

# Gateway Green Vision Plan

May 2008



GATEWAY GREEN

*Showcasing Oregon's sustainability ethic*

*Connecting neighbors and open spaces*

*Creating identity and place*

*Improving East Portland's quality of life*





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## Overview

At the confluence of two interstate freeways – I-84 and I-205 – lies 35 acres of undeveloped and overlooked land. Once part of the historic Rocky Butte jail, this area was left an island after the construction of I-205. The site is disconnected not only from its namesake, Rocky Butte, but also from East Portland neighborhoods such as Parkrose, Parkrose Heights, Woodland Park, and Hazelwood. These neighborhoods are also disconnected from Madison South, Sumner and other neighborhoods to the west.

At the south end of the site sits the Gateway District, 600 acres of underdeveloped land that has been designated as a Regional Center by Metro - the only Regional Center in Portland. It is envisioned as a second downtown with high-quality urban office space, retail, housing, parks, and plazas.

Although Gateway has many attributes – it is one of the most accessible areas of the region, with proximity to a large jobs base and population – the vision of a Regional Center has yet to materialize. What Gateway lacks is a brand, something that would enable the development community and general public to see Gateway’s potential with fresh eyes.

Gateway Green could be the catalyst for change.

Instead of an island of overlooked land, imagine an oasis of lush greenery and trails nestled between two bustling interstate freeways, a five-minute walk from the Gateway Regional Center. This new greenspace – Gateway Green – could bring some nature to an intensely urban environment. Beyond just a greenspace, Gateway Green could create a dynamic and interactive destination that would attract and inspire generations of people who care about preserving and improving our planet. And all of this would be located in the most accessible location in the entire region – a parcel traversed by over 65 million people a year.

A citizen-driven effort, now two years in the making, has led to this point: a vision plan for Gateway Green. After numerous meetings to discuss the potential of Gateway Green, a vision statement was crafted:

*Transform an underutilized property into a regional asset that provides open space and recreational opportunities while demonstrating Portland’s and Oregon’s commitment to sustainability.*

The property is owned by the Oregon Department of Transportation (ODOT), which has granted the sponsors of this study permission to explore their ideas to put the property to use for the greater good of the community. ODOT has indicated its willingness to consider conveying the property as surplus, subject to meeting certain conditions.

This Gateway Green study builds upon a site inventory conducted in 2006 by Portland State University (PSU) graduate students enrolled in the Masters of Urban and Regional Planning program. With gratitude and appreciation for their talent and passion, the authors and sponsors of this effort acknowledge them.

Though clearly a work in progress, Gateway Green presents the key to unlock extraordinary benefits for Portland, while setting an example for the reclamation and reuse of surplus or underutilized properties around the country.

# Introduction

## The Site

Located in the Gateway District, this 35-acre piece of property owned by ODOT is designated as excess right-of-way. The construction of I-205 divided the site from Rocky Butte and adjacent neighborhoods, and divided adjacent neighborhoods from each other. Pedestrian and bicycle access is available from the northern and southern edges via the I-205 bicycle path. To the north, a pedestrian and bicycle bridge over I-205 connects to the City of Maywood Park. Under Halsey Street, to the south, is a pedestrian and bicycle underpass that connects the site to the Gateway Transit Center. Near the northern portion of the property is a small bridge for Union Pacific Railroad maintenance vehicles, which is locked and unavailable for public use.

If one's only awareness of the site is from driving by it on the interstate freeways, a walk through the site is revealing. Oblong and concave in shape, the site feels surprisingly large at a pedestrian scale. Furthermore, once through the initial pass under Halsey Street, it is also quieter than expected. At the eastern edge, adjacent to the Union Pacific Railroad and I-84, are woodlands with enough environmental value to warrant environmental conservation zoning by the City of Portland. The rest of the site is mostly meadowland with rolling topography. While much of the site has been modified by construction activity, the intactness of the woodland indicates that some areas have escaped the impacts of development. Running through the site is the main stormwater line for I-205, which collects runoff and disposes of it untreated directly into the Columbia River.

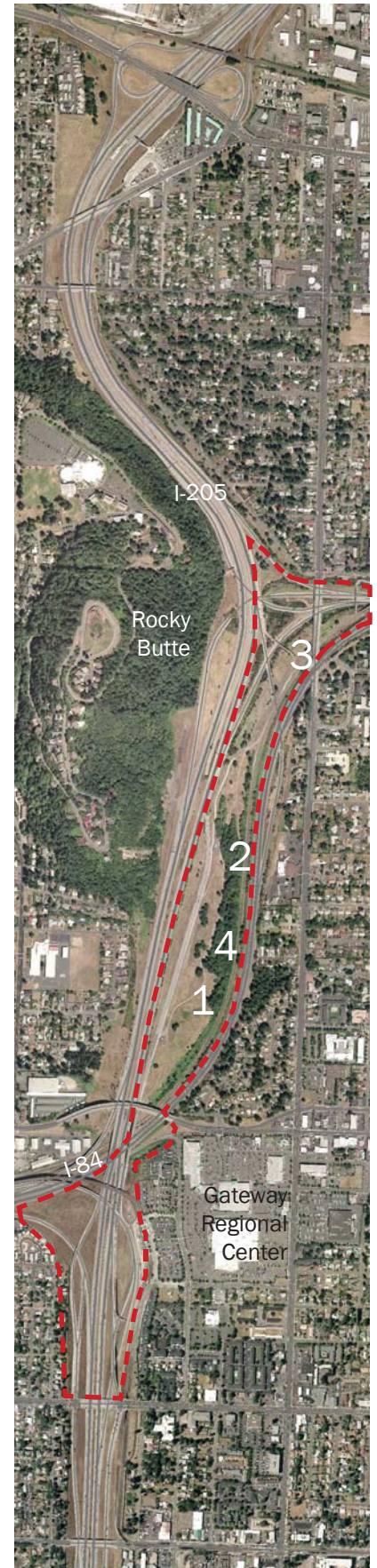
Although not developed as an open space, the site does get recreational use. Bicyclists on the I-205 bicycle path and pedestrians strolling or walking their dogs travel through the site. Makeshift bicycle jumps and trails signal the presence of mountain and sports bicyclists. The site also has evidence of transient activity, particularly along the Union Pacific Railroad.

Every site is influenced by its context. Gateway Green shares influences with Rocky Butte and the Gateway Regional Center.

### Rocky Butte

Over 600 feet high and 1.3 million years old, Rocky Butte is one of several extinct cinder cones located within the City of Portland. Stone from the Rocky Butte Quarry was used for the penitentiary at Walla Walla, the Portland Hotel, and the Old Steel Bridge in Portland, and as a source rock for the culverts of the Union Pacific Railway.

In 1935, a 2.38-acre parcel at the crest of Rocky Butte was donated as Joseph Wood Hill Park. In 1988, the City of Portland acquired 16.82 acres on top of the butte, and designated it as the Rocky Butte Natural Area. Oregon State Parks and Recreation owns a large parcel of land on the east side of Rocky Butte, and ODOT owns several large parcels of land on either side of the state park land.





View west to Rocky Butte from Gateway Green

1.



View of I-84 looking north

2.



Existing bike path near the 102nd Avenue overpass

3.



View to the south

4.

# Introduction

Rocky Butte is a natural outdoor climbing destination within the City of Portland, offering opportunities for bouldering, technical climbing, and lead climbing. The abundantly bolted cliff offers easy routes (of up to 100 feet) for sport climbing and rappelling, while the retaining walls of the “fortress” towering above present bouldering opportunities of varying difficulty.

## *Gateway Regional Center*

The southern access to the site is from the Gateway Regional Center, which was designated as such in Metro’s 2040 plan. The Portland Development Commission established 653 acres of the Gateway Regional Center as an Urban Renewal Area to assist with implementing Metro’s regional planning concept. As a result, assistance and incentives are available to encourage quality development.

The Gateway Regional Center has proximity to a large jobs base (downtown Portland, Columbia Corridor Industrial area, and Airport Way), a large population density, an abundance of health care institutions, a thriving school district, and convenient retail services. According to Metro, the Gateway Regional Center is projected to be the region’s most accessible location by 2017, with the Gateway Transit Center as an important link for the region.





# 1. Approach

## Grassroots Initiative

What began as an inspired idea for bringing an underused piece of property to life, shared with neighbors over coffee, grew to become the Gateway Green initiative that has involved dozens of stakeholders and neighbors. An early conversation with the City of Portland Director of Parks, who suggested the need for more specific information about the site, led to the inventory work done by the PSU graduate students. Over the next few months, representatives from several governmental agencies heard the story of Gateway Green, and some even visited the site. David Evans and Associates, Inc. agreed to help move the project forward by providing consultant services at half price. A Gateway Green team was formed.

At a meeting with ODOT staff, the Gateway Green team learned that bicycle groups had also approached ODOT about the possibility of using this site for a variety of recreational activities. These bicycle groups had also been talking with Portland Parks & Recreation and with the Portland Department of Transportation about the lack of places for bicycle recreation within the city. These groups were urged to work with the Gateway Green team because bicycling was identified early on as a key activity in the area.

Once ODOT officials gave the team permission to undertake the Visioning/ Feasibility Study in November 2007, a series of meetings were held with local interest groups, including members of the Gateway Urban Renewal Parks Subcommittee, the Gateway Urban Renewal Program Advisory Committee (PAC), and neighborhood groups. The Gateway Green team held other group meetings with representatives from environmental groups and environmental regulatory agencies, cycling enthusiasts, ODOT and Tri-Met staff, and with the Mayor of Maywood Park.

On February 23, 2008, David Evans and Associates, Inc. facilitated a day-long design workshop. Forty-six enthusiastic people, representing a wide variety of interests, attended the event on a sunny Saturday to share their ideas for Gateway Green. The results of that planning effort are reflected in this report.

# Approach

## Vision

Gateway Green is envisioned as a 35-acre open space and recreation area, as well as a working test site for “green” innovation. Connected to Portland’s famed 40 Mile Loop (a pedestrian and bike route originally proposed by the Olmsted Brothers in 1904 and now nearly complete), and currently reachable by foot, bike, car, and light rail, Gateway Green could become a regional destination for locals, tourists, and green industry professionals. Designed by the best minds in landscape design and engineering, water reclamation, reuse, and “green” energy, this working test site could reinforce Portland’s position of leadership in these growing industries.

By showcasing Oregon talent in these fields, Gateway Green could challenge us to answer questions such as: How much particulate matter from fuel exhaust can we remove from the air through vegetation? How much stormwater runoff can we cleanse before it flows into the Columbia River? How much “green” energy can we produce from wind, water, and solar, and sell back to the grid, thus generating operating funds for Gateway Green and its programs?

While answering these questions, Gateway Green could also provide recreation for area residents and bicycle enthusiasts from across the region and be a powerful “beacon” for Portland and Oregon, highly visible to 65 million people per year as they pass by and through Gateway Green by car, truck, MAX light rail, and bike. Imagine a transit stop on the MAX Red Line where visitors traveling from the Portland International Airport are introduced to Portland’s green ethic by arriving at Gateway Green and viewing a lush Northwest forest with cascading waterfalls and wind turbines twirling nearby.

This vision for Gateway Green emerged after graduate students in the Urban and Regional Planning program at Portland State University analyzed the site to determine what it could offer the neighborhood and district. This site analysis revealed that the site has immense potential for connection and reconnection; that it is highly visible; that it serves as a key location for bicycle activity; and that it contains the main line of stormwater runoff from I-205. Based on dozens of conversations with community members, environmental advocates, bicycle enthusiasts, and government representatives, a vision statement was created:

*Transform an underutilized property into a regional asset that provides open space and recreational opportunities while demonstrating Portland’s and Oregon’s commitment to sustainability.*

As the conversations continued, four key goals for the project were identified; achieving these goals would make the project a success.



# Approach



These four key goals are:

- **Economic Development:** Promote investment in East Portland and economic development in Oregon, while providing a kick-start for the Gateway Regional Center.
- **Open Space, Recreation, and Connectivity:** Connect neighborhoods to open spaces and each other.
- **Environmental Quality:** Improve environmental quality and showcase environmental technologies.
- **Placemaking:** Develop a sense of place and identity for East Portland.

Gateway Green could catalyze development in the Gateway Regional Center through the creation of a world-class venue for the cycling sports of cyclocross, mountain biking and free-riding. The proposed bicycle activities at Gateway Green would provide a key bicycling commuting connection and place to learn and practice the bicycle skills necessary to become bicycle commuters. By opening up this underused property, neighbors once separated by I-205 would be able to reconnect to each other and to Rocky Butte and the Gateway Regional Center. Finally, green space like this is much needed in this parks-deficient area.

| Gateway Green Goals  |                      |  |
|--|----------------------|--|
| Goals  |                      | Objectives   |
| <b>Economic Development</b><br><i>Promote investment in East Portland and economic development in Oregon</i> | <i>Investment</i>    | Provide a catalyst for Tax Increment Finance generation in the adjacent Gateway Urban Renewal District                       |
|  | <i>Jobs</i>          | Create jobs on-site and at the adjacent Gateway Urban Renewal District   |
|  | <i>Tourism</i>       | Create a recreation destination that attracts visitors   |
|  | <i>Brand</i>         | Create an iconic place that showcases Portland and Oregon's sustainability ethic and industries                              |
|  | <i>Revenue</i>       | Generate revenue from on-site activity   |
|  | <i>Innovation</i>    | Develop innovative ways to finance the project while promoting sustainability  |
|  | <i>Partnership</i>   | Forge and leverage public/private partnerships   |
| <b>Open Space, Recreation and Connectivity</b><br><i>Connect neighborhoods to open spaces and each other</i> | <i>Destination</i>   | Create a recreation destination for residents and visitors   |
|  | <i>Activity</i>      | Create opportunities for bicycling, walking and jogging  |
|  | <i>Equity</i>        | Provide equitable access to open space and natural areas for the most open-space deficient area of Portland                  |
|  | <i>Access</i>        | Provide connections from the site to existing and future open spaces   |
|  | <i>Network</i>       | Make and improve connections to regional bicycle and pedestrian trail systems  |
|  | <i>Connection</i>    | Use this community asset to re-connect neighborhoods, both physically and socially, that were disconnected by Interstate 205 |
| <b>Environmental Quality</b><br><i>Improve environmental quality and showcase environmental technologies</i> | <i>Water quality</i> | Improve water quality from Interstates 84 and 205 stormwater runoff to protect the Columbia River                            |
|  | <i>Air quality</i>   | Improve air quality, which has been polluted by emissions generated from Interstates 84 and 205                              |
|  | <i>Habitat</i>       | Create habitat on-site and provide links to habitat off-site   |
|  | <i>Energy</i>        | Generate and showcase renewable energy on-site   |
|  | <i>Education</i>     | Create environmental education opportunities   |
|  | <i>Monitoring</i>    | Provide a venue for environmental monitoring and scientific testing  |
| <b>Placemaking</b><br><i>Develop a sense of place and identity for East Portland</i>                         | <i>Identity</i>      | Create a community asset that brands the Gateway Regional Center   |
|  | <i>Visibility</i>    | Create a model for adaptive reuse of underutilized property  |
|  | <i>Livability</i>    | Enhance livability and provide a landmark image for East Portland  |
|  | <i>Community</i>     | Create a community gathering place   |
|  | <i>Safety</i>        | Create a safe environment for all users of the site  |

# Approach

## Rationale

### *Economic*

The Gateway Regional Center lies at the confluence of two interstate freeways and is the epicenter of the region's MAX light rail system, including a short connection to Portland International Airport. Property in the Gateway area has been rezoned for the commercial and housing appropriate for a Regional Center, with numerous vacant and underdeveloped properties. Gateway was also established as an Urban Renewal Area, with incentives to assist with redevelopment.

Portland and Oregon are recognized nationally and internationally as leaders in the numerous fields of the "green" sustainability movement. Portland is home and headquarters to talented professionals renowned for their expertise in the fields of design; engineering; construction; materials innovation; air, soil and water quality; and energy production. Famed as a bicycle-friendly city, Portland is also attracting talent in the field of bicycle manufacturing. This industry has been identified as a target for Portland's and Oregon's economic development efforts.

Gateway Green, by showcasing sustainable technologies and becoming a bicycle recreation destination, could provide the branding and catalyst necessary to foster redevelopment in the Gateway Regional Center.

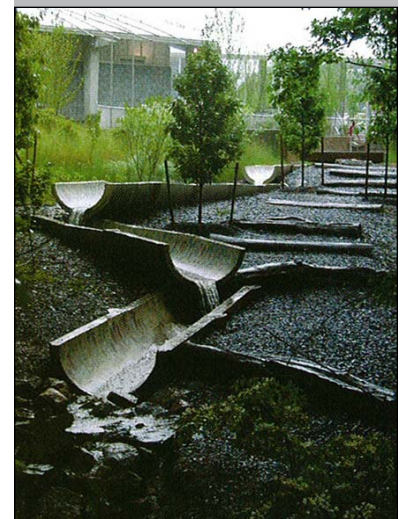
### *Environmental*

The environmental contribution of Gateway Green could be significant. Currently, stormwater runoff from I-205 – complete with oils and metals – is piped and transported to the Columbia River, where it is dumped without any filtration. At Gateway Green, stormwater could be intercepted and treated on-site. Stormwater facilities, if properly designed, could also create valuable wildlife habitat and provide amenities for the public.

Wildlife habitat is fragmented, with Rocky Butte disconnected from the woodlands on the site. Gateway Green could augment habitat plantings and reconnect areas east and west of I-205.

Freeway traffic contributes high concentrations of particulate matter to the air, and the increased amount of vegetation provided by Gateway Green could improve air and water quality in the area.

Sustainable energy sources – such as wind and solar power – could be produced on-site, feeding the on-site energy uses, as well as sending energy back into the grid. ODOT is currently looking for demonstration sites to install solar panels adjacent to freeways. Portland has become home to at least three manufacturers of wind turbines. Gateway Green could serve as a highly visible showcase for these growing industries.





Gateway Green could also function as an environmental test site, where sustainable technologies and practices are explored. The monitoring of these technologies could help further our understanding of how they work and how they could be improved. In addition, these practices generate significant environmental education opportunities for students and researchers. At Gateway Green, these educational opportunities would be easily accessible by car, bus, light rail, foot, or bike.



Gateway Green would be a fully sustainable site – generating its own energy and recycling its own waste. But beyond that, Gateway Green could be a net exporter of environmental benefit. Viewed in its context – the Gateway Regional Center – Gateway Green would provide ecological services that are difficult to provide in a dense urban area. Its existence would help the region become more sustainable by providing vital recreational and environmental services to offset the more intense urban development expected in the area.

## *Social*



The construction of I-205 severed Gateway neighborhoods and blocked easy pedestrian connection to Rocky Butte for neighborhoods east of the interstate. Gateway is surrounded by one of the most dense population bases in Oregon, with approximately 370,000 people living within a five-mile radius. However, East Portland, which Gateway is a part of, is also one of the most park-deficient areas of Portland. In the Coalition for a Livable Future's Equity Atlas, the neighborhood of Parkrose Heights is specifically mentioned as an area far removed from a public park.

Here is an opportunity to correct this deficiency. Gateway Green brings open space to the community, builds stronger connections to Rocky Butte, and also connects neighborhoods to one another. Metro, fresh from the successful completion of its first regional greenspace acquisition campaign, is leveraging this success with a second preservation effort and is looking for more urban opportunities for creating open spaces. Developing Gateway Green would augment this effort and focus park development funds in East Portland.



# 2. Design

## The Community Design Workshop

On the morning of February 23, 2008, 46 people showed up at the Crossroads Christian School for a community design workshop for Gateway Green. Representatives from the bicycle and environmental communities, neighbors, government staff, architects and architecture students, landscape architects, and designers attended in order to imagine what could happen on this 35-acre piece of property. The group divided into six tables to craft a vision plan. For three hours, these groups discussed ideas and drew concepts that expressed their hopes for the site. By noon, six visions for Gateway Green were presented for the group to review.

A smaller group of designers met in the afternoon to discuss the commonalities between visions and began refining the ideas into a synthesized vision plan. A consensus emerged that rather than be all things to all people, the plan should focus on doing a few things spectacularly well. Though Gateway Green could provide a variety of ancillary benefits, it was agreed that the priorities for Gateway Green would be:

- “Renaturing” (environmental restoration) of an intensely urban environment;
- Showcasing and testing “green” technology; and
- Bicycle recreation and commuting.

The vision plan was completed by David Evans and Associates, Inc., with support from Portland State University architecture students in imagining components of the plan.

## The Plan

### *Bicycling*

Portland is becoming Bicycle City, USA, both through its high percentage of bicycle commuters and its growing population of devotees of the burgeoning international sports of mountain biking, cyclocross, and free-riding. There is currently a shortage of suitable urban venues for these sports. Gateway Green could make a significant contribution to these sports.





## **Bicycle Commuting**

Gateway Green provides a critical link in the bicycle commute network. The plan for Gateway Green includes providing a new access ramp from NE 102nd Avenue into the site, as well as maintaining the existing bridge from the City of Maywood Park. The aim of this plan is to provide a safe passage for commuters through the site, without disruption from other activities occurring there. In order to accomplish this aim, the bicycle commute path crosses over I-205 on a proposed land bridge, to connect with the proposed Sullivan's Gulch trail. Once the proposed Sullivan's Gulch trail is developed, Gateway Green becomes the nexus of north-south and east-west bicycle commuting for the region. Additionally, a bicycle skills course would be developed for new riders to gain confidence in bicycle commuting.

## **Mountain Biking**

Single-track mountain biking trails are proposed for the existing woodland area on the eastern portion of the site, near the Union Pacific railway. In addition, a figure-8 bicycle pathway that encompasses the core site and the ODOT property west of I-205 would provide a biking loop and connection to Rocky Butte, where additional mountain biking trails could be developed.

## **Cyclocross**

Cyclocross is something like a bicycle obstacle course. Cyclocross courses would be set up temporarily on the site, and would use the mountain bike and free-riding trails that already exist. Bicycle commute traffic could be maintained through the site because of the midpoint crossover provided by the proposed figure-8 loop.

## **Free-riding**

Free-riding is a gravity-assisted bicycle sport, using varied topography for a challenging technical ride. The southern portion of the site has hilly terrain and is well-suited for this type of bicycle recreation.

## **Environment**

### **Connectivity**

Gateway Green can reconnect greenspaces to one another. Habitat land bridges, proposed at the north, south, and midpoints of the site, provide for greater habitat connectivity and wildlife movement. These land bridges would help reconnect neighborhoods east and west to one another, as well as providing better access to Rocky Butte.

### **Vegetation**

A significant amount of new vegetation is proposed for the site. Because the site lies adjacent to the freeways, the filtering benefits of trees and other vegetation would help improve air and water quality. Both the northernmost and southernmost portions of the site are inaccessible to people because of freeway interchanges and would benefit greatly from increased vegetation. Additional plantings on the edges of the freeways would also improve habitat and air quality benefits.

# Design

## **Stormwater**

Stormwater from Halsey Street would be collected and used for a water feature, masking the traffic noise. The water would be cleaned through a shallow swale, lined with plants, that follows the lower pathway into the site. Stormwater from I-205 would be treated through a stormwater facility in the center of the site, which would be designed to provide wildlife habitat and be aesthetically pleasing to visitors of Gateway Green.

## **Monitoring**

Monitoring the development of sustainable technologies is a significant component of Gateway Green. Not only does this green space showcase environmental technologies, but also it monitors their performance and furthers our understanding of the future of these technologies. A small shelter that provides a home base for conducting water quality samples or monitoring other environmental data has been incorporated into the design. This environmental education structure would also provide an out-of-weather shelter for site users.

## **Education**

The sustainable technologies and environmental restoration occurring at Gateway Green provide educational opportunities for the entire population, but would be particularly useful to local schoolchildren. Easily reachable by car, light rail, bus, bike and foot, Gateway Green would be an outdoor learning laboratory for students.

## ***Sustainable Technology***

### **Solar Panels**

The southernmost area of the site is crisscrossed by freeway interchanges and is inaccessible to the public. In this area, arrays of solar panels would be placed among low-growing vegetation, which would be connected to iconic solar art. These solar art pieces provide an opportunity to engage local artists in their design.

### **Wind Turbines**

The northernmost portion of the site is also inaccessible to the public because of freeway interchanges. Two wind turbines, appropriately sized for the site, would be placed in this area. The remaining area would be planted with Douglas-fir trees and other native conifers. Carved out of this forest are view corridors that would lead the eye to the wind turbines. Like the solar art pieces, local artists could be recruited to assist with their design and placement.

### **Lighting Design**

The solar and wind energy design theme would be echoed throughout the site by the design of the on-site lighting. Designed to minimize light pollution, these lighting pieces would help create a sense of safety at the site at night, as well as encourage active recreational use.

### **Composting Toilets**

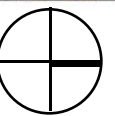
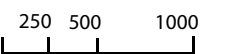
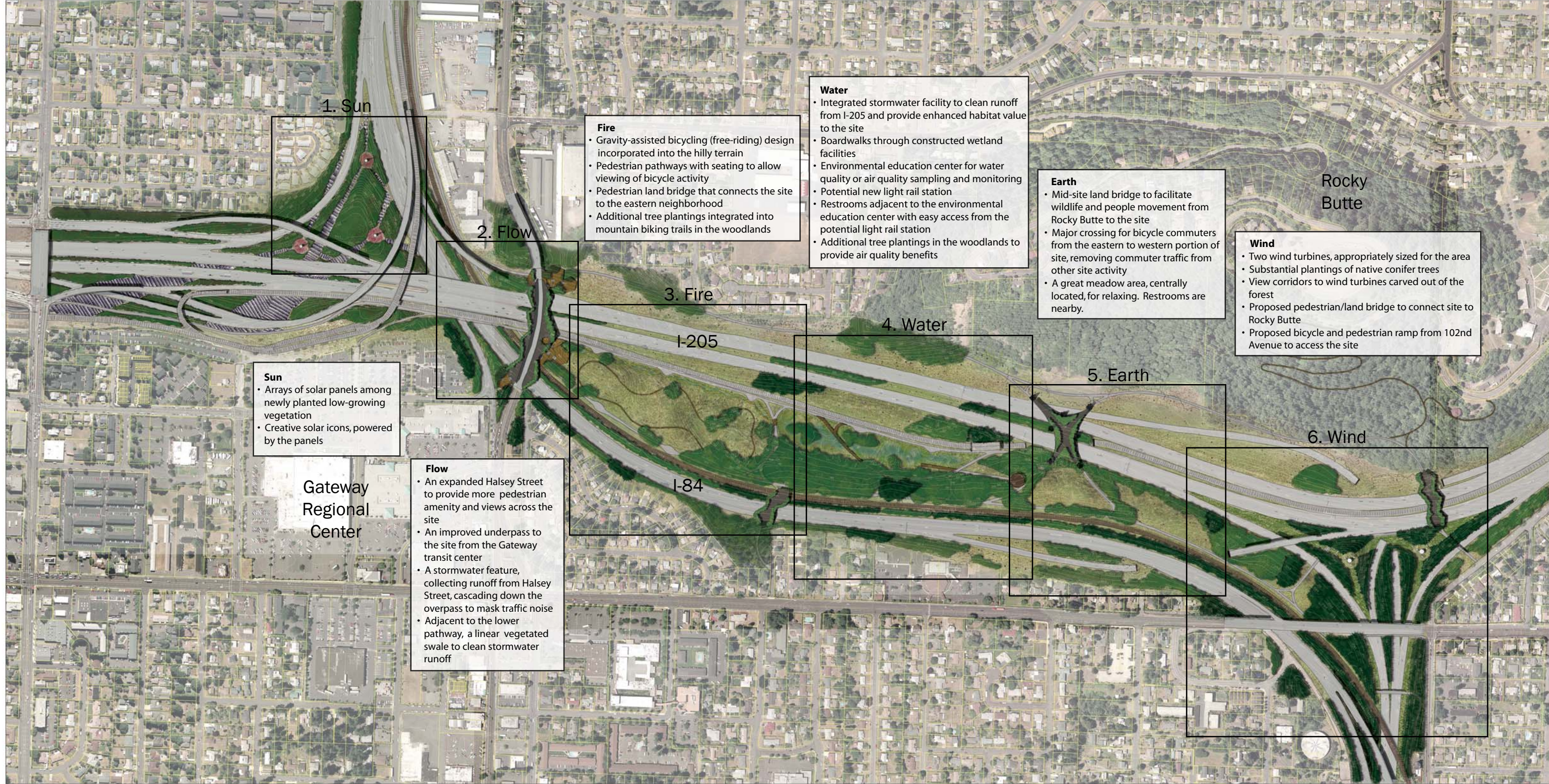
Because Gateway Green would be a fully sustainable site, no waste would be exported. Instead, composting toilets would recycle wastes into nutrient-rich mulches that may be used in re-vegetation efforts on the site.

### **Sustainable Architecture**

The environmental education shelter would be constructed with sustainable technologies – ranging from recycled-content materials to a green roof.



# Gateway Green- Proposed Site Plan

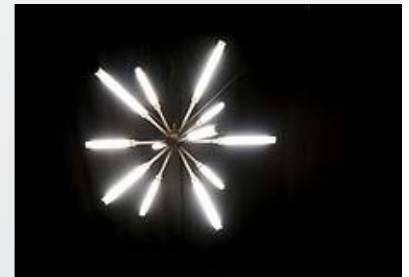


# 3. Areas

## 1. Sun

The vision plan for Gateway Green has been divided into sub-areas in order to better describe the program and activity in each area. These areas are described below:

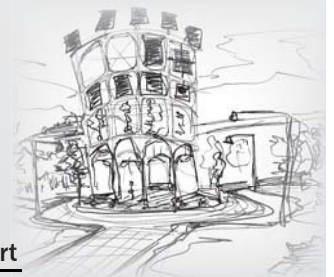
In the southern portion of the site, inaccessible to the public among the freeway interchanges, are arrays of solar panels. They have been carved out among the low-growing vegetation that has been planted there. The solar panels are arranged along view corridors to iconic art pieces. These sculptures are powered by the solar energy; excess energy is sold back to the energy grid.



Solar-powered iconic art

Low-growing shrubs define views

Solar panels arranged within defined view corridors



## 2. Flow

The point where Halsey Street crosses I-205 is an iconic entry into Gateway Green. It also provides an improved pedestrian experience, with vegetation incorporated into the overpass design, as well as view cantilevered platforms that overlook the site. The underpass from the Gateway Transit Center is also improved, with a more gracious entry to the site. A stormwater design feature, collecting runoff from Halsey Street, cascades down the overpass and masks traffic noise. Visitors can enter the site by following the route that this stormwater takes, walking along the vegetated swale. Alternatively, visitors can walk to a small gathering area at the crest of the hill, where they can watch activity on the site or enjoy views to Rocky Butte.



Sullivan's Gulch Trail connection

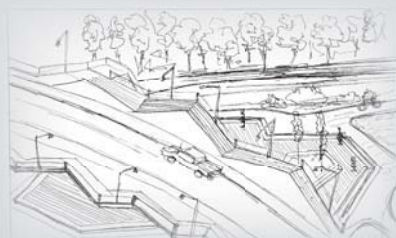
Terraced overlooks

Halsey bridge gateway

Lightrail and pedestrian connection

Water feature

Cycle area viewpoint



Freight rail

Gateway  
Regional Center



# Areas

## 3. Fire

Past the initial southern entry into the site is an area dedicated to free-riding (gravity-assisted bicycling), which is incorporated into the hilly terrain. Both the higher and lower pathways around this area have seating areas that allow visitors to view this bicycle activity. Mountain biking trails are found in the wooded areas. The edges of the woodlands have additional trees planted. This portion of the site also contains a pedestrian and habitat bridge, which connects Gateway Green to the Woodland Park neighborhood to the east. This bridge allows wildlife to move through the site and also provides visitors with a midpoint entry and exit to the neighborhood.



Light rail

Stormwater demonstration swale

Free ride courses

Perimeter trail

Diversified vegetation

Cycling trails

Vegetated pedestrian bridge

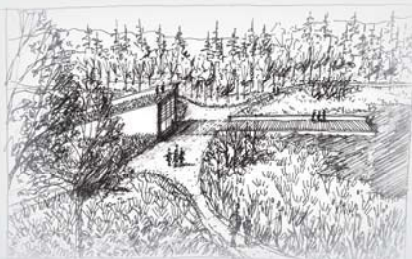
Neighborhood connection



## 4. Water



The stormwater flows through the site and collects in this area. Runoff from I-205 is cleansed through a wetland facility that is constructed here, and that also provides additional habitat values on the site. Boardwalks through the wetlands enable visitors to experience the habitat without disturbing it. An environmental education center provides a space for people to learn about the environmental technologies on the site, as well as a place for visitors to get out of the weather. A restroom is incorporated into this facility; it is also an asset for bicycle commuters. A new light rail station is proposed for this area.



Light rail

Perimeter trail

Constructed wetlands  
and boardwalks

Pier for water sample collection

Environmental education center

Diversified vegetation

Cycling trails

Freight rail



# Areas

## 5. Earth

In this portion of Gateway Green is a land bridge that facilitates wildlife and people movement from Rocky Butte into the site. This bridge is an important part of the bicycle commute route, because bicyclists connecting from the west enter the site and continue their route east by crossing over this bridge. By making this crossover connection, bicycle commute traffic is separated from other activity on the remainder of the site. Also in this area is the great meadow, an open space for relaxing or playing Frisbee.



Gateway Loop trail

Vegetated pedestrian bridge

I-205

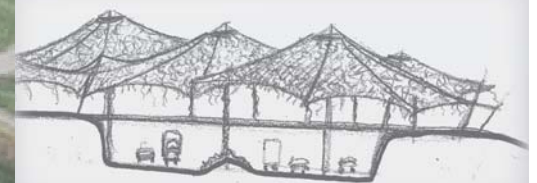
Light rail

Commuter trail

Great meadow

I-84

Freight rail



## 6. Wind



At the north end of the site, among the freeway on and off-ramps is an area that has been afforested with Douglas fir trees and other native conifers. Corridors are cut into the trees to accentuate the views to wind turbines. Also in this area is another pedestrian and land bridge that connects the site to Rocky Butte and the Madison South neighborhood. An additional bicycle and pedestrian ramp from 102nd Avenue provides better access into the site from east.



Rocky Butte park

Neighborhood connection

Light rail

Densely planted conifers  
direct views  
Iconic wind turbines visible  
along view corridors

Freight rail

Maywood Park neighborhood

102nd Ave. commuter bike path,  
transition to Gateway Green



# 4. Costs and Funding

As Gateway Green has not yet been specifically and finally designed, it is impossible to now establish a reliable cost projection. Represented here is an educated “rough order of magnitude” cost estimate, based on the conceptual design described in this report. It is presented here for context and discussion purposes, with the caveat that once specifically designed, the actual cost could change significantly.

The most expensive component of this design vision is the bridges. While providing exceptional opportunity and versatility, it has not yet been established whether more than one bicycle/pedestrian bridge is necessary or feasible. Further, it is possible that Gateway Green could be developed and improved in phases, and a possible phasing scenario is represented by the subtotals shown.

As for financing, it is believed that Gateway Green could present some attractive sponsorship and demonstration site opportunities, and these may result in substantial monetary and in-kind contributions. Volunteer labor, especially from certain bicycle enthusiast communities, may be a source of significant savings. While some public funds—local, regional and national—may be available for elements of Gateway Green, it is intended that these be leveraged, to the maximum extent possible, with funds from the private sector: individuals, businesses, and foundations.

| GATEWAY GREEN             |  |                 |          |                |                        |
|---------------------------|--|-----------------|----------|----------------|------------------------|
| Concept Cost Estimate     |  |                 |          |                |                        |
| No.                       | Item                                       | Quan.           | Unit     | Unit Price     | Subtotal               |
| 1                         | <b>Site Work</b>                           |                 |          |                |                        |
|                           | Site Preparation and Demolition            | 1               | lump sum | \$50,000.00    | \$50,000.00            |
|                           | Mobilization                               | 1               | lump sum | \$3,750.00     | \$3,750.00             |
|                           | <b>Subtotal</b>                            |                 |          |                | <b>\$53,750.00</b>     |
| 2                         | <b>Buildings</b>                           |                 |          |                |                        |
|                           | Enviro. Education Pavilion/Restrooms       | 1               | lump sum | \$500,000.00   | \$500,000.00           |
|                           | <b>Subtotal</b>                            |                 |          |                | <b>\$500,000.00</b>    |
| 3                         | <b>Stormwater Facilities</b>               |                 |          |                |                        |
|                           | Vegetated Swales                           | 1600            | LF       | \$20.00        | \$32,000.00            |
|                           | Stormwater Collection Facility             | 15500           | CY       | \$10.00        | \$155,000.00           |
|                           | <b>Subtotal</b>                            |                 |          |                | <b>\$187,000.00</b>    |
| 4                         | <b>Furnishings</b>                         |                 |          |                |                        |
|                           | Benches                                    | 15              | each     | \$1,500.00     | \$22,500.00            |
|                           | Lighting                                   | 20              | each     | \$1,500.00     | \$30,000.00            |
|                           | Bollards                                   | 18              | each     | \$500.00       | \$9,000.00             |
|                           | <b>Subtotal</b>                            |                 |          |                | <b>\$61,500.00</b>     |
| 5                         | <b>Plantings</b>                           |                 |          |                |                        |
|                           | Trees                                      | 1000            | each     | \$75.00        | \$75,000.00            |
|                           | Shrubs                                     | 10000           | each     | \$12.00        | \$120,000.00           |
|                           | Wetland Plantings                          | 1               | lump sum | \$50,000.00    | \$50,000.00            |
|                           | Plant Establishment                        | 1               | lump sum | \$50,000.00    | \$50,000.00            |
|                           | <b>Subtotal</b>                            |                 |          |                | <b>\$295,000.00</b>    |
| 6                         | <b>Misc. Site Construction</b>             |                 |          |                |                        |
|                           | Rocky Butte Bike Path - Gravel Paved       | 3500            | LF       | \$3.50         | \$12,250.00            |
|                           | Misc. Small Structures                     | 5               | LF       | \$7,000.00     | \$35,000.00            |
|                           | Paved Bicycle Path (12' w)                 | 3.1             | mile     | \$275,000.00   | \$852,500.00           |
|                           | Signage                                    | 8               | each     | \$2,500.00     | \$20,000.00            |
|                           |  | <b>Subtotal</b> |          |                |                        |
|                           | <b>Design &amp; Engineering</b>            |                 |          |                | <b>\$290,000.00</b>    |
|                           | <b>Package 1 Total</b>                     |                 |          |                | <b>\$2,307,000.00</b>  |
| 7                         | <b>Bridges</b>                             |                 |          |                |                        |
|                           | Bridges 1 (north end)                      | 1               | each     | \$1,375,000.00 | \$1,375,000.00         |
|                           | <b>Subtotal</b>                            |                 |          |                | <b>\$1,375,000.00</b>  |
|                           | <b>Design &amp; Engineering</b>            |                 |          |                | <b>\$137,500.00</b>    |
|                           | <b>Package 2 Total</b>                     |                 |          |                | <b>\$1,512,500.00</b>  |
|                           | Bridge 2 (I-205 crossing/center span)      | 1               | each     | \$3,640,000.00 | \$3,640,000.00         |
|                           | Bridges 3 (I-84 crossing)                  | 1               | each     | \$1,375,000.00 | \$1,375,000.00         |
|                           | Pedestrian Bridge Retrofit (Halsey Street) | 1               | each     | \$4,200,000.00 | \$4,200,000.00         |
|                           | Pedestrian Bridge Terraced Plazas          | 40000           | SF       | \$65.00        | \$2,600,000.00         |
|                           |  | <b>Subtotal</b> |          |                |                        |
|                           | <b>Design &amp; Engineering</b>            |                 |          |                | <b>\$1,180,000.00</b>  |
|                           | <b>Package 3 Total</b>                     |                 |          |                | <b>\$12,995,000.00</b> |
| 8                         | <b>Green Icons</b>                         |                 |          |                |                        |
|                           | Photovoltaic Fields                        | 50000           | SF       | \$50.00        | \$2,500,000.00         |
|                           | Wind Turbines (north end)                  | 3               | each     | \$150,000.00   | \$450,000.00           |
|                           | Solar Powered Art Work (south end)         | 3               | total    | \$150,000.00   | \$450,000.00           |
|                           | <b>Subtotal</b>                            |                 |          |                | <b>\$3,400,000.00</b>  |
|                           | <b>Design &amp; Engineering</b>            |                 |          |                | <b>\$340,000.00</b>    |
|                           | <b>Package 4 Total</b>                     |                 |          |                | <b>\$3,740,000.00</b>  |
| <b>Total All Packages</b> |  |                 |          |                | <b>\$20,554,500.00</b> |

Note: The information presented here is for context and discussion purposes, with a caveat that once specifically designed, the actual cost could change significantly.



# 5. Conclusion

Gateway Green is envisioned as an economic development tool for the city, region, and state that would create jobs and further brand Portland as one of the “green” capitals of the world. It would be a commercial incubator for “green” industries—ranging from energy production to construction materials, methods, and design. Gateway Green could also provide a green refuge for one of the densest, but most park-deficient areas of Portland; an area that often feels overlooked for visionary, high-quality projects. Perhaps best of all, much of this vision could be paid for by the private sector - both front-end and on-going costs.

In order to make Gateway Green a reality, some additional steps are planned. To start, this document will be forwarded to the many stakeholders who were involved with its design and preparation, and presented to key constituencies. By meeting with neighborhood groups, cycling groups, design and engineering professionals and government representatives, the project team hopes to build even greater community support for Gateway Green. Again through the engagement of stakeholders, the project team would develop the structures and systems for property ownership, governance, operation and maintenance.

The next effort involves getting interest and commitments for conditional financial support from individuals, businesses, stakeholder groups, foundations and public agencies. This support may be monetary and/or in-kind.

Finally, the project team would present the results of all of the above to ODOT, along with any other information required for their decision-making, and obtain a commitment to proceed. Once that commitment is granted, the team would commence with the detailed design, costing, budgeting, phasing, and development.

## *Get Involved*

Gateway Green needs the support of hundreds to transform this vision into reality. If you would like to know more about the project or how to get involved, please contact Ted Gilbert at 503-221-9424 or [ted@gilbertbrocommercial.com](mailto:ted@gilbertbrocommercial.com) or Linda Robinson at 503-261-9566 or [Lrobinspdx@comcast.net](mailto:Lrobinspdx@comcast.net).

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