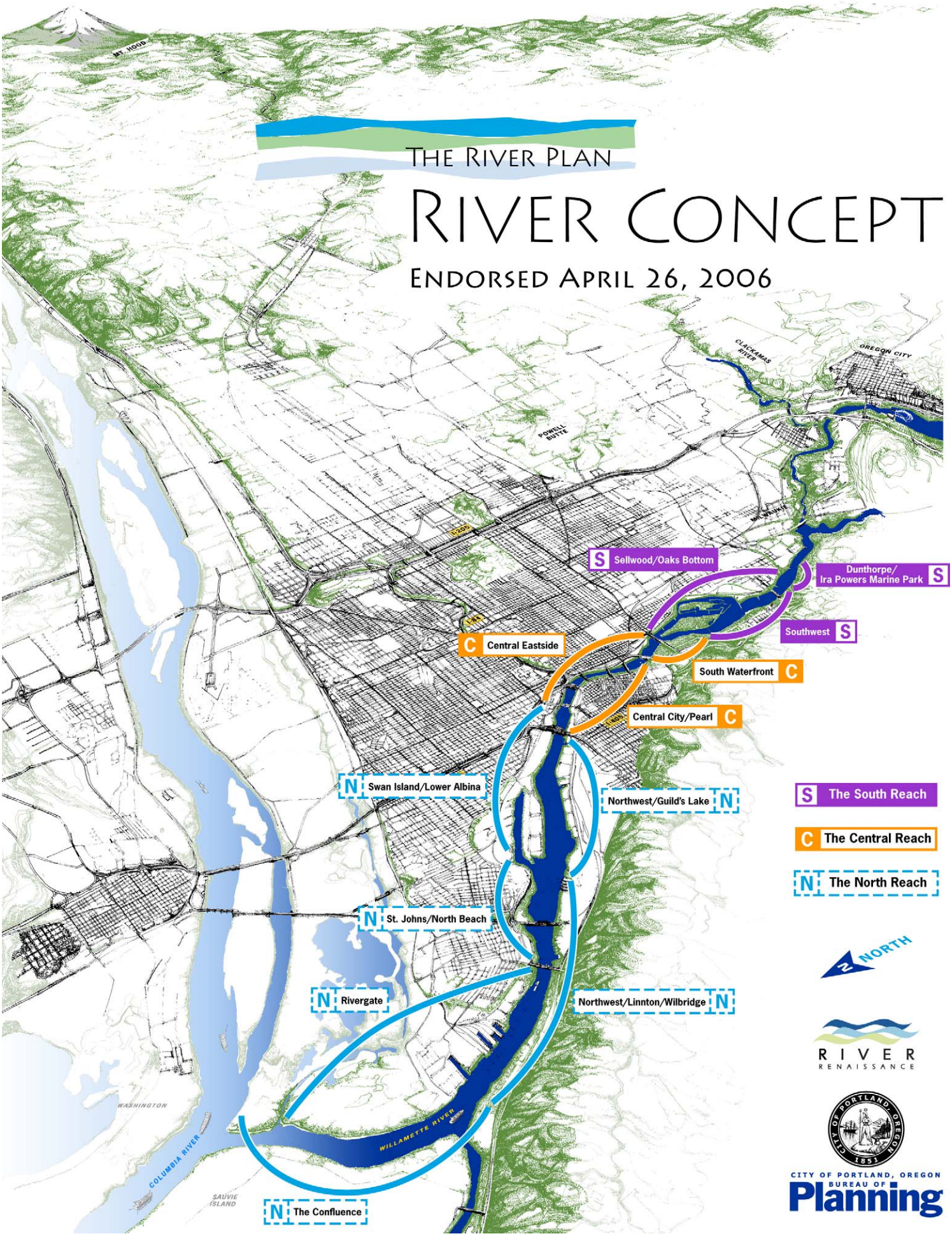
The River Plan

River Concept

Endorsed April 26, 2006



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SUMMARY

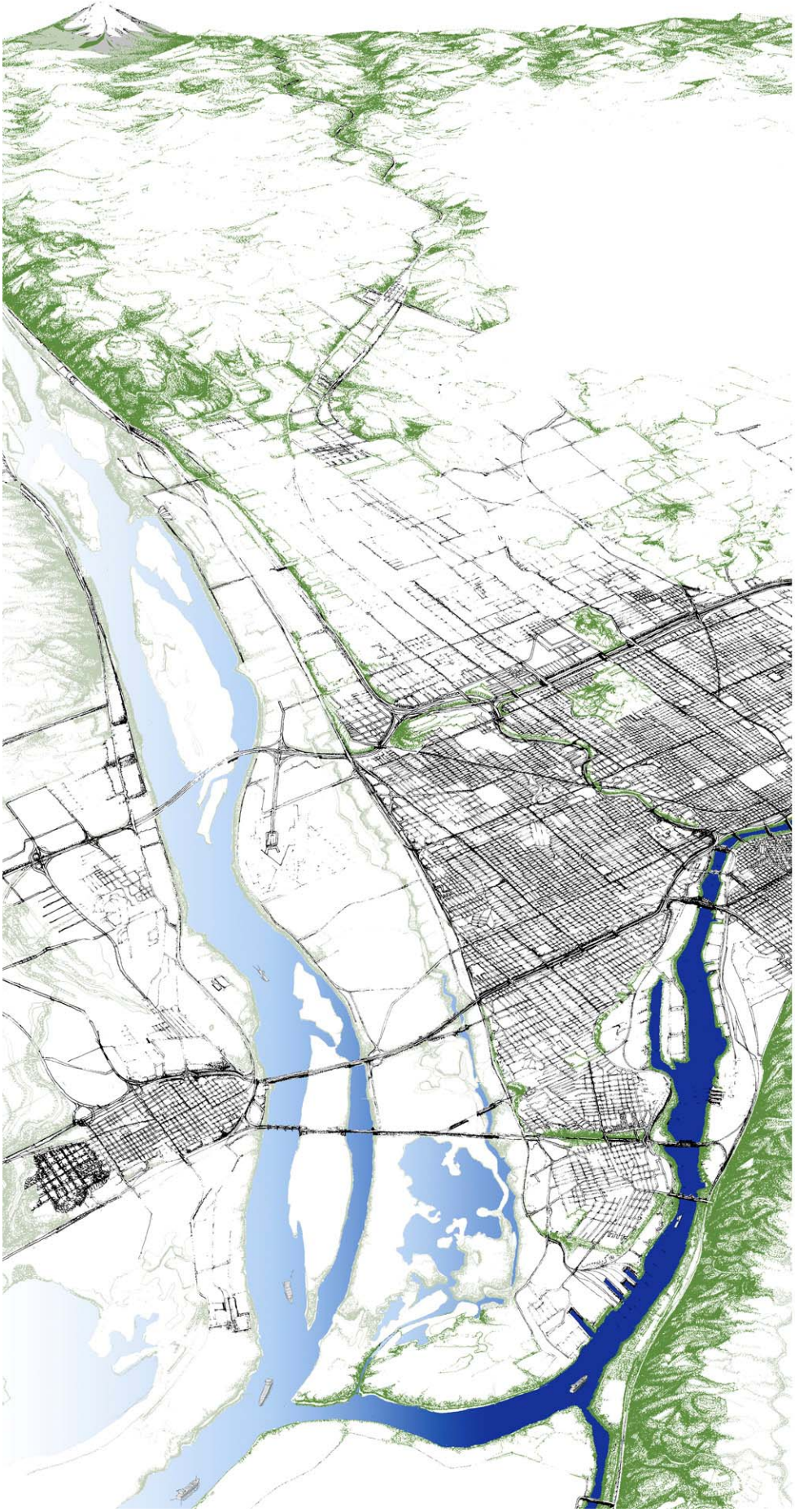
This River Concept is a synthesis of policy guidance and aspiration gleaned from river-related planning over the last decade and applied to specific areas along the Willamette River. Once endorsed by the Portland Planning Commission and City Council, the Concept will guide development of the River Plan, a focused planning project for the land along the Willamette River.

The River Plan is one of many projects that comprise the citywide River Renaissance initiative. The River Plan will include an update to the *Willamette Greenway Plan*, zoning map, zoning code, and design guidelines; development of a working harbor reinvestment strategy for the North Reach; and other implementation strategies. The River Plan will be developed in three phases: the North Reach (work underway), followed by the South Reach and the Central Reach. This sequence will allow the River Plan to be synchronized with projects and planning efforts that affect different sections of the river.

Part One of this document provides background on river planning beginning with the development of the *River Renaissance Vision* in 2000 through the River Plan process now underway. The chart on page 9 illustrates the relationship among the different planning efforts and the sequence of activities from the River Renaissance Vision to the adoption of the three phases of the River Plan. A more detailed timeline is provided on page 8. Part Two of this document provides guidance for the development of the River Plan.

For more information, please visit the River Plan web site via www.portlandonline.com/planning or email riverplan@ci.portland.or.us.

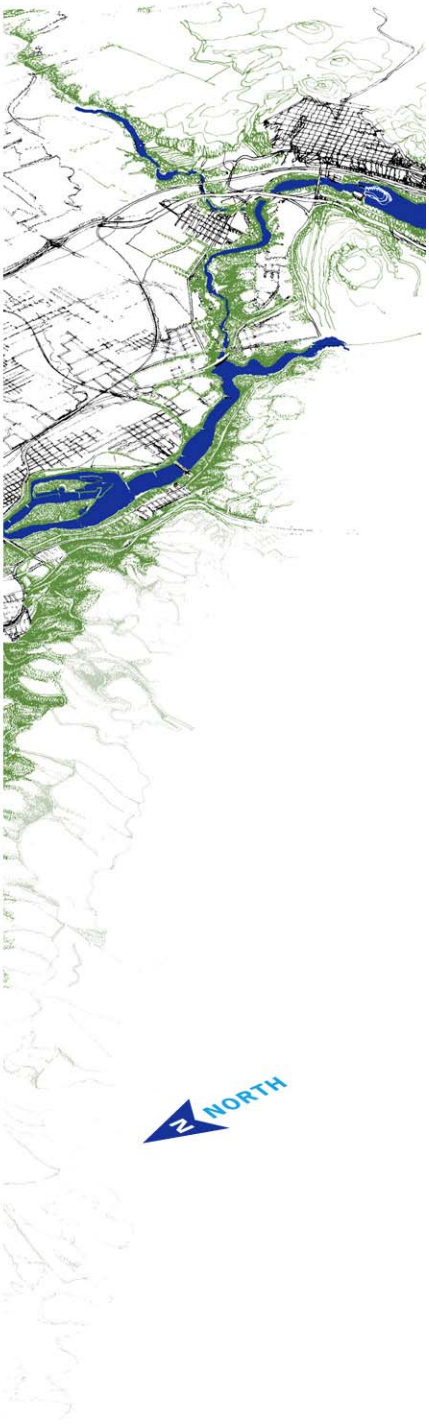
River-dependent industrial use



PART

ONE

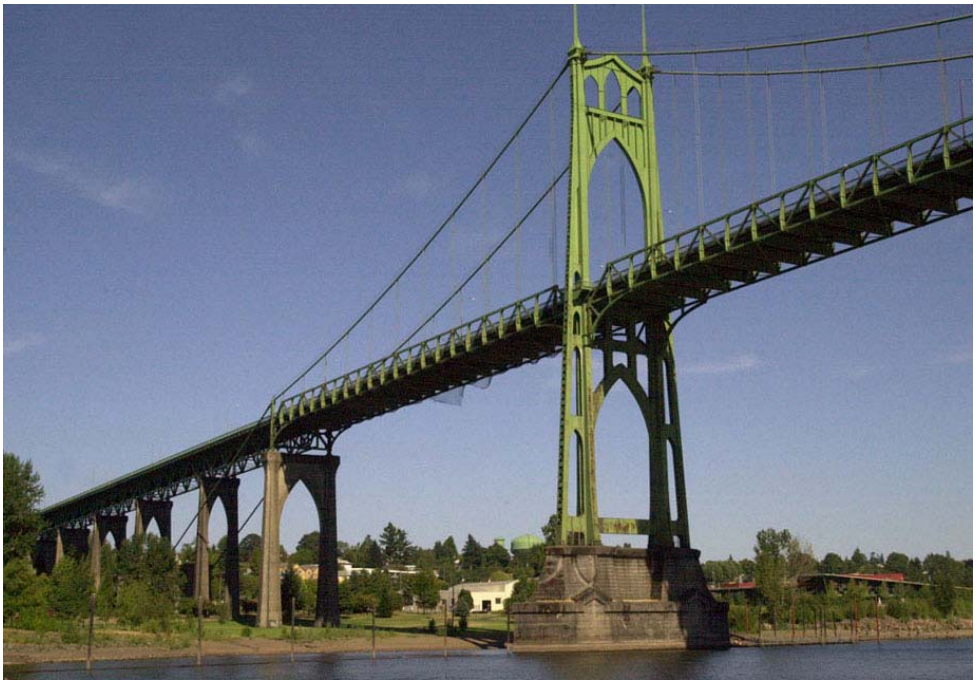
Introduction to the River Concept



ORGANIZATION OF THIS SECTION

This section provides background on river planning beginning with the *River Renaissance Vision* in 2001 and the development of the *Willamette River Conditions Report* and the *River Renaissance Strategy* in 2004. Many other significant river related studies and plans are referenced on page 9 including the 1987 *Willamette Greenway Plan,* the plan that will be replaced by the River Plan.

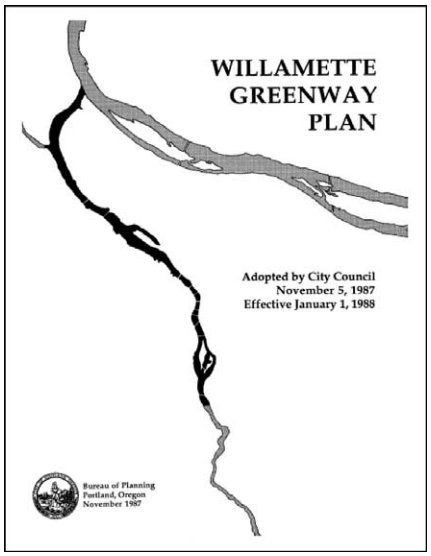
The River Concept is part of the River Plan and therefore, this section also describes the River Plan process. This includes the advisory groups (the River Plan Committee, the Willamette River Technical Advisors, and the task groups) and the schedule for completion. The chart on page 9 illustrates the River Plan process at a glance.



The St. Johns Bridge is a gateway to Portland.

WHAT IS THE RIVER CONCEPT?

The River Concept is a synthesis of policy guidance and aspiration gleaned from river-related planning over the last decade applied to specific areas along the Willamette River. This planning includes development of the *River Renaissance Vision* (2001) and the *River Renaissance Strategy* (2004), planning for places such as St. Johns, and policy development for specific topics such as harbor industries and watershed health. In some cases, the guidance presented here is taken from the pages of adopted documents; in other cases, the guidance is more loosely derived from recent policy discussions and actions.



The River Concept will provide guidance for the update of the 1987 Willamette Greenway Plan, code and design guidelines.

The purpose of the River Concept is to provide policy guidance for the update of the 1987 *Willamette Greenway Plan* through the development of a new River Plan. It will provide participants in the planning process with a clear starting point and easily accessible information about current policy direction for the Willamette River. Through the development and adoption of the River Plan, these policies and aspirations will be further discussed, refined, and validated.

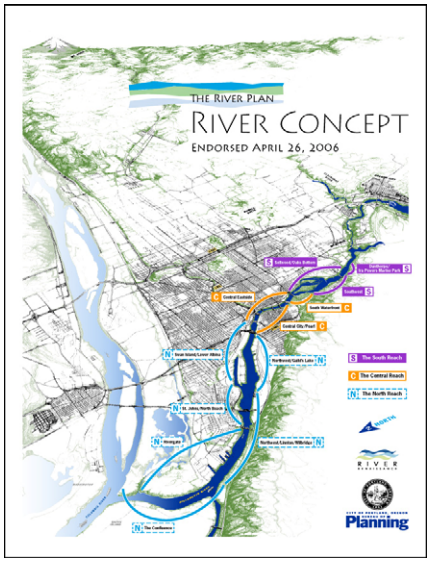
In this document, the river is discussed in three distinct (but interrelated) reaches: the North Reach, the Central Reach, and the South Reach. Each reach emphasizes different *River Renaissance Vision* themes. The "Prosperous Working Harbor" and "Clean and Healthy River" themes are most prominent in the North Reach. The "Vibrant Waterfront Districts" and "Front Yard" themes are most prominent in the Central Reach. The "Clean and Healthy River" and "Front Yard" themes have a higher profile in the South Reach.

This River Concept will be used immediately to guide the River Plan / North Reach. It will be updated as part of the South and Central reach phases of the River Plan.

RIVER CONCEPT PROCESS AND SCHEDULE

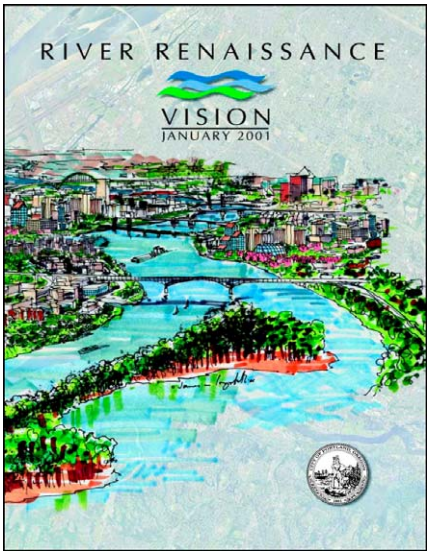
On October 20, 2005, the Bureau of Planning released a public review draft of this River Concept. After a significant amount of outreach through presentations, emails and direct conversations, the Bureau received comments from fifty groups and individuals through December 1, 2005. Project staff organized the comments, prepared draft responses and discussed them with the River Plan Committee on December 12, 2005. On January 17, 2006, the River Plan Committee forwarded a Proposed Draft River Concept to the Planning Commission.

On February 28, 2006, the Planning Commission held a public hearing and passed a resolution to endorse the River Concept and forward it to City Council. The City Council held a public hearing on Wednesday, April 26, 2006 and endorsed the River Concept through Resolution 36405 (Appendix A). A summary of public outreach is included as Appendix B.



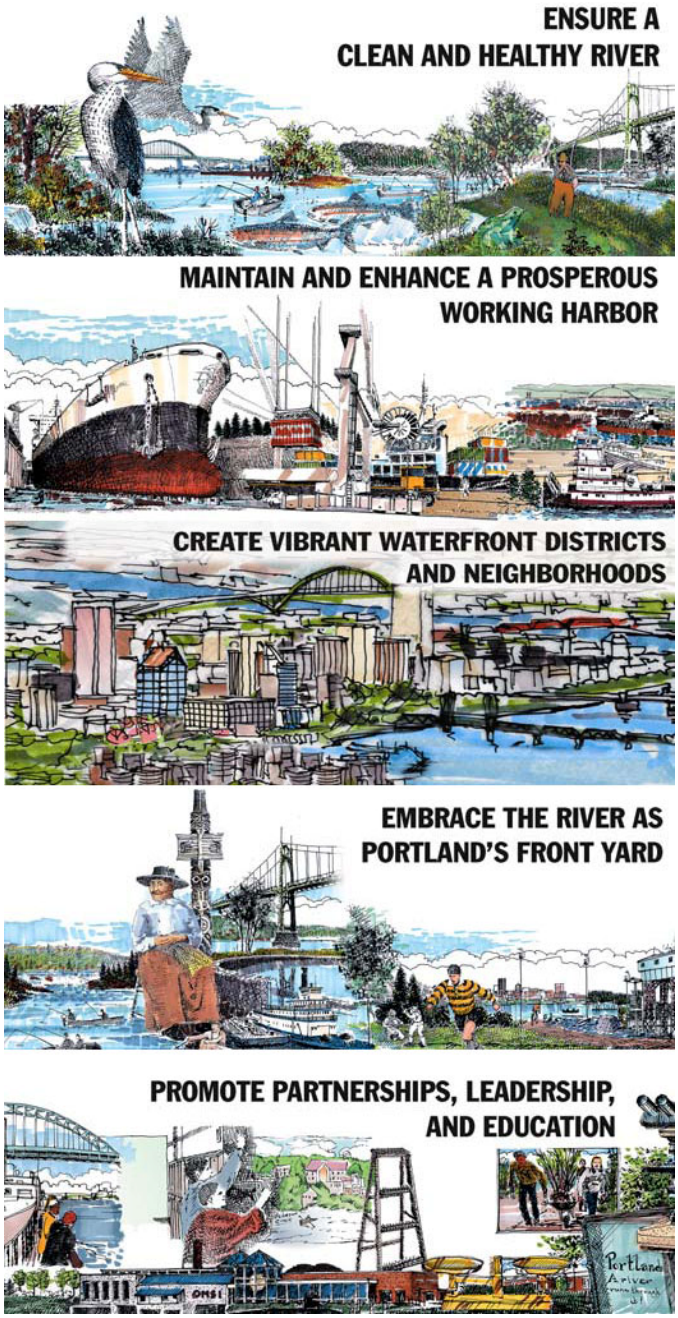
The City Council endorsed the River Concept on April 26, 2006.

BACKGROUND

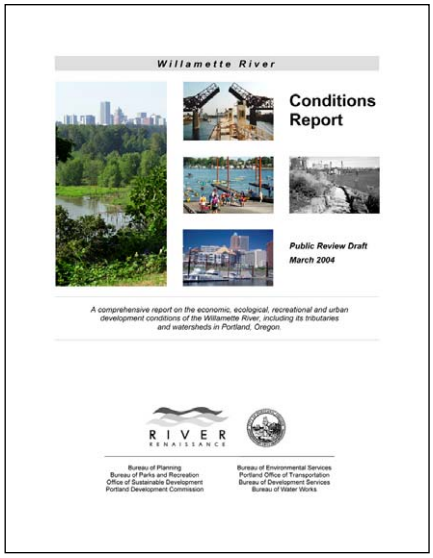


VISIONING

In March 2001, the Portland City Council endorsed the *River Renaissance Vision*—a document that articulates a set of goals and aspirations for a revitalized river, and serves as a call to action for City government, other public agencies, community groups, business owners, and individuals. The *River Renaissance Vision* includes five mutually supportive and interrelated themes that appear in the document in the following order:



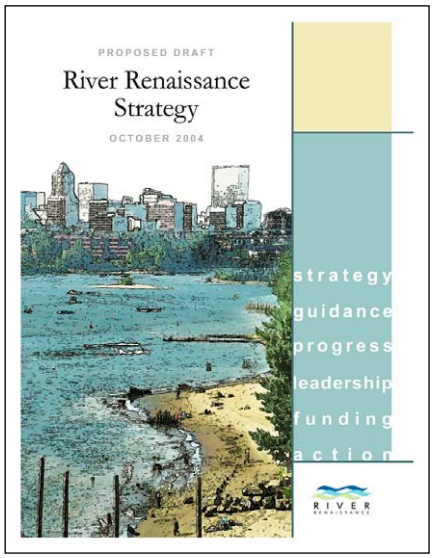
The five *River Renaissance Vision* themes



UNDERSTANDING RIVER SYSTEMS

In 2004, the City published the *Willamette River Conditions Report*. This report summarizes the existing conditions, trends, and opportunities for each of the *River Renaissance Vision's* five themes, examining the ecological, economic, recreational, and urban systems that comprise the city and the region. The report covers:

- Watershed health conditions.
- The role of the harbor in the region's economy—present and future.
- The public access and recreational network that connects communities to the river.
- The city's urban development pattern and potential for orienting and connecting districts and neighborhoods to the river.
- The network of people and organizations engaged in river-related activities, and the challenges of funding and sustaining a robust River Renaissance Initiative.



PREPARING A STRATEGY TO ACHIEVE THE VISION

In December 2004, the Portland City Council adopted the *River Renaissance Strategy* to move us along the path to achieving the *River Renaissance Vision* by:

- advancing a new way of thinking about our rivers and streams, expressed through a set of guiding principles and policy direction;
- proposing a set of measures by which decision-makers and the public can gauge progress towards desired outcomes;
- inspiring creativity by showcasing examples of integrated solutions to complex problems; and
- providing the beginning of a blueprint for City and community collaboration and investment to improve the economic, ecological, recreational, and cultural functions of our rivers and streams.

One of the actions called for in the *River Renaissance Strategy* is the update of the 1987 *Willamette Greenway Plan*, a plan that guides development along the Willamette River. The document you are reading, the River Concept, is the first step in that Greenway Plan update.

RIVER
RENAISSANCE

Building on the *River Renaissance Vision*, the *River Renaissance Strategy* established guiding principles for decision making related to the river:

- Consider the interrelated nature of the city and region's economic, natural, social, and cultural systems, striving to optimize benefits in each of these areas.
- Allocate the responsibility for the costs and impacts of accomplishing the River Renaissance Vision among public and private stakeholders in an equitable way.
- Develop meaningful measures to monitor progress and success.
- Consider the effects of current decisions on future generations, to preserve their choices and opportunities, and to reduce future costs and liabilities.
- Rely on civic leadership to demonstrate the River Renaissance approach through words, actions, and public investments.
- Target investment to maximize benefits and spur innovation.
- Strive to achieve multiple goals simultaneously.
- Rely on collaborative problem-solving and creative design as potent tools to achieve mutual gains.
- Each vision theme cannot realistically be fulfilled on every stretch of our rivers, nor in every part of each watershed, but River Renaissance thinking means striving to address all five themes at each available opportunity.

RIVER PLAN SCHEDULE

NORTH REACH

Task Groups:
Late 2005– Mid 2006

Draft Reinvestment Strategy:
Mid 2006

Plan Development:
Late 2006

River Plan Committee endorsement:
Early 2007

Planning Commission endorsement:
2007

City Council adoption:
2007

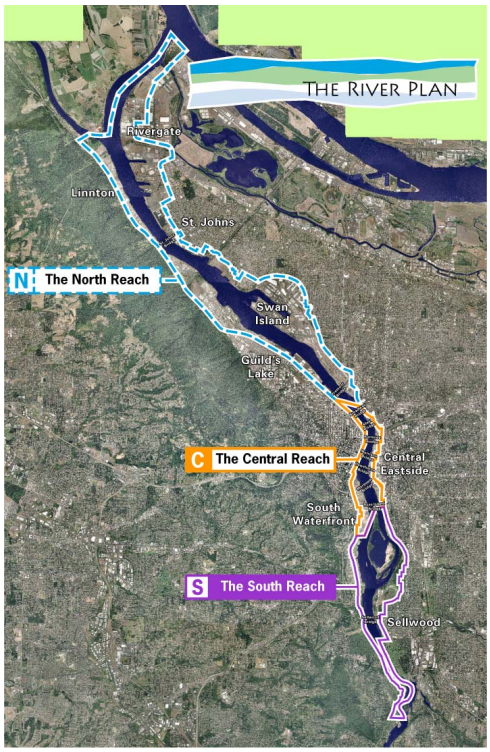
- City Council adoption will include an update to Greenway policies, overlay zone code, design guidelines, and the Swan Island Plan District; a Working Harbor Reinvestment Strategy; and other implementation strategies.

Implementation:
2007 - 2027

SOUTH REACH
2008

CENTRAL REACH
2009

- For each reach, steps will include appointing a new River Plan Committee; updating the River Concept; convening task groups; River Plan Committee endorsement, Planning Commission recommendation, and City Council adoption.



DEVELOPING THE RIVER PLAN

This River Concept will serve as summary guidance for the River Plan, a comprehensive, multi-objective plan for the land along the Willamette River. The River Plan will include an update to the *Willamette Greenway Plan*, zoning map, zoning code, and design guidelines; development of a working harbor reinvestment strategy for the North Reach; and other implementation strategies. The River Plan is one of many projects that comprise the citywide River Renaissance initiative. (See schedule to the left and chart on page 9).

The River Plan will be divided into three manageable phases coinciding with the three reaches described in this River Concept. The North Reach (Broadway Bridge on the east side and Fremont Bridge on the west side to the Columbia River) will be the first to receive detailed planning, followed by the South Reach (including areas of urban unincorporated Multnomah County for which Portland has planning authority), and finally the Central Reach. The planning area averages about a quarter mile wide on each side of the river.

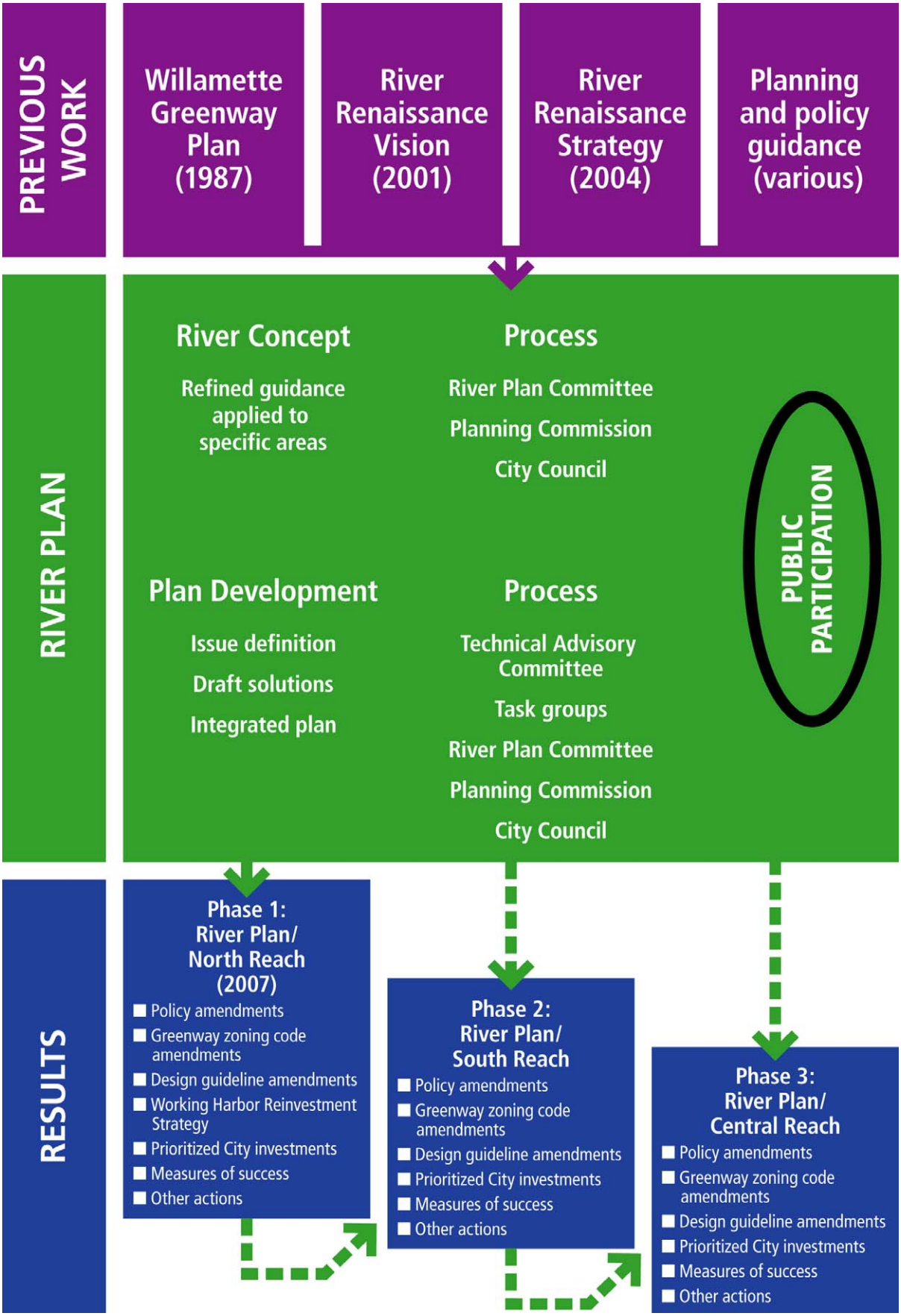
This sequence will allow the River Plan to synchronize with projects and planning efforts that affect specific reaches such as Portland Harbor Superfund cleanup (North Reach), Central City planning (Central Reach), and the potential acquisition of Ross Island (South Reach). In addition, the phasing will make the project more manageable due to the large numbers of people who are likely to be interested and engaged in the process.

RIVER PLAN PROCESS

The River Plan process will continue to provide many opportunities for public discussions and activities involving residents, property owners, neighborhood and business associations, community groups, upstream and downstream neighbors, regional, state, and federal agencies, City bureaus, and others interested in Willamette River issues.

These opportunities are primarily available through the River Plan Committee and task group meetings, described below. In addition, the Planning Commission and City Council will hold public hearings prior to making their decisions.

River Plan Process Chart



The River Plan Committee meets monthly to provide guidance to the River Plan project team.

Members of the Trail Alignment Task Group explore the Baltimore Woods, an area under consideration for a new section of Willamette Greenway Trail in North Portland.

RIVER PLAN COMMITTEE

The River Plan Committee is a voluntary group of seven citizens who broadly represent the civic interests of Portland rather than specific interests. The Committee is chaired by a member of the Portland Planning Commission.

The Committee meets once a month to review and provide guidance to the River Plan project team on the River Concept and the River Plan / North Reach. Once the Committee has reached preliminary decisions on the major issues, the project team will weave the components together into a draft plan for consideration by the Committee. The Committee will review the project team's proposed plan and forward it, with any amendments, to the Planning Commission.

All River Plan Committee meetings are open to the public. Public notices are provided via email and publication on the River Plan website (visit www.portlandonline.com/planning, click on "Search" and type in "River Plan North Reach"). For more information, contact River Plan Committee Assistant Joan Hamilton at hamilton@ci.portland.or.us

TASK GROUPS

The project team will convene task groups to delve into the details of particular River Plan issues. These task groups will consist of stakeholders and other interested parties including agency staff. Each task group will be presented with a draft issue paper that clearly describes the problem that the group is charged with discussing. The task group members will meet for a limited duration to review and comment on the issue paper and recommend solutions for project staff to consider as they develop a recommendation for River Plan Committee discussion. Task groups will not be asked to reach consensus.

Task groups planned or underway for the North Reach include:

- Greenway Trail Alignment and Viewpoints
- Industrial Issues including River-Dependent/River-Related use definitions
- North Beach (St. Johns to University of Portland)
- Watershed Health
- Riverbank Design and Permitting
- Trail Design
- Balanced Cut and Fill/Mitigation Bank
- Water-Based Recreation
- Contaminated sites

Additional task groups may be formed as issues arise though the planning process. Information on these task groups will be posted on the River Plan website.

WILLAMETTE RIVER TECHNICAL ADVISORS

The Willamette River Technical Advisors will be the technical advisory group for the North Reach of the River Plan, including the Working Harbor Reinvestment Strategy component of the River Plan. They will also serve as the advisory group for other ongoing City projects including the Willamette Industrial Urban Renewal Area Implementation Plan, and the Portland Willamette Watershed Priority Action Plan for this area of the river.

The Willamette Technical Advisors will help craft solutions that address technical issues. (Photo courtesy of DEQ)

The Advisors will be briefed periodically, receive email updates, and will meet quarterly or as needed. Advisory committee members will include representatives from the following agencies:

City of Portland

- Development Services
- Environmental Services
- Fire
- Housing & Community Development
- Parks & Recreation
- Planning
- Portland Development Commission
- Sustainable Development
- Transportation

State of Oregon

- Dept. of Land Conservation and Development (DLCD)
- Dept. of Environmental Quality (DEQ)
- Division of State Lands (DSL)
- Oregon Employment Dept. (OED)
- Oregon Dept. of Fish and Wildlife (ODFW)
- Oregon Economic & Community Development Dept. (OECDD)
- Oregon Department of Transportation (ODOT)
- Oregon State Marine Board (OSMB)
- Office of the Governor

Regional

- Metro
- Multnomah County
- Port of Portland

Federal

- Army Corps of Engineers (COE)
- Coast Guard
- Environmental Protection Agency (EPA)
- Fish & Wildlife Service (USFWS)
- NOAA Fisheries

River Plan staff reach out to the community.

IMPLEMENTING THE RIVER PLAN

Once the River Plan is adopted by the Portland City Council, the City and its partners will begin to implement it through regulatory and non-regulatory means. The regulatory component will include application of the revised Greenway Overlay Zone, design guidelines, and other regulatory tools that may be developed.

Regulatory and non-regulatory strategies related to natural resource conservation and enhancement adopted for the Willamette River through the River Plan will serve as a portion of Portland's compliance with Metro's Nature in Neighborhoods program.

The City will also use the adopted River Plan to identify projects to include on its Capital Improvement Program list and those that would be best implemented though public/private partnerships.

The City is currently in the process of identifying federal, state, regional and private funding sources that could help achieve River Plan goals.

The River Plan will outline the path toward implementation.

THE RIVER PLAN / NORTH REACH

The railroads will be important partners in the development of the River Plan / North Reach.

The River Plan / North Reach is the first phase of the River Plan. The planning area includes the stretch between the Broadway Bridge and the Columbia River on the east side and from the Fremont Bridge to the Columbia River on the west side. The width of the planning area varies from place to place but generally includes all land within approximately ¼ mile of the river.

The River Plan / North Reach will address a broad set of topics including:

- Industry – reinvestment in labor, land, and infrastructure; river-dependent/river-related definitions; and creative site design.
- Neighborhoods – access to and use of the riverfront.
- Recreation – trails, viewpoints, parks, boating.
- Natural Resources – habitat conservation and restoration, riverbank design, landscaping, floodplain and stormwater management, and regulatory compliance.
- Portland's Greenway Plan, Code, and Design Guidelines – updates and refinements including refining the definition of river-related and river-dependent uses and permit streamlining.

Task groups to address these issues are forming or underway. Once the task groups complete their work, the project team will work with the River Plan Committee to prepare an integrated plan for public review.

City Council adoption will include an update to the 1987 Willamette Greenway policies, overlay zone code and design guidelines and the Swan Island Plan District; a Working Harbor Reinvestment Strategy; and other implementation strategies.

Contamination of riverfront land and the river sediments is a key challenge in the North Reach of the Willamette River. (Photo courtesy of DEQ)

Innovative industrial site design integrates ship loading facilities with natural bank treatments.

PART

TWO

River Concept Guidance

ORGANIZATION OF THIS SECTION

Part Two: River Concept Guidance is organized by the three river reaches: North, Central, and South.

- The North Reach, *Portland's Working Waterfront,* stretches from the Broadway Bridge on the east side and the Fremont Bridge on the west side to the confluence with the Columbia. This is Phase 1 of the River Plan.
- The Central Reach, *The Region's Gathering Place,* stretches from the Ross Island Bridge on the east side and the border of the South Waterfront District on the west side to the Broadway Bridge on the east side and Fremont Bridge on the west side. This will be Phase 3 of the River Plan.
- The South Reach, *Neighborhoods and Natural Areas,* stretches from Portland's southern boundary on the east side and to the southern boundary of Dunthorpe on the west side. The City of Portland has planning authority for Multnomah County's unincorporated urban areas. This will be Phase 2 of the River Plan.

The section for each reach contains a summary of the policies and aspirations organized by *River Renaissance Vision* theme in the order the themes appear in the source document:

- 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;
- Promote partnerships, leadership, and education.

Finally, the area sections weave the policies and aspirations together into a picture of that area in the future.

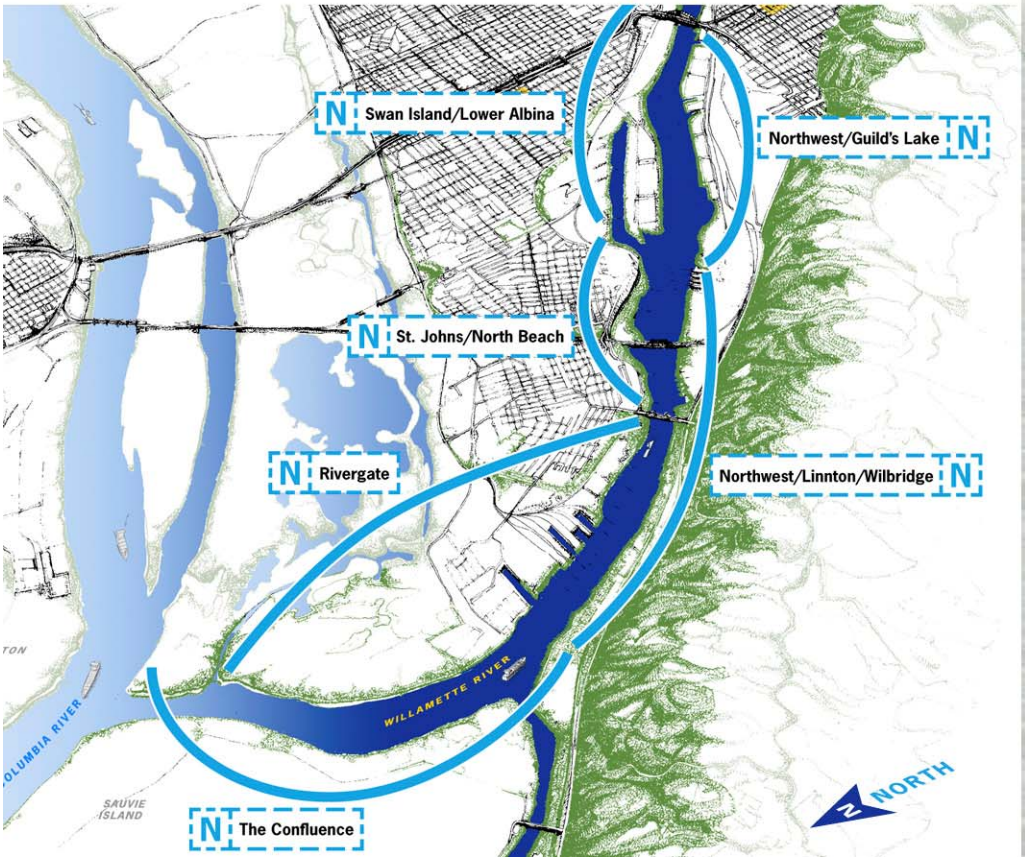
The River Concept provides a bridge between past work and the River Plan.

THE NORTH REACH:

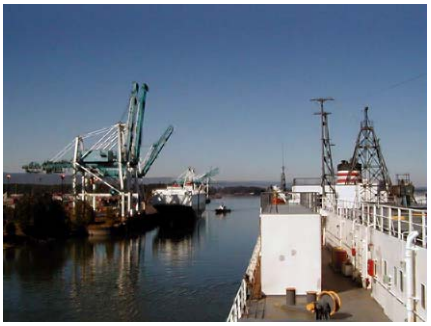
PORTLAND'S WORKING WATERFRONT

Phase 1 of the River Plan

The North Reach will continue to provide Oregon with access to global markets and support the region's economy as a West Coast distribution hub and a heavy industrial area. Environmental cleanup, recreational access, and watershed health actions will contribute to the harbor's long-term vitality.



GUIDANCE BY RIVER RENAISSANCE VISION THEME



The Portland Harbor is a West Coast distribution hub and heavy industrial area.

Superfund cleanup of contaminated sites will continue until complete. (Photo courtesy of Oregon DEQ)

Portland's industrial sanctuaries restrict incompatible uses to encourage industrial growth in the city.

THE NORTH REACH: Portland's Working Waterfront

The "Prosperous Working Harbor" and "Clean and Healthy River" River Renaissance Vision themes are more prominent in the North Reach.

Clean and Healthy River

- Contaminated sites will be cleaned up to protect human health and the environment, and restoration projects will reestablish natural functions.
- Riverfront and watershed actions achieved through public and private investments will improve water quality.
- Opportunities to protect, conserve and restore fish and wildlife habitat, including streams, wetlands, riparian areas and upland vegetation will be explored and implemented through public and private actions. Mitigation required of public and private parties will improve habitat functions.
- Stormwater quality and quantity will be managed at the source where practicable, using approaches that suit the site conditions and the type of development. In industrial areas this will be achieved through innovative site design that doesn't diminish the productive use of the site.
- Innovative riverbank treatments and plantings that enable active, economically viable industrial uses and enhance fish and wildlife habitat will be achieved through public and private investment.
- Actions that contribute to water quality and watershed protection and restoration will be proactively pursued by the City.

Prosperous Working Harbor

- Retention of harbor industrial land will be coordinated with transportation and economic development investments, to capitalize on this unique location at the convergence of Oregon's primary rail, road, water, and pipeline infrastructure.
- Portland Harbor industries and districts will be kept globally competitive through public-private partnerships created as part of a harbor reinvestment strategy. Public investments in infrastructure, port terminals, and urban renewal will be strategically coordinated to stimulate industrial reinvestment and expansion in the harbor districts.
- The industrial riverfront will remain primarily in industrial sanctuary uses that are dependent on, or benefit from, a riverfront location.
- In addition to supporting target industries and established district character, the City will seek industries that contribute to a "circular economy" in which the wastes of one business are reused as inputs by another, supporting both economic efficiency and environmental health.
- Brownfields and unoccupied sites will be recycled into productive use through public and private investment and partnerships while pursuing polluter liability for cleanup costs. In the harbor area, these uses will be predominately industrial.
- Maintenance dredging of the Willamette River navigation channel will resume once contamination and environmental issues are resolved. Maintenance dredging of slips will vary by site conditions and shipping needs. Dredging methods that protect the environment and enable river-dependent uses to function economically at full capacity are encouraged.

Vibrant Waterfront Districts and Neighborhoods

- The St. Johns neighborhood and nearby industrial areas will become more compatible through the improved site and building design of residential development, voluntary "good neighbor" practices, and new infrastructure projects. These actions will help alleviate light and noise conflicts.
- The St. Johns waterfront, south of Cathedral Park, will become a dynamic mixed-use district with new residential, employment and commercial development, open spaces, recreational opportunities, trail connections, and pedestrian friendly streets. This riverfront area will need to coexist with rail operations.
- New investment on the Linnton waterfront will add to activity, access to the waterfront, and the community's economic base.
- Efforts underway to implement a new river taxi system may result in new connections to downtown.

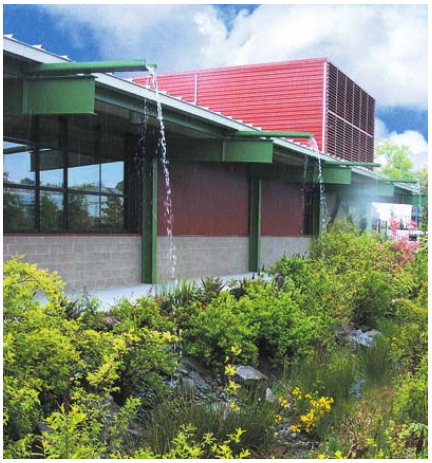
Portland's Front Yard

- The riverfront between the University of Portland and Cathedral Park has the potential to develop into two continuous miles of greenway trail, campus activity, natural habitat, parks, viewpoints, and water recreation opportunities through public and private actions.
- A bikeway and pedestrian system will continue through the North Reach using off-street trails, on-street bicycle lanes, and sidewalks. In addition, a new bike and pedestrian path will be constructed connecting the east and west sides of the river utilizing the existing St. Johns Bridge, the railroad bridge, or a new bridge crossing the Willamette.
- Over time, using a variety of tools, a continuous trail will be developed along both sides of the Willamette River that complements the existing and planned riverfront uses and recognizes the vital contribution that river-proximate industrial uses make to Portland's economy.
- Access from North Portland neighborhoods to McCarthy Park on Swan Island and the greenway trail will be improved with the development of the Waud Bluff Trail and other potential trail connections down the bluff.
- The confluence of the Columbia and Willamette rivers will continue to serve as a regional natural area with abundant recreation opportunities on Sauvie Island, Kelley Point Park, and the Columbia Slough.
- Those entering Portland by ship or boat from the Columbia River will experience the economic vitality of Portland's front yard through the working harbor. They will view the success of the harbor, marine industries, ships, well maintained docks, cranes, and rail lines.

Partnerships, Leadership, and Education

- Relationships that foster positive change will be developed among Tribal governments, property owners, businesses and business associations, neighborhood associations, environmental groups, recreational groups, cultural organizations, the Port of Portland, the University of Portland, and other agencies.
- The City will seek incentives, community partnerships, and facilitated development processes to encourage property owners and others to achieve the River Renaissance Vision.
- The City will strive to make its regulations flexible, streamlined, and cost-effective and work with other agencies to simplify the overall river related regulatory process.

The North Reach may offer new ways for people to connect with the river.



Innovative development and redevelopment opportunities will be promoted to improve watershed health.

The Willamette Greenway Trail is a system of off-street trails and on-street bicycle lanes and sidewalks.

GUIDANCE FOR NORTH REACH AREAS

Portland's heavy industrial clusters have a competitive advantage due to their interconnected web of suppliers, customers, workforce and shared facilities.

Rivergate

The Rivergate district will remain Oregon's primary gateway for international trade, containing most of the land used for Portland Harbor's marine terminals. It will continue to serve as a multimodal freight hub with a network of harbor, rail, and truck infrastructure, large-scale industrial facilities, and a concentration of metals manufacturing and import distribution industries. As demand for freight movement across the river grows, the need for and potential locations of a new bridge linking the industrial areas on the east and west sides of the river will be evaluated. Future transportation improvements will expand capacity to handle increased volumes of freight. The City and the Port of Portland will also provide assistance to ensure that this important industrial district remains competitive with undeveloped suburban sites.

This vegetated wetland serves as a wildlife corridor between the Willamette River and the lower Columbia Slough.

While Rivergate's riverbanks remain developed for maritime access, future riverbank treatment, even in these industrial areas, will add to the environmental quality of the river in ways that are cost effective. Superfund cleanup of harbor sediments and sites in the district will continue until completed.

Non-industrial activities will be managed to ensure the success of this heavy industrial district. A continuous trail will be developed that connects Cathedral Park with Kelley Point Park. Trails in all areas will be designed to ensure safety and security for both industry and trail users. On sites planned for river-dependent industry, public access to the river's edge may be largely limited to occasional trail spurs and viewpoints. Opportunities to view the working harbor will give the public a new understanding of their city's enduring relationship with the working harbor and Willamette River.

St. Johns/North Beach

Industry, nature, and neighborhoods coexist in the St. Johns area.

The St. Johns riverfront will continue to evolve into a more thriving, dynamic place. Cathedral Park, with its history, music and cultural festivals, and stunning views, will grow as a neighborhood focal point. North of the park, industry and employment uses will flourish, including green technology and small manufacturing firms, cottage industries, and live-work spaces for a growing community of artisans. South of Cathedral Park will be a mix of activities, including housing, limited office and retail, and other community-serving uses. New development will be designed to be compatible with the surrounding neighborhood, and set back from the riverbank to allow for a continuous trail and habitat enhancement. New streets and rights-of-way will be designed to manage stormwater through landscaping and creative design. River taxi/ferry service connecting St. Johns destinations with the Central City and Vancouver may also be available.

The riverfront south of St. Johns to the University of Portland has the potential to undergo a major transition. Due to economic and access constraints for industrial land uses, eighty acres of vacant and contaminated riverfront land could be transformed into recreational and environmental learning opportunities for the University of Portland student body and the Portland community. Next door, Willamette Cove will be restored to provide valuable habitat. A new greenway trail segment will connect the University with Cathedral Park. Superfund cleanup of harbor sediments and sites will continue until complete.

Swan Island/Lower Albina

Swan Island and Lower Albina will continue to be a hub for distribution facilities and transportation equipment manufacturing. Increasingly this area will be home to industry that incorporates sustainable infrastructure approaches, strengthening the long-range economic and ecological vitality of both the river and the region.

Ensuring compatibility among users of the water and riverfront is a priority for river planning.

Urban renewal resources will help stimulate new industrial and manufacturing investments that will produce jobs and encourage existing business to remain and expand. Transportation improvements to North Going Street and a secondary access route will enhance capacity to accommodate increased freight movement in the district. Other transportation investments to expand employee travel choices and reduce single occupancy vehicle trips to the area will help protect roadway capacity for freight movement.

While much of Swan Island's riverbanks remain developed for maritime access, future riverbank treatment will add to the environmental quality of the river in ways that are cost effective. Industry that is dependent on the river will be located nearest to the riverbank, while land uses that are not dependent on river access will be set back. Superfund cleanup of harbor sediments and upland sites in the district will continue until completed.

Integrating natural resource functions into the industrial landscape of the river will help improve the health of the Willamette.

Non-industrial activities will be managed to ensure the success of this district. The greenway trail system, including either bike lanes and sidewalks or off-street trails, will pass through this area. However, on sites planned for river-dependent industry, public access to the river's edge may be largely limited to occasional trail spurs and viewpoints. Bluff trails will connect Swan Island to the neighborhoods, provide river access for residents, and serve as a commuter route for workers. To reduce the risk of urban wildfires and to improve watershed health, significant upland resources at Waud Bluff and Mocks Crest will be protected and restored.

Rail lines, highway, and bike lanes serve the area extending from downtown to Sauvie Island.

Northwest/Guilds Lake

This industrial quarter will continue to have the most diverse mix of manufacturing and distribution uses in the city. An expansive network of harbor, rail, pipeline, and truck infrastructure will accommodate increased freight movement as transportation improvements occur. The City and the Port of Portland will provide additional assistance to keep this area competitive with undeveloped suburban sites. In addition to supporting the existing metals, transportation equipment and distribution sectors, the City's business recruitment will stimulate the creation of a "circular economy", in which the wastes of one business are reused as inputs by another. The growth of these and other "sustainable" industries such as renewable energy, green construction, and local and organic food products, will contribute to the region's economic and environmental health.

Marine loading and mooring will remain an important feature of the riverfront landscape. While most of the riverbank remains intensively developed and used for maritime access, future riverbank treatment will add to the environmental quality of the river in ways that are cost effective. Sustainable stormwater management techniques will help address sanitary system capacity issues and help improve water quality. Industry that is dependent on the river will be located nearest to the riverbank, while land uses that are not dependent on river access will be set back. Superfund cleanup of harbor sediments and sites in the district will continue until completed.

Non-industrial activities will be managed to ensure the success of this heavy industrial district. A continuous trail will be developed from downtown to the Multnomah Channel. However, on sites planned for river-dependent industry, public access to the river's edge may be largely limited to occasional trail spurs and viewpoints. Trails in all areas will be designed to ensure safety and security for both industry and trail users. The beaches and riparian vegetation near the railroad bridge will continue to provide habitat for fish and wildlife, including herons and beaver. New bike lanes on Northwest Front Avenue will provide a safer alternative to busy Highway 30. Opportunities to view the working harbor will provide the public with a new understanding of Portland's enduring relationship with the Willamette River.

This Linnton beach offers wonderful views of the St. Johns Bridge and the Port of Portland's Terminal 4.

Northwest / Linnton / Wilbridge

This district will continue to be a heavy industrial area used primarily for petroleum terminals and interspersed manufacturing facilities. Linnton/Wilbridge is the main terminus of the Olympic Pipeline and the entry point for most of the petroleum fuel used in Oregon. The district has a unique network of harbor, pipeline, rail, and truck infrastructure that supports the area's heavy industrial facilities. Transportation improvements will expand to accommodate increased freight movement. Urban renewal resources will help a portion of this area become more competitive with undeveloped suburban sites.

A portion of the Linnton waterfront area offers one of the best opportunities for public access along this stretch of the river. Redevelopment will provide opportunities for increased waterfront activity. Current planning processes will determine the proper mix of uses. Buffers and careful management will enable new development to coexist with its heavy industrial neighbors.

Kelley Point Park is a tranquil, natural area where the Columbia Slough and the Willamette and Columbia rivers flow together.

While most of the riverbank is used intensively for maritime access, future riverbank treatment will add to the environmental quality of the river in ways that are cost effective. Superfund cleanup of harbor sediments and sites in the district will continue until completed. River access will be designed to ensure safety and security for both industry and trail users. The confluences of the Willamette River with the Multnomah Channel, Saltzman, Doane, and Miller Creeks will continue to provide important refuge habitats for fish and wildlife.

The Confluence

The confluences of the Willamette River with the Columbia River and Columbia Slough will continue to be Portland's international gateway as well as a significant habitat area. Portland's working harbor owes its existence to the Willamette and Columbia rivers. Kelley Point Park and the Smith and Bybee Lakes offer several recreational opportunities, including connections to the 40-Mile Loop trails, Columbia Slough Water Trail, and a non-motorized boat launch.

The confluence of the Willamette and Columbia rivers is Oregon's gateway to global trade, a link to multiple trail and recreational opportunities, and an important habitat area.

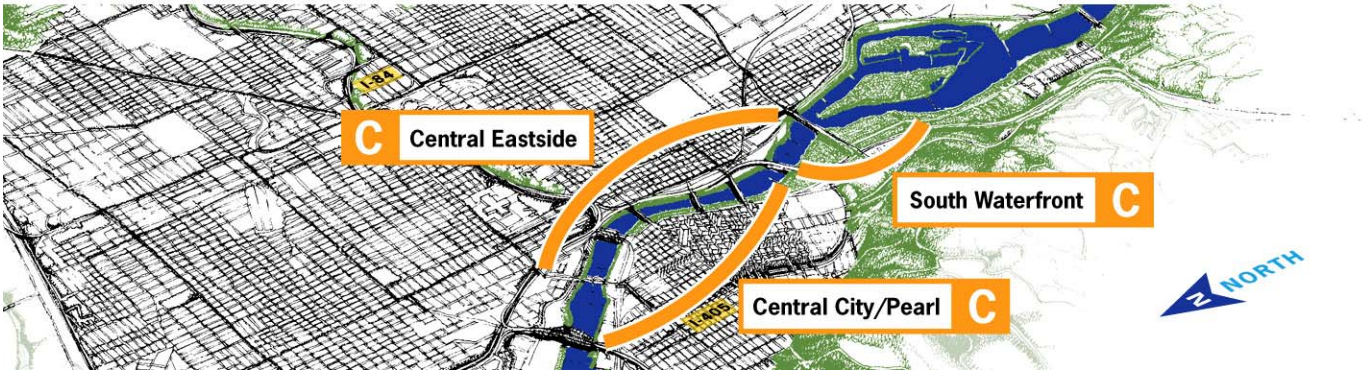
The Harborton wetlands and Sauvie Island are situated on the west side of the Willamette River. Harborton will be restored to provide a critical connection for the natural resource corridor linking Forest Park and the Smith and Bybee Wetlands Natural Area across the river. While outside of Portland's jurisdiction, Sauvie Island's geographic location at the confluence of the Willamette and Columbia rivers makes it important to Willamette River planning. Sauvie Island will continue to be rural in character, including over 12,000 acres of wildlife habitat and thousands of acres of working farms. Access to the island will be improved with a new bridge and new bicycle facilities.

THE CENTRAL REACH:

THE REGION'S GATHERING PLACE

The Central Reach will continue to be a highly urban, regional center with a waterfront that is the city's main civic space and a regional attraction. Access to the river and public use of the waterfront will improve through new development and transportation improvements, eventually including changes to Interstate 5.

Phase
3
of the River Plan



GUIDANCE BY RIVER RENAISSANCE VISION THEME:

THE CENTRAL REACH: The Region's Gathering Place

The "Vibrant Waterfront District" and "Front Yard" River Renaissance Vision themes are more prominent in the Central Reach.

The Central Reach bustles with activity along the riverfront.

Clean and Healthy River

- Opportunities to protect, conserve and restore fish and wildlife habitat will be explored and implemented through public and private actions. Mitigation required of public and private parties will improve habitat functions.
- Stormwater quality and quantity will be managed at the source where practicable, using approaches that suit the site conditions and the type of development. In the Central City this is often achieved through landscaping, stormwater swales, pervious pavement, and roof gardens.
- Innovative bank treatments and plantings that allow for flood protection and fish and wildlife habitat will be achieved through public and private investment.
- Riverfront and watershed actions achieved through public and private investments will improve water quality and help make the river swimmable.

The Central Eastside Industrial District is home to an innovative mix of longtime businesses and new urban industries.

Prosperous Working Harbor

- Brownfields and unoccupied sites will be recycled into productive use through public and private investment and partnerships.
- Freeway congestion and at-grade rail crossings that hinder truck and rail movement will be addressed. In particular, the I-5 / I-84 interchange will be improved to operate efficiently.
- The Central Eastside will continue to evolve, through private development, into a center for employment that includes a successful and innovative mix of new urban industries that complement the other industrial and employment districts in the Central City.

Dragon boating is an increasingly popular sport on the Willamette River. With the proper facilities, Portland could host dragon boat regattas.

Portland's Front Yard

- The reconfiguration of the I-5/ I-405 freeway loop to improve transportation functions and access for eastside businesses may provide the opportunity to create a signature civic space that better connects the east and west side waterfronts in the Central City. In the interim, short-term improvements will strengthen connections to the river and improve access and circulation in the adjacent industrial district.
- The Central Eastside waterfront will grow as a hub for water recreation activities as new land-water connections are established.
- The Centennial Mill riverfront will add to the waterfront park network. This may include redevelopment of the Centennial Mill buildings for public and/or private use.
- New pedestrian bridges over the rail line will connect the Pearl and Northwest Districts to the river.
- Pedestrian and bicycle routes through the Central Eastside, along with the future Sullivan's Gulch Trail, will provide links among neighborhoods, the Eastbank Esplanade, Tom McCall Waterfront Park, and other parts of the Greenway Trail.

- Implementation of the Waterfront Park Master Plan will improve the park and result in better access to the waterfront from downtown.
- The gaps in the existing greenway trail system on both sides of the river will be filled, making this continuous loop one of the Central Reach's most distinctive features.
- The area along the river in the South Waterfront will have a unique combination of public parks and plazas, restored riverbanks for fish and wildlife, water recreation opportunities, and a riverfront trail. Connections between South Waterfront and neighborhoods to the west will be improved through a new pedestrian bridge over I-5 and other public investments.

OMSI's location and river-related exhibits provide visitors an opportunity to learn about the river.

Vibrant Waterfront Districts and Neighborhoods

- New commercial and residential uses will cluster around commercial corridors and bridgeheads in the Central Eastside.
- The reconfiguration of the I-5/ I-405 freeway loop to improve transportation functions and access for eastside businesses may create an opportunity to reclaim the east side waterfront for civic space and stimulate a new waterfront district in the Central City.
- South Waterfront will become one of Portland's most distinctive Central City neighborhoods with high density mixed-use towers, a riverfront trail in a wider greenway setback, green streets, and a possible river ferry stop.
- Public and private investments in housing development around Ankeny Plaza and strong connections to Waterfront Park will infuse Old Town with new life and character.
- The Rose Quarter waterfront will be redeveloped in a way that better connects adjacent neighborhoods to the river.
- The two sides of the river will be connected by a rich multi-modal transportation network, including auto, bus, streetcar, light rail, and pedestrian and bicycle links. A river ferry or taxi system would improve access between waterfront districts and neighborhoods.
- A cruise ship terminal in the Central City would enliven the downtown area and create new revenue for the city.
- Investing urban renewal funds into the rehabilitation of historic unreinforced masonry buildings in the district will allow for intensification of production and distribution activities in the industrial sanctuary, bringing more employees to the Central Eastside.

South Waterfront will be home to science and technology sector employment opportunities.

Partnerships, Leadership, and Education

- Relationships that foster positive change will be developed among property owners, businesses and business associations, neighborhood associations, environmental groups, recreation groups, cultural organizations, and agencies.
- The City will strive to make its regulations flexible, streamlined, and cost-effective and work with other agencies to simplify the overall river related regulatory process.
- The City will seek incentives, community partnerships, and facilitated development processes to encourage property owners and others to achieve the River Renaissance Vision.

The Tom McCall Waterfront Park hosts picnickers and festivals along its rolling lawns.

GUIDANCE FOR CENTRAL REACH AREAS

Portland Parks and Recreation has unveiled a Master Plan to upgrade Waterfront Park.

The Eastbank Esplanade provides access to the Willamette River in a constrained area under the Interstate 5 freeway.

New residents of South Waterfront will call the Willamette River their front yard.

Central City/Pearl

The riverfront will play a renewed role in the future of downtown and the Pearl District. New uses and development around Ankeny Plaza will inspire robust new residential and commercial activity. The Skidmore District, Ankeny Plaza, and Waterfront Park areas will be better integrated. In addition to hosting waterfront festivals, Tom McCall Waterfront Park will mature into the front yard for a growing number of downtown residents and employees.

North of Waterfront Park, redevelopment of the Centennial Mill riverfront will offer a new public space that completes the Central City waterfront park system. This may include redevelopment of the Centennial Mill buildings for public and/or private use. This revitalized area will serve as the Pearl and Northwest Districts' waterfront connection.

Throughout the Central City, new improvements to bridges, off-street trails, light rail, and streets will improve opportunities for walking, bicycling, and public transportation. Sustainable development practices will provide stormwater management and energy efficient design.

Central Eastside

Areas within the Central Reach will evolve to take advantage of the Rose Quarter Transit Center and commanding views of downtown and the west hills. The Rose Quarter area is expected to evolve from a destination for sports and entertainment into a place to live, work, and recreate near the river. The Rose Garden and Convention Center will serve as regional attractions anchoring this newly-invigorated area.

The Central Eastside will continue to support light industry while developing into a center for new urban industries that create jobs and provide products and services to the region. Capitalizing on the district's proximity to the river, cultural and recreational uses will add vitality to the area. Sustainable practices, including green streets and eco roofs, will be incorporated into new development. Improved urban design, landscaping, bicycle and pedestrian connections to the neighborhoods and street surfaces will allow for a more fluid movement of traffic and people. As the I-5/ 405 freeway loop exceeds capacity, it will need significant improvement and possible reconfiguration. If the eastbank freeway is buried, redevelopment of this land will provide opportunities for development and public spaces in the heart of Portland. However, waiting for future freeway improvements will not impede the immediate opportunities of improving connections to the river, riverfront development, riverfront activities or support for the industrial district.

South Waterfront

South Waterfront will grow into a vibrant Central City neighborhood that derives its character and identity from its relationship to the river and Ross Island, its striking skyline, its focus on sustainable development, and its aerial tram connection to Oregon Health and Science University.

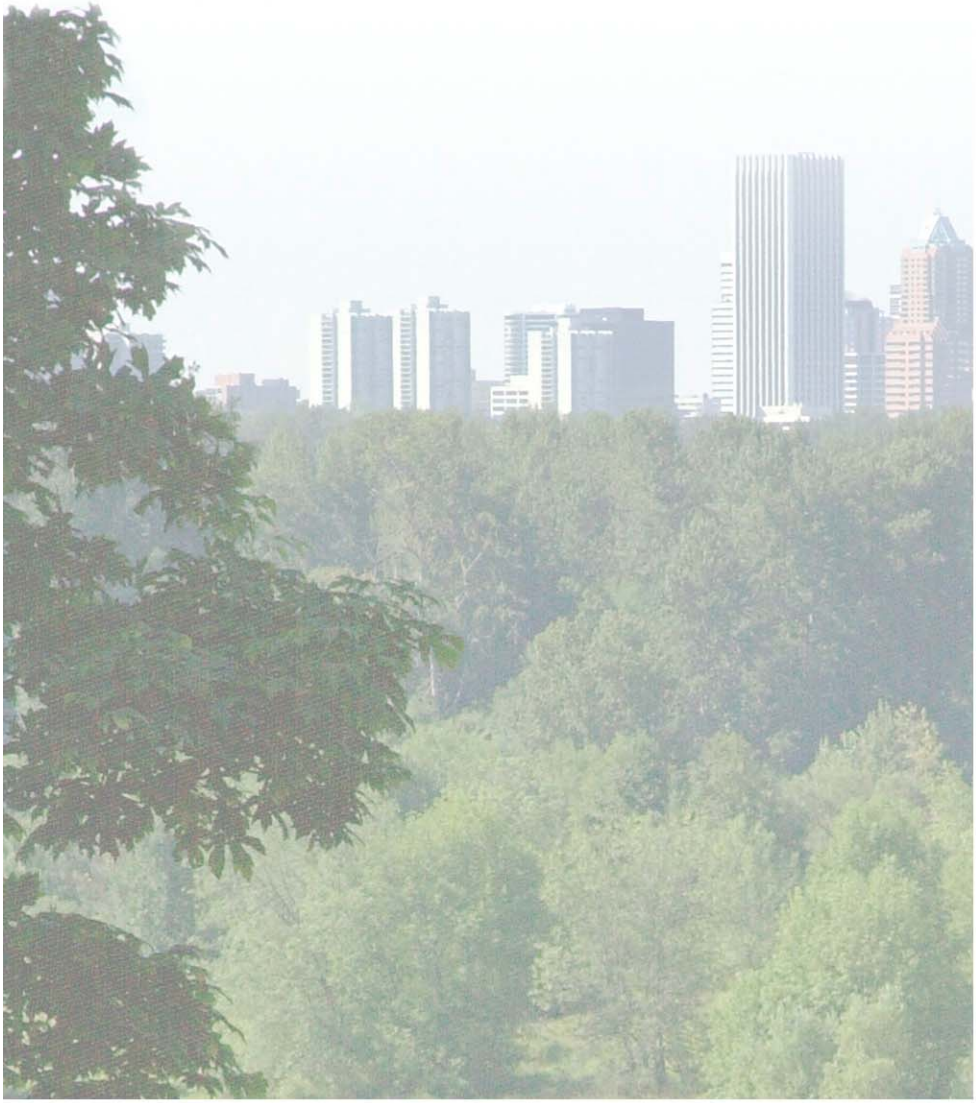
South Waterfront will be connected to downtown with an extensive transportation network that includes the Portland Streetcar and the Willamette Greenway Trail. It will feature science and technology sector jobs, diverse housing options, a mix of retail, restaurants, a series of internal open spaces, and a waterfront designed to support fish and wildlife and provide people with a natural retreat from the urban environment.

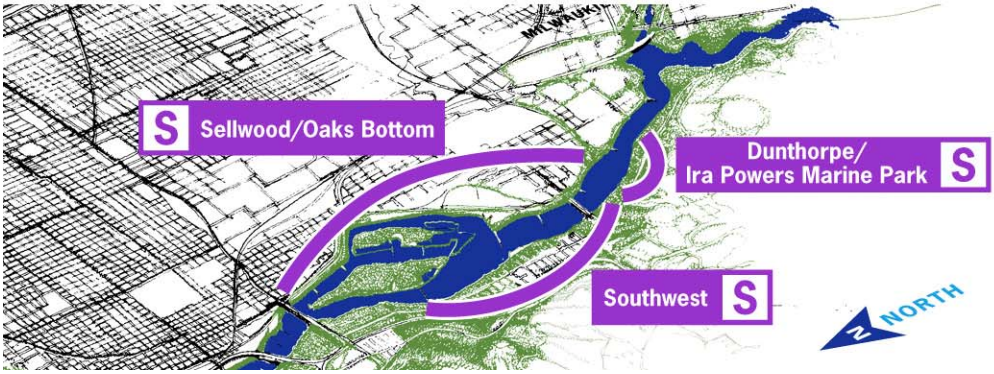
THE SOUTH REACH:

NEIGHBORHOODS AND NATURAL AREAS

The South Reach will provide unique fish and wildlife habitat, parks and trails in the center of the city, easily reached from established neighborhoods.

Phase
2
of the River Plan





GUIDANCE BY RIVER RENAISSANCE VISION THEME:

THE SOUTH REACH: Neighborhoods and Natural Areas

The "Clean and Healthy River" and "Front Yard" River Renaissance Vision themes have a higher profile in the South Reach.

The Oaks Bottom Wildlife Refuge and Ross Island complex provide habitat for species such as the great blue heron and the bald eagle.

Clean and Healthy River

- Opportunities to protect, conserve and restore fish and wildlife habitat, including streams, wetlands, riparian areas and upland vegetation will be explored and implemented through public and private actions. In the south reach, restoration of Ross Island will result in the highest quality riverine habitat in Portland. Mitigation required of public and private parties will improve habitat functions.
- Stormwater quality and quantity will be managed at the source where practicable, using approaches that suit the site conditions and the type of development. In the south reach this will often be achieved through landscaping and pervious pavement.
- Innovative bank treatments and plantings that work for riverfront development and provide fish and wildlife habitat will be achieved through public and private investment.
- Riverfront and watershed actions achieved through public and private investments will improve water quality and help make the river swimmable.

Beaches along the Willamette may someday beckon visitors to swim along the riverbanks.

Prosperous Working Harbor

- Public improvements to truck routes such as McLoughlin Boulevard will enhance freight mobility.
- The river channel will be maintained to allow easy passage for barges and other river traffic.

Vibrant Waterfront Districts and Neighborhoods

The public boat dock is a popular feature at Sellwood Riverfront Park.

- Sellwood will continue to be a vibrant neighborhood with both natural areas and parks on its waterfront. Connection to the waterfront will be improved with the completion of the Springwater Corridor, a new Sellwood Bridge, and commercial activity at the bridgehead on Tacoma Street.
- Existing floating home moorages, marinas, water related business, and recreation will play an important role in the vitality of Portland's waterscape through the acknowledgement and support of the City and its partners.
- Transit and trail improvements in the South Waterfront and Macadam areas will provide strong connections to downtown and areas to the south.
- River access in the John's Landing and Macadam area will improve as areas along the riverfront redevelop.

Portland's Front Yard

- Access from the Brooklyn neighborhood to the river will be improved across McLoughlin Boulevard.
- Access from southwest neighborhoods to the river will be improved across Macadam and Barbur Boulevards.
- The riverfront south of the Ross Island Bridge will continue to offer a fully connected riverfront trail, water access, several riverfront parks, and natural areas.
- The redesign of the Sellwood Bridge will accommodate pedestrian and bicycle traffic, connecting the east and west sides of the river in the Willamette Greenway Trail system.
- Existing gaps in the Willamette Greenway Trail will be completed. The existing trail will be upgraded to current standards as opportunities arise.

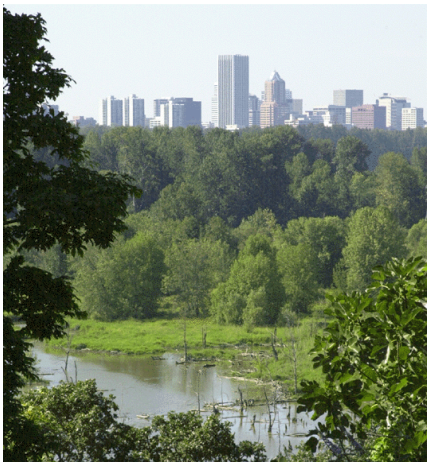
As the popularity of boating increases, so too will the need for access to the river.

Partnerships, Leadership, and Education

- Relationships that foster positive change will be developed among property owners, businesses and business associations, neighborhood associations, environmental groups, recreation groups, cultural organizations, and agencies.
- The City will strive to make its regulations flexible, streamlined, and cost-effective and work with other agencies to simplify the overall river related regulatory process.
- The City will seek incentives, community partnerships, and facilitated development processes to encourage property owners and others to achieve the River Renaissance Vision.

Floating home communities are a unique housing type in this part of the city.

GUIDANCE FOR SOUTH REACH AREAS



Oaks Bottom Wildlife Refuge harbors pristine habitat just minutes from the Central City.

Sellwood/Oaks Bottom

The city's most pristine riverine natural areas are the Oaks Bottom Wildlife Refuge, a 160-acre wetland, and Ross Island. Ross Island, once mined for gravel, will be transferred from private ownership into the City's open space portfolio. Continued restoration of Oaks Bottom and Ross Island will ensure they provide an oasis for bald eagles and other wildlife.

Oaks Bottom is easily accessible from the riverfront and will be increasingly accessible from the bluff neighborhood of Brooklyn across McLoughlin Boulevard to viewpoints and trailheads leading to the river.

The Sellwood area offers opportunities for people to experience the river from trails, parks, picnic sites, beaches, docks, viewpoints, non-motorized boat launches, and from floating homes. Tacoma Street, which leads to the Sellwood Bridge, will continue to develop into a bustling pedestrian oriented mixed-use main street. A new Sellwood Bridge will create a safe link for pedestrians and bicyclists to the west side of the river.

Southwest

Residents from this south reach neighborhood have the Greenway Trail and the Willamette River at their front steps.

The John's Landing area will continue to be a diverse mix of residential and commercial activity, but less intensely developed than the emerging South Waterfront District to the north. Access to the river will be improved through clearer connections, smoother trail surfaces, and places to sit.

Willamette Park continues to be one of the most heavily used parks on the river, offering a motorized boat launch, playground equipment, an off-leash dog park, and lawns that support field sports. Ongoing restoration efforts will continue to add to its value in the region's natural resource system.

Dunthorpe / Ira Powers Marine Park

Dunthorpe, a residential area outside of the City of Portland, but within its planning jurisdiction, will remain a community of single-family homes on large lots with a prime riverfront location. The extensive tree cover and other natural vegetation contribute significantly to the natural resources in this reach of the river. The confluence of Stephens Creek with the Willamette and the Powers Marine Park area will remain important habitat areas that warrant continued restoration. Dunthorpe will connect to Portland neighborhoods to the north and east through trail improvements in Ira Powers Marine Park and improvements to the Sellwood Bridge. Improved trail and transit options will better connect Portland with Lake Oswego.

The Willamette River shoreline at Ira Powers Marine Park is beautiful as trees start to change color in the fall.

RESOLUTION No. 36405

Endorse the *River Concept* as guidance for the development of the *River Plan / North Reach* (Resolution).

WHEREAS, in November 1998 the Portland City Council (Substitute Resolution 35742) directed the Bureau of Planning to do a comprehensive update of the *Willamette Greenway Plan* and implementing regulations; and,

WHEREAS, in September 2000 Mayor Vera Katz launched a community conversation to develop a vision for the Willamette River, and more than 1000 Portlanders from throughout the city participated; and,

WHEREAS, in March 2001 the Portland City Council endorsed the *River Renaissance Vision* (Resolution 35978) as a call to action for City government, businesses and industry, community organizations, neighborhoods and other agencies to revitalize the Willamette River as the centerpiece of Portland. The vision includes five themes: a clean and healthy river; a prosperous working harbor; Portland's front yard; vibrant waterfront districts and neighborhoods; and partnerships, leadership and education; and,

WHEREAS, in December 2004 the City Council adopted the *River Renaissance Strategy* (Substitute Resolution 36276 as amended) that called for the update of the *Willamette Greenway Plan*, established policy guidance and the following River Renaissance principles:

- Consider the interrelated nature of the city and region's economic, natural, social and cultural systems, striving to optimize benefits in each of these areas;
- Allocate the responsibility for the costs and impacts of accomplishing the *River Renaissance Vision* among public and private stakeholders in an equitable way;
- Develop meaningful measures to monitor progress and success;
- Consider the effects of current decisions on future generations, to preserve their choices and opportunities, and to reduce future costs and liabilities;
- Rely on civic leadership to demonstrate the River Renaissance approach through words, actions and public investments; and
- Target investment to maximize benefits and spur innovation; and,

WHEREAS, in February 2005 the City hired the first River Renaissance Initiative Manager to develop and manage an integrated river work plan for the City; and

WHEREAS, in August 2005 Planning Director Gil Kelley and Planning Commissioner and River Plan Committee Chair Don Hanson appointed a 7-member River Plan Committee to guide the development of the River Plan, an update to the *Willamette Greenway Plan*, zoning map, zoning code, design guidelines, a working harbor reinvestment strategy, and other implementation strategies; and,

WHEREAS, throughout Fall 2005 the River Plan Committee reviewed, provided comments on the *River Concept* and on January 17, 2005, voted to forwarded the *River Concept* to the Planning Commission; and,

36405

WHEREAS, on February 28, 2006, the Planning Commission held a public hearing and endorsed the *River Concept*; and,

WHEREAS, by the date of filing, Bureau of Planning staff had reached out to hundreds of Portlanders in person and thousands of Portlanders electronically as noted in Exhibit B; and,

NOW, THEREFORE, BE IT RESOLVED that City Council endorse the *River Concept*, Exhibit A, as amended by Exhibit C, as a guide for the development of the River Plan / North Reach; and,

BE IT FURTHER RESOLVED that the City Council ask the Bureau of Planning to revise the *River Concept* as part of the planning for the South and Central Reaches; and,

BE IT FURTHER RESOLVED that the City Council asks the Bureau of Planning to include in the *River Plan* an update of key *Comprehensive Plan Goals and Policies* to reflect the essence of the policy guidance;

BE IT FURTHER RESOLVED that this resolution be classified as non-binding *city policy* by the Auditor's Office".

Adopted by the Council: APR 26 2006

GARY BLACKMER
Auditor of the City of Portland
By Colleen Phillips
Deputy

Prepared by:
Sallie Edmunds
April 20, 2006

THE RIVER PLAN

Exhibit B: Public Outreach Summary

Fall 2005 – Spring 2006

Date	Organization / Event	City Staff	Attendance
8-2-05	United States Coast Guard	Sallie Edmunds et al.	12
8-23-05	Friends of the North Portland Greenway Trail	Diane Sullivan	5
9-18-05	St. Johns Bridge Celebration / Rededication	Peter Ovington	Handed out 125+ flyer-postcards
10-12-05	Swan Island Business Assn.	Edmunds, Marguerite Feuersanger	11
10-18-05	Southwest Neighborhoods Inc. (SWNI)	Edmunds, Joanne Daunt	8
10-20-05	River and Industrial Economic Advisory Group	Edmunds, Steve Kountz, Sullivan	8
10-24-05	University Park Neighborhood Assn.	Sullivan, Feuersanger	12
10-24-05	Citywide Land Use Group	Edmunds, Ovington	12
10-25-05	Watershed Plan Open House (Bureau of Environmental Services)	Edmunds, Ovington	10
11-01-05	Central Eastside Industrial Council	Joe Zehnder, Edmunds	12
11-03-05	Portland Freight Committee	Kountz, Edmunds	25
11-03-05	City Club Growth Management & Environment Committee	Edmunds, Barbara Hart, Deborah Stein, Michael Montgomery	9
11-08-05	NW Industrial Neighborhood Assn. (NINA)	Edmunds, Kountz	18
11-08-05	Waterfront Organizations of Oregon (WOOO)	Sullivan, Ovington	20
11-08-05	Friends of Cathedral Park	Edmunds, Julia Gisler	25
11-09-05	Portland Marine Dealers Assn.	Edmunds, Ovington	6
11-14-05	Eliot Neighborhood Assn.	Sullivan, Ovington	15
11-14-05	St. Johns Neighborhood Assn.	Edmunds	25
11-15-05	River Renaissance Brownbag Event	Edmunds, Ovington	15
11-21-05	Southeast Uplift Land Use & Transportation Committee	Sullivan	15
1/06-4/06	Interviews with harbor industries	Kountz, Arianne Sperry	60
1-19-06	Port of Portland	Edmunds, Kountz, Stein	5
1-31-06	Friends of the North Portland Greenway Trail	Feuersanger	25
2-15-06	Central Eastside Industrial Council	Edmunds, Sperry	3
2-7-06	Waterfront Organizations of Oregon	Edmunds, Ovington	3
2-14-06	River Renaissance Brownbag Event	Kountz, Edmunds	12
2-14-06	River & Industrial Econ. Advisory Group	Edmunds	20
2-14-06	Oregon State Marine Board	Edmunds, Kip Wadden (Parks)	4
2-16-06	Citywide Parks Team	Feuersanger	30
2-17-06	Willamette Riverkeeper	Edmunds, Stein, Ovington	2
2-23-06	Audubon Society of Portland	Edmunds, Stein	2
2-23-06	Open House on River Plan: River Concept	Edmunds, Ovington, Stein, Kountz, Sperry, Feuersanger	20
3-7-06	Central Eastside Industrial Council	Edmunds	12
3-16-06	Sauvie Island Boosters	Edmunds, Sperry	12
4-12-06	Bureau of Planning staff	Edmunds, Sperry	50
4-20-06	Port of Portland Forum	Edmunds, Sperry	15
			TOTAL= 632

Over, please →

Groups Contacted Via Email and/or Telephone

- Alliance of Portland Neigh. Business Assn's.
- Balch Creek Watershed Council
- Brooklyn Action Corps
- Coalition for a Livable Future
- Columbia River Intertribal Fish Commission
- Columbia Slough Watershed Council
- Corbett-Terwilliger Lair Hill Neigh. Assn.
- Downtown Neighborhood Association
- Fans of Fanno Creek
- Friends of Balch Creek
- Friends of Tryon Creek State Park
- Immigrant and Refugee Community Organization (IRCO)
- Institute for Tribal Government
- Johnson Creek Watershed Council
- Linnton Neighborhood Assn.
- Lower Albina Council
- Neighbors West / Northwest
- North Portland Neighborhood Services
- Northwest District Assn.
- Overlook Neighborhood Assn.
- Portland Parks Board
- Pearl District Neighborhood Assn.
- Portland Business Alliance
- Portland Harbor Community Advisory Group
- St. Johns Business Boosters
- Sustainable Development Commission
- Tryon Creek Watershed Council

News Articles Published

- *The Oregonian* (Feb. 26, 2006)
- *The Voice* – Central Eastside Industrial Council (Dec. 2005)
- Overlook Neighborhood Assn. (Nov./Dec. 2005)
- *St. Johns Sentinel* (Nov. 2005)
- Citywide Land Use Group *Update* (Oct. 2005)
- *SW News,* Southwest Neighborhoods Inc. (Oct. 2005)

River Plan Meetings

River Plan Committee Meetings
Sept. 7, 2005 • Oct. 13 • Nov. 15 • Dec. 12 • Jan. 17, 2006 • Feb. 21 • March 21

Greenway Trail Task Group Meetings
Nov. 7, 2005 • Nov. 14 • Nov. 19 (field) • Nov. 21 • Dec. 3 (field) • Dec. 5

Other Outreach

- River Plan web site via www.portlandonline.com/planning
- River Plan News email updates (over 175 subscribers)
- North Portland Online via www.portlandonline.com/northportland
- Notices to River Renaissance email list (approx. 800 subscribers)
- Office of Neighborhood Involvement list
- News release about the River Plan and the Planning Commission hearing sent to over 50 news outlets.

REFERENCES AND OTHER RIVER-RELATED DOCUMENTS

Albina Community Plan. 1993. City of Portland, Bureau of Planning.

Central City Plan. 1996. City of Portland, Bureau of Planning.

Central Eastside Development Opportunity Strategy, December 2000, Portland Development Commission.

Comprehensive Plan Goals and Policies. November 2003. City of Portland, Bureau of Planning.

Downtown Waterfront Development Opportunities Project. 2003. Portland Development Commission.

Freeway Loop Study. Forthcoming, early 2006.

Guild's Lake Industrial Sanctuary Plan. 2001. City of Portland, Bureau of Planning.

Industrial Districts Atlas. 2005. City of Portland, Bureau of Planning.

Linnton Village Study. 2005. City of Portland, Bureau of Planning.

Regional Greenspaces and Trails Plan. 1992. Metro.

Regional Trails and Greenways: Connecting neighborhoods to nature. 2003. Metro.

Metro Water Quality Compliance Report. September 2002. *Submitted to Metro by the City of Portland*, Bureau of Planning.

Nature in the Neighborhoods. 2005. Metro.

North Beach Vision and Action Plan. 1999. Friends of Cathedral Park, University Park, and St. Johns Neighborhood Associations.

Portland Harbor Industrial Lands Study. 2005. City of Portland, Bureau of Planning.

A Strategy for Recreation, Parks, Trails, and Open Spaces. 2004. Portland Parks and Recreation.

North Portland Willamette Greenway Trail Feasibility Study. 2002. Portland Parks and Recreation.

Portland Watershed Management Plan Draft. 2005. City of Portland, Bureau of Environmental Services.

Portland's Clean River Plan. 2004. City of Portland, Bureau of Environmental Services.

Portland's Willamette River Atlas. 2001. City of Portland, Bureau of Planning.

River District Urban Renewal Plan.1998. Portland Development Commission.

River Renaissance Strategy. 2004. City of Portland, Bureau of Planning.

River Renaissance Vision. 2001. City of Portland, Bureau of Planning.

Sellwood-Mooreland Neighborhood Plan. 1998. City of Portland, Bureau of Planning.

South Waterfront Plan. 2002. City of Portland, Bureau of Planning.

Southwest Community Plan. 2000. City of Portland, Bureau of Planning.

St Johns/Lombard Plan. 2004. City of Portland, Bureau of Planning.

Swan Island Trails Action Plan, 2003. Swan Island Transportation Management Association and Portland Office of Transportation.

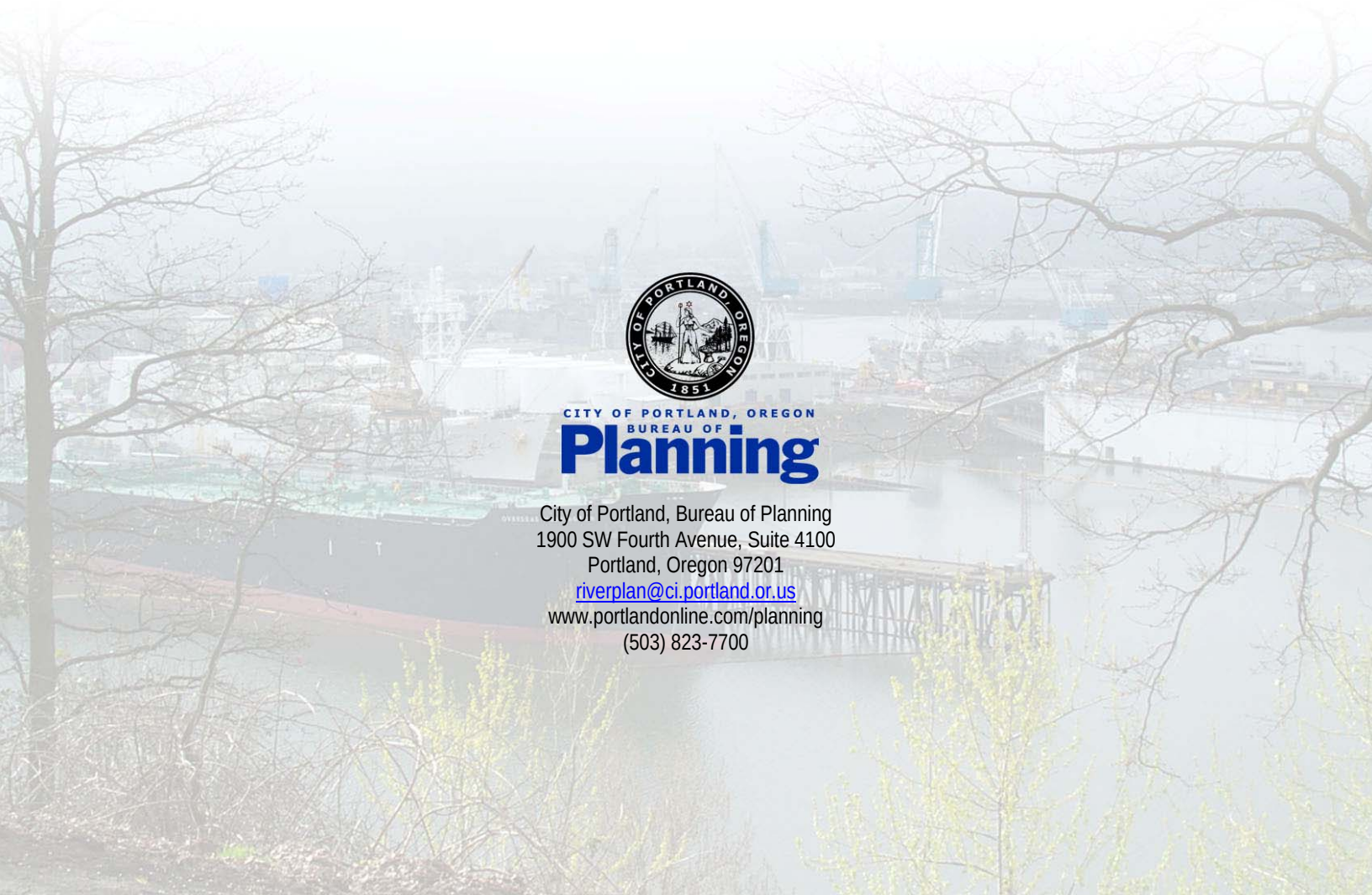
Tom McCall Waterfront Park Master Plan. 2003. City of Portland, Parks and Recreation.

Willamette Cove Management Plan Draft. 1999. City of Portland, Parks and Recreation.

Willamette River Conditions Report. 2004. City of Portland, Bureau of Planning.

Stay informed

via River Plan web site: www.portlandonline.com/planning



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