

Summary Notes from the River Plan / South Reach Open House -12/1/18, at Lewellyn School

Approximately 90 people attended the open house, which featured 5 display stations: 1) Project Overview and Urban Design Concept, 2) Recreation, Parks, Trails and Scenic Resources, 3) Natural Resources: Habitat, Vegetation and Floodplains, 4) Transportation; and 5) Land Use and Zoning. Each display station had a map(s), displayed information on what we've (project staff have) learned, draft plan concepts for zoning and other implementation actions, and a chart pack for people to share their comments. A couple of stations had Big Idea concept illustrations. They were the Natural Resources and Recreation display stations. Comment cards were also available for participants to provide their thoughts on the materials presented at the open house or anything else related to the South Reach.

Below are the comments received from the open house event. The comments are organized by topics. Similar comments were provided at different stations and are reflected once with an acknowledgement when others recorded their additional support for a specific comment.

Project Overview and Urban Design Concept

- Ferry stop at Oaks Amusement Park
- More viewpoints at Oaks Amusement Park – looking towards downtown
- Extend no wake zone south to SE Spokane St – restrictions on wake board, ballast or wake enhancing activities (4 people support this comment)
- Move Springwater Corridor observation deck further south by Oaks Amusement Park
- Bird safe and lighting standards incentive program
- Trolley/bicycle study – is there enough room for both on the west side?
- Lighting as a consideration on the Springwater Corridor Trail
- No breach of levee between Ross Island and Hardtack Island.
- New (actually re-establish) the viewpoint (overlooking the small island) at Miles Place entrance to Willamette Park with area so people can step off the path and not clog the path
- Why aren't there view corridors on the east side (except in the south area), need more West Hills and sunsets. Views are important
- No light rail on Barbur Blvd. unless you increase car lanes. The city is too big on giving car lanes to bikers and scooters. Cars are necessary and especially in this city with our hilly terrain
- Urban design needs to correlate all of the 5 concepts of South Reach: Example, transportation is a function of land use/zoning – transportation is failing in Portland and South Reach neighborhoods – so control (not increase) density since transportation solutions/funding has few solutions. State land use regulations require transportation solution implemented (built) before allowing density increases (two people support this comment with an additional comment from one: more public transportation before more density)

Recreation, Parks, Trails and Scenic Resources

In-River Recreation

- Oaks Park Community Boathouse – interested in developing a dock with Oaks Amusement Park
- South Portland (URA) needs public dock for people to access the water (one attendee agreed)
- Don't regard this Reach as only a "natural area" view, riverbank access is important
- Enforce no long-term docking at Willamette Park
- Create better kayak and Stand Up Paddleboard launch area at Willamette Park boat launch (one attendee agreed)
- Add more formalized river access to Powers Marine Park (e.g., small dock or beach)
- Better access to water (visual and physical) along river at Willamette Park
- Access to floating restrooms around Ross Island
- Limit boat speeds on the river – swimmers in water; riverbank protection (at least one attendee disagreed)
- Wakeboarding
 - Wakeboard boats damaging muddy riverbanks (2 attendees agreed)
 - Prohibit wakeboarding in most of the South Reach (2 attendees agreed)
 - Move wakeboarders to the downtown and harbor areas where the banks are concrete or riprap (4 attendees agreed)

Parks and Recreation

- The Metro parcels along the Springwater Corridor are now designated as Open Space. They should be designated as a neighborhood park as recommended by neighborhood with community garden, leisure space, pathways and other open space uses. Undeveloped right-of-way should be combined with Metro parcels
- Sellwood River Park needs a master plan. My 12-year old daughter prefers swimming in the river. There needs to be better amenities and address safety, user conflicts and impacts to natural resources...Swimming in river is great! (one attendee agreed)
- Need some new parks along greenway to create wider nodes and reclaim floodplain
- Pickleball in Sellwood Park
- Develop a full-service community center at the SW corner of Sellwood Park
- Better access to old Staff Jennings location

Trails

- More pedestrian friendly along stretch of Springwater Corridor Trail by Oaks Bottom Wildlife Refuge and Oregon Yacht Club.
- Extend Springwater Corridor e/w along Ochoco St Instead of Linn St.
- A neighborhood pathway along SE 6th from Tacoma to Sherrett should be noted in the Plan. It was in the former Comprehensive Plan as a major trail
- Re: proposed trail – no trail south of Powers Marine adjacent to private property. Neighbors in this area already experience trespassing, vandalism, theft and camping issues
- Park bench count to date on trail between top of South Reach to Willamette Marina is 2 bench areas in 14 blocks, north to south

Scenic Resources

- Open up views along Willamette Park. Add more benches along the bank to sit and see the river. Get rid of blackberries that obstruct view and access the river
- Re-establish viewpoint at small island at Miles Place entrance of Willamette Park with small area to step out of trail traffic to enjoy views
- Ensure “viewpoint” provides/protects broad expansive views. Seeing river has value
- Near SW Idaho right-of-way at river, add a new viewpoint
- Possible viewpoint at river by Waverly Golf Course – work with golf course
- Views are a natural resource. Protect Macadam Plan District view corridors. Create new ones north of Macadam Plan District in South Waterfront

Other Recreation and Parks Considerations

- Houselessness and Liveaboard Boaters
 - Remove transient camping at parks and bike trails (with one agree with statement)
 - Remove or limit transient boaters or live-aboards (1 attendee agreed)
 - Squatter boats are not only a pollution problem. Some squatters have mental health issues and are belligerent and intimidating. They discourage boating in Holgate Channel. Need more enforcement.
 - Treat people experiencing homelessness as humans to be helped, not as pests to be “removed.” Work with experts at Joint Office/JOIN/Transition Projects, to do this right, very vulnerable population
 - Should be an action to work with social service and housing agencies that address the increasing homeless population with respect and care
 - Address growing situation with boat camping off Ross Island
- Invasive removal without removing trees
- Parks and Recreation should only use lighting that conforms to Dark Sky standards (one “yeah!” with statement)
- Need to have balance of places along the river that allow habitat and that allow people. May even have nodes where people can access river without affecting habitat.
- Show the 106’ wide pedestrian (??)
- Trim vegetation to allow river views at the south end of Willamette Park
- Get OPB to stop blasting Willamette Park with light pollution that damages wildlife and makes park feel like a loading dock at night
- Enforce the public parking at Macadam Bay Club Houseboat parking lot. Advertise on Macadam that there is public parking there. Residents are parking in those spaces and also enforce public parking in lot north of OPB on SW Macadam so public can have access to trails and parks
- Clean up- trim up the Butterfly Park at south end of SW Miles Street. It’s a good hiding place for transients to live in. Can’t even walk through it now (one additional person supports this comment)
- Need to balance needs for habitat and needs for river recreation
- Should see measurable benefit from expenditures on habitat. We are squeezing out recreation with habitat
- Maintain parking along SW Macadam at Powers Marine Park.

- Who deals with dredging just north of Willamette Park and along the park's dock?

Comments on the Big Idea for Recreation Urban Design Concept Draft:

- Brooklyn need access improvements to get to the water
- Access was promised to Brooklyn by City Council in 1979 (from cancelled Mt. Hood Freeway funds). It was then postponed then cancelled in 1981. Subsequently, City Council helped University neighborhood get access to the Greenway Trail at Waud Bluff. Where is the equity?

Natural Resources: Habitat, Vegetation and Floodplains

In-river Habitat

- Strongly support in-river habitat restoration
- Please consider the importance of springs and seeps as inputs to near-shore enhancement areas (cold water refugia). There may be opportunities for stormwater flows reused/injected/infiltrated to enhance groundwater.
- I like that lamprey is also being considered...in addition to salmonids

Landscape/Vegetation

- Require native planting and maintenance along Greenway (2 attendees agreed)
- Strongly support the improvement/expansion of riverbank habitat
- Coordinate with Metro to establish/maintain habitat connectivity between surrounding natural areas to ensure wildlife passage and gene flow

Tree Removal and Replacement

- Tree removal and replanting permits are too cumbersome – make it easier, less expensive
- Tree replacement threshold: 1.5-inch diameter at breast height (dbh) is a very small tree. For natural areas, large trees drop many seeds → many small trees. This would require excessive maintenance for landowners in (n) overlays to maintain existing views
- Tree replacement threshold of 1.5-inch dbh is extremely stringent. Current 6 inch seems manageable

Floodplain

- Can we strategically reclaim parking lots, etc., to create wider nodes along Greenway and reclaim floodplain (also provide mitigation opportunities related to FEMA Floodplain BiOp)?
- Proactive consideration of future floodplain management requirements – increased setback, limiting investment with ultimate goal of removing infrastructure in high-hazard flood and high-quality habitat areas
- Identify and prioritize as many opportunities as possible to reclaim and restore floodplains – yes on the flood overlay zone

Adjacent Development

- Step down heights, wider setbacks (100'), and lower FAR is important to the natural resources
- Strongly support:
 - Larger setback (100' minimum)
 - Replace undersized culverts
 - Establish green stormwater infrastructure standards in the plan area

Ross Island

- Algae blooms
 - Lack of pump-out facilities cause algae blooms, especially the East Island channel (2 attendees agreed)
 - Lagoon is a petri dish. Fish and humans, pets and wildlife will continue to be threatened until the algae is reduced.
- Separate Ross Island into two separate islands (i.e., the historic condition)
 - Reopen channel into Ross Island Lagoon (2 attendees agreed)
 - Enhances recreational opportunities
 - Enhances biodiversity
 - Creates better passage for fish and spawning
 - Increased flow reduces opportunity for algal blooms
 - Reopening channel – CAUTION! The lagoon was filled with contaminated spoils then capped with a thin layer of clean dirt. Any significant flows (especially winter/spring) risks exposing the contaminants.
 - No breaching dike/levee between Ross Island and Hardtack Island
- Carefully consider the hazardous waste stored and capped in Ross Island lagoon when creating side channel and flow-through conditions
- Hold Ross Island Sand and Gravel accountable to clean up what they have contaminated (2 attendees agreed)

General Comments/Questions

- Keep making improvements for the habitat and health of the ecosystem. Recreation should be passive.
- How has the presence of transient camps/boats impacted the natural resources in the areas of habitat? (Holgate Channel/East Toe Island Cove)
- What about new parks/natural areas in the South Reach?

Transportation

Walking, Bicycling and Trails

- Bridge over Hwy 99 for safe “Brooklyn Connection” access to Springwater (Corridor Trail). Crosswalk across Hwy 99 would be extremely dangerous
- Need (pedestrian?) crossing over railroad at SE 17th Ave
- Safer north/ south bike routes out of Brooklyn
- Trail using the Willamette Shore Trolley right-of-way, not a streetcar

- Add sidewalk/ curb striping along the sidewalk/ bike lanes on the Sellwood Bridge. Consider rounding/ smoothing for sharp curbs – intimidating and hard to see!
- Need to restore sidewalk north of Sellwood Bridge that was removed when the new bridge was constructed
- Complete bike lanes on Hwy 43 south of Sellwood Bridge **x1**
- Enforce “rules of the road” for bicyclists
- Not interested in bike freeway concept
- Ensure that greenway is wide enough that it can accommodate pedestrians and bikes – currently too narrow – and double trails dominate available space too much **x2**
- Get bicycles off the Willamette Greenway, between the Sellwood Bridge and the Spaghetti Factory. Instead, create a new bike path in the rail right-of-way next to the tracks
- Separate bikes and pedestrians on the Springwater Trail. It is currently NOT safe for pedestrians.
- Develop pedestrian pathway separately from but parallel to Springwater Trail and extend it to Ochoco St along the Grand Ave right-of-way
- Improve neighborhood pedestrian/ bike network so that the Springwater isn’t the only safe way through. Reduce conflicts by giving more options
- Build the 9th greenway through Brooklyn to provide a safe, easy connection to river access points
- Show pathway along SE 6th Ave from Tacoma to Sherrett. This was a “major trail” route in the former Comp Plan and should be shown as an alternative neighborhood route now. SE 6th should have wider sidewalks.
- Bicycle commuters are primary users of greenway trail and must observe speed limits, use a bicycle bell, and agree to “rules of the road”
- Connect Riverwood to Fielding with bike path in trolley tunnel (there is enough room).
- Plan calls rail right-of-way along Willamette Park an “informal trail”, but OPB is threatening people who walk there with “federal railroad violation” and prosecution
- Better (more accessible, scenic, user-friendly) pedestrian access from PSU/ downtown to the South Waterfront
- Add bicycle traffic calming features to existing trails – roundabouts, bollards, other features that force bicyclists to slow down

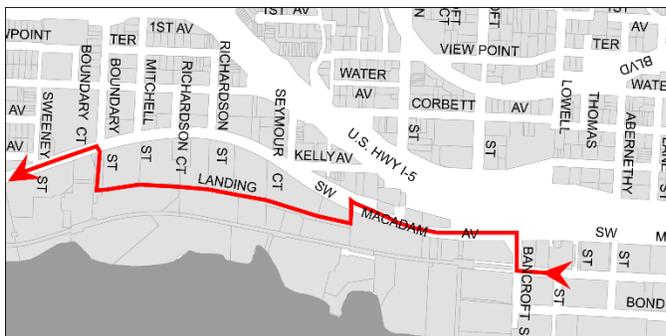
Automobiles/Traffic Circulation/Light Rail

- Overpass off Tacoma St to Oaks Park to improve Tacoma St traffic flow
- Increase lane capacity for cars all over this city. Cars are a necessity. They are not going away
- No Light Rail on Barbur Blvd unless you increase car capacity!!
- Look for commuter route on west side (like Naito)
- No light rail along SW Macadam Avenue
- No light rail on Barbur Boulevard unless you increase car lanes. Cars are necessary in Portland and this city is too big on giving our roads to bikes and scooters. (1 attendee agreed)
- Traffic is, in large part, a cause of density (FAR). Do not rezone for greater density along SW Macadam and other arterials in the South Reach
- Disagree with the above comment because arterials are a great place for density

- SW Virginia St needs traffic calming because of cut-through traffic, especially in the evening. Turning onto Virginia St from Taylors Ferry Rd is already restricted to buses only, so the main problem is in the evening with southbound traffic
- We need charging stations for electric vehicles – possible spots in Sellwood Riverfront Park and Sellwood Upper Park
- Parking for Powers Marine Park (if it develops) and Riverview Natural Area (when it develops)
- Isn't there room for both bikers and walkers alongside the trolley line? Can't both be using the same space? At the houseboat moorage, there is supposed to be public parking and the same with the parking lot along Macadam on the north side of OPB but no one's enforcing or highlighting that (2 attendees agreed)
- Need crosswalk between Powers Park and Riverview Natural Area (one attendee agreed)
- Pedestrian signal at the intersection of Riverwood and Riverside Dr.
- Support proposed bike bridge in Lake Oswego (across Willamette River)
- Road diet for Macadam Ave, which includes parking and provides one side with a 2-way cycle-track
- Traffic speeds are too high and not enforced on Macadam from the Sellwood Bridge to South Waterfront
- Install speed control cameras on Macadam Ave

Transit

- River taxi (transit) add stop at Willamette Park
- Need more frequent bus (#35) during day – currently only high frequency during commuting times
- RE: Transit from PDX to LO – not interested in seeing increased service on trolley or having a bike/ pedestrian path cut through private property. There has already been theft and camping and there could be an increase in these activities to houses along the ROW in unincorporated Multnomah County
- Disagree to opposition to PDX to LO transit or bike/ pedestrian path. We need more, not less, public transportation
- Put in bus queue jumps for bus 35 and 36 at Sellwood Bridge
- Suggestion: Run streetcar from end of current line on Moody to Willamette Park (or further) not using the existing trolley tracks (super dangerous with pedestrians, dogs, etc. and no businesses), rather use the street (Macadam to Landing to Boundary to Macadam < **see map below**)



Land Use and Zoning

Greenway/River Setback and Development Step back

- Strongly agree with 50' or more setback (with 2 "yes" comments next to statement)
- Minimum of 50' greenway setback
- Increase river setback to 75-100 ft
- Strongly support expanding setback to 100' minimum (2 attendees agreed and one 100' or greater comment next to the statement)
- 100' greenway setback is better (one attendee agreed)
- Greenway needs to be 100 feet wide in order to accommodate all needs, especially if we are going to have dual trails for pedestrians/bicyclists
- Step back on buildings, 35' at greenway (3 attendees agreed)
- Support setback of building height along the river

Nonconforming Uses and Development

- No grandfathering for nonconforming uses (avoid buildings like the Sanctuary)
- Improve private homeowners' ability to replace existing or damaged floating structures in Multnomah County, consistent with Clackamas County
- Support a willing seller program
- Definitely need a mechanism to move development back from the river over time – 50-year climate change resiliency strategy along the river

Other Zoning Code Considerations

- Bird safe building requirements along river
- Environmentally friendly/dark skies light requirements
- Provide more clear guidance and easy-to-implement permits for landowners in the (n), (e), (g) overlays to manage invasive and native species. Provide ability to manage property in overlays to maintain existing views.
- Think of all of the South Reach to respect the environment: 1) don't increase the density of the Macadam Plan District (SW Macadam), 2) control density of all of the neighborhoods within the South Rach and along the arterials, 3) honor view corridors and add more and add view corridors from the east side for view of the West Hills and sunsets. (one attendee agreed)
- Need a setback requirement along the trolley line

Additional Input Received from Comment Cards

1. I haven't seen almost anything in these plans about social equity. There are major equity concerns when we start talking about "removing" people experiencing homelessness (as I noticed many public comments say). It is so sad to me that people prioritize viewsheds and property values over helping our most vulnerable community members find housing and recovery. I understand the need for environmental mitigation around homeless camping, but PLEASE make this a coordinated effort with experts on "homelessness" and not simply another sweep of camps or enforcement by police (they do not know how to help in meaningful ways,

people in crisis.) All of the other pieces of this project are represented here – PBOT for transportation, PP&R for trails, etc. – I hope to see a partnership with the Joint Office of Homeless Services as well if this is an issue that this project aims to address in any way.

2. I like a lot of the work being done here- very comprehensive. However, should coordinate with/engage experts on homelessness (e.g. Transitions Project) before addressing the transient folks in the area. A lot of feedback related to people experiencing homelessness in the area is concerning and BPS should be mindful with how they address these issues in the River Plan and ensure the most vulnerable communities are being heard in the process.
3. Recreation: A ped bridge is needed for “Brooklyn Connection”. Cross walk on Hwy 99 would not be safe. Expansion of park amenities is pointless unless homeless/transient population is adequately managed = present camping in parks.

Zoning: For landowners in the Overlay Zones (n, e, g) there needs to be more ability to manage invasive and native species. Native species management needs to support management of multiple uses: habitat, slope stability, scenic value, views (from properties). Requiring replanting for all natives >1.5 DBH is excessive and limits landowner ability to manage slope stability and views. Further, uniform regrowth is not always a “natural” condition, except in large-scale disturbance dominated ecosystems. Given that disturbances are typically excluded (wildfire) active management of natives may be as “natural” as unmanaged.

If River Env (e) is to be applied to River Natural (n) major revisions should be considered. River (e) is applied Downtown, where few natural species exist. Park management is active (i.e. annual), and buildings tend to extend above canopies. South Reach is more natural with less intensive management.

4. NO LIGHT RAIL ON BARBUR BLVD unless you increase car capacity! We need increased car lane capacity all over city. Cars are here to stay and Portland terrain requires Autos. Portland is way too big on Bikes and Scooters. Blocking car lanes.