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

Nancy Hendrickson, Chair

coordinated by:

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, January 13, 1998

Metro Regional Center, Room 270

600 N E Grand Ave.

Portland, Oregon 97232

AGENDA

Updates - (15 minutes)	5:30 - 5:45 pm
Presentation - Brian Campbell/ Port of Portland -- (45 minutes) <i>Rivergate Agreement and Implementation</i>	5:45 - 6:30 pm
Discussion - North Marine Drive Criteria (30 minutes)	6:30 - 7:00 pm
Adjourn	7:00 pm

Enclosures:

November 25, 1997 Meeting Notes

S & B Management Objectives as Related to Proposed Native Turtle Studies

Draft of S & B Lakes Native Turtle Study Goals

Management Committee Letter to Port of Portland re: Rivergate Agreement (12/3/97)

Port of Portland Letter re: Rivergate Fill Agreement (12/31/97)

North Marine Drive Criteria

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, January 27, 1998 (Re-scheduled)
Metro Regional Center, Room 270
600 N E Grand Ave.
Portland, Oregon 97232

AGENDA

Updates - (15 minutes)	5:30 - 5:45 pm
Discussion - North Marine Drive Criteria (1 hour/ 15 min)	5:45 - 7:00 pm
Adjourn	7:00 pm

Enclosures:
North Marine Drive Criteria

Note from Patricia Sullivan:

Due to the snow & ice our meeting scheduled for January 13th was postponed to January 27th. Emily Roth tried to contact as many regular members as possible on the 13th with that information. This may be news, however, to a few. Please mark your calendars. The meeting will be held as usual in room 270 at 5:30 pm.

The agenda has been pared down to the North Marine Drive Project exclusively. An updated copy of the Marine Drive Criteria is included for your reference.

Please call if you have any questions (797-1870).



METRO

Smith & Bybee Lakes Management Committee Meeting Notes

Metro Regional Center
Room 270
Tuesday, January 27, 1998
5:30 PM

In Attendance:

Gerald Wright	Fuel Processors
Frank Opila	Friends of Smith & Bybee Lakes
Peter Tenean	Friends of S & B, Kenton Neighborhood Assoc, & CAC
Jeffrey A. Kee	"friends of the turtles"
Susan Oman	Port of Portland
Troy Clark	Audubon Society of Portland
Rich Gebhart	"friends of the birds"
Jim Morgan	Metro, Rep of Executive Officer
Holly Michael	Oregon Dept of Fish & Wildlife
Wm Michael Jones	Citizen
Jim Sjulín	Portland Parks
Patricia Sullivan	Metro, Regional Parks & Greenspaces
Emily Roth	Mgr., Smith & Bybee Lakes Wildlife Area
Polly Knox	Friends of Smith & Bybee Lakes

In the absence of Nancy Hendrickson and with Tim VanWormer, committee vice chair, no longer a member of the Management Committee, Emily Roth opened the meeting. By consensus Troy Clark was appointed to the vacant position of vice chair, at which time he assumed leadership of the meeting.

Minutes of Last Meeting

Frank Opila pointed out the need for a correction on page two of the November 25, 1997 meeting notes. The correct title of the Port of Portland's David Lohman is Director of Policy and Planning. The minutes were approved as amended.

Introductions followed as not all in attendance were acquainted.

Updates

Impressions from those in attendance at the **North Marine Drive Road/ Rail Open House** put on by PDOT on Tuesday, January 20, 1998:

There was a general consensus the open house was run better than the last one. Attendance was about the same.

Jeff Kee - some presentations were less than objective. There was a tendency in presenting all the different options to diffuse the committees' main concerns, in particular turtle habitat. It borders on negligence to proceed without having adequate data.

Frank Opila - environmental issues addressed in the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) were not included in presentations.

Polly Knox - some valuable comments and questions offered by those in attendance were lost as those assigned to record them on flip charts did not do so during the presentations. There were numerous points of view; people were excited because they had a good idea of what they wanted; they had been following the process all along.

Gerald Wright - after the last workshop he heard controversy among people working in the area who had no idea these proposed projects were in the works.

Emily Roth reported on **additional updates**:

- The Smith blind has been repaired.
- The interpretive sign is up in the parking lot.
- The Title X Code is completed. A green sign will be installed with all the "do's and don'ts" for the Wildlife Area. One of the most significant "don'ts" is "No Pets".
- She met with the Corps of Engineers for #1135 Projects which are geared toward "greening up" of the slough. If/when the dam is taken out, there will be 350 acres of riparian restoration which the Corps may be able to fund. Money could be available in 2002. A few acres could be worked on until then.
- Brian Campbell from the Port of Portland was not in attendance at this Management Committee meeting on the advice of port attorneys following the filing of a lawsuit by Mikey Jones. The suit is against the Port of Portland, the Corps of Engineers and BPA over the Rivergate fill. Agency negotiations have been interrupted on the Rivergate Agreement until the lawsuit is settled.
- Also because of the lawsuit, the Port cannot review the IGA for the 40 Mile Loop Trail construction. The plan is to write the Port out of the IGA for now so that Metro and the City of Portland can move forward. The IGA will then be amended when the Port can again participate.
- Envirocorps has been cutting blackberries at the lakes.
- There were sightings of three bald eagles, a great horned owl, and egrets earlier in the day there.

According to Jeff the **Lower Columbia River Estuary grant application** for \$30,000 submitted by Metro for turtle monitoring at the lakes was denied. Troy added that there was still about \$28,000 available for which Emily could re-apply. She noted, however, she has received no notification on the status of the application.

Friends of Smith & Bybee Lakes will host another **canoe trip** on the lakes on Valentines Day. It will be led by Polly Knox.

Frank Opila will also be presenting a **slide show on "One Year at Smith & Bybee Lakes"** next Wednesday, February 4th at 6:30 pm.

Discussion - North Marine Drive Road/ Rail Project

A package was sent to each committee member which included the final TAC and CAC criteria. These two sets of criteria had slight variations.

Environmental)

a) The CAC lists separately "Aligns with the goal statement of the S & B Lakes Management Plan" and "Protect western painted turtle habitat." The TAC lists those goals together.

- b) The TAC stipulates along with "Using best technology available", "minimize or improve untreated stormwater input into S & B Lakes" while the CAC stipulates "allow no degradation of water quality and where possible improve water quality".
- c) The TAC adds "Maximize restoration opportunities in S & B Lakes" under Environmental.

Financial/ Economic)

- a) The CAC criteria includes "Chosen alignment, including community and environmental aspects is cost effective." The TAC criteria differs by stating the aspects should be "fundable".
- b) The CAC added "Minimizes economic impacts to existing industry" to the criteria.

It was decided to discuss both the concerns and conditions together for each alternative. Jim Morgan, however, expressed concern that a listing of conditions for each alternative might imply the committee's recommendation of any alternative for which conditions were met. This might suggest acquiescence for an option which the committee did not, in actuality, support.

Jeff - for each alignment, the boundary of the Management Area should be identified.

Emily - met with Metro Executive Officer, Mike Burton, recently at which time he outlined **Metro's point of view**, i.e., the alternative chosen would have to meet two criteria: **the primary one the protection of Smith & Bybee Lakes** and the other that **it meet Metro's Regional Transportation Plan** which includes efficient rail and road traffic in Rivergate.

Project Name:

No Build (Rail Alternative "A" and Road Alternative "J")

Concerns:

- * Mikey Jones - "no build the rail" and "no build the road" should be considered separately, not together.
- * Frank - would like to see an alternative in which Marine Drive is widened to the north and the rail line left alone. He will try to introduce this concept at the CAC meeting on January 28th. He was unsure, however, whether the procedure allows for that to be considered at this point in the process.

Project Name:

Rail over Road (Rail Alternative "C" and Road Alternative "K")

Concerns:

- * Holly Michael - felt there is a problem from the standpoint of hazardous materials, this alternative does not provide adequate methods of containment in case of a spill.
- * Jeff Kee - had concern with elevated noise and visual impact.
- * Polly Knox - had learned of a possible safety issue involving train cars breaking apart at crest of elevation.

Conditions:

- * Jeff - there is significant turtle population; whichever alternative is chosen, there should be a provision for turtle monitoring.
- * Troy - should sound berming be included if enlarging of roadway is part of the alternative chosen?

Project Name:

Road over Rail (Road Alternative "L" and Rail Alternative "A")

Concerns:

- * Holly - possible encroachment on buffer areas; maintaining wildlife corridors; plan hasn't addressed water quality for the east slope, nor for busing school kids in and out. (Response from Emily on the last concern: - bio-swale can be shifted to allow for more parking.)
- * Polly - mobility factor is not served by this alternative, nor is the speed problem.

Conditions:

- * Polly - decrease road speed
- * Emily - turtle monitoring

Project Name:

Road North/ Rail South (Road Alternative "K" and Rail Alternative "B")

Concerns:

- * Emily - will eliminate Smith & Bybee parking lot; 40 mile Loop Trail will have to cross rail line; will have most impact to turtle habitat; will trigger Type 3 review; if anyone is injured on the trail, there is no way to get them out.

Conditions:

- * (possibility) re-locate infrastructure; rebuild trail system.
- * Holly - because of anticipated significant impact to turtle habitat, would require at least 2 years monitoring and, only if shown to have insignificant impact, would possibly proceed with project.

Project Name:

Adjacent Slough Route (Road Alternative "M2" and Rail Alternative "A")

- * Emily - significant reduction in traffic noise with this scenario; in essence keeps everything out of the Smith & Bybee Lakes Management Area; will have least impact on wildlife area.

Concerns:

- * Mike Burton (in meeting with Emily) - what kind of development is anticipated for the property on the north and has the Port planned to have access to that development?
- * Emily - most expensive alternative; the 40-Mile Loop would be right up against the roadway; would need to consider wildlife access to the Oregon Slough.
- * Holly - what if this option does open the riparian area along the Oregon Slough to more development?
- *

Conditions:

- * financial costs addressed

Project Name:

Rail through Terminal 6 (Road Alternative "K" and Rail Alternative "E") (Mikey Jones' proposed option)

- * Mikey - unit trains won't cross Marine Drive or Columbia Blvd.; will not impact traffic; advises "don't let Port out of obligation to construct promised buffers".

Concerns:

- * City of Portland Parks would likely have concerns with the rail line going through Kelly Point Park creating safety issues.

Explanation of ranking of alternatives:

- each member of the CAC will grade the criteria for the six alternatives it is considering
- each member of the TAC will grade the criteria for the five alternatives it is considering
- the grading options possible are excellent (9), fair (4) or poor (1)
- a weighting factor has been assigned for each of the criteria
- each grade will be multiplied by the weighting factor to obtain a score
- scores will be totalled and the alternatives prioritized accordingly

(At this point some of these details are speculation on the part of TAC and CAC members, it was pointed out.)

By the February 18th advisory meetings, the alignment rankings will be announced.

Frank - in order to effect a change in that ranking, the advisory committee would have to do it by consensus.

Emily - an example of a reason for a change in ranking might be criteria for design that needs to be met.

Troy - the Port will make the decision, but they have said it is not common for decisions to be made in direct opposition to the suggestions of the advisory committees.

It was decided to move the February Management Committee meeting from the 24th to the 17th to fall prior to the February 18th advisory committee meetings. Emily will ask that the prioritized alternatives be sent to the Management Committee in advance; the plan would be to focus on conditions for the alternatives as well as design requirements.

Announcement by Emily - **Neil Schulman** has taken a full time position with SOLV. His last day at Metro will be Thursday, January 29th. It was decided to make a presentation to Neil in appreciation of his efforts on behalf of the Smith & Bybee Lakes environmental education program. **Smith & Bybee Lakes Days** will be a committee effort, headed up by Ron Klein of Metro's Parks & Greenspaces. Friends of S & B Lakes will be contacted soon for their assistance on the steering committee. A representative from the Port is also being sought; Emily provided Ron with Susan Oman's name. Volunteers from members of the Management Committee will be welcome.

PRELIMINARY DRAFT II—DO NOT COPY OR DISTRIBUTE

Smith and Bybee Lakes Native Turtle Study Goals

Collect historical data about the site and its natural history related to turtles.

Identify and describe nesting behavior and timing.

Identify and describe locations of successful and unsuccessful nests.

Identify and describe aquatic, riparian and upland transit routes for hatchlings, juveniles and adults and times used.

Identify and describe times used and locations of overwintering sites for hatchlings, juveniles and adults.

Identify and describe times used and locations of feeding and basking habitat for hatchlings, juveniles and adults.

Identify and describe times of the year and amount of time each habitat is used by turtles and for what purpose.

Characterize demographics of population: estimate total population size, and age/gender structure.

Identify and describe types, times and locations of human activities and relate these to disturbance of turtles.

Identify and monitor human and non-human predation and competition on turtles.

Compare and contrast information from Smith and Bybee Lakes with data collected at Burlington Bottoms to develop more complete understanding of turtle behavior under different conditions.

Share information collected with organizations and agencies interested in native turtles.

Encourage opportunities for research and public education/participation in the conduct of the study.

**Smith & Bybee Management Objectives
as Related to Proposed Native Turtle Studies**

1. Control water level in order to manage lakes' environmental system.
Related turtle study activities:
 - Identify overwintering locations.
 - Identify transit routes.
 - Identify nest locations.
 - Identify type of, time of, and use of aquatic, riparian, upland habitat.
2. Provide for and maintain habitat diversity representative of lower Columbia River floodplain wetlands.
Related turtle study activities:
 - Characterize, monitor and provide enhancement of habitat for native turtle population.
 - Describe nest characteristics and maintain nest areas.
 - Identify and protect turtle habitat.
 - Provide recommendations for control of native and non-native predators of turtles.
3. Maintain and enhance water quality in the lakes.
Related turtle study activities:
 - Assess effects of water quality on turtle population.
4. Implement monitoring program to assure early detection of potential environmental problems, and to quantify management programs.
Related turtle study activities:
 - Monitor status of turtle population.
 - Monitor effectiveness of turtle management efforts.
 - Develop long-term assessment protocol.
 - Monitor human and non-human predation and competition impacts.
5. Provide access to Smith and Bybee Lakes which supports appropriate types and levels of recreation.
Related turtle study activities:
 - Identify turtles' use of habitat and recommend site management to avoid turtle conflicts with humans.
 - Assess impact of human activities on turtles and recommend site management to benefit turtles and humans.
6. Encourage appropriate types and levels of recreational activities which are compatible with environmental objectives.
Related turtle study activities:
 - see #5

7. Incorporate Smith and Bybee Lakes into the Metropolitan Wildlife System Project, Metro's Regional Natural Areas Program, and the 40 Mile Loop recreation trail system.

Related turtle study activities:

- Identify appropriate location of trails to protect critical turtle habitat.
- Identify potential non-disruptive areas for public viewing of turtles.
- Assess human impacts on turtle habitat.
- Incorporate needs of public while eliminating negative human impacts on turtles.

8. Develop upland areas in a manner which is compatible with the preservation of the wetlands and use of the lakes for passive recreation.

Related turtle study activities:

- Identify turtle use of upland habitat (nesting, transit, overwintering).
- Recommend management plans to accommodate human needs while minimizing negative impacts to turtles.

9. Provide opportunities for wetland and environmental system research and education.

Related turtle study activities:

- Create opportunities for public education about turtles.
- Contribute to habitat and natural history data about one of the few remaining populations of western painted turtles in the lower Columbia.
- Create opportunities for research at the site and encourage cooperative/comparative studies with other sites.

10. Develop appropriate funding strategies to implement environmental and recreational improvement projects.

Related turtle study activities:

- Seek funding for turtle research and enhancement projects.
- Provide data to determine the need for minimization and mitigation of human impacts and enhancement of turtle habitat.

11. Provide opportunities for compensation of private land owners for public use of their property.

Related turtle study activities:

- Recommend viable methods for land owners to manage turtle habitat.

12. Provide an organizational structure to manage all lakes areas property as a single management unit to ensure consistent implementation of the Management Plan.

Related turtle study activities:

- Integrate turtle management plan into general site management.

13. Integrate management of the lakes with management of the St. Johns Landfill property when landfilling activities are terminated.

Related turtle study activities:

- see #13 above.

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

Nancy Hendrickson, Chair

Metro

600 NE Grand Ave.
Portland, OR 97232
(503) 797-1850

Dec. 3, 1997

Rollie Montagne
Brian Campbell
Port of Portland
Box 3529
Portland, OR 97208

Dear Mr. Montagne and Mr. Campbell:

The Smith and Bybee Lakes Management Co. is concerned about the lack of progress by the Port of Portland on implementing and revising the Rivergate Agreement. The management committee would like information from the Port on timelines, budgets, and responsible parties for completing the projects in the agreement. The committee also requests a timeline be developed for revising the Rivergate Agreement that includes removal or modification of the water control structure, returning the lakes area to tidal freshwater marsh.

As the committee that directs the management of the lakes and oversees the implementation of the natural resource management plan, we are concerned that habitat restoration and creation agreed to by all signatory agencies in the Rivergate Agreement are not being completed in a timely manner. Although the Port completed the Rivergate wetland fills in 1994, the habitat improvements in the agreement have not been achieved.

The management committee meets again on Jan. 13, 1998 from 5:30-7:00 p.m. and starting in February the fourth Tuesday of the month at Metro Regional Center. Presently Susan Oman is the Port's representative on the committee. If you, Susan or someone else from the Port would like to make a presentation on the Rivergate Agreement implementation schedule, please contact Emily Roth at 797-1515. The committee requests a written response to our concerns by the January 13, 1998 meeting.

Sincerely,

Nancy Hendrickson
Chair
Smith and Bybee Lakes Management Co.

- c: Jennifer Thompson, U.S. Fish and Wildlife Service
Dave Lohman, Port of Portland
Jerry Hedrick, ODSL
Judy Linton, Corps of Engineers
Ralph Rogers, EPA
Holly Micheal, ODFW
Smith and Bybee Lakes Management Co.



Port of Portland

Box 3529, Portland, Oregon 97208
503/231-5000

Dec. 31, 1997

Nancy Henderson, Chair
Smith and Bybee Lakes Management Committee
Metro
600 NE Grand Ave.
Portland, Or 97232

Dear Ms. Henderson,

Your letter of December 3, 1997 asks that we respond to your concerns about the implementation of, and revisions to, the Rivergate Fill Agreement, both in writing and at the January committee meeting. We will be glad to do both.

This letter and the accompanying material, previously sent to the other signatory agencies, should provide a starting point for the presentation I will make at your January 13 meeting. We have asked the other agencies to review and comment on proposed new wording for the agreement. We also provided them with a summary assessing the implementation of existing provisions of the agreement. (Only part of this document is relevant to the Smith and Bybee area.)

The Port has recently retained the services of Paul Fishman to help us pull together more complete documentation on the performance of "mitigation" projects already completed, and to assist all of the signatory agencies in reaching closure under the existing terms of the agreement. A draft of this work, referred to in the proposed revision language as Attachment E, will be presented to the committee on the 13th. This should take a similar form to the USF&WS matrix produced by Jennifer Thompson, corrected to reflect the terms of the original agreement.

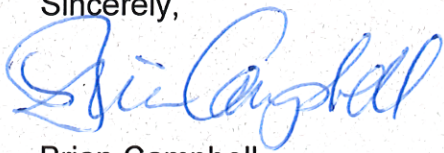
Let me make it clear once again, as I have at previous management committee meetings in years past, that all of us (Port staff included) have had a great deal of frustration at the lack of closure on this agreement. While the Port takes responsibility for not adequately finishing some projects, other agencies also have some responsibility for the situation as it has unfolded over the years. The five state and federal signatory agencies have been, up until just recently, unable to agree on the final "mitigation" project. Metro also has some responsibility for this situation, since they decided in 1991 that the original projects were not appropriate and, until recently, also had not finished their own lake management

plan to give guidance to the agencies in determining the final project that would be most beneficial.

Now that the Port has formed an internal group with a budget to better construct and monitor mitigation projects, our ability to respond to the concerns articulated in your letter should be much improved. I hope that the other agencies are similarly prepared to move ahead with reasonable implementation measures and revisions to the agreement.

I hope this letter addresses your concerns. I look forward to a good discussion of these issues on the 13th.

Sincerely,



Brian Campbell
Planning Manager

- c. Rollie Montagne
- Dave Lohman
- Marilyn Leitz
- Susan Oman
- Emily Roth
- Jerry Hedrick
- Judy Linton
- Ralph Rogers
- Holly Michael
- Ron Garst
- Jennifer Thompson
- Smith & Bybee Lakes M.C.



Port of Portland

Box 3529, Portland, Oregon 97208, U.S.A.
503/231-5000

January 30, 1998

Emily Roth
Mel Huie
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Mel and Emily:

Staff members from the Port of Portland recently attended the Greenspaces quarterly trail meeting where you presented ideas for proposed trails within the Rivergate Industrial District. I understand these ideas are in anticipation of a pending project to do a "mini master plan" for the 40 Mile Loop Trail, initiated through the Smith & Bybee Lakes Management Committee via an intergovernmental agreement. With this letter I would like to clarify the Ports' position regarding trails in Rivergate, including existing easements and obligations for construction of trails.

The Port's current obligation is to build the trail located within our properties in Rivergate. The Port has budgeted funds for building the trail as defined on 40 Mile Loop maps, and is committed to reserving this money for construction. The Metro staff presentation included suggestions for locating the trail in areas that differ significantly from the currently defined locations, and we have concerns that new routes are being proposed without an understanding of existing agreements, easements, and other restrictions. Our concerns include:

- Restrictions within the Ramsey Lake subdivision that prohibit any use other than rail access and utilities within the rail tract (LUR 96-00121 SU EN).
- Existing requirements by the City of Portland and the Rivergate Fill Mitigation Agreement for an easement for the 40 Mile Loop Trail within the 150 foot buffer along the north side of the Columbia Slough.
- Trail locations that could potentially impact prime developable industrial land within Rivergate.
- The feasibility of providing safe access over the rail bridge.

The Port understands and agrees with the desire to conduct a master planning process. However, we are concerned about potential misunderstandings regarding possible locations of the trail within Rivergate and want to bring this concern to your attention early in the process.


Emily Roth/Mel Huie
January 30, 1998
Page 2

Since an IGA is not necessary in order to begin the design process, and rather than delay any longer, we would suggest that Portland Parks and Metro proceed with the 40 mile loop mini-master plan study and a modified IGA between Parks and Metro to address funding the design work. The Port will maintain an active interest and participation in the planning process as a stakeholder, and will be open to consider alternative locations for the trail based on factors such as safety, feasibility, cost, and other issues that may be identified in the study.

I regret that these issues were not clearly outlined previously to avoid confusion and I sincerely hope this project can proceed quickly under this scenario. The following staff members are available and will be interested in various aspects of this work: Preston Beck will continue his participation at the Greenspaces meetings; Susan Oman, who has recently taken over for Tim Van Wormer as a member of the Smith & Bybee Lakes Management Committee, will work directly with Emily Roth and other Metro and City staff on this project.

I hope this clarifies the Port's position and staffing on this issue. Please feel free to call and discuss this with me at any time.

Sincerely,



Brian Campbell
Planning Manager

cc: Charlie Cieko/Metro
Dawn Uchiyama/Portland Parks
Smith & Bybee Lakes Management Committee

RIVERGATE FILL MITIGATION AGREEMENT

PORT PROPOSED REVISIONS - NOVEMBER 5, 1997

Section IV.8 Change to read:

"In 1992 the Port re-constructed the water control structure for the lakes. This project was agreed to in 1991 by the other five signatory agencies as the replacement for the original section IV.8 of this mitigation program, in anticipation of the revision of this agreement to change both this section and section IV.9. The project was also reviewed and approved by both the Smith and Bybee Lakes Technical Advisory and Management Committees."

Section IV.9 Change to read:

"The Port will construct a new water control facility that will allow unrestricted flow between the lakes and the Columbia Slough, while maintaining the ability to retain water in the lakes to elevation +12 m.s.l. This new facility will be either:

1. a flashboard dam structure, with a single opening approximately 25' wide by 10' high which includes a bridge spanning the 25 foot opening (sized to be able to place and remove the flashboards) and accompanying abutment structures (see Attachment D for the concept design for this facility); or
2. an equivalent structure that would allow passage of the same volume of water out of the lakes."

"As part of this project the Port will also provide the capability to pump water from the slough into the lakes. The Port, at its option, may either:
1.) provide a permanent pump and power source, or 2.) enter into a binding agreement to provide pumping capacity whenever the Smith and Bybee Lakes Technical Advisory and Management Committees determine it is needed. In either case the pumping capacity shall be no greater than 32 c.f.s., and the Smith and Bybee Resource Manager shall be responsible for operation of the pump."

"The Resource Manager shall be responsible for the acquisition of all permits or other authorizing actions to enable the construction of this water control structure and the operation of the structure and the pump. The Resource Manager shall also be responsible for any additional measures associated with or required by this construction or pumping activity."

Section V.1 Change to read:

"The two water level control structures (IV.8 and 9) have been designed using the modeling and analysis (IV.7) of the projected flow patterns of the Columbia Slough/Bybee Lake/Smith Lake system, although with different objectives for each structure. Construction of the first structure (IV.8) was completed in 1992 and fulfills the Port's obligation for that section of the mitigation agreement. Construction of the second control structure (IV.9) will begin, assuming permit approval, by late summer 1998. The structure will be operational, barring unforeseen problems, by December 31, 1998, and fulfills the Port's obligation for that section (IV.9) of the agreement.

Section V.2. Change to read:

"The new fill boundaries have been established on the ground by the fill projects that have occurred since this agreement was originally signed. The toe of the fill slope is in most instances the development/fill boundary."

Section V.3. Change to read:

"Projects IV.3 & 4 were completed in 1989. However, some elements of these projects were not acceptable to the other signatory agencies, and the Port is in the process of addressing these (see Section VI. 7)."

Section V. 4. Change to read:

"Project IV. 6 was completed in conjunction with the final North Rivergate fill project in 1993."

Section VI. 5. Change to read:

"Metro has been designated as the Smith and Bybee Lakes Resource Manager, responsible for the area defined by the Smith and Bybee Lakes Management Plan. The Smith and Bybee Lakes Management Committee, advised by the Technical Advisory Committee, determines the policy direction for this resource area."

Section VI. 7. Change to read:

"The mitigation projects referred to in Sections IV. 2,3,4,5,6, and 8 have been constructed. Additional improvements in these project areas to

meet the requirements of the monitoring group have been identified. The specific improvements and the schedule for their completion are included as Attachment E. After all of the improvements referred to in this agreement have been completed and approved in writing by the members of the monitoring group, there will be no further modifications or actions required of the Port. This written approval shall not be unreasonably withheld by members of the monitoring group, and the provisions of this agreement shall be separately considered from any other Port permit or agreement. "

North Marine Dr. Criteria-DRAFT

Mobility

- Safe access to Smith and Bybee Lakes and business along N. Marine Dr. Safe is defined as being able to enter and exit facilities in a timely manner and at a safe speed.
- Provides a multi-modal transportation system, including bicycle and pedestrian circulation.
- Separate train and road traffic on N. Marine Dr. (Rivergate) to allow efficient movement of unit trains.
- N. Marine Dr. handles the projected traffic capacity for increased development in Rivergate and proposed development of West Hayden Island.

Environmental

- Protect western painted turtle habitat.
- No risk of hazard spills or potash into the lakes.
- No encroachment on existing buffer areas, where possible expand and enhance the effectiveness of the buffer, and maintain wildlife corridors.
- Minimize untreated stormwater inputs into Smith and Bybee lakes.
- Maximizes restoration opportunities in Smith and Bybee lakes.

Community

- Sustains or replaces environmental education programs presently on-going at Smith and Bybee lakes.
- Tie into the proposed W. Hayden development clearly identified and included.
- Provide safe access to the lakes for fishing, canoeing and walking trails.
- Minimizes, reduces or compensates for noise and visual impacts.
- Provides safe connections to the 40-mile Loop Trail.
- The alignment is not constructed within the Smith and Bybee Lakes Wildlife Area.

Financial/Economic

- Chosen alignment, including community and environmental aspects is fundable. Completing the alignment in a series of stages is acceptable.
- Doesn't require loss or pay back of federal dollars from N. Marine Dr. overpass.
- Preserves and enhances the green infrastructure for economic development.
- Provides transportation infrastructure for economic development.
- Minimize economic impacts to existing industry.

Issues discussed at TAC and CAC meetings:

Fishing
Environmental education
Recreation-canoe access and trails
Stormwater-oil, gas, nutrients, water quantity, systems
Hazardous material spill response plans
Potash characteristics
Smith and Bybee Lakes management
Western painted turtles
Alignment costs

Vegetation buffers
Alternative parking areas and designs
40-mile Loop design
Economic development in Rivergate
Road Capacity
N. Marine Dr. overpass
W. Hayden Island development plan
Unit train size and movement
Land-use planning
Noise study

Marine Drive Criteria

326-3399

DWG: 235-2445
by 1/16/90

1-7

Priority	Criteria	Weighting
	Mobility	
	Provide safe and controlled road and rail access to S&B Lakes and businesses along N. Marine Drive (NMD). (Safe is defined as being able to enter and exit facilities in a timely manner and at a safe speed)	
	Provides a multi-modal transportation system, including pedestrian and bicycle circulation, including connection w/ 40-mile Loop	
	Separate train and road traffic on NMD (Rivergate) to allow efficient movement of trains.	
	NMD handles the projected traffic volume for increased development for its major arterial designation.	
	Environmental	
	Corresponds to the goal statement of the S&B Lakes Management Plan with special emphasis on the western painted turtle.	
	No risk of hazard spills and potash into the lakes.	
	No encroachment on existing buffer areas, where possible expand and enhance the effectiveness of the buffer, and maintain wildlife corridors to and between S&B Lakes.	
	Using best technology available, minimize or improve untreated stormwater input into S&B Lakes.	
	Maximize restoration opportunities in S&B Lakes.	
	Community	
	Sustains or replaces environmental education programs presently ongoing at S&B Lakes.	
	Does not eliminate options for the proposed West Hayden Island development.	
	Preserves and enhances safe recreational opportunities to S&B Lakes.	
	Minimizes, reduces or compensate for noise and visual impacts.	
	The alignment is not constructed within the S&B Lakes Wildlife Area as described in the Management Plan. <i>We did not agree on this - left open - The alignment does not follow the boundary line.</i>	
	Financial/Economic	
	Chosen alignment, including community and environmental aspects is fundable. (Completing the alignment in a series of stages is acceptable).	
	Doesn't require loss or payback of federal dollars from NMD overpass.	
	Minimizes economic impacts to existing industry.	

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6

SUMMARY OF AGENCY TOUR OF PORT MITIGATION AREAS AND RAMSEY LAKE PONDS - SEPTEMBER 10, 1997

The Port conducts a tour of its major mitigation sites and the Ramsey lake ponds with state and federal environmental agencies once per year. The field tour is normally held in late summer or early fall. This years field trip began with a general briefing at the Port of Portland. The focus topic of the briefing was the newly formed mitigation area management program headed by Scott Carter. The new program is housed in the properties management division of the Port and is supervised by Marilyn Leitz - Properties Manager. The new unit will be responsible for managing all mitigation areas and Ramsey Lake ponds until permit requirements and special agreement requirements are met. They are currently finalizing formal management plans, budget and action plans for each mitigation site and Ramsey Lake ponds.

Southwest Quadrant Mitigation - Buffalo Site (see attached summary of requirements)

- 1996 notes: *looks OK from upland tree planting standpoint but needs noxious weed control (black berry, teasel and Canadian thistle)* - 1997 update: Continues to need noxious weed control. **In management area mgt. plan and budget for 1998.**
- 1996 notes: *areas need to be cleared around plantings to help release them from weeds* - 1997 update: existing plantings have been identified and flagged. Most plantings outside meadow area are surviving better than thought in 1996. **Meadow area will be reestablished in spring of 1998.**
- 1996 notes: *need to replace dead plants; elderberry in particular seem to have a high mortality* - 1997 update: 1997 surveys showed a better survival of plants in fenced area than thought current survival is within acceptable limits based upon percentages established in the T-5 permit standards. **Elderberry will be rechecked to see if it suffered a disproportionate mortality**
- 1996 notes: *agencies need planting list and map of area* - 1997 update: As a part of the 1997 mitigation project review process the maps of all the areas are being updated to include transact routes and all final planting and agreement requirements and should be completed for inclusion in the November 1997 annual mitigation area report. Agencies currently have maps of the areas but they do not include modifications to the original permits. **The mitigation area management document which includes management strategies, budget and final maps is to be completed for submission with the November 1997 annual report.**
- 1996 notes: *there needs to be a written management scheme including vegetative control strategy for the area* - 1997 update: Vegetative management plans were developed for each mitigation area and the Ramsey Lake ponds as a part of the 1997 effort to establish a formal mitigation area management program for the Port. **The vegetative management plans will be a part of the 1997 annual report submittal.**
- 1996 notes: *current cattle grazing activities have interfered with MHCC students ability to record data points and have destroyed certain photo points. The grazing use needs to be reviewed and better managed or eliminated* - 1997 notes: The 7

acres of fenced meadow being grazed continues as a problem. Current plans are to reduce the livestock to 2 cows and 2 calves (no horses). The cattle will be removed in the spring and the area drill seeded to the original meadow grass mix specified in the permit. Light grazing (2 cows and 2 calves) will be used as a management tool to maintain the meadow environment. **The meadow environment will need to be maintained either by grazing or mowing and grass removal (Burning is not an option at this location) Our choice at this point is to use light grazing as the preferred tool to maintain the meadow environment. Agencies requested that original permit documents be researched to document "purpose" of the area.**

- 1996 notes: *Port needs to establish better and more permanent photo marker points for MHCC students doing field surveys* - 1997 update: Port as a part of the 1997 mitigation management program development monumented all photo points and recorded these locations on the new base maps so they could be reestablished if necessary. **MHCC students doing the monitoring were a part of the 1997 mitigation area management program development.**
- 1996 notes: *MHCC students need better field orientation and briefing from Port on what is end result and product expected from their efforts* - 1997 update: MHCC administration met in early 1997 and developed a working agreement specifying training and briefing functions. This agreement has been followed and student survey persons receive briefing/training sessions and port staff visits the mitigation sites with the students at least once per quarter.
- 1996 notes: *general consensus was Port needed to do a better job of management at this site* - 1997 update: Agreed and this was the basis for the 1997 effort to document all permit documents, all current regulatory requirements, develop management plans for each area, update and verify all area survey data and maps and establish a Port management unit with sole responsibility for on ground management of the areas including budget. **Our 1997 objectives to develop a viable management system and upgrade the areas is about 80% complete. Some but not all on ground management actions have begun this fall. Completion of all the mapping upgrades have not been completed to date but are to be completed before the November 1997 annual report.**

Southwest Quadrant Mitigation - Elrod Site

- 1996 notes: *plant health, survival and general condition of this area is far superior to the Buffalo site* - 1997 update: Area continues to be healthy. Aggressive blackberry and weed control is necessary in 1998.
- 1996 notes: *area needs some management actions and replanting but looks good* - 1997 update: A draft vegetative management plan, budget and strategy is a part of the new mitigation management groups planning document.
- 1996 notes: *agencies need to have maps, plant list and planting schemes for this area* - 1997 update: Master maps are being finalized. Agencies have copies of old maps with planting schemes on them (see notes from Buffalo above).

- 1996 notes: *A vegetative and mitigation area management strategy needs to be written for this site* - 1997 update: A draft has been completed (see Buffalo discussion)
- 1997 notes: Questions were raised about total size of the area (15 acres ?) and what were the planting requirements along the slough. **The total planted acreage of this area is 10 acres. The planting along the slough is shown on the attached map. The central open field area is currently being grazed but will become a system of settling ponds under DEQ requirements as soon as SW Quadrant develops.**

Southwest Quadrant Mitigation - Government Island

- 1996 notes: *level in Lake estimated to be 13 feet MSL (+/- 6 inches) Note: PSU report states lake level was at 12.6 feet MSL at the end of September 1996.* 1997 update: Lake level continues to be in the 13 to 14 foot range (MSL) in mid September. **PSU's report will provide lake levels through October 1997 and will add information on transpoevaporation rates for 1997 as well.**
- 1996 notes: *fence needs repair - cows have been grazing in the non grazing portion of the mitigation area. This needs to be corrected immediately. (NOTE: All cows were removed and excluded from the mitigation area September 20.)* - 1997 update: In the fall of 1996 the area fence was repaired and a new fence built along the river front to make a completely enclosed mitigation area. Floods and storms of 1996/97 destroyed a part of the fence. The fence was rebuilt in 1997 and final repairs completed in September 1997. All cows have been removed from the island for this year as of October 25, 1997. **Agriculture practices are a part of the Government Is. management plan. Cows are currently excluded from the mitigation area with an option to use them as a management tool to produce "green feed" for water fowl on the south upland portion of the mitigation area.**
- 1996 notes: *Agencies need maps of area which include original mitigation strategy and elevations.* - 1997 update: Agencies have received copies of the map of the area including planting strategy. In addition agencies have copies of the original mitigation plan provided as a part of the HEP process and original permit. Major hydrological shifts in the past 3 years have created a different set of conditions. PSU has documented these changes and this will be a part of their 1997 November report.
- 1996 notes: *what is the elevation of the wetland margin; 13 feet ? 14 feet? This needs to be field checked and established as a reference point.* - 1997 update: The shift in the hydrologic cycle coupled with the effectiveness of the water control structure has made shifts in the wetland margin. PSU has documented the current boundary and this will be a part of their November 1997 report. **We know the wetland boundaries have shifted from the original surveys. Exactly what this mean in terms of total wetland area and the potential planting plan will not be known until we receive PSU's report for this year. We do know the original planting strategy will not be successful given the altered hydrologic pattern and the effect of the water control structure on static water levels.**
- 1996 notes: *agencies need to know where all reports and data on the area are located and how to access data and report analysis.* - 1997 update: Agencies receive an

annual report and all other data resides at the Port of Portland Environmental Services Division or the new mitigation area management group in the Property & Development Services Division. **Historical and regulatory documentation is stored at the Environmental Services Division - Dana Seigfried or Rollic Montagne.**

- 1996 notes: *what added data if any is need before wetland mitigation planting begins?* - 1997 update: Final wetland boundary and transpoevaporation findings. Both have been completed in 1997. This will provide the basis for adjustment of the original planting proposal and adjustment of the original HEP to insure values lost and replaced are balanced. **The Port will be making a first cut at this problem and proposed planting scheme in late November/December 1997 after we have received PSU's report in November 1997.**
- 1996 notes: *Meeting in October/November is needed to discuss options.* - 1997 update: Meetings on Ramsey Lake and Government Island were held in November 1996 and early 1997. Major flooding and dike damage again shifted the character of the area. The Port opted to get this years revised wetland boundaries and the transpo-evaporative data before proposing a wetland planting scheme for spring 1998.
- 1997 notes: High water destroyed the downstream dike. This structure is being repaired in early November 1997. Woody debris in the form of large root wads (30 plus) were pulled to the center and north margin of Jewitt Lake as per permit requirements. High water removed all but 5 or 6 of these trees/root wads. High water also introduced carp into the system; given the continued high water levels of East pond and Jewitt lake it is likely carp will persist in the system.
- 1997 notes: Cattle numbers on the Island for 1997 were 424. Depending on the high water cycle the normal period of grazing is April through October. This year the grazing period was greatly reduced because of high water. All cattle were removed from the Island, for this year, on October, 25 1997

Terminal 5 and Rail Crossing Mitigation

1996 notes: *This is the newest of the sites and is currently under construction. Tim Van Wormer conducted the field tour and described the 1996/97 development and planting schedule. The site has the most detailed mitigation and monitoring plan of all Port mitigation sites. The area is being monitored under contract with Fishman Environmental Services.* - 1997 update: A request was made for site maps, verification that the development conformed to permit requirements and the history of the T-5 development compared to the mitigation site development. **This information will be a part of the November 1997 report submitted to the US Army Corps of Engineers and Oregon State Division of State Lands.**

Ramsey Lake Ponds

- 1996 notes: *north 2 ponds and islands look good but south pond islands need work; vegetative management at a minimum.* - 1997 update: Work has begun on removal of the non-native vegetation on the islands and planting with species as prescribed in

the original plan. A program of follow through and care for 1998 is a part of this process and will be reviewed through the mitigation management group.

- 1996 notes: *question were raised about current height of south islands and whether they need to be lowered to two to three feet above mean water level of ponds. (Needs discussion no consensus on this point)* - 1997 update: The island height issue and other strategies continued to cloud and delay the process of reaching agreement and movement forward to final signature on the interagency agreement. The Port has reviewed the maps in the agreement and finds that they show the islands approximately 4 to 5 feet above the upper limits of the wetland area. Bank slopes and typical cross sections are roughly equivalent to what exists on the ground at this time. We are deeply concerned that the existing habitats on the island and adjacent shore will suffer major disruption if the islands are physically lowered. Plus there would inevitably a serious water quality impact. The major impact would be to existing wildlife species at these sites. All islands both north and south are approximately the same height. We are moving forward to remove non-native vegetation on the islands and restore the original vegetative plantings on the island but have no plans to reduce the island heights. **Work has begun on removal of non-native vegetation - planting will occur in November of 1997 after removal of the non native vegetation**
- 1996 notes: *needs vegetative management plan for entire area* - 1997 update: There have been various new concepts and ideas proposed for vegetative management and expansion plans for the Ramsey Lake pond. The Ramsey Lake pond is a perched water feature which lies 8 feet above the slough level at low water (see ortho map). The original concept for the pond was as a stable freshwater marsh habitat and the planting scheme and design was developed accordingly. Since that time a stable wetland environment has developed with the normal populations of wildlife, including turtles and other wildlife forms dependent on this habitat/wetland type. The Port has reviewed the original planting scheme and philosophy and can find nothing technically in error with either the design or intent of the plan. We cannot accept the proposition that a major destruction of the existing habitat by major readjustment of the pond or islands is biologically valid or superior to the original design. As mentioned above, the Port is proceeding to remove non-native vegetation from the islands and will replant vegetation in 1997 in accordance with the original design.
- 1996 notes: *current wetland to upland ratio is good; does not need additional wetlands* - 1997 update: This conclusion was in error and concerns have been raised about the amount of water surface area in the Ramsay pond. The mitigation agreement indicates 16 acres will be recreated. The water surface area is short by approximately 4.5 to 5 acres. Additional water surface area will be created in 1998, following approval by the signatory agencies of a proposal which will be submitted to them in late November 1997.
- 1997 notes: Concern was expressed that the fill slopes in some areas are greater than 1:3. **The Port has just reconfigured the slope of the bank back to 1:3, for approximately 100 yards that were in excess of 1:3, as required by the agreement.**

- **Long term issue:** The Port has been reminded over the years that part of the area on the north side of the Columbia Slough was filled into the 150 foot buffer in the 1980's. The excess sand fill has been partially removed, with final removal to the level of the original silts scheduled for late November 1997. A conceptual design and proposal for revegetation of this area will be submitted to the signatory agencies for review in late November 1997 along with plans for the Ramsey Lake area.
- 1996 notes: *upland areas to east need more swales and depressions for plants. Almost complete planting failure in southern portion of upland area. Entire upland area to east needs to be surveyed, evaluated and replanted.* - 1997 update: This will be a part of the proposal to be circulated to the signatory agencies for review in late November 1997.
- 1997 notes: Purple lustrife is present in the area. The Port has released "bugs" at the T-5 mitigation area but were not able to obtain them for the Ramsey Lake area this year. The normal cycle for this type of treatment, according to Basket Slough research, is for it to take 3 years to effectively control the purple lustrife after the "bugs" have been released. The Port will continue to use hand removal of the plants for the foreseeable future.

General Notes

1996 notes: *The results of the September 19 and 25 field tours demonstrate the need for a more structured and focused management of the mitigation areas. Based upon these results the Port has added resources and assigned specific responsibilities to the Environmental Services Department to insure that better management of these areas will occur. These responsibilities will include development of mitigation area management plans in concert with Port property managers, providing better support services to the property managers, mitigation site inspections every 2 months, improved coordination/oversight with all mitigation site monitors (PSU, MHCC and Fishman) and budgets for necessary management actions developed at the beginning of each calendar year. Dana Seigfried will have overall program management responsibilities and Rollie Montagne will provide staff support to Dana. If there are any questions on the mitigation sites please contact either Dana or Rollie.*

1997 notes: The 1996/97 effort has resulted in a plan, specific mitigation area management program and assigned responsibilities. Budgets have been assigned to those areas and monitoring oversight has improved. The Buffalo area management has not met our expectation for the meadow area or livestock management. Actions are currently being taken to correct that problem with replanting and refurbishment of the meadow area slated for early 1998. Our understanding for the Ramsey Lake ponds was that this area was not in controversy as to design or intended purpose; with the exception of the island height issue. Agencies were divided on this point. The 1997 meeting resulted in greater division not consensus. The Port is proposing a new approach to move forward on this project and will be submitting our proposal for signatory agency review in November.

If you have questions please contact Rollie Montagne (731-7518) or Scott Carter (731-7510). Thanks for your participation and input to the management process.

MITTR97.DOC

1997 Mitigation/Wetland Area Tour 9/10/97

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created the world's biggest accounting firm **PAGE 7**

Stocks of unsold goods on businesses' shelves increased for the 18th straight month during December, the Commerce Department said, despite relatively strong sales **PAGE 10**

U.S. investors poured an estimated \$18.6 billion of new money into domestic stock mutual funds in January, an amount well below levels seen in the same month last year **PAGE 11**

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THE DAILY JOURNAL OF COMMERCE
PRINTED USING RECYCLED PAPER

Powell said he and the other prime movers who left Intel Corp. to establish Sequent in 1983 wanted to create a "\$100 million company." Sequent, which developed...
See POWELL, Page 5

Committees ready to present road, rail recommendations

By KIRSTEN LUCAS
Daily Journal of Commerce

Plans to widen North Marine Drive and reroute rail traffic to ease congestion in the Rivergate Industrial District are making headway.

Advisory committees are expected to conclude a year's worth of deliberations Wednesday with recommendations to the Port of Portland that address concerns ranging from transportation to turtles.

The port needs to expand the road to accommodate increasing traffic and realign railroad tracks to eliminate a troublesome crossing that throws a wrench into transportation links critical to movement of the state's commerce.

Not only is the area important for industry, North Marine Drive is adjacent to Smith and Bybee lakes, a significant wildlife and recreational

resource.

To address this cross section of concern, last March the city enlisted citizen and technical advisory committees to identify alternatives and study the impacts of each on nearby natural resources, business and recreation.

In the process, the committees have whittled a list of 11 possibilities down to six alternatives, including a "do-nothing" option.

On Wednesday, the groups will rank their plans and make a recommendation to the port. The port will then formulate a final proposal for Portland City Council approval this summer.

The groups rejected the port's original proposal, which called for widening North Marine Drive toward the lakes and running a rail line along the water.

Among the environmental concerns raised was the potential impact on the

See MARINE, Page 23

Casey Powell, Sequent Computer Systems Inc.'s chairman and chief executive by many as a charismatic leader. The Beaverton company generated revenue in fiscal 1997, a 40 percent increase from the prior year. Its \$38.7 million highest in company history.

Historic highway to begin in March

By BILL COUTANT
Daily Journal of Commerce

Three projects to restore abandoned segments of the Historic Columbia River Highway and reclaim quarries near the road will start this year, with the first beginning in March.

A fourth project to fabricate and place 27 interpretive signs on the historic highway from Troutdale to Rowena is already under way.

Coral Construction of Wilsonville is overseeing a \$157,487 project to build and install 27 interpretive signs along sections of the highway open to motor vehicles, and sections of the Historic Columbia River Highway state trail.

The van will provide historical information going as far as age, with past 100

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The s August Work to build

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been in one for close to 10 years, you might find a better one out there. You may even find

up to an annuity that offered a guarantee on that \$30,000. That way if your investments

your account. The best annuity for accumulating retirement funds is not always the

ington, D.C. 20005. Her e-mail address is: lindastern@compuserve.com.

MARINE Continued from Page 1

rare Western pond turtle, which makes its home in the water along the existing road.

There is also concern about the possibility of hazardous material spills into the lakes and noise pollution. Public access to the area for educational and recreational pursuits is another high priority.

Rivergate is experiencing growing pains as businesses snap up industrial real estate with river, rail and freeway access. As more companies move in, truck and train traffic snarls are already starting to interfere with local operations.

The situation only threatens to get worse as Rivergate approaches full build-out in the next 10 years.

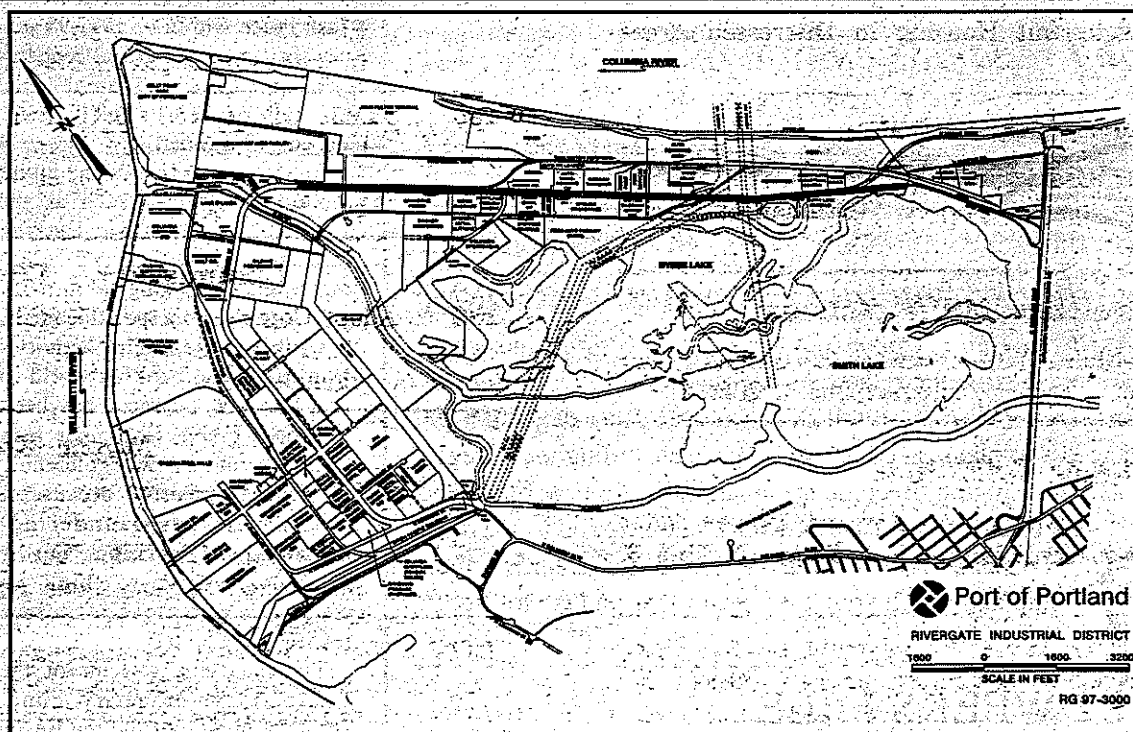
Twice last week, Columbia Grain President Bert Farrish, a citizen advisory committee member, said he witnessed traffic on North Marine Drive back up three-quarters of a mile because of a train crossing. Those same trains that might delay his employees and suppliers carry 65 percent of Columbia Grain's total tonnage.

Mike Gemmet, co-owner of Portland French Bakery and a fellow committee member, shares similar business-related concerns.

"As a business, I'm concerned about the smooth flow of our delivery trucks in and out of here," Gemmet said.

"I'm also concerned that (North Marine Drive) be developed in an environmentally friendly way."

Both committee members said they believe the cross-section of interests represented in the planning process, including businesses, environmental groups and neighborhood associations, will make for a positive outcome.



North Marine Drive (shown here as a heavy black line) is located in the Rivergate Industrial District in North Portland. The road passes through the Smith and Bybee lakes wildlife and recreation area.

The port will take the committees' recommendations under advisement and continue to study detailed engineering plans and costs to come up with a proposal for the City Council this summer. Construction is expected to start in 1999.

The project's financing remains a puzzle. The port originally budgeted \$8 million for road and rail improvements, but it is now apparent that will not be nearly enough.

Engineering costs associated with the alternatives range from \$12 million to \$32 million.

The port may consider a regional funding strategy to complete the work, said Chris White, community affairs specialist for the port.

Located west of Interstate 5 near the confluence of the Columbia and Willamette rivers, the Rivergate Industrial District is sensitive terrain where heavy industry interfaces with sensitive natural resources.

North Marine Drive runs parallel to the Columbia River through the 2,000-acre Smith and Bybee lakes management area, which is considered the nation's largest urban freshwater wetland, said Frank Opila, president of Friends of Smith & Bybee Lakes and a member of the citizen's advisory committee.

The lakes and adjacent wetlands are home to more than a hundred species of birds, including bald eagles, osprey, red-tailed

hawks, great blue herons and kingfishers, as well as beaver, deer, nutria and otter.

Of particular concern is a population of 200 to 300 Western pond turtles that inhabit the ponds and sloughs along North Marine Drive, near the existing parking lot for the lakes, Opila said.

The turtles are the subject of ongoing study. According to Opila, not enough is known about the species, including its nesting habits, to fully understand the impact of nearby development.

However, Opila hopes concerns and information brought to light through the committee process will be incorporated into the port's ultimate proposal.

FUNDS

Continued from Page 11

investors in February but equity funds are more popular and some investors are starting to buy international funds beaten up because of a financial crisis in Asia, fund companies said.

"Equity funds are maintaining a tremendous amount of momentum in February," Norwitz said. "Our equity income fund is leading the way, and right behind it are blue chip growth fund and our dividend growth fund."

These were more conservative, large-cap funds, he said.

Charles Schwab Corp. also reported large amounts of fresh money moving into its mutual funds for the first 10 days of this month.

"Our net flow into all mutual funds for that period is \$1.1 billion," Schwab spokesman Greg Gables said. "Equity funds took in \$941 million and fixed income funds received \$180 million."

Schwab's domestic equity funds took in \$1.3 billion in January, with fixed income receiving \$572 million, it said.

Schwab said investors were piling back into its international funds, after many net asset values were beaten up because of a financial crisis in Asia.

"In January, we saw the first positive net flows in international since September," he said. "We have seen a dramatic uptick in interest in international funds. It seems like people are swimming in the Pacific again."