



CITY OF PORTLAND ENVIRONMENTAL SERVICES



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July 26, 1994

Jim Morgan
Metro
600 NE Grand
Portland, OR 97232

Dear Mr. Morgan:

Thanks for your interest in the Ramsey Lake storm water treatment wetland project. The field trip last month resulted in a number of questions about the project, and while we don't yet have definitive answers for all of them, they'll be addressed as the design process continues. Here's a summary of the issues raised:

Monitoring—Since this is a relatively new and untested method for removing pollutants from storm water, many felt that there should be a comprehensive monitoring program. Water should be tested when it enters the treatment facility, as it flows through the wetland, and when it enters the slough. There should also be a contingency plan in case the wetland system fails to remove pollutants.

Coniferous forest wetland—Some questioned the assumption that the area ever supported a coniferous forest. If habitat augmentation is a goal, then the project should perhaps stay with the indigenous cottonwood-willow mix. The City needs to provide better justification for establishing a coniferous forest.

Impact of Harbortate—It was suggested that a portion of the adjacent area slated for future industrial development might be used for a pretreatment facility. Existing and future development should be offered incentives to capture roof drainage that can be diverted to wetland. As development covers the existing sandy soils with impermeable surfaces, the storm water runoff should be captured and diverted to wetland, too.

Settling pond—Although the pond will be dredged periodically, there was concern about the toxins in storm water migrating through soils to slough. A liner may be appropriate for the pond. Birds and other wildlife may be affected by toxins, floatables, and oil in the pond and it might be necessary to keep them out.

Clover planting—It was noted that the existing trifolium ground cover may fix nitrogen as well as clover, so planting the site may not be necessary.

Access—Limited access was generally preferred, and some felt that maintenance vehicles should enter the site along the planned railroad right-of-way instead of using the existing dirt track along the slough. Most agreed that only simple foot trails were appropriate, perhaps with a

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footbridge crossing from the planned 40-mile loop trail on the north bank of the slough. To keep costs down, it was suggested that a footbridge could be added to the planned railroad crossing, which will be just upstream from the existing Marine Drive/Lombard bridge.

Education—Some of the ideas offered include interpretive signs at the wetland as well as at nearby parks (Kelley Point, Pier Park), guided tours through the facility for schoolchildren and other interest groups, informational brochures, and an effort to involve the adjacent neighborhoods and schools in both planting wetland vegetation and monitoring water quality.

Design of the treatment wetland will begin later this summer, and construction is anticipated to begin next spring. We plan to keep the adjacent neighborhoods as well those individuals and groups with an interest in the slough and Smith and Bybee Lakes actively involved in the entire process. You'll be contacted soon to see if you'd like to participate. In the meantime, if you have any questions, please contact Heather Clish (823-5334), Jim Dixon (823-7162), or Susan Barthel (823-7268).

Sincerely,



Jim Dixon and Heather Clish
CSO Public Involvement Coordinators