

Decision Table B, Continued: Recreation Amendments

Attachments: Memo B-11, Residential Docks

This table starts with the topics/proposed amendments that staff thinks that the PSC should discuss. Those are marked with a check in the “discuss” box. The topics below that are topics that staff thinks that the PSC could approve by a straw poll. At the beginning of the meeting staff will ask the PSC if there are any items below the line that they would like to discuss. If so, those would be pulled from a consent agenda and will be discussed.

Ref #	Comment	Committer(s)	Topic	Comment or Requested Amendment	Staff recommendation	Staff rationale	Discuss?	PSC Straw Poll
B-4		PSC Commissioner Magnera	Enforcement at parks, natural areas and along trails	Address equity in a revised action related to parks, trails and natural areas’ parks staff enforcement. Concerned that enforcement will disproportionately impact homeless individuals and people of color. Wants Portland Parks and Recreation (PPR) to track enforcement and how it impacts communities of color.	BPS staff supports a PPR proposal to amend Action R1H: Identify funding to <u>enhance PPR’s enforcement and compliance with rules in City-owned parks, natural areas and trails in the South Reach; internal education and training around equity; and tracking of enforcement. Monitor enforcement to ensure equitable rules enforcement.</u>	The revised action will bring about more awareness and tracking of PPR staff enforcement in parks, natural areas and along trails, to ensure an equitable enforcement of rules.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
B-10		40 Mile Loop Land Trust Commissioner Houck	Springwater Corridor Trail	Adopt a goal of widening the Springwater Corridor Trail to City and regional standards of 12 to 14 feet. Add an action: <u>Over time widen the Springwater Corridor Trail to City and Regional Standards of 12 to 14 feet.</u>	BPS staff supports the PPR proposal to modify Action R3C: Identify funding to make improvements to the Springwater Corridor and the Willamette River Greenway trails to reduce conflicts and pinch points between users <u>by meeting typical regional multiuse path design guidelines, and adding trail-related amenities to serve people of all abilities, where feasible.</u>	PPR recognizes that the existing riverfront trails were built in the past when design standards did not anticipate the increased usage of these trails to current levels. The amendment to Action R3C acknowledges using the regional multiuse path design guidelines, which reflect design with an expanded trail width.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

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B11		PSC Commissioner Houck Bureau of Development Services Bureau of Environmental Services	Residential Docks	<p>There is a need to establish a limit on the number and extent of docks in the South Reach.</p> <p>BDS staff asked that the South Reach zoning code proposals help clarify details related to the review and approval of residential docks.</p> <p>BES (along with BPS and BDS) staff would like to see the negative impacts of residential docks on threatened and endangered species and their shallow water habitats reduced.</p>	<p>BPS staff recommends the following conceptual amendments to the Portland Zoning Code:</p> <ol style="list-style-type: none"> 1. Revise the proposed residential dock development standard (33.475.225) to allow existing residential docks that are replaced and have to meet this standard, to seek an adjustment to the dock structure’s location in shallow water habitat through a River Review application. The applicant would have to prove there are no locational alternatives for the dock and will have to mitigate for impacts in the shallow water habitat area. 2. Update the River Environmental overlay zone exemption (33.475.405.K) for normal repair and maintenance of existing residential docks. Repair of up to 50% of the dock structure within a two-year period is exempt. Repair of over 50% of the dock structure is considered replacement and will have to meet the residential dock development standard and undergo River Review. 3. Update the 33.865.100 approval criteria for River Review to add a fee in-lieu program option under mitigation. 4. Propose a new action item that develops a South Reach fee in-lieu program that would be adopted with this plan and implemented when this plan goes into effect. Bureaus involved: BES, PPR, BDS and BPS. 	<p>BPS staff “met” with BDS and BES staff and discussed issues and ideas to further address residential docks in the South Reach. See the attached Residential Docks Memo B. Since there are limited situations for new residential docks, there is an opportunity to reduce the environmental and public use of river area impacts of these private over water structures through the replacement of existing docks. The development and implementation of a fee in-lieu program for applicants who can’t meet their mitigation requirements on-site, and contribute to a fund, is a way to improve shallow water habitat in South Reach. City staff are working to set up the fee-in-lieu program for implementation with the effective date of River Plan/South Reach. The fund will be used for a planned restoration project at Willamette Park.</p> <p>BPS staff will provide the PSC with proposed commentary and code language for discussion on 5/26/2020.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

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B-12		a. 40 Mile Loop Land Trust Commissioner Houck	Willamette Greenway Trail	<p>Add action: <u>Extend the dual trail system from South Waterfront through Johns Landing area by constructing a 12 to 14 foot wide paved trail in or adjacent to the Willamette Shoreline Trolley alignment from SW Bancroft to the Sellwood Bridge.</u></p> <p>Add an action: <u>Convert the Willamette Shoreline Trolley into a multi-modal “Rail with Trail” system to create a dual alignment with the Trolley and existing Willamette Greenway Trail.</u></p>	<p>Modify existing plan action C5C to broaden the area for consideration of a new north/south bicycle corridor –</p> <p>To address bicycle and pedestrian conflicts on the Willamette Greenway, look for alternative north-south bike connection within the Macadam Corridor <u>area</u>.</p>	<p>Plan action C5C seeks to address bicycle and pedestrian conflicts along the Willamette Greenway Trail in SW Portland by looking for an alternative north/south bicycle connection within the Macadam corridor. BPS staff recommends a slight amendment to this action by adding the word “area” at the end of the action. This broadens the area that could potentially become a north-south bicycle corridor.</p> <p>Action C5C recognizes the need to reduce the number of bicyclists, especially faster bicyclists, on the trail by offering a second parallel route. Specific location and design of a parallel facility would need to be determined during a capital improvements project that would involve stakeholder and community engagement.</p> <p>Additionally, Action C5A is about the ODOT Special Transportation Area and improving SW Macadam Avenue into a more pedestrian and bicycle friendly street – both along and crossing the avenue.</p> <p>Portland Parks and Recreation (PPR) is in support of this suggestion, but notes that the trolley corridor (26 feet wide) is not wide enough to accommodate both streetcar and multi-use trail (per the <i>Lake Oswego to Portland Transit Project Streetcar Plan Set [2009]</i>)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

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B-13		40 Mile Loop Land Trust Commissioner Houck	Willamette Greenway Trail – South Waterfront	As described in B-11 request, just north of the South Reach plan area, implement a plan that ties together the 4 different types of pedestrian and bicycle facilities (including the Trolley trail alignment) that meet in the vicinity of SW Bancroft and Lowell. Add an action: <u>Tie together trail alignments between South Reach and South Waterfront at SW Bancroft and Lowell.</u>	No update to the plan.	This trail connection involves using the Portland street system, which is under the purview of the Portland Bureau of Transportation (PBOT). There is a current land use review application for the Alamo Manhattan project, which is the project where this connection would be accomplished. Bob Haley is the PBOT planner reviewing transportation needs and requirements on the Alamo Manhattan project. A decision on the Alamo Manhattan project will likely happen prior to adoption of River Plan/South Reach.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

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B-14		a. 40 Mile Loop Land Trust	Sellwood Trails	a. Recommit to completion of the Sellwood Greenway Trail.	a. No update to the plan.	a. This alignment is identified as a Major Public Trail in the 2035 <i>Comprehensive Plan</i> and on the Official Zoning Map. It will be built as trail development is triggered by redevelopment and/or when funding becomes available. Plan Action R3A calls for the ongoing identification of funding to complete gaps in existing trail corridors when new development or redevelopment occurs or through grants.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
		b. Commissioner Houck		b. Add an action: <u>Establish one or more routes to reconnect the Sellwood Greenway to the Springwater Corridor Trail through Oaks Amusement Park. Involve Oaks Park, 40 Mile Loop Land Trust, neighborhood representatives and other stakeholders in the planning effort.</u>	b. No update to the plan.	b. The South Reach Plan proposes to shift Major Public Trail alignment from Oregon Yacht Club's property to Oaks Amusement Parks property. Negotiation of the final alignment will include Oaks Amusement Park. Negotiations with private property owners do not call for a public outreach process but PPR is willing to keep stakeholder groups informed of the process.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
		c. Michael Hayes		c. Develop a trail connection between the SE Linn Street public viewpoint and the Springwater Trail extension via an undeveloped 80-foot wide SE Grand Ave right of way. It would provide a direct connection to the future greenway trail extension south of the city limit.	c. No update to the plan.	c. Portland Parks and Recreation believes that pedestrian walkways enrich users' experience of the landscape; however, this connection is not on PBOT's 2030 Bike Plan. PPR believes that the existing SE 9 th Ave connection is adequate because it uses an existing low-volume, low-vehicle speed roadway with sidewalks at no additional cost to city taxpayers. Using the existing roadway also avoids tree impacts that would occur should the city develop the SE 9 th Ave connection.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

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B-15		40 Mile Loop Land Trust	Walkways to connect to viewpoints and other public assets	Accommodate and encourage neighborhood walkways that connect viewpoints and other public assets to primary trail systems on both sides of the Willamette River.	<p>After consultation with the Portland Bureau of Transportation (PBOT) and PPR, staff offers the following new Recreation Action <u>R3G</u>:</p> <p><u>Seek funding and community support for planning, design, construction, repair, and replacement of access ways and walkways from neighborhoods to local viewpoints and other public assets on the primary trail systems on both sides of the Willamette River.</u></p> <p>Timeframe: <u>6-10 years</u> Lead: <u>PBOT</u>, Partners: <u>PPR, Public</u></p>	PBOT and PPR are in support of this as long as it is supported by funding for planning, design, construction, repair, and replacement on new projects; or coordination on existing plans and projects in the area; and includes community engagement.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other