
Coordinated by:

**Smith & Bybee Lakes Wildlife Area
Management Committee**

Nancy Hendrickson, Chair

Metro

600 NE Grand Ave.
Portland, OR 97232
(503) 797-1870

Smith & Bybee Lakes Management Committee Meeting

5:30 p.m. - 7:00 p.m., Tuesday, July 23, 2002

Metro Regional Center, Room 270

600 N E Grand Ave.

Portland, Oregon 97232

AGENDA

Welcome and introductions/ 5 min.	5:30 - 5:35 pm
Invasive species management plan/ 40 min. Tina Merrels	5:35 - 6:15 pm
Marine Terminals Master Plan/ 30 min. Tim VanWormer/	6:15 - 6:45 pm
Updates, set next meeting's agenda/ 15 min.	6:45 - 7:00 pm

Smith & Bybee Lakes Management Committee
Summary Meeting Notes
July 23, 2002
5:30 p.m.

In attendance:

Barbara Smolak	Port of Portland
Nancy Hendrickson *	Portland Bureau of Environmental Services
Elaine Stewart	Metro Regional Parks & Greenspaces, Wildlife Area Manager
Patt Opdyke *	North Portland Neighborhoods
Emily Roth *	The Wetlands Conservancy
Kelli Hoffman	Metro Regional Parks & Greenspaces, S&B Seasonal
Jeff Tucker	Metro Regional Parks & Greenspaces
Troy Clark *	Portland Audubon Society
Frank Opila *	Friends of Smith & Bybee Lakes
Jim Sjulín *	Portland Bureau of Parks & Recreation
Barbara Smolak	Port of Portland
Tim VanWormer	Port of Portland
Gregg Everhart	Portland Bureau of Parks & Recreation
Pat Sullivan	Metro Regional Parks & Greenspaces
Tina Merrels	AmeriCorps volunteer at S&B

* denotes voting member

Updates

Elaine Stewart reported the water control structure project will not begin this summer as planned, but will be carried over to next year. It was noted that funding for the project will remain intact. The project has been delayed in the land use review (LUR) process with the City of Portland. Metro sees a problem with a condition in the LUR drafted by the city that requires a section of the 40-mile loop trail to be built over the top of the water control structure, or that an alignment planning process be completed (the trail would then be built over the water control structure if it is in the adopted alignment). Metro prefers to defer construction of any part of the trail until an alignment planning process is completed, and needs some assurance from the City that the planning process will proceed before accepting the water control structure permit condition. The City of Portland, according to Jim Sjulín, has been reviewing a draft intergovernmental agreement (IGA) for trail planning and has identified trail connectivity as one issue with the current document drafted by Metro.

It was suggested Stewart and Sjulín confer on what the barriers and concerns are for each organization. Patt Opdyke requested a report at the next meeting on the status of the trail planning process, including who the players are, what the barriers are and some timelines set when outcome(s) can be expected.

Port of Portland Marine Terminals Master Plan

Barbara Smolak invited committee members to a series of Community Open Houses on the Marine Terminals Master Plan (MTMP). Remaining open houses will be held once a month through October, the next one on July 25th from 5:00 p.m. to 7:00 p.m. at Terminal 4. In addition, comment cards were distributed for questions and concerns related to the master plan. Tim VanWormer reviewed the master plan project and presented a booklet titled "Charting Our

Course" describing a 20-year planning 'horizon' for Port marine terminals and industrial properties in North Portland. Major components of the plan are to include capital and regulatory requirements as well as environmental priorities. He highlighted opportunities for participation in the master plan, including a charrette on August 22nd and comments on the Strategic Environmental Assessment. Stewart will ensure that members of the SBLMC receive copies of the assessment. The final MTMP is to be published in February 2003.

Invasive Species Management Plan

Tina Merrels presented the Invasive Species Management Plan for Smith & Bybee Lakes Wildlife Area that she developed for her AmeriCorps project. She reviewed invasive plants that are a problem at Smith & Bybee Lakes Wildlife Area and suggested control methods for each. Her project also included prioritizing removal of various plants, identifying possible sources of labor and the ensuring sustainability of the control efforts. The committee expressed appreciation to Merrels for her contribution to the health and preservation of the Wildlife Area.

The next Management Committee meeting is scheduled for Tuesday, August 27, 2002.

From: Hendrickson, Nancy
Sent: Thursday, June 20, 2002 4:14 PM
To: Bill Briggs; Denise Rennis; Elaine Stewart; Emily Roth (hevanet); Frank Opila; Frank Opila 2; Holly Michael; Jim Morgan; Pam Arden; Pat Sullivan; Patt Opdyke; Peter Teneau; Ray Piltz by paper copy; Sjulín, Jim; Troy Clark
Subject: RE: issues discussed at the 4/23 and 5/28 meetings
To all:

Here is the letter that incorporates everyone's comments that I received from the last draft. The LUR has been submitted, but we have not yet received notification for comment. I'm going to be out of town from 6/21/02 - 7/6/02. During that time, Troy will be able to submit the letter once we have the LUR number, etc. So you may have one last chance to indicate whether you think this letter captures the essence of our discussions, depending on the timing. Please email your comments, if any, to all.

Have a fun time out at the Lakes in June; Cheers, Nancy

By majority vote, the Smith & Bybee Lakes Management Committee (SBLMC) recommends support for the trail proposed in LUR 02-xxxxxx EN. It should be noted that the vote was not unanimous. Several concerns were raised on both sides:

In support:

- The trail is consistent with the NRMP. It is shown as a potential project on the Figure 5 map.
- It is very important to connect with the 40-Mile Loop trail in this area. The neighborhoods want access. Trails have been planned for this area and should be constructed as soon as possible.
- The Consent Decree requires that the Port build the trail in this location unless the City withdraws the trail requirement with respect to the Port. The City has not withdrawn the requirement. Furthermore, once work to fulfill the requirements of the Consent Decree is finished, the Port is prohibited from disturbing the restoration areas by any activities that are inconsistent with the Consent Decree. Therefore any future trail alignment would be prohibited in this area.
- The number of trees eliminated due to trail design has been reduced from 200 to less than 10.
- The number of days of trail closure due to high water has been reduced from 180 to 15.

Not in support:

- The trail is inconsistent with aspects of the NRMP, specifically on page 48, paragraph 6, which states that, "another strategy employed by the Plan is intentionally not providing access facilities (e.g. nearby parking, trails, directional information to Bybee Lake.)"
- The trail does not fulfill the objectives of the 40-mile Loop trail because bicycling and dogs are not allowed within the Wildlife Area. How these activities will be deterred on the Lakes segment of the proposed trail has not been defined.
- The final and optimum placement for the trail in the Wildlife Area has not yet been determined. The design of the proposed trail should be integrated in the final design of the trail in the Wildlife Area.

The final recommendation of the SBLMC is to support the proposed trail, but would like the design to include deterrents at the east "dead end" of the trail and along the trail itself where it borders Bybee Lake. Deterrents would discourage people from leaving the trail to wander in the Wildlife Area. Deterrents should include signage and vegetative and/or structural impediments along the trail and at the cul-de-sac, which currently represents the trail's end. We urge you to take these concerns into consideration.

Sincerely,

Nancy Hendrickson
Chair, Smith & Bybee Lakes Management Committee

cc Charles Ciecko, Director of Parks and Greenspaces, Metro
Elaine Stewart, Smith & Bybee Lakes Wildlife Area Manager, Metro
SBLMC members and staff



2002-06-25 letter
OPDR Port Tr...

coordinated by:

**Smith & Bybee Lakes Wildlife Area
Management Committee**

*Nancy Hendrickson, Chair
Troy Clark, Vice Chair*

Metro

600 NE Grand Ave.
Portland, OR 97232
(503) 797-1515

June 25, 2002

Stacey Wenger
Planner
OPDR
1200 SW 4th Avenue
Portland, OR 97204

Re: LUR 02-xxxxxx EN

Dear Ms. Wenger,

By majority vote, the Smith & Bybee Lakes Management Committee (SBLMC) recommends support for the trail proposed in LUR 02-xxxxxx EN. It should be noted that the vote was not unanimous. Several concerns were raised on both sides:

In support:

- The trail is consistent with the NRMP. It is shown as a potential project on the Figure 5 map.
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Sincerely,

Nancy Hendrickson
Chair, Smith & Bybee Lakes Management Committee

cc Charles Ciecko, Director of Parks and Greenspaces, Metro
Elaine Stewart, Smith & Bybee Lakes Wildlife Area Manager, Metro
SBLMC members and staff



Marine Terminals Master Plan 2020

An integral part of the Port of Portland's mission is to transport people and goods and help ensure the region's economic health. The maritime industry, which involves the importing and exporting of agricultural, bulk and manufactured goods, currently supports more than 20,000 jobs in the Portland metropolitan area. In order to preserve these jobs and meet the future needs of the region's maritime economy, the Port periodically updates its Marine Terminals Master Plan (MTMP). The plan serves as a road map for Port staff when making decisions about repairing and/or developing marine facilities on the Willamette and Columbia rivers.

The MTMP is updated approximately every 10 years, and most of the projects identified in the last plan have already been completed. Examples include the expansion of Terminal 6 to handle more cargo, and various projects that improved truck and train access to Terminals 4, 5 and 6. Because the amount of cargo has grown since 1990 and is expected to continue growing, the Port is currently updating its MTMP. The updated plan will emphasize modernizing and redeveloping the Port's four active marine terminals. Although the plan will look 20 years into the future, it will focus on the next 10 years. The planning process will take roughly a year and a half to complete.

Project Highlights

Important activities associated with the Port's MTMP 2020 will include:

- **Alternatives Analysis.** Like any business, the Port needs to weigh its options. To do this, it will conduct alternatives analyses that will explore different ways to improve its marine terminals over time. Factors that will affect these analyses include construction and maintenance costs, regional economic forecasts, environmental impacts, customer needs and community concerns.
- **Environmental Analysis.** For the first time, the MTMP will include an analysis of how construction, development and operations impact the environment. This analysis will be compatible with the Port's newly created Environmental Management System and will be completed by summer 2002.
- **Regional Cooperation.** The Port is working with the Port of Vancouver and METRO to develop common cargo forecasts and to share development plans for its docks and buildings. This collaboration will ensure that the Port does not overbuild public facilities in the metropolitan area. The Port is also partnering with the City of Portland's planning bureau to develop a joint vision for the working harbor.

Initial Steps

- **Cargo Forecasts.** As part of this planning process, the Port is working with METRO to predict how much cargo will be shipped through Portland's marine terminals during the next 20 years. This forecast will focus on manufactured goods, automobiles, bulk agricultural and mineral products (such as grain and fertilizer), and breakbulk cargo (such as steel rail, bundled lumber and heavy machinery).
- **Public Outreach.** At the beginning of the planning process, government officials, business and labor groups, environmental groups and community members will be asked to provide input regarding the MTMP. Port staff will conduct a series of informational meetings and workshops throughout the community.

Contact: Tim Van Wormer, Senior Marine Planner, (503) 944-7208.



Marine Terminals Master Plan Community Open House Schedule

The Port of Portland periodically updates its Marine Terminals Master Plan (MTMP). The plan serves as a road map for the Port when making decisions about maintaining and developing its marine facilities.

The Port's current update of the MTMP will consider a 20-year planning horizon, while it focuses on modernizing and redeveloping existing facilities over the next 10 years. It will identify capital requirements, environmental priorities, regulatory requirements, major strategic decision points, and options for the future in a regional context.

Join us at Terminal 4
11040 North Lombard St.
from **5:00 to 7:00 PM**
to learn more about the plan
and give us your comments
and suggestions.

RSVP (503) 944-7110
This facility is wheelchair
accessible. In addition,
Tri-Met serves this area.

Date	Open House Topic
Apr-25-02	Facilities Condition Survey
May-23-02	Assessment Needs & Criteria
Jul-25-02	Preliminary Facilities Build-out Alternatives
Aug-22-02	Regional Offsite Options and Strategic Environmental Assessment
Sep-26-02	Terminal Development Alternatives Evaluation
Oct-24-02	Final Terminal Development Alternatives Review

Please note: topics for a specific open house are subject to change.

Directions To Terminal 4- 11040 N. Lombard

From Interstate 5 (heading North or South), take exit 307, Marine Drive West. After turning west onto Marine Drive, you will immediately pass the Expo Center to your left. Continue straight for approximately seven to eight miles. While passing through the Rivergate Industrial District, Marine Drive will curve south and become Lombard Street. Continue on until you reach a stoplight at the end of the street. Turn right at the Lombard stoplight and continue to the next stoplight. Terminal 4 is to your right, immediately past the entrance to Schnitzer Steel. Follow the signs to the open house.

For more information, please contact Barbara Smolak, Community Affairs Program Manager, (503)944-7052, email smolab@portptld.com, or refer to our website www.portofportland.com, then click Marine Facilities, Marine Terminals Master Plan



PORT OF PORTLAND
WE HELP OREGON BE OREGON™

MARINE TERMINALS MASTER PLAN SCHEDULE

	2001			2002												2003	
	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February		
Assess the Condition of Maritime Facilities																	
Conduct Maritime Facilities Tours to Identify Partnership Opportunities																	
Conduct Environmental Conditions/Impacts Analysis																	
Establish Environmental Priorities																	
Conduct Columbia River Trade Forecast																	
Study Build-out Alternatives																	
Study Regional and Off-Site Build-out Alternatives																	
Conduct Traffic Flow Studies & Develop Transportation Model																	
Hold Public Design Workshops																	
Analyze Build-Out Alternatives																	
Analyze Impacts Environmental Road and Rail System																	
Create Investment Strategy <input type="checkbox"/> Environmental Action Plan <input type="checkbox"/> Facility Master Plan <input type="checkbox"/> Capital Improvement Plan																	
Meet with Neighborhood and Business Associations & Government Agencies																	
Marine Terminals Master Plan Completed (Document)																	



CHARTING OUR COURSE

PLANNING FOR PORT MARINE TERMINALS AND INDUSTRIAL PROPERTIES IN NORTH PORTLAND

Charting Our Course is an overview of the Port's marine terminals and industrial properties in North Portland. It presents our history, what we do today, and the Port's planning framework for meeting the region's freight transportation needs. We hope it will stimulate dialogue between the Port and the public, community leaders, local businesses and North Portland neighbors affected by our activities.

INTRODUCTION

North Portland is a diverse and lively community. Thousands of people live, work and shop within its neighborhoods. Smith and Bybee Lakes provide important natural resources and opportunities to hike, canoe and observe wildlife. At the confluence of the Willamette and Columbia rivers, Kelley Point Park offers outstanding views of the river barges and ocean-going ships that link the region to national and international markets.

This combination of uses – residential, commercial, transportation, and natural resources – has been a hallmark of North Portland for many years. It is made possible by the many public agencies and private interests that provide services, manage resources and contribute to the economy.

The Port of Portland has been part of this vital community since the early 1900s. Today, the region's worldwide marine commerce is centered at the Port's three marine terminals in North Portland. Port industrial properties support a variety of businesses and jobs. Private marine facilities on the

Willamette add further capacity for moving goods in and out of the Portland Harbor. Rail lines and roadways converge to provide inland connections.

Charting Our Course is an overview of the Port's marine terminals and industrial properties in North Portland. It describes how we started and what we do today. It also presents the Port's strategy to help meet the region's growing freight transportation needs.

Charting a course requires a broad outlook. As we plan for the future, we want to take into account the needs and values of our North Portland neighbors. We must also manage our development in a way that is environmentally sensitive. This requires a balanced, systematic approach that includes discussion with an informed public.

The Port's business is both local and far-reaching. It calls for a perspective that extends from North Portland to the world. We invite your views on how we can best fulfill our mission – and continue to be a good neighbor – in the years ahead. Page 19 of this document shows some ways you can contribute and offer suggestions.

A SHORT HISTORY



Portland emerged as a prosperous trade center toward the end of the 1800s. Paddle-wheelers steamed in daily with great loads of grain and forest products. Transferred to tall-masted sailing ships, the cargo made its way from Portland to the sea via the Columbia River. Then, as now, the Columbia and Willamette rivers connected the region to the world.

As trade opportunities increased, it became apparent that marine improvements were needed. The Columbia and Willamette shipping channel was barely 10 feet deep in places. No single entity was responsible for maintaining the harbor or channel. The question was: Who would take responsibility for keeping the river navigable?

The Oregon Legislature responded in 1891 by chartering the Port of Portland to dredge and maintain the shipping channel to a depth of 25 feet.

In 1910, the City of Portland created the Commission of Public Docks to provide the long-term planning and development needed to ensure Portland's future as a seaport. Terminals 1 and 2 were developed in northwest Portland, and by 1920, Terminals 3 and 4 were operating in North Portland. (In later years Terminal 3 was demolished to make way for the St. Johns Bridge, and responsibility for maintaining and improving the channel was transferred to the U.S. Army Corps of Engineers.)

Over the next few decades, Portland's capacity as a major trade center continued to grow. In 1954, citizens approved bonds for greater expansion of the marine cargo terminals. Ten years later, the Port added 2,800 acres in North Portland to its property holdings for industrial use. Located at the confluence of the Willamette and Columbia rivers, that property is now known as the Rivergate Industrial District.

The late 1960s saw the advent of containerized cargo and a huge surge in Pacific Rim trade. In 1970, tri-county voters approved merging the Dock Commission with the Port of Portland. This set the stage for continuing growth in marine trade and provided the capital needed to build a container facility. In the 1970s, the Port built Terminal 6 to handle containerized cargo and automobiles, and Terminal 5 to handle bulk grain. Another notable event was the completion of a 40-foot-deep shipping channel from Portland to the ocean in 1976.

Today, the North Portland peninsula is the hub of the region's marine transportation. This marine activity has been a long-standing part of the community, with both positive and negative impacts on the lives of its citizens, the quality of its neighborhoods and the natural environment. The Port recognizes these impacts and assumes responsibility for helping to reconcile the multiple demands in the area.

HELPING OREGON BE OREGON



PHOTO BY HUGH ACKROYD PHOTOGRAPHY

Marine operations along the Columbia and Willamette rivers are a key element of the regional and state economies. The following Portland Harbor statistics demonstrate how marine activities help support the quality of life for which Oregon is known. The Portland Harbor is defined as the Willamette River below the Steel Bridge plus Terminal 6 on the Columbia River.

Nearly 1,000 Oregon and Washington businesses use Port of Portland docks to move their products to world markets.

ECONOMIC IMPACTS OF MARINE ACTIVITIES (2000)

	PORT OF PORTLAND MARINE ACTIVITIES	PORTLAND HARBOR MARINE ACTIVITIES (PORT PLUS PRIVATE FACILITIES)
Jobs (direct, indirect, induced and influenced)	63,805	75,106
Job income	\$545 million	\$970 million
Revenues for regional businesses	\$646 million	\$920 million

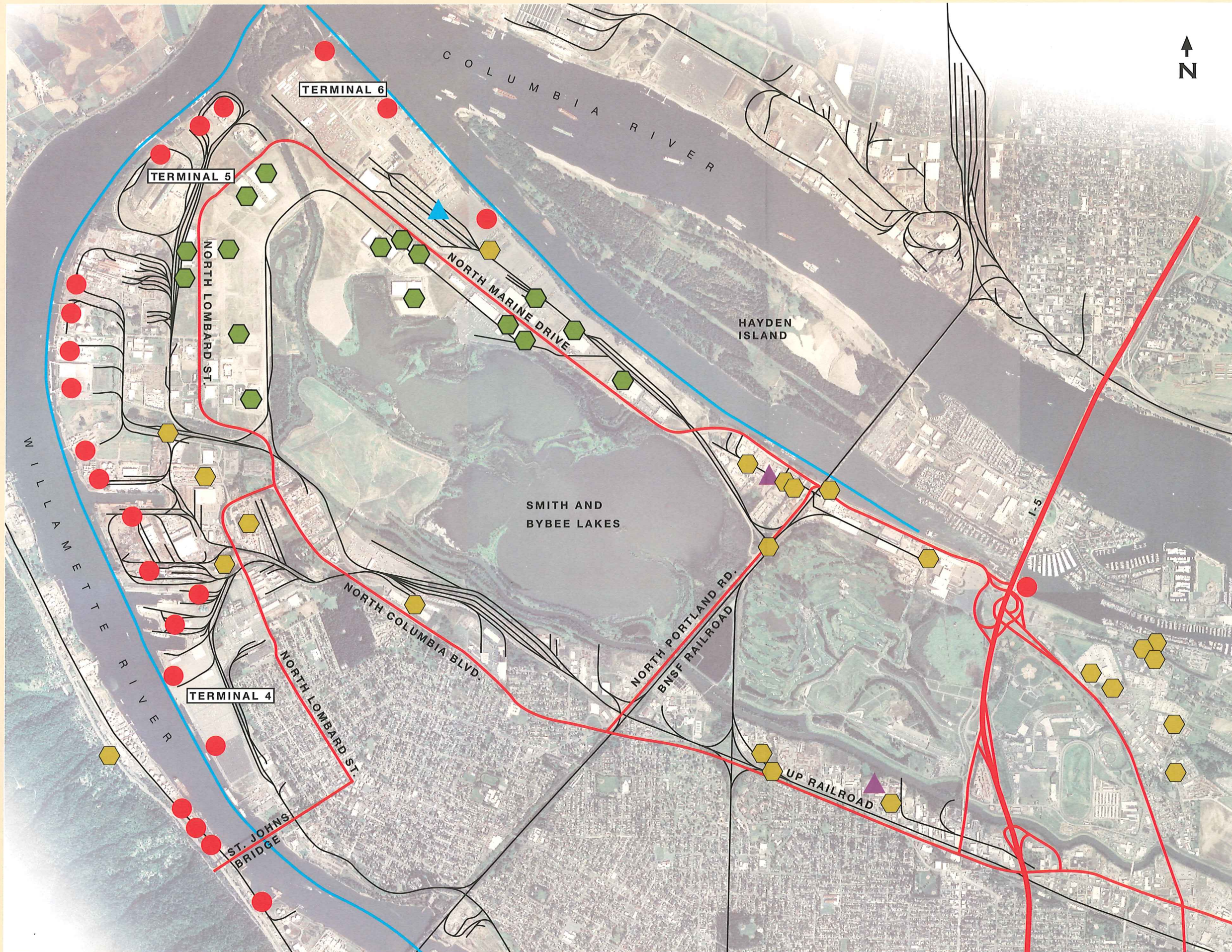
TOTAL VALUE OF WATERBORNE TRADE (2000)

- More than 15 million tons of cargo handled in Portland Harbor, worth more than \$10 billion

PORTLAND HARBOR RANKINGS (2000)

- Wheat exports: first in U.S.
- Auto volume: first on West Coast; third in U.S.
- Total export tonnage: eighth in U.S.
- Container volume: 15th in U.S.





EXISTING MARINE FACILITIES AND RELATED INFRASTRUCTURE (PORT AND PRIVATE)

EXISTING FEATURES

-  Primary Freight Road
-  Harbor Line
-  Existing Rail Lines
-  Marine Facility
-  Intermodal Yard
-  Reload Facility
-  Truck Terminal
-  Distribution Facility

NOTE: The maps in this document are meant to convey general information about Port of Portland properties and are for planning purposes only.

WORKING IN THE COMMUNITY



River- and rail-dependent industries have been an integral part of North Portland for more than a century. Shipbuilding, dock work, warehousing, food processing and maritime shipping have historically provided jobs for the community.

Industry is still an important employer. Thirty percent of the people who work in the industrial area live in North Portland neighborhoods.

Providing family-wage jobs close to home is one of the metropolitan area's planning goals. The Port is committed to working with the community to determine how its North Portland facilities can best support the local economy and interact with the surrounding residential area.

FROM SEDANS TO SODA ASH

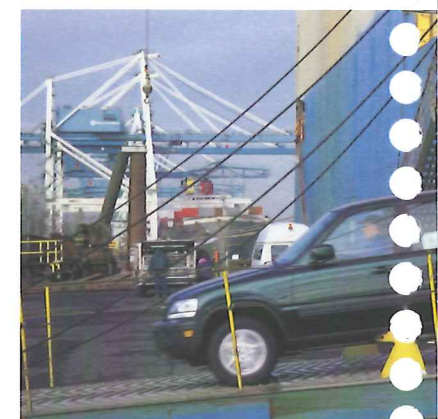
A remarkable array of goods pass through Port marine terminals. It is said if you can pour it, stack it, lift it, drive it or roll it – Port facilities can handle the cargo.

TERMINAL 4 is a 280-acre, multipurpose facility with six ship berths. Cargill, Inc. operates a grain terminal, including a grain elevator that stores up to 8.1 million bushels. Terminal 4 also accommodates Kinder Morgan's mineral bulk terminal that handles soda ash; Toyota's automobile import and vehicle processing facility; and International Raw Materials' liquid bulk handling facility.

TERMINAL 5, located in the Rivergate Industrial District, is one of the most modern bulk handling facilities on the West Coast. Its 185 acres feature a \$60 million mineral bulk exporting facility operated by Canpotex and a rapid-handling grain elevator leased by Columbia Grain, Inc. An under-sea cable manufacturing plant and dock operated by Alcatel Submarine Networks, Inc. closed in 2001.

TERMINAL 6, also in the Rivergate Industrial District, is the region's primary container and auto handling facility. Its 488 acres accommodate three container berths and seven container cranes. Terminal 6 is the terminus for barges carrying containers to and from upper Columbia and Snake River ports. An "intermodal" facility has been developed at the dock to provide direct transfer of containers from ship to rail. Terminal 6 also encompasses

two automobile terminals, one operated by Hyundai Motors and one by American Honda.



SEDANS TO SODA ASH (CONT.)

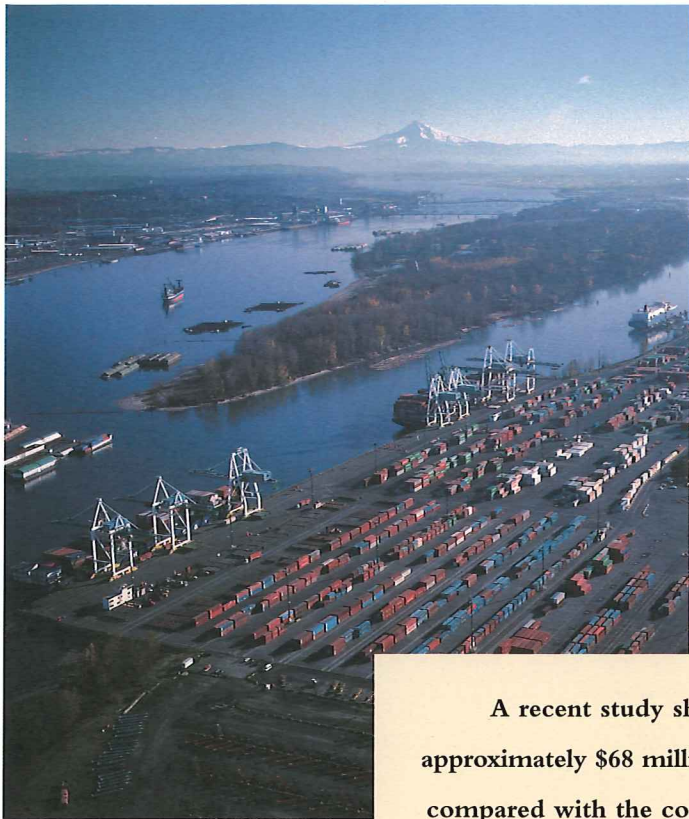


PHOTO BY HUGH ACKROYD PHOTOGRAPHY

PORTLAND HARBOR CARGO CHARACTERISTICS

WHAT GOES OUT

Leading exports are wheat, barley, soda ash and potash. Other exports include paper, hay, lumber and frozen french fries.

WHERE IT GOES

Japan, Korea, Taiwan, Egypt, the Philippines and Brazil were the leading trade partners for exports in 2000.

WHAT COMES IN

Leading imports are automobiles, limestone, steel, alumina, petroleum products and cement. Other imports include footwear, computer components, tires and apparel.

WHERE IT COMES FROM

Canada, Japan, Korea, China and Australia were the leading trade partners for imports in 2000.

A recent study shows that shippers in Oregon, Washington and Idaho save approximately \$68 million annually by using the Port's container shipping facilities, compared with the cost of using the least expensive alternative shipping method (truck, rail or barge) if Portland container service were not available.

TERMINALS 1, 2, & 3

The vast majority of the Port's marine operations occur at Terminals 4, 5 and 6 in North Portland. But what about Terminals 1, 2 and 3?

TERMINAL 1 is the Port's smallest and oldest marine terminal. Located on the Willamette River just north of the Fremont Bridge, it is now used for industrial and warehousing purposes only. It will be redeveloped for residential, commercial and other employment-generating uses.

TERMINAL 2 is located downstream from Terminal 1 on the west bank of the Willamette River. This 55-acre facility is used primarily for non-containerized cargo (called break-bulk) and can handle virtually any cargo from lumber and forest products to steel, machinery and packaged cargoes. Terminal 2 is considered one of the most modern and efficient multipurpose marine facilities on the West Coast, featuring direct vessel-to-rail

cargo movements. It is currently managed for the Port of Portland under a contract with Stevedoring Services of America.

TERMINAL 3 was demolished in 1928 to make way for the St. Johns Bridge.



CONNECTING WITH BUSINESS

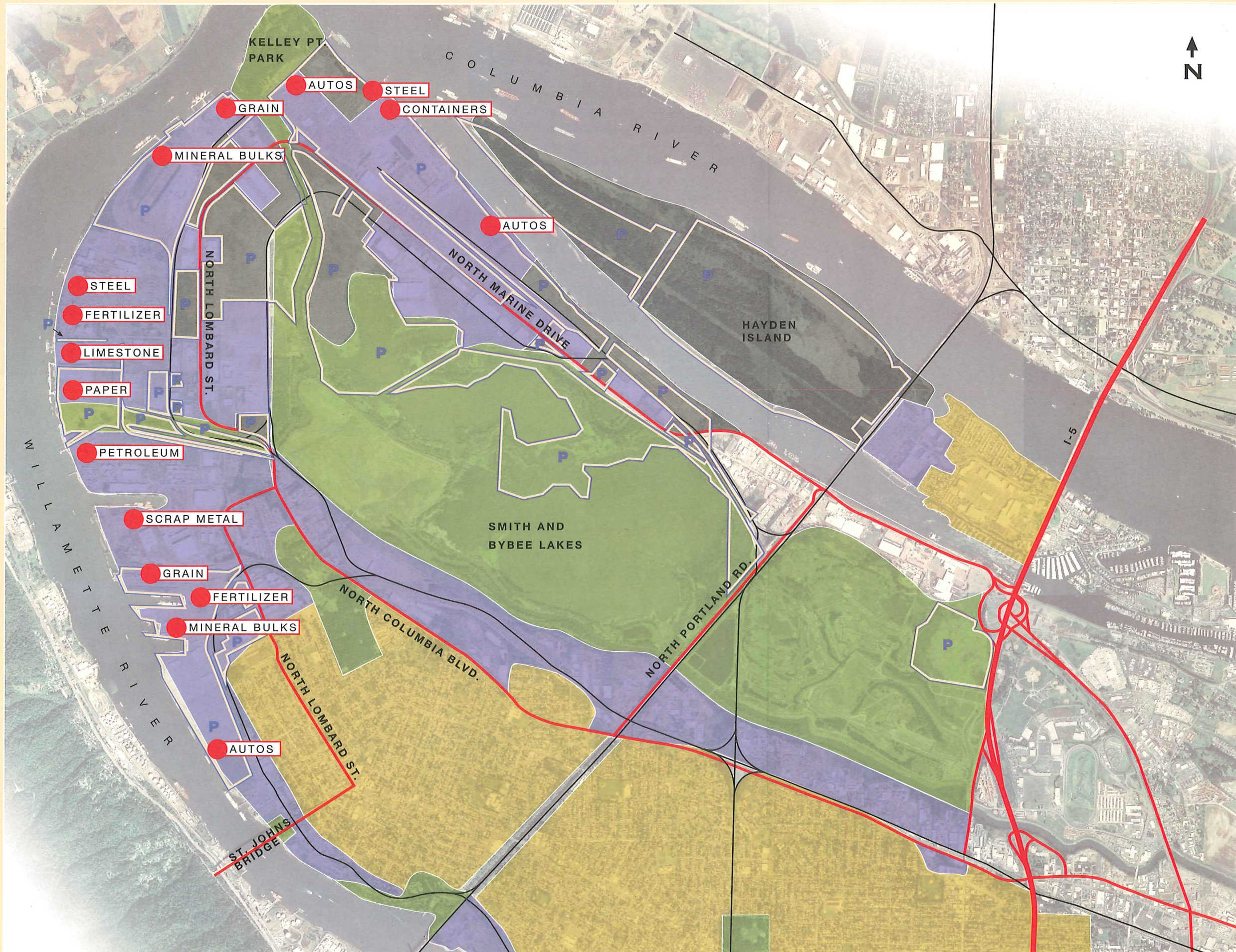


The 2,800-acre Rivergate Industrial District, at the end of the North Portland peninsula, was originally part of the estate owned by Portland's Leadbetter family. The Port acquired and began developing the property in 1965. The site is ideally located for industrial access to transportation services, and is the metro area's largest industrially zoned area. Businesses have direct access to Marine Terminals 5 and 6 for international shipping and to the Columbia and Willamette rivers for inland waterway traffic. Both Burlington Northern Santa Fe and Union Pacific railways serve Rivergate, and high-capacity arterials offer quick access to the interstate highway system. Rivergate is also located close to a large potential work force in the adjacent neighborhoods.

Approximately 70 businesses, employing nearly 4,500 people, currently have manufacturing, distribution and warehousing operations in Rivergate. Major firms include Nordstrom, Columbia Sportswear, RREEF, Boise Cascade, Georgia Pacific, CarQuest and Oregon Transfer.

Columbia Sportswear's import handling center in Rivergate is located just across the street from Terminal 6. "Due to our proximity to the Port's main container terminal," says Dave Carlson, Columbia's distribution manager, "we start working containers almost immediately after they've landed on the dock. This reduces the transit time to our local retailers and to stores across the country."





EXISTING LAND USE

- Industrial
- Open Space/Parks
- Residential/Commerical
- Vacant Land
- Primary Road
- Primary Rail
- Primary Marine Uses
- P Port Property

NOTE: The maps in this document are meant to convey general information about Port of Portland properties and are for planning purposes only.

RIVER, ROAD AND RAIL

Local businesses and consumers, regional farmers, and national and international manufacturers all depend on the efficient movement of goods. The transportation infrastructure (see Map 1) is a key component of North Portland's marine services package. River barges, railroads and trucking lines meet with ocean-going vessels at all of the terminals. Moving freight among these transportation "modes" or services is a primary activity in the area.

North Portland currently experiences serious transportation problems at critical times of the day. The road and rail systems are both congested. Conflicts arise where rail lines cross roads and where trucks must pass through neighborhoods to get to highways. These obstacles hinder cargo movement, frustrate neighbors and affect employee commute times. On the marine side, the Columbia River shipping channel is too shallow for many larger ships.

The road and rail problems are the result of a variety of factors, including the continuing growth of industrial uses in the area. The Port is one part of the industrial community. There are also many private industrial uses and marine facilities that play a major role in the growth of road and rail traffic in North Portland. The transportation problems are part of the trade-off inherent in providing jobs for the community. They can be addressed, however, and the City of Portland, Tri-Met, the railroads, Oregon Department of Transportation (ODOT), Metro and the Port all have a role in providing appropriate solutions to those transportation problems.



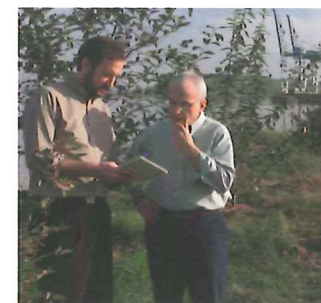
The Port's Terminal 6 offers eastern Oregon, Washington and Idaho farm families the only container seaport on the West Coast accessible by river barges. This economical transportation alternative allows growers to save significantly over truck transport costs and meet their "just-in-time" shipping schedules. A beneficial by-product of this system is fewer trucks on the region's highways and city streets.

NATURAL AREAS

Much of North Portland has been cleared, diked, filled, farmed or developed over the past century. Still, some significant natural areas remain: wetlands, floodplain forests, shrubby thickets and upland open fields. These habitats support a variety of fish, mammals, birds, amphibians and reptiles.

The Port owns approximately 650-acres of the Smith and Bybee Lakes sanctuary (located within the Rivergate Industrial District), and the adjacent reach of the Columbia Slough. The lakes and slough were set aside as a preservation

area in 1972. The Ramsey Lake area was added in 1987, bringing the total preserved area under Port ownership to approximately 800 acres. The Port, Metro and the City of Portland cooperatively manage these sensitive habitat areas as part of the Smith and Bybee Lakes management area.



KELLEY POINT PARK is a popular recreation area located at the tip of the North Portland peninsula. The Port developed it as a park in the late 1960s and donated it to the City of Portland in 1984.

THE NORTH PORTLAND PENINSULA PLAN was adopted by the Port, City of Portland, Multnomah County, Oregon Department of Environmental Quality and U.S. Army Corps of Engineers in 1972. It placed limits on industrial and marine development and set aside large parts of the peninsula as an environmental preserve. All subsequent Port actions have been consistent with, and built upon, this plan. In the past 15 years, the Port has expanded the area originally set aside for open space along the Columbia Slough and around Smith and Bybee Lakes to include the Ramsey Lake area west of the slough.



NATURAL AND RECREATIONAL RESOURCES

EXISTING FEATURES

- Park/Open Spaces/Golf Courses
- Natural Areas
- Shallow Water Areas
- Natural Areas AND Parks/Protected Areas
- Existing Trail
- Planned Trail
- Wetland Mitigation

NOTE: The maps in this document are meant to convey general information about Port of Portland properties and are for planning purposes only.

THE PLANNING FRAMEWORK

REGIONAL PLANNING FRAMEWORK

The movement of freight and people, and general community livability, are priorities for Oregon and the Portland region. This is reflected in the goals and objectives of Metro's *2040 Growth Concept and Regional Framework Plan*, the *Regional Transportation Plan*, the *City of Portland Comprehensive Plan* and the *Oregon Highway Plan*. The Port works closely with local, regional, state and federal agencies to ensure its activities are consistent with this regional land use and transportation policy framework.



PORT PLANNING FRAMEWORK

In addition to the region's planning policies, the Port has its own strategic planning framework and policies which provide guidance to its facility and property planning.

MISSION STATEMENT

The mission of the Port of Portland is to provide competitive cargo and passenger access to regional, national and international markets while enhancing the region's quality of life.

VISION STATEMENT

The Port of Portland is the bridge that connects Oregon and the world. In concert with government, public organizations and private industry, the Port ensures the region receives the financial and cultural benefits of a globalized market. When goods, services, capital, people and their ideas travel unencumbered around the planet, we are all global citizens. Through effective management and promotion of air and marine terminals, the Port joins the relatively isolated local markets with each other, the nation and the world. It allows Portland to be bigger than its boundaries without sacrificing its sense of self.

The Port sees trade as a tool, a means to an end. It exists to serve the people who live and work in the region, and is ultimately answerable to their demands for economic growth balanced with environmental sensitivity. Because facilitating trade means anticipating future needs, Port decisions take the long view. It aims to guarantee that the benefits of a shrinking planet continue to enhance the quality of life in the place it calls home.

ENVIRONMENTAL POLICY

The Port of Portland will achieve its mission through responsible environmental stewardship and the implementation of proactive environmental programs. The Port will integrate environmental considerations into all aspects of its strategic planning and business decision-making.

PLANNING AHEAD

PHOTO BY SPENCER B. GROSS, INC.



Population and jobs in the Portland region are projected to increase in the coming years. Based on Metro forecasts, marine trade moving in and out of the region is expected to more than triple by 2040. Transportation improvements will be required to keep up with growth. At the same time, important natural areas and community values need to be preserved.

The Port is addressing these future needs. We are developing a strategy for our marine terminals and associated industrial properties that will carry the region into the 21st century world of trade. Our goal is comprehensive and systematic plans that encompass the community's overall quality of life, including environmental values as well as economic benefits.

THE FUTURE OF RIVERGATE AND WEST HAYDEN ISLAND

Most of the Port's property in North Portland has already been developed or preserved. Redevelopment and more intense development of the three marine terminals will occur within the existing property boundaries. Industrial development will continue within Rivergate, but only on already filled property. No additional property will be filled on the North Portland peninsula, with the possible exception of small areas within existing terminals to accommodate expansion of existing facilities.

The Port recently postponed permitting work for future marine development on West Hayden Island. We will retain the property in marine reserve status, and will consider seeking development approvals when additional marine cargo facilities are needed. The Port is also implementing a vegetation management plan for its property on the island.

Map 4 shows, conceptually, how the Port intends to use its North Portland property in the future. For continuity, the map also indicates the use of adjacent properties.

MARINE TERMINALS PLANNING AND DEVELOPMENT

The Port has begun an update of its *Marine Terminals Master Plan* to guide future development and redevelopment of Terminals 4, 5 and 6, and West Hayden Island. Until that plan is finished, existing plans for the terminals include the general features described below. More detailed designs will determine the extent, timing and location of specific facility projects, transportation infrastructure improvements and habitat enhancements.

TERMINAL 4 will continue to be the location for Toyota's auto import and vehicle processing facility, Kinder Morgan's mineral bulk terminal, International Raw Materials' liquid bulk handling facility and a grain terminal. Modernization and redevelopment will be the focus. The design process for modernizing the Toyota facility is underway. Other parts of the terminal will be redeveloped within the next 10 years to improve bulk cargo handling. One of the biggest challenges will be to reconfigure facilities so they are more efficient for rail operations.

TERMINAL 5 will continue to be the location for the Canpotex mineral bulk terminal, and Columbia Grain's terminal. It has the capacity for another bulk facility, as well as another dock south of the Canpotex dock. Alcatel's undersea cable manufacturing plant and dock is available for reuse. Rail access improvements for the grain facility are also planned.

TERMINAL 6 will continue to be the region's container terminal, with the potential for future expansion of both the dock and upland facilities. The Honda and Hyundai auto terminals are expected to remain indefinitely. Both may need to be redesigned to handle consolidation of imports and exports, and improve terminal circulation as volumes grow.



LOWER WILLAMETTE RIVER CLEANUP

Parts of the Willamette River adjacent to the North Portland peninsula have been designated as a Superfund site. The Port is working with the City of Portland, private property interests, EPA, DEQ and the "natural resource trustees" for the river (i.e. tribes, natural resource agencies, etc.) on a comprehensive strategy to expedite the necessary cleanup. This strategy will very likely include extensive habitat enhancement in the North Portland area.

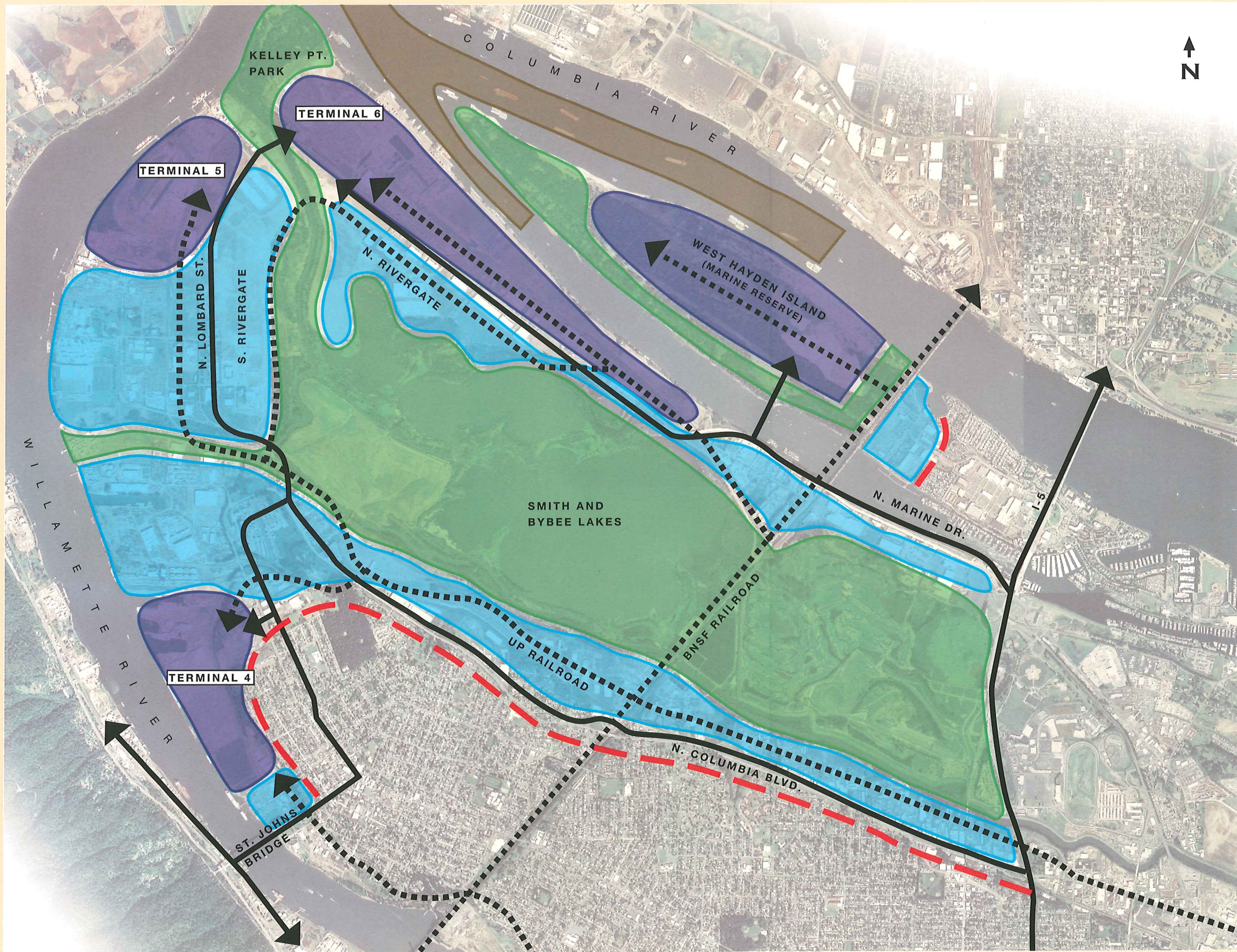
INTEGRATION OF PLANNING PROGRAMS

The Port has started a comprehensive *Natural Resources Assessment and Management Plan* (NRAMP) that will inventory and evaluate Port-owned habitat areas in North Portland. The NRAMP will provide a framework for determining which natural areas are to be preserved or enhanced as development occurs. The updated *Marine Terminals Master Plan* (MTMP) will incorporate information developed through the NRAMP into its decisions concerning future placement of marine terminals improvements and related facilities. Until the NRAMP and MTMP are finished (projected for 2003), existing natural resource studies will








be used to guide development and enhancement activities. Map 3 reflects this existing information. It identifies general habitat areas that may be used by a variety of species and must be carefully considered when making decisions. Where potential conflicts arise between habitat areas and development, the Port will use a detailed planning process to look at alternatives, avoid and minimize impacts, and provide mitigation where warranted.

When the NRAMP and MTMP are complete, a comprehensive strategy for Port marine-related development in North Portland will also be completed, integrating major elements of these plans with the Lower Willamette Cleanup and the Endangered Species Act (ESA) salmon habitat restoration programs. This comprehensive strategy will be closely coordinated with the City of Portland's River Renaissance program.



CONCEPT PLAN

FUTURE USES AND ACCESS CORRIDORS

-  Road Access
-  Rail Access
-  N. Portland Neighborhood Edge
-  Port Marine Terminals
-  Industrial/Marine Industrial
-  Open Space/Natural Resources
-  Channel Deepening

NOTE: The maps in this document are meant to convey general information about Port of Portland properties and are for planning purposes only.

NATURAL AREA ENHANCEMENTS

The Port has long been active in restoring riverbanks, wetlands and upland habitat areas in North Portland. This commitment to enhancing natural areas will continue. Two projects currently underway are highlighted below.



RIVERGATE ENVIRONMENTAL ENHANCEMENTS

The Port is creating and enhancing approximately 37 acres of habitat for native plant species and wildlife in the Rivergate Industrial District. The project will remove fill (used to develop Rivergate for the past 30 years) from some areas around Bybee Lake and along the Columbia Slough, restore wetlands, and revegetate the banks of the Columbia Slough. It will also add about 1 1/3 miles to the region's 40-mile loop trail parallel to the north bank of the Columbia Slough and create a path beneath the Lombard Street Bridge. Scheduled for completion in early 2003, the project will return a portion of the industrial park to a more natural setting and provide opportunities for recreation and wildlife observation.

VANPORT WETLANDS

The 90-acre Vanport Wetlands site was formerly known as the "Radio Towers" when it featured two 625-foot-tall radio towers. It includes 65 acres of emergent wetland habitat, once dominated by reed canarygrass – an invasive, non-native plant. After purchasing the site in 1999, the Port began planning a wetland enhancement project to control invasive species and plant native species. That plan is now being implemented. The major enhancement features are expected to be finished by spring 2002. A comprehensive long-term plan will also be prepared to manage upland habitat, improve wildlife habitat and continue the control of invasive species.

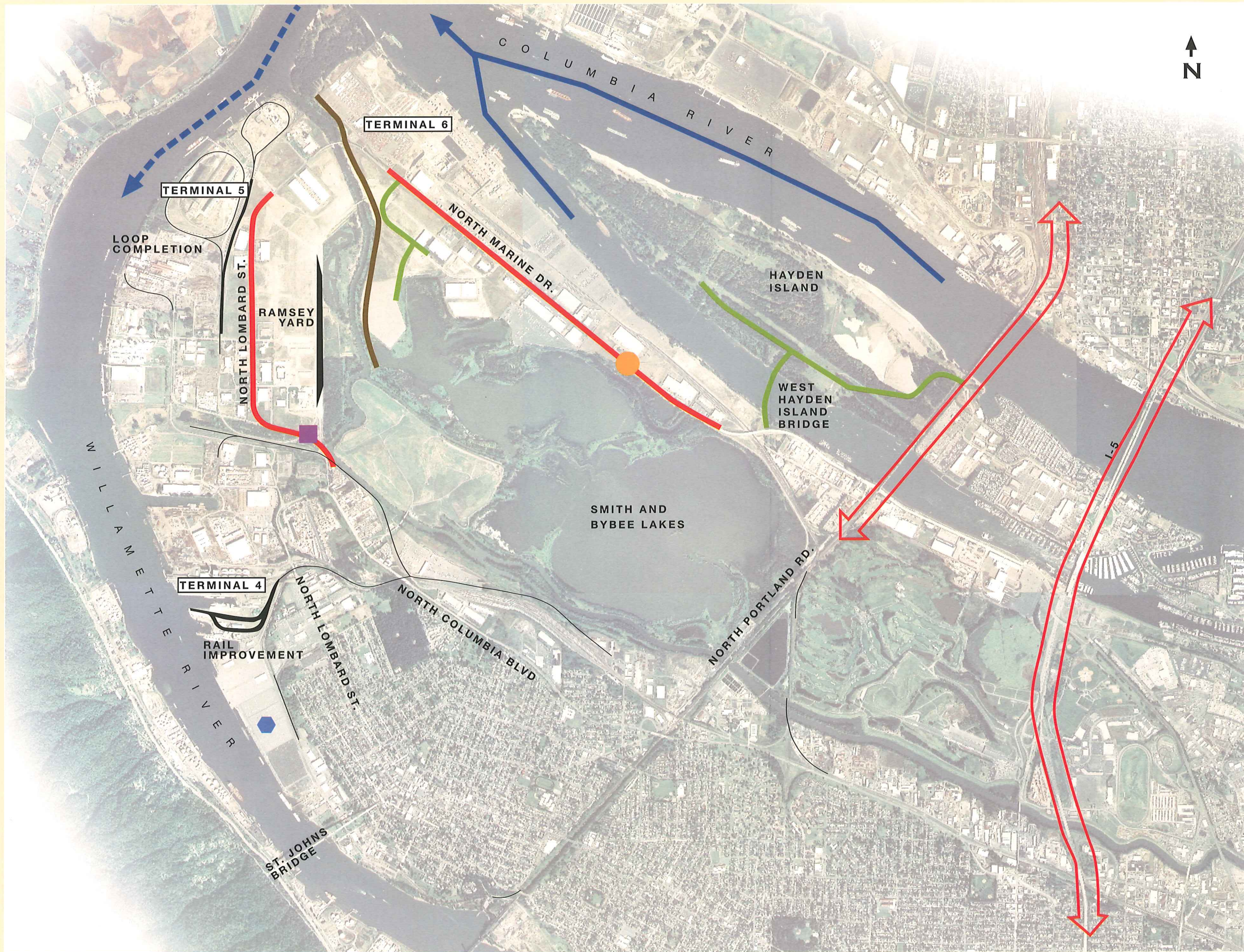
A large increase in the bird population has already been seen at the site following removal of the radio towers in December 2000.

INDUSTRIAL DEVELOPMENT



About 260 acres remain to be developed within the interior of Rivergate. Although much of Rivergate has been developed for general industrial uses, future interior development parcels will be reserved primarily for marine-related uses.

At full build-out in the next decade, Rivergate will accommodate a total of 90 to 100 businesses, employing more than 8,000 people.



FUTURE TRANSPORTATION NEEDS

KEY PROJECTS

-  South Rivergate Overcrossing
-  Marine Dr. Road/Rail Improvements
-  Toyota Site Improvements
-  Existing Road
-  Planned Road
-  Planned Rail
-  40 Mile Loop Trail
-  Columbia River Channel Deepening
-  Future Channel Deepening
-  I-5 Corridor Improvements (road & rail)

NOTE: The maps in this document are meant to convey general information about Port of Portland properties and are for planning purposes only.

TRANSPORTATION NEEDS

Rail, road and river traffic are all projected to increase in the future. Through a variety of public processes, the following projects have been identified to address the transportation needs of the marine facilities, industrial area and adjacent neighborhoods. These projects require cooperation and partnerships among public and private transportation service providers, businesses and the public. Specifically, the City of Portland, Tri-Met, the railroads, Oregon Department of Transportation (ODOT) and Metro are important Port partners in providing the needed infrastructure improvements.



- North Marine Drive road improvements and future rail overcrossing in north Rivergate.
- North Lombard Street rail overcrossing in south Rivergate.
- Expanded freight rail capacity to/from and within Terminal 4 and Rivergate, including the Ramsey rail yard.
- Pedestrian and bicycle improvements along North Columbia Boulevard, North Marine Drive, and through Rivergate, including completion of the 40-mile loop trail system in this area.
- Deepening the Columbia River channel to a depth of 43 feet from its current 40-foot depth. (The Willamette River section of the project is on hold pending decisions on the Lower Willamette cleanup project.)
- Rail and road connections to future West Hayden Island marine terminals (as needed).
- I-5 corridor improvements (road and rail).
- Light rail through North Portland (Interstate MAX).
- St. Johns area traffic improvements.

Map 5 indicates the key transportation projects serving Port properties in North Portland.



UPDATES TO CHARTING OUR COURSE

As with any plan, the information in this document will become outdated over time. The Port will update it regularly to provide a comprehensive and accurate picture of our plans in North Portland, and to keep the community informed as we chart our course into the future.

PORT OF PORTLAND – OVERVIEW

The Port of Portland connects our region to the world. Our mission is to provide competitive cargo and passenger access to regional, national and international markets while enhancing the region's quality of life.

The Port owns and maintains:

- Five marine terminals
- Four airports
- Seven business parks that support marine and aviation operations

These services make significant contributions to the tri-county region and state economies.

According to the Port's most recent economic impact study, Port activities (marine and aviation) generate:

- 16,432 direct jobs, and affect more than 154,000 jobs (16% of all jobs) in the Portland area and 255,000 jobs in the larger economic region served by the Port.
- \$642 million in direct income
- \$4.5 billion in business revenue
- \$203 million in state and local taxes

Although the Port affects the entire Pacific Northwest, its official boundaries include only Clackamas, Multnomah and Washington counties in Oregon. A nine-member commission, appointed by the Governor of Oregon and confirmed by the Oregon Senate, sets the policy of the Port.

WE'D LIKE TO HEAR FROM YOU

Please contact the Port's Community Affairs office at the phone number or Web site below if you have comments or questions about this document or other Port of Portland issues. Let us know if you would like to receive information about the Marine Terminals Master Plan and opportunities for involvement in that and other future Port planning activities.



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