



**WILLAMETTE PARK
REDEVELOPMENT AND PHASING PLAN
DECEMBER 2012**

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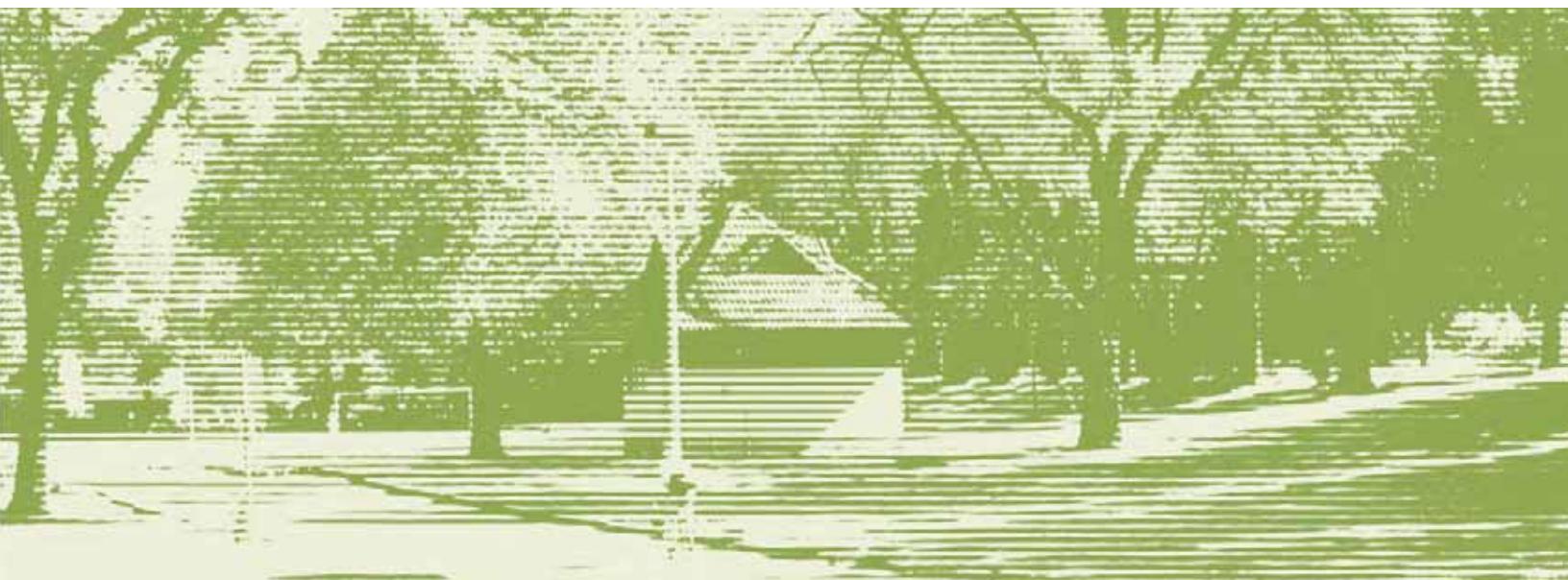
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LANDSCAPE ARCHITECTURE URBAN DESIGN PLANNING

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EXECUTIVE SUMMARY
DECEMBER 2012

Executive Summary

Willamette Park is a 26.85-acre riverfront park located east of SW Macadam Avenue at Nebraska Street along the Willamette River. The park is an important regional waterfront park with a variety of recreational functions. The park offers unprogrammed open lawn area for informal passive recreation and is a destination for cyclists on the Willamette Greenway Trail. A valued greenspace experience, the park is also an important component in the mosaic of habitat areas along the Willamette River. In addition, the development of a pump station, cyclist/pedestrian improvements from the Sellwood Bridge, a proposal by the Portland Bureau of Environmental Services (BES) to lay back the Willamette riverbank and restore habitat will change park uses.

The Redevelopment and Phasing Plan for Willamette Park develops a long-term concept that incorporates short-term developments and considers opportunities and community needs while anticipating long-range changes. The proposed improvements are sequenced to minimize impacts to users and to account for other major projects and limited funding.

The planning process was guided by Portland Parks & Recreation (PP&R) and the community, including a Project Advisory Committee (PAC) comprised of neighbors and engaged citizens. Much of Willamette Park will remain unaltered. To ensure that the core elements are maintained and improved by the upgrades, the plan examines the entire park to determine an optimal way of integrating the improvements.

The proposed redevelopment plan for Willamette Park is a strategic sequence of improvements to preserve and enhance an already popular and well-functioning park. Proposed actions will improve the entrances to the park, especially the north and south entries, which will see heavy increases in bike and pedestrian traffic with the new Sellwood Bridge and associated trail upgrades. The park's circulation system will also be enhanced, with new connector trails to create more looped walks. The dog off-leash area (DOLA) will be moved from the current location, along the west edge of the park, to an open area at the north end of the park. On the river's edge, a portion of the riverbank will be regraded and restored to improve ecological function and near-shore habitat conditions. The restored riverbank will also reestablish diminished viewpoints along the Greenway Trail and protect them in the future. A new accessible path down towards the water and a new launch for non-motorized boats adjacent to the existing boat ramp will be provided. In the southern portion of the park, new amenities proposed include a new site for the Story Garden adjacent to the southern parking lot, circulation improvements associated with the new pump station and a new location for the SW Miles Place play area, to be relocated when the south entry is redesigned. The resulting plan will ensure the continuing vitality of one of Portland's greenspace gems for the coming generations.

A park improvement list was generated from the redevelopment plan. The PAC was tasked with prioritizing the project list and how the funding from the Water Bureau pump station would be used. The three highest priority improvements are park circulation (new trails and improvements to existing trails), the entry at Miles Place, and the four overlooks with picnic tables directly south of the boat launch.



Figure 1 - Redevelopment Plan



INTRODUCTION

Willamette Park is an important regional waterfront park with a variety of functions. It's a neighborhood park for residents of SW Portland. The park is a popular recreational resource for soccer and tennis players citywide. In addition to the large regional boat launch facility, non-motorized boaters, including kayakers and stand-up paddlers, are increasingly common park users. The park offers rare unprogrammed open lawn area for passive recreation such as reading or sunbathing. The park is also a key destination for cyclists on the Willamette Greenway Trail and a valued greenspace experience for an increasing number of people.

Two play areas and a shaded picnic area are popular destinations for families, with the southernmost play area serving as an amenity for the SW Miles Place neighborhood. The linear dog off-leash area is located along the west edge of the park. The park is also home to a number of large shade trees and has pockets of bird and aquatic habitat along its riverbank. The park is one of the few places in the city where citizens have the opportunity to get close to the Willamette River.

The Redevelopment and Phasing Plan develops a long-term vision for Willamette Park that incorporates short term developments and opportunities (pump station development and restoration work) with community needs and current and emerging uses. The goal of this process was to develop a plan that anticipated the activities and uses in the park for the next 20 years. The planning process was guided by PP&R and the community, including a Project Advisory Committee (PAC) comprised of neighbors and engaged citizens.

Much of Willamette Park will remain unaltered. To ensure that the core elements are not changed by proposed improvements, the plan examines the entire park to determine an optimal way of integrating those improvements.

In addition to the development of a pump station, cyclist and pedestrian improvements from the Sellwood Bridge, a proposal by the Portland Bureau of Environmental Services (BES) to lay back the Willamette riverbank, new stormwater treatment, oak grove and habitat restoration will change how the park is used.

Before the planning process started, the following improvements were identified:

1. Upgrades to the Willamette Greenway Trail to improve circulation for commuter and recreation use;
2. Stormwater treatment facilities and drainage improvements
3. Habitat improvements including a re-naturalization of a portion of the Willamette riverbank and enhancement of a white oak grove;
5. Incorporating of the Story Garden artwork into the park;
6. Other improvements identified for mitigation due to the pump station project that will be directed towards park enhancements.

Additional improvements were identified as the plan developed.

In addition to a long term vision for the park, this plan also suggests sequencing, overlaps in work between bureaus (Water Bureau, BES and PP&R) and construction impacts and timelines. The PAC also provided a general prioritization that will serve to guide PP&R as they develop a plan to expend the compensation funds from the pump station and other monies. The resulting plan will ensure the continuing vitality of one of Portland's greenspace gems.



Figure 2 - Existing site aerial and the program elements considered for the redevelopment plan

History

The Willamette River was a travel route for generations of native peoples and it is likely that Clackamas tribal gatherings took place in the area where Willamette Park is now located. A trail along the riverbank would have passed near the park.

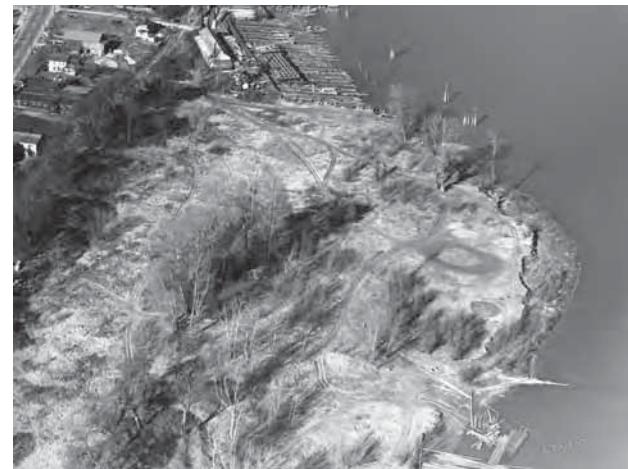
Early homesteading maps show that the rich soil of the frequently-flooded park area was farmed as early as 1852 by Thomas Stephens, who occupied a cabin on the riverbank.

The South Portland area adjacent to Willamette Park initially developed as the town of Fulton and when the Portland & Willamette Valley Railroad opened their rail line along the west bank in 1887, rapid development in Fulton began.

The 1904 Portland Park Plan by John Charles Olmsted recommended a riverfront park on this location, to be called North Fulton Park. The plan noted:

North of Fulton, in the southern part of the city, between the railroad and the river, is a beautiful stretch of low but undulating grassy land, well furnished with broad-spreading deciduous trees, among them the oak (which is decidedly rare elsewhere in the city) which would be a most desirable site for a local park and play ground...

The Olmsted Park Plan has shaped the city's system of parks and open space, although the idea of a North Fulton Park was not immediately implemented due to lack of funds and political will. The neighborhood continued to develop rapidly and many commercial and industrial businesses grew in the neighborhood adjacent to the park.



1939 park aerial photo



1852 map of the Willamette Park area



1936



1943



1953

Historical aerial timeline

Recognizing the need to act before the park site was developed, the City of Portland acquired part of the land in 1926, but few improvements were made initially. More park land was acquired in 1942. In the 1960s and 1970s Willamette Park was used as a relocation site for fill from the 1969 demolition of the Oregon Journal Building, the removal of Front Avenue, and the excavation of the Vista Ridge Tunnel. In the late 1970s a new state-funded boat ramp and parking lot was built in the park. The fill increased the elevation of the park to its current level and allowed for sports fields to be constructed above the river elevation. It also altered the slope and shape of the riverbank and filled the former shipbuilding yard. The concrete fill and rip-rap can still be clearly seen along the riverbank. The Portland Ship Building Company covered the majority of the northern portion of the park between SW Nebraska and SW Idaho Avenues and was acquired in 1969, enlarging the park.

There was no official planning for the park until an initial study was completed in 1986. With strong input from the community, the plan sought to encourage a diversity of uses, make the park safer, improve existing facilities and enhance the visual appeal. In 2011, Portland State University Master of Urban & Regional Planning student-led project (Quercus Planning Group) developed the Willamette Park Assessment & Recommendations report which served as a preliminary guide to PP&R as they began to coordinate a variety of improvements to the park.



Aerial of John's Landing in 1975 - looking south towards Willamette Park



Demolition of the Oregon Journal Building



1972



1980



1996 - Flood

Public Process

In recent years, a lot of information was gathered that provided a solid starting point to understand how the park is used, public perceptions about the park and maintenance challenges. In 2010 a PSU Masters in Urban Planning research project (Quercus Planning Group) produced a report detailing surveys and data gathered about the park. In 2011, PP&R conducted an intercept survey to determine public attitudes about the location of the off-leash dog area. PP&R maintenance staff has a long list of ongoing maintenance projects and issues that need attention. This information formed the basis of the discussion with the community and the PAC.

The PAC was recruited from throughout the southwest community and included constituents who represented the diversity of park users. The committee included adjacent neighbors, boaters, dog walkers, environmental enthusiasts, young parents and the business community. The committee met five times from April through October. The purpose of the Advisory Committee was

"to develop a long-term vision for Willamette Park that incorporates short term developments and opportunities (pump station development and restoration work) with community needs and current and emerging uses. This vision will be used to prioritize the expenditure of compensation funds received from property transfer of parks open space to the Water Bureau for the purpose of building a pump station and other funds as they become available."

The initial work of the PAC was to focus on understanding the opportunities for programming, recommend a prioritized list of projects and providing feedback on design alternatives. As a starting point, the PAC created the following Guiding Principles:

- Balance and integrate environmental restoration and recreational needs
- Improve circulation
- Minimize user conflicts
- Leverage maximum use of resources
- Improvements respect parks relationship to neighbors

The design was shown to the community at an open house after the PAC arrived at a recommendation. There was significant public support for the recommended design. The PAC reached consensus to recommend the plan to the director at PP&R.

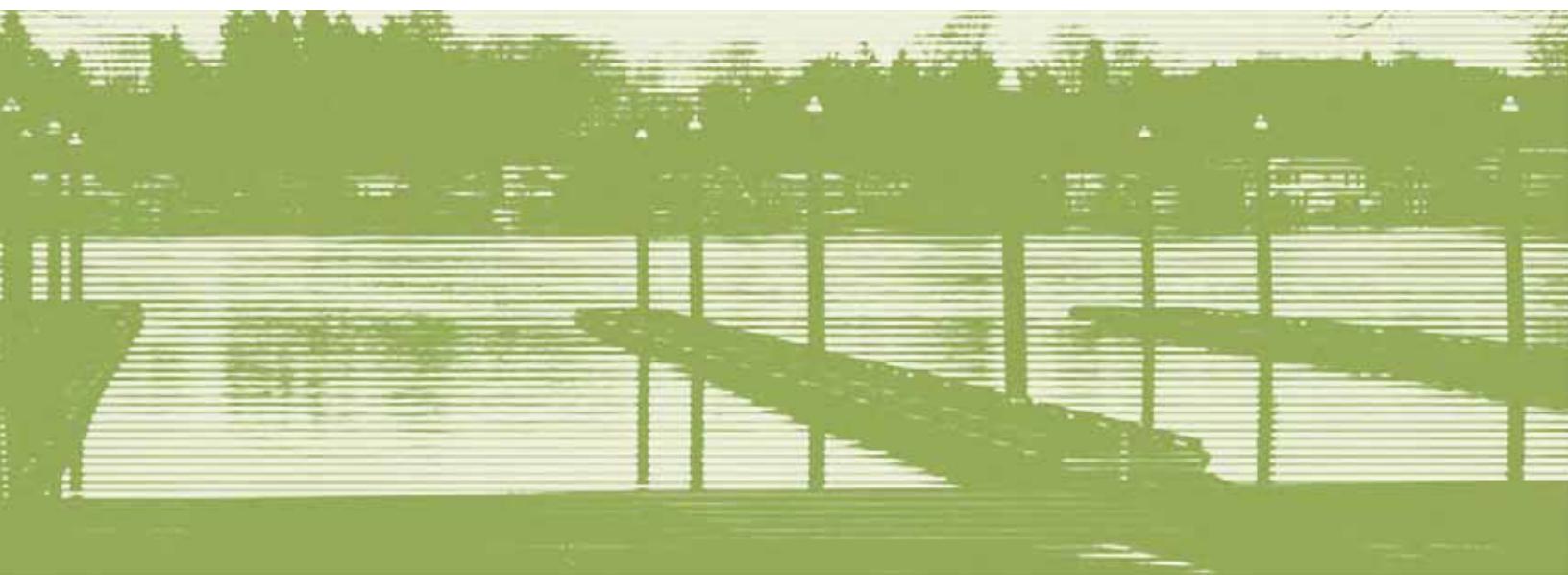
The final task of the Advisory Committee was to discuss and prioritize how the funding from the Water Bureau pump station would be used. The prioritization from the committee will be used to guide the work of PP&R staff. Due to the number of projects occurring within and having the potential to impact the park, the prioritization was general. PP&R committed to keeping the committee informed as information becomes available as to how work will unfold in the park.



PAC site walk



PAC meeting



SITE ANALYSIS

Related Projects

There are three major projects proposed for the vicinity of Willamette Park, each of which affect park access and use. The Sellwood Bridge replacement project will result in a major re-alignment of the trail corridors south of Willamette Park and direct many more cyclists and pedestrians through the park on the Greenway Trail. The Riverbank Restoration project will reconfigure much of Willamette Park's riverfront edge. The new pump station will be a large new facility on the west edge of the park, with associated circulation improvements and plantings.

Sellwood Bridge

Planning work to replace the Sellwood Bridge began in 2006. A preferred alternative was selected in 2009. The new steel deck arch bridge will have two 12' shared use sidewalks, and two 6.5' bike lanes. The project's Environmental Impact Study suggests that 7760 cyclists will cross the bridge every weekday (compared with 440 cyclists currently) and 10,620 on weekends (600 currently).

The bike and pedestrian improvements on the new bridge triggered the need to reconfigure the bicycle paths on the west side of the bridge connecting to the Willamette Greenway and Willamette Park. A new regional trail will be constructed alongside the old Willamette Shore Trolley line, and will connect with the south end of SW Miles Place.



Proposed Sellwood Bridge (T.Y. Lin International)



Proposed Pump Station (MWA Architects)

Water Bureau Pump Station in Willamette Park

After 97 years of service, the Fulton pump station on SW Nevada, between SW Macadam and SW Virginia, needed to be replaced to satisfy future service requirements and fire flows. An extensive public process put the pump station in Willamette Park. The new Hannah Mason Pump Station will feature 4 new restrooms, a new pedestrian plaza, native plantings and an improved park entrance at SW Nevada Street. As compensation for the loss of land, the Water Bureau paid PP&R \$655,000. The compensation funds will be used exclusively in Willamette Park.

The PSU Quercus Planning Group project collected information from stakeholder interviews, user surveys and numerous site observations and combined with PP&R assessments, developed an initial list of projects eligible for this compensation funding.

Willamette Park Bank Restoration

The Willamette Park riverbank is a combination of demolition debris and fill that has become overgrown with a mix of native and non-native vegetation. The bank's gradient is steep and does not allow access to the river and the large rip-rap concrete pieces are unstable.

The City of Portland's BES is seeking opportunities to improve the natural condition of the Willamette River banks to improve habitat for salmon and other native species. Publicly-owned reaches of the riverbank are particularly desirable as restoration target areas. The Willamette Park portion of the riverbank has been recently restored in certain sections, and given the importance of the in-water salmon habitat in this location, there is interest in completing the restoration of the bank south of the boat ramp and in the northern part of the park.

The Portland Harbor's Superfund site on the Willamette north of downtown is also eligible to fund restoration work elsewhere on the river in exchange for partial credits towards the required cleanup of the polluted harbor. These conditions make riverbank restoration in Willamette Park particularly attractive in the near future and there are efficiencies that can be gained through coordinating a variety of projects such as the Greenway Trail and new DOLA.

The restoration project is expected to provide the following ecological and recreational benefits:

- Enhance river function
- Provide refuge for salmon and other native fish species
- Enhance terrestrial and amphibian habitat for native species by improving the riparian and mud flat habitats.
- Educate the public about native species and their habitats
- Allow access to the river for park users
- Extensive revegetation activities are proposed to control invasive species and to enhance emergent, scrub-shrub and riparian wetland plant communities.



Existing riverbank overgrown with cottonwood trees and non-native vegetation



Existing demolition debris and large unstable concrete pieces

Fixed Park Elements

There are several fixed elements that are not considered for improvement in this plan:

- North parking lot
- Boat ramp and parking lot
- Sports field 1 (drainage and turf improvements may be necessary)
- Tennis courts
- North play area
- Picnic shelter
- South parking lot
- Sports field 2 (southern field)

Park Usage

PP&R keeps track of park usage and reservations of park facilities, which has been steadily increasing. A summary of usage from 2000-2011 found that the heaviest programmed use of the park is of the two sports fields (#1, next to the boat ramp) and the smaller southern field, #2). These two uses together account for 58% of park reservations and increased dramatically in 2005, perhaps due to soccer leagues being permitted to use the park. The four tennis courts accounted for another 28% of reservations. The picnic shelter comprised much of the remainder.



Existing soccer field



Existing boat ramp



Existing DOLA and Merit Oak trees

Story Garden

In 1993, the artist Larry Kirkland and Walker Macy created the Story Garden for Waterfront Park in downtown Portland. The original artwork consisted of a 60' diameter circular maze, simply constructed of dark gray basalt cobblestone originally used for Portland street pavings. The maze featured 120 carved inlaid granite pieces inscribed with messages, images and quotations. At the south end of the maze, a granite throne on a knoll overlooked the space, while a carved gateway guarded the entrance to the north. The design created an engaging play area without using conventional play equipment. Through the maze, which served as a metaphor for life's journey, visitors were encouraged to explore their own individual lives.

When the West Side Big Pipe project was constructed in 2003 by BES, the Story Garden was removed, with a commitment from PP&R and BES to re-site the piece at a future date. The former Story Garden site has since been developed as the home for the Portland Saturday Market. With the assistance of the Regional Arts & Culture Council (RACC), PP&R is seeking a new site for the Story Garden.



Story garden at its former Waterfront Park location



Detail of carved inlaid granite tiles

Urban and Natural Context

Willamette Park is part of a mosaic of natural areas along the river that includes Ross Island, Oaks Bottom, Sellwood Riverfront Park, Willamette Moorage Park, and Powers Marine Park. The park sits at the lowest elevation in the California Subwatershed. It helps to infiltrate stormwater before runoff enters the river, while providing valuable riparian and bird habitat. At the same time, Willamette Park is an important destination for boating, sports, and passive recreation because of its easy access, proximity to the river and flat, open fields with good solar exposure. The park is within a 10 minute walk of many residents of the Corbett/Terwilliger/Lair Hill neighborhood. The Willamette Greenway Trail passing through the park is a major thoroughfare for non-motorized transportation. In the future, when the Red Electric Trail is constructed, it will be connected to more SW Portland residents.

The west edge of the park is dominated by large office buildings and parking structures along SW Macadam Avenue. The scale of these buildings creates a 4-5 story wall, interspersed by surface parking lots which allow views between the buildings into the park. Some office buildings take advantage of their park adjacency, with windows onto the greenspace. A mix of retail and light-industrial uses form the west edge of SW Macadam. Townhomes serve as a transition in density from Macadam west into the single-family neighborhood.



Figure 3 - California subwatershed map (BES 2009)

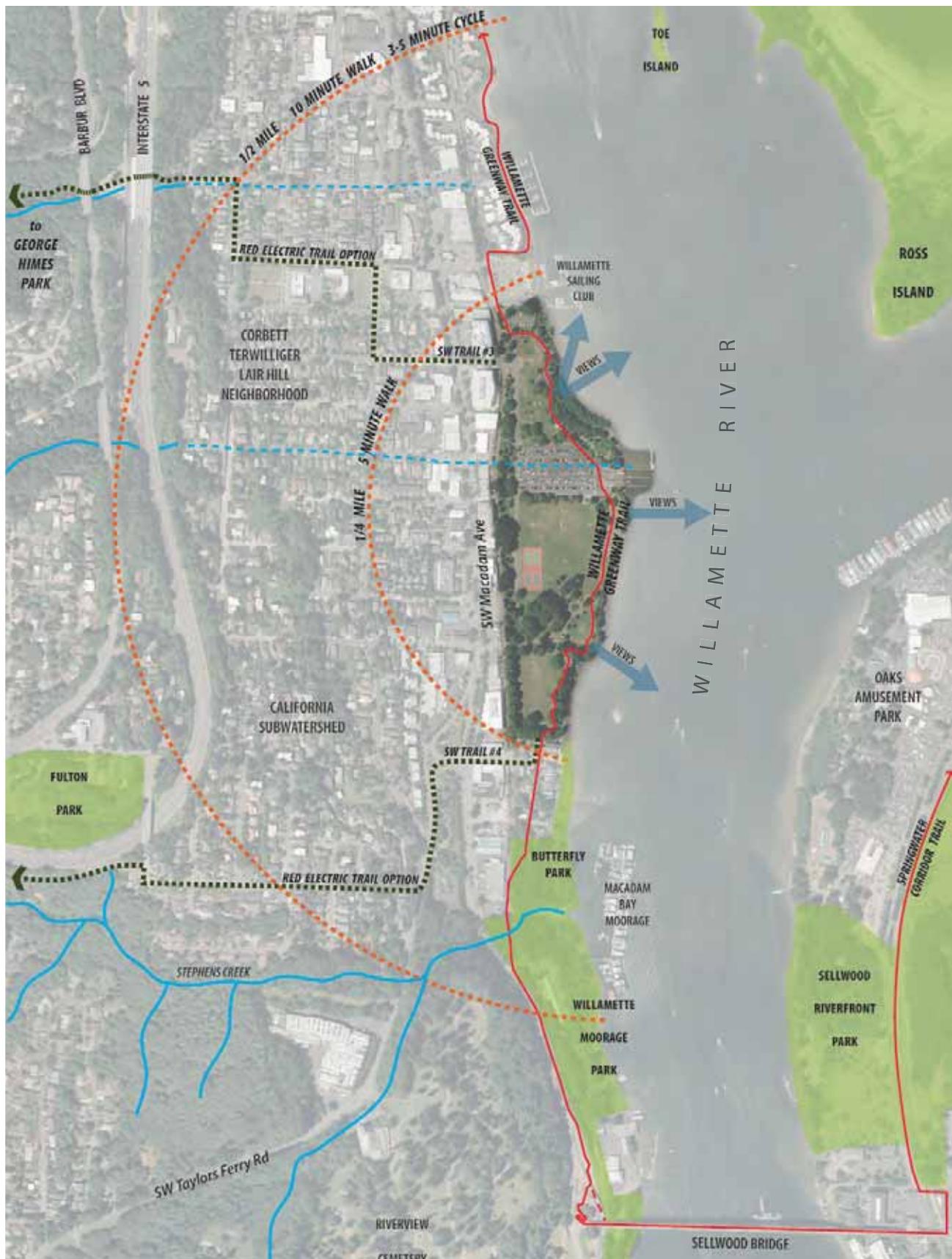


Figure 4 - Proximity of Willamette Park to adjacent parks and natural areas

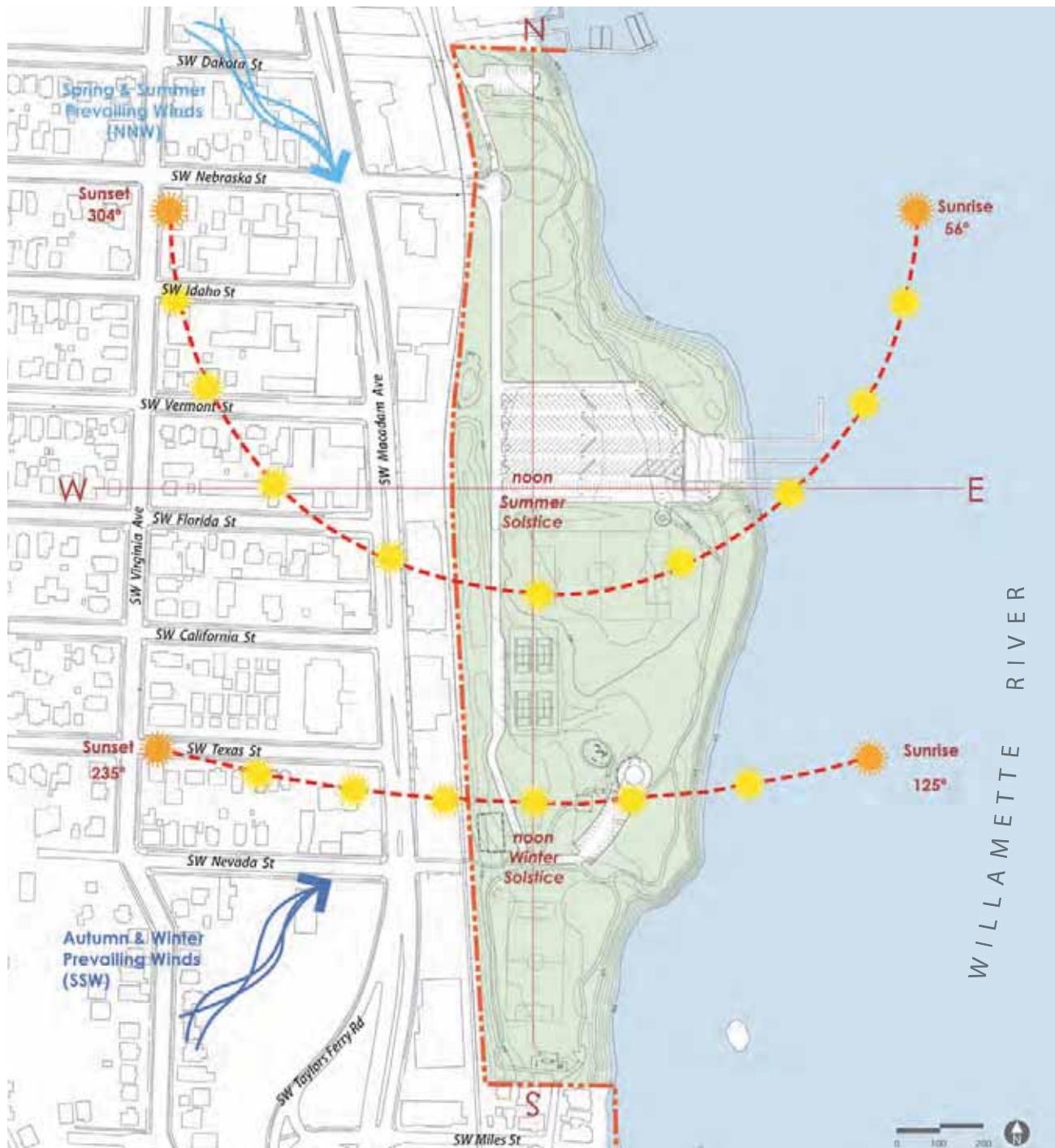


Figure 5 -Solar and wind exposure

Solar and Wind Exposure

The park features large open lawn areas with good solar access. There are few hills to the south that block winter sun. The West Hills do ensure earlier sunsets than other parks in western suburbs. With a riverfront location, the park is more subject to prevailing summer and winter breezes up and down river.

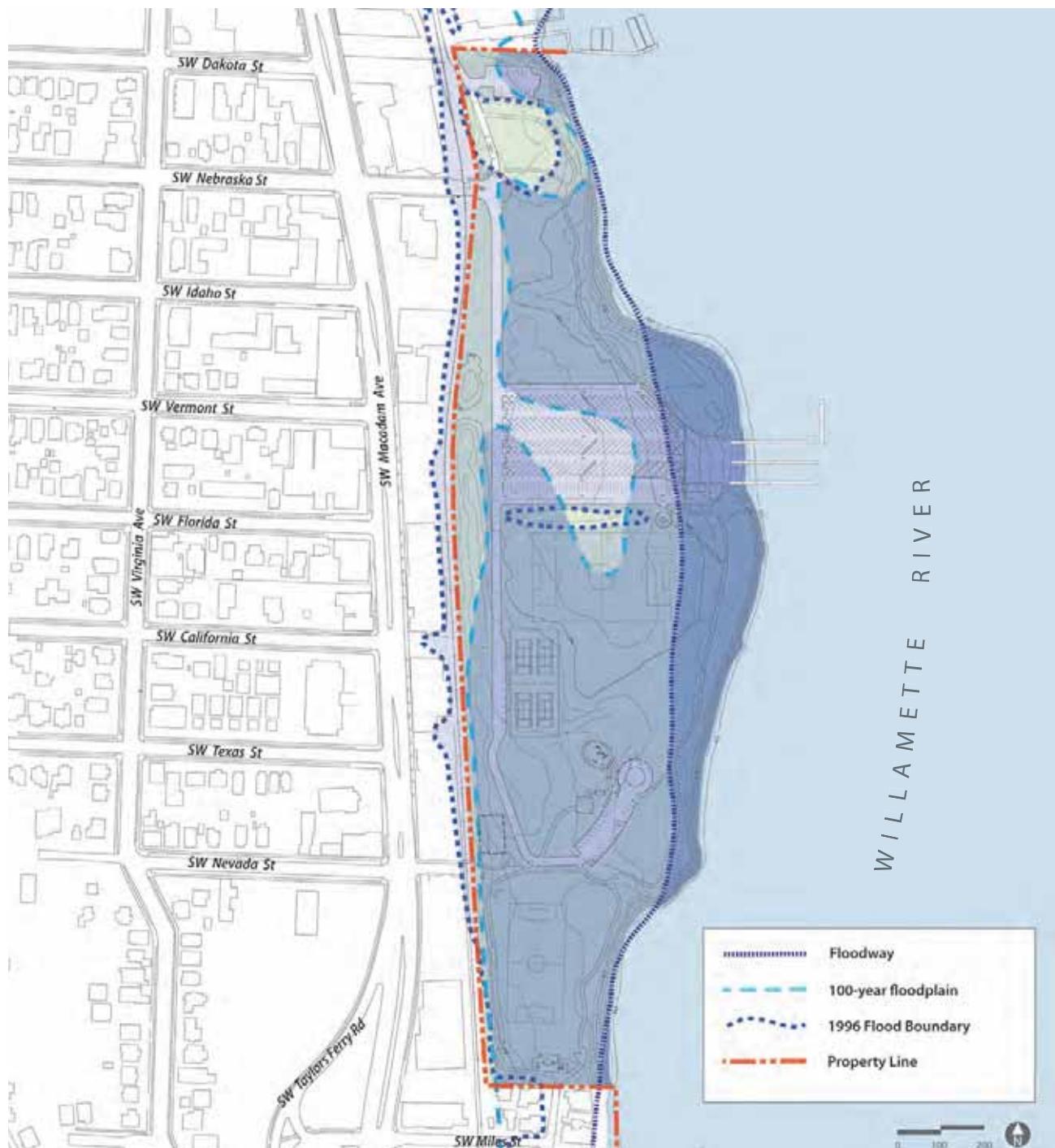


Figure 6 - Floodplain boundaries and extent of the 1996 flood

Flooding

The park, as a flat, low-lying area adjacent to the river, has always been subject to flooding. Most of the park other than the northern area and a large portion of the boat ramp parking lot, sits within the 100 year floodplain. Historic aerial photos show extensive flooding of the site in 1948. Subsequent filling of the park raised its elevation

but there was still catastrophic flooding in 1996, with the entire park submerged except for a small area next to the north parking lot. A broad swath of the riverbank east of the main soccer field and north of the boat ramp lies in the path of the river's floodway, which will result in considerable restrictions on development.

Topography and Drainage

The park is situated about 30' above sea level (COP Datum). SW Macadam is another 5'-10' above the park, and buildings on the park's west edge are built into the slope. A wooded depression on the west side of the main park road, which now serves as a dog off-leash area, is 4'-8' below the surrounding park's elevation. In general, the park slopes very gently towards the river, until the concrete riprap bank itself, which in several places is very steep. The area immediately north of the boat ramp is more gently sloping and the river offshore is shallow, exposed at low water as an extensive mudflat.

Stormwater is generally conveyed from inlets west of the park in pipes directly into the river. A new stormwater treatment swale was constructed in 2011 to slow and filter water from the eastern half of the boat ramp parking lot. The parking lot's other half drains into the wooded depression that forms the park's western edge. Stormwater from park paths generally drains into surrounding lawn and natural areas, although there are issues with ponding on some park paths. One of the pump station mitigation projects will add small stormwater treatment facilities in the north and south parking lots.

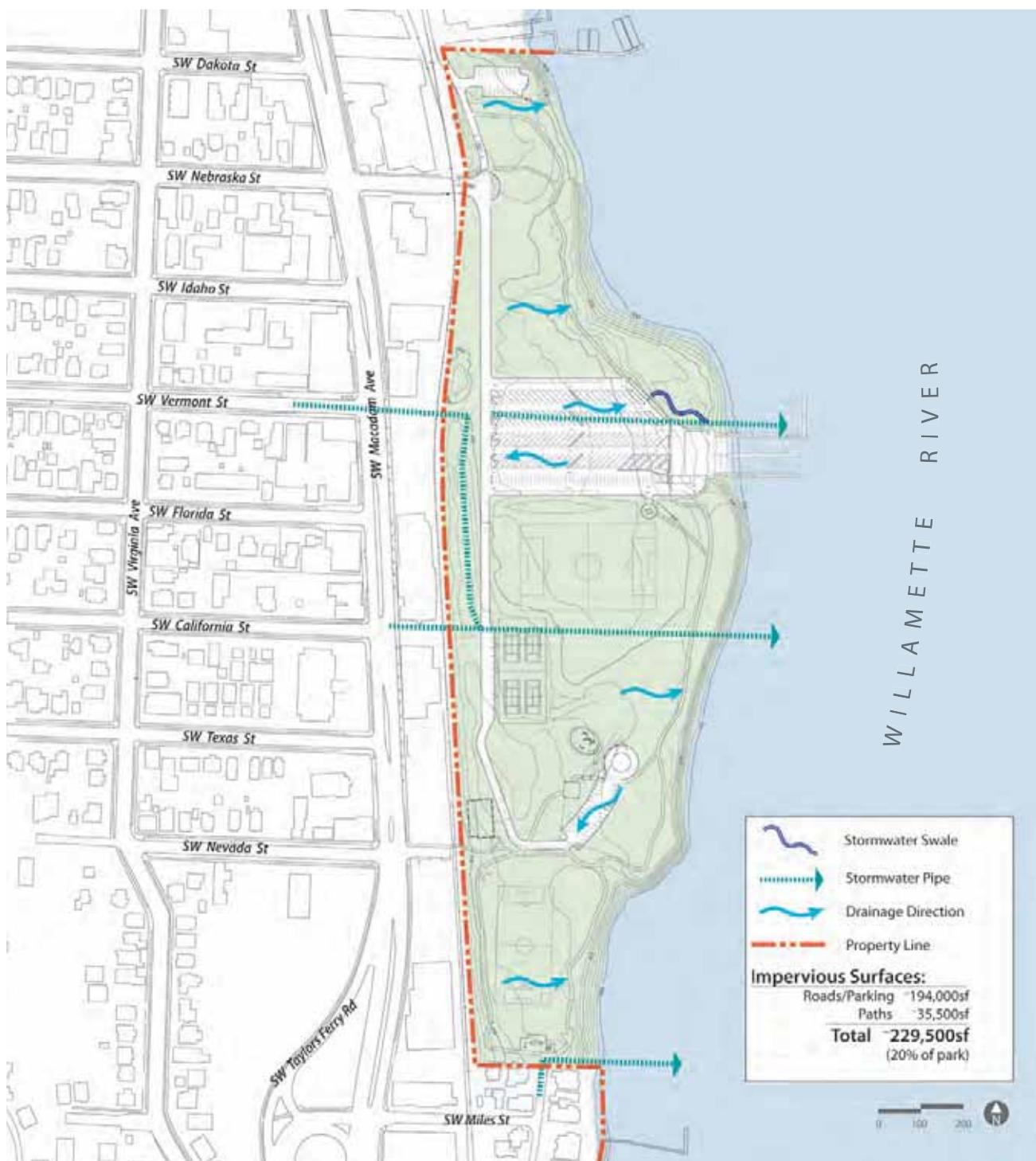


Figure 7 - Existing stormwater and drainage flows

Habitat

Willamette Park includes three habitat areas that provide natural resource benefits. Along the western edge of the park, there is a 2-acre low-lying grove of trees that includes several Oregon White Oaks, city-designated as Merit Trees. The use of the area as a dog off-leash area does not allow for establishment of vegetation below the trees. There is one city Heritage Tree in the park, a large White Oak on the park's southern edge. This is marked with a plaque along the trail west of this almost 300 year old tree. Development in the park will need to take care to avoid impacts to the tree's root zone.

The park's southern riverbank was revegetated in 2009 as part of a broader effort to restore the mouth of Stephens Creek in Willamette Moorage Park to improve salmon habitat. The bank's angle was lessened, small amount of riprap removed and native vegetation added. A split rail fence prevents access within the restored riparian habitat. A series of stone steps was added to direct public access to the river's edge.

The area north of the boat ramp has been restored recently, with a new stormwater swale and native plantings. Just offshore from this area, a large mudflat exists at low water, which is important aquatic habitat and a rich feeding area for birds.



Figure 8 - Existing park trees and habitat areas

Zoning

The park is zoned Open Space (OS), a designation that includes a wide variety of recreational and open space uses. There are three overlay zones in the park, including a Design Overlay (d) that "promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value" and results in greater scrutiny of proposed development projects through the Design Commission. There are two Greenway Overlay Zones: the entire park is within the River Recreational (r) overlay, which encourages river-dependent and river-related recreational uses with public access to and along the river, and which enhance the river's natural and scenic qualities. The park south of and including the boat ramp is within the Water Quality (q) overlay, which includes additional provisions to protect the health of the Willamette River including a 50' Water Quality Setback from the top of the riverbank.

The western and northern boundary of the park are adjacent to property zoned Storefront Commercial (CS) and the southern boundary of the park is adjacent to property zoned Residential (R5) and (R2).

In 1987, the Willamette Greenway Plan was adopted by Portland City Council. This sets a greenway setback of a minimum of 25' landward from the top of the bank to any development in the park.



Figure 9 - Existing zoning for Willamette Park and adjacent properties

Views

The City of Portland's Willamette Greenway Public Access Map (33.440-1, Map 5) formalizes four view corridors from adjacent neighborhoods into the park and to the Willamette River. These 60'-wide view corridors, at SW Nebraska, SW Vermont, SW California and SW Nevada, have prevented buildings from being built within the corridors. The Greenway Overlay code also denotes a major viewpoint for the park, generally located south of the boat ramp, midway between the SW Vermont and SW California view corridors. As the Overlay Zone code chapter notes:

View corridors provide visual access and connections to the river for neighborhoods and business districts who might otherwise be visually cut off from the river. View corridors are generally extensions of existing public rights-of-way through to the river.

The views from the designated view corridors are impressive, with Mt. Hood visible on clear days and the towers of downtown Portland prominent from the northern part of the park. The river and Ross Island form the foreground to most other park views.

General views from the park's riverbanks are a very important consideration in this plan and future planning efforts. Riverbank vegetation should be managed to maintain views through certain stretches of riverbank north of the boat ramp and in the southern park.

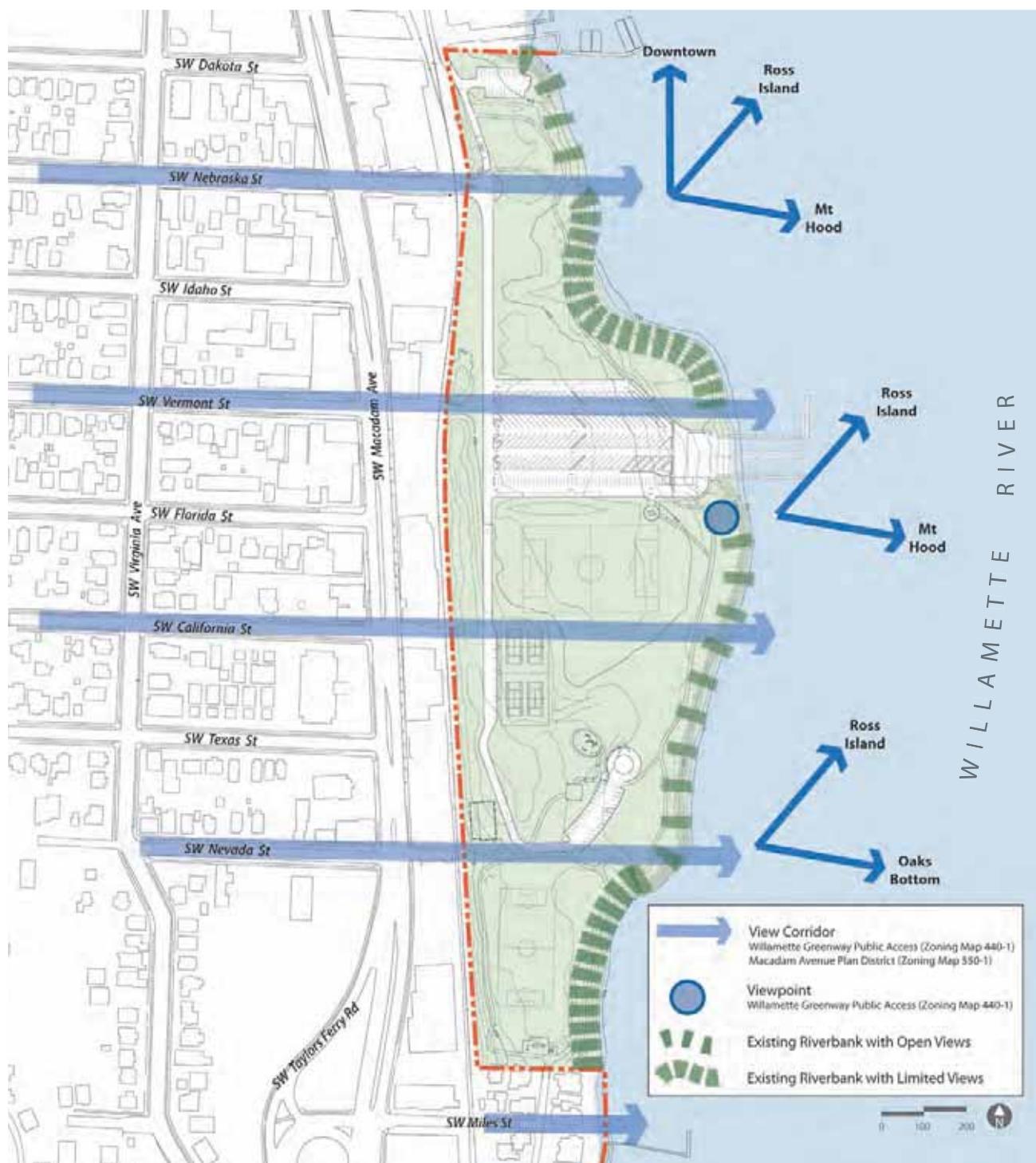


Figure 10 - Existing regulated view corridors

Dog Off-Leash Area (DOLA)

The present 2-acre dog off-leash area is a linear space located between the park roadway and the railway tracks. The steep terrain and the current routing of stormwater cause large puddles of standing water. The large oaks in the area prevent the throwing of balls, popular with some pet owners. The mature oak trees in the DOLA also require habitat restoration in their understory for optimal long-term health. The DOLA also does not meet several city standard criteria. In the Off-leash Advisory Committee report, the original DOLA in Willamette Park was sited in the northern section of the park, south of the parking lot. After conflicts with pedestrians and bicycles the DOLA was moved to its current location. A survey conducted by PP&R in 2011 favored moving the off-leash area in the park back to the original planned location.



Existing DOLA



Existing DOLA after a rain event

Park Access and Trails

Automobiles can only access Willamette Park via SW Nebraska. Once in the park, they can continue to the 21-car north parking lot, the 26-car south parking lot, the 8 parallel spaces next to the tennis courts, or the large central boat ramp parking lot. All spaces are metered. This main lot is heavily used by boaters in the summer and during major fish runs.

The park is well-served by bus routes, including TriMet's 35 and 36 lines along SW Macadam. The closest bus stops to Willamette Park are on the corner of SW Macadam and SW Nebraska. Bus route #43 also passes within one block of the park, running north south along SW Virginia Avenue.

The Willamette Greenway Trail is one of the key features in Willamette Park and receives high use from pedestrians and cyclists. The trail connects the park to downtown and to the Springwater Corridor by way of the Sellwood Bridge, supporting the City's growing interconnected trail system. It is projected that once the new Sellwood Bridge opens, the Greenway Trail will be subject to a dramatic increase in use by cyclists and pedestrians.



Figure 11 - Existing park access and trails



INITIAL CONCEPTS



Figure 12 -Opportunities

Opportunities and Challenges

The site analysis work summarized in the preceding section, along with site visits and discussions with PP&R staff and PAC members led to the identification of key opportunities and challenges for improvements

to the park. These helped to focus the planning team's efforts on the most important issues to consider in the preparation of initial concept plans.



Figure 13 -Challenges

With the proposed program elements, information about the park's physical conditions, and input from the PAC, Walker Macy prepared three concepts to illustrate proposed redevelopment options for Willamette Park and address the opportunities and challenges. Several improvements were common in all three concepts.

Park Improvements Consistent to all Concepts

- Improve north entry: create a more formal park entrance with new sign
- Fix curbs
- Improve signage
- Add furnishings (benches, picnic tables, trash receptacles) to park, locations to be determined
- Add trees (including pump station mitigation tree plantings) and landscape pockets in park
- Fix drainage on sports field #1 (main soccer field) Greenway Trail remains on east side of park, on riverbank. Trail will be open to pedestrians and bikes and widened to 10'.
- Boat ramp improved with better pedestrian path crossing including a raised surface
- South walking loop remains, with minor modifications of alignment for new pump station and bike route
- New stormwater treatment added at North and south parking lots—no parking spaces lost
- Stormwater filter strip added on west side of roadway to treat water runoff
- Riverbank restoration
- View corridors established in bank restoration planting design.

Concept 1

- Nebraska Street entry: Improve railroad crossing and crosswalk to park on north side, add new sign
- South/Miles Place entry: new sign and furnishings, playground modified for new trail
- DOLA remains in same location, same size (2ac), with optional fencing. Habitat pockets could be added within DOLA
- Native planting area installed north of boat ramp, creating a natural buffer to parking lot
- Story Garden added to the north
- South walking loop widened to 10' to accommodate commuter bikes
- No formal overlooks added on riverbank.



Figure 14 - Initial concept plan #1

Concept 2

- Nebraska Street Entry: Improve railroad crossing and crosswalk to park on north side, add new sign
- New commuter bike route on main park road and along west side of sports field to south end of park
- New $\frac{1}{4}$ -mile walking loop north of boat ramp
- DOLA located away from largest merit tree oaks with fencing (now 1.5 acres)
- Native planting area added to west/southwest edge of park within oak trees
- Add new parallel parking along road to south of boat ramp parking lot (+8 spaces)
- Formal overlooks added in 3 locations
- One ADA-access trail to river added, east of south parking lot, starting from an overlook
- Story Garden installed east of the main play area, north of parking lot turnaround
- South/Miles Place entry: Play area moved north and a new entry plaza designed.



Figure 15 - Initial concept plan #2

Concept 3

- Nebraska Street entry: Improve railroad crossing and crosswalk to park on north side, add new sign, remove semi-circle in road, add landscape
- New commuter bike route uses main park road then on wider Greenway Trail east of south sports field
- DOLA relocated to north side of boat ramp with fencing (1.25 acres)
- New $\frac{1}{4}$ -mile walk loop north of boat ramp around DOLA
- Native planting area added to west/southwest edge of park within oak trees
- Restored habitat landscape and improved drainage along entire west edge of park
- Soft-surface walking trail and seating through oaks, connected to other trails within the park with pedestrian-friendly road crossings
- New ramp/dock for non-motorized boats
- Add new landscape screen plantings at north edge of boat ramp parking lot
- Add new parking along road to north (+8 spaces) and south (+8 spaces) to add DOLA and boat ramp parking
- Formal overlooks added in 5-6 riverbank locations
- Two ADA-access trails to river added, east of south parking lot and south of boat ramp, starting from an overlook
- Add picnic tables south and north of soccer field for families gathering at games
- Add asphalt path across park south of soccer field to these tables – connected with other trails within the park
- Enlarge existing play area, by picnic shelter
- Story Garden installed east of south parking lot
- South/Miles Place entry: Remove existing play area to make room for new trails, add entry plaza.



Figure 16 - Initial concept plan #3



REDEVELOPMENT PLAN

Redevelopment Plan

Through a series of meetings with the PAC, PP&R staff, and a public open house, the concepts were discussed and the redevelopment plan was formulated.

The redevelopment plan for Willamette Park is generally a series of sequenced improvements to preserve and enhance an already popular and well-functioning park. Specific attention is paid to improving the entrances to the park, especially the north and south entries, which will see heavy increases in bike and pedestrian traffic with the addition of a regional trail connecting the Sellwood Bridge to the park. The park's circulation system will also be enhanced, with new connector trails to create more loop walks. A new trail along the west side of the park will provide access through the oaks and connect to these loops. The existing DOLA will be relocated to the north area of the park adjacent to the SW Nebraska Street entrance and the northern parking lot. Native oak habitat will be restored along the western edge of the park, between the access road and the existing rail line.

On the river's edge, the restored riverbank will include several improved viewpoints along the Greenway Trail and one new, accessible path down towards the water. The restored bank and plantings will improve the river and riparian habitats. A new launch for non-motorized boats will be provided adjacent to the existing boat ramp, while the existing access steps will remain. In the southern portion of the park, new amenities proposed include a site for the Story Garden adjacent to the parking lot, circulation improvements associated with the new pump station and a new location for the SW Miles Place play area.



Figure 17 - Redevelopment plan

Park Entries: North

The existing north entry is an old road, closed with a set of rusting bollards. Portions of this road are also used by the sailing club. The plan proposes a more formal entry to the park that informs users that they are on the Greenway Trail by marking the entry and narrowing the existing roadway to the 10' Greenway Trail width. Where the trail crosses the parking lot access road there will be a raised crosswalk to slow cars and provide preference to cyclists and pedestrians.

At the SW Nebraska park entrance, several improvements are proposed. The old raised island in the roadway which once housed a fee collection booth will be removed. Currently there is only a sidewalk connecting into the park on the north side of the park. A new walk will be added to the south side, extending the sidewalk that ends at the railroad tracks. The track crossing will also be improved for accessibility. A new sign will be placed at this entry, replacing the old wooden monument. At the site of this monument, the road will be narrowed, removing an old bump-out to the east. New landscape plantings at the end of SW Nebraska will help screen the DOLA beyond.



Figure 18 - Redevelopment plan - north entry enlargement

Park Entries: Pump Station

The new pump station design includes a number of improvements to the informal entry to the park from SW Nevada Street. New rail crossing walks will be added and the trail into the park re-routed to join the southern loop trail. A plaza around the pump station will include seating, bike racks, a drinking fountain and restrooms.

Park Entries: South

A new plaza with signage will guide commuter cyclists to the west and pedestrians and slower cyclists to the east, along the Greenway Trail. New seating on this plaza will serve as a rest stop for trail users as well as a neighborhood gathering place. A new sign welcoming visitors to the park will also be added. These changes will be done with the intention of addressing the increasing cycling and pedestrian use resulting from Greenway Trail improvements.



Figure 19 - Redevelopment plan - south entry enlargement

Proposed Trail System

There will be a clear hierarchy of trails at Willamette Park, which will help to separate users and avoid conflicts, while ensuring straightforward wayfinding for park visitors. The Willamette Greenway Trail, currently an 8' wide asphalt path that winds along the east edge, interrupted by the boat ramp, will be improved and widened to 10'. The new trail location will be coordinated with the bank restoration design, so in places it will be slightly west of its current alignment. It will be connected by short spur trails to the viewpoints and overlooks that are spaced regularly along the riverbank. At the boat ramp, the existing striped crosswalk will be replaced with a raised walk to ensure greater safety for trail users as they cross the busy ramp.

The plan guides commuter bike traffic away from the Greenway Trail. As cyclists enter the south end of the park at the SW Miles Place, they will be directed to the west along a new, wider trail adjacent to Sports Field #2. The existing 6'-wide asphalt path will be widened to 10', with a soft-surface 2' track parallel for pedestrians. The new path alignment will need to avoid the root zone of the Heritage White Oak at the south end of the park. Once cyclists reach the pump station, they will cross a plaza and enter the main park road which is a direct route through the park. The road sees considerable auto traffic at times, so 'sharrow' markings will be added to the road to indicate that this is a shared space. Cyclists will rejoin the Greenway Trail at the north end of the park.

There are two new hard surface loop trails proposed in the park. The popular southern loop trail will be repaired and will include a portion of the Greenway Trail as well as the new commuter bike trail. A new northern loop will be added around the DOLA, running along the park road and through the trees north of the boat ramp, then joining the Greenway Trail. Adding to this option, a new connecting trail will cross the park between Sports Field #1 and the tennis courts, connecting the Greenway Trail with the main park road. A new soft surface trail through the oak grove is proposed. The soft-surface trails will be for slower, more contemplative walking, away from the bustle of the other park trails.



Figure 20 - Proposed trail locations and trail types

Habitat Improvements

Bank Restoration

The primary goals of the Willamette Park Bank Restoration Project are to improve riverbank and near-shore habitat conditions, including riparian, beach, floodplain, and shallow-water habitat for the benefit of fish, wildlife and people.

The planning concepts for Willamette Park's physical improvements were coordinated with initial concepts for the bank layback, adjusting the extent of bank regrading to minimize impacts to passive open space while providing new public access down to the water's edge and a series of overlooks that include picnic tables and/or benches. As the layback project proceeds into more detailed engineering design, views of the river and downtown Portland will be protected through careful vegetation management in bank areas below the overlooks and other identified view corridors.

Oak Habitat

The western edge of the park between SW Nebraska St. and the proposed pump station will be restored to native Oak habitat. The poor drainage and stormwater runoff will be managed and the understory of the existing Oregon White Oaks will be planted with native shrubs and grasses that do not require routine mowing. The proposed soft surface trail will meander through the restored habitat.



Example of shallow water habitat for native fish and amphibian species



Example of restored native Oak habitat



Figure 21 - Proposed bank restoration - north end of park (extent of restoration outlined in red)



Figure 22 - Proposed bank restoration - south end of park (extent of restoration outlined in red)

Overlooks



Precedent overlook platform (Cape Disappointment SP, WA)



Figure 23 - Overlook at SW California view corridor



Figure 24 - North overlook enlargement

Since the re-grading of the park in the 1970s, the riverbank's vegetation has matured to the point where a park user's visual access to the river is often blocked. With the bank restoration project, there is an opportunity to re-open view corridors and re-connect park users with dramatic views of the river, Ross Island and downtown Portland.

The 1988 Willamette Greenway Plan included design guidelines for the creation of river viewpoints:

Viewpoints should be designed as safe, comfortable resting places to view the river. Each viewpoint should be relatively small in size and have a hard surface. It is preferable to design the space using an identifiable configuration, such as a square or semi-circle. In addition, vegetation can be used to shape and define the viewpoint, provide a sense of enclosure, and to frame a view. Well-defined edges help to identify these places and make them more attractive.

Facilities. Each viewpoint should be provided with seating. Consideration should also be given to providing other equipment to facilitate short duration stops, such as ornamental and drinking fountains, garbage containers, interpretive signs, kiosks, and the provision of public art.

Access to Water's Edge. Where site topography and conservation and enhancement of natural riverbank and riparian habitat allow, viewpoints located adjacent to the river should provide for pedestrian access to the river.

Relationship to Trail. Viewpoints developed in conjunction with the trail should be adjacent to the trail but designed to create a separate identity. It is preferable to locate viewpoints between the trail and the river.

In addition to protecting a clear view down the public right of way and preventing buildings from blocking the views, the 1988 Greenway Plan's design guidelines also note that landscape treatments within view corridors "should frame and enhance the view of the river", which should inform future planting plans related to the riverbank layback project.

There are three types of overlooks proposed. The largest, to be located in the north end of the park, will be located to take advantage of views to downtown Portland and Ross Island. It will also allow people to view activity at the sailing club docks north of the park. This overlook is envisioned as a deck extending over the bank edge, with a solid wall on the bank (i.e., not open underneath). The drop-off to the bank will be less than 30", so no railing will be required, although a curb edge is recommended, to prevent wheelchairs and bikes from rolling off the edge. Benches will line the edge of the overlook that is adjacent to the Greenway Trail. As shown in Figure 26, vegetation should be managed below the overlook to ensure that the view does not eventually get blocked. There will be landscape between the overlook and the DOLA.

Further south along the Greenway Trail, south of the boat ramp, small platforms will be placed, with picnic tables and/or benches, for small groups to gather adjacent to the river.

Another overlook will be located at the end of the SW California view corridor. This overlook concept presents a semi-circular form, with concrete or stone seat walls. This overlook, in addition to being a resting place along the Greenway, will also have an opening for a trail, which will lead down the riverbank at an accessible grade to bring people closer to the water's edge.

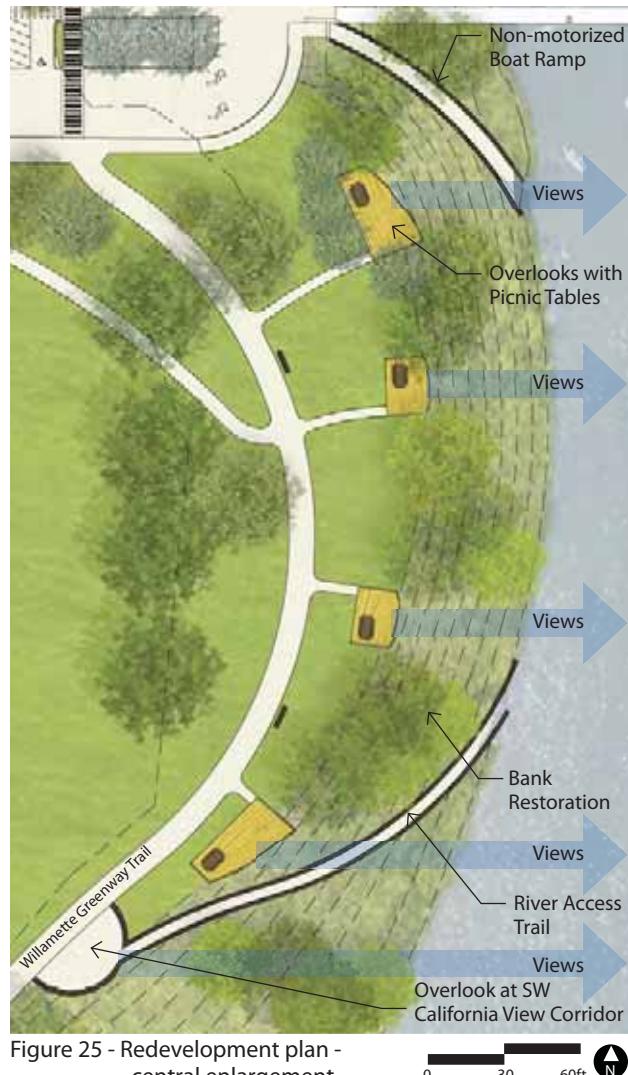


Figure 25 - Redevelopment plan - central enlargement

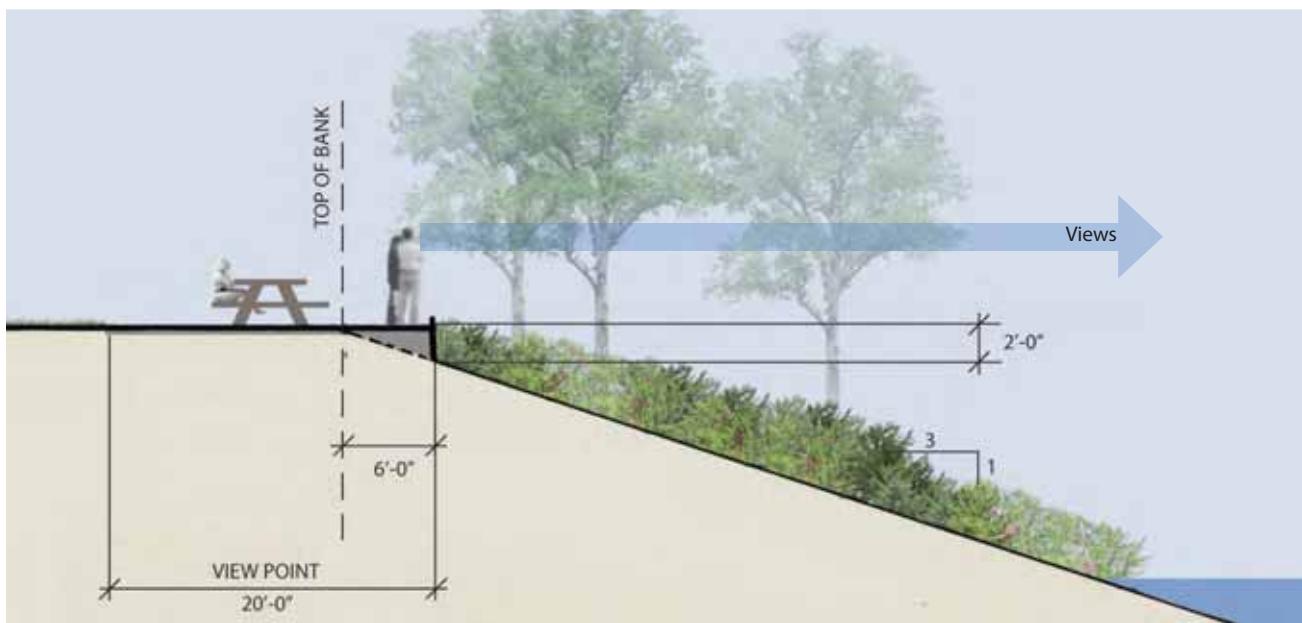


Figure 26 - Typical section at overlook

Dog Off-leash Area (DOLA)

The Plan proposes to move the DOLA to the north end of the park. The location is flat and well-drained, has good visibility and is located in close proximity to the existing northern parking lot. The new DOLA will have fewer trees and will be a more useable space for throwing. The new space is smaller than the existing area, but will be an improved facility. The concept plan proposes that this new DOLA will be fenced with a split-rail, wire mesh standard. On the western side of the DOLA, at the end of SW Nebraska Street, a landscape pocket will screen the fence from visitors arriving at the park. Two gates are proposed, at the north and southwest entrances of the DOLA. New shade trees will be planted. The edge adjacent to the proposed viewpoint will also be landscaped to lessen the visual impacts on park visitors.

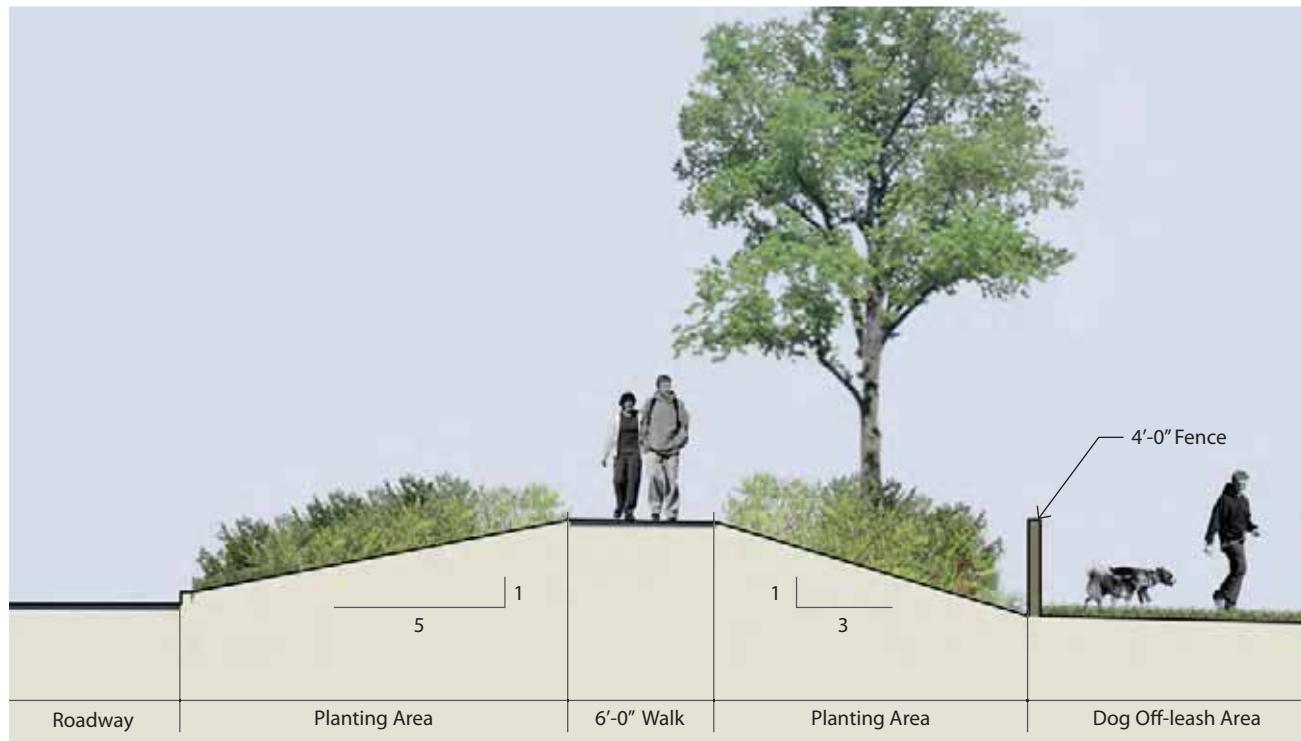


Figure 27 - Section through DOLA at SW Nebraska Street entrance



Figure 28 - Enlargement of proposed DOLA

Play Areas

There are two play areas in Willamette Park. A large, newer play area near the picnic shelter and parking lot is popular with park users and serves as a destination for families from across the city. This play area is also heavily used by groups who reserve the nearby picnic shelter. On the southern edge of the park, an older, smaller play area, with a set of swings and a teeter-totter, is used as a local neighborhood amenity. The proposed plaza at the southern entrance will require that the existing play area be moved.

The plan proposes the south play area be relocated between the Greenway Trail and Sports Field 2. It will have views of the river and is located so that parents with children playing team sports on the field can also watch smaller children at the playground.

Story Garden

The redevelopment of Willamette Park offers an opportunity to match a significant and nationally-recognized work of public art with an important and uniquely-suited regional park. The preferred location for the Story Garden, approved by the PAC and RACC is the lawn area located between the southern parking lot and the riverbank. As the redevelopment plan shows, there is ample room for the artwork here. It will be visible to Greenway Trail users, will overlook the river as the artists originally intended and will be close to the existing and proposed play areas as well as the picnic shelter. Issues to consider include avoiding impacts to existing trees and incorporating a small mound for the stone throne that overlooks the piece.



One of the curved granite artworks that ring the perimeter of Story Garden.



Figure 29 - Rendering of Story Garden in Willamette Park

PROJECT LIST

Prioritized Project List

The list provided on the following two pages represents the results of a prioritization exercise conducted with the PAC. A preliminary cost estimate was produced to accompany the preferred Redevelopment Plan. With the anticipated costs of each proposed plan element, PAC members were asked to select their priorities for park improvements given limited funding (which includes the mitigation funds resulting from the Pump Station) and their assessment of the relative urgency of the improvements. The PAC's assessment will be considered in the future determination of the best use of PP&R funds.

High Priority	Cost Estimate*
1 Circulation: Trails	\$181,662
Planting & Irrigation (restore areas adjacent to trails) Commuter Bike Trail - 10' Paved with Striping/Sharrows Commuter Running Trail - 2' Soft Surface shoulder (adjacent to 10' paved trail above) Commuter Bike Trail - Sharrow on Roadway Misc. Paved Park Trails - 6'-8' wide Soft Surface Park Trail - 4'-6' wide	
2 Improved Entry at Miles Place	\$138,295
Demolition Earthwork Utilities Concrete Paving Benches Planting & Irrigation Bollards Pavement Markings Signage	
3 Central Overlooks - (4)	\$89,930
Earthwork Platform - concrete Site Furnishings - Picnic Tables Platform support structure - 24" height Curb Edge at Perimeter	

Medium Priority	Cost Estimate*
1 Relocate Southern Play Area	\$281,180
Earthwork	
Drainage	
Utilities	
Planting & Irrigation	
4' Paved Trail	
Concrete curb	
Benches	
Playground Safety Surface	
Play Equipment (new or relocate existing)	
2 Park Entrance - Nebraska Street	\$90,015
New Entry Sign	
New Pedestrian/Bicycle crossing at Railroad	
Demolition of Roadway Island	
Raised Crosswalks	
Sidewalk - 6' paved (south of Nebraska)	
Demolition of Road Pull Off	
Replace Curbs	
Planting & Irrigation	
3 Upgrade existing Site Furnishings Throughout Park	\$38,080
Benches	
Trash Cans	
Picnic Tables	
4 Non-Motorized Boat Ramp at Central Parking Lot	\$44,200
Concrete Ramp - 6' wide	
Boulder Edge Retainment	
5 South Overlook	\$24,650
Earthwork	
Platform - concrete	
Bench	
6 Central Overlook with River Access Trail	\$147,560
Earthwork	
Platform - concrete	
Platform support structure - max 30" height	
River Access Trail - 6' wide	
Boulder Edge Retainment	
Site Furnishings - Bench	
Seat Wall at Perimeter	
7 North Site Features (Including Proposed Overlook)	\$53,890
Earthwork	
Platform (decking/concrete)	
Platform support structure - max 30" height	
Interpretive signage	
Benches (New)	
Picnic Tables (New)	
Low Priority	Cost Estimate*
1 Park Entrance- North (Sailing Club)	\$72,570
Planting & Irrigation	
Entry Marker (sign/luminaire)	
Raised Asphalt Crosswalk at Road	
Bollards	
Convert Existing Road to Greenway Trail	
2 North Parking Lot	\$37,570
Re-stripe Existing	
Resurfacing	
Stormwater Improvements	
3 Dog Off Leash Area	\$243,100
4' Split Rail Fence with Wire Mesh	
Double Entry Gates	
Site Furnishings - Benches	
Planting	
Shade Trees	
Irrigation	
Water Service	
Earthwork	
Soil Amendment, Prep and fine grading	
Lawn seed/sod	
4 Drainage at Sports Fields (north & south fields)	\$290,955
Grading (rough)	
Sub-surface Drainage	
Soil Amendment, Prep and fine grading	
Replace Spray Irrigation	
Lawn Seed	
5 Picnic area at North Soccer Field	\$8,160
Concrete Pad	
Picnic Tables	
6 Story Garden	\$300,764
Site Prep: Excavation	
Site Prep: Rough Grading	
Hardscape (Clean and Deliver Cobbles and Tiles; Install)	
Planting	
Soil Prep	
7 Central Parking Lot	\$63,240
Re-striping Existing	
Raised Crosswalk	
8 General Roadway Improvements	\$250,080

*Cost estimates are based on detailed information and reflect the total costs of building a project from start to finish. This can also be described as Design (consulting, survey, drafting, permits, and contingencies) and Construction (materials, labor, and contingencies) Costs.

Park Improvements Funded by Other Sources

1. Oak Restoration & Stormwater Management- 30% DESIGN FUNDED

2. Pump Station & Improvements - FUNDED

Includes

Greenway Trail Widening - 10' trail paved

Access Road Re-Alignment near new station

Southern Raised Crosswalk

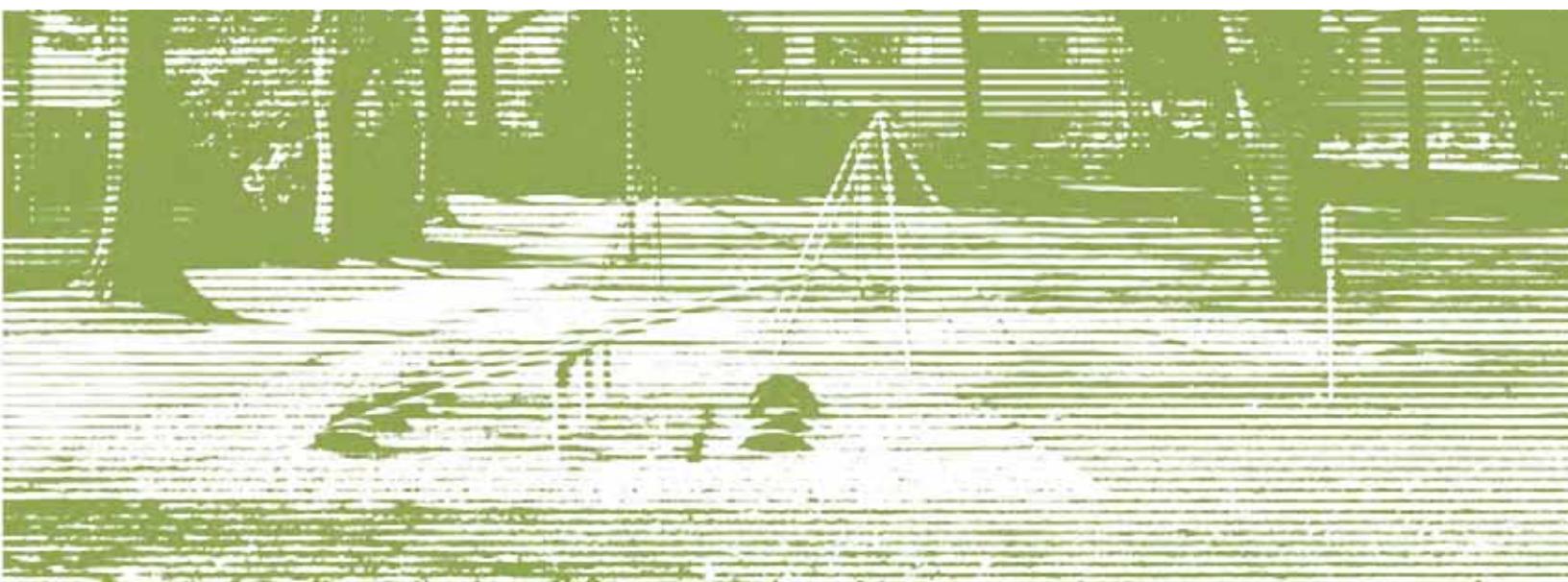
Paved Plaza Area

Benches in Plaza Area

Shade Trees throughout Park

Southern Access Road & Southern Parking Stormwater Improvements

3. Bank Layback - FUNDING TBD



SEQUENCING

Sequencing

Many of the projects proposed for Willamette Park will need to be considered in a sequenced, integrated order to coordinate work and ensure efficiencies. As the timeline on the following page demonstrates, there is a logical sequence, beginning in 2013, that can be followed to ensure that there are minimal conflicts for construction logistics and park users. There are several overlapping projects that need to be carefully considered carefully.

For example, the construction of the Greenway Trail from the Sellwood Bridge to the park will result in a major new influx of trail users in the park. The proposed projects at the North and South entries to Willamette Park must be coordinated to ensure they are complete by the time the new Sellwood Bridge is opened. Commuter bike trail and road improvements must be completed at the same time as the north and south entrances are improved. In turn, the DOLA relocation should not be constructed until after the riverbank work has begun, to minimize construction impacts on the DOLA.

South Entry and Play Area (\$410,000)

(Complete before the new Sellwood Bridge opens in 2016)

- Step 1:** South entry plaza full design and permitting, coordinated with SW Miles Place design
- Step 2:** Construction of south entry plaza at SW Miles (\$138,295)
- Step 3:** Design and construction of relocated play area (\$281,180)
- Step 4:** Design and construction of new commuter bike trail along west side of Sports Field #2 (funded by Water Bureau)
- Step 5:** Sharow striping along main park road (also coordinated with design of Pump Station road improvements)

North Entry (\$200,155)

- Step 1:** Full design and permitting of North entry, including SW Nebraska
- Step 2:** Construction of North entry and connection to Greenway Trail (\$72,570)
- Step 3:** Construction of SW Nebraska entry improvements (\$90,015)
- Step 4:** Upgrade north parking lot (\$37,570)

Greenway Trail (Pump Station funded)

- Step 1:** Full design and permitting of new Greenway Trail through park (coordinated with Riverbank design work)
- Step 2:** Construction of Greenway Trail, coordinated for completion when Sellwood Bridge opens

Pump Station (Water Bureau funded)

- Step 1:** Pump station design and permitting completed in 2013
- Step 2:** Construction of pump station and variety of small projects throughout park (2013-14)

Oak Habitat Improvements (BES Grant funded)

- Step 1:** Design and permitting of new DOLA, coordinated with Riverbank improvements
- Step 2:** Design and permitting of oak area habitat restoration
- Step 3:** After completion of Greenway Trail and Riverbank project, construct new DOLA (\$243,000). This ensures that construction access to bank is not constrained by DOLA
- Step 4:** Oak restoration work begins once the DOLA is relocated to new site

Riverbank Improvements (BES funding)

- Step 1:** Bank layback project full design and environmental review and permitting (coordinated with Greenway Trail and overlook design)
- Step 2:** Construction of bank layback and access trails
- Step 3:** Construction of overlooks (\$260,000)
- Step 4:** Construction of non-motorized boat ramp (\$44,000)

Other Projects independently designed and built

- The Story Garden can proceed at any time (pending funding, \$300,000)
- Pedestrian improvements to boat ramp crossing (pending funding, \$63,000)
- Stormwater treatment facility in parking lots (pending BES funding)

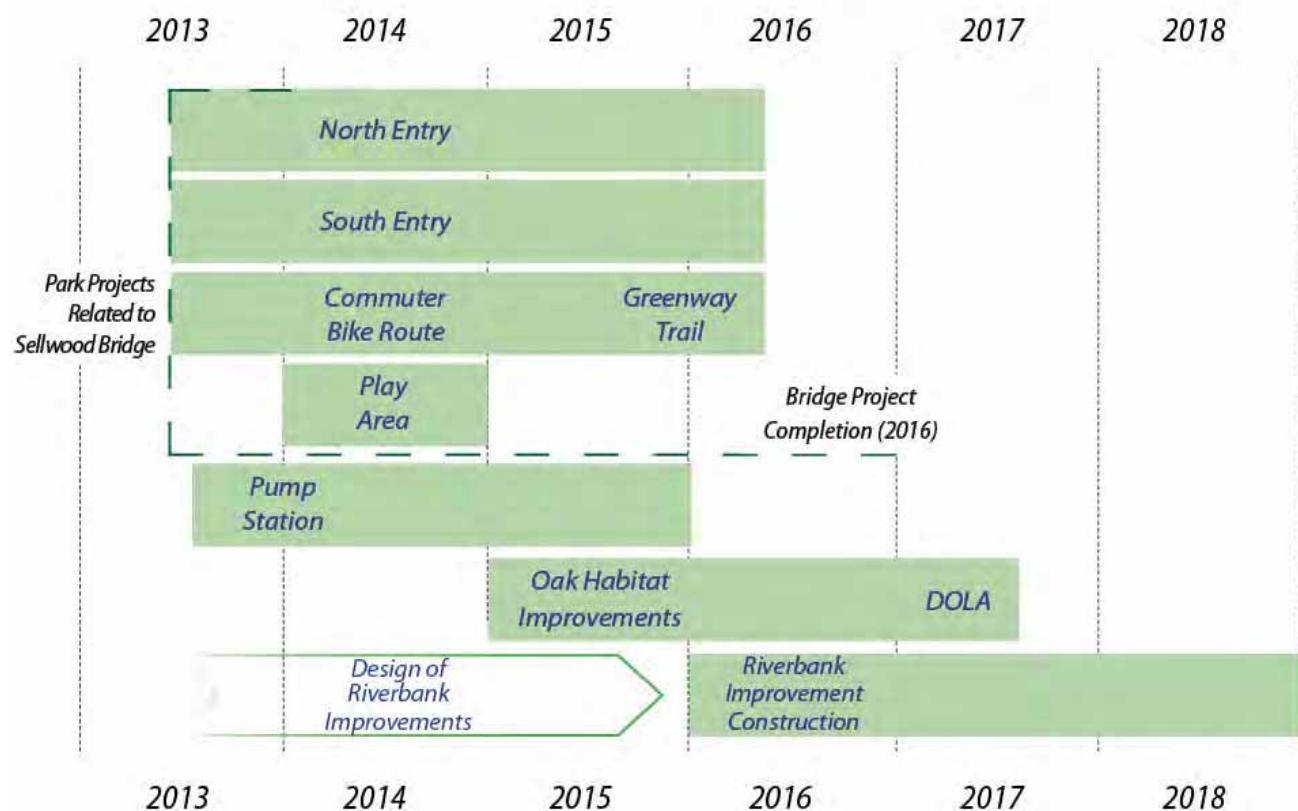


Figure 30 - Project sequencing and timeline



APPENDIX

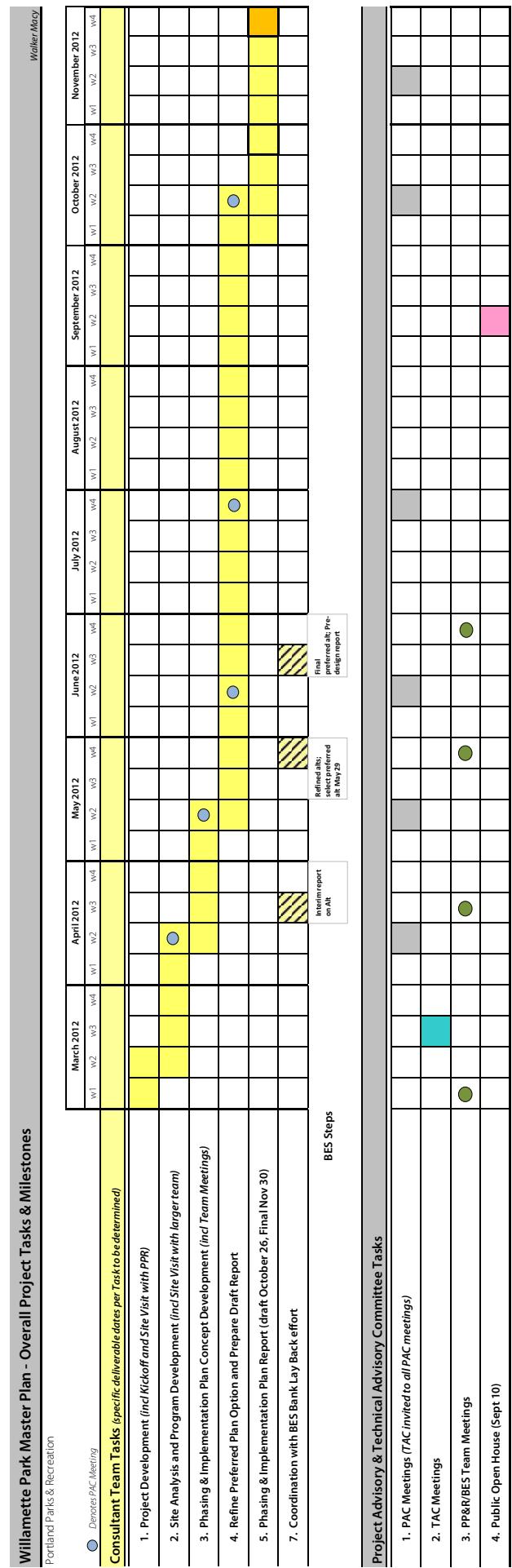


Figure A1 - Project Schedule

PORTLAND PARKS & RECREATION
Willamette Park Redevelopment Project Advisory Committee
Meeting Notes
April 9, 2012

Attending: Leslie Pohl-Kosbau, Kerry Chipman, Roger Averbeck, Gil Wistar, Bernadette Le, Julia Babcock, James Gorter, William Danneman, Lee Buhler, Ken Love, Michael Dowd, Jeanne Galick, Allen Field

Staff Present: Emily Roth, Allan Schmidt, Elizabeth Kennedy-Wong, Mark Wilson, Terri Davis, Astrid Dragoy, Sandra Burtzos,

I. Operating Procedures and PAC Role and Responsibilities

- PAC **agreed** to the “ground rules” document which defines how meetings will be run, with an emphasis on describing the consensus-based decision-making approach to developing recommendations.
- Contents of PAC notebook were reviewed
- PAC reviewed roles and responsibilities document which defines what members are expected to do (prioritize the project list and make funding allocation recommendations)
- PAC also **agreed** to communication protocols – work with Elizabeth directly to ask questions, do not engage in dialogue via internet and agree to work through to agreement in the meetings

II. Site overview and Project List Review introduction

- A history of the project, including an overview of the Fulton Pump Station relocation and site restoration was provided
- Walker-Macy describes site analysis (park history, regulatory issues and current conditions)

III. What does Success look like?

- The committee brainstormed their ideas of success. The list below represents principles that were reflected in most of the comments. This list will be used to as the starting place at the next meeting to develop a final list of Guiding Principles for the committee.

Guiding Principles

Balance environmental stewardship and recreational needs
Improve circulation
Minimize user conflicts
Leverage maximum use of resources
It is safe
Integrated into surrounding community

Other ideas from the committee included specific outcomes and include:

Proper stormwater treatment.
Improve access to invert views.
Restore oaks
Wants to see 12' pathways
No puddles on trail.
Maintain/maximize un-programmed open space.
Reduce geese population.
Create model for other cities.
Survives repeat of 1996 flood
Highlight history of Olmsted (here is a link to PP&R History)
<http://www.portlandonline.com/parks/index.cfm?a=286454&c=38306>
More picnic tables and benches—people have places to sit.

IV. Wrap Up and Next Steps

Committee was asked to review the project list and send any questions or comments to Elizabeth – no questions or comments were received.

Questions

- Who has authority over zoning?
The Bureau of Planning and Sustainability and Bureau of Development Services
- Is it a designated City walking greenway? Don't quite understand question. It is part of the City wide trails strategy.
- How will bank work impact trail? What is timeline for determining impact to trail?
The degree of bank layback will be determined with input from the Advisory Committee. This information will determine impacts to the trail.
- How is trail width determined?
According to PP&R Trail Design Guidelines, this is a 10' Type L trail
- Is separated trail system possible?
Technically yes, BUT there are considerations including size of park, infrastructure limitations, cost and environmental impacts
- What are our limitations?
Budget, zoning (Open Space), permitting, use conflicts



PORLAND PARKS & RECREATION
Healthy Parks, Healthy Portland



WILLAMETTE PARK REDEVELOPMENT PROJECT

Project Advisory Committee Meeting

4 PM–7 PM, Tuesday

May 15, 2012

Brown & Caldwell

6500 SW Macadam Ave #200 – meet at northern end of building on Nebraska

Attending: Leslie Pohl-Kosbau, Kerry Chipman, Roger Averbeck, Gil Wistar, Bernadette Le, Julia Babcock, James Gorter, William Danneman, Lee Buhler, Ken Love, Michael Dowd, Jeanne Galick, Allen Field, Jim Harper

Staff Present: Emily Roth, Allan Schmidt, Elizabeth Kennedy-Wong

Meeting Goals:

- Understand site conditions and park use
- Understand project list
- Create shared understanding of what committee success looks like
- Discuss draft concept designs

Agenda

I. Park Tour took place from 4:00 PM to 5:00 PM

II. Guiding Principles

- Balance and integrate environmental restoration and recreational needs
Improve circulation
Minimize user conflicts
Leverage maximum use of resources
Improvements respect parks relationship to neighbors

Administration

1120 S.W. 5th Ave., Suite 1302
Portland, OR 97204

Tel: (503) 823-7529 Fax: (503) 823-6007

Sustaining a healthy park and recreation system to make Portland a great place to live.

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Nick Fish, Commissioner

Mike Abbaté, Director



work and play.

III. Review 3 Concept Designs

Park Improvements Consistent to all 3 Concepts:

- Improve North Entry: create a more formal park entrance with new sign
- Fix curbs
- Improve Signage
- Add furnishings (benches, picnic tables, trash cans) to park, locations to be determined
- 44 new bike racks will be installed throughout park
- Add trees (including Pump Station mitigation tree plantings) and landscape pockets to park
- Protect merit oak trees from future streetcar construction impacts
- Fix drainage on Sports Field #1 (main soccer field)
- Greenway Trail will remain on east side of park, on riverbank. Trail will be open to pedestrians and bikes and widened to 10'. Exact location of trail will be subject to final design of BES bank layback project
- South walking loop will remain, with minor modifications of alignment for new pump station
- New stormwater treatment will be added at North and South parking lots—no spaces lost
- A stormwater filter strip will be added on west side of roadway to treat water runoff. Consultant reviewed similarities in each of the three design concepts

Committee member, Jim Harper shared information on the purpose and desire of the sailing club to be more integrated and involved in the community

Concept 1:

- Nebraska St Entry: Improved RR crossing and crosswalk to park on north side, new sign
- Dog Off-Leash Area (DOLA) remains in same location with optional fencing. Habitat pockets will be added within DOLA.
- Butterfly attracting plantings will be installed north of Boat Ramp, creating a natural buffer to parking lot
- Story Garden will be added to the north of Butterfly Park
- Boat Ramp and parking lot will not change
- BES bank layback/restoration will consider view corridors in planting design. No formal overlooks will be added.
- South walking loop widened to 10' to accommodate commuter bikes, with minor modification for pump station and Miles Place entry

Miles Place/South End entry: new sign and furnishings, playground modified to allow trail through

Questions and Comments

- Is there provision for walkway on Westside, separate from the roadway? No
- Do we have to have a story garden? No. There is no requirement. RACC will present at next meeting with more information about story garden restoration. Concern expressed about putting story garden so close to parking.
- Can we get them numbers on permitted events? (attached)
- Are we moving the butterfly garden? No, the existing garden will be allowed to revert to riparian habitat. This is an additional planting area.
- DOLA needs to address desire to play fetch with dogs. Currently, no DOLA space. This encourages people to use unauthorized areas.

Concept 2:

- Nebraska St Entry: Improved RR crossing and crosswalk to park on north side, new sign
- New commuter bike route on main park road and along west side of south Sports Field to south end of park
- New $\frac{1}{4}$ -mile walking loop north of Boat Ramp
- DOLA located away from largest merit tree oaks with optional fencing (now 1.5 acres)
- Butterfly Park added to west/SW edge of park within oak trees
- Boat Ramp improved with better pedestrian path crossing including a raised surface
- Add new parallel parking along road to south of boat ramp parking lot (+8 spaces)
- BES bank layback/restoration will consider view corridors in planting design. Formal overlooks will be added in 3 locations.
- One ADA-access trail to river will be added, east of south parking lot, starting from an overlook
- Story Garden will be installed east of the main play area, north of parking lot turnaround
- Miles Place/South End entry: Play area will be moved north and a new entry plaza designed

Questions and Comments

- Are there concerns about dog area next to road? Yes, that has always been the case
- What would the northern path be made of? Discussion of various materials options including permeable asphalt or compressed gravel. Is there an opportunity for a walking path on the east side of the roadway?

Concept 3:

- Nebraska St Entry: Improved RR crossing and crosswalk to park on north side, new sign, remove semi-circle in road, add landscape
- New commuter bike route on main park road to Pump Station, then via Greenway Trail east of south Sports field on wider trail
- DOLA relocated to north side of boat ramp with optional fencing (1.25 acres)
- New $\frac{1}{4}$ -mile walk loop north of boat ramp around DOLA
- Butterfly Park added to west/SW edge of park within oak trees
- Restored habitat landscape along entire west edge of park, where feasible
- Drainage improved as part of restoration of meadow under oaks
- Soft-surface walking trail and seating through oaks – connected to other trails within the park with pedestrian-friendly road crossings.
- Boat Ramp improved with better pedestrian path crossing including a raised surface and new ramp/dock for non-motorized boats
- New landscape screen plantings on north edge of boat ramp parking lot
- Add new parking along road to north (+8 spaces) and south (+8 spaces) to add DOLA and boat ramp parking
- BES bank layback/restoration will consider view corridors in planting design. Formal overlooks will be added in 5-6 locations.
- Two ADA-access trails to river will be added, east of south parking lot and south of boat ramp, starting from an overlook
- Add picnic tables south and north of soccer field for families gathering at games
- Add asphalt path across park south of soccer field to these tables – connected with other trails within the park.
- Enlarge existing play area by picnic shelter
- Story Garden will be installed east of south parking lot
- Miles Place/South End entry: Remove existing play area to make room for new trails, add entry plaza.

Questions and Comments

- Concern about reduction of park space with paths etc. park is getting carved up
- The off leash area can be fenced in any scheme
- Riverbank lay back is not a loss of park use, it is a different use
- Trail at southern end could be split or separated

Straw poll- move or keep off leash area-

- Group likes Concept 2 dog area treatment need to also get people to use off leash area
- Roger likes 2 with the addition of soft surface trail across middle

Which trail treatment do you prefer?

- Commuters like to ride along river
- Can you smooth out bike path?
- Address gate at south end of park
- Concern that moving commuter bikes to trail in SW side location affects young bike beginners that currently use the area
- How do you get bikes to use bike lane?
- Generally like path that moves bikes along west edge of park-

Walker Macy is looking at both treatments at southern edge of park. Water side trail will remain open to recreational biking.

What do you treasure about park?

Views to the water
Variety of habitats
Can use park any season and see views
Crabapple tree near north end
Many people are enjoying it in different ways

IV. Project List

What was changed between previous list and this one? Minor edits and repetition
What is range for costs? Cost are based on professional judgment
What about maintenance costs? How do they fit in with that?
Discussion about overall Parks capital projects list and how soon PAC priority projects would actually be constructed.

V. Next Steps

Next meeting is three hours, June 12, 5-8 PM



Willamette Park Redevelopment Project
Project Advisory Committee Meeting
Meeting Notes
June 12, 2012

Brown & Caldwell
6500 SW Macadam Ave #200

Attending: Leslie Pohl-Kosbau, Kerry Chipman, Roger Averbeck, Bernadette Le, Julia Babcock, James Gorter, William Danneman, Lee Buhler, Ken Love, Michael Dowd, Jeanne Galick, Jim Harper

Staff Present: Emily Roth, Allan Schmidt, Elizabeth Kennedy-Wong, Mark Wilson, Kevin Kilduff, Don McTaggart, Keith Lachowicz - RACC, Terri Davis, Paul Ketcham, Fred MacGregor, Terri Davis

Meeting Goals:

- Receive information on updated redevelopment Plan
- Understand and discuss key decision points
- Provide feedback to consultants

Agenda

I. Welcome

Facilitator asked for comments on the agenda and meeting notes.

II. Project Manager Update

Regional trail- alignment will be coming through SW Miles Place

Guiding principles

- Balance and integrate environmental restoration and recreational needs
- Improve circulation
- Minimize user conflicts
- Leverage maximum use of resources
- Improvements respect parks relationship to neighbors

The proposed Bank layback was presented. The design was based on the following goals:

The bank layback will:

1. Improve salmon habitat
2. Define view corridors
3. Enhance riparian area
4. Enhance recreational access to the river

Staff are still working on the bank layback and design from south of the main parking lot to the edge of the soccer field.

In addition to the environmental objectives, staff agreed that the following recreational goals be applied. The layback and the greenway trail will:

1. Be a minimum of 40 feet from an active sports field
2. Allow for many of the benches and picnic tables to be places east of the trail
3. Maintain the majority of passive recreation areas

The committee was asked for feedback on this concept, including several key decision points.

III. Design Review

Rivers Edge

Project team provided an overview of the bank layback and how it changes the design and flow of the park. There was extensive discussion around connections to the river, loss of parkland and the notion of gaining space in the form of reclaimed habitat and another type of recreational use. Committee emphasized maintaining some open seating areas between the trail and river bank.

ADA – most trails and experiences will have to be designed to be universally accessible. The trail to the river will not be completely ADA. Committee suggested use of landings and/or hand rails on trail to improve safety and accessibility.

Committee liked the concept of providing overlooks at key viewing points

Committee generally liked consideration for a light watercraft boat ramp south of the main parking lot.

Committee liked the woody debris in the river bed but had concerns about safety during low water.

Committee liked increased access to river beach from proposed trail in the layback area.

Circulation - Two options

Option 1 - indicates all bikes move toward river and then have the option to go west to the road, this option displaces playground,

Creates a formal gathering space at Miles Street entrance

Option 2- directs faster moving (commuting) cyclists towards the west and to the road. The play area would have to be moved.

Committee suggested a sidewalk on the west side to separate peds and bikes.

Committee Direction – Move commuting bikes to the west side. The Greenway Trail would still be used by recreational cyclists.– Option 1

Take advantage of fantastic view immediately right off trail, highlight this entrance too

Story Garden

Keith Lachowicz - RACC presented the history and purpose of the Story Garden. Committee members asked questions about size, maintenance and purpose

Committee Direction - We want it in the park!

A number of locations were discussed; need to determine location

DOLA

All options will include drainage improvements, tree protection, and fencing

Suggest that the DOLA be moved out of the oak areas. Maintenance of DOLA is a problem, Need to have better signage, Consider different surface. Two options were presented, one that makes the DOLA smaller and allows for oak protection and habitat improvements. The other is also smaller but keeps oaks in the area.



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland



Willamette Park Redevelopment Project Advisory Committee
Meeting Notes
July 17, 2012

Brown & Caldwell
 6500 SW Macadam Ave #200

Attending: Leslie Pohl-Kosbau, Kerry Chipman, Roger Averbeck, Bernadette Le, Julia Babcock, James Gorter, William Danneman, Lee Buhler, Ken Love, Michael Dowd, Jeanne Galick, Jim Harper

Staff Present: Emily Roth, Allan Schmidt, Elizabeth Kennedy-Wong, Mark Wilson, Kevin Kilduff, Don McTaggart, Keith Lachowicz (RACC), Terri Davis, Paul Ketcham, Fred MacGregor

Meeting Goals

- Approve Redevelopment Plan for Open House
- Prioritize project list - this prioritization will be used by PPR to implement projects as funds become available

I. Dog Park Discussion

- What can we do (as far as treatment) to alleviate entrance impacts?
- How much space is there?
- Does the DOLA have to remain 1 acre?
- The DOLA 1-acre area should be fenced.
- All of these things sound good, but what is the cumulative loss of open space?
- It looks like the south one is the largest.
- Feels like open space is piecemeal
- Isolated - options 2 and 3 isolate the open space
- Concerned about visual impact
- I like far right one but it is way too big where is passive space next to parking protects open space
- Need something between 2nd and 3rd
- refer 1st one concerned about conflict of use w/boaters
- Dogs are year round users
- Support self service trail between head and tail - I would like to see the cost estimate for this
- Need walking area between dog area and road
- Concerned about aesthetics, other areas are not aesthetic
- Prefer 1 for parking issues - southern lots get full!
 - Adding cars in lower area will raise conflict of use
- Most dog walkers come from north
- Has heard from dog owner - will there be access to water for animals?
- 3 is good 2 sides less obtrusive 1 parking is important
- Move parking lot
 - south 5 north 8

II. Story Garden

- How is the story garden used?

- I would have liked to see overlays
- Do people support option 1?
- I am concerned about the parking lot between option 1 and the play area
- Story Garden cost is important
- Cost estimating
- Is Q&M built in?
- Enhance Oak habitat - need cost on DOLA
- Like location
- Draw people into area
- Contemplative - consistent with views of river
- Openness
- Is it ADA, not very
- Good accessibility
- Like nestled feeling
- Like to revisit story garden with dog park
- Value comments on loss of open space
- Don't think option 1 would diminish loss of space
- Is this a high priority?
- Adds cultural improvement

Would change vote if DOLA were smaller

I would support it if:

- It wasn't immediately adjacent to path
- Treatment to mitigate activities in field
- Slowing people on bicycles

III. Presentation on Trails Plan

- Trails widened
- Intersections raised
- Commuters on west
- Provide soft surface next to pavement trail through DOLA with bunches
- Treatments @ Nebraska

IV. Viewpoints

- Set up series of table mounds
- Connection down to river
- Remember to preserve views along walkway
- Need views of water from southern
- Need trail connection from parking lot to connect to soft surface trail along soccer field is discontinuous
- No changes to western edge of large parking lot
- More trees are being planted alongside the bank
- Like larger platform in North
- @ Northern - what type of overlook would you prefer?
- Make railing more delicate
- It needs to look like it fits adding much fence
- Taking away from connectedness extending view gives more space
- No space under rail
- Cost a factor pull it back spend money on other things
- I can't live without railing

The park is over programmed.

Hesitant to add more, but Regional Park needs bigger uses.
Got DOLA dumped on us.

Prioritization of Project list was deferred to the next meeting.



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

**Willamette Park Redevelopment Project Advisory Committee**

Meeting Notes

October 9, 2012

Brown & Caldwell
6500 SW Macadam Ave #200

Attending: Leslie Pohl-Kosbau, Kerry Chipman, Roger Averbeck, Julia Babcock, James Gorter, William Danneman, Lee Buhler, Ken Love, Michael Dowd, Jeanne Galick, Jim Harper

Staff Present: Emily Roth, Allan Schmidt, Elizabeth Kennedy-Wong, Keith Lachowicz (RACC), Terri Davis, Paul Ketcham (BES), Fred MacGregor (BES), Ken Pirie (Walker/Macy), Mike Zilis (Walker/Macy)

Meeting Goals

- Recommend Final Redevelopment Plan
- Recommend prioritized project list
- Provide feedback on the process and the project

I. Welcome and Introductions**II. Project Manager Update**

The Project Manager and the Public Involvement Manager shared the results of the Open House Survey. Overall the respondents (59) support the proposed Redevelopment Plan.

The following is a summary of how the community prioritized different elements:

1. Build trails that separate bicycle commuters from pedestrians and recreational cyclists (2.4 ave)
2. Build a trail for access to the river (2.4 ave)
3. Provide a new home for the Story Garden (2.4 ave)
4. Create loop trails within the park to provide more walking options (2.3 ave)
5. Improve fish and wildlife habitat and protect the oak grove (2.2 ave)
6. Move the dog park out of the oak grove to the area near the north parking lot (2.1 ave)
7. Build a non-motorized boat access point to the river (2.1 ave)
8. Create platforms and open spaces to improve river viewing (2.1 ave)

General themes from the comment form reflected general overall support for most of the design elements. Equally important, there was insignificant opposition to any of the design elements. Less than half the respondents completed the ranking exercise; of those respondents, creating platforms and open spaces to improve river viewing; build trails that separate users; build a trial for access to the river; and improve fish and wildlife habitat and protect the oak grove weight more significantly than the others.

The Project Manager then explained the decision on the part of Portland Parks & Recreation to site the off-leash dog area in the north end of the park. Both the Natural Areas staff and the maintenance staff indicated that the off-leash area in the oaks was problematic. The north area was selected because it is located next to the north parking lot, has an open area for dogs to run and chase objects and would have few conflicts with boaters using the central parking lot.

A suggestion was made to remove the north parking lot and using that space for the DOLA, keeping more un-programmed open space in the north end of the park. PP&R was stated that the north parking lot provides important parking for the park. A member asked that PP&R keep this option in mind for future consideration.

III. Design Overview (design attached)

The consultant reviewed the design as presented to the public at the open house.

One member expressed concern about lack of ongoing maintenance of stream bank vegetation at the south end of the park which was obstructing river views. A maintenance plan will be developed that allows limited vegetation removal to preserve river views as part of the permit application for the bank layback project.

Consensus

The group was asked to express their level of support for the proposed redevelopment alternative presented by Walker-Macy staff.

- 5 members said they fully support the alternative.
- 5 said they could live with the alternative as proposed.
- One member said the 10-foot wide trail on the west side of the park was too wide and posed a fatal flaw that prevented his plan support. After additional discussion among the members, the member indicated that he could live with the proposed alternative.

Consensus was reached to recommend the Preferred Redevelopment Plan to the Director of Portland Parks & Recreation.

Concerns/guidance

PP&R staff asked the committee members to share their concerns and guidance on key points that staff should consider when preparing the redevelopment plan document. Committee responses included:

- Seek alternative funding options for installing the Story Garden rather than use PP&R dollars.
- Use regional trail funds for the SW Miles Place improvements at the south entry since this is more associated with the expanded commuter bike usage than direct park improvements.
- Leaving the DOLA in the current, unfenced location will create greater dog/bicyclist conflicts as bike trail use increases. The DOLA should be moved prior to expanded trail usage.

- Oak habitat improvement is a high priority for many committee members. Therefore, moving the DOLA to a new location is a high priority because work in the oak area cannot proceed until the dog park is relocated.

IV. Prioritization of Projects/Resources

Prior to the meeting, committee members were asked to prioritize the projects into high, medium and low. Projects scoring 2.5 and above are high priority; 2.4 to 1.6 medium; and below 1.6 low by staff. The PAC discussed many methods for prioritizing projects including dividing the list into 1/3s. In the end, the PAC moved forward with the staff recommendation.

The prioritization will be used as a general guide for PP&R priorities for spending. Additionally, the park improvements required for the new Water Bureau pump station, sequencing and understanding of impacts from the Sellwood Bridge and other projects outside the park will inform how the projects unfold.

Willamette Park Redevelopment Advisory Group Project Rankings

	Cost	Committee	
	Estimate	Average	Priority
1. Circulation – Trails:	\$181,600	2.7	high
2. Improve Miles Place entry:	\$138,000	2.7	high
3. Central Overlooks:	\$90,000	2.5	high
4. North site improvements:	\$54,000	2.4	med
5. Upgrade site furnishings:	\$38,000	2.3	med
6. Overlook w/ river access:	\$147,500	2.3	med
7. Nebraska park entrance:	\$90,000	2.2	med
8. South overlook:	\$24,500	2.2	med
9. Non-motor boat ramp:	\$44,000	2.1	med
10. Relocate play area:	\$280,000	2.0	med
11. Picnic area at soccer field:	\$8,000	1.8	med
12. Dog off-leash area:	\$243,000	1.7	med
13. General road improvements:	\$250,000	1.6	med
14. Central parking improvements:	\$63,000	1.6	med
15. North park entrance:	\$72,500	1.6	med
16. Sports field drainage	\$290,00	1.4	low
17. North parking improvements:	\$37,500	1.3	low
18. Install story garden:	\$300,000	1.3	low

V. Draft Report

The proposed outline for the report was shared with the committee. The committee will be given time to review the draft version for clarity and correctness. The PAC will receive the draft the last week in October and have 1 week to review. The report will be finalized by the end of November.

VI. Next Steps

- Report Completion
- Staff report to the Director and Senior Management Team with the PAC and staff recommendations – mid December
- Adoption of the plan by the Director – end of the year.

Staff and Committee impressions – the committee was asked to reflect on their experience, sharing both positive aspects of the project and suggestions for improvement. We could improve on working to reach consensus; presenting and prioritizing the project list; linkage of issues that affect the park; and allowing more time for discussion on park programming. Most people liked that consensus was reached on the site layout; the consultant did a good job on presentations and design; appreciated the staff work to prepare meetings and the open house; and that the PAC worked well together.

**Survey Results: Willamette Park Redevelopment Plan****Total Items: 59**

Methodology – an Open House was held at Willamette Park on September 10, 2012. Invitations to the event included signs in the park, electronic notifications, and fliers distributed to more than 200 neighbors. The comment period extended to September 24, 2012. The comment form was available online and information regarding the form was distributed through our contact lists.

Themes – There is general overall support for most of the design elements. Equally important, there is insignificant opposition to any of the design elements. Less than half the respondents completed the ranking exercise; of those respondents, the top four items weight more significantly than the others.

What is your main reason for visiting Willamette Park? (check one)

Walk or jog on trails	18	36.7%
Bring kids to play	12	24.5%
Enjoy the open space and river view	10	20.4%
Exercise my dog	4	8.2%
Ride my bike on trails	4	8.2%
Play tennis or soccer	1	2.0%
Total	49	
Other		
boat launch	2	10.5%
All of the above, but do not have a dog	1	5.3%
All, except dog	1	5.3%
Bike thru and terminate ride	1	5.3%
Enjoy	1	5.3%
exercise dog, enjoy open space	1	5.3%
fun	1	5.3%
I live here!	1	5.3%
Paddle river	1	5.3%
Ride, Enjoy	1	5.3%
Ride, Exercise, Enjoy	1	5.3%
ride, play, bring kids	1	5.3%
small boat launch and birdwatch	1	5.3%
use dock for kayaking	1	5.3%
walk or jog everyday	1	5.3%
walk, enjoy, and bring kids	1	5.3%
Walk, ride, exercise, and enjoy	1	5.3%
Walk, ride, play, enjoy, and bring kids.	1	5.3%
Total	19	

Please tell us how well you like each of the following proposed park enhancements listed below:

- 1 - very well
 2 - well
 3 - no opinion
 4 - not well
 5 - not at all

Create platforms and open spaces to improve river viewing

1 & 2	86.0%
3	10.5%
4 & 5	3.6%
Total	57

Build a trail for access to the river

1 & 2	84.5%
3	12.1%
4 & 5	5.1%
Total	58

Build trails that separate bicycle commuters from pedestrians and recreational cyclists

1 & 2	84.5%
3	10.3%
4 & 5	5.2%
Total	58

Create loop trails within the park to provide more walking options

1 & 2	80.4%
3	14.3%
4 & 5	5.4%
Total	56

Build a non-motorized boat access point to the river

1 & 2	77.2%
3	14.0%
4 & 5	8.8%
Total	57

Provide a new home for the Story Garden

1 & 2	58.2%
3	34.5%
4 & 5	7.3%
Total	55

Improve fish and wildlife habitat and protect the oak grove

1 & 2	80.0%
3	18.2%
4 & 5	1.8%
Total	55

Move the dog park out of the oak grove to the area near the north parking lot

1 & 2	66.0%
-------	-------

3	23.2%
4 & 5	10.7%
Total	56
The Willamette Park redevelopment plan offers several additions and improvements.	
Please indicate the top three improvements you would like to see with 1 being your highest priority followed by your second and third choices marked as 2 and 3.	
In order to rank these responses, ones were valued at 3 points, twos at 2 points, and threes at one point. The numbers of respondents ranking a project a one was then multiplied by the number of points (3). Projects were then placed in the order of highest to lowest point scores.	
<ol style="list-style-type: none"> 1. Create platforms and open spaces to improve river viewing (68 pts) 2. Build trails that separate bicycle commuters from pedestrians and recreational cyclists (64 pts) 3. Build a trail for access to the river (55 pts) 4. Improve fish and wildlife habitat and protect the oak grove (55 pts) 5. Create loop trails within the park to provide more walking options (40 pts) 6. Move the dog park out of the oak grove to the area near the north parking lot (29 pts) 7. Build a non-motorized boat access point to the river (28 pts) 8. Provide a new home for the Story Garden (24 pts) 	
Please tell us about yourself:	
I am age	
60-79	18 32.7%
45-59	16 29.1%
35-44	10 18.2%
25-34	9 16.4%
15 & under	1 1.8%
80 & over	1 1.8%
Total	55
I am	
Female	32 61.5%
Male	20 38.5%
Total	52
How many children do you have living with you under the age of 18?	
1	12 66.7%
0	4 22.2%
2	2 11.1%
Total	18
Regarding residence, I	
Own my home	39 73.6%
Rent my home	14 26.4%
Total	53
I identify as (select all that apply)	
Latino	
Yes	1 1.7%
African American/Black	

Yes	1	1.7%
Asian/SE Asian		
Yes	2	3.4%
Pacific Islander		
Yes	0	0.0%
Native American/Alaska Native		
Yes	1	1.7%
Caucasian/White		
Yes	50	84.7%
Total	55	
My most frequently used mode of transportation is: (check one)		
car	33	61.1%
foot	12	22.2%
bike	8	14.8%
bus	1	1.9%
Total	54	

BES Bank Layback presentation - PAC Meeting June 12, 2012

Overview of Project Objectives and Goals

- Improve Willamette River shoreline and riparian habitat in the project area.
- Improve the stability of the river bank.
- Improve in-stream habitat for the benefit of native fish communities, with an emphasis on providing resting and rearing habitat for salmonids.
- Improve and enhance shallow water for the benefit of native fish and terrestrial wildlife species.
- Improve the passive recreation experience for users of Willamette Park.

2005 Portland Watershed Management Plan

- Stormwater Management
 - Reduces impervious area, increases infiltration, and removes pollutants
- Revegetation
 - Slows runoff, increases infiltration, traps sediments, and absorbs pollutants
- Aquatic and Terrestrial Enhancement
 - Improves stream flow, recharges groundwater, provides flood storage, reduces heat island effects, provides connectivity, protects biodiversity and provides habitat for native fish and wildlife species.
- Protection and Policy
 - Preserves remaining natural areas and ensures sustainable development
- Operations and Maintenance
 - Increases efficiency, reduces waste, and prevents pollution
- Education, Involvement, and Stewardship
 - Enhances public understanding, generates support, and ensures success

Bank Restoration Components

- Remove existing construction debris and riprap
- Create a sustainable bank condition to plant native vegetation
- Riparian vegetation provides shade and nutrients for fish
- Alcove area south of boat ramp provides area of shallow water habitat for fish refugia at higher river stages
- Installation of Large Woody Debris structures for fish refugia
- Areas where park users can experience the river and habitat features

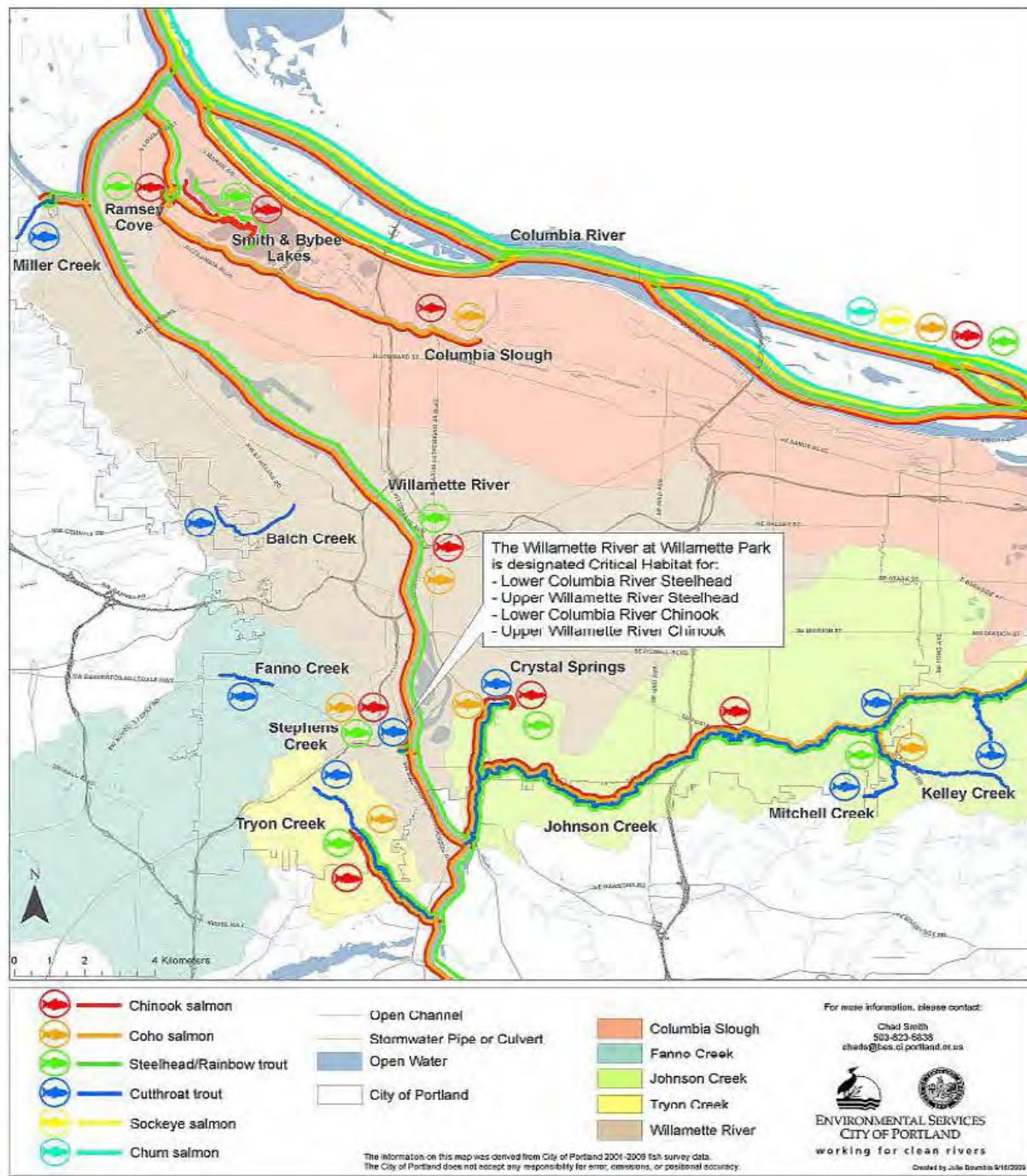


Figure A2 - Salmonid distribution in the City of Portland (BES)



Figure A3 - Conceptual grading diagram (BES)

