

RIVER CONCEPT COMMENTS AND RESPONSES: A: Discuss with the River Plan Committee

#	Concept Page #	Comments	Proposed Response	Commentor
<i>River Plan</i>				
A1	11	How do we know which statements are existing planning policy and which are aspirational? Which parts of this document are open for change, and which parts are set?	Edit page 1 of the document to state that some of the guidance presented in the concept is taken literally from the pages of adopted documents; in other cases, the guidance is more loosely derived from recent policy discussions and actions. Through the development and adoption of the River Plan, the guidance provided in the Concept will be further discussed, refined and validated. The document does not distinguish between adopted land use policy and policy guidance based on discussions and actions.	14
A2		How will we know if/when we are successful?	Through the planning process for the River Plan, a set of measures should be developed to assess the performance of the City over time in carrying out actions that will meet identified goals of the plan (i.e., is the City doing what it says needs to be done?). Additionally, measures can be developed to assess the on-the-ground changes that result from these actions (e.g., improved livability in waterfront districts, improved river access, increase in maritime tonnage handled, etc.). The latter measures may be drawn from the River Renaissance Strategy, the Portland Watershed Management Plan, and other relevant documents. We will schedule time on a River Plan Committee meeting agenda to discuss measures of success.	11
<i>Industrial Issues</i>				
A3		How will this project impact industry? There is not much in the Concept for industry--it's mostly recreation.	The Working Harbor Reinvestment Strategy is an aggressive new direction to support industrial retention and development in the harbor area.	11
A4		The Concept needs to emphasize jobs more strongly. There should be more technical information about economy, jobs, and industry.	Include more references to jobs in the Vibrant Waterfront District sections and in the other parts of the Concept.	6
A5		Add a statement that there should be no net loss of industrial lands	This policy is currently under consideration by the City and could be discussed/implemented as part of the River Plan for the lands within that project area.	6

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A6	11	<p>Existing language: The City will seek industries that contribute to a “circular economy” in which the wastes of one business are reused as inputs by another supporting both economic efficiency and environmental health.</p> <p>Implementation of the "circular economy" will be costly and not necessarily achieve success. Historically, economic development activities are most effective when they build on existing business and community strengths. NINA recommends that the city, to the extent it can find resources to support the Northwest Industrial Area, would be more effective if it supported existing, viable industry.</p>	<p>Clarify that the City's business retention and recruitment activities will focus on other target industry groups (i.e. distribution, metals, and transportation) in addition to sustainable industries.</p>	7
<i>Linnton</i>				
A7	12	<p>We submit that the Linnton/Willbridge energy cluster handles virtually all the fuels used in Oregon, so maintaining its safety, security, and viability is important to the entire state. Residential and recreational developments in Linnton/Willbridge would compromise facility security and employee safety and could lead to relocation of the facilities. We urge amendments to the Concept for Northwest/Linnton/Willbridge. Please see Table D for specific amendments.</p>	<p>Edit Northwest/Linnton/Willbridge to read: This district will continue to be a heavy industrial area used primarily for petroleum terminals and interspersed manufacturing facilities. Linnton/Willbridge is the main terminus of the Olympic Pipeline and the entry point for most of the petroleum fuel used in Oregon. The district has a unique network of harbor, pipeline, rail, and truck infrastructure that supports the area's heavy industrial facilities.</p> <p>The Linnton waterfront area offers one of the best opportunities for public access along this stretch of the river. Redevelopment in this area will provide opportunities for increased waterfront activity. Current planning processes will determine the proper mix of uses. Buffers and careful management will enable this new development to coexist with the established heavy industry businesses in the area.</p> <p>Paragraph 4, last sentence... <u>River access</u> will be designed to ensure....</p>	26

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A8	12	We are concerned that the underlying hypothesis of River Renaissance that the five vision themes can be achieved simultaneously in the same location is flawed and inconsistent with other city policy. It is economically unwise, physically unsafe, and contrary to adopted land use policies to create housing neighborhoods in the established working harbor. Specifically, we are concerned about the Concept language for Linnton, and believe it is premature and negates the public process currently underway. We recommend the Working Waterfront Coalition language.	The River Renaissance Strategy and the River Concept both acknowledge that we can't meet all 5 vision themes in every location but that we should seek solutions that meet multiple vision themes. (see page 3 of the River Concept) Also see edited language for Linnton above.	39
A9	13	Is the Linnton write up premature? The concept goal on page 12 is premature. While it may be possible to address some neighborhood aspirations, such as riverfront access, it is unlikely the area can be safely developed with a full component of urban uses. Specifically, the adopted Comprehensive Plan does not allow housing in any portion of the Linnton Waterfront. The River Plan Concept must not presuppose an amendment to existing land use policy.	See revised language above.	6, 7
<i>North Beach/ University of Portland</i>				
A10	10	The University of Portland statement may be premature.	Edit to read: The riverfront south of St. Johns to the University of Portland has the potential to undergo one of the most exciting transitions in the city. Eighty acres of vacant and contaminated riverfront land could transform into recreational opportunities for the University of Portland student body and the Portland community. Next door, Willamette Cove will be restored to provide valuable habitat and an integral connection for a continuous Greenway Trail will be built. Superfund cleanup of harbor sediments and sites will continue until completed.	6
<i>Central Eastside</i>				
A11	15	The Concept references moving the freeway, which is not the recommendation of the Freeway Loop Study. Use the exact language from the I-5 loop study.	See the revised language below.	2, 3, 14

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A12	14	<p>p. 14, Portland's Front Yard, first bullet: Change to read "The burying of I-5 would be the City's largest opportunity to create a working waterfront that supports the adjacent industrial district and also provides amenities that strengthen the connection between the east and west side waterfronts in the Central City. However, waiting for this opportunity should not impede short-term improvements intended to strengthen connections to the river or other improvements that would benefit the adjacent industrial district. The public shall work to implement short term mitigation of the central freeway's noise and stormwater runoff through innovative and demonstrative techniques. The freeway would be incased in an engineered swale system utilizing native species."</p> <p>Also on p.14, Prosperous Working Harbor, third bullet: Delete second sentence.</p>	<p>Edit to read: Reconfigure the I-5 / I - 405 freeway system to improve transportation functions. The tunnel option under consideration would create an opportunity to reclaim the east side waterfront for civic space and stimulate a new waterfront district in the Central City. Other options present opportunities for some redevelopment and access to the river. However, waiting for this opportunity should not impede short-term improvements intended to strengthen connections to the river or other improvements that would benefit the adjacent industrial district. Also on pg 14, edit text under Prosperous Working Harbor to be consistent.</p>	2
A13	15	<p>p.15, Vibrant Waterfront..., second bullet: Change to, "If the I-5 freeway is enhanced to provide better access for the Eastside businesses and to improve transportation function, it will create an opportunity to further support job development on the Eastside."</p>	<p>Existing policy already clearly recognizes the Central City as a regional employment center. The option to bury the eastbank freeway also provides the opportunity to take advantage of this unique location as a civic space opportunity and new waterfront district. Amend the document to include the notion that improved transportation function also will serve job development on the Eastside.</p>	2
A14	16	<p>p.16, Central Eastside, second paragraph: Change to read, " The Central Eastside will continue to support light industrial uses by providing opportunities for industrial flex space, showrooms and distribution, and production facilities. and will become home to many new and evolving urban industries that create jobs and provide products and services to the region. Improved urban design, landscaping, and street surfaces will allow for a more fluid movement of traffic while enhancing the pedestrian experience. As the freeway loop exceeds capacity, significant investment will be required to enhance freeway function and integration into the urban fabric. If the eastbank freeway were buried, redevelopment of this land would provide opportunities for development and public spaces in the heart of Portland. However, future freeway improvements should not impede the immediate opportunities of improving connections to the river, riverfront development, riverfront activities or support for the industrial district.</p>	<p>Edit to read: The Central Eastside will continue to support light industry and become a center of evolving new urban industries that create jobs and provide products and services to the region. Improved urban design, landscaping, and street surfaces will improve the district for both traffic and pedestrians. As the I-5/405 freeway loop exceeds capacity, it will need significant improvement and possible reconfiguration. If the eastbank freeway were buried, redevelopment of this land would provide opportunities for development and public spaces in the heart of Portland. However, waiting for future freeway improvements should not impede the immediate opportunities of improving connections to the river, riverfront development, riverfront activities or support for the industrial district."</p>	2

#	Concept Page #	Comments	Proposed Response	Commentor
<i>Dredging</i>				
A15	8	Amend the last bullet in Prosperous Working Harbor to read: "Maintenance dredging of the Willamette River and waterfront construction will continue as needed to support maritime activity. Channel improvement will resume once contamination, environmental and other issues are resolved, allowing the industrial areas to function at full capacity."	While the River Renaissance vision theme "Maintain and enhance a prosperous working harbor" might imply that a continuation of maintenance dredging is necessary to enable continued functioning of the harbor, comments received from the Port and City suggest that there is some disagreement on this policy. We will attempt to clarify this as part the River Plan discussions. Delete the text on page 8.	47
A16	8	Page 8; Prosperous Working Harbor last bullet - " Maintenance dredging of the Willamette River Channel <u>could</u> resume once contamination. "Will" sounds very definite and like the discussion has been made by the City. You could alternately rephrase to eliminate reference to dredging and stay neutral on the subject since the City hasn't had the policy discussion of what its stance will be. "Expedited clean up of site contamination will allow industrial areas to function at full capacity". This way you can retain the concept of full economic use, but not commit to a dredging stance.	See response above	16
A17	8	What is the City's position on dredging?	See response above	15
<i>Environment</i>				
A18	11	The statement, "future riverbank treatment will add to the environmental quality of the river" concerns us because riverbank treatments are expensive. The benefit of these investments must be calculated against their real costs and compared with other possible water quality solutions.	Riverbank redevelopment provides an opportunity to increase habitat function. The aspiration in the concept is that such redevelopment will aspire to accomplish this but not in ways that are infeasible.	7

#	Concept Page #	Comments	Proposed Response	Commen- tor
<i>Transportation</i>				
A19	15	Does the statement in the Concept about Naito Parkway (p. 15, second bullet) indicate the Planning Bureau supports reclassifying Naito to a freight street?	The statement in the concept is in support of improving Naito as a pedestrian street and access to Waterfront Park, but we also recognize that it currently provides a freight function as southbound freeway access for the Central Eastside. The Truck Street designation proposal in the Freight Master Plan may be postponed until an analysis can be done though the more comprehensive Central City Transportation Management Plan. We support this comprehensive review of how Naito functions as part of the Central City transportation system. (No change to the concept recommended.)	4

RIVER CONCEPT COMMENTS AND RESPONSES: B: Suggested amendments by River Concept page number

#	Concept Page #	Comments	Proposed Response	Commentor
Introductory Pages				
B1	1	Will you be looking at the Columbia River?	Specify in the first few pages that this project only deals with the Willamette River.	4, 15
B2	1	Add that this is a living document	Edit document to incorporate this comment.	8
B3	2	What is the difference between River Plan and River Renaissance?	Add a sentence explaining this in the Background section	15
B4	3	Page 3; last paragraph – should elaborate on the paragraph and explicitly state “this is the Greenway Plan update. This will entail revisiting land use, overlays, setbacks, and landscaping requirements....etc.” so that it’s clear to the general public what the project will include.	Edit document to incorporate this comment.	16
B5	4	How will the River Plan be funded?	Add a section to the Background section explaining implementation of the River Plan and how it could be funded.	1, 11, 13
B6	4	Regional / State context for our work. How do Portland's goals link with other Willamette River planning jurisdictions or the Estuary program? I really think we need some acknowledgement that we really need to work with other State and NW program partners to achieve some of our goals – especially water quality ones. We can never clean the Willamette by ourselves just like the Port cannot exist without orders from other places in the NW. Let people know that we will coordinate with other agencies, including BES, Mult Co, and State.	Add this to recommended River Plan Implementation section within Background section.	13, 15, 16
B7	4	Page 4; 2nd paragraph, last sentence – Change “planning efforts” to - “.... coordinate with other City programs involved in the Portland Harbor Superfund cleanup and the potential acquisition of Ross Island. I would not describe Superfund and Ross Island as planning efforts	Edit document to incorporate this comment.	16
B8	4	What is the timeline for this process? Specifically, when is the code going to be updated? When will we report to Council?	Add reference to code in the schedule to make it clearer.	1, 6, 9, 11
B9	4	What will the task groups be?	Update this part of the Concept.	1
B10	4	How will the River Plan be implemented/Will all new development be subject to it?	Add a section to the Background section explaining implementation of the River Plan.	3
B11	4	The City should “update and improve the clarity and workability of the greenway overlay zones, including refining the definition of river-related and river-dependent uses” as represented on page E-7 of the 2004 document, under current/committed actions for 2004/5.	Clarify that the River Plan will implement the referenced action excerpted from the River Renaissance Strategy.	7, 9

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B12	4	Need to do more to clarify the fact that this first effort is only about the North Reach. Maybe by providing dates on the schedule for the Central and South Reaches, or by adding a "Next Steps" to the end. Or describe why procedurally, on page 4, this Concept document has sections related to Central and South as well.	Edit the text box to include general timing for the south and central reaches.	16
B13	4	Why is the North Reach first?	This comment will be addressed in new paragraph recommended above. Clarify on Page 4	3
B14	4	Why can't we just adopt North Reach portion of the Concept and leave the Central and South reaches for later when we know more about the direction?	This comment will be addressed in new paragraph recommended above.	2
B15	4	Portland's pollution runs into Multnomah Channel, so we'd like consideration of our needs there.	Reference coordination with upstream and downstream neighbors.	15
B16	4	Consider defining key terms that may be unfamiliar to citizens, such as cut and fill and Greenway (since there are multiple definitions of Greenway)	Define our use of the term "greenway" since it is used so often in the Concept.	13
B18	5	Who is representing my interests on the River Plan Committee and on the task groups?	Add more to the River Plan Committee section to clarify that they are not supposed to represent areas.	11
The North Reach				
B21	7	Action items for the North Reach have been delayed. We are concerned about the timing of updates to the Willamette Greenway Code. A priority focus on this issue is needed to ensure the continued viability of this reach of the river. An update of Greenway code regulations is needed to address balanced cut and fill, the permitting process, and definition of river dependent/river related uses."	The River Plan will implement the referenced action in the River Renaissance Strategy. Make this clear in the document.	47
B22	8	Page 8: 3rd bullet, we suggest: "Fish and wildlife habitat including streams, wetlands, riparian areas and upland vegetation, especially in areas near the important confluences of the Willamette River with the Columbia River and the Columbia Slough, will be protected and restored..." 5th bullet, we suggest: Innovative development and redevelopment opportunities will be promoted to improve watershed health. Stormwater quality and quantity will be managed at the source where practicable, using approaches that suit the site conditions and the type of development. In industrial areas...innovative site design that maintains the productive use of the site." Note: We suggest using these first two sentences to replace language where this bullet is used later in the report.	Incorporate suggested wording on page 8 and elsewhere in the document as appropriate. However, retain the original word "...innovative site design doesn't diminish the productive use of the site."	23

#	Concept Page #	Comments	Proposed Response	Commentor
B23	8	Change bullet #2 in Prosperous Working Harbor to read: "Retention of <u>harbor</u> industrial land will be coordinated with transportation and economic development investments, to capitalize on Portland Harbor's unique location at the convergence of Oregon's primary rail, road, water, and pipeline infrastructure."	Add word harbor	47
B24	8	Expand bullet #2 in Prosperous Working Harbor to read: "Portland Harbor industries and districts will be kept globally competitive through public-private partnerships created as a part of a harbor reinvestment strategy which includes streamlined regulation and facilitated development processes to support industrial development. Public investments in infrastructure, port terminals, and urban renewal will be strategically coordinated to stimulate industrial reinvestment and expansion in the harbor districts.	Add the notion of facilitated development processes to the 2nd bullet under Partnership, Leadership and Education on page 9, 15 and 19.	47
B25	9	Page 9; last bullet. The definition for cost effective should take into account the overall effectiveness - so the word effective in this sentence seems redundant. Also - "the City will strive to make <u>its</u> regulations flexible...."- Same issue page 15 & 19.	Edit document to incorporate these comments.	16
B26	10	Page 10; St. Johns section - Needs the same reference to cleaning up Superfund sites as the other sections.	Edit document to incorporate this comment.	16
B27	10	Page 10: Rivergate – Along the south portion of Rivergate is an important vegetated wetland area, called South Rivergate Corridor, that provides wildlife links between the Willamette River and the Lower Columbia Slough. Also, an we plant the seed for "green streets" in St. Johns?	Add a reference to this area as a caption or in the text.	23
B28	11	Page 11: Swan Island/Lower Albina - Please point out the importance of protecting and restoring significant upland natural resources and habitat at Waud Bluff and Mocks Crest for watershed health and to address urban wildfire risk. Northwest/Guild Lake - The beaches and riparian vegetation that extend up and downstream of the railroad bridge provides habitat for fish and wildlife including herons, beaver, deer and birds.	Incorporate these references into the text.	23
B29	11	Where did the circular economy statement come from?	The Planning Commission's comments on WIURA based on the Office of Sustainable Development. See proposed edits in table A.	7

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B30	12	Page 12: For Northwest/Linnton/Wilbridge - Please note that the confluences of the Willamette with Saltzman, Doane, and Miller Creeks provide important refugia habitats for fish. Also, just north is an area with wetlands and vegetation that extends along the banks, allowing for wildlife to move from habitat areas upstream to the Multnomah Channel. For The Confluence, first sentence, we suggest: "The confluences of the Willamette River with the Columbia River and Columbia Slough will continue to be Portland's...."	Incorporate reference into the text and edit as suggested.	23
B31	12	Edit to clarify there is no urban renewal in Linnton	Edit document to incorporate this comment.	6
The Central Reach				
B32	13	Add more about the interconnected bike and ped system linking to the esplanade and the proposed Sullivan's Gulch trail	Add bullets incorporating this idea	8
B33	13	Add more about the transit connections between the east and west side—it's an interconnected system	Add bullets incorporating this idea	8
B34	14	p.14, Prosperous Working Harbor, first bullet: Add "industrial flex" to list of predominate uses.	Since the list as proposed to be edited would include all uses, it no longer provides direction for the area. Delete the bullet.	2
B35	14	p. 14, Prosperous Working Harbor: Add fourth bullet: "The Central Eastside will play an important role as a center for employment and for new urban industry that supports and complements other districts in the Central City."	Edit this bullet to include the concepts of a "center for employment" and "new urban industries that complement the other industrial and employment districts in the Central City".	2
B36	14	p.14, Portland's Front Yard, second bullet: Change to read "New water recreation activities along the waterfront and near OMSI and the Holman building can add activity to the area."	Edit to include these ideas.	2
B37	14	p.14, Portland's Front Yard, third and fourth bullets: Combine them into one bullet.	Staff will consider this suggestion.	2
B38	14	Dragon boating is an increasingly popular sport that is not mentioned in the Concept. Increased motorboat traffic creates safety concerns. Wouldn't it be great to have a boathouse and dock for dragon boat to use at the public launch? The lagoon is protected and there would be no conflict with commercial ships because practices are in the evenings. With the proper facilities, Portland could host regattas (in partnership with nearby Adidas?), drawing many teams here and boosting Portland's image as a city that promotes healthy living.	Is this reference to the swan island lagoon? Add a photo of the dragon boats	46

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B39	14	Page 14 - 5th bullet. suggestion: "Mitigation required of public and private parties <u>will preserve, and in some cases may improve,</u> habitat conditions and, where appropriate...." I don't want to imply, as I think the original language could be read, that we are retreating from the preference to "do no harm first", but if it can't be avoided to mitigate second.	Edit document to incorporate this comment.	16
B40	15	The concept needs to reinforce the importance of water related uses such as the Portland Spirit and Ross Island Sand and Gravel in the Central Reach.	Add bullets incorporating this idea	2
B41	15	p.15, Vibrant Waterfront...: Add bullet: "The river shall become a center of intense human activity in the social/economic geographic center of the region and state. The various events, private uses, and river commerce shall be managed to maximize public safety and minimize all adverse impacts on the river's ecology."	Fold some of these ideas into the concept.	2
B42	15	p.15, Vibrant Waterfront..., first bullet: add "destination retail" to list of uses.	There is no need to include this since it is covered by "commercial"	2
B43	15	p.15, Vibrant Waterfront..., add bullet: "Intensification of production and regional/national distribution firms in the industrial sanctuary vitalize the economy to reenergize the City's relationship to the river."	Add to the end of VWD "and support the established employment center."	2
B44	15	p.15, Vibrant Waterfront..., sixth bullet: Change to read, "Efforts underway to implement a river ferry system will result in new connections between waterfront districts and neighborhoods in the Central City. The Springwater Trail, the Eastside Esplanade, a future Sullivan's Gulch trail, Tom McCall Waterfront Park, and South Waterfront greenway create pedestrian and bicycle access from the neighborhood to and around the river. The emerging streetcar and light rail system surrounds the river with a rich web of local and regional transit choices."	Add text incorporating some of this language	2
B45	15	p.15, Vibrant Waterfront..., seventh bullet: Add a second sentence: "Water taxis would improve access and circulation and connect to water borne fleets."	Include suggested language	2
B46	15	p.15, Portland's Front Yard: Add bullet: "The eastbank and northern westbank provides a unique opportunity for multiple sources of water access, including docks, walkways, ramps, piers, and wharves."	Edit bullet 2 to include:. Seek other opportunities for water access on eastbank and northern westbank.	2

#	Concept Page #	Comments	Proposed Response	Commentor
B47	16	Add more economic/entrepreneurial uses to the concept—the area around clarklewis and the meeting hall across the street, the film industry, vitality of light industrial, etc. Also add more about the growing cultural center/civic and recreational aspects—OMSI, railroad museum, light watercraft center	Add text incorporating this idea	8
B48	16	The Concept does not reflect the evolution of the Central Eastside to a new kind of industrial district.	Add text incorporating this idea	2
B49	16	The river can reinforce or support the evolution of the Central Eastside through better connections to the neighborhoods, more mixed use opportunities, streetscape connections from MLK/Grand to the river, etc.	Add text incorporating this idea	2, 22
B50	16	Page 16: Could "green buildings" be integrated into the concept for the Central City/Pearl? Could "green streets" and "green roofs" or "roof treatments for stormwater be integrated in the concept for Central Eastside and/or South Waterfront?	Incorporate references to green buildings into the text.	23
The South Reach				
B51	18	Page 18 –Question - should the "working harbor" in South Reach include barge passage or small craft transport?	Edit document to indicate the use of the river for barge traffic.	16
B52	20	Page 20: Sellwood/Oaks Bottom discussion should call for continued restoration of Oaks Bottom complex and Ross Island. There are developed and undeveloped floodplains north and south of the Ross Island Bridge. Could a statement be added here about the need to take floodplain function into consideration as development occurs? Dunthorpe/Ira Powers Marine Park - We suggest mentioning Stephens Creek confluence and Powers Marine Park as important habitat and fish refugia warranting continued restoration.	Incorporate references into text.	23
B53	20	Expand your concept plan document language and pictorials to recognize and include Portland's waterfront and floating residential communities. Also, please refer to the River Renaissance language.	add a photo of floating homes in the south reach section	15

#	Concept Page #	Comments	Proposed Response	Commentor
References/Other				
B54	21	You forgot to include the River District Plan.	Edit document to incorporate this comment.	4
B55	21	Add the DOS to the references	Edit document to incorporate this comment.	8
B56	21	Page 21 - Title 3 work still does not show in the references and therefore I am still concerned that its assumptions, regulations and promises are included in this document, especially as it related to "q" overlay and commitments that where made in 2001 to look more closely at its coverage.	Add reference to regulatory compliance on page 4 and include the Title 3 citation.	16
B57	backpage	How can we stay involved/What's the easiest way for us to plug in?	Make the info on the back page about the email updates more visible. Perhaps expand on it a little more to specifically address concerns about staying involved.	4, 7, 11, 15
B58	var	How do the freight, bike, and ped master plans integrate into the plan?	We will check to be sure that the appropriate projects and policies in those master plans have been incorporated into the Concept.	11
B59	var	The orientation of the maps – looking at it from the confluence of the rivers instead of due north being at the top of the page – we have mixed opinion on the readability of the maps. Some like it, some don't respond well to it at all. They say it's confusing. It might also be helpful to reproduce the maps next to the verbal area descriptions on page 4.	Reproduce the maps next to the verbal area descriptions for each reach	16
B60		It would be great to include maps of Sub-reach boundaries.	We will consider this suggestion as we edit the document.	23

RIVER CONCEPT COMMENTS AND RESPONSES: C: Comments by topic to address in the River Plan

#	Concept Page #	Comments	Proposed Response	Commentor
<i>Trails</i>				
C1	9	I support a trail (preferably water-level) from Cathedral Park to the Eastbank Esplanade. It will benefit businesses, support St. John's role as a town center, act as a connection from St. John's to downtown for peds and bikes, improve accessibility of the 40 mile loop and greenspaces, expose people to the value of industry, strengthen residents connection to the river, and provide opportunities for exercise and wildlife encounters. Also extending it to Kelley Park should be a goal. And restroom facilities would be grand. Also linking it to Swan Island would be good.	This will be considered in the River Planning process	1, 11, 18, 20, 27, 28, 29, 30, 31, 32, 33, 35, 36, 38, 40, 41, 42, 44, 45, 48
C2		Who will be in charge of the North Reach greenway trail?	The trail implementation responsibility will be determined later.	13
C3		Incorporate access points that are in the St. John's Plan.	This will be considered in the River Planning process	14
C4		Please consider: Needed trail connections (Lampros Steel site, trail around the bend to get to Swan Island, Marcom site, trail to connect Cathedral Park to Kelly Point), a water trail in the Cathedral Park riverfront or Willamette Cove area with a place to stop and camp overnight on or near the beach, a floating dock on the North Beach riverfront so that people can fish, etc.	This will be considered in the River Planning process	1, 14
C5		The North Reach needs more connections across the river to connect St. John's residents with Linnton, Sauvie Island and Forest Park. The St John's Bridge is currently not good for peds and bikes. Please add language stating new bike and ped connections across the river will be constructed in the north reach, either new bridge or using St. John's bridge.	This will be considered in the River Planning process	11, 14, 28
C6		Nearby residents are opposed to improvements and/ or development of the "Landfill Park," the proposed trailhead for the portion of the Willamette River Greenway Trail that will run along the southern stretch of Willamette Blvd because of concerns about noise, garbage, and parking issues.	This will be considered in the River Planning process	34
C7		Siting the trail in locations that least impede existing industrial operations is essential. Also consider the operational needs of the various businesses when selecting the alignment.	This will be considered in the River Planning process	25
C8		What about Rails to Trails?	This will be considered in the River Planning process	

#	Concept Page #	Comments	Proposed Response	Commentor
C9		Strongly support the inclusion of trails and public access along the Willamette between the Steel Bridge and the St John's Bridge and eventually to Kelly Point.	This will be considered in the River Planning process	19
C10		Access to the greenway needs to include better signage.	This will be considered in the River Planning process	22
C11		We need public access in the form of a trail on the riverfront.	This is called for in the 1987 Greenway Plan and is being reevaluated as part of the Trail Task Group.	22
C12		Please support an excellent bike route in your plans. It is critical that bikes be considered in any planning that may enable easier and safer bike transit.	This is the focus of the trail task group.	29
C13		Fill in the North Reach section of the 40 mile loop using off-street pathways as close to the river as possible. When an off-street path is impossible, make sure there are bike-friendly connections between the path sections on streets with bike lanes or designated bike routes.	This is the focus of the trail task group.	43
C14		Think about public safety issues along river and coordinate with Police Bureau	The River Plan is considering public safety though the trail task group and will consider it at appropriate points in the planning process.	5
C15		Safety issues regarding the trail	The River Plan will consider safety for trail users and for businesses.	
Boating				
C16	17	Along southern stretch on eastside there is a dearth of boat ramps of adequate size.	This will be considered in the River Planning process	10
C17		Boat ramps need more parking	This will be considered in the River Planning process	10
C18		Any plans for public moorages? What is the City's attitude on expansion of moorages?	This will be considered in the River Planning process	10, 15
C19		WOOO doesn't want no-wake zones because fire boats can't speed through no-wake zones	This will be considered in the River Planning process	10
C20		Let's create an exciting waterfront for boaters to come in to downtown to dine or for other events	This will be considered in the River Planning process	10
C21		Emphasize speed limits on the river, include no-wake zones and safety areas for human-powered watercraft and swimmers, especially in the central and south reaches. Ross Island should be a safe, human-powered watercraft destination. Motorized craft should be relegated to the North Reach.	This will be considered in the River Planning process	21
C22		Please deal with the conflicts that arise from non-motorized and motorized boats using the Holgate Slough.	This will be considered in the River Planning process	22
C23		I'd like small boat access between Cathedral Park and downtown, such as McCarthy Park.	This will be considered in the River Planning process	43

#	Concept Page #	Comments	Proposed Response	Commentor
C24		I support non-motorized boat launches	Thank you.	45
<i>Harbor Industrial Strategy</i>				
C25	8	Under Prosperous Working Harbor, add a bullet which reads: "Retention, expansion and active recruitment of development in the Portland Working Harbor."	There is no current program to provide these services harborwide outside of urban renewal areas and Port properties. These concepts will be considered though the Harbor Reinvestment Strategy component of the River Plan.	47
C26	11	Statement on pg 11: "the City and the Port of Portland will provide additional assistance to keep this area (NW/Guilds Lake) competitive with undeveloped suburban sites" is suspect. The Northwest/Guilds Lake area is approximately 1600 acres. We are receptive to a partnership with the city, but we are unaware of proactive business assistance programs for any part of our district other than the 100 plus/minus urban renewal acres at the terminus of Front Avenue.	Economic development resources outside of urban renewal areas and Port properties are limited. The Working Harbor Reinvestment Strategy proposes to expand current resources to support industrial retention, expansion, and development.	7
<i>Industrial Land</i>				
C27		Where industrial land is in short supply we should encourage businesses to expand into the existing parking lots! BOP should include in the Industrial Lands Atlas an inventory of industrial land that is used for daytime auto storage. Removing the existing incentive to drive to work and store an auto...i.e. free parking...should at least be an agenda item as the region looks at constraints on industrial land.	This will be considered in the River Planning process	24
C28		Not much river dependent industry wants to come to Portland yet that is RIEAG's and the Port's focus. Should we tie up lots of land for a use that we don't have a demand for or allow other uses on that land?	This will be considered in the River Planning process	12
C29		Glad to see that: the plan looks to coordinate the retention of industrial land with transportation and ec dev interests; you state that industrial uses should be "economically viable" (i.e. industrial uses should reflect the realities of the market); you call for recycling brownfield sites through public and private investment and partnerships (our work suggests cleaning up brownfields requires public action and we hope aggressive public programs will be instituted to address this).	Thank you	25
C30	9	Page 9 of the draft calls for the transition of the St. Johns waterfront south of Cathedral Park into a vibrant mixed-use community. We look forward to continued progress toward implementation of that vision.	Thank you for your comment.	1

#	Concept Page #	Comments	Proposed Response	Commentor
<i>North Beach</i>				
C31		The North Willamette Greenway Trail from the Esplanade to Kelley Point should connect with Swan Island, St. John's, and the 40 Mile Loop. U of P should be required to pick up a larger portion of the cost of developing the trail around the bluff connection to Swan Island because the cleanup of McCormick & Baxter cost the taxpayers so much and U of P will probably sell the property at a huge discount.	We share the goal to connect the greenway trail. The River Plan will look closely at this area, especially because of the opportunities of the University of Portland's expansion. The issue of who is responsible for the cost of improvements will be determined later in the process.	29
C32		What will happen to the following sites? (site below UP, Willamette Cove, Cathedral Park (St. Johns) waterfront)	Decisions on these areas will be part of the River Plan process.	1
<i>Regulations</i>				
C33	7	We support the approach of the draft, which says that industrial riverfront will remain primarily in uses that are dependent on, or benefit from, a riverfront location. In other locations the draft states that industry that is dependent on the river will be located nearest to the riverbank, while land uses that are not dependent on river access will be set back (meaning that not all land adjacent to the river will be reserved exclusively for users that require river access, as the current "i" overlay does). We recommend that implementation regulations account for site differences and reflect the flexibility being stated in the Draft Plan.	Not all uses that benefit from a riverfront location are industrial.	25
C34	9	We like the statement, "City will strive to make regulations flexible....and cost effective." We hope this means that development proposals on individual sites will be evaluated on factors such as the market, potential economic and employment impacts, neighborhood compatibility and other criteria that meet the overall goals of the River Plan. Flexibility is especially important on sites adjacent to the river.	The river plan should explore this idea.	25
C35		South Waterfront was not a good example of where the setback should be. The City is giving up the riverfront to developers in this area. The setback got smaller and smaller. Is this going to be the case for the rest of the river?	The setback will be determined as part of the River Plan.	22
C36		The existing river dependent and greenway regs won't allow Swan Island to evolve and change. The greenway regulations should be liberalized with respect to river dependent uses.	We will consider this as we develop the plan.	12
<i>Other</i>				
C37		Can the River Taxi link to the trail system? To other cities?	This idea will be considered though the River Plan process.	3

#	Concept Page #	Comments	Proposed Response	Commentor
C38		Will you be addressing historic or cultural sites/buildings?	If historic structures are identified that are not already protected the River Plan can recommend protection. Cultural or historic events can be celebrated through art or informational signs along the greenway trail.	17
C39		Group Mackenzie would be pleased to participate in Task Group discussions concerning the harbor industrial districts that are referred to on Page 4. Please include us in any opportunities that may be created for these discussions.	Thank you	25
C40		There are portions of the Central Eastside that are developed floodplain. Could a statement be added about the need for pollution prevention and stormwater management education?	Referencing the developed floodplain and accompanying need for attention to pollution prevention and stormwater management needs more explanation than can fit into such an abbreviated document. Nevertheless it is an important issue to address in the River Plan.	
C41		ODOT owns NW Marina Way. There is a land use plan for Sauvie island that was done in the late 90's that we will send you. It includes actions related to the moorages. Fred's Marina: 1/2 of the parcel is in the city and 1/2 is not. The part that is in the City is the dredge disposal site. The part outside the city is outside the UGB. Fred's may have spoken with Metro about the location of the UGB since it splits their property. They will start the Public Involvement process for the Sellwood bridge in January 2006. They anticipate breaking ground in 5 years. We need to keep in touch because they will need to buy land and figure out just where to put the bridge. When we get to the River plan we need to be sure that the regs address bridges and other in water uses so that the permitting is easier. Is a bridge a river dependent use? We may want to review the County Greenway regs to see how they addressed bridges.	This information will be considered as part of the River Planning process.	17

RIVER CONCEPT COMMENTS AND RESPONSES: D: Other comments

#	Concept Page #	Comments	Proposed Response	Commentor
<i>Comments/topics for another arena</i>				
D1	7	<p>In 2004, NINA supported River Renaissance with the expectation that the program would embrace many of our observations, move quickly to address infrastructure, regulatory and permitting challenges impeding business development, would develop a cost benefit analysis methodology, and would reaffirm what we know to be true: that not all five vision themes can be accommodated along all sections of the river. Today we are concerned that the program is not responsive to our requests and actions to date may actually be undermining the working waterfront. We respectfully request that you spend additional time with NINA to develop a work program that we can support and to help us better understand why progress on this important initiative has been delayed.</p>	<p>We will forward this comment to the River Renaissance Program.</p>	2
D2		<p>Why is it taking so long? River Renaissance has been going on since 2001 and we haven't seen results.</p>	<p>The River Renaissance Initiative engages the public, connects community partners, coordinates the city's river-related work, and creates innovative urban solutions.</p> <p>Building on the adoption of the River Renaissance Vision, a team of eight city bureaus developed a comprehensive city assessment of the river and its economic, environmental and urban systems. The Willamette River Conditions Report, published in 2003, summarizes the existing conditions, trends and opportunities for each of the River Renaissance Vision themes.</p>	7, 11
D2+		<p>see above</p>	<p>With this understanding of river systems, the City launched a broad community discussion of river policy and action priorities. This public dialog resulted in the development of the River Renaissance Strategy that was unanimously adopted by the Portland City Council in December, 2004. The Strategy advances city actions and investments through policy guidance, coordinated actions, progress measures, and a blueprint for community partnership.</p>	see above

#	Concept Page #	Comments	Proposed Response	Comment for
D3		We are concerned that the program is not responsive to our requests and, in fact, actions to date may actually be undermining the working waterfront. We respectfully request that you spend additional time with NINA to develop a work program that we can support and to help us better understand why progress on this important initiative has been delayed.		7
D4		The River Renaissance team should analyze the costs and benefits of its program. It's important to consider the cost implications of these plans.	A growing list of achievements has been powered by unprecedented collaboration among city bureaus, and partnerships with civic, community and government partners. Examples include the formation of the River Trust, development of the nation's first Streamlining Agreement, the publication of the Portland Harbor Industrial Lands Study and Industrial Districts Atlas, adoption of the South Waterfront Plan, and development of Portland's Watershed Management Plan.	6
D5		This district will continue to be a heavy industrial area used primarily for petroleum terminals and interspersed manufacturing facilities. Linnton is the main terminus of the Olympic Pipeline and the entry point for most of the petroleum fuel used in Oregon. The district remains embedded in a network of harbor, pipeline, rail, and truck infrastructure that provides good access for the area's heavy industrial facilities. A portion of the Linnton waterfront area will provide improved access to the riverfront and expanded business development. Buffers and careful management will enable the river access to coexist with the established heavy industry businesses in the area. Transportation improvements will expand capacity and improve safety for freight movement. Building on the adopted Willamette River Urban Renewal Area tax increment resources will help keep this area competitive with undeveloped suburban sites. While most of the riverbank is used intensively for maritime access, future riverbank or other cost effective stormwater treatment facilities will add to the environmental quality of the river. Sup	See comment related to Linnton in section A.	38

#	Concept Page #	Comments	Proposed Response	Comment for
D6		We urge the following principles be incorporated into the Concept for the Northwest/Linnton/Willbridge area: The ability of the city, state and parts of the region to compete in the global marketplace is largely dependent upon availability and further development of Portland's industrial waterfront property. Industrial waterfront property, an increasingly scarce resource, must be preserved for marine-dependent industrial purposes; once industrial waterfront property is converted to other uses, it can never be returned to industrial waterfront use. Land uses that are not dependent on river access should, without fail, be set back from the river; heavy industrial zoning (IH) status for marine-dependent industry in Northwest/Linnton/Willbridge should be retained as such. The city, state and parts of the region are entirely dependent upon the Linnton/Willbridge energy cluster for the supply of refined petroleum products. The convergence of transport infrastructure, involving marine, pipeline, rail and truck, is vital to the existence of the Linnton/Willbridge energy cluster and allows the facilities that comprise the energy cluster to	See comment related to Linnton in section A.	
D7		Let's have a conversation about making all riverside land public.	This conversation would be more appropriately held at the state level.	4
<i>Document organization</i>				
D8	7	We appreciate that the introduction to the Concept document and the North Reach section underscores that a Prosperous Working Harbor and Clean and Healthy River are the dominant themes to be addressed in the North Reach. To further reinforce this, we would recommend that the order of the vision areas be changed to reflect this with Prosperous Working Harbor shown first, followed by Clean and Healthy River.	We have consistently followed the same order that was used in the River Renaissance Vision.	47
D9		I still think it makes more sense to have the concept sections come before the existing direction sections - so that we are producing objective to meet the long term visions for the area. The current order seems backward - developing objectives on existing then showing our future visions. There just seems to be no real connection between the two sections in this order.	There are many ways that one could organize the document. We have chosen this way.	16
<i>Process related</i>				
D10		Will Linnton operate outside the Plan, as does South Waterfront?	This has not yet been decided.	13
D11		The River Plan committee should be briefed on the economic issues, such as the conflicts associated with industrial lands along the river. Also familiarize them with the Freight Master Plan technical memos.	The River Plan Committee was briefed on economic issues at their meeting in November. We can provide them with more information about the Freight Master Plan at a later meeting.	6, 9
D12		Make sure to include the Sauvie Island Boosters	Will do	9

#	Concept Page #	Comments	Proposed Response	Comment for
D13		Make sure to include the Terminal owners, fuel companies, railroads, Columbia Sportswear	Will do	9
D14		Make sure to include those who participated in the River Renaissance visioning process.	They are on the River Renaissance mailing list which River Plan uses occasionally.	4
D15		Make sure you include Native Americans in the this process. Also include the Steelheaders (a group of local fisherman)	Will do	22
D16		The St. Johns neighborhood requests status as a member with standing of the planning group. Our neighborhood is most affected by this plan and therefore we should be engaged at the highest level. There is a lack of detail regarding Economic Impacts and Planning Details. We are disappointed that neighbors and communities were not invited to "take ownership" of Plan aspects. It may be your intention to have that community involvement. However, it was not communicated.	We want and need the participation of the St Johns community in the planning process. We hope that you will assign people to attend River Plan Committee meetings and serve on Task Groups.	11
D17		Consider beginning with the central reach because all the new construction is occurring in South Waterfront.	There are many issues that need to be addressed and areas that can use focused planning along the river. The City made the decision that the North Reach is in greater need of planning and thus chose to begin there.	13
D18		Where does South Waterfront fit into the planning process? It is newly planned and has its own greenway.	South Waterfront will likely not be part of the River Plan since it just completed its own lengthy planning process. If there are enhancements needed when the River Plan Central Reach is undertaken, or if there are new initiatives that are not addressed, they may be addressed though the River Plan.	13
<i>Other comments</i>				
D19	9	In Vibrant Waterfront Districts and Neighborhoods, there needs to be a reference to the Northwest Industrial Neighborhood. We recommend a new bullet be added which reads: "The Northwest Industrial Neighborhood will continue its role advocating for a vibrant working industrial waterfront with efforts made to identify and complete priority action items in the Guild's Lake Industrial Sanctuary Plan.	This suggestions does not seem appropriate for the Concept.	47

#	Concept Page #	Comments	Proposed Response	Comment for
D20	5	How will you involve stakeholders from other reaches when working on an issue in the North Reach that affects all reaches?	We encourage stakeholders from all areas of the community to participate in shaping each reach of the River Plan. The project team is reaching out to neighborhood and community groups across Portland to discuss river issues. Task groups will continue to include stakeholders who represent organizations or areas outside the North Reach, and these meetings are open to everyone. The River Plan Committee meets monthly to discuss the full range of issues and will consider the work of the task groups. The River Plan website features issue papers, meeting schedules and discussion summaries for all active task groups and the River Plan Committee.	13
D21	7	Where did the riverbank related direction come from?	Bank treatment decisions in South Waterfront and Toyota and along the east bank esplanade show the direction that the City is headed in.	
D22	7	Today we are concerned that the program is not responsive to our requests and actions to date may actually be undermining the working waterfront. We respectfully request that you spend additional time with NINA to develop a work program that we can support and to help us better understand why progress on this important initiative has been delayed.	We believe that the Concept reflects the understanding that not all 5 vision themes apply in all areas (see page 3).	23
D23	10	Page 10 – question – is it possible to, at the same time, increase capacity at Albina railyards and decrease capacity in Brooklyn? Will that create system problems?	Each rail yard serves different purposes.	16
D24	14	p.14, Clean and Healthy River: Add new bullet: “Integrate stormwater management wherever practical into a system of water, technology, art, and natural areas.”	A stormwater related comment already appears on page 14.	2
D25	14	Building Crescent Park and moving the freeway are contradictory actions.	A park could be established in the near term--since changes to I-5 may be decades away.	2
D26	15	p.15, Vibrant Waterfront..., third bullet: Change “a wider greenway setback” to “an expansive greenway.” Change “a possible” to “a future.”	The use of the term greenway setback is used here to be consistent with its use in the Willamette Greenway Plan.	2
D27	15	Page 15; 4th bullet. Question - Are we sure we should bridge over and not tunnel under? Maybe use a more general term such as "crossing".	The plan is for a pedestrian bridge.	16
D28	15	Page 15; 11th bullet – Question - has anyone even checked the reality of a cruise ship terminal? I don't think the bridge passages are wide enough for the medium and large size vessels.	Cruise ships have come up river as far as downtown in the past. They may not be able to pass though the Hawthorne Bridge.	16

#	Concept Page #	Comments	Proposed Response	Comment for
D29	18	Page 18: We suggest including the bullet from page 14 calling for "Innovative bank treatments..." into the Clean and Healthy River bullets for the South Reach too.	It already appears	23
D30		Need an introductory paragraph noting that the larger economic development environmental issues are in the north reach	This is already addressed on pages 1 and 7.	6
D31		Converting Port facilities that are under-utilized should be a priority of the Port. Terminal 2 might be better used by a growing Gunderson...either via sale or long term lease...rather than sit empty. Language that encourages the Port to focus on its strengths...grain, autos and bulk materials...and back off on dreams of a significant container port...seem in order based on the facts on the ground.	Neither the River Concept nor the River Plan will focus on Port of Portland cargo.	24
D32		Concerns about Rodea plant cleanup and toxic mixing zones	This idea is too specific for the Concept. It will be considered at the appropriate point in the planning process.	10
D33		The City should continue planning and evaluation of the I-405 Loop, including a focus of the issues at the I-5/I-84 interchange.	The City is pursuing a source of funding for continued study and evaluation of these issues.	
D34		Higher density, value added manufacturing should be the goal for the regions key industrial area, river related or not. Growing the metals/transportation manufacturing cluster should be a priority. We should be facilitating R&D investments (like the Freightliner windtunnel) not opposing them as was done by BOP on that project!	Thank you for your comments.	24
D35		I support sustainable practices and cleaning the superfund and PCB-laden sites	Thank you	45
D36		Glad to see the North Reach concept focuses on ec dev as a major element of the plan.	thank you	25
D37		Great to see the ideas for alternative transportation in the plan, especially filling gaps and building new trails for peds and bikes along the waterfront, and the river taxi idea.	thank you	37
D38		It's too Central City focused.	No action needed. The Concept covers the entire stretch of the Willamette that is within Portland.	6
D39		It's an unrealistic dream.	No action needed. The Concept is meant to be conceptual. Later phases of the River Plan will cover implementation.	6
D40		Do we really need another plan?	No action needed. The Concept is part of a State-required plan.	4
D41		North Reach is good, but gets weaker as you go upriver.	thank you	8

	E: List of Commentors	Type of Comment
1	Friends of Cathedral Park / Erik Palmer	letter, meeting notes
2	Central Eastside Industrial Council	email, meeting notes
3	City Club Growth Management & Environment Committee	meeting notes
4	Citywide Land Use Group	meeting notes
5	Eliot Neighborhood Association	meeting notes
6	River & Industrial Economic Advisory Group	meeting notes
7	Northwest Industrial Neighborhood Association / Greg Madden	email letter, meeting notes
8	Peter Frye	meeting notes
9	Portland Freight Committee / Ann Gardner & Gary Eichman	email letter, meeting notes
10	Portland Marine Dealers Association	meeting notes
11	St. Johns Neighborhood Association / Joe Adamski	email letter, meeting notes
12	Swan Island Business Association	meeting notes
13	Southwest Neighborhoods, Inc.	meeting notes
14	University Park Neighborhood Association	meeting notes
15	Waterfront Organizations of Oregon / Jan Hamer	email letter, meeting notes
16	Bureau of Environmental Services	email
17	Multnomah County	meeting notes
18	Paul Maresh	voicemail
19	Friends of North Portland Greenway / Francie Royce	email
20	Michelle Winningham	voicemail
21	Anita Bigelow	email
22	Southeast Uplift	meeting notes
23	Bureau of Planning Environmental Team	email
24	Swan Island TMA / Lenny Andersen	email
25	Group Mackenzie / Mark Clemons	email letter
26	Kinder Morgan Energy Partners, L.P. / R.H. Mathers	letter
27	Doug Geisler	email
28	Curt Schneider	email
29	Michael Kuhn	email
30	Adnan Kadir	email
31	Andy Freed	email
32	Chris Smith	email
33	Andy Kading	email
34	Chris R. Hyatt	email
35	Evan Smith	email
36	Jonathon Maus	email
37	Erik Hovmiller	email
38	Julie Morris	email
39	Working Water Front Coalition / Howard Werth	email letter
40	Scott Mizze	email
41	Adam Robins	email
42	Susan Hayden	email
43	John Beaston	email
44	Jason Starman	email
45	Aaron Tarfman	email
46	Barbara Galbreath	email
47	Port of Portland / Susie Lahsene	letter
48	Joe Adamski	email
49	Mitch Gould/General Picture	email
50	Kenneth Roberts	email