



Comment Card

Name Carolee Colton
Address 1501 N. HAYDEN ISLAND DR.
City PORTLAND Zip 97217
Email: _____

No need has been established. at this point,
there is no plan ^{approved} in place for this dump site.
These permits are for a situation that does not
exist. There is way too much speculation
The whole process should then determine the
outcome.
The true need of Port of Portland, has not been
substantiated. THAT is based on speculation -



Comment Card

Name Barbara Nelson
Address 1995 N. Jantier
City Portland Zip 97217
Email: clowmspark@yahoo.com

DEQ does not understand the
beauty and wildlife of West Hayden Island
ZINC - is being considered as a cause of
stroke - ~~leave~~ leave the Island
alone - we love the deer - birds and other
animals - My husband has had a stroke
the zinc in denture adhesive may have
contributed to this



Comment Card

Name Pat Penner, Jaeger
Address 2361 N. Vancouver Ct.
City Portland Zip 97217
Email: _____

As a community, we are
totally against this proposal!
There must be a better site
than right where we live!
We are already under siege with
all the bridge plans (off ramps, etc.)
Our quality of life is at stake!

As far as the Port goes -- we
do not want the Port development
the next end in our neighborhood
lets think about
level -
Development



Comment Card

Name Jason Botel
Address 1501 N Hayden Island DR Unit 38
City Portland Zip 97217
Email: botel@pdx.edu

My concern is centered around toxic concentration buildup
from consecutive layers. During the Port ^{office} Bar
process I asked DEQ about new peer reviewed studies
from Europe addressing earthworm ingestion of toxins
and these toxins moving up the food chain. They were
unaware of these studies. I am not one that believes
in paving over soil as an acceptable form of mitigation.
To clean this soil a partnership with PSU and OSU to
implement organic toxic remediation should be explored.
Fungi and plants such as Fava beans can accomplish
de-toxification.

PENCE Holly

From: Mullen, Jim [jmullen@ICTSI.com]
Sent: Monday, October 24, 2011 11:50
To: PENCE Holly
Cc: Mullen, Jim; Ganda, Elvis J.; Scott Heidegger; Akre, John
Subject: Beneficial Use Determination

Dear Ms. Pence,

RE T6 West Hayden Island Beneficial Use Determination Comments

ICTSI is writing you today in response to the request for our comments related to dredging along the Terminal 6 berths, 603, 604 & 605.

In short, dredging along Terminal 6 berths 603, 604 & 605 is critically important to maintain our existing business level and to attract future business. The industry is moving to larger vessels and in order to remain a competitive port and attract major ocean carriers we must be able to accommodate vessel in the 6500 TEU range. Our risk of not having the river at a reasonable competitive depth could cause a loss of container business to Terminal 6.

Further, ICTSI Oregon is committed to conducting terminal operations and managing resources at Terminal 6 in an environmentally sensitive and sound manner. We strive to prevent pollution from impacting the Columbia River through the use of Best Management practices, including good housekeeping practices, periodic pavement sweeping, storm system and catch-basin maintenance and use of catch basin filters. Industrial areas and storm water discharges are inspected regularly, and spill response procedures and resources are in place in the event of any spill or contamination issue.

ICTSI is strongly in favor of the dredging efforts in the Columbia River and specifically along the Terminal 6 berths. We are of the opinion that dredging must continue on a regular basis and that without routine dredging our business would be increasingly adversely impacted.

Thank you for providing us with the opportunity to voice our concerns.

Regards,

Jim Mullen
Terminal Manager
ICTSI Oregon, Inc.
7201 North Marine Drive
Portland, OR 97203

Direct (503) 240-2233
Fax (503) 283-2467
Cell (503) 896-2000
jim.mullen@ictsi.com



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ICTSI Ltd.

PENCE Holly

From: Jimme Peters [jimme@24-7consulting.com]
Sent: Monday, October 24, 2011 19:38
To: PENCE Holly
Subject: T6 West Hayden Island Beneficial Use Determination Comments

Holly-

Please place the following comments on the record regarding the T6 dredging spoils being placed on West Hayden Island:

To Whom It May Concern—

After just attending the public meeting tonight at the Jantzen Beach Super Center, I am dismayed by the continuous use of Hayden Island as a dumping ground for contaminated materials from other sites. It appears that the public process and our comments are irrelevant and the effect on the habitat on WHI is not recognized whatsoever. Several of the tests measure outside the guidelines, but somehow DEQ seems to think this is not important.

The only thing that seems to be the driving force is to build up the land out of the flood plain so it can be developed by the Port, although this has not yet been approved. The strategy is very transparent to me, but the DEQ, Port and City officials try to spin the information in hopes that the community will not see it.

It is time for someone in the DEQ to pull out the moral compass and re-evaluate the WHI situation to prevent a unrecoverable disaster from ruining this gem of land that has a higher and better use than just a dumping ground or development site.

Thank you,

Jimme' Peters
503.816.0500

KINDER MORGAN

LIQUIDS TERMINALS LLC

Pacific Northern Region - Northwest
5880 N.W. St. Helens Rd., Portland, OR 97210
503-220-1240 PHONE
503-220-1249 FAX

DEQ Northwest Region
c/o Holly Pence, Solid Waste Permit Coordinator
T6 West Hayden Island Beneficial Use Determination Comments
2020 SW 4th Ave., Suite 400
Portland, OR 97201

October 25, 2011

Dear Ms Pence:

This letter is written in full support of prompt dredging of the main channel in the Post Office Bar area of the Willamette River, and in full support of DEQ's beneficial use determination for placing dredged sediment from the area at the West Hayden Island Placement Facility in Portland, OR.

My company, Kinder Morgan, provides mid-stream energy transportation services in Portland, and throughout the region and country. These services include pipeline transmission; fuel storage, handling and blending; and ship, barge, rail car & truck unloading and loading services. (The company also operates several marine-dependent bulk facilities in the Portland area).

As DEQ is well aware, maintenance-dredging of the channel in the Post Office Bar area is essential to the safe conduct of marine transport along the Willamette River. In our case, marine tankers and ocean-going barges deliver cargoes of fuel for our customers into the Willbridge-Linnton Energy Cluster located along the North Reach of the Willamette. Most of the fuel used in Oregon and SW Washington moves through the Energy Cluster. River barges are used to transport fuels from the Energy Cluster to destinations in eastern Oregon & Washington and to western Idaho. Each marine vessel, whether inbound or outbound, whether fully-laden or empty, passes through Post Office Bar. Navigational safety cannot be compromised. Existing restrictions must be corrected and consequent risks eliminated.

Insofar as placement of dredge-sediment is concerned, the Hayden Island Placement Facility is the least impactful, most effective, and most beneficial location in which to handle the sediment. All aspects of the placement work, including exhaustive analyses to ensure that contaminants are well below levels of concern, have been carefully studied, reviewed, and vetted by DEQ, the appropriate regulating authority. A great deal of effort has been made to ensure that placement of the sediment fully conforms to highly-protective regulations and to ensure that the sediment is wholly-suitable for the site.

We appreciate the opportunity to comment on this matter of vital importance to the community, and respectfully request that the beneficial use determination, as originally made by the DEQ, be reaffirmed by DEQ. Dredging work and sediment placement should be undertaken without delay.

Sincerely,

KINDER MORGAN LIQUIDS TERMINALS LLC



R. H. Mathers
Director Business Development – Northwest Terminals

October 28, 2011

*** By E-mail ***

T6 West Hayden Island Beneficial Use Determination Comments
c/o Holly Pence, Solid Waste Permit Coordinator
DEQ Northwest Region
2020 SW 4th Ave., Suite 400
Portland, OR 97201

Subject: **Beneficial use determination for placing dredged sediments at Port's
West Hayden Island Placement Site**

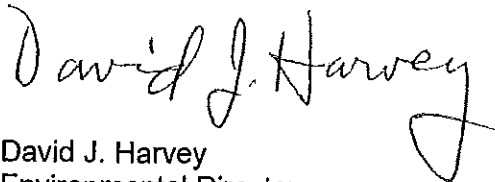
Dear Ms. Pence,

This letter is in support of DEQ's proposal to approve the beneficial use determination requested by the Port of Portland for placing dredged sediment at the West Hayden Island placement site. The process and placement can be performed safely and without unacceptable environmental impacts, based on a review of the analytical data, the specific conditions of the proposed approval, and the area on West Hayden Island that the placement is to occur. The Port and DEQ are to be congratulated for conducting such a rigorous process to prove beyond any reasonable doubt that the process can be accomplished in a satisfactory manner.

In addition to being performed in a safe and environmentally benign fashion, the dredging is essential to the operations of a working harbor. Family wage jobs and the Oregon economy are dependent on maintaining a healthy, working harbor.

If you have any questions or comments, please call me at (503) 598-3805.

Best regards,



David J. Harvey
Environmental Director

OBRIEN Audrey

From: Timme Helzer [helzert@comcast.net]
Sent: Friday, October 28, 2011 8:31 AM
To: PENCE Holly
Cc: Timme Helzer
Subject: T6 West Hayden Island Beneficial Use Determination Comments

T6 West Hayden Island Beneficial Use Determination c/o Holly Pence, Solid Waste Permit Coordinator DEQ Northwest Region 2020 SW 4th Ave., Suite 400 Portland, OR 97201
Email: pence.holly@deq.state.or.us
October 28, 2011; 8:30AM PDT

Dear Ms. Pence:

DEQ Northwest Region must reconsider its interpretation of the "beneficial use" requirement" as it applies to the Port of Portland's permit to place dredge deposits from Terminal Six to West Hayden Island. For several years, DEQ-NW has accepted without question the City of Portland's alleged intention that the Port's placement of these spoils qualifies to meet your requirement, when in fact the Port's intended deposit site on West Hayden Island has not been explicitly so designated by the City. It is the only prudent thing to do for DEQ to investigate the alleged claim more thoroughly, requiring the City to provide proof of such explicit intention and determination; or, you may find this assumption to be completely without merit.

Here is the basis of this continuing dispute. In its public meeting on July 29th, 2010, the Portland City Council adopted a resolution to permanently set aside 500 acres on West Hayden Island for preservation of urban natural wildlife habitat. It also set in motion a process to study whether or not the remaining 300 acres on WHI is the site size "feasible" to accommodate a circular rail complex, auto park, break bulk storage yard, and deep-water port terminal, and to what extent, if any, it is likely to be economically sustainable.

However, nowhere in this resolution is there any mention of this area's being "beneficial" or "in use" by Portland's City Council. But, there are several caveats explicit in the resolution that in no way is this resolution to be interpreted to imply actual or tacit approval by the City of the Port of Portland's application to the City that WHI be annexed into the Portland City boundary and be rezoned from low-density and farm/forest to marine industrial. Yet, there is an obvious tendency by DEQ-NW to misinterpret in explicit intentions of the Portland City Council by allowing the Port, just a few days after this resolution, to deposit dredge spoils on WHI citing qualification of the "beneficial use" requirement.

The Port of Portland's permit application is in error when it implies it meets the "beneficial use" requirement, when it clearly does not. Please dig deeper into this application, if for no other reason than to find unquestionable evidence that once and for all puts to rest this continuing allegation of disqualification. I believe your thorough investigation will find no evidence the Portland City Council intends to interpret the Port's application to constitute "beneficial use," thus qualifying it for DEQ-NW approval.

Thank you for your consideration.

Sincerely,

Timme Helzer, Founder and Chair

Friends of West Hayden Island
220 North Hayden Bay Drive
Portland, Oregon 97217
(503) 247-0303
helzert@comcast.net