

# River Plan/South Reach Westside Meeting

## Summary Notes

Oct 25, 2018 – Center for Equity and Inclusion

The focus of this meeting was to review and discuss issues particularly relevant to the Westside of the Willamette River. Participants were given a very brief introduction to each of the five tables and instructed to select three of these tables to attend. Three 35-minute sessions were facilitated by City staff. A short wrap-up was provided to the whole group at the end of the session.

Participant input from the five tables are described below.

### TABLE 1 – TRANSPORTATION

- Pedestrians (Access)
  - One community members spends the most time at the boat dock (not sure which dock).
  - Area by Pet Loft isn't pedestrian-friendly.
  - Ped bridges over Macadam where there's no crossings right now.
  - Wayfinding difficult in the area.
  - Nebraska the only pedestrian connection for some residents.
  - Extend bike and pedestrian facilities south of Sellwood Bridge on Macadam.
  - Can we get a river level path using the tunnel? The Elk Rock tunnel is 18' with a 12' minimum for rail there could be walking or biking facilities with this 6'.
  - Put back sidewalk that was taken out with the Sellwood Bridge replacement.
  - Better access to the Postal Annex.
  - Pendleton is a vital, main street for peds.
  - People avoid Macadam and walk on Virginia because of the speeds. Virginia is much nicer to walk along. People also use the path and a combination of driveways to get to the Tilikum.
  - New major public access – stairs behind Llewellyn School to the Springwater Corridor.
  - Better signage is needed in South Portland to get to the SW Trails and river. Connection between SW Trails and bike route. Maps are needed to help people get in and out of the neighborhoods.
  - Pendleton is a very important street for accessing the river.
- Crossings
  - People dart across the Macadam because of the lack of crossings.
  - There's a need for improved crossings and parking on Macadam.
    - Need crossing between SW Seymour Ct and Sweeney St on Macadam.
    - Gaps in crossing spacing - Need a signal and crosswalk at Nebraska, Pendleton, or Nevada crossings of Macadam. There's a dead space between Pendleton and the business area.
    - Need a crossing at SW Carolina St and SW Macadam Ave.
    - Between SW Nebraska St and the boat dock (south of Nebraska) there needs to be more crossings.
  - Crossings between Fielding Rd and SW Riverwood Rd.
  - There should be a crossing from River View Natural Area to Powers Marine Park.
- Bicyclists
  - Fast bikes should use Riverside Dr.

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- More bike parking. Where is the bike parking in Willamette Park? We need more parking in Sellwood Park for bikes.
- Bike parking at Willamette Park would be convenient.
- Bike parking at Staff Jennings when it redevelops.
- Transit
  - Transit could be improved.
  - Bus
    - There should be shelters for the bus stops.
    - Bus stop removal on the line 99 because it took too long with all the stops.
    - TriMet shouldn't have removed the stops on the 35 and 99.
    - Bus #35 plans to improve service. This goes to Lake Oswego.
    - A bus queue lane with yield to bus sign on Sellwood bridge.
    - Starbucks and Willamette Park should have designated transit stops.
  - Trolley
    - Converted to electric would be 25 minutes to Lake Oswego. Makes up for extra buses and added cost. P car supplement line.
    - Trolley would be very helpful in rush hour.
    - Linkage between network and trolley (Oregon Electric Railway). Only need to link one block to connect the Streetcar with the Willamette Shore Trolley.
    - No parking for the Willamette Shore Trolley at the north end.
  - Water Transit
    - The Portland Spirit is now talking about a ferry.
  - There's no east or west connection for transit riders.
- General Transportation
  - Slow the speed limits on Macadam. Lots of cut-through traffic speeding.
  - Macadam speeds are way too high.
  - Cut-through traffic
    - Cut-through traffic to SW Barbur in Lair Hill.
    - Lots of cut-through traffic on SW Laview Dr from Taylors Ferry or other people trying to get up to SW Barbur Blvd.
  - Traffic signals
    - The traffic light into Willamette Park works well.
    - There could be a signal where Riverside Dr and Riverwood Dr come together in Dunthorpe.
  - A traffic circle might be a good idea at the intersection of Taylors Ferry and Terwilliger.
  - Metro working to connect trails and bridge across SW Macadam Ave (Foothills to Rivervilla). Metro study to extend bike lanes to Lake Oswego (Hwy 43 study).
  - Restripe parts of Macadam. There's no need for three lanes.
  - There used to be a railroad along Macadam (4 lanes and railroad before).
  - Southern Pacific Railroad easements were lost in the San Francisco fire, so the width of the easements are disputed.

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- Parking
  - Is there a possibility to share parking lots? There is a big parking shortage in this area.
  - Fewer trailer parking spots. There are 86 spots for trailers in the Willamette Park. Could be a regular parking spot. Three car spots are used for one trailer. There could be a more efficient use of space.
  - There should be parking on the east side of the street of Macadam next to Powers Marine (south of the Sellwood Bridge).
  - Apartments keep being built without parking and the streets are so packed with parked cars that they act like one-way streets. Minimum parking requirements need to be reconsidered.
  - Less parking with apartments not building parking.
- Other Ideas
  - The view of the river from Boundary was ruined by the construction of a new apartment. Can we make sure to preserve more of the sightlines future construction?
  - Benches added at the lookout point east of Sweeney St.

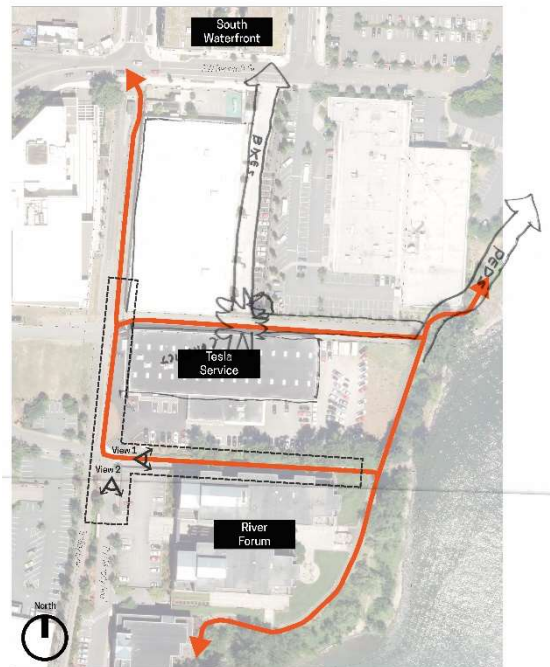
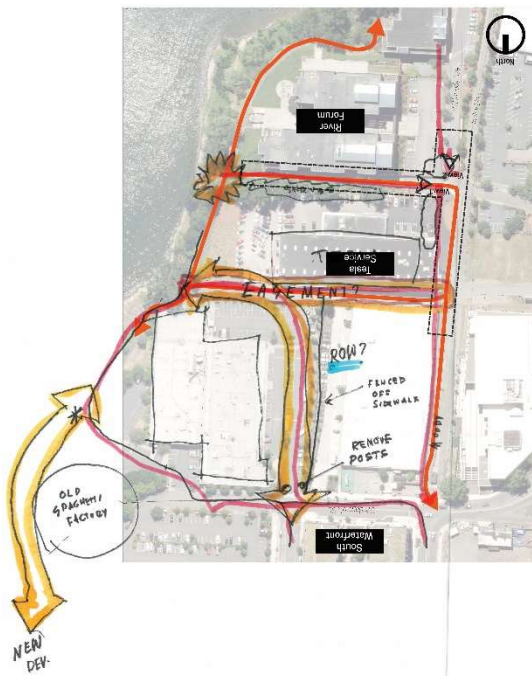
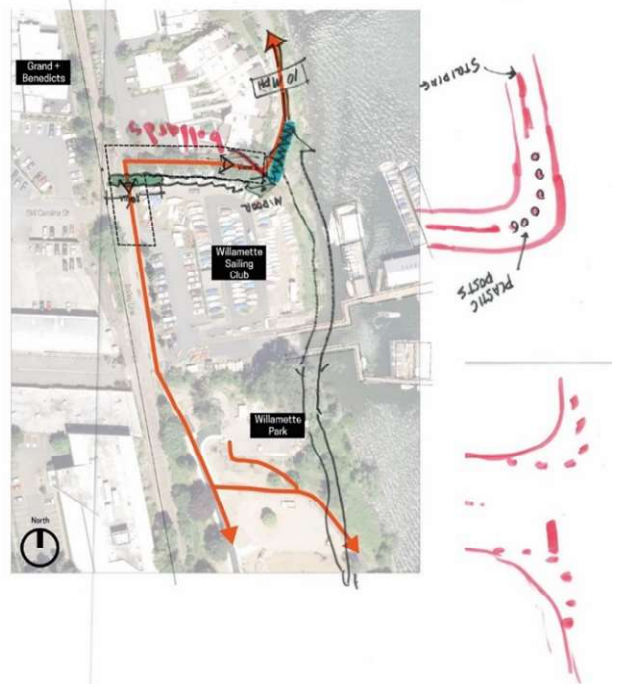
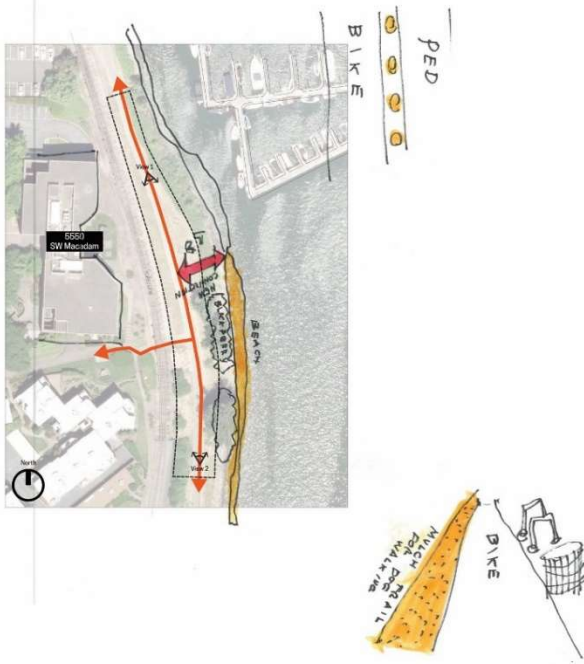
#### TABLE 2 – TRAILS

- Bike Network
  - Prioritize Macadam bike lanes to take pressure off trail.
- Trail
  - Separate bikes and peds: Cyclists go too fast on trail but peds /dogs/ baby stroller take over whole trail
  - Widen path
  - Need clearer signage to wayfinding
- Johns Landing Owner Association
  - Wants City to acquire the land between the trail and the river
  - Johns Landing HOA should have maintenance agreement with City. It does not have one presently.

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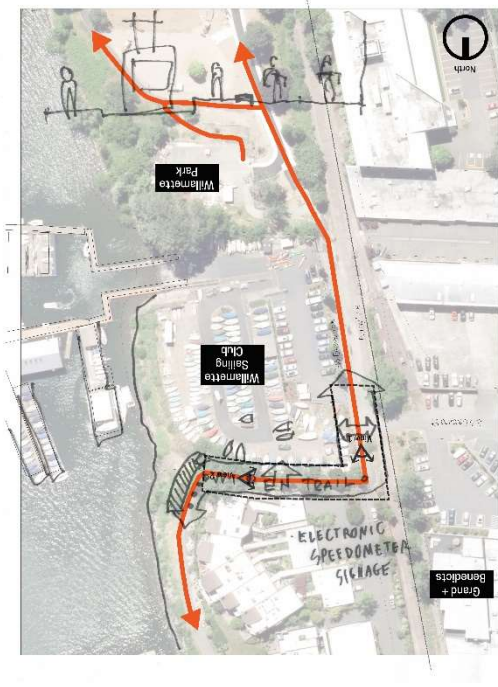
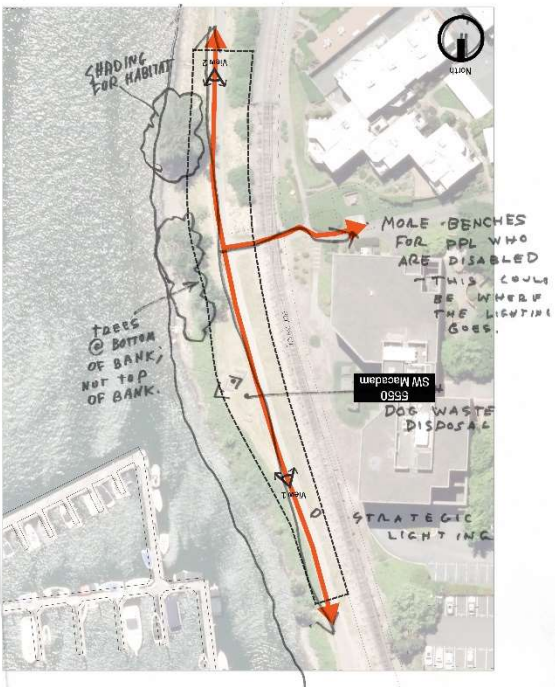
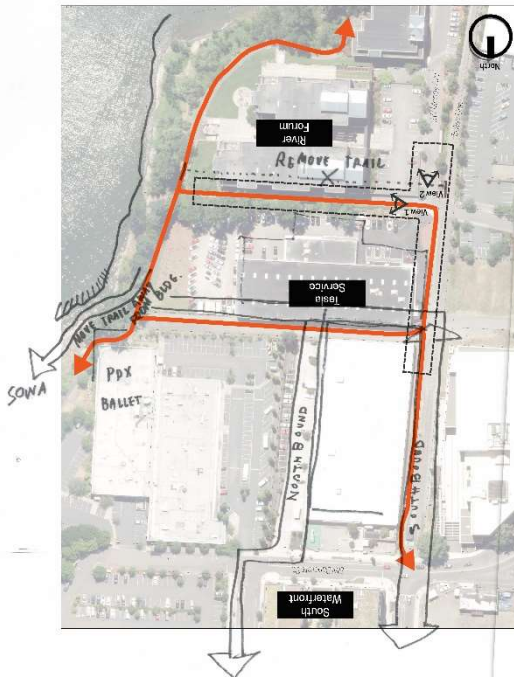
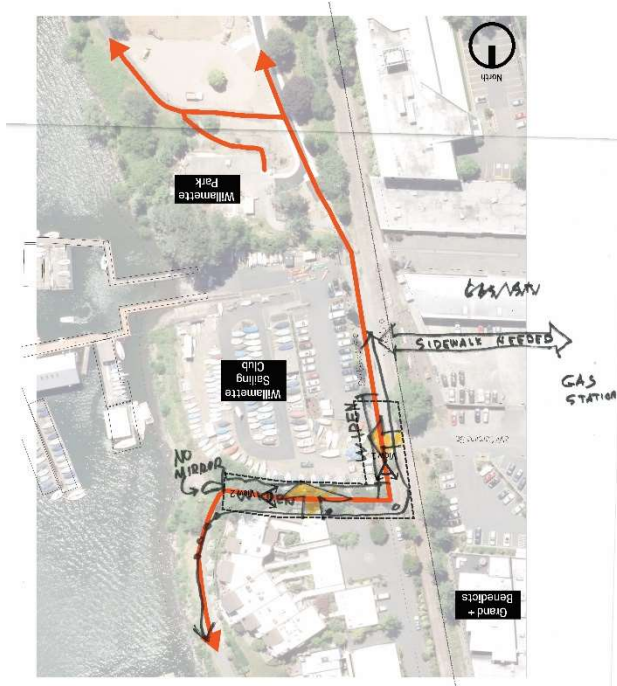
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- Graphics from Table





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### TABLE 3 – RECREATION, PARKS AND NATURAL AREAS

- Trails
  - Trail unsafe for pedestrians because of cyclists
  - Make trail under Sellwood bridge feel more welcoming
  - New trail safety issue: scooters.
  - Slow down vehicles/skaters, etc. on trail
  - For more trail space at key places explore cantilevering the trail towards the river.
  - Create resting area where trail turns west at SW California.
  - Add better signage and disposal points for pet waste along trail. (Educational opportunity about impacts?)
  - Outlaw future Bridge Pedal level activity on the trail.
- Connection/access
  - Connect River View to Powers Marine park before/north of Stream #6. Consider moving pedestrian overcrossing closer to the Sellwood bridge?
  - Can we provide boat access to Powers Marine?
  - Study and organize access points/places to access shores of Ross Island (where City has ownership).
  - Agree/also support locating pedestrian overcrossing to River View Natural Area closer to Sellwood Bridge.
- Bike network
  - Need commuter-oriented bike boulevard on SW Kelly, or similar street, to draw faster bikes/commuters away from trail and provide attractive quick trip alternative; also need general bike network enhancements and way finding improvements
- Swimming
  - Would need parking at/near SW Pendleton. If not parking possible, at a minimum bike racks.
- Boating
  - Create an eastside motorized boat dock/ramp opportunity with parking to take pressure off Willamette park (which could provide needed flexibility for other river recreation uses).
- Boat storage
  - Has light craft storage been explored at Willamette Park or the Willamette Sailing Club? Need to explore storage arrangements with private condo properties as well. Create multiple “small boathouse” situations?
- Parking
  - Need better signage for public parking. (This came up for every group.)
- Viewpoints
  - Johns landing at SW Pendleton (private property): enhance and increase number of benches/sitting options at viewpoint.
  - Reestablish the viewpoint (vegetation management) at Stephens Creek/old Butterfly Park area.

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- Habitat
  - Priority should be shallow water habitat.
  - A second habitat undercrossing is merited to River View from Powers Marine. Consider citing it away from areas known to be impacted by cemetery embalming fluid.
  - Riverwood Road area: Regulate/designate as high value regardless of existing land uses. Future conditions may allow opportunity to improve/restore are if already designated/considered in plan.
  - Create a master plan for the whole of Ross Island, along with Holgate Channel and Oaks Bottom as it is all part of a larger integrated system.
  - Provide Central City 'e' overlay training/briefing to South Portland NA or interested parties to provide better understanding of future options/potential proposal.
- Mitigation
  - Develop alternative mitigation requirements: use river sites as designated mitigation sites (mitigation for development impacts within the south reach area). Alternatively or additionally, consider mitigation fund option that Bureau of Environmental Services or Parks would invest in key locations.
- Erosion Concerns
  - Cottonwood Bay: High priority to address erosion. Consider adding logs or other mechanisms.
  - Ross Island: Erosion prevention needed. Consider logs or other mechanisms.
- Other ideas
  - Secure/ensure Parks and Recreation has maintenance arrangements/contract with private land holders for the whole length of the trail.
  - Create an electronic copy of the evaluation form so folks can fill it out later and submit.

### TABLE 4 – NATURAL RESOURCES

- Standards v. Review
  - At a minimum, standards in Central Reach should be brought applied in South Reach
  - Continue something similar to Greenway Review to provide public comment opportunities.
  - Current Greenway approval criteria (part of Greenway Review) are ambiguous and unenforced
  - QUESTION: Due to the complexity evaluating the code in the limited amount of time allocated here, is it possible for interested individuals to meet with City staff to have a work session to discuss the details of the existing Greenway Overlay zones and the recently-adopted River Overlay zones which is expected to be expanded to the South Reach (likely with modifications to better address the area)? Process, enforcement, and standards, among other topics, would be discussed there.
- Landscaping/Tree Planting Requirements
  - Enforcement of current requirements is a big issue

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- Proposed planting standards are a good tool and allow tracking and basis for enforcement
- Replacement plantings should be located as close to the site of impacts as possible – even in the case of payment of in-lieu fees.
- Concern: Planting of trees in riprap and allowing them to grow to maturity – potential impact on bank stability
- Concern about the small volunteer cottonwoods along the bank growing large and dislodging riprap and destabilizing the bank
- Very interested in area north of Willamette Park to South Waterfront – very constrained for plantings due to width of Greenway Trail, steep banks, riprap and buildings. Where does landscaping go?
- Maintain an unfettered scenic view along the trail from John’s Landing to South Waterfront. In the future as a result of increased demands on the riverfront, this will be a unique experience in the city.
- Mitigation
  - Recommend that the City own and manage mitigation sites to be used to offset new development – rather than relying on the property owner/developer – so that City can best ensure the appropriateness and effectiveness of the mitigation and restoration work. Eastbank Crescent could be a good mitigation site.
  - Any off-site mitigation allowed in the South Reach should require mitigation sites be located within the reach.
  - Opposed to off-site mitigation
- Exterior Lighting Standards
  - These are good – important for this reach to minimize impacts on species
- Bird-safe Glazing Standards
  - Even more important in South Reach because of prevalence of vegetation and bird habitat along the river (compared to Central Reach)
- Floodplain Overlay Zone
  - Important to include low-value habitat – opportunity to raise the value of the habitat on site over time
- Other Ideas
  - Need a long-range habitat management plan for Ross Island complex (Ross Island, Holgate Channel, Oaks Bottom)
  - General comment: Environmental values deserve attention. Habitat along the river provides shade, mitigates river temperature, and provides a range of other benefits. It is about every living organism. There is a tension between those needs and the desires of some property owners adjacent to the river.

### TABLE 5 – DEVELOPMENT DESIGN AND STANDARDS

- Building/Site Design Photos



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- River
  - Image #2– trees/landscaping in front of building side that faces greenway trail. Helps broaden the greenway area by making the greenway area look bigger.
  - Image #3 – open access, open from greenway to development. This is good for livability.
  - Image #4 – building is too close to the trail. Buildings need to setback further. Recommends building floor step backs to reduce the vertical façade impacts on the greenway trail area (example the Osprey in South Waterfront). River #4 building was “grandfathered in” allowed to rebuild in the same footprint.
  - Image #5 – lack of vegetation, vegetation cut down and not replaced. Plantings required as part of zoning code.
  - Image #6 – more trees
- Macadam
  - Image #1 – too big and blocky
  - Image #7 – development on Macadam has parking that faces greenway area; not beneficial.
- Johns Landing area, there is room for trees
- Low rise buildings make path (trail) feel open
- For redevelopment, think about safety – no sidewalks near the Sanctuary on SW Landing Dr. Better pedestrian connectivity. PBOT easements?
- River setback requirement – Currently 25 feet in the South Reach; 50 feet in the Central Reach. Staff’s initial proposal is to increase the setback to 50 feet in the South Reach.
  - 20-year plan needs to consider a larger 100’ river setback, example, South Waterfront, which allowed for better habitat/natural resource enhancement.
  - Wider greenway setback - a minimum of 50’. Buildings need to step back.
  - New and redevelopment – a minimum of a 50’ setback
- Nonconforming uses and development – these are uses and buildings that existed prior to current regulations. Approximately 40 structures within the 25-foot greenway (river) setback are estimated to be nonconforming. City staff estimate that expanding the setback to 50 feet would increase that number to 60 buildings.
  - Restrictions
    - Restrict increase in square footage
    - Central Reach height restriction on nonconforming development is good
    - Okay with nonconforming building going up but keep same footprint
  - Rebuild allowance
    - Situation dependent rebuild after a natural disaster – rebuild with current setback regulations if possible; if not, can rebuild in pre-disaster footprint in the setback
    - Bring it into conformance if a catastrophe happens
  - Allow for retaining walls located in the setback to be rebuilt (for maintenance)
- Allowances and Restrictions
- Kayak rentals at parks a good idea, allow a little bit of retail.