



Greenway Implementation Strategy
PARTNERSHIP GROUP ADVISORY COMMITTEE
Meeting Summary
Wednesday, February 23, 2005
1:30 – 3:30 pm
Portland Development Commission

Partnership Group Members Present: Janet Bebb (Parks), Ken Love (Corbett Terwilliger Lair Hill Neighborhood), Nicole Peterson (Williams & Dame Development), Bob Sallinger (Audubon Society of Portland), Bob Durgan (ZRZ Realty/Andersen Construction), Mark Williams (Oregon Health & Science University), Jane Blackstone for Cheryl Twete (Portland Development Commission)

Partnership Group Members Absent: Jim Desmond (Metro), Barbara Walker (on-leave), Rick Saito (Group Mackenzie), Vince Sheridan (Equity Office)

1. Welcome & Introductions

Elaine Cogan (meeting facilitator) opened the meeting and welcomed the Partnership Group (PG), Walter Kieser and Jason Moody from Economic & Planning Systems (EPS), and members of the public. All PG members, staff from EPS, PDC staff and members of the public introduced themselves.

2. Committee Business

Kia Selley (PDC) explained that the PG will meet every other month unless there is a report to review or a necessary action.

PDC Commission and City Council briefings on the Greenway Implementation Strategy and the Greenway Code Development (led by Bureau of Planning) projects are tentatively scheduled for early summer 2005.

3. Economic & Planning Systems Final Draft Phase I Technical Memorandum Discussion

Walter Kieser and Jason Moody from Economic & Planning Systems introduced themselves and briefed the Committee on the Memorandum, inviting comments throughout the discussion.

- This report frames the issues and challenges of Greenway implementation. This work builds on research, stakeholder meetings, and the November 9, 2004 EPS Memorandum. EPS will revise the document based on comments gathered at this meeting before issuing a final report.
- This report shows that Greenway implementation is feasible given the development opportunities available in the South Waterfront district. There are details and challenges that need to be addressed for Greenway implementation, but there are no fatal flaws to implementation.

- This report details challenges to Greenway implementation as well as the necessary next steps for this project. These steps are problem-solving efforts rather than fundamental problems with the project.

Discussion:

Greenway Implementation:

- The Greenway will not be developed precisely as planned due to a number of reasons including land acquisition/access, permitting, and funding. The fundamental policy objectives of the Greenway Development Plan, however, are achievable based on the analysis provide in the report.
- In terms of individual properties contributing to the implementation of the Greenway, the report analysis shows that the development economics of the District will not hinder implementation of the Greenway.
- City Council is not making the connection between allowing the heights that have been approved in the South Waterfront Plan and Greenway implementation. Greenway development will be impacted by almost every decision made about the District. The point needs to be made in the EPS report that private development will facilitate Greenway build-out based on the vision.
- A clarification should be made that there are no regulatory linkages between the height of private development or private development opportunity and Greenway build-out, although there are certainly design and economic linkages between these two aspects of the District redevelopment.

Greenway Capital Improvements:

- Based on the phasing of private redevelopment, land acquisition and potential redevelopment challenges, the city may need to provide more capital resources for Greenway implementation.
- Transportation concerns in the District need to be addressed to facilitate maximum District build-out that will help make the Greenway project a reality; however, resolution of transportation concerns is ongoing and should not put the Greenway Strategy efforts on-hold. The Greenway Implementation Strategy must move forward based on the assumption that transportation constraints will be addressed adequately to facilitate full build-out of the South Waterfront District.
- If waterfront redevelopment is not possible then there will need to be an alternate way to fund the base level Greenway improvements. There may be a plan B that the city will need to implement in partnership with private property owners and/or with public funds to achieve Greenway improvements in a timely and quality manner given private development constraints.

Greenway Land Acquisition:

- “Greenway land dedication” does not assume outright ownership of Greenway land by the city; an easement on Greenway land could be dedicated to the city to allow public access and eliminate private liability and tax issues.

- Zidell Marine will clean up their property in accordance with the Oregon Department of Environmental Quality (ODEQ) Consent Decree, which will not mirror the improvement of the Greenway Development Plan. The city will need to fund modifications to the Zidell riverbank based on their desire to implement the Greenway vision.
- Incremental change to the proposed habitat areas of the Greenway Development Plan will undermine the quality and value of the habitat in the end. Although the Greenway Development Plan outlines a vision for the Greenway that will be modified over time, the report correctly acknowledges that the trails and the habitat must remain relatively fixed over time because of the public debate and study that has been invested as part of the Plan process.

(NOTE: A meeting was held on March 2, 2005 with Zidell Marine representatives and environmental consultants, Bob Sallinger (Audubon Society of Portland), Jim Middaugh (Bureau of Environmental Services, Endangered Species Program), Fred Wearn (PDC), Bruce Gillis (ODEQ), and Kia Selley (PDC) to discuss the ODEQ recommendations for remediation of the Zidell Marine property as it relates to the Greenway Development Plan. Zidell Marine will involve the regulatory agencies and city stakeholders in a design discussion following issuance of the ODEQ Consent Decree. For now, the ODEQ supported proposal for riverbank modifications intends to protect human health and the environment. Some contaminated soils will remain within the Greenway setback area and will be capped with a 2-foot soil cap, and “hot spots” within the Greenway will receive a 3-foot soil cap. The riverbank in the current ODEQ proposal is a 3:1 slope from elevation 13.0 landward, and below this elevation the riverbank is to be armored. The city will need to bring resources to the table to create a softer edge below elevation 13.0 that prevents erosion of contaminated materials into the river.)

Greenway Operations & Maintenance:

- The Central District Development Agreement requires the developers to comply with the recommendations of the Greenway Implementation Strategy. The Central District has provided for a community association that will provide a higher level of service for its residents beyond the base level of service provided by the city. The extent of services provided to the residents by the Association will be based on the desires of the residents.
- The city should look for opportunities where the public sector can maximize their investment in capital improvements and the private sector can take on a larger share of the operations and maintenance; Urban Renewal funds cannot be used for operations and maintenance.
- Parks needs to define the “clean and safe” level of service for the Greenway and the financial investment that would be associated with this level of service.
- An endowment provided by early property owners for Greenway maintenance would likely put too much of the financial burden on early investors.
- A methodology is needed to determine the fair share for each property owner in the District in terms of Greenway maintenance.

Rick Saito's comments were distributed to the PG.

The PG discussion and feedback from additional stakeholders will be used to refine the report. The final report will be distributed to the PG and interested parties via e-mail prior to the next PG meeting. The final report will also be posted on the PDC website.

4. Greenway Implementation Strategy Phase II EPS Work Scope Discussion/Next Steps

Next steps:

- a. Prepare Market Analysis.
- b. Characterize environmental condition of Greenway owners.
- c. Refine Greenway capital improvements estimates.
- d. Prepare phasing criteria.
- e. Refine operations and maintenance estimates.
- f. Select the Greenway governance structure.
- g. Develop Greenway deal points for future negotiations.
- h. Prepare a detailed Greenway Financing Plan.

The Phase II scope for the Greenway Implementation Strategy will be developed by PDC based on the EPS report.

The Bureau of Planning will manage preparation of new Greenway code that will address implementation of the Greenway Development Plan.

The North Macadam Urban Renewal Area public open house will be held on March 15 from 4:30-7:30 p.m. at the Portland Development Commission. All projects and programs underway in the Urban Renewal Area will be featured and representatives from the public and private sector will be available for questions.

5. Committee & Public Open Forum – Questions & Discussion

(None)