

Greenspaces Technical Advisory Committee

Meeting Notice and Agenda
June 13, 2001
1 to 3 p.m.
Metro Regional Center, rm. 370

AGENDA

1:00 - 1:10 pm (10 min.)

Introductions and announcements

1:10 - 1:25 pm (15 min.)

Metro's "2040 reengagement project" and spring 2002 conference planning

Mike Hoglund

1:25 - 1:40 pm (15 min.)

Review of Regional Trails and Greenways Map nomination forms

Mel Huie

The Metro Council adopted GTAC's recommended criteria for updating the Regional Trails & Greenway Map with one amendment. Nomination forms are due to Metro June 29th. Mel will review the nomination forms (attached) and answer questions.

1:40 - 2:10 pm (30 min.)

Refinements/corrections of Regional Greenspaces System draft map; discussion following

Jennifer Budhabhatti

Jennifer requested comments on the new draft Regional Greenspaces System Map be submitted June 5. Discussion of other potential map requirements and questions.

2:10 – 2:40 pm (30 min.)

Presentation/discussion of "What does it mean to be in the Regional Greenspaces System?"

Metro staff/GTAC

Regional Trails and Greenways Plan

Criteria for Determining Regionally Significant Trails and Greenways

recommended by the Greenspaces Technical Advisory Committee on Jan. 10, 2001 and adopted by Metro Council on May 31, 2001

The Greenspaces Master Plan, which was adopted in July 1992 by the Metro Council, included a regional trails and greenways component and map. This map is proposed to be incorporated into Metro's new Greenspaces Protection Plan as the regional trails and greenways component. The existing and proposed 35 trails and greenways from the 1992 master plan will be grandfathered into the new Greenspaces Protection Plan.

Amendments to the regional trails and greenways component of the Greenspaces Protection Plan can be made whenever the plan is updated. In addition, amendments can be made by Metro Council action.

The following is the screening process used to add new trails and greenways to the Greenspaces Protection Plan. Both levels must be met before a new trail or greenway could be added.

First Level to Be Met

Trail or greenway must be primarily separated from roads and streets (at least 75% of length).

Examples are trails in former or existing rail corridors; right of ways which were never developed into streets; trails separated from the street by a vegetative buffer or swale; trails and greenways in riparian corridors separated from roads, such as the Willamette River Greenway Trail, Fanno Creek Greenway Trail, and Beaver Creek Canyon Trail; trails in utility corridors; trails and greenways on dikes or levees; trails in exclusive corridors adjacent to highways (e.g. I-205 Bike/Ped Way); river trails; floating trails in water bodies; boardwalks; etc.)

Trails primarily in the public street right-of-way (e.g. bike lane on the side of a street) or on a sidewalk are addressed by the regional bike and pedestrian systems in Metro's Regional Transportation Plan (RTP).

If the first level is met, then at least four of the following second level criteria must also be met:

Second Level to Be Met

Criteria for Regional Significance (at least four must be applicable)

- A. Located along the Willamette Greenway – state of Oregon Land Conservation and Development Commission (LCDC) goal
- B. Multi-jurisdictional, including Washington State
- C. Connects regionally significant parks and greenspaces
- D. Connects to other regionally significant trails (e.g. forms a loop system of trails)
- E. Connects regional centers, town centers, industrial areas and/or light-rail station areas
- F. Connects to or through significant habitat areas, wildlife corridors or other publicly-owned LCDC Goal 5 resources (e.g. historical and scenic sites)
- G. Likely that the trail will receive use, including use by citizens from various areas of the region.

Regional Trails and Greenways Plan

Glossary of Terms

recommended by Greenspaces Technical Advisory Committee, Jan. 10, 2001

Existing Regional Trails

- Trails which have been built and are open to the public, and
- Generally these trails are multi-use (e.g. pedestrians, bicyclists, skateboarders, in-line skaters, and equestrian (where allowed)). Some trails may be in environmentally sensitive areas though, thus only allowing pedestrians. These designations are locally determined.
- Surfaces of the trails are generally asphalt, chip seal, boardwalk or concrete. In environmentally sensitive areas, soft surfaces (e.g. bark dust) or compacted dirt or gravel may be the trail surface. (Permeable surfaces should be used if possible.) The selection of the surface material is a local decision.
- Accessibility to the trails for everyone, including people with disabilities, should be encouraged.

Proposed Regional Trails

- Trails which are still in the conceptual stage, and
- Descriptions for use and surfaces are the same as for existing regional trails.

Regional Greenways

- Greenways generally follow riparian corridors, and
- Greenways may or may not provide for public access.
 - In some cases, greenways may be a swath of green (plants and trees) with no public access, or
 - In other cases, greenways may allow for an environmentally compatible trail, viewpoint or access point, or boat/canoe launch sites.

Proposed Greenways

- Greenways which are still in the conceptual stage.
- When public access is provided (e.g. trail, boardwalk, viewpoint, boat ramp, etc.) descriptions for uses are the same as for regional greenways.

River Trails

- Trails that are actually in the water body (including necessary portages). Canoes, boats, rafts are used to traverse the trail.
- Public access points (e.g. boat / canoe launch sites) should be available.
- The Tualatin River is a good example of a river trail.

Inter-Regional Trails

- Trails connecting the Metro region to other areas (e.g. Clark Co., Columbia River Gorge, Mt. Hood National Forest, Pacific Coast, Willamette Valley, etc.)

Trails Separated from Roads and Streets (former term: Off-Road Trails)

Examples are trails in former or existing rail corridors; rights-of-ways which were never developed into streets; trails separated from the street by a vegetative buffer or swale; trails and greenways in riparian corridors separated from roads, such as the Willamette River Greenway Trail, Fanno Creek Greenway Trail, and Beaver Creek Canyon Trail; trails in utility corridors; trails and greenways on dikes or levees; trails in exclusive corridors adjacent to highways (e.g. I-205 Bike/Ped Way); river trails; floating trails in water bodies; boardwalks; etc.)

Trails primarily in the public street right-of-way (e.g. bike lane on the side of a street) or on a sidewalk are addressed by the regional bike and pedestrian systems in Metro's Regional Transportation Plan (RTP).

Note

Generally, "proposed trails" and "proposed greenways" are conceptual alignments. Potential alignments would need to be thoroughly studied. Public involvement and local governmental review would be necessary prior to any final alignment designation. All necessary permits would need to be obtained before trail construction could begin.

Regional Trails and Greenways Plan

Nomination Form

to add a new trail or greenway to the map, to change alignment of a trail or greenway already on the map or to make a technical correction to the map

RETURN TO METRO BY JUNE 29, 2001

(fill out a form for each nomination, change or technical correction)

Date:	
Nominator Name:	
Title:	
Organization/Agency:	
Phone & Fax:	
E-mail Address:	

Signature: _____

1.	Name of trail or greenway:	
----	----------------------------	--

2.	What type of change to the map is being proposed? (place an "X" next to the appropriate type)	
	<input type="checkbox"/>	add a new trail or greenway to the map
	<input type="checkbox"/>	make a change to alignment on a trail or greenway already on the map
	<input type="checkbox"/>	technical correction (e.g. section of trail has been built since last update, line on map was incorrectly mapped; trail or greenway actually is in a different location; comprehensive plan change; etc.)

NOTE: For technical corrections, you only need to describe the change and submit a map. Do not fill out the rest of the form.

3.	Description of trail or greenway (or description of technical change):

4.	Estimated length in miles:	
----	----------------------------	--

5.	Trail or greenway is located in the following local jurisdictions and counties:

6.	List any groups or organizations supporting your trail nomination. Describe any public involvement activities and meetings that have been held related to this trail.

7.	Coordination with local, regional, state and federal plans:
Is the trail or greenway in the local comprehensive plan and local parks/trails master plans? Please describe.	
Is the trail or greenway in any regional trails or greenway plans? Please describe.	
Is the trail or greenway in the state trails plan or Willamette River Greenway? Please describe.	
Is the trail or greenway in any federal plans? Please describe.	

Regional Significance

To complete this section, please refer to "Criteria for Determining Regionally Significant Trails and Greenways".

8.	Is the trail or greenway primarily separated from streets and roads (at least 75% of the length)?	
----	---	--

9.	Please place an "X" next to the criteria met by the nominated trail or greenway (need at least four):	
	A. Located along the Willamette Greenway	
	B. Multi-jurisdictional, including Washington State	
	C. Connects regionally significant parks and greenspaces	
	D. Connects to other regionally significant trails	
	E. Connects regional centers, town centers, industrial areas and/or light-rail station areas	
	F. Connects to or through significant habitat areas, wildlife corridors or publicly-owned LCDC Goal 5 resources	
	G. Likely that the trail will receive use, including use by citizens from various areas of the region	

10.	Other comments:

Other information

Attach a map of the trail or greenway.

Clearly denote in some fashion the proposed trail or greenway alignment or changes. The alignment should be conceptual. If your local planning department does not have mapping capabilities, a map can be purchased from Metro's Data Resource center (797-1742). A Thomas Guide map or other map may be substituted if cost is a consideration.

Attach an aerial photo of the trail or greenway.

Clearly denote in some fashion the proposed trail or greenway alignment or changes. The alignment should be conceptual. If your local planning department does not have the ability to get you an aerial photo, one can be purchased from Metro's Data Resource center (797-1742). **If this is too costly for your agency/organization, please call Mel Huie to discuss other options.**

DUE ON JUNE 29, 2001

(earlier would be appreciated)

Please feel free to fill out this form electronically, but you still need to submit a hard copy with the required attachments to Mel Huie, Metro Regional Parks and Greenspaces, 600 NE Grand Ave. Portland OR 97232. If you have any questions, please call 797-1731 or send e-mail to huiem@metro.dst.or.us.

Regional Trails and Greenways Plan Update
Initial Criteria and Map Amendments Revised Schedule
June 1, 2001

April 4, 2001	Review proposed adoption process and GTAC approved criteria with Metro Natural Resources Committee
April - mid-May	Briefings with Council, Exec. Office
April 11, 2001	GTAC – update on nomination process
May 1, 2001	Regional Parks and Greenspaces Advisory Committee
May 9, 2001	GTAC
May 23, 2001	Metro Natural Resources Committee
May 31, 2001	Metro Council action
June 4, 2001	Approved nomination forms and initial criteria forwarded to GTAC and others interested in Regional Trails and Greenway Plan Update
June	Mel Huie outreach to those outside of GTAC with interest in Regional Trails Plan changes
June 13, 2001	GTAC
June 29, 2001	Nomination Forms Due to Metro Parks and Greenspaces (attention Mel Huie or Heather Nelson Kent)
July 11, 2001 1-3 p.m.	GTAC/Quarterly Trails Meeting Review Nominations and proposed Map Changes
July 18, 2001 2-4 p.m.	Special GTAC/Trails meeting (if needed) Review Nominations and proposed Map Changes
Fall 2001	GTAC updated draft Regional Trails and Greenways Map
Fall 2001	Metro Council update
Fall 2001	Citizen input via "table talks" etc., sponsored by Metro
2002	Council consideration of updated Regional Trail Plan map

PROCESS TO SELECT THE TOP 200 REGIONALLY SIGNIFICANT NATURAL AREAS: *A summary*

This memo summarizes the various steps used to identify the top 200 regionally significant natural area sites for the Greenspaces Protection Plan. The criteria used to develop the top 200 regionally significant sites were derived from the 1992 Greenspaces Master Plan. Natural areas were inventoried and ranked for their wildlife habitat criteria in 1998, followed by public and expert technical review of these regional criteria. The criteria recommended by these groups, resulted in the top 200 list of regionally significant natural areas.

1. Regionally Significant Criteria for Greenspaces Master Plan - 1989

In 1989, a natural area survey was conducted to identify over 100 natural areas in the three county regions. Regional Significance was defined by a technical and public process and 53 sites were chosen based on the criteria for regional significance. The criteria are listed below:

Ecological criteria

- Relative rarity of the ecosystem
- Connectivity to other habitat needs
- Biological diversity
- Parcel size
- Presence of wetlands and waterways
- Feasibility of ecological restoration

Social criteria

- Geographic distribution
- Connection to other sites
- Natural qualities of the landscape
- Proximity of sites to public access
- Views and vistas
- Local public support
- Historical/cultural significance

2. Inventory and ranking of natural area sites. - 1998

Natural areas were delineated in 1998 based on land cover data (1998), aerial photos and land use information. Natural areas were ranked based on their biological suitability for wildlife habitat by Metro staff and state and federal biologists. Natural areas that were large and close to protected natural areas, parks and water features were rated higher for their habitat values, than smaller natural areas adjacent to highways, major arterial roads and high density areas (Ecotrust 1998).

3. Public Outreach of Regionally Significant Criteria (Values)- 2000

In 2000, 5 workshops were held in communities around the region and citizens were asked to select their top criteria for rating natural area sites based on the regionally significant criteria generated through the Greenspaces Master Plan. An unscientific sampling of over 82 people who returned surveys showed that overall

ecological criteria were preferred over community criteria, their ranking based on preference were as follows:

Ecological value

Presence of wetlands and waterways

Presence of endangered species

Quality of habitat

Connection with other habitat

Community value

Lack of natural areas in vicinity

Community support for protection

Ability to provide trail linkages

4. The Greenspaces Technical Advisory Team input for Regionally Significant Criteria - 2000

Local government representatives along with state and federal representatives and nonprofit agencies were invited to choose criteria important to determine regional significance. Their preference is listed below:

Ecological values:

Proximity to Goal 5 riparian areas (wetlands and waterways)

Proximity to other natural areas

Relative size

Species richness (threatened and endangered species included) based on Oregon Natural Heritage data of 56 vertebrate species of concern.

Community values were based on the following indicators:

2015 forecast population density within ½ mile of the natural area

Proximity to regional trail corridors

Proximity to schools, including public and private colleges and universities

5. Top 200 sites identified - 2000

Based on the regional criteria chosen by the technical team and the public outreach, 200 natural area sites were identified inside Metro's Boundary and 100 sites were identified outside the Metro boundary. Sites that possessed both ecological and ecological and community values were among the top 200.

6. Corridor mapping- 2000

A Greenspaces Technical Advisory Committee workshop was conducted and members used their local knowledge to connect the top 200 natural area sites through streams and uplands. In addition, all streams that had listed threatened and endangered fish were also added to the corridor mapping. Draft regional maps were generated through this process.

7. Local outreach of top 200 sites and corridor – 2000-2001

Over ten workshop were held in communities through out the region where local government representatives, friends groups, and watershed groups attended and suggested changes to the draft maps based on their knowledge of the local area. A matrix was developed based on this feedback, and the map was amended to reflect changes suggested by the participants.

Attachment A

March 22, 2001

2040 Reengagement: Where do we grow from here? Spring 2001-Winter 2002

What is it?

The 2040 re-engagement effort is a comprehensive strategy to support the Council's critical decision-making processes in 2002. It requires cross-departmental coordination of multiple planning projects linked with effective and informed public participation in the Council's decisions.

The goals of the effort are to:

- Help the Council understand which policy options the public prefers.
- Ensure that critical land use, transportation, natural resource, and park and open space plans are logically linked and mutually supporting.
- Engage citizens, stakeholders, and elected officials in an informed conversation about the choices, tradeoffs, and costs necessary to manage and mitigate the effects of growth.
- Meet legal requirements and agency principles for public participation in state-mandated land use decisions.

Who's the audience?

The audiences include city and county elected officials, planning commissions, local planning staffs, business groups, neighborhood and community planning organizations, activated citizens and citizen groups, special districts, state and federal officials and agencies, and the general public. All the audiences are important but their participation will be tailored according to their interests, the nature of the subject matter, and the timing of the decision making process.

What will the audiences take away from this effort?

The audiences will be able to participate knowledgeably and effectively in the major decisions facing the Council in 2002. They will be engaged at the right time on the right issues with more complete understanding of the tradeoffs and costs involved in improving the livability of the region.

Metro, as a public agency, will make better use of limited resources by coordinating and focusing its programmatic, technical and public participation activities.

The Council will be able to make better decisions with a broader base of support.



METRO

2040 re-engagement Status Report *Spring 2001*

Following is an informational summary and selected attachments on Metro's 2040 re-engagement process. The first attachment is a summary of the purpose and need for the re-engagement process and its intended audience and potential benefits. In sum, the 2040 re-engagement process is an effort to integrate key inter-related Metro planning activities that are underway and will be concluding near the end of calendar year 2002. 2040 re-engagement is intended to result in integrated, comprehensive, and understandable regional planning as it relates to building better communities through decisions on Periodic Review, Goal 5, Regional Transportation Plan implementation and finance, and Parks and Greenspaces programs.

A number of events and products have been or will be developed as part of this coordination effort. To the degree possible, coordination will not only be inter-departmental at Metro, but will incorporate activities and products of local government, agency, non-profit, and private partners.

Summary

Summary Statement. Attachment 'A' is a one page summary statement dated March 22, 2001 describing the 2040 re-engagement process. In addition to re-engaging the discussion around the vision and implementation of the 2040 Growth Concept, the re-engagement process provides an umbrella of coordinated public outreach for Periodic Review.

Sponsorships/Partnerships. The overall 2040 re-engagement budget applies public outreach materials and staff from existing programs into a coordinated, integrated approach for discussing planning program areas. Additional resources are being pursued through outside sponsorships and partnerships. The sponsorships are oriented towards private sector contributors, while partnerships may be developed with private, non-profit, and public organizations. Most 2040 re-engagement activities will be open to sponsorships and/or partnerships.

Livability Reports. Attachment 'B' is a first draft of a phase I Livability Report (working title). Two reports are anticipated. The phase I report is intended as background information on the decisions that need to be made over the next two years. It focuses on: 1) the 2040 decision that was made six years ago and will include much of the information that was included in the "Nature of 2040" document; 2) how we have been doing and will summarize key findings of the performance measure and survey activities; 3) the choices ahead of us for building livable communities related to Periodic Review, Goal 5, transportation finance and RTP implementation; and parks and greenspaces; and 4) a call to action to participate in upcoming events, including the conference. A phase II Livability Report will be produced for the conference and will include much more detailed and focused information related to choices and trade-offs associated with Metro program areas.

Regional Livability Conference Report. Attachment 'C' is the latest draft of the Regional Livability Conference summary. Based on availability of the Convention Center and avoiding holidays (President's Day, spring break) in February/March 2002, the conference has been set for March 14 -16. Regular updates will be given to the committees on the conference. A strong partnership role with partners is anticipated.

Legacy Project. The project engages past, present, and up and coming civic/business leaders committed to state, regional, and local planning efforts. The select group helps gather support for and serves as civic ambassadors of the 2040 re-engagement effort. The project will include outreach events with speakers and a commemorative publication to capture the historical perspective and highlight the contributions and vision of civic leaders and businesses.

Community Partner Forums. The main events were the meetings with local planners and activists and the elected official/planning commission forums in January/February 2001. Current activities are the councilor meetings and the survey for local officials that has been distributed.

Spring 2001 Strategic Outreach. Over the next few months, Metro staff will hold a number of meetings related to program activities (e.g., MTIP open house). At those meetings it is proposed to bring general information related to how the activity fits into the greater 2040 Growth Concept and how it relates to other program areas. In other words, consistent with the theme of 2040 re-engagement, begin thinking comprehensively within program areas as part of our regular outreach. Also this spring, staff is proposing to meet with various community or advocacy groups that we communicate with regularly to discuss 2040 re-engagement. Examples of these groups would be the Columbia Corridor Association and Coalition for a Livable Future.

Fall Table Talks. Beginning fall of 2001, Metro staff is proposing a broad series of meetings and discussions with as many organizations as possible. The purpose of the table talks would be to initiate groups on the key Metro program areas and choices to made; refine a list of issues stemming from the meetings; and inviting participants to the conference and future decision actions. Table talks would be oriented to standing organizations (neighborhood and business groups, clubs, associations, etc.) and could be set up on an ad hoc basis, as well. A speakers bureau will be developed and as many as 100-150 table talks are possible. A discussion guide will be developed to provide a context for the table talks. Partnerships with local governments and organizations will be important to this activity.

Town Halls. Metro is proposing a series of "town halls" to be jointly sponsored with local governments and would focus on 2040 and Metro program areas on a more localized basis. However, unlike the table talks, the audience would likely be somewhat larger and more diverse in their approach to the various issues.

Other outreach activities are likely to evolve as the 2040 re-engagement and program areas move along. Summary reports will be developed for major outreach activities such as the table talks, the conference, etc.

Metro Contact:

To get more information or to determine how you or your organization can get involved in the 2040 re-engagement activities, contact Sherry Oeser at Metro, (503) 797-1721, oesers@metro.dst.or.us.

PUBLIC COMPONENT OF THE REGIONAL SYSTEM

Name of Park	Jurisdiction Ownership	Acres	Stream/River	Use
Kiku Park	City of Troutdale	2.75	Beaver Creek Greenway	Urban-picnic tables, trail, playground
Main City Park	City of Gresham	17	Johnson Creek	Urban-Playground, Meeting area, Spring water trail corridor
Browns Ferry Park	City of Tualatin	20	Tualatin River	Natural area – picnic tables, rest room, boat dock
Wood Memorial Park	City of Portland	31.93	Unnamed tributary	Natural area – no trail
Lake Oswego Golf Courses	Lake Oswego	38	Lake Oswego	Specialty
South West Community Park	City of Gresham	37	Fairview Creek	Urban-undeveloped, no uses
Memorial Park (East)	City of Wilsonville	41	Willamette River	Natural areas – undeveloped
Memorial Parks (West)	City of Wilsonville	56	Willamette River	Urban- picnic areas, shelters
Meldrum Park Bar	City of Gladstone	98	Willamette River	Urban- soccer fields, playgrounds, boat dock, picnic table – has a natural area too
THPRD Nature Center	THPRD	194	Cedar Mill and Beaverton Creek	Natural area developed. Nature center, trails
East Buttes	Metro	378	Clackamas River	Natural Area undeveloped
Oxbow Park	Metro	1,000	Sandy River	Natural area developed