

Caudill, Jeff

From: Paige Stoyer <cpstoyer@gmail.com>
Sent: Monday, December 7, 2020 7:59 AM
To: Council Clerk – Testimony
Subject: Amendment to the South Reach Plan

Mayor Wheeler and city commissioners,

I am writing on behalf of the Willamette River Community Coalition and our partners and members who include both non-motorized and motorized users, day users and river residents. We very much appreciate the first steps that Mayor Wheeler and Commissioner Hardesty took at the last meeting in recognizing the inherent problems in the planning process at BPS which have led to ongoing inappropriate lobbying by the city of the Marine Board to impose boating regulations on the river.

Because BPS has spend the last few years working closely with a very narrow segment of river users, specifically with the Calm Water Coalition members who have an extreme agenda regarding restricting and banning motor boat use, it has resulted in a long term recreation and access plan for our river which is not based in fact, and which does not even attempt to provide equity or to properly address access for all user groups.

As we expressed last spring when we contacted Mayor's Wheeler's office with our concerns, we are ready and willing to help correct this situation by making sure there is a diverse group of river users who can revisit the recreational portion of the South Reach Plan, including some of us who served on the Marine Board rule committee and have deep knowledge about the issues different user groups face. We look forward to hearing from the city council how they will move ahead to make sure the South Reach Plan no longer prioritizes one group as BPS says it was designed to do, but how it will be revamped to be an inclusive plan that will protect the diverse group of users on the river.

Our coalition has been working to bring different user groups together, including holding joint meetings, organizing groups of motor boat owners to volunteer at the Dragon boat festival, creating a safety video for all user groups. The member of the Calm Water Coalition who worked with BPS on crafting the South Reach Plan have not been willing to work with other user groups and have made it clear they are not pursuing an inclusive agenda. The city of Portland needs to take a look at the BPS process going forward to figure out how to make sure that it will be more transparent and inclusive and that we will not be faced again with a situation where a plan was created in a bubble at BPS, working with a small exclusive group, rather than with the broader river community.

We look forward to working with the city going forward on how to make the South Reach Plan fact-based and inclusive and how to further address the issues, including biased boating restrictions and dangerous zones that have been created now, at the Marine Board due to the inappropriate advocacy that BPS has taken over the last year.

Much appreciation, Paige Stoyer
Willamette River Community Coalition

Sent from my iPad

December 4, 2020

Mayor Ted Wheeler
Commissioner Amanda Fritz
Commissioner Jo Ann Hardesty
Commissioner Chloe Eudaly
Commissioner Dan Ryan
Auditor Mary Hull Caballero Re: South Reach Amendment/R11D



Dear Mayor Wheeler and Portland City Council,

The 3,500 members of Calm Water Coalition, whose member organizations are listed below, ask the Council to reconsider amendment for action R11D.

At the Wednesday, 12/2/20 City Council meeting, there was a motion to remove the R11D Action Item from the River Plan. We view the R11D Action Item as a critical tool for Portland to protect and actualize the values and goals expressed in the South Reach Plan.

We ask that the R11D Action item remain in the Plan and moved from an immediate action item to a short term (1-5 year) action item to facilitate the utilization of this important tool provided by the OSMB.

The proposed Pass-Through Zone regulation represents the Board's boldest attempt to date at improving the clear safety, protection of property and habitat and access issues in South Reach. A substantial portion of the regulation was approved at the October OSMB meeting (see attached), and the remaining proposed regulations will be considered at the Board's next Quarterly Meeting in January. Time will tell if this regulation goes far enough or if further action will be needed to preserve the goals of the South Reach Plan.

If this proposed Pass Through regulation is adopted and implemented, yet proves to not be effective, it will be useful for the City to have the option to petition OSMB.

Planning and Sustainability Commission included this amendment after extensive outreach with OSMB. OSMB is very interested in serving the will of the local jurisdictions it regulates, this is why the future ability to petition is so important. OSMB will take a City petition very seriously.

Removing this action item is essentially removing a useful available tool which will make it harder for leaders in our future to facilitate further action to support the visions of the South Reach Plan (should it prove necessary to do so).

We are encouraged by the progress made toward adoption of the River Plan/South Reach Plan. Thank you for your service to the community.

Sincerely,

Renee Morgan, Portland Rowing Club, Calm Water Coalition
Kaspar Murer, Wasabi Paddling Club
Willie Levenson, Human Access Project, The Big Float
Tom Crowder, Portland-Kaohsiung Sister City Dragon Boat Races
Sam Taylor, Lewis & Clark College Head Crew Coach, Oaks Park Community Boathouse Manager

And Calm Water Coalition Member Organizations

Portland Rose Festival Dragonboat Races	Portland Rowing Club
Human Access Project	Oregon Yacht Club
Waterfront Organizations of Oregon (WOOO)	Macadam Bay Moorage
Portland Boat House	Landing Boat Club
Oaks Park Community Boat House	Willamette Rowing Club
Wasabi Paddling Club – Dragon Boats & Outrigger Canoes	Landing Boat Club
Willamette Sailing Club	Willamette Riverkeeper
Oregon Youth Sailing Foundation	Station L Rowing
Waverly Marina	Rose City Rowing
Quayside Marina	Friends of the RiverPlace
RiversWest Small Craft Center	

River Plan / South Reach

November 4, 2020 City Council Hearing – List of Oral Testifiers

Recording of Hearing:

[https://www.youtube.com/watch?v=LCgQLaaTCVM&list=PL4m94ICOY10kcH-ufAjNih1ntElCEIA4 &index=20&t=7446s](https://www.youtube.com/watch?v=LCgQLaaTCVM&list=PL4m94ICOY10kcH-ufAjNih1ntElCEIA4&index=20&t=7446s)

Provided oral testimony

Jeff Malley	eiusa.jm@gmail.com
Paige Stoyer	cpstoyer@gmail.com
Jim Gardner	jimdonnachamois@msn.com
John Karabaic	karabaic-pdx@exnext.com
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Willie Levenson	willie@humanaccessproject.com
Dr. Anna Bar	bara@ohsu.edu

Signed up but did not provide testimony

Mark Roeckers	markroeckers@netxero.net
William Savery	william@savery.us

Hi, my name is Paige Stoyer. I'm writing to testify in opposition to the South Reach Plan, as it relates to facilities, safety and access on the river, for the following reasons: (1) the planning process was very one sided and focused on special interest paddle groups; (2) the plan itself inappropriately prioritizes one group of river users over the rest of the boating public; (3) at best, BPS's planning process lacked transparency and, at worst, it was intentionally deceptive; and (4) the cited concerns for additional boating restrictions are simply unsupported by objective evidence.

I am neighborhood leader for the Democratic party and a member of a very involved Indivisible group in Oregon, and while we have so many critical issues we face right now, including national ones, what I have seen happening here in my own party is also deeply concerning to me. In particular, the actions of the Portland Planning Bureau, in relation to public access and safety on the Willamette River. I cannot stand by and watch what I know to be deeply biased decisions being made that will forever change public access and use on our river, including rules which will create public safety issues on the water, as many including Portland Fire and Rescue have repeatedly testified to.

There are many troubling things that have occurred during this planning process for the South Reach, and I will lay out some of the reasons that the city must put the brakes on all plans as they are related to riverfront facilities and recreation on the river, until the well documented issues regarding lack of inclusion or equity in the BPS process are fixed.

I have been very involved in the issues around user conflicts on the river for several years. As a safety conscious single Mom, who grew up paddling and rowed crew in high school, who is a member of environment oregon and worked for Greenpeace out of college, and now owns a 2006 boat with which I do multiple towed sports with my friends and family, I assure you that I have been more than willing to hear all sides of these issues. I helped co-found the Willamette River Community Coalition to do exactly that. I was concerned by the lack of rule enforcement on the river and the need for more education for novice boaters, motorized and non-motorized.

Along with advocating for those things we have been working hard to bring different user groups together to increase communication, understanding and respect for each other. Most river users share our mission, including many paddlers and the wake community who have been very receptive to working with other groups. In fact two years ago we asked the wake community to help out at the Dragon Boat festival and many families responded and came to volunteer.

The one group who has not been willing to work with others is the Calm Water Coalition. Despite ongoing outreach by us, including being invited to come speak at a wake sports event to talk about their concerns, and being invited to participate in our community safety video, they were never willing to reciprocate those efforts.

As recently as last week one of the CWC members who has been working closely with BPS on the South Reach Plan, actually sent a note to a paddler in our group telling them not to work with our community coalition anymore. This paddler believes strongly in our coalition's mission

to bring user groups together and to protect an inclusive community on the river, and so he has dismissed these ongoing attempts to try attack others and divide our river community. In fact he recently had to block that same member of the Calm Water Coalition from a large online paddling group for posting abusive comments. We have a clear record, including numerous screenshots, emails and in person attempts by this person to bully people in our community. The fact that he played a significant role in the development of the South Reach Plan should alarm city commissioners because there is no question it has contributed to the biased nature of the BPS process and their resulting plans for our public river.

To give you more of my background and experience in these issues, I recently served on the Oregon State Marine Board Lower River Rule Committee and have spent over 250 hours each summer for the last few years throughout the lower river, but especially in the South Reach where we dock our boat, literally studying different user group patterns and challenges, and talking to people to try and help find fair and effective solutions to lower user conflict. There have been some great opportunities to all come together to find inclusive, fact-based solutions, but those efforts have been derailed by the Calm Water Coalition because it did not support their agenda to have their activities prioritized over others and over

- For the last several years BPS has created their boating recreation plan with a very narrow group of river users and perspectives, something we will address in more detail in our written testimony, including with city emails we have obtained through a public records request. Of the few people that BPS worked with on creating this boating facilities/recreation plan were several of the Calm Water Coalition who have a very clear agenda to prioritize their private rowing clubs over public access and use on the river. It has become clear to us that the reason they will not work with other groups to find inclusive solutions, is because they had already convinced BPS and the OSMB to help them shut down large stretches of the river to motor boats, in order to “prioritize” paddlers, something made clear by BPS senior planner Debbie Bischoff and PSC chair Eli Spevak stated at their March 10th meeting.
- Back in May we raised an alarm about not only the biased nature of the South Reach Plan but that what was in the written plan and presented to the public, did not reflect many of the things we then heard from BPS and the PSC, only after public comments had closed, about their intention to “prioritize” paddlers over motor boat use on the river.
- Sam Diaz with the mayor’s office agreed back in May that there had been a lack of inclusion and transparency and asked BPS to pushback it’s vote on the plan. Since that time however nothing has been done to address these problems. We have instead seen ongoing attempts to mislead the public, including PSC chair Eli Spevak saying during their June meeting that people asking about their proposed boating restrictions must be confused because there was nothing in the written plan, only to in the same meeting, close public comments again, and immediately vote to officially add their request for

boating restrictions, a large slow no-wake stretch in downtown Portland, to the written South Reach Plan.

- There was a lack of transparency by Andrea Durbin when asking Chief Boone to sign their letter to the Marine Board, resulting in the Chief removing her endorsement. And despite being told several times by Mayor Wheeler's office that they needed to stop making unsupported safety claims, both BPS and PSC continued to do so, including in their recent testimony to the Marine Board asking for boating restrictions on the river.
- PSC members have even made statements claiming they are restricting people being allowed to enjoy motorized recreation to increase diversity and inclusion on the river. This unfounded and illogical statement dismisses people in our river community for instance who are disabled and access the water on motorized vessels, including to do adaptive wake sports. These comments have not gone over well with people of color in our boating community as you can imagine, including one of our dearest friends, a small businesses owner and avid wakesurfer who is considering now putting his hat in the ring for the open PSC seat. I hope he does that and can finally bring a different perspective to our city planning bureau.
- We have been asking for details for a number of months now about potential conflicts of interest regarding those involved in this BPS plan, including around any potential riverfront developments they had planned on the river, something the public deserves to have full transparency on.
- During the March 10th PSC meeting I attended I was shocked to see a South Reach Plan agenda around boating safety. To try to claim that they have any type of comprehensive or accurate picture about safety was very disingenuous. Not only had BPS not done their due diligence in reaching out to diverse river groups to hear all safety concerns and perspectives, they didn't even consult with the city's own bureau which is in charge of safety on the river, Portland Fire and Rescue.
- During the last Marine Board meeting, Josh Mulholland admitted that there are in fact no scientific studies to back up the claims being made by BPS and the Calm Water Coalition. The OSMB had also asked a number of state agencies including DSL and Fish and Wildlife if they had any concerns about wake impact that the OSMB should consider during rulemaking, and none of those agencies did. The head of Oregon Fish and Wildlife has stated that they believe boat wakes have little to no impact on fish.
- Our group has now become so alarmed by the actions of the city regarding limiting public access and use on the river, and taking steps that safety experts have said will put all river users at risk, that homeowners and boaters have now come together to hire a legal team to help us protect public rights and safety on the river. I will tell you that with the many critical issues facing our communities, the fact that I am having to push so

hard to get a democratic body to pursue fact-based and inclusive policies is beyond frustrating and concerning to me.



Date: November 4, 2020
To: Portland City Council
From: Audubon Society of Portland
Re: South Reach Plan

Dear Mayor Wheeler and Portland City Council,

Thank you for the opportunity to comment on the South Reach River Plan Proposed Draft. Audubon Society of Portland has been participating in the river planning process since its inception with the initiation of River Renaissance in 2001.

Audubon strongly supports the priority of the South Reach Plan to “Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.” This is consistent with priorities that the city has set for the South Reach dating back to River Renaissance. We believe that the Plan captures well the opportunity that is present in the South Reach when it writes:

The Willamette River South Reach and associated floodplain and riparian areas includes some of the only remaining contiguous high-value natural resources within the City of Portland. Due to the extent of parks and natural areas along this stretch of the river, the South Reach provides many ecosystem services not observed in other reaches, including numerous sites containing shallow water habitat, bottomland hardwood forests and native oak stands and rare plant species. These natural resource areas provide unique habitat opportunities for fish and wildlife that reside and migrate through this highly urbanized environment. The importance of the South Reach natural resources is reinforced by its relationship to the regional ecosystem and connections to adjacent migration corridors.

--Volume 3 at page 72

Overall, the South Reach River Plan does a good job advancing this objective and we appreciate the work that has gone into this plan. However, at a time that calls out for bold action to protect our environment there are key places where the plan is too timid. We urge you to go further.

GENERAL COMMENTS:

- 1) The proposed setbacks are insufficient:** The South Reach Proposed Draft currently proposes to expand river setbacks from 25 to 50 feet. While this represents an improvement over current river protections, it is insufficient to meet the ecological aspirations of the South Reach Plan. We would contest the draft plan’s assertion that both Metro and the City have determined that 50 feet is the “absolute minimum width necessary to protect rivers, streams and wetlands.” Our understanding is

that both the City and Metro have determined that setbacks in the range of 150 to 300 feet are necessary to achieve a full range of ecological functions. In fact, City of Portland scientists with the Bureau of Environmental have continued to advocate strongly for a scientifically supported 100' minimum setback. While 50 feet might be reasonable in the heavily developed Central Reach, it represents a remarkably weak approach in the South Reach which still has significant intact habitat and where the City has prioritized the protection of habitat and natural resources.

We understand from discussions with city staff that the driver behind the decision to go with 50 foot setbacks was that expanding setbacks to 75 or 100 feet would effectively double the number of existing structures located within the setback. The City should view this dilemma not as a basis for continuing to institute an insufficient setback, but rather as a reflection of the urgency of getting the setbacks right going forward. Setting the setback at 50 feet will only ensure that even more structures encroach into this ecologically sensitive 100 foot zone in the future, whereas moving the setback to 100 feet now will prevent new development and allow the City to reduce existing development over time. The decision the City makes on this issue will determine whether the current problematic situation improves or degrades going forward.

We urge the City to set a high standard for riparian protection in the South Reach rather than going for the "absolute minimum." In an age of climate change and endangered salmon populations, the City must take every opportunity to set truly aspirational goals. We recommended a setback throughout the South Reach of at least 100 feet.

- 2) **The Proposed Draft lacks adequate mechanisms to reduce existing development within the proposed setback over time:** Regardless of whether the setback is expanded to 50, 100 or some other width, it is critical that the South Reach Plan include specific regulatory and non-regulatory (incentive based) strategies to ensure that existing development within the setback is reduced over time. The failure to include these types of mechanisms remains in our opinion is one of the biggest weaknesses in the Central Reach River Plan and relegates the expansion of the Central Reach setbacks from 25 to 50 feet to be little more than a paper victory. It would be unfortunate for the City to perpetuate this significant deficiency into the South Reach Plan. Expanded setbacks will only have real meaning if the City also includes aggressive strategies to ensure that existing development is moved back from the river when redevelopment occurs. We appreciate the complexity and potential controversy associated with such measures, but failure to meaningfully address this issue will simply perpetuate the status quo. The landscape transformation necessary to restore our river and create more resilient landscapes in the face of climate change will be incremental in nature and will take decades to accomplish. It is therefore essential that the City have strong mechanisms in place to ensure that it can take maximum advantage of each redevelopment opportunity that occurs in order to advance these goals.
- 3) **Audubon strongly supports the inclusion of specific strategies to address the FEMA Floodplains Biological Opinion:** Portland Audubon strongly supports the inclusion of a variety of policies and strategies to meet the obligations of the FEMA Floodplains Salmon Biological Opinion that was released in 2016 in response to a lawsuit by Audubon Society of Portland et al. It is critically important that the City update its floodplain regulations on the timeline set forth in the BiOp in

order to ensure that the City remains eligible for the National Flood Insurance Program (NFIP). Moreover, compliance with the BiOp will ensure that the City has in place common sense provisions to protect people and property, improve ecological function, protect imperiled species and create a more resilient landscape in the face of climate change. Overall, we believe that the South Reach Plan does a good job of incorporating new policies and strategies to address this challenge. We would note in particular our support for applying the river environmental zone to both developed and undeveloped floodplain—this is consistent with the mandates contained in the BiOp. We have included several additional specific recommendations in our more detailed comments below.

- 4) **Greenway Vegetation:** One of the biggest environmental challenges in the South Reach is the ongoing illegal removal of vegetation in the greenway by adjacent property owners. This ongoing issue significantly undermines efforts to restore the South Reach to ecological health. We recommend two things to address this ongoing concern: First, we would recommend applying the River Environmental Zone to low ranked herbaceous areas along the river that currently lack trees and shrubs, but which have the potential to be restored to a multi-layered vegetative condition. Second, the City should impose significant penalties for illegal removal of vegetation along the river and should move to a more aggressive strategy of periodically surveying the South Reach to proactively identify where illegal removal has occurred (rather than depending solely on public reporting to trigger enforcement.) In particular, we would recommend very strong penalties for any repeat offenders. Adoption of these two strategies will send a clear message that illegal removal of vegetation along the river is viewed as a significant offense and that significant penalties can be triggered.
- 5) **Application of Bird Safe Building and Lighting Standards:** We appreciate and support the application of birdsafe building and lighting standards in the South Reach Plan. We believe these standards should be applied citywide either through the adoption of individual area plans or comprehensively at a citywide scale. We support the proposed application of the Bird Safe Building Standards to the entire plan area. We would urge the City to also apply the lighting standards to the entire plan area as well. As currently proposed, the lighting standards would only apply within the setback which would render them near meaningless. Light pollution is a problem across our entire landscape and the standards should be addressed comprehensively. We want to ensure that these standards effectively capture things like street lighting, trail lighting, exterior building lighting, signage, etc. We also want to ensure that the lighting standards are able to be updated once currently ongoing work is completed on the Citywide Dark Skies Initiative.
- 6) **Green Roofs:** We would urge the City to apply the same green roof standard to the South Reach Plan as were applied in the Central City Plan.
- 7) **Top of Bank:** It appears that the City will apply a “default top of bank” where data currently does not exist regarding the top of bank. We would urge the City to use a more robust default criteria to ensure that in locations where top of bank has not been identified, that it is erring on the side of protection rather than incursion. We would also urge the city to contract as soon as possible with an appropriate organization to survey areas where the top of bank is currently undefined and resolve

this issue prior to adoption of the plan. The South Reach is a relatively limited geographic area and it seems reasonable to us to resolve this issue rather than kick it down the road.

- 8) **Waverley Country Club:** The City currently provides urban services to Waverley Country Club, but has not annexed it into the city and therefore cannot apply its code to this property. This site; contiguous to South Reach, though outside the City limits in unincorporated Clackamas County, represents one of the most significant opportunity sites in the South Reach for riverbank restoration. It makes no sense for the City to provide services but then not be able to hold the property owners to baseline environmental standards. We would urge the City to prioritize two pathways to be called out as action items of this plan to remedy this situation. First, the City should initiate steps with the property owner to annex the property into the City of Portland, and thus bring it into its code application. If the owner does not comply with this action, Portland City Council should initiate conversations with Clackamas County Commissioners to work towards an Intergovernmental Agreement (IGA), between the two jurisdictions to establish the City's role as the principal provider of municipal services for this property. A similar IGA already exists between the City of Portland and Multnomah County that establishes the City of Portland as the principal provider for all unincorporated Multnomah County parcels within the City of Portland's urban services boundary.
- 9) **Docks:** We would urge the City to take a more aggressive approach to docks. Currently there is a proliferation of private docks in the South Reach while at the same time the City has been severely restricted in its ability to establish new docks for public use. It is important that the City not only put in place code to require dock construction techniques that minimize threats to salmon, but also that it put in place provisions that ensure that public docks are prioritized over private docks.
- 10) **Application to the North Reach:** The South Reach Plan indicates that its code language will eventually be applied to the North Reach. While there are many elements of the South Reach Plan which are applicable to the North Reach, we believe that it will be important to carefully consider and put in place specific strategies that will promote the restoration and ecological recovery of this most degraded reach of the Willamette including strategies to create shallow water habitat and adjacent riparian areas for listed salmonid species interspersed throughout the North Reach and also to establish a functional greenway along the Willamette. As written, we do not believe that the South Reach or Central Reach Plans are sufficient to accomplish those objectives in the North Reach. The North Reach will require a significant process of its own.
- 11) **Two decades (and counting) is too long of a time period to develop the Portland River Plan:** Nearly two decades have elapsed since the City began the process of updating its code related to the Portland reaches of the Willamette River. Even with the anticipated adoption of the South Reach Plan in 2020, the City will still only be two thirds of the way through this process with the complex and controversial North Reach still to go. This is far too long of a time period to develop this type of a plan. The result of such an elongated timeline is that much of the early work that forms the foundation of this plan is now more than a generation out of date, Portland has undergone major changes in terms of demographics and community priorities, public and NGO costs associated with plan development have skyrocketed and the most importantly, the river has been managed under

out of date policies and regulations for nearly two decades. While we appreciate the complexity of developing something like River Plan, we believe that a plan like this should take no more than 3-5 years to develop including ample opportunity for public engagement and input and that a 3-5 year plan development timeline is reasonably proportional to the 15-25 year timeframe that a plan is likely to be in effect before it needs to undergo another major revision. We would strongly urge the City to immediately initiate work on the North Reach River Plan upon adoption of the South Reach Plan and to aim to have it completed in 18 months.

Thank you for your consideration of these comments.

A handwritten signature in dark ink, reading "Bob Sallinger". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Bob Sallinger
Conservation Director
Audubon Society of Portland

Caudill, Jeff

From: Paige Stoyer <cpstoyer@gmail.com>
Sent: Wednesday, November 11, 2020 4:01 PM
To: Council Clerk – Testimony
Subject: South Reach Testimony for City Council
Attachments: South Reach Testimony for City Council.docx; ATT00001.txt

Keelan,

Hi, please see my attached testimony on the South Reach Plan.

Warm regards,

Paige

Caudill, Jeff

From: Jeanne Galick <jeanne.galick@gmail.com>
Sent: Wednesday, November 11, 2020 12:29 PM
To: Council Clerk – Testimony
Subject: River Plan/South Reach, additional comments

November 10, 2020

Mayor Wheeler, Council
1221 SW 4th
Portland, OR 97204

Re: River Plan/South Reach, additional comments

I am both a long-term homeowner and business owner living close to Macadam.

Macadam Character Statement

At the November 4 hearing, Council directed staff to work with our neighborhood on the Macadam Character statement which has been folded into the River Plan. The written record closes November 11 but staff cannot meet until November 13. Can the record be kept open to incorporate possible changes to the character statement?

Character statements are supposed to “add more specific and local context.” In that regard, the following additions would help to more clearly define both the existing Macadam character and how the neighborhood would like to see it evolve in the future.

- Specify height and density differences between the north section (mid-rise, multi-family, business buildings) and the south (low-rise, residential and small business).
- Along the greenway, **development should be low-rise and sited as far back from the increased greenway setback as possible.** Additionally, development needs to protect natural areas by preserving and planting trees and native vegetation to enhance wildlife habitat, soften building edges and screen parking areas.
- Future development needs to capitalize on the unique geographic location of this district by incorporating environmentally-friendly building practices and techniques to help preserve and protect the riverfront environment that defines this district.

(ADD) This includes thoughtful site orientation, landscaping, compatible scale, and building design to help preserve and protect the natural environment that defines this district and connects to the riverfront environment.

- The need for more and safer pedestrian crossings on Macadam

Get existing properties along the greenway into compliance with landscape standards

There has been a long-running dispute between greenway users and the Johns Landing Owners Association (JLOA) condo owners. Built before the Greenway was established by state law, the owners claim that they should be able to continue their practice of mowing down all vegetation along more than half mile river frontage in spite of landscape regulations that would benefit both users, wildlife and fish.

JLOA's clearcutting of native trees and vegetation has been well documented. When a violation was finally issued. It took 4 years to resolve but , I believe, on faulty logic for two reasons:

1) The hearing officer cited a 1979 maintenance plan (attached) to allow JLOA's practices to be grandfathered. However, he seemed to have missed an important clause in this signed document that states:

Compliance with Laws

The contractor shall at his sole cost and expense ***comply with all requirements of all municipal***, State and Federal authorities now in force or which may hereafter be in force pertaining to contractor's work on said premises; and ***shall faithfully observe in said work all municipal ordinances and State and Federal statutes now in force or which hereinafter be in force.*** (my italics)

2) It defies logic that landscaping can be grandfathered? It is not static. It grows, changes and is constantly renewed.

Both new and existing properties along the greenway need to come into compliance. This would greatly enhance our river and greenway for all. It would be equally applied to all properties.

Jeanne Galick, 7005 S Virginia Ave., Portland 97219

November 11, 2020

W. Michael Gillette
Admitted in Oregon
T: 503-796-2927
C: 503-317-2075
wmgillette@schwabe.com

VIA EMAIL (CCTESTIMONY@PORTLANDOREGON.GOV)

Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

RE: Public comment on River Plan/South Reach Plan

Dear Council Members:

Our firm represents a client group—including a riverfront homeowner (Erin Patterson) and an avid river user and member of the advisory committee convened to analyze potential safety regulations on the river (Paige Stoyer) (collectively, the “Coalition”)—that speaks for a broad array of stakeholders on the Willamette River. The Coalition’s goal is preserve safe, responsible, and equitable access to the Willamette for all river users rather than just one small segment of the public.

The Coalition appreciates the opportunity to comment on the River Plan/South Reach Plan (the “South Reach Plan”). For the reasons discussed below, the Coalition opposes the South Reach Plan and encourages City Council to reject it. The South Reach Plan: (1) inappropriately prioritizes paddlers over all other river users; (2) was developed through an inadequate public participation process; (3) is inconsistent with established public safety data; and (4) is unsupported by the rationale regarding the “ecological health” of the river.

1. The South Reach Plan inappropriately prioritizes one group of river users.

The Willamette River provides unmatched opportunities for Portlanders to engage in motorized watersports. Many families have flocked to the River for that purpose for generations. In these uncertain times, the Willamette provides a unique, COVID-safe opportunity for Portlanders to take advantage of Portland’s outdoor spaces.

Coalition member Paige Stoyer is just one example of hundreds of families who participates in motorized sports on the Willamette. Ms. Stoyer grew up paddling, including rowing in high school, and she now owns a 2006 motorboat which she uses to enjoy towed sports on the Willamette with her daughters. Ms. Stoyer spends approximately 250 hours on the lower river in the south reach every year, and she rents a boat slip at the Landing Club Marina. Ms. Stoyer’s family represents just one of many families who have enjoyed using motorized vessels on the Willamette for many years.

Historically, the City of Portland has embraced all river users. Recently, however, the narrative surrounding motorized watersports on the Willamette seems to have shifted. Special interest groups have engaged in targeted advocacy efforts seeking to paint the motorized boating community as irresponsible and contributing to a harmful and unsafe dynamic on the Willamette. Despite the dearth of supporting evidence, that position seems to have gained traction among lawmakers, including the Bureau of Planning and Sustainability (“BPS”).

After the initial public participation period for the South Reach Plan had closed in February, BPS referred to a policy of “prioritizing” paddlers and other light watercraft over other members of the public. That policy is reflected by the ongoing actions of BPS on the South Reach Plan, including through a commitment to advocating for increased boating restrictions, and it comes at the direct expense of motorboat access and enjoyment of the river. The fact is that the additional wake restrictions on the Willamette will prevent the very recreational activities—including towed sports, jet skiing, and others—for which many motorboat users access the river in the first place. Such restrictions are thus tantamount to prohibiting the access itself for this group of river users.

2. The public engagement process concerning the South Reach Plan was inadequate.

The public engagement process used to develop the South Reach Plan—particularly the increased boating restrictions for which it advocates—was inadequate because: (1) it did not provide accurate information about the purpose and intent of the plan; and (2) it did not adequately engage all interested stakeholders.

The draft of the South Reach Plan made available during BPS’s public engagement process last summer did not include the provisions seeking additional Slow/No Wake Zones. When community members concerned about such restrictions attempted to engage with BPS on the issue, they were told that the South Reach Plan did not include any provisions related to new boating restrictions. But as soon as the public process closed, BPS revised the South Reach Plan to include these controversial provisions. That revised draft is the one that is currently before City Council.

BPS’s late inclusion of these boating restrictions in the South Reach Plan violated administrative policy BCP-ADM-4.02, which lays out principles for public participation in city decision-making processes. For example, the principle of “Transparency” mandates availability to the public of documents before any decision is made. Non-compliance with these policies precludes approval of the underlying decision by the City Council. *See* Portland City Code § 1.07.020(A) (defining Binding City Policy as a policy that “ha[s] binding effect or serve[s] as mandatory approval criteria”). City Council should reject the South Reach Plan because BPS did not provide a meaningful opportunity for public participation on the wake-restriction issue. (Indeed, it did not provide any opportunity at all and, when asked whether such input would be relevant, BPS personnel affirmatively stated that such input would not be relevant, because no wake restrictions were not part of the Plan.)

BPS's public process was also one-sided. Whereas BPS actively engaged with the paddling community—including several members of the Calm Water Coalition—it eschewed the concerns of the motorized boating community and the businesses that serve them. Last Spring, Sam Diaz with the mayor's office determined that there had been a lack of inclusion and transparency and asked BPS to delay its vote on the plan. Since that time, however, BPS has done nothing to increase public participation or clarity. Instead, BPS has continued to hide the ball, including by materially changing the plan following the close of public comment as described above.

The one-sided nature of the public process is particularly troubling, given that many of Portland's small business have made clear that additional boating restrictions and a city policy prioritizing paddlers over motorized users will have harmful economic impacts. Active Water Sports—a boat dealership that sells motorized boats to members of the public—is one of those businesses. Many of its customers purchase boats for use on the Willamette, and specifically in the areas affected by the additional boating restrictions. Its owner, Matt Radich, recently testified to the Oregon Marine Board that new wake restrictions on the Willamette will negatively impact his business for a simple reason: they will cause his customers to buy fewer boats because they won't be permitted to use them for towed sports on one of the most desirable sections of the river.

Shawn Karambelas of SK Northwest Power Sports/Polaris of Portland provided similar comments, explaining how his business also would be economically harmed by new wake restrictions. Mr. Karambelas's business rents, sells, and services motorized watercraft—including jet skis and jetboats—to customers throughout the metro area and is the largest rental operation in the state. During the recent Marine Board process, Mr. Karambelas explained that the additional Slow/No Wake zones would deter customers from using his company's rental service and detract from his dealership's sales. He also explained that the rules would negatively impact his service department, which employs a dock in the impacted area to test its repairs.

Andy Moos of Willamette Jetboat Excursions has provided similar comments regarding the negative impact new restrictions would have on his business. Willamette Jetboat Excursions provides jetboat tours along the waterfront area, and has been offering that service for more than twenty years. The impact additional wake restrictions will have on Mr. Moos's business is obvious. Mr. Moos's company will lose business and have to completely alter the service it provides if additional wake restrictions are adopted.

The public engagement process for the South Reach Plan failed to even consider, much less take into account for any of these important interests.

3. Additional wake restrictions are not necessary to alleviate purported “safety” concerns on the River.

The rationale for prioritizing paddlers over motorboats appears to be grounded, at least in part, in the idea the policy—including additional boating restrictions—is necessary to advance “recreational safety.” But the record does not support a finding that such safety concerns exist,

and even if it did, there is no evidence that any such concerns are attributable to the motorized watercraft targeted by wake restrictions, much less that such restrictions will mitigate them.

On this question, the relevant public safety authority—Portland Fire and Rescue—has been clear: incident reports and other public safety data *do not* support the assertion that wakes or other motorized watercraft activity have created safety issues on the Willamette. Harbormaster Sean Whalen confirmed as much in a written statement to the Marine Board on July 23, 2020. In fact Harbormaster Whalen’s belief is that additional slow/no wake zones will actually make the river *less safe* because they will slow down response times to emergencies on the river and require the department to spend more overall time responding to river-based incidents which could decrease response times to land-based emergencies. He also confirms that the department has responded to few if any safety incidents caused by wakes in recent years.

Simply put, Portland Fire and Rescue’s position is that “restricting where certain types of vessels/activities are allowed” will not alleviate safety concerns and may in fact “cause unintended consequences that can cause equally unsafe or more unsafe conditions in other areas.”

Consistent with Harbormaster Whalen’s analysis, Fire Chief Sara Boone withdrew her support for BPS’s letter advocating for additional boating restrictions this summer after learning about lack of safety data. Andrea Durbin submitted a letter to the Marine Board on May 7, 2020, on behalf of the City of Portland Bureaus supporting new boating restrictions, which included Chief Boone’s signature. That letter stated, *inter alia*, that city staff had “become aware of the boating accidents caused by the wave energy of wake sport devices on motorboats and speeding motorboats in this stretch of the Willamette River.” When Chief Boone learned that those statements did not accurately reflect the Fire Bureau’s safety data or the Harbormaster’s previous testimony, she asked that her name and support be removed from the letter.

Clackamas County Sheriff’s Deputy Nate Thompson has also testified to the Marine Board that new Slow/No Wake zones would increase congestion—and thus exacerbate any existing safety hazards—on other parts of the Willamette. Deputy Thompson personally observed that effect on the Lower Willamette, where unreasonable Slow/No Wake zones have already been adopted. According to Deputy Thompson, the adoption of those zones lead to motorboat activity being concentrated into a much smaller area, thus increasing congestion, user conflicts, and the potential for serious accidents. Deputy Thompson predicts that those negative effects would only be amplified in the downtown river sections covered by the Proposed Rule, which is directly in the middle of the metro area and an extremely popular destination for motorboat users, towed sport enthusiasts, and jet skiers.

In sum, both Portland Fire and Rescue and Clackamas County Sheriff have stated clearly their beliefs that additional wake restrictions are *not* the best way to address safety concerns on the river, and—to the contrary—they are likely to make the river *less safe* for the public. Indeed, members of the Marine Board have expressly acknowledged that a recent uptick in boating deaths in the state are attributable to people doing non-motorized activities not being properly

prepared or having the proper skill set for the area they were in—not motorboats, towed sports, or jet skis.¹

Notably, virtually all stakeholders agree that management measures such as education, signage, and increased enforcement of existing regulations would be effective at addressing user conflicts or any valid safety concerns on the river. Indeed the Marine Board has commented that its lower river rule committee, including paddling representatives, unanimously asked for these measures, saying they were badly needed. If the City Council is concerned about safety, such management measures should be its focus.

4. There is no evidence that additional boating restrictions are necessary to advance the “ecological health of the river.”

BPS has also cited the “ecological health of the river” as a rationale for prioritizing paddlers over other groups. However, the evidence concerning the environmental impacts of wakes on the Willamette is not well developed. Most of the concern over river and salmonid health has come from a small but vocal group of advocates. However, the Oregon administrative agency charged with protecting Oregon’s fish—Oregon Fish and Wildlife (“ODFW”)—has publicly expressed its judgment that wake sports have little to no effect on salmonids. To be clear, the Coalition supports effective and scientifically sound measures to protect the environment, both on the Willamette River and throughout the State of Oregon. But the advocacy opinions provided by a limited number of special interest groups is inadequate to support a position that would effectively halt motorized boating on the Willamette.

Likewise, the Coalition is unaware of objectively verifiable evidence to support a conclusion that motorized activities on the river cause or contribute to erosion or other damage to private property, or that new wake restrictions would lessen those concerns. The anecdotal accounts from river-front property owners related to property damage issues are mixed. Although some owners believe that dock damage and erosion are caused by motorized river activities, many others—including our client Erin Patterson—have testified that erosion and dock damages are unavoidable incidents of owning riverfront property, and restrictions on motorized boat activity will do nothing to change that fact.

5. Conclusion

For all the reasons described herein, the Coalition opposes the South Reach Plan as drafted. It does so most importantly on the ground that the Plan has been improperly adopted, because an important part of the Plan—the no wake provision—was added without public comment and, indeed, appears to have been the direct result of an end run around the public comment process. This City takes justifiable pride in the transparency of its governmental processes; a significant part of this Plan has been prepared in defiance of this City’s policies. Furthermore, and even if the preparation were not fundamentally flawed, the proposed Plan inappropriately prioritizes paddlers over all other members of the boating community without any legitimate basis in

¹ Documents reflecting the above-described safety data are available in the OSMB rulemaking record.

Portland City Council

November 11, 2020

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evidence for doing so, contrary to the reliable evidence that does exist concerning river safety and ecology, and (as already noted) without adequate public engagement. Any Plan that reserves a portion of the Willamette River for an elite and favored few, to the practical exclusion of the range of others who have used and cared for the River in safety for decades, should be made of sterner stuff. For all the reasons discussed above, the Coalition respectfully urges City Counsel to reject the South Reach Plan.

Sincerely,

s/ W. Michael Gillette

W. Michael Gillette

WMG:grv

PDX\130594\218510\JSH\29365241.1

Caudill, Jeff

From: Carlson, Christine <CCarlson@SCHWABE.com>
Sent: Wednesday, November 11, 2020 1:43 PM
To: Council Clerk – Testimony
Cc: Gillette, W. Michael; Schuh, Jessie
Subject: Public comment on River Plan/South Reach Plan [IWOV-pdx.FID3929748]
Attachments: Public Testimony re South Reach Plan.pdf

Good afternoon. Please see the attached public comment letter. Thank you.

Christine Carlson

Legal Assistant

Direct: 503-796-2083

ccarlson@schwabe.com

Schwabe Williamson & Wyatt

[Please visit our COVID-19 Resource page](#)



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Caudill, Jeff

From: Mike Vial <mjv@vf-law.com>
Sent: Wednesday, November 11, 2020 3:43 AM
To: Council Clerk – Testimony
Subject: [User Approved] Written testimony - Agenda Item 889
Attachments: Agenda Item 889 Landing Condominium.pdf

Dear Clerk,

Please accept the attached as written testimony on Council Agenda Item 889 – South Reach Plan.

Mike



Michael Vial
Attorney
Vial Fotheringham LLP
17355 SW Boones Ferry Rd. Suite A
Lake Oswego, OR 97035
Cell: 503-577-1057
Main Number: 503-684-4111 ex. 320
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Admitted to practice in:

Oregon

Arizona

Washington

November 11, 2020

5996-001

VIA EMAIL ONLY

Portland City Council

1221 SW 4th Avenue

Portland, OR 97204

cctestimony@portlandoregon.gov

Re: *Agenda Item 889 – South Reach Plan, Continued Maintenance of Riverbank*

Dear Mayor Wheeler and Commissioners:

I represent the Association of Unit Owners of the Landing Condominium (“Landing”). Landing Board member Jeff Malley testified at the Council hearing on November 4, 2020 regarding Agenda Item 889, the South Reach Plan (“Plan”). Please accept this letter as additional written testimony on behalf of the Landing.

The Landing is located at 5150 - 5300 S Landing Dr, and is #279 on the property inventory map accompanying the Plan. The Landing was established in 1980 in conjunction with a number of nearby properties developed by John Gray, prior to the adoption of the original Willamette Greenway Plan, adopted in 1987.

In marketing the units, the developer emphasized the river view, and many buyers at that time, and in the years since, purchased units for that reason. Preservation of the river view is important for a second reason. The narrow walking path in front of the Landing is a heavily-trafficked public viewpoint. People using the path frequently stop to admire and photograph the scenic river views.

While the Landing generally supports many of the goals articulated in the South Reach Plan (“Plan”), we must object to the limitations imposed by the Plan on the ability of the Landing and the adjoining property owner, the Landing Boat Club, to continue to maintain vegetation along the riverbank in order to keep the walking path clear and preserve river views for our owners and the general public.

The Landing has consistently maintained the riverbank portion of our property throughout its existence. Invasive species, such as Himalayan blackberries, and small, fast-growing, willow and cottonwood trees have been removed in order to maintain access to the walking path and preserve views. All work has been done in conformance with the applicable City Code section, Standards for

Northwest HOA Law Center, 17355 SW Boones Ferry Rd. Suite A Lake Oswego, OR 97035 503.684.4111

Intermountain West HOA Law Center, 602 East 300 South, Salt Lake City, UT 84102 801.355.9594

Northwest HOA Law Center, Boise 12828 LaSalle St., Suite 101 Boise, ID 83713 208.629.4567

Rocky Mountain HOA Law Center 12600 W. Colfax, C200 Lakewood, CO 80215 720.943.8811

Southwest HOA Law Center, 1900 W Broadway Rd., Tempe, AZ 85282 480.448.1331

Website: www.vf-law.com

Our File No. 5996-001

November 11, 2020

Page 2

Removal or Pruning of Vegetation (33.475.440.K), and has been specifically authorized on an annual basis by Bureau of Development Services staff. I have attached arial photographs of the site demonstrating that the riverbank has been kept clear of blackberries, trees, and other visual obstructions, on a consistent basis, since the 1980s.

The Landing Board of Directors and unit owners wish to avoid and long and potentially costly land use dispute, which will likely arise if the Plan is adopted without amendment. We urge the Council to amend the Plan in order to permit continued maintenance, in accordance with current City code, for the purpose of preserving views and access to the walking trail and riverbank.

Please feel free to contact me with any questions.

Sincerely,

VIAL FOTHERINGHAM LLP

A handwritten signature in blue ink, appearing to read 'Michael J. Vial', with a stylized, sweeping flourish extending to the right.

Michael J. Vial

MJV/



500 ft

W122°40'12"

Landing 2000
No Significant trees

N45°29'9.6"

Landing

SW Landing Square

SW Richardson Ct

SW Macadam Ave

SW Richardson Ct

SW Mitchell St

SW Corbett Ave

SW Boundary St

SW Geyser Ct





N45°29'9.6"

Landing

SW Landing Dr. 2015

No significant trees

500 ft

W122°40'12"

5280 S Landing Dr

43



N45°29'9.6"

Landing

SW Landing Dr. 2019

No significant trees

500 ft

W122°40'12"

5280 S Landing Dr



Thank you for the opportunity to provide input on the South Reach River Plan. My name is Matt Radich, President of Active Water Sports, and I **vehemently oppose** not only the current South Reach plan but also the way it has come to be.

Active Water Sports is a Portland small business specializing in the sale of recreational tow boats. We have three locations in the Portland area with our newest location being on South Macadam Avenue adjacent to Willamette Park. Any plans that involve shutting down large sections of the Willamette River to towed sports activities will have an immediate and detrimental effect on our business and our customers' ability to enjoy the Willamette.

In the current economy, recreational boating has been one of the few bright spots. Large numbers of Portland families have been joining the towboat community and enjoying their time on the Willamette River. To rob that access from one user group just to benefit another is wrong on many levels.

Not once have we been contacted by someone from the City of Portland to discuss how this River Plan may affect our business. We have never been asked to share ideas we may have or to work together to come up with solutions that will benefit all river users. There are many alternatives to a blanket slow-no-wake zone. I hope that someone from the BPS will reach out and have those discussions with local businesses that will be affected by this.

As both someone who is responsible for a Portland small business and someone who enjoys recreating on this stretch of river, I urge you to adapt your plan to incorporate all rivers users, not just one type. Please don't brush passed these concerns as inconsequential.

Thank you for your consideration,

Matt Radich
President
Active Water Sports, Inc

matt@activewatersports.com

Caudill, Jeff

From: McClymont, Keelan
Sent: Thursday, November 5, 2020 5:57 PM
To: Commissioner Hardesty; Eudaly, Chloe; Fritz, Amanda; Ryan, Dan; Wheeler, Ted
Cc: Edmunds, Sallie; Caudill, Jeff; Rees, Linly; Bond, Mark; Bradley, Derek; Carrillo, Yesenia (Comm Fritz); Eale, Ocean; Pierce, Meeseon Kwon; Torres, Kellie; Washington, Mustafa; Williams, Tia
Subject: Testimony for: Item 889 River Plan/South Reach -- Brooklyn Access

From: Wesley Ward <wesleytward@comcast.net>
Sent: Tuesday, November 3, 2020 9:35 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Ryan Office <CommissionerRyanOffice@portlandoregon.gov>; Commissioner Hardesty <joann@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Wheeler, Mayor <MayorWheeler@portlandoregon.gov>
Subject: Item 889 River Plan/South Reach -- Brooklyn Access

November 2, 2020

To Mayor Wheeler and Commissioners:

Please consider this email as testimony regarding the Willamette River Plan/South Reach with respect to restoring access to the River for the Brooklyn neighborhood and its near neighbors to the north. My wife and I live near SE 17th Ave and Mall Street. The Oak Bottom access off McGloughlin is not far from us, but the majority of Brooklyn-area residents do not have reasonably close access to the River and the Springwater Trail.

I completely agree with the Brooklyn Action Corps that the 6-10 year time period in the South Reach Plan for rectifying the loss of such access is unacceptable. A period that long suggests continued ambivalence regarding the lack of consideration and foresight when McGloughlin Boulevard was created, erasing the neighborhood's access to the River.

Land use and perhaps ownership in the Brooklyn area of the River is in flux. I believe that now is the time for the City, in communication with the Brooklyn Action Corps, to begin work on a definite plan to recover the neighborhood's River access. Brooklyn is growing and attracting families and young people. Other than small Brooklyn Park and the area east of Winterhaven School, we have insufficient open space to support the neighborhood's further growth.

Please amend the Willamette/South Reach Plan to direct relevant bureaus to begin serious planning of access that would be implemented within five years.

Thank you for your consideration.

Sincerely yours,
Wesley Ward, Brooklyn Neighborhood

Caudill, Jeff

From: Council Clerk – Testimony
Sent: Friday, November 6, 2020 9:09 AM
To: Commissioner Hardesty; Eudaly, Chloe; Fritz, Amanda; Ryan, Dan; Wheeler, Ted
Cc: Edmunds, Sallie; Caudill, Jeff; Rees, Linly; Bond, Mark; Bradley, Derek; Carrillo, Yesenia (Comm Fritz); Eale, Ocean; Pierce, Meeseon Kwon; Torres, Kellie; Washington, Mustafa; Williams, Tia
Subject: Testimony for 12/2 (889): Written testimony on South Reach River Plan

From: James Gardner <jimdonnachamois@msn.com>
Sent: Thursday, November 5, 2020 4:11 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Written testimony on South Reach River Plan

Dear Mayor Wheeler and Commissioners Ryan, Eudaly, Fritz, and Hardesty:

TESTIMONY ON SOUTH REACH RIVER PLAN CITY COUNCIL, NOVEMBER 4, 2020

My name is Jim Gardner, 2930 SW 2nd Avenue, 97201. I'm the Land Use Chair with South Portland Neighborhood Association.

My comments focus on the Macadam Corridor Character Statement in the South Reach River Plan. Character Statements are a new tool designed to guide development in areas where the current zoning code identifies design districts with individual design guidelines. Having worked with the Macadam design guidelines for many years, SPNA quite frankly is reluctant to see them disappear. For this new Character Statement to be equally effective, we believe it needs some modifications.

The Character Statement will guide new development along the Greenway itself and on nearby Macadam Avenue. The Greenway needs specific design guidelines to better protect public access, public views, and an inviting pedestrian experience. Such guidelines should include:

- height limits along the Greenway lower than in the base zone, limiting buildings to no more than 35';
- building facades facing the Greenway should be encouraged to step back to minimize their visual mass;
- encroachments into the Greenway setback should not be allowed;
- buildings currently within the expanded Greenway setback could be replaced, but at no greater height or FAR than what is replaced.

What happens along Macadam Avenue is also important, especially to the large residential community west of this major route. SPNA's largest concern is that the proposed Character Statement lacks the specificity necessary to really shape development proposals. While the statement notes there are 3

distinct sub-areas along Macadam, it does not recognize that these currently have -- and continue to need -- different limits on building height and density.

The northern section is very dense and mid-rise, providing a rational transition from the high-rise South Waterfront immediately to the north. Further south, Macadam reflects a low-rise character with small businesses and residences. New development here will have a greater impact on the small-scale residential community to the west. If Macadam's distinct sections do not have different guidelines in the Character Statement, then development of the same type and size could be built anywhere along Macadam. Over time this will erase the distinctions between the three areas, creating greater homogenization within our neighborhood and Portland itself.

Portland's new Comp Plan, in Policy 4.3, encourages development that responds to and enhances the positive qualities of the site and context. The variety and distinct contexts of Portland's neighborhoods are a critical part of our city's charm. Character Statements are one way to avoid cookie-cutter planning. The Character Statement for the Macadam Corridor should be revised to provide better protection for the Greenway. It should also better describe the different contexts of Macadam's distinct sections.

SPNA is eager to work with BPS staff to incorporate our concerns into a revised Macadam Corridor Character Statement. We request that you not proceed to final adoption of the South Reach River Plan until this additional collaboration can take place.

Jim Gardner

2930 SW 2nd Ave

Portland, OR 97201

503-227-2096

Thomas W. Gornick

422 S California St. | Portland, OR 97219 | Phone: 503-816-6265
E-Mail: twgornick@gmail.com

November 4, 2020

Mayor Wheeler, Council
1221 SW 4th
Portland, OR 97204

Re: River Plan/South Reach – Council Testimony

Mayor and Portland City Council,

The Council has an opportunity to make a significant impact on the future of our city and the environment that should last decades. Our Native American people long knew and teach that we are only the stewards of the river and the environment. The decision to vote for the new River Plan/South Reach is a once in a lifetime decision to positively impact the quality of life in Portland and our environment.

I walk the west greenway from the Sellwood to South Waterfront each day, at present, it reflects our past stewardship on the one hand great success like Williamette Park and on the other poor choices that allowed development almost to the high water mark. Once developed there is little chance to recover green space and reverse the environmental impact.

As a South Portland Neighborhood board member, I full support River Plan/ South Reach and the position of SPNA and asked that the Council to make the following improvements:

33.475.210 C Increase greenway setback to 100 feet

This is a prime—and maybe, last—opportunity to promote healthy riverine habitat for fish and wildlife as well as to conserve a natural, recreational and scenic resource for the city. Unfettered by the industrial and development constraints of the north reach and central city, South Reach has significant ecological values including:

- critical habitat for seven salmon and steelhead species. It is part of the Pacific Flyway for migratory birds. It is a key migratory habitat for Pacific Lamprey.
- functions as an important floodplain
- over 80% of the South Reach watershed is ranked as high or medium natural resource; 75% of the land and water is designated as Special Habitat Area
- City Policy 3.81 calls out for “Enhance the role of the Willamette South Reach as fish and wildlife habitat...”

The proposed 50 foot setback is a fraction of the 100-150 feet scientists recommend for a healthy riverine environment. Given the significant natural resources that still exist along this stretch, 50 feet is inadequate and shortsighted. We need to do much better than “minimum” for protecting our best resource for the future.

33.475.210 E Encroachment into the setback

There is no valid reason to allow even a 5 foot encroachment. The suggested quid pro quo will not appear or function as a public area.

33.475.250 Nonconforming uses and development

A primary objective is to ensure that existing development moves outside the greenway setback when redevelopment occurs. **Limit the height and FAR of any existing properties that are within the setback to their 2018 size.** If a property wants to increase in height or FAR, the structure will need to move *outside* the greenway setback.

Strengthen 33.475.405 J, L

Tree removal threshold set at 1.5" dbh is supposed to ensure the retention of existing vegetation along the riverbank. **Two basic problems exist:** 1) trees are rarely allowed to even get to 1.5" dbh before they are cut down so they do not trigger replacement and 2), replacing them with trees that are only 1/2" dbh means that they can be continually and legally removed.

- Severe pruning should be considered removal and require replacement
- Require a 3-year maintenance plan to ensure vegetation can grow and thrive

33.475.450 Corrections to Violations

A major problem is severe, constant pruning in the greenway setback from Heron Pointe south to Willamette Park – a mile stretch of a unrelentingly barren riverbank. There is little habitat value. In summer heat, the lack of shade becomes a real problem for trail users.

Add to 33.475.405 (J) and 33.475.450 and 33.865.010:

- **Require tree and shrub replacement when areas are severely pruned**
 - Replacement trees should be larger than 1.5" dbh or have a minimum 3-year maintenance plan to ensure that vegetation has an opportunity to get established and thrive
 - Require remedial planting to be done within a limited time window of cutting (suggest 1 year)
 - Require replanting with native species after nuisance plants are removed if the disturbed area is not in compliance with landscape standards
- Strong monetary penalties for violations if not resolved within a set time limit

Enforcement of Greenway Regulations Needed

Lack of any enforcement is a chronic problem along the Greenway trail, particularly when it comes to landscaping. While the River Plan has improved requirements, large loopholes remain:

- **Clarification that both existing and new properties will be subject to these regulations.** (Older properties should not be exempt because they were built before these regulations become code).
- **Standards for removal or pruning of vegetation:** Removal of invasives like blackberry, while encouraged, should require revegetation with native species. Otherwise, it is an oft-repeated loophole/cycle – allow invasives to thrive so they can then be mown down legally. It is an annual ritual along the trail. Without replanting requirements, it only encourages nuisance plants.
- **Need to fund enforcement:** Staff does not have the manpower or funding to oversee compliance. Dependence on public oversight presumes public knowledge of the code as well as immediate staff response—both of which are unrealistic. Funding for better oversight is needed.
- **Corrections to Violations (33.475.450).** The code needs to address the need for both timely resolutions and to recognize that if such activity continues, it should be cited as additional violations.

No retail in Willamette Park

Though not large, Willamette Park's recreational land has already been diminished by the addition of the water bureau's pump station and a large dog park. Future plans include laying back the bank. While all are important, there's limited space to function well for community recreation and relaxation needs. Limited retail will further compromise the integrity of this park. Commercial activity belongs on Macadam, which borders the park.

Move Greenway Review to Planning & Sustainability Commission

Nearly all greenway disputes involve zoning, development standards and natural resources rather than design. The Planning and Sustainability Commission is the more logical arbiter for such disputes than the Design Commission.

Development and Urban Design

- Limit building height immediately adjacent to the setback to 35'. Encourage step-backs to minimize the impact of new development along the river. Lower heights contribute to a healthier airshed and views for those west of the river.
- Encourage/require communal open spaces in multi-family and townhome developments to be contiguous with the setback. This will visually increase the greenspace along the trail.

33.930.150 Measuring Top of Bank

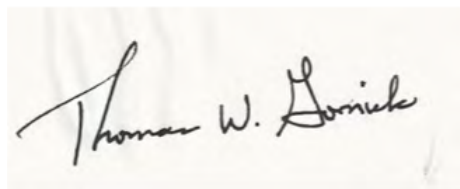
If LIDAR measurements are unavailable, recommend that the city measures the top of bank/100 feet from high water. Past disputes have occurred when interested parties are the surveyors.

Increased risks of fire, illegal dumping, camping and environmental degradation are growing problems in the south reach. **Recommend hiring a part-time park ranger** to monitor and address these issues or find appropriate, timely help.

Performance Targets: Keeping a record of performance will keep the River Plan on track and accountable.

Mayor Wheeler and Council this contribution to our city can only be measured in the improved quality of life and environment. Again, I support the plan with these chance. It is our legacy to generations. Please, vote to make Portland one of greenest and most livable cities today and in years to come. Vote to make the River Plan/South Reach a model for the northwest.

Sincerely



Thomas W. Gornick

Caudill, Jeff

From: Council Clerk – Testimony
Sent: Wednesday, November 4, 2020 10:50 AM
To: Commissioner Hardesty; Eudaly, Chloe; Fritz, Amanda; Ryan, Dan; Wheeler, Ted
Cc: Edmunds, Sallie; Caudill, Jeff; Rees, Linly; Bond, Mark; Bradley, Derek; Carrillo, Yesenia (Comm Fritz); Eale, Ocean; Pierce, Meeseon Kwon; Torres, Kellie; Washington, Mustafa; Williams, Tia
Subject: Testimony for 889: River Plan/South Reach Council Comment & Testimony
Attachments: River Plan Testimony 11042020.pdf

From: Thomas Gornick <twgornick@gmail.com>
Sent: Wednesday, November 4, 2020 10:37 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: River Plan/South Reach Council Comment & Testimony

Good morning,

Attached is my public comments and testimony in support of the River Plan/South Reach. As a South Portland resident and member of the neighborhood association board I feel this plan will make a significant difference in the future quality of life in Portland.

The attached also recommends improvements that should be included in the final decision.

Thank you

--

Thomas W. Gornick
422 S California St.
Portland, OR 97219

503-816-6265



South Portland Neighborhood Association

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592
www.southportlandna.org

November 2, 2020

Mayor Wheeler and City Commissioners
1221 SW Fourth Avenue
Portland, OR 97204

Re: River Plan/South Reach Plan

We deeply appreciate the long hours and hard work that has gone into this Plan. As our neighborhood has more than two miles of riverfront access, the updated vision, codes and action plans will have a major impact on us. We ask you to consider these modifications:

Increase the Greenway Setback to 100 feet (33.475.210 C)

The South Reach contains significant ecological values including critical fish habitat. Over 80% of the South Reach watershed is ranked as a high or medium natural resource and 75% of the land and water is designated as Special Habitat Area. Because of its high resource value, the South Reach merits far more than the proposed, minimum 50 foot setback.

In 1985, a 25 foot setback may have appeared generous but look at that setback now – it barely can accommodate current pedestrian and bicycle users. A larger setback is a commitment to the future– that this riverine environment will someday enlarge to better sustain more people and healthier habitat.

We urge you to go beyond the minimum. Increase the setback to 100 feet.

On Development and Urban Design

Limit the height and FAR of any properties that are *within* the setback to their 2018 size. If a property wishes to increase its height or FAR, it should be required to move *outside* the setback.

And do not allow any new encroachments into the greenway setback. period.

Lastly, we are supportive of the new landscaping regulations but enforcement is desperately needed. Staff has said that they do not have the manpower or budget to do this so we look to you, Council, to find a way to make this happen.

Michael Kaplan, chair



South Portland Neighborhood Association

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592
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November 2, 2020

Mayor Wheeler and City Commissioners
1221 SW Fourth Avenue
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Lastly, we are supportive of the new landscaping regulations but enforcement is desperately needed. Staff has said that they do not have the manpower or budget to do this so we look to you, Council, to find a way to make this happen.

Michael Kaplan, chair

Caudill, Jeff

From: Don Stephens <shreddad@mac.com>
Sent: Wednesday, November 4, 2020 5:08 PM
To: Council Clerk – Testimony; Wheeler, Mayor; Commissioner Eudaly; Commissioner Hardesty; Commissioner Fritz; Commissioner Ryan Office
Cc: Caudill, Jeff; Durbin, Andrea; PBOT Director; Director, Parks Bureau
Subject: River Plan / South Reach recommended draft (agenda item 889)

Dear Commissioners,

Please accept the following testimony on the River Plan / South Reach recommended draft (agenda item 889).

Don Stephens
Board
Brooklyn Action Corps
Chair
Brooklyn Historical Society

Restoration of Brooklyn's river access, a historical perspective

(Submitted to River Renaissance Program in 2006)

Due to its close proximity to the Willamette, Brooklyn had, at one time, nearly unlimited access to the river. There are historical accounts, as well as recollections of elderly current residents of Brooklyn, describing their past enjoyment of fishing and swimming in the river. This access was diminished by the construction of McLoughlin Blvd in 1937. After that, only brave and agile souls (sorry no seniors) could still dash across the new four-lane "99E Super-Highway" to get to the river. Subsequent widening of McLoughlin to six lanes in 1971 eliminated even that access.

In 1967, having just purchased Riverside Park on the river below SE Haig Street, the city began planning to provide access to that park, to the river and to the "Greenway Trail", which was then still only a future concept. However, progress in making that implicit promise to restore Brooklyn's access a reality was slow.

The city, and therefore Brooklyn, had an access easement to the river derived from the SE Center Street right-of-way extension to the river. In 1979, at the request of Ross Island Sand and Gravel, City Council vacated that right-of-way, relying on a potential alternative access three blocks north at SE Haig Street. This was at the recommendation of the Planning Commission, who cited the setting aside of sufficient funds from the cancelled Mt. Hood Freeway project for the alternative access development. Based primarily on that recommendation, but

perhaps influenced by a simultaneous offer from Ross Island Sand and Gravel of a gift to the city of adjacent property, City Council unanimously voted in favor of the abandonment of the Center street right-of-way.

During discussions prior to that vote, it is clear that Council was concerned with retaining access to the river for the neighborhoods. Commissioner Connie McCready stated "I am very concerned about access" and spent considerable time and staff on the issue. In addition, there was unanimous opposition to the vacation expressed by the Brooklyn Action Corp, the Inner SE Neighborhoods Coalition, and SE Uplift. The neighborhood testimony recommended waiting until the alternative access was assured so as to not risk losing all access. However, City Council voted in favor of vacation, based on the "trade" for the potential SE Haig street site.

Progress on this new site was delayed and postponed, in spite of inclusion in sequential city budgets. One postponement was requested by Council to determine potential usage of the site and the park. The survey found strong support expressed by Brooklyn and surrounding neighborhood residents with a projection of 5-7000 users per month. After another delay, and in spite of strong support by Commissioners Mike Lindberg and Charles Jordan, City Council, lead by Mayor Frank Ivancie, voted to cancel the project in 1981.

With this cancellation, the inner-city SE neighborhoods lost their hope for access to the river and their new park. In essence, after promising to restore Brooklyn's historic access, which had been sacrificed primarily for development to benefit suburban commuters, City Council traded existing access at SE Center Street for an alternative access project, which it then cancelled.

Present day Brooklyn is a thriving, revitalized neighborhood. Characterized by a large proportion of industrialized areas and with a relatively high housing density, the neighborhood has only two small city parks. Access to the beautiful natural area of Riverside Park, in combination with access to the new Springwater Trail, is important to continue that revitalization. It will enhance the livability of Brooklyn and provide family recreation to our inner-city neighborhood.

Restoration of our historic access to the river will honor commitments, both implicit and explicit, that have been made to our neighborhood in the past and it will demonstrate active commitment by City Council to the intent of the River Renaissance Program.

Don Stephens
Board member,
Brooklyn Action Corps

Update on Restoring Brooklyn's Access to the River

(Published in neighborhood newsletter 2018, all cards were forwarded to City Council)

The Brooklyn Action Corps is closely monitoring the City of Portland's River Plan project. This last segment, called the South Reach follows the already completed North and Central Reach Segments. A series of workshops and open houses have been held over the summer and fall to educate neighbors and to gain input on what needs to be done. BAC Board members and other Brooklynites have attended these meeting to promote Brooklyn's interests in this project.

The primary goal is to restore the access to the river we once had, but lost when McLoughlin Blvd was widened in the 1970s. City Council promised to restore our access in 1979, then did the necessary preliminary studies, and voted to use cancelled Mt. Hood Freeway funds to build it. Delays from the railroad and state caused the project to be delayed for two years, at which time the new City Council voted to cancel it.

Twice this commitment has been revisited in the intervening years (the last one in 2000) showing its feasibility, but each study has concluded that there is no funding for it. In the meantime, in 2013, the City came up with a similar amount of funding for access to the river for the tony University Park neighborhood (near the University of Portland campus) (see <https://www.portlandoregon.gov/PARKS/61019>).

Brooklyn now wants the City to make good on its promise to restore our access to the river using the University Park access as the model.

The South Reach Plan is asking for neighborhood input - please fill out the postcard included in this newsletter to let the City know your feelings.



Caudill, Jeff

From: Council Clerk – Testimony
Sent: Tuesday, November 3, 2020 8:16 AM
To: Commissioner Hardesty; Eudaly, Chloe; Fritz, Amanda; Ryan, Dan; Wheeler, Ted
Cc: Rees, Linly; Edmunds, Sallie; Caudill, Jeff; Bond, Mark; Bradley, Derek; Carrillo, Yesenia (Comm Fritz); Eale, Ocean; Pierce, Meeseon Kwon; Torres, Kellie; Washington, Mustafa; Williams, Tia
Subject: Testimony for 889: Support for River Plan/South Reach

From: Wendy Sample <wendyworks@ymail.com>
Sent: Tuesday, November 3, 2020 7:21 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Support for River Plan/South Reach

To Mayor Wheeler and Portland City Commissioner's,

I have lived in South Portland since 1977, for decades enjoying easy public access to our beautiful Willamette River and the Greenway path I cherish.

I wholeheartedly support the River Plan/South Reach and ask you to please consider these changes:

- Increase the greenway setback to 100 feet
- Enforcement of the new regulations especially regarding landscaping along the Greenway
- Do NOT allow retail in Willamette Park. Commercial activity belongs on adjacent Macadam Avenue.
- Macadam Avenue requires more and safer pedestrian crossings.

Thank you for your attention to our important care of our river resource for generations to come.

Wendy Sample
Wendy Sample

**5525 S Kelly Ave
Portland OR 97239
503.754.9698**

Caudill, Jeff

From: Michael Kaplan <mlkap@earthlink.net>
Sent: Monday, November 2, 2020 12:23 PM
To: Council Clerk – Testimony
Cc: Jeanne Galick; James Gardner
Subject: Fwd: revised SPNA South Reach Letter
Attachments: SPNA draft council SouthReach 11_20.pdf; ATT00001.htm

Attached is written testimony for “City Council Meeting, Wednesday, November 4, 2020, 2:00 PM”. As President of South Portland Neighborhood Association (SPNA), I have also registered to offer brief oral comments at this on line meeting. The Cc are for two other SPNA board members who will offer both written and oral testimony: Jim Gardner, Chair of SPNA Land Use and Jeanne Galick, Chair SPNA Greenway/Parks Recreation.

Best, Michael Kaplan, SPNA President

Caudill, Jeff

From: Council Clerk – Testimony
Sent: Monday, November 2, 2020 11:51 PM
To: Commissioner Hardesty; Eudaly, Chloe; Fritz, Amanda; Ryan, Dan; Wheeler, Ted
Cc: Edmunds, Sallie; Caudill, Jeff; Rees, Linly; Bond, Mark; Bradley, Derek; Carrillo, Yesenia (Comm Fritz); Eale, Ocean; Pierce, Meeseon Kwon; Torres, Kellie; Washington, Mustafa; Williams, Tia
Subject: Revised Testimony for 889: revised SPNA South Reach Letter
Attachments: SPNA draft council SouthReach 11_20.pdf; ATT00001.htm

From: Michael Kaplan <mlkap@earthlink.net>
Sent: Monday, November 2, 2020 11:20 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Fwd: revised SPNA South Reach Letter

Hello,

There are 2 minor typos on what I sent earlier today: please drop word, “period” at end of sentence in 6th paragraph and I sign my name as Michael Kaplan, SPNA president vs. "Michael Kaplan, chair".

I apologize for not catching errors. That was my responsibility. I will self correct oral testimony.

Best, Michael Kaplan, SPNA president

Begin forwarded message:

From: Michael Kaplan <mlkap@earthlink.net>
Subject: Fwd: revised SPNA South Reach Letter
Date: November 2, 2020 at 12:23:07 PM PST
To: CCTestimony@portlandoregon.gov
Cc: Jeanne Galick <jeanne.galick@gmail.com>, James Gardner <Jimdonnachamois@msn.com>

Attached is written testimony for “City Council Meeting, Wednesday, November 4, 2020, 2:00 PM”. As President of South Portland Neighborhood Association (SPNA), I have also registered to offer brief oral comments at this on line meeting. The Cc are for two other SPNA board members who will offer both written and oral testimony: Jim Gardner, Chair of SPNA Land Use and Jeanne Galick, Chair SPNA Greenway/Parks Recreation.

Best, Michael Kaplan, SPNA President

November 2, 2020

Mayor Wheeler, Council
1221 SW 4th
Portland, OR 97204

Re: River Plan/South Reach

I strongly support this long-anticipated South Reach River Plan and am grateful to staff for their hard work. They listened and responded to many of our neighborhood's concerns. Yet some important adjustments are still needed.

33.475.210 C Increase greenway setback to 100 feet

This is a prime—and maybe, last—opportunity to promote healthy riverine habitat for fish and wildlife as well as to conserve a natural, recreational and scenic resource for the city. Unfettered by the industrial and development constraints of the north reach and central city, South Reach has significant ecological values including:

- critical habitat for seven salmon and steelhead species. It is part of the Pacific Flyway for migratory birds. It is a key migratory habitat for Pacific Lamprey.
- functions as an important floodplain
- over 80% of the South Reach watershed is ranked as high or medium natural resource; 75% of the land and water is designated as Special Habitat Area
- City Policy 3.81 calls out for “Enhance the role of the Willamette South Reach as fish and wildlife habitat...”

The proposed 50 foot setback is a fraction of the 100-150 feet scientists recommend for a healthy riverine environment. Given the significant natural resources that still exist along this stretch, 50 feet is inadequate and shortsighted. We need to do much better than “minimum” for protecting our best resource for the future.

33.475.210 E Encroachment into the setback

There is no valid reason to allow even a 5 foot encroachment. The suggested quid pro quo will not appear or function as a public area.

33.475.250 Nonconforming uses and development

A primary objective is to ensure that existing development moves outside the greenway setback when redevelopment occurs. **Limit the height and FAR of any existing properties that are within the setback to their 2018 size.** If a property wants to increase in height or FAR, the structure will need to move *outside* the greenway setback.

Strengthen 33.475.405 J, L

Tree removal threshold set at 1.5” dbh is supposed to ensure the retention of existing vegetation along the riverbank. **Two basic problems exist:** 1) trees are rarely allowed to even get to 1.5” dbh before they are cut down so they do not trigger replacement and 2), replacing them with trees that are only 1/2” dbh means that they can be continually and legally removed.

- Severe pruning should be considered removal and require replacement
- Require a 3-year maintenance plan to ensure vegetation can grow and thrive

Before “pruning”



After “pruning”



Severe “pruning” leaves barren greenway trail



This stretch of the Willamette Greenway is consistently “pruned” resulting in a barren landscape along the riverbank

33.475.450 Corrections to Violations

A major problem is severe, constant pruning in the greenway setback from Heron Pointe south to Willamette Park – a mile stretch of a unrelentingly barren riverbank. There is little habitat value. In summer heat, the lack of shade becomes a real problem for trail users.

Add to 33.475.405 (J) and 33.475.450 and 33.865.010:

- Require tree and shrub replacement when areas are severely pruned
- Replacement trees should be larger than 1.5” dbh or have a minimum 3-year maintenance plan to ensure that vegetation has an opportunity to get established and thrive
- Require remedial planting to be done within a limited time window of cutting (suggest 1 year)
- Require replanting with native species after nuisance plants are removed if the disturbed area is not in compliance with landscape standards
- Strong monetary penalties for violations if not resolved within a set time limit

Difficulty with tree diameter thresholds



These native trees have been topped multiple times. Because of constant cutting, it is impossible to show a tree at 1.5" at dbh (4 feet high) – though looking at these diameters at 3" height, it's hard to dispute that the trees would have been far larger than that. Such practices should be considered illegal removal and replaced with 1.5' native trees so they cannot be cut again.

Enforcement of Greenway Regulations Needed

Lack of any enforcement is a chronic problem along the Greenway trail, particularly when it comes to landscaping. While the River Plan has improved requirements, large loopholes remain:

- **Clarification that both existing and new properties will be subject to these regulations.** (Older properties should not be exempt because they were built before these regulations become code).
- **Standards for removal or pruning of vegetation:** Removal of invasives like blackberry, while encouraged, should require revegetation with native species. Otherwise, it is an oft-repeated loophole/cycle – allow invasives to thrive so they can then be mown down legally. It is an annual ritual along the trail. Without replanting requirements, it only encourages nuisance plants.
- **Need to fund enforcement:** Staff does not have the manpower or funding to oversee compliance. Dependence on public oversight presumes public knowledge of the code as well as immediate staff response—both of which are unrealistic. Funding for better oversight is needed.
- **Corrections to Violations (33.475.450).** The code needs to address the need for both timely resolutions and to recognize that if such activity continues, it should be cited as additional violations.

No retail in Willamette Park

Though not large, Willamette Park's recreational land has already been diminished by the addition of the water bureau's pump station and a large dog park. Future plans include laying back the bank. While all are important, there's limited space to function well for community recreation and relaxation needs. Limited retail will further compromise the integrity of this park. Commercial activity belongs on Macadam, which borders the park.

Move Greenway Review to Planning & Sustainability Commission

Nearly all greenway disputes involve zoning, development standards and natural resources rather than design. The Planning and Sustainability Commission is the more logical arbiter for such disputes than the Design Commission.



The recently built Sanctuary is too close and too large next to the trail.

Development and Urban Design

- Limit building height immediately adjacent to the setback to 35'. Encourage step-backs to minimize the impact of new development along the river. Lower heights contribute to a healthier airshed and views for those west of the river.
- Encourage/require communal open spaces in multi-family and townhome developments to be contiguous with the setback. This will visually increase the greenspace along the trail.

33.930.150 Measuring Top of Bank

If LIDAR measurements are unavailable, recommend that the city measures the top of bank/100 feet from high water. Past disputes have occurred when interested parties are the surveyors.

Increased risks of fire, illegal dumping, camping and environmental degradation are growing problems in the south reach. **Recommend hiring a part-time park ranger** to monitor and address these issues or find appropriate, timely help.

Performance Targets: Keeping a record of performance will keep the River Plan on track and accountable.

Finally, I urge commissioners to think not of what is good for the next year but as Tom McCall would say, think of what is good for the next 20 years. Increase the greenway setback and restore and protect a healthy river environment.

Jeanne E Galick
7005 SW Virginia Ave
Portland, OR 97219

November 2, 2020
Mayor Wheeler
City Council
1221 SW Fourth Avenue
Portland, OR 97204

I would like to add the following written testimony regarding the current proposed draft of the Willamette River Plan/ South Reach.

I have lived and worked for the last 30 years in a condominium at Willamette Shores Condos, on S Riverside Lane along the Greenway Trail along the Willamette River in Portland. Most days the Greenway Trail provides my exercise, walking from Portland south through Willamette Park to the Sellwood Bridge.

Increase the setback to at least 100 feet:

In the thirty years that I have lived next to the Greenway I concluded that the trail is a resource for the entire City and that future portions of the trail should be wider. The use of the trail has dramatically increased over time, as has the population of the City. Making the width 100 feet, as it is in South Waterfront, would provide enough space to separate cyclists and commuters from the families and recreational walkers.

Since February 2020 the use of the Greenway Trail and Willamette Park has dramatically increased due to changes in behaviors of many Portlanders caused by the COVID-19 pandemic. The narrow greenway trail with several right angle bends is completely inadequate at nearly all times of day. The need to have a separate path for cyclists and commuters has become even more necessary.

New and existing properties should comply with landscaping requirements:

My condo complex has been forced by the city to comply with the current Greenway plan. Which means we have spent money planting native species of trees and shrubs on both sides of the Greenway path. We also provided several years of water to maintain the new plantings. New landscaping should require at least a three year maintenance plan.

However, many properties, including the JLOA Condos to the south of us, have

refused to comply with attempts to enforce the existing landscaping requirements. We are left with dead and dying vegetation cut to the ground. It is ugly to see and hot to walk, run or pedal with no shade. Severe pruning has been allowed on all the JLOA properties for the 30 years that I have lived here. Inconsistent enforcement by the City results in angry neighbors, an ugly trail experience for all users, and pressure to remove the few remaining trees along the riverbank.

Caryanne Conner, Treasurer, SPNA, resident of S Portland

Caudill, Jeff

From: Bill C. <cate.bill@gmail.com>
Sent: Monday, November 2, 2020 11:57 AM
To: Council Clerk – Testimony
Subject: South reach plan

Hello,

We would love to see a plan for residents of Brooklyn to be able to access the river. It is currently a shining example of how prioritizing vehicles over humans destroys Portland's livability status. Get people walking around for business and recreation along this amazing river landscape and watch the city property tax revenue soar. How about a Ross Island Paddle Pub, Springwater corridor yogurt stand. Dump the environment destroying cement plant now, not in 20 years. Unlock Brooklyn today, hooray!

Bill Cate

Caudill, Jeff

From: BobandMary <bobandmary02@yahoo.com>
Sent: Sunday, November 1, 2020 6:36 PM
To: Council Clerk – Testimony
Subject: River Plan/South Reach Greenway

To whom it concerns,

The Willamette River is one of the things that makes Portland a wonderful place to live.

The river is a living part of the city. It provides recreation, visual enjoyment, environmental benefits and supports wildlife.

We need to protect the river and yet have the river accessible to all Portlanders and visitors.

I support the plan submitted by the Planning and Sustainability Commission .

I believe that the Greenway set back be increased to at least 100 feet. The wider area is needed to help protect the river and to accommodate the increase in activity along the river that will occur in the coming years as Portland continues to grow.

Thank you for including my input in your decision making process.

Sincerely,

Mary Kallenberg
7115 S Virginia Ave
Portland, OR 97219
503 206 7725

Sent from my iPad

Caudill, Jeff

From: chair@brooklyn-neighborhood.org
Sent: Sunday, November 1, 2020 11:42 AM
To: Wheeler, Mayor; Commissioner Eudaly; Commissioner Hardesty; Commissioner Fritz; Commissioner Ryan Office; Council Clerk – Testimony
Cc: Caudill, Jeff; Durbin, Andrea; PBOT Director; Director, Parks Bureau
Subject: River Plan / South Reach recommended draft (agenda item 889)
Attachments: BAC - South Reach River Plan testimony.pdf; BAC - South Reach River Plan historical perspective.pdf; BAC - South Reach River Plan comment cards summary.pdf



The City's email systems have identified this email as potentially suspicious. Please click responsibly and be cautious if asked to provide sensitive information.

Dear Commissioners,

The Brooklyn Action Corps neighborhood association is excited to see continued progress in the Willamette River Plan for our neighborhood. There are many elements of the Plan which we support, some of which are detailed below.

However, we recommend that Council does **not** approve the proposed plan unless amendments are made. We believe that the Plan's commitments to restoring Brooklyn's river access are not sufficient or timely enough to fulfill the vision of the Plan.

Neighborhood river access for Brooklyn

As the Plan details, **Brooklyn is the only neighborhood in the project area which lacks direct neighborhood access to the river.** We believe that river access must be re-established in a way that will: provide safe and direct access for all ages and abilities; minimize out of direction travel; connect easily to key bike, pedestrian, and transit routes; and improve access to and from neighborhood commercial corridors.

We strongly support the intent of Actions R4A, R4B, C1A, C1B, and any others related to re-establishing Brooklyn's historic access to the river. However, we do not support the current "6 to 20 Years" timeline for these Actions and recommend "Next 5 Years" instead. Given that even these actions — important as they may be — do not directly fund or build river access, we do not believe that further delays are justified.

These Actions represent unfulfilled commitments stretching back for decades. As the Plan states [Chapter 3, Section C, Riverfront Trails and Connections, Key Issues and Opportunities]:

The Brooklyn Neighborhood Plan (1991) identifies an objective and actions that seek to “re-establish Brooklyn’s access and historic link to the Willamette River.” This objective is still an unmet priority to the community almost 30 years after completion of the Brooklyn Neighborhood Plan.

For a detailed history of Brooklyn's river access — and current lack thereof — please see the enclosed historical perspective from Don Stephens, long-time Brooklyn resident, Brooklyn Action Corps board member, and neighborhood historian. Building on this knowledge of the past, we wish to finally realize the goals and commitments of past plans to see river access restored.

Hundreds of neighborhood residents have also shared why restoring river access is important to them. Please see the enclosed summary of their submitted comments. (Comment cards were also provided in-person to the Bureau of Planning and Sustainability on April 9, 2020.) Some of their many reasons include:

-
- Enjoying
 - natural areas and views of wildlife
 -
 -
- Recreation
 - in the river such as fishing, boating, kayaking, and swimming
 -
 -
- Walking
 - and biking on the Springwater Trail for commuting, recreation, and accessing our adjacent neighborhoods
 -
 -
- Watching
 - river activities and enjoy city views
 -
 -
- Reducing
 - carbon emissions by providing safe, convenient river access closer to home instead of driving to another neighborhood
 -
 -
- Improving
 - health and quality of life
 -
 -
- Making
 - good on past commitments to re-establish access
 -

We believe that the Plan should direct bureaus to prioritize long-standing unfulfilled objectives when implementing the Plan. Following only tribal collaboration, which is by far the longest outstanding need, neighborhood river access for Brooklyn is long overdue.

Establishing a Brooklyn neighborhood waterfront park

Developing waterfront park space in our neighborhood (referred to in the Plan as "Haig Park") is an essential complement to river access. We support Actions R1E and R4B, but strongly recommend moving their timeline up to "Next 5 Years" to be concurrent with related Actions R4A and others. This space will provide an anchor to the neighborhood's river access, and even if developed ahead of neighborhood river access, will demonstrate the potential of the connection.

Services along Springwater Corridor

Beyond simple access to the river, additional services and amenities are needed to make it truly accessible for all ages and abilities. We support Actions R3C and R3D and the addition of restrooms, benches, wayfinding, and other services that will help make the waterfront somewhere that everyone can enjoy.

Swim beaches and access to water

River access needs to include a safe and accessible connection to the water itself, for swimming and other in-river recreation. We support Action R7A to study and implement direct river access.

Improve public transportation access^{[1][SEP]}

We support Actions C2A (Sellwood) and C5B (SW Portland) to improve public transportation access to the river. While there are no Brooklyn-specific Actions in the Plan today, we encourage the inclusion of Brooklyn-specific plans for quality transit access as part of re-establishing river access.

Better neighborhood bike and pedestrian options^{[1][SEP]}

Willamette Greenway trails on both sides of the river are great facilities for commuting, neighborhood travel, and recreation. We believe that to create a more resilient network, reduce trail conflicts, and provide safe and direct river access, parallel and complementary bike and pedestrian routes are necessary for the Plan to realize its full potential.

The Plan does not currently include any Actions which specifically address these neighborhood bike and pedestrian routes. While the majority of adjacent neighborhoods' streets fall outside the Plan area, we believe the Plan should include Actions which explicitly instruct for partners to study and implement improvements.

Climate action

All Actions in the Plan must be viewed through a lense of climate action and climate justice. We support Actions that explicitly consider climate change, such as Action W7A, but encourage the adoption of climate criteria for all Actions. Actions that reduce carbon emissions, such as better bike and pedestrian connections, should be prioritized.

Support tribal nations and the urban native community

We welcome and encourage guidance on culturally-important locations, access needs^[1]_{SEP}, and programming. We support all Actions in the plan to that end.

2040 Vision

There is much to be excited about in the 2040 vision outlined in this draft. However, for that vision to be fulfilled, there must be commitment to concrete, timely actions that will work steadily towards it^[1]_{SEP}.

We again underscore that this Plan includes unmet objectives that pre-date even the previous 20-year plan. This time, let's get it right and make the commitments necessary to fully realize the Plan's vision.

We thank the Bureau of Planning and Sustainability and all partner agencies for the effort and vision presented here, and look forward to seeing it realized as soon as possible.

Sincerely,

Brooklyn Action Corps

board@brooklyn-neighborhood.org

Cc:

Cc: Chloe Eudaly, City Commissioner and PBOT Commissioner
Amanda Fritz, City Commissioner and Parks & Recreation Commissioner

Jo Ann Hardesty, City Commissioner and BPS Commissioner

Dan Ryan, City Commissioner

Ted Wheeler, Mayor

Jeff Caudill, BPS

Andrea Durbin, BPS Director

Adena Long, Parks & Recreation Bureau Director

Chris Warner, PBOT Director



Brooklyn Action Corps

Neighborhood Association

November 1, 2020

RE: River Plan / South Reach recommended draft (agenda item 889)

Dear Commissioners,

The Brooklyn Action Corps neighborhood association is excited to see continued progress in the Willamette River Plan for our neighborhood. There are many elements of the Plan which we support, some of which are detailed below.

However, we recommend that Council does **not** approve the proposed plan unless amendments are made. We believe that the Plan's commitments to restoring Brooklyn's river access are not sufficient or timely enough to fulfill the vision of the Plan.

Neighborhood river access for Brooklyn

As the Plan details, **Brooklyn is the only neighborhood in the project area which lacks direct neighborhood access to the river.** We believe that river access must be re-established in a way that will: provide safe and direct access for all ages and abilities; minimize out of direction travel; connect easily to key bike, pedestrian, and transit routes; and improve access to and from neighborhood commercial corridors.

We strongly support the intent of Actions R4A, R4B, C1A, C1B, and any others related to re-establishing Brooklyn's historic access to the river. However, we do not support the current "6 to 20 Years" timeline for these Actions and recommend "Next 5 Years" instead. Given that even these actions — important as they may be — do not directly fund or build river access, we do not believe that further delays are justified.

These Actions represent unfulfilled commitments stretching back for decades. As the Plan states [Chapter 3, Section C, Riverfront Trails and Connections, Key Issues and Opportunities]:

The Brooklyn Neighborhood Plan (1991) identifies an objective and actions that seek to “re-establish Brooklyn’s access and historic link to the Willamette River.” This objective is still an unmet priority to the community almost 30 years after completion of the Brooklyn Neighborhood Plan.

For a detailed history of Brooklyn's river access — and current lack thereof — please see the enclosed historical perspective from Don Stephens, long-time Brooklyn resident, Brooklyn Action Corps board member, and neighborhood historian. Building on this knowledge of the past, we wish to finally realize the goals and commitments of past plans to see river access restored.

Hundreds of neighborhood residents have also shared why restoring river access is important to them. Please see the enclosed summary of their submitted comments. (Comment cards were also provided in-person to the Bureau of Planning and Sustainability on April 9, 2020.) Some of their many reasons include:

- Enjoying natural areas and views of wildlife
- Recreation in the river such as fishing, boating, kayaking, and swimming
- Walking and biking on the Springwater Trail for commuting, recreation, and accessing our adjacent neighborhoods
- Watching river activities and enjoy city views
- Reducing carbon emissions by providing safe, convenient river access closer to home instead of driving to another neighborhood
- Improving health and quality of life
- Making good on past commitments to re-establish access

We believe that the Plan should direct bureaus to prioritize long-standing unfulfilled objectives when implementing the Plan. Following only tribal collaboration, which is by far the longest outstanding need, neighborhood river access for Brooklyn is long overdue.

Establishing a Brooklyn neighborhood waterfront park

Developing waterfront park space in our neighborhood (referred to in the Plan as "Haig Park") is an essential complement to river access. We support Actions R1E and R4B, but strongly recommend moving their timeline up to "Next 5 Years" to be concurrent with related Actions R4A and others. This space will provide an anchor to the neighborhood's river access, and even if developed ahead of neighborhood river access, will demonstrate the potential of the connection.

Services along Springwater Corridor

Beyond simple access to the river, additional services and amenities are needed to make it truly accessible for all ages and abilities. We support Actions R3C and R3D and the addition of restrooms, benches, wayfinding, and other services that will help make the waterfront somewhere that everyone can enjoy.

Swim beaches and access to water

River access needs to include a safe and accessible connection to the water itself, for swimming and other in-river recreation. We support Action R7A to study and implement direct river access.

Improve public transportation access

We support Actions C2A (Sellwood) and C5B (SW Portland) to improve public transportation access to the river. While there are no Brooklyn-specific Actions in the Plan today, we encourage the inclusion of Brooklyn-specific plans for quality transit access as part of re-establishing river access.

Better neighborhood bike and pedestrian options

Willamette Greenway trails on both sides of the river are great facilities for commuting, neighborhood travel, and recreation. We believe that to create a more resilient network, reduce trail conflicts, and provide safe and direct river access, parallel and complementary bike and pedestrian routes are necessary for the Plan to realize its full potential.

The Plan does not currently include any Actions which specifically address these neighborhood bike and pedestrian routes. While the majority of adjacent neighborhoods' streets fall outside the Plan area, we believe the Plan should include Actions which explicitly instruct for partners to study and implement improvements.

Climate action

All Actions in the Plan must be viewed through a lense of climate action and climate justice. We support Actions that explicitly consider climate change, such as Action W7A, but encourage the adoption of climate criteria for all Actions. Actions that reduce carbon emissions, such as better bike and pedestrian connections, should be prioritized.

Support tribal nations and the urban native community

We welcome and encourage guidance on culturally-important locations, access needs , and programming. We support all Actions in the plan to that end.

2040 Vision

There is much to be excited about in the 2040 vision outlined in this draft. However, for that vision to be fulfilled, there must be commitment to concrete, timely actions that will work steadily towards it .

We again underscore that this Plan includes unmet objectives that pre-date even the previous 20-year plan. This time, let's get it right and make the commitments necessary to fully realize the Plan's vision.

We thank the Bureau of Planning and Sustainability and all partner agencies for the effort and vision presented here, and look forward to seeing it realized as soon as possible.

Sincerely,



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Brooklyn Action Corps

Neighborhood Association

Restoration of Brooklyn's river access, a historical perspective

Due to its close proximity to the Willamette, Brooklyn had, at one time, nearly unlimited access to the river. There are historical accounts, as well as recollections of elderly current residents of Brooklyn, describing their past enjoyment of fishing and swimming in the river. This access was diminished by the construction of McLoughlin Blvd in 1937. After that, only brave and agile souls (sorry no seniors) could still dash across the new four-lane "99E Super-Highway" to get to the river. Subsequent widening of McLoughlin to six lanes in 1971 eliminated even that access.

In 1967, having just purchased Riverside Park on the river below SE Haig Street, the city began planning to provide access to that park, to the river and to the "Greenway Trail", which was then still only a future concept. However, progress in making that implicit promise to restore Brooklyn's access a reality was slow.

The city, and therefore Brooklyn, had an access easement to the river derived from the SE Center Street right-of-way extension to the river. In 1979, at the request of Ross Island Sand and Gravel, City Council vacated that right-of-way, relying on a potential alternative access three blocks north at SE Haig Street. This was at the recommendation of the Planning Commission, who cited the setting aside of sufficient funds from the cancelled Mt. Hood Freeway project for the alternative access development. Based primarily on that recommendation, but perhaps influenced by a simultaneous offer from Ross Island Sand and Gravel of a gift to the city of adjacent property, City Council unanimously voted in favor of the abandonment of the Center street right-of-way.

During discussions prior to that vote, it is clear that Council was concerned with retaining access to the river for the neighborhoods. Commissioner Connie McCready stated "I am very concerned about access" and spent considerable time and staff on the issue. In addition, there was unanimous opposition to the vacation expressed by the Brooklyn Action Corp, the Inner SE Neighborhoods Coalition, and SE Uplift. The neighborhood testimony recommended waiting until the alternative access was assured so as to not risk losing all access. However, City Council voted in favor of vacation, based on the "trade" for the potential SE Haig street site.

Progress on this new site was delayed and postponed, in spite of inclusion in sequential city budgets. One postponement was requested by Council to determine potential usage of the site and the park. The survey found strong support expressed by Brooklyn and surrounding neighborhood residents with a projection of 5-7000 users per month. After another delay, and in spite of strong support by

Commissioners Mike Lindberg and Charles Jordan, City Council, lead by Mayor Frank Ivancie, voted to cancel the project in 1981.

With this cancellation, the inner-city SE neighborhoods lost their hope for access to the river and their new park. In essence, after promising to restore Brooklyn's historic access, which had been sacrificed primarily for development to benefit suburban commuters, City Council traded existing access at SE Center Street for an alternative access project, which it then cancelled.

Present day Brooklyn is a thriving, revitalized neighborhood. Characterized by a large proportion of industrialized areas and with a relatively high housing density, the neighborhood has only two small city parks. Access to the beautiful natural area of Riverside Park, in combination with access to the new Springwater Trail, is important to continue that revitalization. It will enhance the livability of Brooklyn and provide family recreation to our inner-city neighborhood. Restoration of our historic access to the river will honor commitments, both implicit and explicit, that have been made to our neighborhood in the past and it will demonstrate active commitment by City Council to the intent of the River Renaissance Program.

Don Stephens
Board member,
Brooklyn Action Corps



Brooklyn Action Corps

Neighborhood Association

Summary of attached comment cards

Total cards submitted

244

Reasons for support

- Provide access to natural areas/views of wildlife: 230
- Access river recreation for fishing and/or boating: 137
- Access the Springwater Trail for commuting: 192
- Watch river activities and enjoy city views: 213
- Cards with no reasons checked, with comment in opposition: 2
- Cards with no reasons checked, which appeared to be in support (supplied name & address, did not leave negative comments): 8

Many cards checked more than 1 reason. A large number checked all supplied reasons, and many provided additional comments (see below).

Additional comments

- Sharing with out of town family and friends
- Access to Springwater for exercise
- Biking!
- Swimming!
- Remember and honor our past
- Running
- Walking to clear the mind and refresh the spirit
- Walk in natural beauty
- Canoes, floaties, and dinghy small boats
- Access Springwater Trail for exercise
- Not for homeless living that brings fear
- Access beaches, paddling launches
- Access the Springwater Trail for recreation: running, biking, etc.
- A great healthy place

- Dog walking and bird watching
- Just knowing it's there and Southeast PDX is equal to other areas
- Possible swimming area?
- Want to get to Springwater Trail
- I have lived in the Brooklyn neighborhood and still frequent businesses there. Would love this for this beautiful historic neighborhood.
- We have lived in Brooklyn for over 40 years. Access to the river has been the number 1 issue for the entire time. Please help!
- Fishing and kayaking
- A swimming deck
- Walk along the riverfront
- Use to access river safely
- Fishin'
- Access Springwater for exercise
- Access Springwater Trail for recreation/exercise
- Bike more and drive less!
- Bike and walk to adjacent neighborhoods via safe and accessible path
- Swimming!
- Biking/hiking along the river
- Simple pleasure at riverside
- Exercise and healthy activities: walking, biking, community building
- No! Solve the frightening vagrant problem first. Drug-addict, criminal sick people. Do not give them access to our street, neighborhood. It's bad enough already.
- As someone who enjoys riding his bike on the Springwater Trail I might welcome having direct access to it from the Brooklyn neighborhood, where I live. I'm concerned, however, that such access will provide the homeless (and the criminal element among them) with an easy pathway to and from the river and the Springwater Trail through our neighborhood and will result in an increase in property crimes. For that reason, I am (regrettably) opposed to the idea of river access. If the homeless situation should change I would be happy to support the plan.
- Walk and play with dog
- That would be wonderful
- Senior outings, disability access, fishing, birding
- Exercise
- Access to trail for running
- Collect river trash
- Brooklyn neighborhood used to be about the brooks and water. We should acknowledge this connection.
- Put McLoughlin underground for access
- Have more access to nature
- It's about time!
- Don't do it by displacing the homeless
- Exercise, biking, cross-country ski when it snows, walking
- Hopefully walk trails
- Reduce driving to access river
- Nature is our heritage and our gift to future generations
- Join friends on walks
- Nice biking trail

- Water play with kids
- Casual walks and bike rides
- Walk my dog
- City and Brooklyn should look into EPA urban water dollars money for this project.
- Access river to walk and explore
- Connect to Springwater for recreation
- Go running along the walkway
- Currently I need to access by driving to Oaks Bottom and riding my bike or walking with my children is not safe.
- Running/walking with my family
- Long overdue, City should fulfill its promise
- Exercise, cycling, running
- Access to more fitness opportunities
- Access to “Tahiti for the needy” (Ross Island)
- Long overdue and promised
- This should DEFINITELY happen
- Reduce carbon emissions (won’t have to drive)
- Access Springwater Trail to provide safe place for my preschooler to ride her bike, go for runs, connect with Sellwood, and other neighborhoods
- Be able to access existing trails without driving
- Get exercise
- Oregon requires beach access. Why not river?
- For the love of the frogs!
- Access the Springwater Trail for exercise
- Access Springwater for jogging/exercise
- Please! We’ve been waiting for 40 years!!
- Access the Springwater for biking, jogging, etc.
- Sunbathing and kayaking
- Water taxi, swimming
- Fireworks
- Provide safe conditions for homeless to traverse highway 99E directly into our neighborhood

Caudill, Jeff

From: Stephen Bachhuber <srbachhuber1@gmail.com>
Sent: Saturday, October 31, 2020 5:54 PM
To: Council Clerk – Testimony
Subject: Brooklyn River access

Agenda item 889
To the City Council:

Brooklyn residents have been cut off from the Willamette since the construction of McLoughlin Blvd./ Hwy 99 in the early 30's. There is even a Brooklyn waterfront park that residents must travel about 2 circuitous miles to reach. There has always been a promise to reconnect us to the River in the old plans and the updated South Reach Plan. Over almost 90 years this promise has not been kept. Please make this a priority in the South Reach Plan and in the budget. The reconstruction of McLoughlin Blvd. is overdue and a perfect opportunity to reconnect us with the River.

Thanks for listening,
Stephen Bachhuber
3428 SE 9th Avenue
Portland OR 97202
(503) 319-3950
Sent from my iPhone

Caudill, Jeff

From: ROD GARRITSON <twomtmn@msn.com>
Sent: Saturday, October 31, 2020 11:01 AM
To: Council Clerk – Testimony
Subject: River Plan South Reach

Sirs, I am writing in regards to the River Plan South Reach.

I live in a Floating Home at Macadam Bay on the Willette, across from Sellwood and Oaks Parks.

Since the advent of the new high wake producing boats, I have had to replace several windows in my home due to broken seals caused by the severe wakes of these boats. This has cost me \$3,000.00 in the last 2 years. This summer I have sustained several more broken seals, even in the new windows recently replace, which will cost me about the same amount to replace as the previous years combined.

Prior to these boats, I have never had a need to replace a window in my 25 years old home.

As a 70 years old senior, I have been jolted and nearly knocked into the river off my float by these unexpected high wakes. Often the offender is long gone before the wake hits.

I have witnessed swimmers, kayakers and SUP boarders as well as sail boats over taken by these waves. It will only be a matter of time before a major injury or death will occurs.

There has also be a noticeable impact of bank erosion as well.

Granted there are respectful users of these wake machines but there are many who have total disregard to the other multiple types of users in this high density recreational area.

I implore the board to address this issue and eliminate High Wake usage in this part of the Willamette and preserve it for less impactful recreational usage.

Rod Garritson
7720 S Macadam Av
Slip 34
Portland, Oregon
97219
(406) 698-660