
coordinated by:

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

*Nancy Hendrickson, Chair
Troy Clark, Vice Chair*

Metro

600 NE Grand Ave.
Portland, OR 97232
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Smith & Bybee Lakes Management Committee Meeting

5:30 p.m. - 7:00 p.m., Tuesday, August 25, 1998

Metro Regional Center, Room 270

600 N E Grand Ave.

Portland, Oregon 97232

AGENDA

<i>Introductions & Approval of Minutes</i>	(10 min.)	5:30 - 5:40 pm
<i>Presentation – George Kral – City of Portland Bioswale Design at St. Johns Landfill</i>	(20 min.)	5:40 - 6:00 pm
<i>Vote – North Marine Drive Design Criteria</i>	(45 min.)	6:00 - 6:45 pm
<i>Updates:</i> Rivergate Education Shelter by Nike Health Advisory Painted Turtle RFP Form Budget Subcommittee	(15 min.)	6:45 - 7:00 pm
<i>Adjourn</i>		7:00 pm

Enclosures:

- Minutes from July 23, 1998 meeting
- Criteria for Wildlife, Stormwater and Spill Response
- Draft concept of Road over Rail option for N. Marine Drive project
- Nike Community Outreach Project proposal

Smith & Bybee Lakes Management Committee Summary Meeting Notes

Metro Regional Center
Room 270
Tuesday, August 25, 1998
5:30 PM

In Attendance:

Gerald H. Wright *	Fuel Processors/ Merit Oil
Andi Curtis	Portland BES
George Kral	Portland BES
Nancy Hendrickson *	Portland BES
Troy Clark *	Portland Audubon Society
Emily Roth	Metro - RP&G
Pat Sullivan	Metro - RP&G
Frank Opila *	Friends of Smith & Bybee Lakes
Maurice Neyman	Metro - REM
Jim Morgan *	Metro - RP&G
Susan Oman *	Port of Portland

* voting member

Minutes

Approval of the June 23, 1998 minutes was tabled at the July meeting for inclusion of additional material from Susan Oman. She requested more detailed information on the Port of Portland's June presentations be attached. Copies of her additions were distributed to committee members at this meeting, and a consensus reached to accept the minutes as amended.

Inadvertently the July minutes were not considered for approval.

Presentation – George Kral –(Portland BES) Bioswale Design at St. Johns Landfill

George provided copies of the St. Johns Landfill North Perimeter Bench Bio-Swale Design for the committee's reference.

Much of the work involved with closing the landfill has focused on the problem of surface water runoff. The primary purpose of constructing the bio-swale is to (1) intercept sediment that might be transported in water which escapes the sedimentation basin and (2) to divert any water overflow away from the highly erodable bank of the North Slough and allow it to drain into Smith Lake which has a less adverse drop from bank to water level.

Water quality issues were discussed at length. Emily reported that DEQ does require Metro to monitor the water. Water quality had already improved, it was noted, because of the alteration to the lining at the landfill. It was also mentioned that modifications may have to be made if and when the current water control structure is removed.

After construction of the bio-swale, the plan is to vegetate all exposed ground. A Riparian Enhancement Plant List was also provided listing the native emergent seeds which will be hand

sown first, followed by wetland emergent plugs in the fall and shrub and tree seedlings in the winter and spring.

Jim Morgan made the motion that the committee recommend going forward with the plan to construct the bio-swale with the following two conditions:

- (1) Water quality testing be continued and certain water quality parameters be met.
- (2) The National Pollution Discharge Elimination System (NPDES) permit, which is issued by DEQ be modified, if necessary, to allow discharge into Smith Lake.

The motion was seconded by Nancy Hendrickson and passed by a vote of six to zero.

Discussion and Vote: North Marine Drive Design Criteria

The Management Committee's objective was to review the design criteria (see attached), to make modifications, if and where necessary, and to submit a memo to Jeanne Caswell at Portland Dept. of Transportation (PDOT) voicing support of them. The memo would request that PDOT take into consideration these concerns at this stage, which is early in the design process. The City has not yet finalized its contract with CH2M Hill for design; the first design workshop will not be held until October.

Some of the major concerns discussed:

- 1) A sound wall, in some form, which would reduce noise level with a minimum of fill. One possibility – a wall 10 to 12 feet high, which would also create a visual screen down Marine Drive along Smith & Bybee Lakes except at the parking lot.
- 2) The original PDOT design showed a bio-swale. In the Management Committee version there is no bio-swale, and the request is made that none be placed in the Wildlife Area. All water would be piped and treated off site.
- 3) A portion of the 40-Mile Loop Trail located inside of the wildlife area. There may be a conflict requiring resolution with the 40-Mile Loop Trail, which is continuously open, going through a Metro facility that is supposed to close at dusk.
- 4) A possible relocation of the parking lot may be controversial. The Port may not include it as part of the project, but it was thought this may be the time for such an undertaking with other construction happening in the area.
- 5) To have a Spill Response Team in place and to provide adequate access to the railroad tracks and road for such an event.
- 6) Safe access in and out of the Smith & Bybee Lakes parking lot with placement of a turn signal or a pedestrian safety island.
- 7) The 80% plant survival rate for all plantings listed under the criteria for wildlife was amended to mention "for five years" and to specify native vegetation.
- 8) The second of the design criteria for Recreational and Educational Use was amended to read "Parking lot or trails should allow for a FUTURE (emphasis added) large covered area that could accommodate up to 70 people."

Susan Oman voiced concern about the committee making some of its recommendations without, in her opinion, having more expertise in certain areas. According to Emily, that is the job of the design committee – to develop the details. Jim Morgan added that the phrase "if feasible" could be added to the memo being sent to PDOT.

Frank Opila made a motion that the memo, as discussed, be sent to PDOT as a "working document". Troy Clark seconded the motion; it was passed by a vote of five to one.

In favor: Troy Clark, Nancy Hendrickson, Jim Morgan, Frank Opila and Gerald Wright

Opposed: Susan Oman

Updates

Education Shelter by Nike

A proposal was put forth for Nike to partner with the Management Committee to construct a small education shelter or a boat launch at Smith & Bybee Lakes. The project would be at Nike's expense and with the assistance of their employees, perhaps during the week of Earth Day 1999. There was a general consensus to pursue the idea, but to revisit it at the September meeting.

Painted Turtle Monitoring Request for Proposal (RFP)

Two RFP's were received and are now being considered.

Budget FY 1999-2000

Emily will submit a draft budget in October 1998 for fiscal year 1999-2000. If the committee wished to have more input this year, members were encouraged to form a sub-committee and "get to work". Troy, Frank, Nancy and Emily expressed interested in doing so.

Future Agendas

Frank mentioned that the topic of access to the lakes, including canoe/kayak access, was to be discussed at this meeting as well as what kind of public process would be involved. The discussion was put over until the September meeting; Emily will prepare a scenario of the process.

Paul Vandenberg of REM asked that he be added to the October agenda for a presentation of information on ground water.

BYBEE LAKE

BLIND SLOUGH

NORTH

NOTES:

BIO-SWALE TO RETAIN A MAXIMUM
POOL DEPTH OF 6 INCHES.
VEGETATE ALL EXPOSED GROUND.

REMOVE 10" OF TOPSOIL
AND DISPOSE OFF SITE

REMOVE 2" ADDITIONAL TOPSOIL.
PLACE ON EXISTING BANK TO A
DEPTH OF APPROX. 1'-0".

BIO-SWALE (600' x 30')

IMPORT LOW-PERMEABLE SOIL
RE-CONSTRUCT STREAM BANK
ABOVE HIGH WATER LINE

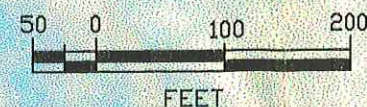
TWO 24" HALF ROUND
DRAINAGE CONDUITS

SEDIMENTATION
BASIN

DRAINAGE SWALE TO
SMITH LAKE

ST. JOHNS LANDFILL

NORTH PERIMETER BENCH
BIO-SWALE DESIGN



SMITH
LAKE

Riparian Enhancement Plant List

SJL-Bioswale (1999)

Tree seedlings (5 ft. centers)

Fraxinus latifolia

Salix lasiandra

Salix fluviatilis

Shrubs (2 ft. centers)

Spirea douglasii

Rosa pisocarpa

Rosa nutkana

Cornus stolonifera

Wetland Emergents Plugs(1 ft. centers)

Carex obnupta

Carex aperta

Scirpus validus

Sagittaria latifolia

Leersia oryzoides

Native Emergent Seed (Hand seed)

Alisma plantago

Eleocharis ovata

Eleocharis palustris

Access to Smith and Bybee Lakes (bicycle, pedestrians, buses and car)

Performance Criteria

1. Safe access for all users entering from and exiting on to N. Marine Dr.
2. Maintain or enhance connections to existing trail systems (Interlakes Trail and 40-Mile Loop Trail).
3. Placement of 40-Mile Loop Trail that ensure safety of users.
4. Minimal impervious surface or development within the wildlife area.
5. No or minimal impact to wildlife. If impact occurs, habitat enhancement to compensate for impacts.
6. Maintain wildlife corridor to the Oregon Slough, and along the Columbia Slough to Kelly Point Park.
7. Notification to user of entrance location to the wildlife area.
8. Provide a safe and well-marked access from the bike lane on N. Marine Dr. to the 40-Mile Loop Trail.
9. Parking lot design to allow for buses to enter and exit easily.
10. *allow for future road expansion to a boat launch.*

Design Criteria

1. Traffic signal at the entrance to the lakes parking lot that can be controlled by a button for bicyclists and pedestrians for crossing Marine Dr., and set by cars entering the turn lane. Or a pedestrian safety island and a striped crosswalk with a flashing pedestrian sign above the road.
2. Parking lot should accommodate 20 cars and two buses.
3. Minimal required width for the 40-Mile Loop Trail.
4. For all development within the wildlife area, enhancement of habitat for Western Painted Turtles, small mammals, songbirds, raptors and other amphibians.
5. 50-foot buffer from the edge of furthest south paved surface of the 40-Mile Loop Trail (west of the parking lot) towards the wildlife area. The buffer should vary in planting densities (see wildlife criteria).
6. Install signs along Marine Dr. indicating the entrance to the wildlife area is approaching and an entrance sign for the area.
7. East end of the parking lot should allow for a future road extension to a boat launch on Smith Lake.

Recreation and Educational Use

Performance Criteria

1. No increase in traffic noise from present levels measured at the beginning the Interlakes Trail (same as for wildlife).
2. Maintain and improve quality of habitat.
3. Allow for a dedicated space adjacent to the parking lot for future interpretation display.

Design Criteria

1. Construct a sound wall or other barrier that would meet the standards for reducing noise in neighborhoods, except at the parking lot where a lower berm would be necessary.
2. The parking lot or trails should allow for a large covered area that could accommodate up to 70 people. *(future)*

Stormwater

Performance Criteria

1. No untreated stormwater is put into the lakes.
2. Provides filtration for road runoff or directs water to a stormwater facility outside the Smith and Bybee Lakes Wildlife Area.
3. Does not promote the spread of exotic species, plants or animals.
4. Direct all stormwater to another drainage area, the Oregon Slough, as Smith and Bybee Lakes is a sensitive area.

Design Criteria

1. Collect stormwater runoff in a pipe and treat in a pond or bioswale outside the wildlife area.
2. No bioswales within the wildlife area; build an underground conveyance system.
3. Retrofit existing stormwater system to pipe all stormwater away from Smith and Bybee Lakes.
4. If stormwater outlets are in the wildlife area, remove 90% of the total suspended solids.

Other Criteria

1. Provide funds and staff time to clean the system on a regular basis, and re-establish vegetation if necessary.
2. Monitor the system on a periodic and regular basis during storm events. Submit reports to the Smith and Bybee Lakes Management Co.

Spill Containment

Performance Criteria

1. Establish a cooperative plan and team to respond to spills for all land surfaces that drain to the wildlife area.
2. Meet all local, regional, state and federal laws and rules for spill response.
3. Provide sufficient access adjacent to the railroad tracks for response vehicles.
4. Use of containment design along the railroad tracks and road that collects spilled materials before they enter into the wildlife area. If the stormwater drains are used to collect spilled materials, ensure they outfall outside the wildlife area.

Design Criteria

1. System must be able to immediately contain 20,000 gallons of liquid or dry material.
2. Incorporate spill containment into the stormwater system.
3. Build the piping system underneath the trail.

Other Criteria

1. Test spill response plan on a regular basis, at least once every two years.
2. Establish one phone number to call for response to spills.

Wildlife-noise, buffers, corridors, painted turtles and other species

Performance Criteria for barrier

1. Create a visual barrier between N. Marine Dr. and the outside edge of the wildlife area, except at the parking lot. At the parking lot have a low berm.
2. No increase in traffic noise from present levels, measured at the beginning of the Interlakes Trail, on the east edge of the parking lot.
3. Provide at least 1 area for deer and other mammal to cross between the lakes and the Columbia River.
4. Create a barrier to Western Painted Turtle movement to N. Marine Dr.
5. Increase songbird, raptor and small mammal habitat.
6. Ensure that road vibrations from increased traffic does not adversely affect wildlife.
7. Minimal amount of impervious surface and fill in the natural area.
8. Reduce and enforce traffic speed on N. Marine Dr.
9. Ensure road lighting does not penetrate the wildlife area.

Design Criteria

1. Use of native vegetation adjacent to the wildlife area on the south side of N. Marine Dr.
2. Construct a sound wall or other barrier that would meet the standards for reducing noise in neighborhoods.
3. Buffer width of at least 50 feet from the edge of the furthest south paved surface (bicycle or pedestrian trail) towards the wildlife area. Undulating buffer with dense stands and scattered vegetation. Keep turtle area open.
4. Expand open or grass areas for turtles.
5. Bring in down wood to create habitat structure.
6. 80% plant survival rate for all plantings. *replant? over 5 years.*
7. Provide food sources and cover plantings for songbirds, amphibians and small mammals.
8. Reduce traffic speed to 35mph on N. Marine Dr. *"relook at rating"*

Allowed Uses in the Buffer area

1. Locate bioswale (if built) outside of the natural area.
2. 40-Mile Loop Trail.

Other Criteria

1. Maintenance Plan
2. Monitoring Plan

Both must include standard protocols, schedule, responsible party, timeline of responsibility, tasks to be completed. The monitoring plan should include the specific indicators that show if the performance criteria are met. Progress reports submitted to the Smith and Bybee Lakes Management Co. for review.

DRAFT

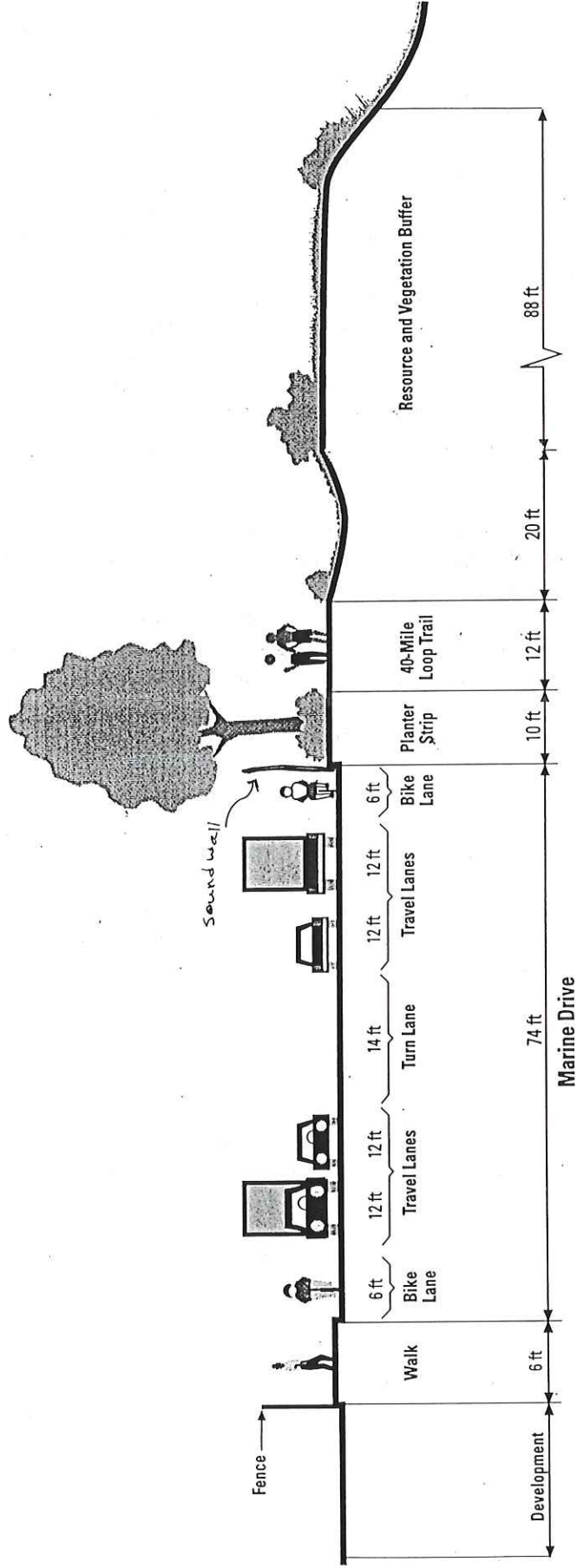


Figure 3
Road Over Rail
Section East of Rail Line

NIKE COMMUNITY OUTREACH PROJECT

Smith and Bybee Lakes Environmental Learning Shelter and Canoe Launch

The best way to explore Smith and Bybee Lakes Wildlife Area is by canoe, but the interlakes trail also offers people a chance to surround themselves with the sights and sounds of nature. The lakes present a rare opportunity for students and inquisitive adults to learn about wetland ecology and nature resource values. The area currently lacks a designated canoe access point and a learning shelter for the numerous school groups and classes that visit. These improvements would provide easier access to the lakes by canoe and the ability to offer more learning opportunities.

NIKE, Inc. is looking for community outreach opportunities that will make a lasting difference in the Portland metropolitan region. The company has expressed serious interest in supporting both financially and in volunteer labor the construction of a formal canoe launch and/or environmental learning shelter.

April 28
The project is proposed for Earth Day 1999. However, prior to making detailed plans, the proposed projects need to be assessed for compliance with the Smith and Bybee Lakes Management Plan, meet general approval by the management body and any required permits identified. Metro Regional Parks and Greenspaces will coordinate the effort pending project feasibility.

WQ data from sed. manhole