

# Concerned Citizens Regarding the Pier/Chimney Bridge Project and Impacts on the Pier Park Sequoia Grove

3/20/2013

## What we Support:

- Maintenance of the health of the trees in the Sequoia Grove
- Maintenance of the integrity of the natural spaces created by the Grove
- The NP Greenway Trail Project - an asset to Portland as it connects parks and communities

## Why the Sequoia Grove matters:

- 29 specimens of approx. 60 year old Sequoia trees (30 specimens before one was removed)
- One of the largest Sequoia Groves within a city park anywhere
- Unique to Portland Parks – a Park gem
- The majestic Sequoia trees provide a special experience and connection with nature for all park users.

## Why we are Concerned

- **A Dead End Trail** - The current bridge design lands directly across from the grove at the existing gravel trail which runs parallel to the railroad tracks. It includes a 10' wide X 65' long bridge transition trail leading directly into the Sequoia Grove. Future plans project connecting this transition to a trail going through the grove. However, as per PP&R, no funding is available to design/build a grove trail in the near future. Therefore, any path leading to the grove from the bridge is at this time simply a dead end trail, and serves no purpose.
- **Adverse Impacts to the Sequoia Trees** - Sequoia tree roots are very shallow. Simply walking on the ground can snap/crush tender feeder roots that provide hydration/sustenance. Most feeder roots grow within inches of the surface & extend many times the distance of the tree canopy dripline.

Increased foot/tire traffic will destroy vital feeder roots and add stress to the trees. Any trail from the bridge directed toward or into the Grove invites users to ride/walk down the asphalt trail and then off-trail into the grove. To minimize such off-trail activity in the grove, no dead-end trail should be built.

- **No Public Input on Bridge Transition Trail into Grove – Trail sets Irrevocable Direction**  
The PP&R website states: "the trail connecting to the bridge has not been designed", calling the 65' section "a trail". PP&R states "When funds become available, ... everyone who is interested in the project will have the opportunity to participate". Clearly, part of the trail connecting to the bridge has been designed without public input. The current plan of the 65' asphalt trail directs the route of any future grove trail while completely eliminating public input on possible alternative routes.

## Conclusion

PP&R states there is currently no funding and no plan to design/build a trail through the grove in the near future. We conclude that any bridge transition trail headed toward or into the grove at this time

- creates a health hazard to the giant Sequoia trees
- makes no sense, is premature, unnecessary, and a misuse of taxpayer's money.

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***Recommendations***

**We recommend that there be no construction of any bridge transition trail that is directed toward the Giant Sequoia Grove.**

**We recommend that construction of a transition path from the Pier/Chimney Bridge be limited to a connection to the existing gravel trail for entering and exiting the bridge.**

**We recommend that the health of the Sequoia trees should be the primary focus of this project.**

**We recommend that any future designs with respect to the grove **MUST** include public input and concerns.**



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## Tallest Trees May Require Better Protection



By Amanda Onion  
April 24

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Two trees fell in a forest and, while no one was there to hear them fall, news of their collapse echoed across the country.

"You notice when a sequoia falls," said Al Nash, a park service spokesman in Washington, D.C. "These magnificent trees are so overwhelming, everyone notices when one falls."

Not only did the crashing of the two 200-foot high giant sequoia trees in late February make news, the incident has also cast attention on a dilemma facing park officials throughout the country: Is it possible to love parks too much?

The National Parks Service estimates that nearly 280 million people visit national parks each year for recreation. At Yosemite National Park, where the two sequoias toppled, between 3 million and 4 million people enter the park every year.

It's not yet clear what caused the two towering trees to tip — in fact, their toppling may have been completely natural. But officials said that human foot traffic could have been a factor.

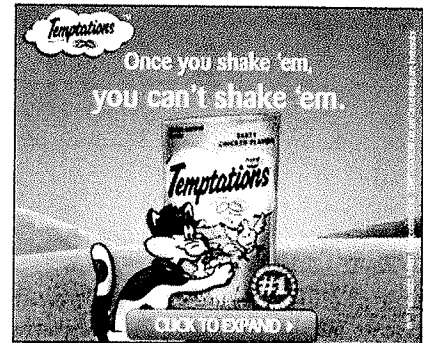
Too much trampling around the trees' root systems can pack down the soil and block the flow of oxygen and water to the trees' roots. Some are also concerned that smog from car traffic inside the park degrades foliage of the trees and other vegetation.

To protect the park's remaining sequoias, other terrain and wildlife, some have proposed limiting both automobile and foot access to the park.

### Keeping Cars Out

A controversial plan, devised during the Clinton administration, would reduce day-use parking by two-thirds, add shuttle bus service to replace car traffic, create more protections around trees' root systems and close some riverside camp sites. The proposal by the U.S. Environmental Protection Agency, is expected to be finalized next year after public comment.

"We need to make sure that visitors feel welcome, but at the same time we must make sure our resources are protected," said National Park Service Director Fran Mainella at a hearing about the plan in Yosemite National



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Yosemite National Park is one of a growing number of national parks across the country where officials have adopted or are looking to adopt new rules to restrict auto and some foot access to sensitive regions.

Snowmobile access to Yellowstone National Park has been curtailed, cars have been replaced by shuttle busses in the interior of Utah's Zion National Park and Montana's Glacier National Park in Montana. Even smaller parks, like Great Falls Park in Virginia, are adding traffic restrictions inside their gates.

"We're always trying to find the balance between accommodating visitors and protecting the resources," said Nash.

At Zion National Park and Glacier National Park, more frequent sightings of rare wildlife, including mountain lions, have suggested the new rules have made a difference.

#### Too Much Attention?

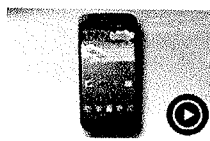
For the giant sequoias in Yosemite, reduced tampering could add hundreds of years to their life spans, say researchers. Giant sequoia trees can grow taller than the Statue of Liberty and can live for more than 3,000 years.

"As more of these trees become increasingly recognized because of their grandeur, more attention has to be applied to protect them," said Steve Sillet, a botany professor at Humboldt State University in Northern California, who specializes in coastal redwoods and giant sequoias.

"Footsteps over time have a massive pounding effect to the trees' root systems."

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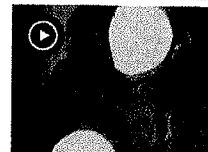
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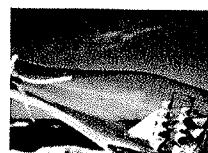
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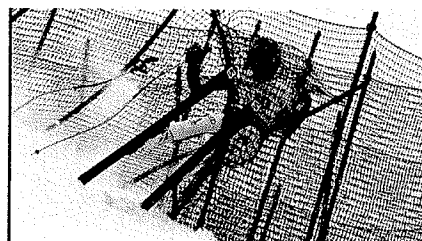


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# Giant Sequoia Landscape Questions

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Will the giant sequoia grow here?

The *Sequoiadendron giganteum* (giant sequoia) is grown in all zones. Zones refer to climate. Extreme environments like low desert and far north present challenges for the sequoias. Specimen sequoias can be found in most climates indicating that the species is remarkably adaptable. The limiting factor is the availability of liquid water in the root zone. A sequoia can suck the ground dry on a warm day. If there is no natural means of replenishing the soil moisture consistently the grower must supplement the sequoias with irrigation. Failure to keep the soil moist results in a dead tree. Sequoias require moist, rich, balanced ph, and well-drained soil. Permanently swampy or muddy soil will not work. Our website gallery at <http://www.giant-sequoia.com/gallery/> shows giant sequoias growing in many different places around the US and the world.

How big can a giant sequoia grow in my lifetime?

The giant sequoia given good conditions and good gardening techniques will put on growth rings of one inch per year. That would increase the trunk diameter by 2 inches per year. At that rate you could expect the tree to have a trunk diameter of 20 inches in its 10<sup>th</sup> year, 60 inches in its 30<sup>th</sup> year, 100 inches in its 50<sup>th</sup> year, and 200 inches in its 100<sup>th</sup> year. 200 inches is nearly 17 feet in trunk diameter. Given excellent conditions and excellent gardening techniques the growth rings could approach 2 inches doubling the 100-year total to 34 feet in trunk diameter. That would put the tree in competition with the largest diameter trees in the wild. The General Grant Tree is nearly 41 feet in diameter. In the wild the sequoias must compete with one another and other species of trees for nutrients, water, sun, and space. This results in shortages of the essentials for rapid growth. In the wild it can take 3000 years to do what we can do in 100 years by exercising certain controls over the growing space for the sequoias. We can supplement with water and nutrients and eliminate competition providing the greatest possible potential for rapid growth.

Why is my sequoia discoloring in the winter?

Young giant sequoias typically undergo color changes in the winter and early spring. The younger the tree the more susceptible to the color change it is. Trees less than one year old are most often affected. I have seen this condition in trees up to five years old but never in older trees. The wintertime discoloration produces colors that are yet to be named by whoever names colors. The colors have been described as burgundy, purplish-red, rust, brown, and bronze. Those who try to describe the color struggle with an attempt to describe a color that has yet to be named. The discoloration does not occur every winter. It typically will come on suddenly in the wake of a cold snap after a period of unseasonable warmth. We have found that adequate water in the soil will help to reduce the burgundy discoloration phenomenon. Seedlings that are buried in snow do not discolor, only those that are exposed to drying conditions and the wind. The discoloration does not harm the trees it simply brings out a pigment that is already present. The condition will disappear when sufficient irrigation is applied and the temperatures remain warm for an extended period in the spring. You can see photos of this condition on <http://www.giant-sequoia.com/about-sequoia-trees/wintertime-discoloration-of-the-young-giant-sequoias/> page under wintertime discoloration.

How do I fertilize my giant sequoia?

The most cost effective way to fertilize your soil depends on your climate and soil type. The temperature of the soil is a factor as well as the chemical makeup of the soil. Here at the 5,000 foot elevation of the central Sierra Nevada Mountains of California we use a blend of fertilizers that we created from knowledge gained by trial and error over many years. We have a warm season blend and a cool season blend. The warm season is for soils that are over 70 degrees F and the cool season is for soil that is less than 70 degrees. These fertilizers are available at <http://www.giant-sequoia.com/sites/giantsequoia/cart/plant-food>. Experienced gardeners can use their own tried and true method of enriching the soil. It is a requirement of the giant sequoias is that the soil is fertile.

How fast do giant sequoias grow?

The giant sequoia is the fastest growing conifer on earth given the right conditions. We expect 4 feet of upward growth in the third year for trees in large pots and one-inch plus growth rings. They have the potential to grow faster every year. Giant sequoias grow rapidly tall and less dense when the rising and setting sun is blocked. They quit growing tall rapidly once they reach full sun. Once they reach full sun they begin to grow a thick trunk, dense foliage, and rapidly put on weight.

How far apart do you plant giant sequoia trees?

The distance between newly planted sequoias depends on what you are trying to achieve. If you are seeking screening for privacy or windbreaks they can be planted as close together as six feet. If you are attempting to grow specimen giants, 30 to 60 feet apart would be more appropriate.

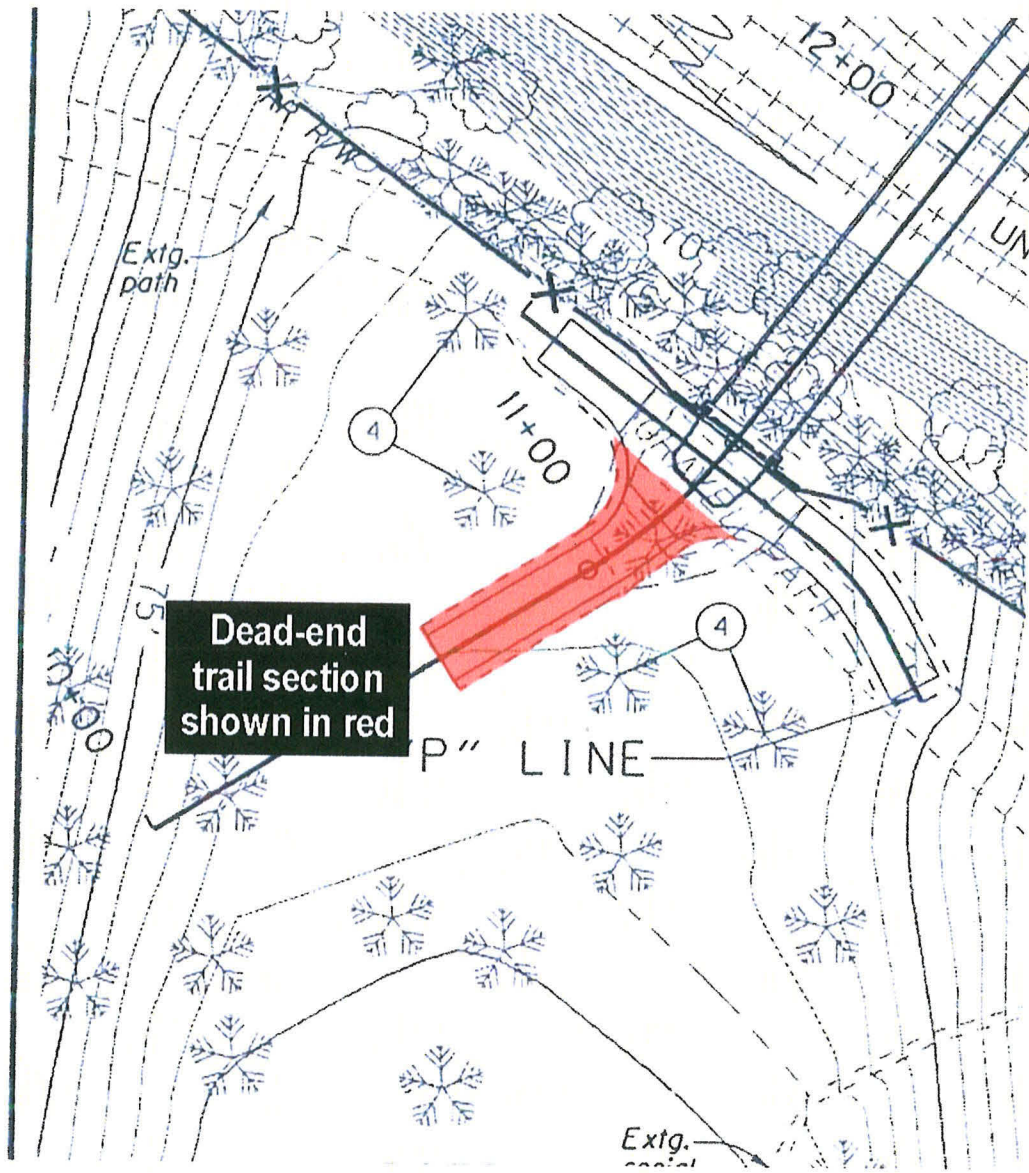
Can I bare the roots of a giant sequoia for transplanting?

Giant sequoias have very tender little white feeder roots. The tree depends on these feeder roots for hydration and sustenance. These roots snap off with the slightest touch. In the national parks, visitors are instructed to stay on the trails when visiting the sequoia groves because simply walking on the ground under the giants will crush the shallow feeder roots. Sequoias should never be bare rooted. The process of removing the soil will also remove the feeder roots. Once the feeder roots are removed the tree will slowly dehydrate until it is dead or nearly so. The only hope the bare rooted sequoia has is to regenerate the feeder roots before death from dehydration. That is not likely. Many people have tried sequoias in their area and assume that they died









## Advocacy for Trees

St. Johns and park advocates have saved many trees in Pier Park from constructions:

1. At Bruce Ave and Hudson St., the sidewalk extends out 30 ft. into Pier Park to save 2 giant old trees. This is because of advocacy.
2. Old Johnswood Park, East of and contiguous to Pier Park, was sold to developers in about 1998. Johnswood Dr. at Bliss Ct. circles around 3 large firs, and on each side about 17 more large trees were saved for park users. This is because of advocacy.
3. On or about 1996, COP wanted to fell about 200 trees around a meadow in the middle of the Pier Park Urban Forest to make space for baseball fields. We asked for a pause in construction and a reconsideration. Parks reconsidered. Parks made an agreement with Portland Public Schools to use school baseball fields in the summer. So Little Leaguers got their ball fields and park advocates got their trees. Of the 200 trees only 2 were felled. Wonderful. All this is because of advocacy and a true reconsideration.



My Experience  
Jamie Crow

I first heard the bridge between Chimney /Pier Park was becoming a reality was the summer of 2011. Ran into a surveyor at the knoll and he told us about it and that it was stimulus money. Asked about the grove trees. He said as far as he knew none of those were affected.

Went to the open house in December 2011. Had to call for correct date because St John's review had Dec 15<sup>th</sup> and flyer had DEC 14<sup>th</sup>. Once again asked if trees were being cut. Told "1 or 2 some on the bank ( RR side) have to be cut." Asked specifically about the trees on the other side of the path/maintenance road. "Don't worry your trees are safe. We are trying to keep it to a bare minimum of trees cut. There are tree advocates on the committee." There wasn't any picture of this ramp. The bridge ended on the existing path which goes to the left and right of it. Very little impact on Pier Park. Besides the question about whether vehicles would be crossing( By the way it was your PPR representatives that said a fire truck had to be able to turn and that's why the tree had to be cut during the mediation at the grove Feb 21<sup>st</sup>) since it seemed a little wide for a pedestrian bridge, most of the presentation was what color or coating you wanted on the bridge and how wonderful Chimney Park will be after all the trees were planted.

Then the sequoia tree was posted it was going to be cut. I went to the Friends of Pier Park meeting. When I mentioned my experience at the open house Susan Meamber and Elizabeth kept saying they were always going to have to cut a tree and this was always the design. Representatives also kept repeating "you know we can't build on RR property. Their property is part of the top of the bank into the path." This is also the first time we were informed a path was planned to go through the circle of sequoia.

I have looked all over Friends of Pier Park meeting minutes, NPGT minutes and no where does it say that a tree was being cut. Only a mention of the design being adjusted to protect the trees in FOPP minutes.

I did find out in PPR's own notes on the open house 3 other people mentioned they liked the small footprint on Pier Park.(I didn't write anything so I am not part of that number) I don't think a reasonable person would say cutting a giant sequoia and putting a ramp down the center of the grove is a small footprint.(copy included of summary)

I did find out that even NPGT PAC did not get to vote on design only the consultants. The PAC job was public outreach and feedback.( see copy of Minutes) At the open house we weren't given options on where the bridge would be so the public gave no input there on the alignment of where the bridge should be This contradicts the FAQ that Elizabeth Kennedy-Wong wrote.

I found out on the applications to ODOT they like to say this is a diverse 36% non white under served area but not one notice was in any other language besides English. I know

The school district has to post everything in 5 different languages. And anyone who came during the summer to Pier Park would know that this park is used continually for soccer and other sports by the Hispanic community.

I found out the average ambulance is over 10,000 lbs so once again her FAQ are contradicted. I believe the specs say H10 truck for live load and that is 20,000 for a 10 to less than 12 foot wide deck. That does take an ambulance

There is no reason why this ramp has to be 65' long.

Elizabeth keeps changing the name its not a ramp it's a path, its not a path it's a trail blaming ADA for why it has to be 1:20 slope. Supposedly the slope is why it has to be 65' long. A trail can have 1:10 slope for 30ft max, 1:12 for 200 max. As soon as people starting saying this she shut us down saying she's been overwhelmed with questions, come to the public meeting to talk and if you want more go the public records. ( see record of emails) Her title is public involvement and community outreach manager.

Finally, when I went home from the FOPP meeting Feb 19. I was puzzled why they kept repeating about not building on RR property. I think its pretty nice of the RR to let it be build over its property. Finally I began suspecting that maybe PPR had thought they could build there. That would explain why the design got changed, why it got postponed for a year, why the bridge is ending up 30" high on Pier Park pathway, ( that wasn't mention at the open house .The drawing looked flush against the bank) and why PPR is so defensive. PPR got the funds in 2009 by their own admission they did not begin to talk to RR until summer 2011.

That ramp is ridiculous ending in a sensitive area without protection. This was federal money we don't want our federal representatives to have explain it.

Let the ramp go left and right start the ADA path when it can be completed so the least stress for trees. When it is built make it 60inches so vehicles can't go on it. Also include the Hispanic community. They know best what their needs are.

Respectfully,

Jamie T Crow

**Landscaping**

13 people made suggestions about landscape with the inclusion of native plants as the number one request. Respondents also favored having a less manicured, more meadow like look

- "Keep trees far away from path"
- "Plant native plants; don't block views; no flowers please"
- "Keep it open"
- "Use native plants with consideration to safety"
- "Plants and trees that are native to Oregon; I like long grasses"
- "Plant native edible weeds; no toxic plants"
- "I like the meadow look. I like Pier Park because it isn't strictly manicured."
- "It doesn't have to be manicured. Pier Park has that lived in look. Chimney Park can look like a meadow"
- "Lots of trees"
- "Plant Chimney Park side heavily with native plants including Cedar and Fir"
- "Native plants, low water requirements"
- "Openness preferred vs. shrubs, etc; lighting should be a priority to encourage use!"
- "Low maintenance, native plants"

**Attendees were asked to list three things they liked about this project:**

- 1) It improves bike/hike access to Peninsula; 2) It extends the NP Greenway
- 1) Good to bring two parks together; 2) Good for long-term bike plan.
- 1) Connections!
- 1) Safety from railroad; 2) Maintenance at Pier Park
- 1) Additional bike commute options; 2) Additional bike recreation options; 3) Can access Chimney Park with dogs without crossing tracks or driving.
- 1) Access
- 1) Making Chimney Park more park like; 2) Being connected by the bridge (the 2 parks); 3) Eventually connecting to other trails.
- 1) No Frisbee golf.
- 1) This will provide a safe way to access the parks; 2) It may attract more users to both; 3) A welcome improvement to St. Johns.
- 1) Better access to Chimney Park and eventual river gate access; 2) Landscaping and natural feel; 3) Small footprint on Pier Park
- 1) Extend and connect parks; 2) Transportation; 3) Intergovernmental cooperation
- 1) It crosses RR tracks; 2) It's a critical link in the trail; 3) It is a new bridge.
- 1) Crossing from Pier to Chimney Park

**Attendees were asked to list their questions and/or comments**

Concerns about Columbia Blvd. and lighting were the top two concerns:

- "Bridge over Columbia Blvd. should be #1 for safety for bikes and thruway trucks; Hill up to bridge over rail maybe too steep—can this be improved?"
- "Timeframe?"
- "Lighting is needed"
- "I would like to be informed of updates on the status of pathway improvements for the Greenway regional trail."
- "ADA accessibility; whether more parking lots will be required"
- "Project needs to consider how peds/bikes will cross Columbia Blvd. when you head toward Kelley Pt. Park; Consider ped/bike trail oriented around old Archus Building alongside packaging area and road could provide straighter path to bridge across Col. Blvd; Col. Blvd. is HEAVILY used by trucks. Need to think how to cross it now."
- "Public safety"
- "Cost of finish vs. cost of maintenance (graffiti); Need restrooms!; Alignment to existing bike in Pier Park"
- "I am concerned with how this project impacts the Will River Conway Trail where it will cross Col. Blvd. Columbia Blvd is to be the state/city designated truck route replacing Lombard when height limit structures on Col. Blvd are fixed. Consider construction of a ped/bike bridge over Col. Blvd."



**Other thoughts attendees wanted to share:**

- "Looking ahead, consider the impact of a Columbia Blvd. crossing on truck traffic. A regulated crossing will work against our plans to route trucks that way. Alternatives?"
- "A bridge over Columbia Blvd. needs to be considered in terms of access to it NOW."
- "I am very excited for this connection between the two parks."
- "ADA groups should be invited."
- "Lighting may be an issue for safety reasons, as in personal safety against criminal acts. It may also reduce the graffiti. I remember when Pier Park had very little lighting and I didn't feel as safe walking through the park."
- "Keep working on connecting trails"
- "Lighting would be a nice addition"

**Respondent Information**

- 36% of the respondents were female and 64% were male.
- 81% owned their home and 19% rented.
- Neighborhoods:

St. Johns	64%
Pier	18%
Arbor Lodge	4%
University Park	4%

- Age of respondents:

25-34	9%
35-44	23%
45-59	32%
60-79	36%



**PORTLAND PARKS & RECREATION**  
Healthy Parks, Healthy Portland



### **Pier-Chimney Bridge Open House December 19, 2011**

#### **Overview**

As part of the North Portland Greenway Trail project, a bridge is being built that will connect Chimney and Pier Parks. The bridge will affect key areas of both parks, such as the Chimney Park dog off-leash area (DOLA). An open house on the project was held at the St. Johns Community Center on Wednesday, December 14, 2011 from 6:30-8 p.m. The open house featured four tables on different aspects of the bridge including: park users, DOLA, the bridge project, and the N. Portland Greenway Trail Project, along with two presentations. Attendees were asked to fill out a comment form on the open house and bridge design. In total, 28 people attended the open house, and 22 completed the comment form.

#### **Results**

The following is a summary of the responses. When reading this information, it is important to remember that this information represents the opinions of 22 individuals. The data cannot be used to make generalizations about either parks entire community, but does provide a sense of how those who use the parks feel about the bridge/project.

#### **The goals of the open house were to:**

- Inform participants on the objectives and progress of the project
- Provide information on impacts to uses in the parks – both temporary and long term
- Provide participants with the opportunity to ask questions, and provide feedback on the project

#### **The Goals**

- When asked if the open house provided clear and accurate information on the objectives and progress of the project; 19 people (86%) felt like they understood the goals; and 4 (18%) had some questions, but felt confident they would get the answers.
- When asked if the open house provided clear and accurate information on the impacts to uses in the park; 21 people (95%) understood more about how the project will connect the parks; 8 (36%) understood the impact to the off-leash dog area; and 2 (9%) had some questions but felt confident they would get the answers.

#### **The Meeting**

- 17 people (77%) felt that they had ample time to ask questions; 2 (9%) needed more time; 4 (18%) felt the presentations were just right; and one person wanted more group presentations.
- 16 people (72%) thought the meeting was well organized with clear goals and outcomes; 14 (63%) thought it provided all voices to be heard; and 12 (54%) that it was designed to give all participants access to information.

#### **Bridge Design**

- **Bridge Finish:** 17 people (77%) favored weathered steel; 3 (13%) galvanized steel; and 2 (9%) liked paint. Three attendees wrote that the cheapest options should get picked, and one person thought whatever was the most graffiti resistant.
- **Bridge Structure:** 17 people (77%) favored the square steel truss; 3 (13%) wanted the arched steel truss; and one person didn't care. Two people commented that the extra \$40,000 for the arched steel truss should instead be put into restroom improvements.

- Each PAC member was asked to share affiliations with the group.  
The following is a list:  
Showers Pass Cycling Team, BTA, Dept. of Environmental Quality, Cycle cross in Will Cove and Pier Park  
Oregon Advocacy Commission, Portland Observer  
Horizon Air Pilots Union  
Willamette Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC)  
Human and wellness training, training routes  
PAC and BAC  
Kenton Neighborhood Association, Sunday Parkways, Street Fairs, mentioned Sgt. Charlie Brown who works with railroad police  
NP Neighborhood Associations, NP Business Associations, St. Johns Main Street, BPS, Linnton and Northwest Industrial Neighborhood Associations, leaders in diverse communities (BPS)  
Portland Police bureau, local officers working in "problem areas" along trail, connect with railroad police  
Adidas, 900 Adidas employees who are interested in access to Swan Island  
UPS employees, Swan Island businesses, would like to recommend commuting options  
Overlook Neighborhood Association, ONEST, Portland Waldorf School, Bike/Walk to School Program, Outdoor School, Xerces Society  
Community Cycling Center, Eliot Neighborhood Association, organizer of Sunday bike ride of trail  
University of Portland, University Park Neighborhood Association, Holy Cross Parish and School (with large Hispanic population)  
BES, American Society of Civil Engineers, Water resources  
Intertwine, Boise Neighborhood Association, UPS, Swan Island
- Audience member interest groups included: BTA, St. Johns, Daimler, Helen for Metro
- Other questions and follow-up noted.
- Project team to follow up on NPGT outreach at street fairs, farmers' markets, Sunday Parkways and check OBRA list serve for rides to PIR via NPGT route.
- PAC to follow up on NPGT outreach at Pedalpalooza (which occurs in June/July).
- Mary to follow up with Aaron B. to get Metro studies/statistical analysis on the use of City trails to provide to PAC and public.
- Questions: Is the railroad on the PAC? Were they engaged in the advisory committee? At this time, it is understood that they will engage in the process privately.
- Are there partners from Nick Fish's office or Metro? Yes, Sonia Schmanski from Fish' office, Jane Hart from Metro.
- Will each segment of the NPGT be put to a vote by the PAC? No, Consultants create the whole trail alignment. The PAC is responsible for giving feedback and engaging the public.

#### Next Steps

- March meeting will include trail update and planning for Open House in May.
- Possible site visit for PAC to be planned.
- PAC agrees to have their emails shared within the PAC.

Meeting notes will be made available to PAC members via email and will be posted on PPR website.  
Next meeting Wednesday, March 14, University of Portland, Chiles Center





**North Portland Greenway Trail (NPGT) Alignment Project - Advisory Committee Meeting**  
 Wednesday, January 25, 2012, 6:30-8:30 pm - University of Portland, Chiles Center, Hall of Fame room

**Attendees (27)**

Project Advisory Committee (PAC): Kristen Acock (BES), Pam Arden, Spencer Bohaboy, Aaron Brown, Thad Collins (UPS), Sarah Figliozzi (PBOT), Mark Freeman, Phyllis Harris (Daimler), Rich Hatfield, Tom Hughes (Adidas), Mary Jaron Kelley (NPNS), Jim Kuffner (Univ. Portland), David Lee, Gentiana Loeffler (NPNS), Barry Manning (BPS), Heather Mickler, Marian Rhys, Kip Wadden (PPR), Angela Wagnon (ONI-Crime Prev.)

Public: James Barta, Bon Hill, Mark Hill, Greg Hum, Beate Hoelscher, Ryan Palmer, Curt Schneider, Margret Sutbo

Welcome/Intro/General Announcements- facilitated by Mary Jaron Kelley and Kip Wadden

**Project Overview**

- PAC viewed NPGT maps
- Questions: Can NPGT include a bike/pedestrian bridge over Columbia Blvd? Are there budgetary constraints? Will there be connections from the bluffs? Are there future plans across RR bridge?
- Packets were distributed and consisted of Jan. 25<sup>th</sup> meeting agenda, roster, meetings schedule

**Public Outreach and Project Schedule**

- PAC members are asked to educate the public, disseminate information, represent the project in the community, engage the community and seek out public opinion, plus "see the big picture" in regard to advisory role and limit single-interest advocacy.
- PAC members are asked for consistent attendance at project meetings.
- PAC meetings are designed to prepare for Open House in May, and future months

**Advisory Committee Q/A**

- The PPR website project page address was shared [www.portlandonline.com/parks/npgt](http://www.portlandonline.com/parks/npgt) and the type of information that will be available for the public to review was explained. The PAC was asked for suggestions on methods to convey information to PAC members and the public about the project. In addition, they were asked what method would keep people updated if they could not attend meetings?
  1. Based on the discussion, PAC agreed that research on Facebook page should be pursued.
  2. Other suggestions noted by the PAC include file-sharing sites: Facebook, npGreenway.org, File Share, Portland Online, Google Docs, Blog. Options for alternative communication will be investigated by project team.
  3. Will the PAC be able to have internal discussions outside of PAC meetings? PAC agreed that they would be willing to share their email addresses.
  4. Can NPGT provide a detailed, interactive map of the trail for the PAC and public to access (which would allow the viewer to zoom in)?
- PAC members were asked to share their community affiliations/interest groups with the intent that PAC members can reach out to their own groups and encourage them to participate in NPGT Open House events or to help with information sharing.



## PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland



required removal of two or three sequoias. The loss of the sequoia is being mitigated with the planting of 34 2" caliper trees including sequoias, Douglas firs and Western Red Cedars.

This meeting was advertised with signs in the park, mailed postcards, advertising in the St. Johns Review and via electronic notification.

### **Where will the new construction be?**

<http://www.portlandoregon.gov/parks/article/437604>

This link will take you to the bridge construction drawings. The highlighted areas are new construction. The trail will be paved 65' from the end of the bridge into the park. This distance is required to meet ADA and provide a safe path off the bridge-the height of the bridge/path is 2.5' above the surrounding grade. The paved portion of the trail will be asphalt.

### **When will construction take place?**

Construction is planned for April – November 2013.

### **When will construction of the trail through the sequoia grove be completed?**

This trail has not been designed. There is no funding at this time to continue work on the trail design. When funds do become available, we will continue to work with the community to ensure that everyone who is interested in the project has the opportunity to participate.

### **The design plan shows a tree in the way of the path. Does this mean that another tree(s) will come down?**

The line extending beyond the end of the trail is for illustration purposes only. The continued trail alignment has not been determined.

### **We heard that a road is being built to accommodate firetrucks....**

The design of ODOT bicycle/pedestrian bridge projects rely on the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities. This guide recommends a path width of 12-14' to accommodate maintenance and emergency vehicles. The trails and bridge in Pier and Chimney Parks will be 10' wide plus a 2' shoulder on each side. The bridge structure is closed on top with a vertical clearance of 10' and a weight limit of 10,000lbs. This should limit the size of vehicles that will be able to use the bridge to police cars, ambulances and maintenance pickups.

Service vehicles will continue to use the road along the rail side of the park.



**PORTLAND PARKS & RECREATION**  
Healthy Parks, Healthy Portland



**Frequently Asked Questions  
Pier – Chimney Parks Bridge  
4 March 2013**

**Why is a trail going through Chimney and Pier Parks?**

The vision of a continuous trail along both sides of the Willamette River has been promoted by trail advocates in Portland for more than 10 years. In a continuing effort to complete this trail, Portland Parks & Recreation applied for and received a Regional Flexible Funds grant from Metro to determine the preferred alignment for the 10.4-mile-long North Portland Greenway Trail. The project trail corridor extends from the Eastbank Esplanade at the Steel Bridge to Kelley Point Park. The North Portland Greenway Trail is a key piece of the metropolitan trail system which allows people to travel from Washington to Oregon and the Columbia River to the Willamette River.

**Who was involved in developing the North Portland Greenway Trail?**

The North Portland Greenway Trail was adopted by City Council in 2003 as part of the North Reach River Plan. Additionally it was incorporated into the Portland Parks & Recreation Recreational Regional Trail Strategy, 2006. Hundreds of individuals have been involved in and actively working for the development of this trail alignment. The bridge is an integral piece of that network.

**Why do we need a bridge?**

The bridge project will close a key gap in the North Willamette Greenway Trail. The bridge is not only a critical connection between the two parks but it is also part of the regional 40-Mile Loop trail system and the North Portland Greenway Trail. Locally, the trail, when completed, will connect Cathedral Park to the Smith-Bybee natural area and Kelley Point Park.

**How was the public involved in the bridge design?**

The North Portland Greenway Trail vision came from the community. The alignment for the trail was determined through a public process with the advice of design consultants. In December 2011 a public meeting was held to get input on the best alignment for the bridge. The public clearly stated the desire to minimize tree impacts. Each of the designs presented had tree impacts. The strongest support was for the design we are currently building.

In addition to minimizing tree impacts, other criteria considered were: existing topography, compliance with ADA guidelines, bicycle safety standards, and railroad height clearances. To meet the clearance requirements over the railroad, the highest point in Pier Park was selected as the location for the bridge. Several path alignments to the bridge were considered – the one with the least impact to trees was selected. Unfortunately, this alternative required the removal of one sequoia. Other alternatives





**PORTLAND PARKS & RECREATION**

Healthy Parks, Healthy Portland



There is no road being built through the Sequoia Grove. The trail connecting to the bridge has not been designed.

**What will happen with the wood from the tree?**

PP&R will work with Friends of Pier Park to determine an appropriate installation.

Additionally, a portion of the wood will be used in the development of a Nature Based Play area in Westmoreland Park. We received a grant from Metro to develop a Pilot Nature Based Play area in Westmoreland Park. The siting of the play area is in coordination of the restoration of Crystal Springs.

**How was the community informed about the previous open house?**

Signs were placed in Pier Park at several locations including the park entrance and at the Frisbee golf area. Additional signs were posted in Chimney Park. Notification for the meeting was placed in the St. Johns Review and meeting information was distributed through the Friends of Pier Park, St. Johns Neighborhood Association and to contact in our PP&R database.

**How do we make sure that our concerns about the Sequoia Grove are heard?**

In response to community feedback, we are including information in the North Portland Greenway Trail Report reflecting the concerns and frustrations cited by some members of the community regarding the future impacts of the trail on the grove.

**Will the trail and the bridge hurt the remaining sequoia root systems?**

The bridge construction documents include a detailed tree protection plan. The installation of the tree protection will be reviewed by a Parks Tree Inspector. The tree protection will also be monitored during construction to ensure effectiveness and compliance.

**Subject:** Pier - Chimney Bridge - Construction Questions - Public Meeting Announcement

**From:** Kennedy-Wong, Elizabeth (Elizabeth.Kennedy-Wong@portlandoregon.gov)

**To:** jabarnas@spiritone.com; joanibldn@gmail.com; nonnamax@gmail.com; beadlebarley@yahoo.com; dennisrjk@yahoo.com; maxdainty@yahoo.com; cfount@earthlink.net; alleepa@gmail.com; griffinrenov@yahoo.com; kendallcore@gmail.com; kpergande@yahoo.com;

**Date:** Monday, March 11, 2013 1:48 PM

Neighbors,

We appreciate the continued concern and interest in the construction and design of the bridge between Chimney and Pier Parks. As we have shared previously, while we are all saddened by the loss of a beautiful tree, we are also very excited about creating a safe and essential bicycle and pedestrian trail connection between Chimney and Pier Parks and continuing to develop the vision of the North Portland Greenway Trail from Kelly Point Park to the Eastbank Esplanade.

This trail has been the vision of Portlanders for more than 10 years (when the alignment was adopted by City Council). The 40-mile Loop was formalized in 1981. The bridge has been integral to this trail in all designs.

In the past weeks, we have continued to receive questions on the details of the construction from several individuals. We are pleased that community members are becoming engaged and interested in this project. Responses to the most recent questions are below.

We also want to clarify that the bridge project has been designed and permitted. We will be moving forward with construction in July.

Our ability to respond to a continued high level of questions is constrained. A public meeting is scheduled for April 23<sup>rd</sup>. We are happy to respond to additional questions from the community at that time. Until then, please refer to the public information request process. Information on that process is at the end of this message.

Complete details on the construction are available online at [www.portlandparks.org](http://www.portlandparks.org). At this site, there is a link to sign on to receive construction updates and information on the public meeting.

Thank you all for your commitment to and support of our excellent parks system.

Elizabeth Kennedy-Wong

Public Involvement and Community Engagement Manager

Portland Parks & Recreation

503-823-5113

### Questions As of March 6, 2013

#### 1. Which came first the grant or the design?

The plan for a bridge connecting Chimney and Pier parks goes as far back as 1904 when the Olmsted Brothers proposed the 40

mile loop. The 40-Mile Loop land trust was incorporated in 1981, and called for a connection between Chimney and Pier Parks. The North Reach River plan was adopted by City Council in 2003 and also showed this bridge as a key connection. The grant for the bridge project provided funding for the design.

**2. When was the railroad brought into the conversation? At the very beginning before the grant, before the design or after the grant, after the design?**

We began conversations with the railroad after we had received the grant, early in the design phase during the summer of 2011.

**3. Why did the Oregonian live call this a foot bridge in December 2011?**

We cannot answer that question, the bridge is designed primarily for bicyclists and pedestrians

**4. Why is the 65' foot extension 10 feet wide when ADA requires only 60 inches?**

The trail width is based on American Association of State Highway and Transportation Officials (AASHTO) guidelines for bicycle facilities

**5. Was any of the outreach to the public in any other language besides English?**

No

**6. Was there any consideration of how it looked to have this wood cut from Pier Park ( an area of diverse working class citizens) and be used for a creative play area for the Westmoreland Park ( an area perceived as quite well to do)?**

Both parks serve a diversity of socio-economic and ethnic communities. Westmoreland Park is a Regional Park and therefore serves a larger community of Portlanders from a broad area. The play area in Westmoreland Park is being removed as part of the restoration of Crystal Springs Creek, the Nature Based Play Area is part of the larger restoration project.

**7. Why was a smaller bridge not considered for this site? Other areas on this trail have smaller bridges.**

The bridge dimensions were based on AASHTO guidelines for bicycle facilities

**8. In the March 2013 "Questions about Pier Park " link., you state that there is a detailed tree protection plan. Please email me a copy of that**

**plan. Which Parks Tree Inspector will be reviewing the installation?**

The tree protection plan is a set of engineering drawings that was submitted as part of the Tree Removal/Replanting Permit Application. The plan was reviewed and approved by Urban Forestry staff. Before construction activities begin, a Parks' Tree Inspector will meet with the contractor to discuss the activities that are planned and the type of equipment that will be used. It is unknown at this time which Tree Inspector will be assigned to this work.

The requirements of the tree protection plan include installing a barrier fence of orange plastic mesh to delineate the limits of construction activity and to install aeration blankets in areas where fill material is placed near the tree root zone to maintain the



health of the tree. Pruning of tree limbs is done if needed to prevent damage to overhanging tree branches that could be broken by large equipment.

9. Thank you for your response explaining the plans to protect the trees during bridge construction. I will appreciate your emailing me a copy

of the actual tree protection plans relating to the 65' path rather than only a written synopsis of the plans. Please also include a copy of the construction design plans for the 65' path.

The Tree Removal, Protection and Mitigation Plans that were submitted as part of the Tree Removal/Replanting Permit Application are included in the first pdf document attached.

Sheet No. TP-Lists a description of the trees to be removed, quantities of replacement trees, instructions for proper planting methods and a detail for the aeration blanket installation

Sheet No. TP-2-Shows the locations of trees to be removed, trees to be replanted and the location of the barrier fence to protect existing trees from construction activity

Sheet No. GM-Shows the approximate limits of work and the location of the orange plastic mesh barrier fence. Actual location will be determined in the field by Parks' Tree Inspector

I've selected two drawings for the construction plan set that should provide the information you are requesting about the path construction in Pier Park and are in the second pdf.

Sheet No. 3-Shows the plan and elevation views of the trail alignment

Sheet No. 2-Shows the typical detail for the trail construction with 10' wide asphalt path and 2' wide gravel shoulders on either side

10. We have been told that the 65' length is required to meet ADA needs coming off the 2 1/2 foot rise from the bridge. In order to better understand ADA requirements, I spoke with an ADA representative. He informed me that there is a ratio of 1:12 in building a ramp. According to this specification, a ramp going from 2 1/2' (30") requires a 30' ramp with possibly a 5' landing. This would mean that a ramp 35' long would bring the ramp to ground level and satisfy ADA requirements.

This is not an ADA ramp, it is a trail. The ratio for a trail is 1:20

10. Will additional trees be removed?

Preliminary site investigations show that additional tree removal would not be necessary to build the park trail. Interested community members will be involved in future design work. We do not have a plan to design the trail in the near future.

## Public Meeting

April 24<sup>th</sup>, 6:30-8:30 pm

To review construction impacts, timelines, answer question

**St. Johns Community Center**  
**8427 N. Central St.**

**Information on the public records request process**

<http://www.portlandonline.com/auditor/index.cfm?c=35190&a=185815>

**and a link to the City's uniform public request form**

<http://www.portlandonline.com/auditor/index.cfm?&a=197568&c=35190>

### ***So what is an accessible trail?***

Under the proposed guidelines, an accessible trail would meet these minimum technical provisions:

Clear tread width: 36" minimum

Tread Obstacles: 2" high maximum (up to 3" high where running and cross slopes are 5% or less)

Cross Slope: 5% max.

Running slope (trail grade) meets one or more of the following:

- 5% or less for any distance.
- up to 8.33% for 200' max. Resting intervals no more than 200' apart.
- up to 10% for 30' max. Resting intervals 30'.
- up to 12.5% for 10' max. Resting intervals 10'.

No more than 30% of the total trail length may exceed a running slope of 8.33%.

Passing Space: provided at least every 1000' where trail width is less than 60"

Signs: shall be provided indicating the length of the accessible trail segment.

### ***What if building a trail to an accessible standard just isn't logical, or desirable, or even possible?***

While the proposed accessibility guidelines address the special circumstances where designers and operators may not be able to achieve accessibility, they are encouraged to always provide access to the greatest extent possible. Departures from specific accessibility guidelines are permitted for any portion of the trail where compliance would:

cause substantial harm to cultural, historic, religious, or significant natural features or characteristics;

substantially alter the nature of the setting or the purpose;

require construction methods or materials that are prohibited by Federal, State, or local regulations or statutes;

not be feasible due to terrain or the prevailing construction practices.

For detailed information on accessible trails, the new ADA regulations, and how they apply to specific situations, see the American Trails website: [www.AmericanTrails.org](http://www.AmericanTrails.org). Click on the "Resources & Library" icon, then click on "Accessible Trails." The final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas proposes ADA Accessibility Guidelines (ADAAG) for trails, outdoor recreational access routes, beach access routes, and picnic and camping facilities is available at: [www.access-board.gov/PUBS/outdoor-rec-rpt.htm](http://www.access-board.gov/PUBS/outdoor-rec-rpt.htm).

The AASHTO Guide for the Development of Bicycle Facilities is the primary guidebook for facilities built with transportation funds. The Guide (available for \$30 from AASHTO at 202-624-5800, 800-231-3475, or [www.aashto.org/bookstore/a\\_bs.html](http://www.aashto.org/bookstore/a_bs.html)) generally provides a greater level of accessibility than the ADA trail guidelines (except running slope).

Need trail skills and education? Do you provide training? Join the [National Trails Training Partnership!](#)

The [NTTP Online Calendar](#) connects you with courses, conferences, and trail-related training

Promote your trail through the [National Recreation Trails Program](#)



Some of our documents are in PDF format and require free *Adobe Acrobat Reader* software.

[Download Acrobat Reader](#)



American Trails and NTTP support accessibility with Section 508: [read more](#).

Updated March 16, 2007

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**Subject:** The promise

**From:** Dennis Keepes (dennisnj@yahoo.com)

**To:** joshalpert@portlandoregon.gov; susanmeamber@portlandoregon.gov; Elizabeth.Kennedy-Wong@portlandoregon.gov; larrymoginnis@portlandoregon.gov;

**Cc:** mayorcharliehales@portlandoregon.gov; nick@portlandoregon.gov; amanda@portlandoregon.gov; dan@portlandoregon.gov; novick@portlandoregon.gov;

**Date:** Tuesday, March 19, 2013 8:35 AM

Dear Josh Alpert,

At the mediation Thurs. 2/21/2013 at about 2:30 pm in the giant sequoia grove in Pier Park, promises were exchanged. The relevant promise here is - we were promised to be involved with the ADA path design. Josh said, "Yes." Susan said, "Yes." Elizabeth said, "Yes." All this in the giant sequoia circle on the knoll in the rain.

The strike stopping work was relinquished. Larry began felling trees on the railroad right of way. We performed our promise in good faith. We called it a day.

Now, this prescribed ADA ramp is determining the path through the giant sequoia grove. And we are not being allowed any say. Rather, we are being excluded.

Please keep your promise.

At City Council 3/20/2013 I will put this in the record.

RSVP.

Thank you,

Dennis Keepes

P.S. In a circle of 20 or so were Josh Alpert representing COP Mayor Hales, Dennis Keepes, Joanie B., Elizabeth Kennedy Wong PPR public involvement & community engagement manager, Pam Arden, two professional mediators brought by COP, a Native American woman & friend, an Hispanic man w/ 2 dogs, a neighbor lady w/ long blond hair, a neighbor man walker, Kelly P., Aren L., Kendell, Chris, Susan Meamber project mgr. Larry McGinnis from Urban Forestry, Jamie C. & grandchildren.



**OregonLive.com**  
Everything Oregon

## Letter: Pier Park sequoia removal had community input

Published: Thursday, March 14, 2013, 4:00 AM Updated: Thursday, March 14, 2013, 4:09 AM



By **Letters to the editor**



### View full size

The North Portland Greenway Trail will connect the Eastbank Esplanade along the Willamette River (shown here) with Kelley Point Park along the Columbia River.

*Brent Wojahn/The Oregonian/2012*

The recent **removal of a single sequoia tree in Pier Park** has energized an often-heated discussion centered on Portland Parks & Recreation's decision and notification process ("Residents rally to preserve park sequoia," Portland Community News section, Feb. 23). At npGreenway, we find this unfortunate and untimely.

**npGreenway** is a citizens group advocating for the design and construction of the **North Portland Greenway Trail**, a river-level transportation and recreational trail connecting the Eastbank Esplanade to Cathedral Park in St. Johns, and winding through the neighborhoods to meet Marine Drive Trail at Kelley Point Park.

We find the criticism leveled at the Portland Parks Bureau disingenuous. The public was notified of the need to remove trees in the **community trail design meetings**. Through public comment and discussion, citizens stated a desire to avoid removing trees, but removing the single tree was ultimately the agreed-upon option.

Neither the Friends of Pier Park nor the St. Johns Neighborhood

Association, organizations with standing in St. Johns, objected to the tree's removal, knowing the bridge was a much more important need and that its siting was the best possible option after years of planning.

We have successfully and actively collaborated with Portland Parks & Recreation, Metro, neighbors and the larger community for more than eight years. We see the bridge link of Pier and Chimney Parks, over active railroad tracks, as important, not only as a trail asset, but as a means to connect parts of the St. Johns community divided by the rail gap.

The tree is gone, and hopefully, so is the manufactured outrage. We look forward, as both advocates for the trail as well as North Portland neighbors, to seeing the completed trail and are thankful for the parks bureau working so diligently to make the bridge link a reality

Never have we doubted the parks bureau's best intentions to work with Portlanders for a greater city, while being responsible stewards of the city's interests. It is our hope that this past event be regarded as a minor flare-up in a much larger effort: joining neighborhoods with a safe, mostly river-level trail from the Eastbank Esplanade to Kelley Point Park.

npGreenway core members:

Francie Royce  
Curt Schneider  
Pam Arden  
Lenny Anderson  
Joe Adamski  
Beate Hoelscher

**Subject:** Pier - Chimney Bridge - Construction Questions - Public Meeting Announcement

**From:** Kennedy-Wong, Elizabeth (Elizabeth.Kennedy-Wong@portlandoregon.gov)

**To:** jabarnas@spiritone.com; joanibldn@gmail.com; nonnamax@gmail.com; beadlebarley@yahoo.com; dennlanjk@yahoo.com; maxdainty@yahoo.com; cfount@earthlink.net; alleepa@gmail.com; griffinrenov@yahoo.com; kendallcore@gmail.com; kpergande@yahoo.com;

**Date:** Monday, March 11, 2013 1:48 PM

Neighbors,

We appreciate the continued concern and interest in the construction and design of the bridge between Chimney and Pier Parks. As we have shared previously, while we are all saddened by the loss of a beautiful tree, we are also very excited about creating a safe and essential bicycle and pedestrian trail connection between Chimney and Pier Parks and continuing to develop the vision of the North Portland Greenway Trail from Kelly Point Park to the Eastbank Esplanade.

This trail has been the vision of Portlanders for more than 10 years (when the alignment was adopted by City Council). The 40-mile Loop was formalized in 1981. The bridge has been integral to this trail in all designs.

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Complete details on the construction are available online at [www.portlandparks.org](http://www.portlandparks.org). At this site, there is a link to sign on to receive construction updates and information on the public meeting.

Thank you all for your commitment to and support of our excellent parks system.

Elizabeth Kennedy-Wong

Public Involvement and Community Engagement Manager

Portland Parks & Recreation

503-823-5113

### Questions As of March 6, 2013

#### 1. Which came first the grant or the design?

The plan for a bridge connecting Chimney and Pier parks goes as far back as 1904 when the Olmsted Brothers proposed the 40



Church of Peace and Love  
9634 N Pier Park Place  
Portland Oregon 97203  
503-296-1184

To: Portland City Council

Dear Fellow Portlanders,

Please reconsider the realignment of the to-be-built ALTERNATIVE VEHICLE THRUWAY as it passes thru Pier Park.

The Giant Sequoia grove needs your protection.

There is no grove like this in the whole world, outside of its small native region in the mountains of central California.

This grove was planted to be a sanctuary for the soul. The planters believed that it would endure as a sacred site for people of Portland for at least 2,000 years.

As an independent Portland-based church, we use it for sacred ceremonies, meditations for the benefit of the planet, and celebratory weddings.

We support the ALTERNATIVE VEHICLE THRUWAY, but believe it can easily be re-routed to avoid this sacred and special grove.

Clearly the thruway itself, as well as the riders on it, going thru the middle of the grove, would destroy its current use as a quite, contemplative retreat space.

The park in total has many uses. Multi-use is its designation. The majority Fir groves have been allotted to the disc golf game, which precludes the quite meditation use. There is no other spot in the park left for quiet meditation.

Please ask the planners to re-locate the proposed path around the grove, so that this special, world-class sacred space can be maintained.

Sincerely,



17 March 2013

Cheryl Kolander  
Prime minister of the Church of Peace and Love

Oregon State Registry 245534 - 89

"MAMA D.O.C." Inc. non-profit for natural health  
501-c-3 Federally registered charity, 434 NE Buffalo Street  
Portland, Oregon 97211 USA  
503-286-4149

Portland City Council

Greetings to all fellow Portlanders,

Since 1988 "Mama D.O.C." has promoted and supported the concept of the Alternative Vehicle Thruway. First bike paths have been designated and constructed to great celebration.

Not just bikes but skateboarders! We have girls being pulled by their dogs! A young man without legs who is safe to scoot along, happily independent! People in wheelchairs are safe to share the streets! All these results are points of pride for the whole city.

How sad then to learn that the culmination of this effort, a designated bike path around the whole city, has a severe flaw:

PLEASE RE-ROUTE THE BIKE PATH, as it impacts THE GIANT SEQUOIA GROVE at the north-west end of Pier Park.

This grove is a rarity in the entire world! It is used by park goers as a special contemplation and meditation site. It is a destination place to visit for those studying the relationship of people to the planet.

A path thru the center of the grove will destroy that use, denying future generations this option.

Worse, a path of the size and use proposed WILL KILL THE TREES!

The Giant Sequoia is a surface rooted plant. Paving even a part of the grove will destroy the trees near that pavement as they will not be able to hold fast, nor obtain nourishment, when the ground and their roots are paved over.

(The evidence of the damage done to growth of the trees is evidenced by growth rings on the recently felled giant, whose rings abruptly decreased to one quarter former size after a maintenance road was put into place some years ago at the edge of the grove.)

In the City of Portland, the City of Trees, this is WRONG.

A simple solution is available: re-route the Thru-way. This is easily done using the existing maintenance road.

PLEASE PRESERVE THESE SPECIAL GIANTS!

PLEASE RE-ROUTE THE BIKE PATH AROUND THE GROVE.

Sincerely, Lynn Williams, Director, Mama D.O.C. Inc.

*Lynn Williams*

*March 17, 2013*

**Parsons, Susan**

---

**From:** Dennis Keepes [dennisnjk@yahoo.com]

**Sent:** Friday, March 01, 2013 1:31 PM

**To:** Parsons, Susan

**Subject:** Save the giant sequoia grove in Pier Park

Susan,

Please verify I'm on the CoP agenda for Wed Mar 20 re "Save the giant sequoia grove in Pier Park."

Thanks,

Dennis Keepes

3/1/2013

Request of Dennis Keepes to address Council regarding save the giant sequoia  
grove in Pier Park (Communication)

MAR 20 2013

PLACED ON FILE

Filed MAR 15 2013

**LaVonne Griffin-Valade**  
Auditor of the City of Portland

By 

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Novick		
Hales		