



**Gateway Green Project Team Meeting
November 20, 2009**

Project Team Meeting Attendees

Tom Archer, Northwest Trail Alliance	Mark Hardie, Maywood Park
Bill Barber, Central NE Neighbors	Emily Hicks, City of Portland
Steve Bryant, Oregon Solutions	Alison Hill-Graves, Community Cycling Center
Rex Burkholder, Metro	Denver Igarta, Portland Bureau of Transportation
Jenn Cairo, Oregon State Parks & Recreation	
Jim Desmond, Metro Sustainability Center	Drew Mahalic, Oregon Sports Authority
Jillian Detweiler, Tri-Met	Ted Miller, ODOT
Jean Fike, East Multnomah SWCD	Gail McEwen, Oregon Solutions
Warren Fish, Multnomah County	Linda Robinson, Friends of Gateway Green
Kim Freeman, Mt. Hood Community College	Emily Roth, Portland Parks & Recreation
Ted Gilbert, Friends of Gateway Green	Chris Scarzello, Portland Bureau of Planning and Sustainability
Jay Graves, The Bike Gallery	Tim Smith, SERA
Brian Heron, East Portland Action Plan Advisory Committee	Jill Van Winkle, International Mountain Biking Association

Guests

Rev. Darren Anderson, Trinity Lutheran Church/ H&H Forever	Brighton West, Friends of Trees
Carol McCreary, PHlush	

October 7 Meeting Notes

By consensus, the Project Team approved the notes from the October 7, 2009 meeting. Any corrections should be sent to Gail McEwen.

Gateway Green Oregon Solutions Project Indicators of Successful Outcome

Steve Bryant reviewed the “Indicators of Successful Outcome” with the Project Team. Key points raised during the discussion were:

- The “Indicators of Successful Outcome” describe what the Oregon Solutions project is trying to achieve. The project will have been deemed successful when team members agree that these items have been accomplished. The Oregon Solutions Project Team will work together

over the next 4-6 months to identify resources and obtain commitments to move the Gateway Green project forward. Full implementation of the project is likely to be a multi-year effort.

- Indicator 2 refers to the “City of Portland conditional agreement”. The city of Portland agreed to serve as the lead agency during the Oregon Solutions project for purposes of developing an agreement with ODOT for use of the property. However, the City has made it clear that they cannot be solely responsible for funding and operating the project. In fact, it may be the City's preference that a consortium of organizations be created to raise funds and manage the project.
- The “consortium of organizations responsible for project development” in Indicator 2 may be a different group than the consortium of organizations that provide ongoing governance for the project referred to in Indicator 6.

Through an informal straw poll, the Project Team approved the Indicators of Successful Outcome with the following amendments:

- Amend Indicator 6 to read “governance and accountability for the project”
- Attach a list of Project Team members

GIS Base Map Information and Additional Mapping Needs

The Project Team reviewed two GIS base maps and identified amendments that need to be made or additional features that need to be added.

- Context Map showing the context of the Gateway Green project with respect to other community features
 - Schools, libraries, community centers and other community gathering places
 - Existing and potential pedestrian and bike routes
 - Public access points
 - I-205 stormwater line and drainage area
 - Bike shops
 - Offices of:
 - Department of Human Services
 - Vocational Rehabilitation
 - Immigrant and Refugee Community Organization
 - Multnomah County Health Department
 - “Steps to Success”
 - East Portland Neighborhood
 - Central Northwest Neighbors
 - Maywood Park city limits
 - Park and Ride facilities and other parking areas
 - Columbia River
 - Sports fields
 - Hotels on Airport way
 - The 87th Street community corridor
 - Parks
 - Connections to I-205 and Marine Drive
 - Highlight Rocky Butte and the 35-acre Gateway Green site more clearly
 - Neighborhood boundaries need to be made clearer

- Add the Max line to the legend
- Develop a more descriptive title for the Context map
- Base Map showing public ownership (ODOT, State Parks, Multnomah County, federal government, METRO, City of Portland), zoning, and watershed boundaries
 - Highlight Rocky Butte and the 35-acre Gateway Green site more clearly
 - Highlight freeway interchanges
 - Show the Historic district on Rocky Butte
 - Distinguish ODOT, Union Pacific and City of Portland rights-of-way (perhaps on a separate map)

The Project Team discussed the need to create a list of features that should be represented on each map. Each project subcommittee (see discussion below) should identify their data needs. As maps are updated, they will be placed on the Gateway Green project website.

ODOT Property Issues, Legal Requirements, Potential Interagency Agreement Elements

Ted Miller reviewed a PowerPoint presentation with maps showing: ODOT Operating Right of Way (ROW); ODOT and State Parks ownership; Union Pacific Railroad ROW; tax lot information and high-level, preliminary information on future ROW needs and associated water quality and stormwater facilities.

Key points made during the presentation and Project Team discussion were:

- ODOT and the Federal Highway Administration (FHWA) own ODOT operating ROW.
- Only transportation uses are allowed within the operating ROW; a multi-use path would be considered a transportation use.
- Issues of concern to FHWA include: future capacity, highway safety, commercial use of the site, user safety and security, site maintenance, site access, and any changes to the current operating ROW.
- The Union Pacific Railroad ROW is 100 feet wide (50 feet on either side of the track centerline). Access to this ROW would be extremely difficult to obtain. Even obtaining a bridge over the ROW would be very difficult and could take years.
- The approximately 35-acre area delineated by David Evans and Associates in their Gateway Green study did not include Union Pacific ROW.
- The information on future ROW needs and associated water quality and stormwater facilities is very high-level and preliminary. There are opportunities for partnerships and collaboration with respect to the location of stormwater facilities. Information on the dimensions of the stormwater line (pipe size, location, length depth) is needed. This information can be obtained from the OTEC stormwater study or I-205 construction drawings.

Ted Miller then discussed ODOT's Land Use Process. A copy of this document is attached.

Draft Project Vision Statement

The Project Team reviewed a draft project vision statement, and suggested the following amendments:

- Amend the first line of the vision statement to read “underutilized publicly owned property” to avoid creating the impression that the only publicly owned property is on Rocky Butte.
- Add language to reflect the importance of the project to the entire Gateway area with respect to branding and economic development,
- Add language to emphasize that Gateway Green contains a nexus of transportation corridors.

Work Plan Elements

The Project Team discussed how to break the vision statement down into discrete subcategories that would be used to guide the formation of project subcommittees, and brainstormed the issues that each vision element would need to consider. (Subcategory names are tentative, and will be further refined by the subcommittees).

- Programming, Planning and Design
 - Intergenerational use (something for people of all ages)
 - Active recreation (biking, rock climbing, walking, etc.)
 - Positive public health impacts.
 - Natural resource management and stewardship
 - Education
 - Sustainability
 - Bike
 - Environmental
 - Tourist attraction
 - Environmental technology Research and Development site
 - Habitat management
 - Shapes and mirrors identity of East Portland
 - Local and national events
 - Achieve “best of class” design standards for recreational facilities
 - Connection to nature
 - Accessibility - neighborhood amenity
 - Family-oriented
 - Multi-cultural
 - Adequate parking
 - Air quality
 - Noise
 - User needs (BMX, cyclocross, etc.)
 - Standards for stormwater outcomes
 - Integrated design (combining stormwater capacity with aesthetics)
- Collaborative Partnerships
 - Long-term partnerships with businesses (e.g., REI, Costco) and non-profits.
 - Build champions and advocates
 - Cycling industries
 - Interest groups (e.g., Friends of Trees, Audubon, Energy Trust)
 - Broad community ownership – a framework that allows Portland Parks and Recreation to have multiple partners

- Ongoing operation and maintenance support
- Opportunity for enterprise facility (e.g., Heron Lakes, Pittock Mansion)
- Outreach to multicultural populations, schools/youth and neighborhood associations
- Marketing/branding
- Area property owners (including parking lot owners)
- Building ownership into the vision
- Involve service organizations
- Volunteer groups
- Workforce development
 - Youth training
- Event promoters, (e.g., Travel Portland, Oregon Sports Authority)
- Adequate parking
- Communication strategy and plan

- Governance/ Resources
 - Identify IGA partners and lead agency
 - Cost estimating (for building and operation and maintenance)
 - Identify potential ODOT operation and maintenance responsibilities
 - Identify resources for grant writing
 - Identify start-up funding
 - Address liability
 - Capital
 - Federal sources (e.g., Transportation Enhancement Grants, FHWA)
 - Private sector (e.g., REI)
 - Energy Trust (solar, wind)
 - DEQ, OWEB, Portland BES, ODOT (stormwater)
 - State parks local grant program
 - Future METRO or city bond measures
 - East Multnomah County Soil and Water Conservation District
 - Programming
 - Robert Wood Johnson
 - NW Health Foundation
 - Providence
 - Communication
 - Office of Neighborhood Involvement
 - East Portland Action Plan
 - Volunteers
 - Schools
 - Cycling groups
 - Churches
 - Scouts

Next Steps

- Project Team members were asked to indicate which subcommittee(s) they would like to work on (Programming, Planning and Design; Collaborative Partnerships; or Governance/Resources).
- Project Team members agreed that the co-convenors would make the final subcommittee assignments.
- The Steering Committee will meet to discuss a schedule for future subcommittee and Project Team meetings.
- Subcommittees will meet to develop a work program and begin producing products. Subcommittee work products will be brought back to the Project Team for review.
- The goal is to have a Declaration of Cooperation in place that will achieve the “Indicators for a Successful Outcome” by March or April 2010.

ODOT Land Use Processes

Intergovernmental Agreements

IGAs are intergovernmental agreements that can only be signed by government entities (not volunteer groups or businesses). The local governmental agency can pass on responsibilities to volunteer groups, but remain responsible should the volunteer group not meet the obligations.

The IGA is signed by the person with the highest authority in the agency; e.g., for a city it would typically be the Mayor. The IGA does commit the agency to providing their roles and responsibilities and can be enforced in a court of law, if necessary.

The IGA would also cover the design, construction, development, and maintenance/operation of a project.

ODOT must receive fair market value (FMV) or equivalent value for non-highway uses. Part of the FMV can be ODOT's reduction of maintenance/operations costs. An IGA may allow for a non-highway use of ODOT's property.

Zoning limitations need to be followed.

Leases

A lease may also occur in conjunction with an IGA.

Leases can be entered into with either governmental agencies or private businesses and also involve the user paying fair market value. ODOT generally uses leases for non-highway uses.

Leases involve the continuing renewal of the fair market value and terms.

The lease is limited to allowed local land uses and zoning.

Differences in use:

1. IGA – for multi-use path
2. Lease – for uses other than highway
3. Fair Market Value rental rates can fluctuate
4. Some installed paths may possibly reduce the fair market value calculation if considered highway use

Highway Transportation Purposes

ODOT can be responsible for uses that are considered highway transportation related. Since ODOT is funded by fuel taxes we must adhere to the associated limitations.

As an example, if a new path were used for commuter purposes, ODOT could maintain and operate this path. It is more likely that ODOT would allow this use, and would require others to be responsible for maintenance and operation of the facilities.