentially pay for themselves. The operating shortfall might more accurately attach to other department activities such as planning and environmental education. The committee did express the value of these activities.

Mr. Tucker explained that the \$400,000 item labeled "On-Going Capital Improvement Plan" in the description of department operating shortfall, would provide funds for development of some sites the committee had set aside the previous week; River Island, Banks Wetlands and Multnomah Channel. The committee had proposed that those sights might have limited use, based on perceived environmental limitations, and that Metro would otherwise be able to fund their development and opening to the public. Mr. Tucker stated that there were no other funds to do that, as capital improvement funds had been removed from the Parks department budget (except those specifically related to bond measure related, Multnomah County local share projects).

Mr. Tucker then explained some typical costs associated with developing sites and trails. Committee members asked for more details associated with trail development, both in a general sense and related to some specific estimated trail costs.

Rudy Kadlub was eager to get on to discussion of revenues, and linking the entire revenue-expenditure package to a larger vision for a true regional parks system.

Ratings Review

Jeff Stone reviewed the summary of ratings that 16 of the 17 committee members had submitted. With a highest possible score of 100 points, the highest rated site was Fanno Creek Greenway with a 90.1 point average. The lowest rated site was Council Creek trail with 40.5 points. The top 10 sites all averaged more than 80 points.

The ratings are advisory information for the committee. The committee is not obliged to make final selections based only on the technical rankings. The committee did express that this exercise was of help in getting to a final product.

Other Considerations

Eco tours as an aspect of benefit to the region for opening sites. A cost benefit analysis of site development.

Sites Removed From Further Consideration.

During the course of the meeting three sites were removed from further consideration, by unanimous consent. These sites were: Ancient Forest Access, Council Creek Trail and Gales Creek.

With regard to the remaining sites the committee agreed to treat the remaining Tualatin River Access Points; Farmington Road, Munger and Wankers Corner, as one site.

Public Comment

Dick Jones questioned the estimated costs for developing the Portland Traction Trail.

Next Meeting:

Staff will provide additional information with regard to operating shortfalls, trails costs and local jurisdiction participation.

5:00 (note earlier time) to 7:30 PM

Tuesday, September 25, 2001
Metro Council Chamber
600 NE Grand Avenue
Portland



METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: September 18, 2001
DAY: Tuesday
TIME: 5:30 PM
PLACE: Metro Council Chamber
600 NE Grand, Portland, OR

- | | |
|---|--------------------|
| I. INTRODUCTION
<input type="checkbox"/> Update on site tours | Hitchcock |
| II. FINAL REVIEW AND TECHNICAL RANKING OF SITES
<input type="checkbox"/> Wrap up of remaining sites (trails)
<input type="checkbox"/> Rating and ranking of sites
<input type="checkbox"/> Select sites to move forward for financial review | Hitchcock |
| III. NEXT STEPS
<input type="checkbox"/> Financial planning for sites | Stone |
| IV. OTHER ITEMS
<input type="checkbox"/> Material needs and requests
<input type="checkbox"/> Final questions and comments | Stone
Hitchcock |
| V. CITIZEN COMMUNICATION | |

ADJOURN

NEXT MEETING

Date and time:	Tuesday, September 25, 2001, <u>5:30 – 8:30 PM</u>
Location:	Metro Council Chambers 600 NE Grand Avenue, Portland
Topic:	Financial Planning for sites

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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GREEN RIBBON COMMITTEE

September 18, 2001

Metro Council Chamber

Notes of Meeting

Chair: Walt Hitchcock

Attendance

Present: Committee members, Councilor Daoust, Darcy, Gilbert, Grant, Hermann, Hitchcock, Houck, Judd, Kadlub, Kincaid, King, Mayor Lehan (Wheeler), Councilor Neeley, Siegel, Walker

Not Present: Committee members: Mayor Grant, Moore

Metro Councilors Present: Presiding Officer Bragdon,

Chair Hitchcock opened the meeting at 5:45 PM. Guests introduced themselves.

The notes from the 9/11/01 meeting were accepted.

Site Reviews

The committee concluded its technical review of sites with consideration of the eight trails. Jim Desmond and Heather Kent made the presentations. Jim Desmond gave a brief introduction of trails as a whole, given their different nature from the natural area sites. Trails were often the result of local efforts that were able to generate a limited amount of money, initially. Intermittent portions of trails were then developed as money and local initiative allowed. Rather than completing entire trails, Green Ribbon allocation would, rather, help nudge things along, to a greater or lesser degree. The trail presentations were: Beaverton Powerline, Council Creek, East Buttes/Butler Ridge, Fanno Creek, Gresham to Fairview, Portland Traction and Springwater Corridor.

Committee Deliberation

Chair Hitchcock explained that the next step was for the committee to designate which sites should move forward in the process. Those sites would be subject of financial review, regarding costs of master planning and development. He felt that there were two categories of sites that probably should not move forward at this time: 1) sites that did not seem to need much development to open. These sites could be high in natural resource and habitat value and might be assumed to have limited access for visitors. 2) A second category included sites that did not seem to be complete in terms of acquisition, or was otherwise considered to be not ready.

The committee then proceeded to discuss sites that met either of those designations, ultimately selecting 10 sites to be held back from further consideration at this time. They are:

LIMITED USE	COMMENT (sample)
Multnomah Channel	Fine as it is.
River Island	Good habitat, channel still moving, park exist across river.
Banks Wetland	Great bird watching site.
NOT READY	
Morand	Gas spill, other sites on Tualatin, Wildlife Refuge work continuing.
Willamette Narrows	Access problem, more acquisitions needed.
Weber Farm	Park across river, distant from population, great site in future.
Lone Fir Cemetary	Not in park deficient area.
Newell Creek Canyon	Fragile habitat, needs more acquisition. Consider as trail site.
Clear Creek	Restoration and acquisition needs, distant from population, few ties to regional trails.
Parsons	Great fishing, park exists across river.

Other sites also received comments, and remain for consideration, including **Willamette Cove**, which Portland City Councilor Francesconi said remained one of Portland's highest priorities. Other sites receiving comment: **Ambleside/Hogan Cedars, Ancient Forest, Canemah Bluffs, Gales Creek.**

The committee agreed that all trail sites should move forward at this time, and that trails were likely to receive wide local jurisdiction and public support.

Next Steps

Committee members according to the criteria established by the Council will rate all remaining sites. Sheets should be sent to Council staff as soon as possible so that they can be tabulated, and results presented to committee at the next meeting. The next meeting will take up the analysis of master planning and development costs for remaining sites.

Next Meeting: 5:30 to 8:30 PM

Tuesday, September 25, 2001
Metro Council Chamber
600 NE Grand Avenue
Portland

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METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: September 11, 2001
DAY: Tuesday
TIME: 5:30 PM
PLACE: Oregon Zoo Cascade Grill Sunset Room

- I. INTRODUCTIONS
☐ Update on site tour
Hitchcock
Hitchcock
- II. SITE REVIEW/SELECTION PROCESS
☐ Criteria application to sites (continued)
Hitchcock
- III. OTHER ITEMS
☐ Material needs and requests
☐ Final questions and comments
Council staff
Hitchcock
- IV. CITIZEN COMMUNICATION

ADJOURN to the 6th Year Open Space Anniversary Celebration (Cascade Crest Banquet Center)

NEXT MEETING

Date and time: Tuesday, September 18, 2001, 5:30-7:30 PM
Location: Metro Council Chamber
600 NE Grand Avenue, Portland
Topic: Final technical rankings and selection of sites for financial review

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Hermann, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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GREEN RIBBON COMMITTEE

September 11, 2001

Oregon Zoo

Notes of Meeting

Chair: Walt Hitchcock

Attendance

Present: Committee members, Councilor Daoust, Gilbert, Mayor Grant, Hitchcock, Houck, Judd (Lev), Kincaid, Mayor Lehan (Wheeler), Councilor Neeley, Siegel, Walker

Not Present: Committee members: Darcy, Herrman, Kadlub, King, Moore

Metro Councilors Present: Presiding Officer Bragdon, Councilor Hosticka

Chair Hitchcock opened the meeting at 5:45 PM. Guests introduced themselves. The chair asked for a moment of silence in recognition of the tragedy of events on the east coast earlier in the day.

Mike Houck stated the balancing that would need to go on for some sites, where a need for resource protection would need to be balanced with the desired level of use. He also wanted some discussion about the charge for this committee as compared to the need for a truly regional system for parks, open spaces and trails. Chair Hitchcock and Presiding Officer Bragdon both spoke to the need to keep the larger goal in mind, that this committee was undertaking an important but admittedly interim step towards building a regional system, and that the committee will undertake that discussion at a later date.

Sue Marshall handed out a paddler's guide to the Tualatin and spent a little time discussing existing and planned-for sites, including those that are being considered by the Green Ribbon Committee

Site Reviews

The committee then continued its technical review of sites, beginning with Ancient Forest Access, concluding all natural area sites, leaving eight trail sites yet to be reviewed. Committee members were interested in a detailed projection of types and level of use at certain sites, e.g. possible camping—how much, where? Parks staff gave a possible, conceptual sense of these sites, but acknowledged that at a certain level of detail, it was difficult to say much until the master planning process had concluded.

For the Gales Creek site, a corrected map needs to be given to the committee, highlighting the northern rather than southern section of the site for possible first development.

Public Comment

Ms. Kellington submitted a letter on behalf of a property owner adjacent to the Weber Farm site. The property owner raises cattle and is concerned that public use of the Weber Farm site could disturb his operations.

Mr. Christenson spoke on behalf of his family who owns property adjacent to the River Island site. Barton Park, across the Clackamas River from him, already can be very noisy and intrusive at times. He worries that development and use of the River Island site will only contribute to noise and traffic problems.

Next Steps

Committee members will hopefully avail themselves of as many tour opportunities as possible. Committee members should rate the sites as soon as possible after technical review and viewing via tour. Rankings will be completed and tabulated at the next committee, so the committee can indicate which sites should move forward for fiscal analysis.

Next Meeting: 5:30 to 8:30 PM
Tuesday, September 18, 2001
Metro Council Chamber
600 NE Grand

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METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: September 4, 2001
DAY: Tuesday
TIME: 5:30 PM
PLACE: Tualatin Hills Parks and Recreation District
Nature Park Interpretive Center
15655 SW Millikan Blvd, Beaverton OR

- I. INTRODUCTIONS
☐ Greenspaces Master Plan
Hitchcock
Ciecko
- II. SITE REVIEW/SELECTION PROCESS
☐ Criteria application to sites
Hitchcock
Hitchcock
- III. OTHER ITEMS
☐ Material needs and requests
☐ Final questions and comments
Council staff
Hitchcock
- IV. CITIZEN COMMUNICATION

ADJOURN

NEXT MEETING

Date and time: Tuesday, September 11, 2001, 5:30-7:30 PM
Location: The Oregon Zoo, Sunset Room in the Cascade Grill
4001 SW Canyon Road, Portland
Topic: Continue criteria application to sites

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Herman, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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GREEN RIBBON COMMITTEE

September 4, 2001

Tualatin Hills Parks and Recreation District Nature Center

Notes of Meeting

Chair: Walt Hitchcock

Attendance

Present: Committee members, Darcy, Gilbert, Hitchcock, Judd, Kadlub, Mayor Lehan, Councilor King, Kincaid, Moore, Siegel

Not Present: Committee members Councilor Daoust, Herrman, Mayor Grant, Houck, Marshall, Commissioner Neeley, Walker

Chair Hitchcock opened the meeting at 5:45 PM. Guests introduced themselves.

Charlie Ciecko, Director of Metro's Regional Parks and Greenspaces Department, gave an overview of the Greenspaces Master Plan. This document, adopted by the Metro Council in 1992, establishes the long-range vision and policy basis for Metro's involvement in regional parks and greenspaces. It identifies 57 natural areas and 34 trails that meet the standard of regional significance. It was created at the instigation of citizens and local officials around the region who approached Metro as the most appropriate entity for protection of natural resources on a regional basis.

Mr. Ciecko also described current efforts to extend the work of the Greenspaces Master Plan through creation of a regional system inventory. This work is complementary to other Metro natural resource protection efforts, including Fish and Wildlife protection (Goal 5).

Review of Criteria

Michael Morrissey, Sr. Council staff, reviewed the criteria to be used in the technical rating of the sites. The criteria are; readiness, public and local government support, access and potential partners. Committee members may allocate up to 40 points for readiness, 25 for access, 25 for public and local government support and 10 for potential partners, for a maximum of 100 points per project. This rating process will yield a list of sites from most points to least. The committee will then select some sites for which financial information will be worked up, and other information may be discussed. In the third phase of this process, the committee will select a priority ranking of projects, and will not be strictly bound to the technical ratings.

Site Reviews

The committee then reviewed six sites in detail, beginning with River Island. The other five were Parsons, Clear Creek, Cooper Mountain, Ambleside/Hogan Cedars and Mt. Talbert. The committee seemed particularly interested in the potential for best use, and

level of use for each site. The committee will continue the detailed site reviews next week.

Public Comment

There was no public comment.

Next Meeting: 5:30 to 7:30 PM

Tuesday, September 11, 2001
Oregon Zoo
4001 SW Canyon Rd.
Cascade Grill, Sunset Room

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METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: August 28, 2001
DAY: Tuesday
TIME: 5:30 PM
PLACE: North Clackamas Parks and Recreation District Milwaukie Center
5444 SE Kellogg Creek Drive, Milwaukie, OR

- I. INTRODUCTIONS Hitchcock
☐ Regional Greenway System Hitchcock/Kent
- II. SITE REVIEW/SELECTION PROCESS Hitchcock/All
Committee note: Please read the summary pages of the sites in advance.
This time will be dedicated to questions and clarifications of the sites listed.
Technical criteria will be addressed in detail in the following weeks.
- III. OTHER ITEMS
☐ Go over criteria Morrissey
☐ Material needs and requests Donovan
☐ Final comments and questions Hitchcock
- IV. CITIZEN COMMUNICATION

ADJOURN

Next Meeting	
Date & Time:	Tuesday, September 4, 2001, 5:30-7:30 PM
Location:	Tualatin Hills Nature Park Interpretative Center 15655 SW Millikan Way, Beaverton
Topic:	Site Review and Selection Process (continued)
NOTE:	The site tour is scheduled for September 8 th

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Herman, Mike Houck, David Judd, Rudy Kadlub, Robert Kincaid, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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GREEN RIBBON COMMITTEE

August 28, 2001

North Clackamas Parks and Recreation District, Milwaukie Center

Notes of Meeting

Chair: Walt Hitchcock

Attendance

Present: Committee members Councilor Daoust, Darcy, Gilbert, Mayor Grant, Herrman, Hitchcock, Judd (Lev), Kadlub, Councilor King, Kincaid, Marshall, Moore, Commissioner Neely, Walker

Not Present: Committee members Houck, Mayor Lehan, Siegel

Chair Hitchcock opened the meeting at 5:40 PM. Guests introduced themselves.

Chair Hitchcock began the meeting with a request to the committee to keep the long-range picture in mind, while focusing on the immediate charge to narrow the 30 eligible sites down to 8 or 10. Even the 30 sites are part of a larger mosaic, that could become a model for the country.

Review of Regional Trails and Greenways System

Heather Nelson Kent reviewed the Regional Trails and Greenways map and history, from which some of the eligible trails are drawn. The map was adopted in 1992, along with the Greenspaces Master Plan. The Greenspaces Technical Advisory Committee (GTAC) is now considering nominations for additions to the map. Chair Hitchcock emphasized the value of regional trails in linking local trails and resources to the regional green network. In response to a question, Ms. Kent said that regional greenways may or may not contain trails, at the discretion of local jurisdiction's assessment of a trail's acceptance by neighborhoods and neighbors.

Staff clarified that the sites being considered by the committee were selected from a larger set of Metro owned parks, trails and open space sites. This was a staff process, with guidance from the Presiding and Executive Officers.

Review of Sites

Regional Parks Department Staff reviewed each of the 30 sites, aided by hand-outs and slide projection. This level of review was somewhat general and meant to orient committee members to the sites and local and regional context. The next meeting will engage committee members in a more detailed analysis of each site, assisted by detailed site maps. Committee members asked detailed questions, some of which were answered and some of which will be taken up next week. Of particular interest is to what use(s) each site is expected to accommodate, e.g. hiking, picnic, water related, and to what level.

Some confusion arose with respect to the trail sites. Trails are quite complex in that they cross multiple jurisdictions, involve many property owners and neighbors, and are in variable stages of ownership and completion. At issue is to what extent will Metro be able to assist in trail development, without further property or right of way acquisition, which is beyond the contemplated scope of the committee's work.

Site Visits

A tour of four sites was proposed for Saturday, September 8. The proposed sites are: Mt. Talbert, Clear Creek, Wilsonville Tract and Munger Farm. A subcommittee will be formed by the chair to find ways to visit as many other sites as possible. A self-guided tour will be prepared so that committee members can visit on their own. The chair asked staff to prepare a plan and maps for the next meeting.

Public Comment

A citizen spoke on behalf of chief Snider of the Chinook tribe, who had concerns for cultural aspects of the Mt. Talbert site.

Dick Jones spoke in support of the Portland Traction trail, based on community support, historical significance and linkage to the regional system of trails via the Springwater Corridor.

Next Meeting: 5:30 to 7:30 PM

Tuesday, September 4, 2001
Tualatin Hills Nature Park Interpretive Center
15665 SW Millikan Way
Beaverton

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METRO

Agenda

MEETING: GREEN RIBBON COMMITTEE
DATE: August 20, 2001
DAY: Monday
TIME: 7:30 AM-9:00 AM
PLACE: Metro Council Chamber

CALL TO ORDER

- | | | |
|------|--------------------------------|-------------------|
| I. | WELCOME AND INTRODUCTIONS | Bragdon/Hitchcock |
| II. | CHARGE | |
| | • Committee Charge | Bragdon/Hitchcock |
| | • Context and History | Ciecko |
| III. | REVIEW OF MATERIALS | Stone |
| IV. | SLIDE PRESENTATION | |
| | Overview of Sites | Desmond |
| V. | CLOSE | |
| | • Timeline and Meeting Review | Hitchcock |
| | • Final Comments and Questions | Hitchcock |

ADJOURN

Next Meeting

Date & Time: Tuesday, August 28, 2001, 5:30-7:30 PM

Location: North Clackamas Park & Rec. Milwaukie Center 5443 SE Kellogg Creek Drive, Milwaukie

Topic: Begin Site Review and Selection Process

2001 GREEN RIBBON COMMITTEE MEMBERS: Walt Hitchcock (Chair), Councilor Doug Daoust, Nathalie Darcy, Ralph Gilbert, Mayor Eugene Grant, Jerry Herman, Mike Houck, David Judd, Rudy Kadlub, Councilor Mary King, Mayor Charlotte Lehan, Sue Marshall, Terry Moore, Commissioner Doug Neeley, Meyer Siegel, Barbara Walker

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Green Ribbon Committee

August 20, 2001

Notes of Meeting

Chair: Walt Hitchcock

Attendance: Daoust, Darcy, Gilbert, Herrman, Hitchcock, Houck, Judd, King, Lehan, Marshall, Siegel, and Walker.

Not Present: Grant, Kadlub, Kincaid, Moore, Neeley.

Chair Hitchcock opened the meeting at 7:35 AM. Members and guests introduced themselves.

Metro Council Presiding Officer David Bragdon welcomed the committee and reviewed the committee charge. The committee is being asked to identify 8-10 projects from existing Metro owned parks, trails and natural space properties, that can be opened to the public within a roughly 5 year period. The committee will also be asked to put a price tag on these projects and recommend to the Metro Council a revenue source to cover the costs for these projects and for some operational expenses. The committee is scheduled to report its findings and conclusions to the Council by mid-October, 2001.

This effort continues Metro's dedication to building a link between city and nature. It springs from ties to the \$135 million Open Spaces bond measure, and redeems a promise explicit in that acquisition endeavor, that has exceeded 7,000 acres purchased around the region. Bragdon reviewed criteria adopted by the Council that the committee will be using to rate 30 natural area and trail sites. He emphasized the regional nature of this process and stated that there are no predetermined outcomes at the council level.

Charlie Ciecko, director of the Regional Parks and Greenspaces Department, reviewed the context and history leading up to the formation of the Green Ribbon Committee. The department is a young one, having transferred over to Metro from Multnomah County in 1994, along with several parks sites (Oxbow, Blue Lake and Smith & Bybee Lakes), Glendoveer Golf Course and Pioneer Cemeteries. The mission of the department is different from, but complementary with local parks providers. The department currently manages over 10,000 acres and is guided by the Greenspaces Master Plan.

Jeff Stone, Council chief-of-staff, reviewed the printed materials, and encouraged committee members to review material prior to each meeting. If committee members prefer to receive material through e-mail, they are encouraged to let staff know.

Jim Desmond, Open Spaces Acquisition Manager, gave a slide presentation covering the 30 sites that the committee will be reviewing and prioritizing.

There were several comments supporting the goal and implementation of the existing Open Space bond measure. In response to a question as to when the Council will be referring another acquisition-related bond measure, PO Bragdon said that there is Council interest to do so. However, the Council also wants to move in a synchronized fashion with local parks providers, some of whom plan to have measures on the ballot in 2002. The Council also feels it is important to open up some current holdings for public use prior to any further acquisition measure.

There was also discussion of the need to tour potential sites in such a manner that as many committee members as possible would be able to physically view them, in addition to the paper review that members would be undertaking.

Next meeting: 5:30-7:30 PM

Tuesday, August 28, 2001

North Clackamas Parks and Recreation Milwaukie Center.

5443 SE Kellogg Creek

Milwaukie

Letters from Constituents

OREGON OCEAN PADDLING SOCIETY (OOPS)

P.O. Box 69641
Portland, Oregon 97201

December 4, 2001

Metro Council
600 Northeast Grand Avenue
Portland, OR 97232

Greetings Gentle Persons:

I am writing as a representative of the Oregon Ocean Paddling Society (OOPS), a 350 member organization of sea kayakers who paddle Oregon's lakes, rivers, sloughs and coastline. Most of our members live in the metropolitan Portland area. We are aware of the work of the Green Ribbon Committee, and we appreciate its efforts. We write to express our strong support for the Tualatin River Canoe Trail, for acquisition of the proposed new sites, and to encourage you to give that project higher priority than presently proposed. I regret that, through no fault of the committee, we were not able to weigh in on this sooner.

Although our members enjoy paddling trips throughout the Northwest, many of us do most of our paddling closer to home. Opportunities for paddling in the metropolitan Portland and tri-county area, especially for beginning and beginning-intermediate paddlers, including families with children, are not readily accessible or numerous enough. The Columbia River Gorge, with its world-famous winds, can provide very challenging paddling. The lower Columbia is a little far for day trips, and camping areas are limited. The downstream Willamette's pollution problems are not inviting. The Tualatin River offers peaceful, protected waters that are ideal for urban paddlers. Greater public access for launching and take-outs along the Tualatin would be a major boost to paddling opportunities in the metropolitan area. Five to ten mile intervals are ideal for day paddling.

We encourage you to make acquisition of the proposed Tualatin River sites a high priority. Our members also enjoy paddling in the Smith and Bybee Lakes and applaud your continued efforts to preserve and enhance that special area.

Thank you for your consideration of our concerns.

Very truly yours,



(Ms.) Gilah Tenenbaum
Board Member and Education Coordinator,
Oregon Ocean Paddling Society
503-281-2980 (H); 503-731-4534 ext.241 (W)

cc: Metro Council Natural Resource Committee; Green Ribbon Committee, both c/o Metro.

**WENDIE L. KELLINGTON
ATTORNEY AT LAW P.C.**

PO BOX 1930
LAKE OSWEGO, OR
97035

PHONE (503) 624-7790
MOBILE (503) 804-0535
FACSIMILE (503) 620-5562
EMAIL: W.KELLINGTON@VERIZON.NET

December 3, 2001

Via Hand Delivery

Walt Hitchcock
C/o Jeff Stone
Metro
600 NE Grand Avenue
Portland, Or 97232

RE: Follow up "Clean Up" Items Regarding Green Ribbon Committee

Dear Walt:

Thank you again for your leadership on the Green Ribbon Committee. This letter is to flag that during the Metro Council Open Houses on the Green Ribbon Committee's recommendation, I wrote a letter to the Metro Council and asked that it be included in the record of the decision making processes. I noticed that letter (dated November 13, 2001) was not included in the materials forwarded to the Green Ribbon Committee as part of its packet of materials represented as those that were produced during the period. I would appreciate it very much if would add my letter to the Metro Council to the record materials as it was intended to be among them and I believe this is simply an oversight. As a courtesy, I have attached a copy of this letter to this correspondence. If there is a problem, please let me know. Thank you.

Very truly yours,



Wendie L. Kellington

WLK:wlk

Enclosure

CC: Mike Warn (w/o enclosure)



Left reply

DEC 3 2001

November 30, 2001

✓ Councilor David Bragdon
Presiding Officer
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232-2736

Councilor Carl Hosticka
District 3 Representative
Metro Council

Gentlemen,

I enthusiastically support the proposal that Metro coordinate the trail development process for the Wildlife Refuge. We're happy to work with Metro to achieve this goal. However, I would like to have a better understanding of what the process will involve. The City is investing substantial amounts of capital just in the planning portion of the Refuge trails system. We want to include our neighbors and METRO in this important phase of development. We just need to work on the process so the work can go forward. Can you ask Charlie Ciecko to get with us on this? I think he would be the best choice to coordinate this effort.

Also I wanted to convey Sherwood's strong support for the regional trails system Metro is coordinating and building. If there's anything I can do to facilitate the Regional Trail System to progress forward, please let me know. Sherwood is an enthusiastic supporter of this plan.

I look forward to working with METRO on this issue.

Sincerely,

Mark O. Cottle, Mayor



PORTLAND PARKS & RECREATION

November 27, 2001

MEMORANDUM

TO: Metro Green Ribbon Committee
David Bragdon

FROM: David Judd, Deputy Director
Portland Parks and Recreation

RE: Green Ribbon Committee Recommendations.

Portland Parks & Recreation would like to offer the following notes of encouragement and comments to Metro Council and to Metro's Green Ribbon Panel.

First, we'd like to extend our congratulations on taking this important step forward in the identification of priorities and a prospective funding source for regional parks. In particular, the Green Ribbon Committee is to be commended for its candid discussions and its ability to arrive at a consensus set of recommendations in a very short period of time. The leadership of Committee Chair Walt Hitchcock and Councilor David Bragdon was a key element. And finally, it was obvious that Metro staff was working hard behind the scenes. In the years ahead, citizens of the region will greatly benefit from all of your efforts.

How all of us go about providing our citizens with regional scale parks, parks facilities, and park programs seems like a never ending discussion. When these efforts began almost fifteen years ago, there were many questions. What parks, facilities, and programs are regional? How should we deliver a regional system of parks and greenspaces? Where would funding come from? The Green Ribbon Committee has identified a prospective answer to the funding question. Appropriately, the funds would come directly or indirectly from everyone who lives and works in the region. Interwoven with all of these questions is an obvious need for all parks providers in the region to collaborate and cooperate with and through Metro. As we progress toward a solution for funding, let's strive to continue this tradition of cooperation.

One concern that we have in Portland is that our efforts to provide funding for parks needs to be coordinated. In May 2002 we expect to be asking Portland residents to approve a levy for parks operating funds. We believe that the outcome of a local parks levy would be affected if Metro places a funding measure on the same ballot. We understand that Metro's funding source does not require the "double majority" as do our property tax-based measures. Therefore, we urge Metro Council to avoid a potential conflict with Portland by considering other election dates.

A second concern we have centers around the need to cooperate in the delivery of parks services. The City of Portland has stepped forward to manage Metro acquisitions within the city through a number of intergovernmental agreements with Metro. The Metropolitan Greenspaces Master

Plan, adopted in 1992, subsequent discussions at GTAC, and the recent MPAC Parks subcommittee all contemplated the possibility of “pass through” funding - that is, Metro passing regional funding through to local park providers for the delivery of parks services that benefit the entire region. It is obvious that ultimately Portland has a lot at stake here when we consider Forest Park, Powell Butte, Oaks Bottom, the Springwater Corridor and other sections of the 40 Mile Loop. We are not prepared to relinquish local control of these facilities, but because of the very broad audience these parks and trails serve they are deserving of regional funding support.

In this arena, we did notice that the minutes for the October 16th Green Ribbon Committee meeting do not reflect the comments made by Chair Hitchcock, who made specific statements in support of local pass through funding being available to local jurisdictions who are managing regionally significant sites and trails. This “local option” has always been part of Metro Greenspaces and is a cornerstone of Portland’s collaborative and cooperative relationship with Metro. Portland has a lot of local financial investment and local pride associated with these regional site and trails. They would be a feather in anyone’s cap and we are proud our record of stewardship. It would be helpful if Metro Council would now confirm its commitment to our good relationship by making it clear that we do have a local option for development and management with the possibility of pass through funding for the priority sites and trails.

We also have the following specific comments on a few of the projects identified as priorities by the Green Ribbon Committee:

1. **The Smith & Bybee Lakes project should include funding for development of the 40 Mile Loop Trail.** The project description offered to the Green Ribbon Committee included development of a much-needed canoe launch but no mention of 40 Mile Loop Trail development. Committee members Barbara Walker and Mike Houck specifically asked that the Smith & Bybee project include development of the 40 Mile Loop. The City of Portland agrees with Mike and Barbara on this point. Even though there are unanswered questions about alignment in the landfill and lakes area, this project should anticipate that a workable alignment will be found by including it in the project description.
2. Springwater Trail (Sellwood to McLoughlin gap) has a relatively high cost of development. A one-eighth share of the \$32 million for the top eight projects is \$4 million. **Our current cost estimate generated with the assistance of PDOT staff is \$4.6 million.** Hopefully, other projects will need lesser amounts.
3. **Willamette Cove just missed the top eight.** Although the Committee did not recommend specific funding amounts for each project, the Committee was clear in its intent to allocate the bulk of the \$32 million to the top eight projects and \$6.5 million for the next nine projects. A modification to the motion approving this allocation clarified that the bottom nine projects “should be funded in a manner that honors their ranking.”
4. **Fanno Creek Trail** appears to be a candidate for development in some Portland locations. Even though the Red Electric alignment has yet to be studied, the Southwest Urban Trails Plan has identified two other alignments that, when refined and permitted, could be constructed with a relatively small portion of the Fanno project funds.

Again, we congratulate the Green Ribbon Committee for this step forward. We anticipate that Metro Council will accept most or all of what has been recommended and we look forward to working with Metro staff on these projects.

November 13, 2001

Jeff Stone
Council Chief of Staff
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Mr. Stone,

I was a member of the THPRD Trails advisory committee from 1999 to this year. The work that these individuals have done and the projects that have been started or completed are truly a tribute to our community. Your efforts to incorporate the trails in Washington County to others in the Metro region will also enhance alternative transportation and recreation for the citizens who live in our community.

Three of the top 8 projects on Metro's Green Ribbon committee will definitely favor east Washington County. That may be recognized by other areas in the metro region as unbalanced but, in defense of the county, as my emphasis is on the connectivity for those monthly rides within the park district, my emphasis here concerns regional connectivity.

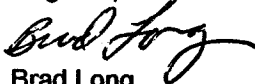
The Fanno Creek Trail eventually will connect the Willamette River at one terminus, round and down to the City and River of Tualatin. More importantly, it closes the gap between the western shores of the Willamette to the Springwater Corridor to the East and the well known "40 Mile Loop" around Portland.

The Beaverton Powerline Trail is a most significant north-south regionally connecting trail that also expands horizons for any and everyone, not only wishing to bicycle, but walk up and over to such destinations as Forest Park in Portland, or Hyland Forest Park in Beaverton.

Cooper Mountain is probably the least known among residents in the region, and it's ranking may be questioned. If you look on Metro's "Bike There" map, on the middle fold near the left edge, you see Cooper Mountain. The few red lines and the one orange line indicate high volume traffic with little or no shoulder. Because it's a relief map you notice that is indeed a mountain with a 400' elevation gain in a short time. That makes it training route for runners and walkers as is the Skyline area near Forest Park. Most importantly, developing trails in the Cooper Mountain region will provide a link to southeast Washington and north Yamhill counties.

Thank you again for the opportunity to express my opinion.

Regards,



Brad Long
Bicycle Commuter and Runner
7450 SW Pineridge Ct.
Portland Oregon 97225

Hi:

I had planned to attend the Listening Post meeting on 11/20/01 but was unable to due to a family medical emergency(my dad hard heart problems). I apologize for being late; but this is the soonest I could get my opinion to you.

FANNO CREEK TRAIL:

I am a firm believer in the regional Fanno Creek Trail system. We finally got the portion at Woodard Park done; but it needs to get the next piece done to make it more usable. Right now it deadends at Woodard Park in Tigard. The Southern leg also deadends. It ends at Main Street in Tigard. The section to connect the two pieces is needed badly. It will make the trail more useful and accessible. I realize that it carries a sizable price tag; but I think that it would be a worthwhile venture. The part of the trail at Woodard Park is building up a following of users. Once it connects, there will be many more people able to enjoy the trail. It will also allow people to safely walk to the City Library from here. Currently you have to walk along a dimly lit, road with no sidewalks.

I hope I'm not too late to get my views in.

Ken Tolliver
10200 SW Katherine Street
Tigard, OR 97223
503-684-8200

**WENDIE L. KELLINGTON
ATTORNEY AT LAW P.C.**

PO Box 1930
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EMAIL: W.KELLINGTON@VERIZON.NET

November 13, 2001

Metro Council
Metro Presiding Officer
Metro
600 NE Grand Avenue
Portland, Or 97232-2736

RE: Green Ribbon Committee Recommendation / Regional Parks Planning

Dear Members of the Council and Presiding Officer:

As many of you know, I represent Mike Warn who has a farm next to the Weber Dairy/Idylwild Farm. The Weber Dairy/Idylwild Farm is located outside the Metro UGB and outside the Metro jurisdictional boundary, within Clackamas County.

As some of you are aware, Mr. Warn bid against Metro in an effort to add the Weber Dairy/Idylwild Farm to the Warn Farm operations. Metro paid 2.9% more for the land than Metro's appraiser determined it was worth and offered the owner a life estate, outbidding the farmer I represent. Since that time, Mr. Warn has offered to lease the Weber Dairy/Idylwild Farm from Metro for farm uses and Metro has declined.

We understand that Metro acquired the Weber Dairy/Idylwild Farm with Metro Greenspaces bond money. We have written to Metro many times explaining that we do not understand how lawfully Metro could ultimately urbanize this property by placing a regional park outside the UGB and outside of the Metro jurisdictional boundary. Under Goal 14 it seems clear that such a use would be an unlawful urban use in such a location. Moreover, it is disturbing that Metro would outbid a farmer for farm land located outside of even the Metro jurisdictional boundary.

In any event, Mr. Warn has been clear that he objects to any plans to convert the Weber Dairy/Idylwild Farm into a regional park. He has articulated his concern that he maintains large bulls that are incompatible with urban hikers and picnicking families. He also runs calving operations that are sensitive to noise from urban party goers, hikers and other urban activity. He engages in accepting farming practices that are incompatible with a regional urban park use. Metro stated that before such a conversion of the Weber Dairy/Idylwild Farm to urban Metro regional park use, that a process would occur in which Mr. Warn could object. We understand that process was the Green Ribbon Committee.

Mr. Warn participated in the Green Ribbon Committee proceedings, explaining his concerns. Fortunately, the committee was gracious and allowed Mr. Warn to express his concerns, understood Mr. Warn's concerns and made a recommendation for urban regional parks that *did not* include Weber Dairy/Idylwild Farm. We wish to underscore our appreciation of the Green Ribbon Committee's decision not to include Weber Dairy/Idylwild Farm on the list of Metro owned land to convert to regional parks.

This letter is to urge you to adhere to the Metro Green Ribbon Committee's recommendation in this regard and not convert the Weber Dairy/Idylwild Farm into a regional park. Please add this letter to the record regarding the Metro decision regarding regional parks, which decision we understand will be finally made sometime in February 2002. If a recommendation surfaces to add the Weber Dairy/Idylwild Farm to the Metro lands to convert to a regional park, please let me know in time to participate in meetings and hearings in which such a new recommendation is made. At this point, because Weber Dairy/Idylwild Farm is not on Metro notices of the listed properties for regional parks consideration, Mr. Warn does not plan to waste Metro or his resources participating further unless the listed lands under consideration changes.

Therefore, please let me know if the listed areas under consideration changes. Finally, as always, we request that Metro send notices regarding Metro meetings, committees and hearings on regional parks to me at the address listed in this letterhead. Finally, please also send the final written decision regarding the Green Ribbon Committee's recommendation and Metro regional parks to me as well. Thank you.

Very truly yours,

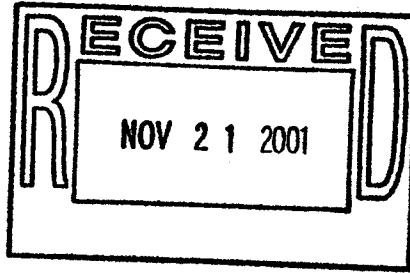


Wendie L. Kellington

WLK:wlk

CC: Mike Warn
Clackamas County Board of Commissioners

Walt Hitchcock, committee chairman
Green Ribbon Committee
c/o Metro Council
600 NE Grand
Portland, OR. 97232



11-19-2001

Dear Chairman Hitchcock,

The Friends of Smith and Bybee Lakes (Friends) strongly urge the Green Ribbon Committee to recommend to Metro Council that the Smith and Bybee Lakes Wildlife Area (Wildlife Area) be targeted for both capital improvement and operations and maintenance funding.

As one of the largest urban freshwater wetlands in the country, Smith and Bybee Lakes is a magnificent regional wildlife habitat and passive recreation resource. The Friends are a community based group that advocates the conservation, restoration and enhancement of the wildlife area as a historical remnant of the Columbia River estuary system. We recognize that the lakes' central location in the metro area, its wildlife habitat potential, trail connectivity, level of use and readiness for access development handily meet the objectives and outcomes criteria given to the Green River Committee.

The Wildlife Area represents a special recreation destination (hiking, birding photography, canoeing, kayaking, fishing), a significant education program resource presently used by numerous local school classes each year and an important link in the 40 mile loop trail vision connecting the confluence of the Willamette and Columbia Rivers with the rest of the metro region.

The Friends would also like to stress that right now is a critical juncture in the Wildlife Area's development. The city of Portland and the Port of Portland are halfway through a project to widen N. Marine Dr. adjacent to the Wildlife Area. As a part of this project the present parking lot and trailhead access into the Wildlife Area will be removed. The Friends are pleased with this opportunity. The existing parking lot has negatively impacted nesting areas for the Western Painted Turtle, listed as sensitive critical by ODFW. The 1999 Recreation Facilities Plan, if funded, will move the parking area and trailhead access away from the sensitive turtle nesting area. We strongly urge that this opportunity to develop the new facility access in conjunction with the major traffic improvement project on Marine Dr. be funded immediately. Along with the capital improvement investment, we urge operations and maintenance funds be earmarked for this Wildlife Area improvement.

The Friends are pleased that the Green Ribbon Committee understands the significance of Smith and Bybee Lakes and made it one of the top eight projects under consideration. The Friends thank you for your hard work securing and allocating funds that benefit regional park and open space properties for this locale. Keep up the good work.

Sincerely,


Troy Clark, President of The Friends of Smith and Bybee Lakes

I urge the Metro Council, when prioritizing development of open space projects recommended by the Green Ribbon Committee, to provide funding for the pedestrian leg of the Fanno Creek trail through southwest Portland.

Specifically, fund bridges across Stephens Creek in Hillsdale, and over Capitol Highway at SW Nevada Court, plus shoulder improvements to SW Maplewood Road.

This would fill in the most notable gaps to create a trail walkable from the Willamette River to the Garden Home Recreation Center, connecting there with the east end of the built Fanno Creek Trail. Only a few easily manageable detours on this route would remain.

Phil Hamilton
7215 SW Laview Drive
Portland OR 97219

November 20, 2001

Dear Mr. Donovan,

I just got back from Wilsonville Primary School with my friend Bill Gillam. We were attempting to attend the Metro Listening Post to advocate for more public access to the river. When we arrived at the school around 6:15pm, it was dark and locked with nobody around. Apparently the meeting had been cancelled or rescheduled.

Bill has lived on the Tualatin River since 1940 and has been paddling on the river for the past sixty years. In the 1940's, Bill was a lifeguard at Roamer's Rest Park, one of several water recreation facilities that formerly existed on the river. In a large part due to pollution caused by inadequate sewage treatment, those water parks are all gone.

I have lived in Tigard for 17 years and have enjoyed paddling on the river for most of those years. I have witnessed a great resurrection of the Tualatin as a recreational resource in that time, thanks to the efforts of the Unified Sewerage Agency, the local cities, the Tualatin Riverkeepers and numerous others with a vision of a restored river. A few years ago the City of Tualatin developed a beautiful access point at Brown's Ferry Park, and contracted with a canoe and kayak shop to provide rental boats from that site. The service has become very popular. The City of Tualatin also developed access at 99W, across the river from the former Avalon Park and adjacent to Roamer's Rest. From Rivergrove to 99W, the river is well used and you can see numerous paddlers on any summer day.

While public access is excellent for a 4-mile stretch of the river from 99W to Rivergrove, with five public access points there is a major gap of 27 miles between Rood Bridge Park and 99W with no safe, developed public access. Metro, with some very willing partners, could provide public access to this stretch in the very near future.

At the Schamburg Bridge, 4.7 miles upstream from 99W, the U.S. Fish & Wildlife Service is planning and acquiring funding for a public access facility. At Rainbow Lane (River Mile 29.6) Washington County and volunteers are finishing a small public access facility. Access at Farmington Road and the Munger Farm would complete the linkages necessary to assure safe public access on this 27 mile stretch and effectively stretch the Tualatin Canoe Trail to over 30 miles. Future development of access at Stafford and a portage access around the Lake Oswego Corporation diversion dam would complete the 40 mile trail to the Willamette.

The quiet slow moving waters of the Tualatin make it a great river for introducing people to the sport of paddling. Unlike the Willamette and Columbia, waterskiing and jet skis are prohibited on the Tualatin, adding to the peaceful pleasure of paddling on there. I lived in Tigard for several years before I started paddling. In my first canoe trip on the Tualatin I was amazed at the diversity of wildlife that is visible from the

river but not visible from the parks along the river. The Tualatin is an easy gateway to nature for our community. I urge Metro to help make that gateway accessible to everyone in our community.

Sincerely,
Brian Wegener
9830 SW Kimberly Dr
Tigard, OR 97224

Nov. 20, 2001

METRO Council
% Mr. Jeff Stone
600 NE Grand Ave.
Portland, OR 97232

RE: Green Ribbon Committee

Dear Council Members:

Thank you for establishing the Green Ribbon Committee to review sites and funding for development of those location purchased by METRO and their partners under the 1995 Green Spaces Bond Measure. Many fine sites have been saved from development for use by all citizens.

It has been disappointing, however, that lack of funding has prevented the development of the necessary facilities for the use of these sites by the public. The formation of the Green Ribbon Committee and implementation of its ideas will go along way toward reversing this problem.

We all have our favorite sites on the list of 15, and I am here to urge you to continue to keep Mt. Talbert in the forefront of those sites listed for improvements. Having hiked the rudimentary trails that currently exist on Mt. Talbert I can tell you that this is an exceptional piece of property well deserving of better access and trail improvements. With its diversity of plant communities, birds, and wildlife, it has been suggested that it is the equivalent to Portland's Forest Park. Once one is under the canopy of trees, it is hard to realize that this quiet solitude is in the middle of a bustling urban community.

Another important area to me is the acquisition and improvement of the old Portland Traction Company Trolley line from Milwaukie to Gladstone. The opportunity to secure and develop this rails to trails right of way as an addition to the 40 mile loop trail should not be lost.

Improvements to these and the other sites is important and should be done with as much haste as possible. A few months ago I would have encouraged the committee to proceed with the five year funding program, but considering the current unemployment and economic conditions in the Metro area, perhaps the 10 year plan is best.

Thank you for your consideration.

Sincerely,

Dick Shook

Dick Shook

Friends of Kellogg/Mt. Scott Creeks Watershed - Board Member
4815 SE Casa Del Rey Dr.
Milwaukie, OR 97222

Good People,

As decisions are made for funding and development of Metro open space projects, I urge Metro to give priority to the Tualatin Canoe Trail. Three of the sites under consideration are critical to completion of this trail:

Farmington/River Road in Hillsboro
Munger Farm in Scholls
Wankers Corner in Stafford

The Tualatin River, along with the Clackamas and the Willamette, is one of the major waterways in the tri-county region, draining a third of the area encompassed by Metro. Agricultural development and downcutting of its banks have degraded the architecture of this beautiful and important stream, limiting access and relegating it to a back place in public awareness. Development of public access to the River will not only provide recreational opportunities, but increase community awareness of the value of healthy riparian areas for the whole region, fostering development which is in harmony with nature.

The Green Ribbon Committee has recommended that priority be given to four trail projects in the region. I urge that the Tualatin Canoe Trail be added to this priority list and the above sites be funded for development and public access.

Sincerely,

Marianne Kandel
3780 SW 234th
Hillsboro, OR 97123
Member, Tualatin Riverkeepers

This is for the Green Ribbon Committee and the Metro Council

I the Green Ribbon Committee and subsequently the Metro Council to establish The Fanno Creek Trail and its connections through SW Portland as the top open space priority in the region. Of particular interest to those of us in SW Portland is the Pedestrian route from the Willamette River to the Garden Home Rec Center, the current end of the built portion of the Fanno Creek Trail. The pedestrian route through SW Portland will be usable with a few easily managed detours if we can get two bridges built, one over Stephen Creek in the Hillsdale Town Center, and one over Capitol Highway at Nevada Court, and the widening of the shoulder of a short section of Maplewood Road west of 45th Avenue. These three improvements coupled with a few citizen led sweat equity projects will make it possible to walk for miles along the Fanno Creek Trail and its connections in SW Portland including a great connection to the Willamette River via Hiems Park.

We commend the Metro Council for their vision in making this step possible at an affordable level of funding.

Don Baack

From: Carol Castleman <ccastleman2@home.com>
To: <sullivanp@metro.dst.or.us>
Date: 11/21/01 7:53PM
Subject: Proposed projects sent for Beverly Froude

21 Nov 2001

Green Ribbon Committee Metro

Re: proposed projects at listening post meetings

My name is Beverly Froude and I live on Bull Mountain. I am attending the Power Line Trail Committee meetings and I would like to be sure that the proposal being considered for funding for the Beaverton Power Line also includes all of the area under the power lines south of Scholls Ferry Rd and Barrows Road up over Bull Mountain to the Tualatin River.

Duane Roberts from the City of Tigard is also on this committee and he is supportive of the entire Power Line from Rock Creek to the Tualatin River being included.

Thank you for your consideration of this request.

Beverly Froude
12200 S. W. Bull Mountain Road
Tigard, OR 97224
503-639-2529

Metro has appointed a Green Ribbon committee to address the next steps that should be taken to improve the park situation in the Metro Region.

The purpose of the committee is to select a group of Metro open space projects for development into parks and trails in the next five years. Further, the committee has been asked to make recommendations on how to fund the preparation and maintenance costs to enhance these Metro assets. The "Green Ribbon" committee is made up of citizen representatives and local parks and government officials who bring passion and experience on regional parks discussions to the table.

The committee has prepared a list of projects ranked in order of priority at:

http://www.metro-region.org/glance/council/green_ribbon/green_ribbon_prop.html

You will note that the Fanno Creek Trail which runs through SW Portland is first on the list. To assure that we receive at least a portion of the funding to be spent on this trail, it is important that our voices be heard. (By way of background, very little or nothing has been spend on trails in SW Portland by Portland Parks or by Metro for years and years.)

I urge you to ask the metro council and the green ribbon committee to focus funding on the Fanno Creek Trail and its connections to the Willamette River and to specifically include the pedestrian route through SW Portland. Projects in need of funding include bridges across Stephens Creek west of Bertha Blvd in Hillsdale, a bridge over Capitol Highway at SW Nevada Court, and improvements to SW Maplewood to create a wide shoulder to walk on. Emphasize that with these improvements, and by using a few detours, the entire pedestrian trail will be walkable from the Willamette River to the Garden Home Rec Center connecting with the built part of the Fanno Creek Trail at that point.

Send your letters of support by email to:

donovanj@metro.dst.or.us
burtonm@metro.dst.or.us
mclains@metro.dst.or.us
monroer@metro.dst.or.us
parkr@metro.dst.or.us
athertonb@metro.dst.or.us
hostickac@metro.dst.or.us
bragdond@metro.dst.or.us
burkholderr@metro.dst.or.us

If the system cut off the last part of the email address, all end with metro.dst.or.us after the "at sign"

Please send a cc to me so that I can testify before the Metro Council to how many folks have sent emails in support of this trail segment in SW

Portland.
dongaile@qwest.net

Thanks for your efforts.

Don and/or Gaile Baack
503-246-2088
dongaile@qwest.net

To unsubscribe from this group, send an email to:
SWTrail-unsubscribe@egroups.com

Your use of Yahoo! Groups is subject to <http://docs.yahoo.com/info/terms/>

Harlan Business Consultants, Inc.
PO Box 220119
Portland, OR 97269-0119
(503) 654-9533

ESTLE HARLAN
Consultant

FAX (503) 654-8414
e-mail: deharlan@juno.com

October 29, 2001

DAVID BRAGDON, Council President
and METRO COUNCILORS
Fax 503-797-1793

Re: Green Ribbon Preliminary Report

I am submitting this written testimony on behalf of the Clackamas County Refuse & Recycling Assn. (CCRRA), regarding the proposal for using the tip fee as a funding source for the "Green Ribbon" sites. According to the agenda for the November 1, 2001 Council Meeting, you will be considering a Preliminary Report on this proposal.

We strongly oppose increasing the excise tax in the tip fee to cover any part of the funding of these Green Ribbon sites. If the public supports preservation, development and on-going maintenance of these or any other sites that may be procured in the future, the voters should have a chance to express that support through a bond measure, not through what amounts to a "hidden tax" on their garbage bill.

You have indicated that you would explore such a development bond as a "future consideration." That should be moved up to the Number One funding source, along with any matching fund grants or any other source of appropriate funding you can secure. It is inappropriate to hide the cost to the public for funding parks and green spaces through a hidden excise tax.

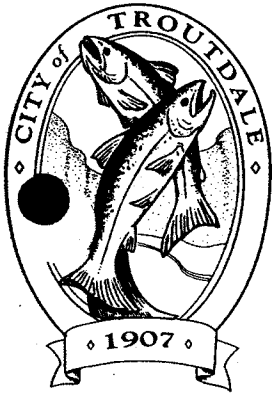
Sincerely,



ESTLE HARLAN, CCRRA Consultant

EH:e

C: TERRY PETERSEN, Metro Solid Waste Director
CCRRA Members
ORRA
Clackamas County
City of Lake Oswego
City of Milwaukie
City of Gresham



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

Mayor

Paul Thalhofer

City Council

Pat Smith
David Ripma
Bruce Thompson
Jim Kight
Paul Rabe
Doug Daoust

October 12, 2001

Jeff Stone, Council Chief of Staff
Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Stone;

I'm writing to voice my strong support of the Metro Green Ribbon Committee and their efforts to further enhance greenspaces within the region. Thanks to a cooperative effort with Metro, the City has been successful in securing and preserving greenways including the Beaver Creek Canyon corridor. We would welcome the opportunity to continue our partnership to improve and manage this important regional asset.

Please call if I can be of any assistance.

Sincerely,

A handwritten signature in cursive script that reads "Paul Thalhofer".

Paul Thalhofer
Mayor

Toward A New

Excellence

North Clackamas Schools

NORTH CLACKAMAS SCHOOL DISTRICT

4444 SE Lake Road • Milwaukie, Oregon 97222

503.653.3629

FAX: 503.653.3625

www.nclack.k12.or.us

Board of Directors

Joan Smith, *Chair*

Carol Stormont, *Vice Chair*

Directors Dottie Coulter, Sam Gillisple

Larry Quilliam • Diane West • Ben Y. Yabu

October 11, 2001

Metro Green Ribbon Committee
Metro Building
600 NE Grand Avenue
Portland, OR 97232-2736

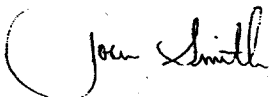
Dear Metro Green Ribbon Committee:

Mr. Dick Jones, representing the Oak Lodge Community Council, recently advised and asked for a letter of support from the North Clackamas School District Board of Directors to support his community's efforts to convert the "old trolley line" into green space with bike and pedestrian paths and trails. He indicated that there is funding available for this project and that this property is currently used by neighborhood children to travel throughout the community.

The North Clackamas School District Board of Directors wishes to go on record supporting this community request to provide a path and trail system along the old trolley lines throughout the Oak Grove area for bicycle and pedestrian use.

Thank you for considering this issue.

Sincerely,



Joan Smith
Chair

jd

c: Dick Jones



City of Gresham

Mayor Charles J. Becker

1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3813
(503) 618-2306
Fax (503) 665-7692

October 9, 2001

Green Ribbon Task Force
METRO Regional Services
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Dear Task Force Members:

Over the past few years, I have had the opportunity to work with METRO and have seen the great accomplishments of the 1995 Greenspaces initiative. The possibility of a follow up to the initiative, coming directly from your efforts, is most interesting.

The City of Gresham has benefited from its work with Greenspaces. Over 500 acres have been acquired and protected as a result of our relationship. All of these properties are critical to the preservation of our community and region as a whole.

Currently Gresham has several key projects on the drawing board that will greatly enhance the livability of our region and community. One of those projects is the Gresham Fairview Trail. This 5.2-mile multi-use path will serve as the primary North/South connection for the 40-Mile Loop. To date, the city has over \$1.4 million earmarked for this project. Funds have been acquired through transportation grants, SDC's, and the city's remaining 1990 Open Space Bond Measure Trail Development funds. However, this project is still \$4.6 million short of reality. The regional impacts for the greater metropolitan area of this vital trail connection make it a perfect fit for the Greenspaces process now being formulated.

Another key project is the Ambelside Development. This historic and beautiful site, located along Johnson Creek, represents many of the attributes of historic and natural preservation that are so critical to our common community. The improvements slated for this site would greatly serve the public, opening a rare look at historical Hogan Cedars.

Gresham and METRO have worked very closely over the years. We have made important advances in preserving many significant areas within our greater community. I am certain that our relationship will grow and continue to provide many new opportunities for our citizens to enjoy the work already done.

Thank you for consideration of these projects. We look forward to working further with you on these and many other projects so critical to the Portland Metropolitan Area.

Yours truly,

Charles J. Becker
Mayor

CJB:dr/pk

m:\cjb\becker\realregreantest.doc



Clackamas County LIBRARY



October 3, 2001

Metro Green Ribbon Committee
Metro Building
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Metro Green Ribbon Committee:

I am writing to express my support for the Portland Traction Company Right-of-way Trail. The improvements to this property will benefit the community greatly. The Trolley Trail will provide safe walkways and bikeways that will help provide pedestrian access to the library for children and adults. It will maintain a bit of history while turning an abandon piece of property into a useful and enjoyable part of this community.

Sincerely,

Doris Grolbert
Library Director

Cc: Dick Jones, Oak Lodge Community Council

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

NAME / ADDRESS: SCOTT J. PATERSON

Please check all that apply to you: 4424 S.E. ROETHE RD, #44, MILWAUKIE, 97267
PROPERTY OWNER ☒ BUSINESS OWNER ☒ RESIDENT ☒

NAME / ADDRESS: Carolyn Bell

2250 SE OAK GROVE BLVD. OAK GROVE 97267
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☒ RESIDENT ☐
employee

NAME / ADDRESS: Dolores Rind

2250 SE OAK GROVE BLVD, OAK GROVE 97267
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☐
employee

NAME / ADDRESS: Dore Mawland

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☐
3021 West

NAME / ADDRESS: Lori Ownby

630 E EXETER BLVD 97007
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☐

NAME / ADDRESS: Beverly Henson

16747 SE Oatfield Rd, Milwaukie Oregon 97267
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Dolly Spence

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐
4416 Roethe Rd

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

✓ NAME / ADDRESS: Haley Poole / 2121 se mulberry dr.
Please check all that apply to you: Milwaukie, OR 97267
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Ann Dennis 4625 SE Hager
Please check all that apply to you: Milw. OR 97067
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: John Krauser 15099 SE Bavington Ave
Please check all that apply to you: Milwaukie OR, 97267
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Blake Hupfer 5058 SE Ina
Please check all that apply to you: Milwaukie OR 97267
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Jeff Quinter 1756 SE Oak Shore Ct
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: John Froese 6032 SE Alderhill Loop
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Simona Dancu 1420 SE Eastwood Ct.
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

(7)

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

✓ NAME / ADDRESS: Kathy Campobasso
16244 SE Katie Ct
Milw. 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Anna Plush
2805 SE Walnut

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: RYAN Hummel
4440 SE MARK KELLY CT.

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

? NAME / ADDRESS: Teresa Tolan

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

? NAME / ADDRESS: [Signature]

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

? NAME / ADDRESS: [Signature] SE Madonna Ln.

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Jon Reed 15020 SE Cedar Ave.

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

(7)

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

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1 NAME / ADDRESS: Marcy Simmons PDX 97206

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Eli Goodman, 13304 SE River RD.

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

1 NAME / ADDRESS: Heather Kelly

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Molly McClune 15622 SE Holly Ct

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Alison Van Olson 13076 SE Beech St

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Michelle Amdorfer 4939 SE Malden dr PDX 97206

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Evan Brossart 12668 SE Ridgecrest PDX 97234

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

(7)

PETITION for SUPPORT

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NAME / ADDRESS: MILWAUKIE HOLLY STREET

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Rachael Quintana 15012 SE Carol Ave
Milwaukie, OR 97207

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Dominique Buel 16040 S Shelby Ln
Oregon City, OR 97045

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Dean Russell 3861 SE SUNSET CT
MILWAUKIE, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Elizabeth A Byles

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Miriel Aguirre 15000 SE Linden Ln.
Milwaukie, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Sarah Shannon

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

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NAME / ADDRESS:

Tyler Rose Rupert

Please check all that apply to you:

PROPERTY OWNER ☐

BUSINESS OWNER ☐

RESIDENT

☒

NAME / ADDRESS:

Dominique Rodriguez Laurel St.

Please check all that apply to you:

PROPERTY OWNER ☐

BUSINESS OWNER ☐

RESIDENT

☒

NAME / ADDRESS:

Christina Elum

Please check all that apply to you:

PROPERTY OWNER ☐

BUSINESS OWNER ☐

RESIDENT

☒

NAME / ADDRESS:

Shannon Williamson La Marquita W.

Please check all that apply to you:

PROPERTY OWNER ☐

BUSINESS OWNER ☐

RESIDENT

☒

NAME / ADDRESS:

Lynn Hunter

Dagmar Rd

Please check all that apply to you:

PROPERTY OWNER ☐

BUSINESS OWNER ☐

RESIDENT

☒

NAME / ADDRESS:

Robby Gerritz Quiet Meadows Drive

Please check all that apply to you:

PROPERTY OWNER ☐

BUSINESS OWNER ☐

RESIDENT

☒

NAME / ADDRESS:

Chas Colgan Elcbrado St.

Please check all that apply to you:

PROPERTY OWNER ☐

BUSINESS OWNER ☐

RESIDENT

☒

(9)

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

NAME / ADDRESS:

Kim & Corey Gilliam
16106 SE Southview Ave Milw. OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS:

Codrey Gilliam

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS:

DOT BURGIN
3208 S.E. WESTVIEW AVE Milw

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS:

Jennifer & Mike Bird
3110 S.E. Westview Ave.

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS:

3621 Westview

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS:

Vanessa Jones 3021 SE Westview
Milw OR

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS:

Holly Oleyar 16270 SE Sterling Cir
Milw OR

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

Sept 10, 2001

PAGE 8

⑧

Grave Garden Club: PETITION for SUPPORT *from the Club*
of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

✓ NAME / ADDRESS: *J. Anne Reiley #2006*
16477 S.E. Waverley Ct
Milwaukie, OR 97222
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *C.K. SLATER*
12510 S.E. LA BONITA WAY - MILW.
97266
Please check all that apply to you:
PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Doris Malone*
15401 S.E. Fairview Ave
Milwaukie OR 97267
Please check all that apply to you:
PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Susan J. Miller* *Mail P.O. Box 81*
7615 Ridgewood Ave Gladstone, OR 97027
Please check all that apply to you:
PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Elinor Kuhns*
17100 S.E. River Rd
Please check all that apply to you:
PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Betty Vanice*
4013 S.E. Hayes Lane
Please check all that apply to you:
PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Carol Rose*
16204 S.E. River Rd, Mil
Please check all that apply to you:
PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

Florence Smith *Forest Rd* *Property Owner*

309
RT 59

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

NAME / ADDRESS: Grant LaBrie 3008 SE Westview

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Jade LaBrie 3008 SE Westview

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Carol Voreis 3011 SE Westview

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Michelle Watkins 3207 SE Westview
Milw. OK 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Maja Rebolledo 3207 SE Westview
Milw. OK 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Jeanette B. Vandervelden
46 NE Stafford ST, OK 97211
Portland, OR 97211

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

NAME / ADDRESS: M. DIANE Schmidt 14132 SE Rupert Dr
Milw OK 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

NAME / ADDRESS: Helen Johnson, 3200 SE Westview
Milwaukie, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Katherine Anderson 3100 SE Westview Ave
Milwaukie, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: John Avery 3101 SE Westview

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Keith A. Lindstrom 3024 S.E. Westview

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: CHARLES R. GODE 3016 SE WESTVIEW

Please check all that apply to you: OAK GROVE, OR 97267

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Meppie C. Martensen - 6000

Please check all that apply to you: 3016 SE Westview 97267

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Karin La Brie 3008 Westview Ave 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

⑦

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

✓ NAME / ADDRESS: Shirley Valdez 3405 SE Westview
Oak Grove, Oregon 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Robert L. Person 3227 SE Westview Ave
Milw OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Erin Dong 3214 SE Westview Rd Milw OR 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Cory Dong 3214 SE Westview Rd.
Mil. OR. 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Cheryl L. Dong
3214 SE Westview Rd, Milw. OR. 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Ralph B Johnson 3200 SE Westview Ave
Milwaukie OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Marilyn Hardt
3217 SE Westview Ave 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

(7)

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

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✓ NAME / ADDRESS: GREG E YOUNG; 3405 SE WESTVIEW AVE.
OAK GROVE OREGON

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Nathan Ross 3310 SE Westview
Milwaukie, Oregon

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Bern Strathern 3310 SE Westview
Milwaukie OR

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Mary Williams
3300 SE Westview
Milwaukie OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Rooney Hatcher
3222 SE. Westview Ave. Milwaukie, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Mary Person 3227 SE Westview Ave
Milwaukie OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Jacob Huston 3552 S.E. Westview Rd Apt 22
Milwaukie, Ore., 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

(7)

PETITION for SUPPORT

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We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

NAME / ADDRESS: *[Signature]* 3552 SE Westview #8

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Jason Schmick 1812 SE ADDIE ST

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: David Stinson 3552 SE Westview #4

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: *Michelle [Signature]* 3552 S.E. Westview #12 Property Manager

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: *Ken [Signature]* 3552 SE Westview #12

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Katie M. 3650 SE Westview Rd
Milwaukie OR 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: Julie Mathews 3650 SE Westview Rd
Milwaukie OR 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☐

PETITION for SUPPORT

of using monies from the Green Spaces Bond Measure, passed in 1995, for the acquisition of the former Portland Traction Company right-of-way to bring it into public ownership as a regional trail.

We, the undersigned, are property owners, business owners and/or residents of the unincorporated area between the city limits of Milwaukie and the city limits of Gladstone and between Oatfield Ridge and the Willamette River.

✓ NAME / ADDRESS: Austin Galvin 35523 #12
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Colin Galvin 35523 #12
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Tayce Stinson 3552 SE Westview Rd Apt. #4
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Traci Clark 3702 SE Westview Rd
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

②. ✓ NAME / ADDRESS: Holly Peralta 3042 SE Willowcreek
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Jason Stinson 3552 SE Westview Rd Apt #11
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Daniel Mirdler 3552 SE Westview Rd Apt 06
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

(7)

PETITION for SUPPORT

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✓ NAME / ADDRESS: Javier Romero
3552 SE Westview Rd. #2
 Please check all that apply to you:
 PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Turila Romero
3552 SE Westview Rd #2
 Please check all that apply to you:
 PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: James McAdams
3552 SE Westview #2 Milw. OR
 Please check all that apply to you:
 PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Michelle Boutell
3552 SE Westview Rd. #19 mil. OR
 Please check all that apply to you:
 PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: James Spoke
3552 SE Westview #19
 Please check all that apply to you:
 PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

Q ✓ NAME / ADDRESS: John Martinez S.
6225 SE 70th Ave DDX 97204
 Please check all that apply to you:
 PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Sam Reynolds
3552 SE Westview Milw. OR 97267
 Please check all that apply to you:
 PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

(7)

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✓ NAME / ADDRESS: *Jayne Loske* 3552 SE Westview Milwaukie, OR
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Melissa Loske* 3552 SE Westview Milwaukie, OR
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Jenny Stinson* 3552 SE Westview Milwaukie OR #4
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Danielle galvin* 3552 SE Westview Milwaukie OR #12
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

NAME / ADDRESS: *Brittany Smith* 3702
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Adam McAdams* 3552 SE Westview Milwaukie OR #2
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Gabriel McAdams* 3552 SE Westview Milwaukie OR #2
Please check all that apply to you:
PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

⑦

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✓ NAME / ADDRESS: Derek Gordon 3552 Se Westview Apt #8

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: AL SHAKLEY 5210 SE Hall Milw 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☒ RESIDENT ☒

✓ NAME / ADDRESS: ROBERT J WALDT
3225 S.E LOEPFELMAN RD MILW 97222

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

✓ NAME / ADDRESS: WILLIAM BADIER 1802 SE SILVER SPRINGS RD
Milw 97222

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: JIM KNAPP JR 4401 SE RISLEY AVE

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☒ RESIDENT ☒

✓ NAME / ADDRESS: Douglas A WOODS 15427 SE RUPERT DRIVE

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Edith Coulter 3320 SE Westview

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

(7)

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✓ NAME / ADDRESS: Elaine Neels 4481 SE Concord Milw. 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

✓ NAME / ADDRESS: Bill Neels 4481 SE Concord Milw 97267
Bill Neels

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

✓ NAME / ADDRESS: Eugene Schoenheit

Please check all that apply to you: 13780 SE Fernside AV. Mil.

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☐ 97222

✓ NAME / ADDRESS: ~~Bill Neels~~ Jerry Fay 15242 SE Fairview Ave. Milw. OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: George M. Jutz 14220 SE Schroeder L
Port Milwaukie 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: Sue Conahan 1818 SE Packman Circle
Milw, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

✓ NAME / ADDRESS: Dick Jones 3205 SE VINEYARD RD
OAK GROVE OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

PETITION for SUPPORT

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✓ NAME / ADDRESS: *Dorothy Jones* 3205 SE Vineyard Rd
Oak Grove, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Carol Harn* 14772 SE Raintree Ct
Milw, OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

✓ NAME / ADDRESS: *Carolyn Bishop* 2200 S.E. OAK GROVE BLVD
MILWAUKIE, OR. 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☒ RESIDENT ☐

✓ NAME / ADDRESS: *Jennine Turner* 15323 SE Royal Rd
Clatsop OR 97015

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Richard Winston* 3214 SE Vineyard Rd
Milw OR 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

✓ NAME / ADDRESS: *Nancy Winston* 3214 SE Vineyard Rd
Milw OR 97267

Please check all that apply to you:

PROPERTY OWNER ☒ BUSINESS OWNER ☐ RESIDENT ☐

✓ NAME / ADDRESS: *Gayne Arington* 15935 S.E. Arista Dr.
Milw. OR 97267

Please check all that apply to you:

PROPERTY OWNER ☐ BUSINESS OWNER ☐ RESIDENT ☒

**Jennings Lodge Community Planning Organization
Ed Gronke
4912 SE Rinearson Rd.
Milwaukie, OR 97267
October 1, 2001**

Metro Green Ribbon Committee
Metro Building
600 NE Grand Avenue
Portland, OR 97232-2736
Attention: Walt Hitchcock, Chair

Re: Proposed acquisition of Portland Traction Line right-of-way

Dear Chair Hitchcock:

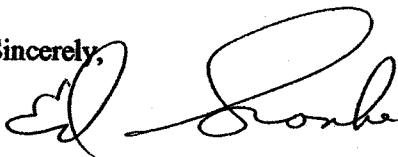
At the general membership meeting of our organization on September 18, the proposed acquisition of the Portland Traction Line right-of-way as a link to the Metro-wide trail system was discussed. The members attending were overwhelmingly in favor of such an acquisition, and feel that this might be our last chance to preserve this important part of the open space and trail corridor.

As President, I was asked to convey the feelings of the organization to your committee. We know that many other groups in and around Clackamas Committee support such a move, and we hope that your committee will decide to go ahead with this project.

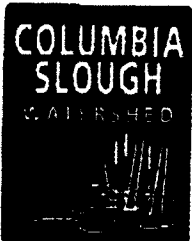
We will be happy to work with you in any way we can to make this project successful.

Thank you for taking our recommendation into consideration when the decision on this land is made.

Sincerely,



E.P. (Ed) Gronke
President, Jennings Lodge Community Planning Organization



The Columbia Slough Watershed Council

7040 NE 47th Avenue Portland, Oregon 97218-1212

Tel: 503.281.1132 Fax: 503.281.5187 Email: jay.mower@columbiaslough.org
www.columbiaslough.org

Jay Mower, Coordinator

September 25, 2001

Metro Green Ribbon Committee
Walt Hitchcock, Chair
c/o Metro Council Office
METRO REGIONAL SERVICES
600 NE Grand Avenue
Portland, OR 97232

Re: Smith & Bybee Lakes Wildlife Area

Dear Green Ribbon Committee Members:

The Columbia Slough Watershed Council is writing to urge that you place Smith & Bybee Lakes Wildlife Area high on your list of priority projects. It deserves your support.

A 1999 Recreation Facilities Plan for the lakes calls for a new:

- Trailhead
- Parking Area
- Boat Launch
- Environmental Education Shelter

These facilities are sorely lacking at this outstanding resource. People need and want access to these incredibly rich natural resources in the center of our urbanized region. Current conditions are inadequate.

The Columbia Slough Watershed Council urges you to rank Smith & Bybee Lakes high on your list.

Thank you.

Sincerely,

Jay M. Mower, Coordinator

Cc: CSWC Administrative Committee

Our mission: To foster action to protect, enhance, restore and revitalize the Slough and its watershed
The Columbia Slough Watershed Council is affiliated with the East Multnomah Soil and Water Conservation District. Funding is provided by member agencies, local governments, and grants from the Oregon Watershed Enhancement Board.



CITY OF
PORTLAND, OREGON

OFFICE OF PUBLIC UTILITIES

Jim Francesconi, Commissioner
1221 S.W. Fourth Avenue
Portland, Oregon 97204-1994
(503) 823-3008
FAX: (503) 823-3017

September 24, 2001

Honorable Walt Hitchcock, Chair
Metro Green Ribbon Committee
c/o Metro
600 SE Grand Avenue
Portland, OR 97232

Dear Chair Hitchcock and Members of the Green Ribbon Committee:

As our cities and region matures, we are all trying our best to respond to our constituents demands to protect rapidly disappearing open space. Metro has lead the way through its implementation of the 26-26 bond measure passed by voters in 1995. And now, Metro Parks and Greenspaces Department is faced with the expectation that some of what it has acquired is to be opened for public use. Clearly, the work of the Green Ribbon Committee is an important step. Ultimately, the Green Ribbon Committee will need to find the right balance of sites to develop and an appropriate and stable source of funds to pay for improvements and maintenance.

David Judd, the City of Portland's representative on the Committee, is participating to help identify that mix of projects that are both important to the entire region and are deserving of funding. I have been asked to respond on behalf of the City of Portland, to offer our input on potential projects from our *local jurisdiction* perspective.

The completion of the **Springwater Corridor** and the opening of **Willamette Cove** are very important projects for Portland. The case for completing the **Springwater** trail becomes more compelling with each additional segment that opens. Working with Metro staff and using Metro and Federal funds, we are now able to complete all of this project, except the improvements between the Sellwood Bridge and SE 17th Avenue, listed for Green Ribbon consideration. Funding this final portion of the trail is very important and its success will help most other recreational trail projects in the region either directly or indirectly.

The questions about the environmental condition of **Willamette Cove** are being answered and we believe public access to this highly visible site on Portland's waterfront should not be delayed. We have a *Willamette Cove Management Plan* in final draft and we're excited with the prospect of assisting Metro in the restoration of this 27-acre site. We'd also like to work with Metro to help complete another segment of the Willamette

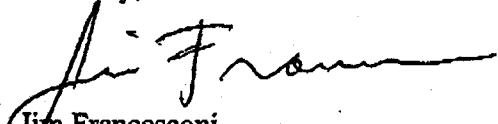
Greenway Trail connecting Portland's Cathedral Park to Willamette Cove and south to Swan Island.

Other important projects from our local perspective are the **Fanno Creek Greenway Trail** and **Smith & Bybee Lakes**. Portland is collaborating with Beaverton, Tigard, Durham, THPRD, Washington County, Metro, SW Trails and the 40 Mile Loop Land Trust to move this project ahead. Frankly, Portland needs to catch up with the great work done by our neighboring jurisdictions. This fall we will begin to study an alignment that we hope will provide a solid and safe connection between the Willamette Greenway, the 40 Mile Loop, Southwest Urban Trails and the Fanno Creek Greenway Trail that is approaching completion in Washington County.

Smith & Bybee Lakes needs funding to provide a canoe launch from Marine Drive and to complete the 40 Mile Loop Trail along the Columbia Slough. The canoe launch is already planned and the 40 Mile Loop alignment is expected to be finalized in the coming months. Smith & Bybee Lakes, operated by Metro, is our city's second largest natural resource area and it deserves improved access.

Again, I appreciate the work that you are doing. It's important that we take these steps to ensure the continued livability of our region and to protect our public investment.

Sincerely,



Jim Francesconi
Commissioner of Parks & Recreation

cc: Mayor Vera Katz
Charles Jordan
David Judd
Green Ribbon Committee



AUDUBON SOCIETY OF PORTLAND

Inspiring people to love and protect nature.

September 23, 2001

To: Green Ribbon Committee
From: Mike Houck
Re: Site Nominations and Other Issues

I have submitted my scorings for the sites, although I personally think the "gesamt" of our site visits and reactions, combined with frank staff recommendations on what is feasible and desirable, will ultimately be more important as any scoring system.

My priorities are as follows:

1. All trail projects, with the possible exception of Council Creek, should receive some level of funding. Trail projects will: 1. Serve the largest number of people; 2. Connect parks and Greenspaces; 3. Provide both recreational and wildlife viewing opportunities.
2. Projects, for the most part, should be where the people are. Most of the larger, ecological Greenspaces should wait for public access. The only concern I have with this philosophy, however, is the need to pursue active restoration of these sites. If our decision not to "open" these sites means no funds will be available for restoration work, then I would like to revisit the issue of setting these areas aside.
3. The one exception to the areas we "set aside" last time is the Banks Wetland (Jackson Bottom/Dairy/McKay Creek) site. After reflecting on our discussion and talking with members of the local birding community, I think some limited level of development should be pursued at this site.
4. We should get all of the sites and trail projects on the table first, before fiscal issues are considered. The desired list of sites should drive our considerations, not a pre-set amount of money. It may well be that the Green Ribbon Committee will want to recommend a larger amount of money than is being contemplated by Metro Council and staff. We should reserve the right to recommend more money to open more sites and pursue more trail projects if we deem it appropriate.

My recommended sites and trail projects, in order of priority are:

Sites:

Willamette Cove (90)
Cooper Mountain (82)
Wilsonville Tract (81)
Farmington Road (80)
Mt. Talbert (75)
Canemah Bluff (65)
Munger Farm (55)
Jackson Bottom/Dairy/McKay Creek (Banks Wetlands) (55)
Gales Creek (55)
Smith and Bybee Lakes* (95)

*I have ranked Smith and Bybee Lakes lowest because I feel very strongly that the Green Ribbon Committee should insist that the Port of Portland pick up the costs for this project. It is only because the Port has embarked on a project to realign Marine Drive that the current parking lot and canoe launch site will be eliminated. While it is true that the Port has been required to spend considerable sums to "mitigate" for the project, they are not mitigating for loss of public access. Metro should not be forced to expend limited funds from this process on a project that should be borne by the Port of Portland

In addition to the financial issue, I would propose that the Green Ribbon Committee strongly recommend that Metro add another project element to the Smith and Bybee Lake program, the extension of the 40-Mile Loop trail from the Port of Portland's work to the St Johns Landfill. Metro and the City of Portland have been in negotiations for several years regarding this trail alignment. It is time to bring the planning to closure and proceed with development of this critical link of the Columbia Slough 40-Mile Loop. I urge the Green Ribbon Committee to send as strong a message as possible that this issue should be resolved soon.

Trail Projects:

Fanno Creek Greenway (95)
Springwater Trail (95)
Beaverton Powerline (80)
Gresham to Fairview (75)
Portland Traction (65)
Beaver Creek Canyon (55)
East Buttes (45)
Council Creek (25)



OAK LODGE WATER DISTRICT

September 19, 2001

Metro Green Ribbon Committee
Metro Building
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Metro Green Ribbon Committee,

The Oak Lodge Water District Board of Commissioners supports the public acquisition of Portland Traction Company property for a walking and biking trail in our community. The Board supports the proposed Trolley Trail project as a benefit both to the local community, and to the region as a whole.

We appreciate your consideration of our support for this project.

Sincerely,

Katherine Willis
General Manager



CLACKAMAS COUNTY

Board of Commissioners

MICHAEL J. JORDAN
CHAIR

BILL KENNEMER
COMMISSIONER

LARRY SOWA
COMMISSIONER

September 18, 2001

The Honorable David Bragdon, Presiding Officer
and

The Honorable Mike Burton, Executive Officer
METRO

600 NE Grand Avenue
Portland, OR 97232-2736

Re: Metro Acquisition of Mt Scott Butte Open Space

Dear Presiding Officer Bragdon and Executive Officer Burton:

This letter is to inform you that the Clackamas County Board of Commissioners, acting as the District Board of the North Clackamas Parks and Recreation District, has been able to meet the local match required for the Metro Regional Parks and Greenspaces Program, and ask that the Metro Council move to approve this important acquisition.

The local match will be funded through partnerships with the Parks District, the City of Happy Valley, the owner of the parcel and Clackamas County as follows:

North Clackamas Parks and Recreation District	\$300,000
City of Happy Valley	125,000
Derby-Helms Partnership	125,000
Clackamas County	300,000

As per previous conversations with Metro staff, Clackamas County proposes to fund their portion with a grant from Title III funds from the Federal Secure Rural Schools and Community Self-Determination Act of 2000, Category 6, Community Forestry.

Clackamas County staff has researched and found participation in acquisition of the Mt Scott Butte project to be eligible within this category and that funds are available during the next funding cycle in the fall of 2002. The Clackamas County Commission is the funding authority for this grant and intends to apply for this grant which will complete the \$300,000 local match to Metro in the fall of 2002.

Again, we strongly encourage the Metro Council to move forward in this important acquisition of regional open space.

Sincerely,


Michael J. Jordan, Chair
Board of County Commissioners

cc: Mayor Eugene Grant

906 Main Street • Oregon City, OR 97045-1882 • (503) 655-8581 • FAX (503) 650-8944

WEB ADDRESS: www.co.clackamas.or.us • E-MAIL: bcc@co.clackamas.or.us



DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

Metro Green Ribbon Committee
Metro Building
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Metro Green Ribbon Committee:

The Portland Traction Company Right-of-way trail, which is indicated on the Metro Regional Trails and Greenway map as a proposed regional trail, will provide an important pedestrian and bikeway link through urban unincorporated Clackamas County. The Clackamas County Comprehensive Plane identifies this trail on the **Planned Bikeway Network Map** and on the **Essential Pedestrian Network Map**.

In 1995, when the Pedestrian and Bicycle Master plans were being developed, the Clackamas County Pedestrian and Bikeway Advisory Committee and the public helped to identify the priority pedestrian and bikeway projects throughout Clackamas County. The Portland Traction Company Right-of-way trail has been identified as one of the top ten high priority projects.

This project will provide a direct, off-road pedestrian and bikeway connection between Milwaukie and the confluence of the Clackamas River and the Willamette River in Gladstone.

Thank you for your consideration,

Sincerely,

Karen Buehrig
Pedestrian and Bikeway Planner
Clackamas County

Cc: Thelma Haggenmiller
Dick Jones

September 17, 2001



Jeff Stone
Council Chief of Staff
METRO
600 Northeast Grand Avenue
Portland, OR 97232 2736

Dear Mr. Stone:

This responds to Walt Hichcock and David Bragdon's letter concerning the selection of greenspace acquisition sites to be opened for public use.

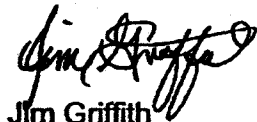
We feel the Fanno Creek Greenway Trail project should receive strong consideration for selection and funding under this new program. The idea of the Fanno Creek trail extending from Tigard's northern city limits to the confluence with the Tualatin River originated approximately 30 years ago. Over the years, the City has been working very hard to make the concept of a continuous trail a reality. Last summer, the city completed one new section and this month started work on another section of the trail. As an example of the general importance of trails to the community, the 1998 Tigard Parks Master Plan Survey found trails to be the number one facility improvement priority of local residents.

The idea of the 15-mile Fanno Creek Greenway trail has been a regional vision dating back approximately 30 years as well. When completed, the regional trail will connect five cities and serve a nearby population of 200,000 residents. The advancement of the regional trail is a partnership project involving many public and private organizations.

The Fanno Creek Greenway Trail is too important to not finish. It will provide a vital connection through the westside area. It will provide people with choices for moving around and will help make the area a better place to live.

Because of the many public benefits it will provide and the many partnerships already in place, we strongly support the identification of the Fanno Creek Greenway Trail as a Green Ribbon site.

Sincerely,


Jim Griffith
Mayor

I:\ADMIN\MAYOR GRIFFITH\METRO GREENSPACES.DOC



Jeff Stone
Council Chief of Staff
600 NE Grand Ave
Portland, OR 97232

September 15, 2001

Dear Mr. Stone:

Thank you for the opportunity to comment on the sites being considered by the Green Ribbon Committee for potential Metro greenspaces development. The Metro owned sites appear in the approved plan, Clackamas County Parks Master Plan "Beginning the New Millennium" 2000. This is a 6 year plan that recognizes the important role these key sites play in the County and the fact that additional funding measure(s) are needed for their development and public use. Clackamas County is a willing partner with Metro in the development and public use of facilities in the County.

Although we support the public use and development of all of the sites listed in Clackamas County's jurisdiction, the Mount Talbert and River Island properties stand out as having particular importance and very strong support.

Mount Talbert Nature Park has an adopted Master Plan and the County supports the continuation of the work now being done by Metro and the North Clackamas Parks and Recreation District for that site.

River Island is an important site well located for regional access and linkage with the existing county park Barton Park. This area could be a large park and natural area with good regional access. The County is a willing partner in the development of an operating agreement for the site. The site is a low density residential zone that allows park development as a primary use.

Although Clackamas County does not have any direct financial support to offer, it may be possible to arrange intergovernmental agreements regarding maintenance or management of the sites.

We strongly support the public access and park development at Mount Talbert and River Island as well as the other Metro Greenspaces sites within Clackamas County.

Sincerely Yours,

Dan Zirzer
Clackamas County Parks Manager



WASHINGTON COUNTY OREGON

September 14, 2001

The Honorable Walt Hitchcock, Chair
Members of the Metro Green Ribbon Committee
16990 SW Greengate
Sherwood, OR 97140

Dear Chair Hitchcock and Members of the Committee:

I fully agree and support Tualatin Hills Park & Recreation District's (THPRD) letter to you dated September 13th, regarding the Green Ribbon Committee Project Review Process. In particular I agree that Beaverton Powerline Trail, Fanno Creek Greenway and Cooper Mountain Regional Park are very important to citizens in eastern and southeastern Washington County.

I would like to add the following additional comment: Washington County has recognized the Beaverton Powerline Trail as part of its "Off-street Bicycle Route System" for nearly 13 years. (See the "Washington County Transportation Plan" on Figure 12, at page 35.)

Sincerely,

Dick Schouten
County Commissioner, District 1

cc: Board of Commissioners/with attached THPRD letter
David Bragdon/Metro Council Presiding Officer
Rob Drake/Mayor of Beaverton
THPRD Board of Directors
Jeff Stone/Metro Council Chief of Staff
Ron Willoughby, THPRD General Manager



CITY of BEAVERTON

4755 S.W. Grifflith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: 526-2481V/TDD Fax 526-2571

ROB DRAKE
MAYOR

September 14, 2001

The Honorable Walt Hitchcock, Chair
Metro Green Ribbon Committee
c/o Jeff Stone, Council Chief of Staff
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Hitchcock:

I am writing in response to the letter I received from you and David Bragdon, Metro Council Presiding Officer, requesting my thoughts regarding how improvements to Metro greenspaces acquisition sites in Beaverton's area would relate to our parks and trails plans. The table attached to your letter identified two greenspaces sites in Beaverton's area, Fanno Creek Greenway and Beaverton Powerline Trail. It should be noted that another greenspaces site that is located just west of the City is Cooper Mountain. The City is interested in and supportive of improvements at all these sites so as to allow more public access.

Although the City of Beaverton is a parks provider in that we own some park land and maintain several small parks and public spaces, the primary provider of parks and recreation programs in the City and surrounding unincorporated areas is the Tualatin Hills Park and Recreation District. The City relies on THPRD to plan for parks and recreation facilities in our area. I therefore ask you to consider the comments in the September 13 letter that you have received from Ron Willoughby, THPRD General Manager, on this matter to generally represent the City's position as well.

As noted in Ron Willoughby's letter, the City of Beaverton has been a partner in making improvements to segments of the Fanno Creek Greenway. Additionally, we may be able to use our land use permitting authority to condition the approval of some future adjacent developments to require limited improvements to the Powerline Trail. Although the Cooper Mountain site is outside our jurisdiction, as with THPRD, we are willing to assist Metro in any way we can to improve this area.

Thank you for giving me the opportunity to indicate the City's support for improvements to these greenspace sites to further their use by the public. Please contact me if there is anything else the City of Beaverton can do to assist the Green Ribbon Committee.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Drake".

Rob Drake
Mayor

Cc. David Bragdon, Metro Presiding Officer
Ron Willoughby, THPRD General Manager



Serving Beaverton and the area since 1951.

TUALATIN HILLS PARK & RECREATION DISTRICT ADMINISTRATION OFFICE

15707 S.W. Walker Road • Beaverton, Oregon 97006 • (503) 645-6433 • FAX (503) 531-8230

www.thprd.org

Ronald D. Willoughby
General Manager

BOARD OF DIRECTORS

Bruce Dalrymple
John Griffiths
Mark Knudsen
Terry Moore
Deanne Mueller-Crispin

September 13, 2001

The Honorable Walt Hitchcock, Chair
Members of the Metro Green Ribbon Committee
16990 SW Greengate
Sherwood, OR 97140

Dear Chair Hitchcock & Members of the Committee:

I am writing on behalf of the Tualatin Hills Park & Recreation District in response to your letter and invitation to participate in the Green Ribbon Committee Project Review Process and to offer our partnership for projects identified on the *Eligible Sites & Jurisdiction Table*.

There are three sites currently listed on the *Table* that are very important to citizens in our community and Washington County (Beaverton Powerline Trail, Fanno Creek Greenway and Cooper Mountain Regional Park). Please allow me to explain why these are important projects and how we can partner together and make them successful.

BEAVERTON POWERLINE TRAIL

The Beaverton Powerline Trail is a regional trail corridor identified in the *Metro Trails & Greenways Plan*, *THPRD Trails Master Plan* and in the *Beaverton Transportation System Bicycle Master Plan*. It is a major trail corridor that goes from the Willamette River in Wilsonville through the Cities of Sherwood, King City, Tigard and Beaverton all the way to Portland in Forest Park. When completed, it will provide recreation and alternative transportation opportunities for the more than 200,000 THPRD and Beaverton residents and all those communities north and south of us.

Currently, portions of the trail within our community are under the jurisdiction of THPRD. Additional trail construction and acquisitions are needed, however, to make the trail contiguous from the southern Beaverton city limits to the Urban Growth Boundary, which is the northernmost boundary of THPRD.

We propose a partnership with Metro, whereas THPRD would acquire the needed right-of-way and assume management/maintenance of the trail if Metro can provide funding for trail improvements.

FANNO CREEK POWERLINE TRAIL

This long-term vision may soon come into fruition with some additional resources. The on-going partnerships between Metro, THPRD, the City of Beaverton and the Oregon Department of Transportation continue to produce additions to the trail within our community, but we are not finished yet. Additional funding is needed to complete the SW Scholls Ferry to 92nd Avenue gap in Beaverton, and funding is also needed south and east of our community in Portland, Tigard and Durham.

The Fanno Creek Trail is a regional trail identified on the *Metro Trails & Greenways Plan*,

THPRD's Trails Master Plan and the City of Beaverton's Transportation System Bicycle and Comprehensive Master Plans. It will provide both recreational and alternative transportation opportunities to numerous communities when complete.

The partnership we offer includes continued management, maintenance and development coordination by THPRD for the portion of the trail in Beaverton. The City of Beaverton is currently constructing a segment of the trail between SW 105th Avenue and Allen Blvd., and we anticipate further assistance in securing needed right-of-way on City owned property. THPRD also will be acquiring right-of ways in partnership with Metro and the Beaverton School District.

COOPER MOUNTAIN REGIONAL PARK

Metro's Cooper Mountain Regional Park Property offers tremendous recreational and environmental value to our community and residents of southeast Washington County. No regional park currently exists in this area and we welcome the day Metro will secure funds to make improvements and provide public access.

THPRD stands ready to assist Metro in any way we can to open this park up to public use. We have technical expertise to offer and we hope this project will remain a priority on your list.

Thank you for allowing me to express our support for these projects. Please advise if there is anything else we can do to help the Green Ribbon Committee with their review process.

Sincerely,



Ronald D. Willoughby
General Manager

cc: THPRD Board of Directors
David Bragdon/Metro Council Presiding Officer
Jeff Stone/Metro Council Chief of Staff
Rob Drake/Mayor of Beaverton



OAK LODGE SANITARY DISTRICT

Protecting our valuable water resources

September 12, 2001

Mr. Richard Jones, Chair
Oak Lodge Community Council
3205 SE Vineyard Road
Milwaukie, OR 97267

Dear Dick:

Oak Lodge Sanitary District has, since the inception of our Surface Water Management program in 1993, had an interest in public acquisition of the former Portland Traction Company (PTC) right-of-way that bisects our community. Our interest stems from the variety of opportunities existing along this linear stretch of land that offer the ability to enhance natural drainage and associated riparian habitat, as well as the ability to couple that activity with environmental education and awareness.

Oak Lodge Sanitary District has previously shared our interest in this right-of-way with North Clackamas Parks and Recreation District, whom we understand was exploring acquisition for the "rails to trails" project. We believe our interest and the interests of those "rails to trails" advocates are not only compatible but also mutually beneficial. For example: a trail that provides a pedestrian route and exercise facility can also serve as a conduit to provide access to natural water courses, wetlands, and riparian habitat with the accompanying educational opportunities. A number of these natural drainage features exist along the segment of PTC right-of-way lying within our jurisdictional boundaries.

Beyond the potential community benefits of the trail and its educational/recreational aspects, there are opportunities to enhance or restore historical drainage that exists within this corridor. The development of the Oak Lodge community during the past 40 years has resulted in dramatic increases in impervious surface area. As a consequence of this development, the volume of storm water runoff has increased tremendously, the peak stream flows have increased dramatically, groundwater recharge has been lost, riparian habitat has been eroded, stream temperatures have risen, summertime stream flows have been reduced, and stream beds have been clogged with silt. The potential for enhancing/restoring some of the natural drainage features that exist adjacent to the former rail bed offer opportunities for reversing some of these negative impacts on our water resources. Such improvements could also reduce downstream flooding in the lowest lying areas where chronic or occasional flooding jeopardizes both public and private investment.

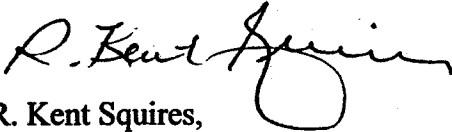


Based upon our Surface Water Management Master Plan efforts, we believe that numerous potential benefits exist associated with public acquisition of the PTC right-of-way. However, in order to fully explore the potential of this right-of-way, a detailed field survey and study would be required. As a first step Oak Lodge Sanitary District encourages the Oak Lodge Community Council to evaluate the opportunities associated with public ownership, evaluate the level of public support for acquisition, evaluate available resources which can be applied to acquisition, and participate as appropriate in local and regional discussions related to public acquisition.

We look forward to working with you and others in further exploring the placement of the PTC right-of-way in public ownership. If you have any questions, please call me at 503-653-1653.

Sincerely,

OAK LODGE SANITARY DISTRICT



R. Kent Squires,
General Manager

c: Oak Lodge Sanitary District Board of Directors
Walter C. Mintkeski, Manager of Planning and Engineering



Willamette View

September 7, 2001

To: Oak Grove Community Council (fax: 503-652-5294)
From: Willamette View, Inc.
Subject: Trolley Trail

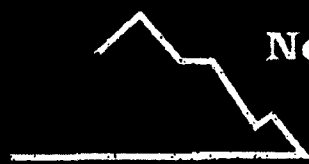
Willamette View Retirement Community endorses the completion of the "Trolley Trail" under the auspices of the North Clackamas Parks District. We believe it will provide a safe environment for our residents.

Please give this proposal your utmost attention.

Sincerely,

Mark King
Executive Director





North Clackamas County

Chamber of Commerce

Mission Statement: "Provide responsible leadership and innovative resources for business and community"

September 12, 2001

To: Oak Lodge Community Council

From: North Clackamas County Chamber of Commerce

Re: Portland Traction Line trail

The North Clackamas County Chamber of Commerce supports the public acquisition of the Portland Traction Co. line as a trail in North Clackamas County. Local Share funds (\$500,000) from the Metro Open Spaces, Parks and Streams bond measure of 1995 are available for this purchase. The Chamber strongly supported the 1995 bond measure and its goals. In the voter's pamphlet for that bond measure the Portland Traction Line was identified as one of the potential projects for funding, and therefore should be acquired for that purpose.

This is also a high priority for the North Clackamas Parks and Recreation District. While no funds are earmarked for development, it would behoove our communities to acquire this as a connector trail to ensure its viability for the future. Citizens from the area at large indicate that trails and pathways are a high regional priority, and this area is within a currently under-served section of the park district.

The Chamber supports the inclusion of this trail as a Metro Green Ribbon Committee Project. This is a unique opportunity to preserve a piece of land with historical significance and connectivity. This 5.7-mile section of trail from the mouth of Johnson Creek in Milwaukie to the north city limits of Gladstone is an important link in a regional trail system envisioned a century ago. This trail assists in the connection of the East Bank and Springwater Trails with other parts of the county and region. It will also complete a 20-mile loop of connecting trails in North Clackamas County.

Thank you for the opportunity to share our thoughts with you regarding this important aspect of our area's future.

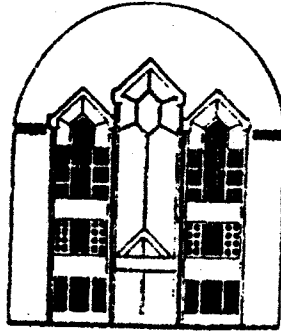
Cc: David Bragdon, Presiding Officer, Metro
 Bill Atherton, Metro Councilor
 Walt Hitchcock, Chair, Green Ribbon Committee
 Mike Henley, Director, North Clackamas Parks & Recreation District

Wilda Parks

Serving the needs of Business and the Community in: Milwaukie, Gladstone, Happy Valley, Johnson City, Clackamas, Sunnyside, Oak Grove, Damascus, Barton & Boring

7740 S.E. Harmony Road ▲ Milwaukie, OR 97222-1269 ▲ 503.654.7777 ▲ Fax 503.653.9515
 E-mail: ncccofc@yourchamber.com ▲ Website: www.yourchamber.com

CLACKAMAS COUNTY



HISTORICAL SOCIETY

211 Tumwater Drive • Oregon City, Oregon 97045-2900
Telephone: (503) 655-5574

September 13, 2001

Members
Metro's Green Ribbon Committee

Dear Members:

I am writing in support of your committee placing the Portland Traction Company right-of-way property at the top of your selection list.

I am primarily in favor of this acquisition because of the historical significance of this property. I cite demonstrated Indian trails, a wagon road, and the first electric trolley Line. In conjunction with a variety of community groups the Clackamas County Historical Society would be pleased to provide historical resources and expertise for the proper interpretation and preservation of this major transportation corridor.

Sincerely,

A handwritten signature in cursive script that reads "Patrick J. Harris". The signature is fluid and written in dark ink.

Patrick J. Harris
Executive Director



CLACKAMAS COUNTY SHERIFF'S OFFICE



Office of
PAT DETLOFF, SHERIFF
NEAL BUTLER, CHIEF DEPUTY

September 10, 2001

METRO'S GREEN RIBBON COMMITTEE:

I wish to express my support for the improvements to the former Portland Traction Company right-of-way.

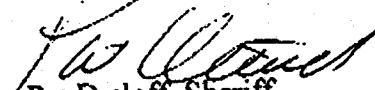
The benefits from a community/environmental aspect are important. I have seen members of neighborhoods enjoy a healthy life style associated with improved parkways. These have also provided motor vehicle safe areas where people can enjoy a walk or bicycle ride without danger from vehicular traffic.

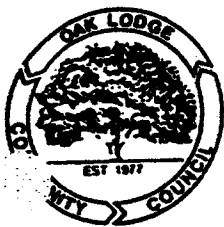
The Clackamas County Sheriff's Office provides law enforcement services to this area, and is committed to providing a safe environment for the citizens of Oak Grove.

I encourage you to place this project at the top of your priority list.

If I can provide any additional information, please feel free to contact me.

Sincerely,


Pat Detloff, Sheriff



OAK LODGE COMMUNITY COUNCIL

~~Robert Walcott~~ Richard Jones
~~Chairperson~~ Chairperson

3205 SE Vineyard Rd. ~~3225 Luffman Road~~
Oak Grove, OR 97267 ~~Oak Grove, Oregon 97222~~

September 13, 2001

To: Metro's Green Ribbon Committee

The Oak Lodge Community Council (OLCC), the recognized Community Planning Organization for Oak Lodge and Oatfield Ridge, supports the immediate public acquisition of the Portland Traction Co. (PTC) line as a trail in North Clackamas County. Oak Lodge residents strongly supported the 1995 bond measure because PTC was a Local Share project. It was clearly identified in the voters' pamphlet and other ballot information. Money is available for this purchase and citizens expect government to follow through.

We believe the traction line is a unique opportunity to preserve a piece of property, which can connect area trails in the future. We support the inclusion of the trail as a Metro's Green Ribbon Committee project. While this 5.7 miles section of trail from the mouth of Johnson Creek in Milwaukie to the north city limits of Gladstone may look like just another trail it is an important link in the regional trail system envisioned by the Olmsted brothers a century ago. This will connect the East Bank trail and the Springwater trails with Oregon City and future trails to the south and east. This will complete a 20 mile loop of connecting trails in north Clackamas County.

Many OLCC members who have lived along the trolley line for years see its future as a trail making a lot of sense because kids can, and already do walk, or bike along the right-of-way to school and many older residents use it as a walking path for exercise to keep fit. Each year our group receives many complaints from residents over issues the police cannot control uses. When brought into public ownership such issues can be appropriately addressed.

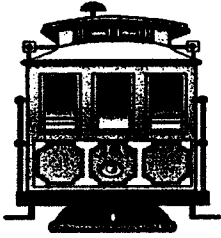
The OLCC has always promoted safety. There is short supply of walking and bike trails separate from vehicular traffic. We know many do not bike or walk on our streets because of safety.

Thank you for consideration of our thoughts. Our group looks forward to working as a partner in the development of the Trolley Trail.

Sincerely,

Dick Jones
Dick Jones, Chair

Cc: David Bragdon, Metro, Presiding Officer
Bill Atherton, Metro, Councilor District 2



THE OAK GROVE STATION

2200 SE Oak Grove Blvd - Milwaukie, OR 97267-2659
Phone (503) 653-2178 ~ Fax (503) 653-0782 ~1 (888) 863-6814

September 12, 2001

Oak Lodge Community Committee

We have recently been advised of a plan to utilize a portion of the right of way of the former Interurban Trolley from Portland to Oregon City. Having ridden the line in our youth, we find the suggestion to open the "Trolley Trail" to pedestrian and bicycle use to be appealing.

Historically, the Trail would provide a means of bringing its users aware of the former significance of its route. The benefits of providing a safe pathway through the area for those who walk and bike is obvious. Its proximity to the several schools along its route is yet another advantage.

As a retailer, located within a block of the Trail, we could provide a place of rest and refreshment to those who use the proposed pathway. Residential and commercial development along the way will be enhanced. Tri-Met bus routes that intersect the Trail in several places are another plus.

The Oak Grove Station offers its enthusiastic support of this proposal.

Respectively,

Robert C. Bishop, III

ROSE-VILLA


Oak Grove Community Council
Fax: 503-652-5294

Dear Oak Grove Community Council Members:

We support the completion of the Trolley Trail under the auspices of the North Clackamas Parks District.

Our area is presently without sidewalks for safe walking and bicycling. This land would provide a safe, recreational corridor for children, senior citizens, and community members of our area. It will also provide a path among nature for enjoyment in the urban area. Please give this proposal your closest attention.

Thank You,


Susan Lehr

Director of Marketing,
Public Relations, and Resident Services

A Continuing Care Retirement Community

13505 S.E. River Road

Portland, Oregon 97222

Telephone (503) 654-3171

Fax (503) 652-3291



September 11, 2001

Metro Green Ribbon Committee

Re: Portland Traction Co. Trail

The Oak Grove Garden Club Board of Directors on September 10, 2001, unanimously approved endorsement of the Trolley Trail. We support the Trolley Trail, as a major recreational development for the area.

Sincerely,

Florence M. Smith

Florence M. Smith
Environmental Chairperson
Oak Grove Garden Club

Enclosure:

Signed Petition

* no address in phone book
or MCLIST

Memo

To: METRO GREEN RIBBON COMMITTEE

Fax: 503.652.5294

From: Chief Randy Bruegman



Date: 09/11/01

Re: Support of Trolley Trail

The Board of Clackamas County Fire District No. 1 is in support of the citizens supporting the Trolley Trail. We believe the effort is in line with the Green Ribbon Committee's Open Space bond measure which was passed in 1995. As this has been driven by citizen's and property owners in the Oak Lodge area it fits into the scope of the proposed Green Space Projects outlined by Metro. We believe it would be a great enhancement to the local community. As they meet metro community site selection criteria for public and local support they should be placed at the top of the priority list for the Green Ribbon Committee. We appreciate the opportunity to provide input on this important issue and on behalf of the Board of Directors, we again support the inclusion of this project as part of the Metro Open Space improvement project list.



CITY OF CORNELIUS

September 5, 2001

Jeff Stone
Council Chief of Staff
Metro Regional Services
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Green Ribbon Committee Solicitation of Response to Council Creek Greenspace – August 23, 2001 Letter.

Dear Jeff Stone & Green Ribbon Committee:

This letter is in response to your August 23, 2001 letter requesting information and comment on how the proposed Council Creek greenspace and trail relate to the natural resource, parks and trail plans for the City of Cornelius and surrounding area.

The Council Creek drainage flows from its source northwest of Forest Grove to its confluence with Dairy Creek, just west of Hillsboro. This natural corridor provides the opportunity for a connection of our three communities through a greenway, trail or both. Council Creek and associated riparian areas provide a natural buffer for the City along a majority of northern boundary, abutting mostly residential development. The City staff and members of the City Parks Commission believe the City has the opportunity to provide a connected greenway and trail system utilizing the adjacent riparian and floodplain areas of Council Creek, that can be valuable both to Cornelius and the region.

The City of Cornelius does not at this time have the financial resources to acquire land or develop facilities for such a plan. However, the City has successfully been encouraging residential developers who have proposed development along Council Creek to include access, enhancement and even restoration of this riparian corridor. The City has also conditioned development approvals to provide for pedestrian connections to the Council Creek area. The City has a proven track record for taking the lead and partnering with other agencies and organizations to enhance and develop parks and greenways. Steamboat Park and Arboretum Park are examples of partnerships between the City, Metro and others, where the City has received funding from various private and public grant sources to restore, enhance and develop these parks. Through the efforts of many volunteers in the City of Cornelius we have been able to begin to efficiently and effectively address community expectations for parks, greenways and open spaces.

The City would greatly appreciate the opportunity to partner with Metro and other agencies to provide a greenway system along Council Creek with multiple benefits. Some of these benefits would include:

1. A connected pedestrian trail along the Council Creek corridor that would link the communities of Cornelius, Forest Grove and Hillsboro and connect the required McKay Creek Trail to the Banks to Vernonia Linear Trail.
2. Protection of wildlife habitat along Council Creek.
3. Protection and enhancement of the water quality of Council Creek and Dairy Creek.

Thank you very much for seeking our comments and providing a venue for the City of Cornelius to participate.

Sincerely,

Mayor Ralph Brown

**WENDIE L. KELLINGTON
ATTORNEY AT LAW**

PO BOX 1930
LAKE OSWEGO, OR
97035

PHONE (503) 624-7790
MOBILE (503) 804-0535
FACSIMILE (503) 620-5562
EMAIL: W.KELLINGTON@YAHOO.COM

September 3, 2001

Via Facsimile and US Mail
(503) 797-1849

Walt Hitchcock
Chair Metro Green Ribbon Committee
C/O Heather Nelson - Kent
Metro Parks and Greenspaces Program
600 NE Grand Ave
Portland, Or 97232-2736

RE: Metro Potential Parks Improvement Ranking

Dear Mr. Hitchcock:

That you for considering this letter. I represent a farmer who is very concerned about urban park planning that could interfere with his farm operation in which he has substantial, long term investment in animals, land, equipment, fencing and other farm implements. Specifically, Mike Warn, whom I represent, farms land next to one of the areas under consideration by your committee. Mike raises prize cattle on his farm located next door to Idylwild Farm. Idylwild Farm was recently acquired by Metro. Mike tried to buy Idylwild Farm when it came up for sale, but lost out to Metro in the purchase process. Metro ended up paying 2.9% over the appraised value to acquire Idylwild. Mike had hoped to add Idylwild to his farm operation and, having failed in his effort to do so, is now worried about Metro's plans for Idylwild. Idylwild Farm and Mike's farm are both zoned EFU and are located outside of the Metro jurisdictional boundary and the UGB.

Mike is very concerned about any proposal to develop Idylwild Farm as a regional urban park. Urban automobile noise and exhaust as well as noisy urbanites recreating proximate to Mike's delicate breeding and calving operations, are likely to disrupt breeding and calving. Moreover, Mike's bulls are large and strong, and not well known for docility. Placing trails for urban recreators next to calving, breeding and bullpens, is a formula for farm disruption and safety conflicts for children and other walkers, as well as to Mike's animals.

We have had a beneficial meeting with Heather Nelson-Kent who was very helpful and patient in explaining the process to us. We hope for a positive relationship with Metro and that Metro will be sensitive to Mike's farming operation. We would like

Walt Hitchcock
September 3, 2001
Page 2 of 2

for Metro to be cognizant of Mike's farm's unique needs for a relatively quiet, rural, EFU zoning district as its setting, because of the fragility of the animals and the kind of farming practices that he performs. Thank you for your consideration.

Very truly yours,


Wendie L. Kellington

WLK:wlk

cc: Mike Warn
Mike Morrissey (via fax 503 797-1793)



METRO

August 28, 2001

Walt Hitchcock, Chair
Metro Green Ribbon Committee
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Hitchcock:

I enthusiastically support the work of the Green Ribbon Committee to provide public access to some of the extraordinary natural areas the region's voters purchased in the last five years. My staff and I stand ready to assist you with technical expertise and analysis.

As the committee begins its review of sites for public access, please keep in mind that Metro cannot afford to operate what it already owns. The Regional Parks operating fund has not kept pace with acquisitions. We are spending down the fund balance at nearly \$1 million per year just to provide basic programming at the existing parks and minimal habitat restoration, nuisance control, and general maintenance at 7,000 acres of open space—6,000 of which Metro is solely responsible for maintaining. Opening existing sites to the public will further increase operational expenses and deplete the operating fund faster.

As you know, Metro is committed to completing the purchase program funded by the 1995 bond measure. However, I want to make it clear that I do not favor purchasing any more property than can be funded by the remaining bond revenue. Simply put, Metro cannot afford to acquire more property than it can properly maintain.

Operating funding is as important, if not more so, than individual site development. It makes no sense to open a site without a long-term plan to keep the facilities clean, the trails cleared, and the public safe. I urge you to propose a financing package that will address this issue, will be stable over time, and will fairly represent to the voters how that money will be spent.

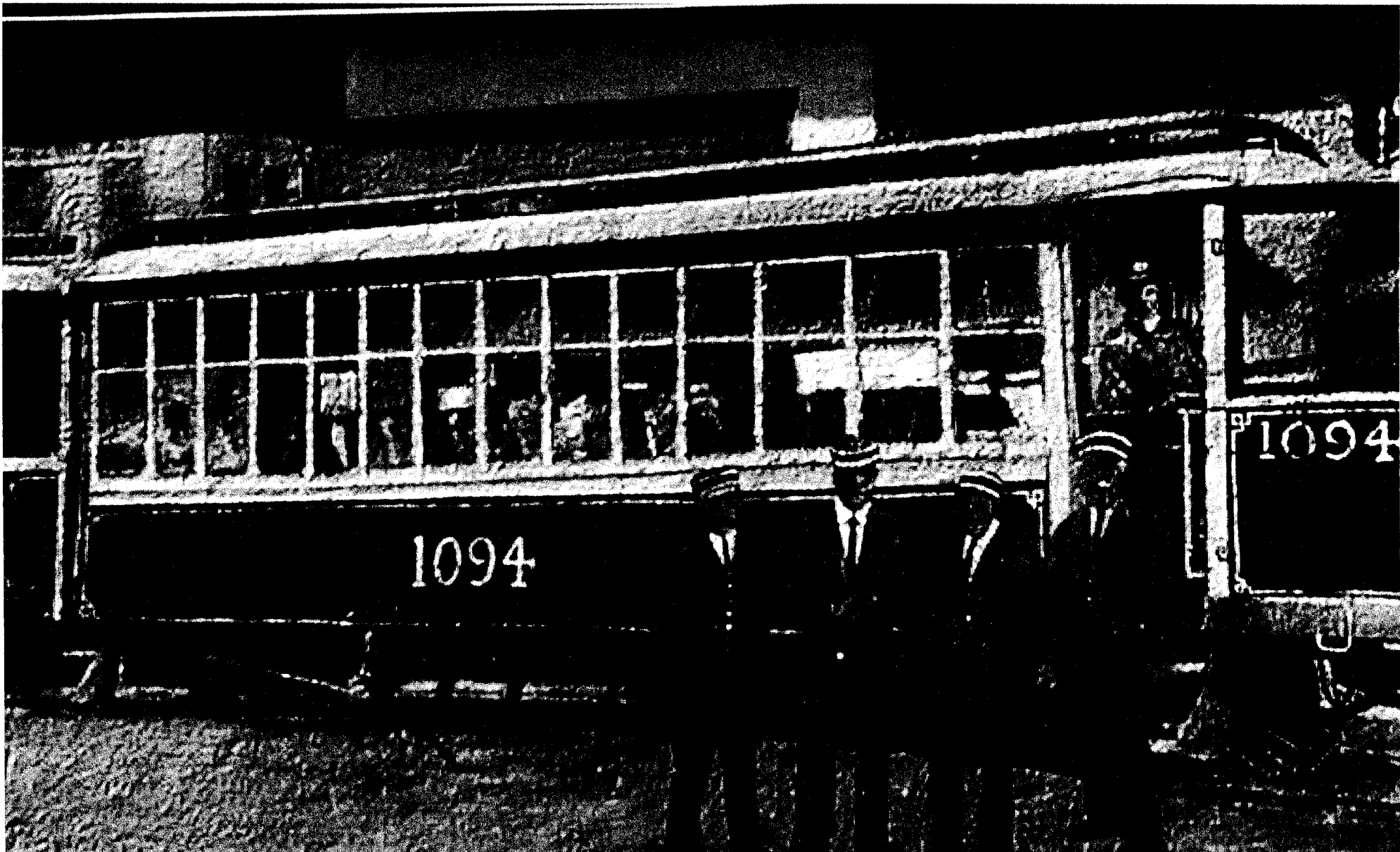
Thank you for your dedication and hard work.

Sincerely,

Mike Burton
Executive Officer

cc: David Bragdon, Presiding Officer
Green Ribbon Committee members
Charles Ciecko, Director

Other Documents Received



TROLLEY TRAIL (PTC Trail) Route Map / Connecting Features

KEY

Orange:

TROLLEY TRAIL (PTC)

Green:

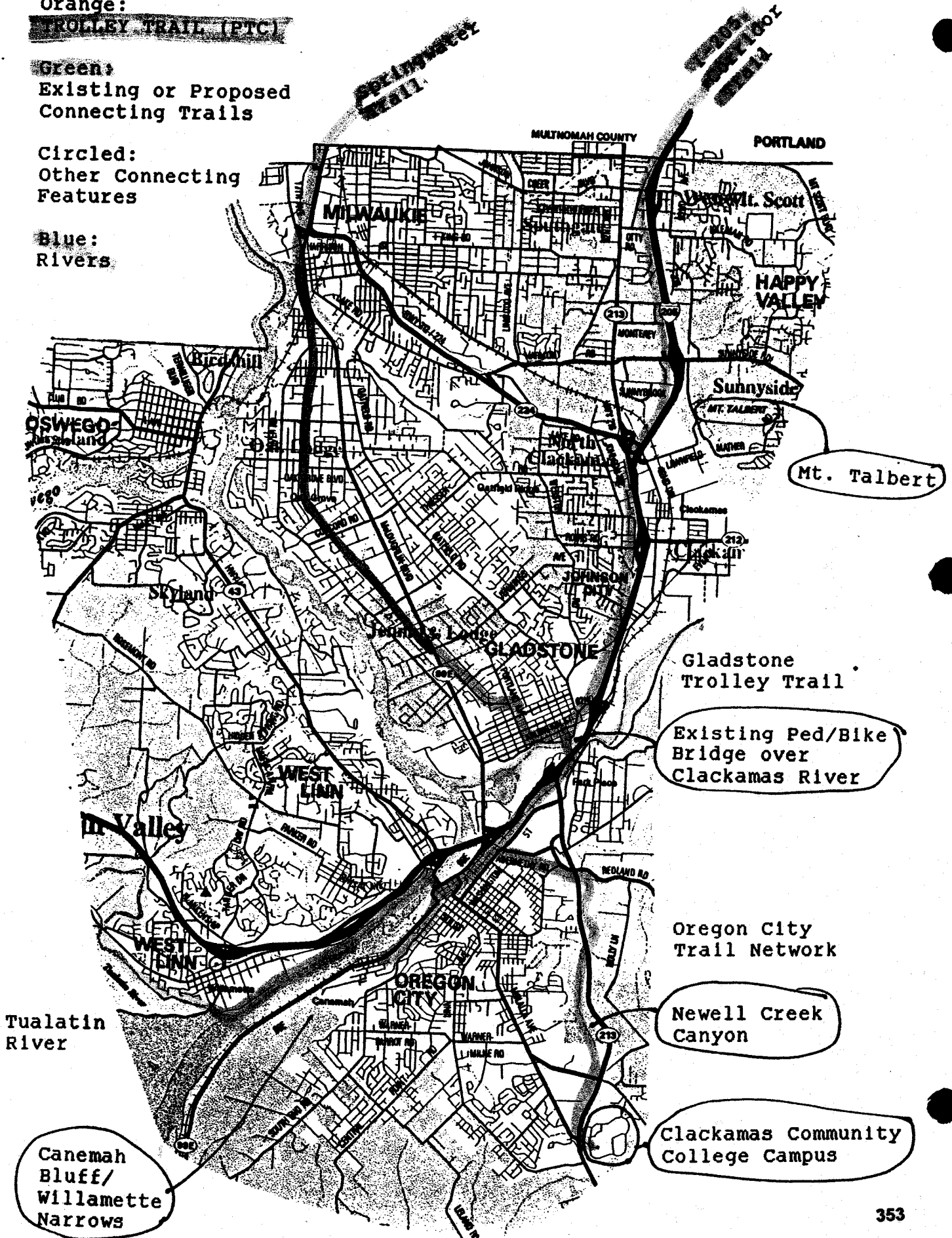
Existing or Proposed
Connecting Trails

Circled:

Other Connecting
Features

Blue:

Rivers



PORTLAND TRACTION CO. TRAIL (PTC Trail)
EXPANDED INFORMATION

Date: Thursday, September 13th, 2001
From: CITIZENS SUPPORTING the TROLLEY TRAIL (PTC Trail)
To: METRO GREEN RIBBON COMMITTEE

CONTEXT: SITE HISTORY and CONDITION

The Trolley Trail corridor is a former streetcar line right-of-way. The Union Pacific Railroad Co., the successor of the Portland Traction Company (PTC), currently owns it.

The Trolley Trail through unincorporated Oak Lodge stretches 6 miles from the City of Milwaukie (where it is adjacent to the Willamette River) to the City of Gladstone.

The corridor serves a highly populated, established, urbanized area. The right-of-way is 40 feet wide in most places and contains approximately 6.09 acres. PGE maintains a transmission easement through most of the corridor and PGE supports trails on its corridors (e.g. Springwater Corridor Trail and Peninsula Crossing Trail).

The Trolley Trail is an important connection that is included in both the Greenspaces Master Plan and the Regional Transportation Plan (RTP). It would ultimately connect the Springwater Corridor Trail, just north of Milwaukie to the future Trail Network in the Oregon City Master Plan.

The City of Gladstone has already acquired their section of the Trail and it is completed. An existing bike-and-pedestrian-only bridge spans the Clackamas River thus connecting this important Trolley Trail with the I-205 Trail, the proposed Newell Creek Trail and the Oregon City Master Plan Trail Network.

The Trail would be similar in scope and size to the Peninsula Crossing Trail in north Portland, which was designed and built by METRO Regional Parks and Greenspaces.

TROLLEY TRAIL (PTC Trail)
(Page 2)

READINESS for DEVELOPMENT and PUBLIC USE

The Trolley Trail is a local share project, under Metro's 1995 Open Spaces, Parks and Streams Bond Measure. Currently portions of the existing Trail are in usable condition. After acquisition of the right-of-way for the Trail, North Clackamas Parks and Recreation District (our local partner) along with broad citizen and agency support, are eager to contribute time and resources to make this Trail a reality. Future funding from Metro can be used to study, design and/or build the Trail, once the corridor is acquired.

PUBLIC and LOCAL GOVERNMENT SUPPORT

The project was specifically listed in the 1995 Metro Open Spaces Parks and Streams Bond Measure campaign with local share funds (\$571,025 - as noted on list in packet) from that Bond Measure being dedicated for this purchase.

A growing number of community volunteers, whose highest priority supports the acquisition for preservation and restoration of the 6.09 acre corridor Trail, provide a strong support base from the local residents and jurisdictions.

The North Clackamas Parks and Recreation District Master Plan update process, currently underway, has identified trails and pathways as a high priority for people in the region which includes: The Communities of Oak Grove, Jennings Lodge and Oatfield Ridge along with the Cities of Milwaukie and Gladstone and Clackamas County.

ACCESS and LINKAGE

Excellent access to local neighborhoods not only promotes trail users walking or biking directly to the Trail but also provides other opportunities that exist in close proximity to the Trail including parks, library, gift/coffee shop(s), activity centers, historic homes, etc.

The corridor is in the 2040 Growth Concept Plan and is located entirely within the Urban Growth Boundary yet has features that are unique in diversity and quality that add visual variety and interest to the landscape of the Trail. The trail user finds a small stream, a wetland/pond, pockets of apple and hawthorne trees and other vegetation important to the many ducks, geese and other birds and small critters.

This Trail is a significant historic corridor, adjacent to four local schools, four retirement facilities and has a short spur to Risley Park. It also meets all of the recommendations needed for the elderly, handicapped and bicycles.

TROLLEY TRAIL (PTC Trail)
(Page 3)

POTENTIAL for PARTNERSHIPS

METRO; A Land Trust (40-Mile Loop or similar Trust); North Clackamas Parks and Recreation District/School District/Chamber of Commerce; Oak Lodge Sanitary/Fire/Water Districts; Area Garden Clubs/Master Gardeners; Clackamas County Historical Society/Sheriff's Department/Pedestrian and Bikeway Advisory Committee; Area Retirement Centers; Community Planning Organizations; Service Organizations, eg Kiwanis, Rotary, etc.; Youth Organizations, eg Boy Girl Scouts, Campfire, etc.; Local Churches, Businesses and Individual Citizens.

LAND USE

The Trail goes through mostly residential zones, with a few commercial zones near McLoughlin Blvd.

PROXIMITY to POPULATED AREAS

Highly urbanized and established neighborhoods are adjacent to the Trail corridor. The corridor used to serve a streetcar line; thus the densities have been there for 100 years.

SUMMARY

Master/Management Planning: North Clackamas Parks and Recreation District Master Plan update underway.

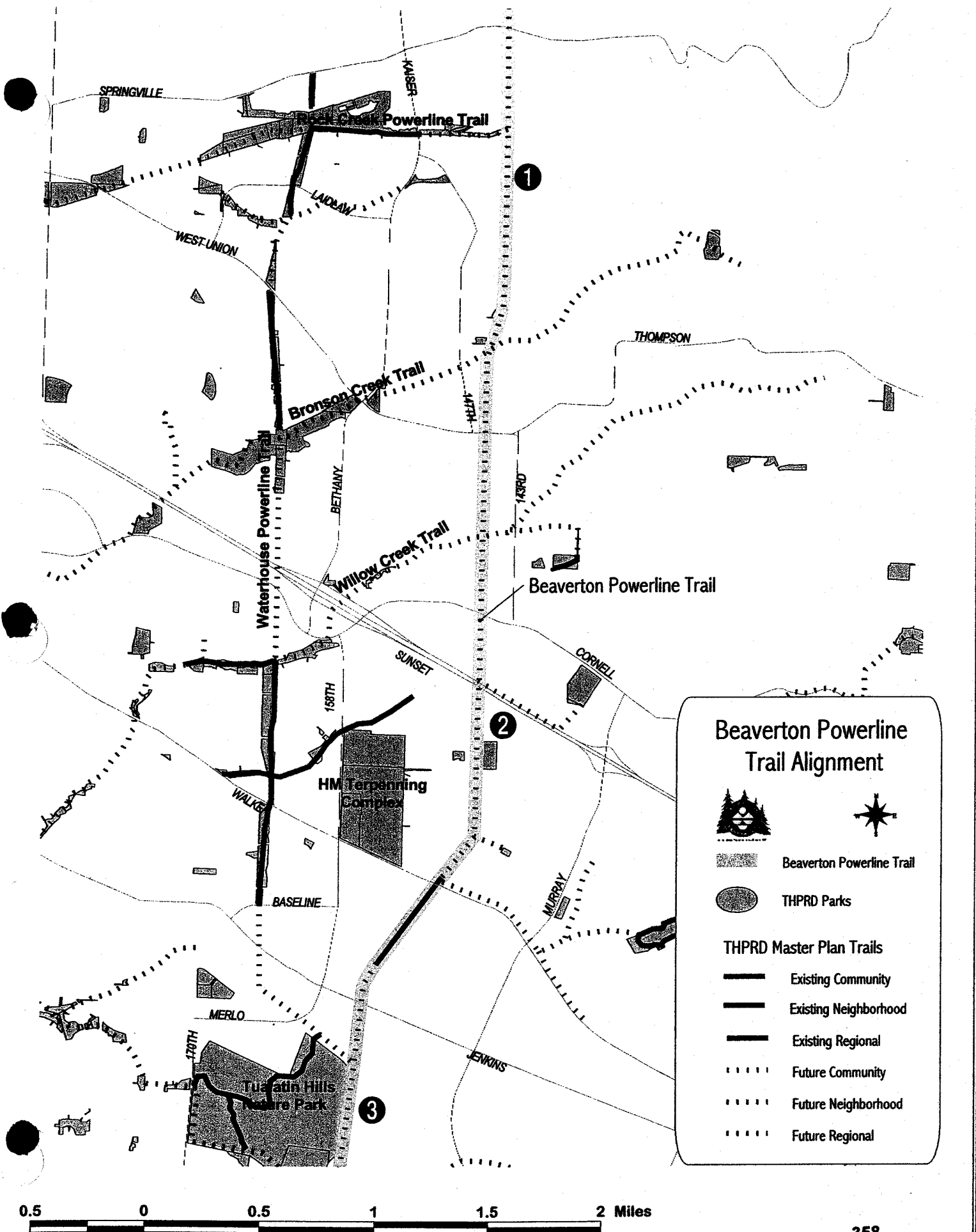
Road Access: Excellent access to local streets, arterials - both North/South (River and Oatfield Roads) and East/West (Park, Courtney, Oak Grove Blvd, Naef, Roethe and Jennings) and major roads (McLoughlin Blvd.)

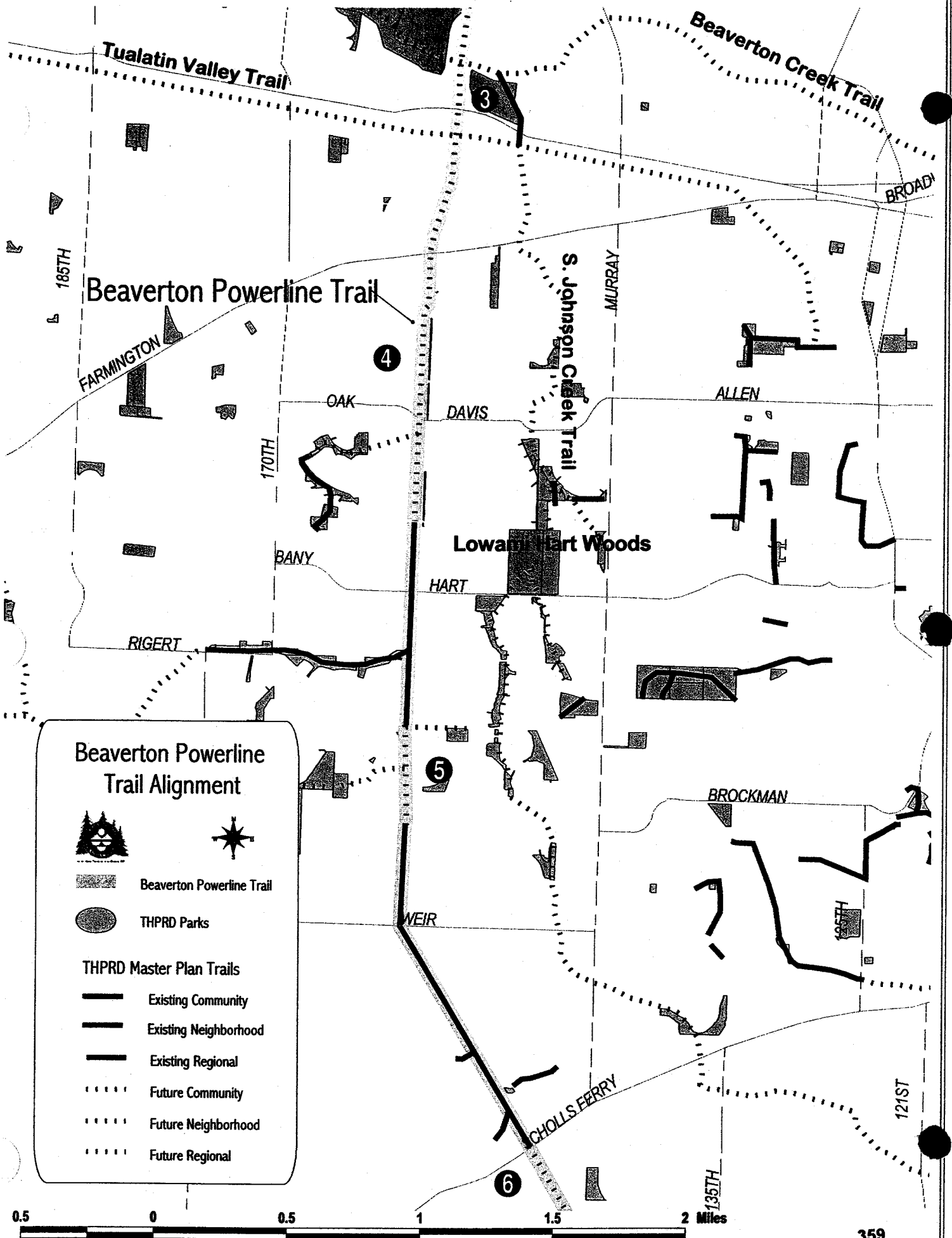
Infrastructure: Electric, Water and sewer service is available adjacent to or within the trail corridor.

Support: See Potential Partners list.

**Metro Open Spaces, Parks and Streams Bond Measure
Local Share Expenditures as of March 31, 1999**

Local Park Provider and Projects (Grouped by County)	Allocated Funds	Expenditures	Balance Remaining
Clackamas County			
Barton Park Improvements	1,411,853	64,013	1,347,840
Springwater Corridor Acquisition	80,000		80,000
Damascas Area Acquisition	256,235		256,235
Clackamas River, Carver, Acquisitions	128,147	128,147	0
Total	\$1,876,235	\$192,160	\$1,684,075
Gladstone			
Meldrum Bar Park Improvements	23,511	23,511	0
PTC / Abernathy Lane Trail Construction	60,000		60,000
Cross Park Improvements	11,034	2,640	8,394
Glen Echo Park Acquisition and Improvements	25,000		25,000
Land Acquisition at Valley View Road	37,313	37,313	0
Total	\$156,857	\$63,463	\$93,394
Happy Valley			
Mt. Scott Creek Trail Improvements	17,500		17,500
Scott View Nature Park Improvements	17,805		17,805
Total	\$35,305	\$0	\$35,305
Lake Oswego			
South Shore Natural Area Acquisition	697,166	697,166	0
Total	\$697,166	\$697,166	\$0
Milwaukie			
Minthorn North Addition	85,000		85,000
Johnson Creek/Springwater Corridor	130,000		130,000
Ardenwald to Springwater Access Easement	5,000		5,000
Furnberg Park Wetland Enhancement	80,000		80,000
Roswell Wetland Enhancement	5,000	1,190	3,810
Willow Place Wetland Enhancement	5,000	500	4,500
Kellogg Lake Acquisition	39,020	21,451	17,569
Total	\$349,020	\$23,141	\$325,879
North Clackamas Parks and Recreation District			
Kellogg Creek Acquisition	127,000		127,000
Boardman Slough Acquisition	65,000	4,140	60,860
Mt. Talbert Acquisition	280,000	280,000	0
Portland Traction Company Acquisition	571,025		571,025
Total	\$1,043,025	\$284,140	\$758,885
Oregon City			
High Rocks River Bank Acquisition	40,000		40,000
Barclay Hills Park Improvements	50,000		50,000
Clackamette Park Improvements	41,322	41,322	0
Singer Creek and Holmes Lane Acquisition	60,000		60,000
River Access Trail Clackamette Park, Capital Improvements	52,000	52,000	0





**Conclusions from Lewis & Clark
Report – April 2001**

Conclusion – Lewis and Clark Report – April 2001

Executive Office

This report is the starting point for the Council's discussions about how to fund the region's requirements for parks and open space. The report demonstrates three points:

- Metro's parks and open space program will deplete its operating reserves in less than three years, which would trigger significant budget reductions and the loss of many environmental education, restoration, and recreation opportunities;
- The region has a large, growing, unmet, and unfunded need for additional parks and open space;
- City and county officials want Metro to help meet the need.

Doing nothing would be an abrogation of one of Metro's central and most broadly supported covenants with its constituents—that we will provide the regional greenspaces essential to a livable urban environment. The question is how, not whether.

The report analyzes a handful of financing options. The list of options is not exhaustive. The options are not mutually exclusive. As the public conversations begin, we will listen carefully to our citizens and local government partners.

One thing is clear. We must act now.

Council Office

“Far Better it is to Dare Mighty Things”

Metro is taking the first step toward meshing a meaningful strategic plan with the existing technical plan, the Greenspaces Master Plan. Without a strategic plan, the technical plan will stay on the shelf. Instead of having budget dictate policy, it is time to think big and regional. The range of options as outlined in the “Department Sizing” section is the mere beginning of acknowledging what we can be. We must not shy away from challenges, but instead seek the opportunity to make a significant contribution. The set-aside of significant regional open space will provide benefits beyond the lifetimes of our children's children. The region is calling for a solution – it is time for Metro to be the place where it happens.

Metro perception with the public

Metro's popularity with the public is scattered at best. Although we get good reviews for some of our programs (Parks, Oregon Zoo, Oregon Convention Center and EXPO) we have significant negative perceptions for Urban Growth Boundary decisions and the ramifications of regionwide policies beginning to be implemented at the local level. The greenspaces area is where these promises and threats converge: an attractive urban greenspace program is an effective counter to the anti-density attitude that imperils 2040. Unfortunately, we have quite a way to go before the public sees Metro as a

regional solution. Significant outreach, through strategic polling and policy rollouts, is essential.

Competition in the public funding arena

The City of Portland plans on going out for a bond measure in November 2002 (likely property tax oriented) that will draw significant attention. Tualatin Hills Park and Recreation Department and other jurisdictions may also revisit the polls in an attempt to receive approval for parks related ballot measures (which failed in 2000). At the 2001 Policy Retreat, the Metro Council did not seem inclined to seek a property tax measure; rather it was open to examining a modest revenue source that would be referred to the voters in 2002. Competition and a lengthy ballot add to the complexity and challenges that exist for ANY funding measure. Another challenge includes compression and property tax limited to capital due to Measures 5 and 50. One thing is clear, if a measure is pursued; we must first create the best possible climate for it to have a chance to succeed.

Political issues

Some of the existing program's most ardent advocates hold the position that Metro should go out and "get the land while it is still there". However, we believe that a tangible disconnect exists between the advocate world and the public at large. Many factors exist that would make such an endeavor difficult at this time. First, there will be a lot of competition for public funding (ranging from public safety to schools to parks). The City of Portland's measure draws away political capital from our support base, and in our opinion, if two acquisition measures are on the ballot, both will fail. Second, the idea of going out for additional bond money when we have \$26 million still in the bank is problematic at best. At our best estimate (rough numbers based on dollars per acre and the variable of the willing seller program), the acquisition bond money will last until approximately June 2004. The City of Portland's 2020 document calls for regional funding mechanisms, with Metro as a potential partner. Secondly, the MPAC Parks Subcommittee Report clearly calls for an enhanced mission for Metro. The City of Portland's 2020 and MPAC Parks Subcommittee recommendations point toward a May 2004 acquisition target, not 2002.

Furthermore, unlike the Zoo or local parks programs, Metro Regional Parks and Greenspaces are not yet visibly established as a familiar service used by people throughout the region.

Other political factors include both Metro Councilors and the Auditor running for election (including the first race for Council President). This fact amplifies all revenue measures promoted by Metro.

Too fast, Too soon.

Going out with a proposal to meet all our projected needs or desires at one time with a huge price tag will be a difficult proposition. Although the "true believers" of the parks system believe that success is attainable, our political sense indicates that public appetite for another \$135 million bond is not there at this time. Coupled with several partners wanting to go out on their own for parks measures in 2002, we must be careful not to alienate those partners from whom we will need support in any endeavor that we

pursue. Political and financial viability must be taken into consideration prior to launching an effort. A two-phase strategic plan that encompasses our local partners, stakeholders, and the press must build the bridge to 2004.

Final Conclusion

Tangible. See it. Feel it. It is our opinion that a modest proposal, that is non-property tax oriented, be pursued in 2002. The logic here is to build on what has been acquired build a foundation toward being the regional solution to parks. It is achievable. It is sellable. By promoting something that the local partners, stakeholders, and the public have asked us to follow through on is a perfect step toward beginning the promise of delivering a regional parks system. This option (broadly outlined in the "Department Sizing" and "The Need" sections) would give the public a specific number of sites to be opened over the next three years. This has every opportunity to excite our natural supporters, provide momentum to our agency, and give families the benefit of the taxpayer dollars given to the region. We must solidify Metro's image as a desirable service.