

Greenspaces Policy Advisory Committee

Jim Zehren, Chair



METRO

MEETING NOTICE

Thursday, July 22, 2004
5:30 to 7:30 p.m.
Metro Regional Center, Rm. 501
600 NE Grand Ave., Portland

AGENDA

1. Introductions
 2. Comments from Metro Committee for Citizen Involvement and guests
 3. Items for the good of the order
 4. Items from Metro Council, MPAC or JPACT
 5. Discussion, revision and approval of the draft retreat report and vision statement
 6. Work plan
 7. Adjournment
-

The next GPAC meeting is scheduled for August 26, 2004.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 04-3491
APPOINTMENTS OF THANH Q. VU AND JILL)	
ZANGER TO THE GREENSPACES POLICY)	Introduced by Council President
ADVISORY COMMITTEE (GPAC))	David Bragdon

WHEREAS, the Metro Council adopted Ordinance No. 04-1030 "For the Purpose of Amending Section 2.19.160 of the Metro Code to Establish a Greenspaces Policy Advisory Committee, and Declaring an Emergency;" and

WHEREAS, Ordinance No. 04-1030 created a new Greenspaces Policy Advisory Committee consisting of 15 members requiring appointment by the Council President and subject to confirmation by the Metro Council; and

WHEREAS, two (2) vacancies now exist in the committee membership of the Greenspaces Advisory Committee; and

WHEREAS, Council President has appointed Thanh Q. Vu and Jill Zanger to the GPAC subject to confirmation; and

WHEREAS, Mr. Vu and Ms. Zanger are highly qualified to serve in this capacity; now therefore,

BE IT RESOLVED, the Metro Council hereby confirms the appointments of Thanh Q Vu and Jill Zanger to the Greenspaces Policy Advisory Committee (GPAC).

ADOPTED by the Metro Council on this _____ day of _____, 2004.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3491 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENTS OF THANH Q. VU AND JILL ZANGER TO THE GREENSPACES POLICY ADVISORY COMMITTEE (GPAC)

August 10, 2004

Prepared by: Jim Desmond

BACKGROUND

The Metro Council continues to commit itself to the vision of the Greenspaces Master Plan of a cooperative, interconnected system of parks, natural areas, trails and greenways for wildlife and people. On January 15, 2004, in order to better serve the public and to work more effectively and efficiently with our partners, the Metro Council adopted Ordinance No. 04-1030 ("For the purpose of Amending Section 2.19 of the Metro Code to Establish a Greenspaces Policy Advisory Committee, and Declaring an Emergency"). Such ordinance calls for the appointment of a 15-member policy advisory committee to provide consultation and advice to the Metro Council on various issues of a regional nature related to parks, greenspaces, trails and natural areas.

There have been two resignations from GPAC prior to term expiration.

- 1) Tim Raphael resigned from Position I.9, which represents non-profit land trust organizations protecting land in the Metro area. This position has a two-year term. Esther Lev, a current GPAC member, will replace Mr. Raphael and vacate Position L.12 to do so.
- 2) Chris Noble resigned from Position K.11, a Member-At-Large position having a two-year term. Thanh Q. Vu has been appointed to replace Ms. Noble, subject to confirmation.
- 3) Esther Lev has vacated Position L.12, a Member-At-Large position, having a one-year term. Jill Zanger has been appointed to replace Ms. Lev, subject to confirmation.

Appointments are made by Council President and submitted to Metro Council for confirmation.

ANALYSIS/INFORMATION

1. **Known Opposition:** None
2. **Legal Antecedents:** GPAC was created by Ordinance No. 04-1030. The Metro Code 2.19.030 establishes that committee appointments shall be made by the Council President and confirmed by the entire Council.
3. **Anticipated Effects:** None
4. **Budget Impacts:** None
5. **Outstanding Questions:** None

RECOMMENDED ACTION

Council President David Bragdon recommends adoption of Resolution No. 04-3491.

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

July 14, 2004 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Charles Becker, Nathalie Darcy, Rob Drake, Dave Fuller, Gene Grant, John Hartsock, Tom Hughes, Richard Kidd, Lisa Naito, Doug Neeley, Wilda Parks, Larry Smith, Ted Wheeler

Alternates Present: Larry Cooper,

Also Present: Beverly Bookin, CCA/CREEC; Hal Bergsma, City of Beaverton; Cindy Catto, AGC; Danielle Cowan, City of Wilsonville; Brent Curtis, Washington County; Kay Durtchi, MTAC; Meg Fernekees, DLCD; Ed Gallagher, City of Gresham; Laura Hudson, City of Vancouver; Jerry Johnson, Johnson Fardner LLC; Stephen Lashbrook, City of Lake Oswego; Irene Marvich, League of Women Voters; Laura Pryor, Judge – Gilliam County; Jonathan Schlueter, Westside Economic Alliance; Lainie Smith, ODOT; David Zagel, TriMet

Metro Elected Officials Present: Liaisons –David Bragdon, Council President; Susan McLain, Council District 4

Metro Staff Present: Kim Bardes, Dan Cooper, Andy Cotugno, Chris Deffebach, Sherry Oeser, Mary Weber

INTRODUCTIONS

Mayor Charles Becker, MPAC Chair, called the meeting to order 5:05 p.m. Those present introduced themselves.

1. ANNOUNCEMENTS

Chair Becker asked the members if, as there weren't a lot of agenda items on the docket, they would be interested in canceling the July 28th and August 28th meetings or would they rather cancel the two meetings in August? The committee agreed that they would hear the GMEL presentation on July 28th and cancel the two August meetings.

3. CITIZEN COMMUNICATIONS

Mayor Dave Fuller gave an overview of a meeting that was held in Wood Village about Goal 5 and a man who clear-cut his property. The meeting was held because citizens were concerned about Goal 5 and what it meant for their community and properties.

Council President Bragdon said that they would have to address rumors head on and let the public know that there were a lot more outreach and public involvement opportunities to come, and that this process was a very long process, and it was a project that had already been on the table for two years.

Richard Kidd said that Forest Grove had a policy that citizens had to get a permit to cut a tree. However, the system was set up so that the permit was free, but a person from the city would go out to look at the tree and try to convince the citizen not to cut it down.

Dave Fuller said that there was wide interest and high attendance at the Wood Village meeting.

Gene Grant said that there were developers in his area trying to buy up land and clear some of it for development. He said that the only way to get people to stop clear cutting was to convince them that their rights were protected and also to address the taking rights issue.

Lisa Naito agreed with Gene Grant. She suggested that they put out some sort of assurance to the public. She admitted that if someone wanted to clear-cut their property then no amount of public outreach or education would necessarily stop them.

Dave Fuller said that when people clear cut lots they actually lessened the value of their property.

Lisa Naito said that sharing that type of information/education with the public might help.

4. CONSENT AGENDA

Meeting Summary for June 9, 2004.

Motion:	Rob Drake, Mayor of Beaverton, with a second from Richard Kidd, Mayor of Forest Grove, moved to adopt the consent agenda without revision.
Vote:	The motion passed unanimously.

5. COUNCIL UPDATE

Council President David Bragdon said that there wasn't much to report as things had quieted since the UGB decision had been made. He introduced Wilda Parks and Ted Wheeler as the new citizen representatives for Clackamas County and Multnomah County respectively. He said they would be hearing about the Beaverton Town Regional Center work shortly, and he told them about a Centers tour of Beaverton and Hillsboro, and he also said that there was another one coming up for Gresham.

6. BEAVERTON REGIONAL CENTER

Jerry Johnson gave a presentation on the Beaverton Regional Center project. Those slides are attached and form part of the record.

Tom Hughes said that the presentation touched on issues that Hillsboro had experienced. If they were to find funding, it would need to go into parking structures. They would also need to project how that would affect the rents of the area. He suggested that maybe as a group they could brainstorm on the parking structure hurdle and find ways to work with that and still achieve their goals.

Jerry Johnson said that parking was the biggest issue they had as a region when planning for center growth. It was especially difficult for the smaller communities. Once the parking issue was addressed then most of the problems for center growth would have been addressed. It was a large funding issue, and it was difficult for smaller cities to pick up the tab.

John Hartsock asked if the cost per square foot on structure parking was less than or greater than the adjacent dirt cost?

Jerry Johnson said that price ran about \$15,000 or \$20,000 per space. The current rule of thumb was \$35 or more for structured parking. Development looked at the residual. Rents were covering construction costs and what was left over was what they could afford to pay for parking. That was your land value, so if you changed your rent structure or sale price, your residual would turn around quickly and the land value would go from \$10 to \$35 very quickly. At the \$35 point, it would then make sense for them to build the structured parking.

Gene Grant said that parking for offices was not the be all or end all – he said that you could not put up parking structures and expect to fill commercial office space. The high-rise office buildings were located on the freeway interchanges.

Jerry Johnson said that there were areas that were stronger as a location for a structure for office buildings. He said that primary locations would have a lot of capacity, but secondary locations may take some time to build up. He said that Beaverton was centrally located but those businesses on the periphery would have a harder time developing the rent curve enough to get the funding to build a parking structure.

Gene Grant said that if they had money in Damascus or Happy Valley and tried to attract high-rise developers out there, they would not see any real action. He said that Mr. Johnson had indicated that low-income housing, senior housing, and condominium housing worked well for development of parking structures. He said that in most cases those catered to senior or young adult. The ones that you wouldn't attract to that type of housing were families with children. He said that was a segment that they would not be able to budge.

Jerry Johnson said that he was right, and that there was a large part of the market that would settle outside the regional centers. That was the nature of the housing appeal for the different groups/markets.

Rob Drake thanked Metro for the grant to help their downtown. The process confirmed some things for them and they also learned some things by participating. He said that one consistent thing he had heard from constituents since light rail had been brought to Beaverton was frustration over the lack of vertical parking along light rail. The study gave them the opportunity to pull properties together. Some assistance for parking might give investors or developers more incentive to invest in those areas. The process reminded Beaverton Council of some of the opportunities that were available, and the tools that might be utilized to achieve healthier centers.

7. TUALATIN BASIN FISH & WILDLIFE PROGRAM

Brent Curtis gave a PowerPoint presentation on the Tualatin Basin Fish & Wildlife Program. Those slides are attached and form part of the record.

Doug Neeley asked if every jurisdiction was required to do the job.

Brent Curtis said that eventually everyone in the region would participate. If Metro made it part of their functional plan then each one of the local governments that was a member of the coordinating committee had said that they would take it to their local elected officials as ordinances to implement the program.

Each one of those governments would then make a decision about whether they would implement the program in whole or substantial part.

Doug Neeley said that during the presentation Mr. Curtis had said something about not utilizing the System Development Charge (SDC) for Goal 5 resources, and he wanted to know if that would include park SDC or would they look at it in a different way by each jurisdiction.

Brent Curtis said a park was a park and not a Goal 5 natural resource. If a park had a Goal 5 resource but was chiefly a park they could then charge SDC.

Doug Neeley said that SDC could be used for purchasing new land for parks. Therefore, could an SDC for parks, or the procurement of open spaces, be included in the program?

Brent Curtis said it would have secondary or ancillary benefits as Goal 5 resources, and that was probably legal, but if the chief reason he wanted to use a park SDC was to buy and reserve natural resources that weren't for parks, that was a dubious legal proposition.

Larry Cooper expressed concern about adding fees/taxes to the burden of taxpayers.

Brent Curtis said that they all had to continue to meet federal law. A big part of the SWM fees was to respond to clean water act requirements for the sewer system. He said it would be a good thing to take the existing fee structure and use it for Goal 5 benefits. The question, at heart, was do the constituencies, as represented by their elected officials, want to improve the environmental health of each site. He said that they had two fundamental choices: 1) try to do that on the back of developers, or 2) ask more broadly if that was a public good/benefit.

John Hartsock said the problem with that was that they were not asking the community.

Brent Curtis said that he was talking about a fee that was in place and adjusting it to apply to the exact same purpose that the people in the region had collected it for. He said that the opposite approach would be a tax.

Several people said that no matter what you called it, that was still a tax.

Brent Curtis said that the program was currently only a proposal. It still had to be evaluated by the coordinating committee. They had notified 40,000 property owners and they would be engaging in outreach, and there would be another notice to those same property owners before they were done.

Rob Drake said they had a good point but the clean water act would ultimately dictate on that issue. The constituents would eventually decide to either protect it or not. He said that he would personally rather implement something like that through a local decision. He said he was willing to support clean water. He suggested they offer a payment structure that was fair and applied some compensation.

Tom Hughes said that the other side of that was that the local jurisdictions could collect the fee throughout the region. The fee would be to improve the health of resources. The federal government would tell them that they had to do that. As they looked around for funding resources to accomplish those goals, they would know that they could not improve the quality of the resource unless there was additional money to put into it. He said that he thought the most politically saleable thing to happen

would be to raise the money to put towards the resource to restore and improve the resource. That would take care of federal mandates and any other mandates that they had to meet.

Dave Fuller said that the real issue was property rights. He said that people were feeling that there were levels of government above the local government that was forcing them to do things to their property that they would do anyway, but perhaps in a different manner. He said that his impression was that people would mitigate their own problem by getting rid of it before it happened.

Susan McLain said that they all strongly wanted to figure out how to protect property rights. Metro and the Tualatin Basin had given the public options. The people might object to the fees and how they added up, but they always seemed to want to protect the environment in the long run.

Richard Kidd said that he was on the committee that worked on the program. He said that constituents had told them that they liked the environment, and they live where they live because it was a great place to live, work, and play. He suggested that constituents would want to know what they were getting for the fee they were paying, and therefore the project lists should be supplied to the public so that people could see what their money was buying them.

Dave Fuller said that each individual property owner would want to know what he or she would get for the fee and how their property would be affected.

Richard Kidd said that each person that went to the open house would be able to see how his or her property fit into the program.

There being no further business, Chair Becker adjourned the meeting at 7:09 p.m.

Respectfully submitted,

Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR JULY 14, 2004

The following have been included as part of the official public record:

AGENDA ITEM	DOCUMENT		DOCUMENT NO.
	DATE	DOCUMENT DESCRIPTION	
#7 Tualatin Basin Fish & Wildlife Program	July 2004	PowerPoint slides of the Beaverton Regional Center Development Strategy presentation by Jerry Johnson	071404-MPAC-01

TO: Jim Desmond, Greenspaces Policy Advisory Committee
FROM: Holly Pruett (hjpruett@aol.com, 503.287.3571)
RE: Facilitator's Report on June GPAC Retreat
DATE: July 2, 2004

CONTENTS

- Overview
- Participants
- Work Plan
- Metro's Role
- Vision for the Regional System
- Additional Items for Discussion

OVERVIEW

On June 24 – 25, 2004 the Greenspaces Policy Advisory Committee (GPAC) held a retreat to develop a vision and a six-month work plan to begin advancing that vision. Participants reported that the retreat helped them to find their footing as a group. A direction for the regional system emerged, generating excitement, focus, and commitment for the work ahead.

PARTICIPANTS

Thursday, 5:30 – 7:30 PM

Jim Zehren, Chair
Ernie Drapela
Kim Gilmer
Steve Greagor
John Griffiths
Faun Hosey
Zari Santner
Dick Schouten
Don Trotter

Friday, 8:30 – 4:00

Jim Zehren, Chair
Ernie Drapela
Kim Gilmer
Steve Greagor
John Griffiths
Faun Hosey
Doug Neeley
Mike Ragsdale
Zari Santner
Dick Schouten
Don Trotter

GPAC member Mike Houck contributed written input in advance of the retreat, which was incorporated into the discussion throughout.

2004 – 2005 WORK PLAN

July

Finalize draft vision & goals

- Develop draft need, vision/ goals/ strategies – staff, by 7/9
- Circulate to GPAC for comment – due back by 7/16
- Adopt at July GPAC meeting – 7/22

Plan for stakeholder involvement & technical work

- Look into “functional plan” framework – Jim D, by 7/16
- Discuss options for GTAC-type work and stakeholder involvement – Jim D., Heather, Jim Z. – by 7/16
- Take proposed plan to July GPAC meeting – 7/22

August

Create scope of work for technical issues

- Categorize all typologies that fall within the regional system; determine the technical work needed to define & unify standards within system– staff by 8/15
- Initiate plan for executing technical work – staff, by 8/31

Present vision to Metro Council

- Make the case for elevating the regional greenspaces system within the Big Look and all other regional planning; introduce the emerging GPAC vision; propose process for taking it out to the community – GPAC leaders, by 8/___

Sept.

Prepare to conduct gather stakeholder input

- Finalize materials, schedule all meetings – staff, by 9/30

Oct. – Nov.

Conduct preliminary stakeholder meetings

- Solicit the buy-in and professional expertise of a range of stakeholders to participate in developing a shared vision for the regional system, along with standards and funding mechanisms – GPAC & staff

Dec.

Present preliminary report to Metro Council

Jan. – June

Hold formal meetings with stakeholders to advance plan

- Continue outreach and development of plan, with regular reports to Metro Council – GPAC, ongoing

Fall 2005

Finalize plan

- Hold major regional conference
- Develop and present final conclusions to Metro Council
- Lay groundwork for development of campaign to take the vision to the voters in 2006

METRO'S ROLE

GPAC develops policy recommendations for the Metro Council. GPAC will also outline and offer to lead a process of stakeholder involvement to develop a plan to advance a shared vision and plan for a world-class regional greenspaces system.

The group recognized that this system can only be achieved through the cooperation of multiple jurisdictions and stakeholders. Within this broad array of actors and audiences, Metro's role is understood as:

- Providing leadership to elevate the vision for the system
- Coordinating planning and implementation among providers
- Facilitating a cooperative approach that expands the resource pie
- Creating, building support for, and implementing funding mechanisms
- Providing technical expertise, direct services and land stewardship as appropriate
- Promoting public education
- Ensuring data collection, analysis, and reporting, and regulatory compliance

VISION FOR THE REGIONAL SYSTEM TO BE DEVELOPED BY 7/9...(see notes attached)

2040 Vision

By the year 2040, this is the picture of the regional system that will be in place: What it is... how it functions... the benefits it delivers...

Goals

Define several goals connected to the vision, e.g.

1. Ensure substantial expansion of greenspace, and no further loss.
2. Ensure that the integrity of the system is maintained through effective, cooperative management and sufficient funding.

Strategies

Define several strategies that advance the goals, e.g.

1. Promote a shared ethic that recognizes the importance of a regional greenspace system to economic development, quality of life, etc...
2. Expand the scope of regional cooperation to include Columbia and Clark counties...

Statement of Need

Develop a short case statement of why commitment to this vision is critical. What is the problem this seeks to address?

ADDITIONAL ITEMS FOR FURTHER DISCUSSION

To be incorporated into vision, goals, strategies above, or left in parking lot?

- What defines/enables access (transportation, programs/education, cost)?
- What equals "substantial expansion"?
- All-inclusive terminology
- Role of facilities in advancing regional quality of life
 - zoos, museums, libraries
 - public squares, piazzas
 - golf courses and cemeteries
 - structured/unstructured opportunities
 - swimming pool and ball fields
- How are use, stewardship, etc. promoted (programs, education)?
- UGB expansion; make sure not lost in shuffle
- Role of reclamation
- Projection for densification
- Landbanking outside UGB
- Where should Metro not expand?
- Process for expanding geographic scope
- Distribution – technical expertise needed; regional charette?
- Mechanisms to elevate and enforce status of green infrastructure (MPAC?)
- Level of service standard (needs to be high)
- Buy-in and partnering – business, nonprofit
- Publicize/translate social, personal, economic and environmental benefits
- Public/private ownership
- Integration to broader regional growth
- Process proceeding to formal decision-making: MPAC, Metro Council (relationship issues with MPAC)
- Geographic scope
- Privately owned stuff
- All-inclusive terminology
- Composition of GPAC (electeds/non, at large)
- How do we manage our greenspace/natural area system (quantity, quality, proximity, distribution, function)
- Goals and objectives
- Conference?
- One-year-out plan for 2006 elections
- Funding for process – be advocates

Notes for vision statement

- Improved access from all points – distribution, proximity, opportunities throughout the region
- Connectivity of all systems (humans, wildlife, to rest of region).
- Citizen (grassroots) participation in stewardship
- Partnerships with business, nonprofit, community (understanding the benefits)
- World-class model, driver of health, economy
- Variety of opportunities (don't have to leave region to have fun: urban and non-urban experiences within the region).
- Protection/enhancement of natural features including water, promontories, wetlands, etc. "natural skeleton"
- Places that foster coming together as community
- Enrichment of quality of life
- Sense of place
- System understood and treated as essential infrastructure and basis for urban growth
- Swimmable rivers and lakes
- Coordination among entities within and outside region to achieve regional quality of life goals (partnering); coordinated, cost-effective

World-class model understood, treated and supported as . . .

- essential infrastructure
- basis for growth, economic development
- driver for health and quality of life

Provides accessible, abundant, equitable opportunities

- distribution of access, proximity
- no loss and substantial expansion

Retreat next steps

what	who	by when
Draft vision (goals, objectives) circulate to whole GPAC	Jim and staff	Reviewed and commented on before July GPAC meeting
Propose process for stakeholder meetings and GTAC-type work	Jim and staff	July GPAC meeting
Investigate functional plan question	Jim and staff	July GPAC meeting
Categorize facilities (all typologies); grapple with what to do with these; what's in the box? what technical components are needed?	GTAC	
Take vision to Metro Council, impact the "big look"		August
Prep work; technical work begins; appoint technical group		August/September
Stakeholder meetings (exploratory); introduce process and "the box"; convene in several locations; make the case; goal is buy-in and professional expertise		October/November
Preliminary report to Metro Council		December
Formal meetings with stakeholders; regular reports to council		January through June 2005
Conference		Fall 2005
Conclusions		Fall 2005
Campaign strategy		Through November 2006

Common elements - ONE

- No loss and substantial expansion
- There is buy-in, supported by all, recognizing benefits, shared ethic
- Improved access from all points – distribution, proximity, opportunities throughout the region
- Connectivity of all systems (humans, wildlife, to rest of region).
- Citizen (grassroots) participation in stewardship
- Partnerships with business, nonprofit, community (understanding the benefits)
- World-class model, driver of health, economy
- Variety of opportunities (don't have to leave region to have fun: urban and non-urban experiences within the region).
- Protection/enhancement of natural features including water, promontories, wetlands, etc. "natural skeleton"
- Places that foster coming together as community
- Enrichment of quality of life
- Sense of place
- Ongoing maintenance is ensured – integrity maintained, well managed, well funded
- Expanded geographic scope (Clark and other Oregon counties); coordinated, cost-effective
- System understood and treated as essential infrastructure and basis for urban growth
- Swimmable rivers and lakes
- Coordination among entities within and outside region to achieve regional quality of life goals (partnering)

Common elements – TWO

The Regional System

World-class model understood, treated and supported as . . .

- essential infrastructure
- basis for growth, economic development
- driver for health and quality of life

Provides accessible, abundant, equitable opportunities

- distribution of access, proximity
- no loss and substantial expansion

Metro role

- leadership, elevating the vision
- education
- funding
- facilitate to consensus, collective/cooperative approach to expanding pie
- regulatory function
- coordination among providers
- technical support/expertise
- categorize components
- data collection, analysis and reporting
- service delivery/ownership

Further discussion

- What defines/enables access (transportation, programs/education, cost)?
- What equals "substantial expansion"?
- All-inclusive terminology
- Role of facilities in advancing regional quality of life
 - zoos, museums, libraries
 - public squares, piazzas
 - golf courses and cemeteries
 - structured/unstructured opportunities
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- How are use, stewardship, etc. promoted (programs, education)?
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- Landbanking outside UGB
- Where should Metro not expand?
- Process for expanding geographic scope
- Distribution – technical expertise needed; regional charette?
- Mechanisms to elevate and enforce status of green infrastructure (MPAC?)
- Level of service standard (needs to be high)
- Buy-in and partnering – business, nonprofit
- Publicize/translate social, personal, economic and environmental benefits
- Public/private ownership
- Integration to broader regional growth

How do we get there?

Identify and define components

- Define the need/crisis, make the case, call to action.
- Take vision to Metro Council for blessing.
- Propose to then take it out to community (including MPAC and other processes).

Define what is adequate for 2040 for things "in the box" (standards guided by vision)

- Recommend that these be developed.
- Recommend a process GPAC will use to develop them with examples and case for doing it.
- Sync with existing partner standards.

Assign responsibility

- Funding mechanisms identified
- Recommend responsibilities/mechanisms.
- Recommend process to develop.

Gain consensus among stakeholders

- Funding approved

Implement Metro's assignments

Monitor and track progress of all parties

Parking lot

- Process proceeding to formal decision-making: MPAC, Metro Council (relationship issues with MPAC)
- Geographic scope
- Privately owned stuff
- All-inclusive terminology
- Composition of GPAC (electeds/non, at large)
- How do we manage our greenspace/natural area system (quantity, quality, proximity, distribution, function)
- Goals and objectives
- Conference?
- One-year-out plan for 2006 elections
- Funding for process – be advocates

GPAC “SYSTEM” MAPPING

System

System = “Exceptional, region-wide multi-jurisdictional interconnected system of neighborhood, community and regional parks, natural areas, trails, open spaces and recreational opportunities distributed equitably through out the Portland- Vancouver metropolitan area..and near to where residents live” (GPAC vision, 2005).

Regional Landscape

(Layer 1)

Natural Areas of Significance

(Layer 2)

Ecological Criteria

- Biological diversity/richness
- Connectivity
- Rarity
- Size and presence of water

Community Values

- Access from home/school (1/2 mile)
- Connection to other sites (existing and potential)
- View and Vistas
- Geography
- Public interest/support

Neighborhood/Community Parks and Trails (Layer 3)

- Close to home
- Variety of activities
- Respond to individual needs
- Population based

Active Recreational Sites

(Layer 4)

- Publicly owned ball fields, tennis courts, school yards, golf courses, pools,fairgrounds/stadiums
- Privately owned open space

Needs (Layer 5)?

- Existing community gardens/CSA's
- Existing community/neighborhood/ urban squares
- Tree corridors (heritage)
- Key pedestrian and bike routes
- Other community resources of significance

METRO
Greenspaces Policy Advisory Committee

System Task Force

Draft Work Plan

System Task Force Preliminary Scope of Work

The GPAC Vision statement defines the system as “a multi-jurisdictional, interconnected system of neighborhood, community and regional parks, natural areas, trails, open spaces and recreation opportunities distributed equitably throughout the Portland-Vancouver metropolitan area ... and near to where residents live.”

The definition includes:

- Existing public natural areas identified as biologically significant
- Existing public regional, community and neighborhood parks that provide recreation, social and environmental opportunities.
- Existing public regional pedestrian and bicycle trails

The Vision statement also describes a system that is an essential element of the greater metropolitan area's livability as measured by economic success, ecological health and civic vitality.

Task Force Goal: To propose a scope of work for defining “the system” and developing the criteria required for expanding the system over time.

System Boundary: Metro Boundary

Elements of the System: The system includes land-based places (natural areas, parks, urban plazas trails) but **does not include** bowling alleys, community centers, swimming pools, or other built facilities that provide recreation or cultural activities and meeting space (At some point in the future swimming pools, recreational centers and other facilities may be added. This would require an additional scope of work and analysis).

System Goals:

- Conserve, restore, and rehabilitate the region's biodiversity
- Create a region-wide **network** that connects and reinforces existing and planned regional and local park, natural area, and water management efforts.

- Create a region-wide **network** that connects and reinforces existing and planned regional and local trails and other important community resources that contribute to the system.

Ecology

A biodiversity assessment will catalogue and assess the variety of living organisms, the communities and habitats where they occur, the ecological processes that keep them functioning, the successional changes within the habitats and the genetic differences among them. The plan will both address what is here, what has been lost and the greatest threats to biodiversity. This information will be used to:

- Promote biodiversity management
- Expand the existing network of conservation lands
- Focus conservation and restoration activities on the best ecological opportunities
- Help develop conservation tools and incentives focused on protection of biodiversity
- Develop collaborations and partnerships to achieve the Vision's conservation goals
- Coordinate data collection, management and analysis that supports biodiversity goals and updates them as new conservation actions or losses take place.

Plan Boundaries: Biodiversity conservation and restoration priorities and opportunities may differ, depending upon the scale and filter of the evaluation. For example, an oak woodland in one community may seem very important due to its diverse plant community and wildlife that use it. However, if you looked at that particular oak forest in the context of a larger bioregion or landscape, that oak forest while that forest may provide habitat, comparing to others it is not the most significant. A habitat or species that may be rare in one part of the region, may be abundant in another part of the region.

This scope of work proposes that a biodiversity plan be done at two scales – a larger landscape and a nested watershed scale. The boundaries of the larger analysis will span the ridge of the Coast Range to the ridge of the Cascades and from Clark County to Eugene. The plan will focus on those areas within the Metro boundary. However, information from ecoregional plans and biodiversity assessments completed in the adjacent landscapes (Coast Range, Cascade foothills, Columbia Gorge, Willamette Valley) will be incorporated to provide the context and connectivity of the Metro Area's biodiversity. The second scale will use the watershed as the assessment unit (for?)

Trails, corridors, greenspaces

An assessment of existing and proposed parks, trails and greenways will be used to:

- Expand the networks of and connections between waterways, trails, existing parks, greenspaces and other important community resources
- Help develop trail, urban greenspace and restoration tools and incentives

- Develop collaborations and partnerships to achieve neighborhood park and resource goals

Preliminary Scope of Work: Key Steps

Phase I: Mapping and Analysis

Ecology

1. Regional Scale: Compile, overlay and consolidate all existing natural resource and landscape maps (e.g. sub basin plans, Greenspaces inventory, Greenspaces master plan, Greenspaces component maps, Oregon biodiversity maps, historic vegetation, soil, regional Goal 5 maps, IBA, Biodiversity Plans, Ecoregional Plans etc. GAP analysis)
- 1a. Watershed Scale: Compile, overlay and consolidate existing natural resource and landscape maps (e.g. Greenspaces, city and county natural resource and Goal 5 inventories, watershed plans-BES, CWS, WES, city and county park and open space plans, etc.)
2. Analyze data:
 - a. Identify current conservation network, land ownership and current management
 - b. Identify lands in a permanent conservation or protection status
 - c. Identify existing species and habitat information
 - d. Identify data gaps
 - e. Conduct a GAP analysis to define the major threats/stressors to biodiversity. Where are they located? What is preventing biodiversity conservation?
 - f. Map the conservation and restoration opportunity areas.
3. Integrate the analysis results into “the systems map and plan”

Trails, corridors, greenspaces

1. Compile, overlay and consolidate all parks, trails (pedestrian and bike), community gardens, historic trees or other features, tree corridors, walking and biking routes, plazas.
2. Analyze data:
 - a. Identify signature qualities that make each watershed unique
 - b. Identify connections and corridors
 - c. Identify fragmentations
 - d. Identify park, trail and open space areas that are deficient
 - e. Identify and map vacant lands.
3. Conduct parks analysis
 1. Set Parameters:
(e.g. For publicly owned sites with outdoor recreation facilities only):

Place all park sites within the following table similar to the following:

	Natural	Middle ground	Highly Developed
< 5 acres			
5 – 25 acres			
25 – 100 acres			
100 – 500 acres			
>> 500 acres			

This analysis could be conducted by each park provider separately and then combined for a regional overview, and to obtain a sense of where we have gaps. The main value will be in later stages of deciding roles and responsibilities and which parts of the system warrant regional coordination, management funding, etc. (see Institutions Task Force Work Plan).

4. Integrate analysis results into “the systems map.”

Deliverable: Systems Map

Phase II: Planning, design, policy development

1. Work with the community to identify regional and local priority areas (the priorities may represent a diversity of goals and strategies: biodiversity or ecological, recreation, transportation, cultural, social, scenic. Some may overlap more than one goal. Document why each area is important.
2. Devise goals (i.e. protection, conservation, restoration, enhancement, development) for each prioritized area
3. In the more urban areas look for new solutions to create greenways and nature experiences
4. Develop lists of projects (conservation, acquisition, restoration, enhancement, creation)
5. Identify potential project partners and funding project implementation schedules depending on time, community support, funding sources.
6. Develop policy goals and measures (e.g. acreage per capita, distance from home, number of trail miles, etc.)

Deliverable: Map of identified project areas

List of projects, including potential funding and partners

Phase III. Implementation

1. Refine the products from this scope of work with the work of the institutions, funding and message task forces.
2. Identify partners, timelines, projects and funding.
3. Implement projects.

4. Monitor the results of the projects, and the changes to landscape and community and region
5. Develop an urban wildlife plan (how wildlife and humans coexist in urban areas.

Additional work that should be added to this scope or to a separate work plan include:

Development and implementation of measures that evaluate the system's progress in meeting regional goals or defined standards for level of service or park, nature or recreation experience.

Development of actions that integrate or embed the system and its intent as an essential service or infrastructure in each of the region's communities.

Draft: July 15, 2004

Prepared by Metro staff

As revised by Holly Pruett

As revised by Jim Zehren

Greenspaces Policy Advisory Committee Vision

The Greenspaces Policy Advisory Committee envisions a world-class system of the full spectrum of parks, trails, greenspaces, recreational facilities and public gathering places throughout the Portland metropolitan area that is acknowledged and valued as an essential component of the region's economy and quality of life.

As the metropolitan area grows, becomes more intensely developed and evolves economically, the regional system also expands, diversifies and matures so as to provide additional and more equitable access to nature, recreation and public spaces close to where people live.

The regional system enhances the livability of the metropolitan area by:

- being a key attractor for the region's 21st Century economy based on quality of life;
- preserving significant natural areas from development, including key upland habitats, waterways and waterbodies, wetlands and viewpoints
- protecting and enhancing air and water quality, including making the region's rivers and streams safe for swimming and fishing;
- providing a variety of urban and non-urban leisure and recreational experiences close to home, in part through "nature in the city";
- promoting citizens' health and personal well-being;
- defining sense of place throughout the region;
- offering public spaces for people to interact in community; and
- ensuring the connectivity of parks, recreational facilities, town and regional centers, greenspaces, and trails and corridors for people and wildlife.

The regional system is strong and sustainable because:

- it reflects a common ethic and awareness of the substantial economic and quality of life benefits that is shared not only by parks providers and related groups but also by other public agencies, the business community and nonprofit organizations;

- grassroots participation in and leadership support for its stewardship exists at all levels, throughout the region, on a steady and sustained basis;
- it is managed by means of a well-accepted partnership of local and regional parks providers and their partners, all fulfilling their agreed roles and responsibilities;
- it benefits from active collaboration between and among parks providers and their partners that ensures efficiencies and cost-effectiveness, leveraging of resources and a focus on "growing the pie" rather than on "dividing up the pieces";
- it is developed and managed based on an agreed regional strategy regarding allocation of the system's resources amongst land acquisition, facility development, and maintenance and operations;
- its integrity and effectiveness is ensured through regional policies, goals and objectives; regional data gathering, analysis and reporting; professional management and administration; and political and citizen accountability; and
- it is closely integrated with the other components of the 2040 Growth Concept, and is supported as a critical element of the region's approach to growth management and livability, on par with land use, transportation, water and habitat, affordable housing and other elements addressed in the Regional Framework Plan.

Draft: July 16, 2004

Prepared by Metro staff

As revised by Holly Pruett

As revised by Jim Zehren

As revised by Dick Schouten

Greenspaces Policy Advisory Committee Vision

The Greenspaces Policy Advisory Committee envisions the Portland region having a world-class system of parks, trails, greenspaces, recreational facilities and public gathering places throughout the region, and acknowledged and valued as essential to the area's economy and quality of life.

As the area grows, and more intensely develops this regional system will also expand, diversify and mature so that all residents live close to nature, recreation and public spaces.

This regional system enhances the area's livability by:

- being a key driver for the region's vibrant economy;
- preserving significant natural areas, including key upland habitats, waterways and waterbodies, wetlands and viewpoints
- enhancing air and water quality, including making the region's rivers and streams excellent places to swim and fish;
- providing a variety of leisure and recreational experiences close to home, in part through "nature in the city";
- promoting citizens' health and personal well-being;
- defining a sense of place throughout the region;
- offering public spaces that create a strong sense of community; and
- connecting parks, recreational facilities, town and regional centers, greenspaces with trails and other people and wildlife corridors.

The regional system is strong and sustainable because:

- it reflects an ethic of economic development and quality of life that is shared by all;
- an enduring stewardship that exists at all levels, throughout the region, a stewardship managed by a strong and collaborative partnership of local and regional park providers;
- its integrity and effectiveness is ensured through regional policies, goals and objectives; regional data gathering,

- analysis and reporting; professional management and administration; and political and citizen accountability; and
- it is closely integrated with the other components of this region's 2040 Growth Concept, and, on par with all of the other elements in the Regional Framework Plan.

From

JIM ZEHREN



Also enclosed with your copy of the enclosed letter is a copy of a web version of an article in the July 18, 2004 *Minneapolis StarTribune* describing the creation of the town center in St. Louis Park, Minnesota that was funded in part with state and regional "Livable Communities" funding.

For more information regarding the Livable Communities program of the State of Minnesota and the Twin Cities Metropolitan Council, see:

www.metrocouncil.org/services/livcomm/LCAProfilesAug2003a.pdf

and

www.metrocouncil.org/services/livcomm.htm



 **STOEL RIVES** LLP
ATTORNEYS AT LAW

900 SW Fifth Avenue, Suite 2600
Portland, Oregon 97204-1268
503.294.9616
www.stoel.com



900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

July 27, 2004

JAMES A. ZEHREN
Direct (503) 294-9616
jzehren@stoel.com

Ms. Sandra McDonough
President & CEO
Portland Business Alliance
520 SW Yamhill, Suite 1000
Portland, Or 97204

Re: Metro, Parks, Urban Plazas, Town Centers, Economic Development, OBA

Dear Sandra:

This is a belated letter following our brief conversation at David Bragdon's reception in your honor at the Convention Center last Tuesday.

I have wanted to follow up to emphasize my interest in this region's and state's business community becoming more engaged in growth management and related public investments in parks, urban plazas, town centers and related infrastructure—as part of a calculated long-term effort aimed at nurturing, growing and capitalizing on this region's and state's greatest strategic economic advantage in the 21st Century economy: our quality of life.

In this regard, please consider the enclosed two articles. The first is a web reprint of an article in the February 9, 2004 *USA Today* describing actions taken by the Metropolitan Council in the Twin Cities of Minnesota to invest monies from a "Livable Communities Fund" in the creation of downtowns in places in that region where none previously existed. The article addresses the economic and other goals of societal importance that can be addressed and achieved through regional and state investments in building sense of place and community.

The second article is a Tom Friedman column from the June 27, 2004 *Oregonian* describing steps the Chinese are taking to grow their economy that we should be heeding. Note the key attributes of the budding Chinese powerhouse city, Dalian, that Friedman mentions: "its wide boulevards, beautiful green spaces and nexus of universities, technical colleges and a massive software park" and "its proximity to Japan and its abundance of Internet bandwidth, and parks and golf courses that attract knowledge workers".

One of my partners at my law firm, Margaret Kirkpatrick, is a member of our state's Land Conservation and Development Commission. I know that Margaret and others on LCDC,

Oregon
Washington
California
Utah
Idaho



Ms. Sandra McDouough
July 27, 2004
Page 2

following the Governor's lead, are working to refocus that Commission and DLCD on how we in Oregon can better achieve the "D" of "Development" while maintaining the "C" of "Conservation" through our state's growth management and land use planning systems. Metro, under David Bragdon's leadership, also is trying to focus on how this region can achieve economic vitality *because of*, rather than in spite of, our implementation of the 2040 Growth Concept.

To my way of thinking, much could be achieved in this metropolitan area and state if our public, private and nonprofit sectors would band together in support of certain limited but substantial investments in public infrastructure of the types outlined in the enclosed articles regarding the Twin Cities of Minnesota and Dalian in China: parks and greenways, urban plazas and town centers, and of course education. In my view, those are the factors that will secure and enhance our economic future, as they will the future of the Twin Cities and Dalian. It doesn't seem to me to be that difficult to formulate the strategy; the real challenge rather is building the coalition to actually make the investments necessary to implement the strategy.

I currently am chairing Metro's new Greenspaces Policy Advisory Committee ("GPAC"), a committee of fifteen from throughout the region appointed by David Bragdon and confirmed by the Metro Council. I am pleased to be able to say that I am confident GPAC will recommend later this year or early next year a bold new regional approach to parks, greenspaces and urban amenities in keeping with what I am espousing in this letter.

As we discussed briefly at the Convention Center, I also have been a member of the board and executive committee of the Oregon Business Association since shortly after that organization was founded. OBA also believes in an economic development strategy for our state that includes calculated but significant investments in the infrastructure and public services that maintain and enhance Oregon's quality of life. I hope to help move OBA to be even more aggressive in formulating and articulating its message in this regard in the next couple of years.

I acknowledge my partner Bob Van Brocklin's new role as chair of PBA's Government Relations Committee. For your information, Bob and I have agreed to start meeting from time to time for the specific purpose of staying in touch on issues of mutual concern and involvement relating to regional and state policymaking, particularly as they relate to economic development.

I also acknowledge your comment to me that you intend to get together with Lynn Lundquist at OBA in the near future. By copy of this letter to Lynn, I relay your interest in that regard.



Ms. Sandra McDouough
July 27, 2004
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Enough! Congratulations on your new leadership position at PBA. And I hope my mutterings regarding Metro, parks, urban plazas, town centers, economic development and OBA during our brief discussion at the Convention Center last week now make a little more sense—and perhaps suggest an approach to growing the economy of this region and state that you will consider for PBA to pursue.

Very truly yours,

James A. Zehren

JAZ:dkc

cc (w/encl): The Hon. David Bragdon
Mr. Lynn R. Lundquist
Mr. Mike Salsgiver
Ms. Margaret D. Kirkpatrick
Mr. Robert D. Van Brocklin



Ms. Sandra McDouough

July 27, 2004

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bc (w/encl): Mr. R. Scott Montgomery
Mr. Steven R. Schell
Mr. Michael J. Jordan
Mr. Jim Desmond
Mr. Andrew C. Cotugno
Ms Zari Santner
Mr. Gil Kelley
Mr. Steven W. Abel

Metro-Size Solutions to Urban Problems

USA Today
February 9, 2004

On a frigid afternoon, the Starbucks at the center of town lures people from nearby offices and homes like an open hearth—a common scene in downtown America.

Until recently, though, this Minneapolis suburb of 44,000 had no downtown. That made it difficult to attract the prized young professionals and others who can reinvigorate a city's tax base—but who demand urban centers near public transportation where they can live, work and play.

So St. Louis Park decided to create a downtown. But the city needed money to buy land, demolish old bars and build streets and sewer lines. City officials turned to the powerful Metropolitan Council, a 17-member body that controls many aspects of daily life in the Twin Cities' seven core counties.

The council gave St. Louis Park \$3 million for the first phase of a new "downtown" along Excelsior Boulevard. The district now includes apartments, offices, an amphitheater and a park. Even with temperatures in the teens and a dusting of snow on the ground, it seems to pulse with vitality.

"I was just driving by and saw this and decided this was where I wanted to live," says Michelle Hecker, 27, sipping a steaming coffee. "It has everything I want right here."

Now the "Met Council" is being touted as a national model for a country whose local government structures have failed to keep pace with the demographic reality of how Americans live.

About 80% of the U.S. population lives in the nation's 300-plus metropolitan areas. They face a common set of challenges that cross city boundaries: traffic congestion; shortages of affordable housing; water and air pollution; and outdated roads, bridges and sewer lines.

These problems require metropolitan or regional solutions. In Minneapolis, St. Paul and the rest of the Twin Cities area, the Met Council tries to provide them. It manages growth by

It has saved taxpayers millions of dollars by operating the bus and wastewater-treatment systems efficiently. It pays for parks and affordable housing, and it just built the region's first light-rail route.

Local government in most other metropolitan areas is scattered among hundreds of overlapping, often competing jurisdictions. The six counties of the Chicago metro area, for example, have 270 municipalities. Then there's the state government, whose spending priorities often are influenced by rural interests.

"All these issues play out at the metro scale," says Bruce Katz, director of the Brookings Institution's Center on Urban and Metropolitan Policy. "The problem is that there's a disconnect between how we live and work and how we govern."

The questions for local and state governments are many: Who's responsible for easing the traffic jams that have become a shared American experience? Is it the county where commuters live? Or the city where they work? Who should fix metro America's crumbling streets, bridges and sewers? Control growth? Keep the air and water clean?

Many metro areas are moving from paralyzing factionalism toward regional approaches to solve problems that defy traditional government:

* Louisville last year merged with surrounding Jefferson County to create a more efficient government, Louisville Metro. It was the nation's first such consolidation in 25 years. It bumped Louisville from 67th to 16th on the list of the USA's largest cities, increasing its population from 256,000 to 694,000 and enlarging it from 60 to 386 square miles. Several other cities—including Fort Wayne, Ind., and Syracuse, N.Y.—are exploring this option.

* Maine Gov. John Baldacci is proposing "regional school districts" that would combine two or more districts into single units with at least 1,000 students. These districts could then form "regional cooperatives" that would provide services such as transportation and special education.

California and the New Mayflower Compact in southeastern Massachusetts are addressing transportation, environmental and housing problems.

* Mayors and local officials from regions across the nation are meeting on issues such as transportation and homeland security. Ron Sims, county executive in King County, Wash., which includes Seattle, has helped bring together mayors from Los Angeles, Baltimore and Chicago to lobby Congress to give metro areas more control over federal aid.

* Usually fractious politicians in three Florida counties recently formed the South Florida Regional Transportation Authority.

* Business leaders in several metropolitan areas have taken the lead in planning for future development, mass transit and housing. They include Chicago's Metropolis 2020 and St. Louis' Metropolitan Forum.

The Metro Atlanta Chamber of Commerce recently formed a "Quality Growth Task Force" of elected officials, businesses, environmentalists and others for long-range planning on traffic, land use and water quality. Chamber President Sam Williams says the idea is to encourage development in areas that already have public transportation, rebuild underdeveloped areas of close-in suburbs and create housing for people of varying incomes.

Chasing federal dollars

Even with the growing shift to the regional approach, metropolitan areas still must decide how to pay for the things they want. The debate begins—and often ends—with how to carve up their share of federal highway money.

Many metro areas, facing increasing highway congestion and growing numbers of public transit users, are trying to limit sprawl by promoting development in areas that already have roads, sewers and access to public transportation.

Federal transportation money is one of the most effective tools for pursuing such strategies. Since 1991, the federal government has required that metro areas set up planning organizations to recommend how such money will be spent.

anyone. And they are often under the influence of state transportation departments, says Robert Puentes, senior research manager at the Brookings urban policy center. "In most states, state DOTs tend to have a fairly anti-metro bent," he says.

Puentes and others say the formula for distributing federal money for roads and transit needs updating to reflect the rapid growth of metro areas in the past few decades. Metro areas, which account for 85% of U.S. economic output, have direct control over just 5%-6% of highway funds. This often means that money commuters pay in gasoline taxes is not returned to their communities for new lanes or transit lines but is spent in other parts of the state.

Sims, the Seattle-area county executive, says this strategy is costing the nation its competitive edge. He says U.S. metros compete not just with each other but also with metros internationally.

"Shanghai is spending \$12 billion U.S. in their metro in order to get moving," he says. "We can't afford to lose our ability to be agile, to effectively move people and goods easily."

The stakes are huge. Congress is now debating a transportation bill that would authorize \$247 billion to \$375 billion over the next six years.

A question of clout

Some scholars say that the metro planning organizations don't have enough clout—and aren't likely to get it.

"They've got no teeth," says William Hudnut, senior research fellow at the non-profit Urban Land Institute. "The government that we have is obsolete. We're stuck with 19th-century boundary lines."

Hudnut is a former mayor of Indianapolis who helped revitalize the city's downtown and lure the professional football Colts from Baltimore. He says metro officials across the country are more likely to form alliances on specific issues than to create new layers of government. "People tend to resent changes in governance," he says. "The prejudice against larger regional

lose our identity."

Experts say the Met Council in the Twin Cities and the Metro Council in the Portland, Ore., area are the nation's only true regional governments. Portland's seven-member body oversees land-use, transportation and conservation decisions. The council manages the Oregon Zoo, the Oregon Convention Center in Portland, the region's garbage collection and a network of parks and trails.

Minnesota's Met Council was created in 1967 by state legislators who worried that, without controls, growth in the Twin Cities would drive up the cost of sewers and roads. The goal, which most metro areas wouldn't grasp for a generation, was to direct growth where that infrastructure already existed.

The Met Council is responsible for approving the long-range development plans of about 200 local governments.

With that much control, the council is a perennial target. Opponents say it leaves too much power in the hands of people who aren't elected. (Members are appointed by the governor.) Critics say it has moved away from its planning mission and should be stripped of its sewer, housing and transportation duties.

"We need to get it away from the social engineering of the past 10 years," says Annette Meeks, a Met Council member.

Ted Mondale, a former council president, scoffs at such attacks. He notes that the Chicago Tribune lauded the Met Council's success in overcoming race and class divisions to create public housing in 15 suburbs. In November, the Environmental Protection Agency honored the council for revitalizing contaminated industrial sites and helping create a dozen town centers like the one in St. Louis Park.

"The Met Council has been a place where people can lay down their arms and cooperate," says Mondale, son of former vice president Walter Mondale.

He and other proponents argue that the Met Council's regional approach has generated tax savings of \$2 billion by planning growth and eliminating duplication in the construction of roads

similar-size metropolitan areas.

"I think our great advantage compared to other regions," says Curtis Johnson, a former council president, "is we have a regional living room here, a place to talk officially about regional problems."

The problem for St. Louis Park was that it came of age during the 1950s as a bedroom community of Minneapolis. Like many other suburbs born in the culture of the automobile, it was a collection of strip malls, old bungalows and neighborhood bars. "We didn't want to be just a bedroom suburb; we wanted to be a city," says Thomas Harmening, the city's community development director.

City officials got a \$139,000 grant from the Met Council to plan their redevelopment project. They got additional grants of \$2.8 million for demolition, relocation of businesses and land acquisition. Last January, the new downtown debuted as St. Louis Park's community focal point.

That sense of a central gathering place was what drew Hecker, who moved into the district last year from another Minneapolis suburb.

"I just fell in love with this place," she says. "You have the sense that you're part of a community. If you drive around Minneapolis, there's no other area like this that's close to the freeway and close to the city, where you can walk to restaurants or the dry cleaner's or whatever."

Hecker takes a sip of coffee and opens a book. "I love living downtown," she says.

Look over your shoulder: China's high-tech is booming

DALIAN, China —

When I was growing up, my parents used to say to me: "Finish your dinner — people in China are starving." I, by contrast, find myself wanting to say to my daughters: "Finish your homework — people in China and India are starving for your job."

That thought struck me in a visit to this port city in northeastern China. It is not just impressive for a Chinese city. With its wide boulevards, beautiful green spaces and nexus of universities, technical colleges and a massive software park, Dalian would stand out in Silicon Valley.

Dalian symbolizes how much China's most modern cities — and there are still plenty of miserable, backward ones — are rapidly grabbing business as knowledge centers, not just manufacturing hubs. No, Toto, they are not just making tennis shoes here. Try GE, Microsoft, Dell, SAP, HP, Sony and Accenture, which are setting up back-room operations here for Asian companies and software R&D centers.

"I've taken a lot of American people to Dalian, and they are amazed at how fast the China economy is growing in this high-tech area," said Win Liu, director of U.S./EU projects for DHC, one of Dalian's biggest homegrown companies, which grew from 30 to 1,200 employees in six years. "Americans don't realize the challenge to the extent that they should. I do have confidence in the American people, though, to take the challenge."

Because of Japan's long colonization of this area in the first half of the 20th century, Dalian has a pool of people who know Japanese. And because of its proximity to Japan and its abundance of Internet bandwidth, and parks and golf courses that attract knowledge workers, Dalian has become the Bangalore of China: the center for outsourcing by Japanese businesses that want to tap China's low-cost brainpower.

Japanese companies can hire three Chinese software engineers for the price of one in Japan, and still have change to buy a room full of call-center operators, starting salary: \$90 a month.

Although Japan is still deeply resented for its wartime abuses of China, young Chinese have not let that stop them from working as data-entry technicians, software programmers or call-center operators for Japanese companies — about 2,800 have set up in Dalian — in order to get onto the first rung of the high-tech ladder.

"We have 22 universities and colleges with over 200,000 students in Dalian," the city's mayor, Xia

Deren, told me. More than half graduate with engineering or science degrees, and even those who don't are directed to spend a year studying Japanese or English and computer science.

"The Japanese enterprises originally started some processing industries here," the mayor added, "and with this as a base, they have now moved to R&D and software development. ... In the past one or two years, the software companies of the U.S. are also making some attempts to move outsourcing of software from the U.S. to our city."



**THOMAS
FRIEDMAN**

Although some of what the mayor says gets lost in translation, he gets it — and we should, too: "The rule of the market economy is that if somewhere has the richest human resources and the cheapest labor, of course the enterprises and the businesses will naturally go there," he said.

Just as in manufacturing, he added, "Chinese people first were the employees and working for the big foreign manufacturers. And after several years, after we have learned all the processes and steps, we can start our own firms. Software will go down the same road."

"... First we will have our young people employed by the foreigners, and then we will start our own. It is like building a building. Today, the U.S., you are the designers, the architects, and the developing countries are the bricklayers for the

buildings. But one day, I hope, we will be the architects."

The Chinese certainly want to believe it's inevitable they will move from basic software outsourcing to design, but even a top Chinese science planner acknowledges that it won't be easy.

Xu Kuangdi, president of the Chinese Academy of Engineering, said to me that for China to advance, "we have to build more products from our own intellectual property." But in software, he added, that will require "improving the innovative capability of the younger generation," which will require some big changes in China's rigid, rote education system.

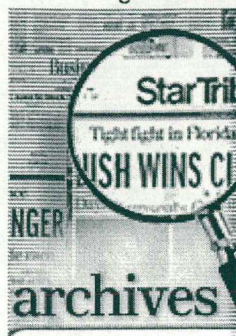
Chinese officials, he said, are thinking about such changes right now. I wouldn't bet against them.

Have your kids finished their homework?

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Reach Thomas Friedman at the Washington bureau of *The New York Times*, 1627 I St. NW, Washington, D.C. 20006.

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A suburban breath of fresh air

With housing and retail, St. Louis Park's town center has widespread appeal.

By Linda Mack

Staff Writer

Looking for a way to turn your aging suburban strip into a hip, people-friendly hangout? Check out **Excelsior** and **Grand** in **St. Louis Park**.

Since the first phase opened a year ago, the ambitious mix of brick apartment buildings, sidewalk cafes and a leafy town green has brought street life to the inner suburbs.

St. Louis Park residents said they wanted "a cozy place where you can meet your neighbors, wheel your stroller and have a cup of coffee," said Hennepin County Commissioner Gail Dorfman, who was **St. Louis Park** mayor when planning began in 1996. "I think we achieved that."

Indeed, cushioned strollers are rampant on the wide sidewalks overlooking the town green, while shops and restaurants from Starbucks to Mojito attract young and old, nearby residents and those traveling from elsewhere.

Dena Mitchell of Minneapolis was enjoying her Friday lunch date next to the fireplace at Panera with her 19-month-old daughter, Bella, who attends the KinderCare around the corner.

"There's day care, a place to get coffee and have lunch," she said. "It's very comfortable."

"It does pretty well on walkability," said Ann Forsyth, director of the University of Minnesota's Urban Design Center. "It has logical pedestrian routes. You're not walking through parking lots."

The 15-acre, \$150 million development is the granddaddy of New Urbanism in the Twin Cities. New Urbanists say new developments should have the scale, intensity and mix of uses found in such city

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neighborhoods as Uptown in Minneapolis.

Other New Urbanist re-dos have begun around the Twin Cities, including those in Burnsville and Ramsey.

The idea of a town center for **St. Louis Park** emerged from a community workshop eight years ago. So did the location, between busy **Excelsior** Boulevard and the city's Wolfe Park.

The stretch of **Excelsior** was a typical car-oriented strip that included small businesses such as a pawn shop and a liquor store.

Larger businesses such as Bunny's Bar and Grill and the Classic Cafe and Bar also lined the street.

"It was tired," said **St. Louis Park** City Manager Tom Harmening, who helped acquire the 30 properties for the redevelopment.

At the same time, the city was trying to tame traffic on **Excelsior** by installing a landscaped boulevard and was upgrading both nearby Wolfe Park and the city recreation center.

The idea: tie the living and public places at **Excelsior** and **Grand** to the city's recreational amenities.

The green

That idea drove the development's layout, said Dennis Sutliff and Tracey Jacques of the Minneapolis firm of Elness, Swenson, Graham. TOLD Development of Eden Prairie was the developer.

The two large blocks of apartment buildings are arranged on either side of a central "town green" adorned with flowers and pergolas. A narrow one-way lane around the green allows cars an easy in and out without allowing them to dominate, Jacques said.

Shops and restaurants overlook the green, which like the other outdoor spaces was designed by landscape architect Damon Farber. Wide sidewalks and the narrow lane, called **Grand** Way, lead to Wolfe Park. TOLD plans two more luxury condo buildings facing **Grand** Way.

Nothing 'olde'

Jacques said the design of the four-story buildings aimed to avoid a monolithic look. Another aim was not to create a fake-looking "olde" downtown. Three colors of brick, protruding metal bays, touches of

copper and a variety of roof details, including the big round metal crowns that have become **Excelsior** and **Grand** icons, create fabric and texture, he said.

The storefronts are "plain vanilla" brick and glass, added Sutliff, but the designers and developer encouraged retailers to be creative with awnings and signs rather than having a uniform shopping-mall look.

A fountain and a soaring statue of "Excelsior" by Andrea Myklebust add a civic stamp.

The limited parking around the green is supplemented by two-story ramps. The two ramps are sandwiched between the apartment buildings to minimize their visual impact, Sutliff said.

The decorative sides of the ramps form one wall of the inner courtyards that provide private space and amenities such as a swimming pool for apartment residents.

Space is nearly full

Gary Dreher of TOLD said that a year after opening, the 338 apartments are 95 percent leased and the 65,000 square feet of retail is mostly full (a Snyder's drugstore moved out after the company declared bankruptcy).

And the development's second phase, a condo building of 124 units ranging in price from \$195,000 to \$500,000, is under construction and almost sold out.

The third phase, slated to start this fall, will be an 86-unit loft condo building on **Excelsior** Boulevard.

Like the apartment buildings, both condo buildings will have first-floor shops.

While a very pleasant place, **Excelsior** and **Grand** doesn't really cut it as a downtown, in Forsyth's view. "It doesn't have the civic uses of a downtown," such as a post office or license bureau, she said, but it's a well-designed neighborhood center similar to Uptown or Linden Hills.

The density, scale and central pedestrian area give it a more urban feeling than suburban town centers such as Arbor Lakes in Maple Grove, she said.

"It's a significant start."

Linda Mack is at lmack@startribune.com.

Excelsior and Grand brings urban life to the suburbs

Since the first phase of **Excelsior** and **Grand** opened a year ago, sidewalk cafes, a towngreen and lively brick buildings have made it a bustling people place.

Total cost: \$150 million

Private financing: \$120 million

Public financing: \$30 million

Phase One: completed 2003

338 apartments

65,000 square feet of retail and restaurant space

Town green

Phase Two: under construction

124 condos

4,100 square feet of retail

Phase Three: to begin later this year

86 loft condominiums

13,000 square feet of retail

Phase Four: 120 condos, construction in 2005-6

From

JIM ZEHREN

7/26/04

GPAC -

FYI.

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STOEL RIVES LLP

ATTORNEYS AT LAW

900 SW Fifth Avenue, Suite 2600

Portland, Oregon 97204-1268

503.294.9616

www.stoel.com



ROBERT
LANDAUER

Oregonian 7/20/04

Bush team glosses over parks crisis

Few of us are accountants, mathematicians or arbitrageurs. Still, numbers can sing to us or screech at us. Numbers relating to our national parks are coming up painfully off-key.

The National Park Service manages 388 parks, 26,000 historic structures and buildings, 8,500 monuments, 12,000 miles of trail, 5,500 miles of paved roads and 6,000 miles of unpaved roads.

An Interior Department report on July 8 chanted hymns about substantial improvements in national park operations during the last three years.

That's mystifying because we've been reading that added costs, especially for security and firefighting, have overwhelmed the positive effects of modest budget increases.

Operations in the U.S. parks are being underfunded by \$600 million a year, according to a March 16 report by the nonpartisan National Parks Conservation Association (www.npca.org/media%5Fcenter/). Everyone argues that his interest is underfunded, so the claim of poverty isn't surprising. That doesn't mean it's untrue.

In this case, it is startling to see how few numbers it takes to wipe away the gloss Interior puts atop realities of large maintenance backlogs and dwindling service to parks visitors.

One example of the budget-increase deceptions, says Rep. Norm Dicks, D-Wash., is the 1.4 percent more allotted for National Park Service staffing this year. The problem is that the parks had to pay a 4.1 percent cost-of-living increase. "On the surface it may look like an increase, but in the parks it results in positions that are unfilled, trails that deteriorate and facilities that don't get repaired," the ranking Democratic member of the House Interior Appropriations Subcommittee said.

Staff counts are down and maintenance backlogs are up as Olympic National Park in Washington gets \$10 million a year instead of the \$16 million it needs to service its 3 million visitors.

Crater Lake National Park in Oregon has less to spend, too. Firefighting and other costs are up; guided hikes and natural history talks for visitors, along with maintenance, are down.

The 270-member Coalition of Concerned National Park Service Retirees (www.npsretirees.org) issued a fact-versus-fiction rebuttal on July 8 of Interior's glowing claims about park conditions. The retirees have insiders' access to NPS memos, so their ripostes carry a patina of authenticity. Examples:

Fiction: There is more money for parks now than ever.

Fact: The National Park Service appropriation is the largest ever, but support reaching the parks is dropping. More than 85 percent of the parks started out this year with a smaller base operating budget than last year.

Fiction: President Bush has spent billions to attack the \$4.9 billion to \$6.8 billion maintenance backlog problem.

Fact: In 2000, Bush pledged to spend \$5 billion to eliminate the backlog of park maintenance projects. New spending for the backlog program, though, has been \$662 million, not the \$2.9 billion claimed.

The rest of the \$2.9 billion is simply for ongoing projects such as road construction and has nothing to do with the maintenance backlog.

Fiction: No major park services are being cut.

Fact: Visitor center hours have been reduced and interpretive programs slashed by 50 percent at Shenandoah National Park and Olympic National Park. Restrooms have been closed in the Lake Roosevelt National Recreational Area. Trail, campground and picnic area maintenance has been reduced in Death Valley National Park. Routine maintenance in the National Cemetery at Fredericksburg & Spotsylvania National Military Park have been cut in half. The list goes on.

Distortion: There is more money for parks per acre, per visitor and per employee than ever before.

Fact: Accounting trickery gives an illusion of progress. There is more money per worker and visitor because staffing and park attendance have been down during the last three years. There is more money per acre because park acreage has remained essentially flat while the budget has gone up.

Two problems intersect here: (1) weak Bush administration support to maintain the national parks heritage and (2) denial that there is a problem.

The second is the more destructive.



Reach Robert Landauer at 503-221-8157 or robertlandauer@news.oregonian.com

Greenspaces Policy Advisory Committee

Visitor sign-in sheet

July 22, 2004

[illegible]

Greenspaces Policy Advisory Committee

Member sign-in sheet

July 22, 2004

Please sign your initials next to your name.

✓	JZ	Jim Zehren, Chair Citizen Representative
✓	(absent)	Ernie Drapela City of Gresham
✓	KG	Kim Gilmer Lake Oswego Parks and Recreation
✓	(absent)	Steve Greagor Hillsboro Parks and Recreation
✓	(phone)	John Griffiths THPRD
✓	FA	Faun Hosey Citizen Representative
✓	(absent)	Mike Houck Portland Audubon Society
✓	EL	Esther Lev Citizen Representative
✓	DN	Doug Neeley Oregon City
✓	absent	Mike Ragsdale Citizen Representative
✓	(resigned)	Tim Raphael Trust for Public Land
✓	ZS	Zari Santner Portland Parks and Recreation
✓	DS	Dick Schouten Washington County Commission
✓	dt	Don Trotter NCPRD Advisory Board