



Joint City-Port Natural Resources Proposal

April 20, 2010 PAG Meeting

The background of the slide features a composite image. On the left is a tall, white airport control tower. In the center is a large, snow-capped mountain peak. On the right, a commercial airplane is shown in flight against a blue sky with scattered white clouds.

AIRPORT FUTURES

CHARTING A COURSE FOR PDX

Agenda

- Review of Natural Resources Process
- Joint City/Port Proposal
 - Regulatory Elements
 - Non-Regulatory/Voluntary Elements
- Comments from the Sub-Committee
- Questions/Discussions



Three-Step Process:

- 1) Inventory
- 2) ESEE
- 3) Recommended Program



Inventory Process

- What is the location and quality of the natural resources
- Scientific Committee reviewed inventory information



Evaluating the tradeoffs of allowing, limiting, or prohibiting development based on:

- **E**nvironmental
- **S**ocial
- **E**conomic
- **E**nergy



Recommendations

Three types used:

- **Allow** – means development is allowed to impact resources with no mitigation required
- **Limit – “c”** – means development is allowed to impact resources, but mitigation of the lost functions ARE required
- **Strictly Limit – “p”** – means development is NOT allowed (except under special circumstances)



Specific Recommendations for 6 Parcels

- Airfield – Allow
- PIC – Allow except a Limit on waterways
- Southwest Quad – Limit
- Fuel Farm West – Limit
- Deicing Field – Limit
- 33rd Avenue Field – Limit



Airport Subareas - DRAFT

Deicing Field

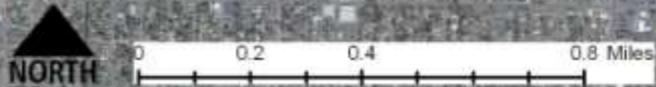
Fuel Farm West

33rd Field

SW Quad

Airfield

Portland International Center



Joint City-Port Recommendation

Two Part Recommendation

Regulatory Part

SW Quad, Fuel Farm
Deicing Field, and
33rd Ave

Non-Regulatory/
Voluntary Part

Airfield, PIC



Regulatory Part – Advanced Mitigation

- Mitigation on Government Island for development impacts on 4 properties (268* acres)
 - SW Quad (150 acres)
 - Fuel Farm West (35 acres)
 - Deicing Field (30 acres)
 - 33rd Avenue Field (53 acres)
- Existing degraded habitat on Government Island to be restored



Regulatory Part – Advanced Mitigation

- Mitigation ratio capped at 1:1 acres
- 268 acres restored, plus 32 acres extra (=300 acres)
- Mitigation built in advance in 50 acre increments
- Allows the Port to pay over time
- Advance mitigation better than delaying to development
- Each 50 acre mitigation allows 25 acres of Port development



Regulatory Part – Advanced Mitigation

- Full 300 acres of mitigation built when 150 acres of property impacted
- 4 properties on west side of airport do not get environmental overlay “c” zone
- City of Port enter into an IGA with Port commitment to build and maintain the 300 acres of mitigation.



Regulatory Part – Advanced Mitigation

- City support for mitigation bank on Government Island
- Agree to use a science based approach
- Need to develop success criteria and associated designs of the mitigation sites
- Will track River Plan development of resource models – HEP and HEA
- Port seeking certainty that the lands will not be regulated again



Non-Regulatory – Voluntary Part

Airfield

- Not likely to be impacted – no development
- Port pavement removal –
 - Example is Runway 28R blast pad in 2011

Proposal:

No non-regulatory/voluntary mitigation planned

Non-Regulatory – Voluntary Part

Portland International Center

- Likely will be impacted – 151 acres of development
- Impacted resource = upland grassland
- Plan is to avoid water features in PIC

Proposal:

Voluntary mitigation offered to meet PAG Goal of no net loss of natural resources



Voluntary Proposal

- Mitigation of 151 acres of upland grassland on Government Island cost: \$1.61 million dollars.
- Members of PAG have expressed interest in improvements to the Columbia Slough and the tree canopy



City – Port Recommended Proposal

Enhancements to the Slough

- \$30,000/yr escalating at 3% = \$1,093,000 over 25 yrs

Enhancement to the tree canopy

- \$20,000/yr escalating at 3% = \$729,000 over 25 yrs

Total Investment = \$1,822,000 over 25 year period



Questions from the Sub-Committee

Source of questions and comments:

- Subcommittee meeting
- Conversation with Bob Sallinger and letter from the Audubon Society (handed out)
- E-mail with attachment from Metro



Questions from the Sub-Committee

Who decides where the \$\$ is spent – which projects and where?

Answer:

The Port would consult with the PDX CAC. The Port will contract with the agency that would spend the project funds on the slough or tree canopy. There would be an annual report to the PDX CAC on how the money is spent.



Questions from the Sub-Committee

Will the money go to overhead or improvements on the ground?

Answer:

The Port and City have a strong desire to see improvements on the ground rather than into overhead. The intent is to fund actual improvements.



Comment from the Subcommittee

The money should be spent near the airport where there are impacts, and not far away. Grow some decent size tree's and put them where they can grow to maturity and not be a problem for the airport!

Response:

The Port and City totally agree with those principles.



Questions from the Sub-Committee

Could the mitigation ratio be improved to say 1.5 acres to 1 acre impacted? Sometimes mitigation projects fail and providing additional mitigation helps ensure an adequate ratio. Often mitigation requirements are required to have a contingency fund.

Response:

Port manages mitigation sites for the long term – beyond regulatory minimums (often 5 years) to ensure long term success.



Questions from the Sub-Committee

- Port publicly reports on mitigation site performance on website and annual report:

http://www.portofportland.com/Prp_Mtgt_Sts.aspx

- Ratio of the current proposal is: 1.1 to 1
- Mitigation is built in advance of impact
- Mitigation is built at a ratio of 2:1
- Budgets for 2010/2011 = next slide



Mitigation Site Budgets – Current and Ongoing

MITIGATION PROGRAM OPERATING BUDGET, YEAR 2010/2011

SITE	ACRES	Budget	
EXISTING SITES			
*FORCE AVENUE	6	\$2,200	
RANDALL (HIO Airport Mitigation Site Hillsboro)	22.3	\$59,500	
RIVERBANK SITES - NEW	2	\$36,000	
TRIP	11.42	\$69,000	
VANPORT WETLANDS	90.44	\$86,500	
WEST HAYDEN ISLAND	3.4	\$44,000	Existing Total
			\$297,200.00
ENHANCEMENT SITES			
COLUMBIA SLOUGH REVEG.	71.9	\$42,000	
COMPLETED SITES			
BUFFALO	15.6	\$7,500	
ELROD	10	\$4,500	
JEWETT LAKE	426.2	\$93,000	
PIC E-ZONE	3.8	\$6,500	
RAMSEY LAKES	16	\$11,000	
RIVERBANK SITES - OLD	12.57	\$9,000	
RIVERGATE ENHANCEMENT	43.7	\$60,500	
T-5 POWERLINE	10.7	\$20,500	
WEST WYE	2.4	\$3,500	Completed Total
			\$258,000.00
CONTRACT WEED MONITORING		INCLUDED ABOVE	
TOTAL	742.43	\$555,200	

*Expenses for Force Avenue site do not include costs for planning & development (site management only)

Properties

Properties Portfolio

Tenants

Logistics

Freight Stations and
Warehouses

Infrastructure

Industrial Parks

Cascade Station

Portland International
Center

Rivergate Industrial District

Swan Island Industrial Park

Troutdale Reynolds
Industrial Park

Transportation

Air Cargo

Trucking

Railroads

Container Carriers

Freight Forwarders

Projects

Inside Properties

Mitigation Sites

Transportation Studies

Related Links

Projects, Plans and Studies

Headquarters

West Hayden Island

Columbia River Crossing



The Port of Portland's Mitigation Management Program was initiated in late 1997 to respond to ongoing and proposed mitigation requirements and mandates from various regulatory agencies. Since that time, changes to the program have been incorporated on a regular basis as part of daily activities and on an annual basis through the Mitigation Management Plan.

Currently, the Port of Portland manages several mitigation sites, which are designed to provide a number of benefits to wildlife and the community. These include increasing wildlife values by enhancing or creating nesting, foraging and resting habitat; improving connectivity between wildlife areas; improving or restoring wetland hydrological functions; reducing and controlling the spread of invasive weeds; and providing valuable "greenspace" in a highly urbanized area.

Mitigation Management Program

The Mitigation Management Program annual report provides an update on the



- Job Opportunities
- Newsroom
- Photo Gallery
- Publications
- Community Outreach
- Community Events
- Directions and Map
- Leadership
- Commission Information
- Environmental Programs
- Strategic Plan and Budget
- Audit Reports
- Ordinances, Policies and Rules
- Construction Master Specifications and Design Guidelines
- Business Opportunities**
- Active Bids and Proposals
- Future Construction Contracts
- Small Business Development Program
- Projects, Plans and Studies**
- Headquarters
- West Hayden Island
- Columbia River Crossing
- Willamette River Dredged Material Management Plan
- Trade and Transportation Studies
- Noise Management**



port of portland Mitigation Sites

providing benefits to wildlife and community



Buffalo Street Site

Background

The Port filled approximately 65 acres of wetland at the southwest quadrant of Portland International Airport in 1993. The majority of the required wetland mitigation took place at the Jewett Lake site. However, the permit also included upland and riparian mitigation planting at Buffalo Street (approximately 15.6 acres) and Elrod Road (approximately 10 acres). The Buffalo Street site is located off N.E. 42nd Avenue and is surrounded on three sides by the Columbia Slough.



Widow Skimmer

Mitigation Plan

The goal for the Buffalo Street site was to create linkage or connectivity of existing natural areas along the Columbia's south shore. The plan included enhancing the slough banks, riparian woodland and upland meadow of the site to provide cover to the slough and to provide nesting habitat, food and cover for a variety of terrestrial and avian species. Detailed location and design of the plantings were approved by the agencies in January 1994.

Status

Monitoring of the site has been taking place since 1995.

- Buffalo Street Site
- Columbia Slough Re-vegetation
- Elrod Road Site
- Jewett Lake
- Northwest Swale, Vanport Wetlands
- PIC Corps of Engineers Mitigation Site
- PIC E-Zone Enhancement Planting
- Riverbank Sites
- Rivergate Enhancement Site
- Ramsey Lakes Mitigation Site
- Randall Site
- T-5 Powerline Site
- Vanport Wetlands
- West Hayden Island
- West Wye Mitigation Site

Comment from the Sub-Committee

Contiguous habitat is better for mitigation. As SW Quad and other sites develop, as the undeveloped parcels get smaller or fragmented, the habitat value declines.

Response:

Both the City and Port understand this concept and will incorporate that into the implementation phase.

Questions from the Sub-Committee

Government Island has public access. Public access and dogs will be detrimental to the mitigation sites. How will degradation from public use be prevented?

Answer:

We don't have a complete answer right now. Access is limited to the perimeter of the island. Most but not all people stay close to the water/beach area. The Port agreement with State Parks prohibits dogs off leash. A couple of approaches:

- Fence off to prevent access
- Construct mitigation in the most interior area
- Direct people using trails & more signs

Questions from the Sub-Committee

With the IGA, will there be a penalty clause for non-performance on the part of the Port.

Answer:

Question into both the Port and City Attorney



Questions from the Sub-Committee

IKEA Wetland will be converted to a scrub shrub to reduce bird attractiveness. The estimated cost is \$50,000. How was the \$50,000 arrived at? Will there be long term maintenance of the IKEA site, and what will prevent it from being developed?

Answer: The estimate is actually \$150,000 for the entire area but a firm design has not be done. We have a pattern of maintaining our mitigation sites and this would be no exception. Long term protection – we can look into how that might be accomplished.

Questions from the Sub-Committee

With the IGA, will there be a penalty clause for non-performance on the part of the Port.

Answer:

Question into both the Port and City Attorney



Next Steps

- Goal: Bring an acceptable IGA for PAG concurrence in May.
- Port attorneys working on an IGA.
- Port and City to discuss the IGA.
- Port working with the FAA on any issues.
- 3 PAG Subcommittee meetings are set before the next PAG meeting in May.
- Port/City desire to jointly share an acceptable IGA with PAG as soon as we can get some level of agreement.
- If we can't get an acceptable level of agreement with the PAG, we will delay the adoption process.

PAG

Questions / Discussion

Subject to final write up as an IGA, do you support the natural resources proposal?

