

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Smith and Bybee Wetlands Advisory Committee (SBAC)
Date: Tuesday, March 28, 2017
Time: 5:30 p.m. – 7:30 p.m.
Place: Metro Regional Center – Room 270
600 NE Grand Ave, Portland Oregon 97232

5:30 p.m.	Welcome and introductions	All
5:35 p.m.	Approve Jan. 2017 meeting minutes	Troy Clark
5:40 p.m.	Planning projects update	Dave Elkin Alice Froehlich
6:10 p.m.	Dog policy position statement	Troy Clark
6:55 p.m.	Port property development update	Carrie Butler
7:10 p.m.	Restoration work update	Jonathan Soll
7:25 p.m.	Goals and next meeting agenda	All
7:30 p.m.	Adjourn	

Upcoming SBAC meetings:

Tuesday, September 26, 2017 at Metro Regional Center
For agenda/schedule information, contact Christy Carovillano at 503.797.1629 or
christy.carovillano@oregonmetro.gov

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Meeting minutes

Smith and Bybee Wetlands Advisory Committee

March 28, 2017

Committee members in attendance

Troy Clark*Audubon Society of Portland (Chair)
 Carrie Butler* Port of Portland (Vice Chair)
 Bill Briggs*ORRCO
 Matthew Lee* Columbia Slough Watershed Council
 Emily Roth* Friends of Smith & Bybee Lakes
 Jonathan Soll* Metro, Parks and Nature
 Pam Arden* 40 Mile Loop Trust
 Patt Opdyke* North Portland Neighbors
 Sara Henderson* St. Johns Neighborhood Association

Others in attendance

Christy Carovillano Metro, Parks and Nature
 Dave Elkin..... Metro, Parks and Nature
 Alice Froehlich..... Metro, Parks and Nature

Committee members not in attendance

Don VandeBergh* Oregon Department of Fish and Wildlife
 Eric Tonsager* Oregon Bass and Panfish Club
 Jennifer Devlin* City of Portland, Bureau of Environmental Services

*Denotes voting Smith and Bybee Wetlands Advisory Committee member.

WELCOME

The January 24, 2017 meeting minutes were approved as written.

PLANNING PROJECTS UPDATE

Dave Elkin, a principal regional planner with Metro Parks and Nature, provided a memo with status updates on his continued work on the various access projects adjacent to, or within, the Smith and Bybee Wetlands ([Attachment 1](#)).

Columbia Blvd Bike/Ped bridge and St. Johns Prairie Regional Trail

The intent is that both of these projects will move forward at generally the same pace with a goal of seamlessly opening them both at the same time. Since the Columbia Blvd Bridge project is larger and more complex, it's contracting and design process will begin a few months before the St. Johns Prairie Trail, in early summer and is estimated to take about a year and three months.

Dave replied to a question regarding open houses that they do plan on having engagement through public meetings during the design process. As to whether the bridge will be a basic or more eye-appealing design, Dave was unsure at this time.

Troy Clark asked for clarity on the BES property involved in this project and whether their aim is to sell it because he is worried about trail impacts from a potential buyer. Dave responded that he cannot answer for BES' future intent, but right now they are not actively trying to sell it. Dave also noted that Metro is working with the City of Portland on an Intergovernmental Agreement to put the trailhead on this property and the trail may be pushed from the center to one side to allow a significant portion of

land to remain sellable. Patt Opdyke asked if the deed on the BES property would include an easement for the trail so that it would not be subjected to potential negative impacts if sold. Dave clarified that the trail would be owned and operated by the City of Portland. Emily Roth added that the trail that would be going through the property will be a regional trail and any private entity that may buy the property will still have to build the trail because it is included in the comprehensive plan.

Restriping of the bus parking zone at trailhead

Dave discussed this project with Alice Froehlich, a Parks and Nature naturalist, and Cole Hawkey, a Parks and Nature lead ranger, to get a sense of what their needs are and how this may affect them. During this discussion it was determined that removal of the bus parking stall would impact current education tour access to site. Alice shared naturalist programming attendance figures for Smith and Bybee ([Attachment 2](#)) to help illustrate the extent of their programming at the site.

In order to keep the current level of engagement and avoid drastic changes to programming, a slight modification was recommended to re-designate the stall currently labeled as bus parking to instead be a drop off/special use parking zone. Accessible stalls would still be available in the main parking lot.

Pam Arden asked if there is data on the number of people needing a handicap spot, but Alice replied that they do not have that data. Dave added that Metro is meeting code for parking lot accessible spots, and also mentioned the possibility of adding a bench to the drop off area to serve as a rest and gathering spot.

The committee was in agreement that this sounded like a great middle ground and appreciated the idea of a drop off and rest area.

Additional benches and kiosk replacement

Benches will be ordered in May and be available for installation in June. Three locations have been identified for four new benches:

- Trailhead drop off – one bench
- Turtle turnout – two benches
- Rookery view – one bench

The benches will be coming from Oregon Corrections Enterprise who are building a prototype now that will be used in all of Metro's nature parks. The material will be galvanized metal and wood with an option to modify the arm positioning to lessen the possibility of camping use. The benches will also be installed in away to reduce the possibility of vandalism and ensure they won't impact education activities.

Sara Henderson brought up the previous thoughts of using natural features for seating at Turtle Turnout. Alice noted that she doesn't see the naturalists using seating too often because they are always on the move. Carrie Butler suggested designing the benches without a back so people could sit facing either direction. Dave followed up by mentioning that if they were to go with natural options, it would require more time to plan and implement, and the benches are an option to get some seating in place on a quicker timeline. Emily suggested seeing how the benches do and then determine if anything else is needed.

As for the kiosks, the goal is to have the signs delivered by early June for installation on the kiosks in mid-June. Metro communications staff will be working with Alice to coordinate what interpretive information will be included – keeping old info and incorporating new. Troy stressed that the 1996 flood signage needs to remain and Alice agreed.

Emily asked if Metro has any policy on interpretive signage because she wants all the signage to be ecologically based in content. Alice replied that they will check with communications on the content and bring a draft back to the committee once they have it to be reviewed.

Entry sign replacement

A new sign will be ordered to replace the existing park entry sign but the same posts will be kept since they are good condition. The new sign will sit a little higher, be more visible and double-sided. It will be made of powder-coated metal and very weather resistant.

Troy took the opportunity to state that he does not want the two Park Rules signs to refer to Smith and Bybee Wetlands Natural Area (SBWNA) as a park, and would prefer it to be re-worded as Area Rules so there is less possibility of people trying to make it more park-like.

Viewing blind railing replacement

The existing wood railings are unsafe and need replacement. Ranger staff will work with a welder to weld new steel railings. The previous idea of incorporating design was asked about to which Dave answered that maybe laser work could be incorporated, but they can discuss that as the project gets further along. Pam stressed to make sure there will be no sharp edges.

Next Steps

With the next committee meeting not occurring until September, and the kiosks scheduled to be installed and the signage ordered before then, Dave asked if the committee would be ok with email updates and requests for feedback on the content between now and then. The committee said yes, they would prefer emails rather than an additional meeting.

DOG POLICY POSITION STATEMENT

Troy Clark shared two letters with the committee – Metro Parks and Nature Interim Director Don Robertson's response to the 40-mile loop letter ([Attachment 3](#)) and the newest draft of the committee's dog policy position letter ([Attachment 4](#)).

Troy reiterated the purpose of the letter – appealing to Metro Council to convene a meeting to address their regional trails exemption as it pertains to SBWNA. Troy emphasized the fact that the letter is just in reference to SBWNA and that other Metro properties should be considered individually. He said the strength of the letter is quoting Lori Henning's work calling out the science.

Patt Opdyke brought up the fact that the current Comprehensive Natural Resource Plan (CNRP) clearly states that dogs will not be permitted in SBWNA and Metro Council has already signed off on that, so they are just asking Metro Council to continue with this current policy. She said she was confused that Don Robertson's letter did not reference this fact at all.

Jonathan Soll noted that he is unsure what legal status the CNRP has, and with Metro's standing approach of allowing dogs on leash on formal regional trails, there is the potential that two official statuses may be conflict with each other. It is also unclear as to whether the CNRP would trump administrative code and how the dog policy fits into this code. Jonathan feels that would be up to Metro Council. Troy noted that during the drafting of the CNRP the exemption for regional trails never came up, so it was never officially called out in the CNRP and Sara added that if Metro Council changes their mind they will be going back on what they said when they approved the CNRP. Jonathan said he can ask the Office of the Metro attorney or Council to clarify.

Jonathan also asked the committee to consider what their fallback position on an absolute ban on dogs would be if this is not the outcome – what would the committee want Metro Council to do to minimize the impact of dogs. The committee responded that they don't feel this needs to be thought about until after a decision has been made and Troy emphasized that the letter is asking them to make this decision. Pam Arden felt they should start thinking about compromises and Emily Roth said the point of the letter is to get the committee's position on the record.

Emily noted that it appears it would be the Bureau of Development Services who would be the final decision maker because if Metro goes back on not allowing dogs, the decision will have to go through the Bureau to allow the change according to Title 33.809.020 of City of Portland's administrative rules regarding Comprehensive Natural Resources Plans.

Troy called for a vote for sending the letter as is. It received six yeses (Bill Briggs, Carrie Butler, Emily Roth, Patt Opdyke, Sara Henderson and Troy Clark). Jonathan, Pam and Matthew Lee abstained from the vote.

Next Steps

Christy will finalize the letter and pass on to Troy to officially send to Metro Council. Troy plans on meeting with Metro Council again on this topic.

PORT PROPERTY DEVELOPMENT UPDATE

Carrie Butler with the Port of Portland gave a presentation on the development of a Port property to be an auto staging facility ([Attachment 5](#)).

Brand new cars will be stored on this property when they are offloaded from terminal 6. The same type of pervious pavement used at terminal 6 was used on this property so water will go into the ground and cool before entering any other systems. Previously, this area was primarily sand and will be paved in the summer and need to be vacuumed twice a year.

Patt Opdyke asked if there is any risk of spillage. Carrie said the risk is very, very minor because the cars are brand new, have low levels of gas, and are not staying there very long. She also doesn't think there have been any issues at the other lot that has similar use.

Carrie mentioned the planting projects involved in the development of the property where there is a silt fence with ornamental plants to the left and native plants to the right. She said the ornamental plants are meant to be an evergreen screening and shouldn't be a concern with spreading into the natural area. She also said she might look into trying to improve the native plantings in the ten-foot setback between the trail and fence.

As a side note, Emily Roth said she read in the paper that Multnomah County had a ten million dollar offer on the jail from a California developer and that it is subject to Port approval. Carrie said she was not aware and will look into this and Troy reminded the committee that they have a signature on a good neighbor agreement.

Next Steps

Carrie will look into the offer on the Multnomah County jail. Troy will follow-up with Christian Gaston from Multnomah County to see if he has further information to share on the offer on the Multnomah County jail.

CONSERVATION UPDATES – CHANNEL MANAGEMENT AND RESTORATION WORK

Jonathan Soll provided an update on the budgeting for FY18 restoration work at Smith and Bybee Wetlands and the channel enhancement project.

Restoration budget

Metro is well into the budget process for FY18 that runs from July 1, 2017 through June 30, 2018. This will also be the last year of the 2013 levy. Jonathan shared a chart with the anticipated restoration projects and funding for FY18 ([Attachment 6](#)) and said conservation program staff will be continuing on with all the projects that started during the current phase of the levy and will not be starting anything new.

The water management effectiveness monitoring project is wrapping up. This project is intended to be done every 5 years and the figures in the budget chart are the trail end of the current five-year phase. The project has a PSU grad student collecting plot data on the vegetation response to water level management. Emily Roth asked if the results will be shared and Jonathan said once Metro gets the report they will also share it with the committee but it will still be a while until it is complete. In general reed canary grass is down and natives are up.

The three habitat restoration projects – emergent wetland, ash forested wetland, and prairie creation are being funded fifty-fifty with the Smith and Bybee fund, fulfilling Metro's pledge to leverage that.

The water control structure upgrade is in the process of getting the final engineering designs and will be going out to bid soon.

The routine vegetation maintenance is mostly on the landfill and is funded with only general fund or the landfill fund.

The routine vegetation maintenance that occurred on the wetlands was a lot of invasive treatments and they are prepared to do what it takes to stay on top of it. This will also be funded fifty-fifty between the levy and Smith and Bybee fund.

A few committee members asked about the Smith and Bybee fund – what the interest being generated is and how much is left. Jonathan said he believes it is still quite a bit, but will check on it and report back.

Channel enhancement project

The channel enhancement project is to make full use of the water control structure and is in the final design phase now. A majority of this project is to be funded by the Rivergate Consent Decree. Jonathan updated the committee that they had passed the 45-day window for Mikey Jones' review, but he recently contacted the Port regarding the project and his objections. Emily Roth asked who the final decision maker would be in this case and Carrie and Jonathan believe that would be the Corps of Engineers. Jonathan said they will keep the committee posted on what they learn, but they hope to continue with permitting and proceeding as planned. He added that the water control structure upgrade will happen no matter what assuming they get through all the permitting.

Jonathan also shared a graphic illustrating and describing the work involved in the channel enhancement project ([Attachment 7](#)). He highlighted a couple of ways they tried to reduce costs by minimizing future needs for re-excavating by retaining a narrower right-side channel and creating a deep

pool for beaver use in the middle which will also help absorb some sediment. Another strategy they will be following is not allowing the nutria population to rise and get out of control again.

The engineering work was done by OTAK and the construction will be contracted out using a two-phase approach developed for this project. The first phase, an RFQ (request for qualification), has been done to vet potential bidders and make sure they were getting contractors with the right skill sets. This supplied a good pool of contractors with the right qualifications to choose from. The next step is the RFB (request for bid) to determine the contractor hired.

The plan is to start the work in late summer by blocking water at the water control structure to dewater and allowing the water control structure and channel enhancement projects to be done at the same time. Troy asked if anyone has been able to go underneath the culverts and check the integrity of the foundation of the water control structure. Jonathan said he will follow-up with the project manager for to find out, but he doesn't think this has come up at all.

Next Steps

Jonathan will follow-up with the committee on the Smith and Bybee fund, Rivergate Consent Decree funding, and checking on the integrity of underwater foundation of the water control structure.

GOALS FOR NEXT MEETING AND WRAP-UP

- Dave Elkin will provide further planning projects updates and requests for feedback on the signage content via email over the next few months.
- Jonathan Soll to check in with the Office of the Metro attorney or Council to clarify the legal statuses of the CNRP and Metro code related to the dog policy.
- Christy Carovillano will finalize the committee's dog policy position letter and pass on to Troy to officially send to Metro Council. Troy will also copy the committee on the letter and provide an update when it is sent.
- Carrie Butler and Troy Clark will look to find out further information regarding the supposed offer on the Multnomah County jail property.
- Jonathan Soll to report back to the committee on the current status of the Smith and Bybee fund, the status of the Rivergate Consent Decree funding, and checking on the integrity of underwater foundation of the water control structure.
- If any new issues come up prior to the September meeting, let Troy Clark know. A meeting can be convened prior to September if needed for any reason.

Meeting adjourned at 7:20 p.m.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 28, 2017
 To: Smith and Bybee Advisory Committee
 From: Dave Elkin, Landscape Architect
 Subject: Smith and Bybee Wetlands Access Improvements – Project Update

The following is an update on the status of the various access projects adjacent to, or within, the Smith Bybee Wetlands.

1. Columbia Blvd Bike / Ped Bridge and St. Johns Prairie Regional Trail

This trail project is coupled with the larger Columbia Blvd Bridge project. The intent is that both of these projects move forward at generally the same pace with a goal of seamlessly opening both projects at the same time. The Columbia Blvd Bridge project is larger and more complex due to site constraints and federal funding, therefore it's contracting and design process will begin a few months before the St. Johns Prairie Trail.

Design for the St. Johns Prairie Trail will begin late summer / fall 2017. Some topographic survey work may be done in early summer to provide background data for the design effort. The goal is to have both projects constructed by end of 2020.

2. Restriping of the bus parking zone at trailhead

The Committee requested Metro to investigate the possibility of restriping the existing bus parking zone at the trailhead to an accessible parking stall. An initial design effort determined that one accessible stall could be striped in that location and meet current ADA parking requirements.

The design was reviewed on site with a Metro ranger and education specialist. During discussion it was determined that removal of the bus parking stall would impact current education tour access to site. School buses and tour vans frequently use that stall for both parking and drop off. It was recommended that the stall be re-designated to a drop off / special use parking zone. This would accommodate the dropping off of anyone with special needs at near the trailhead, and still accommodate the parking of education tour vehicles when allowed by special use.

3. Additional benches and kiosk replacement

During a site walk with the Metro ranger and education specialist, three locations were identified for new benches. They are:

- Trailhead drop off – one (1) bench
- Turtle turnout – two (2) benches
- Rookery view – one (1) bench

The location of these recommended improvements can be found on the attached map. The specific layout of the benches will be determined by Metro staff to ensure they do not disrupt current education and maintenance activities on site. Benches will be installed in a way that will reduce possibility of vandalism (i.e. removal).

Benches will be ordered in May and be available for installation in June.

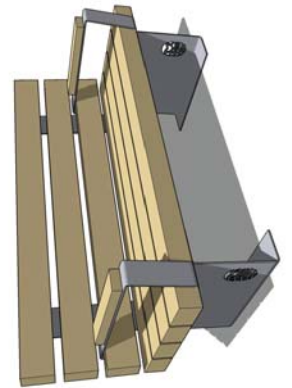
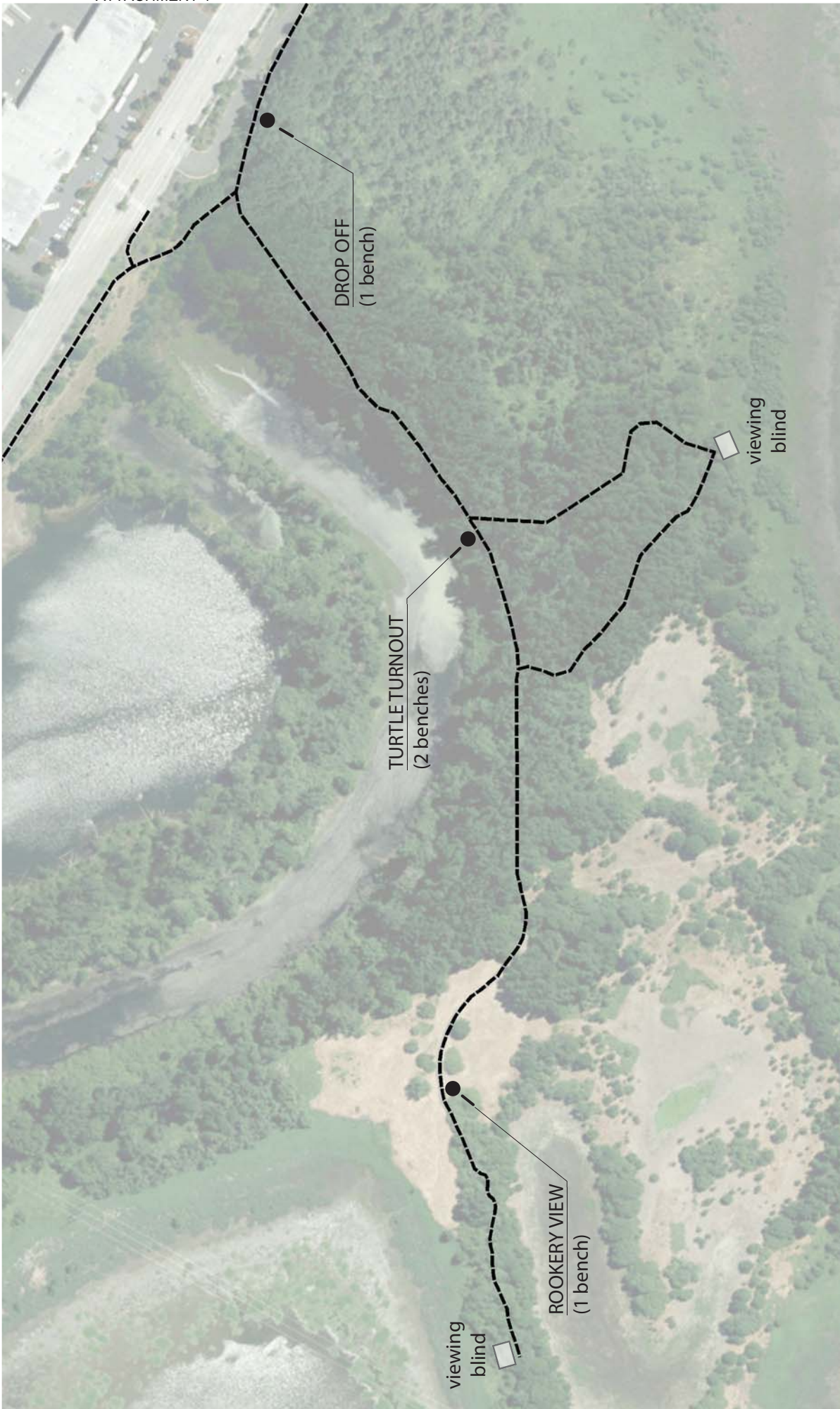
The development of graphics, writing, and ordering of the new signs for the kiosks will be managed by Communications staff. The goal is to have the signs delivered by early June for installation on the kiosks in mid-June.

4. Entry sign replacement

We will be ordering a new sign to replace the existing park entry sign. The existing posts are in good condition and will remain in place. The new sign will cost \$5,000 to \$6,000.

5. Viewing Blind Railing Replacement

Existing wood railings are unsafe and need replacement. Metro Ranger staff will replace existing wood railing with steel railing. Project is planned to be completed this fall.



PROPOSED BENCH LOCATIONS

Smith Bybee Wetlands

March 16, 2017



Naturalist programming at Smith and Bybee

Year	Total Youth	Total Adults	# People
2010	764	628	1392
2011	1041	580	1601
2012	635	401	1036
2013	469	271	740
2014	996	438	1434
2015	1710	649	2259

- Roving (naturalist in the park)
- Community partnership programming

Included in this table:

- Field trip programming (K-college schools) – this accounts for the bulk of the programming at SB
- Group programming (other youth and adult groups)
- Public programming (individual/family)

Volunteer Naturalist hours at Smith and Bybee

Year	Field Trips	General	Total
2013	0*	264	264
2014	88	423	511
2015	475	65	539

*started labeling specific volunteer hours in the fall of 2014. Before then all of the hours were labeled as “general”



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

February 1, 2017

Bob Akers, President
40-Mile Loop Land Trust
PO Box 262
Portland, OR 97207-0262

Dear Mr. Akers:

On behalf of the Metro Parks and Nature Department, thank you for your correspondence of January 20, 2017.

You are aware of Metro's current rules regarding pets within Metro facilities and you are also aware that we sometimes make exceptions to those policies to resolve use issues on a case-by-case basis. As you point out in your correspondence, the properties and trails that adjoin and will connect directly to the proposed extension of the multi-use trail at St. Johns Prairie currently allow dogs. On the surface it appears to make sense that this trail section would also allow dogs to use this trail.

However, before we can actually state that dogs will be allowed, Metro will need to undergo additional investigation regarding the property as well as any flora and fauna associated with this site before that determination can be made.

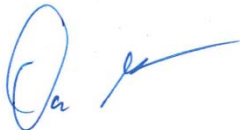
One complicating factor within the St. Johns Prairie that will need to be considered is the presence of methane gas and the various monitoring facilities located on site. Staff is concerned that we are able to ensure our users, both two- and four-legged, do not interfere with or negatively impact the monitoring, collection and disbursement of the methane. This will be one of the primary design challenges for this project.

Once staff is satisfied we can control and protect those accesses, we will be able to move forward with your broader question of whether dogs will be allowed. Metro staff will continue to evaluate each site it acquires and develops with access as a principle concern. In the case of multi-use trails that connect with other jurisdictions, this access consideration will also include dogs.

I would also like to make you aware of another component to this decision-making process, the review of our Title X regulations. Title X is where our park rules are housed and staff will be doing a full review of those this year, including the chapter on pets.

Thank you again for your correspondence and I look forward to seeing you on a trail in the near future.

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized 'D' followed by a horizontal line that tapers to the right.

Don Robertson
Interim Director
Parks and Nature Department

Cc: Metro Council
Commissioner Amanda Fritz, City of Portland
Mike Abbaté, Portland Parks and Recreation
Smith & Bybee Wetlands Advisory Committee

Smith and Bybee Wetlands Natural Area Advisory Committee

Coordinated by:
Metro
600 NE Grand Ave.
Portland, OR 97236-2736

March 1, 2017

Council President Tom Hughes
Councilor Shirley Craddick
Councilor Carlotta Colette
Councilor Craig Dirksen
Councilor Kathryn Harrington
Councilor Sam Chase
Councilor Bob Stacey

Re: Metro Dog Policy at the St. Johns Prairie, within the Smith and Bybee Wetland Natural Area

Dear Distinguished Councilors,

The Smith and Bybee Wetlands Natural Area (SBWNA) Advisory Committee is very concerned that dogs may be allowed into SBWNA when the regional trail on the St. Johns Prairie opens to the public. We are urging Metro Council to act now to amend the policy that allows dogs on regional trails through Metro properties to prohibit dogs on the regional trail in this area. A dog prohibition is warranted for these reasons:

- The primary goal of the natural area is to protect wildlife;
- The area is designated an Important Bird Habitat by Audubon Society of Portland;
- The wetlands and prairie are Special Status Habitats within the City of Portland;
- Metro is working to restore Streaked Horned Lark habitat on the prairie, a species listed as threatened under the Endangered Species Act;
- Metro Scientist Lori Hennings' white paper on the negative impacts of dogs on wildlife states "that dogs negatively impact wildlife...on or off leash."

The SBWNA Advisory Committee was formed in 1990 to advise Metro on the management of the SBWNA trust fund. This Advisory Committee is made up of a variety of stakeholders invested in the protection and enhancement of this area. Metro does not allow dogs in the SBWNA which this committee supports. We want to ensure the No Dog Policy remains in effect for the entire natural area even after the regional trail is constructed.

SBWNA is a state and an internationally designated Important Bird Area (IBA). The IBA program identifies the most critical places for birds in Oregon. Also, thirteen song bird species whose populations are identified as in steep decline in the 2016 by Partners in Flight Landbird Conservation Plan use this area throughout the year.

In 2016 Metro scientist Lori Hennings produced a white paper for Metro that documents the literature and research of the impacts of dogs, on or off leash, on wildlife. The findings include:

- The presence of dogs restricts movement, nesting and colonization of wildlife.
- The presence of dogs causes most wildlife to move away from an area.....even the scent of dog urine or feces can trigger wildlife to avoid an area.

- Limiting dog access at most natural areas is one of Metro's commitments to DEQ because dog feces pollute water...the DEQ identifies pet waste as a significant contributor to one of the region's most ubiquitous and serious pollutants, E coli bacteria."

The white paper also called out the impacts of dogs on the user experience of non dog walkers. Besides disturbing wildlife that walkers may hope to see, dogs can create concerns for safety due to the unpredictability of some breeds. The paper concludes, "In summary, people and their dogs disturb wildlife, and people are not always aware of or willing to acknowledge the significance of their own impacts".

Given the importance of wildlife habitat at SBWNA and the potential for dogs to negatively impact the area, the Advisory Committee requests that Metro Council amend the regional trail dog policy to prohibit dogs on the regional trail within the SBWNA. We urge Council to take a position now to protect this valuable and vulnerable resource from the serious consequences that will result by allowing dogs within the SBWNA.

Sincerely,

Troy Clark, Chair SBWNA Advisory Committee

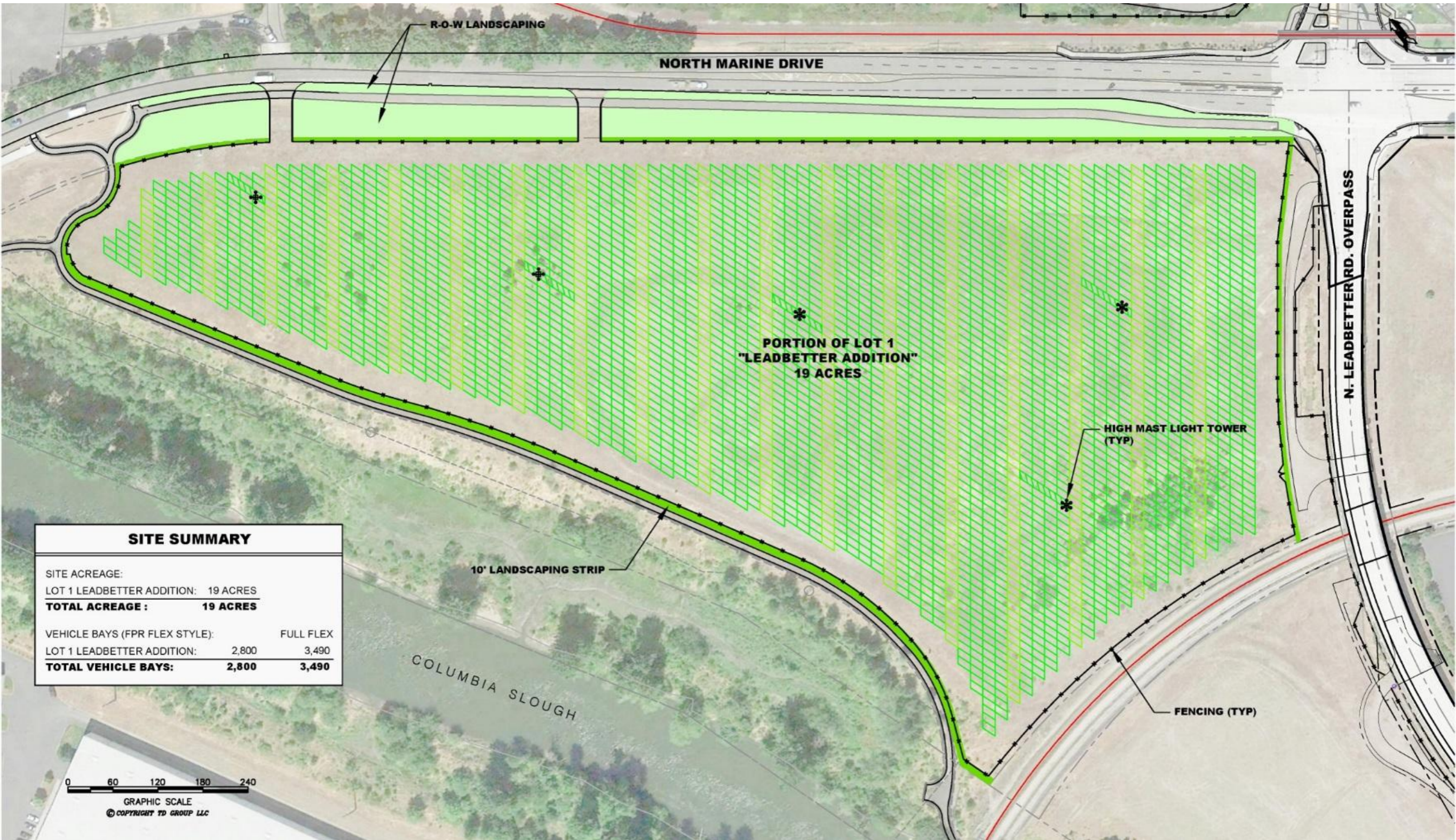
Port of Portland / Auto Warehousing Company T6 Auto Staging Facility Update

March 28, 2017

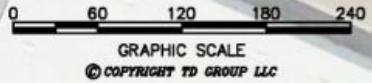


Carrie Butler
Port of Portland
Mitigation Manager

T6 Auto Staging Facility Site Plan



SITE SUMMARY		
SITE ACREAGE:		
LOT 1 LEADBETTER ADDITION:	19 ACRES	
TOTAL ACREAGE :	19 ACRES	
VEHICLE BAYS (FPR FLEX STYLE):		
		FULL FLEX
LOT 1 LEADBETTER ADDITION:	2,800	3,490
TOTAL VEHICLE BAYS:	2,800	3,490


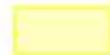


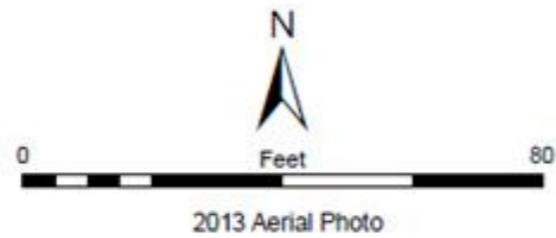
2007 T6 Berth 601 Pervious Pavement Project





Plant Replacement Plan

-  Mitigation Site Boundary
-  Planting area (6,520sqft)



Species		QTY	Spacing	Type
Common Name	Scientific Name			
Pacific ninebark	<i>Physocarpus capitatus</i>	60	5ft on Center	1 gallon
Dull Oregon grape	<i>Mahonia nervosa</i>	70		
Tall Oregon grape	<i>Mahonia aquifolium</i>	70		
Common snowberry	<i>Symphoricarpos albus</i>	60		
TOTAL		260		





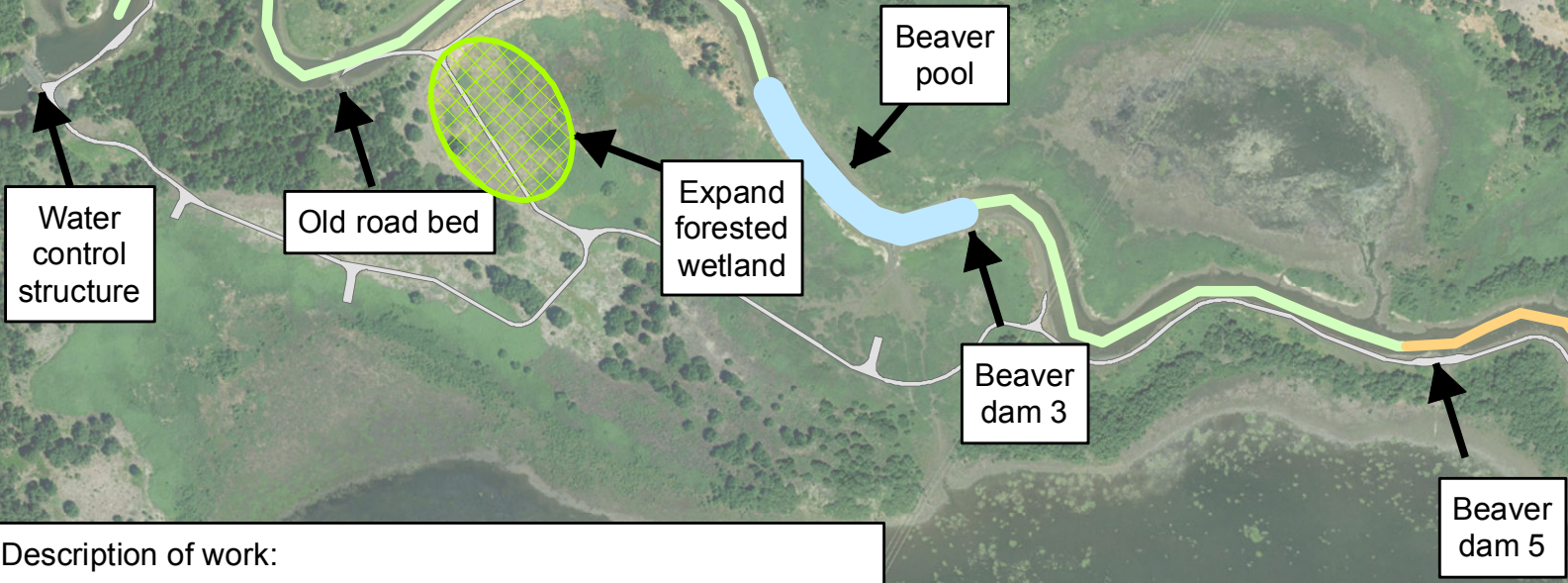
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Smith Bybee Wetlands Anticipated Restoration Projects and Funding FY18

Project	Metro GF or Levy	Smith & Bybee Fund	Other Funding
Water Mng. Effectiveness	2500	2500	
Emergent Wetland	75000	75000	
Forested Wetland	80000	80000	
Prairie	25000	25000	
Water Control Structure Upgrade	72000	72000	
Routine Veg. Mng. Etc...	19000	0	
Channel Enhancement	0	150000	250000 (Rivergate Consent Decree)
TOTAL	\$273,500	\$404,500	\$250,000

Smith and Bybee Wetlands Smith Lake Reconnection



Description of work:

- Green line = channel excavation to 10 foot width
- Blue area = pool created for beaver use
- Orange line = channel excavation to 5 foot width

Gray areas indicate temporary access paths and turnarounds to be decommissioned and rehabilitated at end of construction

Hatched green area indicates sediment re-use area to create elevation supporting ash and willow forested wetland

