Smith & Bybee Lakes Wildlife Area Management Committee
Nancy Hendrickson, Chair

Coordinated by:

Metro

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Smith & Bybee Lakes Management Committee Meeting

5:30 p.m. - 7:00 p.m., Tuesday, September 24, 2002
Metro Regional Center, Room 270
600 N E Grand Ave.
Portland, Oregon 97232

AGENDA

Welcome and introductions/ 5 min.	5:30 - 5:35 pm
Critical updates	5:35 - 5:40 pm
Preliminary concept design - recreational facilities	5:40 - 7:00 pm

Smith & Bybee Lakes Management Committee
Summary Meeting Notes
September 24, 2002
5:30 p.m.

In attendance:

Elaine Stewart	Metro Regional Parks & Greenspaces (RP&G) Wildlife Area Mgr.
Nancy Hendrickson *	Portland Bureau of Environmental Services (BES)
Bill Bach	Port of Portland (Port)
Jay Heidenrich	Multnomah County Sheriff Office (MCSO)
Bob Nilsen	MCSO
Troy Clark *	Portland Audubon Society
Emily Roth *	The Wetlands Conservancy
Stephen Hayes **	Regional Arts & Culture Council (RACC)
Kristin Calhoun **	RACC
Douglas Macy **	RACC
Ray Piltz *	St. Johns Neighborhood Association
Jim Morgan *	Metro Executive Office
Kurt Lango	Lango Hansen Landscape Architects
Bob Grummel	Grummel Engineering
Nanda D'Agostino	Design team artist
Valerie Otani	Design team artist
Patt Opdyke *	North Portland Neighborhoods
Denise Rennis *	Port
Susan Barthel	BES
Gerry Meyer	Port
Dan Kromer	Metro RP&G
Lorali Sinnen	Port
Gregg Everhart	Portland Bureau of Parks & Rec (Ptld Parks)
Jim Sjulin *	Ptld Parks
Frank Opila *	Friends of Smith & Bybee Lakes
Lora Price	Metro RP&G
Pat Sullivan	Metro RP&G
Juli Killgore	Port
Bill Briggs *	Merit USA

* denotes voting SBLMC member
** denotes voting RACC member

Updates

Hendrickson passed around a simulation of the North Lombard overcrossing that will be constructed in the next couple of years. Design work is proceeding on that project. Clark emphasized the importance of providing input to that design work to ensure the wildlife corridor in that area is preserved.

Preliminary concept design - recreational facilities

Again this month the meeting consisted of the Smith & Bybee Lakes Management Committee (SBLMC) combined with three representatives from the Regional Arts and Culture Council (RACC) to form the Project Advisory Committee (PAC) for the Smith and Bybee Lakes facilities project.

Discussion of canoe launch site options

Price distributed a summary of comments on the canoe launch site received from the Project Advisory Committee (PAC) members in the interim between the August 27 and September 24 meetings. Price also provided the results of the email vote on launch sites: 7 for the old launch site and 4 for the triangle site. The group continued discussing the launch sites and chose to vote again. Comments included:

- Are sufficient funds available for both of the options at the triangle site? (Macy) [Answer: no funding for the triangle site work (dredging or a dock) is currently in the budget. It would require additional fundraising.]
- Is the triangle site nearly impossible then as a canoe launch site? (Hayes)
- To be fair, there are not only tree impacts to cutting the regenerating willows at the triangle site; use of the old launch site would be a lost opportunity for restoration along Old Marine Drive between the triangle piece and the old launch site. (Roth)
- Are bank improvements (grading etc.) within the project budget if the triangle site were chosen? (Rennis) [Answer: yes, but only the bank.]
- Concern about budget if triangle site used for canoe launch, and questions regarding the quality (or value) of the upland restoration work that would occur along Old Marine Drive if the triangle site were selected. (Opdyke)
- Has the new water regime been considered in this choice of launch sites? (Sjulin) [Stewart reviewed the management plans for water levels and their impacts on vegetation.]

A vote was taken on a preference for the canoe launch site. The PAC chose to have members who were present re-vote on the launch site, while counting email votes for those who were absent from the meeting. **There were 4 votes for the triangle site** (three tonight and one e-mail prior to the meeting) and **9 votes for the old launch site** (seven tonight and two e-mails prior to the meeting.) **The old launch site received the most votes.**

Refined concept plan

The design team reviewed the refined concept plan for the PAC, incorporating the old launch site as the canoe/kayak launch location. The soft surface trail concept along Old Marine Drive was discussed. Roth asked that any development south of Old Marine Drive be removed from the conceptual plan and that the 40-mile Loop Trail be the route taken for visitors to access the Interlakes Trail. She pointed out that the soft surface trail presented a people management problem, and that experience has shown that any conceptual trails on plans seem to become requirements to be built. Concerns expressed by other PAC members included negative impact from bicyclists and dogs. Everhart suggested that only one driving lane be considered between the triangle and canoe launch; two lanes were unnecessary. Roth requested that a gate be at the triangle parking lot to close off road to canoe launch in off-season. Concern was also expressed about aesthetics and vulnerability of the divider between the bike path and driving lane beyond the triangle.

Discussion of art design

Artists Fernanda D'Agostino and Valerie Otani turned the discussion to the art design. A conceptual design report titled "Flows and Eddies - Public Art for Smith & Bybee Lakes" was presented. Major design principles were outlined including elements of dynamic change, the interweaving of art and landscape, incorporating gathering places and teaching about "time and timelessness" as it relates to the Wildlife Area. Gathering stones will incorporate a creation story that is part science and part myth, depicting the birth or creation of species native to the site.

The subject of the three floating sculptures received considerable discussion. The artists modified their previous proposal to construct permanent features of artificial materials. They described the new concept as twig "habitat islands" floating on the lake, made of wood found in the area and held together with dowels, string or other biodegradable material. Some committee members emphasized their strong opposition to the intrusion of floating art on the lake itself. The fact that in one or two seasons the islands, made of natural materials, will disintegrate into woody debris, was objected to by Heidenrich who preferred that art funds be spent on more permanent structures (although the structures represent 4.5% of the art budget, it was not considered a good use of that funding). Others felt the artists' approach to be a good response and reasonable compromise to the previous meeting's input or wished there was more of it.

Other comments related to the art and path at the detention ponds, asking if there were another suitable location for the canoe shapes [the artists felt that there was not another good location]. Roth mentioned that she liked the teaching landscape at the ponds but that the bus stops at the Interlakes Trail entry; kids would miss this site anyway. Can the ponds be built somewhere else such as the triangle piece or closer to the wildlife area entrance? The artists replied that the school groups will also be walking past the ponds to the parking area at the triangle piece, and that the detention ponds and path are already there – people will probably walk around them whether or not art is located there. Macy stated the art at the ponds took good advantage of an existing site and was a critical piece. Hayes stated the art concept helped the progression from parking lot to the head of Interlakes Trail.

A motion was made to include a trail around the detention pond and have the soft surface trail from the detention ponds to the Interlakes Trail removed from the plan and any map of the plan. The vote was 9 in favor, 0 opposed and 2 abstentions.

Members of the group revisited the floating sculpture discussion:

- This art on the water is a stunning idea, very interesting (Macy)
- Extremely uncomfortable with sculpture on the lake (Clark)
- This is a wildlife area and art does not belong on the lakes (Opila)
- The sculpture speaks beautifully to habitat (Hayes)
- Can find art on the water in cities, but this is not an urban landscape (Morgan)
- The function of art is to draw people's attention – people may notice changes in the lakes more with art there (D'Agostino)
- Lack of permanence is offensive to him; use of public funds for something that would disappear, not good stewardship of funds (Heidenrich)
- Many construction projects include spending on temporary structures and use of funding for them is not questioned (Calhoun)
- This concept is fine - "art visits the lakes", just as people do (Sjulin)

A motion was passed to endorse the design concept with the changes just voted on (re the soft surface trail) and to request that consideration be made of all the earlier committee comments. The vote was 7 in favor and 4 opposed with no abstentions.

Canoe Launch Summary of Comments received from PAC Members

Triangle Site (w/little or no water development)	Old Launch Site
Merits	**Merits**
• Concentrates people activity which allows for better visitor management, (security and maintenance)	• Site works now "as is" with existing sandy substrate for launching
• Enables one lane of Old Marine Drive to be removed and restored to upland forest between triangle and North Portland Road.	• Portage distance to open water is short and access is available for nearly as long as lakes are accessible for paddling
• No development in water would minimize impacts to regenerating forest in this area	• Outfall information to date is not problematic
• Vehicles will not overlap and conflict with the 40-mile loop trail	• Minimal disturbance to existing upland & emergent vegetation; avoids impacts to regenerating forest at triangle
• Avoids the outfall, which is still an unknown risk.	• Site allows for a simpler , smaller scale design more fitting for a canoe launch
• Limits human use and associated impacts to the wildlife area overall	• Location offers a quieter, better natural area experience
Issues	**Issues**
• Without in-water dredging or dock, canoe access does not seem viable.	• Vehicular access is brought 1400' further down Old Marine Drive. Another node of activity is established, with accompanying people mgt. concerns.
• Ramp construction to bottom of slope will requires more disturbance of upland forest	• Outfall contents are not yet conclusive. Potential toxic concern remains
• Removal of willows will still be required to open a path to water, a resource and maintenance concern.	• A vehicular turnaround may likely need to overlap with the 40-mile loop trail
• Canoeists may seek out other locations to launch (old launch site or blind slough)	• Opportunity is lost to remove 1400lf of one lane of roadway to reestablish upland forest
Triangle site (w/ development in water)	• Question whether forest would regenerate at the old launch site as well in the long run
• This option has not been clearly advocated for by any committee member.	

To: Smith & Bybee Lakes Project Advisory Committee
From: Lora Price, Project Manager; Elaine Stewart, Wildlife Area Manager; Kurt Lango, lead consultant
Subject: Canoe Launch Study Questions and Responses

Following are responses to comments and questions received from Denise Rennis, Project Advisory Committee member, regarding the draft report of the Canoe Launch Feasibility Study. No other comments or questions were received.

1. LAKE LEVELS (DISTANCE TO "NAVIGABLE WATER")
I was hoping the consultants would actually address the distance boaters would have to walk prior to reaching navigable water. I managed to find various aerial photos in the Port archives (mostly from May through August from 1975 onwards) which give a fairly good aerial view of high points that boaters would need to portage from both launch sites given different water levels over the summer months in order to get to navigable water (e.g. uninterrupted areas of water that appear to be greater than 4" deep).

RESPONSE:
The portage distance relates to the type of alternative chosen for the triangle site. If someone wants to canoe on Smith Lake today at the "old launch" site, they have to walk approximately 150 feet from the top of bank to the edge of shore. For the triangle site, they would walk 100 feet from the top of bank and then encounter the willows and cottonwoods at the lake shore. Regardless of the bottom elevation of the lake today, canoeists cannot presently use this site. The option then becomes whether you place a rubber mat down on the lake bottom, dredge, or build a dock. In each alternative, the willows would have to be removed.

Based on the DSL criteria of not adding more than 50 cubic yards into the lake, we know that the rubber mat alternative cannot be pursued. That leaves dredging or the dock. For dredging the triangle site, the channel would be deepened by 2-feet to match the approximate bottom lake elevation of the old canoe launch site. Therefore the distance from the top of bank to the edge of water would be relatively the same at both sites throughout the year (the old launch site would be slightly longer) because both of these bottom lake elevations would be similar. On page 4 of the report, a chart outlines the relative depth of water at the canoe launch sites throughout the summer and fall.

If a dock is chosen and no dredging occurs, then beginning in July through September, it would be a much shorter distance at the old launch site than at the triangle site which would be an approximately 900-foot walk on the dock from the bottom of bank to open water. Regardless of the distance, the biggest problem with the dock alternative is that because the lake bottom at the triangle site does not change, the trees will be continually recolonizing and require maintenance.

Both sites will become infeasible for launching boats by mid- to late summer once the new water control structure is in place and Smith Lake is drawn down each year. When the deepest water in Smith Lake is approximately 1 foot deep or less, the lake bottom starts to become exposed on higher areas. This may be what Denise was seeing in the old aerial photos. By that time of year,

either canoe launch would be closed and paddlers would be redirected to the St. Johns Landfill ramp or Kelly Point Park.

An important implication of the dredging or dock option at the triangle site is the high cost of implementing a launch at this location. The total project budget is about $400,000, and the full project could not be done for that amount if dredging or a dock were included. Either the parking lot or the canoe launch would have to be postponed to a second phase. We should have drawn more attention to this point at the PAC meeting.

2. OUTFALL

The consultants have not identified any major issue with the outfall. They have not included any information about the Rhone Poulenc facility or Fuel Processors Inc. both of which have discharged to this area in the past and are still subject to DEQ and EPA court ordered actions for clean up of contaminated sediments. (Information can be found on the DEQ website regarding these two facilities). Oil drums have been noted in the small wetland area to the north of the tracks by Port Engineers and recent reports have been filed by our engineers regarding strong odors and fumes coming from the outfall where it discharges to the lakes. This issue obviously needs closer examination.

RESPONSE:

Elaine Stewart has done more follow up regading these concerns, but still has not come up with any alarming results. The Rhone Poulenc facility which is referred to does have a DEQ action on it but according to information on the DEQ web site, the pathway of concern is via groundwater to the Oregon Slough (Columbia River), not toward Smith Lake.

The last documented spill at Fuel Processors/Merit USA occurred fifteen years ago, in 1987. As mentioned in the feasibility study, Fuel Processors/Merit USA no longer discharges into the wetland.

3. COST

There are a number of items that the consultants have not included as part of the costs for the old launch site. This includes the City of Portland Land Use Review that would need to be done for creating more impervious surface in an Ezone (turn around), the costs for planting and irrigating landscaped or planted areas along the additional roadway (or perhaps no planting is anticipated?), and the costs for addressing the outfall.

RESPONSE: Regardless of which alternative is chosen and whether we do roadside parking, an Environmental Review will be required. These fees have been factored into the overall budget and do not increase because of the roadside parking. At this time, we are not including roadside planting beyond the triangle site due to budget limitations. However, we have included an alternative for the planting of the median in the cost estimates in the appendix. Costs for the outfall are shown in the estimate under Outfall Bioswale for $7,500.

4. CANOE LAUNCH MATRIX

I disagree somewhat on the values given to each option. Item 4) given the amount of walking that may need to be done on either option across high areas of the lake, both launch sites have impacts. Item 5) as noted above I do not believe the costs have been adequately assessed. Item 6) long term maintenance of the old launch site will include trash pickup, oil spill cleanup, plant maintenance to name a few and I would not consider this 'low'. Item 7) the old launch site is visible. Item 8. the old launch site does conflict with the 40 mile loop trail as the turn around will cross the trail. It does not appear to meet criteria.

RESPONSE:
Weighting of the criteria and ability to meet the criteria is a subjective process. We encourage everyone to review the matrix and consider his/her own ranking too, as a helpful tool in making their own decision.

In response to the above points made:
Item 4) According to the elevations and maps that we have reviewed, the distance to open water at the old launch site will be about 150 feet for nearly the whole canoe season. By the time other areas become exposed, the lake will be too low to canoe.
Item 5) addressed above
Item 6) Because we are considering a curb or bollard and cable divider rather than a median planting past the triangle property, we will not have plant maintenance as a long term maintenance cost.
Item 7) Not sure of the point being made here.
Item 8) Vehicles and pedestrian do share space in parking lots, cross walks, etc. Whereever the launch site ends up, pedestrians will cross the road and bike path to get to the water's edge or to the trails in the wildlife area. What is important is that the spaces are designed to minimize conflicts, by designing for a preference for the pedestrian and for yielding on the part of the vehicle. We do not consider the turnaround at the old canoe launch to be an unacceptable integration of facilities.

LAUNCH LOCATION DECISION AS IT RELATES TO SCHEDULE
Resolution of the canoe launch location is required in order for us to move on to the next steps of design development and construction document preparations. As the project schedule is laid out now, we are aiming to submit 50% complete working documents for permit review by mid-November. If we miss our permit review target dates, construction could be postponed to the next construction season.

As we first requested, we would like to hear from each of you with your decision of a preferred launch location by this Friday, September 20th. We would also like to hear if you prefer to have more discussion time at the next meeting. Please return your responses to Lora Price. Thank You – we really appreciate the time and thought you are putting into this process.

Notes from discussion on preliminary concept design – recreational facilities
Project Advisory Committee meeting, August 27, 2002

Soft surface trail – what is the elevation? May flood in winter and spring. (Roth)

Maintenance – what will the costs be? Need to pare project down to the minimum to avoid costs that we can't afford on our lean budget. (Clark)

Soft surface trail – is it in sensitive habitat? (Opdyke) [ems – no]

Willow "weaves" – can you describe more fully? (Roth) [Nanda described them]

Art on the lakes – does not like the idea, recommends that art on the south side of the 40-mile Loop Trail be minimized, because the natural area is art in itself. (Opila)

Viewing blinds are located along the interlakes trail, are there plans for any wildlife viewing areas along the trails here? (Opdyke) [not at this point but may have an opportunity along the soft surface trail]

Does not want to see art on the lakes, wants the other installations to be more permanent and not transient/ephemeral. (Bob Neilsen)

Interested in art on the water, idea of vertical change. (Ian)

No opinion on whether art should be on water, but concept seems disparate with rest of art proposed for site, is more apparently man-made. (Steve)

Why not pull out the dozen or so bird blinds abandoned in the lakes and use them to make a sculpture on the shore? (Clark)

Less is better – feels that perspective from the Friends of Smith and Bybee Lakes is being left out here. (Clark)

Reference sculpture in lakes could incorporate large woody debris, which would also serve habitat functions. (Morgan)

Native American references – this area not used for major boat launches or fish weirs, but first peoples did build ovens for baking wapato; fire-cracked stones have been found there. (Morgan)

Use of very large stones – these large rocks are generally erratics deposited during Missoula floods and tend to be located on higher sites, not at low elevations like the lakes. (Morgan)

Parking – may also have to mitigate for parking at old canoe launch site if that is final selection. (Morgan)

Willows – will lose a lot to beavers, and shape of the walls will be lost to observers as trees grow, damage occurs, etc. (Morgan)

Soft surface trail – is going into a wetland area, and there may be permit challenges to building it. (Morgan)

Entry – habitat trees need to be integrated into the restoration work. Otherwise, if cottonwoods are planted around them the habitat trees will soon be covered up. (Morgan)

Agree with Opila to keep develop on north side of road. (Morgan)

Has the railroad's access to their rails been dealt with? (Clark) [yes]

Earlier plans had an interpretive center in the southeast corner of the wildlife area, is this now abandoned? [yes, current plan is new approach]

Stormwater outfall – need to ensure it's only stormwater and not full of pollutants. (Roth)

Feasibility analysis did not address all the pros and cons of the canoe launch, two things in particular are 1) operational concerns from cars (surface pollution), 2) look at the water levels and how they compare at the sites. Need to weigh environmental impacts of the two launch sites. (Rennis)

Picnic tables – should we have them? (Davis)

Canoe launch – east site allows for getting boat further into lake even as it dries because of sand substrate. (Opila)

Art in the lakes – not necessarily opposed to it but issue of scale – prefers a more intimate experience. (Michael)

Habitat trees – intended to be symbolic or functional? (Michael) [Nanda – goal is to be useable but depends on siting]

Bat houses close to people are often vandalized because a lot of people still do not like bats. Maybe do installation in more distant location. (Michael)

Vandalism – is there a contingency for repairs? (Michael)

Like a lot of the art, will there be interpretive signage? How will people learn about the art? (Michael) [Calhoun – RACC is moving toward more descriptive identification. Nanda – likes the model of descriptive writeups at a central location but not necessarily right next to art where it may interfere with experience]

Soft surface trail – hesitant about more human intrusion next to habitat. (Michael)

Endorses focusing art on north side of the road. (Michael)

Trail width – the section of the 40-mile Loop Trail along the wildlife area was narrowed from 12' to 10' as part of the North Marine Drive widening project, to avoid encroaching further into wildlife area. Can we do the same here? (Hendrickson)

First concept (using old canoe launch) will have many places where people will cross the road, this is a safety issue. (Everhart) [Kurt – design elements will direct people where to go]

North Portland Rd. entrance – Port is not interested in conveying message about navigation, wants to stress the naturalness of the area and blend it with the wildlife area. (Rennis)

Prefers not to have art installed in the lake. (Rennis)

Likes continuity of art from BES facility to N Portland Rd to Marine Dr entrance. (Roth)

Bioswales – not a fan of their use for parking lots (Rennis) [Bob G. – would use trap basin/catches; Rennis OK with this]

Where kids will eat – big rocks will be good for low picnics. (Clark)

Kurt summarized:
1) Soft surface trail concerns include elevation and wildlife impacts.
2) Canoe launch – general preference for the old boat launch site
   PAC disagreed with this point, does not feel issue is settled.

Show of hands – how many need additional analysis/information to feel comfortable providing direction to design team about canoe launch location? 4 need more, 2 OK

Straw vote – 7 favor old launch site, 1 favored triangle site, 1 abstained (2 had left earlier).

Next steps: provide additional information to PAC, they will ask questions, those will be answered, then PAC will vote. All to be done via email, about a week for each step.

SMITH AND BYBEE LAKES CANOE
LAUNCH FEASIBILITY STUDY

September 2002

DRAFT

Prepared for:
Metro Regional Parks and Greenspaces

Prepared by:

Lango Hansen Landscape Architects, P.C.
Grummel Engineering
Pacific Habitat Services

SMITH AND BYBEE LAKES CANOE LAUNCH FEASIBILITY STUDY

In 1999, a Recreation Facilities Master Plan report was completed for improvements at the east end of Smith and Bybee Wildlife Area. The improvements included a new entry road, parking lot, restroom, interpretive shelter, suggestions for landscaping, habitat improvements, and alternatives for a new canoe launch site.

Since the adoption of the 1999 plan by Metro, the drought conditions of 2001 revealed the receding pattern of the lakes, indicating very different shorelines and water depths at the proposed canoe launch locations. Also, as a result of the drought, a willow forest extending 900 feet into Smith Lake began regenerating next to the preferred site for the canoe launch. While the new stand of trees provides additional habitat and scenic beauty for the area, it does pose technical problems for launching canoes at the site identified in the 1999 plan.

Given the new conditions at Smith Lake, and the anticipated further change with the installation of a new water control structure, Metro expressed an interest in reexamining the old canoe launch site as a potential alternative. Although this launch site had been considered as part of the 1999 master plan, it did not rank within the top two launch site alternatives and was not studied further at that time.

This report reanalyzes the preferred canoe launch site as identified in the previous plan (the "triangle site") and the old North Marine Drive launch site ("old canoe launch") site using updated criteria. These criteria were developed by the Smith and Bybee Lakes Management Committee and identifies major issues, opportunities and constraints for the development of the canoe launch site.

Proposed Boat Launch Sites Identified in the 1999 Plan
Six boat launch sites were identified in the 1999 Recreation Facilities Plan. Three launch sites adjacent to a large triangular parcel received the highest ranking of the potential launch sites and met what was considered the three most important evaluation criteria: avoidance of sensitive wildlife areas; direct access into the lake; and consolidation of hiking, biking, and boater use in one location. For the purpose of this assessment, the proposed launch site directly across from the parking lot as shown in the 1999 master plan illustrative is analyzed in this report.

Old Launch Site
The old launch site is located along old North Marine Drive halfway between the triangle site and North Portland Road. The old boat launch site was used until 1996 when the Marine Drive overpass was constructed and the road was closed. Originally, canoeists parked along the side the road near the railway line and carried their canoes down the bank to the lake's edge. Some boaters drove to the water's edge and launched from their trailers. The area is mostly open and has a gentle grade down to the lake as a result of a significant amount of sand fill, which was placed for the launch site. An untreated culvert is located mid-bank near the launch site.

Canoe Launch Criteria
The comparison between the two boat launch alternatives is based on the following criteria:

1. *Adequate water depths at launch site and surrounding lake area, distance from shore, ease of access (substrate and distance).*

2. *Good vehicle accessibility for drop off and parking, school bus access, ability to*

accommodate trailers with multiple canoes.

3. *Good ADA accessibility.*

4. *Limited Impacts to natural resources and limited dredging.*

5. *Implementation cost and incremental costs are within the targeted budget.*

6. *Low long-term maintenance costs.*

7. *Adequate visibility and security down to the canoe launch.*

8. *Harmonious integration with the 40-mile loop trail and other facilities.*

9. *Proximity of canoe launch to other site amenities; restroom, kiosk, & Interlakes trail.*

10. *Composition of stormwater coming through outfall.*

11. *Likelihood of obtaining permits for the proposed work.*

The two launch sites are evaluated below using these criteria. A summary matrix follows this analysis with comparative rankings for each of the sites.

CRITERIA 1. ADEQUATE WATER DEPTHS AT LAUNCH SITE AND SURROUNDING LAKE AREA, DISTANCE FROM SHORE, EASE OF ACCESS (SUBSTRATE AND DISTANCE).

Water Depths:
The water depth analysis at of the two sites is based on physical data and visual survey during recent years. Next year, Metro will be replacing the dam, which impounds the lakes with a new water control structure. The new structure will reconnect the lakes with the Columbia Slough, which will result in greater seasonal fluctuation in water levels. According to data gathered from the Columbia Slough USGS river gauge and the Columbia River Mean Peak Head for the last 20-years, the river water level drops significantly in the months of June and July. The water level remains low through September and begins to rise in October and November.

When the lakes are reconnected to the Columbia Slough, their water levels will mimic those of the river. Water will flow into the lakes with Fall/Winter rains and will be held until late spring, when the manager will begin the draw down. The timing of the draw down will vary, primarily based on the need to control reed canarygrass. In general, draw down will be approximately one foot per 2-4 weeks, depending on how deep the lakes are to begin with, and the depth and duration of water retention for reed canarygrass control.

The following example is for a hypothetical draw down, beginning with a lake elevation of 12-feet above mean sea level (MSL) and drawing down to the essentially dry elevation of 5-feet MSL. Starting lake elevations will vary from year to year and may be as low as 9-10 feet or as high as 13-feet MSL. It is difficult to predict exactly how the draw down will proceed until the new water control structure is in place and one or two years of management have taken place. This chart also compares the water depths for the two launch sites during a typical draw down period. The lake bottom elevations are based on field surveys by Metro and does not account for any dredging at the triangle site.

Water Level above MSL	Depth of Water at Old Canoe Launch	Depth of Water at Triangle Site 250-feet

			250-feet from Shore	from Shore
June	1	12 ft.	5.88 ft	4.5 ft
June	15	11 ft.	4.88 ft	3.5 ft
July	1	10 ft.	3.88 ft	2.5 ft
July	15	9 ft.	2.88 ft	1.5 ft
August	1	8 ft.	1.88 ft	.5 ft
August	15	7 ft.	.88 ft	-
Sept.	1	6 ft.	-	-
Sept.	15	5 ft.	-	-

The two canoe launch sites differ in bottom elevation and slope. This is confirmed by a GIS contour Metro map and survey elevations taken in the lake by the Smith and Bybee Lakes Wildlife Manager. Lake bottom elevations were taken in July, 2000 and earlier this year. At the triangle launch site, the lake bottom slopes gradually into the lake, and takes hundreds of feet to taper from elevations over 8 feet MSL to slightly under 7 ft. At the old launch site, the lake bottom drops rapidly from 8ft. MSL to 6ft.

The difference in depth provides 2-4 weeks more of canoeing season at the old launch site. If the trees are removed from the triangle site to clear a path for paddling access, the water depths provide 2-4 weeks less of a canoe season than the old launch site Dredging would create a channel approximately 20 ft. wide by 900 ft. long.

Distance from Shore/ Ease of Access to the launch site:

Triangle Site
The triangle canoe launch site is approximately 100-feet from the top of bank. The 2:1 embankment on this site will require a switchback trail with retaining walls. In order to limit removal of trees a steeper slope (8.3%) may be designed with handrails. Given the steep banks, use of retaining walls and handrails, the walk may be difficult to navigate with a canoe.

Old Launch Site
The canoe launch is approximately 200-feet from the top of bank. The slopes are gradual from the top of bank to the launch site and would easily allow an accessible path (5% slope) to the water's edge.

Criteria 2. Good vehicle accessibility for drop off and parking, school bus access, ability to accommodate trailers with multiple canoes.

Triangle Site
The triangle site canoe launch is conveniently located across from the proposed parking lot. This allows for ease of access for visitors, children in school buses and trailer parking. Canoeist entering the drop off area will pull to the side of the roadway and offload their canoes. A curb or other barrier will prevent cars from entering the 40-mile loop trail. After unloading the canoe, a person will park their car in the parking lot and walk back to the canoe launch.

Old Launch Site
Because of the distance between the parking lot and old canoe launch, parking is provided for canoeist along the shoulder of the road adjacent to the canoe launch. 10 parking spaces are provided that will accommodate cars, vans and trailers. Similar to the triangle site, cars will pull over to the side of the road and offload their canoes. People would then use a turnaround that is sized to accommodate cars and most trailers and park along the side of the road. Bollards at the end of the trail would prevent cars from driving southeast to North Portland Road.

If this site is chosen, large school buses will be discouraged from driving to the canoe launch site except for special occasions where the bollards may be removed, which allows buses to exit to North Portland Road. The concrete barricades at the entrance to Portland Road would need to be removed and replaced with bollards to allow future access.

CRITERIA 3. GOOD ADA ACCESSIBILITY.

Triangle Site
The Triangle site's steep bank poses some challenges for ADA accessibility. Although a trail can be designed that meets ADA guidelines, the path will require retaining walls, handrails, and tree removal. Because of the 2:1 embankment, a 200 linear foot-path with handrails (path slope at 8%) or a 300 linear foot path (path slopes at 5%) would be required. This would result in a minimum disturbance area of 60-feet by 200-feet. ADA access from the parking lot is provided with designated striping across road to the canoe launch.

Old Launch Site
The old launch site has gentler grades and would not require handrails or retaining walls. A 200-foot long path at 5% slope would connect the drop-off area down to the launch site. An ADA designated stall would be provided along the side of the road.

CRITERIA 4. LIMITED IMPACTS TO NATURAL RESOURCES / FEASIBILITY OF DREDGING.

Based on a recent aerial photograph, the willow and cottonwood growth extends 900- feet into the lake from the shore at the triangle site. In order to design a canoe launch in this area, a 20-foot wide by 900-feet long swath of trees (18,000 SF) will need to be removed. Canoeist would not be able to use this launch without removing these trees as they form a dense, impenetrable thicket at the lake's edge. The 20-foot width allows for two canoes to pass one another and also provides a measure of safety for canoes to easily navigate in-between the trees.

Fill and removal of material in Smith and Bybee Lakes is regulated by the U.S. Army Corps of Engineers and the Oregon Division of State Lands (DSL). DSL has a specific state statute that governs the issuance of fill permits for the lakes. The following statute limits the type of alternatives that can be considered for the Triangle launch site:

> ***196.820 Prohibition against issuance of permits to fill Smith Lake or Bybee Lake; exception.*** *(1) Notwithstanding any provision of ORS 196.600 to 196.905 to the contrary, except as provided in subsection (2) of this section, the Director of the Division of State Lands shall not issue any permit to fill Smith Lake or Bybee Lake, located in Multnomah County, below the contour line which lies 11 feet above mean sea level as determined by the 1947 adjusted United States Coastal Geodetic Survey Datum.*
>
> *(2) Notwithstanding the provision of subsection (1) of this section, the Director of the Division of State Lands may issue a permit to fill Smith Lake or Bybee Lake, located in Multnomah County, if such fill is to enhance or maintain fish and wildlife habitat at or near Smith Lake or Bybee Lake. A fill shall be considered to be for the purpose of enhancing or maintaining fish and wildlife habitat if the proposed fill is approved by the State Department of Fish and Wildlife. [Formerly 541.622 and then 196.690]*

Fill material, as defined by the statute, refers to 50 cubic yards or more. Therefore, fill material under 50-cubic yards may be placed into Smith and Bybee Lakes. Fill material includes pilings, piers, and mats.

Triangle Site Alternatives
Three alternatives were explored for canoe access through the trees to the open water: 1) a surface treatment such as a rubber mat laid on the lake bottom with no dredging; 2) dredging a 900-foot long channel from the shore to the open water; or 3) a 900-foot long dock with no

dredging.

1) Rubber Mat:
After the removal of trees, a rubber mat could be placed on the lake bottom that would discourage the growth of trees and provide a surface for people to carry canoes over.

Several pond and lake liner manufacturers were contacted about using a thin, but sturdy liner for the lake. The manufacturers expressed several concerns about grading a rock/debris free, level surface along the lake bottom for the liner and potential puncturing from people dragging their canoes on the liner. Manufacturers suggested using a thin rubber mat sandwiched between two protection boards with a rock ballast on top to hold the liner down. The total thickness of this system would be between 4 and 6-inches. The total cubic yards would be between 220 and 330. This alternative would be considered fill and exceed the allowable cubic yards by state statute (50 cubic yards). Therefore, DSL would not permit this.

2) Dredging:
A 20-foot by 900-foot long by 2-foot deep channel could be dredged from the lakeshore to the open water. This would result in 1,400 cubic yards of material to be removed, which would be permittable under the state and federal rules that regulate removal and fill.

Metro has performed periodic surface soil sampling on the lake bottom. Based on conversations with Metro and the Division of State Lands, this soil would be considered either clean fill or solid waste. Before dredging could occur, additional core sediment testing will be required, and detailed plans reviewed by a Regional Sediment Evaluation Team. Given the history of the area and recent tests of the surfaces soils, it is suspected that underlying sediments could likely be contaminated with a number of chemicals of concern. An evaluation of the exposed surface would also be necessary to determine if aquatic life would be exposed to a more contamination following dredging. If so, it is possible that the channel would need to be capped.

Excavated material will need to be hauled off the project site and deposited in an approved landfill. Because all of the project area lies within the 100-year flood plain, city code requires all construction activity must balance cut and fill on-site, i.e. there must be no net fill in the floodplain. The city would not consider material excavated from the lake bottom as cut because it does not increase flood storage capability. Aside from substantial impacts to natural resources as a result of tree removal and dredging, long term maintenance to keep the channel open and free of naturalizing trees is a significant issue of concern.

3) Dock:
A dock design has many of the same issues as the previous alternatives. Clearing of trees would be required with accompanying ongoing maintenance concerns. Footings for a dock would be 12-inches wide and 15-feet deep spaced 20-feet on-center. This would total 35 cubic yards of fill and be within the 50 cubic yard threshold. The dock would need to float to allow for water level fluctuations throughout the year. This alternative represents the biggest visual intrusion on the lakes of the three options at the triangle site. Maintenance of the dock is also a consideration.

Old Launch Site
Because of the depth of water and existing vegetation patterns in this area, little to no trees will need to be removed and no dredging would be necessary within the lake.

The potential natural resource impacts with this alternative are associated with returning vehicle use to an additional 1,400 feet of roadway to reach the old launch site. While it is difficult to quantify the impacts to the natural resource as a result of opening up the additional roadway,

roadside parking for 10 cars along the shoulder of the road represents the most direct impact. The parking surface along the road may require an oil/water separator at the parking area.

5. IMPLEMENTATION COST, INCREMENTAL COST PER MONTH ARE WITHIN THE TARGETED BUDGET.

Schematic level costs estimates have been developed for each of the canoe launch alternatives. Detailed estimates have been included at the back of this report. These costs were determined by obtaining estimates from excavation and dredging contractors, conversations with the Multnomah Drainage District, product research, and previous experience. These costs are based on schematic level plans and are sufficient for comparison purposes of alternatives.

Triangle Site - Each of the alternatives assume a total of 18,000 square feet of disturbance area.

1) Rubber Mat $108,000
Includes removal of trees, erosion control, minor grading of the lake bottom, purchase and installation of a rubber mat system and rock ballast.

2) Dredging $165,000 +
Includes removal of trees, mobilization of dredging equipment, erosion control, export of material off-site. The toxicity of the soil will determine what type of landfill the material can be exported to. This cost does not include the potential capping of the dredged channel.

3) Dock $205,000
Includes tree removal, construction of a 10-foot wide dock with piers.

Old Launch Site

Road Extension $56,000
Includes either 1,400 linear feet of concrete curb *or* 8-foot wide planting median along old North Marine Drive to separate motorists and pedestrians, asphalt overlay, roadside parking, and stormwater collection.

Incremental Cost per Additional Month of Use
This criteria was established to compare the incremental costs per month of extending the canoe launch season. At this time, the old canoe launch site has approximately 2 to 4 weeks of additional canoeing season than the triangle site in an average year. Dredging in the triangle site would increase the duration of the canoeing season to match the old launch site. Due to the environmental impacts and costs, additional dredging to further increase the canoeing season is not being considered.

6. LOW LONG TERM MAINTENANCE COSTS

Triangle Site
For the dredging alternative, the primary maintenance cost would be associated with vegetation removal from within the dredged channel. Additional dredging over time probably would not be required because there is no significant water movement within the lake that would deposit sediment within the channel.

Because of the increased depth of the channel, there is not likely to be rigorous growth of willows and cottonwoods within the channel. There may be some migration around the edges of the channel or trees falling or drooping over into the waterway. Emergent growth of smartweed or other aquatic plants will need to be removed. Routine maintenance of vegetation removal would need to occur a minimum of every 2-years. It is difficult to determine the actual maintenance costs because a variety of factors could influence the rate of vegetative growth. For the basis of

this report, it is assumed that $5,000 to $10,000 should be set aside for vegetation removal every two years. Total costs for 10 years of maintenance would be between $25,000 and $50,000.

For the dock, maintenance will include examining the dock yearly for board replacement, power washing, and general upkeep. Depending upon the type of material, the dock would eventually need to be replaced. The costs for tree removal would be similar to the estimates above. Total costs for 10 years of maintenance would be $70,000 to $100,000. The dock itself would need to be replaced after 25 to 30 years.

Due to the fact that rubber mat system would not be permittable, maintenance costs were not determined for this alternative.

Old Launch Site
The primary maintenance cost for this alternative would be the initial watering to establish any roadside planting. Occasional maintenance of this planting would be required over time. Over a 10-year period, maintenance costs would be between $5,000 and $10,000. Depending upon the level of use of the asphalt roadway, an additional layer may need to be added in 15 to 20 years.

7. ADEQUATE VISIBILITY AND SECURITY

A gate will be located at the entry road to the facility next to Marine Drive. The gate will be closed from sunset until 7:00 a.m.

Triangle Launch Site
The Triangle launch site is centrally located next to the parking area. The visibility and security of the launch site will be good with additional tree removal resulting from construction from the accessible ramp and stairs.

Old Launch Site
The old launch site could be more susceptible to vandalism because of its distance away from the main parking lot. However, it does have good visual access down to the water's edge from the road and 40-mile loop trail and would require little tree removal. In either case, future use of the 40-mile loop trail will bring a benefit of increased self-policing and the openness of the launch site will provide an overlook view to the lakes

Bollards would be located at the end of the turnaround adjacent to the launch. Additional bollards can be installed at the east of of the parking lot to eliminate vehicular access during the months the canoe launch is not in use.

8. HARMONIOUS INTEGRATION WITH THE 40-MILE LOOP TRAIL AND OTHER FACILITIES.

Triangle Site
The central location of the triangle site provides consolidated trailhead amenities for bicyclists, pedestrians, and canoeists. The parking lot, paths and launch drop off have been designed to minimize user conflicts.

Old Launch Site
Because the Old North Marine Drive site extends the amount of area that motorists will use to access the launch, there is some increased potential for conflicts between motorists and trail users. A concrete curb will provide an effective barrier between the trail users and the road, but the turnaround area will require some overlapping use. In both cases launch drop off requires crossing the 40-mile loop trail and facility design will need to minimize potential conflicts of bicyclists and paddlers.

The railway line should also be considered a facility that could impact the design. The old launch

site and associated parking is closer to the railway lines than it would be at the triangle site, however a 12-foot high embankment should discourage pedestrian access to the rail lines separates it. At this time, fencing or barricades are not being considered between the parking area and railway lines. The design was reviewed by PDOT Rail Safety Division and determined that the design meets setback requirements and does not require fencing or barricades. At a minimum, signage should be incorporated into the design.

9. PROXIMITY TO OTHER AMENITIES

The two primary amenities that canoeists might also use are the restroom and connection to the Interlakes Trail. The triangle site has an ideal relationship to the restroom and is approximately 1,400 feet from the head of the Interlakes Trail. The old launch site does not have an ideal proximity to other amenities. It is 1,400 beyond the main parking area and is 2,800 feet from the head of the Interlakes trail.

10. COMPOSITION OF STORMWATER OUTFALL DISCHARGE

There is a 60-inch stormwater outfall that is located adjacent to the old launch site and discharges into the lake. The stormwater outfall is on Port property and appears to have been constructed as part of a mitigation agreement with Burlington Northern Railroad.

The stormwater outfall is connected to a wetland on the northeast side of the railroad tracks. Two sets of three inverted pipes collect water in the wetland, and the water drains out of the outfall into the canoe launch area. The pipes are inverted to prevent oil from entering the stormwater discharge. In an interview with a neighboring businessman, he reported seeing the water in the wetland high enough to run out of the outfall only once since 1996.

Several businesses are located in the vicinity of the wetland. Merit USA had a stormwater discharge permit but it was terminated because Merit retains its stormwater on site and reuses it (this was confirmed by a BES inspection). Supreme Perlite has a stormwater discharge permit and discharges to the long ditch that connects to the wetland. The perlite manufacturer has catch basins on site and discharges primarily suspended solids; the perlite itself is fairly inert. Evergreen Stage Lines, a truck shop, has catch basins on site and BES has inspected the facility twice in the past year. Evergreen does not have a discharge permit because its stormwater infiltrates on site. The business also has catch basins to capture materials from the truck repair area, and recent dye tests confirmed that material in the catch basins drains to an oil-water separator on site, which then drains to the sanitary sewer.

There do not appear to be any significant stormwater discharges occurring to this outfall at the present time. Also, surface water and sediment tests from a site near the canoe launch (conducted by Metro REM) do not show significant differences in measured contaminants from other locations in and around the wildlife area.

Potential options for addressing the outfall include the minimum level of erosion protection and plantings to improve appearance to a variety of treatment alternatives including bioswales or storm water filter systems.

11. LIKELIHOOD OF OBTAINING PERMITS FOR WORK.

The following is a summary of the permits related to the siting of the canoe launch that will be required, or potentially required depending on the canoe launch design outcome. Extensive in-water permitting would be required for the triangle site and very little, if any, for the old launch site.

Division of State Lands
Joint Removal-Fill Permits are required for the removal fill, or alteration of more than 50 cubic yards of material within the bed or banks of waters of the State of Oregon. DSL prohibits the issuance of permits to fill Smith or Bybee Lakes below the 11-foot contour (ORS 196.820), unless such fill is for fish and wildlife habitat enhancement.

DSL requires mitigation if the removal or fill exceeds 50 cubic yards. Mitigation for impacts is required at ratios adopted by DSL and accepted by Corps of Engineers. These are:

Wetland Restoration:	1 acre of impact for 1 acre of restoration
Wetland Creation:	1 acre of impact for 1.5 acres of creation
Wetland Enhancement:	1 acre of impact for 3 acres of enhancement

Flood Plain
Because the project is within the 100-year flood plain, there must be no net fill that would reduce flood storage capacity. Any fill must be balanced with a corresponding cut.

Section 404 Clean Water Act
This section of the Clean Water Act provides the mechanisms for the Corps of Engineers to regulate the discharge of dredged or fill materials into waters of the United States and their adjacent wetlands. The Corps does not regulate removal of material if it is not in-water disposal and there is no incidental fall-back" of dredged material. The Corps permit is a Joint Removal Fill permit that is submitted to both DSL and the Corps.

401 Water Quality Certification
This certification is from the Department of Environmental Quality (DEQ) and is attached to the Corps Section 404 permit. Depending on the toxicity of any dredged material and proposed disposal, additional DEQ requirements may be necessary, such as capping, solid waste disposal or additional testing of dredge material.

A Biological Assessment (BA) may be required by the Corps of Engineers if material is dredged from Smith Lake. This assessment may be necessary due to the new water control structure that allows for anadromous fish (chinook salmon) to enter the lake.

Any type of dredging and significant tree removal would require a number of permits. Although current regulation would allow the dredging or dock, the sediment analysis and permitting review by Division of State Lands, Department of Environmental Quality, and the Corps of Engineers could be an onerous and lengthy process. Also, dredging would require a land use review with the City of Portland.

Canoe Launch Matrix
Using the canoe launch information above, a matrix was completed that assigns relative values to each of the criteria.

Smith and Bybee Lakes Wildlife Area
Canoe Launch Evaluation Matrix

		Old Launch Site	Triangle Site
1	Adequate water depths at launch site and surrounding lake area, distance from shore, ease of access (substrate and distance)	●	○
2	Good vehicle accessibility for drop off and parking, school bus access, ability to accommodate trailers with multiple canoes	⊕	●
3	Convenient ADA Accessibility	⊕	⊕
4	Limited impacts to natural resources/Feasibility of dredging	●	○
5	Implementation costs, incremental cost are within targeted budget	●	○
6	Low long term maintenance costs	●	○
7	Good visibility and security	○	●
8	Harmonious integration with 40-mile Loop Trail and other facilities	⊕	●
9	Proximity of amenities	○	●
10	Composition of stormwater outfall discharge	⊕	NA
11	Likelihood of obtaining permits for proposed work	●	⊕

● Fully meets criteria

⊕ Partially meets criteria

○ Does not meet criteria

NA Not Applicable

Conclusion/Summary Statement

In the 1999 plan, the three most important criteria for judging the potential canoe launch were protection of the natural resources, ease in which to access the lake, and proximity of amenities. The old canoe launch site is more feasible with respect to site suitability for launching, limiting impacts to natural resources, development costs and long term maintenance. The triangle site is less feasible when evaluated for the above criteria but it would afford greater advantages of proximity to the restroom and parking lot, visibility and security of the launch site. In general, the

old canoe launch site has less impact on the lake and natural resources, but spreads out the human activity. The triangle site concentrates most of the human activity in one area, but has greater impacts on the land.

In examining the two alternatives, the project costs and phasing must be considered. Metro has established a $400,000 budget for the project improvements that include the canoe launch and associated improvements. Based on the current design that closely resembles the 1999 facilities plan in areas of impact and materials, the construction estimate is $400,000. This includes some costs for the canoe launch improvements but does not take into account the estimates for dredging or a dock. If the triangle site is chosen, then a phasing plan should be considered that allows for initial construction of improvements with a future phase as funding becomes available. The phasing plan could result in construction of the parking lot in a first phase, and an improved canoe launch site in a second phase when additional funding is available.

Additional information on the Summary and Conclusion will be written here based on the Management Committee meeting.

APPENDIX

Smith and Bybee Lakes					
Canoe Launch Alternatives					
Lango Hansen Landscape Architects - September 1, 2002					
Item	Quantity	Unit	Cost/Unit		Cost
Rubber Mat					
Mobilization of Contractor	1	ls	6,500.00	$	6,500
Clear Lake Vegetation	18,000	sf	2.00	$	36,000
Set Up Erosion Control Devices	1	ls	7,500.00	$	7,500
Grade Lake Bottom/Remove Rocks	18,000	sf	0.50	$	9,000
Protection Board/Rubber Mat	18,000	sf	1.25	$	22,500
Rubber Mat Installation	18,000	sf	1.25	$	22,500
Ballast Installation	111	cy	15.00	$	1,665
Clean Up and Repair	1	ls	2,250.00	$	2,250
TOTAL COST				$	107,915
Dredging					
Mobilization of Contractor	1	ls	15,100.00	$	15,100
Clear Lake Vegetation	18,000	sf	1.50	$	27,000
Set Up Erosion Control Devices	1	ls	12,620.00	$	12,620
(double ring silt curtains)					
Dewatering	1	ls	5,400.00	$	5,400
Dredging	1,500	cy	35.00	$	52,500
Haul off Site (120 truckloads)	1,500	cy	25.00	$	37,500
Environmental Restoration/Repair	1	ls	15,200.00	$	15,200
TOTAL COST				$	165,320
Boardwalk/No Dredging					
Mobilization of Contractor	1	ls	7,000.00	$	7,000
Clear Lake Vegetation	18,000	sf	2.00	$	36,000
Set Up Erosion Control Devices	1	ls	12,620.00	$	12,620
Install 10-foot wide Boardwalk	9,000	sf	15.00	$	135,000
Environmental Restoration/Repair	1	ls	15,200.00	$	15,200
TOTAL COST				$	205,820
Roadway to Old Canoe Launch - 1,400' long					
Markings	1	ls	1,500.00	$	1,500
New Asphalt Lift	30,000	sf	0.75	$	22,500
Signage	1	ls	1,500.00	$	1,500
Extruded Curb	1,400	sf	5.00	$	7,000
Gravel Parking	6,600	sf	1.50	$	9,900
Stormwater Control at Parking	1	ls	5,000.00	$	5,000
Outfall Bioswale	2,500	sf	3.00	$	7,500
TOTAL COST				$	54,900
8'Planted Median			ADD	$	19,000

Launch Site Locations
Not to Scale

From: "Rennis, Denise" <rennid@portptld.com>
To: 'Patricia Sullivan' <sullivanp@metro.dst.or.us>, <NANCYH@BES.CI.PORTLAND.OR.US>, <PKGREGG@ci.portland.or.us>, <PKJIMS@ci.portland.or.us>, <emroth@hevanet.com>, <franko@hevanet.com>, Rex Burkholder <Burkholderr@metro.dst.or.us>, Jim Morgan <morganj@metro.dst.or.us>, Elaine Stewart <stewarte@metro.dst.or.us>, <popdyke@pacifier.com>, "Rennis, Denise" <rennid@portptld.com>
Date: 9/11/02 6:01PM
Subject: RE: Canoe Launch Feasibility Report

Given the extremely short time the Project Manager for this study is giving us to review the feasibility report, it is not likely that I will get a chance to review it in any detail. I have, however, noted that although the consultants make several good points, they also provide misleading information in several key sections. For those of you interested, I summarize these below. I recommend that we not be rushed into voting on the canoe launch prior to the next meeting as specified by Lora Price, but that we have one final discussion on the 24th. One issue to consider (put forward by the consultants in the feasibility report) is to actually hold off on making a decision on the canoe launch location until more information is known. My comments involve lake levels and distance to navigable water, the outfall, cost and the canoe launch matrix.

1. Lake levels. I was hoping the consultants would actually address the distance boaters would have to walk prior to reaching navigable water. I managed to find various aerial photos in the Port archives (mostly from May through August from 1975 onwards) which give a fairly good aerial view of high points that boaters would need to portage from both launch sites given different water levels over the summer months in order to get to navigable water (e.g. uninterrupted areas of water that appear to be greater than 4" deep). It makes for interesting viewing. But perhaps you're all aware of this already? I would be willing to have these enlarged and printed for the next meeting, however it will take some time and will obviously cost some money and I would only be willing to do this if we are still debating the canoe option issue.

2. Outfall. The consultants have not identified any major issue with the outfall. They have not included any information about the Rhone Poulenc facility or Fuel Processors Inc. both of which have discharged to this area in the past and are still subject to DEQ and EPA court ordered actions for clean up of contaminated sediments. (Information can be found on the DEQ website regarding these two facilities). Oil drums have been noted in the small wetland area to the north of the tracks by Port Engineers and recent reports have been filed by our engineers regarding strong odors and fumes coming from the outfall where it discharges to the lakes. This issue obviously needs closer examination.

3. Cost. There are a number of items that the consultants have not included as part of the costs for the old launch site. This includes the City of Portland Land Use Review that would need to be done for creating more impervious surface in an Ezone (turn around), the costs for planting and irrigating landscaped or planted areas along the additional roadway (or perhaps no planting is anticipated?), and the costs for addressing the outfall.

4. Canoe Launch Matrix. I disagree somewhat on the values given to each option. item 4) given the amount of walking that may need to be done on

either option across high areas of the lake, both launch sites have impacts. item 5) as noted above I do not believe the costs have been adequately assessed. item 6) long term maintenance of the old launch site will include trash pickup, oil spill cleanup, plant maintenance to name a few and I would not consider this 'low'. item 7) the old launch site is visible. item 8. the old launch site does conflict with the 40 mile loop trail as the turn around will cross the trail. It does not appear to meet criteria.

If most of you are in favor of voting on this issue prior to the next meeting so that we can move onto new topics, then I certainly won't belabor the points above. I still recommend that we save some time on Tuesday for discussing the two options in light of the consultant's report and consider adding the third option of delaying a selection of canoe launch until more information is known.

Dear members of the management committee,

Your August 27th meeting will actually be a meeting of the Project Advisory Committee for the Smith and Bybee facilities project. All members of the management committee are also members of the PAC, as well as three representatives from the Regional Arts and Culture Council.

The PAC will get a presentation from the design team on the preliminary design concept. This will include the parking and staging area, public art, and canoe launch feasibility study, old parking lot demo and restoration, entry and drive improvements, etc.. The design team will incorporate your comments into its final design, which will be presented to you at the September meeting.

Please be ready to stay until 7:30 on Tuesday night if needed. There is a lot of material to cover, and we need your input. Thanks for your help!

-Elaine Stewart

An asterisk following Elaine Stewart's name erroneously indicated her as a voting member in the April notes. A clarification was also made by Stewart regarding SBLMC 's participation on the Project Advisory Committee (PAC) that will be formed for the public art project at the lakes. All members of SBLMC will be members of the PAC. The April meeting notes were approved as amended. The vote was seven in favor, three abstaining.

From: Elaine Stewart
To: kurt@langohansen.com; Lora Price
Date: 8/29/02 1:36PM
Subject: Re: Notes from last night

I put my replies in bold after each question, hopefully they come across OK.

-Elaine

>>> Lora Price 08/29/02 12:08PM >>>
Thanks Elaine for getting these out right away. Looking at my notes, they look very thorough, although I have a couple of points to add.

1) I thought I heard Jim Morgan say that they had removed a trail from the area we were considering putting one in to protect habitat. Is that correct?

Jim was manager when the interlakes trail was built. He was talking about moving parts of the trail out of sensitive areas - actual construction did not exactly match the conceptual alignment that had been on papaer.

2) Gregg Everhardt thought the parking scheme would invite too much cutting across the swale and onto the trail (though I'm not sure if her perception is accurate)

Her point is in my notes, but I forgot to put her name next to it.

3) I believe it was Gregg also who made reference to a study they did to calulate likely inundation of a trail through the months of the year and wanted to see a similar calculation for the launch site. (Elaine, You have indicated that you will be controlling the the level of the lakes so could you provide Kurt with the anticipated levels you expext to keep the lake at, for the months of June through September in particular, so the team then can corelate them with the existing and proposed lake bottom elevations at each launch site so we can better quantify the 'length of access' question that is an important one for the committee.

Gregg was alluding to the Port of Portland's work on trail alignment along the Columbia Slough. They worked with the city and other entities to evaluate the projected number of days that a proposed alignment would be inundated, using Columbia or Willamette River levels. Kurt, I'll do my best to do some ballpark calculations for you; it will depend on rainfall and flooding each year, but maybe I can forecast a "typical" year.

>>> Elaine Stewart 08/28/02 10:00AM >>>
FYI, here are my notes that I took last night.

-Elaine

Elaine Stewart
Smith and Bybee Lakes Wildlife Area Manager
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Tel 503.797.1515
Fax 503.797.1849
stewarte@metro.dst.or.us

From: Lora Price
To: Elaine Stewart; kurt@langohansen.com
Date: 8/29/02 12:08PM
Subject: Re: Notes from last night

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>>> Elaine Stewart 08/28/02 10:00AM >>>
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CC: Patricia Sullivan

Notes from discussion on preliminary concept design – recreational facilities
Project Advisory Committee meeting, August 27, 2002

Soft surface trail – what is the elevation? May flood in winter and spring. (Roth)

Maintenance – what will the costs be? Need to pare project down to the minimum to avoid costs that we can't afford on our lean budget. (Clark)

Soft surface trail – is it in sensitive habitat? (Opdyke) [ems – no]

Willow "weaves" – can you describe more fully? (Roth) [Nanda described them]

Art on the lakes – does not like the idea, recommends that art on the south side of the 40-mile Loop Trail be minimized, because the natural area is art in itself. (Opila)

Viewing blinds are located along the interlakes trail, are there plans for any wildlife viewing areas along the trails here? (Opdyke) [not at this point but may have an opportunity along the soft surface trail]

Does not want to see art on the lakes, wants the other installations to be more permanent and not transient/ephemeral. (Bob Neilsen)

Interested in art on the water, idea of vertical change. (Ian)

No opinion on whether art should be on water, but concept seems disparate with rest of art proposed for site, is more apparently man-made. (Steve)

Why not pull out the dozen or so bird blinds abandoned in the lakes and use them to make a sculpture on the shore? (Clark)

Less is better – feels that perspective from the Friends of Smith and Bybee Lakes is being left out here. (Clark)

Reference sculpture in lakes could incorporate large woody debris, which would also serve habitat functions. (Morgan)

Native American references – this area not used for major boat launches or fish weirs, but first peoples did build ovens for baking wapato; fire-cracked stones have been found there. (Morgan)

Use of very large stones – these large rocks are generally erratics deposited during Missoula floods and tend to be located on higher sites, not at low elevations like the lakes. (Morgan)

Parking – may also have to mitigate for parking at old canoe launch site if that is final selection. (Morgan)

Willows – will lose a lot to beavers, and shape of the walls will be lost to observers as trees grow, damage occurs, etc. (Morgan)

Soft surface trail – is going into a wetland area, and there may be permit challenges to building it. (Morgan)

Entry – habitat trees need to be integrated into the restoration work. Otherwise, if cottonwoods are planted around them the habitat trees will soon be covered up. (Morgan)

Agree with Opila to keep develop on north side of road. (Morgan)

Has the railroad's access to their rails been dealt with? (Clark) [yes]

Earlier plans had an interpretive center in the southeast corner of the wildlife area, is this now abandoned? [yes, current plan is new approach]

Stormwater outfall – need to ensure it's only stormwater and not full of pollutants. (Roth)

Feasibility analysis did not address all the pros and cons of the canoe launch, two things in particular are 1) operational concerns from cars (surface pollution), 2) look at the water levels and how they compare at the sites. Need to weigh environmental impacts of the two launch sites. (Rennis)

Picnic tables – should we have them? (Davis)

Canoe launch – east site allows for getting boat further into lake even as it dries because of sand substrate. (Opila)

Art in the lakes – not necessarily opposed to it but issue of scale – prefers a more intimate experience. (Michael)

Habitat trees – intended to be symbolic or functional? (Michael) [Nanda – goal is to be useable but depends on siting]

Bat houses close to people are often vandalized because a lot of people still do not like bats. Maybe do installation in more distant location. (Michael)

Vandalism – is there a contingency for repairs? (Michael)

Like a lot of the art, will there be interpretive signage? How will people learn about the art? (Michael) [Calhoun – RACC is moving toward more descriptive identification. Nanda – likes the model of descriptive writeups at a central location but not necessarily right next to art where it may interfere with experience]

Soft surface trail – hesitant about more human intrusion next to habitat. (Michael)

Endorses focusing art on north side of the road. (Michael)

Trail width – the section of the 40-mile Loop Trail along the wildlife area was narrowed from 12' to 10' as part of the North Marine Drive widening project, to avoid encroaching further into wildlife area. Can we do the same here? (Hendrickson)

First concept (using old canoe launch) will have many places where people will cross the road, this is a safety issue. (Everhart) [Kurt – design elements will direct people where to go]

North Portland Rd. entrance – Port is not interested in conveying message about navigation, wants to stress the naturalness of the area and blend it with the wildlife area. (Rennis)

Prefers not to have art installed in the lake. (Rennis)

Likes continuity of art from BES facility to N Portland Rd to Marine Dr entrance. (Roth)

Bioswales – not a fan of their use for parking lots (Rennis) [Bob G. – would use trap basin/catches; Rennis OK with this]

Where kids will eat – big rocks will be good for low picnics. (Clark)

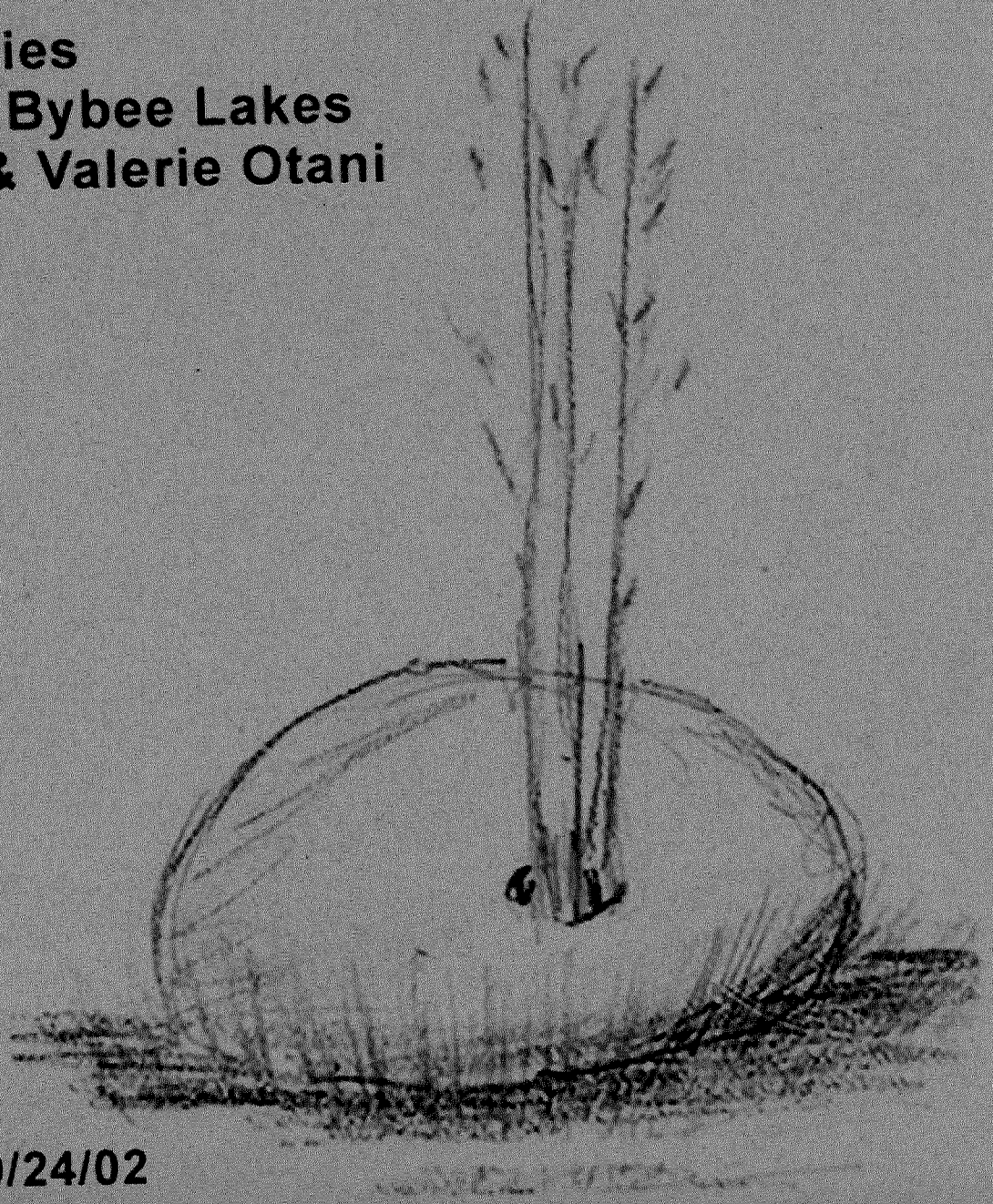
Kurt summarized:
1) Soft surface trail concerns include elevation and wildlife impacts.
2) Canoe launch – general preference for the old boat launch site
   PAC disagreed with this point, does not feel issue is settled.

Show of hands – how many need additional analysis/information to feel comfortable providing direction to design team about canoe launch location? 4 need more, 2 OK

Straw vote – 7 favor old launch site, 1 favored triangle site, 1 abstained (2 had left earlier).

Next steps: provide additional information to PAC, they will ask questions, those will be answered, then PAC will vote. All to be done via email, about a week for each step.

Flows and Eddies
Public Art for Smith and Bybee Lakes
By Fernanda D'Agostino & Valerie Otani



Conceptual Design Report 9/24/02

FLOWS AND EDDIES: Art for Smith and Bybee Lakes

Fernanda D'Agostino and Valerie Otani

The art and the landscape are intertwined in an approach that juxtaposes broad sweeping gestures on the land with more intimate experiences that detail the special qualities of the lakes and the natural preservation area. The sinuous but subtle curves of willow and other native plantings undulate through the site, alternately opening up to create vistas and narrowing down to create passages through green. The result adds a rhythmic, inhale and exhale to the journey through the site.

Native American stone fish traps inspire the curving shapes of "habitat drifts". The flowing lines of willows and other native plants embrace focal points of sculpture or more concentrated areas of planting and stone. These "eddies" of landscape and art will include large carved stones. Simply carved in a way that evokes fossils or the stone implements of early man, the rocks will be inspired by the forms of seedpods, seeds or other elements found in the environment.

The curving landscape "habitat drifts" will also evoke tide lines, or the changing edge of the lakes through the seasons and years. The plantings are functional elements as well, serving to retain and cleanse water, provide habitat and screen views.

The art is intended to arouse curiosity and stimulate reflection on the special qualities of the lakes. The principles that inspire the art are:

The **dynamic changes** that will be affecting lakes as the water control structure and rehabilitation of the land proceed. The art elements are visual markers that interact with the environment to become subtle benchmarks of change.

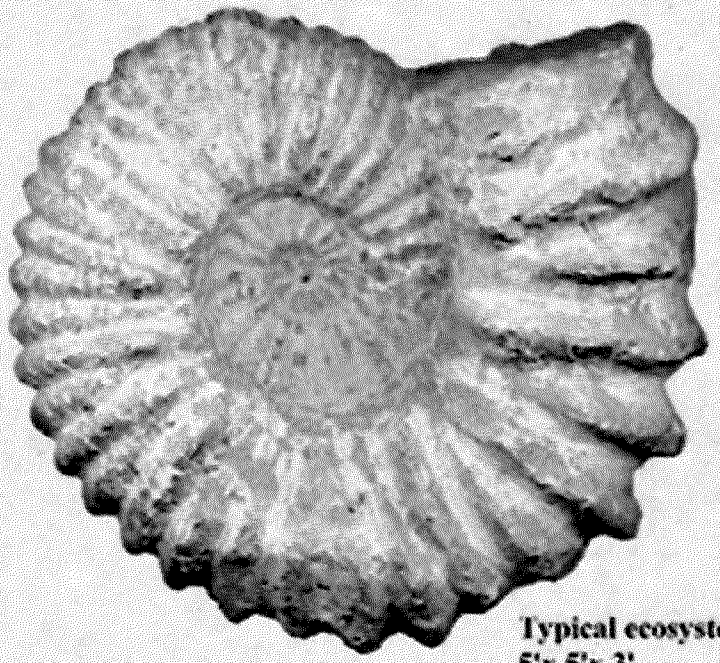
The **sense of "deep time"**, a connection to the pre-urban tranquility of the lakes. Poised on this moment of major change in the lakes habitat, the artwork evokes the many eras of time in the life of the lake, from fossils to Native American presence to the restoration of plants for the future health of the environment. This sense of the connection to past and future generations that resonate from the artwork reinforces the sense of stewardship for the land.

The **creation of habitat**. Bird and bat houses, raptor perches and nesting platforms are incorporated into the creation of the art elements. Willow plantings and lines of driftwood and rocks also create habitat.

Creating **gathering places and teaching landscapes** at many points throughout the site serve as focal points for interpretive tours, resting places and viewpoints to encourage visitors to spend more time absorbing the qualities of the place around them.

9 Ecology Stones

3 ½' – 5' in diameter
31.5% of budget

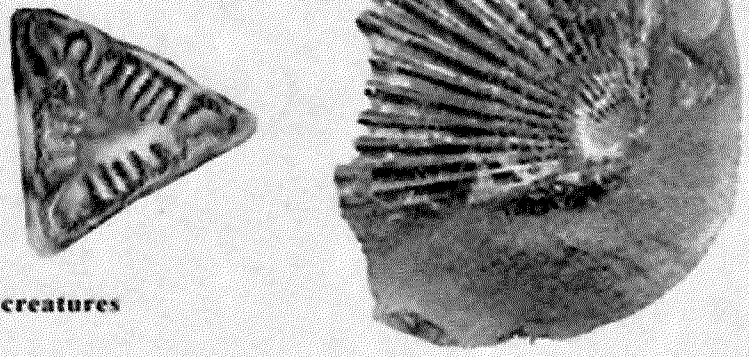


Typical ecosystem Stone
5'x 5'x 3'

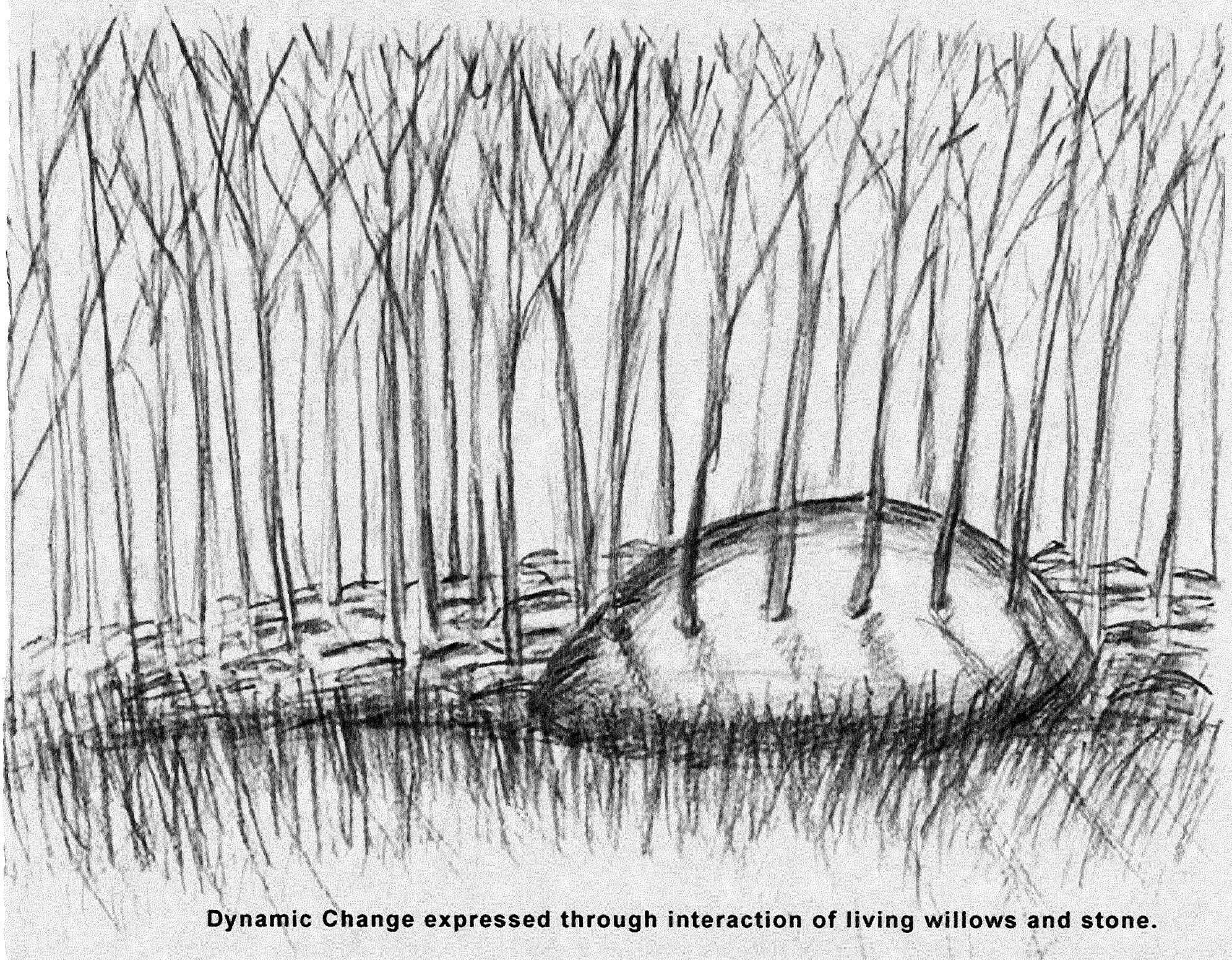
Typical Microcosm Stones 40"x 40"x 40"

Typical ecosystem fragment stone-4'x4'x3'

Clusters of ecology stones -microscopic creatures



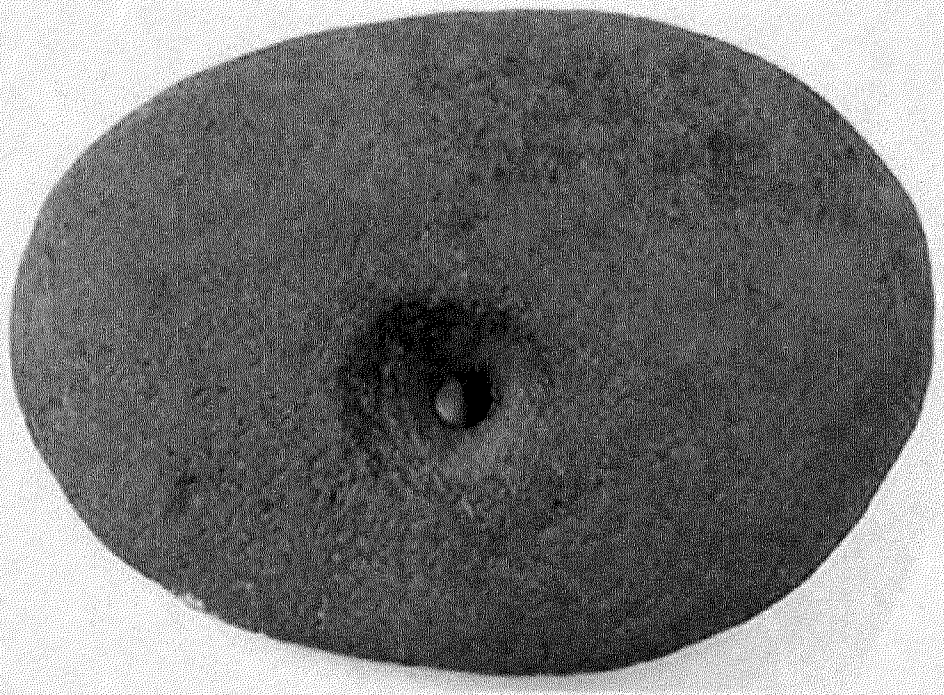
Large, simply carved stones will be placed in the landscape, cupped in the curves of the habitat drifts or as punctuation at the end of a line of plantings. The stones will have the character of large fossils, creating an intriguing change in scale as they are magnified to 3 to 5 feet. Seedpods, plants native to the area, or Native American tools will inspire their forms. The stones would be set in areas where they could be approached, touched and climbed on. Some stones will illustrate the principles of dynamic change. Large boulders drilled with holes will have trees planted through the holes. In time, the trees might overpower the rock, splitting them in two.



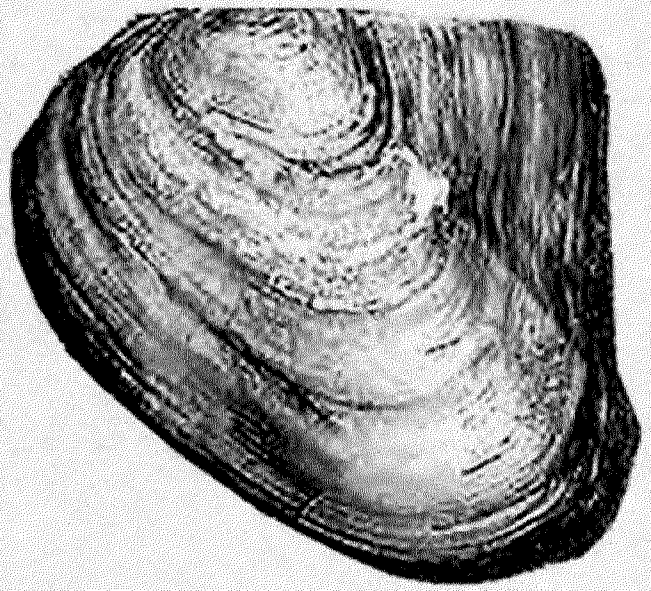
Dynamic Change expressed through interaction of living willows and stone.

2 Gathering Stones

Approximately 9' x 6' x 2'
12% of budget



Creation Myth Stone; 9'x 6'



Mussel Shell Time Lines and Tide Lines Stone

Creation Stone

The Chinook peoples have a creation story in which women are born from a hole in a rock. We would create a large 9' x 6' ovoid stone with a hole from which would swirl images of local species. The stone, placed in the central plaza of the parking lot would be a gathering place, the logical "landing pad" for school groups or interpretive walks. The large scale accented with the intrigue of the hole and the detail of the imagery would create a major focal point for beginning the walk through the natural area.

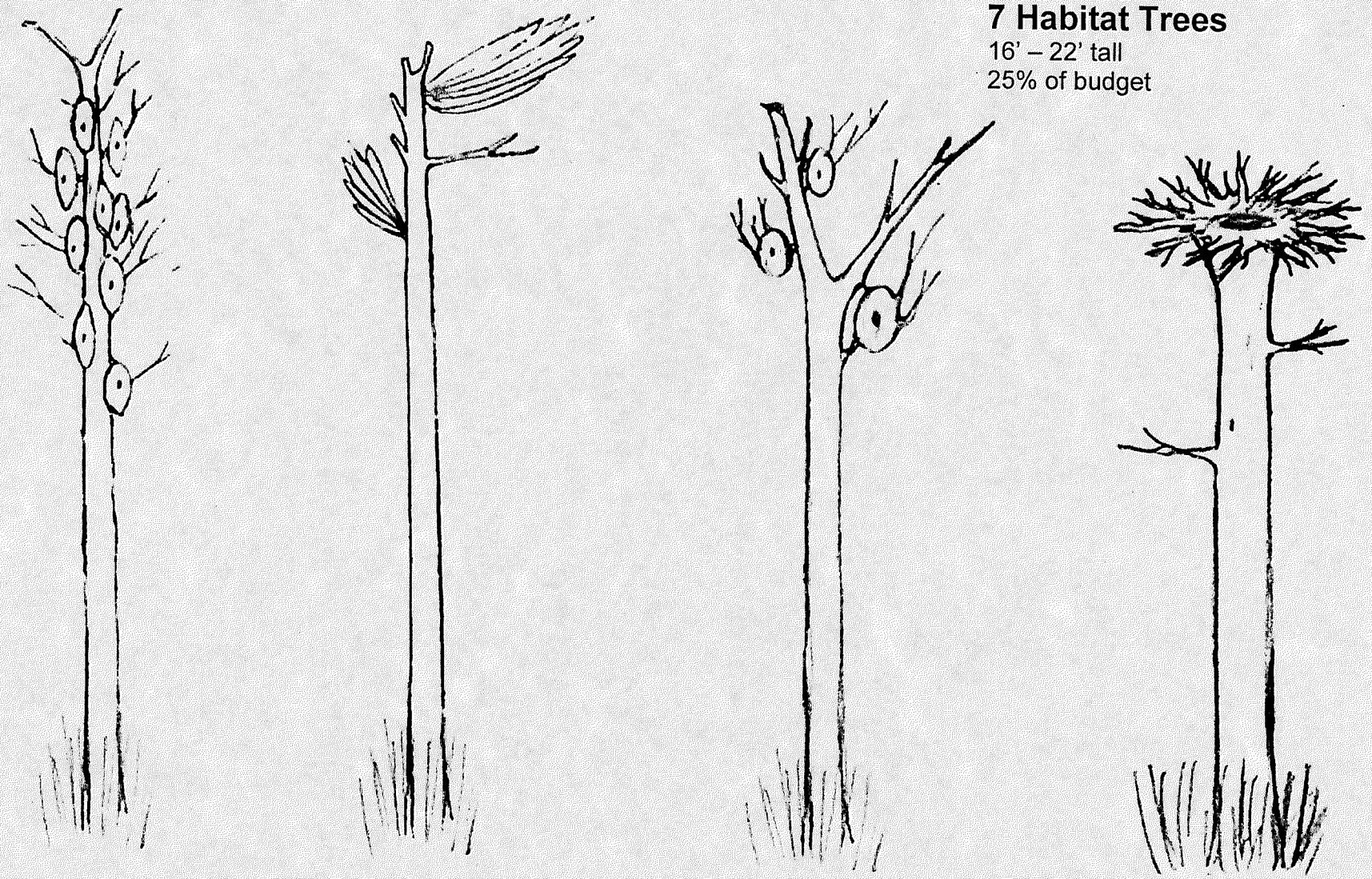
Mussel Shell Time Lines

A large carved stone based on the fresh water mussels found in the lake will identify the canoe launch. The lines of the shell form are an opportunity to refer to the natural history of the site with engraved lines of text. The stone provides another gathering place for naturalist's talks and orientation before boating on the lake.

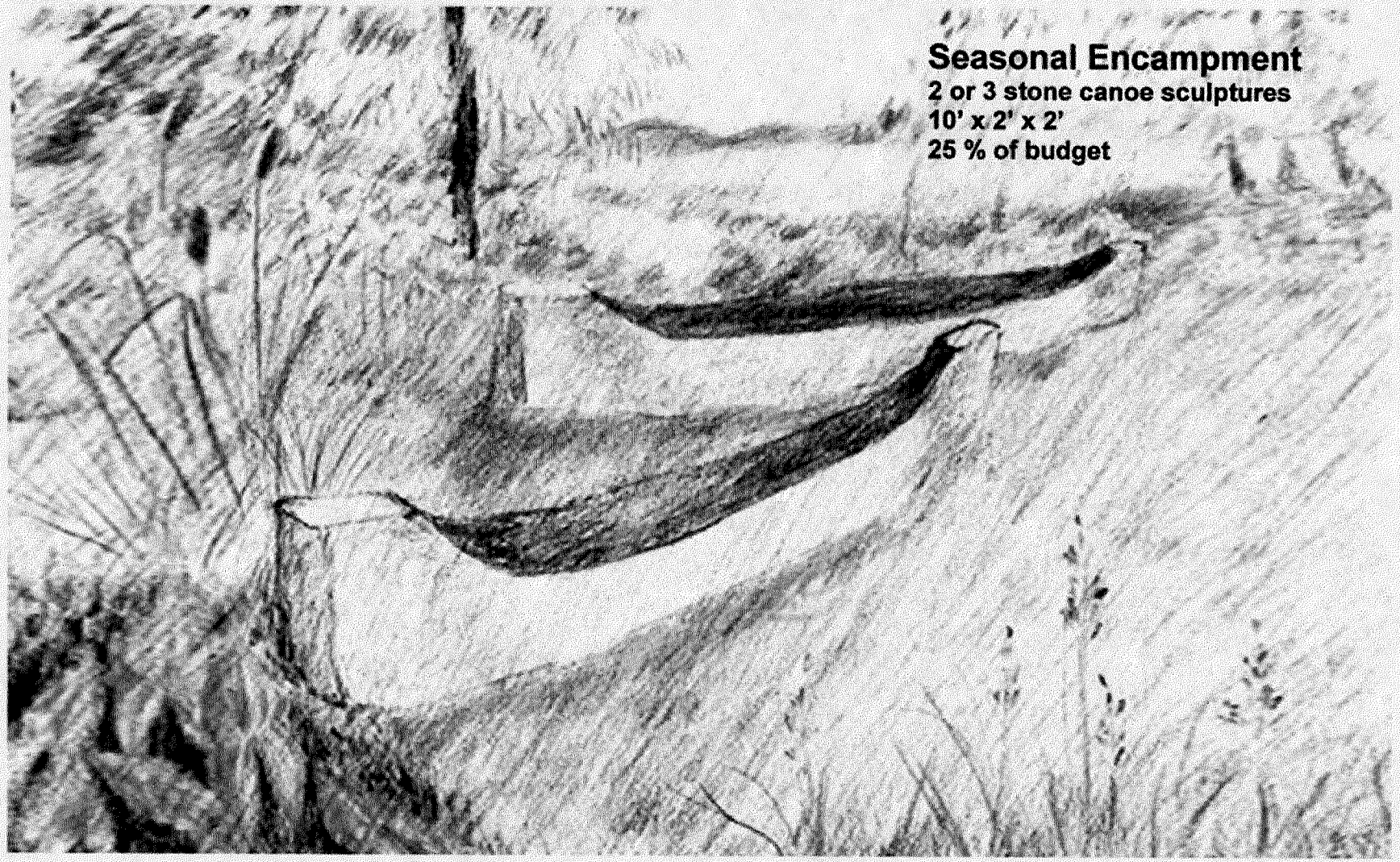
7 Habitat Trees

16' – 22' tall

25% of budget



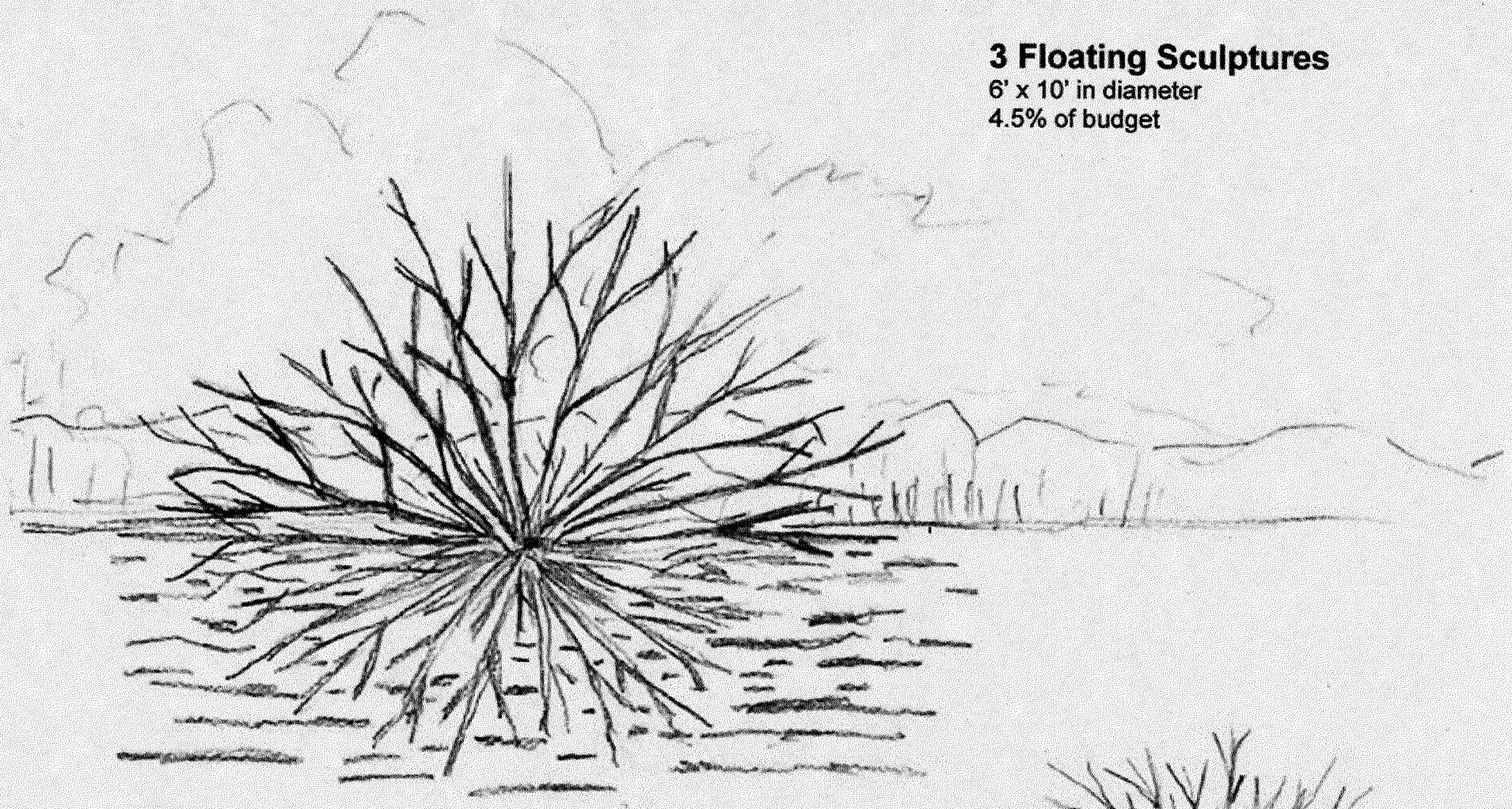
Sculptural wooden poles will be visually intriguing to humans and also create habitat for birds and bats. For her poles at the Columbia Wastewater Treatment Plant, Nanda worked with naturalists to create nesting cavities within the sculptures that would be attractive to birds. Here, too, the designs will create perches and cavities attractive to local species. The sculptures will be of a family related to those at the Plant, but be different in form. The sculptural forms would reflect things that are found on site, and they would be placed in open areas backed by woods to give people a clue to the varied users of the habitat. Multiple pods for purple martin colonies, an osprey perch and bat houses are among those planned.

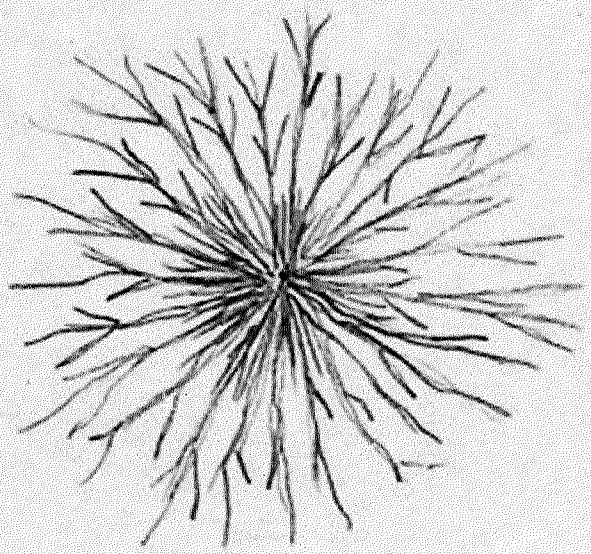


The detention ponds offer a wonderful opportunity to create multi-dimensional orientation point for experiencing the lakes. The twin ponds mirror our two lakes. There are vistas of Smith Lake and the hills beyond, and the opportunity to see up close plants at the water's edge. The pond area is an opportunity to create a teaching landscape, establishing plants like wapato, camas and nettles that were important to Native Americans for food, cordage or basket making. A sculptural grouping inspired by the forms of Chinook canoes carved from columnar basalt will evoke the use of the lake as a seasonal encampment for fishing and harvesting. The Chinook were famous for their dugout canoes that propelled them to establish an extensive trading network throughout the Columbia River basin. Canoes were also used in harvesting wapato in the lakes. The casual grouping of canoe forms will evoke an interrupted moment in daily life, and create an emotional connection between past and present.

3 Floating Sculptures

6' x 10' in diameter
4.5% of budget





The dynamic changes that will be taking place in the lakes will be brought into focus with twig "habitat islands" floating on the lake. Like a signal buoy that helps mark the path back to the canoe launch, the sculptures will rise and fall with fluctuations in water level and change in scale as plants around the lake grow in size. The corona of twigs will create perches for flocks of tree swallows or cormorants drying their wings. The nest-like islands will allude to the many birds, from grebes to canvasbacks and coots, who build floating nests. In one or two seasons, the islands, made of natural materials, will disintegrate into woody debris, but the existence of the islands will mark the opening of the restored areas and create another way to embed the experience of the lake in our experiential memory.

Port of Portland Entrance

Mirroring the entry at Marine Drive, a grouping of Habitat Trees and Ecology Stones would be embraced by the landscape. As at Marine Drive, the combination of vertical and earthbound elements would create a landmark entryway on a scale in keeping with the natural site. Themes for the art elements would reflect life on the water and marine history.

9/24/02