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coordinated by:

**Smith & Bybee Lakes Natural Area  
Management Committee**

*Jeffrey A. Kee, Chair*

**Metro**

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**Smith & Bybee Lakes Management Committee Meeting**

5:30 p.m. - 7:00 p.m., Tuesday, April 22, 1997

Metro Regional Center, Room 270

600 NE Grand Avenue

Portland, Oregon

**AGENDA**

- ♦ ***Updates***
- ♦ ***Presentation - 40 Mile Loop Trail (30 minutes)***
- ♦ ***Presentation - Jerry Friesen/ Portland Fill Gas (15 minutes)***
- ♦ ***Discussion - Brainstorming on Projects & Priorities***
- ♦ ***Discussion - Plans for Public Meeting/ Open House***



METRO

## Smith & Bybee Lakes Management Committee Meeting Notes

Metro Regional Center  
Room 270  
Tuesday, April 22, 1997  
5:30 PM

### In Attendance:

Jeffrey A. Kee *	Friends of Smith & Bybee Lakes
Jim Sjulín *	City of Portland, Parks & Recreation
Troy Clark *	Portland Audubon Society
Gerald Wright *	Merit Oil
Arlene Holmes	Friends of Smith & Bybee Lakes
Neil Schulman	Metro, Regional Parks & Greenspaces
Tim VanWormer *	Port of Portland
Frank Opila	Friends of Smith & Bybee Lakes
Patricia Sullivan	Metro, Regional Parks & Greenspaces
Nancy Hendrickson *	City of Portland, BES
Emily Roth	Metro, Regional Parks & Greenspaces
Paul Ehinger	Metro, Regional Environmental Management

\* voting members

### Updates

Emily Roth announced that **Pat Lee has resigned** from Metro as of April 15, 1997 to pursue other opportunities. Jim Morgan will be taking his place on the Smith & Bybee Lakes Management Committee, as a voting member representing the Executive Office. Jim is on vacation in Georgia this week, but will be in attendance at May's meeting.

There has been **progress on the Rivergate Agreement** with the Port of Portland and the signatory agencies. The Port of Portland will pay for removal of the water control structure, the construction of the new water control structure and providing a pumping system for water augmentation. Emily has met with Brian Campbell and Rollie Montagne from the Port to work out the steps. She will be in charge of obtaining the necessary permits and coordinating with the Port on the public meetings. The contracting process will be handled by the Port. Removal of the dam could occur as early as August of this year. Monitoring is a management activity which will be the responsibility of Metro. In answer to a question from Frank Opila as to whether there was any documentation of these arrangements between the Port and the signatory agencies, Emily replied the Port is now putting a letter together with this

information and modifying the Rivergate Agreement which should be completed in approximately two weeks.

Emily also reported that the **first Technical Advisory Committee meeting for the North Marine Drive Project** was held recently. The session included a get-acquainted period, after which the most important issues were outlined - these were determined to be (1) environment, (2) impact to Smith & Bybee Lakes, (3) education and (4) access. Emily will be happy to provide copies of the minutes from these meetings. Nancy Hendrickson and Troy Clark also participated in that session. The TAC will be meeting the third Wednesday of each month from 2:00 p.m. to 4:00 p.m. in the 2nd floor conference room of the Portland Building. These are public meetings; anyone interested in attending may do so.

A group of **scientists visiting from eastern Russia** will be touring the Smith & Bybee Lakes area and the landfill tentatively on May 1st, Emily noted.

A **Smith & Bybee Lakes Planting Day** was held on April 12th with Envirocorps and members of the public. About 125 shrubs along the Interlake Trail were planted. In addition significant numbers of blackberry bushes and nettles were removed. Also CRUE (Corps Restoring the Urban Environment) will be out at the lakes on Friday doing restoration work.

Neil Schulman reported on updates related to **environmental education programs** which are ongoing during this spring season. He passed around a copy of an article published in *The Oregonian's* Portland Section the previous Thursday touting the lakes and the upcoming Smith & Bybee Lakes Days celebration. Neil has received many calls as a result of the article. He has also been working with CRUE on extensive revisions to the text and layout of the field guide and with an artist on the drawings and other artwork. The draft will be coming out for review sometime in mid to late May.

Publicity for **Smith & Bybee Lakes Days** is currently at the printer and is scheduled to be back by April 24th, at which time a mass mailing will go out. If anyone had names and addresses of people who might be interested in receiving the brochure, Neil asked that he be notified. He is hoping to get the word out to as broad an audience as possible.

Neil and Deb Scrivens have begun discussions with staff from **Wolfree Inc.** and **Portland State University** about a potential National Science Foundation grant to link some of Metro's education programs to Wolfree's programs on Mt. Hood. The idea is to create a seamless program that would take people from a watershed on Mt. Hood to an urban watershed and involve them in stewardship activities.

There will be a Wetlands Wildlife Watching walk at the lakes Saturday, April 26th and a Western Painted Turtle Walk on Sunday, April 27th.

Jeff Kee asked Frank Opila to share his impressions of the first meeting of the Citizens Advisory Committee for the North Marine Drive Project. Frank reported that the CAC also began with introductions of committee members, went on to discuss issues important to the community, to make an attempt to prioritize them and to brainstorm about what would make a successful committee. He commented that there were only two members from the business community in attendance although there were four listed on the roster. Jeff added that the question that seemed to predominate was how can a natural area and an area of considerable economic growth co-exist within the same boundaries.

Frank reported on the weekend canoe trip. Approximately 14 boats participated, the sun came out and 22 Western painted turtles were spotted on the first few logs!! Frank's group observed a bald eagle dive down and snatch a fish out of the water. "Two thumbs up" was the review.

### **Presentation - 40 Mile Loop Trail - Jim Sjulín**

Jim began by commenting on the opportunities the 40-Mile Loop Trail will provide the Smith & Bybee Lakes area. George Hudson and Dawn Uchiyama from Portland Parks met with Jim recently and discussed the idea of a Mini-Master Plan and created an outline for it. The idea was also taken to the 40-Mile Loop Land Trust which gave its "blessing" to move ahead. Jim asked the Management Committee for the general direction in which it wants to proceed and how it can be done.

Jim provided some planning background. There was a Master Plan done for the Columbia Slough South Shore area from 82nd east to the city limits at about 185th. Like every other place in the 40-Mile Loop and the Willamette Greenway Trail system, there were comprehensive plan maps created indicating the general location of the trails, but, in Jim's estimation, it's not very specific. Jim and his associates at Portland Parks proposed a Mini-Master Plan that would determine where the trail would be, what it would be built of, and where the access points would be. In so doing, the project would also address issues such as those listed on Jim's hand-out. (See attached).

One of the differences between a "mini-master plan" and a "full-blown master plan" would be there are fewer public meetings required in the former. It should be possible to satisfy the public's right to be informed and to participate in the process while still limiting the number of meetings. This should allow the project to be completed within a reasonable time frame.

Tim VanWormer asked how the public could be involved in a way that would be economical. Jim said he would appreciate any thinking this group had on that. He also suggested that an open house be held early on at which the issues would be explained, and public outreach initiated. Soon after a stakeholder group would be convened during which most of the work with staff would be done. The results would then be brought back to the public, perhaps only once, with a preferred alternative. That way there would only be two public meetings.

Jim responded to a question about location that the plan for this part of the 40-Mile Loop Trail was to start at Peninsula Crossing, travel along the slough and the landfill to the confluence of the Willamette and Columbia. Emily added that one of the aspects a mini-plan would look at would be having sections of the trail for faster moving types of recreation (such as bicycling) on one side of the slough and a trail for slower moving recreationists (walkers) on the other.

Jim Sjulín listed some of the elements involved in the mini-master plan process - gathering all the many relevant plans and documents, some of which were listed on his handout, going through past meeting notes to determine what the Management Committee has formed as far as policy for the trail and how it relates to the Smith & Bybee Lakes Recreation Master Plan, also dovetailing with other projects going on in the area. It will then be necessary to ascertain what kind of permits are necessary. At that time the usual planning processes need to be initiated such as coming up with alternatives and rough costs and attending stakeholder and public meetings, followed by an implementation plan and a budget plan.

Tim VanWormer asked about the timing of the construction of Port of Portland's section of the trail (to be a 10 ft. wide asphalt path). The Port does have a time constraint, he explained. Jim Sjulín suggested it might be wise to wait, however, because there are so many issues that have been

brought up. Emily agreed. That could be possible for the Port, Tim noted, because he carried construction costs over to the next budget year. Jim added that Portland Parks is willing to do work on the Intergovernmental Agreement. Concerning implementation dollars, conceptually what had been agreed to, on a handshake basis, was that segments would be funded by Metro REM, Port of Portland, and the City of Portland Park's 26-26 local share money, although Jim was not sure if it was possible to apply 26-26 funds to a planning process. Emily added that the trust has \$6000 budgeted for planning of the 40-Mile Loop Trail. Jeff Kee commented that it would be cheaper to do the work all at once by all participating agencies. Jim proposed that these agencies get together and co-fund the trail project.

Tim agreed to the concept, but felt there would be stumbling blocks because there was no IGA. Jim asked for direction from the committee on a planning process, planning outcome, time frame, how much public involvement there should be and, if, as a group, the committee could allocate \$6000 this year to planning. Jim offered that if the committee wanted to look at a specific IGA, he could develop one in the next few weeks and bring it back for formal approval. Emily also asked if the Management Committee thought this was the direction to go - to do a mini-master plan, to work out all the technical issues, a small part of the plan would be public outreach, to initiate an IGA together with the Port, Metro and the City. The mini-master plan would then be brought back to the committee for approval.

Reasons for the mini-master plan as outlined by Jim: he sees many questions not yet being addressed, he sees the Port meeting their obligation by building their piece that may or may not fit. Troy added his concern that the question be addressed as to whether the public wants a bicycle accessible trail or wants it only for hiking.

Motion - Frank Opila **moved that the committee support a mini-master plan approach** (as generally described at this meeting by Jim Sjulín). Gerald Wright seconded the motion. Discussion included Tim's condition that an IGA be included. The motion was subsequently **amended to include an Intergovernmental Agreement. The motion as amended passed** - six votes in favor, and none opposed. (Jeff Kee, Jim Sjulín, Troy Clark, Jerry Wright, Nancy Hendrickson and Tim VanWormer)

#### **Presentation - Portland Fill Gas - Paul Ehinger and Jerry Friesen**

Paul Ehinger, Senior Engineer with Metro's Regional Environmental Management Dept., made a presentation of a project for which his department was seeking the committee's "blessing". Metro, owner of the St. Johns Landfill, has been working on this project for 15 years to sell the gas produced at the landfill. For one reason or another each time a deal was pending, it did not materialize. Wednesday, April 23rd, REM will go to Council with a set of contracts allowing Metro to sell the rights to the gas that's produced at the landfill to a developer. It would be the developer's capital which is used for construction of a pipeline and compressor station which will send the gas over to Ashgrove Cement Co. This project would meet REM's objectives which are: 1] to make some beneficial use out of the methane gas being produced at the landfill, 2] to offset some of the cost for the operation of the St. Johns Landfill (which will continue for a minimum of 39 years) and 3] to mitigate some of the environmental impact of the landfill. The plan is for a 10" (HDPE) plastic flexible pipeline to come down the side of the landfill, and bore under the slough. There should be no disturbance at all on the surface.

Jerry Friesen, an engineer currently under contract with Metro, continued the presentation at this point. Handouts were distributed including a summary and maps of the proposed project. The compressor station would be a 50 ft. x 90 ft. building looking very similar to the existing flare station. It would consist of a canopy with the equipment underneath it. The pipeline would be under the roadway so would not disturb existing vegetation.

Emily asked about the kind of maintenance necessary. Jerry stated the pipeline is designed not to require maintenance. The issue of moisture was raised, to which Jerry responded the best way to deal with it is before it builds up, so they would be sending through a "pick" to absorb it. Troy asked about the length of time the gas would remain at the landfill. Estimates range as high as 30 years, although it will be only economically feasible for 10 to 15 years.

Jim Sjulín inquired about the actual elements of development in the proposed project. Jerry responded there would be the 50' x 90' compressor station similar to the flare station, although the latter would still be necessary. Everything would be below ground except for one manhole cover. Additional questions covered the likelihood of removal of the pipeline at the end of its economic life. The response was there was no need seen for removal. The issues of security, monitoring, noise from the compressor station and visual screens for it were also briefly discussed. Neil asked about REM's confidence that going 10 ft. under the slough would not disturb the sediments.

Jerry Wright brought up the subject of the pipe itself becoming a hazardous waste after the economic project is over. This would occur merely because it has come in contact with the gas, Jerry stated.. He suggested Jerry Fiesen contact Chuck Clinton at DEQ in Portland to discuss the probability of such an occurrence.

Jim Sjulín noted that the Smith & Bybee Lakes Management Plan suggested gas as a potential revenue source for the trust fund. Page 50 of the "Policies" section of the Management Plan states "Money for the Trust Fund shall be made available from funds reserved for implementation of the St. Johns Landfill End Use Plan." He surmised that gas revenue would be identified as a revenue source from the St. Johns Landfill.

Jim also commented that the role of the Management Committee is to evaluate this project from a land use perspective. Emily added that it was also to evaluate the affects on the Smith & Bybee Lakes Management Area. The Management Plan supplants the E-Zone. Whatever kind of permit would be required, as always the committee would be asked to comment.

Paul Ehinger asked for support of the project by the Management Committee so that when the city requests the committee's comments, Emily could write a letter expressing that support.

Jim Sjulín turned the committee's attention to page 67 of the Management Plan, to the section on Exceptions to the Plan. It was thought the project would be considered a minor exception, according to the plan definition. The approval criteria for a minor exception is:

- 1) The activity will have no negative long-term impact on the resource values of the Management Area.
- 2) The activity provides a buffer of equivalent quality, density and resource value as required by the Management Plan.
- 3) A construction management plan is provided to minimize impacts on the resource area and provide complete restoration at time of construction.
- 4) The activity is consistent with the Goal Statement and Objectives of the Plan.

Emily's assessment was that the project as outlined by REM meets the criteria. They would take the least damaging approach to cross the slough, they would bury the pipeline under the road, the compressor station would be removed at the end of the life of this project.

**Jim Sjulín made a motion that the committee support the proposal** (proposed St. Johns Landfill Gas Project) **as outlined** (by the Regional Environmental Management Committee in its presentation and written summary). Troy seconded the motion. **Emily requested an amendment to the motion that the Regional Environmental Management Dept. and the Regional Parks & Greenspaces Dept. work together on the issue of revenue generation.** Discussion on the motion followed. Troy expressed concern for Ashgrove Cement's follow-through with the plan requirements. Emily had less concern because of the fact that it is a Metro sponsored project and REM and Greenspaces would have a better handle on it than otherwise. **The motion passed** with five votes in favor and one abstention. (In favor: Jeff Kee, Jim Sjulín, Troy Clark, Nancy Hendrickson and Tim VanWormer. Abstaining: Gerald Wright)

**Discussion - May meeting agenda:**

It was decided to move the scheduled discussions of brainstorming projects and their priorities and the plans for the public meeting and open house to the next scheduled meeting in May. Emily suggested the possibility of combining discussions of the 40-Mile Loop Trail information and dam removal issue at the public meeting. She will coming back to the May meeting with a proposal for some kind of public involvement that the committee can discuss. The next meeting was scheduled for the third Tuesday of May rather than the fourth. It will be held on May 20th. The agenda will include: brainstorming projects, plan for the public meeting, update for the 40 Mile Loop Trail and other updates.