

April 19, 2010 4:30 – 6:30 – BPS 1900 SW 4th Ave, rm 7A

Attendance: Victor Viets, Anne Squier, Sue Donaldson

Staffing tables: Sue Dicile., Sebastian Degens, Ryan LeProwse, Alex Dupey, Phil Nameny, Kurt Reichelt

Transportation Memo (David Evans & Associates)

1) **Question:** What was looked at as far as no new bridge and with a new bridge on WHI? Does the CRC project factor in this traffic? What concepts have ODOT looked at?

Answer: The CRC project and proposed I-5/ Hayden Island interchange both factor in traffic from potential marine terminal development. The traffic analysis was based on build-out option 2 from the 1999 planning process (see DEA memo, page 6), analyzing both with and without a new auxiliary bridge. The analysis assumed that most traffic generated by the Port marine terminal would use the new bridge; however the analysis showed the option of using the bridge or North Hayden Island Drive. The ODOT study also used the build out option 2 in their analysis.

April 20, 2010 12:30- 2:30 – 1900 SW 4th Ave, 2500 B

Staffing tables: Alex Dupey, Rachael Hoy, Nolleen Tillman/ Richard (?) Port person, Barbara Wise, Mindy Brooks, and Phil Nameny, Sebastain Degens, Kurt Reichelt

Attendance: Victor Viets, Bob Sallinger, Eric Engstrom, Corky Collier, Ariana Longanecker

Transportation Memo (David Evans & Associates)

1) **Question:** What are the implications if there is no CRC bridge?

Answer: Right now we are anticipating that CRC will happen and all traffic analysis is based on the current option being discussed. The Federal EIS is still in process for the project.

2) **Question:** Who will do the updated traffic analysis for a WHI bridge?

Answer: The model is being developed right now by PBOT. If the project moves forward to the next phase, the model will be run and an updated traffic analysis narrative will be produced. DEA has been involved to date in the model input/creation discussion.

Local Impacts (BPS report)

1) **Comment:** CWG member wanted to express his interest in seeing the City explore local impacts of industrial development on property values. In addition, it

would be good to show any impact on property values from adjacent green space vs. industrial development.

- 2) **Question:** Will City staff be able to come up with any more specific measures or set limits for the local impacts studied? There seems to be a bias in this process to be more general to allow for flexibility into the future, but it would be useful here to set some specific limits.
Answer: City staff will review the “Potential approaches moving forward” for each section of the report to see if more specific measures or limits can be identified at this point in the process.

Environmental Initiatives Table

- 1) **Question:** Are there specific opportunities on WHI for environmental amenities?
Answer: Strips of pervious pavement, next to regular pavement would be a possibility. Try to manage most of the stormwater on-site, avoid a stormwater outfall. Developing development standards for this would be useful.
- 2) **Question:** Are most Ports considering these new ideas, or is new development still based more on local values?
Answer: Most Ports are incorporating some sort of sustainability
- 3) **Question:** Are more Ports using shore power? Will this take time until old ships to be retired?
Answer: Shore power works well for ships that return to the same facility repeatedly and it works well for smaller, locally based ships.
- 4) **Question:** Is there opportunity for shore power for tugs?
Answer: Yes
- 5) **Question:** Do carriers care about green marketing value?
Answer: Some do, but incentives are very persuasive to shippers.
- 6) **Question:** What new ideas are out there?
Answer: New building really drives the big changes.
- 7) **Question:** If the Port builds cutting edge facilities here, which is expensive, could the Port sell those credits or somehow share the costs?
Answer: These Ports have communities around them too. They will want these improvements in their areas. But incentives might work to drive change with carriers.

Tap Comments And Environmental Evaluation

- 1) **Question:** What are the permit requirements at WHI from a federal standpoint?

Answer: Federal permits are required in flood areas if there is cut and fill, if there is alteration of a wetland or if there is work out in the shallow water.

- 2) **Question:** Are there any features uniquely special to WHI or specific to a species?
Answer: WHI is special in terms of its overall size and diversity of habitats, but there is no one species that is solely dependent on WHI. It is part of the regional puzzle.
- 3) **Question:** Is there a minimum size for species or a threshold for habitat?
Answer: It can be difficult to answer this as it ranges by species and what they may use it for. Minimum threshold habitats for certain bird species could be small if they are mainly using it for foraging, but could be much larger for breeding etc.
- 4) **Question:** Considering this is an urban area, how important is it to set aside land for certain species?
Answer: It is still important, especially for migrating species that need to move through the area.
- 5) **Question:** Since there are so many large congruent projects (airport futures, river plan) going on that may need to consider large areas for mitigation, should we be concerned whether there is enough land to provide mitigation?
Answer: That can be a concern. Currently this is not part of the scope of work, but City staff is looking at past and present research on the topic to see what is available to provide to the CWG.
- 6) **Question:** Considering that there was not a lot of field work, can we identify the habitat types and soil types?
Answer: The aerial views, in conjunction with topography can provide a pretty good idea of habitat type. The types of vegetation in the aerials often indicate the soil type (i.e. areas with limited vegetation will likely have sandy soils). When the city works on NRI's they often need to use aerial photos.