



DRAFT 10

GATEWAY GREEN OREGON SOLUTIONS PROJECT

VISION STATEMENT

Transform the thirty-five acres of underutilized public land at the confluence of I-84, I-205, the I-205 multi-use path, and the Gateway MAX light rail station into a regional asset that serves as an important active transportation link for bicycle and pedestrian mobility and provides open space and recreational opportunities while also demonstrating Portland's and Oregon's commitment to sustainability. In addition, make environmentally sensitive connections to the more than eighty acres of publicly-owned property on the flanks of Rocky Butte that will enable residents and visitors to enjoy and help preserve the natural features of this unique property. Upon completion, this project will become a key active transportation link and destination that provides iconic, synergistic and economic development benefits to Gateway, East Portland, and the entire region.

More specifically, the vision for these properties embodies the following specific elements:

1) The transportation system elements will contain:

a) Phase I

1. Identification of a preferred alignment for the active transportation route (i.e. I-205) through the site and the connection to the future Sullivan's Gulch Trail
2. Locate necessary new structures or modifications of existing structures for non-motorized crossings of the interstates and incorporate these connections into Portland's Transportation System Plan
3. Construction of separate paved bicycle and pedestrian facilities through the site for the I-205 path

b) Phases II/III

1. Install I-205 path lighting and landscaping
2. Construction of the Gateway Green connection of the I-205 Path to the Sullivan's Gulch Trail
3. Install lighting and landscaping on the Sullivan's Gulch Trail connection in the Gateway Green project area
4. Construction of necessary structures or modifications of existing structures for people walking and bicycling to access the site from adjacent neighborhoods

2) The recreation elements will contain:

a) Phase I

General recreation

1. Natural surface walking/jogging trails
2. Paved or hardened surfaced multi-use trails
3. Strategically placed benches and other sitting surfaces for resting and other forms of passive recreation
4. Natural terrain children's play area
5. Leashed dog walking
6. Limited access wildlife viewing on Rocky Butte
7. Temporary restrooms
8. Protective fencing adjacent to UP rail
9. Preparations for extension of utility services to the site via boring underneath the UP rail right-of-way

Biking

1. Children's learning area suitable for active supervision
2. Paved or hardened surfaced multi-use trails (same as in General Recreation)
3. Natural surface meandering single-track biking trails
4. Cyclocross-specific bike trails with capacity to add temporary structures for race events (not necessarily Union Cycliste Internationale (UCI) compliant).
5. Gravity-based free-riding trails with varying technical challenges including dirt jumps, pump track and skills park

b) Phase II

5. Extended water and sanitary sewer lines into the site
6. Permanent restroom facilities
7. Bike wash area
8. Electrical power to the site for construction, lighting, etc.
9. Site lighting at entryways, along paved paths, around restrooms and children play areas, ideally from sustainably generated energy sources.
10. Additional trail development including added structures for bike skill development and race events.

c) Phase III

1. Bike/pedestrian bridge connecting to Rocky Butte across I-205
2. Nature trail pedestrian loop on Rocky Butte
3. Rock climbing area on Rocky Butte
4. Single track mountain bike loop on the slopes of Rocky Butte
5. Regularly scheduled biking events with commensurate support facilities and services.

3) The sustainability elements will include:

- a) Phase I
 - 1. Designated areas for on-site wind and solar power generation and identify partnerships for implementation
 - 2. Storm water retention basin(s) and appropriate filtering vegetation
 - 3. A plant and animal species inventory identifying both native and introduced species
 - 4. New plantings of trees and other appropriate vegetation in accordance with a comprehensive landscape plan which also includes removal of invasive species

- b) Phase II
 - 1. Continued invasive species removal
 - 2. Development of interpretive trails, signage, and brochures for plant and habitat identification
 - 3. Placement of bird nesting boxes and bat nesting in strategic locations
 - 4. Construction of a monitoring station for collecting water samples and other environmental data
 - 5. Installation of signature solar and wind power generation facilities

- c) Phase III
 - 1. expanded interpretive trail to Rocky Butte area

4) The Collaborative Partnerships and Branding elements will include:

- a) Increased awareness of Gateway Green
- b) Outreach to stakeholders and collection of input from potential users and supporters
 - 1. Outreach plan
 - 2. Outreach tools (brochure and PowerPoint)
 - 3. Events
 - 4. Speaking and tabling
- c) Broad community support for short-term and long-term
- d) Signage and project displays including:
 - 5. Complete site entryway and directional signage plan
 - 6. At least two entryway monument signs
 - 7. A central kiosk displaying project information, master plan concepts, event notices, etc.

- e) Iconic structures and other signature art including:
 - 1. An art competition to identify potential iconic sculptures in high visibility locations
 - 2. Installation of signature art and branding displays at one or both freeway interchanges at either end of Gateway Green

5) The governance and finance elements will include:

- a) Multiple commitments from all sectors, public, private, and non-profit, to assure the appropriate development and continued success of the project
- b) Establishment of a permanent collaborative governance structure for the on-going oversight of the project. In this model, the public sector will take the lead role for maintaining the lease/IGA relationship with ODOT and the private/non-profit sector will take the primary role in site development, operations, fundraising, volunteer coordination, and maintenance.
- c) Sufficient revenues to pay for both capital and operating costs.