



State of the River

2006-07





River Renaissance is the City of Portland's initiative to reclaim the Willamette River as a community centerpiece, and sustain our connection with the Columbia River. The Willamette is the heart of Portland's landscape, history, and culture. The Columbia is our economic and ecologic lifeline to the Pacific. River Renaissance promotes and celebrates these waters as living emblems of Portland's identity.

Portland lives its river values every day in ways big and small. Together these actions are reconnecting citizens and businesses with a healthier river. The State of the River Report profiles yearly accomplishments and identifies future actions needed to assure a clean and healthy river, a prosperous harbor, and vibrant riverfronts. Just a few of the actions detailed in this report are illustrated on this page to give some idea of how deeply Portland believes in caring for—and being cared for by—our rivers.





River Renaissance is a community-wide initiative to reclaim the Willamette River as Portland’s centerpiece, and sustain our connection with the Columbia River. The initiative promotes and celebrates Portland’s waters as our chief environmental, economic and urban asset.



The 2006–07 State of the River Report summarizes the achievements made by the City of Portland and a network of community partners to revitalize our rivers and identifies next steps needed to continue progress.

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"I hope in reading this State of the River Report you'll agree that Portland's River Renaissance is forging ahead. From things we're doing (South Waterfront and the Big Pipe), to things we're

undoing (downspouts and invasive plants), to things we've long wanted to do (conserve Ross Island), the City is on the move shaping the future embraced by Portlanders in VisionPDX—where a clean, accessible Willamette forms the hub of a vibrant community."

Mayor Tom Potter



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- Randy Leonard, *Commissioner*
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- Susan Anderson, *Sustainable Development*
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- Bruce Warner, *Portland Development Commission*
- Susan D. Keil, *Transportation*

River Renaissance Initiative

- Michael Montgomery, *Manager*
- Rick Bastasch, *Coordinator*

Community Partners

The growing list of community partners is presented on pages 61–62.

River Renaissance thanks the following for their contributions to this Report:

City Bureau Partners

- Michael Armstrong, *Office of Sustainable Development*
- Kevin Brake, *Portland Development Commission*
- Kim Cox, *Bureau of Environmental Services*
- Chris Dearth, *Bureau of Planning*
- Troy Doss, *Bureau of Planning*
- Sallie Edmunds, *Bureau of Planning*
- Alma Flores, *Bureau of Planning*
- Mike Hayakawa, *Bureau of Development Services*
- Roberta Jortner, *Bureau of Planning*
- Steve Kountz, *Bureau of Planning*
- Geraldene Moyle, *Portland Development Commission*

- Ralph Sanders, *Bureau of Planning*
- Arianne Sperry, *Bureau of Planning*
- Michael Tomsovic, *Bureau of Transportation*
- Kathleen Wadden, *Bureau of Parks and Recreation*

Local Government Partners

- Scott Archer, *City of Oregon City*
- Jan Bohman, *City of Eugene*
- Julee Conway, *City of Corvallis*
- Courtney Knox, *City of Salem*
- Mayor Judie Hammerstad, *City of Lake Oswego*
- Jane Heisler, *City of Lake Oswego*
- George McAdams, *Benton County*

Photos

City of Portland, Oregon unless otherwise noted

November 2007



River Renaissance Manager Michael Montgomery, Planning Director Gil Kelley

Dear Portlanders,

If you've been down to the River in the last year (and the City's annual survey indicates at least 70 percent of you have), we hope you agree it's undeniable—Portland is pulsing with a new Willamette energy. The South Waterfront aerial tram stylishly connects the City to a rising waterfront center; the West Side Big Pipe is finished (on time and on budget); a necklace of restoration projects stretches from South Riverbank to Columbia Slough. This City is on the move proving what's good for the River is good for Portland.

On behalf of the River Renaissance Directors, we are pleased to present our third annual offering, the 2006–07 State of the River Report. The Report offers snapshots over the previous fiscal year (July 2006 through June 2007) of the many projects, programs, and partners working together to implement the River Renaissance Vision and Strategy.

The Report is built around answering three basic questions: how have we invested our time and resources (Accomplishments)? is it making a difference (Progress Measures)?, and what next steps are needed (Action Agenda)?

In these pages you'll find a range of accomplishments, some big, some modest. You'll see a variety of actions reported from across the City, from completion of plans and designs that lay the foundation for on-the-ground success, to more ribbon-cutting-type events where earth moves, concrete is poured, or trees are planted. Together, all these actions are important; and together, all are working—as borne out in the Progress Measures section. Redevelopment along the riverfront is booming, new land- and water-trails are increasing river access, and less wastewater gets to the River thanks to Big Pipe connections and downspout disconnections.

Of course, a lot of work remains—that's one of the consequences of Portland taking a big vision seriously. The Action Agenda maps the course of some of the most important next steps the City can take to continue progress. It details a broad spectrum of river-related efforts being undertaken by the City of Portland's bureaus and its partners. You'll see new starts, as well as continued investment in time-tested programs. Work on the Big Pipe and Portland Harbor continues, Saturday Market will have a new permanent home by the River alongside new Mercy Corps and University of Oregon offices, a new plan for the Willamette's North Reach will be completed, Portland's Ecoroof Program will expand, and river access will improve with more trail connections and boat launch enhancements.

We hope you find the Report a good, informative read. But more than that, we hope you view it as an invitation to see first-hand what your City is doing alongside your River—and to join in.

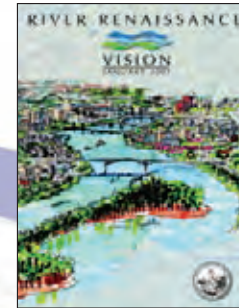
Sincerely,

Gil Kelley
Director of Planning on behalf of the River Renaissance Directors

Michael Montgomery
River Renaissance Initiative manager

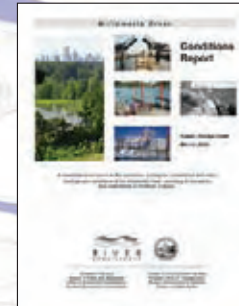
We have a vision...

In the fall of 2000, more than a thousand Portlanders shared their hopes and dreams for the future of the river in a series of workshops held in classrooms, community centers, and river boats. This community dialogue resulted in the River Renaissance Vision—a set of five interlocking themes to guide actions that revitalize Portland by reengaging with our river. The Vision is a call to action for City government, public agencies, community groups, business owners and individuals. The Portland City Council enthusiastically endorsed the Vision in March 2001.



We have a growing understanding of the river system...

The Willamette River Conditions Report summarizes existing conditions, trends and opportunities for the river's ecological, economic, recreational and urban systems. A collaborative team of eight City bureaus produced this integrated assessment of the Willamette River as a foundation for Portland's river revitalization work.



We have adopted a shared set of principles and policies to guide progress...

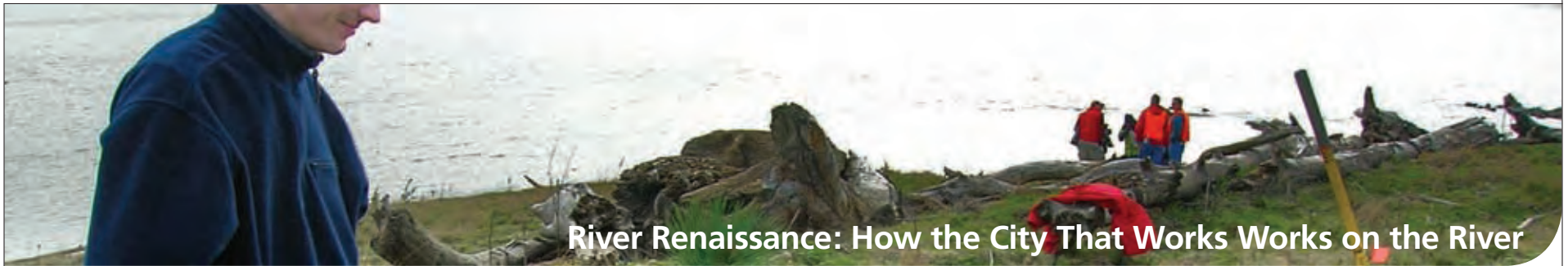
The River Renaissance Strategy, adopted by the City Council in December 2004, establishes policy guidance and progress measures to achieve the Vision—and requires an annual progress report and workplan.



We now present the third annual State of the River Report

This 2006–07 State of the River Report is the third to provide a window through which citizens can view all the City's river-related efforts in one document. The Report organizes and summarizes the many river-related projects, programs, and partners that have occurred over the previous fiscal year. It also provides measures of the effectiveness of current efforts and identifies future actions and investments.





Relation to Other Reports and Efforts



Reclaiming the Willamette as Portland’s centerpiece is a big job. It takes the combined actions of many City bureaus and organizations to make progress. Each year, as required by City Council, River Renaissance’s State of the River Report summarizes these actions and measures progress. It draws upon information gathered by a committed core of City bureaus and community partners. The State of the River Report does not replace, but is often built upon, other more detailed reports. For example, the Bureau of Environmental Service’s Watershed Management Plan Annual Report, also required by Council, delves into actions critical for achieving the Clean and Healthy River theme of the River Renaissance vision. The State of the River Report incorporates highlights from this annual report, adding them to the broader mix of City actions on the Willamette that support a prosperous harbor and create vibrant riverfront communities.

Portland is known as the “City That Works.” This motto is particularly apt when it comes to reclaiming the Willamette and revitalizing the community. For many years, the City has worked across the board to make Portland one of the most livable communities in the nation. This enviable status results from the combined efforts of all the City’s 24 bureaus and offices—often involving River projects and issues.

In 2001, after consulting with citizens, the City came up with a new approach to the River. For the first time, it clearly described a desired relationship with the Willamette, placing economic and environmental goals on an equal footing. To achieve this new Vision, Portland created River Renaissance—a coordination structure to leverage the critical work of the eight bureaus (Planning, Environmental Services, Parks & Recreation, Sustainable Development, Transportation, Development Services, Development Commission, and Water) most involved with environmental protection, recreation, and economic development.



www.portlandonline.com/river

River Renaissance is a collaboration among eight City bureaus

- **Planning:** oversees long-range planning, including the City’s River Plan, Harbor Reinvestment Strategy, natural resource inventory. River Renaissance’s administrative home is in this Bureau.
- **Environmental Services:** manages many programs vital to the River, including award-winning stormwater management programs, watershed management, sewage treatment (including a massive public works project to protect the River), endangered species (including salmon), and Portland’s participation in the Portland Harbor Superfund project.
- **Parks & Recreation:** responsible for the Portland’s renowned Park system (including its holdings along the Willamette River), urban forests, natural areas, pest management and environmental education.
- **Sustainable Development:** integrates efforts related to energy efficiency, renewable resources, waste reduction and recycling, global warming, green building and sustainable food systems
- **Transportation:** manages the City’s transportation system, including designing automobile, pedestrian, and bicycle access to the waterfront.
- **Development Services:** promotes safety, livability and economic vitality by applying building and development codes, including those that maintain community connection to the River.
- **Development Commission:** secures resources for small business, affordable housing, new retail opportunities, transit-oriented development, and waterfront revitalization.
- **Water Bureau:** operates the water supply system that delivers high quality drinking water to more than 800,000 people in the Portland metropolitan area. The primary water source is the Bull Run Watershed located 26 miles east of downtown in the Mt. Hood National Forest.

River Renaissance identifies and helps integrate common River goals, calls attention to collaboration opportunities, helps publicize river-related work, and (as found in these pages) reports progress.



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Accomplishments and Key Actions

Highlights of this year's accomplishments and key actions include:

- Completion of the \$390 million West Side Big Pipe project and the start of the East Side;
- South Waterfront milestones—the opening of the aerial tram and OHSU's Center for Health & Healing, and completion of the Riverline streetcar extension;
- Completion of the Willamette River Water Trail through Portland, Swan Island's Willamette Greenway Trail extension, and addition of three new pedestrian bridges on the Springwater Corridor Trail;
- Completion of a new natural resources inventory along the Willamette's North Reach and adoption of the Urban Forest Action Plan;
- The addition of ecoroofs to the Portland Building, and the disconnection of another 2,100 downspouts, bringing the grand total to over 50,000; and,
- Award-winning Portland approaches such as the River Renaissance Urban Waterfront Honors award; the C. Peter Magrath/W.K. Kellogg Foundation Engagement Award to the Bureau of Environmental Services and partners for the Community Watershed Stewardship Program; and, the American Society of Landscape Architects Professional Awards for two Greenstreet projects.

These pages describe what the City has done this past fiscal year to reclaim the Willamette as Portland's natural and economic centerpiece, and to sustain connections to the Columbia. The 30-plus actions that follow represent just a portion of the entire sweep of City activity along the Willamette, the Portland harbor, the Columbia Slough, and its five watersheds.

Some actions taken this year are first steps, while others crossed the finish line. They illustrate the continuum of moving from planning, to design, to construction or implementation. Taken together, all contribute to revitalizing our River connections. They run the gamut from big and important to small and innovative. But all add up to what's important—a City that knows when it takes care of the River, the River returns the favor.

And, as is becoming a Portland tradition, the actions showcase a high degree of collaboration among City bureaus and partners.

The Big Pipe: One Part Down, One To Go For A Cleaner River

Portland has passed the 16-year mark of a 20-year program to reduce combined sewer overflows (CSOs) to the Columbia Slough and Willamette River. Projects to date have eliminated almost all CSOs to the Columbia Slough (99% control), and have reduced total CSO volume by more than three billion gallons a year. As of December 2006, the \$390 million West Side CSO Tunnel is complete and operational. The construction of the East Side Tunnel is underway to significantly reduce sewer overflows (94% volume) into the Willamette River by 2011.

Future of Ross Island

In 2006–07, the City refocused its efforts to move forward to reach agreement on a donation of up to 60 acres on Ross Island, just south of downtown Portland. For over 100 years, Portlanders have been interested in including the island as part of the City's parks and natural resources system. The island is owned by Ross Island Sand and Gravel, a company that has mined river gravel there since the 1920s. Dr. Robert Pamplin, the company's owner, first began discussing the donation with the City several years ago with Mayor Katz. Mayor Potter continued those discussions during this year and reached agreement with Dr. Pamplin on the donation. The City conducted an environmental assessment and found no environmental contamination on the portion of Ross Island to be given to the City. Accordingly, in the fall of 2007 the donation agreement was signed by the parties to transfer 45 acres to the City. The acreage is an environmentally significant portion of the island, home to bald eagles and a blue heron rookery. Environmental leaders Mike Houck of the Urban Greenspaces Institute, Travis Williams of Willamette Riverkeeper, and Bob Sallinger of Portland Audubon were key players in facilitating the transfer of Ross Island to the City.

Shaping the Future of the City and the Willamette—the River Plan

The River Plan is the City's project to guide, inspire, and facilitate actions along the Willamette River as it flows through Portland. This comprehensive, multi-objective plan will update the 1987 Willamette Greenway Plan, zoning code, and design guidelines. The first phase focuses on the North Reach, from roughly the Broadway Bridge to the confluence with the Columbia River. Future planning will address downtown and southern areas. During Fiscal Year 06–07, River Plan staff accomplished the following:

Economic Development

- As part of the Working Harbor Reinvestment Strategy, the River Plan's proactive approach to maintain Portland's prosperous harbor, published a summary of interviews from over 25 businesses and business representatives, as well as four focus groups. Results showed that harbor industries are expanding and reinvesting, but a congested transportation system and tight land supply are limiting growth—and new tools are needed to support investment in freight rail and brownfield redevelopment.



DJC

SAFE AT HOME
 Passage of House Bill 2068
 could establish significant
 protections for residents
 of mobile home parks.
 PAGE 4

Alison Moulton Associated
 Architects has
 hired Carrie
 Smith as an
 interior
 designer.
 PAGE 30

THE DAILY JOURNAL OF COMMERCE, PORTLAND, OREGON

On riverfront, ecology and economy meet

City ups efforts at making Portland's North Willamette industrial hub friendly for habitat and business



By Aileen Ross
 aileen.ross@portlandjournal.com

The Willamette River's North Beach is an Oregon hub for industry and trade. But it's also a hub of natural habitat.

"This whole area, between the ecological and the economic, is quite dynamic," Roberta Jostrom, an environmental planner with Portland's Bureau of Planning, said.

Industry and nature — and how the two connect — are big parts of the northern Willamette's basic fabric. And a draft plan for the city's North Beach area, which stretches from the Fremont Bridge to the Columbia River confluence, will take a look at that intersection between ecology and economy.

Members of the eight-person River Plan Committee got an early look Tuesday at what task groups and city staff are recommending.

The map shows the Willamette River flowing through Portland, Oregon. Various districts and planning areas are highlighted with colored boxes and labels: S (Suburban/Oaks Bottom), C (Central Eastside), South Waterfront, Central City/Pearl, N (Swan Island/Lower Albina), Northwest/Gold's Lake, N (St. Johns/North Beach), N (Rivergates), and Northwest/Laurel/Wilshire.

- Prepared a land development forecast and needs assessments of transportation, water, sewer, and stormwater infrastructure in the harbor districts.
- Recommended changes to industrial land policy and zoning in the harbor, criteria for converting industrial land, the definition of river-related industry, and the industrial overlay rules and map.

Natural Resources

- Recommended a program to allow off-site mitigation for impacts to natural resources.
- Began developing a natural resource management strategy for the North Reach using the updated Willamette River Natural Resources Inventory.

Access

- Revised alignment and implementation regulations for the greenway trail.
- Developed conceptual designs for on-road and off-road trail sections.

Regulations

- Developed a report identifying problems in the current Willamette Greenway regulations, along with potential solutions
- Began analyzing potential gaps and overlaps between city and state and federal regulations to address riverbank design, balanced cut and fill, and strategies to reduce regulatory duplication.
- Drafted city priorities for contaminated site cleanup in and along the river.

Inspiration

- Conducted workshops for several North Reach sites that explored innovative development practices and site designs to optimize industrial development, habitat protection, stormwater management, and river access.

Outreach

- Began a partnership with the Portland Harbor Superfund site Natural Resource Trustees.
- Continued communicating with property owners, business representatives, and community stakeholders through events, mailers, one-on-one meetings, and the electronic newsletter, *River Plan News*.

Leveraging Growth in the Harbor: Portland's Working Harbor Reinvestment Strategy

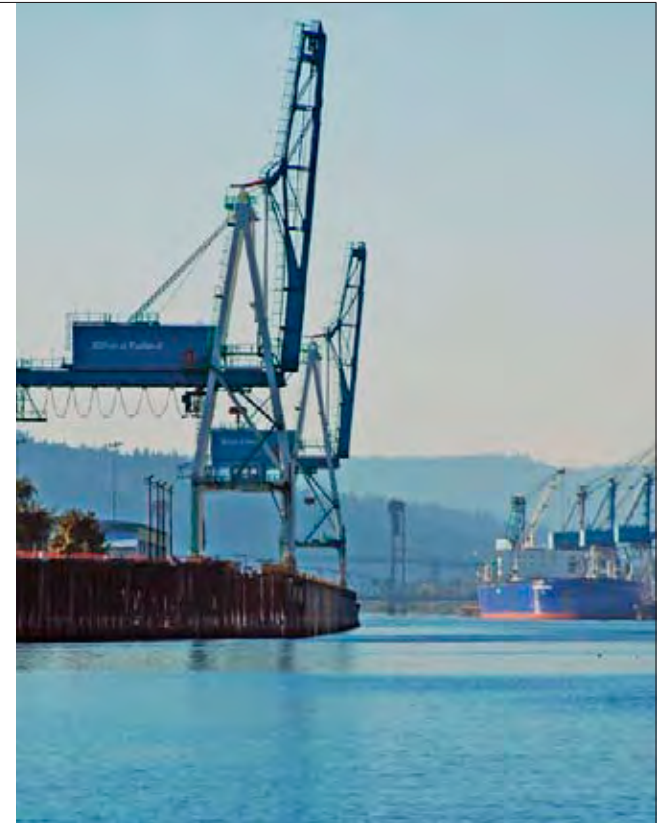
Portland's working harbor is Oregon's primary gateway for expanding international and domestic trade and a cluster location for much of the region's economic base. The harbor's older industrial districts are challenged by competitive pressures from changing global market conditions, a tightening land supply, aging infrastructure, and other constraints. The River Plan's proactive response to these challenges is the Working Harbor Reinvestment Strategy, a 10-year program of public investments to support continuing industrial reinvestment and competitiveness.

The City of Portland, Portland Development Commission, and Port of Portland are already investing in land development (urban renewal, marine terminals) and infrastructure (transportation, water, sewer, and stormwater). The reinvestment strategy proposes to coordinate, prioritize, and expand those investments with an eye toward economic development. The project started by sizing-up industry priorities for public investments, interviewing managers in 25 area businesses and convening four industry focus groups. The results (*Business Interview Results*, December 2006) brought certain facts sharply into focus: industry is expanding and reinvesting in the harbor districts; an overcommitted transportation system and tightening land supply are limiting growth; and more effective tools are needed to support investment in freight rail and brownfield redevelopment.

In 2007, City bureaus prepared a land development forecast and needs assessments of transportation, water, sewer, and stormwater infrastructure in the harbor districts. The assessments focused on projects with high economic development benefits, including deficiencies cited in business interviews and the service needs of constrained, vacant sites. The transportation report reinforced the large slate of already planned, mostly unfunded projects and also recommended new projects, including a rail access strategy for small shippers. The water, sewer, and stormwater analyses found existing systems more than adequate to support forecast growth, except for a few deficiencies that were examined in detail. In addition, Portland Development Commission and other local sponsors convened a National Brownfield Association symposium of national experts in August, to think through new approaches to move ahead with cleanup and reuse of about 25 harbor area brownfields.

Aerial Tram: Sky Link to the Waterfront

The Portland Aerial Tram began public service on January 27, 2007, and provided over 300,000 rides in its first six months. The 3,300 linear foot aerial tram rises 500 feet, providing a new and striking connection between Oregon Health Sciences University (OHSU), the Marquam Hill community and the vibrant South Waterfront District. The tram features two 78-passenger cars, both ADA and bike accessible, and can move 980 people an hour in each direction. The tram resulted from a private-public partnership between the Portland Office of Transportation, Portland Development Commission, OHSU, North Macadam Investors, and River Campus Investors. The public funded 15 percent of the \$57 million cost of the tram, with OHSU and its development partners paying the rest.





Up and Away with South Waterfront

The adoption of the 2002 South Waterfront Plan sparked immediate development in Portland's newest waterfront district. Just four years later, the Portland Aerial Tram soared skyward with its public opening in January 2007. Oregon Health Sciences University (OHSU) opened its Center for Health and Healing in October 2006, which provides both traditional clinical services and wellness/personal growth programs. The Center already accounts for roughly the first 1,000 of 10,000 jobs projected for the district.

Residential development also continues in the district. Last year the Meriwether Towers provided the first 245 housing units for the district. This year, the John Ross facility opened, and the first of 342 units are now being occupied. Other housing projects now under construction include Atwater Place (235 units), 3720 Building (356 units), and Alexan South Waterfront (314 apartments). Forthcoming projects include Block 46 (273 apartments), Block 49 (210 affordable apartments), and Mirabella Portland (280 senior housing units). Together these projects will contribute the first 2,255 housing units of the approximately 5,000 projected for the district.

In addition, two master planning efforts are underway for the parts of the district yet undeveloped. These plans will address the desired mix of uses best suited to link Portland's Central District with OHSU's 19-acre Schnitzer campus on the north end of the district. This campus will house OHSU educational facilities providing a 24-hour urban campus.

In support of this growing community, work continues on the design and development of the first greenway improvements which are anticipated to be completed in 2009. Additionally, design of the two acre "Neighborhood Park" is set to begin this year with construction in 2008–2009. Lastly, various transportation projects continue apace in the district, such as the Gibbs Street Pedestrian Bridge project, the North Macadam Transportation Strategy, and South Corridor Phase II project which is studying the potential to bring light rail to the district.

All Aboard the Riverline—the Lowell Extension Completed

Extending the Portland Streetcar into the heart of South Waterfront is key to achieving the District's ambitious housing, neighborhood retail, and office space objectives. Providing service to SW Lowell Street is a high priority for the South Waterfront's "River Blocks," as well as Oregon Health and Science University's Center for Health and Healing. Construction started in August 2006 and was completed in summer 2007. With the Lowell extension now finished, the Portland Streetcar system provides an 8-mile "Riverline" circuit from Northwest Portland through downtown to RiverPlace and South Waterfront. The Riverline also includes a stop immediately next to the aerial tram, allowing even further waterfront linkage with other areas.

River Routes by Pedal and Shoe

The Bureau of Transportation plays a vital role in connecting Portlanders with the River on a daily basis. In addition to its work helping extend the Portland Streetcar and advancing the City's green street program (described elsewhere in this report), the Bureau places a high priority on pedestrian and bicyclist travel—much of it involving riverside routes, as highlighted below. This past year, the program conducted a dozen events and activities along the Willamette River.

Bicycling the Willamette

Reducing pollution and bringing people to the River are essential to achieve the “Clean and Healthy River” and “Portland’s Front Yard” elements of the River Renaissance Vision. By encouraging bicycling, the Bureau of Transportation has significantly advanced both objectives: since 2004 Portland has added 15 miles of bikeways to create a comprehensive network of more than 270 miles citywide. Many of these recent additions, including bicycle lanes on Naito Parkway, North Greeley Avenue, SW Moody and Bond, and in the Rose Quarter, include routes along the Willamette River. These new bikeways, combined with other bicycle-friendly innovations, have resulted in rapid increases in bicycle use. In the summer months, there are now more than 14,500 daily bicycle trips across the Willamette River in the central city—more than double than 2000. Citywide, bicycle use has grown 20 percent since 2006, with 2007 the third year in a row with double digit increases in bicycle travel. In addition to creating new bicycle-friendly infrastructure, the Bureau supports a variety of bicycle events. Nothing shows off the River like its bridges—and the Bureau participated in the annual Bridge Pedal on the Fremont bridge where 20,000 Portland metropolitan area residents enjoyed unparalleled views of the river. Also, cyclists enjoyed the Bureau-sponsored Portland By Cycle and Women on Bikes rides along the river, highlighting the easy connections to downtown and area parks and green spaces.

River Walking

The Bureau of Transportation has a growing number of programs that enhance pedestrian experiences along and across the River:

- the Bureau’s Ten Toe Express Walks and Senior Strolls took participants on a series of walks on the Springwater Trail along the Willamette, to Oaks Bottom, and to Elk Rock Island in Milwaukie.
- the Bureau provides on-going financial and technical support to the Southwest Trails volunteer group to maintain and expand the off-street trail network in a neighborhood often constrained by steep slopes, environmentally sensitive resource areas and a lack of sidewalks. Providing a network of pedestrian trails increases the viability of walking and connecting to transit, reducing dependence on driving.
- In March 2007, the Bureau of Transportation, in partnership with the Portland Development Commission, installed a pedestrian wayfinding signage system throughout downtown Portland, River District and Lloyd District. The signs increase comfort among visitors and residents unfamiliar with downtown and allows more people to walk more confidently to their





destinations which often include Waterfront Park, Vera Katz Eastbank Esplanade, and other riverfront areas.

- the Bureau sponsored an “I Share the Path” brownbag to encourage cyclists to slow down and use their bike bells when passing pedestrians, and for pedestrians to keep to the right and make way for passing cyclists.
- Transportation is also working to bring more people to the river in a manner that does not contribute to its pollution. Two upcoming capital projects (to be funded through BES’ Community Benefit Opportunity grant program) – the Clinton Crossing Project and the Clay Street Green Street Project – will facilitate bicycle and pedestrian access to the Willamette River from the residential areas of Southeast Portland. The grants will pay for streetscape enhancements, safety improvements, stormwater management facilities, and new bicycle/pedestrian signals.

Getting More Portlanders On the River

Swan Island Boat Ramp Added to Park System

A boat ramp formerly belonging to the Portland Bureau of Environmental Services was transferred to Portland Parks, along with a small parcel of land. The facility now becomes part of an extensive water recreation access system on the Willamette and will be integrated into park system planning. It is expected that the facility will be scheduled for upgrades in future years.

Rehabilitation of Riverplace Breakwater Dock

The Bureau of Parks and Recreation manages this dock and issues permits for cruise ships, as well as for overnight visitors during the summer. In 2006, Parks developed a request for, and was awarded, a \$250,000 grant from the Oregon Marine Board to replace railings, lighting, and the fire protection system on the dock. The work is expected to occur in the next two years.

Willamette River Water Trail Cuts Its Final Swath Through Portland

On June 2, 2007, Governor Ted Kulongoski was joined by federal, state and local leaders at Portland’s Willamette Park to celebrate the completion of the Willamette River Water Trail. The dedication marked completion of the third and final section of the trail, creating a nearly 200 mile-long paddling opportunity from Eugene to the Columbia River. The water trail is a major component of the Governor’s Willamette River Legacy Program that identifies repair, restoration and recreation opportunities needed to assure a healthy, sustainable Willamette River Basin. Parks and Recreation is participating by placing new Willamette Water Trail signage in Willamette Park and along the River in other locations.

Getting More Portlanders Down By the River

Swan Island’s “Going to the River Trail”

A new section of the Willamette Greenway Trail was built last year in conjunction with the siting of new Big Pipe Combined Sewer Overflow pump station on Swan Island. The new trail is 3/8 mile along the Willamette River from the pump station to the Daimler Chrysler building. The trail is part of the Community Benefit Opportunity (CBO) Program’s efforts to give back to communities negatively affected by the Big Pipe construction.

“Grass, sky, water:” Bridgeton Trail Design Completed

The half-mile long Bridgeton Trail, located in North Portland’s Bridgeton neighborhood, will close a critical gap in the Marine Drive Trail along the Columbia River. Once completed, the 18-mile long Marine Drive Trail will link Kelley Point Park (where the Willamette meets the Columbia) to Troutdale. Parks and Recreation completed the public process to develop a concept plan in June 2007, where the community defined the essence of the site as “Grass, sky, water.” The design addresses a number of issues, including view protection, levee development, safety, conflicting non-motorized uses, and stormwater sustainability. The design plays off the unique elements of the neighborhood: the open character of the levee; the simple tall grass landscape; boats and piers; and the eclectic nature of the neighborhood. The next steps are to: conduct an appraisal for trail easement or land acquisition; and undertake fundraising to build the trail.

A New Waterfront Walkway for Riverscape

Riverscape is a private development on the west bank of the Willamette, just north of the Fremont Bridge. It features 12 city blocks of 104 townhomes, 91 brownstones, and condominiums on the waterfront next to the Pearl District—as well as a new, privately-built, 2,400 foot public waterfront walkway, designed to include sculpture and art walls, and pedestrian lookouts and seating.

Springwater Corridor Improvements Get Southeast Portland Closer to the River

Three new pedestrian/bike bridges over Johnson Creek, McLoughlin Blvd. and Union Pacific railroad opened in 2006, providing a safer and far more efficient route on the Springwater Corridor Trail between Sellwood and the City of Milwaukie. Built through cooperation among Parks and Recreation, the Office of Transportation, Metro, and the City of Milwaukie, this new trail section significantly improves the linkage of southeast Portland and Milwaukie residents with the Willamette River.

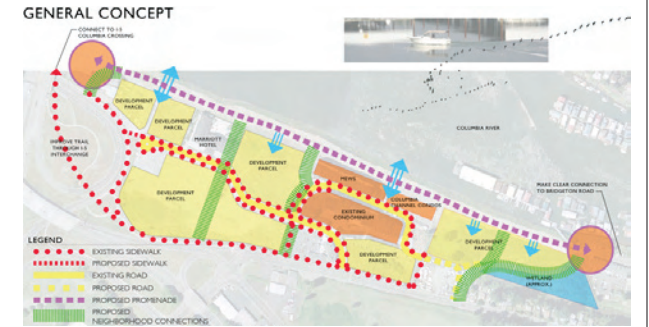
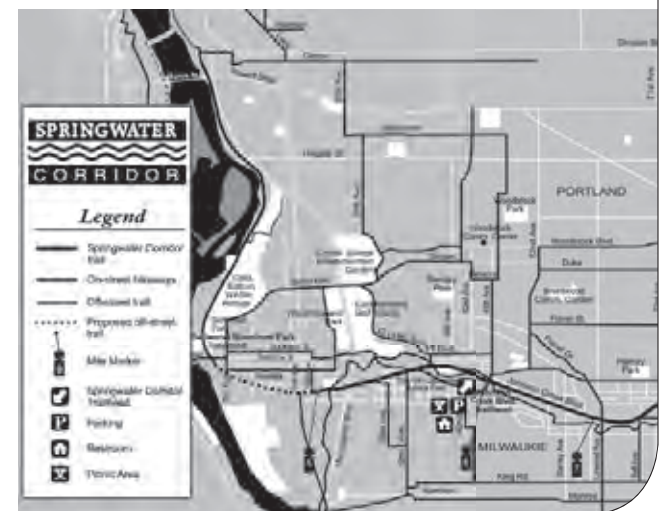


Photo: Brian Cox





Burnside Bridgehead Moves Forward

In 2004, the Portland Development Commission solicited proposals for the \$200 million Burnside Bridgehead Project to transform five city blocks at the east end of the Burnside Bridge. The project totals 195,500 square feet—representing a rare redevelopment opportunity to site a landmark retail/commercial, housing and office project in the Central Eastside. The signature gateway element of the project is a large public plaza that will mark a sense of arrival at the river. Major project tasks include: realigning Couch and Burnside streets to create a one-way couplet that improves access and pedestrian connections; acquiring property and demolishing old structures; and changing zoning regulations to allow a wider range of employment, retail and residential uses. To-date, property has been acquired and demolition is expected by the end of 2007. In addition, over \$8 million has been secured for the \$22 million couplet and an engineering design is underway.



Accounting for Nature: Updating Portland's Natural Resources Inventory

The City has recently improved information on the location, extent, and quality of its streams, floodplains, wetlands, vegetation, riparian corridors, and wildlife habitat. Led by the Bureau of Planning, the Natural Resources Inventory Update remapped more than 160 miles of stream between 2002 and 2004, finding 70 more miles than shown on earlier maps. Using new aerial photographs, between 2004 and 2006 the project produced vegetation maps that are more detailed and include more vegetation types than earlier maps. The project then built on earlier inventory work conducted by Metro to develop criteria and computer models to rank the relative quality of the newly mapped natural resources. Current products include three draft reports: a project summary, a more detailed project report, and an inventory focusing specifically on the Willamette River's northern section. The inventory will inform planning, projects, and programs (e.g., River Plan) and priority-setting for land acquisition and restoration, technical assistance, and community stewardship.



Portlandia Gets a Green Makeover

The Portland Building, built in 1982, is owned by the City of Portland and houses many of the City's bureaus, including Environmental Services, Parks and Transportation. Its unique design offers five roof levels, two of which were fitted with ecoroofs in fall 2006. The 15th floor comprises 15,000 square feet with a 3 inch layer of soil and vegetation; and the 17th floor, 3,000 square feet. Environmental Services will monitor storm water benefits, while Oregon State University monitors vegetation.

Columbia Slough Solutions

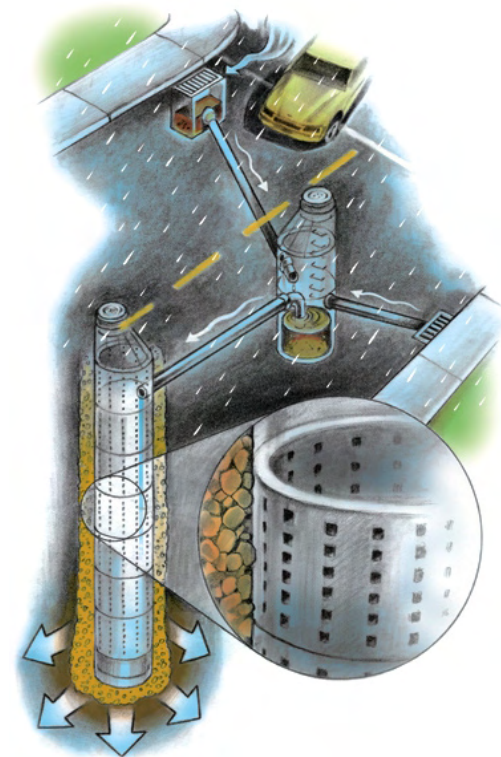
For years the City, state agencies, and the community in general have been concerned about sediment contamination in the Columbia Slough. For more than ten years, the City worked under a regulatory order to reduce the level of contamination in Slough sediments. Recently, the City of Portland, Environmental Services, and the Oregon Department of Environmental Quality formed a partnership to work together to identify and control the sources of contamination entering the Columbia Slough. Some of the actions that DEQ will take will occur within the Slough itself. Other actions that the City will take, such as planting trees and constructing green street facilities, will be implemented in the riparian area and the uplands. These actions will improve not just sediment quality, but overall watershed health. Additional, the actions will provide multiple benefits over the long-term. The City will continue long-term monitoring to track progress in meeting watershed health and sediment goals.

Stumptown Sumps Save Sewers

The City has completed year two of a ten year term under a permit governing construction, operation, and maintenance of over 9,000 stormwater sumps, (aka "underground injection control structures" or "UICs") owned by the City. For many areas east of the Willamette, UICs are the only form of stormwater management. UICs are also an essential part of Portland's comprehensive watershed strategy that treats stormwater as a resource for recharging groundwater. UICs collect stormwater from public rights-of-way, treat it, and allow it to soak into the ground. This filters and cools the runoff and provides recharge to local streams. The Oregon Department of Environmental Quality issued a permit for UICs in 2005, the first of its kind in the state and possibly in the nation. The City is working with DEQ to ensure requirements are implemented in accordance with Portland's Watershed Management Plan. Work to-date has included completing a comprehensive inventory of the 9,000 sumps, identifying potential risks to groundwater, and developing a plan to implement and monitor any necessary corrective actions.

Green Streets Guard Streams—and Basements

In April 2007, the City Council approved a new policy that promotes the use of green streets in both public and private development. By resolution, the Council recognized that a comprehensive Green Street approach is essential to help keep polluted stormwater out of Portland's streams; divert stormwater from the sewer system; and reduce basement flooding, sewer backups and combined sewer overflows to the Willamette River. The resolution directs City Bureaus to work together to implement the Green Streets approach as an integral part of the City's infrastructure maintenance and improvement program, and to integrate the policy into the City's Comprehensive Plan, Transportation System Plan, and Citywide Systems Plan. The Gateway Urban Renewal Area's nearly-completed stormwater master plan illustrates this new direction by assuring green streets are included in development and re-development planning in the area.





Environmental Services Receives Community Stewardship Award

The Community Watershed Stewardship Program is a joint venture between the Bureau of Environmental Services and Portland State University. Since 1994, the program has facilitated partnerships between 860 community groups and hundreds of PSU students and faculty members in such projects as planting nearly 82,000 native plants, revitalizing two million square feet of upland/riparian land, and restoring 12,000 feet of streams. Through \$490,000 in funding and grants of technical assistance to partnering organizations, the program has leveraged an additional \$2 million in community support. The National Association of State Universities and Land-Grant Colleges and the Outreach Scholarship Partnership have selected BES, PSU, and Americorps Northwest Service Academy as a regional winner for the 2007 C. Peter Magrath/W.K. Kellogg Foundation Engagement Award for their mutual partnership in the program. As a regional winner, PSU will receive \$6,000 to support civic engagement activities and BES will receive local recognition and a portion of the award.

Portland Sponsors Ecoroof Workshop

On December 1, 2006 more than 100 ecoroof supporters joined Commissioner Adams, representatives of the growing ecoroof industry, and members of the community to help chart the course for advancing ecoroofs in Portland. Ecoroofs provide many benefits, such as stormwater reduction, bio-diversity, energy conservation, urban heat island reduction, air quality improvement, and extended roof life. The workshop chronicled the progress made over the past 10 years (when the first ecoroof was constructed), as well as the good news (ecoroofs address at least 10 major urban issues)—and the not-so-good (not all are equal and quality of design). Presenters included representatives from Portland State University, Portland’s Office of Sustainable Development, and architecture and design firms.

Contain the Rain—the Clean River Rewards Program

The City launched its Clean River Rewards stormwater utility discount program in October 2006. Stormwater flowing to sewers is reduced by getting property owners to use rain barrels, plant vegetation or install an ecoroof. Less water in the sewers helps reduce the amount of pollution that ends up in streams. By “containing the rain,” owners can earn discounts on the stormwater management charge on their water/sewer bills. The maximum discount is 100% of the charge. However ratepayers that manage even a portion of their runoff can obtain a partial discount. Discounts remain in effect through June 2017 if the account remains active, stormwater facilities are properly maintained, and the City is granted access for limited inspections. As of June 2007, a total of 28,438 ratepayers had participated, including:

- 27,443 single family residential ratepayers, accounting for runoff being managed from over 65,863,200 square feet of impervious area; and
- 995 multifamily, commercial, and industrial ratepayers, accounting for runoff being managed from 22,159,465 square feet of impervious area.



Mt. Tabor Rain Garden and Siskiyou Green Street Win Awards

In April 2007, the American Society of Landscape Architects announced that two City of Portland Green Streets projects would receive its 2007 Professional Awards. Thirty-seven projects were so-honored from over 500 entries nationwide. The award winning projects are the Mt. Tabor School Rain Garden and NE Siskiyou's Green Street.

The Mount Tabor rain garden disconnects a portion of the school's stormwater runoff from the neighborhood's combined sewer system and manages it on-site. Built in the summer of 2006, in a collaborative effort between the City of Portland and Portland Public Schools, this project transformed 4,000 square feet of asphalt into a rain garden that captures and cleans much of the school's runoff, while reducing basement flooding in the neighborhood. It is estimated that the rain garden, along with the other stormwater improvements planned for the school, will ultimately save \$100,000 in future sewer infrastructure replacement costs.

The NE Siskiyou Green Street Project, between 35th Place and 36th Avenue, disconnects the street's rainwater runoff from the City's combined storm/sewer pipe system and manages it on-site using a landscape approach. Built in the fall of 2003, the Green Street takes a portion of the street's parking zone and converts it into two landscaped curb extensions. In addition to providing for traffic calming and pedestrian safety, these curb extensions also capture, slow, cleanse, and infiltrate street runoff. It's a sustainable approach that mimics natural conditions while improving water quality and neighborhood aesthetics.

Priorities Set for Urban Forest Action

The *Urban Forest Action Plan* (adopted March 2007) implements the goals of the 2004 *Portland Urban Forest Management Plan*. This Plan notes that the urban forest decreases erosion and flooding, recharges groundwater, manages stormwater, and increases biodiversity, while also decreasing costs for infrastructure and flood protection. The Action Plan calls out desired outcomes, current and future actions, and assigns action priorities, timeframes, and responsibilities. Outcomes include enhanced canopy, a clear and consistent regulatory program, shared public awareness and stewardship, and improved watershed health. The Action Plan is a collaboration among many City bureaus, including Parks, Planning, Environmental Services, Development Services, Sustainable Development, and Transportation.

Portland Parks: Salmon Safe and Getting Safer

Portland's park management system has been evaluated by Salmon-Safe, an organization that assesses the effects management has on aquatic ecosystems. A park system is considered salmon-safe when its impact upon the aquatic ecosystem is assessed and any harmful aquatic impacts are minimized. With their significant watershed area and streams, Portland's parklands play a critical role in Willamette's salmon recovery. In 2004, Salmon-Safe stated: the "Portland park system serves as an outstanding example of exemplary management of an urban public recreation and natural area resource..." Parks' Salmon Safe certification was approved with





11 conditions, seven of which have now been either fully or partly met. Over the past year, progress on the remaining conditions has included forming a new team to develop a Terrestrial Enhancement Strategy, and completing a riparian and stream assessment, where 132 habitat reaches were surveyed in 24 parks. Two new sites have been added to an irrigation efficiency pilot program, and funding was continued to carry out trials for alternatives to pesticides in six different parks with up to 17 treatment regimens per park.

River Renaissance Initiative Receives 2006 Waterfront Award

River Renaissance received a 2006 Honor Award from the Waterfront Center for outstanding waterfront planning efforts. The Center's "Excellence on the Waterfront" Awards Program recognizes high quality waterfront work to encourage communities, developers and design firms from around the world to strive for well-designed projects and plans.

New Energy Ignites Old District

The Ankeny/Burnside Development Framework was adopted in late 2006 to guide the revitalization of one of Portland's oldest waterfront districts. The Ankeny Plaza area has been the heart of Portland's most historic neighborhood, the Skidmore/Old Town Historic District. Unlike its neighbors, this district has not redeveloped to its full potential, nor is the northern end of Waterfront Park fully utilized. Ankeny Street, with its narrow right-of-way and colliding street grids, has an old world pedestrian feel and, with redevelopment, can emerge as a vibrant, charming corridor connecting the Willamette River, Waterfront Park, and Ankeny Plaza to the heart of downtown. The City wants to stimulate redevelopment to catalyze further private investments that will create an outstanding riverfront environment. The Framework recommends improvements to Waterfront Park and Ankeny Plaza to support Portland Saturday Market (the largest outdoor arts and crafts market in continuous operation in the United States), and to bring people and energy to the District, especially at the northern end of Waterfront Park. Progress this year includes a marked increase in the tempo of both public and private investment as shown by:

- Selection of a new permanent home for Portland Saturday Market created from portions of Waterfront Park and Ankeny Plaza; (opening slated for fall 2008)
- Completion of a design for renovations at Ankeny Pump Station
- Mercy Corps' (a globally-renowned humanitarian organization) siting of its world headquarters in the Skidmore Fountain Building (construction expected spring 2009)
- The University of Oregon moving its Portland campus to the White Stag Building (early 2008).
- The Bill Naito Company announcing plans to complete a master planned development for several properties within the Skidmore/Old Town Historic District.

Streamlining Permit Processes

The Bureau of Development Services continued investing in its Early Assistance program to ensure that applicants get off to the best start possible by offering one-on-one explanations of zoning and development regulations; pre-application conferences; and early project reviews. BDS also continues to refine its Concept-to-Construction program that provides customers a single planner to work with throughout the process, from a project's original concept all the way through permitting and final inspection on zoning related requirements. In addition, the bureau has participated in the River Plan, providing input into the regulatory and code aspects and on streamlining reviews; and is also a member of the Streamlining Team, which consists of other agencies, together with our partners at the regional, state and federal levels. The team provides early review and assistance on projects in sensitive areas, including near the major rivers in the area for the City's infrastructure/development projects in environmentally sensitive areas, including the Greenway zones.

Keeping Watch: State of the River Reporting

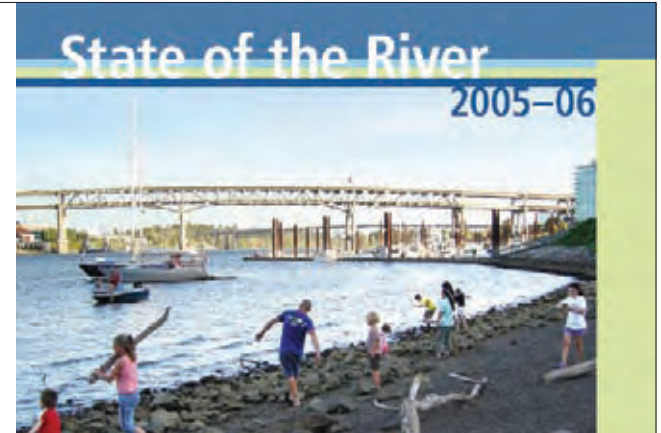
River Renaissance produced the second annual State of the River Report in 2006. Required by City Council to both showcase Portland's river-related accomplishments and gage progress, the Report opens a window on the City's river plans, projects, and progress. It profiles actions taken by eight City bureaus and their partners during the previous fiscal year and outlines those planned for the next.

Keeping the River in Focus

River Renaissance continued its brownbag lunch discussion series. Held nearly every month at City Hall, River in Focus featured 10 speakers on topics of vital importance to the River, including the Clean River Rewards stormwater program, the feasibility of a Willamette Ferryboat enterprise, the River Plan/North Reach, Greenstreets, Ecoroofs, plans for Oregon's first downtown and river-based triathlon, the Portland Harbor cleanup, the workings of the Port, and Metro's Nature in Neighborhoods program.

River Renaissance: Reaching Out, Making Partners

River Renaissance continued to publish and distribute the popular calendar of river-related events, helped host various tours, made presentations to a wide variety of audiences, and managed a website with information on river programs, organizations, publications, and resources. More and more people are hearing the River Renaissance message of what's good for the River is good for us and vice-versa—the calendar is now distributed to over 1,500 people and the use of the website has continued to grow, averaging over 6,000 hits per month in 2006—a 30 percent increase over the previous year.



OCTOBER 2007						
S	M	T	W	T	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

3 WEDNESDAY
Green Skyline tour
10:00 a.m. to 3:30 p.m.

Consider what you'll glimpse into the future of city skyline. Tour 30 construction sites at 11 a.m. and view of 20th and 30th Sts. through the buildings. This water fountain's profile among the greenest in the world! One of Portland's most ambitious high and low-rise buildings will soon rise above the skyline and redefine the city's skyline.

10 WEDNESDAY
Walk in the City: Stinking the Willamette to Oaks Bottom Wildlife Refuge
9:00 a.m. to 10:00 a.m.

Join the team on a four-mile stroll beginning at the East Bank Park and following the Willamette River as the Springwater Flow WMA on the trail to Oaks Bottom Wildlife Refuge. The tour will look for blue heron, muskrat, and other wildlife.

15 THURSDAY
Endangered Species Show
10:00 a.m. to 12:00 p.m.

Portland Zoo is bringing you a special show featuring the most endangered species in the world. The show will be a one-hour 2-D walk-through, featuring the most endangered species in the world. The show will be a one-hour 2-D walk-through, featuring the most endangered species in the world.

16 TUESDAY
River in Focus Brownbag: Stinking the Willamette to Oaks Bottom Wildlife Refuge
9:00 a.m. to 10:00 a.m.

Join the team on a four-mile stroll beginning at the East Bank Park and following the Willamette River as the Springwater Flow WMA on the trail to Oaks Bottom Wildlife Refuge. The tour will look for blue heron, muskrat, and other wildlife.

24 WEDNESDAY
Walk in the City: Oaks Bottom Wildlife Refuge and Springwater Corridor Walk
9:00 a.m. to 10:00 a.m.

Join the team on a four-mile stroll beginning at the East Bank Park and following the Willamette River as the Springwater Flow WMA on the trail to Oaks Bottom Wildlife Refuge. The tour will look for blue heron, muskrat, and other wildlife.



Portland Hosts Urban Waterfronts Conference

The City of Portland was selected to host the 24th Urban Waterfront Conference, September 28–30, 2006. This annual conference is organized by the Waterfront Center, a non-profit educational organization that helps communities make the wisest and best long-term uses of waterfront resources for maximum public benefit. The event, attended by nearly 300 people, featured projects chosen from more than 200 Excellence on the Waterfront award winners selected by the organization since 1987, including several in the greater Portland area, such as: the Japanese American Historical Plaza, RiverPlace, Oregon Museum of Science and Industry, Sellwood Riverfront Park, Portland’s Water Pollution Control Lab, South Waterfront Park, and the Eastbank Esplanade.

Portland Joins American Waterfront Revitalization Coalition

This year, on behalf of the City of Portland, River Renaissance became a member of the American Waterfront Revitalization Coalition. The Coalition is a new organization dedicated to helping communities rediscover their waterfront heritage, and advocating local needs before key Congressional and federal agency policymakers. The Coalition’s members include local governments, port authorities, waterfront development agencies, and other public entities. River Renaissance hopes to learn from exposure to others’ waterfront experiences and leverage resources for Portland’s river-related needs.

An Old Waterfront Road Reborn

Naito Parkway has served the city for more than 156 years, shaping the early development of Downtown’s waterfront. Recently, it has molded the boulevard character of the area, moved 30,000 vehicles a day, and linked downtown to Waterfront Park. Heavy use wore the roadway down severely, requiring a complete overhaul that began in March 2006 and was completed by the Portland Office of Transportation in May 2007. The project improved pedestrian crossings, added bike lanes, enhanced freight access, and expanded parking areas using permeable paving to help with stormwater management.

The River Trust

The first product of the Trust was a Streamlining Agreement, a tool to facilitate the review of City “in-water” projects that trigger Endangered Species Act regulations. Portland is the first non-federal entity in the U.S. to have such an agreement. The River Trust’s Streamlining Team has assisted a host of City projects from a range of bureaus. This innovative partnership has expanded with the formal addition of key state agencies: Department of Fish and Wildlife, Department of Environmental Quality, and Department of State Lands. The Portland Bureau of Development Services has also been added because of its critical role in many permitting activities. The Trust has been involved in the South Waterfront District environmental cleanup and brownfield restoration.

Stopping Watershed Invaders

Taking care of Portland's watersheds demands the control and removal of invasive species. In 2005, the City Council adopted Invasive Species Resolution #36360 directing Bureaus to:

- Commit to a ten-year goal to reduce noxious plants on its lands by containing, controlling and eradicating invasive species and establishing native plant communities;
- Develop a three-year on-going work plan incorporating invasive weed management into regular operations of each bureau;
- Partner with state and federal agencies to investigate sustainable funding sources to support invasive plant management.

During the past year, an inter-bureau committee was formed that included Bureau of Development Services, Bureau of Planning, Portland Bureau of Transportation, Portland Parks and Recreation, Portland Water Bureau, Bureau of Environmental Services, and the Bureau of General Services. The committee is developing the first three-year work plan to manage invasive species on city lands and rights of way, as well as in certain environmental zones. Plan tasks include developing a summary of current city and regional programs and tools, conducting an invasive species inventory on city-owned land; and making recommendations for how each bureau might appropriately address invasive species issues. In addition, the City is working with a number of partners including Metro, the Oregon Department of State Lands, the Cooperative Weed Management Agency, the Nature Conservancy, watershed councils, nurseries, and local soil and water conservation districts, on invasive species education, outreach, and monitoring efforts.

Integrating Stormwater Management into Infill Design

As Portland's population grows denser, the City is facing a big challenge—how to balance the competing goals of adding housing on constrained infill sites, while dealing with more vehicles, providing open space, preserving neighborhood character, designing pedestrian-oriented streetscapes—as well as managing stormwater. The Planning Bureau's Infill Design Project brought together community stakeholders to address these multiple goals. The project advisory committee included the bureaus of Planning, Development Services, Environmental Services, Transportation, Sustainable Development and Fire. The project focused on infill development in multi-dwelling zones, where intended densities and small lots have often resulted in impervious surfaces covering most the area, complicating on-site stormwater management. The project resulted in a range of code amendments and other implementation tools to improve stormwater management, including allowances for narrower driveways, limitations on paved areas, and incentives to use permeable pavers. In addition, this year the Infill Housing Prototypes collection was completed, with ready-to-go designs of "approvable" housing configurations that meet multiple objectives, including limiting impervious surfaces.





Indicators of progress include:

- In 2006, over 73 percent of Portland residents reported at least one visit to the Willamette River—up 4 percent over 2004.
- Today, about 117,000 people (20% of Portland’s population) live within a mile of river access points—roughly 3,000 more than in 2005.
- Housing development in the River area has occurred faster than anticipated—as of June 2006, it stood at 114% of target levels.
- Since 1996, Portland residents and businesses have disconnected over 50,000 downspouts, keeping an estimated 1 billion gallons of stormwater out of the sewer system.
- The Willamette River in Portland is getting cleaner—it has improved from “fair” to “good” since 2001.
- In the past year, about 4,400 feet of river trails have been added in the City.
- Under the City’s tree permit program, 900 trees have been removed, but another 2,100 were planted—a net gain of over 1,000 trees.
- The maritime tonnage of goods handled in Portland’s working harbor has increased by 6 percent since 2002.
- The number of LEED-registered buildings in 2006 stands at 148—over four times as many as in 2004.

The River Renaissance Strategy (2004) established a set of progress measures to assess the impact of the actions being taken to improve the health, vibrancy and economic prosperity of our river systems. Progress measures and their associated indicators continue to be refined and adjusted to reflect new thinking, data, and program approaches. Some measures lend themselves to annual reporting, while the data for some are refreshed or collected over several years. Therefore, in some instances, there will be no change reported from the previous year.

To better gauge progress in achieving the River Renaissance vision, measures are organized under the five vision themes:

- Ensure a clean and healthy river system for fish, wildlife, and people;
- Maintain and enhance the city’s prosperous working harbor;
- Embrace the river and its banks as Portland’s front yard;
- Create vibrant waterfront districts and neighborhoods; and,
- Promote partnerships, leadership, and education.

Long-term trends for many measures are difficult to observe given this is just the third annual State of the River Report. Nevertheless, trends are noted for various time periods—some trends capture an annual difference, others track several years. The trend symbol assigned to each measure indicates the general direction of progress.



Clean & Healthy River	Key Indicators of Progress	Trend
<p>Healthier populations of native fish and wildlife use the river and streams for rearing, migration and year-round habitat.</p>	<p>The City of Portland conducts habitat and fish monitoring, particularly for species listed under the Federal Endangered Species Act and their preferred habitats. Data gathered can indicate the status of fish populations in a particular habitat, or if improvements to those habitats are achieving the expected outcomes.</p> <p>Fish monitoring of stream habitats has produced exciting results in the last year. Fish monitoring at a culvert removal on Kelley Creek in the Johnson Creek Watershed revealed the presence of juvenile Coho salmon. During similar efforts at the Ramsey Refugia project in the Columbia Slough watershed, coho, Chinook and steelhead were all found to be using the new habitat. Genetic information collected from Chinook populations revealed that upper Willamette River, lower Columbia River, and interior Columbia River Chinook fry were all utilizing this area. Their presence here indicates the regional significance of these habitats to the migration patterns and habitat needs of these protected species. Juvenile Coho salmon and steelhead trout were found above a culvert removal project in Miller Creek.</p> <p>BES continues to develop and implement environmental measures and a monitoring strategy as part of the implementation of the Portland Watershed Management Plan. This work will support the development of the Watershed Health Index</p>	<p>■ ■ ■</p>
<p>Water quality in monitored streams improves annually.</p>	<p>Johnson Creek continues to suffer from very poor water quality, with an Oregon Water Quality Index of 30 (summer mean, measured 1997–2006). The index has shown slight improvement in the past 4 years, but it is too early to determine its significance.</p>	<p>=</p>

Trends: + Positive change - Negative change = No change ... Multiyear data or future measurement

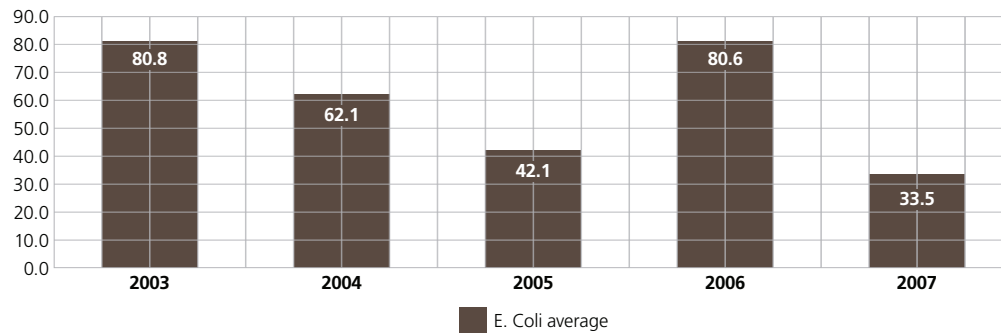


Clean & Healthy River

The volume and concentration of E. coli in the Willamette River is reduced.

Key Indicators of Progress

E. Coli levels in the Willamette as measured at the Hawthorne Bridge (mpn/100 ml) have generally been falling. In FY 2002-03, the average was 80.8 and in FY 2005-06, it was 33.5, with a spike of 80.6 last year. *(derived from Oregon Dept. of Environmental Quality LASAR database)*



The Water Quality Index of the Willamette River at Hawthorne Bridge improved from “fair” to “good” from 2001 to 2006, and currently maintains that rating. *(Oregon Water Quality Index Summary Report, Water Years 1997-2006, Oregon Dept. of Environmental Quality)*

Trend

+



Clean & Healthy River

The overall quality and quantity of tree canopy increases.

Key Indicators of Progress

In some ways, the City is just beginning to be able to measure tree canopy. It obtained 2002 multi-spectral imagery to classify canopy extent and type. In addition, through its Urban Forest Management Plan it has set long-term canopy targets. Discussions are underway regarding the best approach, schedule, and data to use for future measurement. Related measures (such as how many trees in public areas are lost or planted) also can reveal what progress we’re making in increasing canopy.

Urban Land Type	Target Canopy (2004 Urban Forestry Management Plan)	2002 Canopy
Residential	35–40%	30%
Commercial/Industrial	15%	7%
Developed Parks & Open Spaces	30%	28%
Rights-of-Way	35%	17%
Natural Areas & Streams	—	79%
Overall Canopy	—	26%

Source: Urban Forest Action Plan

Trees in City parks or in the public right of way

- Number of permitted trees planted: at least 2,100 (1,700 permits)
- Number of trees removed: 900 (500 permits)

Representing a gain of over 1,000 trees.

(Source: Parks Urban Forestry permits)

Trend

+

Trends: + Positive change - Negative change = No change ... Multiyear data or future measurement



Clean & Healthy River

More buildings and sites are developed or redeveloped to include functional habitat and sustainable development practices.

Key Indicators of Progress

- Total number of downspouts disconnected through the BES Downspout Disconnection Program increased by 2,168:

FY 2005-06	FY 2006-07
48,069	50,237

- Total square feet of impervious area being managed under the BES Clean Water Rewards program: 88,022,665 (FY 2006-07 was first year of program).
- The number of Leadership in Energy and Environmental Design (LEED) buildings is increasing (cumulative totals shown below).

LEED Type*	FY 2004-05	FY 2005-06	FY 2006-07
Registered	33	65	148
Certified	4	11	24

* "Registered" means that the project has been registered with the United States Green Building Council and aspires to achieve one of four levels of performance. Upon confirmation of achievement, the project is "certified."

Trend

+



Prosperous Working Harbor	Key Indicators of Progress	Trend
<p>Portland’s established and emerging industries grow. To measure progress, we track the job growth in regional target industries and the manufacturing sector generally within the working harbor and Columbia Corridor industrial areas.</p>	<p>Over the past year, job growth in all categories has been positive, with especially strong trends in food processing, manufacturing and metals/transportation equipment.</p>	<p>+</p>

Target Industry Jobs in 3-County metro area

Target Industry Clusters	Jobs 2001	Jobs 2004	Jobs 2005	Jobs 2006	Annual Growth 2005–06	Annual Growth 2004–05	Annual Growth 2001–05
Distribution and Logistics	77,544	76,387	76,138	80,092	5.19%	-0.3%	-0.5%
Metals/Transportation Equipment	33,344	30,040	30,725	33,223	8.13%	2.30%	-2.00%
High Tech	56,451	45,458	46,917	49,646	5.82%	3.20%	-4.50%
Food Processing	7,973	7,874	7,021	9,196	30.98%	-10.8%	-3.10%
Activewear	6,818	6,960	7,896	8,048	1.93%	13.40%	3.70%
Manufacturing	112,687	98,561	101,139	112,193	10.93%	2.60%	-2.70%

(Source: Oregon Employment Department, Covered Employment)

Trends: + Positive change – Negative change = No change ... Multiyear data or future measurement

Prosperous Working Harbor

Key Indicators of Progress

Trend

The maritime tonnage of goods handled in the working harbor increases.

The maritime tonnage of goods handled in the working harbor decreased in 2005, but has increased over the last four years.

—

Portland Harbor Cargo Handled (short tons)

	2002	2003	2004	2005	2004-05 change	2002-05 change
International	15,431,000	15,753,000	17,658,000	16,356,000	-7%	+6%
Domestic	11,185,000	11,043,000	12,335,000	11,771,000	-5%	+5%

(Source: US Army Corps of Engineers, Waterborne Commerce of the US)

Private capital investment increases in the working harbor and Columbia Corridor industrial areas, especially in cleanup sites.

The value of buildings in Portland’s industrial areas generally increased over the past year, with values in Swan Island, Columbia Corridor, and Rivergate districts increasing the most (by over 3 percent). The Northwest Industrial District, however, saw a decrease in value of over 3 percent.

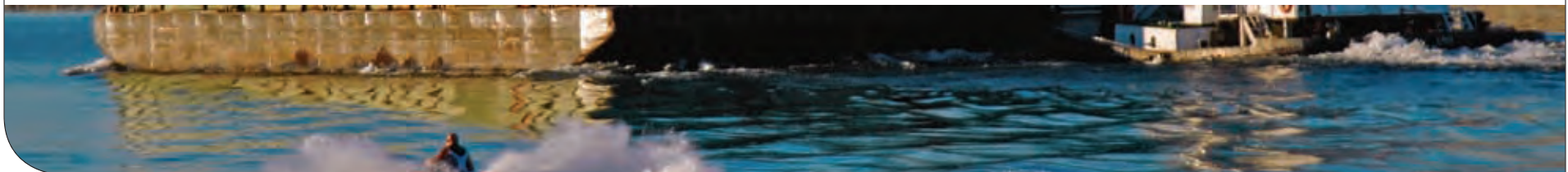
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Districts	Total Value in Buildings		Change in Value 06-05	% growth
	2005	2006		
Rivergate	\$1,076,947,140	\$1,111,512,920	\$34,565,780	3.2%
NW Industrial	\$937,748,120	\$905,793,417	-\$31,954,703	-3.4%
Swan Island	\$725,094,940	\$751,393,171	\$26,298,231	3.6%
Airport	\$1,347,970,470	\$1,355,916,260	\$7,945,790	0.6%
Columbia Corridor East	\$603,876,040	\$624,419,130	\$20,543,090	3.4%
Total	\$4,691,636,710	\$4,749,034,898	\$57,398,188	1.2%

Permitting time and complexity for development and redevelopment is reduced.

Overall improvements to the permitting processes are ongoing throughout the Bureau of Development Services. Measurement tools to establish baseline data for the length of Greenway reviews and riverfront building reviews are being developed, as is an element of the Concept-to-Construction program that will provide all Greenway review applicants a single BDS contact from the beginning of the process through decision.

...





Portland's Front Yard	Key Indicators of Progress	Trend
<p>Increase the diversity of uses and balance of uses in City of Portland riverfront parks.</p>	<p>There are currently no data to measure this aspect of park use. Parks and River Renaissance are discussing revisiting the measure to provide a more quantitative analysis of river park use. However, continued growth in attendance at riverfront events (e.g., Rose Festival, Waterfront Blues Festival, Cathedral Park Jazz Festival, the Pirate Festival, the Portland Triathlon, and more), coupled with increases in activity and river-adjacent population living (e.g., Ankeny Plaza redevelopment and re-location of Saturday Market, redesign of Ankeny dock; preliminary design for South Waterfront neighborhood park and South Waterfront Greenway (Central District), design for Bridgeton Trail, renovation of Riverplace Marina Breakwater, Cathedral Park parking lot stormwater retrofit, Waterfront Park's old McCalls Restaurant re-opened for public rental use)—from an empirical perspective, diversity in use is clearly increasing..</p>	<p style="text-align: center;">+</p>
<p>Increase the number of people who live within a mile of river access points.</p>	<ul style="list-style-type: none"> ■ Using a simplified method based on year-2000 census tracts and dwelling permit issuance, River Renaissance has developed approximations of this measure. For FY 2006–07, it is estimated that roughly 116,857 people live within a mile of river access points—just over 20% of Portland's population. This is about 3,000 more than the previous year. ■ Housing development in the River District Target Area has occurred faster than anticipated. As of June 2006, there were a total of 7,408 housing units existing or under construction—114% of the target. In addition, 366 affordable housing units have been renovated and preserved. (<i>PDC River District Housing Implementation Strategy Annual Report, June 2007</i>). 	<p style="text-align: center;">+</p>

Trends: + Positive change - Negative change = No change ... Multiyear data or future measurement

Portland's first triathlon



Photo: Juliana Montgomery

Progress Measures

Portland's Front Yard	Key Indicators of Progress	Trend
<p>Improve watercraft access to and from the City's parkland.</p>	<p>Watercraft access sites include boat ramps, light water craft launches, and transient docks that provide land access. Access is being improved by the following: Marina Place breakwater has been funded by Oregon State Marine Board for significant repair (07–09); Ankeny dock is being re-designed and funding for a replacement dock is being sought; the Cathedral Park master plan (now initiated) will make its marine facilities eligible for Oregon State Marine Board funding; the on-going posting of Willamette Water Trail signs at Portland's riverside parklands is expected to significantly increase use.</p>	<p style="text-align: center;">+</p>
<p>Decrease the number of days when it is unsafe to swim in the Willamette River.</p>	<p>Combined Sewer Overflow (CSO) system improvements continue to significantly reduce sewer overflows into the Willamette River. The City of Portland issues media advisories and notifies the public when CSOs occur during the summer season (May 15 to October 15). These overflows are associated with rain storms which vary in number and intensity from year to year. The city issued 8 CSO advisories in FY 2006–07 (July 2006 to June 2007, compared to 7 in FY 2005–06.)</p>	<p style="text-align: center;">+</p>
<p>Increase the linear feet of off-street river trail segments on both sides of the Willamette River.</p>	<p>Roughly 4,400 feet of river trails have been added in FY 2006–07.</p>	<p style="text-align: center;">+</p>





Vibrant Waterfront Districts	Key Indicators of Progress	Trend
<p>An increasing number of district residents, workers, and shoppers perceive that waterfront commercial and residential districts are enjoyable places to live, work, and visit.</p>	<p>73.1% of Portlanders reported at least one visit to the Willamette River in 2006, a 4% increase over 2004. (City of Portland Citizen Survey, 2004 and 2006).</p>	<p>+</p>
<p>More private and public development activities contribute directly and indirectly to the vibrancy of the waterfront as a place for public use and enjoyment as well as for development and investment.</p>	<p>Current development activities:</p> <p>The South Waterfront District is surging with new activity. In October 2006, OHSU opened its Center for Health & Healing. The Portland Aerial Tram began service in January 2007 providing over 300,000 rides in its first 6 months. The Portland Streetcar Riverline was completed in Summer 2007 with the Lowell St. extension into the district. More housing is being provided through this year’s opening of the John Ross (bringing total occupied units in South Waterfront to nearly 600), with other housing projects currently or soon to be under construction. Work continues on the design and development of the first greenway improvements and the design of the 2 acre “Neighborhood Park,” with construction of both slated for 2009.</p> <p>Centennial Mills. Acquired by the City and the Portland Development Commission in 2000 for open space redevelopment, Centennial Mills is a 4.75-acre site comprised of twelve structures built between 1910 and 1940, located on the Willamette River adjacent to the Pearl District—one of the city’s most dynamic neighborhoods. The site offers a singular opportunity to develop a riverfront landmark in Portland, while preserving a unique aspect of the city’s history. The city has chosen three design teams to submit development proposals in early 2008.</p> <p>The Ankeny/Burnside Development. This the project accelerated with selection of a new permanent home for Portland Saturday Market, a design for waterfront renovations around Ankeny Pump Station, Mercy Corps’ siting its world headquarters in the Skidmore Fountain Building, the University of Oregon moving its Portland campus to the White Stag Building, and the Bill Naito Company announcing plans to complete a master planned development for properties within the Skidmore/Old Town Historic District.</p> <p>Burnside Bridgehead began in 2004 to transform 5 blocks into a Central Eastside mixed use gateway. Property has been acquired with demolition expected in late 2007. Over \$8 million has been secured for a \$22 million street couplet and an engineering design is underway.</p>	<p>+</p>

Trends: + Positive change – Negative change = No change ... Multiyear data or future measurement



Partnerships, Leadership, & Education	Key Indicators of Progress	Trend
<p>Increase the number of students participating in school assemblies and activities to learn about the economic, environmental and urban roles of the Willamette River.</p> <p>Enhance cooperative efforts between upstream and downstream communities.</p> <p>More Portlanders take part in activities at home and in the community that contribute to River Renaissance goals.</p>	<p>A total of 12,844 K-12 students in Portland area schools participated in classroom presentations and field work through BES' Clean Rivers Education Program during the 2006–2007 school year—an increase of over 550 from the previous year.</p> <p>River Renaissance helped host the 2006 Urban Waterfronts national conference, which in addition to attracting attendees from across the country, included many participants from Willamette River communities. River Renaissance continued to make its calendar and website available to other community events and news.</p> <p>73.1% of Portlanders reported at least one visit to the Willamette River in 2006, a 4% increase over 2004. (City of Portland Citizen Survey, 2004 and 2006).</p> <p>A total of 50,237 downspouts have been disconnected from residential roof drains. This is an increase of—an increase of 2,168 in FY 2006–07.</p> <p>In 2006, SOLV's Earth Day program, SOLV IT, enabled 2,800 volunteers to remove 265 tons of debris and plant over 3,700 trees, shrubs, bulbs and native plants in the greater Portland metropolitan area. (SOLV 2006 Annual Rpt., Financial Statement)</p>	<p style="text-align: center;">+</p> <p style="text-align: center;">...</p> <p style="text-align: center;">+</p>
<p>A growing network of civic and community partners engages the public in river-related activities and contributes to the River Renaissance Initiative.</p>	<p>The number of Portlanders engaged in river-related activities continues to grow as demonstrated by continued increases in those disconnecting downspouts, the increase in students learning about the river and watersheds, the increase in river-adjacent population, and the growth of new events such as the Oregon Trout Portland Triathlon and the Portland Pirate Festival.</p>	<p style="text-align: center;">+</p>
<p>An increasing number of Portlanders receive the River Renaissance calendar and visit the River Renaissance website.</p>	<ul style="list-style-type: none"> ■ As in FY 2005–06, ten editions of the River Renaissance events calendar were produced this fiscal year. The average number of monthly visits to River Renaissance's website home page in FY 2006–07 was 6,688, a 30 percent increase over the previous year, and three times as many as in 2004. ■ 2800 copies of the calendar are distributed, compared to 3,000 copies last year—some of the difference may be due to increased use of website calendar; ■ Monthly email announcements are sent to a network of 900 individuals, businesses, and organizations, an increase of 100 in the past year. 	<p style="text-align: center;">+</p>

Trends: + Positive change – Negative change = No change ... Multiyear data or future measurement

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2007–2008 Action Agenda

The City is active across all its communities on both sides of the Willamette, into the working harbor, along the Columbia Slough, and throughout its five watersheds.



Collectively, the actions advance all five River Renaissance vision themes, which may be found interwoven throughout the Agenda:

- A Clean and Healthy River
- A Prosperous Working Harbor
- Portland's Front Yard
- Vibrant Waterfront Districts and Neighborhoods
- Partnerships, Leadership, and Education

The River Renaissance Action Agenda showcases the City of Portland's portfolio of river-related work for Fiscal Year 2007–2008 (July 1 through June 30). The Agenda profiles over thirty upcoming actions spanning a remarkable range:

- Infrastructure improvements making a big difference in water quality. These range in size from massive citywide investments such as the Big Pipe project, to smaller scale activities such as building-by-building additions of ecoroofs;
- Far-reaching planning processes that will shape the City and River for decades to come, including the River Plan, the Watershed Management Action Plan, and the Urban Forest Action Plan;
- Coming to decision on the future of Ross Island;
- The steady increase in bike and walking trails that link people to the River, such as the Gibbs Pedestrian Bridge, Bridgeton Trail, or the Willamette Shoreline project to connect Portland and Lake Oswego;
- Bringing new energy to time-worn riverfront areas as seen in the gleaming new residences and offices rising in South Waterfront or a re-energized Ankeny Plaza;
- Assuring a healthy economic future by identifying reinvestment needs for Portland's working harbor; and,
- Reaching many thousands of Portland school kids to tell *Stories of Healthy Watersheds*; equipping hundreds in the development community with practical green building techniques; or using the internet to involve more citizens through the City's River Renaissance website.

Portland Watershed Management Plan Implementation

The Portland Watershed Management Plan (2006), provides an integrated approach that incorporates watershed health actions into development and redevelopment. During the Plan’s first year, significant progress was made in implementing watershed health projects—as detailed in the *Portland Watershed Management Plan 2006–07 Annual Report*, to be published in the fall of 2007. In addition to implementing watershed health projects, detailed work plans have been developed for critical elements such as developing environmental measures, addressing the protection of wildlife species and terrestrial habitat, conservation and/or restoration, prioritizing projects, developing a project database, and watershed project monitoring. The projects and programs highlighted below exemplify the Watershed Approach.

Brownwood Project

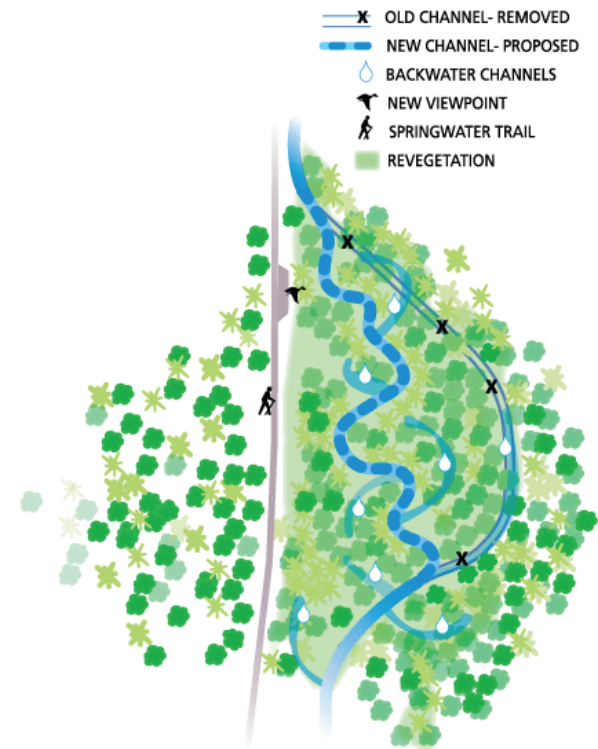
Located next to the Springwater Corridor Trail and east of SE 158th Avenue, this \$5 million project is the largest part of the East Powell Butte Floodplain Restoration effort in the Johnson Creek Watershed. The project will mimic the features of a natural stream, with thousands of trees and shrubs planted and hundreds of pieces of large wood placed instream to benefit wildlife, trout and Coho salmon. A viewpoint will be built on the Springwater Trail, featuring an interpretive sign, rock sitting area and tile art. Upon completion, Portland Parks and Recreation will manage the property as a natural area. The Johnson Creek Watershed Council and BES have received an Oregon Watershed Enhancement Board grant of over \$600,000 and a \$100,000 grant from DEQ’s Revolving Fund Loan to help pay construction costs. Construction began in June 2006 and is expected to continue through summer 2007.

Invasive Plant Species Resolution and Cross Bureau Management Program

In late 2005, Council passed a resolution requiring a city-wide strategy to manage invasive plant species in Portland. The resolution set a 10-year goal to reduce noxious weeds and requires that bureaus develop a 3-year work plan for combating invasive plants. An inter-bureau team has been formed to craft the plan and includes the Bureaus of Development Services, Planning, Transportation, Parks, Water Bureau, Environmental Services, and General Services. The work plan will likely include a summary of current programs and tools; an invasive species inventory on city owned land; and invasive species management recommendations for each bureau. The resolution also commits the city to collaborate on region-wide invasive species issues with other agencies and non-profit partners.

Protection of Wildlife, Conservation and Protection of Habitat

As directed by the Portland Watershed Management Plan, the development of a Terrestrial Ecology Enhancement Strategy is underway. The effort will identify priorities for conservation and restoration of terrestrial native plants and animals, habitats and wildlife corridors in Portland. The strategy will help achieve watershed health objectives outlined in the Plan, and provide the City with an improved ability to measure the health of native wildlife and their habitats. The Strategy will also inform an array of other City programs, including River Renaissance, environmental





planning, zoning and regulatory improvement; parks and natural area management and acquisition, as well as regional efforts such as Metro’s Nature in Neighborhoods program.

Timeline	Ongoing
City Lead	Environmental Services, Parks, Transportation, Development Services
Partners	Watershed Councils, Watershed Science Advisory Group

Portland’s Big Pipe Project—Closing-in on Completion

Continue combined sewer overflow (CSO) system improvements to significantly reduce sewer overflows by 94% into the Willamette River by 2011. Portland has passed the 16-year mark of a 20-year program to reduce combined sewer overflows (CSOs) to the Columbia Slough and Willamette River. Projects to date have eliminated 99% of CSOs to the Columbia Slough, and have reduced total CSO volume by more than three billion gallons a year. The West Side CSO Tunnel was operational as of December 1, 2006, and construction of the East Side Tunnel is underway.

Timeline	Completion in 2011
City Leads	Environmental Services
Partners	Residential and commercial property owners, local businesses



Portland Harbor Cleanup Continues

In December 2000 the EPA designated a portion of the Lower Willamette as the Portland Harbor Superfund Site due to contaminated sediments. In 2001, the City joined the Lower Willamette Group (LWG), a coalition of Portland Harbor businesses, the City and the Port of Portland. LWG has been funding and conducting an investigation of the Superfund site. Focused on the Willamette River and uplands between river miles 2 and 11, the investigation has been collecting and evaluating sediment, water, and fish tissue samples. A comprehensive report submitted to the EPA in February 2007 summarized information collected to date, identified potential contamination sources, provided a preliminary assessment of risks the contaminants pose to humans and the environment, and identified additional data needed to complete the investigation and select remedies. FY 07–08 work will focus on conducting additional sampling needed to fill data gaps. In addition to the sediment investigation, the City is working closely with the Oregon DEQ to identify and control contamination that may be conveyed by the municipal stormwater collection system.

Timeline	Ongoing
City Leads	Environmental Services
Partners	Federal, state, and tribal natural resource trustees, Lower Willamette Group

Brownfield Program Provides Services on Contaminated Property

In 1998, the Environmental Protection Agency selected Portland as one of 16 U.S. “Brownfield Showcase Communities”. Since then, the Portland Brownfield Program has received more than \$1.3 million in EPA grants for site assessment and cleanup on Portland’s east side. In addition, \$750,000 of City funds have been made available for FY 07–08. The program manages site assessments and cleanup, and provides free technical assistance to property owners, developers, community organizations, public agencies and individuals regarding brownfields. The program has partnered with DEQ to address sediment contamination in the Columbia Slough. The program establishes a cleanup cost for Slough property owners, that once paid, relieves the owner of future liability as long as they don’t continue to pollute. In addition, the Brownfield Program is part of a coalition of community groups working to establish a new non-profit organization, the Portland GroundWork Trust. Its goal would be to reclaim derelict brownfield properties in less affluent neighborhoods for parks and gardens. A Feasibility Study/Strategic Plan is scheduled for completion in August 2007, with the organization taking on projects shortly thereafter.

Timeline	Ongoing
City Leads	Environmental Services
Partners	Environmental Protection Agency

Future of Ross Island

With the donation agreement signed in fall 2007, the City will work with Ross Island Sand and Gravel, conservation groups, the State of Oregon, and Port of Portland to develop a management plan to be overseen by Portland Parks and Recreation.

Timeline	Ongoing. Donation agreement under discussion.
City Leads	Parks
Partners	Ross Island Sand and Gravel, Planning, River Renaissance, Oregon Department of Environmental Quality, Oregon Department of State Lands, Port of Portland, Portland Audubon Society, Willamette Riverkeeper, Urban Greenspaces Institute





River Plan To Finish North, Move South

The River Plan moves forward in FY 07-08 with a number of milestones, including developing a draft plan for the North Reach and beginning work on the South Reach. Specific actions include:

- Advance work on the River Plan/North Reach by continuing meetings of the Industrial Development and Natural Resource Integration Task Group, the Willamette Technical Advisory Committee, and the River Plan Advisory Committee.
- Complete a brownfield redevelopment symposium of national experts to address harbor Superfund constraints. Coordinate analysis of the 10-year stormwater and sewer infrastructure needs in the harbor districts. Develop prioritized list of public investments needed in the harbor.
- Develop a draft River Plan for the North Reach of the river that will guide, inspire, and facilitate implementation tools and actions, including a revised Greenway overlay zone, design guidelines/handbook, investments, and public-private partnerships.
- Work with stakeholders and decision-makers to refine and adopt the draft River Plan/North Reach.
- Begin work on the River Plan/South Reach: Develop a scope of work and timeline; update the River Concept for the South Reach.

Timeline	Ongoing
City Leads	Planning, Parks & Recreation, Transportation, Environmental Services, Portland Development Commission, Development Services
Partners	River Plan Committee, Port of Portland, property owners, state, federal and regional agencies, community stakeholders

South Waterfront District Continues Growth

Continue to support the implementation of the South Waterfront District from a former brownfield site to a vibrant waterfront district. Support projects focusing on: greenway and parks improvements; a regional transportation system, including light rail, and other transit improvements, and bike and pedestrian routes; affordable housing development; sustainable development; and job creation. Private development continues to infill new parcels created in the Central District. As a result of the South Corridor Phase II project, as well as ZRZ and OHSU master planning efforts, city agencies will need to focus energy on coordinating these efforts which will result in a refined urban design and development and transportation plan for the district north of Gibbs Street, an area also known as the “North District.”

Timeline	Ongoing
City Leads	Planning, Transportation, Portland Development Commission, Parks & Recreation
Partners	Oregon Health & Science University, Williams & Dane Development, State of Oregon

Inventing the Future of the Willamette Shoreline

Running along the Willamette River, the Willamette Shoreline public right of way is a former rail route between Lake Oswego and Portland now owned by a consortium of public agencies. Metro is leading a cooperative study with its partners to determine the future of this Lake Oswego-Portland travel corridor. The *Lake Oswego to Portland Alternative Transit and Trail Study* began in 2005 and examines a wide range of transit and trail alternatives including bus, rail and river transit as well as Highway 43 improvements. All the alternatives included a trail component. There is currently no travel alternative to busy Highway 43 for bicycle or pedestrians between Willamette Park and Lake Oswego. The Willamette Greenway trail currently runs from about RiverPlace to the Sellwood Bridge, but is substandard in design and capacity. From about the Sellwood Bridge south to Lake Oswego, bicyclists and pedestrians are forced to travel on roads that do not link safely to other trails or destinations. After technical and public review, in 2007 the list of transit alternatives recommended for detailed environmental analysis was narrowed to bus rapid transit and streetcar. These recommendations are expected to be forwarded to partners for local action in fall 2007, with a final vote by the Metro Council to follow.

Timeline	Conduct environmental analyses in 2007–08
Lead Agency	Metro
Partners	City of Portland: Transportation, Planning, Parks; City of Milwaukie, Clackamas County, Multnomah County, Oregon Department of Transportation, TriMet





Portland’s Watershed Investment Fund

In fiscal year 2006–07, City Council approved \$500,000 from the general fund to create the Watershed Investment Fund. The Fund supports high-priority projects on top of those already identified under the Portland Watershed Management Plan. Projects must create measurable benefits to watershed health, leverage non-city resources; and create community awareness and enhanced community support for citywide watershed work. The following were selected for FY 06–07:

- Columbia Slough Invasive Vegetation Removal
- SW Street Stormwater Retrofit
- Stephens Creek Habitat Enhancement Project
- Hawthorne Hostel Stormwater Demonstration Project

Council has approved an additional \$1.5 million for fiscal year 2007–2008, which will support 15 projects with 35 partners throughout the city. In addition, projects are being developed to expand the program and support community and service groups that are implementing watershed projects. In total, WIF projects for FY 08 will result in the following:

- 234 acres of floodplain and 850 linear feet of riparian area restored with invasive species treatment and native plant installation
- 4,800 native plants and trees planted
- 21 stormwater facilities constructed
- Over 1.8 million gallons of stormwater managed

Timeline	Ongoing in FY 2007–08
City Leads	Environmental Services
Partners	Watershed Councils

More Hands-On for Clean Rivers Education

Continue hands-on classroom, field, and community programs that teach students about the causes and effects of water pollution and how to protect rivers and streams. A total of 12,844 K-12 students in Portland area schools participated in classroom presentations and field work during the 2006–2007 school year. This is an increase of over 550 from last year. Continue new K-6 assembly program, *Living Streams: Stories for Healthy Watersheds*. A total of 12,055 students participated in the assembly program during its second year. This is an increase of over 60 percent.

Timeline	Ongoing
City Leads	Environmental Services
Partners	Local schools and community groups, watershed councils, Portland Parks and Recreation

Expanding Portland’s Ecoroof Program

An FY 2007–08 Ecoroof Action Agenda has been developed that addresses many issues discussed at the December 2006 Ecoroof Workshop. The Agenda includes determining the cost/benefit of ecoroofs, installing ecoroofs on City owned buildings, reviewing City codes and policies that may impede ecoroof construction, and developing an award program that recognizes ecoroof projects. The Action Agenda is in addition to ongoing work that includes outreach, education and sponsoring workshops.

Timeline	Ongoing
City Leads	Environmental Services, Sustainable Development, Planning
Partners	Portland State University, Ecoroofs Everywhere





Clay Street Project Leads the Way for Green Streets Policy

The proposed SE Clay Green Street project demonstrates how Portland’s new Green Streets policy can be integrated into the work of many City bureaus across a large area. The project runs along SE Clay Street from 12th Avenue to a large plaza on Water Avenue at the entrance to the Eastbank Esplanade. Businesses, residents and the City are working together to develop this multi-block demonstration project which will improve pedestrian, bicycle and motorist safety, while:

- Maintaining the needs of truck traffic;
- Creating a route to the river highly desired by neighborhood associations
- Effectively managing stormwater runoff to improve water quality in the Willamette River and ease the burden on the city’s sewer system;
- Creating better bicycle and pedestrian connections
- Complementing the Holman Building project and other redevelopment efforts along SE Clay Street and SE Water Avenue.
- Creating better connections between neighborhoods and businesses to benefit the Central Eastside Industrial area.
- Collaborating with the Portland Office of Transportation on safety improvements for pedestrians and cyclists, and innovative curb design for trucks in industrial areas.
- Supporting the Portland Parks & Recreation goal of more urban greenways connecting neighborhoods, parks, and recreation facilities.

Timeline	Coordination will continue in FY 0708
City Leads	Environmental Services
Partners	Transportation, Parks, Development Services, Portland Development Commission, Water Bureau, business community, neighborhoods

Taggart Project’s Green Approach Will Soak Up Stormwater

Environmental Services is designing a sewer improvement and stormwater management project in the “Taggart D” sewer basin—an area extending from the Willamette River to Mt. Tabor between SE Hawthorne and SE Powell boulevards. Its sewer system is a network of nearly 100 year old pipes that carry both sewage and stormwater runoff. Many buildings experience basement and street flooding during rain storms. The project will eliminate or significantly reduce flooding, repair the sewer system, and reduce combined sewer overflows to the Willamette River. Rather than tearing up streets to install larger pipes, the project will capture stormwater using sustainable approaches, such as vegetated curbs, ecoroofs, rain gardens, bioswales and increased tree cover. Over 600 stormwater facilities have been recommended in the now-completed pre-design phase. Final design is expected in late 2007, with some early actions completed in 2008.

Timeline	2007–2008
City Leads	Environmental Services, Transportation
Partners	Residential and commercial property owners

Innovative Wet Weather Program To Visit Industrial Areas

Portland’s Innovative Wet Weather Program is funded partially by the U.S. Environmental Protection Agency (EPA) and supports stormwater management projects that improve water quality and watershed health. Environmental Services uses EPA funds to provide grants for projects that help reduce combined sewer overflows, stormwater volumes, and stormwater pollution. The City is currently funding over 25 public and private demonstration projects. Grants ranging from \$5,000 to \$225,000 have helped the community demonstrate the benefits of treating stormwater as a resource rather than a nuisance. Projects have included bioswales at neighborhood schools, and a parking lot retrofit at the Oregon Zoo. The FY 07–08 focus is implementing projects in the Northwest and Central Eastside Industrial Areas. Several projects are in the design stage, including: Rejuvenation Warehouse & Manufacturing (downspout disconnection into innovative planters); Owens Corning (downspout disconnection, parking lot swale and green street); Cathedral Park Boat Ramp parking lot retrofit; and the Central Eastside Green Block (ecorooft, parking lot swales and green street).

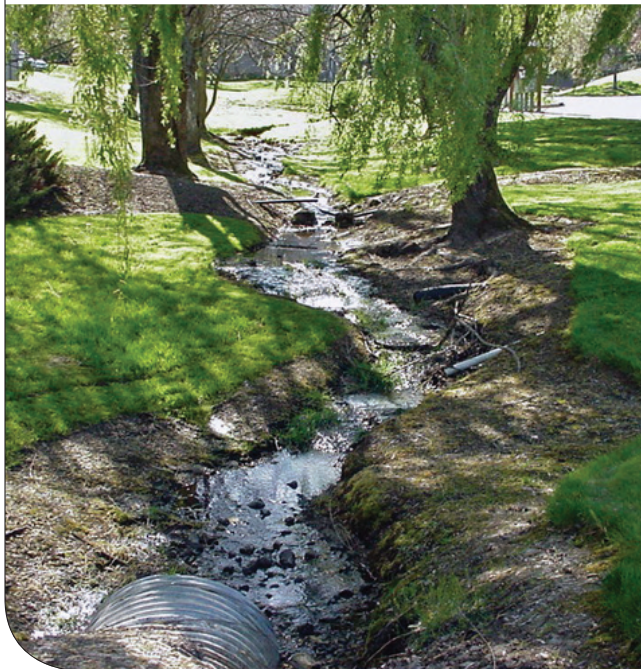
Timeline	Ongoing
City Leads	Environmental Services
Partners	Environmental Protection Agency

AND MORE
The City of Portland is one of the few cities in the nation that has a comprehensive stormwater management program. The City's Innovative Wet Weather Program is a key component of this program, and is designed to help the community demonstrate the benefits of treating stormwater as a resource rather than a nuisance.

Innovative Wet Weather Demonstration Projects

The Innovative Wet Weather Program promotes stormwater management projects that contribute to healthy Portland watersheds. Between 2002 and 2005, the U.S. Environmental Protection Agency (EPA) granted the city \$2.6 million. The money funded over 25 innovative public and private projects throughout the city that demonstrate sustainable, low-impact stormwater management solutions.





Riverbank Rehab for South Portland

Miles Place Riverbank—Riparian Revegetation

This thin riverbank corridor connecting south Willamette Park to the Stephens Creek Confluence Habitat Enhancement Project site was overrun with reed canary grass, Himalayan blackberry and other non-native weeds when the City of Portland began preparing the site for restoration. Planting with native vegetation is scheduled in fall 2008.

Stephens Creek Confluence Habitat Enhancement Project

The Stephens Creek confluence is an important off-channel habitat area for salmon within the City of Portland. It provides critical rearing and refuge habitat for native, threatened Chinook and coho salmon and steelhead trout, rainbow and cutthroat trout, and Pacific and brook lamprey. The Portland Watershed Investment Fund is financing this fish and wildlife habitat enhancement project. The work includes reclaiming and reconnecting historic side channels to the Willamette River, stabilizing banks and regrading along the Willamette stream channel and floodplains, installing large wood structures, removing invasive species, and revegetating wetland and riparian areas. Construction is scheduled to start in summer 2008.

Timeline	Through 2008
City Leads	Environmental Services, Parks
Partners	Oregon Department of Environmental Quality, Volunteers in Action, Macadam Bay Homeowners Association, South Portland Neighborhood Association, Willamette Riverkeeper, Lower Columbia River Estuary Partnership, National Oceanic and Atmospheric Administration, Friends of Trees, Bureau of Parks and Recreation

Simpler, Better Environmental Regulations for the Columbia Corridor

Complete a project to clarify and improve environmental regulations affecting the Columbia Corridor (a mostly industrial area along the south side of the Columbia River from Portland to Wood Village). These improvements will also give the City better ways to comply with: Metro’s regulations on water quality, fish and wildlife conservation, and urban ecosystems (Titles 3 and 13 of the Urban Growth Management Plan); the Clean Water Act and stormwater requirements; and the Endangered Species Act. The project will build on an earlier effort where community and agency stakeholders developed concepts for regulatory improvement and incentives, taking into account the Corridor’s unique natural resource, hydrologic, economic, and infrastructure character.

Timeline	Complete in 2008
City Leads	Planning, Water, Environmental Services, Parks & Recreation, Development Services, Sustainable Development
Partners	Office of Transportation, Portland Development Commission, Port of Portland, Multnomah County Drainage District; state, federal and regional agencies; property owners, community stakeholders



Photo: Port of Portland

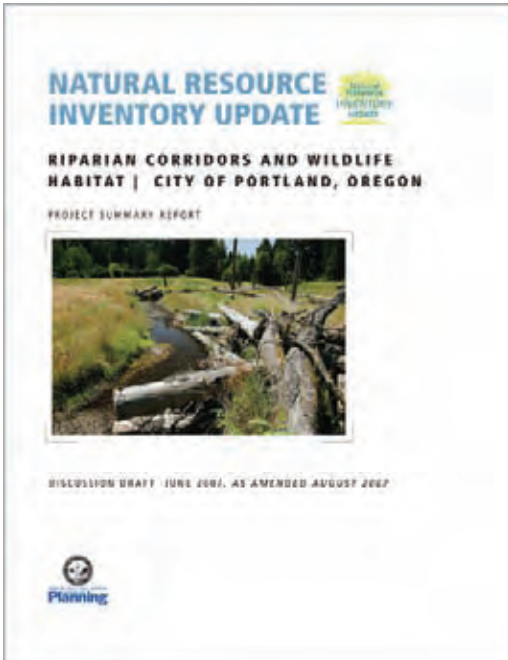
Environmental Planning Program—Directions for the Future

Informed by the new natural resource inventory, develop a multi-year work plan to:

- Incorporate new data and maps into existing City natural resource inventories; and,
- Direct Bureau of Planning actions needed to help meet the City’s watershed health goals and regional, state, and federal regulations (e.g., Titles 3 and 13 of Metro’s Urban Growth Management Plan; and Clean Water Act Total Maximum Daily Load requirements).

The work plan’s first phase includes updating the 20-year old Willamette River inventory with the new GIS data, descriptions, and maps that detail the location and relative functional value of resources along the river. The updated Willamette River inventory will inform the River Plan/North Reach project and setting priorities for restoration and land acquisition.

Timeline	Project underway; timeline to be determined
City Leads	Planning, Environmental Services, Parks & Recreation, Development Services
Partners	Metro, US Fish and Wildlife, Oregon Department of Fish and Wildlife, National Oceanic & Atmospheric Administration Fisheries, Portland State University, Port of Portland, Multnomah County Drainage District, property owners, Watershed Councils, community stakeholders





Tracking the Urban Forest: Performance Measures

As directed by the Urban Forest Management Plan’s Goal 1 (“Protect, preserve, restore and expand Portland’s urban forest”), an inter-bureau team will develop standard performance measures for determining city-wide urban forest quality (e.g., diversity, tree health, appearance). These will be forwarded as recommendations to the Urban Forest Commission to include in its report to City Council in early 2008.

Timeline	Develop and submit to City Council in early 2008
City Leads	Parks, Environmental Services, Planning
Partners	Portland State University



A Forest Clearing: Tree Policy and Regulatory Review

Complete the Tree Policy and Regulatory Review Project to help implement the Urban Forestry Management Plan. The project will review and clarify the City’s goals and policies relating to tree preservation, tree removal/replacement, and tree planting. In FY 2007–08, an inter-bureau project team will develop the work plan; identify policies, codes and rules that need to be addressed; write issue papers and identify initial solutions; convene stakeholders to review issue papers; and help evaluate solution concepts (including early actions), and draft a summary report. In FY 2008–09 the team will author recommended code and process changes based on the solution concepts, stakeholder reviews, and public involvement.

Timeline	Project complete in 2009
City Leads	Planning, Parks and Recreation, Environmental Services, Development Services
Partners	Office of Transportation, Office of Sustainable Development, neighborhood and business associations, City Parks Committee, Watershed Councils, Friends of Trees, community stakeholders

New for Cathedral Park: a Master Plan Under a Masterpiece

Parks and Recreation will undertake a master planning process for Cathedral Park in FY 2007–08. The plan will include a study of boating facilities on the Willamette River and of all park infrastructure needs. Cathedral Park was dedicated in 1980 and is named after the cathedral-like arches of the St. John’s Bridge which soar above it. It is believed William Clark and eight men camped there on April 2, 1806 as they explored the Willamette.

Timeline	Scheduled for completion in FY 2007–08
City Leads	Parks
Partners	City bureaus, St. Johns neighborhood, Oregon State Marine Board

Gibbs Pedestrian Bridge Links Lair Hill and the Willamette

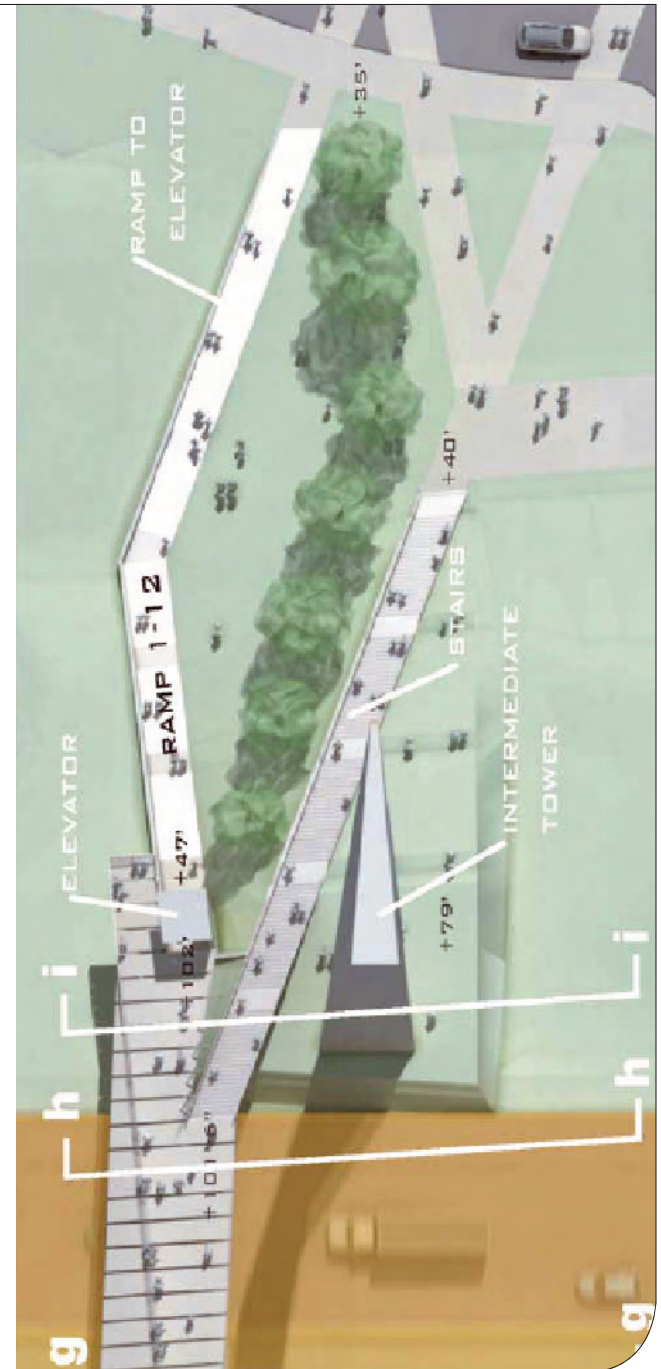
The Gibbs Pedestrian Bridge will link the Lair Hill neighborhood to the South Waterfront and the Willamette River. The pedestrian and bicycle bridge will span 700 feet over Interstate 5 adjacent to the Aerial Tram. Led by the Portland Office of Transportation, the \$11 million project began in 2006 with public meetings to gather input on bridge design. A preferred option (box girder) was selected based on public input, cost, and construction feasibility. Consultants prepared preliminary designs and cost estimates, completing a project prospectus required for federal funding eligibility. The prospectus was submitted to the Oregon Department of Transportation in April 2007 and approval is anticipated later in 2007. After approval of the prospectus, an Intergovernmental Agreement (IGA) between the State and the City must be completed.

Timeline	Approval of the IGA expected by December 2007. Final design expected to begin in early 2008 and construction in Spring 2009, with project completion in Fall 2010.
City Lead	Transportation
Partners	Oregon Department of Transportation

Willamette Signs of Change

One of the larger changes on the Willamette from decades past is the recreational treasure it now represents. With the completion of the Willamette River Water Trail, the public now has an unprecedented opportunity to paddle the length of the River and experience its wonders. To support this new capacity, Portland Parks will erect new Water Trail signs provided by Oregon State Parks at all the city owned sites listed in the Water Trail Guide: Willamette, Sellwood, and Cathedral Parks; Swan Island boat ramp; Eastbank Esplanade; Portland Boathouse dock; Riverplace Marina breakwater; Ross Island; Toe Island; Powers Marine; and Elk Rock Island.

Timeline	Complete in summer 2008
City Leads	Parks
Partners	Oregon State Parks, Willamette Riverkeeper, community groups, businesses





Investing in Nature with New Land Acquisitions

In November 2006, voters in the Portland metropolitan region passed a \$227 million natural areas bond measure. The local share for the City of Portland is \$15 million over five years for park acquisition and natural resource-related restoration and capital projects. Of the \$15 million, PP&R anticipates spending 50% on natural area acquisitions throughout the city and 20% on park acquisition in targeted neighborhoods. Acquisition of land and easements for regional trails are estimated to use 8% of the funds, with restoration of habitat and trails in natural area parkland using 10%. In FY 2007–08, Metro Bond-related expenditures are expected to be \$4.75 million.

Timeline	Ongoing: implement Natural Areas Acquisition Strategy and other programs
City Leads	Parks, Environmental Services, Planning
Partners	Metro, community and business groups

Green Investment Fund Keeps Rewarding Innovation

Continue the Green Investment Fund (GIF), a competitive grant program that awards highly innovative and comprehensive green building projects in Portland. The GIF recognizes advanced achievements in construction material waste reduction and recycling; on-site stormwater management and reuse; energy efficiency and renewable energy; and water conservation. Since 2005, the GIF awarded twenty-five projects over \$1.2 million to offset pre-development and hard costs related to exemplary building performance. Previous recipients include an energy efficient floating home that collects stormwater for irrigation, a coffee roaster that will capture waste heat to warm an entire commercial building and a community center to be constructed with recycled cargo containers and reclaimed glass panels.

Timeline	Ongoing
City Leads	Sustainable Development, Environmental Services, Water
Partners	Energy Trust of Oregon

ReThink Training Series

Continue this green building education program that highlights the region’s most innovative and high performance projects and provides practical applications of leading green building strategies. Training sessions explore what it takes to create sustainable residential and commercial buildings, and provide an opportunity to discuss design, construction, materials, and equipment concerns. Since 2005 more than 1,000 designers, builders, and community members have been trained in this program that raises the bar for sustainable development in Portland. In 2007–08, ReThink will provide training to commercial professionals through workshops tailored to specific needs, such as of those real estate developers or home builders. On the residential track, trainings will apply green building skills for remodeling or building rainwater catchment system, which are expected to attract 100 people to five classes and tours.

Timeline	Ongoing
City Leads	Sustainable Development, Environmental Services, Portland Development Commission, Development Services, Water
Partners	Metro, Energy Trust of Oregon, private developers and builders

Starting a New Annual Celebration—Riverfest

Create a new venue for Portlanders to learn about and recognize the Willamette River. Riverfest is a new concept where Portland reserves a weekend to celebrate the Willamette, on the Willamette. Riverfest is slated for September 2008 and will feature recreational and educational opportunities, athletic events, and entertainment. River Renaissance is pleased to be partnering with a number of community organizations to design and fund a first-rate event that will inspire Portland residents to deepen their connection to this working river.

Timeline	Hold event in September 2008.
City Leads	River Renaissance, Parks
Partners	Oregon Trout, Salmon-Safe, Willamette Riverkeeper, Portland Oregon Visitor’s Association, Oregon Community Foundation, City of Portland Triathlon, Ecotrust





Willamette Ferryboat: Next Steps

Convene key parties to evaluate opportunities and limiting factors relating to a Willamette Ferryboat service, and recommend next steps. The Willamette River Ferry Feasibility Study (June 2006) concluded that the City of Portland may be an attractive place to create a system that provides passenger excursions and connects Central City destinations during the peak visitor season. The study notes that a “public-private” partnership will be required to realize such an ambitious project. River Renaissance will identify the next steps for establishing such a ferryboat system, which promises to be an excellent way to connect Portlanders and visitors with the river, and foster river-oriented business and neighborhood development. Initial discussions will be held involving local river-oriented developers, potential ferryboat operators, and state and federal officials.

Timeline	Initiate in FY 2007-08 (This task was initially identified for FY 2006-07, but was deferred because of budget and organizational constraints.)
City Leads	River Renaissance, Planning, Transportation, Parks & Recreation, Portland Development Commission
Partners	Local, state, and federal agencies, waterfront businesses and developers, potential ferryboat operators

Wanted: River Champions for Leadership Forum

Establish an executive-level group of river champions to serve as a forum for broad-based river discussions. This group will advise the River Renaissance Directors, help evaluate and improve River Renaissance performance, and identify long-term funding strategies for City of Portland river innovations and needs.

Timeline	Launch in Fall 2007
City Leads	River Renaissance Initiative
Partners	Business and community leaders

The River in Focus

Continue and expand participation in this free monthly brownbag discussion series that highlights critical economic, environmental, and urban river issues.

Timeline	Ongoing
City Leads	River Renaissance Initiative
Partners	Community, business, and agency partners

River Renaissance Public Engagement and Strategic Partnerships

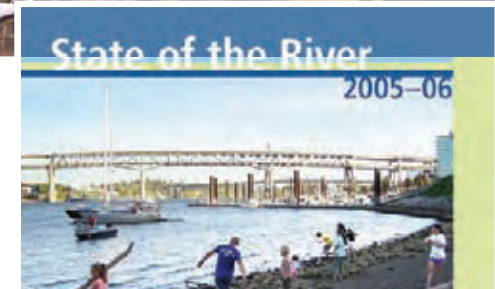
Continue and expand ongoing outreach, education, and promotional activities that involve Portlanders connecting with their River. These include the monthly River Renaissance Calendar, producing the annual State of the River Report, and managing Portland Online's River website (www.portlandonline.com/river). In addition, River Renaissance will seek to increase the number of its primary partners, with an FY 2007-08 emphasis on businesses, industries, and regional agencies.

Timeline	Ongoing
City Leads	River Renaissance Initiative
Partners	Community groups, businesses, regional agencies, non-profits

The River Trust

Continue the work of the Trust in applying terms of the Streamlining Agreement to facilitate review of City "in-water" projects that trigger Endangered Species Act regulations.

Timeline	Ongoing
City Leads	River Renaissance Initiative, Environmental Services, Parks & Recreation, Development Services, Planning
Partners	Local, state and federal agencies



OCTOBER 2007

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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

3 WEDNESDAY
Green Skyline Tour
11:00 a.m. to 1:30 p.m.

10 WEDNESDAY
Wild in the City: Walk the Esplanade to Oaks Bottom Wildlife Refuge
3:00 p.m. to 6:00 p.m.

16 TUESDAY
River In Focus Brownbag: Keeping the Willamette—A Water Level View on Progress
Noon to 1 p.m.

24 WEDNESDAY
Wild in the City: Oaks Bottom Wildlife Refuge and Springwater Corridor Walk
8:00 a.m. to 11:00 a.m.

River Renaissance

The Willamette River—Portland's Centerpiece
River Renaissance is a citywide initiative to reclaim the Willamette River as Portland's centerpiece. The initiative promotes and celebrates the Willamette River as our chief environmental, economic and urban asset.

What's New...
Senate Bill Includes Funding OK for Willamette work
SFDA funding authorization bill goes to White House for signing

Row for the Cure Breaks Record
Willamette event raises \$48,000 to fight breast cancer

Port of Portland's "Thirsty Asphalt" Gets Noticed
The Port's a paved approach nets 100% on-site stormwater infiltration

Spawning Events
Estimate Date: 10/04/2007



Creating a River Circuit—the Portland Streetcar Loop

The Portland Streetcar Loop Project will be a 3.3 mile extension of streetcar service from the westside to the eastside across the Broadway Bridge to the north—and eventually by way of the new light rail bridge crossing to the south between OMSI and South Waterfront. While there are significant development opportunities all along the eastside alignment, the greatest potential exists on the eastside OMSI properties, currently the subject of a master planning exercise, and the westside OHSU properties planned to support the University’s educational and research missions.

Timeline	Grant request to federal government in late 2007; construction completed in 2010
City Leads	Transportation
Partners	Metro, Multnomah County, TriMet and Portland Streetcar

Sandy Boulevard Greening

The Sandy Boulevard Resurfacing and Streetscape Project Plan was adopted by Portland City Council in April 2005. Sandy Boulevard is the first high traffic volume urban street in Portland to install “green street” improvements. Five “green street” stormwater management facilities capture runoff from the road and direct it to landscaped swales for stormwater treatment. The Bureau of Transportation, a consultant team and a Citizen Advisory Committee began the planning process in the fall of 2003. The project goals and objectives were:

- Enhance pedestrian safety and convenience
- Provide good connections between neighborhoods
- Improve drivers’ safety and convenience
- Support access to businesses and residential neighborhoods
- Improve bicycle safety and convenience
- Increase safety and convenience for transit users, and,
- Support the community identify

Timeline	Planning, November 2003–March 2005; Design, May 2005–March 2006; Construction, June 2006–July 2007
City Leads	Portland Bureau of Transportation
Partners	Parks, ODOT, BES, business community and neighborhoods

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Photo: VJ Beauchamp

River Renaissance: Up and Down the Willamette



River Renaissance Manager Michael Montgomery, Representative Darlene Hooley, and Mayor Tom Potter at Rep. Hooley's unveiling of her Willamette River United bill to aid community efforts along the River.

Portland is geographically blessed to embrace both banks of one of the nation's largest and most beautiful rivers. It is also geographically challenged in that it occupies the last 17 miles of a nearly 200 mile long waterway. Over 600,000 people live in Willamette River cities upstream of Portland—a population larger than Portland itself. What happens upstream is as important as what happens within city limits.

Fortunately, Portland is far from alone in embracing the River—upstream communities are busy turning back to the River, as well. Local governments big and small are reconnecting with the Willamette by investing in riverside redevelopment, acquiring new park lands, and increasing access through river trails and bike paths. River Renaissance is pleased to profile a few of these many efforts—efforts making up a movement now being called “Willamette River United.”

City of Lake Oswego

The City of Lake Oswego owns over one mile of Willamette riverfront and is making the River increasingly accessible through parks, sports facilities and pathways. The City's focus is on implementing the Lake Oswego Park and Open Space Plan through:

- Purchasing and developing park land along the River,
- Promoting programs to bring residents to the River, and
- Incorporating art and history to enhance the River experience.

Working closely with its regional partners (including Metro and the City of Portland), over the past five years Lake Oswego has:

- Completed the 9-acre Foothills Park (shown in photo) featuring a grassy amphitheater, a viewing platform with sweeping vistas of the River, a path linking Tryon Creek to an existing trail system, "Stafford Stones" artwork featuring the poetry of William Stafford, past Poet Laureate of Oregon and long-time City resident.
- Purchased the 6 acre Tryon Cove site at the confluence of Tryon Creek, a fish-bearing stream, and the Willamette River. The purchase, a joint effort with the City of Portland and Metro, will enable restoration of lower Tryon Creek.
- Commissioned a design for a public dock on the Willamette at Foothills Park in collaboration with the State Marine Board.
- Completed the Tryon Creek Culvert Alternatives Analysis that convened 10 organizations to identify a preferred alternative that will include a bridge, day-lighting the Creek and providing pedestrian and wildlife passage and connections.
- Completed upgrades to the 26 acre George Rogers Park at the confluence of the River and Oswego Creek, including opening views to the River and pedestrian access to a swimming beach. Lake Oswego is also restoring the Park's historic iron furnace and creating an interpretive area to chronicle Lake Oswego's industrial past.

City of Oregon City

The City of Oregon City is wholly refashioning its relationship to the Willamette:

- **Clackamette Cove Development Waterfront Village:** Located at the confluence of the Clackamas and Willamette, Waterfront Village will feature waterfront restaurants, shops, condominiums, and offices. Key elements include an amphitheater, plaza, small marina, water sports facilities, and a waterfront esplanade connecting to the regional trail system. The development will restore the area's natural wetlands, remove invasive species and replant native vegetation, all while providing additional park land and open space.
- **Jon Storm Park:** The City is investing in this 1.5 acre park, featuring a new dock and, in 2008, a viewing platform cantilevered over the river offering an impressive vista of thundering Willamette Falls (photo, page 51).





- **McLoughlin Boulevard/99E Enhancement Project:** Highway 99E cuts off downtown Oregon City from the riverfront. Next spring, the City will embark on an effort to address traffic needs while reducing barriers for pedestrians and cyclists. The project includes a new 1,900 foot-long path along the Willamette, a block-long river-viewing platform, and pedestrian and parking improvements to enhance river access.
- **Willamette/Oregon Sesquicentennial:** Oregon City is also working with nearby communities and state and regional partners on a concept to create a new Willamette Falls viewing area, skyway, and interpretative center to help commemorate Oregon's Sesquicentennial.

City of Salem

With a 1,036-acre portfolio of popular downtown parklands and 16 miles of trails, Salem has an exceptional collection of recreational resources. Located in the heart of Salem, these facilities are poised to be vital community connections as adjoining areas transform from underutilized industrial land into vibrant mixed use centers. Connection efforts include:

- **Riverfront Park:** In 2005, the City of Salem completed the final phase of Riverfront Park – an overlook and boat landing—capping a 20-year effort to reclaim the area from its historic industrial use, and setting the stage for even more riverfront improvements (shown in photo).
- **Bridge Connections:** Two bridge projects will connect major urban parks and trails, and provide needed multi-modal access for families, commuters, and visitors. In 2004, the City purchased an unused Willamette River railroad bridge from Union Pacific for \$1. In 2008, Salem will complete transforming the bridge into a new passage for bicyclists and pedestrians, connecting Wallace Marine and Riverfront Parks. The Minto Island Bridge project contemplates a 300-foot-long pedestrian and bicycle bridge between Riverfront and Minto-Brown Island Parks. Initial steps are underway to develop design options, acquire an access easement, and conduct an environmental review.
- **Adding Parkland:** The City is working with the Oregon State Parks and Recreation Department to acquire 310 acres of open space made available after the departure of Boise Cascade Corporation from downtown Salem. This acreage will augment the adjacent 900-acre Minto-Brown Island Park and, upon completion of a master plan, provide for additional trails, as well as interpretive facilities at the Salem Audubon Society's nearby heron rookery.
- **South Waterfront Redevelopment:** In 2006, the City of Salem joined with regional partners to sponsor a five-day Urban Land Institute (ULI) panel to assess the redevelopment potential of Boise Cascade Corporation's property in south downtown. The panel concluded this riverfront property would be a prime destination site and lifestyle center offering riverfront dining and access, retail shops, and mixed housing. ULI recommended the City establish an urban renewal area to fund public improvements necessary to support mixed use redevelopment. In September 2007, the City Council approved the South Waterfront Urban Renewal Area to facilitate improvements to the transportation and pedestrian systems, provide for riverfront access, day-light Pringle Creek, and improve the pedestrian and bicycle system on Minto Island.

Benton County

The Willamette River defines the 50-mile long eastern border of Benton County in the fertile heartland of Oregon. Benton County is taking action to protect the River and increase public access, including:

- Purchasing a conservation easement on Norwood Island at the confluence of the Long Tom and Willamette Rivers, an ecological 'hotspot'.
- Implementing an aggressive fish passage program by installing fish-friendly culverts in Marys and Luckiamute River (Willamette tributaries).
- Revising the Benton County Comprehensive Plan, adopted 2007, to recognize 'the Willamette River and Greenway as an integrator of Willamette Valley quality of life...'
- Partnering to develop and distribute the Willamette River Water Trail Guide.
- Managing over 1,400 acres with low impact methods, including water conservation efforts where only a total of 6 acres is irrigated, and the use of integrated pest management.
- Providing regular river safety sheriff patrols to assist River users.

City of Corvallis

The City of Corvallis occupies roughly 4 miles along the Willamette River, and has been very involved recently with a number of river-related initiatives. Corvallis:

- Completed a nearly 3-year \$30 million project in 2001 to control its combined sewage overflows into the Willamette.
- Opened Riverfront Commemorative Park in 2002 (shown in photo). The 2.2 acre, \$13.7 million park features a $\frac{3}{4}$ mile multi-modal path that connects three plazas. The park won a 2004 Excellence on the Waterfront award from the Waterfront Center.
- Received its stormwater discharge permit from the Oregon Department of Environmental Quality in August 2007, under which the City will promote improved water quality in the Willamette.
- Has undertaken two multi-year conceptual master planning projects involving its riverfront property: one for the nearly 300 acre Willamette Park that will include river overlooks, and one for the North Riverfront Commemorative Park, currently an unimproved site. The latter envisions extension of the multi-modal path, sidewalks, a non-motorized boat facility, overlooks, historic interpretation and bank restoration. The next step in both planning processes is completing the Willamette Greenway Permit process which will lead to more detailed design plans and implementation.
- Will begin Phase II of Sunset Park improvement in late 2007 to enhance wetlands and prairie surrounding southwest Corvallis' Dunawi Creek, a tributary of the Willamette River. The work will include extensive native plantings, sustainable parking lot design, boardwalks and interpretive signage.



Photo: Michael Hanscom



City of Eugene

Eugene takes great pride in its connection to the Willamette River, as evidenced by the many efforts to improve the environmental and recreational qualities of the river and enhance the community's ability to enjoy them:

- **Riverside Parks and Path System:** Over 700 acres of parks line the banks of the Willamette as it flows through Eugene. Twelve miles of bike/pedestrian paths follow the river corridor, linking the City with neighboring Springfield. The regional open space plan, Rivers to Ridges, contemplates extending this open space and trail system northward to the McKenzie River confluence.
- **Delta Ponds Habitat and Recreation Enhancement:** This 150-acre ecosystem of ponds, channels, uplands, and wetlands has been transformed from an abandoned gravel quarry into a valuable community asset, providing wildlife habitat and recreational opportunities in the heart of Eugene.
- **Alton Baker Park Boat Ramp Access:** A new boat ramp was recently built in Eugene's largest and most centrally located park providing river access for non-motorized boats.
- **RiverPlay Discovery Village:** Situated on the 12-mile long bike path that follows the Willamette River, RiverPlay (shown in photo) is a one-of-a-kind playground experience that captures local character through an emphasis on natural and cultural history. Not only is the playground on the River, but it has a miniature replica of the Willamette that allows children of all abilities to splash in its waters.
- **River Recreation Programs:** Eugene's Outdoor Program organizes the annual Whiteaker Neighborhood River Festival and an annual adventure race that takes contestants on a short float on the river. The Program also offers classes in kayaking, canoeing, and painting on an island in the Willamette River, river walks, and opportunities to learn about river flora and fauna.
- **Wayne L. Morse Federal Courthouse Area Redevelopment:** The new Wayne L. Morse Federal Courthouse, built on the site of a defunct cannery, marks the beginning of an urban renaissance near the Willamette greenway in downtown Eugene. The federal government worked with the City to rezone the former industrial area, remove abandoned buildings, and reconstruct the street system to connect to the downtown core and the River parks and bikeway system. The courthouse is LEED-Gold certified, combining iconic images of the American justice system with symbols of the region's rivers and mountains.
- **Walnut Station Mixed Use Center:** The Walnut Station area is a 70 acre site on the Willamette River just east of the University of Oregon. The proposed Center will create a physical and visual reconnection to the river for current and future development. The draft plan recommends "green streets" strategies for new bike path, park and open space facilities to provide better connections to the Willamette River.

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While it is not possible to recognize every organization that helps advance Portland's River Vision, a small sampling of partners is offered on these pages to illustrate the breadth and depth of commitment to the River.

Community Partners and Advisors

Americorps Northwest Service Academy
 Bridlemile Creek Stewards
 City of Milwaukie
 City of Portland Triathlon
 Columbia Corridor Association
 Columbia Slough Watershed Council
 Ecoroofs Everywhere
 Ecotrust
 Energy Trust of Oregon
 Fans of Fanno Creek
 Friends of Arnold Creek
 Friends of Forest Park
 Friends of Smith and Bybee Lakes
 Friends of Trees
 Johnson Creek Watershed Council
 Lower Columbia River Estuary Partnership
 Lower Willamette Group

Macadam Bay Homeowners Association
 North Macadam Investors
 Oregon Community Foundation
 Oregon Health & Science University
 Oregon Trout
 Portland Area K-12 Schools
 Portland Audubon Society
 Portland Boathouse
 Portland Challenge
 Portland Harbor Community Advisory Group
 Portland Oregon Visitor's Association
 Portland State University
 Portland Streetcar
 Providence Bridge Pedal
 River Campus Investors
 River Industrial and Economic Advisory Group

River Plan Committee
 River Plan Committee
 River Renaissance
 Ross Island Sand and Gravel
 Salmon-Safe
 SOLV
 South Portland Neighborhood Association
 St. John's Neighborhood Association
 Stormwater Advisory Committee
 TriMet
 Tryon Creek Watershed Council
 Urban Greenspaces Institute
 Volunteers in Action
 Watershed Science Advisory Group
 Willamette Riverkeeper
 Williams and Dames Development



Tribal Partners

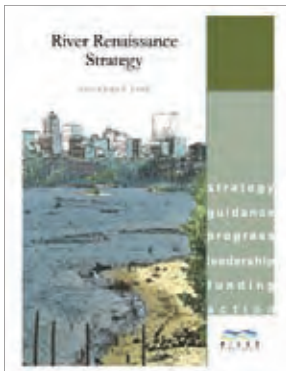
- Confederated Tribes and Bands of the Yakama Nation
- Confederated Tribes of Siletz Indians of Oregon
- Confederated Tribes of the Grand Ronde Community of Oregon
- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes of the Warm Springs Reservation of Oregon
- Nez Perce Tribe

Agency Partners

- Clackamas County
- Governor's Willamette Legacy Program
- Metro
- Multnomah County
- National Oceanic & Atmospheric Administration Fisheries
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of State Lands
- Oregon Department of Transportation
- Oregon State Marine Board
- Oregon State Parks and Recreation Department
- Oregon Watershed Enhancement Board
- Port of Portland
- TriMet
- US Army Corps of Engineers
- US Coast Guard
- US Department of Transportation
- US Environmental Protection Agency
- US Fish and Wildlife Service



River Renaissance Recommended Readings



River Renaissance Strategy

Portland's River vision and how we'll achieve it.

www.portlandonline.com/river



Willamette River Conditions Report

The ecologic and economic health of the Willamette River and its tributaries.

www.portlandonline.com/river



River Concept

How Portland is shaping the next 30 years of its relationship with the Willamette.

www.portlandonline.com/planning



Portland Urban Forestry Management Plan

How Portland is managing its urban forest for watershed, environmental, economic, and social benefits.

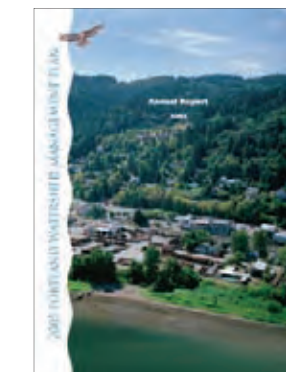
www.portlandonline.com/parks



Portland Watershed Management Plan

Portland's unified approach to protecting and improving the health of its watersheds.

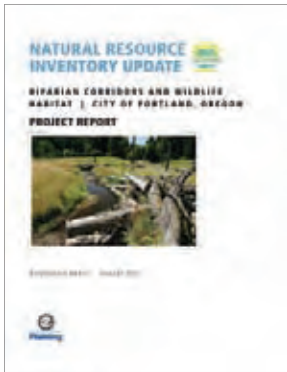
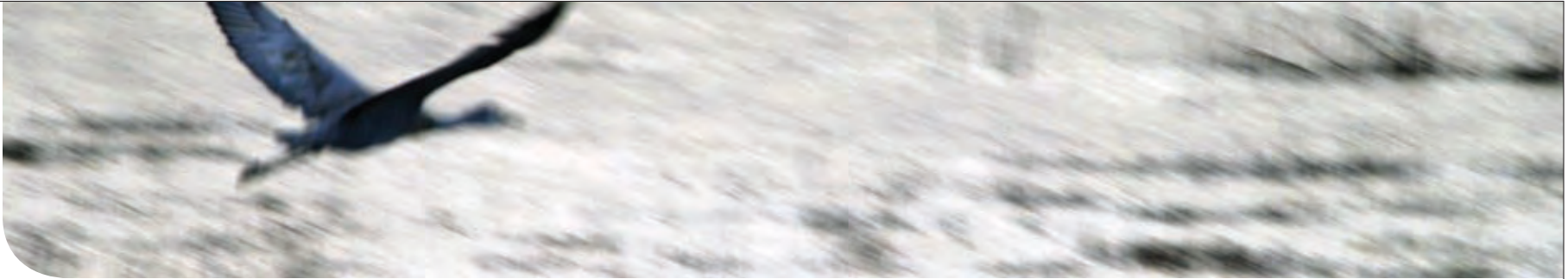
www.portlandonline.com/bes



Portland Watershed Annual Report

Actions being taken today that are advancing Portland's watershed goals.

www.portlandonline.com/bes



Natural Resource Inventory Update

A new draft inventory that's tracking the location and quality of streams, floodplains, wetlands, riparian corridors, and wildlife habitat in the City.

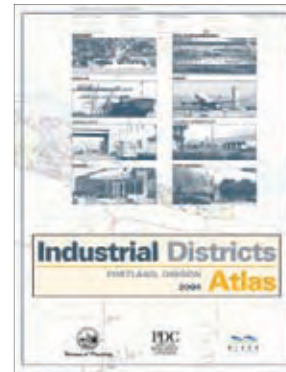
www.portlandonline.com/planning



Working Harbor Reinvestment Strategy Interviews

What industry needs in order to increase economic development in the working harbor.

www.portlandonline.com/planning



Industrial Districts Atlas

The nuts and bolts of the diverse industries that live and grow along Portland's working river.

www.portlandonline.com/planning



Ankeny/Burnside Development Framework

Plans for revitalizing one of Portland's oldest river districts.

www.pdc.us



Portland's Willamette River Atlas

The Willamette's course through Portland as told by maps on natural resources, riverbanks, land ownership, and zoning.

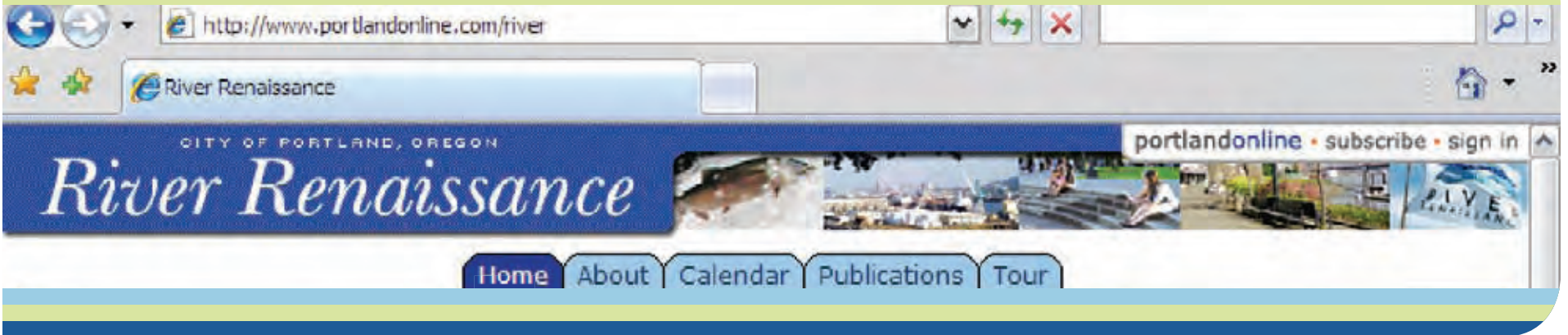
www.portlandonline.com/river



South Waterfront Design Guidelines

The design that's driving one of the City's newest riverfront centers.

www.portlandonline.com/planning



Your rivers need you.

Visit River Renaissance online to find helpful links to river news, events and activities, city river resources maps, museums and exhibits, community partners, and tools to help you take action at home, work and school to care for the Willamette River. Sign up to receive the River Renaissance Calendar—your guide to explore and restore the Willamette River and streams in Portland.

October 2007

10 WEDNESDAY
Green Skiffle Boat
 11:00 a.m. to 1:30 p.m.
 Come enjoy a day of fun on the water with the Green Skiffle Boat. This is a great way to enjoy the river and learn about the history of the Skiffle Boat. Registration is required. Call 503-823-0275 for more information.

11 MONDAY
Urban Farming
 10:00 a.m. to 12:00 p.m.
 Join us for a day of urban farming. We will be growing vegetables and herbs in the city. This is a great way to learn about urban farming and to enjoy the fruits of your labor. Registration is required. Call 503-823-0275 for more information.

13 WEDNESDAY
Wild in the City
 10:00 a.m. to 12:00 p.m.
 Join us for a day of wild in the city. We will be exploring the city and learning about the history of the city. Registration is required. Call 503-823-0275 for more information.

15 FRIDAY
Urban Farming
 10:00 a.m. to 12:00 p.m.
 Join us for a day of urban farming. We will be growing vegetables and herbs in the city. This is a great way to learn about urban farming and to enjoy the fruits of your labor. Registration is required. Call 503-823-0275 for more information.

17 SUNDAY
Wild in the City
 10:00 a.m. to 12:00 p.m.
 Join us for a day of wild in the city. We will be exploring the city and learning about the history of the city. Registration is required. Call 503-823-0275 for more information.

19 TUESDAY
Urban Farming
 10:00 a.m. to 12:00 p.m.
 Join us for a day of urban farming. We will be growing vegetables and herbs in the city. This is a great way to learn about urban farming and to enjoy the fruits of your labor. Registration is required. Call 503-823-0275 for more information.

21 THURSDAY
Wild in the City
 10:00 a.m. to 12:00 p.m.
 Join us for a day of wild in the city. We will be exploring the city and learning about the history of the city. Registration is required. Call 503-823-0275 for more information.

23 SATURDAY
Urban Farming
 10:00 a.m. to 12:00 p.m.
 Join us for a day of urban farming. We will be growing vegetables and herbs in the city. This is a great way to learn about urban farming and to enjoy the fruits of your labor. Registration is required. Call 503-823-0275 for more information.

25 MONDAY
Wild in the City
 10:00 a.m. to 12:00 p.m.
 Join us for a day of wild in the city. We will be exploring the city and learning about the history of the city. Registration is required. Call 503-823-0275 for more information.

27 WEDNESDAY
Urban Farming
 10:00 a.m. to 12:00 p.m.
 Join us for a day of urban farming. We will be growing vegetables and herbs in the city. This is a great way to learn about urban farming and to enjoy the fruits of your labor. Registration is required. Call 503-823-0275 for more information.

29 FRIDAY
Wild in the City
 10:00 a.m. to 12:00 p.m.
 Join us for a day of wild in the city. We will be exploring the city and learning about the history of the city. Registration is required. Call 503-823-0275 for more information.

31 SUNDAY
Urban Farming
 10:00 a.m. to 12:00 p.m.
 Join us for a day of urban farming. We will be growing vegetables and herbs in the city. This is a great way to learn about urban farming and to enjoy the fruits of your labor. Registration is required. Call 503-823-0275 for more information.



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