

# METRO REGIONAL PARKS AND GREENSPACES

## **Greenspaces Technical Advisory Committee**

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### **Meeting Notes:**

GTAC meeting  
Sept. 12, 2001  
1 to 3 p.m.  
Metro Regional Center, rm. 501

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### **MTIP trails funding update**

Councilor Rex Burkholder updated GTAC on the progress of the Metropolitan Transportation Improvement Program (MTIP) resolution, which the Council will consider for adoption on Sept. 27th. The resolution includes several trail projects including the Springwater Trail Corridor "three bridges" project, Gresham to Fairview trail, Fanno Creek Trail and Morrison Bridge Bicycle/Pedestrian facility. In addition, JPACT also recommended funding for a feasibility study for the Willamette Shoreline Rail with Trail project. Charlie Ciecko asked the committee whether they would be interested in sending a letter of support from GTAC for full funding of trail projects, and people unanimously agreed. Steve Bosak volunteered to present this letter at the Sept. 27th meeting. Charlie also reminded people that this letter should not take the place of individual letters of support from individual jurisdictions.

### **Green Ribbon Committee Update**

Presiding Officer David Bragdon presented an update on the work of the Green Ribbon Committee, a 16-member committee of citizens and elected officials who have been charged to identify 8 to 10 Metro open space properties to develop for public access and a funding source to implement these projects. He described this effort as the latest step in a long continuum of collaborative work to create a regional system of greenspaces that goes back as far as the Olmsteads and includes the Greenspaces Master Plan, the Open Spaces bond measure and the recent MPAC Parks Report.

The committee is working on a very fast-paced timeline and will make its recommendations to the Metro Council in October. For more information about their process or meeting schedule, call John Donovan in the Metro Council office at 797-1942 or visit the Metro web site at [www.metro-region.org](http://www.metro-region.org).

### **What does it mean to be included in the regional system?**

Charlie Ciecko introduced this discussion by reminding the committee that while refining the regional system map, GTAC members told Metro staff that they needed a better understanding of what it would mean to be included in the regional system before they would be able to make final decisions on the map. GTAC began this discussion at the end of their last meeting in June, but

ultimately asked Metro staff to develop some preliminary concepts so that the committee would have a more solid basis for their discussion.

Prior to the meeting, Metro staff distributed a "discussion draft concept" which included three proposed levels of natural resource protection (depending on availability of funds) for all park providers in the regional system.

Response from GTAC included a number of questions and comments about whether all of the standards should apply to each site, regardless of size and use – should it be "one size fits all" or a tiered approach – and whether all standards in each level would need to be met in order to receive any benefits from Metro or regional funding.

Comments from the committee included the following:

- replace the word "level" with "scenario"
- replace the word "encourage" with "require" in the rules and regulations section
- make GIS sharing a level one standard
- what size or condition triggers the need for master planning?
- need to differentiate requirements for each level for natural area parks vs. all other parks
- feasibility of matching each standard with a benefit for each level
- need to help each jurisdiction "graduate" from one level to another
- could have best management practices written with if/then statements that would allow for some accommodation of different kinds of sites
- need to know which sites are in the system before we can get to details

In wrapping up, Charlie asked that people send their comments in writing to Jennifer Budhabhatti (budhabhattij@metro.dst.or.us) so that the discussion could continue at the next meeting. He also stressed that the decision making process would continue to be a collaborative one and that Metro staff were not wedded to the draft concepts that were presented, but merely offering it as a starting place.