

Open Ended Survey Comments:

What would improve your recreational experience in the South Reach?

- Wider corridor along riverbanks for habitat protection, at least 100
- More retail, swimming, restrooms, No Camping!
- More natural areas--wider set-back
- All of the above are good, but natural areas and low impact paddling access
- no more big wake board and overpowered boats causing huge wakes and excessive noise, in addition to deteriorating river banks.
- Cleaning it up and the presence of homeless camps makes it feel unsafe.
- Greater connectivity with neighborhoods. I'd like it to feel more welcoming and connected to residents. I think parks would help, but would need to encourage residents to come and hang-out. If nothing else, better space for nature to take refuge.
- Expand the Willamette River Greenway to at least 100 feet to provide better river protection, riparian habitat and access
- Restoring and protecting natural areas to preserve wildlife habitat
- Keep it natural; I don't need things provided for me except parking, bathroom
- public docks, gas, dining accessed by the river
- More power boating and water skiing
- Restricted use of wake board boats in heavily used areas
- Slowing motorized boating so that it's not as hazardous to non-motorized boaters and swimmers
- Separation of bike and pedestrian trails
- better enforcement of laws (leash laws, campfires on the beach, camping, etc)
- Walking so bikes don't run over me.
- Better paving on existing trails
- safer, calmer waters without boats creating damaging wave action
- limit the wake boats so that swimmers and non motorized vehicles can enjoy the river without fear of capsizing from the large waves
- I would select several of these options but only one is allowed so: yes, to better bike and walking trails, greater connectivity, increased transit options, more docks for non motorized recreation including swimming (portland boathouse dock is informal and great)
- All these issues are important, but it feels like the west side is disconnected from the east side. I wonder how we could create/advertise a loop to get people to explore both sides more.
- Get rid of dog park at riverfront park
- Need more "informal beaches for swimming or launching canoes, paddle boards etc.
- Protection of my residence From strangers wandering around my property And homeless people having access to it
- more views to river, it is NOT a wildlife refuge, cut some brush and trees
- Better policing of the area for safety-traffic is very dangerous in the area
- Removal or reduction of illegal camping and conversion of existing overlooks and amenities to semi-permanent encampments

- Please do not ruin the natural beauty with food vendors! And consider the people who live there before adding any toilets, which are rarely maintained and attract transients.
- More trees (!), native plants to support fish, birds and other wildlife; native flowers and plants, some interpretive signage to explain the importance of natural habitats; and, of course, more land devoted to the greenway and parks
- fishing dock at Sellwood riverfront park, add'l path from bluff down to Oaks bottom between Sellwood Park and 17th Ave
- it will only click on one item. would like to be able to walk on the greenway in Sellwood easily. need a boat launch at the end of spokane street for sure. the public dock is occupied by homeless boaters and is not a place for innocent families and citizens. They need to be removed from the area. Until the homeless problem is solved and the release of untreated human waste into the river the city should not promote public bathing in the river water. nothing should be done that will cost more to the taxpayer.
- Please do NOT increase accessibility to River from west end of Spokane St. -- as it is, traffic is problematic near railroad track/Springwater/Spokane St intersection
- More natural resource protection and restoration
- Enforcement of biking speed limits
- i am only allowed one selection here when it says choose all that apply?
- More wildlife interpretive signage. More educational materials about habitat and ecology of the Willamette and adjacent natural areas
- Public ferry service

What will improve publicly accessible views in the South Reach?

- More trails connectivity to neighborhood, No Camping!
- Native trees in abundance
- I dont think scenic views are all that important
- Improved trails and river access would limit multi-trailing and erosion.
- At the viewpoint on SE Linn St, interpretive signage, a bench, and split rail fence.
- Better access to views
- Wider Willamette River Greenway (200-feet) Restricted to All Structures and Public Access Unrestricted
- A path that provides lighted, open public access. We don't want this to become a homeless camp either
- prioritize wildlife friendly practices: paths, roads, construction
- Long-term protection against development inside the South Reach
- Remove boats that are parked illegally on public docs or in the river
- manage the overgrown riverbanks so the river is accessible
- An access route directly from Brooklyn Neighborhood to the waterfront
- Do not remove any more trees without adding appropriate trees
- And homeless people having access to it
- I don't see a problem with the current publicly accessible scenic views.

- Removal or reduction of illegal camping and conversion of existing overlooks and amenities to semi-permanent encampments
- making the greenway accessible.
- I think this question is problematic---it assumes that viewpoints need improvement and it provides a bunch of options that often are done to the detriment of the ecological health of the river. I think this is a really poorly done question.
- more habitat restoration and encouragement of native plants!
- Don't cut trees Willy nilly in the name of views. Trees ARE the view dunderheads! We need more trees on the Willamette damn it!

What are the best strategies for ensuring compatibility between fish and wildlife habitat, recreation, and development?

- No Camping!
- Carefully evaluate motorboats and restrict as needed
- Extending the river trails on both sides.
- restrict big wake board overpowered boats from area
- Engage and empower people to help take care of restoration areas
- Slow the traffic on the river, no wake zone!
- i think professionals would know better than the general public. Certainly pollution is a problem. so is Human encroachment, but Portland is a massive city. This brings many limitations to what can be accomplished. please use expert opinions. Tho, I would vouch for better education of our youth.
- 100 foot set backs
- Consider bird safety for nearby buildings/new development, such as lighting regulations to reduce bird strikes
- Remove illegal boats from public docks/river
- Removing vagrant illegal floats/ boats
- Slow down motorized boats in order to reduce wake damage and harassment of waterfowls and fish
- I love dogs, but the use of the area from Sellwood Riverfront Park, past Oaks Park, to Oregon YC as an off-leash area has to stop. It's a public health and safety hazard...dog poop is not picked up, people who want to use the shoreline and not be challenged by dogs, upland habitat maurauded by dogs...
- give the public more access to the river
- Homeless camps in and around Oaks Bottom are a major problem.
- Restrict areas where wake boarding boats may operate
- restrict-ban boats which produce damaging wave/noise action
- #4: more information is needed before anyone could realistically prioritize needs #5: again what does 'enhance' mean? This survey seems to mislead and requests responses that most people don't have enough information to provide A community based task force that will definitely be listened to is needed to address these issues, perhaps something like the one for the Sellwood bridge development plan
- Waves from boats are damaging the riverbanks

- Expanded setbacks should be considered, but only for future development, not for long time existing developments.
- Get rid of dog park in riverfront park
- There is a desperate need for recreational amenities in the urban area. It is a mistake to close off those few places for habitat when there are hundreds of miles of habitat that are not in the urban area.
- Restrict public access and keep homeless camps away from my property
- Willamette is a river through a major metro area....it is not a strictly wildlife habitat area
- Strict enforcement of no camping
- No loose dog park at Sellwood Riverfront Park
- Resolve issues of illegal camping and semi-permanent encampments. Find designated places for homeless to sleep rather than chasing them around city and natural areas.
- Remove boats with tiny or no holding tanks from the West and Southwest of Ross Island
- Restricting public access to public lands (i.e., north end of Ross Island) is a terrible idea. There are creative ways to control access. In any case, your goal should be to open, rather than close, access to river resources.

What one thing (e.g., change in activity, use, transportation options, development type) could be done to strengthen the relationship between neighborhoods to the east (Brooklyn and Sellwood) and/or west (South Portland) and the river? Feel free to provide a recommendation for one or both sides of the river.

- Reduce development
- We need more planting and natural areas- with better facilities where they exist. We don't need more facilities.
- Town meetings about how to preserve and enhance riparian habitat in the face of growing population and expanding development.
- Better traffic flow in Portland. Add New circle at S Macadam and S Taylors Ferry
- Access to additional better facilities for easy nonmotorized river users - esp launch facilities, boat trailer ramps, parking, and secure on-land and on-water, weather-protected boat storage facilities to lease or rent.
- Encourage support of community engagement in riparian science, habitat restoration, and local waterfront management via Portland Parks, Watershed Councils, neighborhood associations and the like.
- Low impact paddling access on both sides.
- more bike and pedestrian trails
- Community/gathering places where people can interact with each other and the river and be out of the trail and not run over by bicycles. Creating these areas near the river will help reduce the impact of humans trying to get to the river in other places.
- Better river access by foot and bike both to the river and along it.
- Redo the interpretive signage where its dilapidated. Make the viewpoint at SE Linn St an improved area with a new bench, interpretive signage, and a split rail fence. Powers Marine Park needs better access and signage, I've been going there for years but very few people even know

its there. I prefer the parking spot that is 1/4 mile south of the Sellwood Bridge on Hwy 43, which has old but serviceable steps; but its very hard to see its there from the road. Another great entry spot is about 1/2 mile south of the bridge, and this has only a trail of use which is very difficult for the non-agile, it needs nice stairs and a sign there (leads down to the rocks where people fish.) I am the Adopt-a-River captain for this stretch with SOLVE.

- There is a need for more public access and parking to launch locations for non motorized water craft and swimming equipment.
- Accessible (ADA) walking paths to access the river from the neighborhoods.
- Direct walking paths to the river.
- Development of walking/running/biking loops that use both sides with restrooms and amenities. The East Side Esplanade and it connection via the Steel bridge is a great example.
- green way access. street parks like N. Omaha Ave. in North Portland
- Giving people more transportation options is critical. I would visit the west side of the South Reach more frequently if it were easier to access via biking, walking, and transit. Being able to comfortably access the park/natural areas/river, on foot, especially if I don't have to walk through a parking lot to access them- could make the South Reach feel really welcoming and integrated with the community.
- Improved connections to sidewalks and multiuse paths
- Make an easily accessible, clean and safe beach
- When 99E was widened they promised Brooklyn a safe, easy passage to the river. They never got it. We owe them.
- paddle boat, canoe, rental
- All of q 7 sound good. tho Portland seems to be leaning toward bikes, and I support that (even at the risk of my commute). I would like to see more non-motorized use of the river. Sailboats and paddleboats, canoes, kayak rentals. snorkeling, scuba etc.
- minimize the perceptual/visual/physical barrier that macadam ave is between people and the river.
- Do NOT ban water skiing
- Focusing on the needs of local communities rather than favoring out of state investors and developers.
- Safe sidewalks and biking options between neighborhoods.
- Expand the greenway to 100 feet
- Improving water quality so people have more respect and use for the river
- Shared natural area on both sides -- two sides of the river, same park. New pedestrian bridge.
- Wider and more restrictive Willamette River Greenway with focus on restoring pre-European historical condition to extent practical in most areas currently not covered by permanent structures.
- If you connect the neighborhoods on the waterfront, you then start to build a relationship
- restrict/stop the conversion of native habitat for building.
- stop development impacts on the natural areas of our river
- Require builders and buisnesses to create & maintain wildlife-friendly commercial spaces (safe windows, less light pollution, clean water).

- more public access to river front, pathways, swimming docks, viewing platforms for wildlife viewing. Get us to the river!
- Nature classes, outdoor activity for families
- I don't live in any of those neighborhoods, so I prefer to let their residents decide
- Better bridge options and less traffic as a result
- Make Oaks Bottom refuge a shining example of urban wild and wetlands protection and nature restoration. Make it a magnet for any human activity that seeks to engage sustainably and lightly with a wild and scenic area.
- Water taxis to cross the river.
- Remove illegal boats from public docks and river
- Keep the river accessible and open. Paying for parking at Willamette park is difficult to understand
- Restricted wake board use in heavily used areas in and around Ross Island
- More places for people to dispose of trash and litter.
- BETTER TRAILS IN Oaks Bottom
- Reduce the speed of motorized boats and the noisy boat parties that interfere with enjoy of the river from both sides. It is common for noisy motorboats and extremely loud onboard sound systems (audible for miles, no exaggeration) to be shattering the quiet at all hours of the day and night in the summer.
- Set aside more land for natural habitat (i.e. reduced development near river)
- More signage showing designated public recreation and park areas. We have many amenities that so many people are unaware of. Park signs highlighting designated uses to inform people where they can launch a kayak, park a boat, dog parks, etc.
- clearly marked directional paths and maps
- East side: a public water recreation facility...a boathouse...where folks can rent canoes/kayaks, learn to row, take rescue/swimming/lifesaving classes, learn about nature/habitat etc. Same for the west side.
- keep future development 800 ft back from high tide levels on both sides of the river.
- A separate continuous path/trail designated specifically for bike or pedestrian
- riverfront retail center for activity
- transportation options
- Easier and safer bike/ped connections. There are both topological (steep embankments) and built environment (99E) barriers that make it difficult to cross. Taming the roads would be a great first step.
- Eventually a ferry system to get across the river.
- Historically, the river was a transit hub, with multiple landing options for visiting other parts of the river. Currently, some of the few docks or access points are co-opted by gypsy boats, quasi-homeless people, some pursuing illegal activities. There are few places that one could commute by kayak or small craft, and have a temporary place to store the vessel. Historic river access points have been systematically been removed, replaced by costly parking lots. Why should one have to pay to access the river with a SUP or a paddleboard?

- Pedestrian safety improvements are needed at the intersection of Oaks Park Way, SE Spokane St. and the Springwater Corridor Trail. Crossing Oaks Park Way at the stop sign there as a pedestrian feels potentially dangerous in summer traffic.
- Enforce no camping & dumping on Springwater Trail, same for trails on other side.
- Brooklyn needs safe pedestrian and bike access to river
- Water taxi and increased small recreation businesses (restaurants, pubs, watersports rentals) along the riverfront.
- keep homeless moved out. it becomes dangerous as they encroach into these areas.
- more access points to the river, esp. on the east side. Also need to find ways to deter the homeless campers from setting up tents etc. While there are a few who are mindful not to destroy the land nor intimidate citizens using the parks, paths etc. for recreation/enjoyment there are enough bad apples out there to deter many people from using the parks + paths along the river to the fullest extent.
- A direct access path, tunnel, or bridge directly from Brooklyn neighborhood down the the river.
- increase public access to river
- more lights on trails coming from neighborhoods to Greenway trail
- More pedestrian crossings on SW Macadam, activated light
- Provide safe and easy access to river and pathway users.
- Better transit. Trimet doesn't have enough routes, they don't run often enough and it's quite expensive. It needs someone with good ideas and common sense to whip them into shape.
- Water river access on south waterfront
- Can we encourage the homeless to join us in caring for the river?
- The west side trails are narrower and feel less conducive to bikes and walkers sharing the space. East side does a better job with this.
- I would like to see a direct access point (probably with stairs or a ramp) roughly from Bybee St. down into Oaks Bottom. It would connect to the existing trail network
- Create more connections between the neighborhood and the river.
- Improved beachfronts
- Less riverside development and greater setbacks.
- Need to extend bike lanes south from the Sellwood Bridge
- Provide pedestrians on the Greenway trail with separation from cyclists/ commuters, more trees along the trail for shade and overlooks for viewing the river. John's Landing would also benefit from an extension of the streetcar line. The trolley provides little transportation to downtown or even along the line. The right of way could be used for bikes, which would keep the Greenway trail safer for pedestrians.
- As a resident of Riverpark Condominiums, I would like to see improvements to the river access at the end of Spokane Street, such as a cul-de-sac for turning, and time limited street parking to discourage all day/night parking in order to provide spaces for SUP and kayak users.
- Free trolley making a loop across sellwood bridge, up to Ross island, over bridge and back down.
- East - better public transit to the river. But it would be important to make sure that the natural area could handle more people if this were to be done - in other words, I think the public access area would need to be expanded
- Community rowing an kayak facility located by the Sellwood bridge

- Do not install the trolley. Too costly and low usage.
- A dock at Oaks Park would improve the parking issue they tend to have on weekends and special events.
- Walking trails
- Get rid of dog park at Sellwood Riverfront. Impossible to use the park.
- I think that having more public transportation options to access places near the river would be helpful.
- The boundary between South Portland neighborhood and Brooklyn neighborhood should be the center of the river, bank-to-bank, instead of center of the navigable channel. This would give both neighborhoods a direct stake and voice in the future of Ross Island.
- Expand the west side trail to a wider profile and smoother over rough spots - right now it feels more like a private walking path than a through-corridor like the Springwater does.
- More public docks and businesses, e.g. kayak/paddle boat rentals, snack and drink vendors, etc.
- West - more intuitive bike/ped trail East - better access to water for non-powered boats
- Willamette park redesign is really nice; maybe making it clear how far past the Sellwood Bridge the trail actually goes (I have no idea - there are no signs and I have never gone that way) - usually walk from Clinton down to Sellwood Bridge and around
- Promotion of a river loop for pedestrians and bikes, going around from Sellwood Bridge to either the Hawthorne or Tillicum and back...great views, natural resources, little traffic
- Possibly a ferry service?
- Powers marine park being adjacent to the undeveloped city park on the hillside should be considered as a key place for wildlife habitat. There are eagles and numerous other birds that live in this spot.
- Real greenways connecting communities to the river. The strategy for connecting local neighborhoods to the river should prioritize green strategies (ie green streets, urban tree canopy, etc) that create ribbons of green from the river into the neighborhoods/
- it needs to be a safe attractive place! rivers need trees!
- More pedestrian, bike, and bus connectivity to public access points and signage.
- Provide access WITHOUT compromising the ecological integrity of the river and adjacent natural resources. We don't have to have "boots on the ground" everywhere! No cafes, dog parks and trails on Ross Island!
- Wider and clearer open vistas of the River. Greater opportunity to see the water will enhance experience on both banks.
- How about water taxi service from Oregon City to downtown Portland, stopping at selected locations on both sides of the river?
- Public ferry service

Any other comments you want to share about the South Reach?

- Return to natural habitat
- I'll send you a separate letter.
- Please make habitat protection and the environment a top priority.
- No Camping! Enforce rule of law. Affecting the whole Neighborhood, City, and County

- There is a need for better facilities for rowing, including a better location for a new boathouse with better access to the water, better parking and a long low-clearance dock that serves the special needs of rowing equipment.
- Keep this area as natural as possible. We don't need more development along the river. Address pollution, both ongoing and residual.
- Restoring the river and natural areas on its banks is far more important than expanded development. Leave it as clean and natural as possible.
- We need more habitat restoration, increased access for low impact craft such as canoe and kayak access.
- Constant monitoring and removal of homeless populations is needed to keep human waste and litter from overtaking the area.
- Elk Rock Island is a treasure! Looks like its included in the area. Needs more/better access points from the bikeway that runs from South Waterfront to the Sellwood Bridge. And to be completed through to the north to Riverplace.
- The motorized water craft are driving too fast and are extremely noisy. They degrade the experience quality for many of the other users. Their wakes also damage the shore line. Also, I don't feel like people should be able to live on their boats except in designated areas with proper waste and trash disposal. No overnight parking at public docks like Sellwood.
- Thank you for doing this work!!
- The willamette river is a treasure - this area could be developed to reflect Portland's emphasis on environment and sustainability. Nature paths are a great way to educate and enjoy. We also need to work on ideas to keep it clean and unattractive to homeless for camping.
- keep going. Overall, you're doing well.
- I'm really excited about this project and look forward to learning more as you move forward. Please share the meeting materials online, it would be great to access them if I can't make every meeting. Thanks again!
- Please purchase the ridiculous seasonal trolley and do a rails-to-trails conversion to a multiuse path. It is such a waste of land.
- It would be great if there were a safe swimming/non-motorized boating corridor
- The river on nice days is a freeway. Boats have no speed limits! When I want to kayak or SUP it's often when the river is too dangerous.... because of other boaters! It's insane!!
- I love our river, and this nature-oriented city. thank you for helping keep it naturally healthy and beautiful, even at the risk of making some citizens mad.
- you need to address safety/trash/nature degradation issues from people "camping" in south reach public open spaces.
- The noise level and speeds of the boats and jet skis spoil the natural environment experience on and near the river.
- Natural areas are precious and rare development is out of control
- Prioritize protection and restoration of Ross Island and address toxic algal blooms that are being caused by water circulation issues in Ross Island Lagoon. Provide better regulatory protections for trees along the Willamette River Greenway. Require bird-safe building and environmentally friendly lighting practices along the river to reduce bird collisions with windows and reduce light pollution.

- Sellwood Riverfront Park was nearly 100% Cottonwood Gallery Forest well into the 1960.s and early 1970s. I would like to see at least 75% of the lawn covered Park restored to that condition.
- long term plan with long term funding to achieve success over time.
- Keep the west side former cemetery property as wild as possible with hiking trails only.
- protect our wildlife and trees/plants during any development
- Please focus resources on improving water quality by improving flow through Ross Island in order to decrease the toxic algae blooms.
- Keep it simple, non-motorized, clean. No more toxic algae blooms Ross Island. Connect people to the river. And don't let those boaters dump sewage into the river, gross.
- Thank you for this opportunity to share
- I would love to see the greenway expanded for better riparian habitat and river protection. It's too narrow in some places. Keep development farther away from our river!
- I am very much encouraged by this work. It helps my optimism about the future of the natural base of this part of the river.
- More hiking trails
- Thank you for getting input.
- High-speeds and very loud parties are incompatible with enjoyment of this popular stretch of river. A few fast, reckless and noisy boat operators harass wildlife, damage the shore and structures with their wakes, and steal any opportunity for other people to enjoy the river.
- The continued heavy residential development of the South River area (S Waterfront through John's Landing) is placing severe strains on highways and transit systems. Bike and pedestrian thoroughways need to be improved, and, where possible, provision separate lanes for bikes and pedestrians. The area simply cannot handle an unending number of high density high rise apartments.
- We live on the Willamette near Powers Park, and we love the public amenities and use them regularly. However, there is little to no signage highlighting where public access ends and private property begins. We regularly have experienced people trespassing onto our property because they were unaware and thought it was part of the public trail system. We have also experienced homeless people trespassing, littering and defecating on/near our property because these public areas are monitored by anyone. I would advocate for more signage for all amenities in this area, as well as organizing regular neighborhood clean ups to help monitor and maintain this wonderful area. Please let me know how I can be involved in any future cleanup efforts.
- Comparing cities of similar population and economic status, cities with about 1/3 to 1/2 of the shoreline we have, we are the ONLY city without a public water recreation center. Seattle has had Green Lake and Mt. Baker Aquatic for decades; Oakland has Jack London and Lake Merritt boating centers, plus one run by the regional park district, still within the city. Not having a city-run rec center on the river is just wrong.
- Keep homeless from setting up camps on river banks. Make the homeless clean up the trash they leave. Make it safe for citizens to walk on trails.
- We live on the water across from the Sellwood Park in a floating home community that is being ravaged by high-wake recreational boating. They generate wakes that cause costly infrastructure, utility repairs that can cause unnecessary pollution from broken sewer lines and such. This has been an increasing recreational trend that threatens the health of the river

water, the structures of our homes. The rebounding wake patterns continuously erode the shoreline, damaging habitat areas.

- The beach at Sellwood Riverfront Park is a nice amenity, but it could use some attention. Public benches/places to sit would be great. Remove some of the concrete and boulders. Ban dogs or enforce the leash law on the beach so people can enjoy it.
- Thanks!
- Please exclude wake board boats from the south reach, at least north of the county boundary. They destroy: floating homes, other floating structures, the wildlife habitat and the river banks. The river is too narrow to accommodate them and they are a danger to other users, particularly those in small craft.
- The recurring damage from large wave producing boats needs to be controlled.
- The survey is poorly written. The mix of choices creates conflicts and an inability to honestly rank river priorities; creates distorted responses. I wouldn't trust any recommendations coming from this survey.
- I would like to see marine regulations revised to make the river safer for people using nonmotorized watercraft in this area.
- am very concerned about the environmental and structural damage the wake boats are causing
- The natural beauty of these areas are what may be most endangered and yet must, at all costs, be preserved.
- **Also need to remove the boat pirates who've parked illegally for many months (and years) along the west side of Ross Island, the docks near Willamette and Sellwood Riverfront parks.
- The City of Portland promised the Brooklyn Neighborhood that we'd get an access bridge, tunnel or path to the river back in the '70s when they dedicated some public land to Ross Island Sand & Gravel. That promise has never been realized.
- Place ads in minority newspapers to encourage input from a broader base of PDX citizenry
Thanks
- We need more trees, not less, especially oaks, but also conifers. Cottonwoods that are removed should be replaced with better trees.
- Electronic updates should include a specific timeline for "next steps" and any public meetings where decision points may be discussed.
- Just wish the building of these huge expensive apartment complexes with no parking weren't taking over the neighborhoods. Sellwood isn't the same anymore. It doesn't seem like it matters to our city government. People don't "need" to live in Sellwood, there are so many great areas on Portland. I sure wish the homeless could get the help they needed, it's such a shame.
- Keep up the good work!
- Sedimentation in the river is also a problem that needs to be addressed to provide proper access to the river. Many areas are very shallow.
- Recent improvements in the southern portion of Willamette Park have been great!
- Natural resources should be prioritized in this area along the river as it provides the best opportunity to create substantial natural resource gain along the Willamette in Portland.
- Keep emphasizing protection of wildlife and plantlife
- Need to make it a project people care about early not after the plan is done. The river and it's bank should be destination for residents and visitors

- Don't let habitat preempt amenity in the urban area. Need more informal places to launch small boats and swim. And get bike lanes on Highway 43, and get a bike connection thru the trolley tunnel
- This is our home not a public place of amusement Please respect our privacy and our rights
- Keep as natural as possible.
- need enforcement of non-camping in Sellwood Riverfront Park to prevent negative effects in riparian areas
- rowing and other forms of non-motorized watercraft need safe places to use the water, which is generally dominated by motorized water craft. Install more no wake signage and enforce no wake zones
- limit building heights to the Macadam Plan District heights of 35 to 45 ft heights average. Follow the plan. Do not increase the density. The build out of the area in the District is less than 50% of that allowed in the present zoning. Macadam is saturated with traffic, why add to it with any up zoning. Views are important and the connections they provide.
- Very nice projects completed-oaks bottom and Sellwood bridge. Looking forward to oaks wetlands project completion.
- No
- No motorized or sail boat moorage allowed except drop off. Kayak and canoes can dock.
- Thanks for asking.
- I am glad that you are conducting this research and look forward to hearing more as the project continues.
- Wherever possible, the Greenway setback through Johns Landing should be widened. Adjoining condo/apt. owners should not be allowed to get away with cutting bank-side trees and vegetation.
- Homeless encampments, including boats, need to be addressed on the east side. It makes existing amenities unusable in many cases, and the environmental degradation is palpable. Illegal camping needs to be firmly addressed and rangers need to move along parties to legally established campgrounds with better social and hygiene services.
- The building height should be #1 yo prevent the area from looking like the South Waterfront, which is now an eyesore.
- The river views are being obstructed by overgrown trees. The picnic areas at Oaks Park used to have great views, but now you can't see much.
- Curtail development. Shoreline is precious...there's only a finite amount of it
- It's a nice area to walk through. Could use more restrooms and clearer directional signage to people walking through Sellwood on how to access pedestrian and bicycle paths.
- Cities around the world are recognizing and celebrating their river fronts with large setbacks, contiguous parks and campuses abutting these setbacks to enlarge their green footprint and promoting both their natural and health aspects. Portland is behind the curve on this with their paltry setback and continuing dense development along the riverfront. Hopefully, the South Reach can improve on this with greater setbacks, better trails, natural areas and restricted heights for adjacent development.
- I use and love the river as a small boat sailor and conservation minded resident. Thank you so much for your work in planning and mitigating the pressures on this wonderful stretch of water for the future.

- Create areas for bank fishing.
- Please keep public motor boat access away from Riverfront Park, west end of Spokane St., and intersection of Springwater & Spokane St. There already is too much congestion making it dangerous at times.
- The priority should be on protecting, restoring and expanding existing natural resource areas. Specifically, the greenway should be expanded to 150+ feet and real mechanisms should be put in place to move development out of the greenway over time.
- It is imperative to begin including the Native American Tribes in this dialogue. The Grand Ronde Tribe is an important facet of governance in the area. Their increased involvement in this regard will allow the community to understand the cultural uses and importance of the area and proposed planning actions.
- The South Reach is Portland's best opportunity to implement its stated objective to recover salmon, provide Nature nearby and improve the ecological conditions of the Willamette. Don't blow it by trying to be all things to all people. Balancing the environment and access is not the direction this effort should go. That's already occurred in the Central City and will undoubtedly occur in the North Reach. The South Reach should be dedicated to Nature, access and appreciation of nature.
- I think we all agree on the importance of clean water and healthy wildlife habitat. But the city's planning assumptions are heavily biased toward fish and birds over human activity. The city's restrictive development policies have resulted in diminishing access to the Willamette from the shore, and to the shore from the river. Compared to most other urban waterfronts, Portland is a wasteland (for the people at least). Please, consider the needs of the citizens as well as the flora and fauna.