

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Smith and Bybee Advisory Committee (SBAC)
Date: Tuesday, January 25, 2022
Time: 5:30 to 7:30 p.m.
Place: Zoom

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|-----------|---|----------------|
| 5:30 p.m. | Welcome and introductions | All |
| 5:35 p.m. | Approve November 2021 meeting summary | Troy Clark |
| 5:40 p.m. | Vote for new SBAC committee Chair: Carrie Butler | All |
| 5:45 p.m. | 20+ years at Smith and Bybee Wetlands | Elaine Stewart |
| 6:15 p.m. | Planning projects update | Allan Schmidt |
| 6:30 p.m. | Comprehensive Natural Resource Management Plan (CNRP) | Carrie Butler |
| 7:15 p.m. | Open discussion | All |
| 7:25 p.m. | Goals and next meeting agenda | All |
| 7:30 p.m. | Adjourn | |

Upcoming SBAC meeting:

Tuesday, March 22, 2022 on Zoom

For agenda/schedule information, contact Annie Toledo at annie.toledo@oregonmetro.gov

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Meeting summary

Smith and Bybee Advisory Committee

January 25, 2022

Committee members in attendance

- Carrie Butler Port of Portland
- Daryl Houtman City of Portland, Bureau of Environmental Services
- Eric Stern Friends of Smith and Bybee Lakes
- Eugenia Tam North Portland Neighbors
- Jonathan Soll Metro
- Pat Jewett 40-Mile Loop Trust
- Troy Clark Audubon Society of Portland

Others in attendance

- Allan Schmidt Metro
- Andrea Berkley Metro
- Annie Toledo Metro
- Charlotte MacDonald NE Coalition of Neighborhoods
- Elaine Stewart Metro
- Susan Barthel Friends of Smith and Bybee Lakes

Committee members not in attendance

- Max Samuelson Columbia Slough Watershed Council

WELCOME

The November 2021 meeting summary was approved. Eric Stern has replaced Emily Roth on the committee as the representative for Friends of Smith and Bybee Lakes.

NEW COMMITTEE CHAIR RECRUITMENT

The group approved Carrie Butler as the next chairperson of the Smith and Bybee Advisory Committee; Troy Clark stepped down from this role effectively immediately. He will remain on the committee representing Audubon Society of Portland.

20+ YEARS AT SMITH AND BYBEE WETLANDS

Elaine Stewart, natural resource scientist, is retiring from Metro after having worked at Smith and Bybee Wetlands Natural Area for the past 20+ years. She has been spending a lot of time going through archived boxes of materials and reconstructing a history of Smith and Bybee Wetlands, and plans on using this information, going back about 50 years, to make a narrative outline of the timeline of events. Once done, it will be made available to members of the Smith and Bybee Advisory Committee. The historical context will help think about management practices going forward.

She presented about the site’s history, hydrology, plantings, successes and challenges. *Attachment 1*. There have been many achievements at the wetlands, but one of the greatest conservation achievements is the turtle monitoring and habitat protection that was led by former site manager

(and subsequent advisory committee member) Emily Roth. Other achievements include water level management implementation, extensive floodplain and riparian forest plantings, Columbia sedge meadow plantings, and about 75 percent of St Johns Prairie has been planted with native prairie species.

Hydrology

The wetlands used to be a magnificent floodplain with a lot of connectivity: full of sloughs and ponds, and Ramsey Lake which has since been filled in. Changes happened. One of the biggest changes over time was the hydrology of the Columbia River due to installation of dams and levees which, in turn, caused changes to the water levels at Smith and Bybee Lakes. She showed a graph of the hydrology that the lower Columbia River used to experience compared to more recent times. The spring floods are much less than they used to be and the hydrology is totally different. A water control structure was installed in 2003 to help mimic historical hydrology and restore ecological processes that are crucial in supporting emergent plants, off-channel fish habitat, mudflats for migrating shorebirds, wintering waterfowl habitat and floodplain forests. There have been three graduate-level students from PSU that studied the site's response to water management and provided insights for adaptive management, and there are 24 permanent transects for the research to continue into the future. Studies revealed the depth and duration of flooding needed to control the invasive reed canarygrass; the consequences to native plant community of canarygrass management; and the importance of drawdown timing to enable annual wetland plants to flourish. The site's water management has been a success. Since 2003, the site went from 45 percent reed canarygrass cover to 17 percent.

Despite successes, hydrological challenges remain. Water drawdown off Smith Lake by the end of the summer still proves to be difficult, creating conditions ripe for supporting avian botulism. This is due to nutria tunneling into the bank and silt deposited in the channel which raised its bottom elevation. The deposited sediment was cleared from the channel in 2017. Beaver dams continue to interfere with drawdown of Smith Lake; creation of a beaver dam flow-through device is urgently needed to help with this.

Plantings

Hundreds of acres have been planted in native plants. The community of Columbia sedge meadow has expanded: the meadow on Leadbetter Peninsula is more than twice as big as it was 10 years ago. The Columbia sedge meadow between Smith and Bybee Lakes isn't doing as well as the other since it's been suffering quite a bit from reed canarygrass encroachment. The elevation is too high to control with water management. Elaine has been talking with the land management technician about helping the meadow there, near Interlakes Trail.

St Johns Prairie

About 75 percent of this former landfill has been planted with native prairie grasses, sedges and wildflowers. A big success! Although the site has not been used by nesting streaked horned larks, it is important habitat for migrating larks in late winter. Another grassland bird (and Oregon's state bird), the western meadowlark, has been nesting on the prairie for several years.

Successes

The water management strategy provides off-channel habitat for juvenile salmon and steelhead and controls reed canarygrass. A lot of fragmented forests have been knit back together, and the largest sedge meadow has doubled in size. Western meadowlarks and native bees use the St. Johns Prairie.

Challenges

The beaver dam flow-through device is an urgent need. Ludwigia control is a difficult problem and important to continue working on. Other challenges include people management, light pollution and noise pollution. Troy Clark mentioned that the nutria population is robust and that there are hundreds throughout the whole lake system. Andrea Berkley will follow up with Katy Weil regarding nutria management.

PLANNING PROJECTS UPDATE

Allan Schmidt, senior regional planner, gave an update about planning projects that are in progress. The last year has been slow. City of Portland is going through an effort to prioritize Local Share funds and, although not formalized, rumor has it that the Columbia Blvd. Bridge project will be prioritized. ODOT said the time is now, otherwise the funds from the grant to build the project are going to go away. The deadline has passed and Metro anticipates receiving a letter from ODOT soon saying that time is up. This is the closest we've been in a year to knowing whether or not the bridge will go through; Allan is optimistic. The design for the St. Johns Prairie trail has reached 30 percent and will continue all the way through to the overlook to permit level; so if the bridge project comes back next week we are ready to look for money to fund construction of the trail. He also mentioned that the City is prioritizing putting in a grant effort for the Slough Bridge to continue that trail through to Kelley Point Park.

Troy asked if the 40-Mile Loop Land Trust has been drawn into the discussion by any of the agencies, or if it has just been agency level. Allan confirmed that they have been, in addition to npGreenway. Their advocacy has gone to pretty high levels and helped drive the project. Susan Barthel asked if there is an opportunity for advocacy from others and how should it be directed. Allan said that ODOT sees it as a City project, and that there has already been plenty of advocacy to keep this rolling. It's really a City of Portland decision at this point, with Metro support.

Troy asked about conversations between Metro and City of Portland Bureau of Environmental Services (BES) concerning the trail going through the BES property between the future Columbia Blvd. Bridge and the landfill bridge. Metro's Waste Prevention and Environmental Services department (WPES), those who manage the landfill, is thinking about moving out of the office there. The City of Portland manages that building and the lease has not been renewed. Allan doesn't know where that currently stands. He mentioned that WPES is looking into rebuilding the old landfill bridge since it's reaching the end of its life. There will be a feasibility study to confirm the need for replacement.

Troy asked Daryl Houtman (BES representative) if BES has a vision for the property and if they are going to sell it. Daryl said that he has asked those questions and that the sale of that land is held up by the cleanup process. The status hasn't changed. He heard rumors that Metro may have interest in managing that area differently than they have, perhaps having staff work in the office there

instead of remotely. Don't know if that would impact lease renewal or not, although lease renewal is not contingent on the cleanup process that is holding up the land sale/transfer to Metro that we've all anticipated for years. Allan confirmed that there have been no further discussions from Metro regarding taking that land. However, there hasn't been enough movement to warrant a decision from Metro, and if the bridge project comes back then so will those discussions. He hopes that next time he provides an update he can give the committee a clearer answer.

Troy said that if the trail gets built, obviously that property will be encumbered with a trail. If the property ends up an orphan piece of land, how will there be a way to cross the trail? Allan responded that the trail is located on the north end of the property to maximize the developable land. The trail easement will be recorded on the deed and will be there in perpetuity. He finds it unlikely that the property will be transferred out of public holding but it's possible.

COMPREHENSIVE NATURAL RESOURCE MANAGEMENT PLAN (CNRP)

A table of Smith and Bybee Wetlands Management Alternatives was sent out to the committee one week ahead of the meeting. *Attachment 2*. The table was co-produced by Metro staff and Emily Roth. The table compares four different management alternatives: 1) CNRP; 2) base zoning; 3) Metro Site Conservation/Stewardship Plan and Master Plan; and 4) hybrid model: convert existing CNRP to Council-approved Metro "Master Plan."

Daryl Houtman asked what exactly triggers a Type III Land-Use Review. Does a simple extension of the CNRP date trigger a review as the table suggests? Allan confirmed that it will, and that he was surprised about that. Given the nature of the code and how the document was written, a change like this would require a Type III review. Because these documents are written to have a life span—begin, end, be reviewed, and put into a new document—it was very clear from BDS that any change would trigger a Type III review. Another trigger is the 10 percent threshold. If everything drawn in the plan is existing and you go above and beyond a 10 percent change of what is in the drawing, then you trigger a review. That 10 percent is left up to the discretion of the planners and reviewers. Daryl asked what would be necessary to neutralize that trigger within the CNRP renewal. Theoretically, if there are five partners at the table with attorneys who all want to extend the CNRP, could it be amended without the trigger? Allan said that is a question for the attorneys. Jonathan Soll said that they have not explored that explicit scenario, but they cannot extend for time without triggering a Type III Land-Use Review in any situation.

Carrie Butler asked about the hybrid model alternative. On the public involvement section, what is the reasoning to decouple the SBAC from the Fund? Jonathan Soll said that section is in response to concern from some of the committee members that in a scenario that the Fund is spent down to zero then the SBAC would cease to exist. They are trying to say that Parks and Nature leadership is quite willing to continue to have the SBAC and other community stakeholder to continue advocating and discussing our natural area.

Eric Stern is most concerned about the category of dogs. If Metro is in charge of everything, then they will be subject to the vicissitudes of the public and that one day you might see dogs running free at Smith and Bybee. Andrea Berkeley asked if any of the options resonated with him in a positive way. He thinks a lot of the options resonated in a positive way, but is concerned about the sentence in the CNRP column that states: *The Metro Council is unlikely to approve submitting*

another CNRP to Portland that is inconsistent with Metro Title 10 rules that give Council and Metro management discretion, including the decision on dogs on Metro property and Regional Trails. Jonathan Soll said that Metro Council has approved Title 10 rules which allows for no pets at any Metro site except in the presence of a regional trail, where dogs are allowed on-leash on that regional trail. Parks and Nature leadership is skeptical that Metro Council will approve any document that is inconsistent with Title 10.

Eugenia Tam said that her concern is also about dogs. She'd like clarification about the hybrid model option, as the language in the dogs section is the same as in the CNRP section but with a shift to Metro Council making the final decision. She read this as we would leave the CNRP as it is, but it would just be approved by Metro Council and not the City and therefore the "no dogs" language would stand. Jonathan said that Dan Moeller shared that he didn't expect the Council would take the CNRP as a piece of whole cloth and just approve it. Since there is no regional trail right now, there is no place for dogs to legally be. This decision only becomes one for Council to make if a regional trail goes through the property, and only when the regional trail is built in its entirety (across the slough to Kelley Point Park). No one knows the timeline for that but it would be several years out, at a minimum. If the committee agreed to move forward with the hybrid model, then science staff would take a recommendation from the SBAC that says you want the CNRP as-is endorsed as an interim Master Plan. Though, as a Metro Master Plan it is subject to a Council decision at any time to change it. Rather than the CNRP being part of city code and therefore triggering a Type III Land-Use review, it would now be up to the discretion of Metro Council.

Andrea Berkley asked how a shift to the Master Plan or hybrid approach changes the way the entities that are part of the CNRP will work together. She said that we haven't talked with any of those entities in depth about how they feel about that change. Jonathan said that we can write an IGA with any willing party to shift management and that is really the same function that the CNRP plays as he understands it. Carrie Butler said that she know the Port of Portland wouldn't want things to change dramatically. They appreciate that Metro has taken over management of the Port-owned part of the wetlands and they have no desire to change that partnership. The Port and Metro already have agreements so she's not sure if that would have to be changed or amended. Andrea is wondering about City property, and the other landowners who she isn't quite clear on.

Susan Barthel and Eric Stern want to know the next steps; Eric thought that we were going to decide on our recommendation at this meeting. Carrie Butler didn't realize that we were making a decision today. Jonathan Soll said that he doesn't think we have to make a decision today. The CNRP expires in June 2023, if we allow it to expire then nothing would change in the way that Metro manages it except for the overarching legal framework of the CNRP. If this committee felt very strongly that the only solution is another CNRP, then you would want to decide quickly because there isn't much time to draft a new one before it expires.

Troy asked what Metro wants. Jonathan replied that Metro wants the hybrid model. They think it addresses the overwhelming majority of the issues the committee has raised, with the single exception of not creating a 10-year ban on pets. Carrie Butler said she is supportive of the hybrid model and so is committee member Max Samuelson from the Columbia Slough Watershed Council, who she spoke to before the meeting. She doesn't know if people on the committee had enough time to study this table; do people need more time to come to an agreement?

Susan Barthel asked who wrote the hybrid model section. Jonathan said that the idea came from conservation program director Dan Moeller, and was crafted by Metro staff including himself, Gary Shepherd, Rod Wojtanik, Andrea Berkley, Elaine Stewart and Allan Schmidt. Troy said that if the committee were to come to an agreement that the hybrid model is what they want to recommend, what is the next step that Metro takes, and will there be an expense involved? Jonathan said that Dan Moeller will take the recommendation to Jon Blasher, Dan will give him his honest opinion; Jon will make a decision about what to present to our Council for Council action. Allan said that, at this point, this is something we can do internally with staff time. We can modernize the CNRP and the only changes you'd see is the drawings of what we've done to date.

Daryl asked, if the agreement were to sunset in June 2023, would that relinquish the responsibilities of those who have signed on to the CNRP? These questions that keep popping up sound like attorney questions. We need to understand what the implications are for each of the partners that are signed on currently. City of Portland's chunk of land is a small one but then again, how would it play out? Are these questions that attorneys need to answer? How would that work at The Port of Portland? Carrie said that she has not yet talked to attorneys; the planning department there like the CNRP and would like to see it extended. Troy does not want the CNRP to sunset and hopes we can come to a conclusion at the March meeting.

Carrie said that it doesn't sound like we are at a place to make a final recommendation and that there are some outstanding questions that need to be answered. Metro will team up to get as much clarity as we can on our side. Encourage Daryl and Carrie to confer in your organizations to get a sense of what would happen in your organizations as the CNRP sunsets and be able to share them at the beginning of the next meeting.

MARCH 2022 MEETING AGENDA

- Meeting best practices.
- Committee to come to final decision regarding their recommendation for the Comprehensive Natural Resource Management Plan.
- Designate a vice chair.

ACTION ITEMS

- Nutria: Andrea Berkley to follow up with Katy Weil regarding nutria management.
- Committee to review Management Alternatives table and submit questions to Annie Toledo by February 25, 2022. Metro to provide answers to these questions prior to the March meeting.
- Daryl Houtman and Carrie Butler to confer with their organizations to get a sense of what would happen at the City of Portland and Port of Portland if the CNRP were to sunset.

NEXT MEETING

March 22, 2022
5:30 to 7:30 p.m.
Zoom

Meeting adjourned at 7:37 p.m.



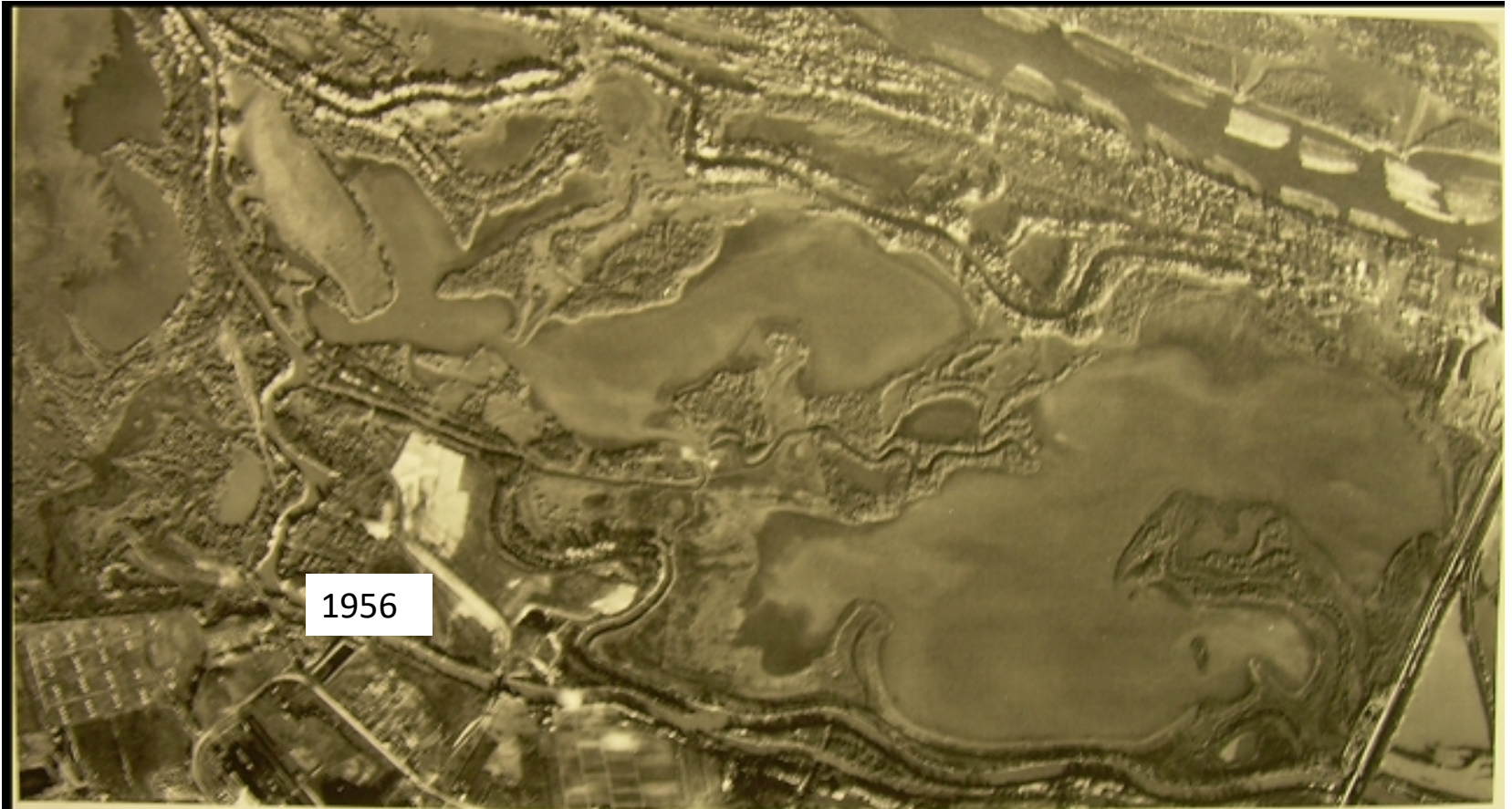
SBWAC January 2022

Elaine Stewart

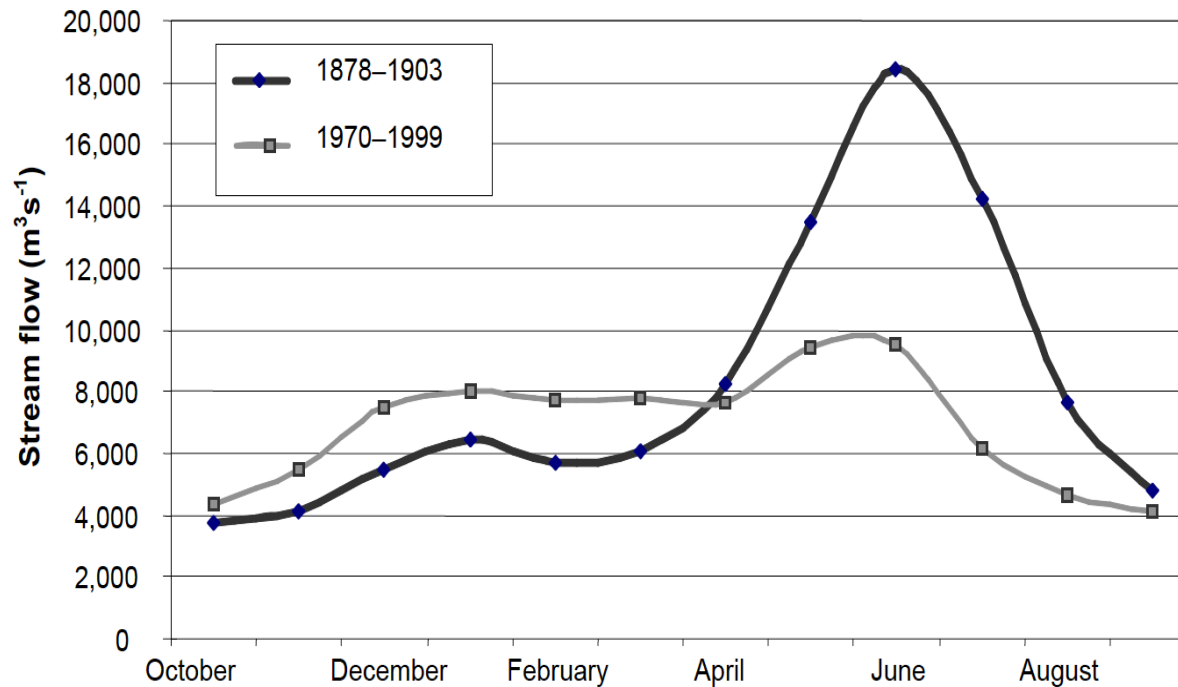
Achievements

- Turtle monitoring and habitat protection
- Water level management implemented
- Extensive floodplain and riparian forest plantings
- Columbia sedge meadow plantings
- About 75% of St Johns planted with prairie species

Remnant of floodplain complex



Dams and levees brought change



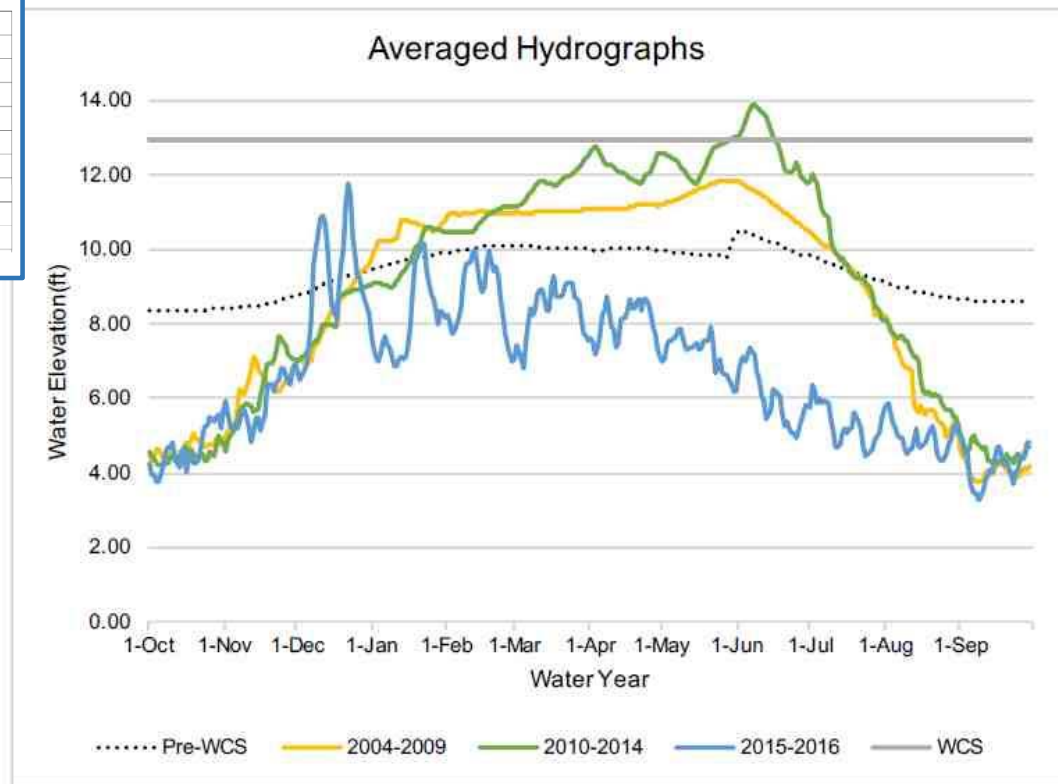
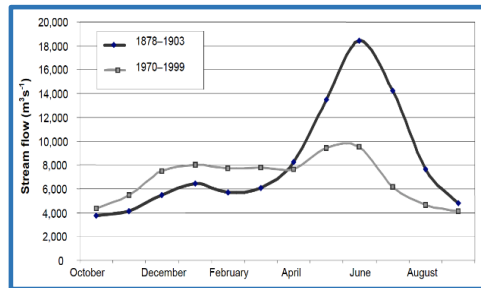
ATTACHMENT 1



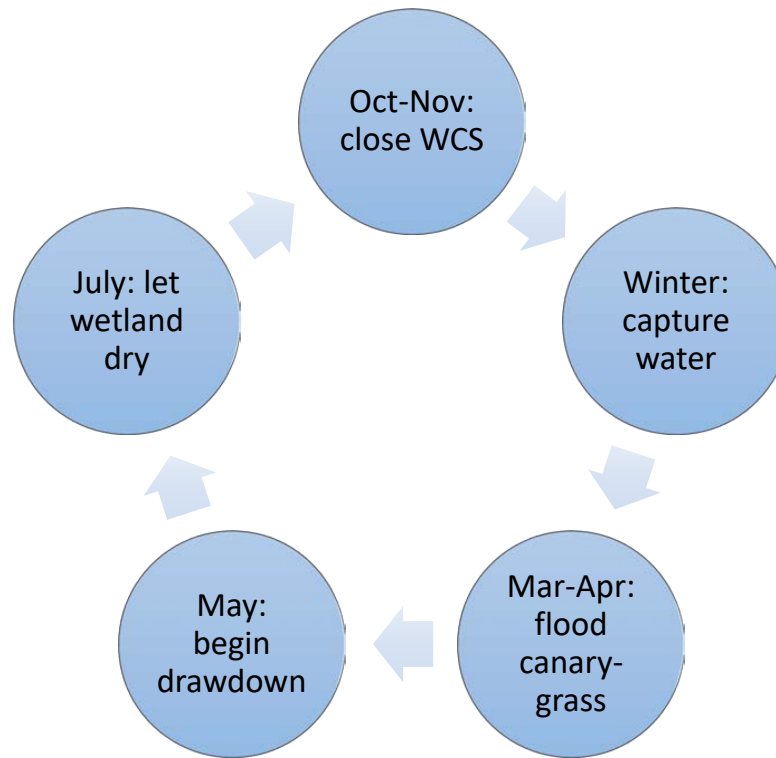
Restore processes

- Spring floods
- Summer/fall drawdown
- Processes support
 - Emergent plants
 - Off-channel fish habitat
 - Mudflats for migrating shorebirds
 - Wintering waterfowl habitat
 - Floodplain forests (ash-willow)

How to mimic historic hydrology?



Annual management cycle



Why hold water early?

- We never know when floods will come
- Reed canarygrass control

1024

WETLANDS, Volume 28, No. 4, 2008

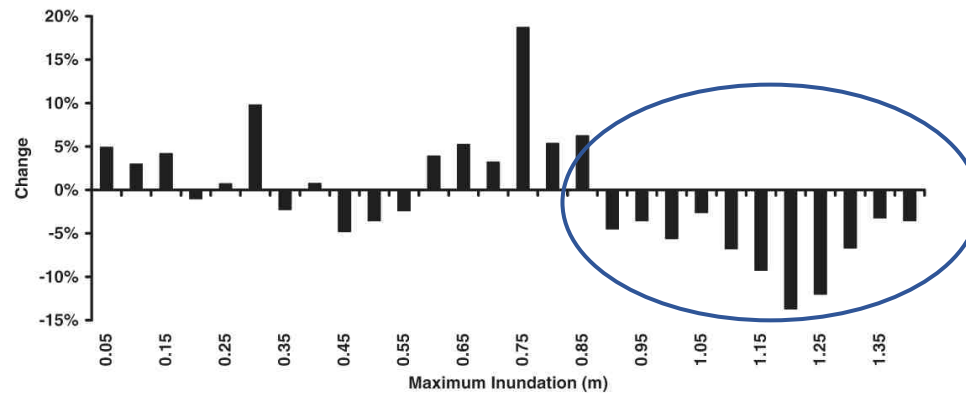
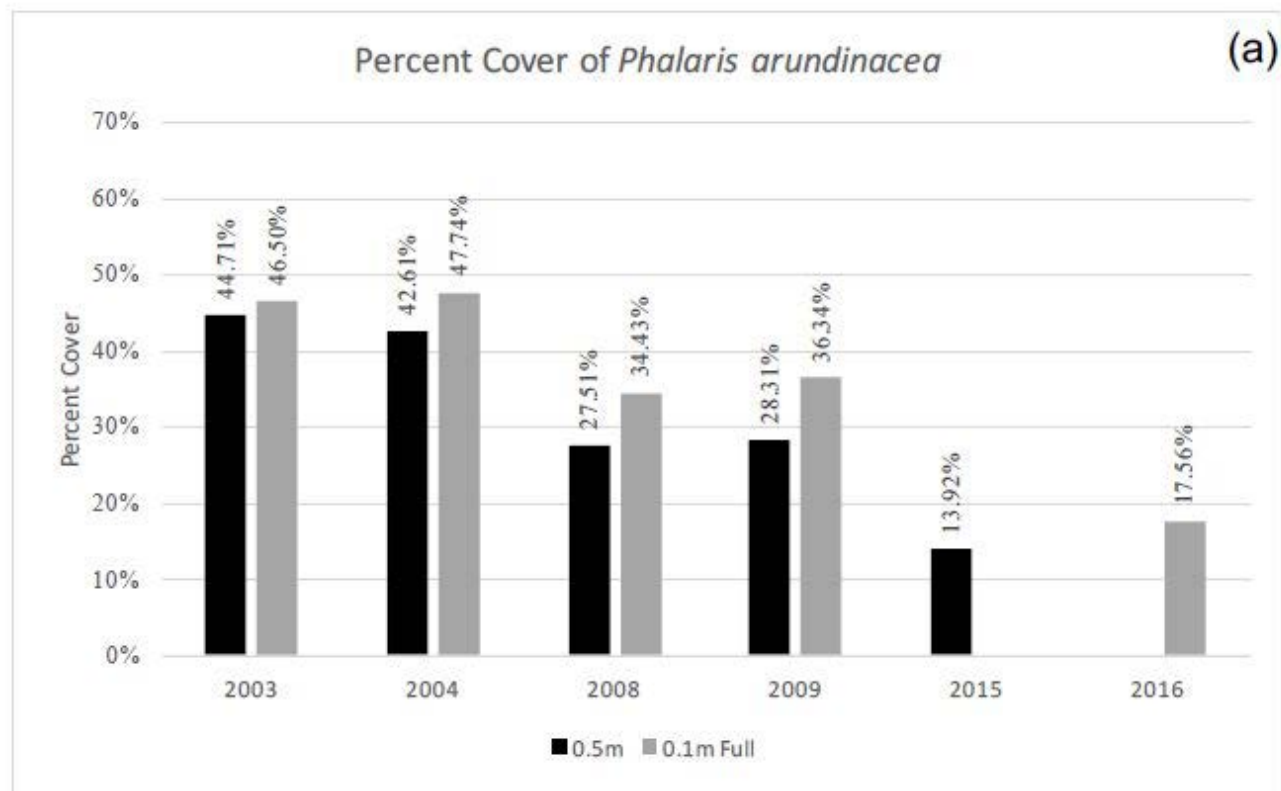


Figure 6. Response to flooding of *Phalaris arundinacea* by inundation category. Change on the y-axis represents the difference in number of occurrences from 2003 to 2004 divided by total number of occurrences in 2003 for each category.

Three masters students (PSU)

- Depth and duration of flooding needed to control canarygrass (2004: Noah Jenkins).
- Consequences to native plant community of canarygrass management (2009: Tina Farrelly).
- Importance of drawdown timing to enable annual wetland plants (2016: Robbie Lascheck).

Canarygrass much reduced



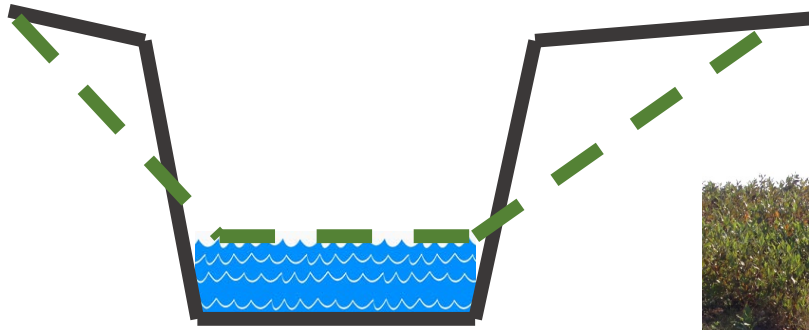
Water Management Results

- Fish use: Chinook, coho, steelhead
- Wintering waterfowl
- Natural regeneration emergent plants
- Shorebirds summer-fall
- Canarygrass reduced ~50%

Drawdown difficulties

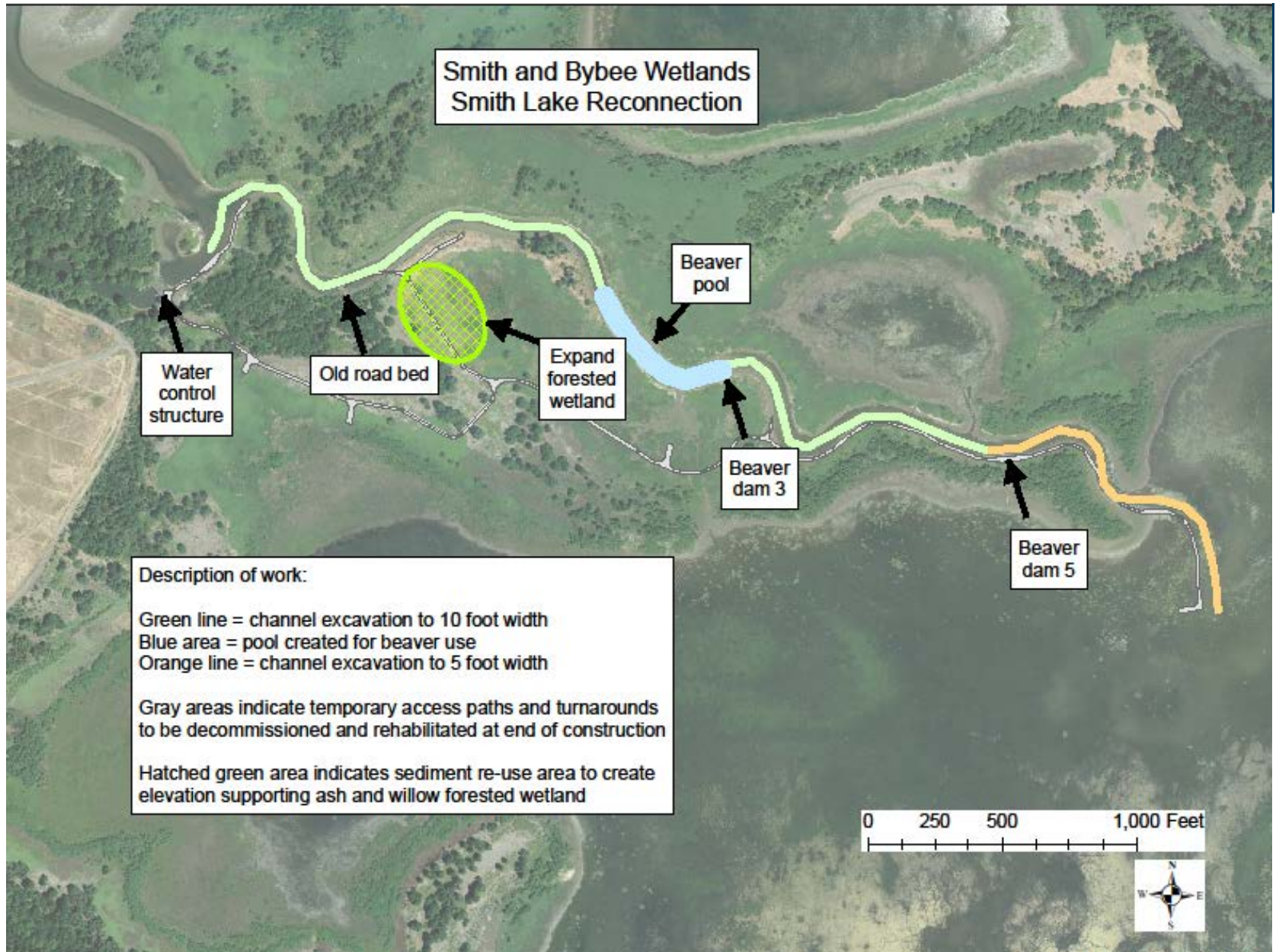


Nutria damage + beaver dam

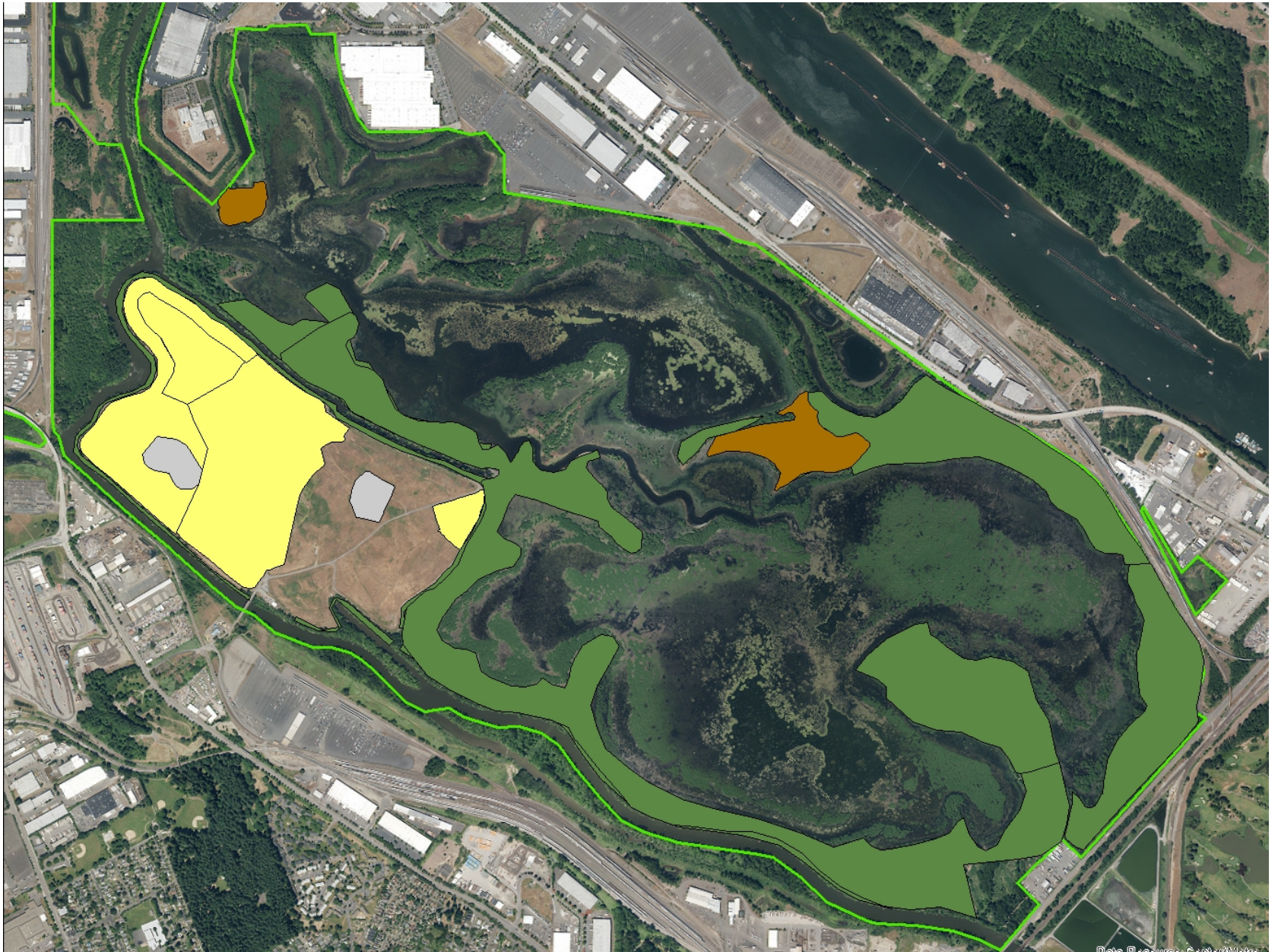


Avian botulism

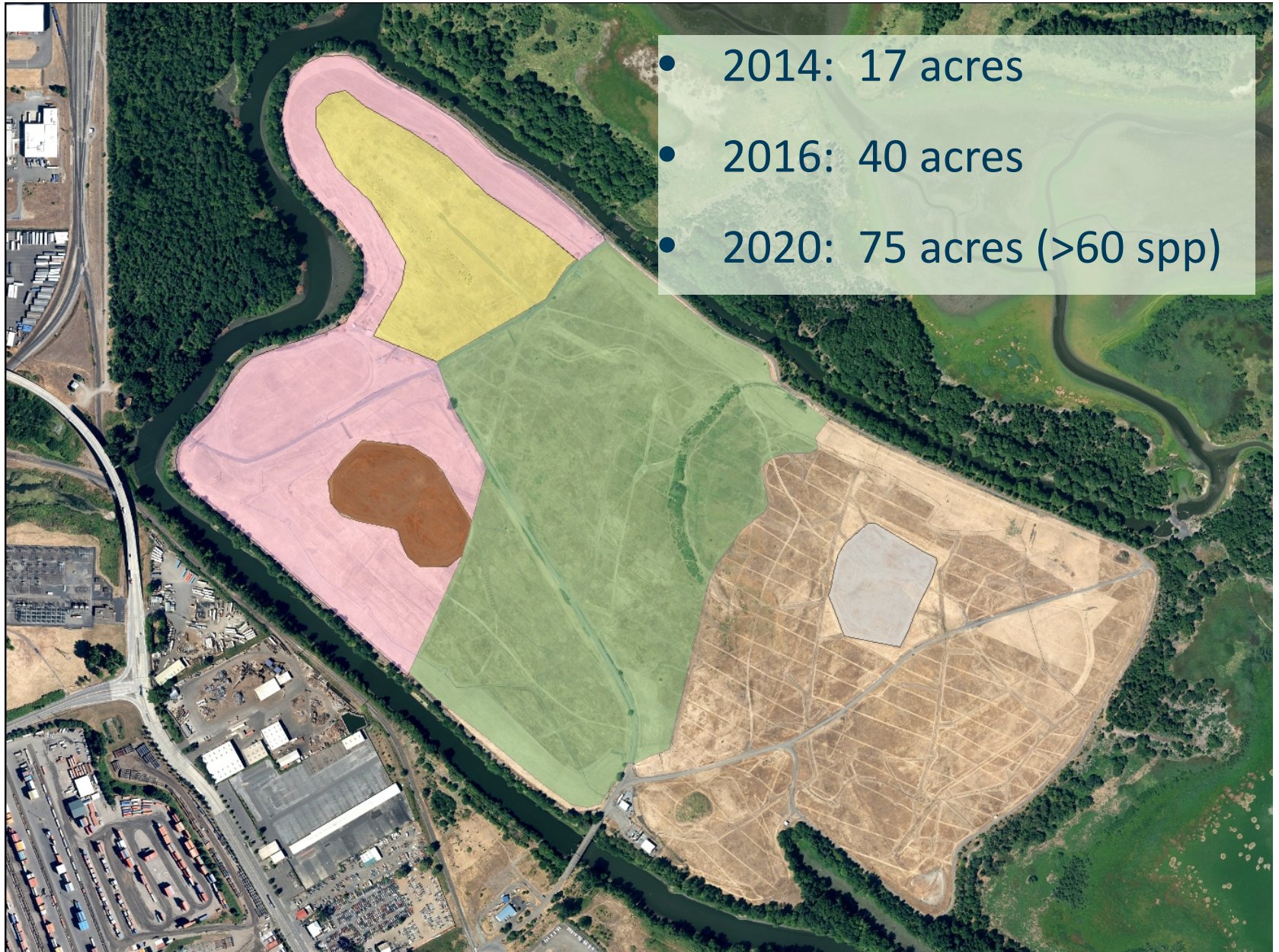
- 1982-3: lower Columbia outbreak, earth dam placed at S&B
- 2012: large outbreak at S&B, exacerbated by beaver dams in channel
- 2013: minor outbreak
- 2014: modest outbreak, remedied with beaver dam management and successful hazing



ATTACHMENT 1



ATTACHMENT 1



Successes

- Water management strategy
 - Canarygrass control
 - Juvenile salmon/steelhead habitat
- Fragmented forests knit back together
- Largest sedge meadow doubled in size
- Western Meadowlarks and native bees use the St. Johns Prairie

Challenges

- Beaver dam flow-through device
- Ludwigia control
- People management
- Light pollution
- Noise pollution

Smith and Bybee Wetland Natural Area - Management Alternatives

Jan 12, 2022 Draft

Note: This document was co-produced by Emily Roth and Metro staff for the purpose of stimulating discussing between Metro and the Smith and Bybee Advisory Committee about possible management paths for the future. Ms. Roth provided an initial draft, but did not review the final document.

| Policies/Projects/Descriptions | Comprehensive Natural Resource Plan (CNRP) | Base Zoning: Open Space (OS) with Environmental Protection (p) or Environmental Conservation (c), and Aircraft Landing (h) | Metro Site Conservation / Stewardship Plan and Master Plan | Hybrid Model: Convert existing CNRP to Council Approved Metro “Master Plan” |
|---------------------------------|---|--|--|---|
| Definition/explanation | Initially the work of the City of Portland and Port of Portland and identified as a Natural Resource Management Plan (1990), and upon expiration, transitioned to the existing CNRP, which was developed and processed by Metro and other property owners within the natural area, with the Advisory Committee, members of the public and stakeholders. Approved as a master plan through a Type III Land-Use Review by the City of Portland Hearings Officer. Used by the City of Portland Bureau of Development Services to review proposed actions within the natural area as shown in the plan. The CNRP (LU 12-167334 CN) is due to expire on June 17, 2023, ten years after it was approved. If not renewed, projects will be reviewed per base zoning. | Zoning assigned to the area by the City of Portland Bureau of Planning will be used by the City of Portland Bureau of Development Services to review proposed projects in the natural area. Smith and Bybee Wetlands NA is zoned Open Space with overlays of Environmental Protection (highest level of protection) or Environmental Conservation (more uses allowed with mitigation), and Aircraft Landing Zone (h). Level of review for individual projects is detailed in the zoning code, Type I (allowed or has minimum requirements; least amount of review), Type II - reviewed and approved at the staff level, Type III - approved by the Hearings Officer and Type IV - final approval by Portland City Council. Restoration projects do not require permits from Portland. | Developed by Metro Parks and Nature in collaboration with other Metro departments such as WPES with public input including the Advisory Committee. The plans clearly state the goals, objectives and planned actions for the site ranging from natural resource management, trail development, environmental education and other site features. They do not contain implementation plans of design details. Metro uses both as a guiding documents. Master Plans typically are Council approved, SCPs not, but there is no reason an SCP could not go to Council. For all projects requiring permits within the natural area, the City of Portland will review them based on the base zoning and overlays. | Metro Council formally adopts the current CNRP with minor adjustments to fit our framework, ownership and management authority. Keeps existing CNRP as land management guiding document, but under Metro’s jurisdictional umbrella, rather than the City of Portland’s. Portland base zoning applies for permitting. After adoption, Metro and Advisory Committee work together to determine when Metro can start a planning process to create a Master Plan and Site Conservation Plan in partnership with the Advisory Committee and other community members and stakeholders. In the interim period Metro will work with Advisory Committee to begin developing next steps for conservation. |
| Management Goals and Objectives | Clearly articulated in the plan - for the ecology, recreation, access and coordination | Zoning code contains review criteria for protection and conservation of resources for trail and structure development. | Ecology and limited recreation are clearly articulated in Site Conservation Plans, with recreation covered in more detail in Master Plans. There can be detailed maps showing proposed trails and projects in either, but design details are usually not included. Zoning code contains review criteria for protection and conservation of resources for trail and structure development. | Same as for CNRP with shift to SCP + Master Plan over time Zoning code contains review criteria for protection and conservation of resources for trail and structure development. |
| Dogs | Not allowed in current CNRP. City of Portland is an enforcement authority in the current management structure. | City of Portland does not regulate dogs through its Code. This decision is made by the managing entity. | Metro Title 10 rules give Council and Metro management discretion, including the decision on dogs on Metro property and Regional Trails. | Same as for CNRP (dogs not allowed) with shift to Metro Council making final decision. |

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|--------------------------------|--|--|--|---|
| | <p>The Metro Council is unlikely to approve submitting another CNRP to Portland that is inconsistent with Metro Title 10 rules that give Council and Metro management discretion, including the decision on dogs on Metro property and Regional Trails.</p> | | <p>Metro Title 10 policy currently allows dogs on leash on regional trails. Current plan is for a regional trail on the St. Johns Prairie, crossing the Slough and continuing on through City of Portland managed land. Issue only becomes relevant when the Regional Trail is completed. Very unlikely to occur within 5 years.</p> | |
| Multiple Property Owners | <p>CNRP applies to multiple property owners, including City of Portland, Port of Portland, and private land owners who consented to the master plan application. Public agencies manage property held in fee and/or properties over which management easements or other agreements have been executed.</p> | <p>Zoning is for all properties.</p> | <p>The plan would detail the coordination requirements, as well as the methods to be used.</p> <p>Public agencies manage property held in fee and/or properties over which management easements or other agreements have been executed.</p> | <p>CNRP applies to multiple property owners, including City of Portland, Port of Portland, and private land owners who consented to the master plan application. Public agencies manage property held in fee and/or properties over which management easements or other agreements have been executed. Any new Master Plan or SCP would only apply to Metro properties on those lands covered by an Inter-Governmental Agreement.</p> |
| Funding/Trust Fund | <p>The Smith and Bybee Lakes Trust Fund was created through the City’s 1990 Natural Resource Management Plan with funds already collected and reserved to implement the St. Johns Landfill End Use Plan. Under the CNRP, Metro is the Fund’s fiscal agent, with Advisory Committee providing advice. Additional funding comes from Metro as budgeted and available.</p> <p>Restrictions on the use of the fund are found in the 1990 NRMP. Not currently aware of limits on spending that are relevant to our choices (research action item).</p> <p>Expect to end FY22 with fund balance = \$1,500,000.</p> | <p>Not applicable.</p> | <p>Metro cannot make any commitments to maintaining a positive Fund balance.</p> <p>Most likely the Fund would be spent down over 5-10 years to cover some of cost of managing the natural area. Metro would continue leveraging the fund to achieve goals of the plan.</p> | <p>Trust Fund would continue to operate as provided for in CNRP.</p> <p>As with all the alternatives, Metro cannot make any commitments to maintaining a positive Fund balance. However, Metro can commit to a conversation about what the next 10 years of restoration and management should look like and how to pay for those activities.</p> <p>No other Metro site has a committed fund for its management.</p> |

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|--------------------------------|--|---|---|--|
| | <p>Metro cannot make any commitments to maintaining a positive Fund balance.</p> <p>Most likely the Fund would be spent down over 5-10 years to cover some of the cost of managing the natural area.</p> | | | |
| Public Involvement | <p>Smith and Bybee Wetlands NA Advisory Committee continues to provide guidance on the management, including the budget priorities and expenditures. Metro would continue to do public involvement for specific projects and is committed to an approach that centers the voice of historically marginalized communities.</p> | <p>Level of review (Type I, II, III, IV) determines the required public review of projects through land-use notices and comment review. Metro as the applicant would respond to and resolve comments and concerns. As in the CNRP field, Metro is committed to community engagement that centers the voices of historically marginalized communities.</p> | <p>Public involvement during the development of the plan. SCPs have typically been done internally, but CAN, and sometimes have involved significant public involvement, Master Plans are public processes with extensive community engagement and Council approval. Project (not Plan) review as required by the City of Portland (see previous column). Metro is committed to engaging the Advisory Committee on shaping conservation and recreation priorities for the next phase of work.</p> | <p>Metro willing to continue to support an Advisory Committee as constituted or reformed to have broader representation to engage the community in conversation about SBWNA. This can be decoupled from the SB Fund.</p> |
| Projects Review | <p>Outlined in the CNRP. Level of detail depends on the information included at the time of CNRP development. Reviewed according to process stated in the CNRP. If not listed in the CNRP then a Type III or IV review is required.</p> <p>Functionally, the CNRP has not reduced the level of review needed for projects at the time of implementation. So despite the CNRP, project review has effectively been Base Zoning.</p> <p>The CNRP creates administrative and procedural obligations that can and will increase the cost of public projects.</p> | <p>Metro would complete a land-use application for each relevant project and the level of review would be determined by the City of Portland Bureau of Development Services. Depending on the base zoning and overlay zones, some projects are allowed without review. Restoration projects are generally allowed except for/when cutting native trees.</p> | <p>Metro describes restoration projects in Site Conservation Plans, but only addresses recreation at a high level in most cases. There is often an approximate timeline for projects.</p> <p>Master plans provide more detail on public access projects. When funding becomes available, projects would be designed and submitted to the City of Portland Bureau of Development Services for review based on zoning.</p> <p>Reverts to Base Zoning for access or infrastructure projects.</p> | <p>Metro describes projects in the plan. There is often an approximate timeline for projects. When funding becomes available, projects would be designed and submitted to the City of Portland Bureau of Development Services for review based on zoning.</p> <p>Reverts to Base Zoning for access or infrastructure projects.</p> |

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|--------------------------------|---|---|---|---|
| History/Historical Context | City of Portland’s 1990 Natural Resource Management Plan as described in the CNRP | The City of Portland Bureau of Development Services reviews past permits to ensure all conditions are met before issuing new permits. | Metro SCPs and Master Plans include context as an important part of the narrative. It’s also important to set the stage for looking ahead. Permitting is Base Zoning. | Metro SCPs and Master Plans include context as an important part of the narrative. It’s also important to set the stage for looking ahead. Permitting is Base Zoning. |
| Approximate Costs | <p>CNRP and City code requires a City approved plan amendment for any project not identified in the CNRP or that has increased disturbances. Amendment process results in substantial and additional administrative and procedural costs for Metro projects.</p> <p>Approximately \$100,000 (+/-) (in City fees and professional costs) to update and approve the present or amended plan. Plan may need to be amended multiple times during its term.</p> <p>As there is no “extension” option, reapproving the plan “as is” is not effective or efficient. An “as is” plan may require multiple amendments to implement Metro projects. Especially since WPES may have project needs. This means likely more costs.</p> | Cost is determined by the City of Portland Bureau of Development Services based on the type of Land Use review required. | Potential consultant costs to support engagement and plan writing, depending on staff capacity. Permit costs for projects as per base zoning. | No cost for taking existing CNRP through our Council. Potential consultant costs to support engagement and plan writing for any future planning efforts, depending on staff capacity. Permit costs for projects as per base zoning. |
| | | | | |