



Commission Members: Chair Cynthia Loebenstein, Vice Chair Michael Mertaugh, Amy Segal, Ana Lagunez, Jon Kachmar, Marie Gray, Nathan Robbins, Zack Anchors, Shaylyn MacKinnon, Maya Lena, Jaime Parker and Mayor Kate Snyder.

City of Portland
Parks Commission Agenda

April 1, 2021

5:00 PM

On Thursday, April 1st 2021, at 5:00 pm, the Portland Parks Commission will conduct a virtual meeting using emergency legislation approved by LD 2167; 1 M.R.S. §403A, that authorizes cities and towns to conduct meetings online.

Please use the link below to join the webinar:

<https://zoom.us/j/91710859101?pwd=MUVLWTVFRG5jUFNxSHIEcTFISk8wZz09> Passcode:

P3pperm1nt

Or Telephone:

US: +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099

Webinar ID: 917 1085 9101

Passcode: 480730

The Mission of the Portland Parks Commission is to advocate for the enhancement and stewardship of our parks and open spaces. Review and propose projects that impact parks and open spaces and recommend action. Foster collaboration among park users and the City. Promotes public access and enjoyment. Advocate for public and private funding for parks and open spaces. Enjoy Portland for Life.

- I. General Citizen Comment Period
- II. Agenda Items
 - a. Acceptance of Meeting Minutes: March 4th, 2021
 - b. Guest Visitors
 - i. Executive Director- Friends of Congress Square Park
 - c. Old Business
 - i. CIP Updates
 - ii. Green Space Gathering Update
 - iii. Riverton Trolley Park Improvement Plan Update
 - iv. Baxter Woods Update
 - d. New Business
 - i. Public Landing Proposal - Guest Speaker, Waterfront Coordinator William Needelman
 - ii. Baxter Woods Draft Letter Discussion
 - e. Communications/Updates

City of Portland Commissions are not required to take public comment under FOAA and our Ordinance is silent regarding the duties of the Commission. The Commission has the discretion to not allow or allow public comment during its meetings, including the authority to limit the duration of comments. Since the Commission makes recommendations to the City Council, public comment is available at that level.

- i. Edwards Lot
- ii. Parks Report
- iii. Land Bank Report
- iv. Waterfront Park Plan



Commission Members: Chair Cynthia Loebenstein, Vice Chair Michael Mertaugh, Amy Segal, Ana Lagunez, Jon Kachmar, Marie Gray, Nathan Robbins, Zack Anchors, Shaylyn MacKinnon, Maya Lena and Jaime Parker. **Staff Members:** Ethan Hipple, Alex Marshall and Samara Ray. **Members of the Public:** Meghan Loury, Frank and Sharon Reilly.

**City of Portland
Parks Commission Minutes
March 4, 2021
5:00 PM**

On Thursday, March 4th 2021, at 5:00 pm, the Portland Parks Commission held a virtual meeting using emergency legislation approved by LD 2167; 1 M.R.S. §403A, that authorizes cities and towns to conduct meetings online. This meeting was conducted remotely using ZOOM.

I. General Citizen Comment Period

Chris Carleton- Owner of Allspeed bike shop was wondering if he could put a storage container next to the Bayside Trail as a temporary measure because of the decreased space in his store due to social distancing. Ethan said staff would reach out to him about the possibility of this happening.

George Rheault- He hopes the City can work with Allspeed. He is interested in how the Riverton Preserve process gets moved forward.

Joey Brunelle- He complimented the Parks Commission on the open citizen comment at the beginning of the meeting.

II. Agenda Items

a. Acceptance of Meeting Minutes: February 4th, 2021

Marie moved to accept the Feb 2021 minutes, Michael seconded it passed unanimously.

b. Guest Visitors

i. Portland Youth Corps

Portland Youth Corps Leader Meghan Loury gave a presentation about the Portland Youth Corps. This is the first season Portland will have a Youth Corps. The program consists of two four week sessions with 12 youth serving in each. The Corps will engage in team building, trailwork, skill building and environmental education through working on various projects in Portland's Parks. The Commission shared their excitement about the program and offered Meghan some suggestions for youth outreach in the Portland area.

ii. Friends of Lincoln Park

Frank and Sharon Reilly shared about building up the Friends of Lincoln Park and how it has evolved over the years into a Friends Group success story. Friends of Lincoln Park maintains a great relationship with the City and Frank and Sharon thanked Ethan for his help in

creating this strong relationship.

c. Old Business

i. Commissioner Terms Subcommittee Assignments June 2021 Elections

Three commissioners' terms are up in June, they can renew if they reapply. There is also one seat that is currently vacant that will be filled in June. Cynthia is terming out in June. So there will be 5 seats total to fill in June. Michael will be the new chair pending the election. Election applications are extended until March 12th. Commissioners talked about the subcommittees (Annual Report, Initiatives, Green Space and Finance) and who will be serving on each subcommittee. Subcommittee assignments are as follows: *Finance*- Marie and Mike, *Initiatives*-Jaime, Amy and Maya, *Green Space*- Ana, Zack, Shaylynn, *Annual Report*-Jaime and Ana willing to help

ii. CIP Updates

Alex shared where the Department was with CIP. These projects have left the City Manager's office and on to the Finance Committee. The final decision will be in April. Alex went over the various projects included in the CIP.

iii. Review Strategic Planning Meeting

Michael moved to accept the minutes, Maire seconded, it passed unanimously. The Finance Committee, with the support of the Commission, will work on a rewrite draft of the Friends and Community Partners Handbook to address what arose from the Strategic Planning Meeting. This draft will be presented for review in April with a rewrite finalized in time to be shared with Friends Groups at the Green Space Gathering in May 2021.

iv. Green Space Gathering Update

The committee is meeting on March 23rd to discuss details for the Green Space Gathering.. They have panelists picked out and they are working on making the ZOOM meeting more engaging. The committee will bring more details to the April Parks Commission meeting.

d. New Business

i. Brown Tail Moth in Deering Oaks

Survey with Maine Forest Service. Substantial amount of moths and threat to the heritage oaks, nuisance to those in the park.

e. Communications/Updates

i. Riverton Trolley Park Update

This project is being led by Portland Parks Conservancy and the City of Portland. The Parks Conservancy has received a grant for the design phase of a recreational improvement plan to better utilize this park. They are seeking a substantial grant from the Land and Water Conservation Fund for the project once there is a final design and cost estimates. On Feb 24th there was a stakeholder meeting and on March 30th there will be a Virtual Public Process meeting to gather insight from the community about improvements to the park. There are some restrictions on this land as it is a traditional Land Bank property, this may limit the improvements that can be made. Jon offered to discuss more about the Land Bank at a future meeting.

ii. Baxter Woods Update

New Leash laws for Baxter Woods passed in Oct 2021. Portland Park Rangers will begin an education campaign about these new rules in March followed by increased enforcement

starting April 1st. The leash laws are as follows:

*August 1 to March 31st, dogs are permitted under voice control at the following times. From 5 a.m. to 9 a.m. and from 3 p.m. to 10p.m. From 9 a.m. to 3 p.m. all dogs must be on an eight (8) foot leash.

*April 1 to July 31, all dogs must be on an eight (8) foot leash at all times.

*Additionally, dogs must be on an 8-foot leash at all times on the Northern Carriage Path and in all areas of Baxter Woods north of the Northern Carriage Path.

Update on Deering Oaks - In January a Maine Forestry Department survey revealed that there is a Brown Tail Moth infestation in Deering Oaks, threatening the heritage Oak trees and creating potential for allergic reaction for park users. The Parks Division will be chemically treating the area and limiting activity in the park this spring. From the point of treatment to the end of June there will be no large events in the park. The Farmers Market will be moved to Payson Park.

iii. Land Bank Commission Report

The Land Bank is putting signs in a few of Portland's open spaces this spring. The City Council has approved the 2020 Land Bank Annual Report for.

iv. Parks Report

Portland Parks porta potty design- Portland Parks Director has been working on a few concepts to create a more appealing and safe prototype to try out in Portland Parks.

Jaime motion to adjourn the meeting, Michael seconded it passed unanimously and meeting was adjourned.

PORTLAND PARKS COMMISSION PRESENTS

GREENSPACE GATHERING 2021

How to Support Portland's Parks
with Effective Friends Groups

MAY 6, 2021
5:30PM TO 7:30PM

ZOOM LINK:

[HTTPS://ZOOM.US/J/91710859101?pwd=MUVLTWVFRG5JUFNXSHLECTFLSK8WZZ09](https://zoom.us/j/91710859101?pwd=MUVLTWVFRG5JUFNXSHLECTFLSK8WZZ09)
PASSWORD: P3PPERMINT

Featured Speakers and Panelists:

Ethan Hipple, **Portland Parks & Recreation**

Frank and Sharon Reilly, **Friends of Lincoln Park**

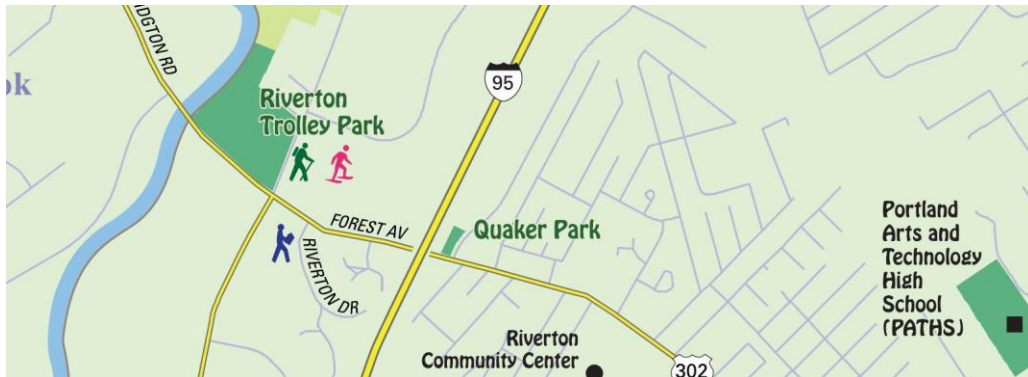
C.J. Oppershauser, **Friends of Congress Square Park**

Anne Pringle, **Friends of Deering Oaks Park**

Nan Cumming, **Portland Parks Conservancy**

Jen Hutchins, **Maine Association of Non-Profits**

Ana Lagunez, Cynthia Loebenstein, Zack Anchors, and Shaylyn
MacKinnon, **Parks Commission Greenspace Sub-Committee**



The City of Portland is planning changes to Riverton Trolley Park!

We want to create a park where families can play in a safe and beautiful green space.

Tell us what changes you want at the park!

➤ **MARCH 30 | 7:00 PM ZOOM**

Everyone is welcome, but participants must pre-register at info@portlandparksconservancy.org

OR

➤ **ONLINE SURVEY**

portlandparksconservancy.org/projects



العربية Español Français Português Somali Tiếng Việt



**PORTLAND PARKS
CONSERVANCY**

FMI: PortlandParksConservancy.org



CITY OF PORTLAND
Parks, Recreation & Facilities Department
Ethan Hipple, Director

Hello there,

As spring approaches, we are writing with an update on new leash rules in Baxter Woods.

As many of you are aware, in October 2020, the City Council passed [new rules for off-leash dogs in Baxter Woods](#) to better balance the varying uses of this beloved city property. Under the new rules, off-leash dogs (under voice control) are still welcome in Baxter Woods much of the year. However, as part of the rule changes, **all dogs will be on-leash only from April 1 to July 31** during bird nesting season. Dogs will also be required to be **on-leash at all times year-round in the Habitat Restoration Area** (the Northern Carriage Path and all areas northward). [You can read the specific rules in City Code here.](#) and see a map of the Habitat Restoration Area below.

We know this is a big change for many regular users and we appreciate your cooperation in helping to make this adaptation that will ultimately make Baxter Woods more welcoming for wildlife, school children, and park users of all backgrounds. And of course, dogs are still welcome on-leash in Baxter Woods year-round, and off-leash for 8 months of the year (in areas outside of the Habitat Restoration Area).

During the period that Baxter Woods is on-leash only (April 1-July 31 annually), we encourage you to get out and discover some of the other hidden gems in our park system where dogs are allowed off-leash and under voice control year round. Those areas include [Quarry Run Dog Park](#), [Valley Street Dog Park](#), [Evergreen Woods](#), [Canco Woods](#), [PATHS Open Space](#), and many others. Overall, the City has 463 acres of park space where dogs can run off leash and under voice control year round--you can explore those using our [Park Finder Map](#) or on our [Parks, Trails and Playgrounds](#) page.

Our Park Rangers will be visiting Baxter Woods more frequently during the month of March to interact with and educate park visitors about the new rules. We have also installed new signage to help park visitors understand the rules and learn more about why they are in place.

Starting on April 1, Park Rangers will start to more strictly enforce the leash rules. Our foremost goal is to help inform visitors and dog owners with reminders and education, and we will continue with those efforts after April 1. But for dog-owners who do not comply with park rules or Park Ranger requests, tickets will be issued. We are hoping to avoid that as much as possible and that



CITY OF PORTLAND
Parks, Recreation & Facilities Department
Ethan Hipple, Director

the community comes together to respectfully share the park with all park users and wildlife.

And lastly, we are working with Maine Audubon and our Horticulture team to plan habitat improvements in the Habitat Restoration Area north of the Northern Carriage Path. We will be planting native species of shrubs, grasses, sedges, trees and other habitat that will promote bird nesting and breeding. We are working to find the best time to schedule that during the year to have minimum impact and to ensure planting success. As that schedule is created we will share that with the community and hope to host multiple volunteer planting events for folks who would like to get involved in the effort.

Please help to spread the word about the upcoming changes. We wish you a great spring!

All the best,

Ethan Hipple

Director

Parks, Recreation and Facilities Department

City of Portland

212 Canco Rd, Suite A

Portland, Maine 04103

207-808-5400

ehipple@portlandmaine.gov



CITY OF PORTLAND
Parks, Recreation & Facilities Department
Ethan Hipple, Director





CITY OF PORTLAND
Housing and Economic
Development Department
Gregory A. Mitchell, Director

Memorandum

To: Members of the Portland Parks Commission

From: Bill Needelman, Waterfront Coordinator

Date: March 23, 2021

RE: April 1, 2021 Communication on Proposed Public Landing at Ocean Gateway

CC: Jon P. Jennings, City Manager
Greg Mitchell, Housing and Economic Development Director
Kathy Alves, Ports and Facilities Director
Ethan Hipple, PR&F Director

Introduction:

The need for expanded public landing facilities in Portland has been discussed publicly and privately within the Portland Harbor and Island communities for decades. To meet the growing needs of recreational and commercial boaters and to mitigate against significant shortcomings in the existing facilities, city staff is recommending a new public landing to be constructed within the Ocean Gateway marine passenger terminal complex. The project is estimated to cost \$360,000. Staff has filed a letter of intent and prepared an application for \$180,000 from the Maine Small Harbor Improvement Program (SHIP) and will fund the balance of the costs with a combination of in-kind contributions and operating funds from the FY21 and FY22 budgets.

Purpose and Need:

Portland Harbor is one of Maine's busiest water bodies, but has an inadequate supply of full tide access to transient berthing for public use. Currently, the boating public has limited options for short-term tie up in Portland Harbor. Two public boat ramps, one each in Portland and South Portland, are dedicated to trailered launch/haul activities. Temporary berthing is found at South Portland's Thomas Knight Park (+/-140', plus additional "inside" berthing for smaller craft,) and in Portland at the Maine State Pier (+/-108'). Maine State Pier is also the location for Portland's "Buoy Park" public landing, serving pick up and drop off users only (no tie up.) The maximum capacity of all of Portland Harbor's public landings serves only 8-15 vessels at a time, with South Portland's Thomas Knight Park holding the majority.

The above supply of transient public berthing is tiny compared with over 1500 walk-on recreational berthing slips in Portland Harbor and over 12,000 linear feet of commercial berthing in Portland alone. The above berthing supply is multiplied by over 900 moorings managed by the Portland Harbor Commission as well as hundreds of additional moorings located with the towns of Long Island and Chebeague Island.

The Buoy Park landing is over-subscribed by water taxi use and is highly constrained by Casco Bay Lines Ferry and emergency services vessel berthing and operations. Water taxi service to the Islands of Casco Bay has increased dramatically over the last few years, creating congestion concerns at Buoy Park both on the water and on the land. Neither the public landing on Maine State Pier nor Buoy Park has a close vehicle drop off area, which inconveniences users and invites illegal parking on Commercial Street and in the area of Casco Bay Lines.

Casco Bay island communities depend on the City of Portland for everyday needs and the lack of public dockage restricts access to urban services by island residents. For decades, islanders have noted the lack of public tie up as a significant problem which constrains the use of private boats for everyday errands, visitor pick up, or enjoyment of the downtown.

The proposed facility solves problems on both the land and water by more than doubling Portland's supply of public transient berthing in an area already served by efficient vehicular circulation. Additionally, the Ocean Gateway complex is integrated with the City's extensive pedestrian/bicycle trail network, has nearby on-street public parking, access to nearby commercial long-term parking, and business hour access to public restrooms. Expanded public landing capacity at Ocean Gateway will serve the entire Casco Bay region and will leverage previous investments and its urban context to multiply its value to the community.

Project Description:

The Public Landing at Ocean Gateway is proposed to be located east of the Ocean Gateway terminal, near the "paint building" which currently houses the Maine Narrow Gauge Museum. The site is located proximate to the newly improved "Amethyst Lot" openspace and served by the existing Ocean Gateway vehicular turnaround.



City Policy:

3

- Maintain and modernize infrastructure to support the working waterfront and port capabilities.
- Recognize and reinforce waterborne transport of goods and people as foundational to our community.
- Promote passive and active recreational access to the waterfront

Portland's Plan 2030, page 34

- Expand waterfront access for the public where possible and appropriate.
- Program, design, and transform the Amethyst Lot into a signature waterfront open space for community boating, recreation, and active marine use.
- Explore the potential for greater recreational access to and along the Fore River.
- Protect and promote access to the waterfront and Portland islands for commercial and marine activity, including berthing.

Portland's Plan 2030, page 35

Timeline:

The project could begin as soon as there is a funding agreement with the grantor. First stages would be final design and permitting in 2021. Pending permit issuance, bidding and construction would likely take place in 2023, but potentially as early as the 2022 construction season. The facility would have a 25-50 year life expectancy and would require typical annual maintenance.

User Groups:

The proposed facility will expand the capacity of public transient berthing for the extensive boating community of Portland Harbor. As noted above, this community includes recreational boaters, islanders, fishermen and commercial water taxis. Additionally, existing public landings frequently serve smaller vessel tour operators, marine based non-profits (Maine Island Trails, Friends of Fort Gorges, and others) as well as lobster fishermen. While not intended as a commercial dock, the new public landing will relieve congestion and expand access to both commercial and noncommercial boaters, as typically seen using existing facilities.

Required Permits:

The full spectrum of environmental, marine, and land use permits are anticipated, including:

- **Maine DEP** *Natural Resource Protection Act, Wetlands alteration
Amendment to the Ocean Gateway Site Location of Development Permit*
- **US Army Corps of Engineers** *Clean Water Act*
- **Portland Harbor Commission** *General Marine Construction Permit*
- **City of Portland** *Site Plan, including Shoreland Zone, and Flood
Plain Management*

Project Budget:

Total Project Cost:	\$360,000
FY2021 Operating Funds:	\$ 38,000
Waterfront and Public Buildings	Approved current year budget,

FY2022 Operating Funds:	\$ 41,000	Requested in current budget document,
to be approved 5-21		
In-kind contribution of Concrete Floats:	\$101,000	Owned by City, value estimate
SHIP Request (50%)	\$180,000	

Attachments:

TEC Associate Drawings and Preliminary Design



NOTES

1. SURVEY DATA INCLUDED FOR REFERENCE ONLY, AND MAY NOT BE UP TO DATE WITH EXISTING CONDITIONS.
2. DUE TO THE NATURE OF A TIDAL ENVIRONMENT, ALL HYDROGRAPHIC INFORMATION DEPICTED ON THESE PLANS CAN ONLY BE CONSIDERED TO REPRESENT CONDITIONS AT THE TIME OF THE BATHYMETRIC SURVEY.
3. BATHYMETRY DATA COLLECTED BY APEX COMPANIES, LLC OF BOSTON, MASSACHUSETTS, FROM NOVEMBER 29 THROUGH DECEMBER 1 OF 2016.
4. DEPTHS ARE BASED ON MEAN LOWER LOW WATER (MLLW) AND ARE SHOWN IN FEET.
5. CONTOUR INTERVAL IS ONE FOOT.

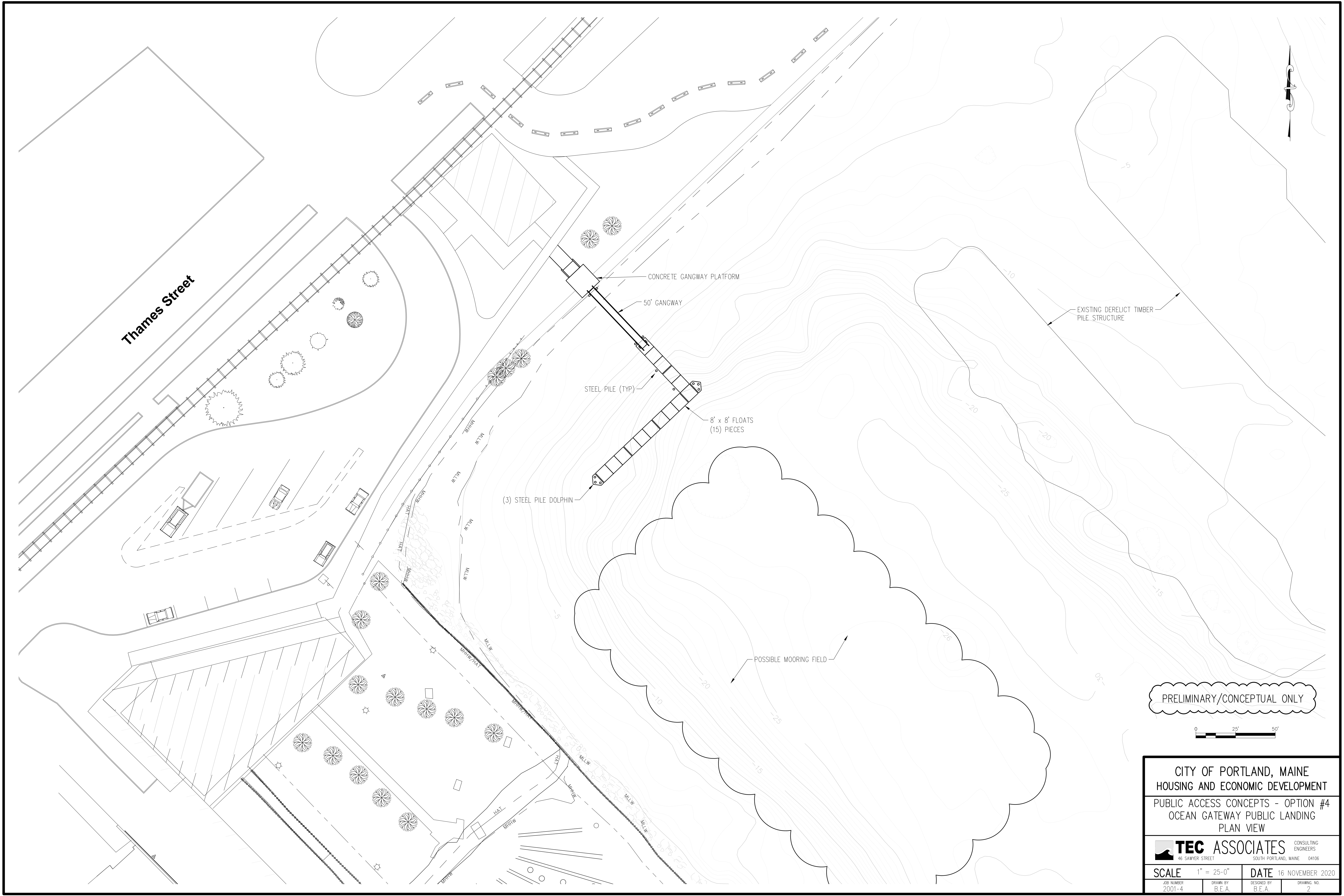
TIDAL DATA (ADJUSTED TO MLLW 0.00)

HIGHEST OBSERVED WATER LEVEL - 14.17'
MEAN HIGHER HIGH WATER LEVEL - 9.91'
MEAN HIGH WATER LEVEL - 9.45'
MEAN LOW WATER LEVEL - 0.34'
MEAN LOWER LOW WATER LEVEL - 0.00'
LOWEST OBSERVED WATER LEVEL - MINUS 3.41'

PRELIMINARY/CONCEPTUAL ONLY

CITY OF PORTLAND, MAINE
HOUSING AND ECONOMIC DEVELOPMENT
PUBLIC ACCESS CONCEPTS - OPTION #4
OCEAN GATEWAY PUBLIC LANDING
SITE PLAN AND BATHYMETRY

 TEC ASSOCIATES 46 SAWYER STREET SOUTH PORTLAND, MAINE 04106		CONSULTING ENGINEERS	
SCALE 1" = 500'		DATE 16 NOVEMBER 2020	
JOB NUMBER 2001-4	DRAWN BY B.E.A.	DESIGNED BY B.E.A.	DRAWING NO. 1



Thames Street

CONCRETE GANGWAY PLATFORM

50' GANGWAY

STEEL PILE (TYP)

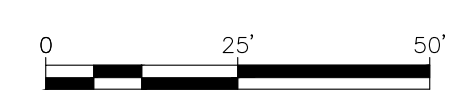
8' x 8' FLOATS
(15) PIECES

(3) STEEL PILE DOLPHIN

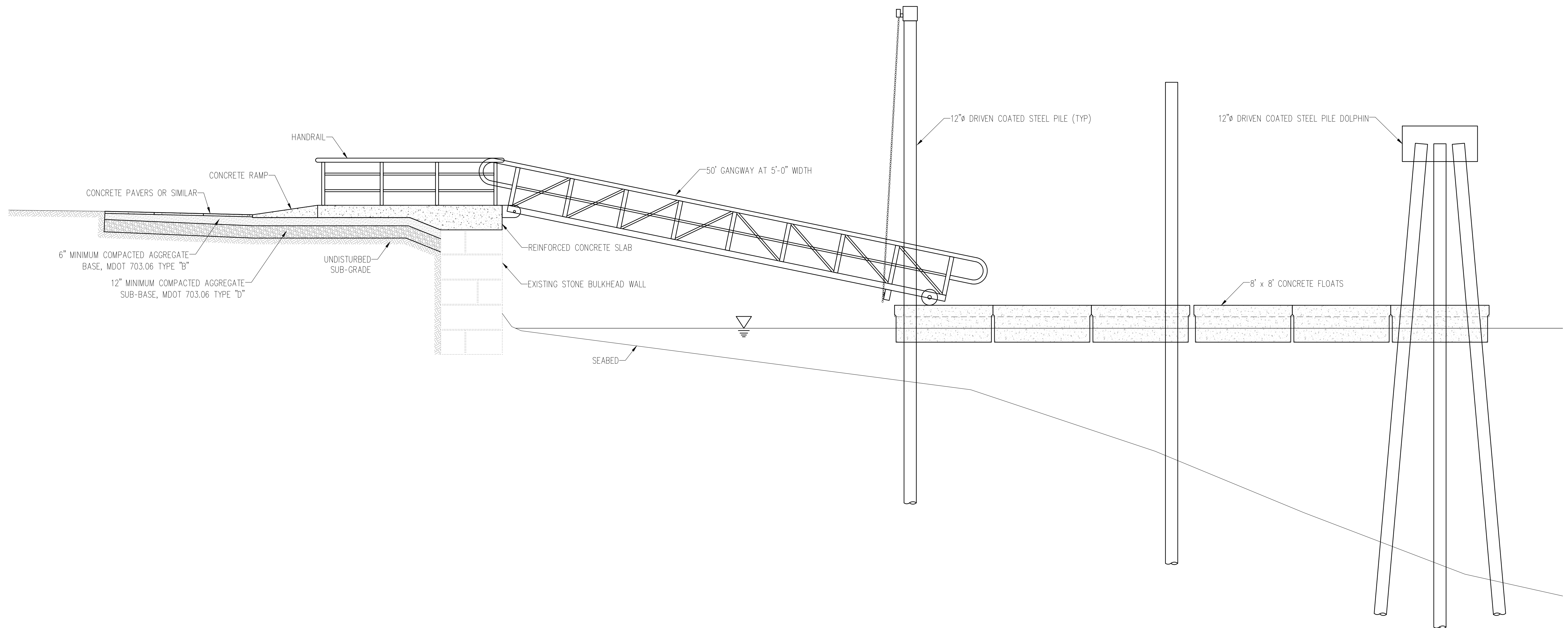
EXISTING DERELICT TIMBER
PILE STRUCTURE

POSSIBLE MOORING FIELD

PRELIMINARY/CONCEPTUAL ONLY



CITY OF PORTLAND, MAINE HOUSING AND ECONOMIC DEVELOPMENT			
PUBLIC ACCESS CONCEPTS - OPTION #4 OCEAN GATEWAY PUBLIC LANDING PLAN VIEW			
 TEC ASSOCIATES 46 SAWYER STREET SOUTH PORTLAND, MAINE 04106		CONSULTING ENGINEERS	
SCALE 1" = 25'-0"		DATE 16 NOVEMBER 2020	
JOB NUMBER 2001-4	DRAWN BY B.E.A.	DESIGNED BY B.E.A.	DRAWING NO. 2



PRELIMINARY/CONCEPTUAL ONLY

CITY OF PORTLAND, MAINE
HOUSING AND ECONOMIC DEVELOPMENT
PUBLIC ACCESS CONCEPTS - OPTION #4
OCEAN GATEWAY PUBLIC LANDING
SECTION VIEW

TEC ASSOCIATES 46 SAWYER STREET SOUTH PORTLAND, MAINE 04106		CONSULTING ENGINEERS	
SCALE $\frac{1}{4}" = 1'-0"$		DATE 16 NOVEMBER 2020	
JOB NUMBER 2001-4	DRAWN BY B.E.A.	DESIGNED BY B.E.A.	DRAWING NO. 3

TEC ASSOCIATES
 46 Sawyer Street
 South Portland, Maine 04106
(207) 767-6068 FAX (207) 767-7125

JOB 2001-4

SHEET NO. 1 OF 2

CALCULATED BY BEA **DATE** 12/1/2020

CHECKED BY **DATE**

Sheet Title: City Access Float Proposals - Ocean Gateway

ITEM #	DESCRIPTION	UNITS	UNIT PRICE	QUANTITY	TOTAL (\$)
1	<u>MATERIALS</u>				
1.1	Pipe Pile, Coated	lf	\$52.00	1,000	\$52,000.00
1.2	Concrete for Gangway Pad	cy	\$137.50	20	\$2,750.00
1.3	Rebar #6, Epoxy Coated	lb	\$0.75	250	\$187.50
1.4	Gangway, 5'x50'	ls	\$20,000.00	1	\$20,000.00
1.5	Gangway Hardware	ls	\$2,000.00	1	\$2,000.00
1.6	Float Hardware	ls	\$4,000.00	1	\$4,000.00
1.7	Galvanized Handrail	lf	\$6.20	180	\$1,116.00
1.8	Loam/Compost Mix	cy	\$35.25	50	\$1,762.50
1.9	Seed	sy	\$0.94	700	\$658.00
1.10	Base Course Crushed Rock	cy	\$25.00	15	\$375.00
1.11	Plant Mix Bearing Course, 2"	sy	\$7.60	25	\$190.00
1.12	Plant Mix Wearing Course, 1½"	sy	\$6.35	25	\$158.75
1.13	Park Fixtures	ea	\$500.00	10	\$5,000.00
1.14	15% Contractor Mark-up				\$12,779.66
					Subtotal \$102,977.41
2	<u>LABOR/EQUIPMENT</u>				
2.1	Mobilization/Demobilization	ls	\$5,000.00	2	\$10,000.00
2.2	Marine Demolition	day	\$7,000.00	4	\$28,000.00
2.3	Drive Pipe Pile	day	\$7,000.00	5	\$35,000.00
2.4	Site Demolition/Tree Removal	day	\$4,000.00	3	\$12,000.00
2.5	Excavation	day	\$4,000.00	3	\$12,000.00
2.6	Set Rebar and Forms	day	\$4,000.00	1	\$4,000.00
2.7	Concrete Pour	day	\$4,000.00	1	\$4,000.00
2.8	Sitework	day	\$4,000.00	7	\$28,000.00
2.9	Paving	day	\$4,000.00	1	\$4,000.00
2.10	Traffic Control	day	\$120.00	12	\$1,440.00
2.11	15% Temporary Facilities				\$20,766.00
					Subtotal \$159,206.00
3	<u>ENGINEERING</u>				
3.1	Geotechnical	ls	\$15,000.00	1	\$15,000.00
3.2	Design/Permitting Phase	ls	\$15,000.00	1	\$15,000.00
3.3	Construction Phase	ls	\$6,000.00	1	\$6,000.00
					Subtotal \$36,000.00
	20% Contingency				\$59,636.68
					Grand Total \$357,820.10

Dear Mayor/Councilor,

The Parks Commission would like to express its strong support for the City Council's vote in October, 2020 requiring dog owners to keep their dogs on an eight-foot leash in Baxter Woods at all times between April 1 and July 31, and to restrict the hours of off-leash dog access in Baxter Woods between August 1 and March 31. The Parks Commission agrees with the City Council that these measures are necessary and appropriate in order to: a) protect migratory bird nesting sites in Baxter Woods, b) allow safe access for school groups and Portlanders of all ages and backgrounds, and c) respect the terms of the Baxter family gift deed specifying that Baxter Woods "shall forever be kept in its natural wild state and as a bird sanctuary for wild birds....".

The Commission also supports the City Council's Emergency Proclamation and recent updates which suspend the provisions of the City Code permitting dogs to be off leash and under voice control on public streets or publicly owned or publicly accessible property between 10:00 a.m. and 5:00 p.m., with the sole exceptions of the Ocean Avenue Dog Park and the Valley Street Park.

While there has understandably been some pushback from dog owners to the new restrictions, public feedback to park rangers confirms the public's satisfaction with the new policy. The Parks Commission believes that the needs of the broader public and the conditions of the Baxter family gift deed should take precedence over the narrower interests of dog owners in Baxter Woods. There is ample opportunity under the recent restrictions for Portland residents to exercise their dogs on leash in Baxter Woods and off-leash in other city-owned open spaces.

Respectfully,



CITY OF PORTLAND
Parks, Recreation & Facilities Department
Ethan Hipple, Director

CITY OF PORTLAND
Parks, Recreation & Facilities Department
Alex Marshall, Parks Director

Memorandum

TO: Parks Commission and Land Bank Commission

FROM: Alex Marshall, Parks Director, Parks, Recreation and Facilities Department

SUBJECT: Parks Division Update

DATE: April 2021

Parks Division Staffing

Openings for the following positions:

- Parks Maintenance Supervisor
- Athletic Facilities Maintenance Worker III
- Athletic Facilities Steward

Kennedy Park

The Futsal Court will be finished this Spring, complete with an asphalt surface, full surround fencing and built in goals at each end. To top this all off, we will be adding lighting to the court as well as the basketball court. The basketball court is our highest use court in the City and having lights will be an incredible improvement for use.

Forest Management

The Forest Mulcher has arrived at Evergreen Cemetery, Baxter Pines and the Western Promenade. The mulcher is cleaning up the work that the removal company did back in December. The large grinder will make these spaces presentable and a smooth palette for revegetation and future landscaping to occur. This is particularly important at the Western Prom as we look to stabilize the slope and add natives back into the space.

CIP

The City Council passed the proposed CIP for FY22. Below is a list of the funding the Parks, Recreation & Facilities Department was awarded(\$883,000 Total):

Parks, Recreation & Facilities

Payson Park Playground - \$350,000

Skate Park Expansion - \$50,000

ADA Walkway Paving in Deering Oaks - \$118,000

Golf Course Upgrades - HVAC and Drainage - \$115,000

Evergreen Cemetery Columbaria Phase II - \$108,000

Court Resurfacing - Reiche and West End (Various), Lyman Moore, Fox St, Talbot School - \$97,000

Deering Oaks Playground Accident Replacements - \$45,000

Planning and Urban Development

Congress Square Redesign - Construction Drawing Completion - \$50,000

Public Works

Congress Square Intersection Construction - DOT Eligible - \$1,200,000



CITY OF PORTLAND
Parks, Recreation & Facilities Department
Ethan Hipple, Director

CITY OF PORTLAND
Parks, Recreation & Facilities Department
Alex Marshall, Parks Director

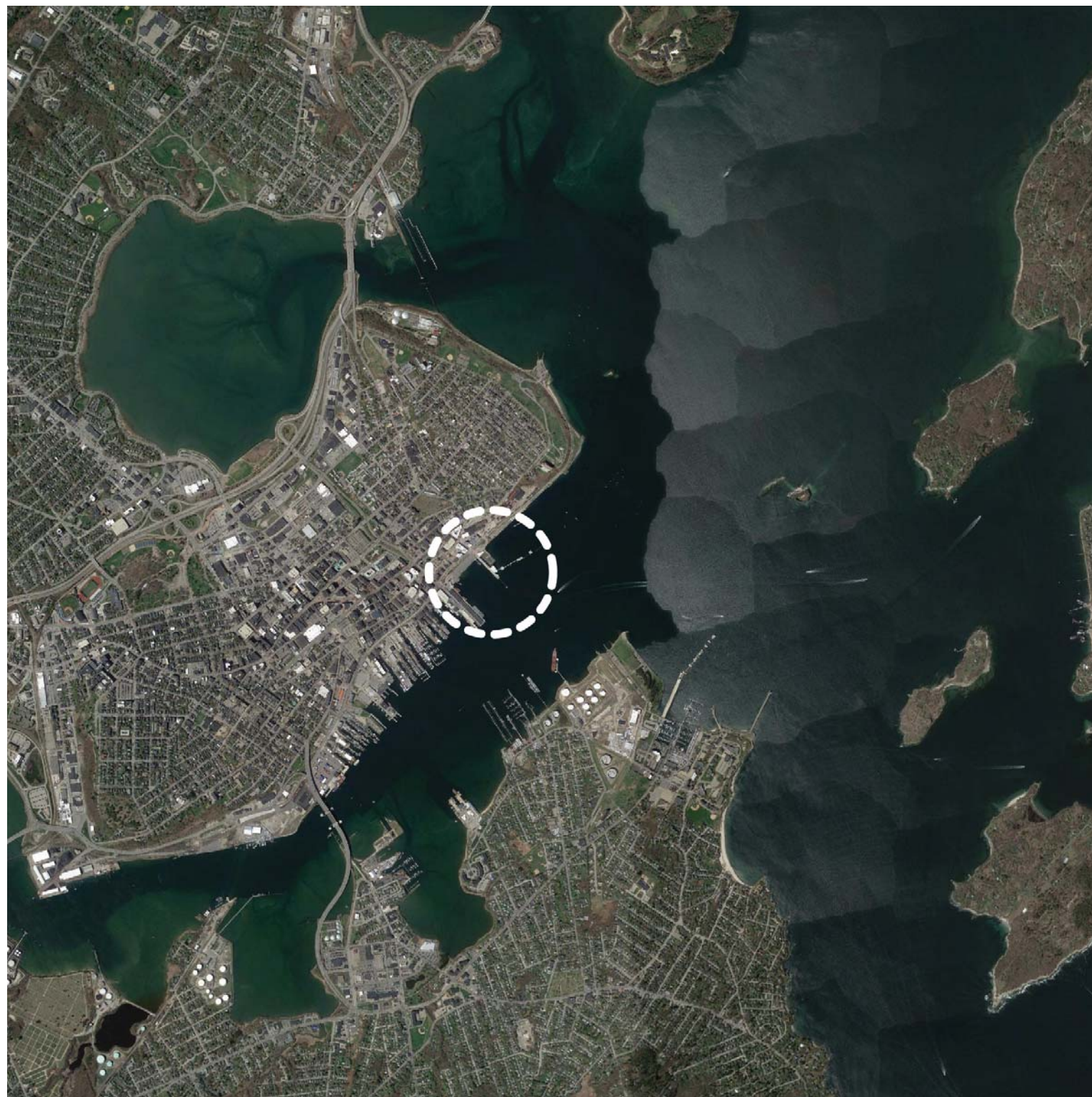
Baxter Woods Habitat Restoration Area

A major piece of the new dog leash rules within Baxter Woods is the creation of the Habitat Restoration Area. This space is the section of woods North of the Northern Carriage Path, as seen on the new website map we created. The purpose of this defined space is to accomplish stewardship goals laid out in the deed and restore the habitat lost due to overuse by human and dog activity. You will see a number of Habitat Restoration Area signs placed off the edge of the Northern Carriage Path with a QR code for folks to access the website and gather more information on the space. This Spring there will be a small planting effort to buffer some areas of significance followed by a more robust planting and invasive species removal plan in the Fall.

Park Projects and Department Updates

Staff are working on the following Park Improvement projects:

- Dougherty Field Playground: The equipment supplier and design has been selected and we are working with them to finalize the equipment. The next step is to create a bid document for the site work and installation.
- Park Walkway improvements: Deering Oaks bid documents are being finalized
- Fitzpatrick Drainage Improvements: Drawings are complete. We will advertise an RFP this Spring for a Summer construction
- Talbot School Basketball Court Reconstruction: The RFP is being developed in hopes of advertisement in the next month or two for a summer 2021 construction timeline. This project will be combined with a drainage swale project at the Softball Field within the Talbot School complex
- Lyseth Playground: Feedback has been received from Playground Techs, Lyseth Teachers, Parks and Recreation Rec staff, Lyman Moore Breathe Program and Lyseth Special Ed program. Neighborhood group and PTA outreach is the next step.
- Skate Park Expansion Phase II: Preliminary RFP for design development is being finalized and will be advertised when funding is in hand.
- Stroudwater Bridge: City Parks and Planning staff are working with Portland Trails and the Stroudwater Preserve Development Team to develop the plan for installation of the bridge that sits on the side of Westbrook Street before the I-95 bridge.
- Preble Street Field & Stormwater Project: Final design and landscaping plans are being finalized. 2022 is looking to be the summer where we get the elevated natural turf field back.
- Riverton Preserve: Recreation improvement plans are in progress and will consist primarily of a trail network with other improvements. This project is intended to fulfill LWCF conversion requirements, and final approval of the improvement plan rests with the state and National Park Service, which has a public engagement process.



Platform for a new Portland Harbor Common

“A park is a great gathering space for *people*.”

Fredrick Law Olmsted, 1822-1903

Prepared for the City of Portland by Richard Barringer,
Michael Boucher, Patrick Costin, Amy Magida and Barry Sheff,
in collaboration with senior City officials.

April 2020

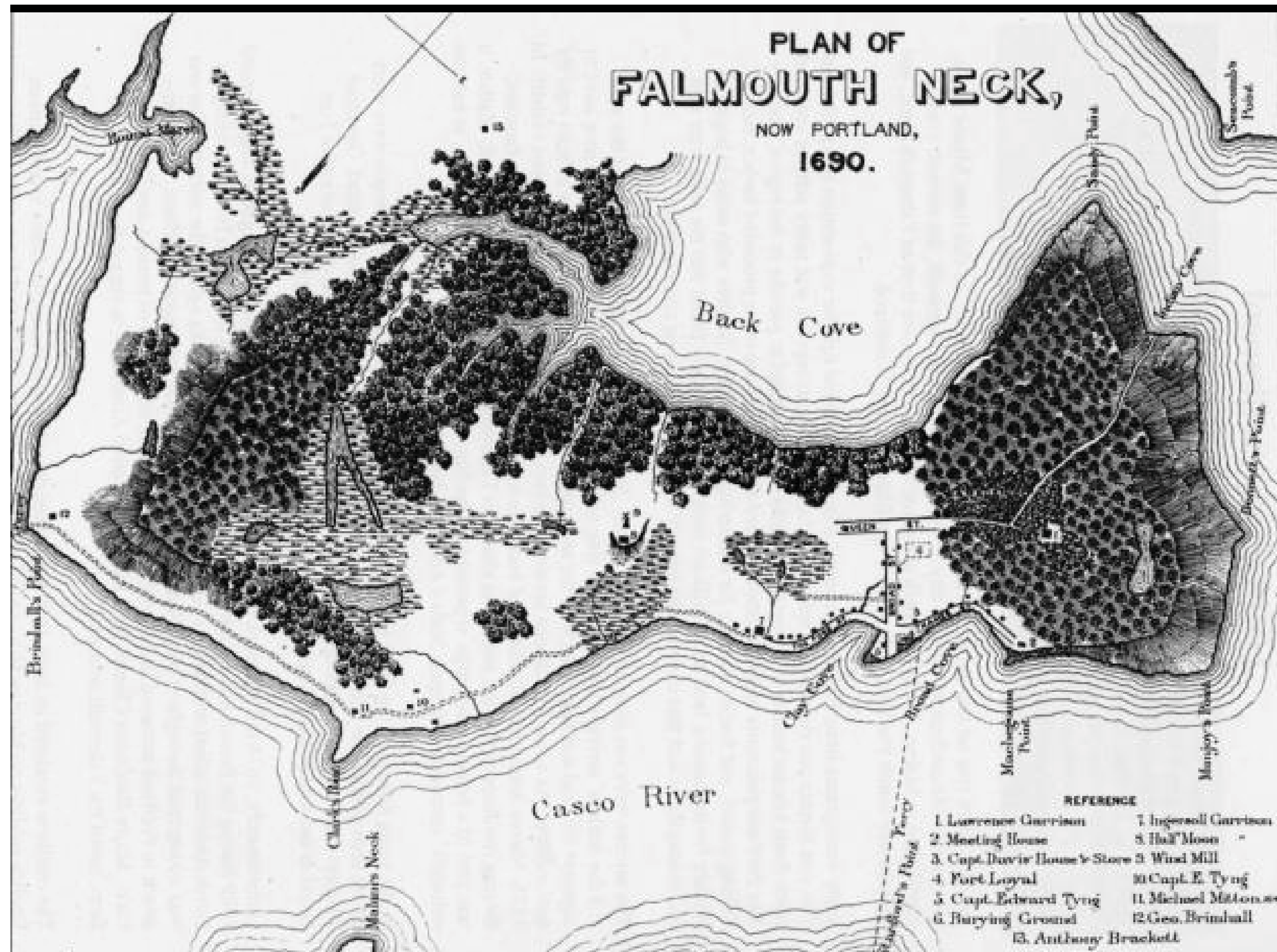


Portland Waterfront at Night from South Portland
Photo by Roman Jozefiak

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A Look Back at
Portland's Eastern Waterfront
and the Maine State Pier





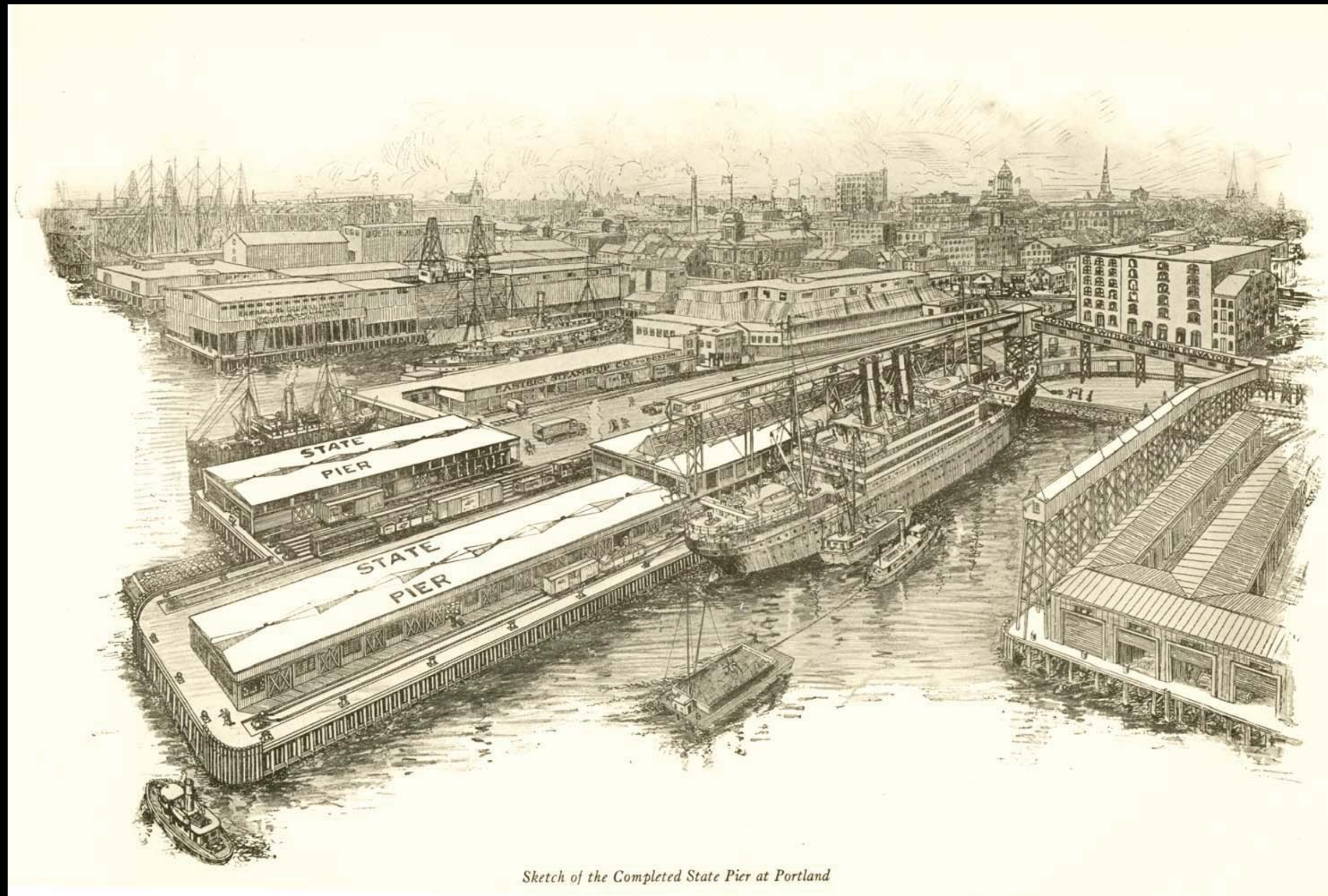
Map of the City of Portland, 1837



Detail from 1876 Bird's Eye View of Portland
showing Franklin, Galt, Atlantic and Grand Trunk Wharves



New Grand Trunk Station, Office Building and Grain Elevator, completed 1905



Sketch of the Completed State Pier at Portland

Conceptual Drawing of Maine State Pier, c. 1921



2009 - Maine State Pier today



Eastern Waterfront 2018



TRANSFORMING PORTLAND’S PUBLIC WATERFRONT

Prepared by Richard Barringer of USM’s Muskie School of Public Service; Patrick Costin of Canal 5 Studio; Michael Boucher and Amy Magida of Michael Boucher Landscape Architecture; and Barry Sheff of Woodard & Curran. Prepared for Portland City Manager Jon Jennings, with advice and assistance from senior staff Kathy Alves, Lena Geraghty, Christine Grimando, Greg Mitchell, and Bill Needleman, for whose insights and suggestions we are deeply grateful.

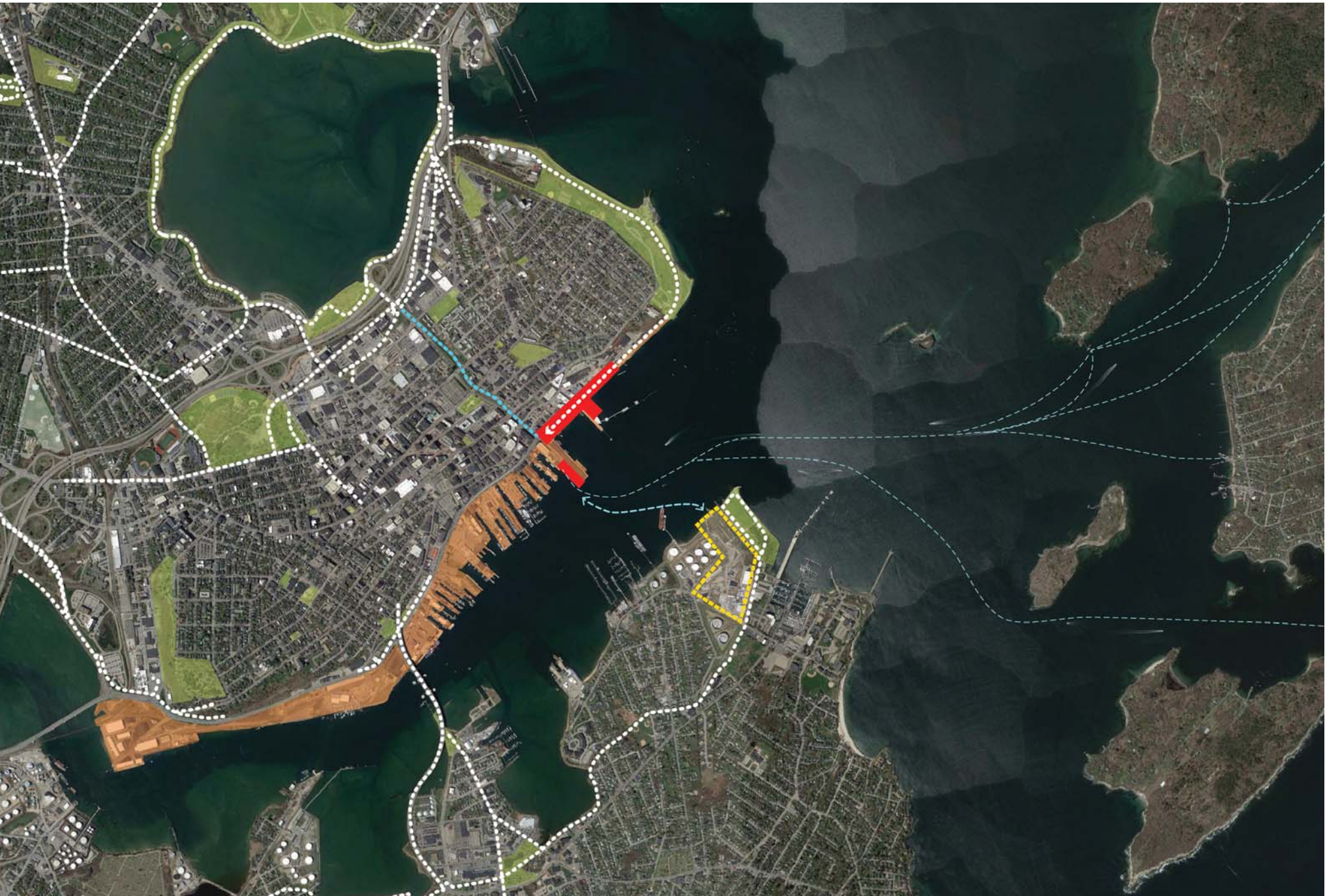
The goal of the project is to offer the City a framework for a signature piece of public land – one that will complement its working waterfront, leverage recent investments in public infrastructure, increase public access to the eastern waterfront, support a variety of public activities, and add to a vibrant city. The project team has been guided throughout by a set of objectives – simplicity in design, resilience in the face of climate change, flexibility in use, affordability and phase-ability in implementation.

This document should not be taken or interpreted as a completed “design.” Its intent is to provide a starting-place for consideration of this limited and consequential space along the Portland Harbor. Specific programming and design details remain to be developed through a process of investigation, analysis, and dialogue for each project area. Here, we intentionally avoid fine-grain planning or design character, seeking instead to offer a general concept for realizing the outstanding values and potential of this narrow stretch of publicly-owned land while advancing the goal and objectives cited above.

WHAT MAKES A GREAT SOCIAL SPACE?

- People
- Sitting spaces
- Street access
- Sun
- Food
- Water
- Trees
- People Watching

William H. Whyte
The Social Life of Small Urban Spaces, 1980



- Areas of Study (11.2 acres)
- Open Space Zones
- Waterfront Zones
- Bike Lanes and Trails
- Franklin Street Pedestrian and Bike Improvements
- Casco Bay Ferry Lines
- Proposed Portland/ SoPo Ferry
- Future Development Sites



IMAGE 1 OPEN SPACE AND WATERFRONT ZONES

PORTLAND WATERFRONT PLANNING: A BRIEF HISTORY

Created with the assistance of Bill Needleman, the City’s Waterfront Coordinator, the summary and chronology below provide a partial snapshot of complex processes and pivotal events. It affords context for the proposed Portland Waterfront Common as the culmination of a quarter century of intense waterfront planning here. A contextual overview, it is not a complete picture or historic record of Portland’s longstanding practice of waterfront planning.

While it concentrates on the central waterfront, Portland’s working waterfront extends 2.5 miles from the Merrill Marine terminal in the west to the former Portland company (now, the “Portland Foreside” mixed-use development) on the east. The last remaining piece of public land extends just 2000 linear feet from the State Pier eastward to the Portland Foreside property. This publicly-owned parcel and its future are the subject of this framework proposal.

Purposeful planning for Portland’s waterfront dates to the colonial era, with European settlement of Falmouth Neck in the 17th Century. Filling land, dredging the harbor, digging canals, building wharfs, constructing buildings, and establishing a landside transportation network necessary for marine commerce required forethought and intention. Portland’s historic pattern of downtown streets extending onto deep-water wharfs strung along a wide, mixed-use corridor is a product of ongoing, shrewd, rigorous, and committed planning.

Modern waterfront planning in Portland generally dates to the 1990’s and the writing of the *Waterfront Alliance Recommendations to the City Council* (GPCOG 1992) as the foundational document. Written coincident with the expiration of highly restrictive zoning applied through a 1987 citizen referendum, the Waterfront Alliance report segregated the waterfront into four functional sub-areas defined by the dominant marine industries and pier infrastructure of the time:

Eastern Waterfront: Deepwater industry (originally Bath Iron Works)

Central Waterfront: Fishing and mixed use (tourism and office)

Western Waterfront: Deepwater freight and marine industry

Special Use Area: Designed for the Portland Company Complex and adjacent uplands.

Within each sub-area, the *Waterfront Alliance* report promoted strong protections for water-dependent uses, while allowing other compatible marine and non-marine uses on a limited basis to generate revenues needed to maintain marine infrastructure. Zoning, tightly conforming to the sub-areas and policies promoted by the *Waterfront Alliance* report, was adopted by the City Council in January 1994.

While zoning specifics have undergone significant revision in each of the waterfront zones, the foundational framework of the *Waterfront Alliance* report remains intact. Specific language and recommendations from the report were reaffirmed with the adoption of *Portland’s Plan 2030*, the City’s current comprehensive plan.



Aerial view of Portland Harbor, 2017
Photo by Carol M. Highsmith,

PORTLAND WATERFRONT PLANNING: A BRIEF HISTORY

Milestones of the past quarter century in Portland waterfront planning and development include:

Eastern Waterfront

- 1993** Publication of *The Port of Portland: Its Value to the Region*, by the City of Portland, Portland Chamber of Commerce, South Portland/Cape Elizabeth Chamber of Commerce, and USM’s Muskie Institute.
- 1994** Establish *Waterfront Port Development Zone (WPDZ)* over Bath Iron Works (BIW) shipyard. *Establish Waterfront Special Use Zone (WSUZ)* over Portland Company complex and adjacent uplands. Creation of Compass Park on the Maine State Pier.
- 1998** BIW announces 2001 departure. Cargo and Passenger Study (*CAPS, Waterfront I*) recommends concentration of passenger operations in the Eastern Waterfront.
- 2000** *Final Report of the Mayor’s Waterfront Task Force on Economic Development (Waterfront II)* recommends creation of Waterfront TIF program and economic investments. *Eastern Waterfront Master Planning* and *Marine Passenger Terminal Planning* (following *CAPS* recommendations) begin.
- 2004** Adoption of *Eastern Waterfront Master Plan* and *Ocean Gateway Master Plan*. Creation of B-6 Zone, replacing upland portions of the WPDZ and WSUZ.
- ~2005** Sail Maine takes over City recreational sailing program on Eastern Waterfront; it and other “community boating” interests grow on the Eastern Waterfront.
- 2006** Amendment to the *Eastern Waterfront Master Plan* to include *Policy Statement for the Maine State Pier* in preparation for an RFP for redevelopment of the Maine State Pier. Replacement of the WPDZ with *Eastern Waterfront Port Zone (EWPZ)*. Preservation of marine transportation capacity is central to the Policy Statement and new zoning while allowing significant mixed-use development.
- 2008** Opening of Ocean Gateway and new upland street infrastructure implementing first phases of the Eastern Waterfront Master Plan.
- 2006-09** RFP for redevelopment of the Maine State Pier. Two proposals are withdrawn after a highly contentious selection process.
- 2009** Short-term redevelopment planning for Maine State Pier, abandoned with the introduction of Ready Seafood to the south end of the Pier.

- 2014-18** Portland Company complex reuse planning and rezoning results in amendments to the B-6 and EWPZ and elimination of the remnant WSUZ.
- 2017-18** “Portland Landing” open space planning for the “Amethyst Lot” adjacent to Ocean Gateway.
- 2019** Discontinuance of international ferry service at Ocean Gateway. Expansion of street infrastructure consistent with the EW Master Plan, integrating with 15 Fore St. plans for redevelopment. Development in the B-6 on City and private lands (WEX, 100 Fore St.).

Central Waterfront

- 1994** Establish the *Waterfront Central Zone (WCZ)* over historic core of the waterfront between Maine State Pier and the International Marine Terminal. The *WCZ* allows more non-marine uses (excluding residential) than the adjacent *WPDZ*, but is still highly protective of water-dependent uses.
- 2000-05** Multiple, smaller scale amendments to the *WCZ* incrementally expand non-marine development and occupancy.
- 2006** *WCZ* Taskforce recommends expanding non-marine use along the entirety of Commercial Street and into the upper floors in existing buildings. Pierce Atwood occupies the Cumberland Storage building on Merrill’s Wharf as a result.
- 2010** A collaboration among *all* private pier owners on the Central Waterfront prompts the City to rewrite the *WCZ*. The re-drafted *WCZ* allows non-marine development in new structures, and on portions of ground floors beyond Commercial Street. A Non-marine Use Overlay eliminates marine use entirely along Commercial Street, but creates a marine infrastructure investment requirement.
- 2018-19** Prompted by a controversial hotel proposal, and in response to the fishing community and anti-development activists, the City Manager creates a *Waterfront Working Group* to re-evaluate the 2010 amendments
- 2019** City Council adopts recommendations from the *Waterfront Working Group*. The revised *WCZ* shrinks and renames the non-marine overlay (*Commercial Street Overlay*), eliminates contract/conditional rezoning for the *WCZ* (eliminating hotel proposals,) and strengthens performance standards protecting water-dependent uses.

Western Waterfront

- 1994** Establish *Waterfront Port Development Zone (WPDZ)* over area from the International Marine Terminal to Cassidy Point and the Merrill’s Marine terminal, including rail yard uplands north of West Commercial Street.
- 1998** Cargo and Passenger Study (*CAPS, Waterfront I*) recommends concentration of freight operations in the Western Waterfront, resulting in moving international ferry to the Eastern Waterfront.
- 2011** State of Maine Port Authority takes over operations of the International Marine Terminal (IMT) and improvements made to the pier and containerized freight yard.
- ~2012** Amend WPDZ to rezone rail uplands north of West Commercial Street to B-5 Mixed Use Urban/Commercial zoning.
- 2013** Eimskip operations begin at the IMT. Portland Yacht Services aggregates vacant land in the Western Waterfront and begins construction of the Portland Shipyard.
- 2014-17** Expansion of IMT to provide capacity for containerized freight growth, resulting in westward shift of the Portland Shipyard. Connection of active rail to container port.
- 2016-17** Building height amendments and modernizing redraft of the *Waterfront Port Development Zone*, anticipating cold storage expansion on the International Marine Terminal (still pending) and promoting other industrial expansion (now underway at the Portland Shipyard).

GREAT WATERFRONTS OF THE WORLD

Founded in 1975 to expand on the work of William H. Whyte and Jane Jacobs, the Project for Public Spaces (PPS) has since completed projects in more than 3,500 communities in over 50 countries and all 50 U.S. states. It is the premier center for best practices, information, and resources on great place-making. 740 Broadway, Suite 1101 New York, NY 10003
info@pps.org | 212.620.5660

The PPS examined more than 200 urban waterfronts around the world, in cities on the sea, river cities, and lakefront cities. While none succeeds as a whole, there are promising elements in each. Which deserve to be called the world’s best waterfronts? PPS created two categories. The first, “**Waterfront Cities**,” considers the entire waterfront, and *how well it connects by foot to the rest of the city and sustains a variety of public activities in multiple areas*. A second category, “**Waterfront Places**,” looks separately at *individual destinations along the water*. When you experience these extraordinary public spaces, you realize how much more would be possible with a coordinated strategy to make the whole waterfront a place for people. For illustrations, go to www.pps.org/article/greatwaterfronts.

Great Waterfront Cities

Stockholm, Sweden
Venice, Italy
Helsinki, Finland
San Sebastian, Spain
Sydney, Australia
Hamburg, Germany
Other: Baltimore
Chicago
Montreal
Nice
Porto
Rio de Janiero
San Francisco (North)

Great Waterfront Places

Helsinki plaza & indoor market
Paris Plage variety
Copenhagen promenade
Vancouver marketplace
Venice Beach, CA
San Antonio Riverwalk
Copenhagen Peoples Park
Laguna Beach, CA
Porto flexible platform
Oslo promenade
Brighton Beach UK, NY
Other: Navy Pier, Chicago
Fisherman’s Wharf, SF
Artillery Park, NO
Riverwalk, Chattanooga TN



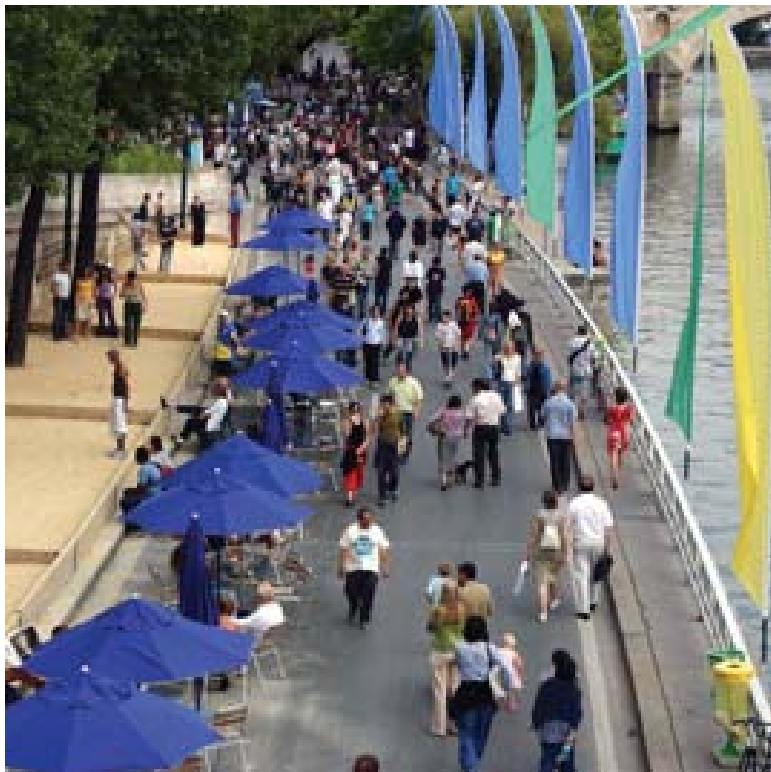
San Sebastian, Spain



Sydney, Australia



Hamburg, Germany



Paris, France

HOW TO TRANSFORM A WATERFRONT

As cities envision their waterfronts as lively public destinations that keep people coming back, PPS offers the following principles to make this happen. These are rules of thumb drawn from many years of experience working to improve urban waterfronts around the world. They serve as the framework for any waterfront project seeking to create vibrant public spaces and, by extension, a vibrant city. For illustrations go to www.pps.org/article/turnwaterfrontaround.

1. MAKE PUBLIC GOALS THE PRIMARY OBJECTIVE

The best solutions for waterfronts put public goals first, not short-term financial or commercial expediency.



Jersey City, New Jersey

2. CREATE A SHARED COMMUNITY VISION FOR THE WATERFRONT

Because a vision is adaptable and can be implemented gradually, it often becomes bolder as public enthusiasm for making changes builds and the transformation of the waterfront gains credibility.



London, England

3. CREATE MULTIPLE DESTINATIONS

Set a goal of multiple great destinations along the entire waterfront. Focus on destinations rather than passive “open space.”



Helsinki, Finland

4. CONNECT THE DESTINATIONS

Each of the destinations should be incorporated into a vision for the waterfront as a whole. The key is continuity, especially for the pedestrian experience.



Milwaukee, Wisconsin

5. OPTIMIZE PUBLIC ACCESS

It is essential that the waterfront be accessible for people’s use to the greatest extent possible. The goal of continuity is of paramount importance.



Oslo, Norway

6. ENSURE THAT NEW DEVELOPMENT FITS WITH THE VISION

When the public’s vision comes first, new development can be tailored to meet the community’s shared goals.

HOW TO TRANSFORM A WATERFRONT



Montreal, Canada

7. LIMIT RESIDENTIAL DEVELOPMENT

Great waterfronts are not dominated by residential development. These are places full of people, day and night, the sites of festivals, markets, fireworks displays, concerts, and other high-energy gatherings.



Cleveland, Ohio

8. USE PARKS TO CONNECT DESTINATIONS

Passive open space puts a damper on the inherent vibrancy of waterfronts. The world’s best waterfronts use open space as connective tissue, to link major destinations.



Auckland, New Zealand

9. DESIGN AND PROGRAM BUILDINGS TO ENGAGE THE PUBLIC SPACE

Any building on the waterfront should add to the activity of the public spaces around it. When successful, the result is an ideal combination of commercial and public uses.



Rio de Janeiro, Brazil

10. SUPPORT MULTIPLE MODES OF TRANSPORTATION, LIMIT VEHICULAR ACCESS

Waterfronts are enhanced when accessed by means other than private vehicles. Without cars or parking lots, people are more at ease, and the full breadth of waterfront activity can flourish. Commercial deliveries to local businesses are an important exception.



Brighton, England

11. INTEGRATE SEASONAL ACTIVITIES INTO EACH DESTINATION

Coastal places are often known for their chilly winds and gray skies. Programming should take rainy-day and winter activities into account, and amenities should provide protection from the weather.



Stockholm, Sweden

12. MANAGE, MANAGE, MANAGE

Ongoing management is essential to maintain waterfronts and sustain a diverse variety of activities and events throughout the year.

PLATFORM FOR A NEW PORTLAND HARBOR COMMON



IMAGE 2 EXISTING CONDITIONS

PLATFORM FOR A NEW PORTLAND HARBOR COMMON

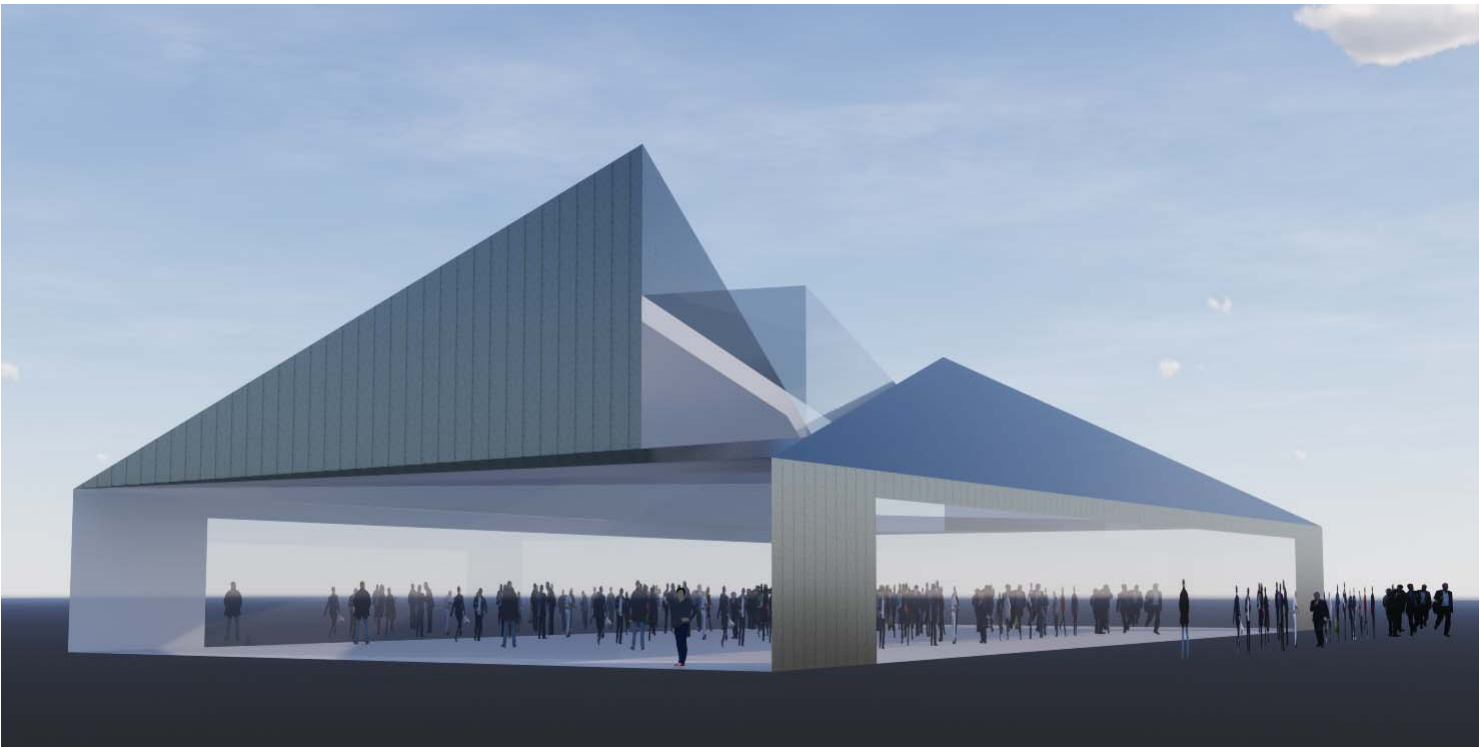


IMAGE 3 PROPOSED PLATFORM

PLATFORM FOR A NEW PORTLAND HARBOR COMMON



Public Pavilion Key Plan



Concept Rendering 1



Concept Rendering 2

IMAGE 4 CONCEPT RENDERINGS OF PUBLIC PAVILION (#6 on Platform For A New Portland Harbor Common)