

*City of Gresham
Parks & Recreation Division
Department of Environmental Services*

G R E S H A M T R A I L S M A S T E R P L A N

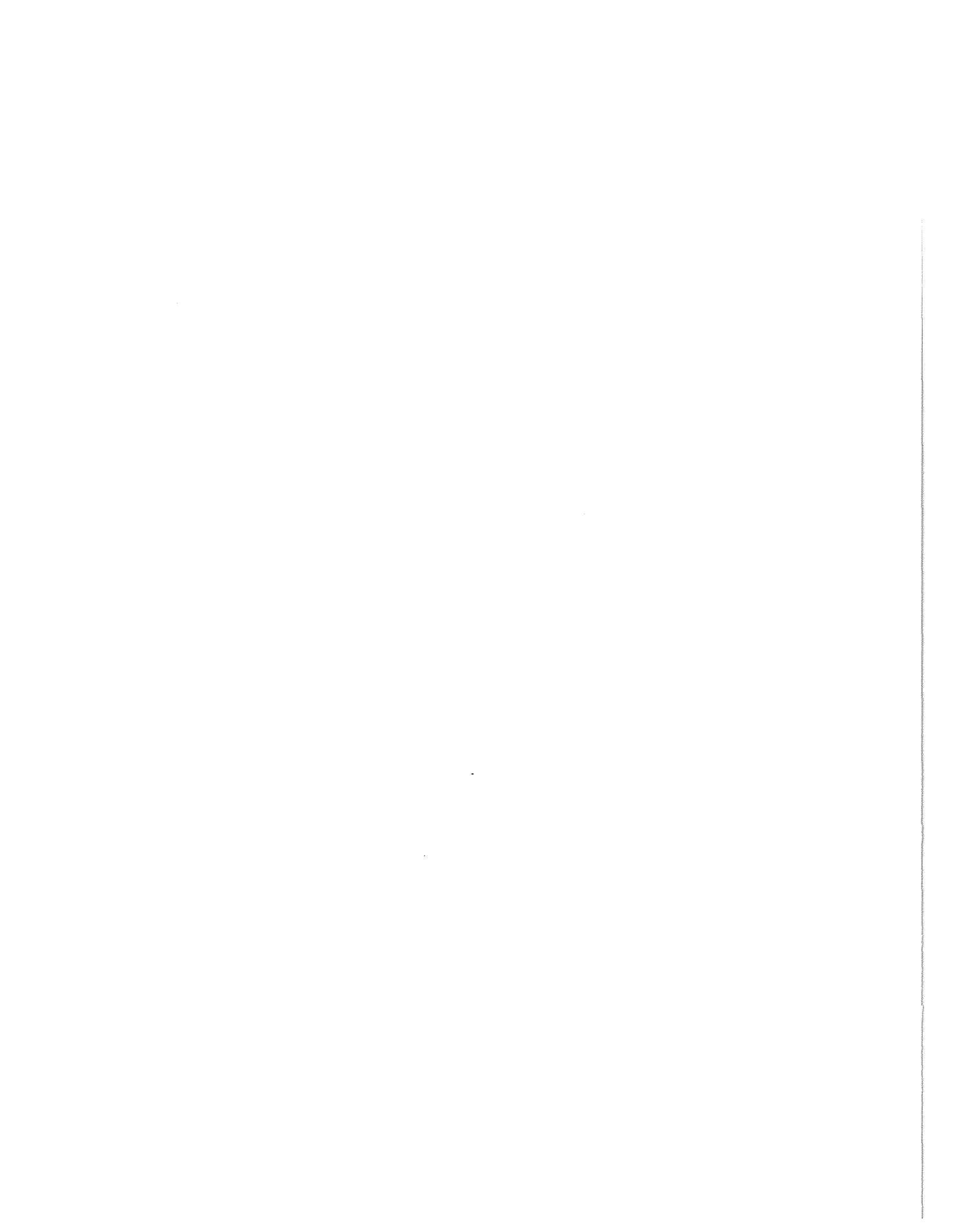
Prepared by:

DAVID EVANS AND ASSOCIATES, INC.
2828 SW Corbett Avenue
Portland, Oregon

SEA REACH, LTD.
P.O. Box 112
Rose Lodge, Oregon

STUDIO REEDIJK
5540 SW Vermont Street
Portland, Oregon

August 1997



Acknowledgements

MAYOR AND CITY COUNCIL

Gussie McRobert, Mayor

Jack Gallagher

Glenn McIntire

David Widmark

Bob Moore

Debbie Noah

John Leuthauser

Dave Eichner, former member

Royal Harshman, former member

Claudiette LaVert, former member

CITY OF GRESHAM PLANNING COMMISSION

Richard Anderson

Laurie Craghead

Ryan Kagero

Mark Miles

Jacquie Pancoast

Carrie Pak

Edwin Smith

Vicki Thompson, Vice Chair

Michael Townsend

Terry Vanderkooy, Staff Liaison

David Widmark, Council Contact

Rebecca Haverson, former member

Neil Kagan, former member

David Widmark, former member

PARKS AND RECREATION CITIZEN ADVISORY COMMITTEE

Jim Hartner, Chairman

Phyllis Flury, Vice-Chairman

Oliver Smith, Jr.

Jerry Novotny

Arlene Easley

Faye Vickers

Judith Levin

Ron Peterson

Robert Fisher, Student Liaison

Ryan West, Student Liaison

Glenn McIntire, Council Liaison

Julee Conway, Staff Liaison

Robert E. Akers, former member

Jack Gallagher, former Council Liaison

CITY OF GRESHAM STAFF

Bonnie R. Kraft, City Manager

Gregory E. DiLoreto, Department of Environmental Services Director

Julee M. Conway, Parks and Recreation Division Manager

Marianne Zarkin, Project Manager

Lora Price, Park Planner

Phil Kidby, Landscape Architect

Terry Ramseth, Parks Maintenance Supervisor

Norm Helgeson, Parks Maintenance Staff

COOPERATING PARTICIPANTS

Neighbors and Neighborhood Associations
Transportation Division, Department of Environmental Services
Community Development Department, City of Gresham
Stormwater Division, Department of Environmental Services
Police and Fire Departments, City of Gresham
Portland Parks Bureau Planning Staff
Metro Greenspaces Planning Staff

PLANNING CONSULTANTS:

DAVID EVANS AND ASSOCIATES, INC.

Trail Planners, Landscape Architects, Civil Engineers, and Natural Resource Scientists

Mel J. Stout, Principal-in-Charge	Kevin R. O'Hara, Natural Resource Scientist
Ronald W.H. Mah, Project Manager	Chris J. Cocker, Land Use Planner
Cindy R. Maeda, Trail Planner	Erin G. Audley, Report Production Asst.
Don P. Yash, Arc Info/GIS Specialist	Diane M. Tremmell, Report Production Asst.
Jeff G. Johnson, Landscape Designer	Lisa M. Bosca, Graphics Production Asst.
Don M. Whitehead, Civil Engineer	

SEA REACH, LTD.

Historical/Cultural Researchers, Trail Signage and Graphics Designers

Susan J. Jurasz, President
Brian O'Callaghan, Vice-President
Ron Crouse, Research Assistant

STUDIO REEDIJK

Trail Signage and Graphics Designers
Peter Reedijk, President

The City of Gresham's programs, services, employment opportunities and volunteer positions are open to all persons without regard to race, religion, color, national origin, sex, age, marital status, disability or political affiliation.

TABLE OF CONTENTS

Mission Statement.....	1
Executive Summary	2
Community Benefits	2
Trail Types	2
Management and Maintenance	2
Organization	3
Chapter 1: Introduction	4
A Vision for Gresham Trails	4
Master Plan Objectives.....	5
Chapter 2: Background Information	6
Community Description	6
Population Growth	6
Demographic Profile.....	6
Natural Resources Profile	7
Chapter 3: Coordination With Other Planning Efforts.....	8
Gresham Parks, Recreation & Open Space Master Plan (1995).....	8
Gresham Vision 2020 (1991)	8
Gresham's Transportation System Plan.....	8
Gresham's Missing Links: Pedestrian/Bicycle System Inventory & Analysis (1993)	9
Gresham Historic Landmarks Inventory (1993)	9
Metro Greenspaces Program (1992)	9
Metro 2040 Plan (1991)	10
40-Mile Loop Master Plan (1983)	10
Oregon Outdoor Recreation Plan (1994 - 1999)	10
Chapter 4: Existing Natural Resources and Trail Facilities.....	12
Planning Study Area	12
Gresham's Open Space and Greenways	12
Springwater Trail Corridor	13
Butler Creek Greenway Trail	15
Kelly Creek Greenway Trail.....	16

Chapter 5: Trail Development Code Requirements	17
Trails Within Gresham’s Special Purpose Districts.....	17
Trail Development Approval Process	17
 Chapter 6: Trails Master Plan	 19
Citizen Involvement	19
Master Plan Recommendations	19
<i>Recommended Trail Improvements:</i>	20
<i>Recommended Trail Corridor Easements/Acquisitions:</i>	20
<i>Trail Management and Maintenance Recommendations:</i>	21
<i>Recommended Partnerships:</i>	21
<i>Phasing and Funding Recommendations:</i>	22
Trail System Maps	23
 Chapter 7: Trail Design and Development Standards	 25
Multi-Use Paths	25
Walking/Hiking Trails	27
Trailheads	29
Trail Access Points	31
Scenic Viewpoints	32
Waterway Crossings	33
Grading, Drainage and Erosion Control	34
Planting for Buffer, Screening & Revegetation	34
 Chapter 8: Recommended Trails	 35
Gresham Butte Trails.....	35
Jenne Butte Trails	38
Grant Butte Trails	40
Butler Creek Greenway Trails.....	42
Kelly Creek Greenway Trails	44
Gresham/Fairview Trail.....	46
Nedaka Open Space Trail.....	48
Springwater Trail Corridor	50
Other Trails	52

Chapter 9: Trails Signage	53
Signage Overview	53
Step 1: Visual Audit	54
Step 2: Interpretive Planning	54
Step 3: Signage Schedule.....	54
Sign Types.....	55
Orientation Signage	55
Regional Trails Orientation Signage	55
Trail-Specific Orientation Signage	55
Trailside Orientation Signage	55
Regulatory Signage	55
General Regulatory Signage	55
Site-Specific Regulatory Signage	56
Environmental/Cultural Interpretive Signage	56
Trailhead Interpretive Signage	56
Trailside Interpretive Signage	56
Sign Configurations	57
 Chapter 10: Trails Management and Maintenance	 59
Management and Maintenance Strategy	59
Public Safety	60
<i>Crime Prevention and Policing</i>	60
<i>Fire Protection and Emergency Access</i>	61
Natural Resource Protection	61
Litter and Vandalism Control	62
Vegetation Management	62
Volunteer Participation Program	63
Management and Maintenance Staffing	63
Parking for Trail Users	63
 Chapter 11: Implementation Phasing and Funding	 64
Five year Phasing Plan for Trails Construction (1997-2002)	64
Trail Facilities Construction Funding Strategy and Sources	66
Trail Management and Maintenance Funding	66
 Glossary	 67
 Bibliography	 69

Appendices

Appendix A:	Minutes of City Council Approval
Appendix B:	Minutes of Parks and Recreation Citizen's Advisory Committee Meetings
Appendix C:	Public Notice Summary
Appendix D:	Summary of Trails Slide Presentation
Appendix E:	Gresham Trails Newsletters
Appendix F:	Newspaper Articles
Appendix G:	Benefits of Parks & Recreation
Appendix H:	Recommended Native Plant Species

List of Figures

Figure 1: Multi-Use Path	25
Figure 2: Walking/Hiking Trail	27
Figure 3: Trailhead	30
Figure 4: Trail Access Point	31
Figure 5: Scenic Viewpoint.....	32
Figure 6: Waterway Crossings	33
Figure 7: Grading, Drainage & Erosion Control.....	34
Figure 8: Orientation Signage	57
Figure 9: Regulatory and Interpretative Signage	58

List of Maps

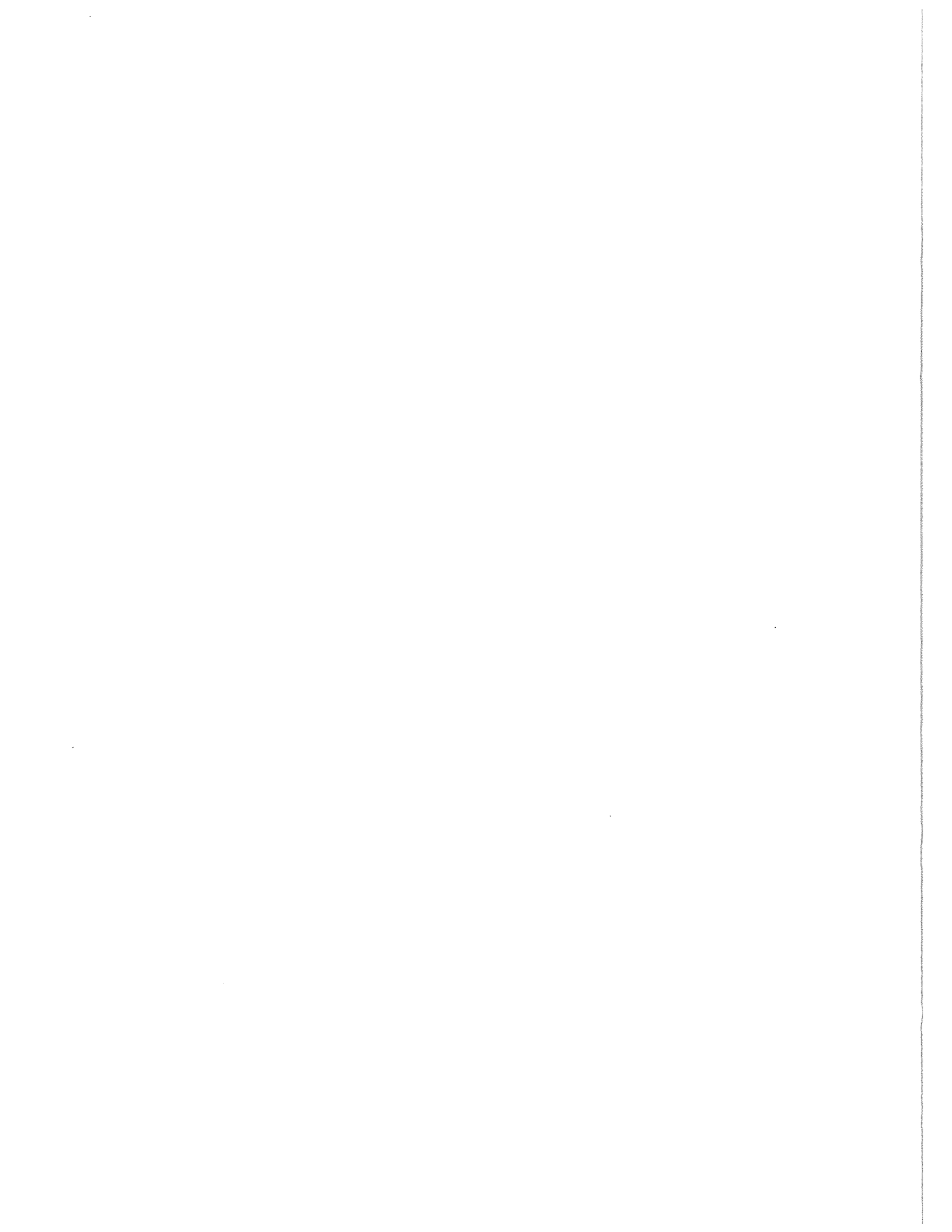
Map 1: 40-Mile Loop Master Plan	11
Map 2: Gresham Trails Location Map	23
Map 3: Gresham Trails Master Plan	24
Map 4: Gresham Butte Trails Map	37
Map 5: Jenne Butte Trails Map	39
Map 6: Grant Butte Trails Map	41
Map 7: Butler Creek Greenway Trail Map.....	43
Map 8: Kelly Creek Greenway Trail Map	45
Map 9: Gresham/Fairview Trail Map	47
Map 10: Nedaka Open Space Trail Map.....	49
Map 11: Springwater Trail Corridor Map.....	51

Mission Statement

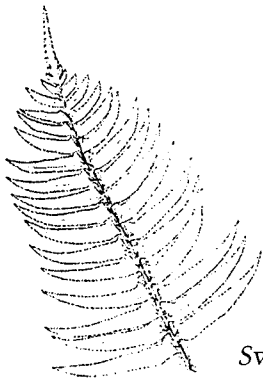
The City of Gresham, with help through citizen involvement, is developing and operating a very successful parks, recreation, trails and open space system.

This success is built on the philosophy established in the stated Mission of the Gresham Parks and Recreation Division . . .

“To offer facilities and programs that invite the public’s use. Our efforts shall enhance Gresham’s quality of life through the significant benefits provided by recreation. We take an active role in delivering park and recreation services in a cost-effective manner. We strive to offer fully accessible services in partnership with others, encouraging volunteer involvement.”



EXECUTIVE SUMMARY



Swordfern

Community Benefits

The Gresham Trails Master Plan will guide planning and development of public trails within the City of Gresham over the next fifteen to twenty years. This plan establishes a network of public trails that will invite residents to enjoy their public open spaces, parks, recreational facilities and other community activity centers. Trails will provide residents with valuable opportunities for recreation, exercise, wildlife viewing, environmental education, and will enhance Gresham's quality of life.

In 1990, Gresham's voters approved a \$10.285 million bond measure to fund the purchase of open space lands in environmentally sensitive areas - particularly in forested riparian, hillside and flood plain zones. Twelve percent of this bond

measure money was allocated for the planning efforts which created this plan, and to the construction of the first three phases of trail development. This plan includes a phasing plan that prioritizes which trails will be constructed in these first three funded phases, and which shall be built later as funding becomes available.

Trail Types

After assessing Gresham's 695 acres of open space, staff and the trail design consultant, with the input of interested citizens, recommended approximately 27 miles of trails for development. Trails have been carefully sited to minimize disturbance to the environment, reduce impact to trees, and increase opportunities for views and environmental learning. This trail system plan, shown on Map 2, was reviewed and approved by the Parks and Recreation Citizen's Advisory Committee, Planning Commission and City Council.

Two basic types of trails are suggested: multi-use paths and walking/hiking trails. Paths and trails will be wheelchair accessible where possible. This plan also addresses trail amenities such as trailhead parking areas, neighborhood trail ac-

cess points, scenic viewpoints and signage.

Management and Maintenance

It is essential for a trail network to have trails which are well cared for and have a high level of personal safety. Design standards in this plan will insure that trails are constructed properly to reduce maintenance costs and provide many years of use. Maintenance and management strategies are included in this report that identify tasks to be completed on a regular basis to keep trails in good shape.

Public safety concerns arose throughout the public involvement process. To provide emergency access to large open space areas lacking roads, some multi-use paths will be constructed to support emergency vehicles including light-duty fire trucks. Trail signage, including distance markers, wayfinding and courtesy signs, will further contribute to user safety.

A connected system of parks and pathways is manifestly far more complete and useful than a series of isolated parks.

- The Olmsted Brothers,
1903

Organization

This document is divided into eleven chapters. Chapter 1 describes the goals of this plan, while Chapters 2 and 3 provide background information. Descriptions of existing trails and natural areas in Gresham are included in Chapter 4. Chapter 5 describes City of Gresham trail development code requirements. Chapter 6 outlines the major recommendations of this Trails Master Plan. The trail system map (Map 2) is included in this chapter.


Design standards and specifications for trails and trail facilities are found in Chapter 7.


Described in Chapter 8 are the proposed trails and their unique environments. Chapter 9 outlines the signage program and guidelines. Public safety, maintenance and management are discussed in Chapter 10. Finally, Chapter 11 prioritizes the list of recommended trails into a phased plan for trail development.

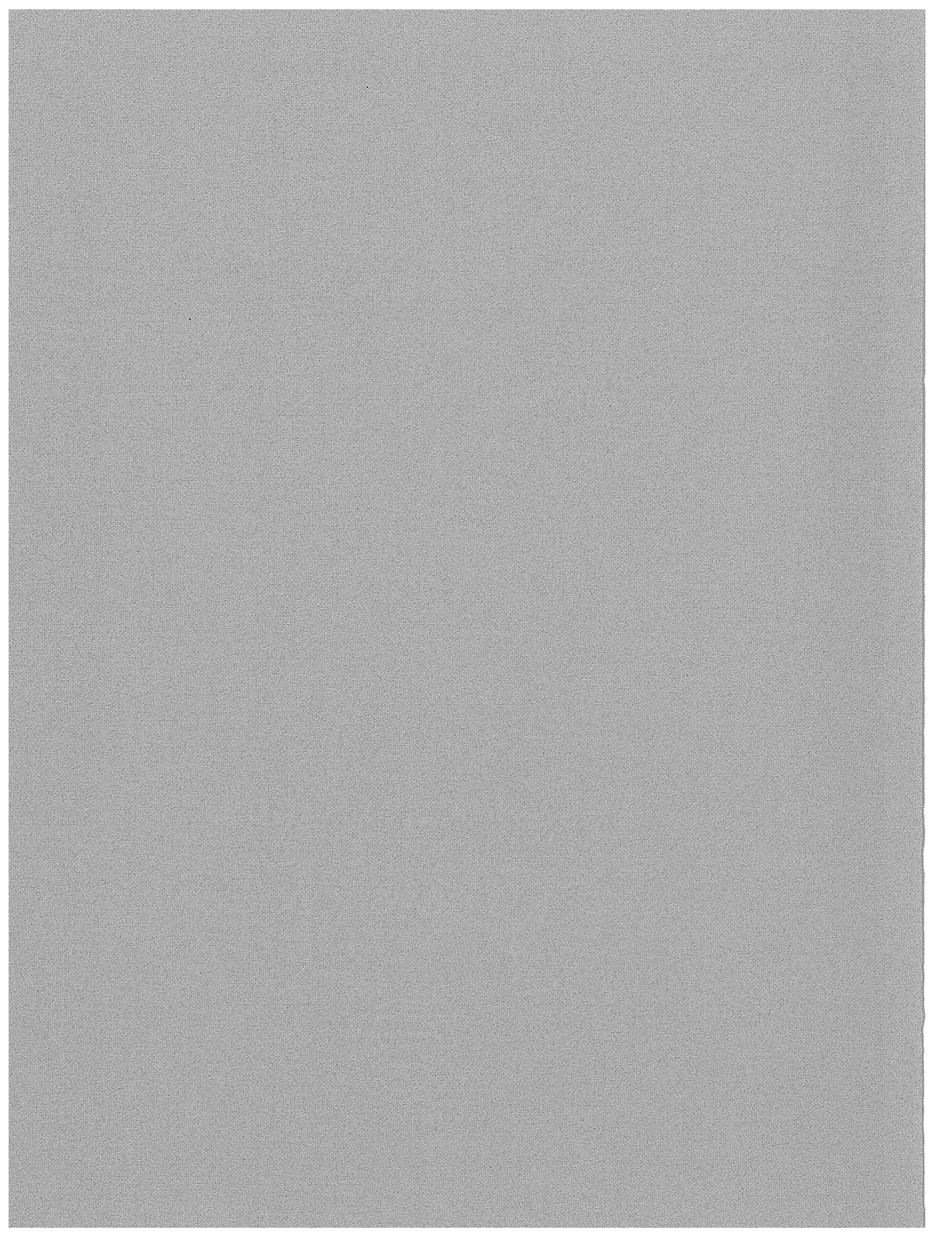


View of Mt. Hood from Gresham Butte

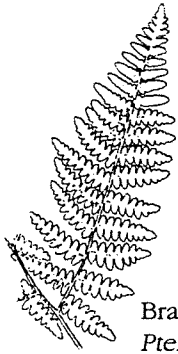
CHAPTER 1: INTRODUCTION

 A Vision for Gresham Trails

 Master Plan Objectives



CHAPTER 1: INTRODUCTION



Bracken Fern
Pteridium aquilinum

A Vision for Gresham Trails

The 1995 City of Gresham Parks, Recreation & Open Space Master Plan recommends the development of a Trails Master Plan to define “a comprehensive trail system which integrates with the City’s pedestrian and bicycle plan...to expand trail-related recreation opportunities and to provide connections to important community facilities.”

Trails are an essential part of Gresham’s parks and recreation system that enhances the quality of life in the Gresham community. The benefits of trails include fostering personal health, strengthening community values, preventing crime, protecting the environment, and contributing to a healthy economy. The City will provide an integrated neighborhood based trail system that:

- ❧ Interconnects parks and open space to maximize access to programs and facilities. Improves access to parks, recreation services, open spaces, waterways, wildlife habitat, and historical/cultural sites which are critical to the quality of life for all Gresham residents.
- ❧ Provides ‘outdoor classroom’ opportunities for environmental education.
- ❧ Promotes physical fitness and health for a variety of users including disabled persons.
- ❧ Encourages social interaction and community pride.
- ❧ Provides opportunities for rest and relaxation within natural settings through trail-related recreation.
- ❧ Reduces auto-dependency and enhances recreational opportunities by providing a connected system of inviting trails and bikeways. Contributes to the improved environmental health of this community with connections to light-rail transit and bus routes.
- ❧ Connects open space amenities and links homes, workplaces and other community facilities.

Gresham’s Trails Master Plan looks at the entire City, its neighborhoods, schools, parks and open spaces, and finds the opportunities for an interconnected network of trails. These trails will link neighborhoods not only to open space, but also to downtown Gresham, the Columbia River regional parks and the community’s many local parks.

These trails, to be built over the next 15 to 20 years, will invite citizens to leave their cars and explore by foot, bicycle, wheelchair, horse or rollerblade the treasure of open space lands acquired during the 1990’s.





This Plan must remain dynamic to accommodate the population growth Gresham expects over the next 20 years and as more lands are acquired or dedicated as open space. Additional trails and trailheads should be considered as new opportunities arise.

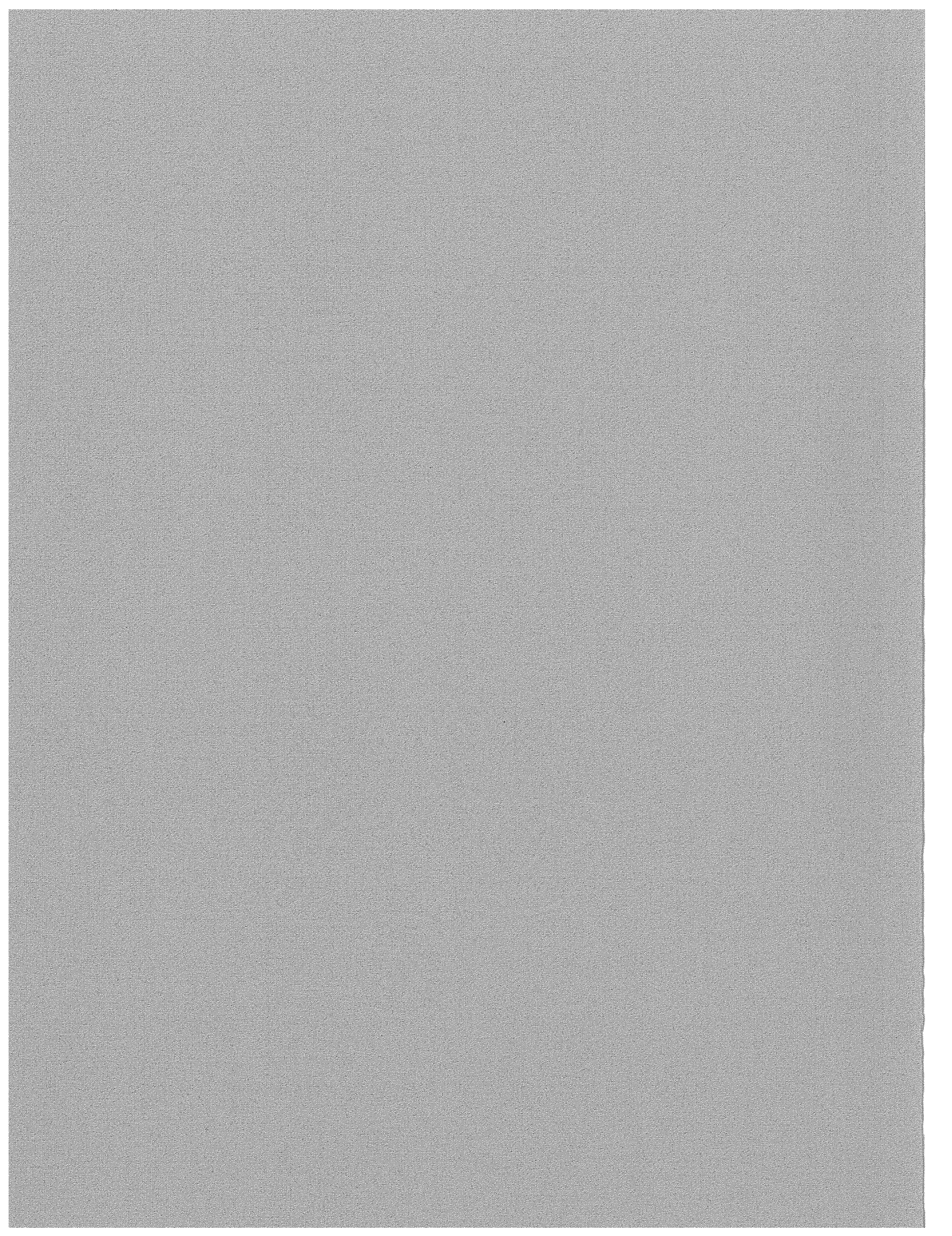
Master Plan Objectives

The following objectives have been established as guiding principles for this trail master planning effort:

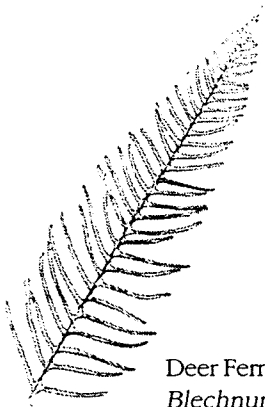
- ✦ Develop a comprehensive system of trails and trail-related facilities which will provide residents with a diversity of trail experiences and a broad range of trail types, including multi-use paths, single-use trails, soft-surfaced trails in natural areas, and hard-surfaced commuter trails in urban areas.
- ✦ Develop a master plan which serves to connect existing and future public resources and facilities identified in the 1995 Gresham Parks, Recreation and Open Space Master Plan.
- ✦ Provide a varied level of challenge to serve a wide range of users and age groups. Provide facilities for a wide variety of users, including but not limited to pedestrians, runners, hikers, walkers, people with disabilities, bicyclists, horseback riders, rollerbladers, and skateboarders.
- ✦ Provide public trails, as appropriate, through open space lands purchased with the 1990 bond issue, dedicated open space and parks. Route trails and place facilities to preserve natural resource areas. Provide loop trail opportunities wherever possible, as well as connections to neighborhoods, schools, parks and transportation hubs.
- ✦ Develop trailheads and trail access points that are adequate for the anticipated trail use capacity.
- ✦ Develop trails which minimize impacts to the environment. Locate trails responsibly to avoid existing unstable terrain and drainage hazard conditions.
- ✦ Develop design guidelines that address the public safety and security concerns of trail users and residents whose homes are adjacent to trails and trail facilities.
- ✦ Develop trail signage standards for informational, directional, and regulatory signage.
- ✦ Provide trails as an alternative transportation mode for the commuting and recreational needs of residents to help reduce automobile use, dependency, congestion, and pollution.
- ✦ Coordinate trail development with other public agencies and communities such as the State of Oregon, Multnomah County, Clackamas County, the City of Portland, the City of Troutdale, and METRO.
- ✦ Identify and prioritize trail construction projects so that the City can undertake these projects when construction funds become available.
- ✦ Connect the trail system to regional trails and attractions such as Blue Lake Park, Oxbow Park, 40 Mile Loop and Sandy River Delta.
- ✦ Develop management, maintenance and emergency access plans for the trail system.

CHAPTER 2: BACKGROUND INFORMATION

-  Community Description
-  Population Growth
-  Demographic Profile
-  Natural Resources Profile



CHAPTER 2: BACKGROUND INFORMATION



Deer Fern
Blechnum spicant

Community Description

Gresham is the fourth largest city in Oregon. Although situated just east of Portland, Oregon's largest city, Gresham has a predominantly residential character. Its location, with the Mount Hood National Forest to the east and the Columbia River Gorge to the north, allows residents to enjoy some of Oregon's, and the nation's, most significant natural resources.

The City covers a land area of approximately 22 square miles and includes natural features that are important to local residents and to the region. Because of the commitment of Gresham residents, many of Gresham's diverse natural features, including wetlands, riparian areas, forested up-

lands and buttes, are protected as public open space.

Downtown Gresham is located near the base of Gresham Butte, and at the northern turn of Johnson Creek and the Springwater Trail Corridor. The thriving historic downtown district owes much of its success to the integration of its built environment with Gresham's natural setting. Within minutes, residents can go from their favorite restaurant or shop through Main City Park, and following the Springwater Trail Corridor, enjoy the sights and sounds of Johnson Creek.

Urban development in Gresham is a relatively recent phenomenon. Gresham began in the late 1800's as a berry farming community. The City flourished in the early 1900's when Portland's rail lines were extended east. In the 1980's, Gresham again experienced rapid growth, and the light rail line connecting Portland and Gresham was completed. Today, the Gresham economy is primarily service, high technology and retail based, and few signs of its agricultural heritage remain as berry fields

and farmland are rapidly being replaced by residential development.

Population Growth

As recently as 1960, the City's population was just under 4,000. In the brief period between 1978 and 1991, Gresham's population increased from 28,850 to more than 71,000.

The current population residing within the Gresham City limits in 1996 is estimated at 79,350 and is expected to grow by approximately 66 percent over the next fourteen years to 124,595 in 2010. Increased demand for housing led the City in 1996 to approve a Small Lot Ordinance which allows for denser development. This substantial growth increases the demand for trail facilities as well as parks, open space, and recreation facilities and programs.

Demographic Profile

As stated in the 1995 Gresham Parks, Recreation & Open Space Master Plan, the following are the most important facts and trends worth noting:

Households will become smaller and more diverse, ranging from traditional nuclear families with two-working parent households to single adults living alone, and single-parent households.

Gresham residents are less likely to own their homes and more likely to rent than residents of the greater Portland area.

There is a large anticipated increase in the number of Gresham households earning \$50,000 or more, from 21% of households in 1990 to 51.6% in 2010. This may be due to a rise in two-income households.

Based on these demographic facts and trends, general assumptions can be made. The demand for trails opportunities will only increase over time and trails will benefit a diversity of Gresham residents including two-income households, single-parent families, high density housing renters, people on fixed or limited income, as well as affluent residents with more free time. Higher density rental housing increases the need for trails, as well as other parks and recreational opportunities. Two-income households have less time for recreation, so having

trails close by will provide convenient recreational opportunities.

Natural Resources Profile

Early land surveys and pioneer journals indicate that Gresham was dominated by conifer forests. These forests provided habitat for bear, wolves, cougar, deer, elk, bald eagle, and many other species. The landscape has changed radically over the past 150 years, first by farming and more recently by urban and residential development. Today, upland and riparian forests are the most common native plant communities remaining within and around Gresham.

Upland forests are found on Gresham, Jenne, and Grant Buttes located on the south end of the City. Gresham's six buttes are dormant volcanic formations which rise between 600 and 1,000 feet in elevation and are the City's natural landmarks. The upland forests on these buttes are all second growth forests, grown up after the old growth conifer trees were logged. Dominant species now are red alder and bigleaf maple.







The forest understory is now more brushy and dense than it used to be, yet continues to provide important wildlife habitat, watershed protection, and aesthetic benefits.

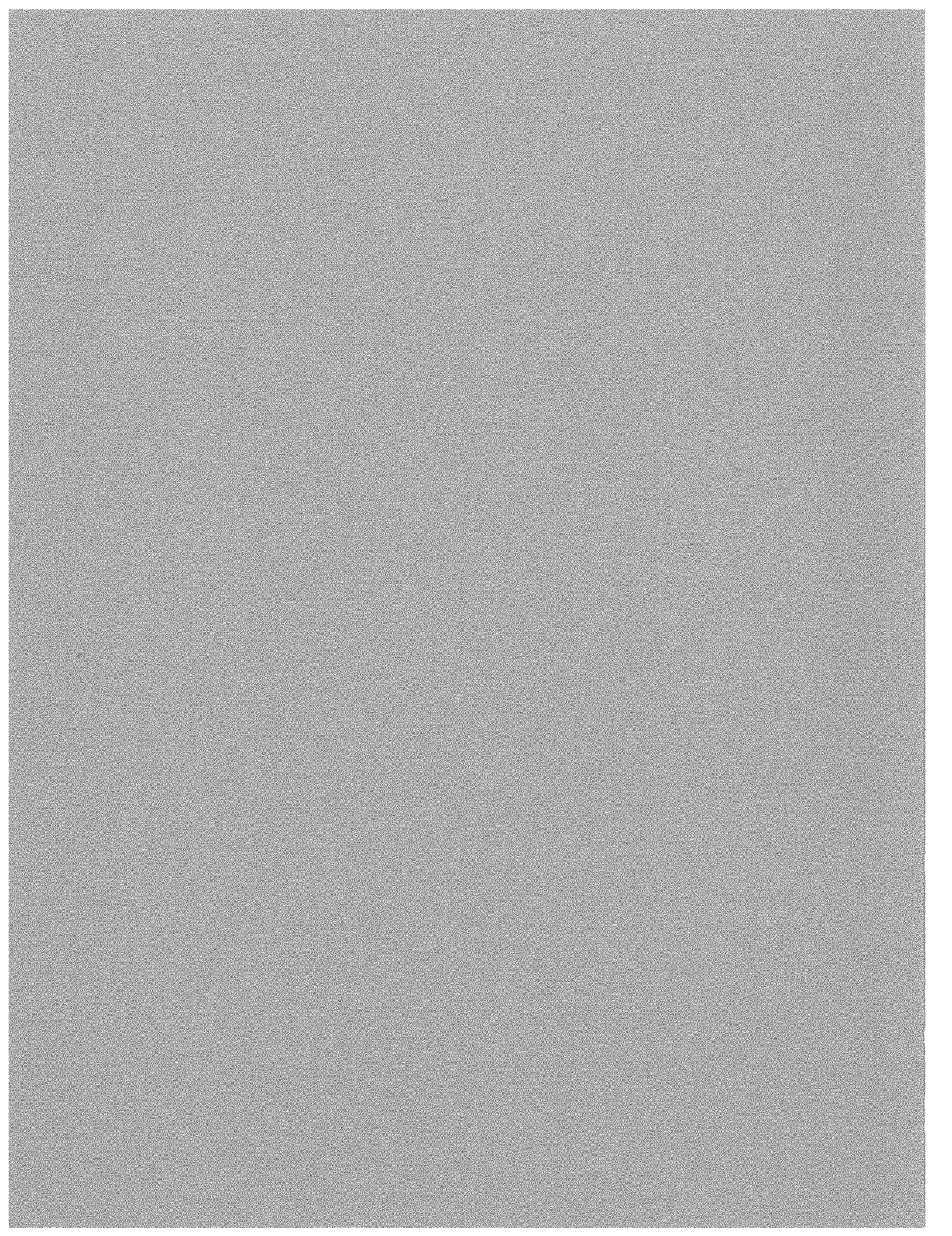
Gresham's riparian forests and wetlands exist along Johnson, Butler, Kelly, and Fairview Creeks and provide valuable wildlife habitat and enhance water quality. These riparian forest areas are dominated by deciduous trees, including black cottonwood, red alder, and Oregon ash. Douglas firs and western red cedars can also be found along these corridors, as well as a number of shrubby willow species and red osier dogwood.

When we walk, we naturally go to the fields and woods: what would become of us, if we walked only in a garden or mall?

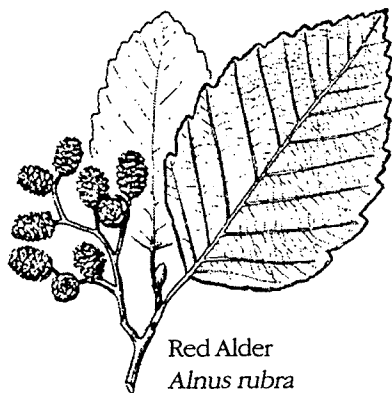
-Henry David Thoreau

CHAPTER 3: COORDINATION WITH OTHER PLANNING EFFORTS

-  Gresham Parks, Recreation & Open Space Master Plan (1995)
-  Gresham Vision 2020 (1991)
-  Gresham's Transportation System Plan
-  Gresham's Missing Links: Pedestrian/Bicycle System Inventory & Analysis (1993)
-  Gresham Historic Landmarks Inventory (1993)
-  Metro Greenspaces Program (1992)
-  Metro 2040 Plan (1991)
-  40-Mile Loop Master Plan (1983)
-  Oregon Outdoor Recreation Plan (1994 - 1999)



CHAPTER 3: COORDINATION WITH OTHER PLANNING EFFORTS



Gresham Parks, Recreation and Open Space Master Plan (1995)

Gresham's first Park and Recreation Master Plan was completed in 1968. In 1988, the master plan was updated in response to the significant growth of the City due to annexation, population increase and the need to improve park facilities and services for residents.

A survey of Gresham residents conducted in 1988 identified 'walking for pleasure' as the most popular of all recreation activities. Bicycling and nature walks were ranked third and fourth in this survey. With three of the top four activities specifically trail related, trails were identified as a high priority for development in the 1988 Gresham

Park and Recreation Plan.

In early 1994, the City determined that the Park and Recreation Plan was in need of updating and initiated an 18-month planning process that began in the summer of 1994. The City involved community members of all ages and abilities, Parks and Recreation Citizen's Advisory Committee members, and members of a Master Plan Subcommittee to help update and shape the Parks, Recreation & Open Space Master Plan for Gresham.

The Parks, Recreation & Open Space Master Plan describes how the City will provide parks and recreation opportunities for Gresham residents over the next 15 years — from 1995 through 2010. This Master Plan identifies trail-related activities as the most popular recreation activities among Gresham residents. The Master Plan telephone survey revealed 49% of residents participate in trail-related activities while only 16% participate in team sports.

The 1995 Parks, Recreation & Open Space Master Plan

was completed and adopted by the Gresham City Council in late 1995.

Gresham Vision 2020 (1991)

Gresham's Vision 2020 was created in 1991 by a consensus of citizens and community leaders. The vision is to re-establish Gresham's central downtown area as the focus of the community, with complementary neighborhoods and community centers at key locations. Enhancements include gateway entrances to the City, a network of tree-lined streets, and a high level of transit service to make access to Gresham and travel within the City both pleasant and convenient. Gresham's Vision 2020 Plan envisions higher density development, improved access to transit, and less reliance on the automobile for Gresham. According to these plans, the City of Gresham is projected to become an important regional center in the Portland metropolitan area.

Gresham's Transportation System Plan

The City is currently in the process of finalizing its 20-Year Transportation System

Plan (TSP). This long-range plan will assure the City's continued growth and livability while encouraging travel alternatives and reducing vehicle miles traveled.

The TSP emphasizes a balanced system of automobiles, transit, carpools and vanpools, commercial vehicles, bicycles and pedestrian movement. This plan, required by the State of Oregon's Transportation Planning Rule, mandates that Metro and local governments in the Portland metropolitan area create "multi-modal" transportation system plans that will reduce per capita vehicle miles traveled by 10% in 20 years and 20% in 30 years.

Gresham's Missing Links: Pedestrian/Bicycle System Inventory & Analysis (1993)

The Missing Links Analysis was prepared by the City's Transportation Planning staff in 1993 to address present and future pedestrian and bicycle transportation in Gresham. Maps and inventories were prepared to identify existing sidewalks and bikeways on arterials and collectors and identify missing segments and amenities that would improve pedestrian and bicycle

transportation circulation. Since pedestrian and bicycle routes may be under the jurisdiction of Gresham, Multnomah County or the State of Oregon, a draft strategy on building the missing links in coordination with county and state transportation agencies was developed.

Gresham Historic Landmarks Inventory (1993)

The City has an Historic Landmarks Inventory which was completed in 1993. This resource document identifies, locates, and describes known Class 1 landmarks within the City of Gresham.

In addition, the City has an established Historic and Cultural Landmarks District. This district applies to those sites that have been located and designated as Historic and Cultural Landmarks in order to protect and preserve them as visible links to the heritage of the community and thereby enhance the quality of life for all residents of Gresham. The Gresham Historical Society has documented many of these historic and cultural landmarks in their 1993 publication of *Gresham, Stories of Our Past, Campground to City*.

Metro Greenspaces Program (1992)

The Metro Council adopted the Metropolitan Greenspaces Master Plan in 1992. The plan spells out a growth management strategy for sustaining our region's quality of life by protecting some of the last scenic open spaces and wildlife habitats remaining in the Portland metropolitan area. The detailed plan is a guide to establishing an interconnected system of parks, natural areas, greenways and trails.

The plan identifies 57 natural areas and 34 trail corridors for protection. Public comment and field study were used to select these areas which includes meadows, forests, trails, wetlands, lakes and streams. The plan calls for more than 350 miles of trails and greenways to link natural areas with our existing parks and communities.

Several natural areas within the City of Gresham such as Gresham Butte, Jenne Butte and Kelly Creek are included in the Metro Greenspaces Master Plan. The Springwater Trail Corri-

dor and the Gresham/Fairview Trail are also shown as major trail corridors on this master plan.

In 1995, voters of the Portland metropolitan region approved a \$135.6 million bond measure to fund open space and trail acquisition and local park projects. The bond measure package includes 14 regional greenspace target areas, 6 regional trail projects and nearly 90 local government parks projects.

Metro 2040 Plan (1991)

Gresham, along with 23 other cities and 3 counties, has been working with Metro for several years to chart out a long-term growth management plan to the year 2040. Metro's 2040 Long Range Plan for the Portland metropolitan area and the City of Gresham's 2020 Vision Plan envisions higher density development, improved access to transit, and less reliance on the automobile for Gresham.

According to these plans, the City of Gresham is projected to become an important regional center in the Portland metropolitan area. Providing pedestrian and bicycle connections, mass transit, and protecting natural resource areas is critical

in the effort to balance higher density development and maintain livability.

40-Mile Loop Master Plan (1983)

The 40-Mile Loop was originally proposed in 1904 by the nationally-recognized Olmsted Brothers. These pioneer park planners were brought to Portland from Boston to propose a park system as part of the planning for the 1905 Lewis and Clark Exposition. As originally conceived, a 40-mile long loop of parks and greenways would encircle the City of Portland.

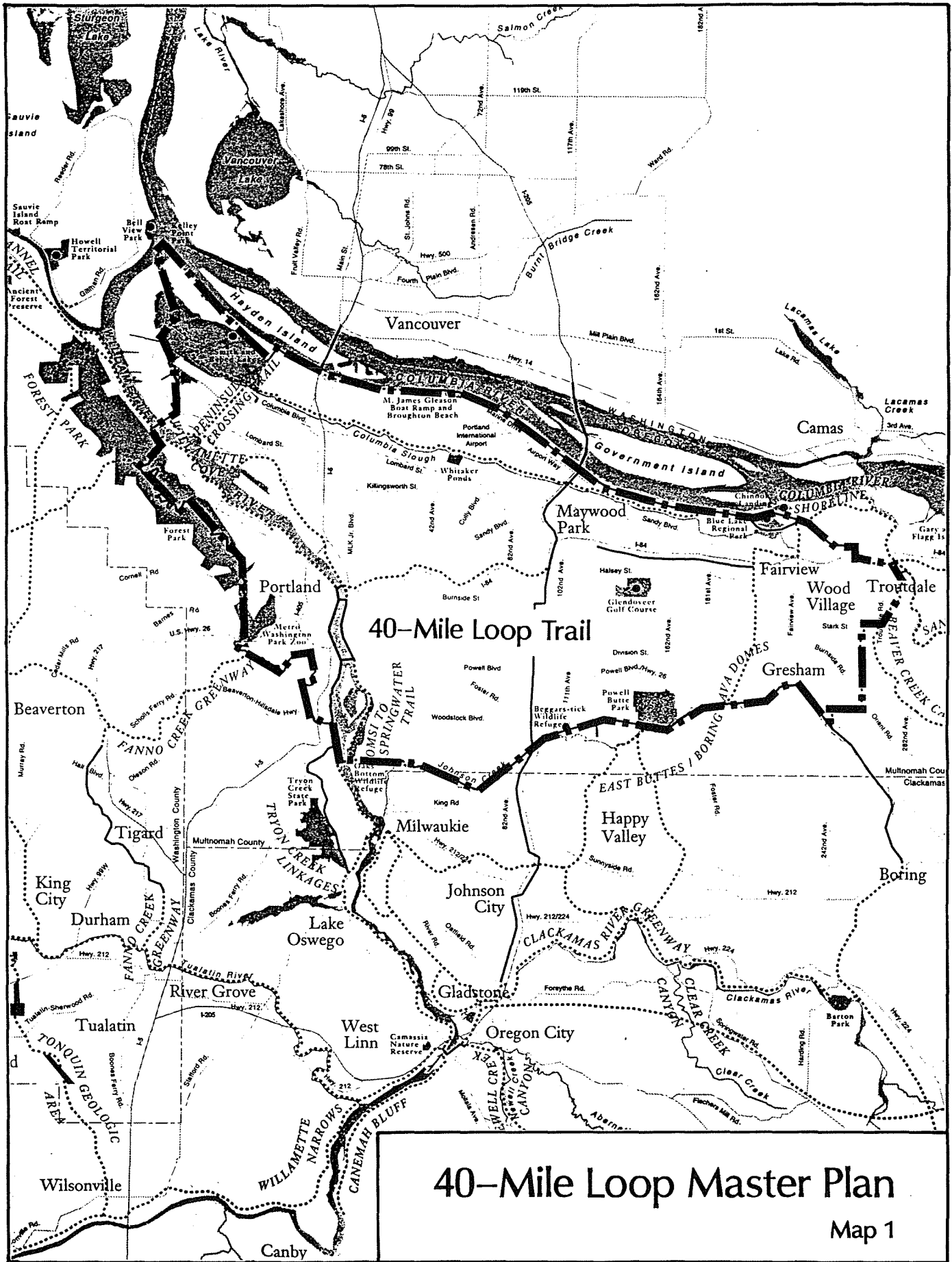
The 40-Mile Loop Land Trust, a non-profit private land acquisition organization, was incorporated in 1981 to assist in acquiring lands and easements along the 40-Mile Loop corridor. The 40-Mile Loop Land Trust created a new 40-Mile Loop Master Plan in 1983 to expand the greenway system from 40 miles to over 140 miles and to include all of Multnomah County. The 40-Mile Loop trail system for the Portland metropolitan region is shown as Map 1 on the next page.

Segments of the 40-Mile Loop within the City of Gresham include the 4.8 miles of the Springwater

Trail Corridor, the eastern loop north to Troutdale, and a portion of the Columbia River Trail along Marine Drive. These trail segments help to connect residents with nearby regional trails including the Columbia River Gorge National Scenic Area trails, the Sandy River Gorge Trail, the Pacific Crest Trail, the Chinook Trail, and Mt. Hood National Forest trails systems. As noted in the 1995 Parks, Recreation & Open Space Master Plan, the City should continue to support the completion of Gresham's portion of the 40-Mile Loop.






Oregon Outdoor Recreation Plan (1994 - 1999)

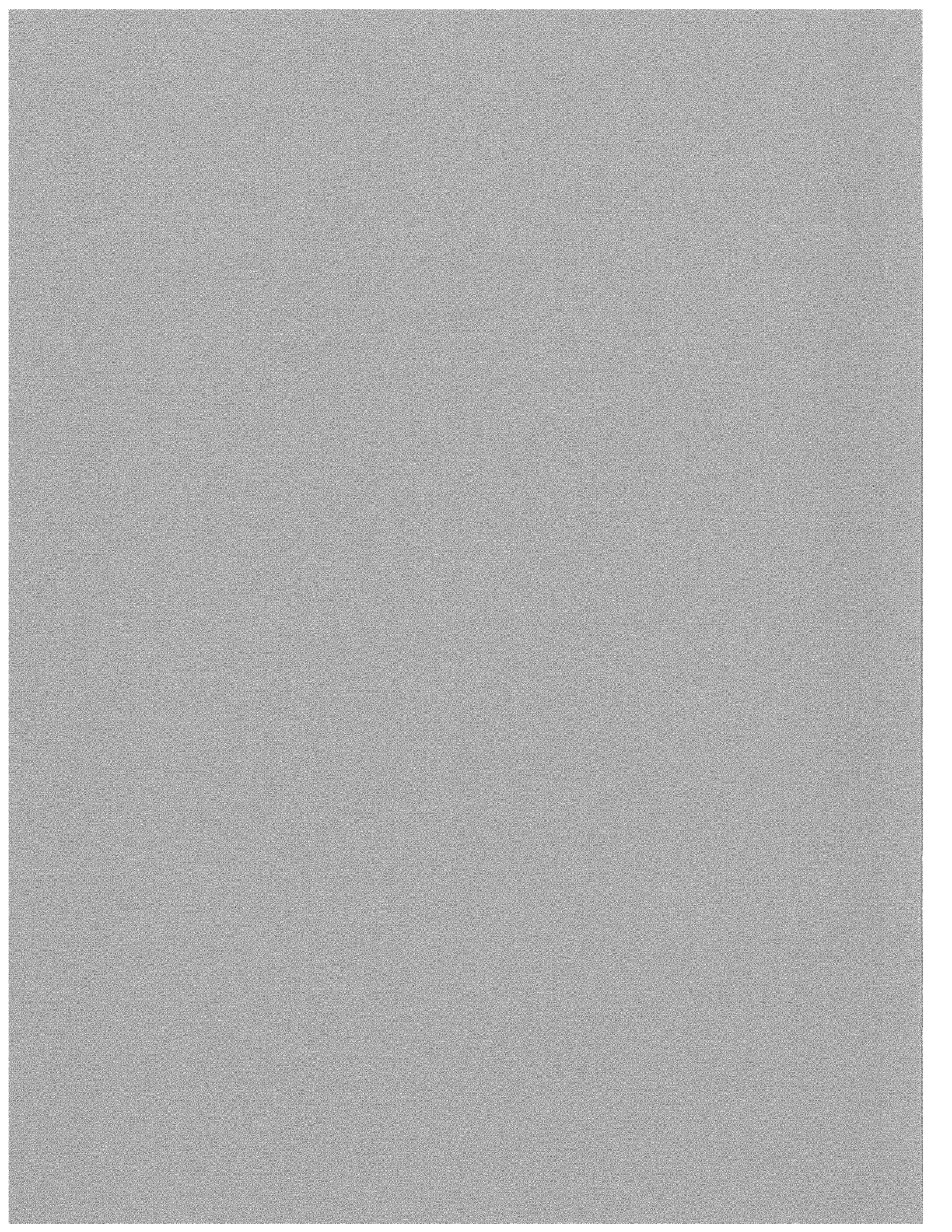
The Oregon Outdoor Recreation Plan is the Statewide Comprehensive Outdoor Recreation Plan (SCORP) for Oregon. The recreation plan is part of a national program to assist state and local governments with acquisition and development of outdoor recreation areas and facilities. In Oregon, the Oregon Parks and Recreation Department has been the agency responsible for the state's comprehensive outdoor recreation planning since the program's inception. It has produced a SCORP approximately every five years over the past 30 years.



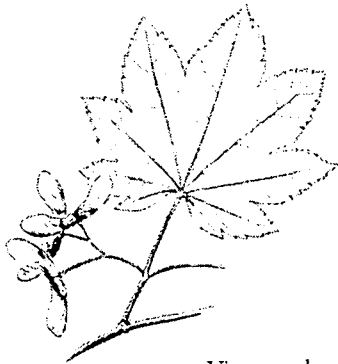
40-Mile Loop Master Plan
Map 1

CHAPTER 4: EXISTING NATURAL RESOURCES AND TRAIL FACILITIES

-  Planning Study Area
-  Gresham's Open Space and Greenways
-  Springwater Trail Corridor
-  Butler Creek Greenway Trail
-  Kelly Creek Greenway Trail



CHAPTER 4: EXISTING NATURAL RESOURCES AND TRAIL FACILITIES



Vine maple
Acer circinatum

One of the major goals for the current SCORP is to develop an ongoing, continuous planning process that provides a conceptual framework, and shared vision among recreation providers and users, for Oregon's recreational future. Another goal is to make the SCORP planning process more relevant and useful for recreation planning at regional and local levels. The intent is to help providers in a local region develop a coordinated planning process, assess the region's recreation needs and opportunities, determine provider roles within the local region, and develop an implementation strategy.

Planning Study Area

The study area for this Trails Master Plan includes a

land area of about 22 square miles within Gresham's City limits, as shown on Map 2. The study area focuses on the planning and future development of trails within the publicly-owned open space lands, other public lands, utility-owned lands and easements, and in some locations across private property.

Gresham's Open Space and Greenways

In 1990, Gresham voters took the dramatic step of approving a \$10.285 million bond measure to fund the purchase of open space areas. The bond measure also provided funding for trail planning and for three initial phases of trail construction projects. Hundreds of acres of forests, wetlands, and stream corridors with trails have been preserved.

Since passage of the open space bond measure, the City has been working with property owners, citizen groups and others to locate and purchase the tracts of open space best suited for preservation. To date, Gresham has been success-

ful in acquiring 695 acres of public open space; of which 350 acres have been purchased with 1990 bond measure funds.

The City defines 'open space' as *an area of natural quality designated for protection of natural resources, nature-oriented outdoor recreation and trail-oriented activities*. 'Greenways' are defined as *linear open spaces along significant waterways to be shared by humans and wildlife*. City owned open space includes wetland and riparian greenways along Butler Creek, Kelly Creek, Johnson Creek, and Fairview Creek. These natural areas are protected as habitat for a wide variety of native plants and wildlife as well as for passive recreational use.

*The tendency nowadays
to wander in wilderness
is delightful to see.
Thousands of tired,
over-civilized people are
beginning to find out that
going to the mountains
is going home;
that wildness is a necessity;
and that mountain parks
and reservations are useful
not only as fountains of
timber and irrigating rivers,
but as fountains of life.*

-John Muir, Naturalist

Other public open space includes forested uplands on Gresham Butte, Jenne Butte, and Grant Butte that provide valuable habitat for native plant communities and a diversity of wildlife. These buttes rise to between approximately 600 and 1,000 feet in elevation, and provide views to Mt. Hood to the east and, on clear days, Mount St. Helens and Mount Adams to the north.

Springwater Trail Corridor

The most significant and popular existing public trail within the City limits is Gresham's 4.8 mile segment

of the Springwater Trail Corridor (STC). Adjacent to the Johnson Creek Natural Resource Area, the STC is part of the region-wide Metropolitan Greenspaces Program aimed at protecting and preserving open space and creating recreational trails.

Linking the State's first and fourth largest cities, the STC was the first urban rails-to-trails conversion project in Oregon. As America's 499th rails-to-trails conversion project, the STC is part of a national effort to convert abandoned railroad lines

into public recreation and bicycle commuting trails.

Approximately 16.8 miles in total length, the STC links McLoughlin Boulevard in southeast Portland to the town of Boring to the east. In the next few years, the STC will be extended five miles westward to the Willamette River Greenway in downtown Portland, and has strong potential to be extended to Estacada and to the Pacific Crest Trail.

The STC is also the important southern leg of the Portland Metropolitan area's



Existing Springwater Trail Corridor

“40-Mile Loop” regional trail system, which has over 140 miles of planned and developed trails.

Gresham’s segment of the STC is a 10 to 12 foot wide asphalt-paved multi-use path which accommodates a wide range of active and passive recreation users including walkers, runners, bicyclists, rollerskaters, equestrians, and birdwatchers. The STC parallels Johnson Creek as it meanders through south Gresham and is extremely popular. In 1993, an estimated 376,000 user trips were made on the STC. This number far exceeds the user capacity recommended by the national standards for urban trails and indicates a need for further trail development. It is projected that by the year 2000 more than 1,000,000 user trips will be made annually on the STC.

Gresham’s segment of the Springwater Trail Corridor was featured in the November 1995 issue of Sunset Magazine and received the 1995 Design Award from the Oregon Recreation & Park Association. The final section of asphalt paving of Gresham’s portion of the STC was completed and opened for use to trail enthusiasts in 1996.



Springwater Trail Corridor

The City of Portland also completed installation of a sandseal hard surface trail in 1996 for their segment of the STC from McLoughlin Boulevard to Gresham’s western City limits. The City of Gresham and the City of Portland have constructed trailheads, rest shelters, pic-

It is solved by walking.

-Latin Proverb

nic shelter, interpretive signage, benches, distance markers, road crossing improvements, and other trailside amenities.

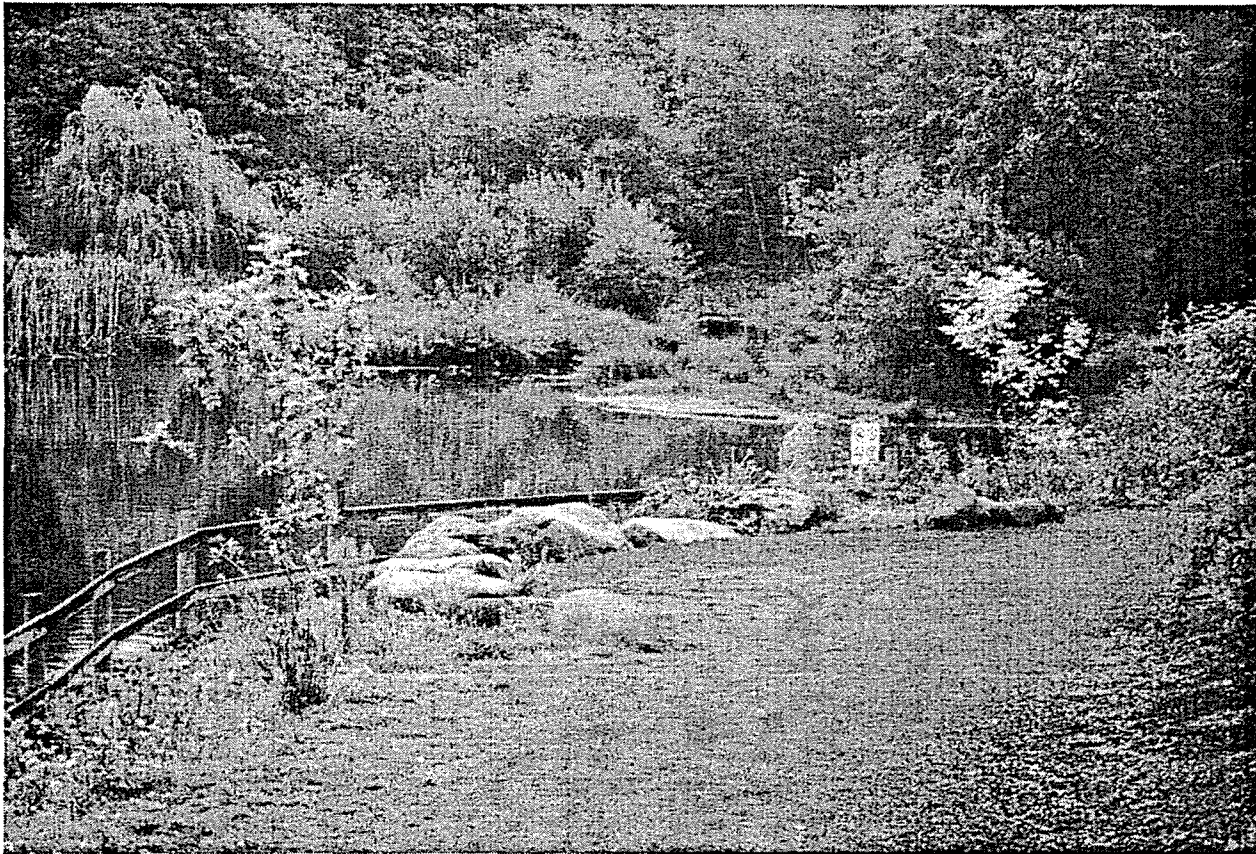
The City of Portland, Metro, the State of Oregon and the U.S. Forest Service are working in partnership to extend the STC eastward 112 miles beyond Gresham to Boring, Estacada and to connect with the Pacific Crest Trail over the next 10 to 15 years. At the Pacific Crest Trail, hikers may turn left to go to Canada, turn right to go to Mexico, or turn around and head west ap-

proximately 130 miles back to downtown Portland.

Butler Creek Greenway Trail

This walking/hiking trail meanders through the Butler Creek greenway corridor between Binford Lake Parkway and Butler Creek Park in southwest Gresham. Constructed in 1987 by volunteers, this soft surface foot trail is approximately one-half mile in length. The trail was initially constructed on the west and south side of Binford Lake as part of adjacent single-family residential

developments to provide neighborhood access to the greenway. This trail followed existing human and wildlife user trails along the creek. In 1993, a handicap accessible and maintenance service access path was installed around Binford Lake as part of major water quality and hydrologic improvements to the lake. In 1996, the Butler Creek Greenway Neighborhood group was formed to discuss issues and concerns residents had with this trail system.



Butler Creek Greenway Trail

Major improvements are needed in this trail corridor to resolve existing drainage and erosion problems, to discourage illegal activities and vandalism, and to establish a wildlife management program. It will also be important to link this trail to the Springwater Trail Corridor which will reinforce the neighborhood connection with downtown Gresham as well as parks, trails, bikeways, open space, and community service facilities.

Kelly Creek Greenway Trail

Approximately one-half mile of rustic nature trails exist in the Kelly Creek greenway corridor in southeast Gresham, with a public trail access point located at SE 14th Street and Condor Place. In 1992, the City purchased one of the last remaining large stands of forest next to Kelly Creek. This 20-acre woodland contains an impressive grove of mature red cedars, cottonwoods, red alders, and other varieties of riparian plants.

Funding to acquire this property came from the 1990 Open Space Bond Measure to preserve significant natural areas as public open space. Initial trail construction included drainage improvements and revegeta-



Kelly Creek Greenway

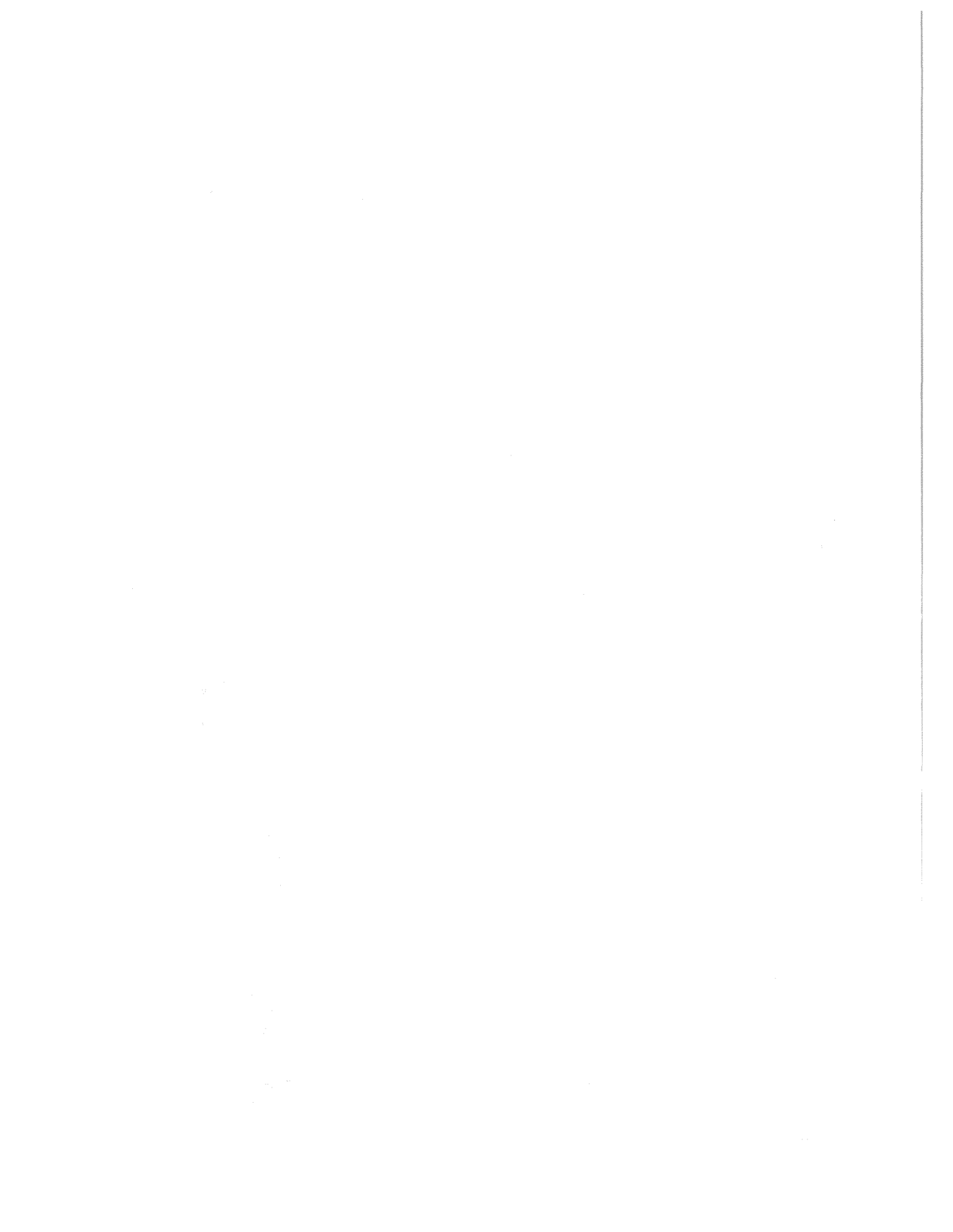
tion planting work. This work was funded by the Metro Greenspaces Program, the U.S. Fish and Wildlife Service, the City of Gresham, and through the Americorp, a federally funded National Community Service Act program.

In 1997, the City will construct a stormwater detention pond and earthen dam on a portion of this property. As


part of this stormwater facility, a gravel surface maintenance access road will be constructed to also serve as a part of this neighborhood's greenway trail system.


We can say we have found the most splendid and beautiful country, with rich prairie land and timber adjoining, together with good water and springs.

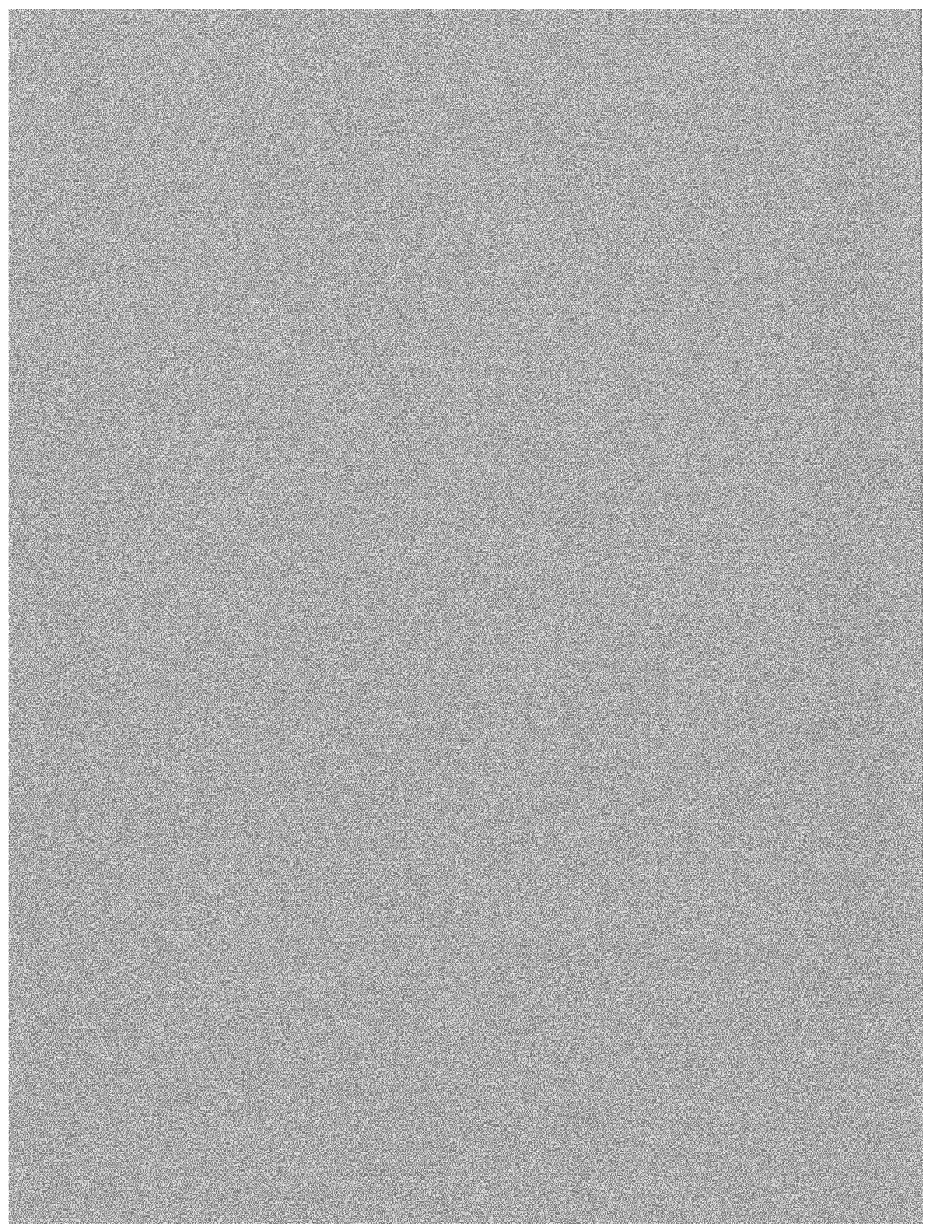
-Truman Bonney, 1846
Oregon Trail Pioneer



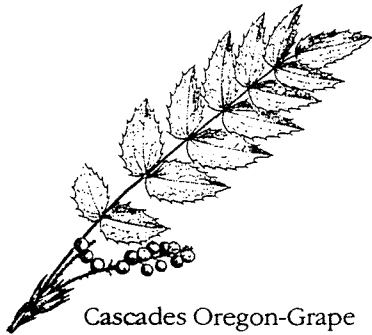
CHAPTER 5: TRAIL DEVELOPMENT CODE REQUIREMENTS

-  Trails Within Gresham's Special Purpose Districts
 - The Natural Resource District*
 - The Hillside Physical Constraint District*
 - The Flood Plain District*
 - The Open Space District*

-  Trail Development Approval Process



CHAPTER 5: TRAIL DEVELOPMENT CODE REQUIREMENTS



Cascades Oregon-Grape
Berberis nervosa

Trails Within Gresham's Special Purpose Districts

Four special purpose districts cover most but not all of the park lands. Refer to the City of Gresham Special Purpose Districts Map and Federal Emergency Management Area (FEMA) maps for the location of these districts. Trail improvements located in (or in some cases, adjacent to) these districts are subject to Gresham's special districts and development standards which have been established to protect and conserve the City's valuable natural resources. The four special purpose districts are:

🍃 **The Natural Resource District** functions to protect and conserve valuable wetlands, riparian and upland wildlife habitat areas, and ecologically and scientifically significant natural areas while permitting appropriate development. An approved

Environmental Report, prepared by a qualified professional, is required if it appears that any part of the project will occur within or immediately adjacent to property designated Natural Resource (NR) on the Community Development Special Purpose Districts Map.

🍃 **The Hillside Physical Constraint District** serves to protect soil stability, wildlife habitat and other natural resource amenities. This district constrains development on land with slopes of 15% or greater. A detailed Hillside Report (including soils, geology, hydrology, grading and revegetation), prepared by qualified professionals, is required for any development within a Hillside Constraint District. If the work involves slopes greater than 35% a geotechnical report is also required.

🍃 **The Flood Plain District** addresses development in flood prone areas defined by FEMA and requires that flood hazards are not increased by development and that development is limited to minimize hazards from flood waters. An approved Flood Plain Report, prepared by a qualified

professional, is required.

🍃 **The Open Space District** serves to conserve undeveloped and landscaped areas that enhance recreation opportunities, promote orderly urban development, reduce air pollution and enhance the value of adjacent property. The Open Space District includes public parks, natural areas and public school sites, cemeteries, golf courses. Bicycle and pedestrian paths are an allowed community service use within this district. Currently, no special reports are required for this district.

Implementation of the trail recommendations of this Trails Master Plan will comply with all applicable Community Development Plan requirements including those outlined in the above districts.

Trail Development Approval Process

Gresham's Community Development Plan defines a multi-use path as a Type III community service use and will require a public hearing and approval by the Planning Commission. A walking/hiking trail is designated as a Type II community ser-

vice use that requires public notification but not a public hearing. City staff issues the final determination on Type II Development Permits. Both the walking/hiking trails and the multi-use path also require site design review as part of the Type II or Type III development permits.

The trail development approval process provides many opportunities for public input. The following describes this trail development approval process:

- 🍃 Neighborhood meetings
- 🍃 Concept trail design is prepared
- 🍃 PRCAC meeting (public input)
- 🍃 Pre-application
- 🍃 Site survey (if needed)
Finalize trail design plan
- 🍃 Application for development permit

If **hiking/walking trail**, then a Type II review and approval is required. It includes:

- 🍃 Application
- 🍃 Narrative addressing code requirements

including site design review

- 🍃 Prepare Environmental Report and/or Hillside Report and/or Flood Plain Analysis and/or Geotechnical Report as applicable Public notification (within 300 feet of the property)

- 🍃 Staff review and public comment period
- 🍃 Site development permit issued

If **multi-use path**, then a Type III review and approval is required. Type III review includes:

- 🍃 Application
- 🍃 Narrative addressing code requirements including site design review
- 🍃 Prepare Environmental Report and/or Hillside Report and/or Flood Plain Analysis and/or Geotechnical Report as applicable Public notification (within 300 feet of the property)

- 🍃 Staff review and **public hearing is required**

- 🍃 Site development permit issued

- 🍃 Survey and final construction documents are prepared and approved

- 🍃 Building permit application




- 🍃 Building permits issued

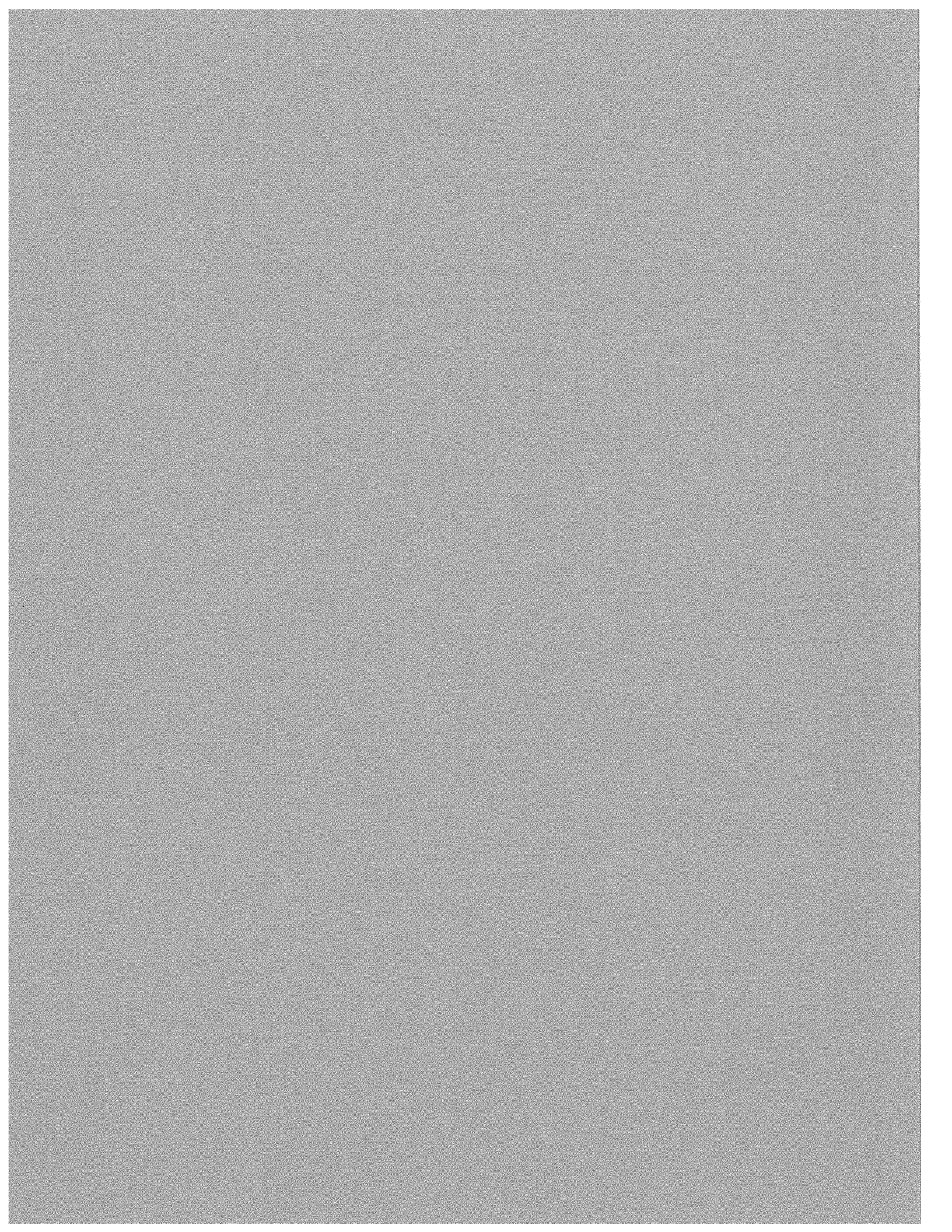
- 🍃 Contractor bids received

- 🍃 Council approval of bid

- 🍃 Construct trail

CHAPTER 6: TRAILS MASTER PLAN

-  Citizen Involvement
-  Master Plan Recommendations
 - Recommended Trail Improvements*
 - Recommended Trail Corridor Easements/Acquisitions*
 - Trail Management and Maintenance Recommendations*
 - Recommended Partnerships*
 - Phasing and Funding Recommendations*
-  Trail System Map



CHAPTER 6: TRAILS MASTER PLAN



Western Red Cedar
Thuja plicata

Citizen Involvement

In late 1995 and early 1996, parks staff and the trail design consultant held a series of six public meetings with neighborhood associations and local residents at various locations throughout the City. These neighborhood meetings were held to inform residents of trail planning efforts and to receive their input, solicit community involvement and support, and to identify residents' needs and concerns.

A color slide show was presented at these neighborhood meetings which highlighted the benefits of trails and identified important trail planning issues and potential trail opportunities within the Gresham area. Participants were given the opportunity to respond to preliminary maps presenting potential trail alignments.

Open discussions were held at these meetings to discuss community desires, concerns, objections, and answer questions. Revisions to the preliminary trail plans were made in response to public comments and reviewed with the public at subsequent public meetings throughout the planning process.

Meetings were held with the Parks and Recreation Citizen Advisory Committee and representatives from various City departments and divisions including the Gresham police, fire and emergency services, transportation planning, community development, stormwater management, and development engineering. Presentations were also made before the Gresham Planning Commission and the Gresham City Council.

The public information efforts included newsletters that were distributed to Gresham residents and a trails planning information kiosk which was displayed at the Gresham Main Library, the Key Bank on East Burnside Street, and City Hall.

Refer to Appendix A for minutes of the Gresham City

Council meeting approval of trail recommendations, Appendix B for minutes of Parks and Recreation Citizen Advisory Committee meetings, Appendix C for a public notice summary, Appendix D for a summary of the trail slide presentation, Appendix E for Gresham Trails newsletters, and Appendix F for newspaper articles regarding Gresham trails.

Master Plan Recommendations

The following describes the master plan recommendations, based on the input received from citizens, City staff, and other public agencies. These recommendations are organized into five general categories: trail improvements, corridor easements/acquisitions, management and maintenance, partnerships, and development phasing and funding.

Recommended Trail Improvements:

Trails and trail-related facilities will be constructed according to the trail design and development standards described in Chapter 7.

Trails will be located to maximize opportunities for environmental education and interpretation of historic, cultural, wildlife, and natural resources.

Trails will be located, designed and installed so as to minimize disturbance to the surrounding natural environment. Factors to be considered include avoiding riparian and other natural resource areas, avoiding steep slopes, minimizing removal of trees, and minimizing grading and drainage impact.

Two types of trails, multi-use paths and walking/hiking trails, are recommended for Gresham's trail system. Multi-use paths are wider trails constructed for hiking, bicycling, mountain bike riding, and in some areas, equestrian use. Walking/hiking trails will be narrow trails for pedestrian access along greenways, over steep slopes of butte

areas, and through natural areas where wider trails and activities such as horseback riding, bicycling, and mountain bike riding are inappropriate or not feasible. Horses and bicycles on walking/hiking trails would adversely impact the steep slopes, erosive soils, vegetation, and wildlife habitat common to these environmentally sensitive natural areas.

In total, approximately 9 miles of new multi-use paths and 18 miles of new walking/hiking trails are recommended in this Trails Master Plan. Trails in locations of gentle slopes will accommodate novice trail users and disabled users. Trails in steeper slope areas will offer a more physically challenging experience for advanced hikers.

Trails will be interconnected through open space and natural greenway corridors of Gresham's buttes and waterways. Loop trail opportunities will be provided whenever possible. Public sidewalks and streets will be used as connectors to trails where trail development is not possible.

Trailheads, trail access points, scenic viewpoints, signage, and other trail-related facilities will be provided as part of the trail improvements.

The recommended potential trails and trail-related improvements are described in further detail in Chapter 8 and illustrated on maps 2 through 9. Signage will follow the trail signage guidelines as described and illustrated in Chapter 9.






Recommended Trail Corridor Easements/Acquisitions:

The City will seek to acquire easements or fee simple ownership of the Gresham/Fairview Trail Corridor for future development as the major north/south multi-use path. This trail will link the existing Springwater Trail Corridor along Johnson Creek to the existing 40-Mile Loop Trail along Marine Drive. Portions of the abandoned railroad rights-of-way and other properties will need to be acquired along Fairview Creek, as shown on Map 2 and 8.

The City will continue its efforts to acquire additional properties and trail easements which will



enhance development of trails to and within Gresham's open space.


Trail Management & Maintenance Recommendations:




-  Trails, open space and trailheads are closed from dusk to dawn.
-  The City will be responsible for managing and maintaining the functional use of trails, providing for fire mitigation, eliminating potential hazards, providing for public safety, protecting natural resources, and maintaining the aesthetic quality of the trail environment. Refer to Chapter 10 for a detailed description of the trail management and maintenance recommendations.
-  Trails are meant to be nature trails and as such should appear 'natural'. Trail maintenance and revegetation will reflect this goal.
-  The City will provide staffing and funding to insure that the level of service for trail management and maintenance is satisfactory with the phased development of trails.
-  Trail maintenance and management agreements

between the Gresham Parks & Recreation Division and other City divisions will be vital to the long-term success of Gresham's trails system.

Recommended Partnerships:

-  The City will maintain partnerships with other cities, regional transportation planning agencies, and surrounding communities (including Metro, Troutdale, Boring, City of Portland, Multnomah County, and Clackamas County) to coordinate planning efforts and maximize benefits for local and regional trail, pedestrian, and bikeway improvements. As part of this partnership effort, the City will continue its support of the 40-Mile Loop trail system and support completion of this regional trail within the Gresham City limits.
-  The City will work with neighboring communities, utility districts, businesses, and other public agencies to obtain connecting trail easements for a comprehensive trail system. The City will encourage and work with businesses and private property owners to allow public access and linkages through private development to neighborhood trails.

 Trail development projects will be coordinated with stormwater management improvements proposed within the City's natural drainage corridors.

-  The use of utility service and maintenance access roads for recreation trails will be considered whenever feasible and agreeable to the utility providers. Opportunities include water reservoir access roads, utility easements, and fire service roads.
-  The City will assist in the establishment and activities of 'The Friends of Gresham Trails' as a local citizen's group to support the City's efforts to promote, develop, and maintain trails in the Gresham community.
-  The City will maintain partnerships with local schools to promote environmental education.

***Phasing and Funding
Recommendations:***

- ✦ Chapter 11 describes the recommended five year phasing plan for trail construction projects and identifies potential funding sources for trail development and maintenance.

- ✦ The recommended Phase I trail construction project will include construction of a multi-use path along the south side of Gresham Butte, partial acquisition of the Gresham/Fairview Trail Corridor, and improvements and extension to the existing Butler Creek Trail. Phase I construction work is scheduled to begin in the autumn of 1997.

- ✦ The City will pursue federal, state, and regional grants for funding of future trail construction.

*Everyone's got to
find the right path.
You can't see it
so it's hard to find.
No one can show you.
Each person's got to
find the path himself.*

-Charlie Knight,
Ute Indian

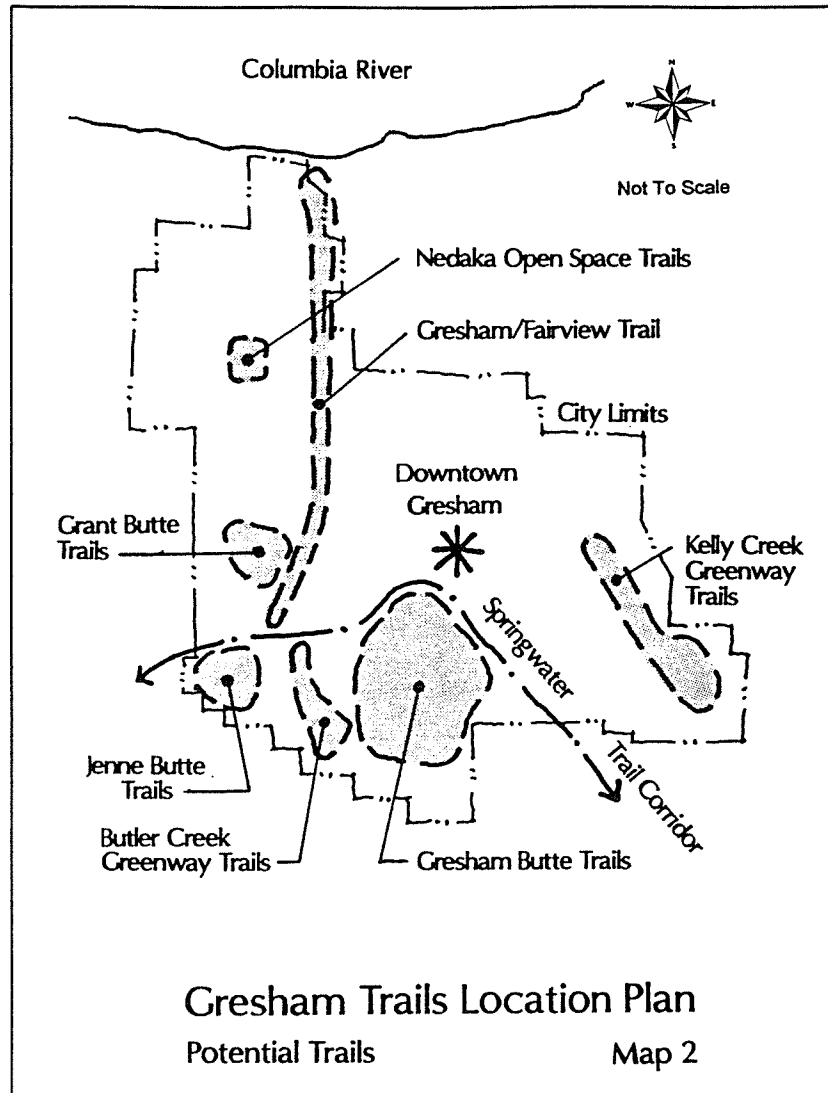
Trail System Maps

The recommended Gresham Trails Master Plan consists of an inter-connected network of potential trail systems. The general location of these trail systems is shown on Map 2 on this page.

The Trails Master Plan System Map, shown on Map 3, illustrates the potential City-wide system of multi-use paths, walking/hiking trails, and trail-related facilities.

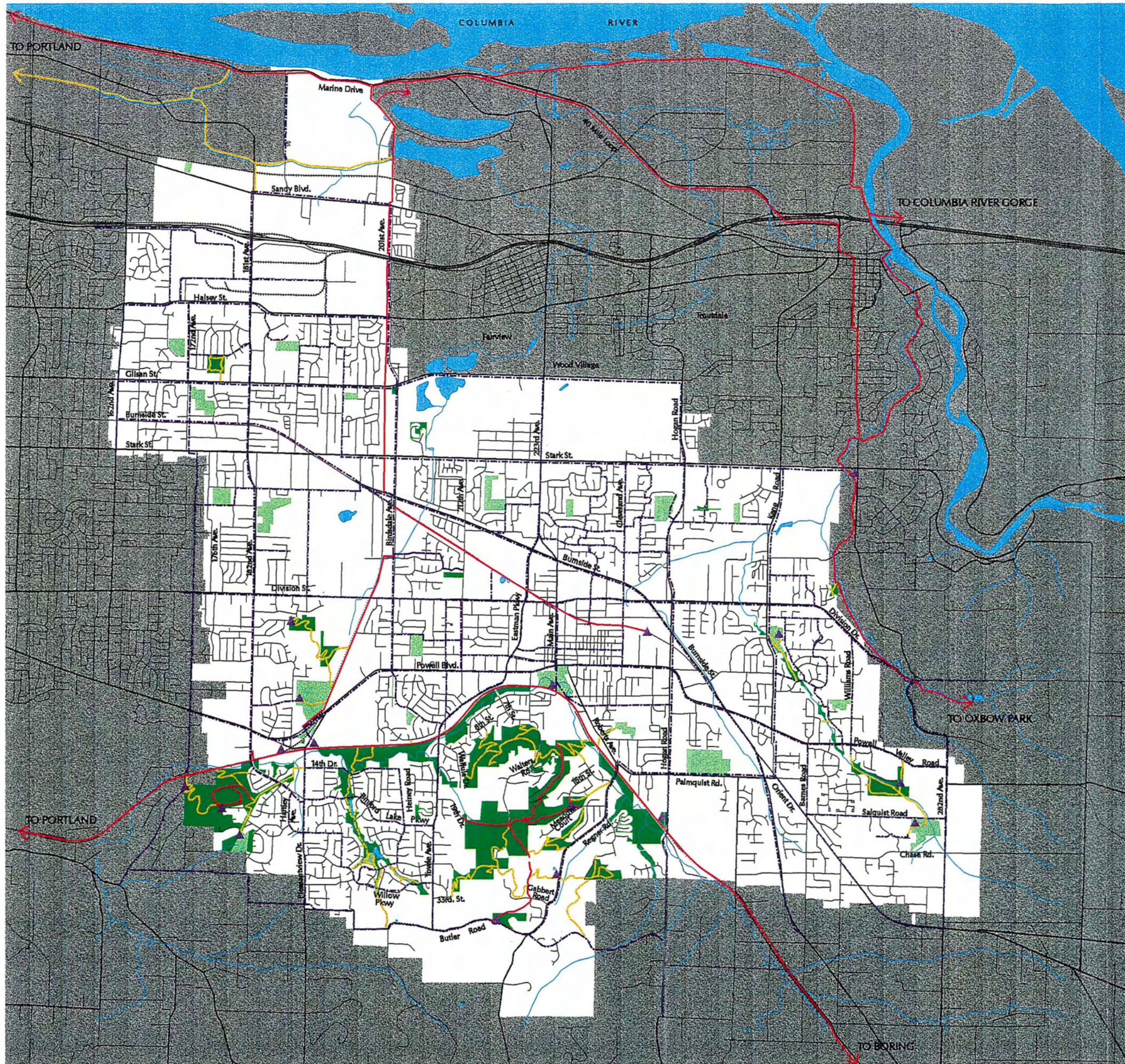
Maps 4 through 10 provide close-up views of the recommended trails and trail-related facilities for Gresham Butte, Jenne Butte, Grant Butte, Butler Creek, Kelly Creek, Gresham/Fairview Creek and Nedaka Open Space.

These trail maps show the conceptual alignment of recommended trails and trail-related improvements including trailheads, trail access points, and scenic viewpoints. Trail improvements will not be built using these maps. The alignment of trails will be subject to further citizen input and involvement and more detailed evaluation, planning, design, and permit approvals before trail construction can begin.



While the majority of potential trails and trail-related facilities are recommended within the City's publicly owned open space lands, there are some trails shown over privately owned lands. Trails shown on private lands are suggestions and subject to further discussions with the owners of these properties. Gresham Community Development Code, Section 6.0463 requires

property owners applying for development permit provide a pedestrian accessway where private property abuts City open space lands. While property owners must provide these pedestrian accessways, they are not required to construct public trails elsewhere on their land.



Legend

- MULTI-USE PATH —
- WALKING/HIKING TRAIL —
- TRAIL HEAD ▲
- BIKEWAY - - -
- PARKS ■
- OPEN SPACE ■
- WATERWAY ■
- OUTSIDE CITY OF GRESHAM ■

Map 3

THIS MASTER PLAN MAP ILLUSTRATES TRAIL OPPORTUNITIES, OPEN SPACE, PARKLAND, AND FACILITIES WHICH PROVIDE A VARIETY OF RECREATION OPPORTUNITIES ESSENTIAL TO COMMUNITY LIVABILITY.



GRESHAM TRAILS MASTER PLAN

Trail System Map









Adopted by Gresham City Council on July 2, 1996

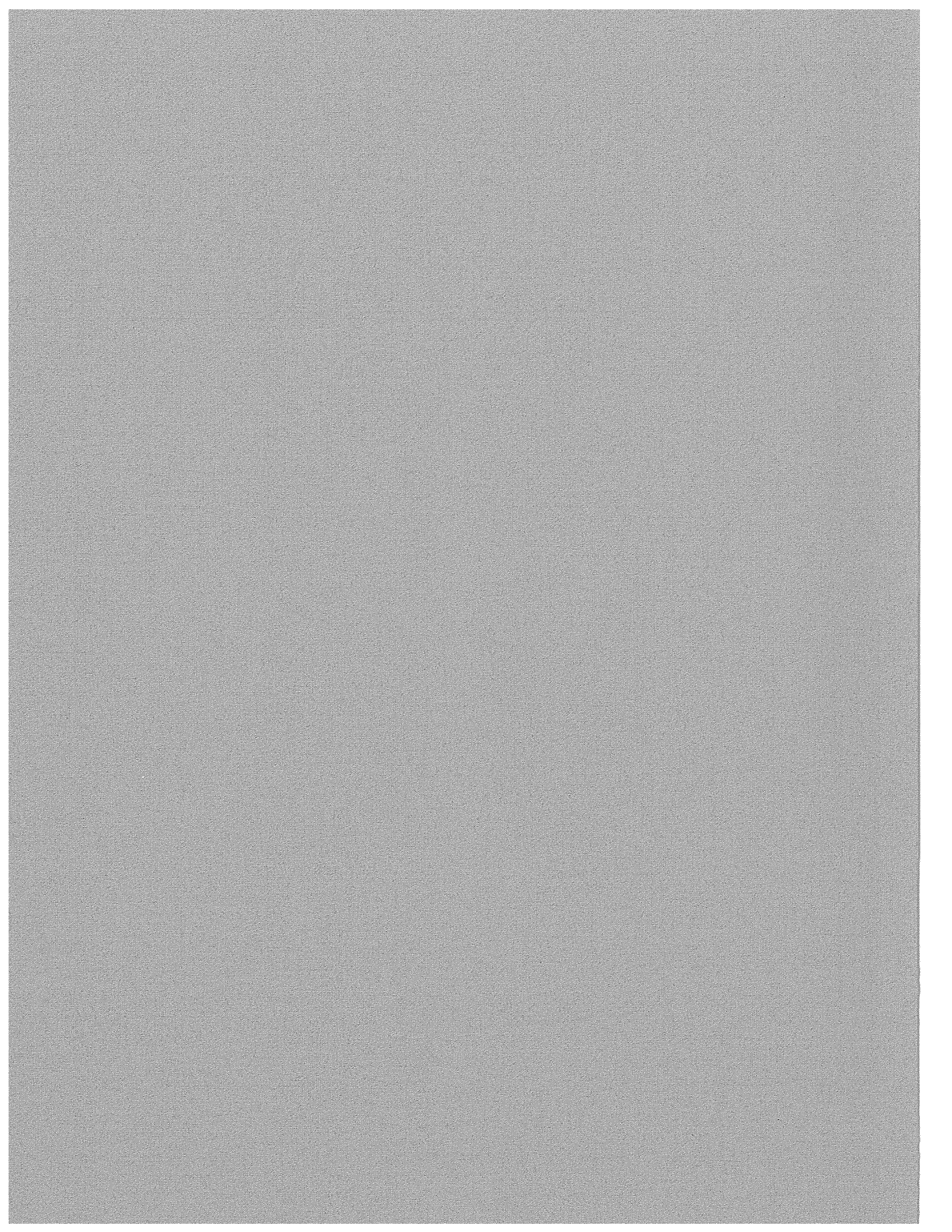


CITY OF GRESHAM
PARKS AND RECREATION DIVISION
DEPT. OF ENVIRONMENTAL SERVICES

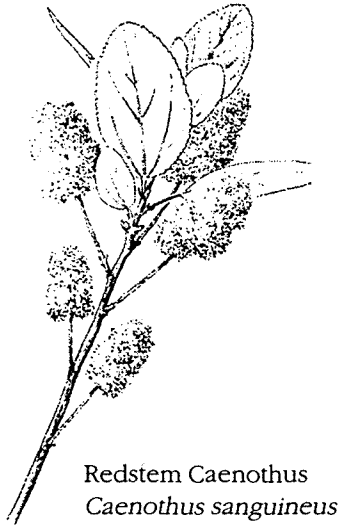


CHAPTER 7: TRAIL DESIGN AND DEVELOPMENT STANDARDS

-  Multi-Use Paths
-  Walking/Hiking Trails
-  Trailheads
-  Trail Access Points
-  Scenic Viewpoints
-  Waterway Crossings
-  Grading, Drainage and Erosion Control
-  Planting for Buffer, Screening & Revegetation



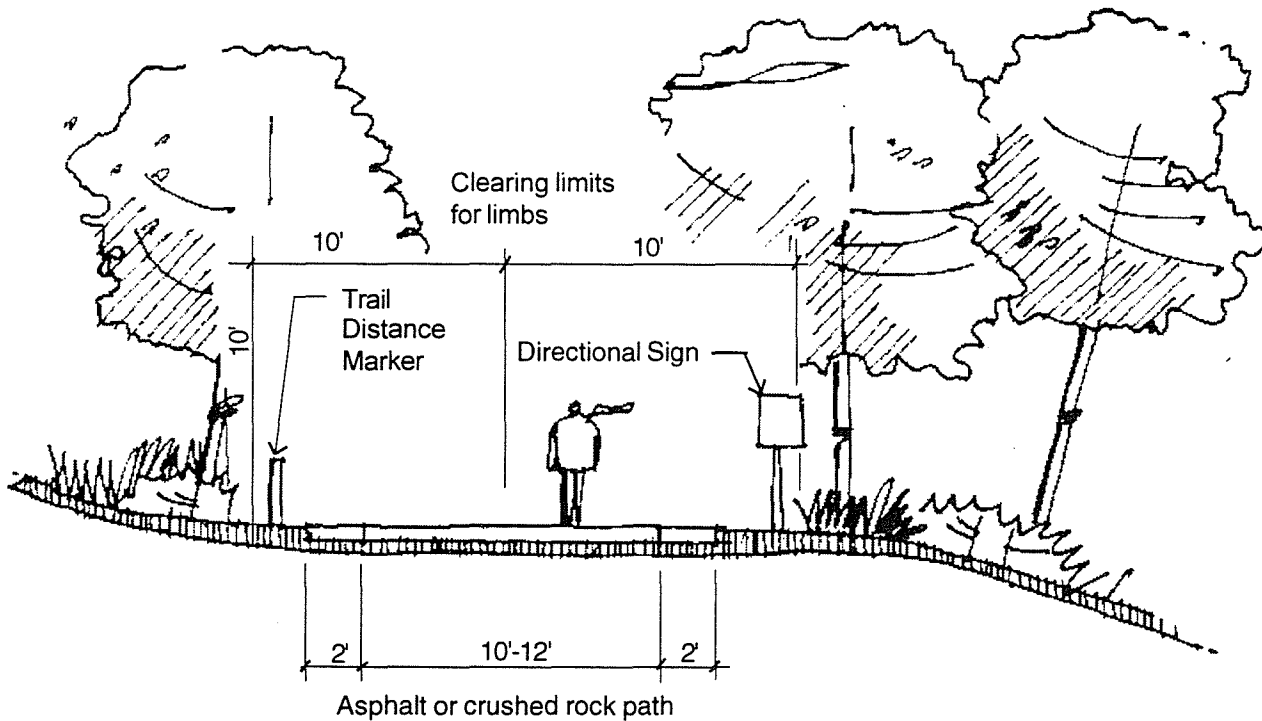
CHAPTER 7: TRAIL DESIGN AND DEVELOPMENT STANDARDS



Multi-Use Paths

Multi-use paths are either gravel or paved trails suitable for a broad range of activities such as walking, hiking, running, commuting, bicycling, mountain bike riding and horseback riding. These trails will be designed and installed to minimize loss of large trees and disturbance to the surrounding environment.

The multi-use paths will also accommodate trail maintenance and utility service vehicles as well as fire, police, and medical emergency vehicles where appropriate and feasible. A vehicular access control gate with padlock will be installed where paths connect with trailhead parking areas and public streets.



Multi-Use Path

Section View

Multi-use paths will be designed and constructed based on the following standards:

- ❧ Path to be 10 to 12-feet wide.
- ❧ Trail surface will consist of a layer of compacted crushed rock, except for asphalt paving where necessary due to steep slope conditions or high volumes of trail users are expected. Depth of crushed rock will be determined by soil conditions and intended use.
- ❧ Paved paths will have a three-inch layer of Class 'C' asphaltic concrete paving over a six-inch layer of compacted 3/4" minus crushed rock base.
- ❧ Geo-textile fabric will be installed under the crushed rock where soft ground conditions are encountered. The structural section for paths will vary, subject to site specific geo-technical engineering investigation and analysis.
- ❧ Path shoulders will be 2 feet minimum width and be comprised of wide material such as crushed rock that will not easily be displaced onto the path surface.

❧ Lengthwise grade will not exceed 12% with crushed rock surfacing, and 16% with asphalt paved surfacing.

❧ Cross-slope of 2% minimum grade for adequate surface drainage and a maximum of 3% cross-slope. It is intended that these paths also meet disabled accessibility standards where topography allows.

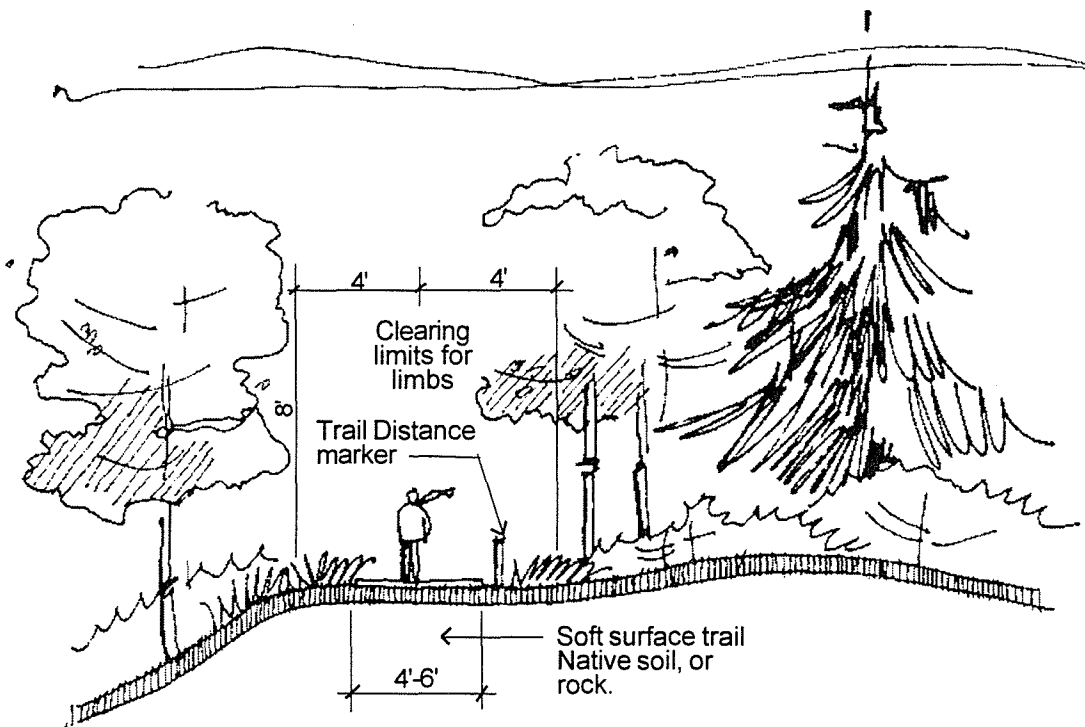
❧ Plantings along paths within 30 feet of private property boundaries will be designed to buffer views between the trail facilities and nearby residences where appropriate and needed.

❧ Turnaround for permitted vehicles will be provided where grades will not allow vehicular access. Trail signage will be provided as described in Chapter 9.

Prior to trail construction, path corridor will be cleared of obstructions, including fallen trees, dangerous trees, and tree limbs as necessary for public safety reasons, for a distance of ten-feet each way from the path's centerline and a clearance of ten-feet above the trail.



Paved Multi-Use Path



Walking/Hiking Trail

Section View

Walking/Hiking Trails

Trails for walking and hiking will be primarily for passive pedestrian uses which include walking, hiking, and running. Activities such as horseback riding, bicycling, and mountain bike riding will not be permitted on walking/hiking trails where there are steep slopes, erosive soils, vegetation, wildlife habitat and other environmentally sensitive site conditions that would be adversely impacted by these non-permitted activities.

Walking/hiking trails will be constructed to minimize loss of large trees and disturbance to the surrounding environment. Walking/hiking trails will be designed and constructed based on the following standards:

- Path to be 4 to 6 feet wide. (Path may be up to 10 feet wide if vehicular access is required.)
- Trail surface shall be native soil unless conditions dictate the use of other surfacing material such as compacted

crushed rock or asphalt paving.

- Where steep slope conditions exist or high volumes of trail users are anticipated, trail may have an asphalt paved surface with a three-inch layer of Class 'C' asphaltic concrete paving over an six-inch layer of com-

☛ Geo-textile fabric will be installed under the crushed rock where soft ground conditions are encountered. The structural section for walking/hiking trails will vary, subject to site specific geo-technical engineering investigation and analysis.

☛ Lengthwise grade will not exceed 10%, except over short distances. Where severe site conditions warrant, grade maximum will be twenty percent for short distances. Cross-slope of 2% minimum to 3% maximum

grade for crushed rock paths and asphalt paved paths.

☛ Plantings along trails within 30 feet of private property boundaries will be designed to buffer views between the trail facilities and nearby residences where appropriate and needed.

☛ Buffer screening and vegetation shall be with native plant materials.

☛ Trail signage will be provided as described in Chapter 9.

Prior to trail construction, trail corridor will be cleared of obstructions for public safety reasons, including fallen trees, dangerous trees, and tree limbs as necessary, for a distance of four-feet each way from the path's center-line and a height clearance of eight-feet above the trail.

Trailheads






Trailheads will be constructed as major entry points for neighborhood residents and the general public to access the trails system and where a number of support facilities can be provided for public use.


Possible trailhead facilities include off-street vehicular parking, vehicular access control gate with padlock, removable and fixed bollards, bike rack, information kiosk, trail orientation and regulatory signs, overhead shelter, drinking fountain, benches, and picnic tables.

Wherever possible accommodations will be made for disabled persons, however, topography and other site constraints will prevent some trails from being fully accessible.

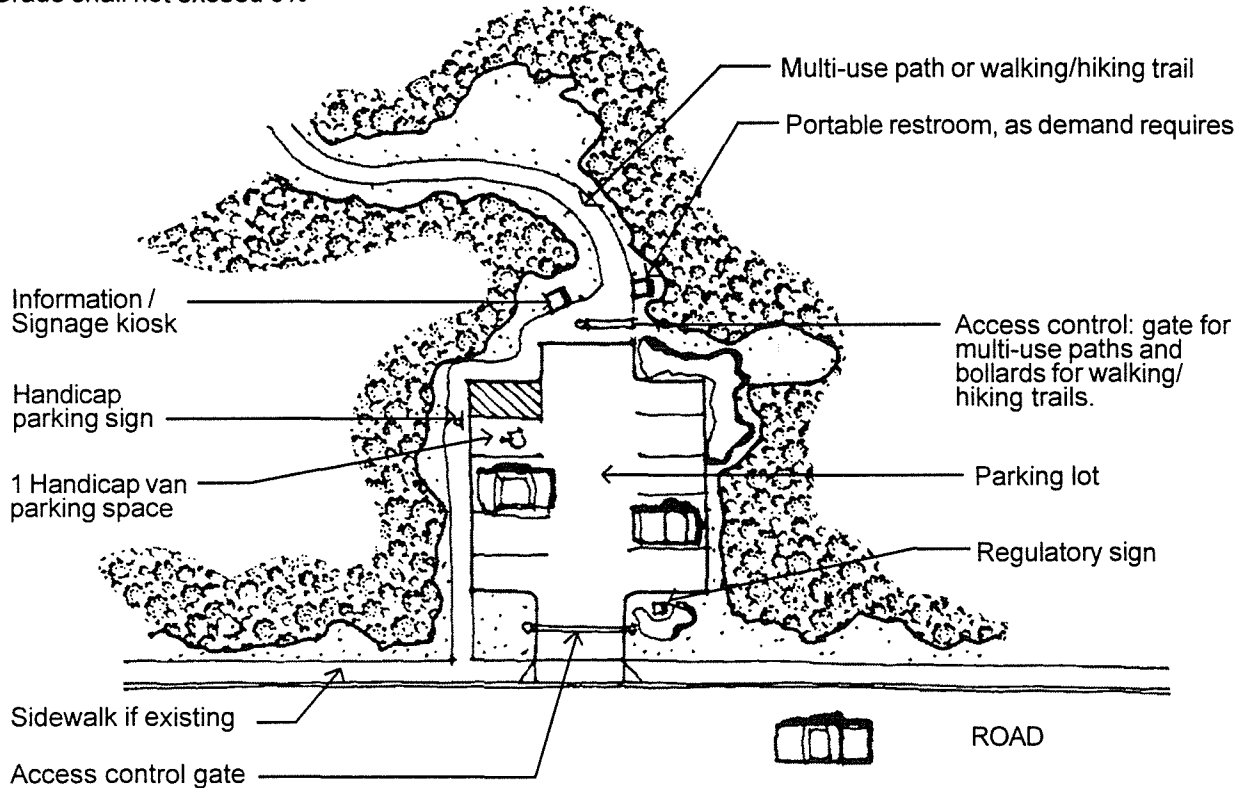
Trailhead parking areas will provide designated off-street vehicular parking for trail users, including parking for disabled persons. Because open space and trails are closed at sundown, trailhead parking areas may be gated and locked to prevent unauthorized vehicular access and parking from sundown to sunrise. To discourage unwanted night use and activities, lighting is not recommended at trailheads.

Trailhead parking areas will be designed and constructed based on the following standards:

-  Paved parking surface with a 3-inch layer of Class 'C' asphalt paving over an eight-inch layer of compacted 3/4-inch crushed rock and geotextile fabric over the subgrade dependent on soil conditions and intended use.
-  Finish grade shall be a minimum of two-percent slope and a maximum of five-percent.
-  Parking spaces will be clearly identified by painted lines, including parking for disabled persons.
-  Disposal of surface water run-off from these parking areas will comply with applicable City stormwater management regulations.
-  Trail signage will be provided as described in Chapter 9.

-  Plantings around trailheads within 30 feet of private property boundaries will be designed to buffer views between the trailhead facilities and nearby residences where appropriate and needed.

Note:
 Layout will vary depending on site conditions.
 Grade shall not exceed 5%



Trailhead

Plan View

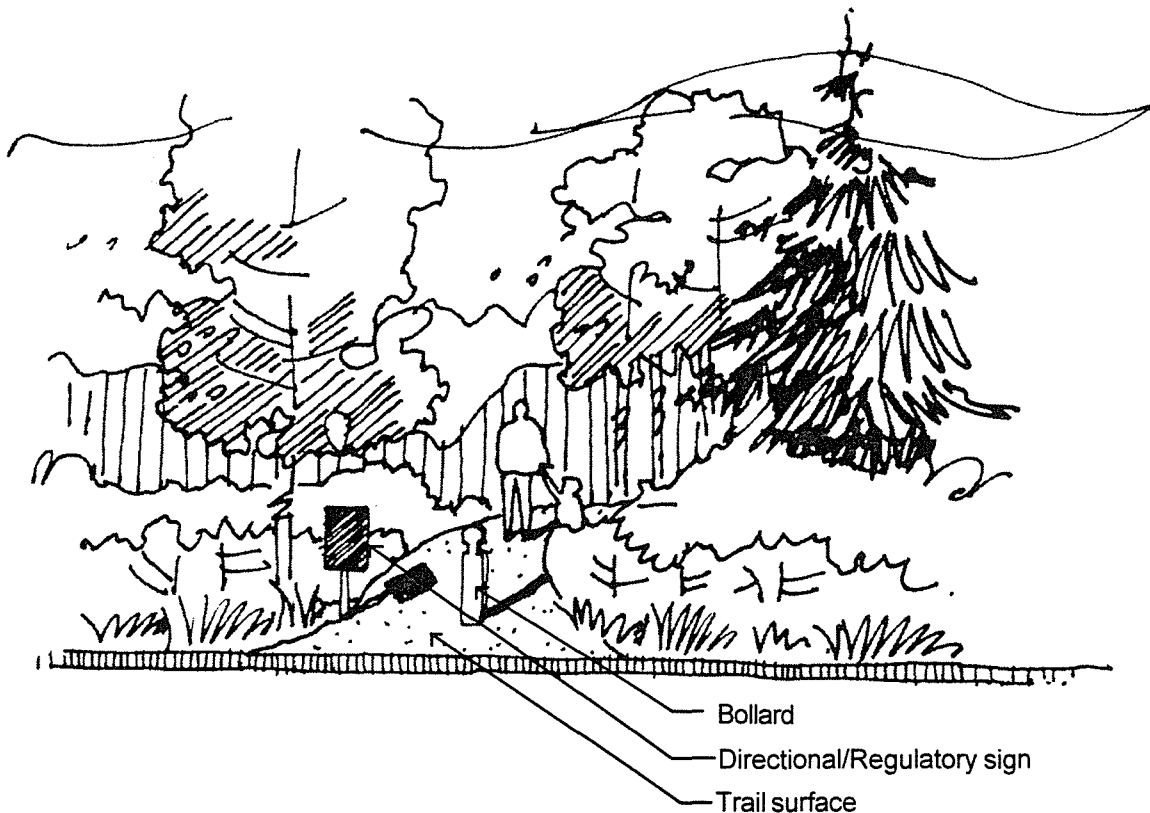
Trail Access Points

Trail access points are defined as minor entry points primarily for neighborhood residents to access the trail system from residential neighborhoods, streets, sidewalks, parks, and other public facilities.

Signage at these trail access points will be important to inform trail users of the trail route, points of interest, allowed trail uses and activities, and trail use etiquette. Regulatory signs will be posted to inform the public that trail access points will be closed to trail users at sundown. Additional lighting will not be provided.

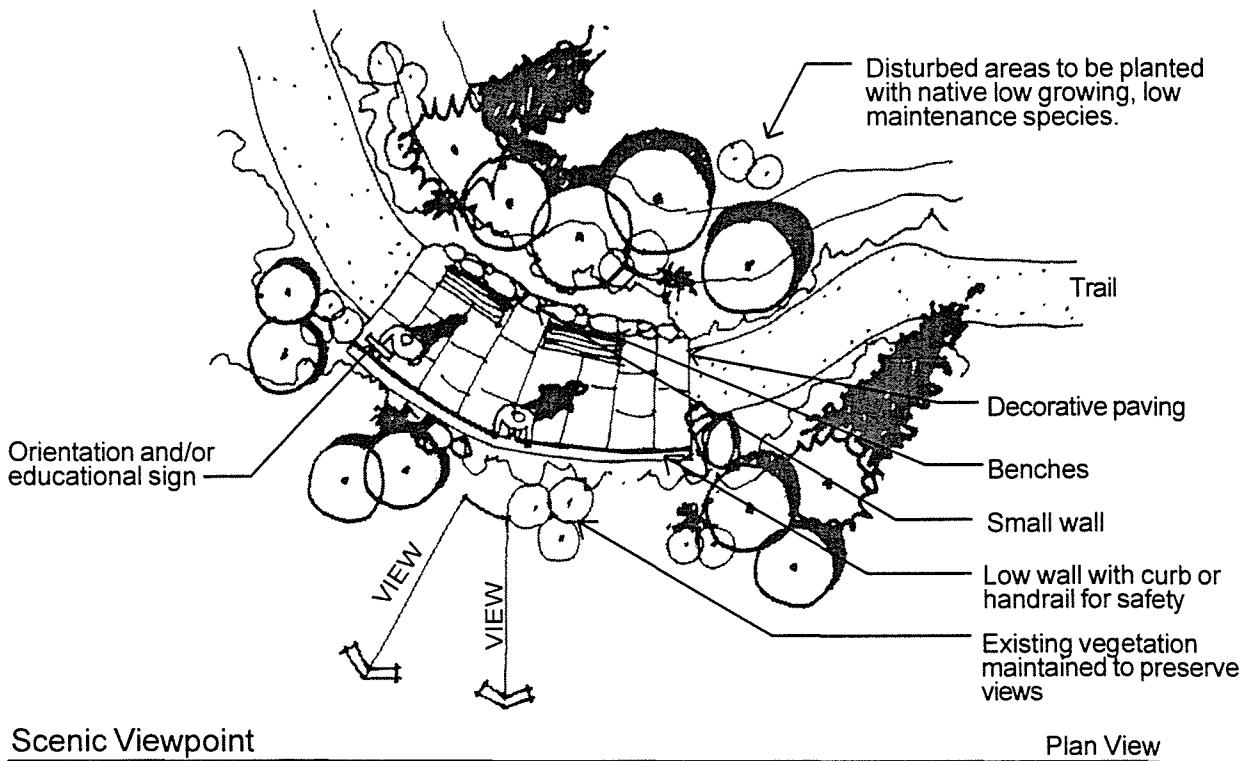
*I went to the woods because
I wished to live deliberately,
to front only the essential
facts of life, and to see if
I could not learn what
it had to teach, and not,
when I came to die, discover
that I had not lived.*

-Henry David Thoreau



Trail Access Point

Sketch



Scenic Viewpoints

Scenic viewpoints will be constructed at key locations that will afford trail users an opportunity to view significant landforms, landscape features, wildlife habitat and activities. Possible viewpoint facilities include benches, orientation and educational signs, special paving, and low walls or handrails for public safety where necessary.

Existing vegetation will be maintained to preserve scenic views from the viewpoints. New plantings will be selected with an emphasis on low-growing, low-maintenance native shrub and ground cover species such as Oregon grape, vine maple, and swordferns.

Plantings will be selected and planted to avoid adverse impacts on the views from the scenic viewpoint and nearby residences. Planting plans for these areas will be reviewed by the City landscape architect.

Waterway Crossings

While it is the intent of this master plan to develop trails which have minimal impact on the environment, there will be locations where trails will need to cross waterways.

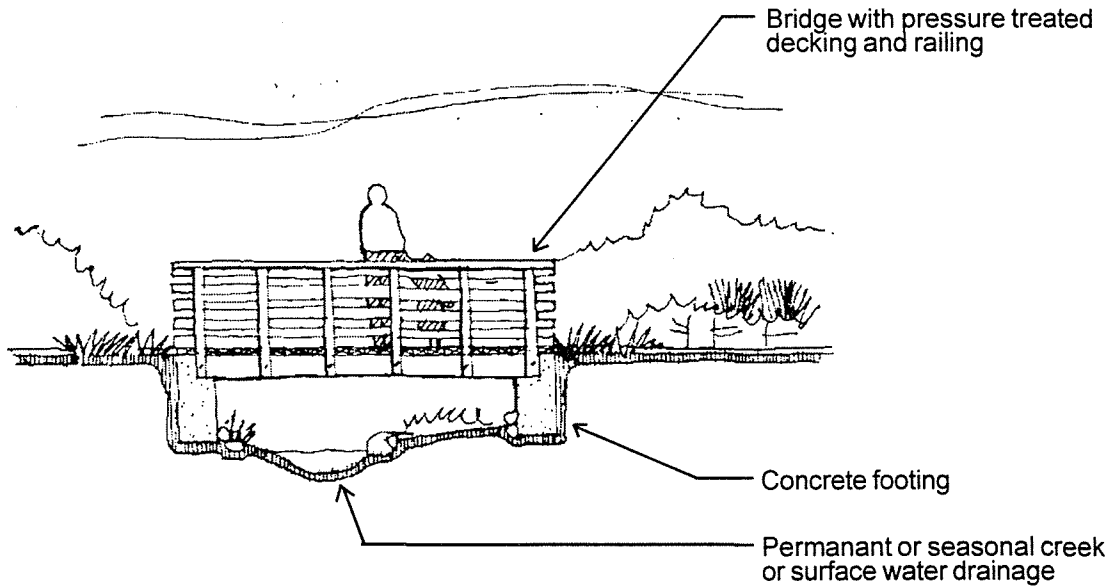
Appropriate engineering studies will be performed to assess which method of waterway crossing is best suited to minimize adverse impact to the environment. Major crossings will be coordinated with the Gresham Department of Environmental Services, the Oregon Division

of State Lands, and the Army Corps of Engineers for their review and approval. Applicable permits must be obtained from these agencies.

Bridges and culverts will be installed where trails cross permanent or seasonal creeks and surface water drainages. Bridges will be installed over creeks that have water in them for at least five to six months of the year. Culverts will be installed where trails cross

over small, rain-fall created surface water drainages.

Boardwalks are another waterway crossing option to consider where appropriate to the site conditions.



Waterway Crossing

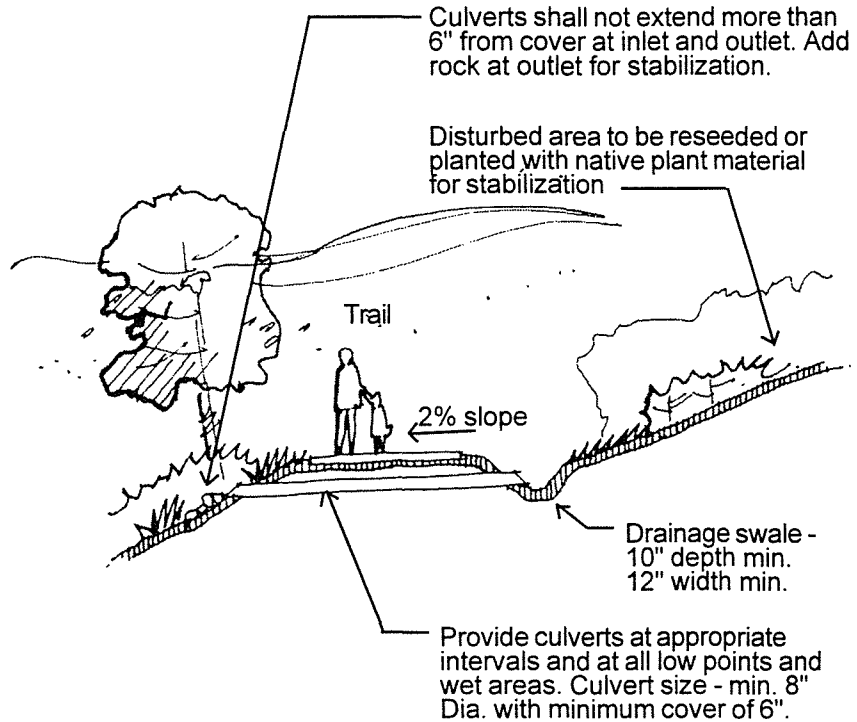
Section View

Grading, Drainage and Erosion Control

The multi-use paths, walking/hiking trails, and other trail-related improvements will be designed and built to minimize grading, drainage, and erosion problems. Special attention will be given to trail improvements on steeper slopes in proximity to and above residential development on all buttes including Gresham, Jenne, Hogan, and Grant Buttes.

Drainage and erosion control measures such as swales, culverts, and revegetation plantings may be required to minimize any adverse impacts to the environment and surrounding community. If site conditions deem necessary, the following drainage and erosion control measures will be installed:

- ☛ Swale on the uphill side of trails to channel surface water run-off for proper discharge.
- ☛ Culverts properly sized to pipe surface run-off water to cross under trails.
- ☛ Revegetation plantings with soil-binding roots to provide soil erosion control.



Grading, Drainage & Erosion Control

Section View

Construction of trail improvements will be scheduled during the drier months and construction activities will be closely monitored by the City, as required by the City's regulatory construction standards.

Planting for Buffer, Screening & Revegetation

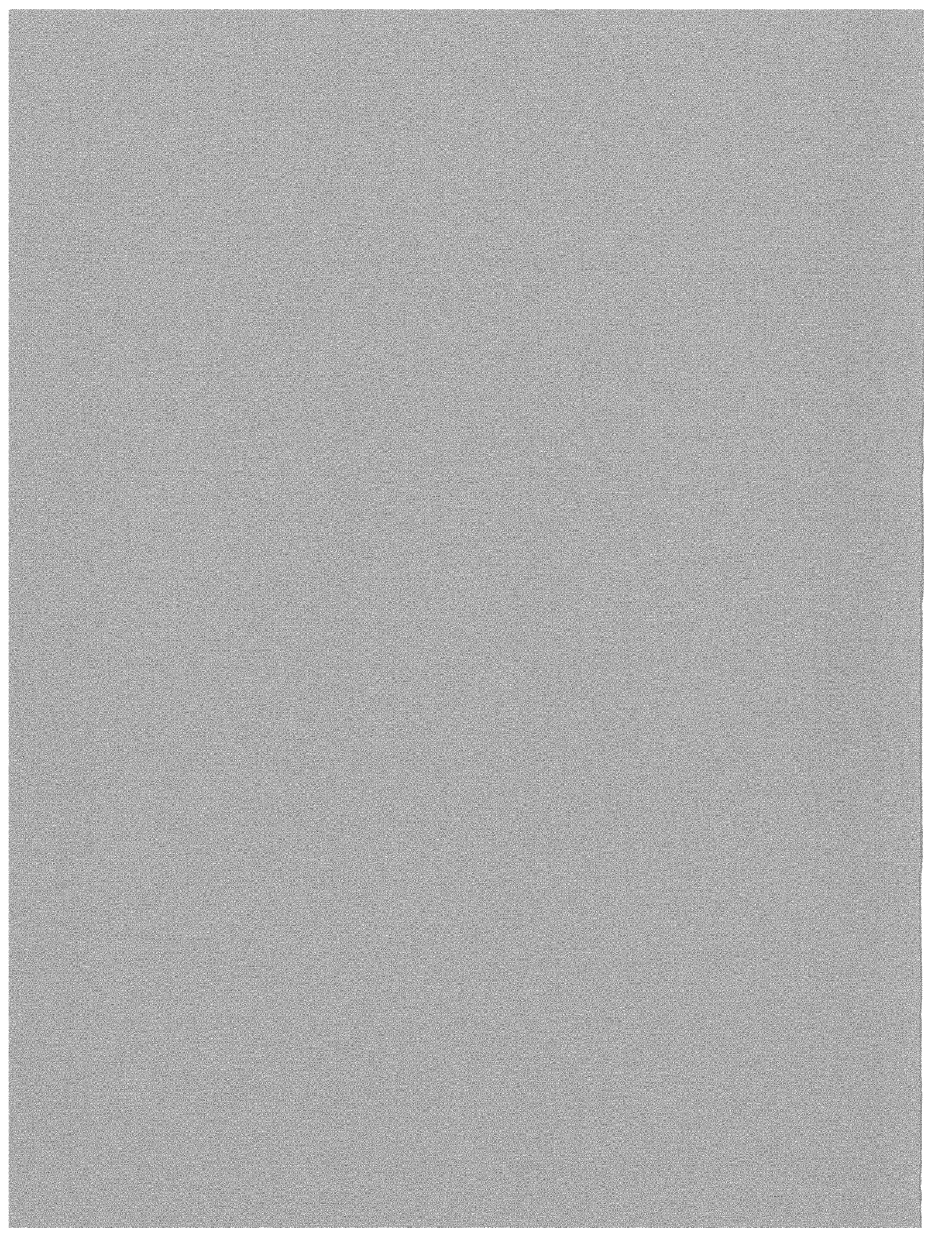
Plantings around trails, trailheads, and trail access points within 30 feet of private property boundaries will be designed to buffer views between the trail facilities and nearby residences where appropriate and needed. Buffer, screening, and revegetation

plantings will be of native plant species compatible with and blending with the natural surroundings. Revegetation plantings will be installed to provide drainage and erosion control for all areas disturbed by trail construction activities.

Native plant species worthy of consideration include western red cedar, western hemlock, douglas fir, vine maple, ferns, trillium, red huckleberry, salal, Oregon grape, and red flowering currant. Refer to Appendix H for a more complete list of recommended native plant species.

CHAPTER 8: RECOMMENDED TRAILS

-  Gresham Butte Trails
-  Jenne Butte Trails
-  Grant Butte Trails
-  Butler Creek Greenway Trails
-  Kelly Creek Greenway Trails
-  Gresham/Fairview Trail
-  Nedaka Open Space Trail
-  Springwater Trail Corridor
-  Other Trails



CHAPTER 8: RECOMMENDED TRAILS



Salal
Gaultheria shallon

Gresham Butte Trails

An extensive network of multi-use paths and walking/hiking trails is recommended for Gresham Butte, as shown on Map 3. Paths and trails here will allow

residents to experience the City's largest publicly-owned open space. Trail users will travel through upland forest, an old holly grove, and up to the top of the butte to a clearing with views to the south, east, and west.

The Gresham Butte Trails will be accessible for nearby neighborhood residents as well as for residents from more distant neighborhoods within the City. Proposed trailheads and trail access points have been carefully sited to provide access for Gresham residents from all

directions and to minimize adverse impacts on the surrounding neighborhood. Existing trailheads along the Springwater Trail Corridor will also provide for public parking and access to the Gresham Butte Trail network and will help to reduce the traffic impact to surrounding residential neighborhoods.



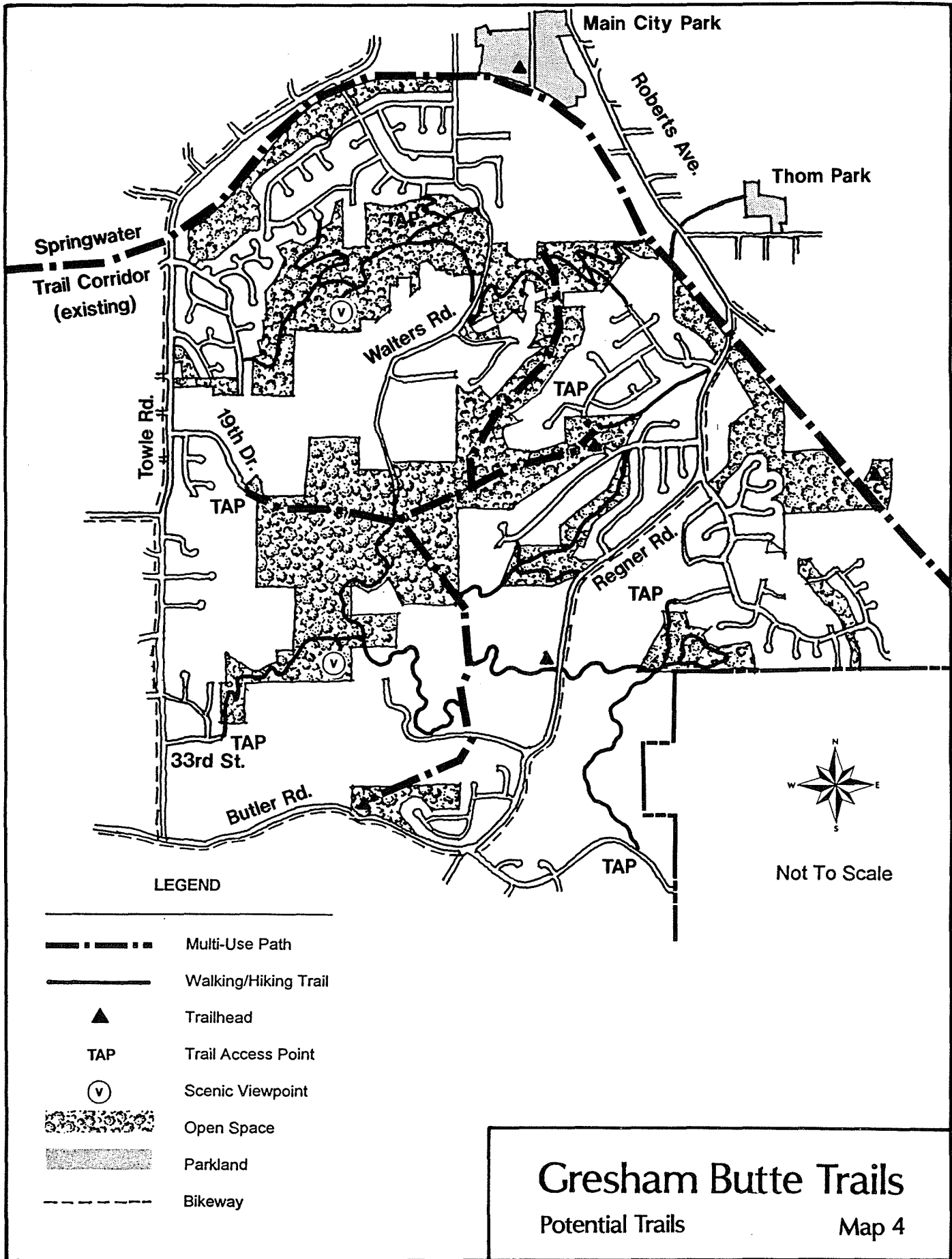
Gresham Butte

It is recommended that the multi-use path proposed along the south face of Gresham Butte be developed as part of the first phase of trail construction. This multi-use path will primarily follow the alignment of old logging roads to minimize erosion and drainage problems. This path will provide access for fire, police, and emergency response vehicles to respond to emergencies which may occur in this area. The path will be widened at locations where space and topography allow to provide turnaround area for fire trucks.

It is also recommended that Gresham Butte's network of paths and trails interconnect and loop through existing public open space land and accessway easements. Additionally, loop trail opportunities should be pursued as the City acquires new open space lands and dedicated easements, especially along the west slope of this butte.



View Towards Columbia River Gorge from Gresham Butte





View from Jenne Butte looking north

Jenne Butte Trails

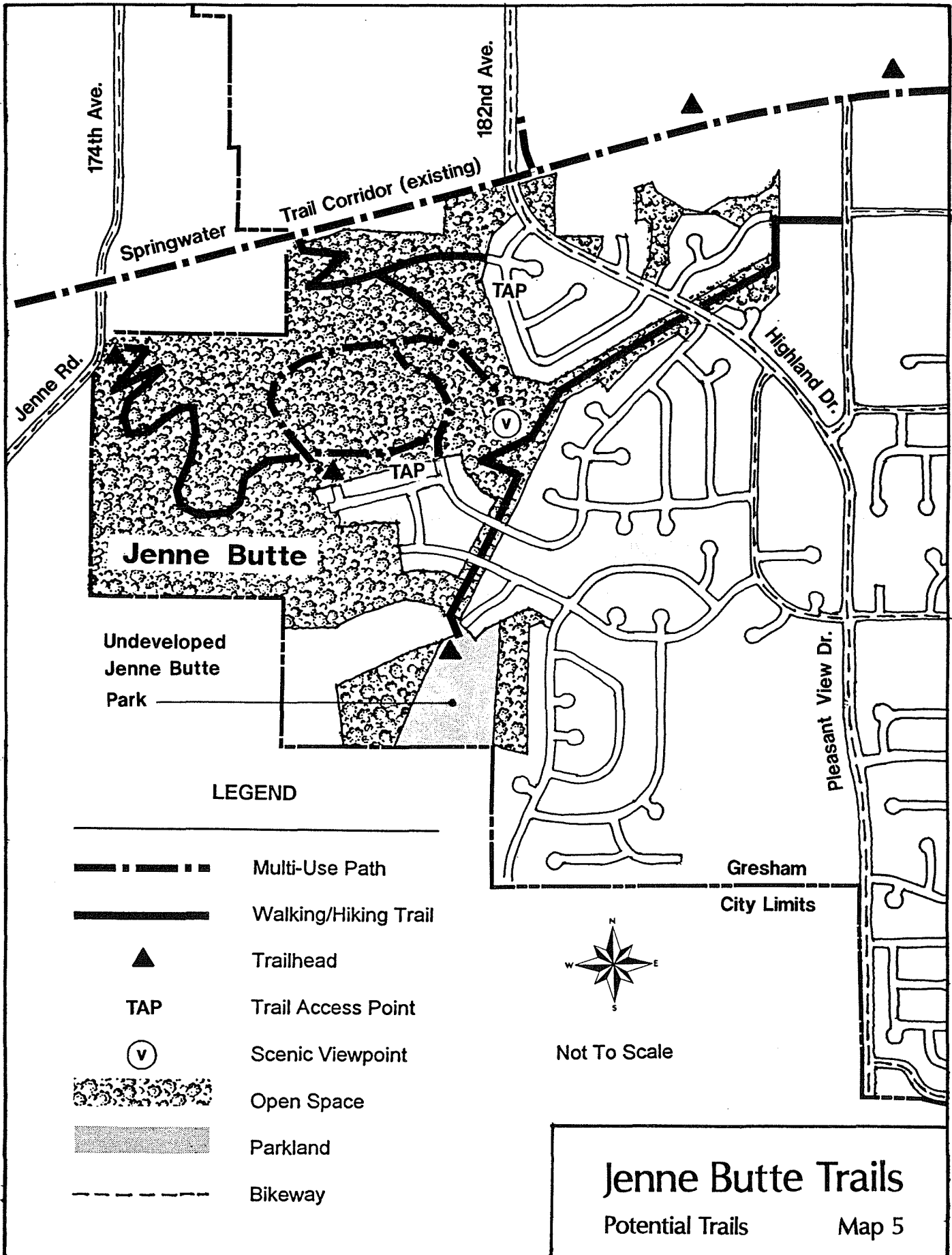
*Climb the mountains and
get their good tidings.
Nature's peace will flow into
you as sunshine flows into
trees. The winds will blow
their freshness into you, and
the storms their energy,
while cares will drop off like
autumn leaves.*

-John Muir, Naturalist

Jenne Butte will be the location of a paved handicap accessible loop trail and scenic viewpoint. A larger walking/hiking trail loop within the existing power-line corridor will allow hikers to connect with the Springwater Trail Corridor and to Jenne Butte Neighborhood Park. Trail users will be able to stroll through an upland forest of red alders and an understory of native swordferns, a unique landscape which is unlike that found on Gresham or Grant Butte.

As shown on Map 4, the multi-use path proposed on the north face of Jenne Butte will be a loop trail designed to accommodate all users including the disabled and the elderly. Walking/hiking loop trails will connect to the

Springwater Trail Corridor and to Jenne Butte Neighborhood Park. Plantings will be provided to buffer neighboring homes from these public paths and trails. Trailheads are recommended at three locations to distribute vehicular parking for trail users. The trailhead off Jenne Road will also serve users of the Springwater Trail Corridor. A scenic viewpoint will also provide an opportunity to view the downtown Gresham business district and beyond to the scenic Columbia River Gorge.



174th Ave.

182nd Ave.

Springwater

Trail Corridor (existing)

Jenne Rd.

TAP

Highland Dr.

Jenne Butte






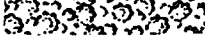


Undeveloped
Jenne Butte
Park

TAP

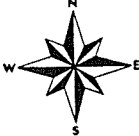
V

Pleasant View Dr.

LEGEND

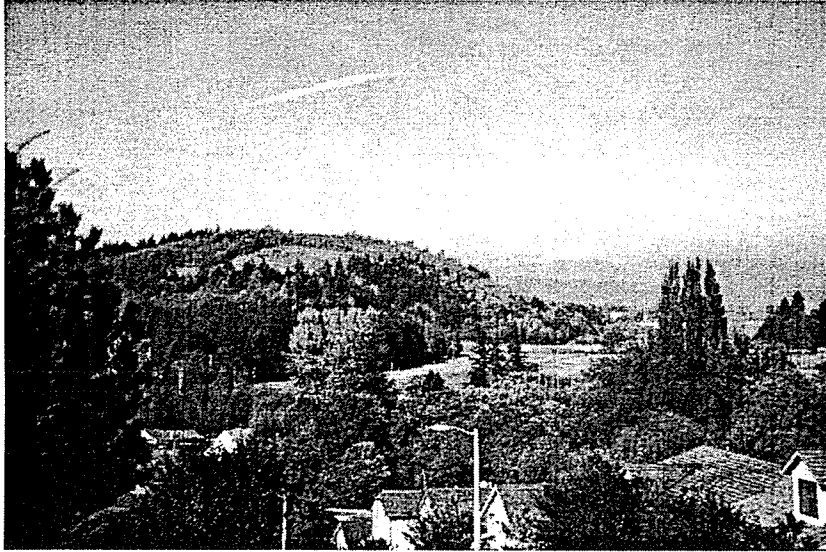
-  Multi-Use Path
-  Walking/Hiking Trail
-  Trailhead
-  Trail Access Point
-  Scenic Viewpoint
-  Open Space
-  Parkland
-  Bikeway

Gresham
City Limits



Not To Scale

Jenne Butte Trails
Potential Trails Map 5



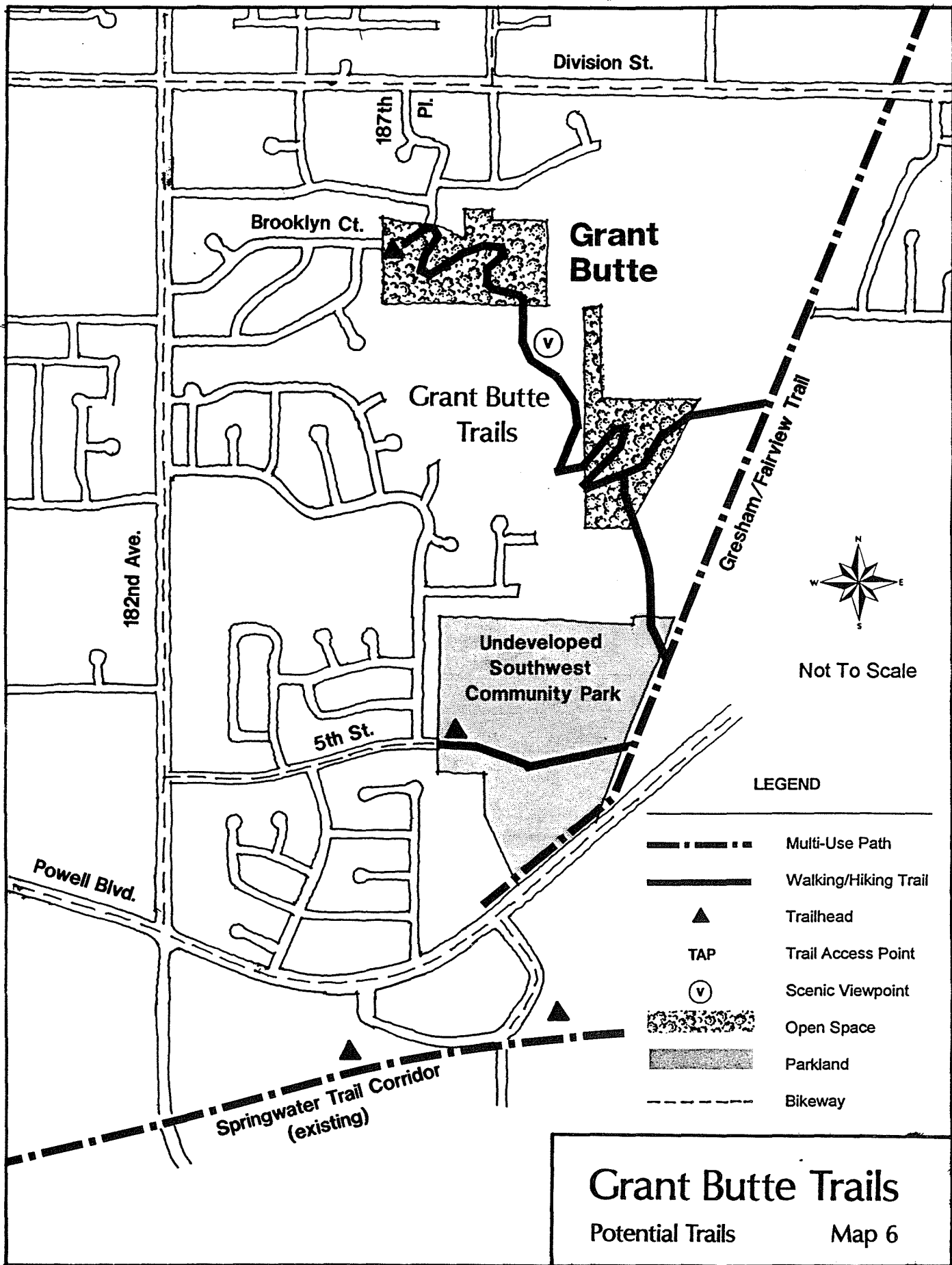
View of Grant Butte

Grant Butte Trails

Grant Butte's north face avoided some of the extreme logging the other buttes endured, and thus, is predominantly conifers with an understory of native swordferns. Views from the top of this butte are to the south towards Jenne and Gresham Butte.

Walking/hiking trails are proposed through City-owned open space and water reservoir parcels, as shown on Map 5. It is recommended the Grant Butte trails connect to the Gresham/Fairview trail and the proposed Southwest Community Park.

Other recommended trail facilities include trailhead parking with vehicular access from SE Brooklyn Court, a scenic viewpoint near the top of Grant Butte, and trail signage.



Butler Creek Greenway Trails

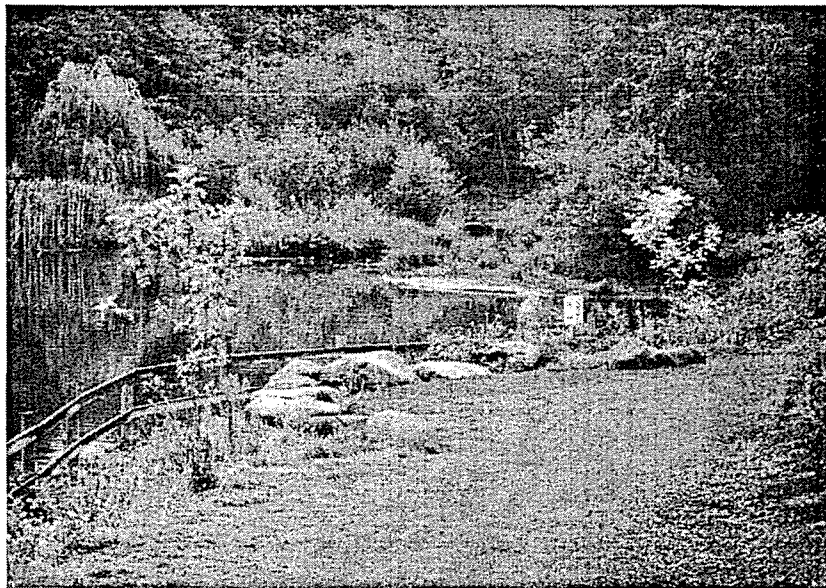
It is recommended that initial trail improvements focus on the existing Butler Creek Trail and trail access points and on construction of a trail extension northward to connect with the Springwater Trail Corridor. The existing trail and potential trail improvements are shown on Map 6.

The existing trail within the Butler Creek Greenway is in need of major repairs to resolve drainage and erosion problems and to discourage illegal activities and vandalism. Physical improvements that have been identified by the Butler Creek Greenway Citizen Committee and City staff include:

- ❧ Improve some of the trail access points and eliminate others.
- ❧ Provide signage or other visual cues to indicate access points.
- ❧ Establish vegetative screening in selected locations where buffer is absent between greenway and homes.
- ❧ Improve path for safety and to facilitate patrolling; remove tripping points and improve drainage where needed.

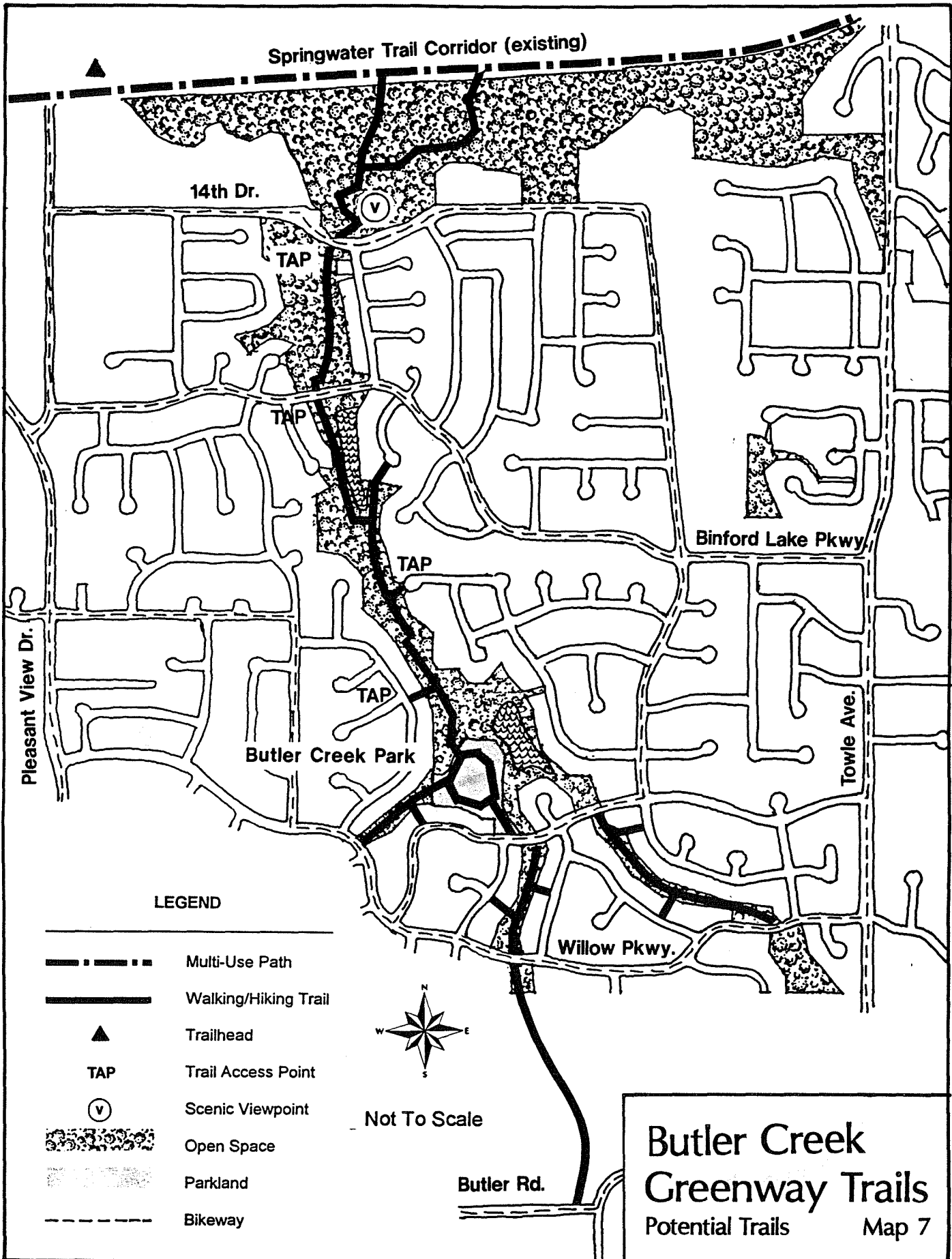
- ❧ Improve storm drain outlet near pedestrian footbridge to remove safety hazard.

It is recommended that these corrective actions be a part of the first phase of trail improvement projects.



Butler Creek Greenway Trail

The Butler Creek trail extension to the Springwater Trail Corridor will include construction of pedestrian footbridges over Butler and Johnson Creek and a scenic viewpoint on the north bank of Johnson Creek.



Kelly Creek Greenway Trails

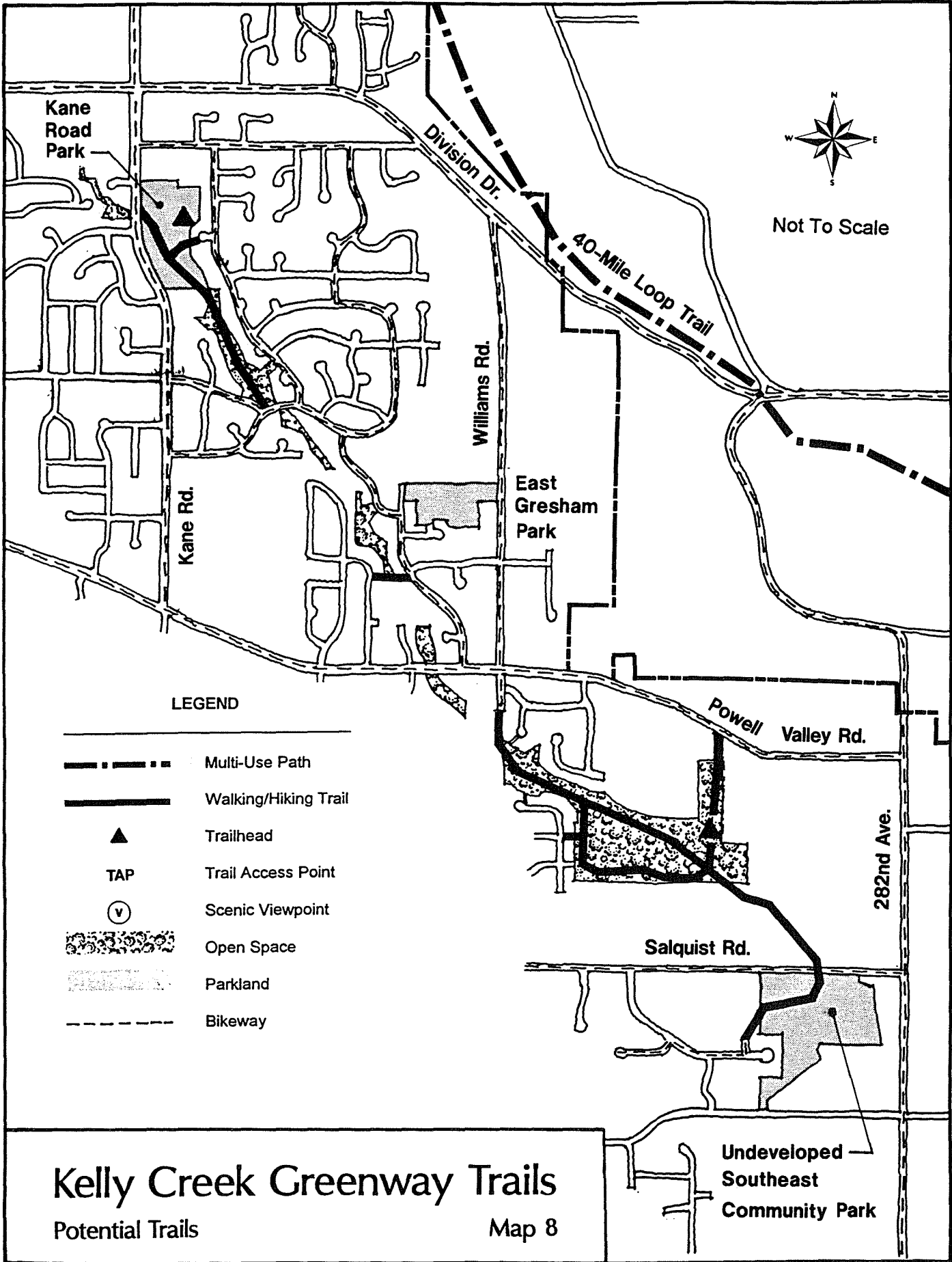
The trails within the Kelly Creek Greenway will be primarily walking/hiking trails. The open space parcels within the Kelly Creek watershed are not contiguous and in some locations too steep and narrow to accommodate trails. Where possible, sidewalks and streets will need to be the connectors between these trail segments.

A multi-use path will be part of the City's stormwater detention pond project. Coordination with the City's Stormwater Division is es-

sential. As an element of future stormwater improvement projects, the City will be constructing walking/hiking trails in the Kelly Creek greenway between Salquist Road and Powell Valley Road. In addition, a walking/hiking trail is recommended for Kane Road Neighborhood Park and the adjacent open space parcel south to SE El Camino Drive. A half to one mile length of trail is proposed along this greenway to connect with the future Southeast Community Park, as shown on Map 7.



Kelly Creek Greenway



Gresham/Fairview Trail

The Gresham/Fairview Trail will be a multi-use path approximately 5.2-miles in length and will serve as a major 'north/south' trail connector between the Springwater Trail Corridor and the 40-Mile Loop trail and Blue Lake Park.

The range of trail activities will include walking, hiking, running, bicycling and horseback riding. This trail will also accommodate commuters, wheelchairs, strollers, maintenance vehicles, and emergency vehicles. This multi-use path will be 10 to 12 feet in width and constructed of asphalt paving and compacted crushed rock. It will be designed to accommodate police, fire and emergency response vehicles, and trail maintenance service vehicles. Turn-arounds and access points suitable for emergency vehicles will be provided as feasible.

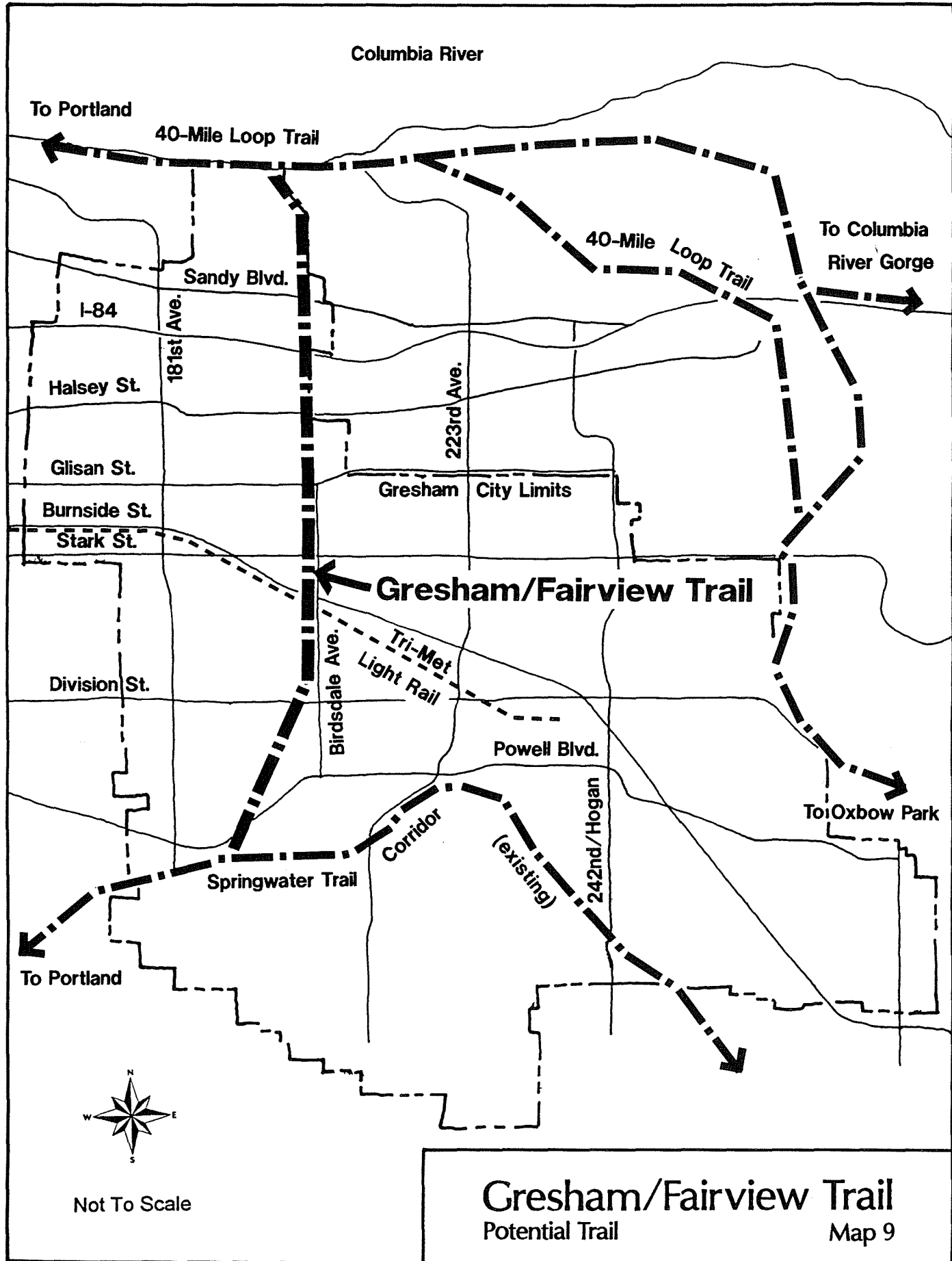
The Gresham/Fairview Trail will need to provide for safe pedestrian crossings at a number of major arterial streets (Division, Stark, Burnside, Glisan, and Halsey), the Tri-Met light-rail transit tracks, and also below the Banfield Freeway



Fairview Creek Greenway

I-84 and the Burlington Northern Railroad track. The design and construction of this trail will need to be coordinated with the City Transportation Division, Multnomah County Department of Transportation, Tri-Met, and ODOT.

The City will need to gain access of the Gresham/Fairview Trail as shown on Map 8. This corridor is currently owned by Portland General Electric, Tri-Met, and several private landowners. It is recommended that the City expedite its efforts to obtain access easements or negotiate and acquire the properties within this corridor.



Gresham/Fairview Trail
 Potential Trail
 Map 9

Nedaka Open Space Trail

A walking/hiking loop trail is proposed for Nedaka open space, a ten-acre parcel of land formerly known as the Campfire property. This open space parcel is located in the Wilkes East Neighborhood District of northwest Gresham, just north of NE Glisan Street and west of NE 178th Avenue.

As shown on Map 9, this proposed nature trail will provide nearby neighborhood residents of Northwest Gresham with easy pedestrian access. In concept, this

will be a looped trail system with connectors to the nearby residential streets. Because this property is relatively level, the proposed trail and trail-related facilities will accommodate a wide range of users including people with disabilities, small children, and the elderly. This wooded site has high potential for outdoor education classes. Orientation, regulatory, and interpretive signage will be installed at appropriate locations along the trail.

The City will need to involve the nearby residents and landowners to identify their needs and concerns and to refine the trail design. The issue of whether street improvements are required along the NE Pacific Street frontage needs to be determined during the development process.



Nedaka Open Space Property

Columbia View Park

Glisan St.


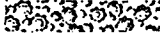


Burnside St.

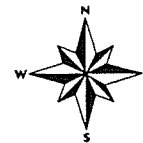
172nd Ave.

Pat Pfeifer Park

181st Ave.

LEGEND

-  Walking/Hiking Trail
-  Open Space
-  Parkland
-  Bikeway



Not To Scale

Nedaka Open Space Trail

Potential Trails

Map 10

Springwater Trail Corridor

The Springwater Trail Corridor (STC) is the backbone of the Gresham Trails System. Many of the trails suggested in this master plan will tie into the STC to provide linkages and loop connections within the Gresham community and also with surrounding regional trail systems.

The STC, as shown on Map 11, is an existing developed multi-use path and is also the designated Johnson Creek greenway trail segment of Gresham's trails system. Significant trail improvements have already been completed by the City of Gresham prior to this master plan, as described in Chapter 4.

Additional STC improvements scheduled for construction include trailhead parking areas at Linnemann Junction, Main City Park, and SW 10th Street; reconstruction of Linnemann Station as a museum and interpretive center; wildlife habitat plantings; and other trailside amenities.



Existing STC Multi-use Path

It is anticipated that the existing trailhead parking areas along the Springwater Trail Corridor will be used by trail users to access the multi-use paths and walking/hiking trails proposed for Gresham Butte, Butler Creek, and Fairview Creek.

The Springwater Trail

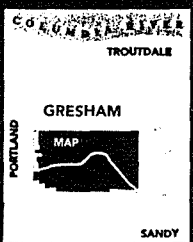
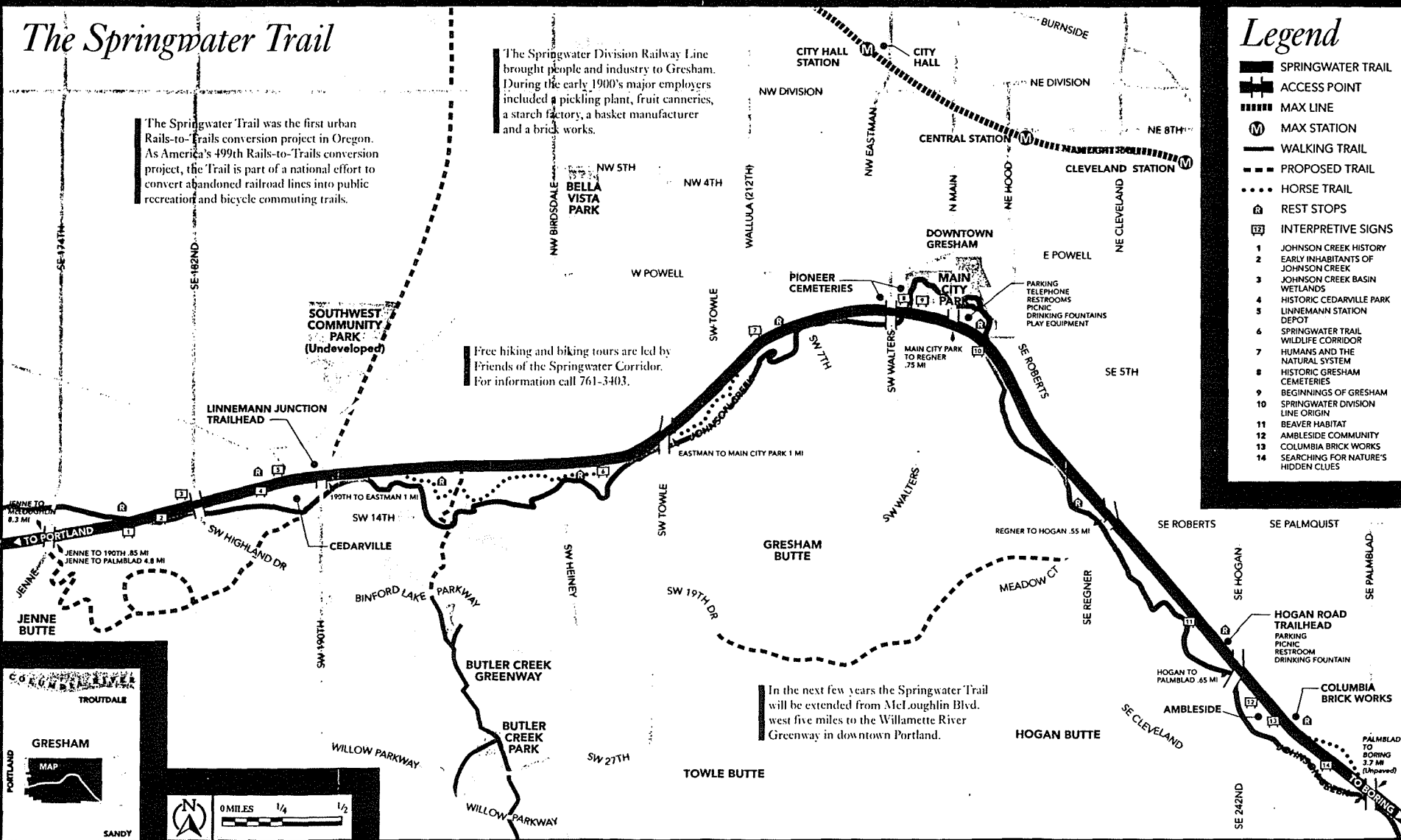
The Springwater Trail was the first urban RAILS-to-TRAILS conversion project in Oregon. As America's 499th RAILS-to-TRAILS conversion project, the Trail is part of a national effort to convert abandoned railroad lines into public recreation and bicycle commuting trails.

The Springwater Division Railway Line brought people and industry to Gresham. During the early 1900's major employers included a pickling plant, fruit canneries, a starch factory, a basket manufacturer and a brick works.

Free hiking and biking tours are led by Friends of the Springwater Corridor. For information call 761-3403.

In the next few years the Springwater Trail will be extended from McLoughlin Blvd. west five miles to the Willamette River Greenway in downtown Portland.

- ## Legend
- SPRINGWATER TRAIL
 - ACCESS POINT
 - MAX LINE
 - MAX STATION
 - WALKING TRAIL
 - PROPOSED TRAIL
 - HORSE TRAIL
 - REST STOPS
 - INTERPRETIVE SIGNS
 - 1 JOHNSON CREEK HISTORY
 - 2 EARLY INHABITANTS OF JOHNSON CREEK
 - 3 JOHNSON CREEK BASIN WETLANDS
 - 4 HISTORIC CEDARVILLE PARK
 - 5 LINNEMANN STATION DEPOT
 - 6 SPRINGWATER TRAIL WILDLIFE CORRIDOR
 - 7 HUMANS AND THE NATURAL SYSTEM
 - 8 HISTORIC GRESHAM CEMETERIES
 - 9 BEGINNINGS OF GRESHAM
 - 10 SPRINGWATER DIVISION LINE ORIGIN
 - 11 BEAVER HABITAT
 - 12 AMBLESIDE COMMUNITY
 - 13 COLUMBIA BRICK WORKS
 - 14 SEARCHING FOR NATURE'S HIDDEN CLUES



51

Map 11

Other Trails

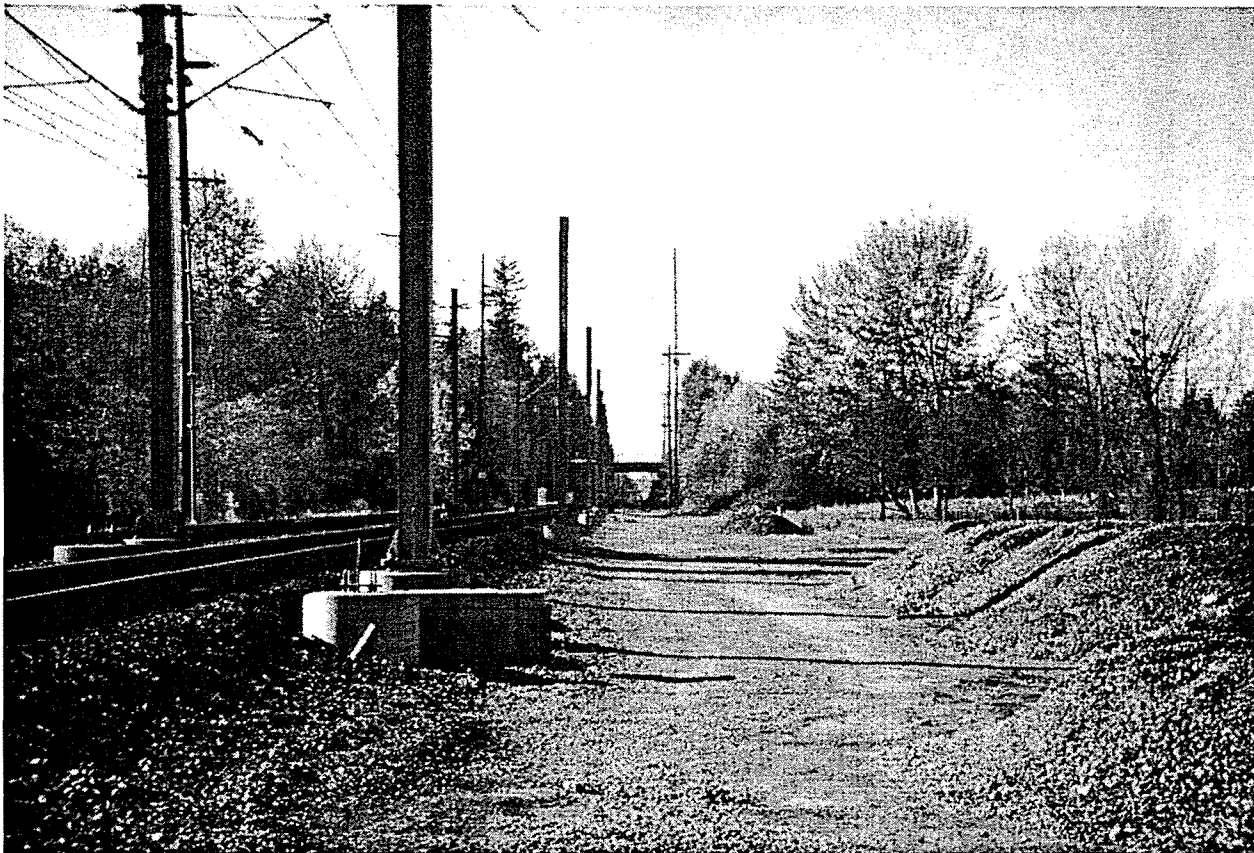
The trails master plan identifies a multi-use path along a portion of the light-rail transit corridor. The City is in the process of designing and constructing the first phase of its Gresham Ped-to-MAX improvements program. This project will improve pedestrian access to MAX stations within Gresham and encourage residents to use mass transit and reduce their automobile dependency.

A walking/hiking trail is proposed as a neighborhood connector for access to public open space on Hogan Butte in southeast Gresham. The location of this walking/hiking trail easement through privately owned property is schematic and subject to further discussions with the property owners.

In the future, other trails opportunities may become available which are not

identified in this Trails Master Plan. This Plan must be viewed as a dynamic and flexible document which can be modified by the City as needed to include other trail opportunities.

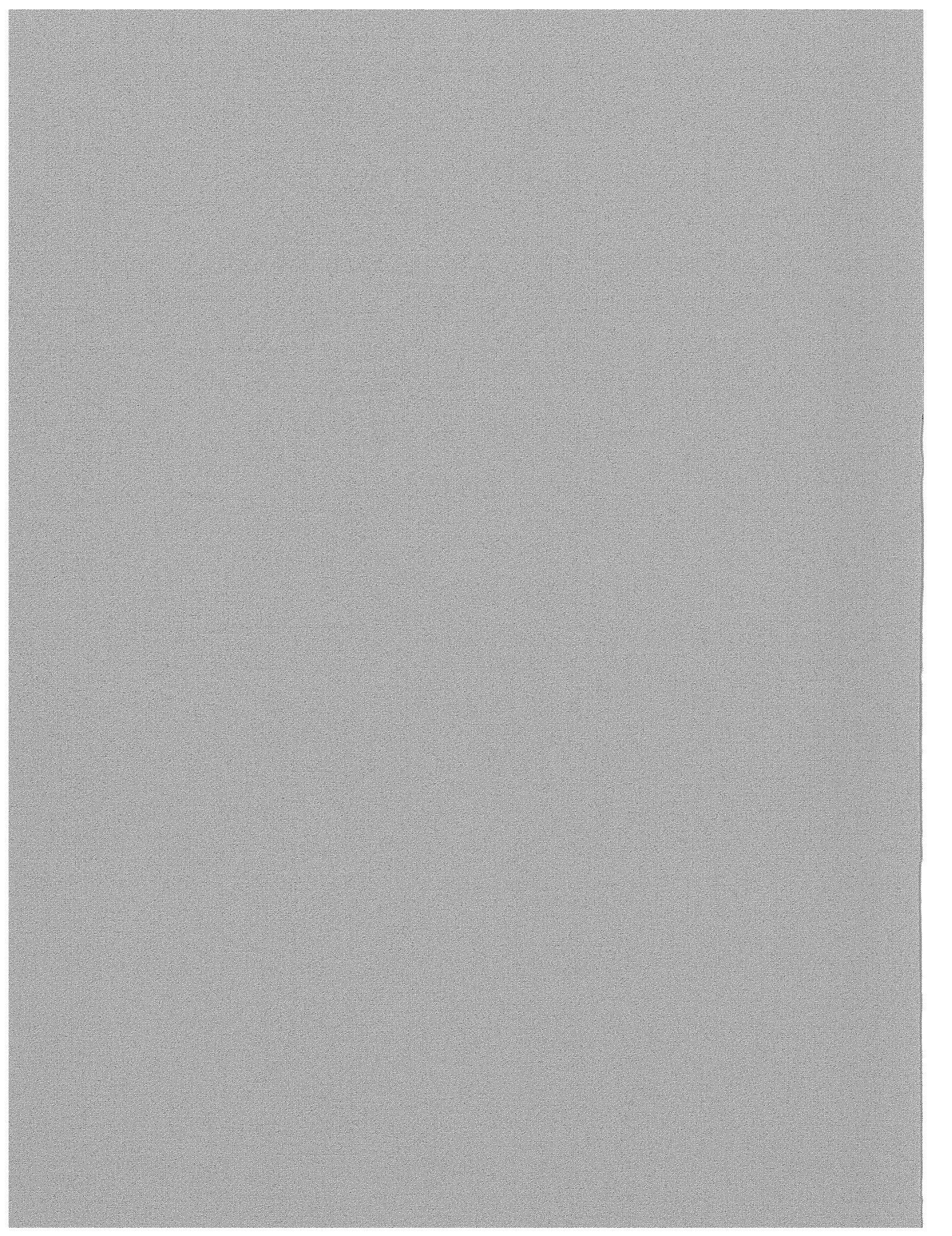
New trails may be added as the population grows, additional open space lands are acquired, and accessway easements are dedicated.



Gresham Ped-to-MAX Corridor

CHAPTER 9: TRAILS SIGNAGE

- ✦ Signage Overview
- ✦ Step 1: Visual Audit
- ✦ Step 2: Interpretive Planning
- ✦ Step 3: Signage Schedule
- ✦ Signage Types
 - Orientation Signage*
 - Regulatory Signage*
 - Environmental/Cultural Interpretive Signage*
- ✦ Signage Configurations
 - Orientation Signage*
 - Regulatory Signage*
 - Environmental/Cultural Interpretive Signage*



CHAPTER 9: TRAILS SIGNAGE



Common Snowberry
Symphoricarpos albus

Signage Overview

This *Trails Master Plan* provides for a complex network of nearly 27 miles of interconnected multi-use paths and walking/hiking trails within the City of Gresham. In addition to the obvious pedestrian and recreation uses, these trails and various trail-related facilities are intended to provide unique natural and cultural recreation opportunities for Gresham residents and visitors. Gresham's trails will link neighborhoods to open spaces, remnant natural areas, the historic downtown area, the City's many parks, and the Columbia River. Some trails will connect with other trails within a large, well-established regional trails system.

Signage will play a crucial role in ensuring the success-

ful use of Gresham's trails. Residents and visitors alike will require orientation, guidance, and information about permissible trail uses. Trail users will also appreciate interpretive information about the many natural and cultural features found along the various trail routes. Effective signage can provide for all of these needs. The development of flexible signage guidelines for implementing a comprehensive, uniform signing system is among the primary objectives of this trails planning effort. Since Gresham's trail system will be developed over the next fifteen to twenty years, these guidelines acknowledge the inevitability of evolution and allow for a process of adjustment and change.

Signage guidelines were developed as an integral part of the trails master planning effort. These signage guidelines are summarized in this Chapter and described in detail in a separate report, the *Gresham Trails Signage Guidelines*.

The *Signage Guidelines* provide for the development of three basic sign types that address orientation, regula-

tory and interpretive requirements. A common look or 'family resemblance' is created between sign types through the consistent application of a layout grid, typography, and a distinct color palette. This resemblance is further strengthened by a unique, flexible, modular frame/mounting system that allows signs to be installed in a variety of configurations at trailheads, major trail access points and along trail routes.

***This we know:
All things are connected,
like the blood which unites
one family. All things are
connected. Whatever befalls
the earth, befalls the sons of
the earth. Man did not
weave the web of life, he is
merely a strand in it.
Whatever he does to the web,
he does to himself.***

-Chief Seattle

Gresham's trail system will evolve over several years, and careful planning for the implementation of new trail signage will assume a significant role in the future success of the entire trail system. The signage guidelines developed as part of this master plan require the implementation of a three-step planning process:

Step 1: Visual Audit

Given the final route of a trail or trail segment, a survey should be conducted to identify various en route significant attributes and features. This process should also include an inventory of areas that need to be cleaned up (public or private), and it should identify locations, such as intersections, where 'sign clutter' may pose potential problems.

Step 2: Interpretive Planning

The trails provided for in the Gresham Trails Master Plan meander through many remnant natural areas and significant historic sites; they allow ample opportunity for the development of interpretive displays.

Since thematic interpretation is always more effective than the interpretation of random interesting features, the trail's route should be

compared closely with the 'Inventory of Historical and Biological Sites' which is attached to the *Gresham Trails Signage Guidelines*. This comparison will identify route-specific natural history and cultural history sites, and it will evoke appropriate interpretive themes (messages) and topics that may be used to develop interpretive signage. This survey will also help identify potential location for the placement of interpretive signage.

Step 3: Signage Schedule

Having conducted a visual audit and with an established interpretive plan, sign scheduling becomes a lineal process.

Identify the locations of all trailheads, major trail access points, and significant trail junctions. Using the *Signage Guidelines* determine the types of orientation, regulatory and interpretive signage required, and determine the most appropriate frame/mounting system configuration.

Identify the locations of all significant en route interpretive sites, and using the *Guidelines* determine the type of interpretive signage and frame/mounting systems required.

Identify the locations where en route orientation and regulatory signage is required, and using the *Guidelines* determine the types of signage and frame/mounting systems required.

Plot the locations of all signs on a map of the trail's route (1"=1200' minimum), and identify each sign with a symbol or code.

Verify the details of the map by walking the route and revise accordingly. Verify required sign types, configurations, and frame/mounting systems by comparison with the *Guidelines*. Actual sign placement locations may be identified on larger scale base prints and by using wood stakes at designated locations.

Create a matrix or schedule that identifies sign locations, types, sizes, configurations, and frame/mounting systems. This information may be used to generate trail signage construction bid documents.

Sign Types

The trails provided for in the *Gresham Trails Master Plan* will eventually result in a complex network of interconnected travel routes that will also eventually connect with an equally complex regional trails system. In addition, many of these trails will accommodate a diversity of activities. Because of the trail system's complexity and multi-use orientation, three basic sign types are recommended: **orientation, regulatory, and interpretive signs**. The following describes these three basic sign types.

Orientation Signage

Successful trail use is always contingent upon effective, easy-to-understand, map-based, wayfinding or orientation signage. Orientation signage for Gresham's trails should consist of at least three distinct sign types:

Regional Trails Orientation Signage

This type of sign will be installed at all trailheads and at major trail access points. These generic, large format signs (36" x 36") should present a regional map that identifies the trail user's current location within the context of Gresham's Trails System and the existing re-

gional trails system.

Trail-Specific Orientation Signage

Trailheads and major trail access points should also present map-based signs that depict the trail user's current location, the route of the subject trail, and significant en route features. These trail-specific orientation signs should identify three levels of trail accessibility (easy, moderate, or challenging). This will assist trail enthusiasts in selecting a trail or trails which best fits their physical capabilities and desired level of exercise, prior to starting out on their trail experience. This signage should be identical for all sites along the same trail or trail segment and may be presented in large format (36" x 36") or smaller formats (18" x 36" or 18" x 18").

Trailside Orientation Signage

Many of the trails scheduled for construction in the *Gresham Trails Master Plan* are interconnected en route. Nearly all of these trails are criss-crossed by game trails or well-defined, user-established pathways. Because of this, simple, en route trail identification signage should be installed at all major trail

junctions. This signage should identify the subject trails or endpoint destinations by indicating appropriate directions; they may also present distance information. In addition, en route, trailside distance markers may be installed.


Regulatory Signage

The multi-use paths and walking/hiking trails provided for in the *Gresham Trails Master Plan* will accommodate a diversity of activities. Because some potential trail uses may be mutually exclusive, or at least incompatible, trail users will need to know the allowable uses of trails among other important facts. Regulatory signs should consist of at least two sign types:

General Regulatory Signage

General regulatory information should be installed at all trailheads and major trail access points. This sign type, which may be presented in large (18" x 36") or small (18" x 18") format, should address appropriate City of Gresham regulations pertaining to hours of permissible use, allowed trail uses, trail condition and length (the general level of


accessibility for persons with disabilities), and required standards of trail courtesy or etiquette.

 *Site-Specific Regulatory Signage*


Site-specific regulatory signage should be installed at all en route locations where such regulation is necessary. This type of signage, which may be presented in small format (18" x 18" or 9" x 9"), should be used, for example, to remind trail users not to short-cut off the trail at switchbacks, pick wildflowers, disturb wildlife, or trespass, as well as to identify potential hazards.

Environmental/Cultural Interpretive Signage

The trails provided for in the *Gresham Trails Master Plan* meander through many remnant natural areas and historic sites, and they allow unique opportunities to address the community's development's past, present and future. Interpretive signage will, therefore, be installed at select significant environmental and cultural sites along the trails. Interpretive signage should consist of two distinct sign types:

 *Trailhead Interpretive Signage*

This type of sign should be installed at all trailheads and at major trail access points. These signs, which may be presented in large format (36" x 36") or smaller format (18" x 36"), will introduce an interpretive theme or message appropriate for the trail.

 *Trailside Interpretive Signage*

Significant environmental and cultural sites along the trails should be highlighted with trailside interpretive signage. These signs, which may be presented in large (18" x 36") or small (18" x 18") format, should address

site-specific environmental or cultural history topics.

Sign Configurations

Because of the diversity of the environment and multiple access points to the trails, the sign system uses a modular design approach. This allows each sign installation can be fine-tuned to a

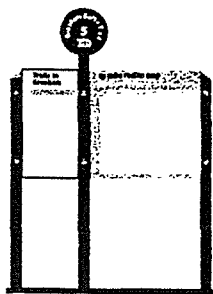
specific location, while maintaining the integrity of the system.

The basic design component of the system is a 9" x 9" square and a multiplication thereof. Since graphics and typography are proportional to the panel size, a

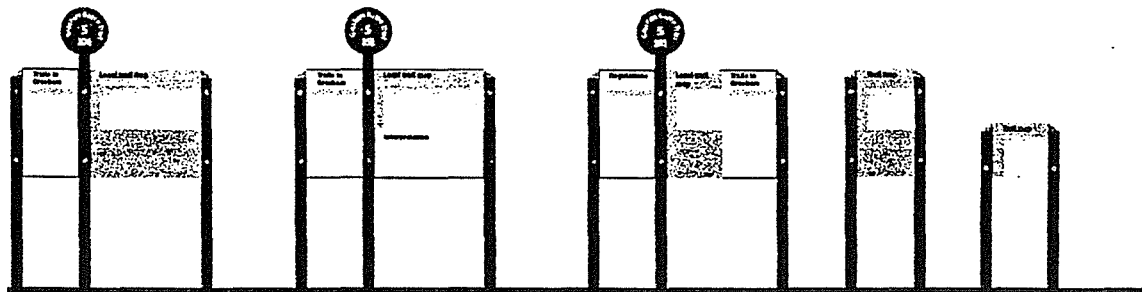
pleasing and unifying system is created. Panel sizes can be 9" x 9", 18" x 18", 18" x 36", or 36" x 36".

Each sign type can be mounted in a variety of ways, depending on the amount of information that needs to be displayed, the importance of the location, and physical space available. Since the system is modular in format, it allows

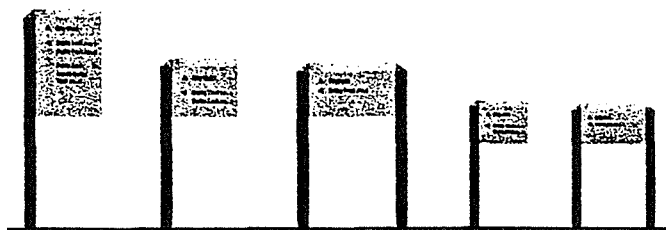
Orientation Signage



1. General Orientation Signage (O-1)



2. Trail-Specific Orientation Signage (O-2)

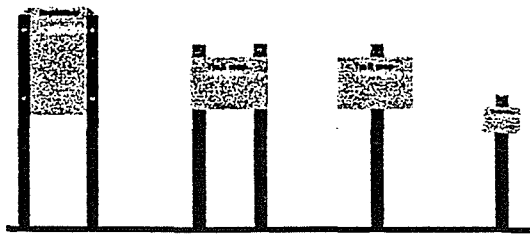


3. En Route Orientation Signage (O-3)

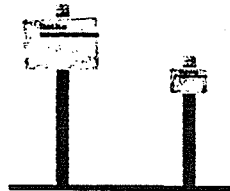
Regulatory Signage



1. General Regulatory

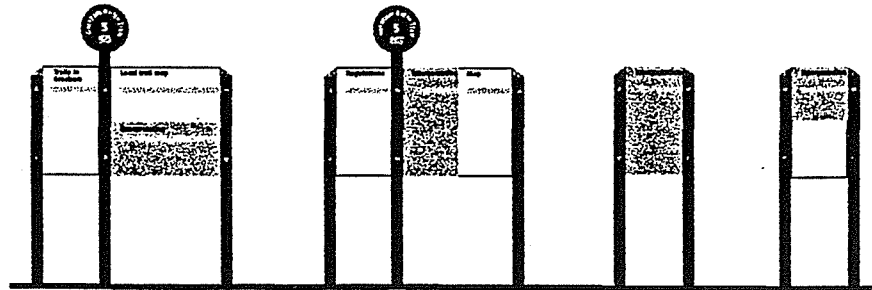


2. En Route Regulatory Signage



3. Notice, Warning and Prohibition Signage

Cultural Interpretive Signage













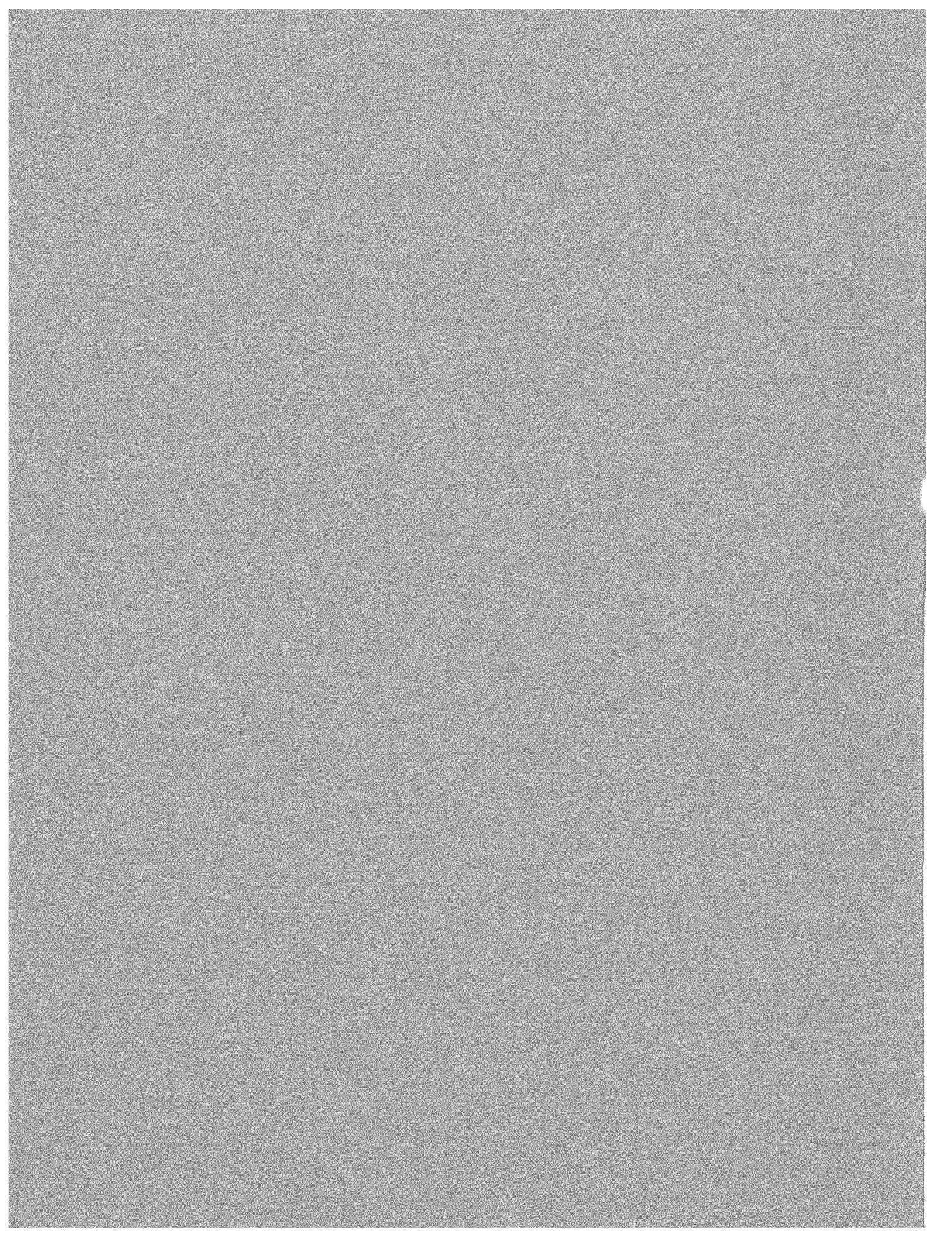
1. General Thematic Interpretive Signage



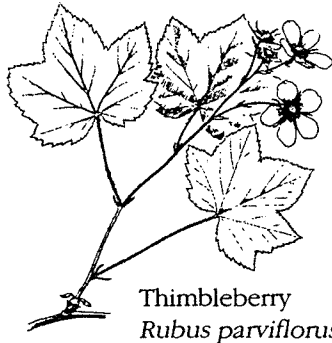
2. En Route Interpretive Signage

CHAPTER 10: TRAILS MANAGEMENT AND MAINTENANCE

-  Management and Maintenance Strategy
-  Public Safety
-  Crime Prevention and Policing
-  Fire Protection and Emergency Access
-  Natural Resource Protection
-  Litter and Vandalism Control
-  Vegetation Management
-  Volunteer Participation Program
-  Management and Maintenance Staffing
-  Parking for Trail Users



CHAPTER 10: TRAILS MANAGEMENT AND MAINTENANCE



Thimbleberry
Rubus parviflorus

Management and Maintenance Strategy

The Gresham Parks & Recreation Division, Department of Environmental Services is the lead agency responsible for the management of open space lands, development, maintenance, and operations of trail-related facilities, park and recreation facilities, and recreation services within the Gresham City limits. The Division is responsible for coordinating trail efforts with other internal City departments, working with citizens, neighborhood associations, community organizations, private interests and other governmental agencies and organizations outside the City.

The goals of the trail management and maintenance strategy are to maintain the functional use of trails, pro-

vide for fire mitigation, eliminate potential hazards, provide for public safety, protect natural resources, and maintain the aesthetic quality of the trails environment.

The trail management and maintenance strategy recommendations are as follows:

- ❧ Conduct regular inspections and maintenance of trails to identify and correct existing or potential problems, ensure public safety and minimize the City's liability. The frequency of trail inspections and maintenance will be dependent on the seasons, weather conditions, amount of trail usage, and staff availability.
- ❧ Clear fallen trees and control trailside vegetation within 20 feet along each side of trails to reduce the chance of fire and as part of the vegetation management effort. Vegetation management is essential to trail maintenance and is discussed in further detail later in this chapter.
- ❧ Clear culverts and drain inlets of obstructions to reduce the chance of water damage.
- ❧ Provide resurfacing of asphalt paved, crushed rock, and unpaved trails as needed to maintain trail stability. Wood chips are not recommended as a resurfacing material except in special situations due to high cost of installation and maintenance. Special situations include areas affected by seasonal drainage and erosion.
- ❧ Prior to completion of the first phase of trail improvements, identify one staff member to be responsible for open space and trail management and maintenance. Expand the staff as required to maintain a satisfactory level of service for trails as they are developed.
- ❧ Establish a Trails Management and Maintenance Manual of policies, procedures and recordkeeping for the inspection and maintenance of developed trails, trail facilities, and trail corridors on a regular basis by the City staff.

- ✦ Prepare written policies and procedures to guide the maintenance efforts of volunteers, community service groups, and work crews.
- ✦ Identify maintenance tasks that can be performed more cost effectively by contracting with private maintenance service providers.
- ✦ Conform to the National Recreation and Park Association's Park Maintenance Standards, as stated in the 1996 Gresham Parks, Recreation and Open Space Master Plan.

Public Safety

Public safety issues related to police and fire were the major concerns of Gresham citizens who attended the trails planning public meetings, especially neighborhood residents whose homes are in close proximity to the proposed trail corridors.

The major issues of public safety concern, namely *Crime Prevention and Policing* and *Fire Prevention and Emergency Access*, are addressed in further detail as follows:

Crime Prevention and Policing

The Gresham Police Department is the primary law enforcement authority with jurisdiction over all public trails within the City. Police officers will patrol trail facilities, based on seasons and available resources, by focusing on trailheads, road crossings, and responding to calls for assistance.

Multi-use paths will be designed to accommodate access by police patrol cars, off-road motorcycles, and emergency vehicles. Walking/hiking trails that are anticipated to be patrolled by the police will be designed to accommodate off-road motorcycles. Off-road motorcycles allow the department to utilize the least number of officers to cover the greatest area and have been used by the department for the past three years to patrol existing trails in Gresham. Patrolling of trails by officers on off-road motorcycles will be random and more frequently at problem areas.

The Police Department also had an effective community inclusion program. The Citizen Park Ambassador program model, which provided training to citizen volunteers who perform

park patrol duties during their regular park visits, was developed through the Police Department as a joint program with the Parks and Recreation Division. This community inclusion program should be reinstated as funding permits.

The Parks and Recreation Division also conducted a successful Park Host program, which is contracted to a private security firm. The Park Host program has focused on parks and the Springwater Trail Corridor. The Park Host program needs to be reinstated and expanded, as funding permits, to include patrolling new trails as they are developed and locking trailhead gates at sunset.

In addition to police patrols and community inclusion programs, it will be important that the Parks and Recreation Division work closely with the local school districts to help educate students of all ages on the value of open spaces, greenways, and trails and how they can help preserve and enhance these valuable public resources.

Fire Protection and Emergency Access

The issues of providing for fire protection and emergency access were of major concern for residents and public agencies with regard to open space, greenways, and public trails. Throughout this trails planning process, the Parks and Recreation Division coordinated closely with the Gresham Fire Department on locating and designing multi-use paths and walking/hiking trails to allow for fire and emergency vehicle access to Gresham's open space and greenways.

The Fire Department views the paths and trails as an advantage to their ability to respond to fires and emergencies. Both the multi-use paths and walking/hiking trails will provide access for wild land firefighting and will also serve as pre-built fire breaks that can be used as fire control points.

The multi-use paths will be designed to accommodate access by pick-up size firefighting and emergency response vehicles. The Fire Department anticipates the multi-use paths will accommodate several of their smaller response vehicles, including their Brush Fire

vehicle, a 4-wheel drive vehicle driven by their on-duty Shift Coordinator and by ambulances. Vehicular turnaround points will be provided along the longer stretches of the multi-use paths to facilitate rapid egress. Locked gates, placed at trailheads to multi-use paths, will be keyed in order to allow firefighting and emergency response vehicles easy access in the event of an emergency. Distance markers with reflective paint or surfacing will also be installed at quarter-mile intervals to inform trail users of their general location and as a location reference in case of emergencies.

As part of their regular trails maintenance work, trail maintenance staff will remove fallen trees within 20 feet along either side of trails and feasible combustible materials and debris which may provide potential sources of fires. Regulation signs will also be posted to inform trail users that cigarette smoking, open fires, and fireworks are prohibited trail activities.

Natural Resource Protection

Trails are proposed for open space lands on Gresham's buttes and waterways. These buttes and wa-

terways provide a diverse habitat for birds, mammals, reptiles, amphibians and insects. Trails will be located, designed and installed so as to minimize disturbance to the surrounding natural environment. Factors to be considered include avoiding riparian and other natural resource areas, avoiding steep slopes, minimizing removal of trees, and minimizing grading and drainage impact.

Where trails are located in areas designated as Hillside Constraint, Floodplain or Natural Resource District, the City must comply with all of the City of Gresham development codes governing development in these special purpose districts. These districts and their required reports are described in Chapter 5: Trail Development Code Requirements. In addition, the City must comply with Oregon Department of State Lands and U.S. Army Corps of Engineers regulations concerning development in wetlands and waterways.

Natural resource monitoring will be conducted as deemed necessary to evaluate conditions and determine whether management, maintenance, and environmental education programs are effective in addressing environmental impacts and user conflicts associated with trails and trail use.

As part of the regular maintenance inspection program, bridges and culverts will be inspected for damage and clogging. Any debris which may cause an obstruction to the drainage flow will be immediately removed.

Litter and Vandalism Control

Regular inspections and maintenance are important to control litter and vandalism. Litter receptacles will be provided as part of public facilities at designated trailheads as necessary. Park maintenance staff or contracted maintenance providers will be responsible for collecting litter from these receptacles during their inspection trips. The maintenance staff will also collect major illegal dumping of refuse at the trailheads, trail access points, scenic viewpoints, and along trail corridors on an as-needed basis. In support of the City staff, clean-up work parties of volunteers from the commu-

nity should continue to be organized as part of the existing volunteer effort of the Division.

The most effective deterrent to vandalism is to encourage hiking and proper use of the trails. A steady stream of trail users discourages illegal activities. Encouraging trail clubs, families and individual hikers to use the trails is an important component of keeping vandalism at a minimum.

Vandalism control will need constant attention by the City staff, trail users, and nearby residents. Graffiti and destruction of trail facilities must be cleared as soon as possible. Patrols by the Gresham Police, Citizen Ambassadors, and Park Hosts. The City maintenance staff will also help to reduce the opportunities for vandalism. Users and adjacent property owners who witness illegal activities should contact the police at 911. This information will be posted on trail use regulation signs.

Vegetation Management

The appropriate management of vegetation along trail corridors will be essential for trail usability, public safety, and wildlife habitat preservation.

The existing native vegetation along trails through natural open spaces and greenways of Gresham's buttes and waterways will be managed and maintained to support important wildlife habitat, watershed protection, and aesthetic benefits.

The trail maintenance staff will remove dangerous trees within 20 feet along both sides of trails that may adversely impact trail use or pose a threat to the community. They will also remove fallen trees trails and other combustible materials and debris within 20 feet along both sides of which may provide potential sources of fires. Trees and low-growing vegetation will be maintained to preserve views from the scenic viewpoints and other viewsheds along paths and trails. Trees in view shed areas may have branches thinned to retain views.

The dominant weeds that need to be controlled along trail corridors include the Himalayan blackberry and English ivy. These weeds are undesirable non-native plants that are highly invasive and must be controlled through a periodic maintenance work program. Blackberries should be controlled by applying a herbicide (Cross Bow or

appropriate substitute) in the fall and by pruning back from trails in spring and summer. Blackberries should be removed within the 20 foot wide fire safety zone along each side of trails. Ivy should be removed by hand and cutters at least twice a year where necessary to keep the trail surfaces clear of obstruction, and to keep ivy out of trees.

Replanting of any trailside areas will be done with native species to preserve the natural character of the nearby trail environment. Approved native plant species are described in Appendix H.

Volunteer Participation Program

The Parks and Recreation Division will solicit and involve residents and community service groups interested in promoting, supporting, building, and maintaining trails. Volunteer activities might include:

- ✦ Removal of litter and graffiti along trails
- ✦ Patrolling for crime prevention and public safety
- ✦ Removal of undesirable vegetation (blackberry and ivy) adjacent to trails

- ✦ Brush clearing and building of walking/hiking trails
- ✦ Special projects such as restoration of historic holly orchards on Gresham Butte
- ✦ Attending public meetings to promote and support trails

Management and Maintenance Staffing

Adequate staff is essential for the successful management and maintenance of trails and trail facilities. Currently, maintenance of trails, parks, recreation facilities, and open space is the responsibility of the Parks and Recreation Division’s Operations supervisor, seven full-time public utility workers, and two seasonal half-time workers. As Gresham’s trails system expands, its management and maintenance staff will also need to be expanded and organized to meet the future needs and challenges of Gresham’s trails system and to maintain its level of service.

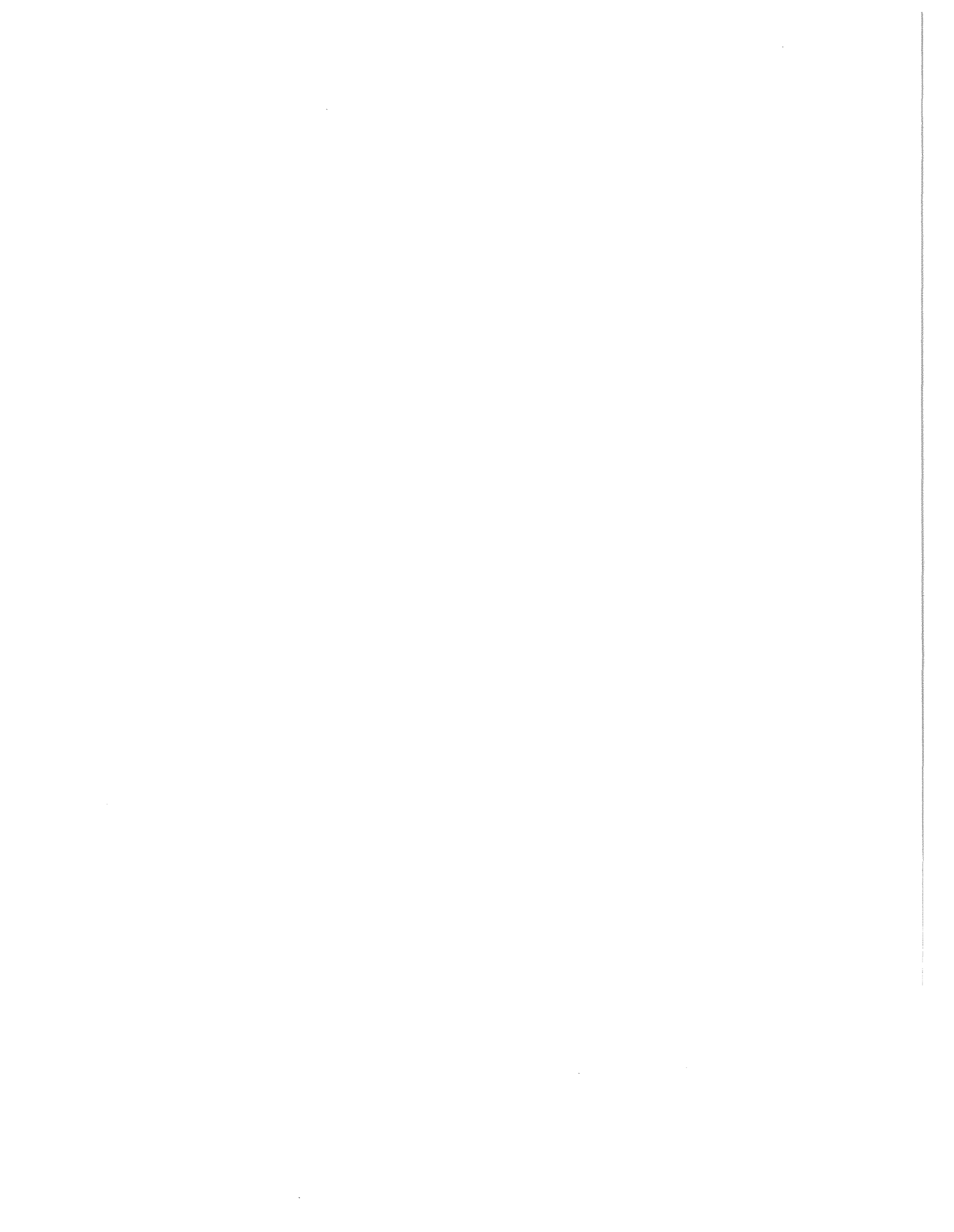
Upon completion of the Phase 1 trails, one staff member should be given the responsibility for open space and trail maintenance and management.

In addition, the Parks and Recreation Division should look for partnership opportunities with other City agencies such as the Stormwater and Transportation Divisions of the Department of Environmental Services to maximize efficiencies of City resources and funds.




Parking for Trail Users

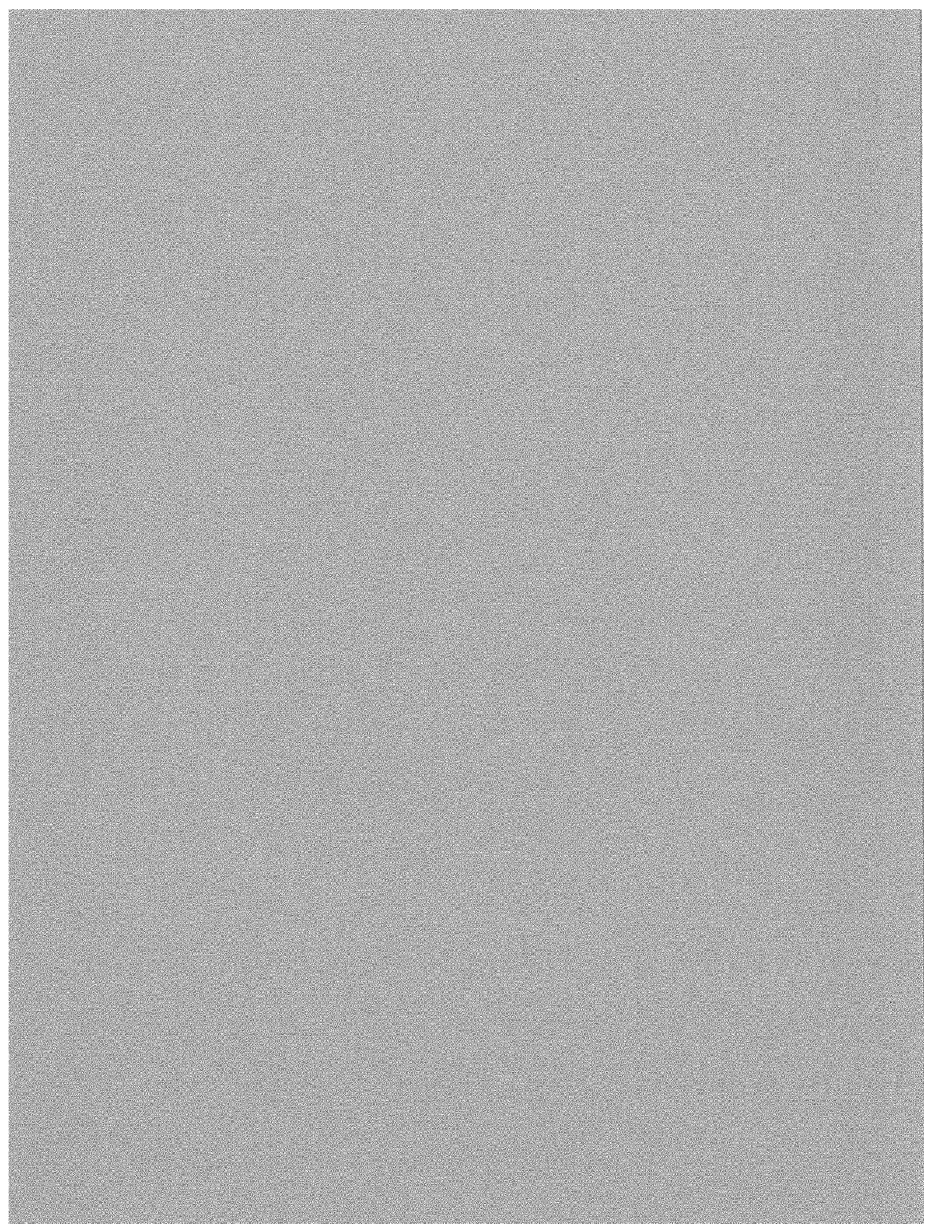
Off-street parking for trail users will be provided at trailheads. These trailheads have been strategically located to provide easy access to trails. Trail access points are intended for neighbor use only, with trail users walking or bicycling to the trail.

Trail users will be encouraged to park their vehicles at trailheads instead of parking along public streets, especially in residential neighborhoods. If on-street parking for trail use becomes a problem, signs will be posted to suggest people park their vehicles at a nearby trailhead. Other strategies may need to be developed if problems arise in the future.



CHAPTER 11: IMPLEMENTATION PHASING AND FUNDING

-  Five Year Phasing Plan for Trails Construction
(1997 - 2002)
-  Trail Facilities Construction Funding Strategy
and Sources
-  Trail Management and Maintenance Funding



CHAPTER 11: IMPLEMENTATION PHASING AND FUNDING

As part of the City's 1990 Open Space Bond Measure, funds are available to construct the first three phases of trail projects, which are described below. The City will have to acquire additional funds for trail construction beyond Phase III.

These figures reflect construction construction dollars only and do not include staff administrative costs, architecture or engineering fees, geo-technical studies or surveying.

Five Year Phasing Plan for Trails Construction (1997-2002)

Phase I Trails Construction Projects (1997 - 1998)

1. Construct approximately 4,400-feet of multi-use path, a picnic area, a trail head with parking, and trail signage along the south side of Gresham Butte.	\$200,000
2. Acquisition costs to initiate City ownership of the Gresham/Fairview Trail Corridor for a future north/south multi-use path.	\$25,000
3. Improvements to the existing Butler Creek trail facilities, including signage.	\$60,000
4. Extend the existing Butler Creek trail from Binford Lake Parkway northward through City open space to 14th Drive, including a pedestrian foot bridge and trail signage.	<u>\$42,000</u>
Phase I Cost Estimate Total:	\$327,000

Phase II Trails Construction Projects (1998 - 1999)

1. Construct the first segment of the Gresham/Fairview multi-use path approximately 6,600 feet in length from the Springwater Trail Corridor to Division Street, including signage.	\$132,000
2. Construct 8,000 feet of walking/hiking trails, 2 trail heads, a scenic viewpoint, ADA accessible facilities, and trail signage in the Jenne Butte area.	\$230,000
3. Construct approximately 2,800 feet of walking trail, benches, and trail signage at the former Campfire property.	<u>\$70,820</u>
Phase II Cost Estimate Total:	\$432,820

Phase III Trails Construction Projects (1998 - 1999)

1. Construct the second segment of the Gresham/Fairview multi-use path approximately 7,000 feet in length from Division Street to Glisan Street, including trail signage. \$140,000
2. Construct walking/hiking trails and trail signage within the Kelly Creek greenway. \$53,000

Phase III Cost Estimate Total: \$193,000

Phase IV Trails Construction Projects (currently not funded)

1. Construct the third segment of the Gresham/Fairview multi-use path approximately 6,700 feet in length from Glisan Street to Sandy Boulevard, including trail signage. \$140,000
2. Construct walking/hiking trails on Grant Butte, including a trailhead, scenic viewpoint, and signage. \$168,000
3. Extend the existing Butler Creek trail from SW 27th Drive through the City's open space to the south, including signage. \$35,000
4. Construct 10,000 feet of walking/hiking trails and trail signage within the Gresham Butte area. \$230,000

Phase IV Cost Estimate Total: \$573,000

Phase V Trails Construction Projects (currently not funded)

1. Construct the fourth segment of the Gresham/Fairview multi-use path approximately 7,000 feet in length from Sandy Blvd. to the 40-Mile Loop trail along Marine Drive, including signage. \$140,000
2. Construct a multi-use path along the south side of Gresham Butte to SW Butler Road, including a trail head and signage. \$170,000
3. Construct 5,000 feet of walking/hiking trails and trail signage within the Gresham Butte area. \$85,000

Phase V Cost Estimate Total: \$395,000

Additional Phases (currently not funded)

1. Walking/hiking trail facilities on Hogan Butte.	\$119,000
2. Additional walking/hiking trail facilities on Gresham Butte.	\$64,000
3. Multi-use path from Towle Avenue west to the Springwater Trail Corridor, including a pedestrian bridge over Johnson Creek.	\$235,000
4. Ped-to-MAX multi-use path along the Tri-Met light-rail corridor.	<u>\$324,000</u>
Additional Phase Cost Estimate Total:	\$742,000

Cost Estimate Summary

Phase I	\$327,000
Phase II	\$432,820
Phase III	<u>\$193,000</u>
Sub-Total for Phases I, II & III:	\$952,820
Phase IV	\$573,000
Phase V	\$395,000
Additional Phases	<u>\$742,000</u>
Total for All Phases:	\$2,662,820

Trail Facilities Construction Funding Strategy and Sources

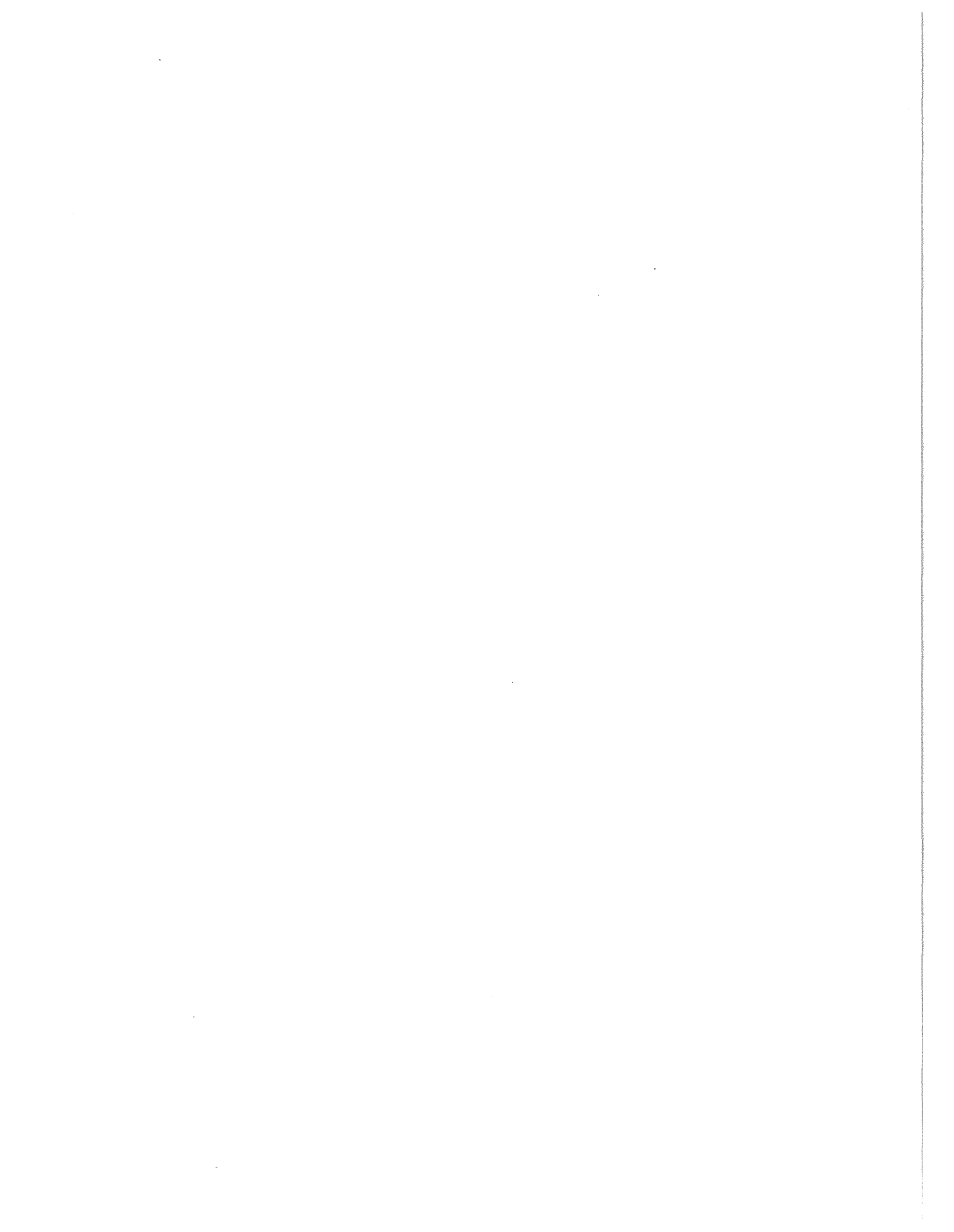
The following sources should be considered for funding construction of trail facilities:

- 🍃 General fund monies
- 🍃 Sponsorships and partnerships
- 🍃 Development of a non-profit trust
- 🍃 Grants and donations
- 🍃 Development of volunteer programs
- 🍃 General obligation bond measure

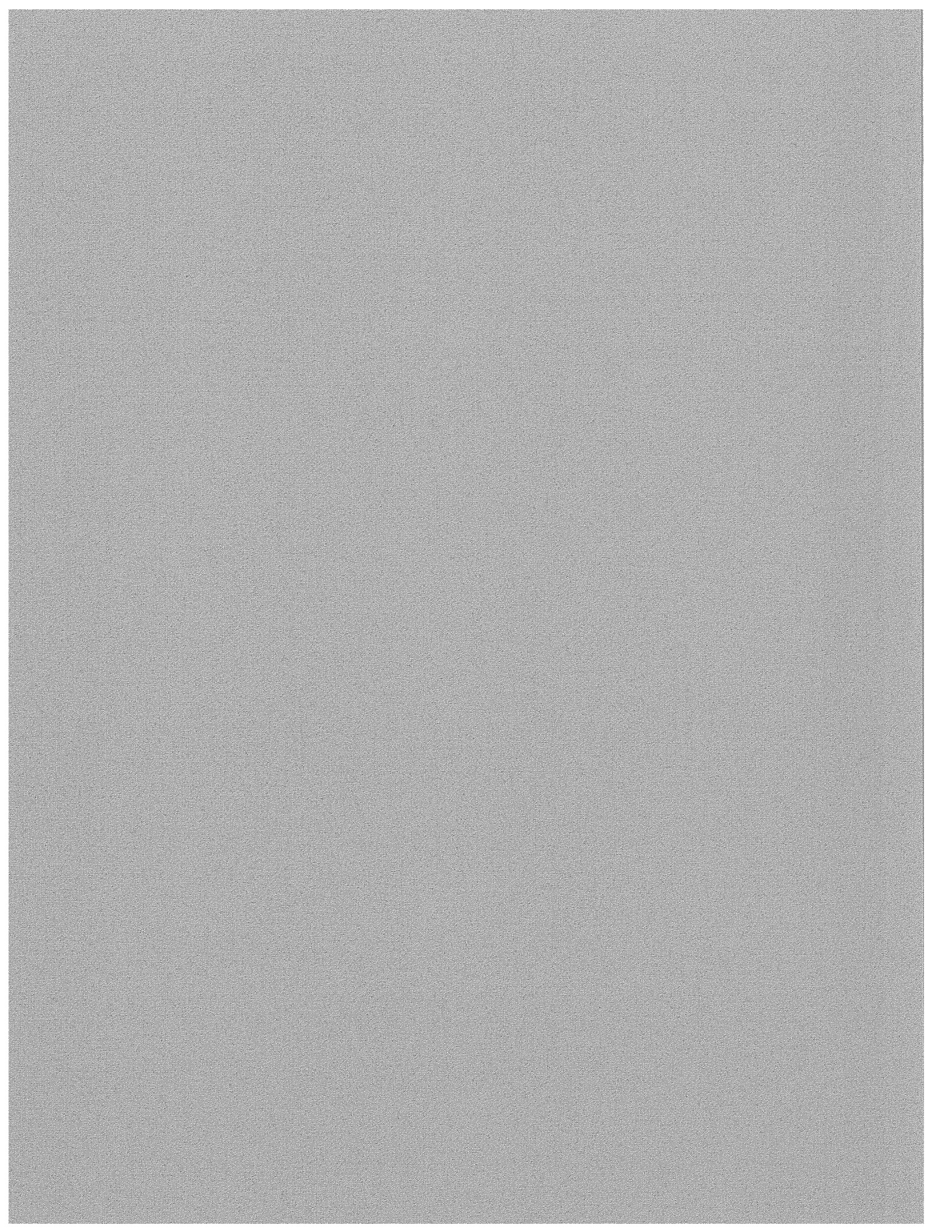
Trail Management and Maintenance Funding

The following sources should be considered for funding maintenance of trail facilities:









- 🍃 General fund monies
- 🍃 Donations
- 🍃 Volunteers/Adopt-a-Trail Program
- 🍃 Use of Multnomah County correction crews
- 🍃 User fees
- 🍃 Sponsorships and partnerships
- 🍃 Contracts with private maintenance firms



GLOSSARY & BIBLIOGRAPHY




GLOSSARY

-  **Geotechnical:** The practical applications of geological science in civil engineering and mining engineering.
-  **Greenways:** Linear open space or natural corridor along significant waterways. May be shared by humans and wildlife.
-  **Multi-Use Paths:** Multi-purpose trails are intended for a broad range of non-motorized use such as bicycles, wheelchairs, strollers and horseback riding as well as pedestrian uses such as walking, hiking, and running. Multi-use trails will be ten to twelve feet wide with two foot wide shoulders on each side. Clearance from tree limbs shall be ten feet vertically above the path and ten feet wide from the path's center-line.
-  **Open Space:** Areas of natural quality, either publicly or privately owned, designated for protection of natural resources, nature-oriented outdoor recreation and trail-oriented activities includes greenways, which are linear open spaces along significant waterways.
-  **Parkland:** City-owned recreation and open space property managed by the Parks and Recreation Division, including neighborhood parks, community parks, and open space.
-  **Riparian:** Relating to or living or located on the bank of river, lake, or other natural watercourse.
-  **Scenic Viewpoints:** Designated areas developed at key locations that will afford trail users an opportunity to view significant landforms, landscape features, wildlife habitat and activities. Possible viewpoint facilities include seat benches, information signs, special paving, etc.
-  **Trail Access Points:** Minor entry points primarily for neighborhood residents to access the trails system from neighborhoods, streets, local trails, loop trails, etc. Trail identification, directional, and regulatory signs are the important orientation functions that need to occur at these minor access points.

 **Trailheads:**

Major entry points for neighborhood residents and the general public to access the trails system and where a number of support facilities can be provided for public use. Possible trailhead facilities may include vehicular parking, bicycle rack, information kiosk, trail orientation signage, regulatory signage, overhead shelter, drinking fountain, portable restrooms, and seating. Existing and future neighborhood parks, community parks, schools, park and ride transit centers, and urban plazas can also serve as trailheads if agreement is reached with the appropriate authorities.

 **Walking/Hiking Trails:**

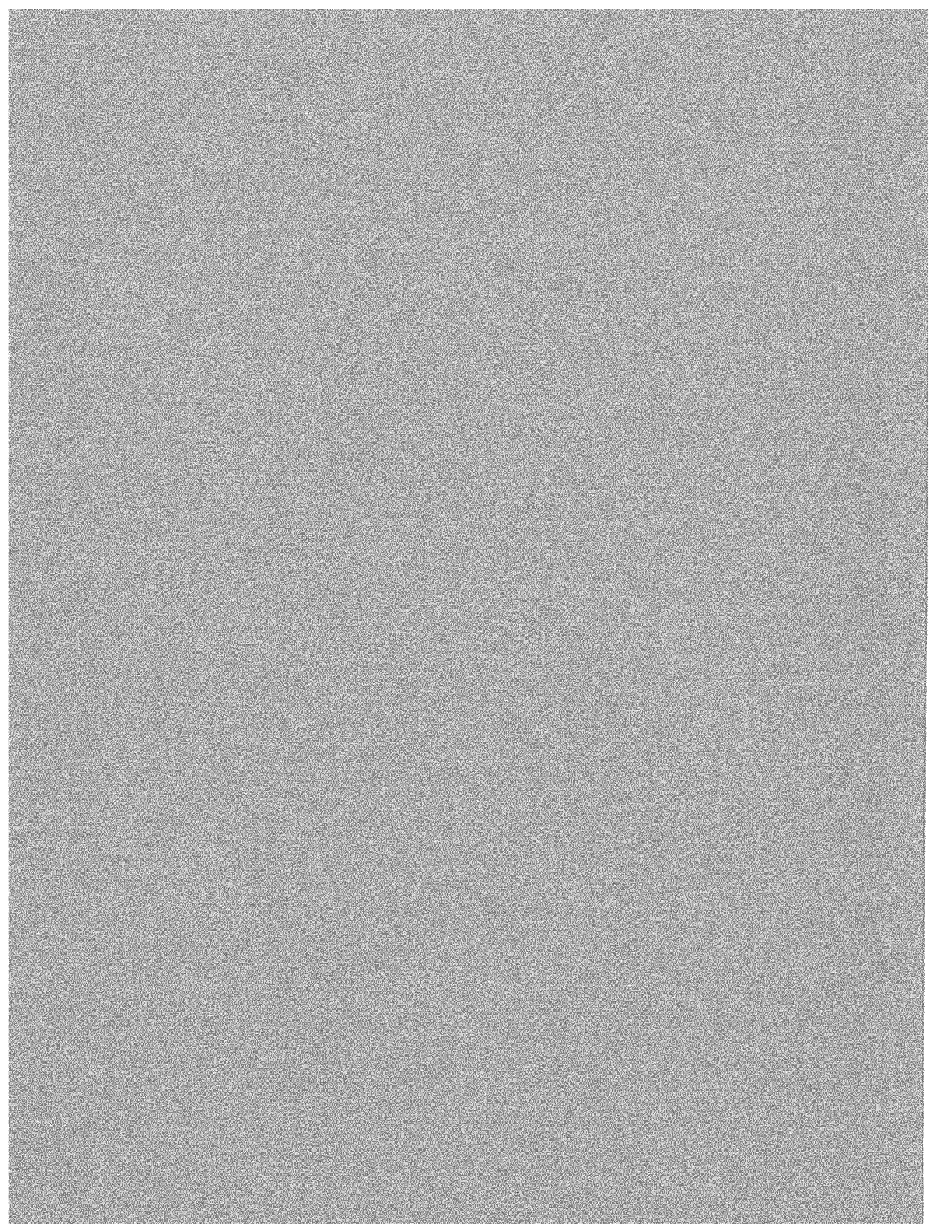
Primarily unpaved trails intended for specific activities. Some of these trails may be single-use trails restricted to pedestrian use only due to steep slopes, erosive soils, or other sensitive environmental considerations. These restricted trails shall have signs posted to identify trail uses that are allowed and uses that are prohibited. Walking/hiking trails shall be four to six feet wide with two foot wide shoulders clear of vegetation. An overhead clearance from tree limbs shall be at least eight feet above these trails and four feet wide from the center-line of these trails.

BIBLIOGRAPHY

- ❧ Charles E. Little (1990). *Greenways for America*. Baltimore, MD: The John Hopkins University Press.
- ❧ City of Gresham Community & Economic Development Department (no date). *Gresham Bicycle/Pedestrian Plan*. Gresham, OR: City of Gresham.
- ❧ City of Gresham Transportation Planning Community Development Department (1993). *Missing Links, Pedestrian/Bicycle System Inventory and Analysis*. Gresham, OR: City of Gresham.
- ❧ City of Portland, Bureau of Parks & Recreation (1986). *Powell Butte Master Plan*. Portland, OR: City of Portland.
- ❧ City of Portland, Bureau of Parks and Recreation (1992). *Springwater Corridor Trail Surfacing - Technical Report*, Portland, OR: City of Portland.
- ❧ David Evans and Associates, Inc. (1995). *Bend Urban Trails Plan*. Bend, OR: City of Bend.
- ❧ David Evans and Associates, Inc. (1983). *Forty-Mile Loop Master Plan*, Portland, OR: the 40-Mile Loop Land Trust.
- ❧ Fishman Environmental Services (June 1993). *Inventory and Recommendations for Protection of Natural Resources Along a Reach of Kelly Creek, Gresham, Oregon*. Gresham, OR: City of Gresham.
- ❧ Gilmore Research Group (1993). *Gresham Transportation Choices Survey*. Gresham, OR: City of Gresham Community Development Department.
- ❧ JD Walsh & Associates for Clark County, WA (1992). *Clark County Trails & Bikeway System Plan*. Clark County, WA: Clark County Parks & Recreation Division.
- ❧ JC Draggoo & Associates (1988). *Gresham Park and Recreation Plan*. Gresham, OR: City of Gresham.
- ❧ MIG (1995). *Gresham Parks, Recreation & Open Space Master Plan report*. Gresham, OR: City of Gresham.
- ❧ Multnomah County Department of Environmental Services, Transportation Division (1990). *Bicycle Master Plan, Multnomah County, Oregon*. Multnomah County, OR.
- ❧ Oregon Parks and Recreation Department, *Oregon Outdoor Recreation Plan (1994 - 1999)*.

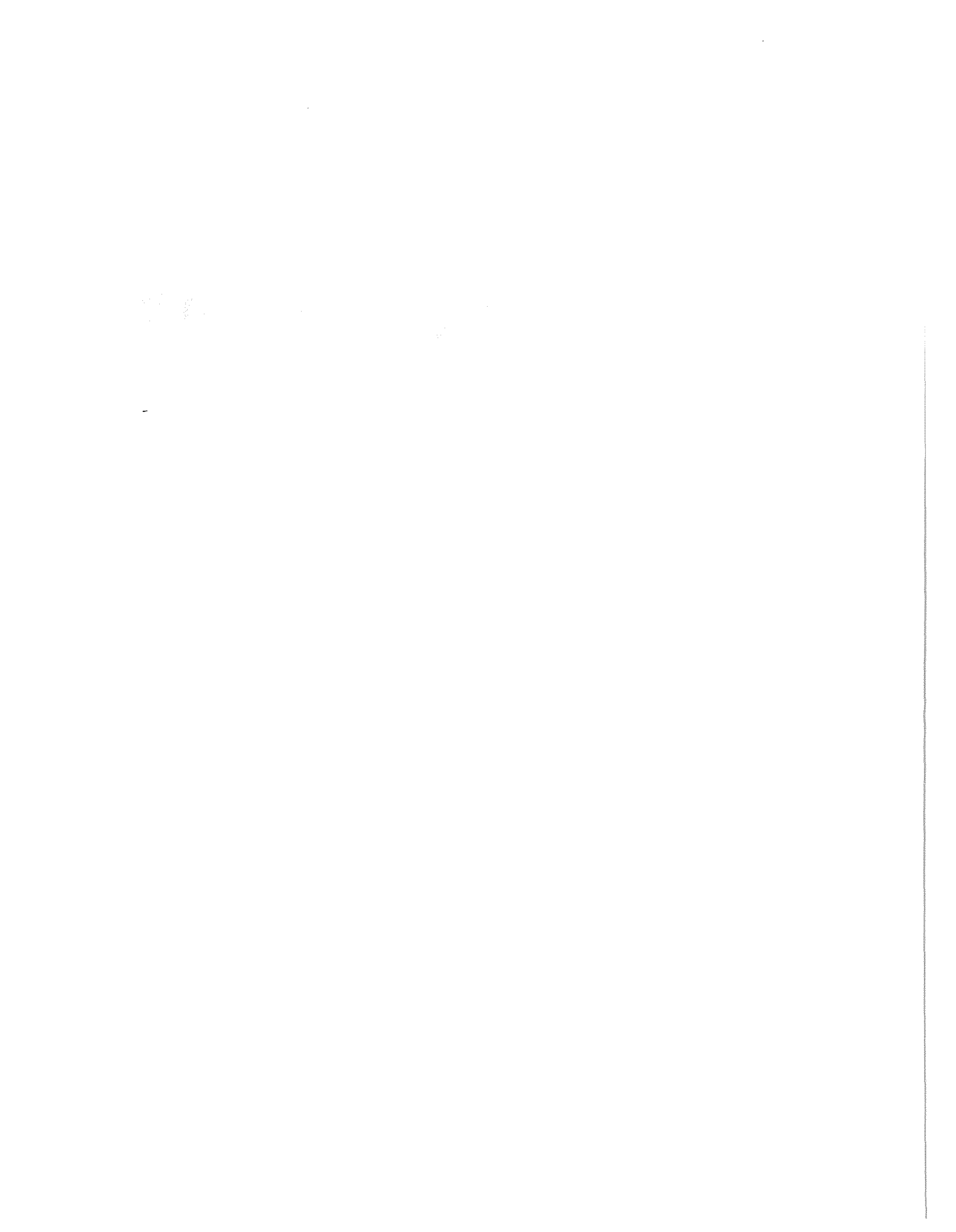
-
- ✦ PLAE, Inc. (1993). *Universal Access to Outdoor Recreation: A Design Guide*. Berkeley, CA: MIG Communications.
 - ✦ Rails-to-Trails Conservancy (1993). *Secrets of Successful Rail-Trails, An Acquisition and Organizing Manual for Converting Rails into Trails*.
 - ✦ Rails-to-Trails Conservancy (1993). *Trails for the Twenty-First Century, Planning, Design, and Management Manual for Multi-Use Trails*.
 - ✦ W.R. Chilton, Gresham Historical Society (1993). *Gresham Stories of Our Past, Campground to City*.

APPENDICES



APPENDIX A

Minutes of City Council Approval



H. COUNCIL BUSINESS

2. DRAFT TRAILS MASTER PLAN AND SYSTEM MAP

Staff Report

Ms. Conway introduced consultant Mel Stout of David Evans Associates, and Marianne Zarkin, Park Planner.

Ms. Conway gave the staff report.

Exhibits A, B, and C were submitted by staff.

Ms. Conway said page 10 of the agenda item lists changes made to the plan as a result of citizen's comments.

Ms. Conway said staff is asking for Council approval to move forward with the process, including the Phasing Plan and Phasing Schedule for the first three phases. The intent is then to begin Phase 1 Design Development, which will have to go through the City of Gresham's Design Review process. During the Design Review process for Phase 1, staff will work directly with PRCAC, community code requirements, and citizens.

Ms. Conway said at this time, Phases 1, 2, and 3 are funded through the Open Space Bond Measure.

Ms. Conway said staff will work with individual property owners to address concerns regarding the impact of the trails on privacy.

Ms. Conway said funds have been allocated through the budget process for maintenance and operation for Phase 1. Maintenance and operating funds for future phases will have to be presented through the budget process. Funding for maintenance and operation has been included in the Serial Levy which will go before the voters in the Fall of 1996.

Ms. Zarkin said the plan is a 10 to 12 year, long-range plan. Several of the trails shown are on lands which are not yet developed, or on lands not in the City's ownership. It is hoped staff can work with developers to obtain easements for trails or access to the public streets. The City has no intention of putting trails on land that is not owned by the City.

Ms. Zarkin said based on recommendations of the PRCAC, several changes have been made to the maps presented to the Council on April 2, 1996.

Councilor Noah said there is not a Trail Access Point (TAP) on Wallula.

Ms. Zarkin said there is a TAP, but does not show on the map. A TAP is meant to be a neighborhood access point, without parking. The TAP is meant to be pedestrian only access.

Councilor Noah asked if signs will be posted to alleviate parking in the neighborhoods?

Ms. Zarkin said yes. If problems arise, signs will be installed that no parking is allowed. The signs will also indicate where parking is available. As trail maps are developed, parking areas will be designated.

Ms. Zarkin reviewed the Trails Master Plan Summary of Map Changes on page 10 of the agenda item.

Mayor McRobert said the map shows Blaine Avenue incorrectly on the map.

Ms. Zarkin said she will advise the map maker that Blaine Avenue is incorrect.

Ms. Zarkin reviewed Phase 1, Phase 2, and Phase 3 as submitted in the agenda item.

Ms. Zarkin said staff is asking for approval of the System Map and Phasing Schedule. A Type III process, including a Public Hearing, will be required. Property owners within 300 feet will be notified, as required by Oregon State Statutes (ORS).

Councilor LaVert asked why so many of the changes made occurred on Towle Road?

Ms. Zarkin said the changes were made as a result of a public meeting of the PRCAC with concerned citizens.

Ollie Smith, Chair of the PRCAC, said a tremendous job was done by the Parks & Recreation staff explaining to the citizens how the plan will impact their property. Because of the development process, citizens will have additional opportunity to express concerns.

Mr. Smith said meeting notices were sent out to the Neighborhood Associations, The Oregonian and the Outlook published meeting notices, and approximately 40,000 mailings were included in the public notification process.

Mr. Smith said the PRCAC encourages the City Council to give the go ahead on Phases 1, 2, and 3 of the Trail Master Plan.

Mayor McRobert said 60 minutes of Public Testimony would be allowed, alternating opponents and proponents.

Public Testimony

Nathan Krause said he resides along the Kelly Creek Greenway. Mr. Krause said environmental studies have not been completed.

Mr. Krause said the trails will impact the environment, including wildlife.

Mr. Krause said he has concerns regarding the trail which will cross SE 19th Street, which is at the base of a fairly large hill. Traffic speed is a concern on 19th, and he is concerned someone will be seriously injured or killed.

Mayor McRobert asked if the environmental issues will be addressed as specific plans develop?

Ms. Conway said environmental issues will be addressed during the design review process.

Ernie Drapala said he is a resident of SE Gresham and also Chair of the Oregon Recreation Trails Advisory Council. The Council was created in 1971 by the Oregon State Legislature requesting the State, through the Advisory Council, prepare a statewide system of hiking, biking, and horseback riding trails. This has subsequently been amended to include cross country skiing and canoe trails.

Mr. Drapala said many trails were available only during the summer months, and people like to enjoy trails year round.

Mr. Drapala said a study released by the President's Council on American Outdoors states people want trails near their homes and they want greenways to serve the trails.

Mr. Drapala said the State of Oregon just recently completed their plan.

Mr. Drapala said he has attended a number of meetings of the PRCAC and the City should be very proud of the plan.

Mr. Drapala asked the Council to support the plan.

Susan Buhr said she has very strong concerns regarding the TAP proposed on Wallula, because of environmental issues.

Ms. Buhr said there is a severe erosion problem. The area proposed for the TAP is extremely steep.

Ms. Buhr said the environmental issues need to be addressed before the master plan is adopted.

Ms. Buhr said the drainage problems on Gresham Butte need to be addressed.

Mayor McRobert said the storm runoff issues will be addressed. Geotechnical studies must be completed.

Bill Elliott said he is representing the Transportation System Citizen Advisory Committee (TSCAC).

Mr. Elliott said the TSCAC reviewed the proposed plan on June 6, 1996, and also had opportunity for input earlier on in the process.

Mr. Elliott said many of the initial questions of the TSCAC regarding public safety were adequately considered in the development of the plan. The TSCAC further believes the plan contains the flexibility necessary and will provide the trail system Gresham deserves.

Mr. Elliott said the TSCAC would like to commend Ms. Zarkin for her tireless efforts on the plan.

Mr. Elliott said the public input on the plan has been broad based and adequate. Each phase will be considered individually, allowing for more public input to be taken into account.

Mr. Elliott said the TSCAC urges the Council to approve the Trails Master Plan.

Robert Cook said the proposed changes have removed a park from the plan and urged the Council not to consider retaining the park in the plan.

Mr. Cook said he does not feel the City has a right to put trails in the backyards of the residents.

Mr. Cook said he lives in an area with nine homes, and approximately 21 children. The residents have concerns associated with child predators, parking, and strangers in the neighborhood.

Mr. Cook suggested moving the proposed trails to a place that does not connect neighborhoods.

Robert Fisher said he supports the proposed master plan.

Mr. Fisher said the City of Gresham has experienced a massive amount of growth and a lot of the growth has not been well managed and resulted in urban sprawl.

Mr. Fisher said as a result of the 1990 bond measure, the open space will be preserved.

Mr. Fisher said the open space should be accessible for everyone to enjoy.

Mr. Fisher said there are many positive aspects to the the open space being developed, such as opportunities for education, family activities, mountain biking, clean air, less traffic congestion, etc.

Mr. Fisher said he has seen many changes in the City of Gresham and this is one of the most positive changes he has seen.

Stephen Long said he opposes the trail that is proposed behind his residence.

Mr. Long said when he purchased his home, he was under the assumption the greenways would remain entirely undeveloped.

Mr. Long said the proposed trails do not have the same characteristics as the Springwater Trail.

Mr. Long said the proposed trails expose residential properties to transient movement.

Mr. Long said the proposed Trails Master Plan needs more study and more contact with property owners before adoption.

Mr. Long said the proposed trails allow someone to come in and rob a home and get out quickly.

Mr. Long said the security and enviornmental issues need to be resolved now, rather than as the trails are developed.

Bill Stuart said he resides by Camp Nadaka and is an avid user of trails.

Mr. Stuart said a lot of planning, organization and open mindedness was included in the planning of the trail system.

Mr. Stuart said there will be some issues such as parking and erosion that need to be addressed.

Mr. Stuart said if everyone works together, the concerns can be addressed.

Paul Hanchett said he lives on Gresham Butte, which is a unique community.

Mr. Hanchett said the Gresham Butte area is characterized by large lots.

Mr. Hanchett said he commended the PRCAC for their efforts to attempt to try and balance the needs of various concerns.

Mr. Hanchett said he has three deer that come down and sleep on the property below his home. The commotion from the trails will disturb the wildlife.

Mr. Hanchett said during the dry summer, there will be a fire danger.

Mr. Hanchett said he is concerned about the environmental impact the trails will have.

Mr. Hanchett said during the recent flood, landslides occurred.

Mr. Hanchett said he does not feel a trail can be constructed on Gresham Butte because of the erosion problems.

James Carroll said he resides next to Camp Nadaka and has lived there for 26 years.

Mr. Carroll said he and his wife are avid walkers and belong to the East County Wind Walkers Club, as well as the Friends of Nadaka.

Mr. Carroll said he supports the proposed trail system, but suggests that Nadaka be preserved and used as a nature study area.

Mr. Carroll said Nadaka is conveniently located near Elementary and Middle Schools.

Mr. Carroll said on the property there are many variety of native plants, birds and small animals.

Mr. Carroll said he suggests a naturalist oversee the clearing of the area and the special plants be identified for study purposes.

Mr. Carroll submitted his written testimony as Exhibit D.

Kelly Larkin said there is a major runoff problem on Wallula Drive.

Mr. Larkin said his property is adjacent to a TAP off of Wallula Drive.

Mr. Larkin said he opposes the trails through the greenways.

Mr. Larkin said when he purchased his property 12 years ago, he purchased it because of the view and now is being told he will have to share his view..

David Qualls said he is the President of the Bicycle Pedestrian Task Force.

Mr. Qualls said the Task Force supports the proposed plan.

Mr. Qualls said people need to have areas to get out and look at nature without having to drive a great distance.

Julie Nelson said when she purchased her property on Regner Road, she had the understanding that the greenspace behind the property would not be developed.

Ms. Nelson said a TAP is proposed behind her property.

Ms. Nelson said she has not seen an environmental impact statement regarding the trail proposed by her property.

Ms. Nelson said each year there is extensive flooding which backs up into her backyard.

Ms. Nelson said there is a lot of water fowl that nest in this area every Spring.

George Cesario said he has been a member of the PRCAC for 10 years.

Mr. Cesario said in 1988 when the first master plan for parks was completed, the citizens expressed a need for trails.

Mr. Cesario said he has always believed that all trails should be connected to the Springwater Corridor.

Mr. Cesario said he has attended all of the public meetings regarding the proposed master plan and supports the plan.

Bob Conners said he has concerns regarding the funding to maintain and operate the trails system.

Mr. Conners said he resides directly along the proposed trail on the north face of Gresham Butte.

Mr. Conners said a TAP comes down the hill and across his back property line and is concerned with parking at this TAP.

Mr. Conners said the PRCAC discussed parking at the TAP's and he raised a concern, which was not addressed.

Mayor McRobert asked staff to make sure Mr. Conner's specific concerns were addressed.

Don Davis said he is an adjacent property owner to the Springwater Trail.

Mr. Davis said he supports the proposed Trails Master Plan.

Mr. Davis said people need a place where they can get out of their cars to recreate.

Mr. Davis encouraged the trails be phased in on schedule as proposed.

Angela Lima-Moran submitted and read Exhibit E, urging Council to adopt the original plan, which includes a multi-use path designed to cross Towle Avenue and through Verde Vista, Shady Cove, and Lima-Moran Subdivisions.

Roger Porter said at the last meeting of the PRCAC he was advised a trail that had been proposed connecting Springwater Trail to Towle Road through Hainey Road Greenway had been eliminated.

Mr. Porter said he supports the elimination of this trail from the plan.

Todd Keathley said he resides on Walters Hill and was initially opposed to the Trails Master Plan.

Mr. Keathley said the staff and PRCAC have done an excellent job addressing the citizens concerns.

Mr. Keathley said if the property would not have been purchased as open space, the property would have been developed as home sites.

Mr. Keathley said the plan gives the City an opportunity to do something unique.

Mr. Keathley said he supports the plan.

Norma Panowicz said she represents the Rockwood Citizens Neighborhood Association.

Ms. Panowicz said the PRCAC and staff does listen to the concerns of the citizens.

Bob Akers said he promotes recreational trails in the metropolitan area.

Mr. Akers said he looks at trails and how they will serve the growth and population that will occur in the years to come.

Mr. Akers said the Trails Master Plan is an outstanding project.

Mr. Akers said he has the utmost respect for Mel Stouts of David Evans Associates.

Mr. Akers urged the City to work closely with the property owners during the construction of the trails system.

David Norwood said he supports the Trails Master Plan as presented currently.

Mr. Norwood said the omissions recommended by the PRCAC are good decisions.

Mr. Norwood said the petition submitted by Ms. Lima-Moran does not represent the neighborhood. Mr. Norwood said the petition represents Ms. Lima-Moran herself.

Mr. Norwood said the neighborhood supports leaving the pond area with the least amount of intrusion and development as possible.

Mayor McRobert read Exhibits A and B into the record.

Mayor McRobert submitted Exhibit F, which is a request from the Mayor of Sandy, requesting the Trail System be expanded to Sandy Oregon.

Council Discussion

Motion was made by Councilor Gallagher and seconded by Councilor Eichner **TO APPROVE THE DRAFT TRAILS SYSTEM MAP AND PHASING SCHEDULE.**

Councilor Gallagher urged staff to work with the property owners to address their privacy and security concerns. Councilor Gallagher urged the property owners to be involved in the process.

Councilor Eichner said the 1990 bond measure was for the purchase of open space and 10% of the money was dedicated specifically for development of a trail system within the open space.

Councilor Eichner said the bond measure requires that the trail system be developed; it is not an option.

Councilor Eichner said the development of the trail system needs to be done in a responsible manner.

Councilor Eichner said the public involvement process has been very extensive to give people a chance to express their views and concerns. Staff and the PRCAC listened to the citizens and made eight changes to the plan based on what they heard.

Councilor Eichner said he does feel the TAP proposed on Wallula will have to be closely addressed.

Councilor Eichner said 40,000 mailings occurred to get the word out to the citizens.

Councilor Moore said if the open space had not been purchased, the land would be developed for housing.

Councilor Moore said if problems occur during the implementation process, staff and Council will address those concerns.

Councilor Noah asked Lt. Piluso to address the security issues on trails and if there is evidence of increased breakins or theivery around Forest Park?

Lt. Piluso said she does not have any information regarding crime increase in the vicinity of Forest Park.

Lt. Piluso said the Police Department has worked many years in conjunction with the Parks Department to keep the parks and trails safe, such as the Park Ambassador Program, park hosts, bicycle and dirt bike patrols, etc.

Councilor Noah said she has lived on Gresham Butte for seven years and has witnessed runoff.

Councilor Noah said she also has deer that live on the property, plus numerous other animals.

Councilor Noah said she believes the land purchased with the bond measure funds belongs to everyone.

Councilor Noah said there will be further public input.

Councilor Noah said she has received notifications in the mail regarding the public input process.

Councilor Noah said she does have concerns regarding the proposed trails on Wallula.

Councilor Noah said a promise was made in the ballot measure to the citizens that trails would be implemented.

Councilor Noah said she supports the Trails Master Plan knowing that there are processes in place to take care of the concerns raised by the citizens.

Councilor Harshman said he attended most of the meetings held by the PRCAC regarding the Trails Master Plan.

Councilor Harshman said the PRCAC and staff have made numerous changes to address concerns raised.

Councilor Harshman said he supports the Trail Master Plan as proposed.

Councilor LaVert said with the passage of the 1990 ballot measure, the citizens made it very clear they wanted open space and trails.

Councilor LaVert said the purchased open space is public property.

Councilor LaVert said we need to teach people to respect other citizens property.

Councilor LaVert said she supports the Trails Master Plan.

Councilor Gallagher said he supports the Trails Master Plan.

Mayor McRobert thanked the members of the PRCAC and Parks Staff for their work on the Trails Master Plan.

Mayor McRobert said the City is required to notify adjacent property owners within 300 feet of a proposed trail, however, some adjustments need to be made in the areas with larger lots.

Mayor McRobert said the Springwater Trail has natural barriers and we need to learn from Forest Service personnel on making barriers for the proposed trails that do not have the natural barriers.

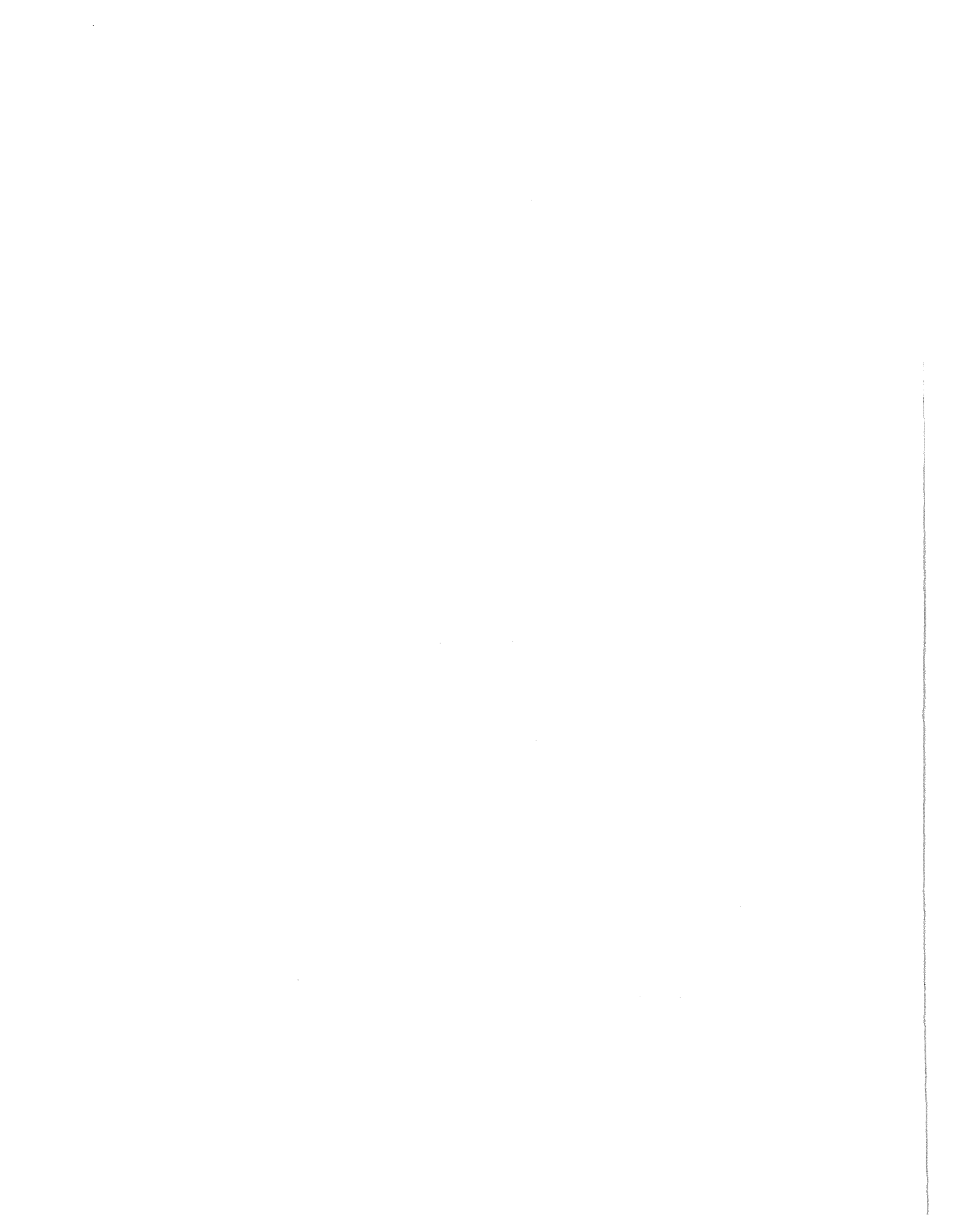
Mayor McRobert said she has concerns regarding the proposed trail on Wallula, and will closely review the geotechnical studies on this site.

Mayor McRobert said she supports the Trails Master Plan.

The motion passed as follows:

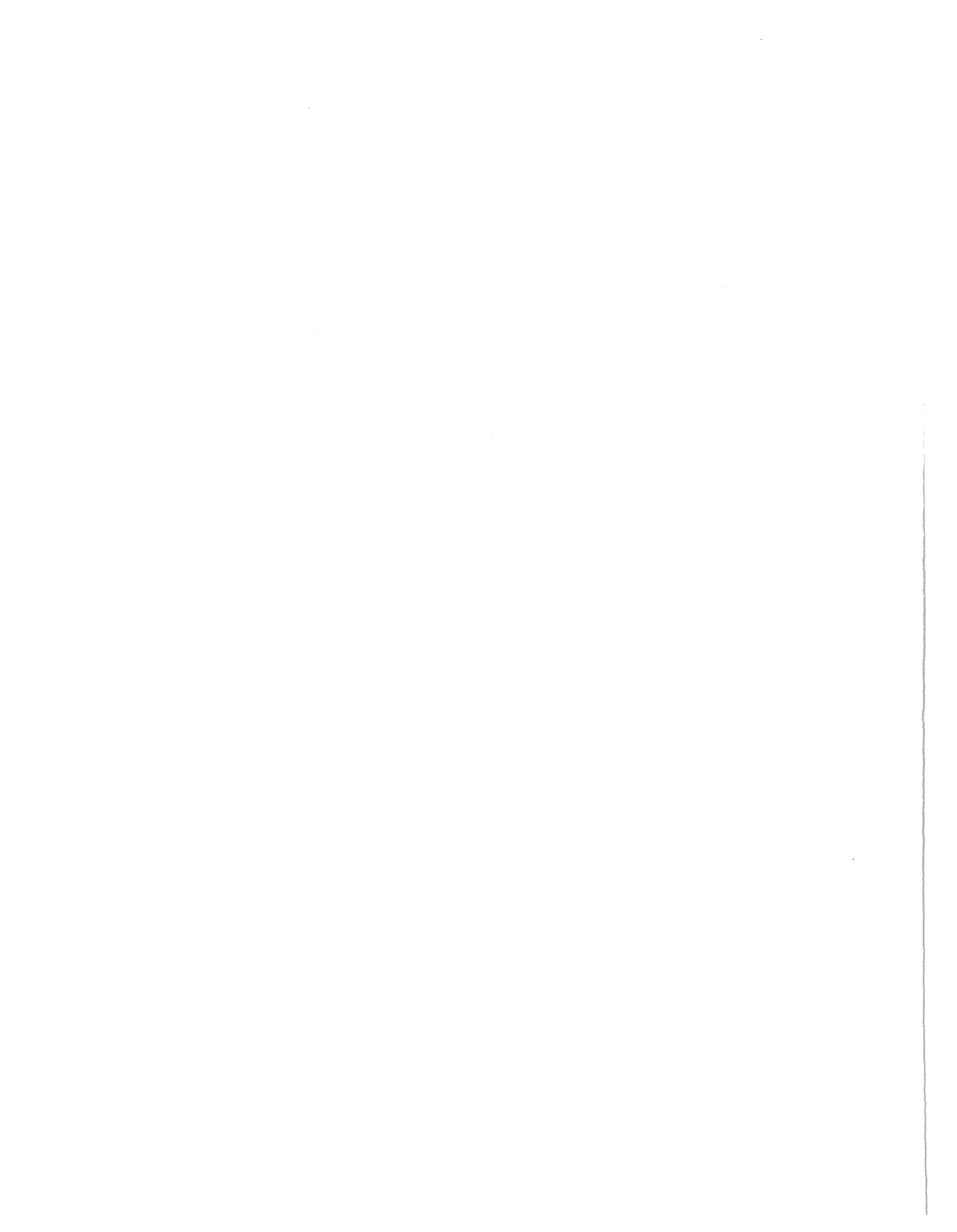
McROBERT	YES	NOAH	YES
GALLAGHER	YES	MOORE	YES
LaVERT	YES	EICHNER	YES
HARSHMAN	YES		

Councilor Eichner left the meeting at 9:17 p.m.



APPENDIX B

**Minutes of Park and Recreation Citizen's
Advisory Committee Meetings**



CITY OF GRESHAM
PARKS & RECREATION CITIZEN ADVISORY COMMITTEE
WEDNESDAY, MARCH 27, 1996 7:40 P.M.
CITY OF GRESHAM OPERATIONS CENTER
MINUTES

I. CALL TO ORDER

The March 27, 1996 Parks & Recreation Citizen Advisory Committee meeting was called into session at 7:40 p.m. by Oliver Smith, Chairman. Committee members in attendance: Oliver Smith, Jim Hartner, Jack Gallagher, Faye Vickers, Jerry Novotny, Phyllis Flury, Bob Akers, Michelle Wilson, and Carrie Peterslie. Committee members absent: Arlene Easley. City staff present: Julee Conway, Marianne Zarkin, Phil Kidby, Debbie Warlick, Councilor Royal Harshman and Richard Ross of Community Development. Also present was Ron Mah, Consultant. Public in attendance: Steve Millspaugh, Monica Millspaugh, Kelly Larkin, Gary DesRochers, Susan Buhr, Greg Buhr, Charles Rudy, Don Van Zyl, Geri Van Zyl, Joyce Lakey, Bob Lakey, and Diana Polito.

A. APPROVAL OF MINUTES

Minutes of the February 28, 1996 meeting were approved as submitted.

B. INTRODUCTORY REMARKS - OLIVER SMITH, CHAIRMAN

Welcomed citizens in attendance.

II. AUDIENCE TIME

A request was made for additional time for mailed notification of upcoming meetings, and the listing of a contact phone number on Agendas. An inquiry was received regarding a proposed trail in a residential area.

III. OLD BUSINESS

A. TRAILS MASTER PLAN DRAFT

Marianne Zarkin and Ron Mah presented an update on the Trails Master Plan, and explained the proposed phasing schedule. They noted that concerns that arose at neighborhood meetings included trail maintenance, environmental protection, funding, fire protection, and safety. It was noted that the Springwater Trail Corridor is the backbone for the proposed trails program. Following considerable discussion, including input and comments from the audience, the committee made the following recommendations: remove the proposed trailhead near Towle Road if the City does not complete purchase or gains an easement through the Green property, review the north/south trail acquisition, improve trails for access on Willow Parkway, review the trail at Wallula due to erosion damage, complete the east-west trail on southwest 19th for safety access, review the proposed trails near the Green property and address safety for street and road crossings. It was also noted the Committee felt that residents who live near the proposed trails cannot keep the public from using open space purchased for/by the citizens and that consideration must be given to what is best for the entire City.

B. PROPOSED 5 YEAR FUNDING PLAN FOR GENERAL OBLIGATION BOND MEASURE

Julee noted that the timing on some of the CIP project amounts had taken place in order to fit within the schedule for the proposed general obligation bond measure. She also noted that the word "Headwaters" has been suggested to be removed from the title for the Fairview Creek Headwaters project in order to allow flexibility in funding anywhere along Fairview Creek. Jim Hartner motioned to realign CIP amounts as recommended by staff, to modify wording to Fairview Creek, and noted that development of the pinwheel at the Sports Community Park will be pursued to be funded with private funds. Seconded by Phyllis Flury; motion passed.

IV. NEW BUSINESS

A. OPEN SPACE BOND-INTEREST ALLOCATION

Julee advised that interest in the amount of \$703,211 has accumulated on the 1990 Open Space Bond Issue, and that allocation of the funds is necessary. Bob Akers motioned to allocate the funds with 88% going to land acquisition and 12% to trail development. Seconded by Jim Hartner; motion passed.

B. 1996 CIP FUNDING/PROJECTS #7144 AND #7145

Richard Ross, Community Development, presented information on the \$1 Million Federal ISTE A grant for the Ped-to-MAX improvements. He explained that due to updated information received from the Oregon Department of Transportation, in February 1996, funds must be deposited at an earlier date to ensure receipt of the ISTE A grant. Bob Akers motioned to defer CIP project #7017, Rockwood Central Park, in the amount of \$93,293 for one year; to move \$28,668 for CIP project #7144, MAX Northside Path, from 1998 to 1997; to move \$64,639 of CIP project #7145, Rockwood Urban Plaza Acquisition/Development, from 1998 to 1997; and move \$29,049 of CIP project #7145, Rockwood Urban Plaza Acquisition/Development, in 1998 to CIP project #7017, Rockwood Central Park Phase I, for 1997. Seconded by Jerry Novotny; motion passed. It was also recommended that CIP project #7017, Rockwood Central Park Phase I, be moved to a priority status in FY 1997-1998.

V. UPDATE ON ACTIVITIES

Julee invited the Committee to the Gresham Little League Dedication on Saturday, April 6 at 11:00 a.m.

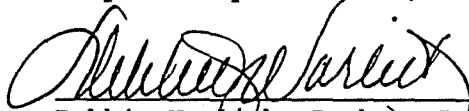
Julee noted that System Development Charge information had been provided as an informational handout.

VI. COMMITTEE TIME

Michelle Wilson inquired as to the status of the pool project. Julee reported that work is continuing with the school district and that additional information will be provided to the Committee in the near future.

There being no further business the meeting was adjourned at 10:45 p.m.

Respectfully submitted,



Debbie Warlick, Parks & Recreation Secretary

CITY OF GRESHAM
PARKS & RECREATION CITIZEN ADVISORY COMMITTEE
WEDNESDAY, APRIL 17, 1996 6:30 P.M.
CITY OF GRESHAM OPERATIONS CENTER
MINUTES

I. CALL TO ORDER

The April 17, 1996 Parks & Recreation Citizen Advisory Committee meeting was called into session at 6:40 p.m. by Jim Hartner, Vice-Chairman. Committee members in attendance: Oliver Smith, Jim Hartner, Faye Vickers, Bob Akers and Jack Gallagher. Committee members absent: Arlene Easley, Phyllis Flury, Jerry Novotny, Michelle Wilson and Carrie Peterslie. City staff present: Julee Conway, Marianne Zarkin, Lora Price, and Debbie Warlick. Also present was Mel Stout, Consultant, of David Evans Associates.

A. APPROVAL OF MINUTES

Minutes were approved as submitted.

B. INTRODUCTORY REMARKS - OLIVER SMITH, CHAIRMAN

Members of the audience were welcomed and advised that a 3 minute time limit would be used in order to provide time for comments from all present.

II. AUDIENCE TIME

Maura White, Executive Director of PAL, introduced two new members of the Police Activity League staff. Jill Showalter will now be working at the PAL Center working with special projects and Lee Hunter is the new Assistant Director. Members of the Committee were also invited to a reception to introduce the new PAL Director, scheduled for May 14 in the Gresham Civic Center.

Lt. Ray Kelsay and Tim Leitner, Gresham Police Department, advised that they are pursuing formation of a Greenspace Watch for the Binford Lake/Butler Creek area and invited interested citizens to participate. They also commended the members of the Butler Creek/Binford Lake Greenway Citizen Committee for their participation and recommendations in regard to the issues and situations in their area. The officers noted that increased patrolling and responses to problems in the area is a priority.

Steve Millspaugh expressed his disapproval of the proposed trail location in his neighborhood and stated that he and his neighbors are against the anticipated changes in the area.

III. OLD BUSINESS

A. BUTLER CREEK/BINFORD LAKE GREENWAY CITIZEN COMMITTEE REPORT AND RECOMMENDATIONS

Lora Price, Park Planner, provided information relating to the history of the issues, the response that the City had provided and introduced members of the citizen committee. She noted that the recommendations proposed by the citizen committee represent a pilot program for Open Space, particularly addressing wildlife and nuisance conflicts. Frank Middleton, Michael Love and Pat Hohnstein commented on issues that the citizen committee reviewed and the recommendations presented. Issues reviewed included the importance of wildlife refuges in the greenways, the positive City responses to the duck and geese situations, physical improvements in the area, the need for a partnership between the City the County and other applicable jurisdictions, education and informational programs, public/private partnerships, neighborhood ownership of

the area, and contact phone numbers to report problems. After commending the citizen committee for their time, work and commitment to this project, Jim Hartner motioned to approve the citizen committee recommendations for guidelines and timelines. Seconded by Bob Akers. Rob Fisher commented that as a counselor at Outdoor School he feels that education must come first, feels that wildlife conflicts, such as the coyote and domestic cats, is not a major issue and that funds could better be used for other projects. Motion passed.

B. TRAILS MASTER PLAN PHASING PLAN

Marianne Zarkin, Park Planner, reviewed and addressed comments and concerns voiced at previous meetings in regard to phasing plan priorities, width of soft surface and multi-use trails, public notification, meeting process and development process. It was noted that a soft surface trail is 4-6 feet wide, and a multi-use trail is 10-12 feet wide. Mel Stout, consultant, noted that he was impressed with the attendance and participation of citizens in the public process and described aspects and elements reviewed in the proposed development of trails adjoining the Springwater Trail Corridor, the Gresham/Fairview Trail, the Open Space Program, the Butler Creek area, Gresham Butte area, and the overall continuity necessary for a workable plan. A discussion was held regarding the proposed Towle Road Trailhead, with Bob Akers noting his opposition due to safety and developing trails in wetland and open space areas. Jack Gallagher and Ollie Smith also noted their concerns. Other Committee and public issues addressed were:

Committee Concerns/Issues:

Accessibility for public safety vehicles, particularly in the Gresham Butte and Jenne Butte areas. Marianne reported that the Fire Department feels that accessibility is workable; information is forthcoming from the Police Department. It was noted that a connection to the south of Gresham Butte would be planned, to provide an alternative access off of the Butte.

Trailhead sizes and amenities. Marianne noted that the average number of parking sites is 6 to 10, with a maximum of 12. It was noted that the trailheads are not lighted, will be gated and locked at dusk.

Minimize the number of road crossings on busy streets. Marianne advised that street crossings will be minimized and accommodations set in place. Faye Vickers and Bob Akers suggested speed bumps or snooze bumps to address traffic issues.

Siting of trailheads in open space. Concern was noted regarding the possible use of the area and portable restrooms by the homeless.

Soil erosion problems and location of trails in problem areas. Marianne advised that the Stormwater Division is working with staff to address various problem areas, and that geotechnical reviews will take place. Mel Stout noted that with proper design many pre-existing erosion problems can be addressed and possible alleviated. Bob Akers added his concern regarding the area above Wallula Drive and requested that staff work with the homeowners to arrive at a workable and acceptable solution.

Phasing for the Gresham/Fairview Trail. It was the consensus to pursue a link, possibly an easement with Tri-Met.

Phasing and evaluation for trail connection from S. W. 19th to the saddle on Gresham Butte. The consensus is the need for public safety access. Bob Akers requested that the construction of a multi-use path and trail signage along the west side of Gresham Butte providing trail access from S. W. 19th Drive to Blaine Avenue be moved from Phase 4 to Phase 1. He also requested that the construction of approximately 2,800 feet of walking trail, benches and trail signage at the Campfire Open Space property be moved from Phase 1 to Phase 2. It was also agreed to pursue discussion with Mr. Green regarding his property.

Public Concerns/Issues:

Loss of privacy. Marianne noted that staff would be working with homeowners to address their individual concerns and issues.

Drainage/erosion problems. Marianne reported that staff and the consultant will be working with individual homeowners.

CITY OF GRESHAM
PARKS & RECREATION CITIZEN ADVISORY COMMITTEE
WEDNESDAY, MAY 15, 1996 6:30 P.M.
CITY OF GRESHAM OPERATIONS CENTER
MINUTES

I. CALL TO ORDER

The May 15, 1996 Parks & Recreation Citizen Advisory Committee meeting was called into session at 6:30 p.m. by Jim Hartner, Vice-Chairman. Committee members in attendance: Oliver Smith, Jim Hartner, Faye Vickers, Bob Akers, Phyllis Flury and Jerry Novotny. Committee members absent: Michelle Wilson, Carrie Peterslie and Jack Gallagher. Staff present: Julee Conway, Phil Kidby, Lora Price, Marianne Zarkin and Debbie Warlick. Also present was Councilor Royal Harshman.

A. APPROVAL OF MINUTES

Minutes were approved as submitted.

B. INTRODUCTORY REMARKS - JIM HARTNER, VICE-CHAIRMAN

Members of the audience were welcomed and advised that a 3 minute time limit would be used in order to provide time for comments from all present and that all speakers are to sign in. It was also noted that the Committee has been advised of several concerns through numerous citizen comments received at previous meetings, and the audience was asked to not be repetitive in their comments.

II. AUDIENCE TIME

Three members of the Sam Barlow Green City Data Project Team presented their findings and recommendations in regard to Beaver Creek. The team members commented on various environmental issues including wildlife, aquatic life, water levels, flood damage, vegetation, farming and grazing run-off damage, nursery run-off damage, and localized development. All members of the team recommended that the water level in the creek needed to be increased. The Committee commended the team on their work, their commitment and their interest in the environment. It was noted that this project is an excellent example of the benefits of open space as an outdoor school setting for students.

III. OLD BUSINESS

A. DRAFT TRAILS MASTER PLAN UPDATE

Marianne briefly reviewed previous issues of the proposed Trailhead and trail on the east side of Towle Road, safety issues regarding crossing Towle Road, and the Blaine Street access on the south side of Gresham Butte. Staff noted that both Police and Fire have responded that access to the south side of Gresham Butte, on the S.E. 19th to S.W. 19th multi-use trail, would be a workable route. Some response time delay should be expected, but both departments were supportive of the changes to the proposed trail plan to accommodate safety issues. It was noted that the drainage problems that exist in some areas of Gresham Butte are beyond the scope of this project. Also, staff is working with the Stormwater staff and the Consultant so that the trails will not exacerbate these problems and in some cases rectify them. Marianne advised that the proposed Trailhead and adjoining trail at Towle Road has been eliminated, the Towle Road crossing has been moved from S.W. 33rd to S.W. 31st due to safety issues, the trail below Blaine for access to S.W. 19th has been moved south, and that the open space property formally owned by the Campfire organization has been moved to Phase II based on Parks and Recreation Committee recommendations.

Following discussion, the Committee agreed in consensus on the issues of:

GRESHAM/FAIRVIEW TRAIL: staff will continue discussions with PGE and

DRAFT

Tri-Met in regard to possible purchase of property and/or easements. Should negotiations not prove beneficial to the City, staff will move the anticipated funds for the Gresham/Fairview Trail to the extension of the Butler Creek trail from Binford Lake Parkway to 14th Drive.

TOWLE ROAD CROSSING: installation of warning lights, extra signage, or possible speed humps to assist trail users as they cross Towle Road at S.W. 31st. These improvements would need to be coordinated with Transportation Division.

STC CONNECTOR TRAIL: addition of a connector trail at S.W. 182nd Avenue, south of Powell Avenue near the DEQ Test Station, to the Springwater Trail Corridor.

S.E. 15TH TO S.E. 19TH MULTI-USE TRAIL: change the proposed trail through the city's open space between S.E. 15th and S.E. 19th to a multi-use trail with trailhead. Due to street plans and safety issues it is necessary to change the type of proposed trail.

Public comments were received as follows:

Paul Hanchett voiced concern regarding increased traffic, safety issues, the proposed picnic area at south end of Blaine and loss of rural neighborhood atmosphere in the Walters Road/Gresham Butte area with the proposed changes.

Cliff Porter presented a petition signed by residents in the Johnson Creek area of Towle Road. The residents contend that the proposed trail is not needed since access is available to the Springwater Trail Corridor at Eastman Parkway, that the funds would be better spent on other aspects of the project, and that a foot bridge over Johnson Creek in that particular area is not wise. The residents are also concerned over the loss of privacy, vandalism, damage to the wetlands and wildlife, water quality and flooding.

Bob Hunt expressed frustration over the vandalism damage that he has incurred at his property on S.E. 9th. Mr. Hunt is concerned about the proposed trail off Roberts that leads to the open space adjacent to Thom Park.

Lorraine George noted her concern about the wildlife in the Gabbert Road area with proposed trails in the area.

Helen Shaull requested some type of fencing along her property that adjoins the S.W. Park property.

Ray Bechtoldt suggested other access for the Gresham/Fairview Trail and questioned the ownership of the railroad tract.

Dan Clendenon requested that handicap accessible and usable playgrounds be made available for children with disabilities, and suggested that parallel bars be installed in one of the parks for use by handicapped individuals.

Keith Warren noted that individuals using wheelchairs can access trails in certain areas, and encouraged the Committee to make hiking trails more accessible to those in wheelchairs.

Mike Kelley feels that the number of users of the trails south of Blaine will be few, and noted that owners of larger pieces of property in the Gresham Butte area have different concerns.

Gertrude Witter expressed frustration over the lack of response from the Police to problems reported by residents in the Gresham Butte area.

Judy Tickner voiced concern over loss of privacy in the Walters Hill area. She noted that she feels the City is not listening to the property owners, that Police do not respond to problems and that it will be impossible to control the incoming trail users.

Todd Keathley noted that the project is good for the City, but is concerned about access and congregating on Blaine and Walters Road. He suggested removing the proposed picnic area southwest of Blaine, and review at a later date, once the trail is installed.

Tracy Hyde stated that he is concerned over increased traffic on Walters Road and is against any new parking lots or trail heads in the area.

Carole Hanson spoke against increased people in the Walters

CITY OF GRESHAM
PARKS AND RECREATION CITIZEN ADVISORY COMMITTEE
MEETING SUMMARY
CITY OF GRESHAM OPERATIONS CENTER
AUGUST 21, 1996
6:50 P.M.

I. Call to Order

Meeting called to order by Chairman Ollie Smith. Members present: Jim Hartner, Phyllis Flury, Bob Akers, Faye Vickers, Jerry Novotny, and Jack Gallagher. Staff present: Julee Conway, Cathy Sherick, Phil Kidby, Marianne Zarkin and Debbie Warlick

II. Audience Time

Joe and Cindy Couch, 1925 SE Meadow Court, noted concern regarding a proposed trailhead location, next to their property. They suggested moving the trailhead to SE 15th and Hood. Staff will look at other options including on-street parking.

III. Old Business

A. Sports Park Project Update - Julee Conway provided an update as to the process and progress of the Sports Community Park Project. Jim Hilkemeyer, of Recreation Technologies, Inc., presented a draft proposal for the development, construction and management of the park. Issues discussed included the purpose of a public/private partnership, revenue generating activities, parking lot location and configuration, food and beverage operations, all-weather multi-use structure, cross-use of fields and facilities for seasonal sports, management and maintenance, professional staff, youth and adult participation fees and sale of alcohol on the premises. The Committee discussed the private/public partnership at length as it related to the original proposal and the current needs of the community. It was recommended by staff that, if the PRCAC is interested in pursuing this private/public venture, that additional public meetings be held to further refine the development concept to address community concerns and needs. Jim Hartner motioned to approve the initial concept, and direct staff to proceed with negotiations and address all issues noted during discussion. Motion seconded by Jerry Novotny. Members voting in favor were Ollie Smith, Jim Hartner, Jerry Novotny, and Faye Vickers. Member voting against was Bob Akers; Phyllis Flury abstained due to late arrival at meeting

B. Trails Master Plan - Marianne Zarkin, Project Manager, provided an overview of the narrative documentation for the Trails Master Plan. During discussion Committee members and citizens requested detail information regarding contact procedures for reporting problems, accessibility and availability of police and fire, particularly on the multi-use trail on the south side of Gresham Butte; terminology reflecting the City's commitment to work with adjacent and affected property owners; and language explaining and detailing procedures for the design and construction processes. Phyllis Flury motioned to approve the narrative with the addition of issues, considerations and comments received. Seconded by Bob Akers; motion passed. Staff was directed to continue with the process and commended for the narrative documentation.

IV. New Business

A. 1996-97 PAL Budget - Maura White, Executive Director, and Jill Showalter, PAL Center Director, reviewed the City of Gresham's \$30,000 allocation for the 1996-97 PAL Budget. Information was also provided regarding the increase in program participation, increased donations, and increased camp participation.

V. Update on Activities

Julee invited Committee members to participate in the Kid's Fair on September 7, and the ORPA Convention in October; updated the members on the video, candidate information fair with MCTV in late September, Pioneer Church dedication on August 24, and the "Consider This" Forum on August 22. Other issues discussed were the trail crossing at Regner Road, the Springwater Trail Corridor parking problem at Paisano Park, Butler Creek detention pond, and the printing of the new Parks brochure.

Committee Time

Faye reported a female cougar near her residence on S. E. 16th Court. Julee noted that the \$10,00, previously allocated to be pooled with other outside agency funds, will now be used for local issues. Jerry requested that the "No Dumping" signs near Butler Creek be removed.

There being no further business the meeting was adjourned at 10:00.

**PARKS & RECREATION
CITIZEN ADVISORY COMMITTEE
MINUTES**

DATE: September 18, 1996 **TIME:** 6:45_p.m.
LOCATION: CITY OF GRESHAM OPERATIONS CENTER CONFERENCE ROOMS

MEMBERS

IN ATTENDANCE: Ollie Smith, Chairman
Faye Vickers
Bob Akers
Judy Levin

STAFF

IN ATTENDANCE: Julee Conway, Division Manager
Phil Kidby, Landscape Architect
Cathy Sherick, Recreation Coordinator
Debbie Warlick, Parks & Recreation Secretary

I. CALL TO ORDER

The meeting was called to order by Chairman Ollie Smith. Minutes of the August 21, 1996 meeting were approved as submitted.

II. AUDIENCE TIME

No comments were received. Chairman Smith welcomed Judy Levin, new Parks and Recreation Citizen Advisory Committee member.

III. OLD BUSINESS

III-A. CAPITAL IMPROVEMENT PROJECT (CIP) PRIORITIZATION - Phil Kidby

Pat Stone, Executive Director of the Gresham Historical Society provided an update to the Committee on the priority projects that the Society is currently working with. They include the Carnegie Library, now a museum; the Brick Wall at Main City Park; Linneman Station replication; and the Bethel Baptist Church at Main City Park. The Committee highly commended Pat for her dedication to the Society and the City of Gresham, and the Gresham Historical Society for its tireless work and efforts.

Phil Kidby, Landscape Architect, reported that the estimated projections indicate that approximately \$200,000 will be received from new residential development each year, for the next 5 years, in Parks and Recreation System Development Charges to fund Capital Improvement Projects. Committee members reviewed and thoroughly discussed designated CIP costs. Following discussion Judy Levin motioned to approve the following prioritization of projects:

Year 1...1997-1998- Hall Park Addition Acquisition, \$60,000; Aspen Highlands Park Lighting, \$33,000; Main City Park Improvements, \$97,000; for a total of \$190,000.

Year 2...1998-1999- Rockwood Central Park Parking Lots, \$180,000; Westside Trail Design, \$30,000; for a total of \$210,000.

Year 3....1999-2000- Community Gardens Development, \$20,000; Zimmerman House, \$15,000; Main City Park, \$165,000; for a total of \$200,000.

Year 4....2000-2001- Main City Park Historic Church Parking Lot, \$50,000; Main City Park Recreation Center, \$200,000; for a total of \$250,000.

Year 5....and beyond- Main City Park Phase II, \$172,000; S. W. Neighborhood Park Acquisition, \$190,000; Main City Park Renovation, \$760,500; S. E. Park Phase IV Development, \$250,000; Zimmerman House, \$565,000; North Neighborhood Park #1 Acquisition, \$152,000; North Neighborhood Park #2 Acquisition, \$152,000; Downtown Neighborhood Park #1 Acquisition/Development, \$250,000; Downtown Neighborhood Park #2 Acquisition/Development, \$250,000; Downtown Neighborhood Park #3 Acquisition/Development, \$250,000; South Neighborhood Park Acquisition, \$152,000; Southeast Neighborhood Park #1 Development, \$537,000; Southeast Neighborhood Park #2 Acquisition, \$152,000; Bella Vista Park Renovation, \$575,000; West Gresham Neighborhood Park Acquisition/Development, \$727,000; Community Park Acquisition, \$600,000; South Central Neighborhood Park Development, \$575,000; Community Gardens Development, \$30,000; S. E. Park Phase V Development, \$352,798; for a total of \$6,692,300. Seconded by Bob Akers. Motion approved. The Committee recognized that Bond Measure projects will be reprioritized into the CIP schedule if the 1996 Bond Issue and Serial Levy issues do not pass.

III-B TRAILS MASTER PLAN AMENDMENT PROCESS-Phil Kidby

Phil Kidby, Landscape Architect, presented the staff report and a slide show regarding the request by Joe and Cindy Couch to relocate or remove a proposed trailhead parking lot adjacent to their property located at 1925 S. E. Meadow Court. The Committee heard citizen concerns regarding vandalism, fire danger, disturbance to wildlife, potential users, lack of police response,, safety of local residents and children, increased traffic, and traffic speed. Following considerable discussion and review, Bob Akers motioned to defer the design and construction of the trailhead parking lot on S. E. Meadow Court; however, to not remove the trailhead parking lot from the approved master plan map. Motion seconded by Judy Levin. Motion passed. Staff was directed to continue working with local residents in regard to on-street parking, signage and other issues that may arise. The Committee requested that the process of reviewing any future requests of the approved Trails Master Plan be brought back to Committee for final review and consideration at the October CAC meeting. The citizens were encouraged to use the Planning Commission Development Review process for any design issues related to the trail.

IV. NEW BUSINESS

IV-A INTERGOVERNMENTAL AGREEMENT WITH MULTNOMAH COUNTY AGING SERVICES-Cathy Sherick

Cathy Sherick, Recreation Coordinator, presented the Committee with a 'draft' agreement with Multnomah County outlining informational services and activities provided for the East County Senior Services Center, by the City of Gresham. City Council has approved \$10,000 to fund the partnership for FY 1996-1997. Bob Akers motioned to approve the intergovernmental agreement with Multnomah County; seconded by Faye Vickers. Motion passed. Staff was directed to complete the details of the final agreement with the Legal Department and only need to return to the Committee to update it on its status.

V. UPDATE ON ACTIVITIES

Julee updated the Committee on the Springwater Trail Corridor Dedication and Grand Opening, the need for a member on the PAL Advisory Committee, the award of a \$60,000 grant from NRCS for use at Main City Park and Butler Creek Park, and the successful joint purchase of open space property at Hunters Highland.

VI. COMMITTEE TIME

No information provided.

There being no further business the meeting was adjourned at 10:00.

Respectfully Submitted,


Debbie Warlick, Parks & Recreation Secretary

CITY OF GRESHAM
PARKS AND RECREATION CITIZEN ADVISORY COMMITTEE
MEETING SUMMARY
GRESHAM CITY HALL
OCTOBER 16, 1996
6:45 P.M.

I. Call to Order

Meeting called to order by Chairman Ollie Smith. Members present: Jim Hartner, Faye Vickers, Phyllis Flury, Judy Levin and Councilor Jack Gallagher. Staff present: Julee Conway, Cathy Sherick, Phil Kidby, Lora Price and Debbie Warlick.

II. Audience Time

No comments received. Chairman Smith thanked all those who attended and participated in the dedication of the interim soccer fields at the Sports Community Park.

III. Old Business

A. *Sports Park Development*-Ollie Smith advised those in attendance that the Committee members had requested that discussion on this topic be continued due to considerable public comment, and in response to possible public misunderstanding stemming from an article published in the September 18, 1996 Gresham Outlook. Ollie noted that no Committee decisions have been made in regard to the park, rather that staff had been directed to continue discussion with RecTech, Inc. A letter from Committee member Jerry Novotny was read into the record. Audience comments included support for the original concept of a community park; opposition to the proposed extensive fencing, fees, and possible sale of alcohol; support for the development of a youth oriented facility; opposition to a public/private partnership in this venture; and support for the City to control the operation/usage of the facility. Julee Conway, Division Manager, clarified that the property, purchased with 1988 Bond Funds, can only be used for park purposes. Committee members discussed the concept proposed by RecTech, Inc., in regard to proposed structures, long-term maintenance, proposed encompassing fence, sale of alcohol, and proposed usage fees. Also discussed were issues of a public/private partnership, the City's ability to schedule the usage of the fields (as designed in the original concept), funds necessary to develop the project (as designed in the original concept), and the need for a facility for "local" groups and families. It was noted that funding in the amount of \$4.5 million, for City development of the project, is included in the proposed bond measure. Following considerable discussion, the Committee directed Staff to table the joint venture discussion pending the November election on the bond measure; and to contact RecTech, Inc., advising the current status and inquire of continued interest. The Committee also reiterated that the Sports Community Park will still be developed; and that the development will be dependent on available funding.

B. *Process for Amending Approved Trails Master Plan*-Phil Kidby, Landscape Architect, presented the staff report with attached Community Development Department Type II and Type III Plan Procedures. Following discussion Jim Hartner motioned to incorporate identified improvements in the Trails Master Plan into the design plan and the development permit application, and that the process for addressing citizen concerns and comments shall follow the existing established community service use/design review process. Motion seconded by Phyllis Flury; motion passed.

IV. NEW BUSINESS

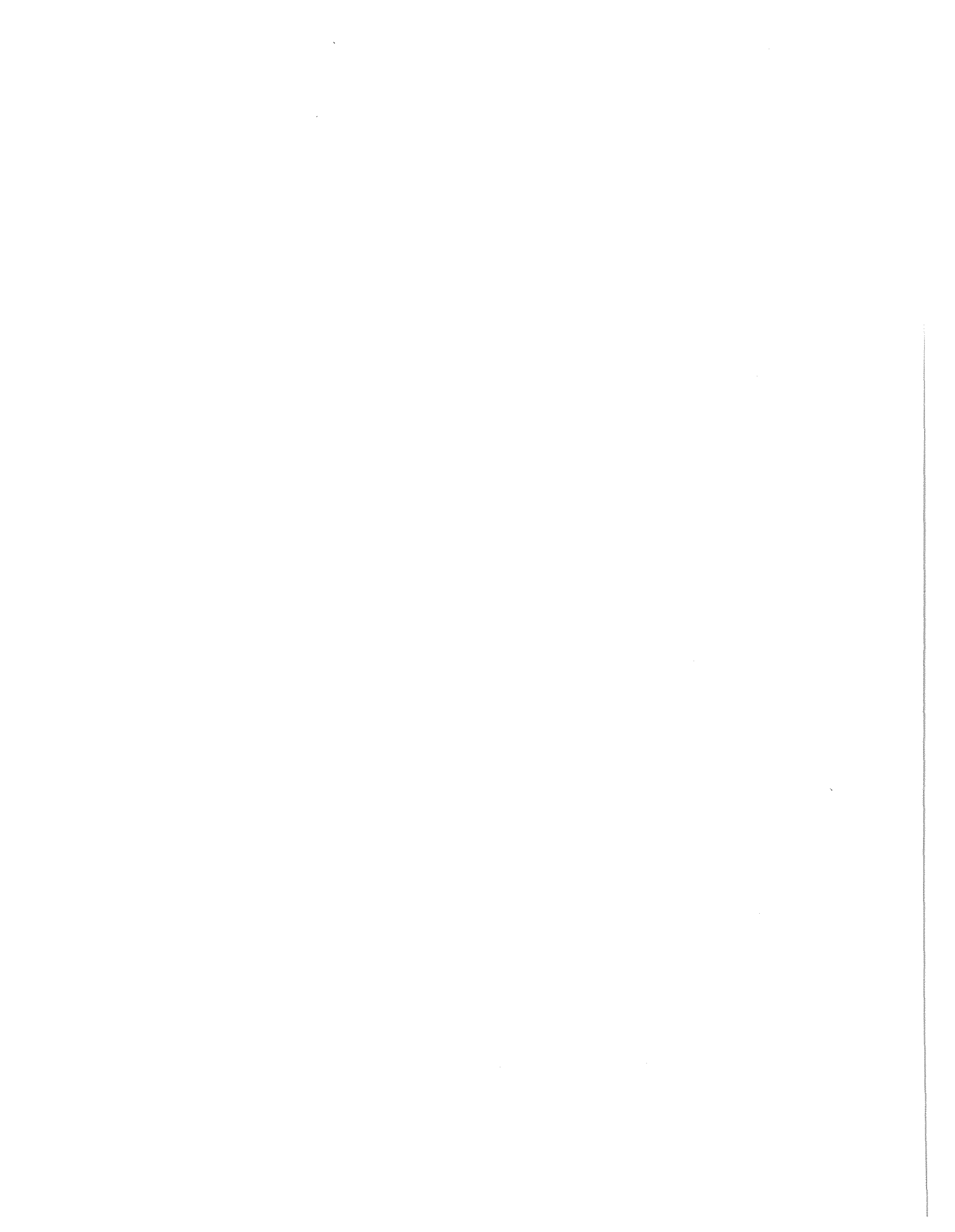
A. *Contract Amendment: David Evans and Associates, Trails Master Plan and Phase I Development*-Lora Price, Park Planner, provided the staff report, and Mel Stout, David Evans and Associates, responded to questions from the Committee in regard to the overall status of the project. The Committee discussed DEA's participation in additional public meetings, which generated added map revisions; various element changes in the project; permit applications; design changes on the multi-use trail on Gresham Butte; and yet-to-be completed engineering services for Phase I Development. Following thorough discussion Jim Hartner motioned to approve the contract amendment in the amount of \$57,858. Motion was seconded by Faye Vickers; motion passed. This recommendation will now be presented to Council for review and approval.

B. *Facility Reservation Process Amendments Review*-Cathy Sherick, Recreation Coordinator, presented information regarding Resolution No. 1879 which addresses Fees and Charges in the City Code, Chapter 6, Parks and Streets. Discussion followed regarding "Waiver of Fees" and the "Permitting" process for sports user groups. The general consensus of the Committee is to leave any waiver of fees for non-resident sports user groups to the discretion of the Parks Division Manager. It was agreed that terminology revisions are needed; Staff was directed to bring proposed revisions to the November meeting for Committee consideration. Jim Hartner motioned to revise the "Permitting" process; permits are to be issued January 15 and July 15, with the July 15 issuance covering sports uses from July through December. It was noted that the July 15 issuance would also allow groups to apply who had missed the January 15

Motion seconded by Judy Levin; motion passed.

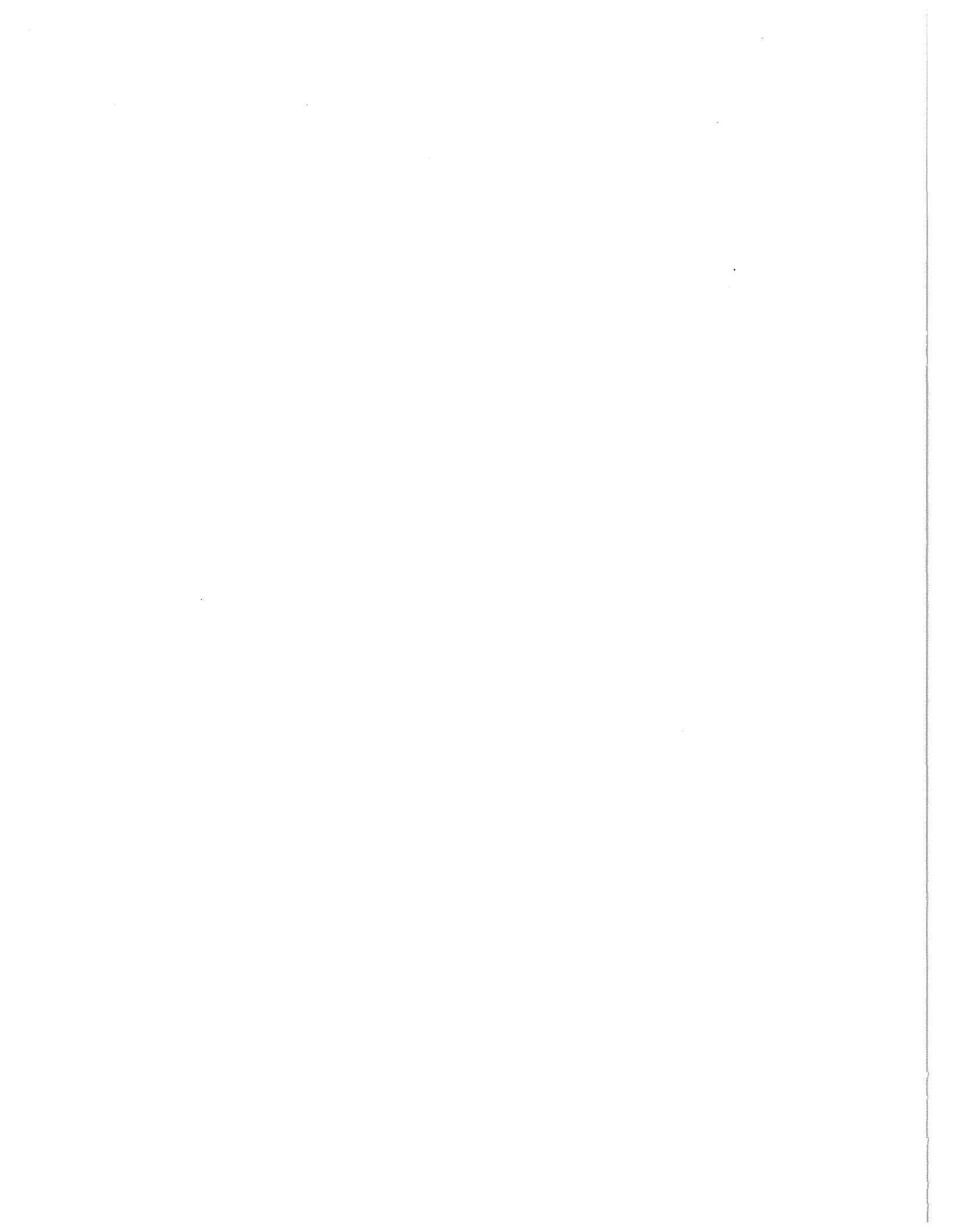
V. UPDATE ON ACTIVITIES

No information provided beyond that included in CAC packet.



APPENDIX C

Public Notice Summary



TRAILS MASTER PLAN PLAN MEETING NOTICE AND SUMMARY

MAILED NOTICES

Meeting Date	Number of Notices Mailed	Type of Meeting	Distribution Method	Source of Mailing List
10/18/95	Press Release	PRCAC*	Newspaper	N/A
12/4/95	2,593	Gresham Butte	Flyers	Neighborhood Assoc.
1/16/96	8,426	NW Gresham SW Gresham Centennial Hollybrook	Flyers	Neighborhood Assoc.
1/23/96	45	Gresham Butte	Letters	Sign up list/meetings
1/29/96	11,912	NE Gresham ASERT Kelly Creek Powell Valley Central City	Flyers	Neighborhood Assoc.
1/29/96	38,200	All households in Gresham	Newsletter	US Mail
2/6/96	11,399	Wilkes East Gresham, N. & N. Central Rockwood	Flyers	Neighborhood Assoc.
3/7/96	2601	Gresham Butte	Flyers	Neighborhood Assoc.
3/27/96	60	PRCAC*	Flyers	Neighborhood Assoc.
4/17/96	150	PRCAC*	Flyers	Sign-up list/meeting
5/15/96	1,850	PRCAC*	Letters	City of Gresham GIS

CITY OF GRESHAM
 DEPARTMENT OF ENVIRONMENTAL SERVICES
 PARKS AND RECREATION DIVISION
 3/13/97

5/15/96	200	Meeting	Flyers	Sign-up list/meetings
7/2/97	1850	City Council	Flyers	GIS** and sign-up list
8/21/97	1100	PRCAC*	Postcard	GIS** and sign-up list
9/20/97	1100	PRCAC*	Postcard	GIS **and sign-up list
3/5/97	Press Release	PRCAC*	Newspaper	N/A
3/14/97	1100	300' of proposed trail	Newsletter	GIS** and sign-up list
4/1/97	1100	City Council	Postcard.	GIS** and sign-up list

*PRCAC-Parks and Recreation Citizen Advisory Committee
 **GIS-Geographical Information System

NEWSPAPER COVERAGE

Publication Date	Newspaper	Title of Article
12/1/95	Portland Oregonian	Gresham's Oregon Trails
5/9/96	Portland Oregonian	Tracking the Trails
7/3/96	Portland Oregonian	Council Approves Trail Proposal
7/5/96	Gresham Outlook	Mayor Promises Trails Won't Harm Butte

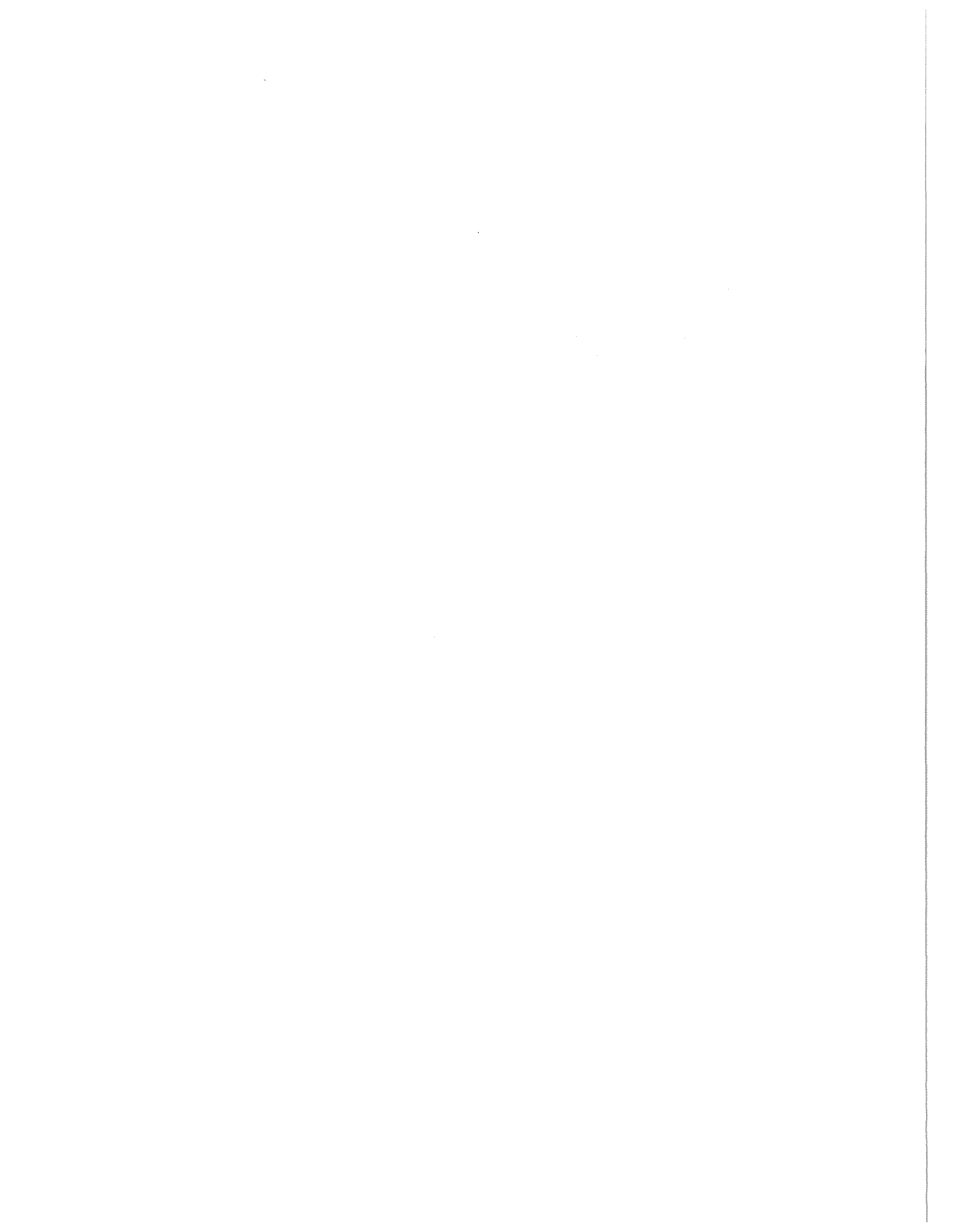
PRESS RELEASES

Press releases for all meetings listed above (with the exception of the 1/23/96 and the 1/29/96 public meetings) were sent out to the following at least four working days before the meeting date.

- Portland Oregonian
- The Skanner
- East County Magazine
- Gresham Outlook
- The Daily Journal of Commerce
- All major radio and television stations in the Portland metropolitan area.

APPENDIX D

Summary of Trails Slide Presentation



GRESHAM TRAILS MASTER PLAN
Color Slide Presentation Show
Outline & Hand-out

WHY ARE TRAILS NEEDED IN GRESHAM?

- 49% of surveyed residents enjoy trail recreation activities
- Popularity of the Springwater Trail Corridor . . . 374,000 residents used Gresham's 1.75 mile section of the Springwater Trail in 1994
- Growing demand for trails due to Gresham's population growth:
 - 4,000 residents in 1960
 - 29,000 residents in 1978
 - 71,000 residents in 1991
 - 125,000 residents estimated in 2010
- Trail will be used by recreationalists and commuters of all ages and abilities
- Provide public access to the City's recently acquired Open Space Lands

WHAT ARE THE BENEFITS OF TRAILS?

- **PERSONAL, SOCIAL, ECONOMIC, & ENVIRONMENTAL** benefits which are critical to the **QUALITY OF LIFE** for all Gresham residents
- Provides **ACCESS** to parks, recreation facilities, open space, waterways, wildlife habitat, & historical sites
- Promotes **PHYSICAL FITNESS & HEALTH** for a variety of users including the disabled
- Encourages **SOCIAL INTERACTION** and **COMMUNITY PRIDE**
- Provides opportunities for **REST AND RELAXATION**
- Reduces **AUTO-DEPENDANCY** which promotes the **ENVIRONMENTAL HEALTH** of this community

TYPES OF TRAIL ACTIVITIES

- Walking
- Hiking
- Bicycling
- Running
- Horseback Riding
- Roller-Skating/In-Line Skating
- Wildlife Viewing
- Commuting to Work & Mass Transit Stations (bus & light-rail)

TYPES OF TRAILS & CONNECTORS

- Off-Road Paved Trails
- Off-Road Unpaved Trails
- Bikeways & Sidewalk Connectors

OPPORTUNITIES FOR NEW TRAILS & CONNECTORS IN GRESHAM

- Gresham Butte
- Jenne Butte
- Grant Butte
- Kelly Creek Greenway
- Butler Creek Greenway
- Johnson Creek Greenway
- Fairview/Gresham Trail Corridor
- Campfire-Property
- Community & Neighborhood Parks
- Ped-to-MAX Trail (Tri-Met Light Rail Corridor)

THE SPRINGWATER TRAIL CORRIDOR

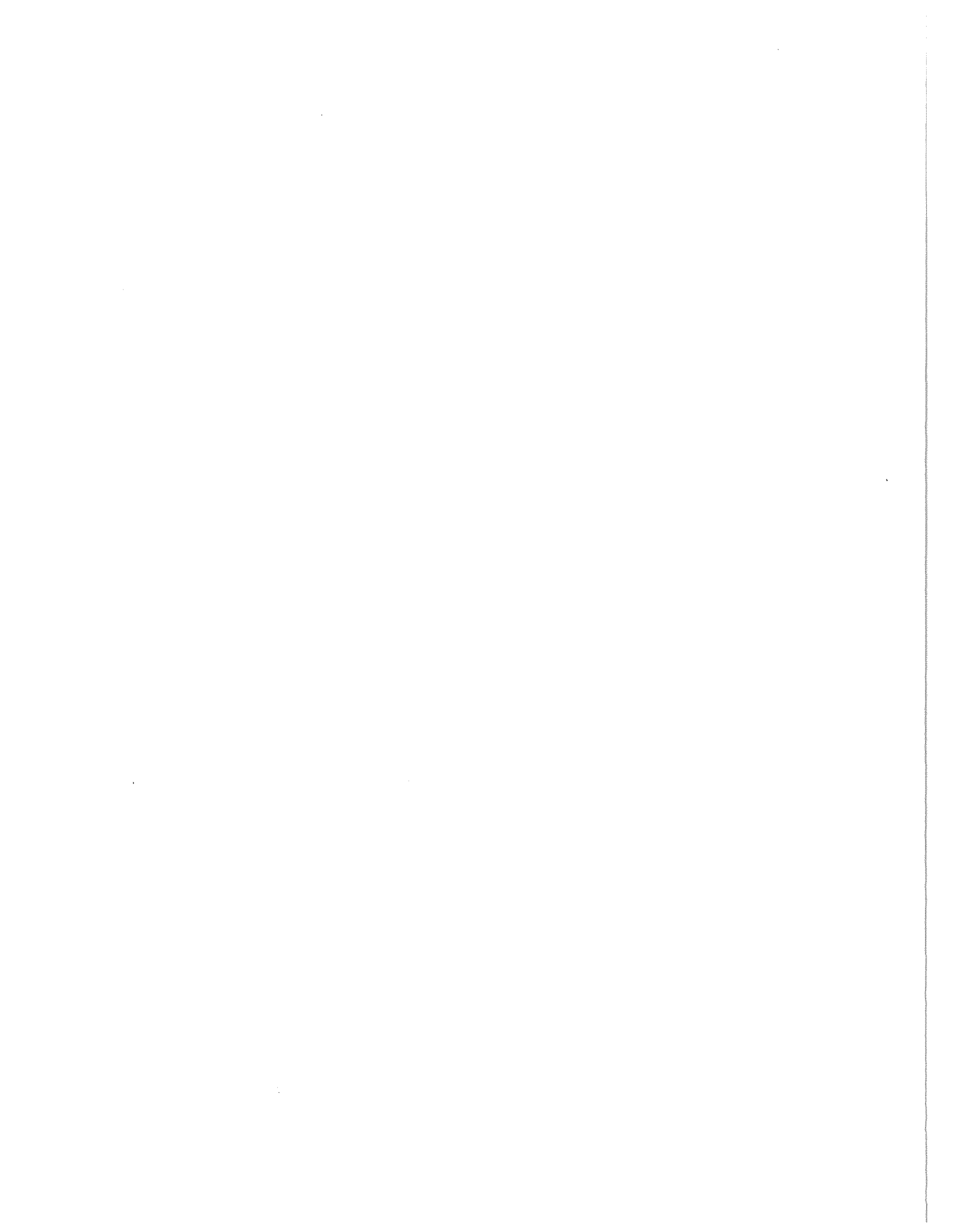
- A 'Rails to Trail' success
- Springwater Trail Corridor . . . a major segment of the 40-Mile Loop
- The 40-Mile Loop Master Plan
- Gresham's 2-mile section of the 16-mile Springwater Trail Corridor

THE NEXT STEP . . . GRESHAM TRAILS MASTER PLAN & PHASE I PROJECT

- Inventory and evaluate trail opportunities
- Gather input from Gresham residents through PRCAC & neighborhood meetings
- Prepare draft master plan and phase I project for community & agency review/input
- Finalize master plan and phase I project
- Construct phase I project

APPENDIX E

Gresham Trails Newsletters





Springwater Trail a Star!

Gresham's 4.8 mile section of the Springwater Trail was featured in the November 1995 issue of Sunset Magazine. The 1-page article titled "Gresham Blazes a New Trail" explains some of the history and highlights of this popular trail

Did You Know...

- That there is a group called Friends of Springwater Corridor? For information about their activities, call 761-3403.
- That in 1993, the 4.8 mile Gresham section of the Springwater Trail was used for 376,000 user trips?
- That the entire Springwater Trail is 16.5 miles long and runs from Portland to Boring?

Gresham Butte

Neighborhood Meeting

On Monday, December 4, Parks & Recreation will meet with Gresham Butte Neighborhood Association to discuss the network of trails envisioned for Gresham, as well as the possible locations of trails on Gresham Butte. The meeting will take place at the City of Gresham Operations Center, 2123 S.E. Hogan Road at 7:00 pm. Please join us - everyone is invited.

WHAT'S A TRAILS MASTER PLAN?

The City of Gresham, helped by interested citizens, is just starting the planning efforts to create a **Trails Master Plan**. This Master Plan will help define an integrated network of parks, natural areas, trails, sidewalks and bikeways. This network will include trails through open space lands purchased with the proceeds of the voter approved 1990 \$10.285 million bond issue.

Trails are very popular recreational facilities in Gresham. Of the residents surveyed in 1995, 49% said that they enjoy and use trails. The Springwater Trail is a very popular destination for trail users. In 1993 there were 376,000 user trips made on the 4.8 mile Gresham section of the Springwater Trail.

As our population continues to expand, the need for trails will also grow. It is estimated that our population will increase by over 50,000 people in the next 15 years.

WHAT ARE THE BENEFITS OF TRAILS?

- Trails provide access to parks, open space lands owned by the City of Gresham, natural resources and historical sites
- Trails provide opportunities for physical fitness and recreation.
- Trails provide opportunities to socialize and meet your neighbors.
- Trails help reduce our auto-dependency, which promotes the environmental health of Gresham.

WOULD YOU LIKE TO HELP?

You can help us out by coming public meetings scheduled over the next few months. Watch for meeting notices in the newspapers and in your mailbox. You can also help us by letting us know where you want trails. Fill out the attached questionnaire and drop it in the comment box on this display, or mail it to our office. Watch for details about how you can become a *Friend of Gresham Trails*.

We encourage your participation!

Trails Master Plan

Comment Sheet

Your comments and suggestions are important to us. We appreciate you taking the time to answer the following questions concerning the Trail Master Plan. Please drop your completed page into the comment box, fax or mail to our office at:

City of Gresham
Parks & Recreation Division
1550 N.W. Eastman Parkway, Suite 175
Gresham, Oregon 97030
Fax: (503) 665-6825

I think a good place for a trail, trailhead or bikeway is _____

I am concerned about the location of trails and/or trailheads at the following locations: _____

As part of our trail planning, we are also collecting historical anecdotes about Gresham's buttes, creeks and greenways. This information will be used in helping us locate trails and interpretive signage. Do you have any stories or ideas you would like to share? _____

If you would like to have your name included on a mailing list for the Trail Master Plan, please fill in the following information:

Name: _____
Street Address: _____
City, Zipcode _____
Telephone No. _____ (wk) _____ (hm)

Did You Know...

The current Gresham population of 75,000 is expected to grow 60% over the next 15 years to 125,000. This increase places an even greater demand for trails, parks, open space, recreation facilities and recreation programs than what exists today.

- ◆ In 1993, there were 376,000 user trips made on the 4.8 mile Gresham section of the Springwater Trail Corridor.
- ◆ Gresham's section of the Springwater Trail Corridor was featured in the November 1995 issue of Sunset Magazine. The one-page article titled "*Gresham Blazes a New Trail*" explains some of the history and highlights of this extremely popular trail.
- ◆ The Springwater Trail Corridor is part of the Portland metropolitan area's regional trails system called the 40-Mile Loop, which presently has over 140 miles of trails and bikeways.
- ◆ Trails can be used by people of all ages and abilities for many types of recreation. These include walking, running, hiking,



bicycling, horseback riding, rollerskating, in-line skating, wildlife viewing, open space viewing and other recreation activities.

- ◆ Walking for pleasure and other trail activities are among the most popular recreation activities in Gresham (according to residents attending public meetings and recent surveys of residents).
- ◆ The City of Gresham has preserved over 520 acres of open space to date. Community ideas are needed to help plan for public access and trails in these natural areas.
- ◆ Did you know there is a community interest group called the "*Friends of Springwater Corridor*"? For information about their activities, call 761-3403.

What Are The Benefits of Trails?

- ◆ Trails provide public access to parks, recreation facilities, open space lands owned by the City of Gresham, natural resources and historical sites.
- ◆ Trails provide opportunities for physical fitness and recreation.
- ◆ Trails provide opportunities to socialize and meet your neighbors.
- ◆ Trails help to reduce our auto-dependency, which promotes the environmental health of Gresham by reducing pollution and traffic congestion.

What is a Trails Master Plan?

With the help of interested citizens, the City of Gresham is just starting the planning effort to create a Trails Master Plan.

This Master Plan will help to define an integrated network of trails which will help connect residents with their community and neighborhood parks, recreation facilities, natural areas, bikeways, schools,

historical sites, and other community destinations. This network will include trails through open space lands purchased with the proceeds of the voter approved 1990 \$10.285 million bond issue.

The planning process will involve an inventory and analysis of trail corridor opportunities and citizen involvement through a series of neighborhood and community meetings which will form the basis for the Trails Master Plan.

The Plan will prioritize trail development opportunities and identify a Phase I Trail Construction Project to be built in late 1996.

Definitions

Trail: a path, route, way, right-of-way, or corridor posted, signed, or designated as open for non-motorized travel or passage by the general public.

Trail Access Point: a minor trail entry point typically from neighborhoods, streets, local trails, loop trails, etc. Trail identification and directions are the important orientation functions occurring at the access points.

Trail Head: an access point where a number of support facilities are provided including basic services and amenities as well as trail system information and

orientation. Possible trail head facilities include vehicular parking, bike racks, information kiosks, shelters, drinking fountains, benches, etc.

Viewpoint: a location which affords trail users an opportunity to view significant landforms, landscape features, wildlife habitat and activities. Possible viewpoint facilities include seat benches, information signs, paving, etc.

Bikeway: a portion of a roadway which has been designated by striping, signing and pavement marking for the preferential or exclusive use by bicyclists.

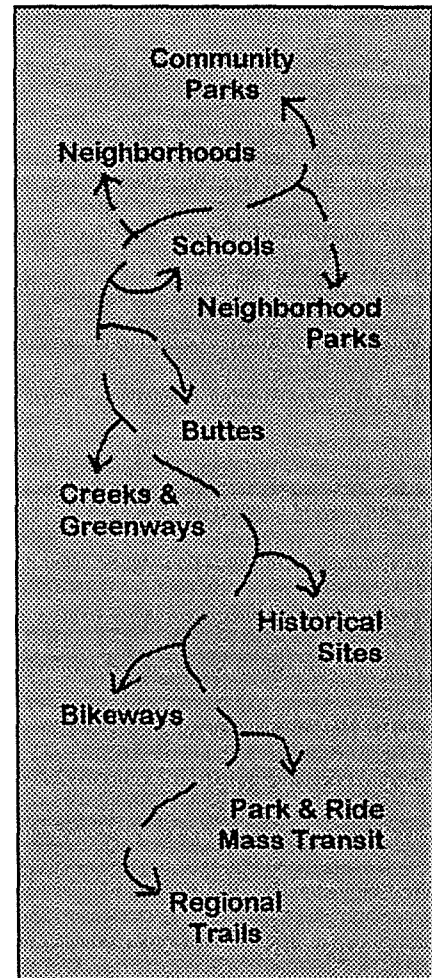
Greenways: linear natural corridors often associated with rivers, streams and creeks which could be shared by both humans and wildlife.

How Can You Help?

- ◆ Attend our public meetings about trails which are scheduled over the next few months. Watch for meeting notices in the newspapers and in your mailbox.
- ◆ Provide testimony at Park & Recreation Citizens Advisory Committee (PRCAC) meetings and public hearings.
- ◆ Fill out the attached questionnaire/comment sheet and drop it in the

comment box or mail it to our office.

- ◆ Review and comment on staff and PRCAC recommendations.
- ◆ Have your name added to our mailing list to receive notices, reports and other mailings.
- ◆ Watch for details about how you can become a "Friend of Gresham Trails".



Trail Connections

Where Are We in the Trails Planning Process?

The Gresham parks staff and trails planners David Evans and Associates, Inc. and Sea Reach, Ltd. have been busy with identifying trail planning issues, opportunities, and concerns and doing on-site analysis of potential trail corridors throughout the City.

The parks staff and trail planners have met with Gresham Butte residents about future trails in their neighborhood; the first in a series of neighborhood meetings which will form the basis for the Trails Master Plan (see below for details).

The parks staff and trail planners have also met with the Parks & Recreation Citizens' Advisory Committee, the Gresham Historical Society, and coordinated with other city departments and various public agencies.

As part of our community outreach efforts, a **Trails Planning Information Kiosk** has been placed in the Gresham Main Library's lobby.

Looking ahead, our schedule is to complete the trails planning process and Draft Master Plan in April and the Final Draft Master Plan in July.



In addition to the Master Plan, a Phase I Trail Construction Project will be designed and construction is expected to start in late 1996.

Summary of Meeting with Gresham Butte Neighborhood Association Residents

On December 4th, an evening meeting was held with the Gresham Butte Neighborhood Association residents. The meeting was well attended by 30 to 35 residents, representatives from the Parks and Recreation Citizens' Advisory Committee, Gresham parks staff and trails planning consultants.

After a brief introduction and slide show presentation on the needs, benefits and opportunities for trails in Gresham, residents expressed their views and concerns about future trails on Gresham Butte and elsewhere in the City.

The majority of residents attending this meeting expressed their support of trails. The important trail planning issues identified by residents were:

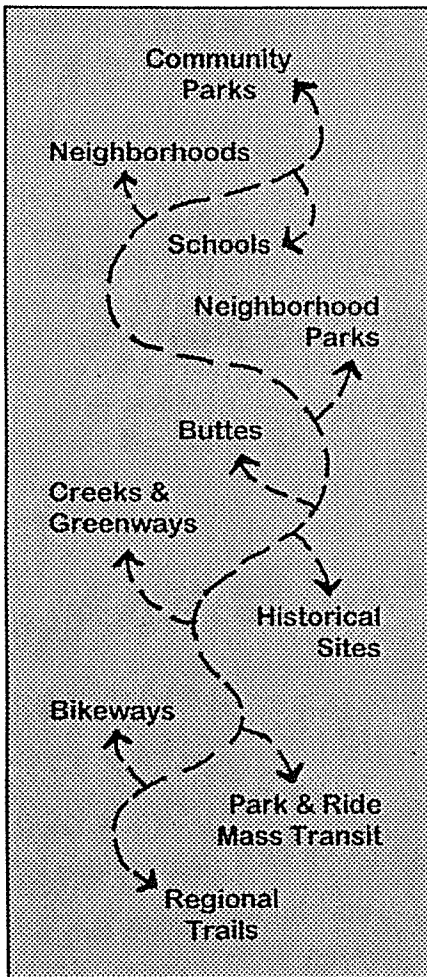
- ◆ Balance Human, Wildlife & Environmental Needs
- ◆ Neighborhood Privacy & Security
- ◆ Public Access to Parks, Recreation & Open Space
- ◆ Police & Fire Protection
- ◆ Trails for People of All Ages & Abilities
- ◆ Variety of Trail Types
- ◆ Adequate Maintenance Budget & Staff

Upcoming Meetings About Gresham Trails

All Gresham residents are welcome to any of these upcoming public meetings.

- ◆ **January 16th** meeting for SW & NW Gresham, Centennial & Hollybrook neighborhoods from 7 to 9 p.m. at the mini MESC portable building located in the Gresham City Hall SE parking lot.

- ◆ **January 29th** meeting for NE Gresham, ASERT, Kelly Creek, Powell Valley & Central City neighborhoods from 7 to 9 p.m. at Gordon Russell Middle School.
- ◆ **February 6th** meeting for Wilkes East, North & North Central Gresham & Rockwood neighborhoods from 7 to 9 p.m. at Davis Elementary School.



Trail Connections

What Are Some of the Potential Trail Opportunities Being Considered?

- ◆ Gresham Butte
- ◆ Jenne Butte
- ◆ Grant Butte
- ◆ Kelly Creek Greenway
- ◆ Butler Creek Greenway
- ◆ Johnson Creek Greenway
- ◆ Fairview Creek Corridor
- ◆ Former Campfire Property
- ◆ Future Southeast Community Park
- ◆ Future Southwest Community Park
- ◆ Pedestrian-to-MAX Trail
- ◆ Connections to the 40-Mile Loop Trail
- ◆ Connections to Columbia River Gorge Trail
- ◆ Connections to the Future Sandy River Gorge Trail

How Can You Help?

- ◆ Attend our public meetings about trails. Watch for meeting notices in the newspapers and in your mailbox.
- ◆ Provide testimony at Park & Recreation Citizens' Advisory Committee meetings and public hearings.
- ◆ Fill out the attached comment sheet and drop it in the comment box or mail it to our office.
- ◆ Review and comment on staff and PRCAC recommendations.
- ◆ Have your name added to our mailing list to receive notices, reports and other mailings.
- ◆ Watch for details about how you can become a "Friend of Gresham Trails".

What is a Trails Master Plan?

The City of Gresham, helped by interested citizens, has been working on a Trails Master Plan. This Master Plan will define an integrated network of parks, natural areas, trails, sidewalks and bikeways. This network will include trails through open space lands purchased with the proceeds of the voter approved 1990 \$10.285 million bond issue.

Trails are very popular in Gresham. Of the residents surveyed in 1995, 49% said that they enjoy and use trails.

Where Are We in the Trails Planning Process?

The Gresham Parks & Recreation Division staff along with trails planners David Evans and Associates, Inc. spent last fall and winter identifying trail planning issues, opportunities, and concerns as well as completing on-site analysis of potential trail corridors throughout the City.

Starting last December, the City began a six month public review process which included neighborhood, Parks & Recreation Citizen Advisory Committee (PRCAC), Planning Commission and City Council meetings.

The important trail planning issues identified by residents attending meetings were:

- ◆ Balance Human, Wildlife & Environmental Needs
- ◆ Neighborhood Privacy, Parking & Security
- ◆ Public Access to Parks, Recreation & Open Space
- ◆ Police & Fire Protection
- ◆ Trails for People of All Ages & Abilities
- ◆ Variety of Trail Types
- ◆ Adequate Maintenance Budget & Staff

The parks staff and trail planners have also met with the surrounding jurisdictions and coordinated with other city departments.

Following the recommendation of the PRCAC, the City Council on July 2 approved the trails system plan and phasing schedule. Parks staff and trail planners are now actively working on the narrative for the trails system plan, and on the construction drawings for the Phase I trails. Construction is slated to begin in early summer, 1997.

What are the Benefits of Trails?

Trails provide opportunities for physical fitness and recreation. They provide access to open space lands, natural resources and historical sites. And trails help reduce our auto-dependency, which promotes the environmental health of Gresham by reducing traffic.

What are some of the Trail Opportunities?

- ◆ Gresham Butte
- ◆ Jenne Butte
- ◆ Grant Butte
- ◆ Kelly Creek Greenway
- ◆ Butler Creek Greenway
- ◆ Johnson Creek Greenway
- ◆ Fairview Creek Corridor
- ◆ Former Campfire Property
- ◆ Connections to the 40-Mile Loop Trail

Questions?

Please contact the Parks & Recreation Division at 618-2531. The approved trails system plan map is posted in our offices at City Hall.

The Impact of Trails on Other Communities

Burke-Gilman Trail

Seattle, Washington

The Burke-Gilman Trail is a multi-purpose trail, 12.1 miles long and 8 to 10-feet wide, that follows an abandoned railroad right-of-way through residential neighborhoods in northeast Seattle.

After its construction, the City of Seattle conducted a study to evaluate what effect this trail has had on property values and crime rates on property near and adjacent to the trail. Also evaluated was public acceptance of the trail and its effect on the quality of life of adjacent neighborhoods.

Of the 369 residents surveyed, none thought the trail should be closed and almost two-thirds felt the trail increased the quality of life in the neighborhood. More than half of new home buyers near the trail stated that it positively influenced their decision to buy the house.

Residents offered the following positive comments:

- ◆ **“The trail makes living in this area a real joy--thank you to all who are responsible! We need more places to**

get away from cars, noise and pollution.”

- ◆ **“One reason we moved to our new house was because of the easy access to the trail.”**
- ◆ **“This is the way I'd like to see my taxes used.”**

The study found that the trail increased property values in the vicinity and had no discernible impact on the area's property crime rate.

The study found that houses located within two blocks of the rail (but not directly adjoining it) were significantly easier to sell and sold for an average of six percent more than would be expected otherwise. Those directly adjoining the trail were less positively impacted but were nevertheless slightly easier to sell and sold for about half a percent more than would be expected.

In addition, the study found that the property crime rate immediately adjacent to the trail (vandalism and break-ins) was below the average rate for the neighborhood as a whole. Police speculated that the lower crime rate was due to

the reduced automobile access to homes along the trail.

It is interesting to note that two of the trail's most vocal opponents now believe the trail is the best thing that ever happened to their neighborhood.

(Source: Seattle Engineering Department, Office of Planning)

Brush Creek Trail

Santa Rosa, California

A Santa Rosa survey to determine what effect, if any, a bicycle/pedestrian trail has on property values and crime does not support claims that trails adjacent to residences cause an increase in crime.

The survey found that **“the overwhelming opinion by residents is that the trail and creek have a positive effect on the quality of life in the neighborhood.”**

Most crimes that can be directly attributed to the Brush Creek Trail involved vandalism by adolescents. Considering the trail has been open for 9 years, the number and types of crime

polled in this survey are minor in nature.

Additionally, this survey does not support claims that trails adjacent to residences cause a negative impact on property values. To the contrary, the overriding opinion by residents is that property values were not affected at all, or if anything, increased due to the Brush Creek Trail.

The Brush Creek Trail is a 1-1/4 mile, 10-foot wide asphalt trail managed by the City of Santa Rosa. 85 homes are immediately adjacent to the trail. 75 residents were surveyed in door-to-door interviews, and apartment and mobile home park managers were surveyed by telephone.

(Source: Michelle Murphy, Sonoma State University)

Lafayette/Moraga Trail San Francisco, California

In the East Bay region near San Francisco, 99 percent of neighbors living along the 7.6-mile long suburban Lafayette/Moraga Trail use it. In fact, members of their households use it an average of 132 days each year.

(Source: National Park Service, 1992)

Living Along Trails: What People Expect and Find

St. Paul, Minnesota

This 1979 study was based on surveys of landowners neighboring two proposed trails and two existing trails in Minnesota. Findings show that their negative expectations of trail impacts--crime, trespassing, weed control, and minimal usage by local people--were not borne out after the trails were established.

(Source: Minnesota Department of Natural Resources)

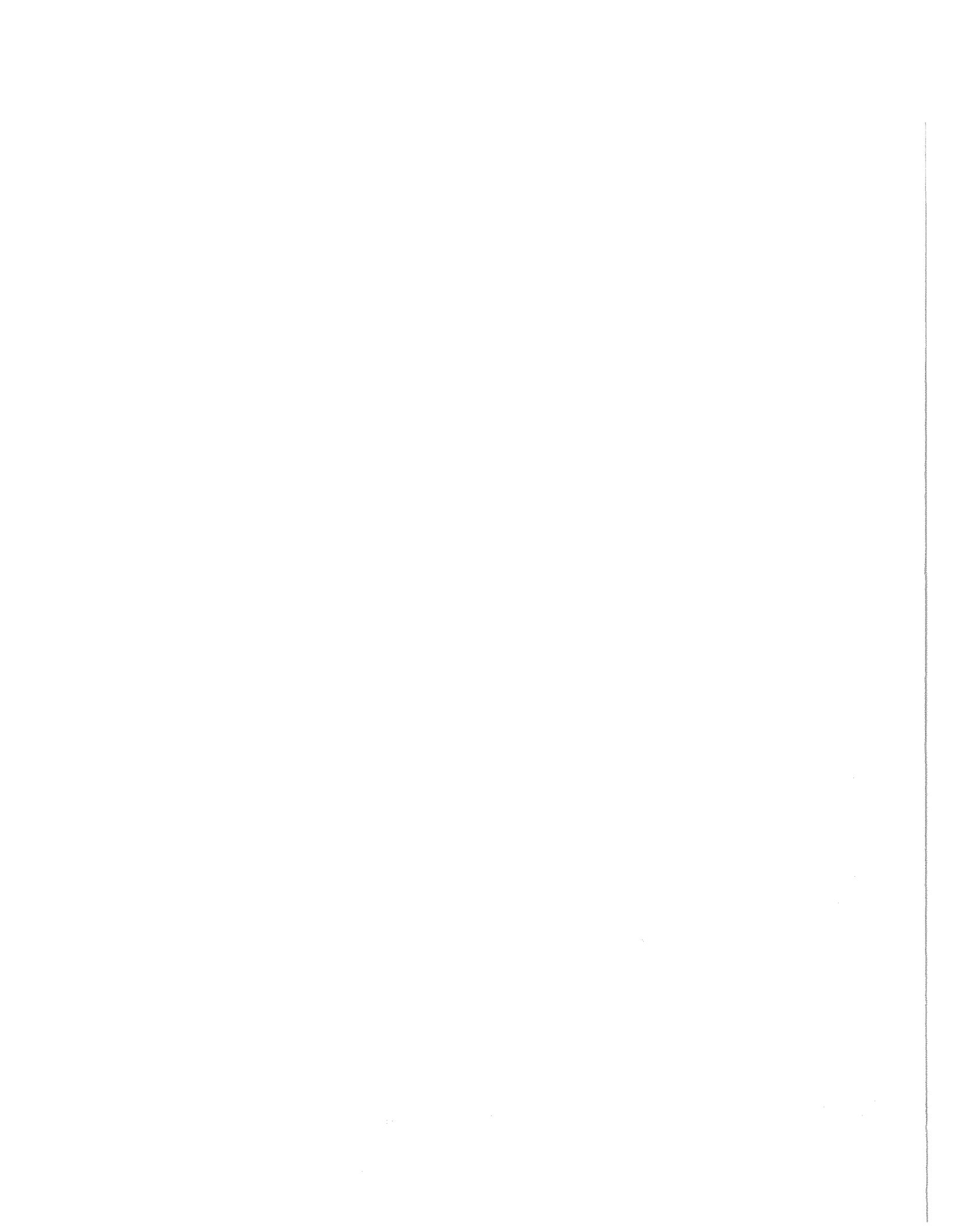
Delaware & Raritan Canal State Park Trail New Jersey

The manager of New Jersey's Delaware and Raritan Canal State Park faced a difficult dilemma when adjacent landowners strongly opposed a trail extension. The landowners would agree to the trail extension only on the conditions that fencing would be installed along the route to keep trespassers off their properties and that breaks would be located in the fence at regular intervals so the neighbors could access the trail.

The park manager developed a model solution: the trail would be installed with no fences in place, but at any time landowners could individually request fencing along their properties if they found it necessary.

After five years, the trail manager has yet to receive any landowner's request to install a single fence.

(Source: Rails-to-Trails Conservancy, 1993)



APPENDIX F

Newspaper Articles



METROEAST

Community
news and
features



ROGER JENSEN/The Oregonian

Louis Wroost takes a daily walk along the Springwater Trail, collecting bottles and cans. The city of Gresham is seeking public comment on how best to develop a citywide system of trails connected by the Springwater Trail. The project is being financed by \$10.2 million provided by the voters.

Gresham's Oregon trails

Starting Monday, residents will be asked for their input on trail construction

By KARA BRIGGS
of The Oregonian staff

GRESHAM — Coming soon to the city of Gresham: Take a secluded bike ride on a trail that loops Walters Hill. Or walk aimlessly along Johnson Creek. Perhaps even picnic on Jenne Butte.

After five years of buying natural land with \$10.2 million provided by the voters, the city Parks and Recreation Department is ready to open that land to public use.

"A lot of people want to know when they can enjoy all that property," parks planner Marianne Zarkin said.

The \$10.2 million open-space bond included \$1.2 million for the construction of an extensive trail system.

The city recently hired David Evans and Associates, a Portland consulting firm, to help the parks department design the trail system.

Beginning Monday night, Zarkin will ask Gresham residents to consider how the trails should be constructed. Over the next few months, she plans to meet with Gresham's neighborhood associations to discuss the plans.

Zarkin knows the bare basics about what this system will look like. But the actual layout of it will be done at the discretion of the residents who participate in its planning.

HAVE A SAY

■ **WHAT:** The Gresham Parks Department will hold a meeting to give people an opportunity to discuss plans for trails to be built on Gresham Butte.

■ **WHEN:** 7 to 9 p.m., Monday, Dec. 4.

■ **WHERE:** The Gresham Public Works Building, 2123 S.E. Hogan Road.

■ **QUESTIONS?** Call Marianne Zarkin, 669-2659.

"I see the Springwater Trail as the spine of the trail system with trails running out from it," Zarkin said. "We have ideas for loops around Walters Hill, up Jenne Butte, through the Kelly Creek corridor and across that property that used to be owned by Campfire."

Bob Akers of the Parks and Recreation Advisory Board said the trails must be designed with a sensitivity to wildlife and the natural landscape that the open-space bond was meant to protect.

"I think there's parts of open space that need to be kept closed," Akers said. "Though the bond measure calls for a trails system, I would hate to see so many trails that the open space becomes a trail system."

Zarkin said the system must also be designed with sensitivity to the privacy of houses that

abut the open space.

"Some of the pieces of property are so close to people's homes that how we use them is important," Zarkin said.

The trail system could be the one way that the open space can be made accessible to all Gresham residents. Most of the open space the city bought was in Gresham's eastern and southern neighborhoods where there was a lot of land left in its natural state in 1992.

But the trail system could be designed to link parks and open space throughout the city, said Mel Stout, David Evans and Associates' director of landscape architecture. He is working with Zarkin to plan a system allowing people to walk, jog or bike from their homes to the open space.

"We literally hope to plan how people can get from their doorsteps to their city trails," Stout said. "Basically, we hope through the open space to connect one part of the city to all the others."

Stout, whose firm designed the Markum Nature Trail in Southwest Portland, said vast trail systems are being built in cities throughout the West.

"Trails really capture the imaginations of people today," Stout said. "They're fun. They can be used for commuting and for exercise. They can be a real family alternative for recreation."

Walking The Talk: Trails Plan To Link Greenspaces

It's great — this beautiful open space, these green acres the City has added to its open space system the past five years. But, when can we enjoy it? How do we get to it? When we get there, what facilities will be there? These and other questions will be settled as the City develops a Trails Master Plan. The plan guides development of an interwoven network of trails— citywide trails that provide residents the opportunity to use the green spaces that the City has purchased.

The plan will include trails to more than just the Gresham, Jenne and Grant buttes. It will include connections with all City parks in addition to:

- The Springwater Trail,
- The former Campfire property,
- Kelly Creek Greenway.

Through a bond levy passed in 1990 for \$10.285 million, the City has purchased almost 310 acres of open space. Out of that, \$1.2 million was reserved to plan and construct trails. The remainder went to other associated costs, such as surveys, appraisals, and environmental analyses.

The City has contracted with a consultant to develop the plan, design the first phase of trails, and oversee trail construction. Some things are already known. For example, most trails will have a low impact on the environment. This means the natural setting is preserved, and the City gets more trails at less cost.

Now we need public input. Let us know what your interests and concerns are. The City wants to hear from you before the plans are final.

Through the end of February, please bring

your imagination to neighborhood meetings to discuss such issues as:

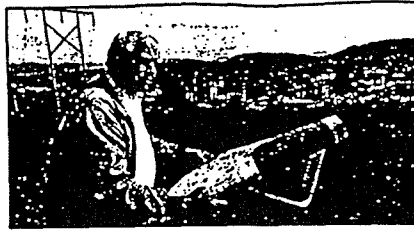
- How will pedestrians and bikers access the parks and trails?
- Which trails should be for specific users (disabled people, equestrians, bike riders, and so on)?
- What trailhead or parking facilities should be included?
- How should the trails be surfaced?

Park Planner Marianne Zarkin says the department is set to have a final plan ready for the City Council this summer and to begin construction of trails in the fall.

A display is set up in the downtown Gresham Regional Library with maps, drawings, and other information. Be sure to take a look next time you're there. Questions? Call Marianne Zarkin, 669-2569

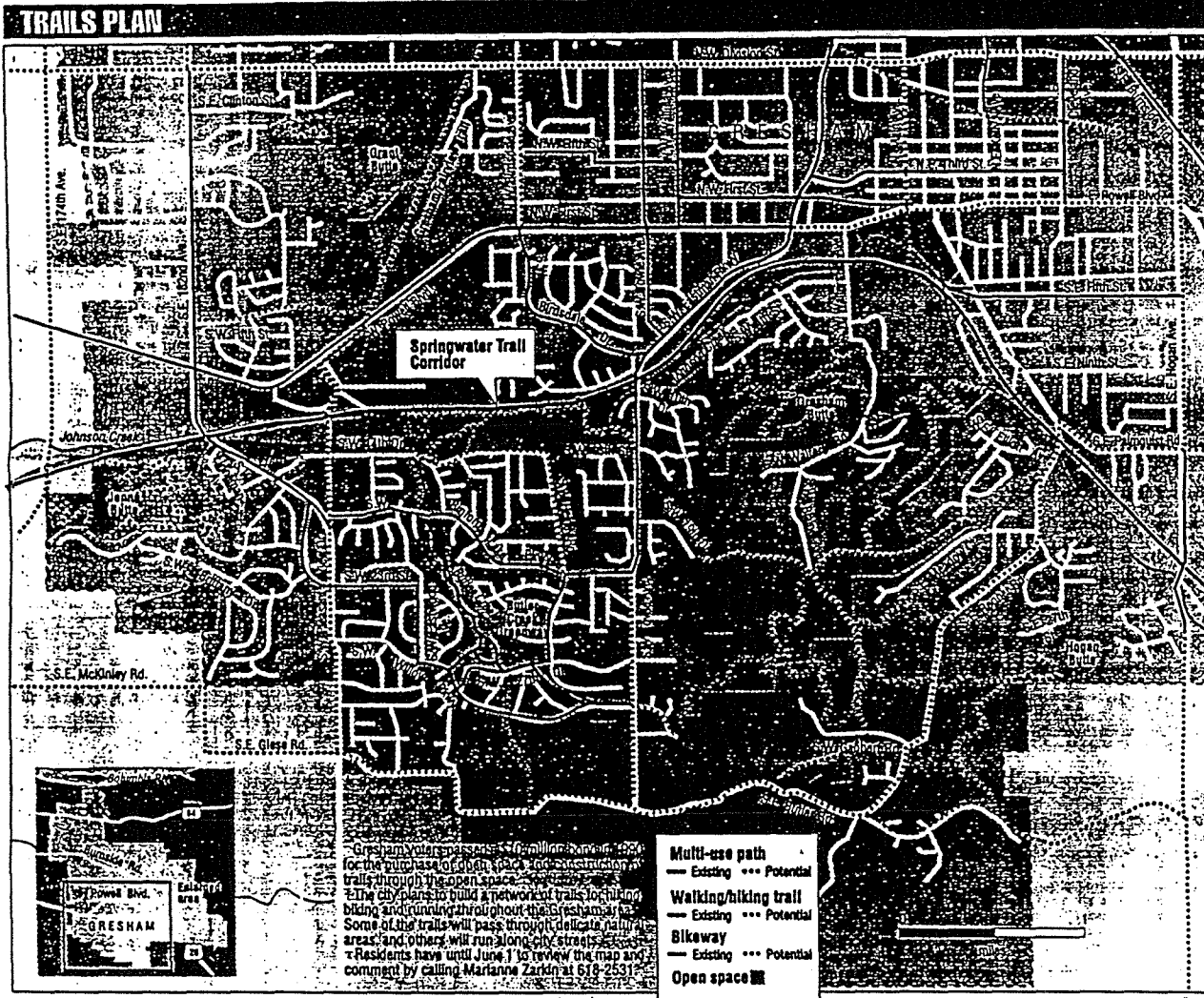
The Oregonian
5-9-96

Tracking THE trails



Gresham parks department planner Les Wilkins examines a map of the trails master plan while standing on Jenne Butte under Bonneville Power Administration lines.

ROGER JENSEN/The Oregonian



By KARA BRIGGS
of The Oregonian staff

GRESHAM — Cathy Larkin has a neighbor who is sometimes perilous and sometimes delightful. Her neighbor isn't a person. It's 260 acres the city owns on top of Gresham Butte.

During rainstorms, mud and debris from the butte pummel Larkin's yard. But during sunny weather, trees in the open space provide shade in the yard and songbirds serenade the family.

Nature is something that Larkin can live with. People hiking on the steep hillside behind her house is something she worries about.

But the open space, which Larkin and others who live on its borders have enjoyed, is about to be opened for public use.

Purchased in 1990 with a \$10 million bond, the open spaces wind through the center of Gresham. Most of the bond money was set aside for buying land, but 12 percent of the money was designated for building the first three phases of a five-phase trail construction plan. The trails will give Gresham residents access to the pristine credits

Gresham prepares to build places for hikers and bikers, but residents worry about rowdiness, destruction

and the moss-shaded creek banks that they bought.

Last summer, parks planner Marianne Zarkin began planning the trails. She likens the process to deciding how family members should share a country haven bought together — only this family has 78,000 people in it.

"In the abstract everyone is very positive about the trails, until it gets in their back yard," Zarkin said.

Reactions to the trail plan released to the public last month are mixed.

People who don't live near open space say it will give them access to what their tax dollars bought.

People who live near the Kelly Creek open space or the Jenne Butte open space are either positive or neutral to the trails plan.

Residents concerned
Residents of Gresham Butte — the

well-to-do neighborhoods where the city owns the most open space — are concerned.

Some, such as Larkin, say the trails will endanger sensitive drainage patterns and wildlife. Others worry that the trails — and accompanying parking lots — will bring more vandals, more squatters and more partiers to the open space. Others fear fires started by trail users could swoop down from the buttes onto their houses.

But Zarkin worries that many others simply don't know about the trails master plan and will be surprised when the work begins. Residents have until June 1 to review the map and comment by calling her at 618-2531.

Once the master plan is approved, the city's community development department will review each section of trail as construction permits are

sought. "We try to work individual problems out individually," said Mel Stout, a consultant from David Evans and Associates of Portland who is working on Gresham's trails system.

Larkin's major concern is the trail designed to connect her neighborhood street to the open space behind her home. Erosion on this hilly area is a constant problem, Larkin said. The city storm-water division installed drains and sandbagged the hill to stave off more landslides. On the map, however, the proposed trail runs directly up the sandbagged area.

Larkin is quick to say she likes the concept of the trails.

Ultimately, Zarkin hopes the trails will crisscross Gresham linking sections of open space and creating routes that hikers and bikers can take without hitting city streets.

She hopes the city can build a trail under the Bonneville Power Administration lines that run from Gresham north to Fairview. That trail would become the north-south version of the Springwater Trail.

Please turn to
TRAILS, Page 8

Trails: Gresham Butte is planned centerpiece

Continued from Page 1

The nearly flat top of Jennie Butte will be used for handicapped accessible trails. The treacherous slopes of Grant Butte will have trails for the most hearty hikers.

Gresham Butte will be the city's centerpiece. Trails will circle the butte and lead to the grassy top where John Chambers wanted to build his dream home. To preserve the picturesque peak, the city thwarted Chambers' plans in the summer of 1994 with threats of taking his land by condemnation.

From the top of Gresham Butte, one can see the lava domes that dot the landscape from east to west. Mount St. Helens is visible across the Columbia River. Hawks and songbirds fly through the air.

Only the smog wedged between the distant lava domes and the hum of traffic are reminders that a city is nearby.

Trails for many uses

Trails across flat land will mimic the Springwater Trail: wide enough for bicycles and horses. Trails on the buttes or in flood plains will be narrow for walkers. The trails will have points where they meet neighborhood streets for entry.

The city will make parking lots on some of the smaller, flatter open spaces adjacent to neighborhoods. Each lot will hold 10 to 12 vehicles.

Work will begin in the fall, starting with two miles of trails on Gresham Butte. It moves to Jennie Butte, then to the Rockwood property once owned by the Portland Area Camp Fire Council and finally to the first three miles of the north-south path under the power lines.

These trails will have a huge impact on the home that former city Councilwoman Cathy Keathley moved into with her husband and children. On one side of her home will be a picnic area and on the other side, a parking lot.

"You get a lot of people who say not in my back yard," Keathley said. "But we have to build this trail. We have to balance the needs of the homeowners who get the benefit of the open space with the needs of the public."

Keathley and her husband, Todd, are worried about security. They say teen-agers drive up Southwest Walters Road and park on weekend nights and during the school day, and they fear parking lots and picnic areas will increase the numbers.

"The parks committee philosophy is if you get more positive influences into the open space, then it will get rid of the negative influences," Cathy Keathley said. "But more of the influence we get now is kids coming up during the school day. I don't know that you're going to get enough positive impact from families during the school day."

Knowing that the city has committed to develop the trails, Keathley wants the city to agree it will take action if the trails, picnic areas and parking lots create too many problems.

However, Lt. Ray Kelsay of the Gresham Police Department said trails will work as a safety valve for the open spaces.

Now, Kelsay said, the open spaces are havens for teen parties and homeless people. Both groups start fires in the brush. Police hike patrols run through the open space occasionally to roost loiterers. When the trails are built, police officers and parks department security guards, called park rangers, will be able to patrol more regularly.

Aside from teens and occasional homeless camps, many more folks will use the recreational trails for walking, running and biking workouts and for simply strolling.

Ten years ago, most folks were asking about tennis courts and

PHASES OF TRAILS

Phase One of construction, begins in the fall of 1998. Includes almost two miles of trail and a trailhead on Gresham Butte; improvements of existing trails at Butler Creek.

Phase Two of construction, summer of 1997. Includes construction of a mile of trail from Gresham to Fairview, 1 1/4 miles of a wheelchair accessible trail on Jennie Butte, and a half-mile of trail at the property the city bought from the Portland Area Council of Camp Fire.

Phase Three of construction, summer of 1997. Includes construction of another 1/4 mile of trail between Gresham and Fairview and trails in the Katy Creek green way.

Over the next 15 years, the city wants to complete the trail between Gresham and Fairview, on Gresham Butte build three more miles of trails, a parking lot on Southwest Blaine Avenue and two trailheads; new trails through the Butler Creek Greenway from Southwest 27th Drive; and build trails on Grant Butte.

To see the draft map of Gresham's proposed trails call the Gresham parks planner Marianne Zarkin at 618-2531.

swimming pools, said Bob Akers of Gresham Parks and Recreation Committee. Now, he said, he fields questions from prospective home buyers asking if there is a recreational trail nearby.

"You can always tell that a trail is successful because people will advertise. We have a house on the trail," Akers said.

The pastoral setting of open space lured Becky Hanchett and her husband, Paul Hanchett, to their Gresham Butte home.

They bought an acre on the butte three years ago after deciding that Portland's Southeast Hawthorne district was too bustling for their two young children.

They liked that the land behind their Gresham Butte home would never be developed with houses.

Along with their house deed they imagined that were also picking up security, privacy and quiet.

Walks will be easier

Hanchett takes her children up the rough walkways cut by years of neighborhood children. She welcomes the plan for specially built trails because they will make her walks easier and safer.

But she knows the other side of the argument about trails, too. Her husband has been so upset about the trails — which he thinks may open up their secluded neighborhood to the "whole Northwest" — that he has talked about selling their house.

He imagines people torching garbage cans and racing the trails with motor bikes. Hanchett knows there is no guarantee that won't happen.

"If you really want to be rural, you ought to go buy land next to the forest," Becky Hanchett said.

Charles Rapp, who lives on Southwest Towle Avenue near the Springwater Trail, is an old hand at trails. He moved into his house 15 years ago when the Springwater Trail was a railroad line.

He knew people who were upset about the Springwater Trail going in, and he wasn't sure what would happen. But now, his family enjoys seeing walkers and bikers passing by on the trail, and the Rapp family uses it frequently.

In the years since the Springwater Trail was built, Rapp has forgotten how he lived without it.

"The open space trails will be good for us in the long run because they will maintain livability in the city," Rapp said. "Not only for us, but for the future generations."

Opinion

Mayor, council on the right trail

Good for gutsy Mayor Gussie McRobert and the Gresham City Council for unanimously approving the city's Trails Master Plan.

Despite valid concerns from residents, the City Council took the high road that will lead to a visionary use of the land voters approved to purchase by passing a \$10.2 million bond measure in 1990.

Assuming the council manages to the plan, the city will have a first-class trail system, second to none in the state.

The Trail Master Plan, approved by the council, includes interconnecting trails within the city. The first phase involves a multi-use path along the south side of Gresham Butte, buying land for a future north-south path from Gresham's Springwater Trail Corridor to Fairview. The plan also includes other trail improvements in the city.

The council's action clearly follows the wishes of the public that in 1990 considered open spaces and access to those spaces a high priority.

The City Council delivered on part of the promise by purchasing 310 acres of central Gresham open space to preserve its buttes. By approving the \$2.8 million development plan, those greenways will become accessible recreation trails that everyone can enjoy.

City planners, the city's parks advisory committee and council have been listening to residents who live near the access points to the proposed trails and so far have made numerous changes that appropriately address their concerns. More listening and compromise will be necessary before the trails become reality.

McRobert has assured residents that their concerns will continue to be addressed.

Julee Conway, city recreation manager, says concerns will be addressed in the trail design and development process, which is exactly the route the council voted to take.

By moving ahead, the city can assess the environmental impact of the proposed trails, seek more specific public input into the potential problems and evaluate the feasibility of each path while conforming to engineering standards.

There is still a lot of planning to be done before the trails become reality.

But we feel assured the council and staff have a solid plan for moving forward, fulfilling the commitment to the public, which let its collective voice be heard in 1990.

Mayor promises trails won't harm Gresham Butte

□ Council unanimously votes for Trails Master Plan, despite residents' concerns

by BRIAN MARTIN
of The Outlook staff

In the face of neighbors' opposition, Gresham Mayor Gussie McRobert stuck her neck out in promising that the city would not install trails harmful to Gresham Butte.

At a meeting where the City Council unanimously approved the city's Trails Master Plan, McRobert was trying to allay residents' concerns that trails proposed for Gresham Butte would cause environmental problems, mud slides, wildlife flight and other problems.

The concerns would be addressed, she said, "or you can have my head."

"Is that a promise?" asked audience member Paul Hanchett, who attended the Tuesday night meeting and lives atop the butte.

The keen-eared McRobert heard the ques-

tion.

"That's a promise," she said.

The Trail Master Plan, approved by the council Tuesday, includes several interconnecting trails in the city. The first phase involves a multi-use path along the south side of Gresham Butte, buying land for a future north-south path from Gresham's Springwater Trail to Fairview and other trail improvements in the city.

An earlier cost estimate set Phase I at \$327,000. That money will come from a \$10 million bond issue passed by voters in 1990. Exactly 12 percent of that money was earmarked for trails.

Now, residents critical of the trails proposal will have to wait to see if their variety of concerns are addressed by the city.

So far, the planners have made eight changes to the master plan to address residents' concerns. Among other things, planners removed a trail head on Towle Road, removed a picnic area from the end of Walters Road on Gresham Butte, deleted a trail head on Walters Road and added a

multi-use trail with access for emergency vehicles on Gresham Butte.

Taking out the picnic area and trail head on Walters Road took the trails out of Hanchett's immediate vicinity, but he remains calmly concerned about the effect on the butte's neighborhood.

"When it has a great potential impact on an existing neighborhood, it doesn't seem right to me," he said. The impact would come from the possibility of forest fires caused by careless hikers, the influx of people driving wildlife from the area, trail development causing mud slides or water runoff.

Although he realizes people want to enjoy the area, Hanchett said he fears the trails will change the essential nature of Gresham Butte.

For those in a neighborhood near the intersection of Sleret Avenue and Southwest Eighth Street, worries not only include what, or who, goes up but what comes down.

A torrent of water this winter descended from Gresham Butte onto houses and streets there. Resident Franklin Jefferson said the

hill is unstable.

"It's not suitable for building, and it's not suitable for a trail," Jefferson said. Many residents in the area oppose both the trails and a proposed development of town homes on the steep slope.

"We would like to see the whole hill stay in its natural state," he said, echoing the comments of many who live on and around the butte. Some residents also have worried about increased crime from trails.

His neighbor, Steven Voelker, said any trail development would have to be managed properly both to control parking by trail users in neighborhoods and to keep the hill above the neighborhood rather than in it.

Even residents who support trails, such as Ed Smith, have worries. A proposed trail head at the foot of Gresham Butte would provide access through a sidewalk-size space between his house and his neighbor's.

"I think the trails might be feasible," he said. "I think what they need to have a lot of care with is how they are going to handle

access."

Some worry that numerous trail visitors will park on neighborhood streets.

City officials, including parks and recreation manager Julee Conway, say the concerns will be addressed in the trail design and development process.

The city will have to assess environmental impact, seek resident input into potential problems and evaluate the feasibility of each path while conforming to engineering standards.

And Conway assured residents during Tuesday night's council meeting that the city will work with the trails' neighbors, including those who have trails close to their homes.

"We can reorient it so it's not close to their home, so it doesn't provide undo strain for them," she said.

And Conway said residents who do not live near the butte want access to the open spaces they paid for in the 1990 bond measure.

"They want to be connected," she said.

METRO EAST

Community
news and
features

Gresham council approves trail proposal

■ The plan will turn the city's undeveloped green ways into hiking and biking trails that everyone can use

By J. TODD FOSTER
of The Oregonian staff

GRESHAM — To supporters, a city plan to lay new trails atop Gresham's buttes and beside its streams would open nature's bounty to everyone, not just those who live there.

Opponents trot out a range of arguments, from environmental and traffic concerns to peeping toms, sexual predators and public urination.

But in the end, the Gresham City Council voted unanimously late Tuesday for a \$2.8 million plan that

will turn Gresham's undeveloped green ways into a labyrinth of hiking and biking trails that everyone can enjoy.

Nearly 100 citizens packed a City Council meeting, most against the prospect of having trails and trail users in their affluent back yards. But city parks planners and other residents posed the question: Why take \$9 million — won from voters in a 1990 bond issue to buy 310 acres of central Gresham open space — if people can't use the land?

Another \$1.2 million in bond money was set aside to develop trails.

Perhaps Robert Fisher, a 17-year-old Centennial High School student, said it most eloquently for the supporters: "Is it going to sit there for all of us to enjoy, or is it going to sit there for only those who live there

to enjoy? After all, we're all taxpayers."

Officials with the city's parks and recreation department and the head of the city's parks advisory committee shot down most of the concerns.

The trails, they said, will be open during the day and will be gated at night. A private security firm will be on patrol. Private property will not be taken or infringed upon, although that's the most pervasive misconception, city officials said.

Opponents countered that at a minimum, their privacy will be invaded; erosion and drainage problems will worsen; and fish and wildlife will take their own hike to avoid the rush of pedestrians.

"What about the long-term maintenance expenses?" asked Charles and Diane Marshall in a letter presented as written testimony against

the plan. "The vandalism will be the worst. . . . Many people have no respect for the property of others.

"When these new trails are added, the likelihood increases for more fights or an occasional mugging or rape. We have also witnessed public urination and, as occasional trail users ourselves, encountered human feces sprayed on the restroom walls and toilet seat.

"If we want to go hiking, we know there are plenty of great places east of here, all within less than an hour's drive from Gresham."

There were other letters and a petition signed by 50 opponents.

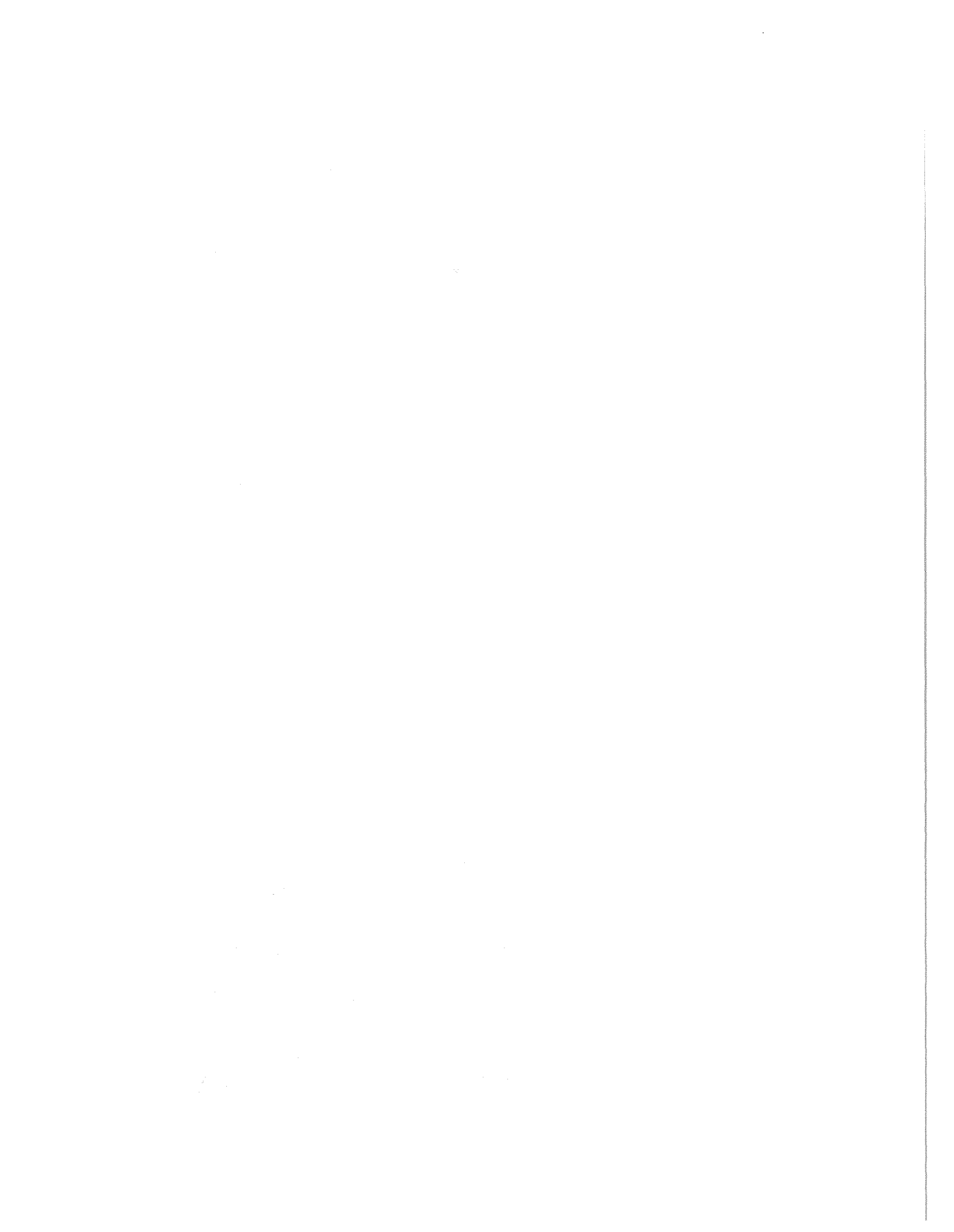
Ernie Drapela, chairman of the Oregon Recreation Trails Advisory Council and a longtime hiker, applauded the plan, though, and urged councilors to approve it. With every great vision, he said, there is tunnel vision — and criticism.

"If you want the best bang for the buck, then you build trails," he said. "People love trails. People want trails."

The council's 7-0 vote starts design work immediately. The centerpiece of the \$327,000 first phase is a nearly mile-long, multi-use path with parking and signs along the south side of Gresham Butte. The completion date is mid-1997 at the latest.

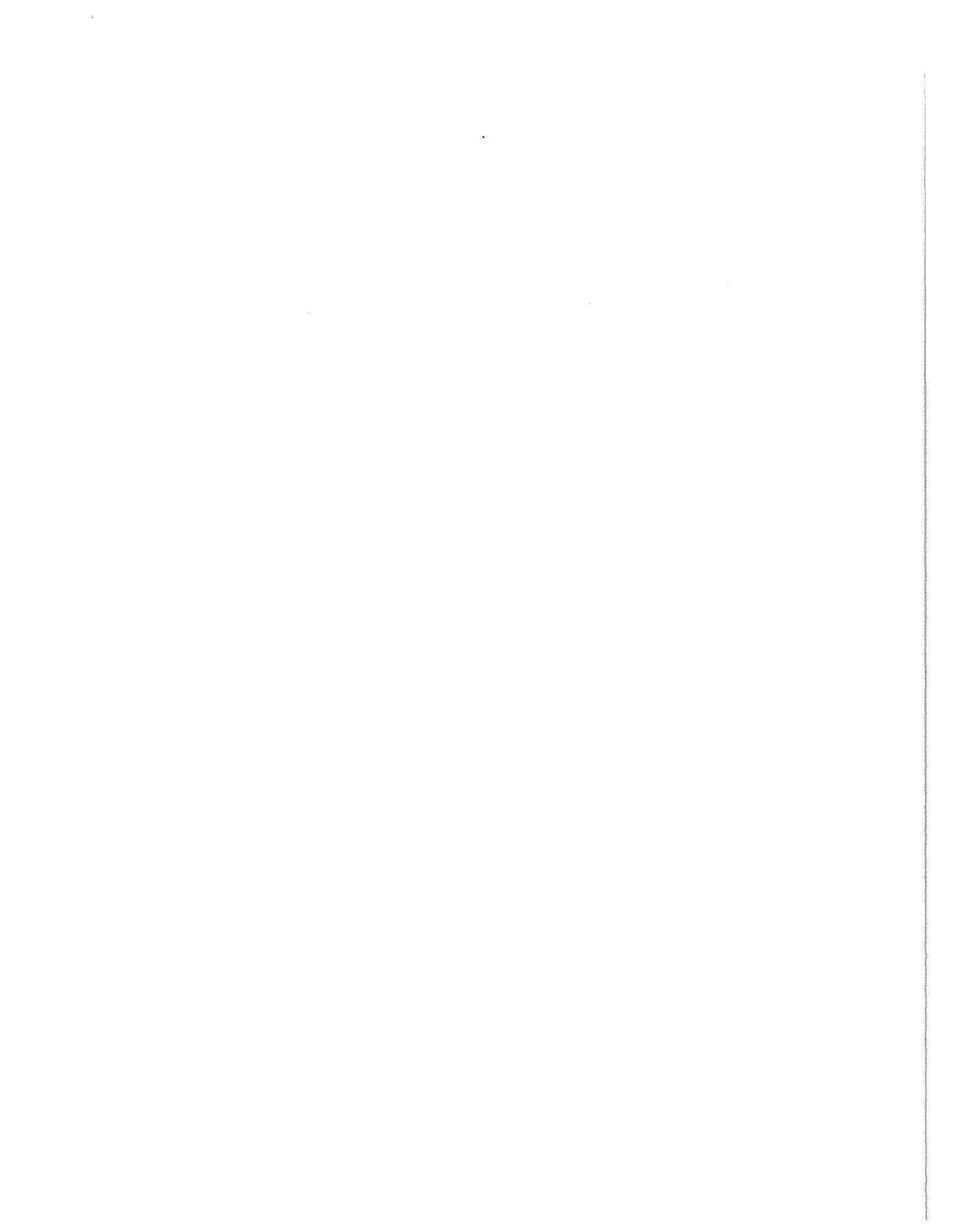
More than a dozen miles of trails will be built alongside Johnson and Butler creeks and atop Hogan, Gresham and Grant buttes in a project expected to last 10 to 15 years.

Councilors not only cheered the plan but said they were obligated to put it into action. Voters in 1990 were told the \$10.2 million bond was to buy pristine land and open it to citizens, they said.



APPENDIX G

Benefits of Parks & Recreation



Benefits of Parks & Recreation

PERSONAL BENEFITS



Physical recreation and fitness contributes to a **FULL AND MEANINGFUL LIFE**.

Regular physical activity is one of the very best methods of **HEALTH INSURANCE** for individuals.

Relaxation, rest and revitalization through the opportunity of leisure is **ESSENTIAL TO STRESS MANAGEMENT** in today's busy and demanding world.

Meaningful leisure activity is an essential **SOURCE OF SELF-ESTEEM AND POSITIVE SELF-IMAGE**.

Leisure provides the opportunity to lead **BALANCED LIVES, ACHIEVE OUR FULL POTENTIAL** and **GAIN LIFE SATISFACTION**.

CHILDREN'S PLAY IS ESSENTIAL TO THE HUMAN DEVELOPMENT PROCESS.

Leisure opportunities for youth provide **POSITIVE LIFESTYLE CHOICES AND ALTERNATIVES** to self-destructive behavior.

Parks and open spaces bring beauty to an area while **GIVING PEOPLE SATISFACTION AND IMPROVING THEIR QUALITY OF LIFE**.

SOCIAL BENEFITS



Leisure provides leadership opportunities that **BUILD STRONG COMMUNITIES**.

Community recreation reduces **ALIENATION, LONELINESS, AND ANTI-SOCIAL BEHAVIORS**.

Community recreation **PROMOTES ETHNIC AND CULTURAL HARMONY**.

Recreating together **BUILDS STRONG FAMILIES**, the foundation of a stronger society.

Leisure provides opportunities for **COMMUNITY INVOLVEMENT, AND SHARED MANAGEMENT AND OWNERSHIP OF RESOURCES**.

INTEGRATED AND ACCESSIBLE LEISURE SERVICES are critical to the quality of life of people with a disability and disadvantaged individuals.

Leisure opportunities, facilities and the quality of the local environment are the **FOUNDATIONS OF COMMUNITY PRIDE**.

Leisure services enrich and complement protective services for **LATCHKEY CHILDREN** through after-school and other recreational services.

ECONOMIC BENEFITS



Pay now or pay more later! Investment in recreation as a **PREVENTIVE HEALTH SERVICE** makes sense.

A fit work force is **A PRODUCTIVE WORK FORCE**.

Small investments in recreation yield **BIG ECONOMIC RETURNS**.

Parks and recreation services motivate **BUSINESS RELOCATION AND EXPANSION** in your community.

Meaningful leisure services **REDUCE THE HIGH COST OF VANDALISM AND CRIMINAL ACTIVITY**.

Recreation and park services are often the **CATALYST FOR TOURISM**, a growing sector of our economy.

INVESTMENTS IN ENVIRONMENTAL PROTECTION through the provision of parks and open spaces **PAY FOR THEMSELVES**.

ENVIRONMENTAL BENEFITS

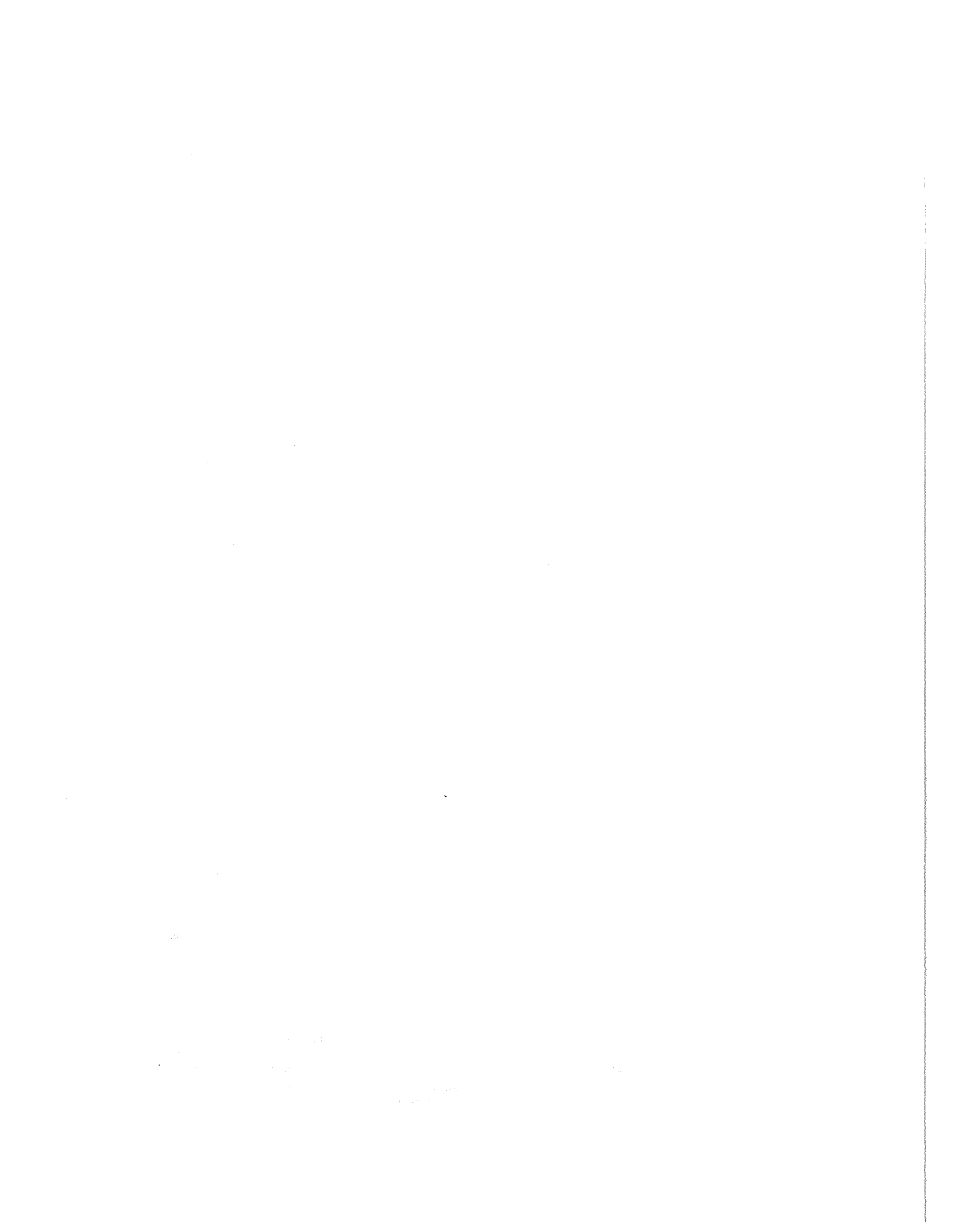


Through the provision of parks, open spaces and protected natural environments, recreation can contribute to the **ENVIRONMENTAL HEALTH** of our communities. This is an essential life-sustaining role.

The public is often prepared to pay for **ENVIRONMENTAL PROTECTION AND REHABILITATION** in their communities, and to support parks and recreation organizations that play a lead role in that protection.

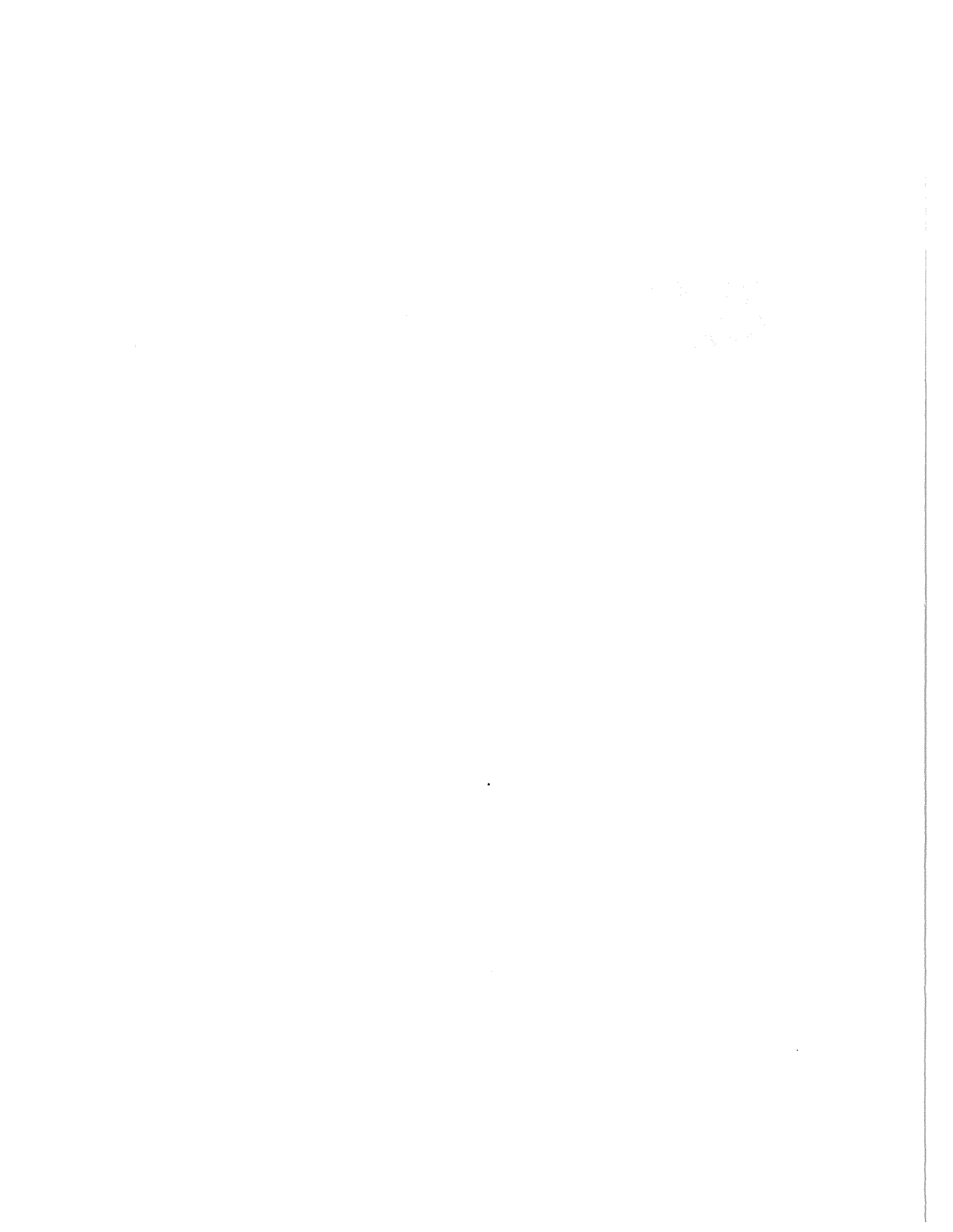
INVESTING IN THE ENVIRONMENT through parks and the provision of open space in residential areas, leads to an increase in neighborhood property values through accessibility to environmentally friendly green spaces and associated recreation opportunities.

The trend toward natural environment base leisure activities is **INSURANCE FOR A NEW AND IMPROVED ENVIRONMENTAL FUTURE**.



APPENDIX H

Recommended Native Plant Species



Purpose

The purpose of this document is to provide guidelines for restoration of native plant communities within the city of Gresham. There has been a growing interest in restoration over the past several years, as an outgrowth of concern over the general health of our environment. Healthy local native plant communities provide several important environmental benefits including wildlife habitat, botanical conservation, aesthetics, recreation settings, and watershed protection. Native plants, having evolved here, are well adapted to local conditions. Residents, land developers, commercial property owners, and public agencies all can benefit from these guidelines.

Background

The land in and around Gresham has changed substantially over the past 150 years. Multnomah, Clackamas, Kalapooyan, and other Indian bands occupied this area for thousands of years prior to Euro-American exploration and settlement. They made their living and built their cultures in the native forests, prairies, and streams. Indians modified this landscape through the use of fire and selective harvest of plants and animals. What the pioneers thought was a "natural" landscape was in fact a culturally changed one. The distribution and composition of plant communities resulted from the interaction of people and nature.

Early land surveys and pioneer journals indicate that Gresham was dominated by conifer forests. These forests had an open character with widely spaced old growth Douglas fir as the dominant tree. The open understory was filled with a carpet of herbaceous plants, bunchgrasses, and clumps of shrubs. On cooler, wetter, north facing slopes, western hemlock and western redcedar grew alongside or underneath the Douglas fir, and the forest had a dense character in the understory. Hardwood trees were much less abundant than they are today. Small openings created limited space for red alder and bigleaf maple. Cottonwoods, Oregon ash, and alder were common in the floodplain and along the banks of Johnson Creek and other streams, along with western redcedar. A few small prairie openings may have been found on some of the drier terraces, as well as in wet areas.

This landscape provided habitat for bear, wolves, cougar, deer, elk, bald eagle, and many other species. Over the past 150 years this landscape was radically altered by clearing the forest and draining the wetlands for farming, and in more recent times by urban development. The landscape continues to change today. The urban growth boundary has encouraged more infill, resulting in development pressure on remaining wetlands and forests. Lot sizes are getting smaller, providing less room for the occasional large tree or woodland grove. On the other hand, natural resource protection is stronger today than in the past. Remnant forests in the buttes are being purchased for public open space. Wetlands and floodplains along Johnson Creek are being restored. Many native wildlife species still inhabit the Gresham area. Deer are seen on many of the buttes, and migratory and resident songbirds find food and shelter in forest edges.

The following discussion describes the various native plant communities found in Gresham. A plant list providing common and botanical (in italics) names of plants is included for each plant community. The list provides the most common native plants found within that community that are generally available in local nurseries. These plants can be used to restore or create these plant communities. A few plant communities have been omitted from this discussion. Oak/Madrone woodlands are difficult to create and are very rare in Gresham, and are thus not included. Emergent wetlands are fragile plant communities and ecosystems, and should only be altered under the guidance of a professional environmental consultant. Wetlands in this state are governed by the Oregon Department of State Lands, and any alterations must be approved by them.

Upland Forest Plant Communities

Upland forests were, and still are, the most common native plant community type in and around Gresham. The largest and most intact remnant forests are found on Grant, Jenne, and Gresham buttes at the south end of the city. These are all "second growth" forests, grown up after the old-growth trees were logged. The dominant species are now red alder and bigleaf maple. The understory is much more brushy and dense than it used to be. Snags are missing. Restoration of upland forest communities can be divided into two categories - existing woodlands and new woodlands.

Restoring Woodlands

While existing deciduous-dominated woodlands do provide important habitat, watershed protection, and aesthetic benefits, they can be improved by careful management. Where dense hardwood "thickets" are found, it may be desirable to selectively thin some of the trees and to plant the understory with native conifers. These will eventually outgrow the hardwoods, and provide a more desirable forest structure for wildlife and aesthetics. Where conifers exist, some thinning may improve their growth rates and health. In some cases, it may be advantageous to thin out dense shrubby understories and plant native species such as ferns or salal. Leaving some dense shrub patches is a good idea, since some wildlife prefer them for cover. There are several non-native plants that often invade our woodlands. Where possible, these should be removed. English ivy is the most aggressive invader, competing for and overtaking native plant habitat. It should always be removed from woodlands.

Creating New Woodlands

Creating a new forest or small woodland is best done in stages. First, prepare the ground by removing weeds or sod. Second, add organic matter to the soil by tilling or digging in manure, rotted sawdust, or backyard compost. Third, plant sun loving "pioneer" forest plants such as red alder, Douglas fir, bigleaf maple, bitter cherry, and grand fir. Shrubs could include red flowering current, vine maple, salal, mock orange, Oregon grape, Nootka rose, or Indian plum. The ground should be mulched or seeded to clover or annual rye grass.

A new forest needs occasional weeding or watering, particularly in urban settings where weed seed is abundant. As the forest matures and the ground becomes shaded, weeds will only be a problem at the edges. Shade loving native plants can be added. These could include red huckleberries, ferns, trillium, violets, woods rose, cedar, and hemlock.

Trees

Douglas fir	<i>Pseudotsuga menziesii</i>
Western hemlock	<i>Tsuga heterophylla</i>
Grand fir	<i>Abies grandis</i>
Western redcedar	<i>Thuja plicata</i>
Bigleaf maple	<i>Acer macrophyllum</i>
Red alder	<i>Alnus rubra</i>

Small trees and shrubs

Vine maple	<i>Acer circinatum</i>
Cascara	<i>Rhamnus purshiana</i>
Serviceberry	<i>Amelanchier alnifolia</i>
Pacific yew	<i>Taxus brevifolia</i>
Chinkapin	<i>Castanopsis chrysophylla</i>
California hazel	<i>Corylus cornuta</i>
Pacific dogwood	<i>Cornus nuttallii</i>
Oceanspray	<i>Holodiscus discolor</i>
Western rhododendron	<i>Rhododendron macrophyllum</i>

Indian plum	<i>Osmaronia cerasiformis</i>
Red elderberry	<i>Sambucus racemosa</i>
Blue elderberry	<i>Sambucus cerulea</i>
Western mock-orange	<i>Philadelphica lewisii</i>
Common chokecherry	<i>Prunus virginiana</i>
Bitter cherry	<i>Prunus emarginata</i>
Tall Oregon grape	<i>Mahonia aquifolium</i>
Dull Oregon grape	<i>Mahonia nervosa</i>
Red huckleberry	<i>Vaccinium parvifolium</i>
Evergreen huckleberry	<i>Vaccinium ovatum</i>
Salal	<i>Gaultheria shallon</i>
Red flowering currant	<i>Ribes sanguineum</i>
Thimbleberry	<i>Rubus parviflorus</i>
Snowberry	<i>Symphoricarpus albus</i>
Woods rose	<i>Rosa woodsii</i>
Nootka rose	<i>Rosa nutkana</i>
Oval-leaf viburnum	<i>Viburnum ellipticum</i>

Herbaceous plants and wildflowers

Vanilla leaf	<i>Achylis triphylla</i>
Wild ginger	<i>Asarum caudatum</i>
Ladyfern	<i>Athyrium filix-femina</i>
Deerfern	<i>Blechnum spicant</i>
Swordfern	<i>Polystichum munitum</i>
Bunchberry dogwood	<i>Cornus stolonifera</i>
Twinflower	<i>Linnaea borealis</i>
Miners lettuce	<i>Montia siberica</i>
Oxalis	<i>Oxalis oregona</i>
False solomonseal	<i>Smilacena racemosa</i>
Starry solomonseal	<i>Smilacena stellata</i>
Foamflower	<i>Tiarella trifoliata</i>
Starflower	<i>Trientalis latifolia</i>
Piggyback plant	<i>Tolmiea menziesii</i>
Inside-out flower	<i>Vancouveria hexandra</i>
Trillium	<i>Trillium ovatum</i>
Wood violet	<i>Viola glabella</i>
Snow queen	<i>Synthris reniformis</i>
Red columbine	<i>Aquilegia formosa</i>
Western buttercup	<i>Ranunculus occidentalis</i>
Pacific bleedingheart	<i>Dicentra formosa</i>

Prairies

Oregon once had prairies as well as forests. Prairies were quite common from Oregon City south to Eugene in the Willamette Valley. They were also common in the Tualatin Valley, between Beaverton and Hillsboro. There are no historical records of prairies in the Gresham area, but in all likelihood there were a few small patches on drier soils. The native bunchgrasses form "clumps" rather than a dense sod. This leaves a lot of space for wildflowers to grow in between. The most common native grasses are red fescue, Idaho fescue, California oatgrass, and blue wildrye. There are dozens of possible native wildflowers one could plant in a prairie. Some of the more common are yarrow, aster, columbine, larkspur, shooting star, Oregon iris, lupine, blue-eyed grass, goldenrod, and mule's ears.

Why plant a prairie? They provide good bird habitat, are pretty to look at when flowering, protect watersheds with their deep roots, and are still open like a lawn, allowing views across. They are very drought tolerant, and once established require no watering and only occasional weeding. Prairies can be as small or as large as the space allows. Backyard "prairie gardens" have become quite popular in Midwestern states.

A prairie is best established by first ridding a site of all weeds, sod, roots, and even seed. Ideally, one is starting with a site that is south facing, well drained, with weed-free topsoil and plenty of sun. In a large area, grasses and wildflowers can be seeded onto the ground and lightly raked in, then watered. In a small area, individual grasses and flowers can first be grown as small plants, then placed out into the soil, as in a perennial garden. Establishment of a prairie is a race between the native plants and the non-native weeds, like dandelions, crabgrass, dock, morning glory, and others. The native plants will grow slowly at first, putting energy into their root systems so as to withstand drought. The weeds will grow much more quickly and aggressively. Thus frequent weedings are needed the first season and possibly the second. With time, the native prairie will take hold.

Grasses and Herbaceous Plants

California brome-grass	<i>Bromus carinatus</i>
Blue wildrye	<i>Elymus glaucus</i>
California fescue	<i>Festuca californica</i>
Idaho fescue	<i>Festuca idahohensis romeri</i>
Lemmon's needlegrass	<i>Stipa lemmoni</i>
White yarrow	<i>Achillea millefolium</i>
Western columbine	<i>Aquilegia formosa</i>
Menzies' larkspur	<i>Delphinium menziesii</i>
Leichtlin's camas	<i>Camassia leichtlinii</i>
Globe gillia	<i>Gillia capitata</i>
Shooting star	<i>Dodecatheon hendersonii</i>
Broadleaf strawberry	<i>Fragaria virginiana platypetala</i>
Oregon iris	<i>Iris tenax</i>
Smallflower prairie star	<i>Lithophragma parviflora</i>
Barestem lomatium	<i>Lomatium nudicaule</i>
Nine-leaf lomatium	<i>Lomatium triternatum</i>
Common lomatium	<i>Lomatium utriculatum</i>
Sickle-keel lupine	<i>Lupinus albicaulis</i>
Slender cinquefoil	<i>Potentilla gracilis</i>
Heal-all	<i>Prunella vulgaris</i>
Rose checker-mallow	<i>Sidalcea virgata</i>
Canadian goldenrod	<i>Solidago canadensis</i>
Yellow violet	<i>Viola nuttallii</i>
Mule's ears	<i>Wyethia angustifolia</i>
Northern saitis	<i>Brodiaea congesta</i>
Harvest brodiaea	<i>Brodiaea coronaria</i>
Spanish clover	<i>Lotus purshianus</i>

Riparian, Wetland Forests, and Scrub/Shrub Wetlands

Wetlands

Planting or establishing a wetland is a difficult task, and best left to experts. Wetland plants are very sensitive to soil and "hydrologic" conditions. This means the soil has to be wet or even covered with water for a certain number of days each year. A wetland expert can study a site to help determine its suitability for particular wetland plants or plant communities. There are four basic types of wetlands: emergent, wet prairie, forest and scrub/shrub. Emergent and wet prairie wetlands are complex ecosystems best left to the experts to create or alter. Summarized below are descriptions and plant suggestions for forest and scrub/shrub wetlands. These plant communities occur in many locations in Gresham and could be augmented by the homeowner.

Riparian Forests and Forested Wetlands

Riparian forests are those that grow along streams, ponds, or wetlands. These are very important areas for wildlife and protection of water quality. It is relatively easy and fast to establish a riparian forest or woodland. They are dominated by deciduous trees, including black cottonwood, red alder, and Oregon ash. There are also a number of shrubby willows and the red osier dogwood. Western red cedar is the only native conifer tree typically found in riparian forests. Cottonwood and willow branches can be cut from nearby trees and simply stuck directly into the ground (right side up preferably).

Forested wetlands are areas that collect and hold water seasonally. Forested wetlands tend to be dominated by Oregon ash, with either a bare understory or shade tolerant sedges, water parsley, and skunk cabbage. A good example of an ash wetland forest can be seen along Johnson Creek, just west of the Springwater Trail at the far southern city limits. Ash woodlands tend to grow best on swampy sites that are wet across the surface for a month or more each year in late winter or early spring.

Scrub/shrub

Think of these as dense, impenetrable thickets of shrubs. These types of wetland make excellent habitat for many birds, as well as good screening for unsightly neighboring land uses. Hardhack spirea, pacific crabapple, red-osier dogwood, salmonberry, and several species of willow are the most common species.

Trees

Oregon Ash	<i>Fraxinus oregona</i>
Black Cottonwood	<i>Populus trichocarpa</i>
Western redcedar	<i>Thuja plicata</i>
Cascara	<i>Rhamnus purshiana</i>
Columbia willow	<i>Salix fluviatilis</i>
Pacific willow	<i>Salix lasiandra</i>
Piper's willow	<i>Salix piperi</i>
Rigid willow	<i>Salix rigida</i>
Scouler willow	<i>Salix scouleriana</i>
Soft-leaved willow	<i>Salix sessiliflora</i>
Sitka willow	<i>Salix sitchensis</i>

Shrubs

Red-osier dogwood	<i>Cornus stolonifera</i>
Black twinberry	<i>Lonicera involucrata</i>
Indian plum	<i>Oemlaria cerasiformis</i>
Pacific ninebark	<i>Physocarpis capitatus</i>

Swamp rose	<i>Rosa pisocarpa</i>
Salmonberry	<i>Rubus spectabilis</i>
Blue elderberry	<i>Sambucus cerluea</i>
Red elderberry	<i>Sambucus racemosa</i>
Douglas spirea	<i>Spirea douglasii</i>
Nootka rose	<i>Rosa nootkana</i>

Herbaceous plants and wildflowers

Maidenhair fern	<i>Adiantum pedatum</i>
Douglas aster	<i>Aster douglasii</i>
Lady fern	<i>Athyrium filix-femina</i>
Big-leaf sedge	<i>Carex amplifolia</i>
Columbia sedge	<i>Carex aperta</i>
Dewey's sedge	<i>Carex deweyana</i>
Henderson's wood sedge	<i>Carex hendersonii</i>
Western corydalis	<i>Corydalis scouleri</i>
Elegant rein-orchid	<i>Habenaria elegans</i>
Soft rush	<i>Juncus effusus</i>
Skunk cabbage	<i>Lysichitum americanum</i>
Yellow monkey-flower	<i>Mimulus guttatus</i>
Streambank springbeauty	<i>Montia parviflora</i>
Candyflower	<i>Montia siberica</i>
Forget-me-not	<i>Myostis laxa</i>
Water parsley	<i>Oenanthe sarmentosa</i>
Sweet coltsfoot	<i>Petasites frigidus</i>
False solomon-seal	<i>Smilacena racemosa</i>
Laceflower	<i>Tiarella trifoliata</i>
Piggyback	<i>Tolmiea menziesii</i>
Stream violet	<i>Viola glabella</i>

Bibliography

The following books provide additional information about northwest native plants:

Kruckeberg, Arthur. *Gardening with Native Plants of the Pacific Northwest*. University of Washington Press, Seattle. 1982.

Weinmann, Fred. *Wetland Plants of the Pacific Northwest*. U.S. Army Corps of Engineers, Seattle District. 1984.