



Washington Park Reservoir Improvements Project Community Sounding Board Meeting #9 Summary

October 30, 2014

6:00 to 8:00 pm

Zion Lutheran Church

1015 SW 18th Ave, Portland – Parish Hall

CSB Members Present

Annie Mahoney – *Historic Group Representative*
Eric Nagle – *Arlington Heights NA*

CSB Members Absent

Charlie Clark – *Northwest Heights NA*
Nicolas Clark – *Neighbors West Northwest*
Terri Davis – *Portland Parks & Recreation*
Chris Kent – *Goose Hollow NA*
Dave Malcolm – *Sylvan-Highlands NA*
Bill Welch – *Northwest District Association*

Staff & Public Present

Teresa Elliot, *Portland Water Bureau*
Tom Carter, *Portland Water Bureau*
Dan Hogan, *Portland Water Bureau*
Tim Hall, *Portland Water Bureau*
Lindsay Wochnick, *Portland Water Bureau*
Alan Peck, *AECOM*
Carmen Nale, *AECOM*
Marilee Hanks, *AECOM*
Greg Boersma, *Hoffman Construction*
Cary Bubenik, *Hoffman Construction*

Jeanne Lawson, *JLA Public Involvement*
Sam Beresky, *JLA Public Involvement*
Jamie Harvie, *JLA Public Involvement*
Allison Duncan, *Arlington Heights Neighborhood Association*
Scott Fenandez, *Public*
Kathryn Notson, *Public*
Mary Ann Schwab, *Sylvan-Highlands Neighborhood Association*
Hershel Soles, *Public*

Welcome

Jeanne Lawson reviewed the purpose of the meeting, which was to provide an update on construction impacts and visual features designs. She reminded audience members of the role of the Community Sounding Board (CSB) in the Washington Park process. She requested that comments be kept to issues concerning the CSB and noted if audience members would like to discuss outside issues, they can do so with Portland Water Bureau (PWB) staff following the meeting.

Teresa Elliott provided an update on the project. Designs are approximately 60% done; the team is currently working on incorporating feedback into the designs. PWB is preparing to submit Type IV land use permit application to the Bureau of Development Services (BDS), which would mean the review hearing is likely to be held in February or March 2015. PWB is also working with the State Historic Preservation Office (SHPO) on the memorandum of agreement regarding historic mitigation.

Discussion

- **Eric Nagle** asked for an update regarding skateboarding deterrence measures. The project team said the Historic Landmarks Commission (HLC) has approved the use of cobblestone. SHPO did not prefer the reuse of historic cobble, so the design team is leaning towards a new basalt cobble. The rough cobble will be interspersed with smooth paving stones. ADA regulation limits the amount the cobble can be raised. Other deterrence measures include incorporating breaks into the seating benches along the wall and choosing raised lighting that extends above the seating to break up the smooth surface.
- **Annie Mahoney** asked about the current status of the HLC process. The project team said they completed the Design Advice Review in the spring. When the Type 4 land use permit package is submitted, it will go to the HLC for formal comment. Staff noted that the Type 3 application will not be submitted until the Type 4 process is complete.
- Annie asked when the Memorandum of Agreement with SHPO is expected to go through. Staff answered that they are going back and forth refining details. It is likely to be complete before the end of the year.

Visible Features and Interpretive Elements Update

Marilee Hanks reviewed the project schedule. Design will continue into the middle of 2016. The permitting process will start late in 2014 and continue into 2016. Construction will begin soon after that and continue through 2020.

Marilee presented an update on the visible features and interpretive elements. She noted that the major visual features elements – extent of water, layout of pathways, etc. – are very similar to what was presented to the CSB in April. The designs continue to be refined.

Grading

The team has proposed a smoother slope for the Reservoir 4 hillside, rather than the terraced design previously presented. This will make plant establishment easier.

Interpretive elements

Much of the work on interpretive elements has been shaped by input from SHPO. A key consideration has been that the interpretive elements are an artistic and integrated part of the site design.

The team is proposing the use of amber glass encasing historic elements as a symbol of preservation. Proposed interpretive elements include amber-colored posts encasing elements of the historic fence are being proposed to delineate the original edge of the reservoir 4. Amber glass covering historic photographs of the landslide have been incorporated into retaining walls. They have also been exploring putting historic photos in amber glass along the pathways.

The design team has also proposed stamping interpretive elements, such as maps and narrative pieces, into the concrete elements of the grand staircase and plazas.

A lenticular sculptural element would show a historic photo of the reservoirs from one angle, a photo of pre-construction reservoirs from the other, and allow views through to the current reservoirs. The posts could be four to six feet high. The design team is still considering the best placement for this element and looking for the ideal photos to suit the view angles.

Jeanne reminded the group that the interpretive elements have been important to the group and the community, but are also required as mitigation elements.

Discussion

- Eric said he likes the ideas for the interpretive elements. He noted that history in the area began prior to the construction of the reservoirs and suggested incorporating natural history elements. Marilee said that SHPO had a strong preference for focusing on the history of the reservoirs.
- Annie said she loves idea of fence pieces in amber. She liked the subtlety of the interpretive elements and that they include an element of discovery. She said it looks like something that will be timeless.
- Eric asked how the lenticular would stand up over the long term. Marilee said a high priority for all interpretive elements is longevity. She said the lenticular is likely to be made of imprinted metal.
- Annie was concerned about height of lenticular and suggested it might be best placed on the dam between the reservoirs, which would provide views of both reservoirs from either side.

Construction and Site Logistics Overview

Dan Hogan said that PWB have known that the construction impacts are going to be just as important to the neighborhoods as the aesthetics. The project team has worked to mitigate as many impacts as possible. They have opted for drilling piles instead of driving them. They have considered ways to reduce truck traffic, though this is still going to be the most impactful element of construction. One of the main reasons Hoffman Construction was chosen as the contractor was because their proposal focused on alternative methods to get materials on and off site. PWB has decided that they will be able to take both Reservoir 3 and Reservoir 4 offline at the same time, which will drastically increase the amount of materials that are able to be reused onsite and reduce truck trips.

Cary Bubenik presented an overview of construction considerations. He said that Hoffman Construction has worked to find the best solution that will complete the job efficiently with the fewest impacts to the neighborhood. He said that Hoffman welcomes community ideas regarding the proposals. He noted that Hoffman is also working on the Kelly Butte project, which is likely to be complete by January 2015 and had a large element of responding to public feedback. They are also working on the Japanese Gardens improvements, which should be complete around the time work on the Washington Park reservoirs begins.

Cary described the main construction challenges identified, including:

- Public safety
 - Considerations include narrow streets, bicycle and pedestrian traffic, and presence of crowds and children around Washington Park amenities.
- Limited access to site for deliveries and materials removal
 - The historic roads in the area, particularly within Washington Park, are not built for heavy truck traffic.
- Noise mitigation
 - Shafts will be drilled rather than driven, which will drastically reduce noise impacts. Thousands of drilled shafts are expected to be installed in the first year of construction.
- Worker parking
 - Will do their best to discourage worker parking in neighborhoods. Remote parking site with shuttle are often provided by subcontractors.

- Truck traffic and concrete/materials deliveries
 - This will be the most impactful element for neighborhoods. Cary presented the approximate number of truck trips expected for each element of the project. He noted that through creative planning, Hoffman has been able to reduce the number of truck trips by approximately 70% from a traditional approach.
 - Concrete requires special considerations. To ensure quality, the concrete must be produced at a plant offsite and is only allowed to travel for a certain amount of time.

Greg Boersma presented about construction and site logistics. He explained the stages of construction to bury Reservoir 3 and how materials will be reused at Reservoir 4. He noted that being able to reuse excavated materials from Reservoir 3 in Reservoir 4 greatly reduces the required truck trips in and out of the area.

Greg noted that Reservoir 3 must be moved to the east to avoid disturbing the historic landslide. Excavation of this area will take approximately a year. The retaining wall on the landslide-side of Reservoir 3 will be about 50 to 60 feet tall and require a lot of fill material. Hoffman is hoping to get this material to the site using a conveyor. The conveyor will also move materials from Reservoir 3 to Reservoir 4.

Greg presented the proposed truck routes. He noted that concrete must be brought in via the northern route and around Reservoir 3 due to travel time constraints. It is likely they will pour concrete three days a week. The project team has been meeting with Portland Parks & Recreation (PPR) to discuss their preferences and concerns for truck traffic. The Washington Park roads are not built for the weight and length of many of the trucks.

Discussion

- The group discussed bicycle and pedestrian access during construction. SW Sacajawea Blvd. will be temporarily closed to all modes while the shoring walls for Reservoir 3 are built. The closure will likely begin in the fall of 2016 and last for a year. Hoffman is currently working on the alternate routes for bicycles and pedestrians and welcomes input from the community. Once the shoring walls are built, Hoffman is hoping to construct a 10-foot vehicle lane and a 5-foot pedestrian path along SW Sacajawea Blvd., possibly including a hard barrier between the two.
- The groups discussed detours for Washington Park users. Traffic into the park will continue as normal, though traffic out of the park would be detoured. There will be a short closure of SW Lewis and Clark Way for intersection work.
- The group discussed reuse of materials onsite. Concrete removed from Reservoir 3 will be reused as fill in Reservoir 4. It will be crushed on site, likely in the Reservoir 4 area.
- The group discussed the proposed truck routes.
 - Eric Nagle said that the Arlington Heights Neighborhood Association's perspective is that is that nobody lives at the Oregon Zoo and World Forestry Center. Truck traffic will be much more inconvenient to the full-time residents of the neighborhood and as much as possible this should have priority over inconvenience for park amenities. He noted that between the Japanese Garden and Washington Park Reservoirs projects, the neighborhood will experience seven years of heavy truck traffic.
 - Considerations for truck traffic through the park include public safety issues due to number of people using park amenities and that the park roads are not constructed to handle heavy traffic.

- Some trucks will carry fill; others concrete. When possible, fill trucks will come in via SW Jefferson St., though this may not always be possible.
- The Arlington Heights neighborhood would like a better estimate of how many individual trips would go through their neighborhood.
- It may be possible to use SW Rose Park Rd. as an exit route if parking were not allowed.
- The group discussed neighborhood congestion and potential mitigation options.
 - Eric said that neighborhood traffic and parking is seasonal due to the Washington Park amenities. He said Hoffman considered this during planning visits.
 - Congestion in the park lasts only for a short stretch around the zoo, while congestion in the neighborhood will be more consistent.
 - Much of the traffic through Arlington Heights is commuter through traffic. The group discussed collaborating with Portland Bureau of Transportation (PBOT) to put signs at the entry along Skyline saying “local traffic only” or “expect 20 minute delays.” This would reduce traffic in the neighborhood, allowing safer access for trucks. It was noted that the closure of SW Sacajawea Blvd. may discourage some commuters.
 - Eric is familiar with pedestrian and bicycle routes through the park. He presented some of the most heavily used routes that need to be considered during closures. SW Sherwood Blvd. is more of a recreation route than a commuter route. While SW Sacajawea Blvd. is closed, PWB could prohibit parking on SW Lewis and Clark Blvd. and provide a one way for cars and two ways for bikes and pedestrians. Cary requested feedback from CSB members and neighborhood associations in regards to alternate routes for bicycles and pedestrians.
- Construction hours will typically be 7:00 a.m. to 3:30 p.m. Monday through Friday, with some Saturday work. Saturdays will be more common at the beginning of the project.
- The group discussed parking. Greg said that they expect about 150 to 200 workers per day at the peak of construction. Eric said that there are no parking time limits in the neighborhood, and that meters have deterred the amount of parking in Washington Park. A few streets require parking permits after 10:00 p.m. The team has explored using the soccer field as a parking lot, though this is not possible. Eric suggested using the road to the maintenance yard for worker parking.
- Eric asked about equipment emissions. The project team said that limiting truck idling is city policy and will be enforced project-wide. Though the concrete subcontractor has not been chosen, all potential concrete companies use Tier 4 diesel equipment (“clean” diesel).

The following are items identified as needing further consideration and follow-up:

- Identify total truck trips through Arlington Heights neighborhood.
- Consider how many of these are empty loads that could potentially use an alternate route.
- Explore alternate route out of the site via SW Sherwood Blvd.
- Work with PBOT regarding variable message signs into neighborhood.
- Explore parking possibilities at park maintenance lot and along access road.
- Collaboration between PWB and PPR with a goal to reduce neighborhood traffic as much as possible.
- Consider eliminating parking along SW Lewis and Clark Blvd. to provide more room for truck, car, bicycle and pedestrian traffic.

Public Comment

Scott Fernandez asked whether the presentations will be available on the website. [Yes.] He also asked for the budget for the entire Washing Park Reservoir Improvements project. [\$76 million.]

Catherine Notson said that “zoo bombing” is a very dangerous practice. She is concerned this may happen during construction and could clash with truck traffic.

Mary Ann Schwab said she trusts Teresa Elliott and hopes the contractors will listen to her advice. She fully supports the idea of message boards warning of 20-minute delays. She said she would prefer to see concrete mixed on site if possible, however would not want to see the leak problems at Powell Butte replicated. She is very concerned about the numbers of piles needed and hopes the noise will be mitigated by drilling. She said this is a public health issue. She is also concerned about graffiti and likes the interpretive elements being proposed better than traditional flat signs. She wished the project all the best.

Next Steps

Eric introduced Allison Duncan from the Arlington Heights Neighborhood Association. While Eric will continue to be the representative for any future CSB meetings, Allison will be representing the neighborhood for the remainder of the project.

Jeanne said the project schedule does not include any more CSB meetings, though they may reconvene if PWB encounters an issue they would like to discuss with the group. The project team will meet with absent CSB members to brief them on tonight’s meeting. PWB will continue to keep CSB members updated as the process moves forward.

The next public event is an open house prior to beginning construction. PWB will also continue to consult with the neighborhoods.

Jeanne thanked everyone for their participation and adjourned the meeting.