South Waterfront Greenway

Council Presentation
January 2011
South Waterfront Greenway
Presentation Purpose

- Project History
- Where We Are/Actions Required
- Risks & Tradeoffs
Greenway Goals
City Council, March 2003

- Ensure a clean and healthy river for fish, wildlife and people
- Enhance liveability
- Provide a harmonious relationship between people and the natural functions of the river
- Restore the river’s fish and wildlife habitat
- Enliven and beautify the district
- Provide sustaining quality, beauty and safety
null
SWF Greenway Milestones

- **1903** - Olmsted Report recommendations for the City of Portland include:
  - need for parks within the city
  - need for greenways along riverbanks
  - need for preservation of river access for future generations
- **1967** – Oregon legislature establishes The Willamette River Greenway Program
- **1973** - Oregon legislature passed the Willamette River Greenway Act
- **1978** – Tom McCall Waterfront Park replaces Harbor Drive
- **1983** – 40 Mile Loop Master Plan completed
SWF Greenway Milestones

- **1999** - North Macadam Urban Renewal Area Created
- **2001** – Parks Vision 2020 Adopted
- **2002** - South Waterfront Code and Guidelines Adopted
- **2003** - South Waterfront Central District Development Agreement Executed
- **2004** - South Waterfront Greenway Development Plan Design Component Adopted
- **2006** - Central District Greenway Project funding established
- **2007** - Central District Greenway Project enters formal design
- **2008** –Greenway permit process starts
Who’s Involved?

- Portland Parks & Recreation
- Portland Development Commission
- Bureau of Environmental Services
- Office of Healthy Working Rivers
- Bureaus of Planning & Sustainability; Development Services
- Property Owners
- Neighbors, Advocacy Groups, other agencies
SWF Greenway Challenges

Property Transfer
SWF Greenway Challenges

Design/Permitting
Greenway: Design / Permitting Challenges
Greenway: Design / Permitting Challenges

PROPOSED CONDITIONS
STATION 5+50 (SECTION)

NOTE:
VEGETATION SHOWN AT MATURE SIZE.
SWF Greenway Challenges

Budget

• Bank and habitat work added cost
• TriMet LRT Bridge Impacts
• Partnership opportunity
SWF Greenway Challenges

Budget

- Estimated Expenses
  - Construction $4,811,962
  - Consultants $1,495,110
  - Staff, overhead and miscellaneous $643,771
  - Permitting $164,418
  - Environmental clean up $960,000
  **Total** $8,075,261

- Resources
  - TIF $4,000,000
  - Parks SDC $2,000,000
  - TriMet $1,000,000
  - Reimbursement from RCI/NMI $200,000
  - Caruthers Contingency (TIF) $250,000-$300,000
  - BES $188,000
  - Value engineer and other economization $387,261-437,261
  **Total** $8,075,261
SWF Greenway Solutions

- Fall 2009 - Spring 2010 – Alternatives Analysis
- Feb 2010 – SWF Greenway Design Guidelines adopted
- May 2010 – Tri Met Discussions Begin
- June to September 2010 – Revised design
- October 2010 – Re-submitted Joint Permit Application
- October 2010 – Signed agreement on property transfer
- October 2010 – Signed MOU with TriMet
SWF Greenway Upcoming Actions

- Jan 2011 – Council presentation, ordinances
- March 2011 – Binding IGA with Tri Met
- June 2011 – Select CM/GC
- June-July 2011 – Permit Approval, Refine Design
- August 2011 – Finalize design, balance budget
- October 2011 – Report on Guaranteed Maximum Price, O&M estimate
- Nov 2011 – Jan 2012 – Building Permit
- Feb 2011 – Finalize Construction Plans
- March –May 2012 – Finalize Contract
- May – December 2012 – Construction (in-water work period Jul-Oct)
Council Action Requested

- Exemption to Low Bid Requirement
- Amend Contract with Designers
Project Risks

• Unforeseen site conditions
  • Impact on cost
  • Impact on design
  • Impact on Tri Met mitigation

• Durability of design
  • Capital investment
  • Maintenance investment

• TriMet Funding
  • Requires successfully negotiating IGA
What We Can Achieve

• An Exemplary Greenway
• Integration of Multiple Goals
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- Neighborhood and Homeowner Associations  South Portland, SWF
- North Macadam URAC
- SWF Central District Greenway CAC
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