



**FACILITY OWNER/OPERATOR INFORMATION
SUMMARY REPORT
REVISION 1**

**REMEDIAL DESIGN SERVICES
SWAN ISLAND BASIN PROJECT AREA
CERCLA Docket No. 10-2021-001**

**PORTLAND HARBOR SUPERFUND SITE
PORTLAND, MULTNOMAH COUNTY, OREGON**

Prepared for:

Swan Island Basin Remedial Design Group

Prepared by:



**11107 Sunset Hills Road, Suite 400
Reston, Virginia 20190**

With assistance from:



April 2024

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Prepared for:

Swan Island Basin Remedial Design Group

Prepared by:

**HydroGeoLogic, Inc.
11107 Sunset Hills Road, Suite 400
Reston, Virginia 20190
Chantilly, VA 20151**

With assistance from:

Mott MacDonald

April 2024

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LIST OF ACRONYMS AND ABBREVIATIONS

BODR	Basis of Design Report
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CRD	Columbia River Datum
DSL	Department of State Lands
EPA	U.S. Environmental Protection Agency
HGL	HydroGeoLogic, Inc.
MC	The Marine Consortium, Inc.
MM	Mott MacDonald
Navy	Department of the Navy
PDI	Pre-Design Investigation
RA	Remedial Action
RD	Remedial Design
RM	River Mile
SIB	Swan Island Basin
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard

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**FACILITY OWNER/OPERATOR INFORMATION SUMMARY REPORT
SWAN ISLAND BASIN PROJECT AREA
PORTLAND HARBOR SUPERFUND SITE
PORTLAND, MULTNOMAH COUNTY, OREGON**

1.0 INTRODUCTION

This report summarizes responses to a survey of property owners and facility operators in the Swan Island Basin (SIB) Project Area of the Portland Harbor Superfund Site in Portland, Multnomah County, Oregon. Mott MacDonald (MM) performed the work between August and December 2022 in response to a request from HydroGeoLogic, Inc. (HGL) and on behalf of the SIB Remedial Design (RD) Group based on the requirements of the Portland Harbor Superfund Site Record of Decision (EPA, 2017) and the Administrative Settlement Agreement and Order on Consent (EPA, 2021). The work was performed in accordance with the final Pre-Design Investigation (PDI) Work Plan, which the U.S. Environmental Protection Agency (EPA) approved in May 2022 (HGL, 2022).

1.1 OBJECTIVES AND SCOPE

The objective of the survey was to gather information from property owners and operators for facilities located on the SIB shoreline for engineering studies that will inform the RD.¹ Information characterizing existing and future facility use, structures, vessel data, and navigational depths support the development of the RD, and influence the selection of remedial technologies appropriate for site conditions. The data gap analysis results from the PDI Work Plan indicated that the following information was needed:

- Structural information for all potentially affected shoreline and overwater structures, including as-built drawings, design loads, material strengths, pile embedment depths and capacities, fill material, and condition assessments;
- An understanding of current and future uses of each facility; and
- Current and future vessel data, navigational depths, and identification of future maintenance dredge areas.²

To fill the data gaps, HGL conducted a survey of property owners and operators for facilities located on the SIB shoreline. The survey entailed distributing questionnaires to all facility owners/operators and conducting interviews with select owners and operators. The facility owner/operator information will be evaluated for potential RD constraints or opportunities,

¹ The State of Oregon Department of State Lands (DSL) manages state-owned submerged and submersible lands that may be subject to remedial action. Outreach to DSL was not conducted as part of the survey of shoreline property owners and facility operators in SIB.

² Depths for navigation and berthing recorded in response to the survey represent the minimum depths of water at each facility and navigable portions of the waterway that would, according to responding owners/operators, allow for safe vessel movements and operations within SIB and at their facilities. These depths will be considered during development of the RD but may not be the primary or sole factor in determining final depths.

including the application of remedial technologies. HGL will attempt to fill remaining significant data gaps prior to completing the Basis of Design Report (BODR).

1.2 PROJECT AREA BACKGROUND

The SIB Project Area is the active cleanup area between approximately River Mile (RM) 8.1 and River Mile 9.2 on the northeast side of the Willamette River. A federal navigation channel, with an authorized depth of -40 feet Columbia River Datum ³(CRD), extends from the confluence of the Lower Willamette River with the Columbia River to RM 11.6. The U.S. Army Corps of Engineers (USACE) maintains the navigation channel which does not extend into SIB (Figure 1-1).

1.3 DOCUMENT ORGANIZATION

This document summarizes the information acquired from facility owners/operators located along the SIB shoreline. The report is organized into the following sections:

- Section 1 presents an introduction, including the objectives and scope of the owner/operator surveys,
- Section 2 describes the information acquisition activities completed,
- Section 3 summarizes the data collected and the identified data gaps, and
- Section 4 presents the references cited in this report.

³ 0 ft CRD = 5.28 feet North American Vertical Datum of 1988. CRD is used as the nautical chart datum for the Lower Willamette River. CRD is a reference plane that USACE established in 1912 by observing low water elevations at various points along the Columbia and Willamette rivers (USACE, 1966). Consequently, CRD is not a fixed/level datum but slopes upward as one moves upstream. River users can obtain the depth on a chart and apply tide or river-level gauge readings, relative to CRD, to compute actual water depth. Low water values are used for navigation charting to provide conservative depth values in the event accurate tide data is not available to the river user.

2.0 INFORMATION ACQUISITION

The following activities related to developing the questionnaire and conducting interviews with SIB shoreline property owners and operators were completed between August and December 2022:

- HGL developed a list of owners/operators to be included in the survey. The list included property identification (tax lot numbers), asset or structure names (if applicable), and points of contact for each property. The following 10 property owners/operators were included in the survey:
 - Project Fleet Owner LLC/Shipyard Commerce Center
 - Port of Portland
 - Freightliner
 - Anchor Park, LLC.
 - City of Portland
 - Swan Island Dock Company
 - ATC Leasing Co.
 - The Marine Consortium Inc. (MC)/NRC Environmental Services, Inc.
 - United States of America/Department of the Navy (Navy)
 - United States of America/U.S. Coast Guard (USCG)
- HGL prepared a questionnaire and cover letter addressed to each owner and operator. A letter prepared by the EPA encouraging timely participation in the questionnaire process was appended to each cover letter. The documents were distributed via email on August 22, 2022. The questionnaire, sample cover, and EPA letter are included as Attachment A for reference.
- HGL collected written responses from or conducted virtual interviews with representatives of the properties between August 29 and February 7, 2023. See Table 3-1 for the details on each owner/operator's participation in the questionnaire.

2.1 QUESTIONNAIRE

The purpose of the questionnaire was to gather information to help fill data gaps identified in the PDI Work Plan. Information collected was intended to supplement field investigations, facilitate functional structure evaluations, and facilitate an understanding of the anticipated future use of shoreline facilities.

The questionnaire included 33 questions covering the following topics:

- Waterfront operations and schedules
- Vessel data
- In-water structures
- Shoreline and dredging data
- Upland access

The questionnaire also requested documents that would inform development of the RD, including as-built documentation, surveys, geotechnical reports, condition assessments, future infrastructure plans, and descriptions of historical and future dredging activities.

Four respondents (Anchor Park, LLC, City of Portland, Navy, and USCG) elected to respond to the questionnaire directly rather than participate in an interview.

2.2 INTERVIEWS

Several property owners and operators participated in one-hour virtual interviews. While the interviews generally followed the questionnaire topics, if a topic or question did not apply to a participant, only relevant items were discussed. Participants were encouraged to share information not specifically requested that might inform development of the RD, such as the known condition of upland or in-water utilities.

3.0 INFORMATION SUMMARY

This section summarizes relevant data gathered through the owner/operator interviews and questionnaire responses and publicly available documents regarding waterfront operations, vessel data, in-water structures, shoreline and dredging data, and upland access. Information collected and reported in this section is as stated by owners/operators; at this stage, no effort was made to validate the accuracy or completeness of answers provided. This section also identifies data gaps that remain after data collection.

3.1 SURVEY RESPONSE SUMMARY

Responses to the survey were gathered from the 10 identified shoreline property owners and operators and are summarized in Tables 3-1 and 3-2. A summary of responses received, organized by topic, is provided in the following subsections.

3.1.1 Waterfront Operations and Schedule

Waterfront operations of survey respondents include ship repair and building, vessel mooring, marine transport, public recreational access, dry and liquid bulk and breakbulk shipping, lay berthing, emergency services, and public safety.⁴ Seven of the ten survey respondents have in-water structures serving active waterfront operations at their facilities. Two (Port of Portland and Navy) have in-water structures with no active vessel operations. One (Freightliner) has an in-water wind tunnel facility that is dependent on proximity to the basin for unobstructed airflow into the wind tunnel; however, it does not have active vessel operations. All survey respondents indicated that they did not expect the functions or operations of these facilities to change. One respondent (Navy) indicated that they are investigating the removal of their pier structure, but no timeline has been identified at this time.

For facilities with active vessel operations, the number of vessel calls at each facility varies widely, ranging from one up to 100 calls per year. Information regarding the frequency of berthing operations in SIB, coupled with information regarding the duration of vessel stays, provides information on potential availability of the facility for implementation of the RD.

The majority of SIB is an operational waterway. Waterfront operations occur year-round at most facilities. Critical operation periods for some of the businesses ranged from several months (May to October) to the full year. Survey respondents expressed a preference for Remedial Action (RA) activities that do not interrupt their business operations during critical periods.

3.1.2 Vessel Data

A wide range of vessels use SIB at various facilities, including small work skiffs, recreational watercrafts, derrick (crane) barges, deck barges, bulk material and liquid barges, military vessels, tugs, a cutter suction dredge, cruise ships, and a range of bulk vessels. Vessel dimensions (length, beam, and draft) vary widely depending on vessel type, with draft as the primary characteristic influencing navigational depth (Section 3.1.4). Navigational draft at low water includes the vessel draft plus an under-keel clearance allowance.

⁴ Lay berthing is the process of temporarily mooring or anchoring a vessel in a designated area for the purpose of carrying out maintenance, repairs, other work, or removing a vessel from active service.

Tug assistance is used for arriving or departing vessels at several survey respondent facilities. Use of a tug indicates whether a vessel can maneuver within SIB under its own power. An anchor system is used by two survey respondents (Shipyard Commerce Center and Swan Island Dock Company), and spuds⁵ are used by two survey respondents (Swan Island Dock Company and Port of Portland). Anchors and spuds may be used where mooring capacity at a structure is insufficient. Locations where tugs can operate and where anchors or spuds are used can influence RD.

3.1.3 In-Water Structures

Most survey respondents have in-water and near-shore structures of various configurations and types, including pile-supported piers, floating docks, dry docks, dolphins, boat ramps, and outfalls. The structures are constructed of timber, concrete, steel, or a combination. Timber structures are treated.

Three survey respondents provided information on past structure condition assessments or structure inspections (Port of Portland [Berth 308], Navy [pier], USCG [dock and pier]). Berth 308 and the Navy pier are no longer in operation. Most of the survey respondents were not able to provide as-built information for their facilities and were not anticipating structural maintenance projects.

The presence, type, and condition of each in-water structure influences RD through the selection of an appropriate technology application at each location. An evaluation will be conducted to characterize facility future use and potential RA impacts on SIB in-water structures. Structure conditions will be presented in the PDI Evaluation Report and future use and potential RA impact evaluations will be presented in the BODR.

3.1.4 Shoreline and Dredging Data

Operational navigation depths recorded in responses to the survey represent the minimum depth of water at each facility and navigable portions of the waterway that would, according to responding owners/operators, allow for a vessel to safely navigate to and from a dock and for operations to occur while at berth. The depth depends on the size and draft of a vessel and clearance under the vessel to the mudline. While some of the survey respondents did not indicate having navigational depth needs, Shipyard Commerce Center, Port of Portland, Freightliner, Swan Island Dock Company, MC, and USCG reported navigational depths ranging from 10 to 62 ft CRD for vessels and dry docks. Swan Island Dock Company stated that a future navigational depth of 30 ft CRD would accommodate future operations; however, the facility currently operates with less water depth. Stated navigational depths can be found under Shoreline and Dredging Data in Table 3-2 and Figure 3-1, Navigation Depth by Facility. Information regarding operational navigation depths is critical for evaluating the appropriate remedial technology for areas to accommodate post-remedial maintenance dredging. Navigational depths reported by respondents will be considered during development of the RD but may not be the primary or sole factor in determining final depths.

⁵ A spud is a shaft, usually made of steel, used to anchor or moor a barge to a particular area. The spud is driven into the soil or sand below the barge to limit horizontal movement.

Maintenance dredging, hydrographic surveying, and berthing depth monitoring are conducted at the Shipyard Commerce Center and USCG facility. The Shipyard Commerce Center completes berthing depth monitoring annually and the USCG monitors dredging depths on an ongoing basis. No shoreline stability issues have been observed by the survey respondents except at Shipyard Commerce Center.

3.1.5 Upland Access

All survey respondents indicated limitations providing upland access to contractors implementing the RA activities in SIB. Some respondents store equipment or materials in their upland facilities or near the shoreline, while others have operational requirements that can limit access. Shipyard Commerce Center, Swan Island Dock Company, and the U.S. Navy expressed a willingness to adjust upland use and provide access to support RA activities. The Port of Portland also indicated that they could allow upland access, provided that tenant access and operations to their facilities upland of Berth 308 were not blocked.

3.1.6 Other Topics

In-water utilities include public and private stormwater outfalls at several locations in SIB. The presence of an outfall can influence RD through selection of a remedial technology that does not affect the outfall or, in some cases, an outfall may be relocated or reconstructed.

No information was provided for abandoned or other in-water utilities by the owners, though some have been identified on published navigational charts and hydrographic surveys. Several facilities have on-dock utilities to support operations. Additional information on utilities may be found in the Debris and Utility Identification and Survey Report (HGL, 2023).

Survey respondents asserted that they are unaware of debris entering the water from current operations. Two respondents (Project Fleet Owner LLC and USCG) indicated that operations at the site which resulted in debris entering the water could have occurred in the past, but such operations have since ceased. Some noted the presence of derelict vessels in SIB.

3.2 REMAINING DATA GAPS AND UNCERTAINTIES

The objective of the survey was to fill data gaps by gathering information regarding existing and future facility use, structures, vessel data, and navigational depths to support the development of the RD. Uncertainties remain due to incomplete owner/operator responses, primarily associated with missing structural information for existing shoreline and overwater structures. A summary of uncertainties by facility is included in Table 3-3.

Given the age of many of the structures and property ownership changes over the years, it is anticipated that this information will not be available for all structures. Where as-builts cannot be obtained, engineers will employ industry practice in structural inspections, site observations, knowledge of similar structures, and condition assessment calculations to inform potential impacts to the structures during RA impact analysis activities. These considerations will be described in the BODR.

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4.0 REFERENCES

- HydroGeoLogic, Inc. (HGL), 2022. *Pre-Design Investigation Work Plan, Revision 3*, CERCLA Docket No. 10-2021-001. Prepared for the Swan Island Remedial Design Group, Overland Park, Kansas. May.
- HGL, 2023. *Debris and Utility Identification and Survey Report, Draft Revision 0*, CERCLA Docket No. 10-2021-001. Prepared for the Swan Island Remedial Design Group, Overland Park, Kansas. January.
- U.S. Environmental Protection Agency (EPA), 2017. *Record of Decision, Portland Harbor Superfund Site*, Portland, Oregon.
- EPA, 2021. *Administrative Settlement Agreement and Order on Consent for Remedial Design, Swan Island Basin Project Area*, CERCLA Docket No. 10-2021-001 – 7, Region 10. January 20.
- U.S. Army Corps of Engineers (USACE), 1966. Aerial photograph COE 324 taken February 22, 1966.

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TABLES

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Table 3-1
Swan Island Facilities Information

Property Identification	Owner/Operator	Year of Current Ownership ¹	Facility Owner/Operator Response Dates	Asset/Structure Name	Operational Status	As-Built ² s Provided
R543777 and R506872	Project Fleet Owner LLC/Shipyard Commerce Center (SCC)	2022	Interview – 09/07/2022	Willamette Wharf	Operational	✓
				Pier D	Operational	✓
				Vigorous	Operational	
				West Pier, East Pier, and Demo Pier	Operational	
				SCC Floating Docks	Operational	
				Dry Dock 3	Operational	
				Pier C	Operational	✓
				Dry Dock 5	Operational	
				Quay Wall	Operational	
				Lagoon Wharf	Operational	
				Lay Berths 306 & 307	Operational	✓
				Pier A	Operational	✓
R543792 and R632314	Port of Portland	2020	Interview – 09/26/2022	Lay Berth 308	Not Operational	
R315705 and R315711		1958	Interview – 09/26/2022	Navigation Base	Operational	
R315949	Freightliner	1995	Questionnaire – 09/07/2022 Interview – 09/13/2022	Wind Tunnel Dock	Operational	
R238891	Anchor Park, LLC.	1998	Questionnaire - 09/06/2022	Anchor Park Parking Lot	Not applicable	
R592200	City of Portland	1996	Questionnaire – 09/14/2022	Swan Island Boat Ramp	Operational	
R673573	Swan Island Dock Company	2020	Interview – 12/02/2022	Berth 311	Operational	
R315626 and R315728	ATC Leasing Co.	1994	Interview – 09/23/2022	Terminal 554	Not applicable	
R315704	The Marine Consortium (MC) Inc./NRC Environmental Services, Inc.	1993	Interview – 12/02/2022 Questionnaire – 12/08/2022	MC Pier	Operational	
R315697	United States of America/Department of the Navy (USN)	1974	Questionnaire – 08/29/2022	USN Pier	Not Operational	✓
R315695	United States of America/United States Coast Guard (USCG)	1974	Questionnaire – 02/07/2023	USCG Pier and Dock	Operational	

Notes:

¹Year of Current Ownership provided by property owner/operator or taken from www.portlandmaps.com, Sales History & Deed.

Table 3-2
Summary of Owner/Operator Responses

Property Owner (Identification)	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
Project Fleet Owner LLC (R543777 and R506872)	❖ Historical, current, and future use: ➤ Ship repair and ship building. Site is zoned heavy industrial. ➤ No changes anticipated for future. ❖ Vessel calls: cyclical business – sometimes 100 calls a year with 80% to 90% utilization of dry dock. ❖ Preferential or restricted periods: Determined by the amount of work they have. ➤ Potential upcoming work could limit opportunities for RA activities. ➤ RA activities would disrupt work. ❖ Operations in waterway: ➤ Active operations in Lagoon Wharf wrapping around to Berth 314. Berth 305, 306 and 307 are typically less active. ➤ Berth 307 is leased to a historical PT boat. ➤ Berth 306 has floating dry dock stored.	❖ Vessels: ➤ Largest vessels (e.g., cruise ships, oil vessels, military sealift command). ➤ Medium vessels (e.g., tracker) ~400 feet LOA. ➤ Barges ~ 300 to 400 feet LOA, no more than 10 feet of draft. ➤ Primary cargo: none ➤ Shipping patterns: no response ➤ Tie-up location: at berths ➤ Use of spuds or anchors: no spuds are used; anchor is used for security fence. ➤ Tug assist: used for most vessels (Foss, Shaver).	❖ Description and physical condition: ➤ Lagoon Wharf – timber structure; in need of some repair. ➤ Dry Dock 3 - Any significant dredging in the area may cause stability issue. ➤ Berth 306 and 307 - slope stability may be a concern with observed bank creep. ➤ No additional condition assessments provided. ➤ Dry docks: ▪ Dry docks produce a jet of water. ▪ No sediment or visible signs of scour are observed. ▪ Can take 45 minutes to 1 hour to lift vessels. ❖ Structure removal: none ❖ Maintenance, repair, and upgrade activities: ➤ Lagoon Wharf – fender pile replacements ➤ Berth 305 – bulkhead repairs ➤ Berth 309 and Berth 310 - Fenders need to be replaced. ➤ Dry dock – Install anchor for security fence to replace current anchor. ➤ General ongoing maintenance at all berths, but no current plans to replace any structures. ➤ Permanent anchor for security fence.	❖ Navigational depth: ➤ Lagoon wharf – 31 feet, CRD ➤ Berth 306 – 20 feet for floating dry dock ➤ Berth 307 – shallow draft for historical PT boat. ➤ Berth 312 – 35 feet, CRD ➤ Dry Dock 3 – 57 feet, CRD ➤ Dry Dock 5 – 54 feet, CRD ➤ Willamette berths – 35 feet, CRD ❖ Berth depth monitoring: Monitoring by bathymetric surveys each year and dive inspections. ❖ Historical dredging information: ➤ No maintenance dredging in at least 25 years. ➤ 1991-1994 - Port dredged drydock basins. ➤ Lagoon dredged in early to mid-1980s. ➤ Vigorous basin dredged to -57 feet, CRD in 2015 (desired was 62 feet). ➤ SCC removes sinker logs periodically. ➤ A maintenance dredge at Dry Docks 3 and 5 will be needed within 5 years. ❖ Shoreline stability: ➤ Berth 305 – Sheet pile bulkhead is leaning; toe wall and primary bulkhead are not driven deep.	❖ Upland access: ➤ SCC expressed willingness to support RA as best as they can. ➤ Access will be subject to berth allowable loads on the structures (e.g., posted 300 psf on Lagoon Wharf) ❖ Material storage: ➤ Tyco cable pans that are in the back of the yard and at Berth 305: Fiber optic cables (spools) loaded on ship from pans. Difficult to move. ➤ Lagoon side: Bldg. # 10, paint line, fabrication, and office spaces. ➤ Operator is RCRA LQG and has designated upland area for handling hazardous waste.	❖ Utilities: ➤ No known in-water utilities are present. ➤ Location of abandoned utilities is unknown. ➤ Stormwater outfalls have been or will be redirected. ❖ Debris: No active dumping of debris in the water but could have occurred in the past by others.

Table 3-2 (continued)
Summary of Owner/Operator Information

Property Identification	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
Port of Portland (R543792 and R632314)	❖ Historical, current, and future use: Berth 308 was historically a lay berth but is currently inactive and has no expected future use. ➢ Historical vessel (located downstream of Berth 308) may require upgrades if RA necessitates its movement. ❖ Vessel calls: none ❖ Preferential or restricted periods: No issues if the port upland tenant operations are not interfered with by the RA activities. ➢ Upland facilities have no concerns about remediation causing temporary limitations. ❖ Operations in waterway: none	❖ Vessels: ➢ None at Berth 308. ➢ Historical vessel downstream. ❖ Primary cargo: none ➢ No loading and unloading activities. ❖ Shipping patterns: No expected changes. ❖ Tie-up location: at berth ❖ Use of spuds or anchors: No spuds are used. ❖ Tug assist: Used for towing the historical vessel.	❖ Description and physical condition: ➢ Berth 308 – timber structure; no longer in use; historically, has not been used in past 15 years. ❖ Structure removal: Berth 308 no longer used and could be removed. ❖ Maintenance, repair, and upgrade activities: none	❖ Navigational depth: none ❖ Berth depth monitoring: none ❖ Historical dredging information: ➢ No maintenance dredging has been performed. ❖ Shoreline stability: No shoreline stability issues reported.	❖ Upland access: ➢ Potential for access if tenant access and operations are not blocked. ➢ There are multiple access points along the shoreline. ❖ Material storage: none	❖ Utilities: Port can provide GIS map of known upland utilities upon request. ❖ Debris: ➢ No records of debris entering water. ➢ Interviewee noted a general SIB observation that there are non-port owned vessels in portions of SIB that are barely navigational.
Port of Portland (R315705 and R315711)	❖ Historical, current, and future use: ➢ Facility serves as mooring point for the vessels of Dredge Oregon and other support equipment. ➢ Floating dock is used for metal fabrication to support port operations. ➢ The facility has been slightly modified from that noted on record drawings. ➢ No expected change of use. ❖ Vessel calls: Dredge Oregon is at the facility roughly 6 months out of the year. ❖ Preferential or restricted periods: ➢ Dredge Oregon is at the facility roughly 6 months out of the year from January to June, varies. ➢ When Dredge Oregon is dispatched, it is typically gone for the full season. ➢ The in-water work window of Dredge Oregon is from July 1st to Oct 31st. ➢ Anytime Dredge Oregon is at the facilities is a critical time to operations. ❖ Operations in waterway: Vessels use dock to entrance of basin.	❖ Vessels: ➢ Dredge Oregon ➢ Support barges ➢ Tugs ❖ Primary cargo: Loading or unloading cargo for transferring the equipment and dredging support material. ❖ Shipping patterns: No significant shipping patterns are anticipated to change in future years. ❖ Tie-up location: at berth ❖ Use of spuds or anchors: Floating dock has a spud, and the Dredge Oregon has spuds. ❖ Tug assist: Dredge Oregon uses tug assist.	❖ Description and physical condition: ➢ 1970s era timber dock with concrete deck; steel piles added during 2019 repairs. ➢ Two floating docks serve as a berthing face for Dredge Oregon operations. ➢ Port has drawings, inspection reports/condition assessment reports upon request. ➢ Timber piles are creosote treated. ➢ Timber dolphins are deteriorated and no longer in use. ➢ Port is currently working on a business case to replace the pile-supported pier and construct new breasting dolphins for floating hulls. ➢ Earliest construction would be 2025 or 2026. ❖ Structure removal: Existing structure could be removed for replacement with new structure. ❖ Maintenance, repair, and upgrade activities: none	❖ Navigational depth: 25 ft, CRD ❖ Berth depth monitoring: not known ❖ Historical dredging information: ➢ No maintenance dredging has occurred. ❖ Shoreline stability: No known concerns.	❖ Upland access: Facility operations that could limit access will need to coordinate with Navigation Division. ❖ Material storage: none	❖ Utilities: Owner unaware of any buried utilities. ❖ Debris: ➢ No records of debris entering water.

Table 3-2 (continued)
Summary of Owner/Operator Information

Property Identification	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
Freightliner (R315949)	❖ Historical, current, and future use: ➤ Wind tunnel to support vehicle development. ➤ No vessel operations, neither current nor projected. ➤ Air moves into the wind tunnel from the basin and will be disrupted if wind path is obstructed. ➤ 150 feet to the right and 150 feet to the left minimum should be left with no obstructions; the further from the wind tunnel the less effect on functionality. ❖ Vessel calls: none ❖ Preferential or restricted periods: Wind tunnel testing occurs year-round, 15 minutes per run, 8 to10 runs per day from 7 a.m. to 5:30 p.m., which may affect RA. ❖ Operations in waterway: none	❖ Vessels: A barge comes in for maintenance annually. ❖ Primary cargo: NA ❖ Shipping patterns: NA ❖ Tie-up location: NA ❖ Use of spuds or anchors: NA ❖ Tug assist: no response	❖ Description and physical condition: ➤ Bulkhead: Timber bulkhead up to surrounding grade, built in the 1960s. No current inspections. ➤ 4 steel piles support the wind intake section in SIB, is approximately 20 years old. ➤ Historically, there was a timber pier in water that can be seen when the water level is low. ❖ Structure removal: none ❖ Maintenance, repair, and upgrade activities: none	❖ Navigational depth: Minimum 10 feet water depth (not for vessel navigation but for air intake requirements). ❖ Berth depth monitoring: none ❖ Historical dredging information: none ❖ Shoreline stability: No known instability, slope failure or repairs.	❖ Upland access: ➤ Facility is landscaped and not readily accessible by vehicles. ❖ Material storage: No material is stored along the shoreline.	❖ Utilities: ➤ Electrical and gas feed site, but not sure where from. ➤ No known abandoned utilities. ❖ Debris: No known debris entering the water.
Anchor Park, LLC. (R238891)	❖ Historical, current, and future use: ➤ No current or known historical waterfront activities, the facility is fully upland. ❖ Vessel calls: NA ❖ Preferential or restricted periods: ➤ The site has year-round operations. ❖ Operations in waterway: NA	❖ Vessels: None ❖ Primary cargo: NA ❖ Shipping patterns: NA ❖ Tie-up location: NA ❖ Use of spuds or anchors: NA ❖ Tug assist: NA	❖ Description and physical condition: No in-water or overwater structures. ❖ Structure removal: NA ❖ Maintenance, repair, and upgrade activities: NA	❖ Navigational depth: none ❖ Berth depth monitoring: NA ❖ Historical dredging information: none ❖ Shoreline stability: none	❖ Upland access: Property is not available at any time for in-river remediation due to existing operations and use. ❖ Material storage: none	❖ Utilities: ➤ No known in-water utilities. ➤ The City of Portland owns two easements for stormwater lines.

Table 3-2 (continued)
Summary of Owner/Operator Information

Property Identification	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
City of Portland (R592200)	❖ Historical, current, and future use: ➤ Boat ramp built around 1987 for public access. ➤ Used by recreational small motorized and unmotorized boats, as well as for fishing. ❖ Vessel calls: No record of vessel counts. ❖ Preferential or restricted periods: ➤ As a public access dock and boat launch, the facility operates year-round. ➤ The city recommends having a temporary access point outside the RA area for public recreational opportunities when performing the RA activities. ❖ Operations in waterway: Vessels use boat ramp to the entrance of the basin.	❖ Vessels: the facility is used for recreational vessels. No data is provided for vessel size. ❖ Primary cargo: NA ❖ Shipping patterns: NA ❖ Tie-up location: NA ❖ Use of spuds or anchors: NA ❖ Tug assist: NA	❖ Description and physical condition: ➤ No data provided for port-constructed dock. ➤ Floating dock Could be temporarily removed. ➤ City outfall M-3 stabilized with riprap. ❖ Structure removal: none ❖ Maintenance, repair, and upgrade activities: none	❖ Navigational depth: ➤ None provided. ➤ Minimum depth needed should be sufficient to handle recreational vessels. ❖ Berth depth monitoring: none ❖ Historical dredging information: none ❖ Shoreline stability: none	❖ Upland access: If temporary boat access was relocated to another area in SIB, there would be no physical limitations to using the boat ramp and parking area. ❖ Material storage: none	❖ Utilities: ➤ City Outfall M-3. ▪ Remedial activities shall not impede the flows from city Outfalls. ▪ City of Portland can assist in determining temporary alternatives to ensure uninterrupted service of the storm system. ▪ Any structural modifications to city sewers must be conducted according to a public works permit to assure that the work is done to city design standard. ➤ No other known in-water utilities. ❖ Debris: No known debris entering the water. ❖ Other: ➤ Easements for the property are shown in the 2006 plat provided by the City of Portland. ➤ RA activities need to ensure access to the water-based emergency service (provided by City of Portland through Fire Bureau) and coordinate with Harbor Master during RA implementation.

Table 3-2 (continued)
Summary of Owner/Operator Information

Property Identification	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
Swan Island Dock Company (R673573)	❖ Historical, current, and future use: ➤ Sealand previously used the facility, reportedly having 30 feet or more draft. The facility was used to ship breakbulk to Alaska. ➤ The facility currently turns away fish-related cargo vessels due to the laden draft exceeding available depth at low water. ➤ Previously had lignin cargo. ➤ Magnesium chloride business is expected to pick up in 2023. This is a liquid cargo. ➤ Breakbulk cargo shipped on 100-foot x 400-foot deck barges. ➤ Barges carrying molasses and magnesium chloride. ❖ Vessel calls: Number of vessel calls not reported. ❖ Preferential or restricted periods: ➤ Busier window for operations is typically from May through October. ➤ Three to seven vessels will be sitting at the dock at any given time. ➤ If dredging at this location is a part of the recommended RD, owner will move anything. They would prefer dredging outside the busier window, but they can move operations to fit dredging. ❖ Operations in waterway: ➤ Vessels come in from the center of the basin and go upstream as far as depth will allow. Within about 150 feet of the dock, the SIB gets very shallow.	❖ Vessels: ➤ Smallest: Shallow draft vessels having 8 to 10-foot draft or less. ➤ Ocean-going: ▪ Will ballast up to get through Columbia River locks, usually with about 12-foot draft. ▪ Shortest: 30 feet x 101 feet ▪ Biggest: 36 feet x 122 feet’ need to be above 12-foot draft ➤ Barges: ▪ Two river-sized barges are around 54 feet x 240 feet. ▪ A 24-foot x 110-foot barge ▪ 100-foot x 400-foot x 25-foot (side depth) barges ▪ All larger barges have laden draft around 20 to 21 feet. ▪ Cranes are often installed on spud barges to load/unload cargo. ➤ One Z-drive vessel has a draft of about 17 feet. ❖ Primary cargoes: ➤ Bulk Limestone rock ➤ Magnesium chloride (liquid) ➤ Breakbulk ❖ Shipping patterns: Trending toward larger vessels. ❖ Tie-up location: ➤ Typically tied up toward the northern part of the facility for most vessels. ➤ Other vessels go south into a shallow area 200 to 300 feet past the southern dolphin. ❖ Use of spuds or anchors: ➤ Larger barges have anchoring systems, but anchors are seldom used. Spuds are frequently used. Sometimes crane barges will set anchors to maneuver and then drop spuds. ❖ Tug assist: ➤ Barges usually have tug assist. For ships, the vessels would typically come in under their own power but have one assist boat. ➤ Assist tugs are frequently used for bigger barges. Z-drive tractor tugs might have a problem with depth. ❖ All the boats but one boat of Swan Island Dock Company have a draft over 10 feet. Boats never operate up toward the boat ramp.	❖ Description and physical conditions: ➤ The facility has remained relatively unchanged since the time of the property purchase. ➤ Some (noted as three) single-pile dolphins on the south end need repair. ➤ The date of construction is unknown. ➤ Timber piles are not rotting but have some treatment. ❖ Structure removal: none ❖ Maintenance, repair, and upgrade activities: ➤ Bank does not appear to need maintenance. ➤ Docks need periodic repair. ➤ Dock is stable, no erosion is evident.	❖ Navigational depth: ➤ Owner reports that the facility has existing navigational depths ranging from 20 to 30 feet. Owner noted a preference for a 30-foot navigational depth, CRD, but has no current plans to dredge themselves. ➤ There is a stormwater outfall on the north end of the dock that creates a shoaling area that is building up. ❖ Berth depth monitoring: ➤ Measures water depth from the dock every 6 months by hand. ➤ No hydrographic surveys are available. ❖ Historical dredging information: ➤ The current owner has not dredged the facility. ➤ There is a problem for barges to keep off the bottom at low water. ❖ Shoreline stability: ➤ No known shoreline stability issues and no erosion noticed in 20 years.	❖ Upland access: No readily available access from the upland property for RA activities. ❖ Material storage: Materials are stored on paved area for upland facility or items going to the dock.	❖ Utilities: ➤ City Stormwater Outfall M-2. ➤ No other known utilities in the water. ➤ Electrical utilities available on the dock. ❖ Debris: none ❖ Other: Swan Island Dock Company expressed willingness to work to get things done once a remedial plan is developed.

Table 3-2 (continued)
Summary of Owner/Operator Information

Property Identification	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
ATC Leasing Co. (R315626 and R315728)	❖ Historical, current, and future use: ➤ Site serves as a parking lot to store new vehicles. ➤ There are no current or future waterfront operations. ❖ Vessel calls: NA ❖ Preferential or restricted periods: NA ❖ Operations in waterway: NA	❖ Vessels: None - no vessels and no waterfront operations, the facility is fully upland. ❖ Primary cargo: NA ❖ Shipping patterns: NA ❖ Tie-up location: NA ❖ Use of spuds or anchors: NA ❖ Tug assist: NA	❖ Description and physical condition: No in-water or overwater structures. ❖ Structure removal: NA ❖ Maintenance, repair, and upgrade activities: NA	❖ Navigational depth: none ❖ Berth depth monitoring: none ❖ Historical dredging information: none ❖ Shoreline stability: No issues observed.	❖ Upland access: ➤ The parking lot might be available for use with limited space and time, but it is not guaranteed. ➤ No interference with parking trucks is permitted. ❖ Material storage: only vehicles	❖ Utilities: ➤ Stormwater inlets are in the parking lot and are maintained periodically. Maintenance includes cleaning and debris removal. ➤ Electricity: Lights for parking lot. ❖ Debris: No debris entering the water has been observed. ❖ Biggest concern of ATC: They do not want to lose any space in terminal parking lots either during RA or permanently.
The Marine Consortium Inc. (R315704)	❖ Historical, current, and future use: ➤ Current and future use will be boat moorage for various vessels. ➤ Currently, tenant conducts USCG-permitted vessel cleanings of client vessels and barges at the pier. ➤ Any future business will be marine-oriented. Access to water is critical to operations. ❖ Vessel calls: Number of vessel calls not reported. ❖ Preferential or restricted periods: None identified. Tenant indicated that its contracts require a response at any time. ❖ Operations in waterway: Typically, ingress/egress from basin and in front of the dock.	❖ Vessels: ➤ Three response vessels, one in-board and two out-board ranging from 26 to 36 feet. ➤ Two aluminum barges. ❖ Primary cargo: No primary cargo except for equipment used for marine response activities and wastes from vessels. ❖ Shipping patterns: no response ❖ Tie up locations: at dock structures ❖ Use of spuds or anchors: no response ❖ Tug assist: Tenant vessels are extremely shallow draft and approach/depart under self-propulsion. Some client vessels need a tug to launch.	❖ Description and physical condition: ➤ Four 5-pile timber dolphins installed between 1977 and 1980. Removed and replaced with single-pile steel moorings approximately 12 years ago. ➤ Dock walkways and three steel-pile dolphins installed in 1984. ➤ The dock and walkways are of wood construction (with creosote only used on the dock). ➤ Floating metal framed boat house currently installed on top of dock. ❖ Structure removal: none ❖ Maintenance, repair, and upgrade activities: Only routine maintenance ongoing due to normal wear and tear to structures.	❖ Navigational depth: 20 feet, CRD, minimum navigation depth. ➤ Owner concerned that significant remedial activities such as removal or alteration of the dock structures or capping could cause impacts and disruption to the ongoing activities, and viability of the facility operations in the future. The 20-foot navigational depth is critical to maintain operations. ❖ Berth depth monitoring: ➤ No current monitoring of depth. ➤ No current hydrographic surveying performed, but it is understood that NOAA conducted surveying approximately 5 to 7 years ago. ❖ Historical dredging information: ➤ No historical maintenance of berthing areas by the owner. ➤ Dredging has not been performed since at least 1993. ❖ Shoreline stability: ➤ Owner has no knowledge of any shoreline stability issues. ➤ No shoreline studies. ➤ The only stabilization measure was the riprap when it was constructed.	❖ Upland access: Any RA activities would have to be conducted from offshore of the facility. ❖ Material storage: none	❖ Utilities: ➤ In-water utilities: M-1 outfall ➤ The owner indicated that they are not aware of any in-ground/in-water utilities. ➤ There is electricity on the dock. ➤ There is no knowledge of abandoned utilities. ❖ Debris: No known debris entering the water.

Table 3-2 (continued)
Summary of Owner/Operator Information

Property Identification	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
Department of Navy (R315697)	❖ Historical, current, and future use: ➤ No waterfront operations or overwater activities at this facility. ➤ No current or projected dock usage. ➤ NRC Portland has no training scheduled for any area outside the west perimeter fence. Including the area between the fence line and waterline as well as the pier. ➤ NRC has no training on or around the pier area. NRC can adjust training location to accommodate contractor work areas to a certain extent. ➤ No expected changes to the operations of the facility but they may be changed due to the real-world activities. ❖ Vessel calls: none ❖ Preferential or restricted periods: NA ❖ Operations in waterway: None	❖ Vessels: No waterfront operations and no vessels. ❖ Primary cargo: NA ❖ Shipping patterns: NA ❖ Tie-up location: NA ❖ Use of spuds or anchors: NA ❖ Tug assist: NA	❖ Description and physical condition: ➤ Pier with three dolphin pile clusters. ➤ Pier construction information: ▪ Main structure was constructed in 1972. ▪ The structure consists of timber piles, timber pile caps, timber superstructure, and decking. ▪ Prior mooring and berthing operations were supported by steel fittings, steel fender piles, timber dolphin clusters, and timber camels. ▪ All structural timbers are treated with creosote. ▪ The facility has a steel gangway and concrete floating dock. ▪ The pier is not currently in use. Pier was assessed "Fair" in 2019 with a condition rating of 61 out of 100. The pier has vessel mooring and berthing restrictions. ❖ Structure removal: Navy is investigating removal but has no timeline or funding at present. ❖ Maintenance, repair, and upgrade activities: No waterfront maintenance/repair work is scheduled for the pier.	❖ Navigational depth: ➤ No present or future navigational depth needs. ➤ No target elevation of the riverbed and no target vertical datum. ❖ Berth depth monitoring: ➤ No monitoring of berthing depth. ➤ No records of hydrographic surveys. ❖ Historical dredging information: none ❖ Shoreline stability: ➤ The riprap shore was constructed in 1972. ▪ The riprap consists of approximately 6 to 18-inch' diameter angular stone at a slope of approximately 35 degrees below horizontal. ▪ Riprap was assessed in 2019 as "Satisfactory" with a condition rating of 75 out of 100. ➤ No stability issues of the shoreline reported. ➤ No existing or planned shoreline stabilization measures.	❖ Upland access: ➤ No training is currently conducted on the west side of the property between the perimeter fence and the water line. ➤ Access to the pier can be gained through the upland property between Bldgs. #4 and #5. ➤ With enough notice from individuals needing access to pier area from shore, the facility can train and stage equipment in other areas at their disposal. ❖ Material storage: Material currently stored within the fence around Bldg. #4 includes scrap metal, fencing material, tarps, rims, and tires.	❖ Utilities: ➤ No known utilities are in the water on site. ➤ No known abandoned utilities on site. ❖ Debris: No debris entering the water under the current leadership. Uncertain about previous leadership or training activities.

Table 3-2 (continued)
Summary of Owner/Operator Information

Property Identification	Response Summary					
	Waterfront Operations and Schedules	Vessel Data	In-water Structures	Shoreline and Dredging Data	Upland Access	Other Information
USCG (R315695)	❖ Historical, current, and future use: ➤ Current and future use by Marine Safety Office and Group Portland, jointly the MSU. ➤ MSU is responsible for completing vessel inspections and promoting marine safety issues in Oregon, Southern Washington, and Western Idaho. These include marine safety, port security, marine environmental response, maritime law enforcement, and search and rescue. ➤ MSU Portland will continue to conduct marine safety operations for the short and long term. ➤ Vessel calls: vessels occupy all berths daily and must deploy as needed. ❖ Preferential or restricted periods: Accessibility to docks and waterfront is needed 7 days a week, 24 hours a day for the full duration of the year. ❖ Operations in waterway: Typically, ingress/egress from basin.	❖ Vessels: ➤ Buoy Tender Bluebell and small assortment of smaller marine safety patrol boats. ❖ Primary cargo: No primary cargo except for Buoys, Aids to Navigation equipment, and other response equipment as needed. ❖ Shipping patterns: no established patterns, response is as needed. ❖ Tie up locations: Pier and Floating Dock ❖ Use of spuds or anchors: No ❖ Tug assist: No	❖ Description and physical condition: ➤ One pier and one floating boat dock, constructed in early 1970s. ➤ Pier and pier dolphins rated satisfactory in 2021 condition assessment. ➤ Floating dock condition rated in fair condition in 2021 condition assessment. ➤ Floating dock gate rated in poor condition and floating dock gangway rated satisfactory in 2021 condition assessment. ❖ Structure removal: none ❖ Maintenance, repair, and upgrade activities: Maintenance of in-water structures are ongoing, based on USCG funding.	❖ Navigational depth: ➤ Navigational depth is -11.65 ft. CRD. One foot of over depth is authorized to -12.65 ft CRD to facilitate 1 ft of sand cover. Navigational depth rounded to 12 ft CRD for purposes of study. ❖ Berth depth monitoring: ➤ A tide gage was installed that was surveyed to CRD on a piling at the dock face. Gage visible to the operator, mate and quality control officer for updating dredging depths on an ongoing basis. ❖ Historical dredging information: ➤ The berthing at MSU Portland has been dredged approximately every 8 years and last surveyed in 2016. ➤ Hydrographic surveys are conducted to provide the foundation for the dredging prism and depth assessments. ➤ The dredging for berthing for the Bluebell is due within the next 2 Fiscal Years of funding. ❖ Shoreline stability: ➤ Owner noted the rip rap bank armoring dates to the original construction of the facility in early 1970’s.	❖ Upland access: ➤ Buoy staging area is above and away from the adjoining shore. ➤ Owner requests coordination with facility engineering office prior to entering property. ❖ Material storage: none	❖ Utilities: ➤ 4 known outfalls on facility ➤ Owner noted possibility for unknown underground utilities for MSU Portland facility which may not be apparent or delineated on existing plans. ❖ Debris: ➤ Past activities for refurbishing buoys involved a grit trap chamber originally installed to capture debris which is piped to drain directly to the harbor. ➤ Buoy refurbishment activities on site have ceased and buoys now are transported offsite for refurbishing.

- Notes:
- CRD Columbia River Datum
 - LOA Length Overall
 - LQG Large Quantity Generator
 - MSU Marine Safety Unit
 - NA Not Applicable
 - NOAA National Oceanic and Atmospheric Administration
 - NRC Naval Reserve Center
 - psf pounds per square foot
 - PT Patrol Torpedo
 - RA Remedial Action
 - RCRA Resource Conservation and Recovery Act
 - SCC Shipyard Commerce Center
 - SIB Swan Island Basin
 - USCG U.S. Coast Guard

Table 3-3
Summary of Remaining Data Gaps and Uncertainties by Facility

Property Identification	Owner/Operator	Asset/Structure Name	Information Requested but Not Received	Follow up activities
R543777 and R506872	Project Fleet Owner LLC/Shipyard Commerce Center (SCC)	Willamette Wharf	None	NA
		Pier D	None	NA
		Vigorous	None	NA
		West Pier, East Pier, and Demo Pier	As-built drawings	Contact Owner to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.
		SCC Floating Docks	As-built drawings	Contact Owner to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.
		Dry Dock 3	None	NA
		Pier C	None	NA
		Dry Dock 5	None	NA
		Quay Wall	None	NA
		Lagoon Wharf	None	NA
		Lay Berths 306 & 307	None	NA
		Pier A	None	NA
R543792 and R632314	Port of Portland	Lay Berth 308	As-built drawings	Contact Owner to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.
R315705 and R315711		Navigation Base	As-built drawings	Contact Owner to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.
R315949	Freightliner	Wind Tunnel Dock	As-built drawings	Contact Owner to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.
R238891	Anchor Park, LLC.	Anchor Park Parking Lot	None	NA
R592200	City of Portland	Swan Island Boat Ramp	As-built drawings	Contact Port of Portland to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.
R673573	Swan Island Dock Company	Berth 311	As-built drawings	Contact Owner to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.

Table 3-3 (continued)
Summary of Remaining Data Gaps and Uncertainties by Facility

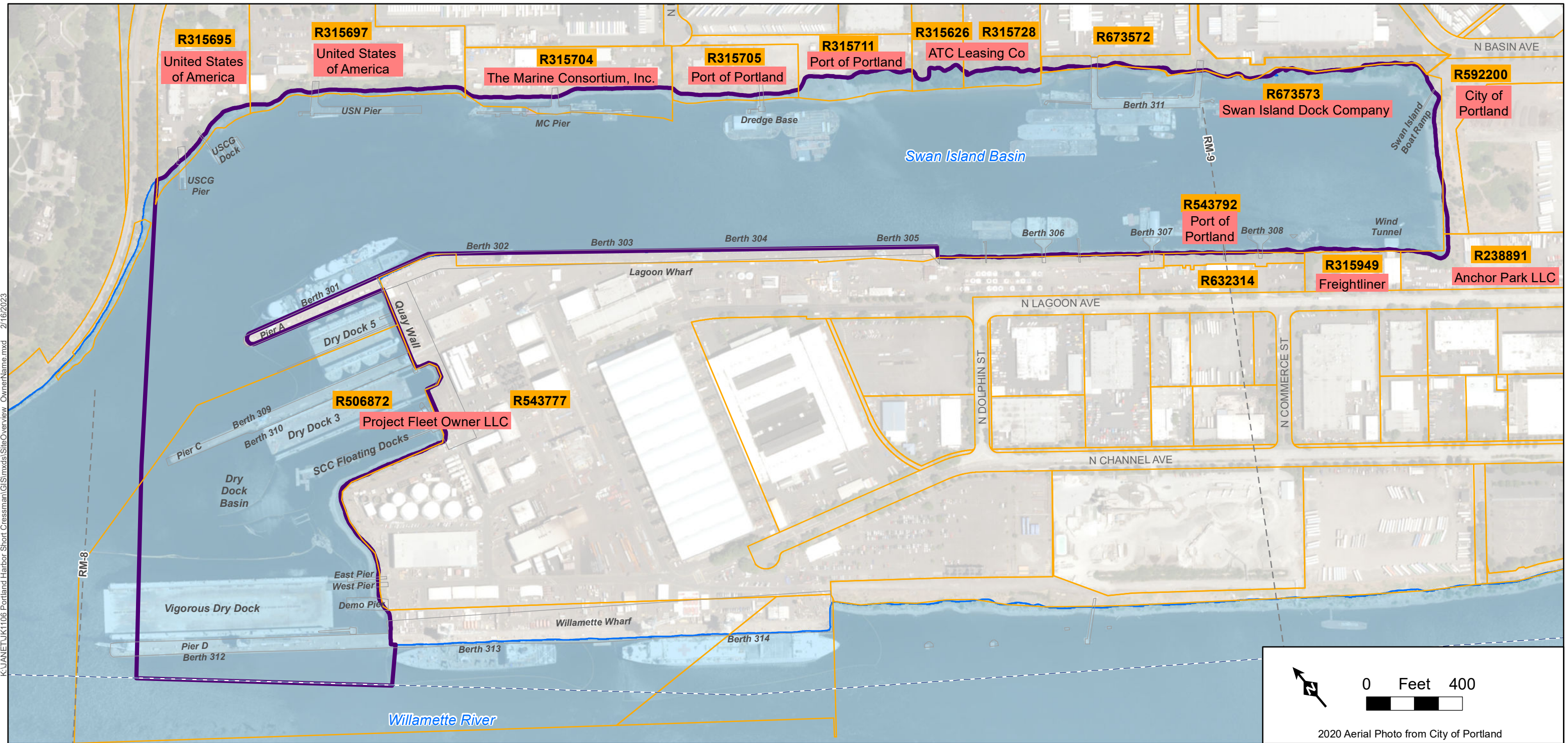
Property Identification	Owner/Operator	Asset/Structure Name	Information Requested but Not Received	Follow Up Activities
R315626 and R315728	ATC Leasing Co.	Terminal 554	None	NA
R315704	The Marine Consortium Inc.	MC Pier	As-built drawings	Contact Owner to determine if additional data is available. In the absence of as-built drawings, develop logical assumptions regarding pile depths and other structural characteristics based on the structure age, structure type, adjacent structure information, and additional data collected during PDI. Incorporate assumptions into a sensitivity analysis to inform RA impacts.
R315697	United States of America/Department of the Navy (USN)	USN Pier	None	NA
R315695	United States of America/United States Coast Guard (USCG)	USCG Pier and Dock	None	NA

Notes:
BODR = Basis of Design Report
PDI = Pre-design Investigation
NA = not applicable
RA – Remedial Action

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FIGURES

K:\JANET\UK1106 Portland Harbor Short Cressman\GIS\mxd\SiteOverview_OwnerName.mxd 2/16/2023



0 Feet 400

2020 Aerial Photo from City of Portland

Property ID

Owner Name

- Swan Island Sediment Decision Unit (SDU)
- River Mile (RM)
- Federal Navigation Channel (USACE, 2020)
- Docks and Structures
- Tax Lot Boundary
- Ordinary High Water (City of Portland, 2013)

Notes:
MC – Marine Consortium
SCC – Shipyard Commerce Center
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USN – U.S. Navy

Figure 1-1
Property Owners
Included in Survey

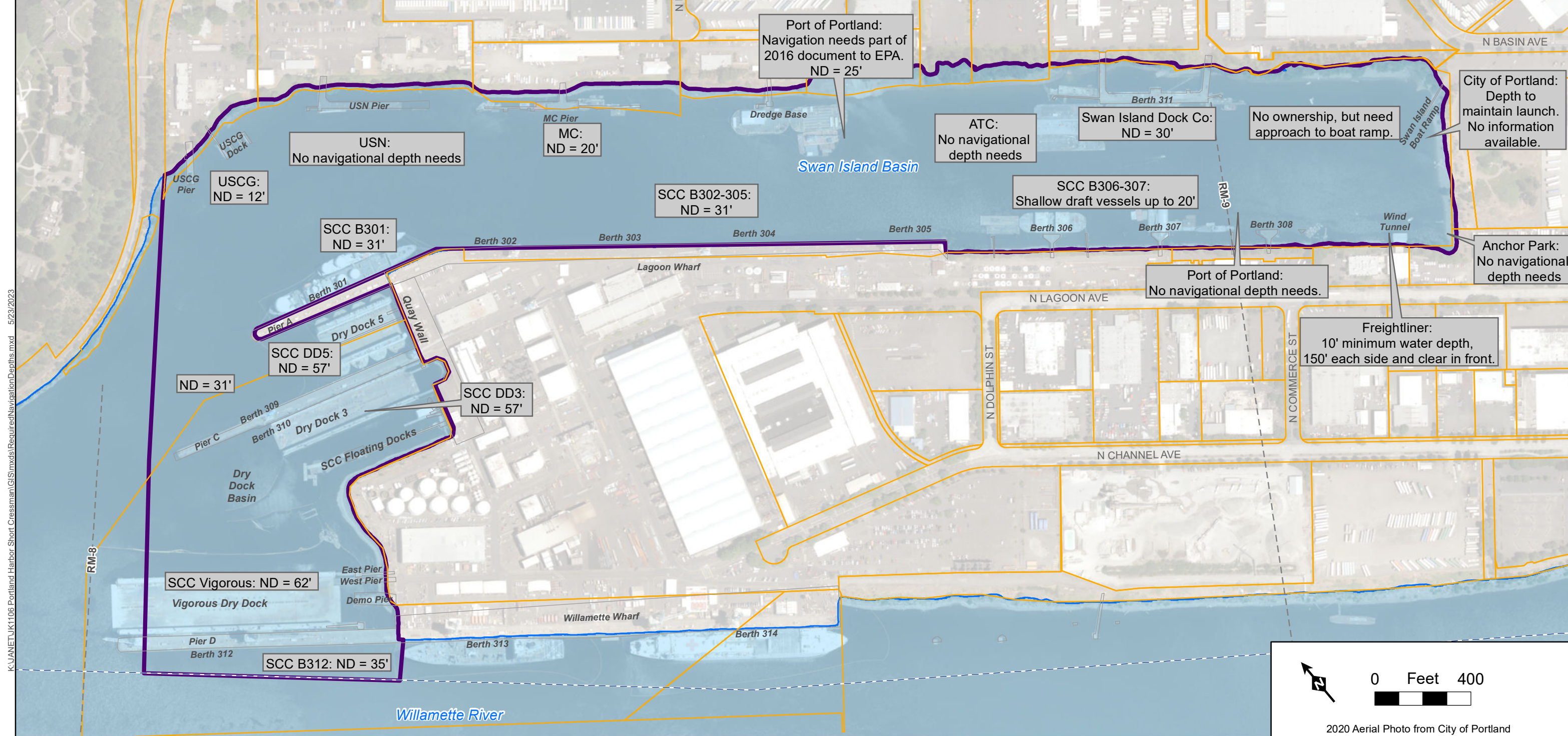


Figure 3-1
Navigation Depth By Facility
(As Reported by Owners/Operators)

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ATTACHMENT A

**QUESTIONNAIRE SAMPLE PACKET FOR SWAN ISLAND
BASIN RD**

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Date

Recipient

Address

Portland, Oregon

Re: Swan Island Basin Remedial Design – Shoreline Facility Owner/Operator Interviews

Dear ____:

On behalf of the Swan Island Basin Remedial Design Group, we are writing to request your participation in a brief interview to gather information about your property located on the shoreline of the Swan Island Basin in Portland, Oregon. All Swan Island Basin shoreline property owners and operators are asked to participate in this information gathering exercise. The purpose of these interviews is to gather information necessary to inform the development of the remedial design to address contaminated sediments in the Swan Island Basin. The information will supplement field investigations, facilitate functional structure evaluations, and support evaluations of future use of shoreline facilities. The information you provide will be considered as we develop the remedial design to address contaminated sediments at or near your facility. The sample questionnaire attached to this letter will guide the interview. Please review the sample questionnaire and identify the person or persons from your organization best able to respond to the questions and information requests.

The Swan Island Remedial Design Group is required to design the cleanup of the contaminated sediments in the Swan Island Basin (part of the Portland Harbor Superfund Site) under an Administrative Settlement and Agreement on Consent between the U.S. Environmental Protection Agency and the performing parties Daimler Trucks North America and Vigor Industrial. A letter from the U.S. EPA is enclosed conveying the importance of your participation in this interview. The interviews will be conducted by Swan Island Remedial Design Group design professionals who will be using the information. The information you provide will help our team to design the cleanup in a way that will avoid or minimize interference with your current and future facility use.

The interview will focus on obtaining the following types of information:

- Waterfront operations and schedules
- Vessel data (including docking and departure procedures)
- In-water structures
- Shoreline and dredging data
- Upland access

Scott McMahon, a senior member of the engineering team, will contact you in the timeframe August 22 - 26 to schedule a one-hour interview meeting. The interview will be conducted by virtual meeting to be scheduled in the timeframe August 29 – September 9. We will complete and close our information gathering on September 16. The needs of parties that do not respond cannot be considered in the design.

For more information about the Portland Harbor Superfund Site cleanup, please visit the EPA's Portland Harbor Superfund webpage at (<https://epa.gov/superfund/portland-harbor>). Thank you.

Respectfully,

Scott McMahon

Principal Project Manager

(971) 260-3065

(503) 560-6732

scott.mcmahon@mottmac.com



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10**

1200 Sixth Avenue, Suite 155
Seattle, WA 98101

SUPERFUND &
EMERGENCY
MANAGEMENT DIVISION

August 22, 2022

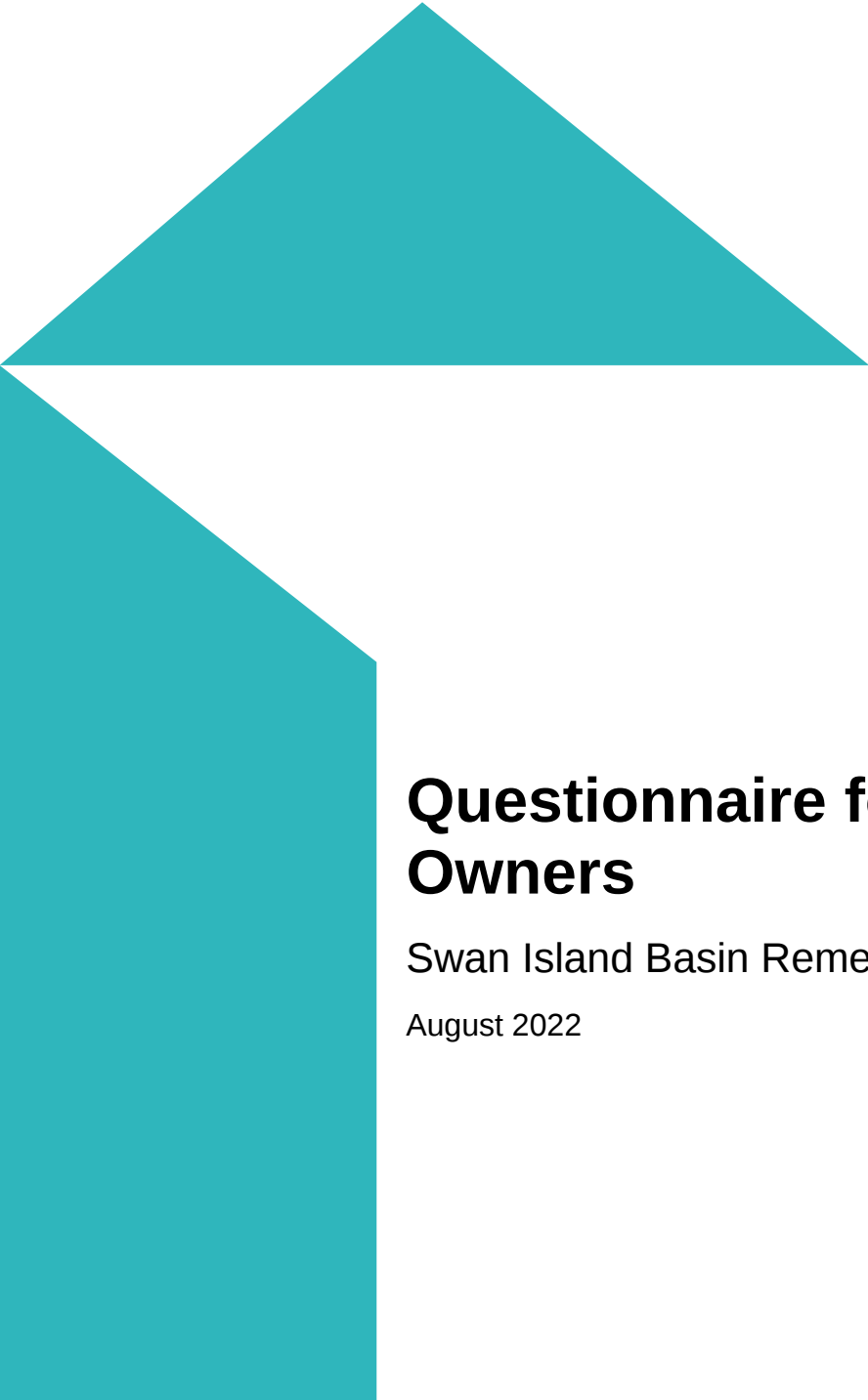


EPA encourages timely response to the attached questionnaire. EPA is overseeing design of remedial action for the Portland Harbor Superfund Site which covers approximately 2,190 acres and includes the downstream portion of the lower Willamette River from River Mile 1.9 to River Mile 11.8. Swan Island Basin is one of several project areas where work is currently being done to design future clean-up actions. By providing information about the current and future land use on your property now to the parties performing design, the clean-up action can take these uses under consideration. Please feel free to contact me with any questions at 503-351-445 or novak.elisabeth@epa.gov

Sincerely,

Madi Novak

Madi Novak
Remedial Project Manager

A large teal graphic on the left side of the page. It consists of a large triangle pointing downwards, which is partially cut off by a horizontal line. Below this line is a vertical rectangle, also partially cut off by a diagonal line that starts from the left edge and goes up and to the right, meeting the horizontal line. This creates a complex, abstract shape that resembles a stylized letter 'L' or a corner of a building.

Questionnaire for Property Owners

Swan Island Basin Remedial Design

August 2022

1 Instructions

1. Complete questionnaire by inserting response onto hardcopy of questionnaire or directly into Microsoft (MS) Word file. Please provide complete and comprehensive responses, and add additional pages as needed.
2. Mark-up enclosed figures as needed to illustrate responses.
3. Please scan and e-mail the completed questionnaire and marked-up map to: (Email addresses: scott.mcmahon@mottmac.com, evan.sheesley@mottmac.com, and scherry@hgl.com). For large files that exceed email size limits please contact Scott McMahon, 503-560-6732, scott.mcmahon@mottmac.com) and we will provide instructions for secure file transfer.
4. Clearly identify the information you consider to be sensitive/propriety/confidential and specify any limitations on use and distribution.

2 General Information

1. Date of questionnaire completion:

2. Name of current property owner:

3. Property address:

4. Property owner contact information, including mailing address, email address and telephone number:

5. Business name(s) and business type(s) operating at facility:

6. Business phone number:

7. Name and title of person completing questionnaire:

8. Contact information for person completing questionnaire, including mailing address, email address and telephone number:

3 Questions

3.1 Waterfront Operations and Schedules:

1. Describe current waterfront operations and overwater activities at this facility. Please also describe historical operations and overwater activities if they differ from current facility operations.
2. What is the current and expected future waterfront operations and dock usage at your facility (short term: next 2-5 years, long term: >5 years)? Please provide:
 - a. Typical number of vessel calls including total number of days each dock is occupied within each month and per year (is there a seasonal variation?).
 - b. Typical duration each dock is open between subsequent vessel calls.
3. Are there any times of the year/seasonal changes to facility operations that would be preferential for remedial action construction operations around docks/structures when facility operations would be interrupted?
4. Are there “critical operational periods” at your facility during which potential temporary limitations or access to your dock(s) and/or waterfront operations would be most adverse to your facility operations? If so, please describe when those periods would be in a given year.
 - a. Do you expect these patterns to change significantly in future years (short term: next 2-5 years, long term: >5 years)? If yes, how?
5. Over what area of the waterway (e.g., between what approximate river miles) do you typically operate? If applicable, indicate whether your activities are constrained to a particular side of the waterway.

3.2 Vessel Data (including docking and departure procedures):

1. What is the typical range of vessel classes/sizes (smallest to largest), including draft, length, beam? Describe the vessel propulsion systems.
2. What is the primary cargo associated with vessels at your facility and do these vessels undergo loading or unloading at your facility? What is the typical duration of loading or unloading for the different size classes?
3. Do you expect past shipping patterns to change significantly in future years (short term: next 2-5 years, long term: >5 years)? If yes, in what ways?
4. Where do barges and vessels tie up at your facility? Please indicate locations on attached figure.
5. Are spuds or anchors used in any vessel activities? If so, please describe.
6. What is the typical direction of approach and departure for vessels using your docks or berths, both now and anticipated in the future (short term in future: 2-5 years, long term in future: >5 years)? Please draw approach and departure paths on copies of attached figure.
7. When a vessel docks and embarks, or is launched from your facility, is this completed with or without tug assist? When vessels approach and depart from your facility, are their main ship propellers and/or thrusters engaged, or are vessels solely under tug control? Please explain.
8. If vessels use tug assist, what tug companies typically provide this service? Or if you are tugboat operator, what companies do you serve?

3.3 In-water Structures:

1. Please describe in-water structures that are currently or have historically been present at your facility. Please indicate locations on attached figure.
2. Please provide construction information (including date, material, and treatment/preservation method) of docks and/or in-water structures at your facility (e.g., was creosote treated lumber utilized?). Also provide the same information regarding any changes to these structures. If removed, please provide all documentation related to the demolition of docks and/or in-water structures.
3. Please describe the physical condition of in-water structures currently present at your facility (operable, removable, etc.).
4. Are there any docks or structures at your facility that you no longer utilize and would want to be removed should the need arise? (Based on the Record of Decision, structures may be removed unless it can be demonstrated that the structure is permanent, functional, and needed for current or future property and waterway use).
5. Describe current and anticipated waterfront maintenance and repair activities (other than dredging) at your dock or other waterfront facilities, such as bank armoring, or work involving dolphins, piles, docks, etc.

3.4 Shoreline and Dredging Data:

1. Please specify your present and anticipated future navigational depth requirements for the waterway and at the face of berth based on the vessels that access your facility (present, short term: next 2-5 years, long term: >5 years).
2. What is the elevation of the riverbed that you target to maintain for each dock/berth at your waterfront facility and on what vertical datum is the target based?
3. How does your facility monitor available berthing depth? What is the frequency of this monitoring?
4. Does your facility have hydrographic surveying performed? If so, how frequently?
 - a. Would you be able to provide electronic versions (CADD or MS Excel database x,y,z) of these surveys?
5. What areas of the riverbed do you maintain for each dock/berth at your waterfront facility, including berthing areas and approach corridors? Please draw approximate maintenance dredging areas on copy of attached figure.
6. How does your facility decide when it needs to dredge, and how often do you typically dredge at your docks?
7. Describe any relevant shoreline stability issues and/or historical issues present at your facility.
8. Describe any shoreline stability engineering/geotechnical studies for your facility.
9. Describe existing and planned shoreline stabilization measures for your facility.

3.5 Upland Access:

1. Describe any facility operations or other factors at your facility that could limit or prevent access from portions of your upland property to the riverbank or near shore areas for implementing remedial action, if needed. Using attached figure, indicate areas of your shoreline where access is not available for shore-based staging of equipment and personnel for in-river remediation due to existing operations, upland structures, steep slopes, etc.

2. Describe any near-shore storage of loaded/unloaded materials. Please specify materials stored, estimated quantities, and storage conditions.

3.6 Other Information:

1. Are you aware of any in-water utilities adjacent to your facility? If so, please describe and provide type, size, and location information to the best of your ability.
2. Please provide information regarding current and abandoned utilities orientation at your facility, including, but not limited to, fuel pipelines, storm and sanitary sewer, and electrical conduits. Please provide abandonment techniques where applicable, if known.
3. Have past or present operations at the site resulted in debris entering the water? If so, please describe the nature of the debris and if it remains buried in the riverbank.
4. Please provide any other information not requested above that you find relevant for the purposes of limiting impacts or disruptions to on-going shipping activities at your facility. This may include observations about docks, waterfront facilities, operational activities, or the project area in general that the remedial design project team should know about.

4 Requested Documents

1. As-built documentation (including drawings, figures, permits, etc.) for waterfront structures, riverbank improvements, and utilities for your facility, where available.
2. Any available current and historical topographic and hydrographic surveys near your facility.
3. Available geotechnical reports of facility.
4. The most recent condition assessments for waterfront structures and utilities for your facility (within the past 10 years).
5. Plans (including drawings, studies, or reports) indicating future demolition, modification, rehabilitation, and upgrades for waterfront structures (short term: next 2-5 years, long term: >5 years).
6. Current and historical dredging activities and studies at your facility, including year, quantity, and specific area dredged. Please provide historical dredging records. As applicable, records should include dredging permits, construction plans and specifications, dredging contractor, pre-dredge and post-dredge bathymetric surveys (preferably as point files and/or post-processed electronic files (e.g., hillshade rasters), chemical and physical properties of dredged materials.
7. Future dredging plans including the dredging frequency, depth, or extent of dredging to change (short term: next 2-5 years, long term: >5 years).
8. DSL lease documents