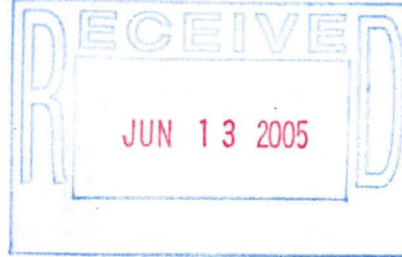


REYNOLDS HIGH SCHOOL
NATURAL RESOURCES ACADEMY
31520 EAST WOODARD ROAD
TROUTDALE, OREGON 97060
PHONE (503) 695-3202
FAX (503) 695-6054

STRESSING THE ABCs: ACADEMICS, BASICS, CREATIVITY



May 27, 2005

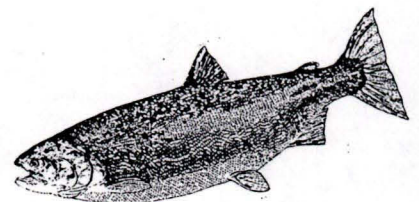
Councilor Park,

I'm sorry for the delay in getting these to you - no excuses, but a flurry of recent guest speakers and field trips have left me way behind. Anyway, I just wanted to say thanks again for coming to the Natural Resources Academy to speak to my seniors in natural resources management. I liked the way you presented them with many of the ambiguities involved in making planning decisions, rather than trying to give "cut and dried" answers; I could tell in the debriefing that the kids got a good understanding of what a difficult job those of you involved in planning have.

I'm hoping that, all other things being equal, you can come back and speak to us again next year.

Thanks again,

Patrick McJunkin, Social Studies Teacher
Reynolds High School Natural Resources Academy



Rod Park,

Thanks so much for taking time out of your day to come & talk to us. You have a really really tough job, but I know you will make the right decisions. I also really like your car... and your licence plate!

Thanks again

Katie Stinman

Dear Rod

Thanks for taking your time to come out and talk to us about metro. I have a lot to think about now . You have a very hard job to fill and i don't think any one else could do it better. I think that the plan we have now will work or at least I hope it will.

-Josh

Rod PARK,

Thank you for coming in to talk with our class. Your presentation was very informative. You gave us a very good look about managing Metro and dealing with it's problems. Your job seems very difficult, and I know I wouldn't want to deal with growth and everything else. Thank you for all of the valuable information, but more importantly thank you for doing your job.

- PAUL

Dear Rod,

Thank you so much for taking time out of your busy schedule to come and talk to our class about your job at Metro. I found it very informative and interesting. You brought up a lot of good points and arguments, so it seems like your job is extremely complicated. I like how you made our class debate a lot of different scenarios because it really made me think about the choices that you have to make. Thanks again!

Sincerely,
Tristan Gruener

Dear Rod,

Thank you for coming to our
class & showing me how hard your
job is. I admire you for doing this.
Thank you a lot.

Amy

Dear Rod,

I would first like to thank you for coming and speaking to our class. It was very interesting how you explained your work and what we, as the people, have to do to help our area. Your work sounds difficult, and I'm glad that you're able to do it well. Thanks again for coming and speaking with us.

Sincerely,
Mike Scott

Rod Park

My name is Kevin Lucas and you recently visited ~~at~~ my class and at the NRA in Springdale. We really enjoyed your presentation about metro. It was fun and informative. We appreciate you taking time from your schedule to see us. Thanks a lot.

Kevin Lucas.

Dear Rod,

Thank you for coming to my class & speaking to us about issues pertaining to metro & the urban growth boundary.
Thank you again.

Kelsey Bruzda

Dear Rod Park,

Thank You for taking time out of your day to come in and talk to all of us at the Natural Resource Academy. It was very interesting to learn what you guys are doing about the urban Growth Boundary.

Thank You Again,

Chris Scott

Dear Rod Park

Thank you for coming in
and talking to us. I had a good
time and I hope that it was fun
for you. Your questions were tough
but fun thank you.

Jesse.

Dear Rod,

Thank you so much for taking the time out of your day to come and share with us your knowledge about the tough decisions you have to make on a weekly basis. I never knew about the challenges that you were faced with along with all of the money and policies that are involved. I was surprised at hearing how much money was involved along with the amount of time that is put into each decision. The idea of an urban growth boundary is really good. Thanks again for your time.

Sincerely,
Doug

Dear Rod Park,

Thanks for speaking to
us. It was great to hear about
Metro. I learned a lot. One thing
I learned was how many tasks
you have to do at your job.

Sincerely,
Lester Caga

Barbara Hanawalt
9017 SW 9th Place
Portland, OR 97219



May 30, 2005

Dear Mr. Bragdon, Mr. Park, Mr. Newman, Mr. Hosticka, Ms. McLain, Mr. Burkholder, and Mr. Liberty,

I am sending this letter to each of you in the hope that it's not too late. I understand the Metro council is voting, or maybe already voted, on flood plains in the Tualatin Valley, and "Nature in the Neighborhoods."

Please add my wishes for wise stewardship of our land to your piles of letters. My vote is for development that is informed by careful consideration for the original inhabitants of our land—the plants and animals. I feel very strongly that there are ways we can live in respect and compatibility with them, if we value them and respect them. The natural areas will not come again anytime soon if we rip them up. These areas provide us with huge benefits and services that would be very costly if people had to provide them. Oxygenation of the air, air cleansing, carbon dioxide removal, free water from the sky (ie, rain), water absorption and water filtration are just a few things nature, when in balance, does for us free of charge. There is just one catch—just like with a well-running engine, Nature only works as expected when it is in balance. If people tinker with that balance, it just doesn't work out. There are big costs. Time and again, human beings find out that you can't fool Mother Nature without negative consequence to people.

All new development and redevelopment needs to have minimal impact on our environment anywhere, and especially at stream sides. If flood plains are now undeveloped, it's very important to leave them that way. They are there to absorb rainwater. It's a total no-brainer that leaving them in a wild state prevents flooding elsewhere and nearby. Flood damage due to unwise development is a misery tax that wise development would have avoided. Every time a house or building is put up, or a street paved, or an area is unwisely logged, it means less open area and fewer plants to absorb rainwater as Nature intended, yielding floods, mud slides, and flash floods in streams and rivers.

Thank you for your careful consideration of this issue. I vote for redevelopment, or more dense development, of already-developed areas. Let's leave the natural spaces alone. There are so few of them left in the Metro area. We deeply need our natural spaces left unpaved, unbuilt and cared for.

Sincerely,

Barbara Hanawalt
Barbara Hanawalt

Kathryn Schutte - RE: Letter in Support of Resolution No: 05-3580

From: "Jayne Cronlund" <jcronlund@trlc.org>
To: <hostickac@metro.dst.or.us>, <bragdond@metro.dst.or.us>, <libertyr@metro.dst.or.us>, <burkholderr@metro.dst.or.us>, <parkr@metro.dst.or.us>, <mclains@metro.dst.or.us>, <newmanb@metro.dst.or.us>
Date: 6/10/2005 12:03 PM
Subject: RE: Letter in Support of Resolution No: 05-3580
CC: <sue.marshall@tualatinriverkeepers.org>, <jayminor@coralconstruction.com>, <vbowers@trlc.org>, <ray.phelps@awin.com>

Metro Council:

I want to thank you so much for your unanimous support of this Resolution. This is an important step in preserving and restoring nature in our neighborhoods.

I want to especially thank Councilor Rod Park and the solid waste industry for their leadership and support. This money will help us all work together to meet our shared responsibility of providing clean air, clean water and nature close to home for people now and tomorrow.

Jayne Cronlund
 Three Rivers Land Conservancy
 jcronlund@trlc.org

-----Original Message-----

From: Jayne Cronlund and Pat O'Neill [mailto:patojayne@earthlink.net]
Sent: Wednesday, June 08, 2005 10:48 PM
To: hostickac@metro.dst.or.us; bragdond@metro.dst.or.us; libertyr@metro.dst.or.us; burkholderr@metro.dst.or.us; parkr@metro.dst.or.us; mclains@metro.dst.or.us; newmanb@metro.dst.or.us
Cc: Jayne Cronlund; sue.marshall@tualatinriverkeepers.org; jayminor@coralconstruction.com; vbowers@trlc.org; ray.phelps@awin.com
Subject: Letter in Support of Resolution No: 05-3580

June 7, 2005

Metro Council
 600 NE Grand Ave.
 Portland, OR 97232

Dear Metro Councilors:

I am writing on behalf of Three Rivers Land Conservancy to tell you of our strong support for Resolution No. 05-3580 introduced by Councilor Rod Park establishing a Metro Council Grant Program in the amount of \$1.5 million to support your Nature in Neighborhoods initiative. Three Rivers strongly support this resolution because:

- This program will build community involvement and awareness in natural area stewardship.

- This program will help restore and monitor the ecological health of the land in the Goal 5 inventory.
- This program may help replace recently lost funds from the US Fish and Wildlife Greenspaces program that provided about \$300,000 per year for education, restoration and research in the metro region. This was an extremely important source of funds for our organization.
- Inclusion of the solid waste industry as part of this program could serve as a model of partnerships between nonprofit conservation groups, government and industry.

Three Rivers Land Conservancy's mission is to conserve privately held lands in the lower Willamette Valley's three main counties: Washington, Multnomah and Clackamas Counties. Our focus areas include many Goal 5 inventory lands. Our primary tool is the permanent conservation agreement (also known as conservation easement) and donations of land. In some limited instances, we are able to purchase land usually in partnership with a municipality.

Private landowners hold the keys to the health of the region. Water quality, air quality, and wildlife are dependent upon the decisions of these private landowners who hold 68% of the Goal 5 inventory (about 55,000 acres). These landowners need tools and options to conserve their land. Three Rivers provides just one way for a landowner to participate. Many other conservation and restoration groups like Tualatin Riverkeepers, SOLV, Audubon Society and the Watershed Councils all provide important other tools and information for these landowners. This program could provide assistance to all these outstanding efforts.

Should you decide to implement the program, I have a few suggestions:

- Don't reinvent the wheel. Use the US Fish and Wildlife grant program criteria as a starting place.
- Include a broad and diverse group to review grant applications to give technical advice and ensure the best projects get funded.
- Include knowledgeable grant recipients in the process of developing criteria and guidelines for expending the funds.
- Ensure most of the money makes it to the projects by limiting administrative staff costs. (10% of the total budget).
- Require a matching component to leverage your money.
- Allowing planning grants to improve the quality of on the ground projects and build nonprofit capacity to be more strategic.
- Request ideas and feedback from GPAC and other groups about other potential sources to increase the size of this grant program. For instance, the Oregon Department of Transportation's has a bridge mitigation program under consideration for the region.

You only have to look to the success of the US Fish and Wildlife Greenspaces Grant Program for reassurance that this type of funding is extremely important for building community involvement, awareness and education about natural lands stewardship and the role that healthy land provides in clean air, clean water and nature close to home.

I cannot be in attendance for your council meeting. However, I urge you to contact me with any questions about my testimony.

Sincerely,

Jayne R. Cronlund
Executive Director
Three Rivers Land Conservancy
jcronlund@trlc.org
503 699-9825
www.trlc.org

From: Jim Labbe <jlabbe@urbanfauna.org>
To: <parkr@metro.dst.or.us>
Date: 6/11/2005 3:01:48 PM
Subject: Thanks for your leadership

Rod,

Thanks for your work in securing \$1 million for restoration grant fund to support implementation of Nature in Neighborhoods. With the Fish and Wildlife Funds cut this will fill a critical gap give significant more momentum to the Nature in the Neighborhoods program. Let's see if we can't get this money to re-jump start a USFW program.

Best,

Jim

--

Jim Labbe
Urban Conservationist
Audubon Society of Portland
5151 N.W. Cornell
Portland, OR 97210
(503)292-6855 x. 112
www.urbanfauna.org

"The movement for the conservation of wild life and the larger movement for the conservation of all our natural resources are essentially democratic in spirit, purpose, and method."

- Theodore Roosevelt,
Book-Lover's Holidays in the Open, 1916



September 3, 2005

The Honorable Rod Park
600 NE Grand
Portland, OR 97232

RE: Regional Fish & Wildlife Habitat Protection Program
and the Nature in Neighborhoods Initiative

Dear Councilor Park:

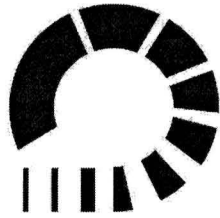
I am writing to urge you to adopt the Regional Fish and Wildlife Habitat Protection Program and the Nature in Neighborhoods Initiative, *without further changes*.

I am a property owner with an acre on Tryon Creek, and I fully support both the Program and the Initiative. I would have welcomed more stringent protections, such as inclusion of "upland habitat" in the regulatory program, and 200-foot buffers for creeks and streams.

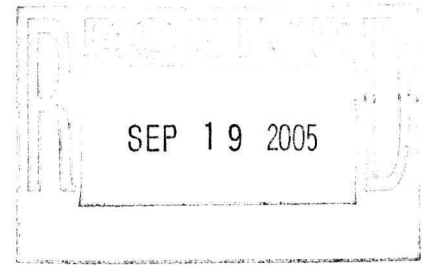
I have lived in Portland all of my life, and am alarmed and disheartened at all the natural areas that have been lost to development. The Program and the Initiative offer a chance to protect some of the best quality habitat remaining.

Thank you for your support of these programs

Dianne Ensign
11010 SW Boones Ferry Rd.
Portland, OR 97219



40 MILE LOOP



40-Mile Loop Land Trust
P.O. Box 262
Portland, OR 97207-0262

September 14, 2005

Councilor Rod Park
METRO
600 NE Grand Avenue
Portland, Oregon 97232

Dear Councilor Park,

The 40-Mile Loop Land Trust respectfully requests that Metro Council approve the South Lake Shore alignment of the planned Smith Bybee trail along the north sides of both the Columbia Slough and the landfill. This trail will connect the east and west segments of the Columbia Slough trail. (See attached map.) This balanced choice avoids extremes while protecting human, environmental and industrial uses. It allows North Portland the nature opportunities already enjoyed by most other parts of the Portland metro area.

Approval of this trail by Metro Council will close a crucial "missing gap" in the 40-Mile Loop Trail. The 40-Mile Loop — a multi-use trail that circles Portland, Gresham, Fairview, Troutdale, and parts of Clackamas — has been adopted by Metro Council as a key component of the Regional Trail System and is a designated State Recreational Trail.

We have multiple reasons for urging you to adopt this route:

Neighborhood Considerations

- North Portland families and youth have less accessible greenspace than most other Portland metropolitan areas.
- The North Portland demographic includes substantial minority populations and low-income residents, who continue to suffer environmental discrimination..
- A sense of economic and social justice would seem to dictate that North Portland should be provided the same access to greenpaces, nature, wildlife, tourist attractions and safe venues for travel and exercise as other regions of the metro area.

Social Considerations

- Trails for hiking and biking are accessible, low-cost recreation that ordinary families and children can use safely.
- Off-street trails are eminently safer for travel by bicycle or foot than such travel among automobiles and trucks on streets and highways.
- The use of non-motorized transportation should be encouraged, and safe pathways should be provided for bicyclists, walkers, runners, parents with strollers, and other such healthy and active use.
- Health issues owing to a sedentary lifestyle are a common modern problem for adults and youth in urban areas.

Economic Fairness Considerations

- Kayak and canoe owners currently enjoy full range of travel throughout Smith and Bybee Lakes Natural Area. The lack of a walking trail effectively creates a gated community of natural wonders that is reserved for scientists and boat owners. It is not the Portland way.
- A kayak or canoe costs several hundred dollars and must be driven to the lake. Bicycles and shoes can be obtained cheaply and used safely by children, adults and commuters.

Wildlife Endangerment Considerations

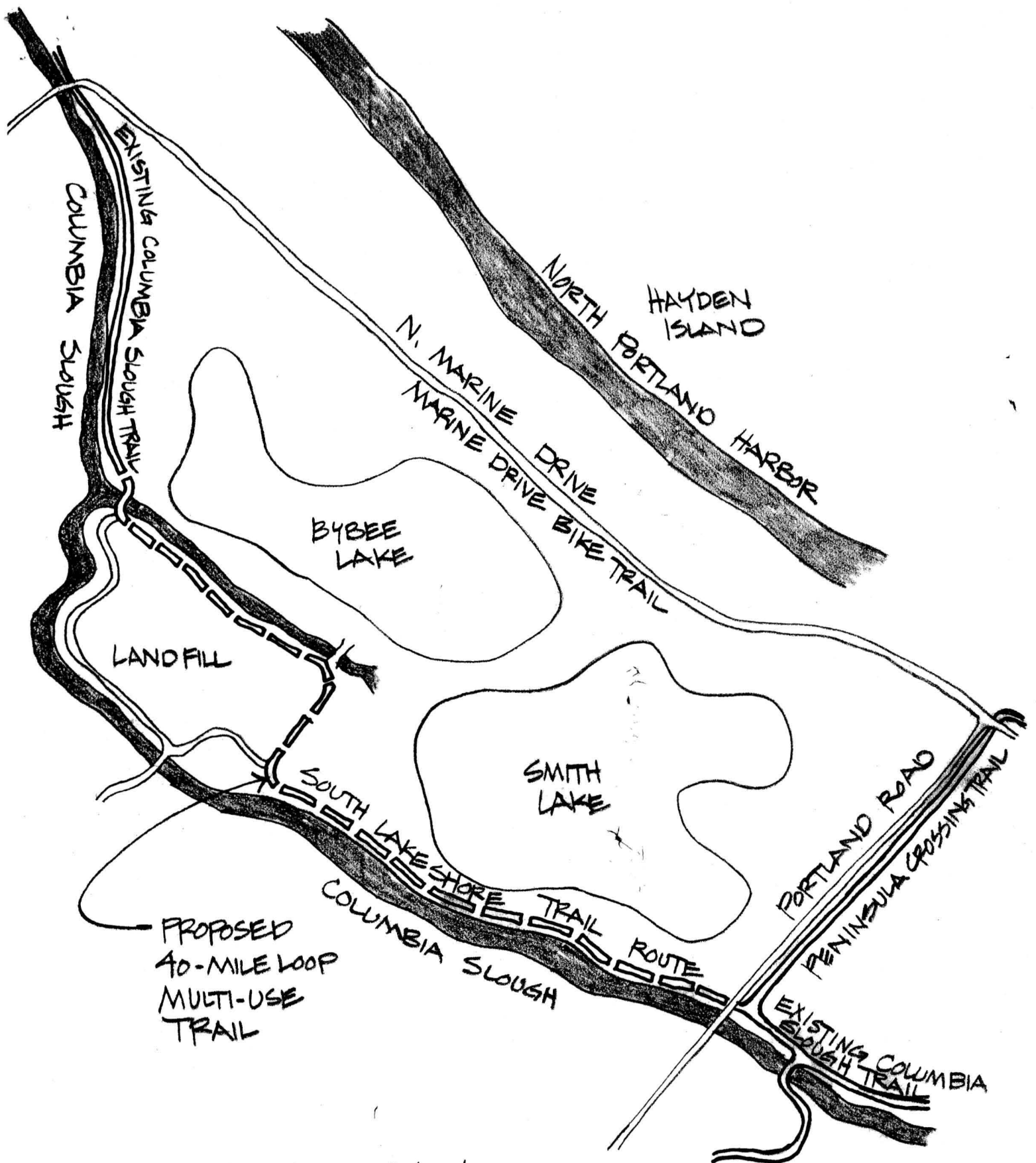
- It is shortsighted and elitist to keep low-income people away from nature and wildlife. We need to look at socio-economic aspects of our decisions. Exposing youths and adults to salamanders, turtles, herons, and eagles will create long-term allies of preservation.
- Trails in natural areas have been built, improved, and used in balance with nature in the Northwest (Forest Park), the Southwest (Marquam Nature Park), the Southeast (Oaks Bottom Wildlife Refuge) and East (Powell Butte Nature Park). Osprey, eagles, herons, and other wild birds co-exist with motorboats, golfers, cyclists, skaters, and sand and gravel operations in Heron Lakes, on Ross Island, and along Sellwood's Oaks Bottom trails. In Gresham, along the Springwater Trail, heron and osprey populations have increased. After Vancouver's Discovery Trail was built, eagles moved in and nested near the trail. In the San Juan Islands, and on Seattle's Alki Beach, eagles co-exist with residential and sporting populations.
- The Smith Bybee trail can and should be built to allow crossing of wildlife, and portions of the trail can be closed during sensitive periods for wildlife as necessary.
- One of the best ways to preserve sensitive areas in the park is to provide well-planned designated areas for human travel and interaction, rather than having people self-designating their own use of the public property, as is the current situation.

Trail Placement Considerations

- Out of 2,200 acres of park, where people are largely excluded, we should be able to give less than 1% of the park for a trail (a trail only 12 feet wide by approximately 3 miles long, skirting the outer boundary).
- A trail along the north side of the Columbia Slough has been in every plan for the area for 20 years.
- According to Smith-Bybee Lakes Alternative Alignment Summary (12/20/04 doc), this alignment along the north side of the slough “has an existing access path (pair of wheel ruts) over much of it that could be converted to a trail with fairly low cost and minimal direct impacts.”
- The north-side slough alignment would not require the expensive replacement of the Portland Road Bridge over the slough that other plans would require.
- The north-side slough alignment would not require expensive land acquisition that would be necessary for a south-side alignment. (The cost of such acquisition for the south-side alignment was unfortunately omitted from the cost comparisons presented by staff, thus skewing the comparison and giving a false picture of the actual comparative costs.)
- This alignment provides direct routes for bicycle commuters traveling to dock and industrial jobs by non-motorized transportation.
- The alignment is the cheapest alignment that yet maintains safety for users, since it provides a connected off-road, multi-use trail, rather than putting children and others on city streets to fend for themselves with cars, trucks, and heavy industrial traffic.
- With the methamphetamine-inspired metal theft problem that has arisen, businesses along the industrial south side of the slough will strongly oppose a trail alignment there. Thus no trail will ever be built if it is not built along the north side of the slough.
- If the trail is not built along this one section of the slough, it will be the single omitted link in what would be approximately 18.6 miles of continuous trail along the north side of the slough, either built or planned — from Kelly Point Park to the east, past Heron Lakes Golf Course and Portland International Raceway, to industries, businesses, MAX stations, PDX, and eastern Multnomah County.
- This alignment has been approved and included in numerous plans over the last 20 years, including Metro’s own Regional Trails Plan. Twenty years of planning and 14 decisions support the north-side slough alignment.

Sincerely,

40-Mile Loop Land Trust Board of Directors



8/31/05

40-MILE LOOP PREFERRED
"SOUTH LAKE SHORE" TRAIL ALIGNMENT

Friends of Smith & Bybee Lakes
P.O. Box 83862
Portland, OR 97283-0862



September 15, 2005

Dear Rod Park,

Are we looking 15 years into the past or 15 years into the future? The decision coming before the Metro Council on the location of the continuation of the trail adjacent to Smith and Bybee Wetlands Natural Area will determine whether we are planning for continued habitat protection or allowing irreversible adverse impacts to the habitat. The Friends of Smith & Bybee Lakes (FSBL) urge you to look to the future by supporting the least impacting trail segments - the South Slough and Landfill routes.

As you are aware, the goal of the *Natural Resource Management Plan for Smith and Bybee Lakes* is to protect habitat with appropriate recreation. The FSBL have worked to protect, restore and enhance the lakes as well as provide recreational opportunities for the public. We have lead monthly canoe trips for the past 10 years, introducing hundreds of people to the unique wetland habitats. Bald eagles, osprey and great blue herons have chosen the riparian habitats for nesting. The Oregon ash forest is one of the oldest stands in the Willamette Valley. An audio inventory in the ash forest suggests that there may be sensitive bat species using the area. This area provides habitat to a wide range of native species, including over 150 species of migratory birds. It is imperative that we remain good stewards and protect the wetlands from adverse impacts.

The recreation opportunities within and adjacent to the natural area have increased exponentially over the past five years. The Peninsula Crossing Trail connects the natural area to the Columbia Slough and through the North Portland Neighborhood. The trail built by the Port of Portland brings people and bicycles to the western end of the wetlands. The 40-mile loop trail was improved and expanded with the widening of North Marine Dr. and the development of the new entrance and parking lot. The boat launch allows easy access to the water. There are now trails around at least 2/3 of the natural area. We encourage you to support the proposed alignments that have the least amount of impact to the fragile ecosystems but would still allow outstanding views of the area. The South Slough and Landfill alignments would minimize human intrusion and impacts to sensitive habitats.

Attached are the FSBL position statement and explanations about the trail alignments. We urge you to read them when you are considering this important decision about the future of the Smith & Bybee Wetlands Natural Area. A member of the FSBL will be contacting you shortly to ask you to support the two trail alignments that minimize impacts to this "jewel in our backyard".

Thank you for your thoughtful consideration in deciding the future protection of the natural area.

Sincerely,

Troy Clark
President, Friends of Smith & Bybee Lakes

Friends of Smith & Bybee Lakes



Smith and Bybee Trails Friends' Position

In 2004 the Smith and Bybee Lakes Management Committee convened a subcommittee of stakeholders to develop a trail feasibility study. Out of this study four possible alignments were proposed in order to connect an existing trail along the Columbia Slough (called the "Port trail" at this time) and the Peninsula Crossing Trail.

The Friends of Smith and Bybee Lakes (The Friends) believe that the goal of habitat protection must prevail over the prospect of expanding recreation access to this natural area. It is our contention that the whole of the management area is sensitive wildlife habitat and that recreation uses must be carefully planned and developed. We believe the wildlife habitat values at Smith/Bybee are ever increasing as other nearby upland and lowland areas are filled and developed for a variety of human uses. We expect an incredible jump in use of this regional open space as the area becomes better known as "the jewel in our backyard". It is because of these concerns the Friends take a lowest habitat impact approach when considering the proposed trail alignments.

The Friends strongly oppose two of the proposed alignments. The "Ash Grove" alignment jeopardizes a habitat that was once fairly common in the lower Columbia basin but is found in few places now. The Friends contend that this important habitat should not be compromised by a trail.

The Friends also oppose the "South Lake Shore" alignment. This alignment severely impacts both a 70-plus nest Great Blue Heron rookery and an active Bald Eagle nest site. The Bald Eagle is listed as Threatened under the Endangered Species Act. The habitat needs of these species are of more importance than the possibility of a recreation trail in this area.

The Friends support the two trail alignments that minimize critical habitat impacts. The "South Slough" route is our favored alignment. It makes the desired connection with the Peninsula Crossing Trail without compromising the nesting habitat along the south shore of Smith Lake. This alignment will potentially be the most expensive of the four, but, in our view, is the most desirable.

The Friends also support the "Landfill" route for the same reasons as the "South Slough" alignment. They both avoid the major habitat impacts to the Ash forest near Bybee Lake and the Cottonwood forest along the south shore of Smith Lake. The "Landfill" route makes the connection with the Peninsula Crossing Trail via surface streets after going through Pier Park. This "loop" connection is not as esthetically desirable as the other alignments, but still achieves the basic goal of connecting the trail segments.

It is true: IF YOU BUILD IT THEY WILL COME. The Friends realize in the face of this proverb that it really is up to all of us to keep from loving nature to death. Just as rivers need water, wildlife need adequate habitat to survive. Please help us preserve the wildlife habitat values at the Smith and Bybee Wetlands Natural Area.

Smith and Bybee Trail Study

In 2004 the Smith and Bybee Lakes Management Committee convened a subcommittee of stakeholders to develop a trail feasibility study. Out of this study four possible alignments were proposed in order to connect an existing trail along the Columbia Slough (called the "Port trail") and the Peninsula Crossing Trail. Metro is expected to make a decision in September 2005.

Trail Alignments

Landfill alignment

The Landfill alignment crosses over the north arm of the Columbia Slough onto the landfill. After crossing the slough, the alignment travels east along the northern, eastern and southern perimeter roads to the landfill bridge. Once off the landfill and the natural area, the alignment proceeds to Chimney and Pier Parks.

Tell Metro that you **SUPPORT** this alignment because:

- Lowest impact to wildlife of all alignments
- Direct connection to neighborhoods
- Existing landfill road simplifies construction
- Nice views of the slough from proposed bridge

South Slough alignment

A segment of this alignment travels from the landfill bridge near Columbia Bd. and proceeds east along the south side of the Columbia Slough to the North Portland Road bridge and then crosses the bridge to connect with the Peninsula Crossing Trail.

Tell Metro that you **SUPPORT** this alignment because:

- Relatively low impacts to wildlife, avoids eagle nests and heron rookery
- Very direct regional connection to Peninsula Crossing Trail
- Pleasing views of Wapato Wetland

Ash Groves alignment

The ash groves trail alignment enters Smith and Bybee Wetlands Natural Area at the southern end of the Port of Portland Trail and continues east along the north arm of the Columbia Slough. It travels through a grove of ash trees until it reaches the existing water control structure.

Tell Metro that you **OPPOSE** this alignment because:

- High potential of impacts to fish and wildlife from trail construction and use
- Probable impacts to wetlands
- Impacts to old-growth ash forest with Oregon Ash trees over 100 years old
- Lowest areas could have seasonal flooding and trail closures

South Lake Shore alignment

A segment of this alignment goes from the southeastern corner of the landfill and follows the southern edge of Smith Lake before connecting with the Peninsula Crossing Trail at the North Portland Road bridge.

Tell Metro that you **OPPOSE** this alignment because:

- Metro says that "Bald eagle nesting area may be impacted causing periodic trail closures". Due to staffing requirements, enforcement of a closed trail may not be successful. The Bald Eagle is listed as "threatened" under the Endangered Species Act.
- Heron rookery may be negatively affected by trail use
- Trail is in riparian zone and may impact wildlife crossing between slough and lake
- Impacts to migrating neotropical birds.
- Probable impacts to wetlands.

Friends of Smith & Bybee Lakes
P.O. Box 83862
Portland, OR 97283-0862



SEP 20 2005

September 15, 2005

Dear Rod Park,

Are we looking 15 years into the past or 15 years into the future? The decision coming before the Metro Council on the location of the continuation of the trail adjacent to Smith and Bybee Wetlands Natural Area will determine whether we are planning for continued habitat protection or allowing irreversible adverse impacts to the habitat. The Friends of Smith & Bybee Lakes (FSBL) urge you to look to the future by supporting the least impacting trail segments - the South Slough and Landfill routes.

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Sincerely,

Troy Clark
President, Friends of Smith & Bybee Lakes

Friends of Smith & Bybee Lakes



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The Friends of Smith and Bybee Lakes (The Friends) believe that the goal of habitat protection must prevail over the prospect of expanding recreation access to this natural area. It is our contention that the whole of the management area is sensitive wildlife habitat and that recreation uses must be carefully planned and developed. We believe the wildlife habitat values at Smith/Bybee are ever increasing as other nearby upland and lowland areas are filled and developed for a variety of human uses. We expect an incredible jump in use of this regional open space as the area becomes better known as "the jewel in our backyard". It is because of these concerns the Friends take a lowest habitat impact approach when considering the proposed trail alignments.

The Friends strongly oppose two of the proposed alignments. The "Ash Grove" alignment jeopardizes a habitat that was once fairly common in the lower Columbia basin but is found in few places now. The Friends contend that this important habitat should not be compromised by a trail.

The Friends also oppose the "South Lake Shore" alignment. This alignment severely impacts both a 70-plus nest Great Blue Heron rookery and an active Bald Eagle nest site. The Bald Eagle is listed as Threatened under the Endangered Species Act. The habitat needs of these species are of more importance than the possibility of a recreation trail in this area.

The Friends support the two trail alignments that minimize critical habitat impacts. The "South Slough" route is our favored alignment. It makes the desired connection with the Peninsula Crossing Trail without compromising the nesting habitat along the south shore of Smith Lake. This alignment will potentially be the most expensive of the four, but, in our view, is the most desirable.

The Friends also support the "Landfill" route for the same reasons as the "South Slough" alignment. They both avoid the major habitat impacts to the Ash forest near Bybee Lake and the Cottonwood forest along the south shore of Smith Lake. The "Landfill" route makes the connection with the Peninsula Crossing Trail via surface streets after going through Pier Park. This "loop" connection is not as esthetically desirable as the other alignments, but still achieves the basic goal of connecting the trail segments.

It is true: IF YOU BUILD IT THEY WILL COME. The Friends realize in the face of this proverb that it really is up to all of us to keep from loving nature to death. Just as rivers need water, wildlife need adequate habitat to survive. Please help us preserve the wildlife habitat values at the Smith and Bybee Wetlands Natural Area.

Smith and Bybee Trail Study

In 2004 the Smith and Bybee Lakes Management Committee convened a subcommittee of stakeholders to develop a trail feasibility study. Out of this study four possible alignments were proposed in order to connect an existing trail along the Columbia Slough (called the "Port trail") and the Peninsula Crossing Trail. Metro is expected to make a decision in September 2005.

Trail Alignments

Landfill alignment

The Landfill alignment crosses over the north arm of the Columbia Slough onto the landfill. After crossing the slough, the alignment travels east along the northern, eastern and southern perimeter roads to the landfill bridge. Once off the landfill and the natural area, the alignment proceeds to Chimney and Pier Parks.

Tell Metro that you **SUPPORT** this alignment because:

- Lowest impact to wildlife of all alignments
- Direct connection to neighborhoods
- Existing landfill road simplifies construction
- Nice views of the slough from proposed bridge

South Slough alignment

A segment of this alignment travels from the landfill bridge near Columbia Bd. and proceeds east along the south side of the Columbia Slough to the North Portland Road bridge and then crosses the bridge to connect with the Peninsula Crossing Trail.

Tell Metro that you **SUPPORT** this alignment because:

- Relatively low impacts to wildlife, avoids eagle nests and heron rookery
- Very direct regional connection to Peninsula Crossing Trail
- Pleasing views of Wapato Wetland

Ash Groves alignment

The ash groves trail alignment enters Smith and Bybee Wetlands Natural Area at the southern end of the Port of Portland Trail and continues east along the north arm of the Columbia Slough. It travels through a grove of ash trees until it reaches the existing water control structure.

Tell Metro that you **OPPOSE** this alignment because:

- High potential of impacts to fish and wildlife from trail construction and use
- Probable impacts to wetlands
- Impacts to old-growth ash forest with Oregon Ash trees over 100 years old
- Lowest areas could have seasonal flooding and trail closures

South Lake Shore alignment

A segment of this alignment goes from the southeastern corner of the landfill and follows the southern edge of Smith Lake before connecting with the Peninsula Crossing Trail at the North Portland Road bridge.

Tell Metro that you **OPPOSE** this alignment because:

- Metro says that "Bald eagle nesting area may be impacted causing periodic trail closures". Due to staffing requirements, enforcement of a closed trail may not be successful. The Bald Eagle is listed as "threatened" under the Endangered Species Act.
- Heron rookery may be negatively affected by trail use
- Trail is in riparian zone and may impact wildlife crossing between slough and lake
- Impacts to migrating neotropical birds.
- Probable impacts to wetlands.

21 Sept 2005

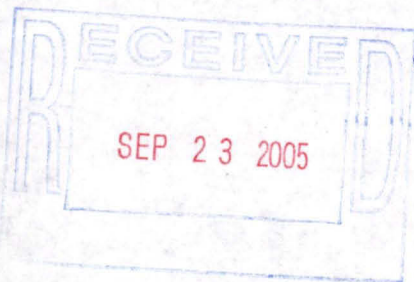
Dear Rod Parks

Our property falls within Metro's proposed Nature in Neighborhoods land-use planning ordinance # 05-1077B. We support the proposal and feel that by protecting habitat, supporting clean water and providing wild life corridors the value of our property will continue to increase. The Nature in Neighborhoods initiative will coordinate my efforts to plant natives along ~~the~~ ^{of} boundary ~~with~~ the Springwater trail with those up and down the corridor and on into the future.

Thumbs up for the ordinance, Metro and the future health and value of our community.

Sincerely,

Diaine Takeuchi and Don Davis
1685 SE Liberty Ave.
Gresham, OR 97080-1023



21 Sept 2005

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