
Coordinated by:

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

Metro
600 NE Grand Ave.
Portland, OR 97232
(503) 797-1870

Smith & Bybee Lakes Management Committee Meeting

5:30 p.m. - 7:00 p.m., Tuesday, May 23, 2000
Metro Regional Center, Room 270
600 N E Grand Ave.
Portland, Oregon 97232

AGENDA

Call meeting to order; Introductions
Review and approval of April meeting notes

5:30 - 5:35 pm

Updates

5:35 - 5:50 pm

Presentation – North Marine Drive widening
Stacy Bluhm, PDOT

5:50 - 6:30 pm

Presentation – Peninsula Crossing/40-mile loop trail update
Mel Huie, Metro Parks

6:30 - 6:50 pm

Set June agenda

6:50 - 7:00 pm

Sub-committees meet and select

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Garry Ott, Co.P
Δ Lake sludge

REVISED AGENDA

- ✓ **Call meeting to order; Introductions** 5:30 - 5:35 pm
- ✓ **Presentation – Peninsula Crossing/40-mile loop trail update** 5:35 - 5:55 pm
Mel Huie, Metro Parks
- ✓ **Presentation – North Marine Drive widening** 5:55 - 6:35 pm
Stacy Bluhm, PDOT
- ✓ **Review and approval of April meeting notes** 6:35 - 6:40 pm
- ✓ **Updates** 6:40- 6:55 pm
subcommittees
Whitaker Ponds June 3 ^{noon} - 4 pm
Smith & Bybee Lakes Day last weekend on Saturday
Habitat Restoration at lakes this week
bikes rack @ SBL
SOLV April 29th
June 3rd work party, Smith & Bybee lakes
Bank stabilization - sand bench + plants
- just plants
- Set June agenda** 6:55 - 7:00 pm
Tim Van Wormer
Ramsey Railroad
- Adjournment** 7:00 pm

Smith & Bybee Lakes Management Committee Summary Meeting Notes

Metro Regional Center
Room 270
May 23, 2000
5:30 PM

In Attendance:

Holly Michael *	Oregon Dept of Fish & Wildlife
Gerry Meyer *	Port of Portland
Stacy Bluhm	Portland Dept of Transportation
Jim Morgan *	Metro – representing Executive Officer
Elaine Stewart	Metro – Wildlife Area Manager
Mel Huie	Metro Parks & Greenspaces
Dennis O'Neil	Metro Regional Environmental Mgmt
Troy Clark *	Portland Audubon Society
Nancy Hendrickson *	Portland BES
Bill Briggs *	Merit U S A Inc
Peter Teneau *	Friends of Smith & Bybee lakes
Bill Bach	Port of Portland
Pat Sullivan	Metro Parks & Greenspaces
Pam Arden *	40-Mile Loop Land Trust
Chris White	Port of Portland

* - voting member

Introductions

For the few who did not know everyone, introductions took place.

Presentation - Peninsula Crossing/40-mile loop trail update - Mel Huie, Metro

Mel Huie displayed two aerial photos for visual perspective. The section of the trail from the south end of Willamette Blvd. to the water treatment plant was completed in Oct. 1998; the City of Portland Parks is maintaining it. Pam Arden added that on the 29th of April a clean-up work party of approximately 100 people were on the trail. Arden and Steve Weir have started a citizens group called Friends of Peninsula Crossing. A schedule of bike rides, walks and clean-up parties as well as contact information was provided. Information is also on the Metro Open Spaces website (www.metro-region.org).

The status of the north segment, from N. Portland Rd. to Old Marine Drive and connecting to the existing trail, is still to be completed. Huie described in detail the work in progress. Metro's goal is to put it out for bid and finish by Nov 1, 2000.

Huie also spoke of a proposal from City of Portland engineers to dredge Triangle Lake, ship the sludge to eastern Oregon and install a liner in the lake. This is a multi-year and multi-million dollar project that is not finalized, the city council has not yet approved it, but it is budgeted. Huie suggested that Gary Ott, the city project manager, be invited to a future S & B Management Committee meeting.

Update – North Marine Drive widening – Stacy Bluhm, PDOT

As a reminder, this ongoing project, a 2.5 mile roadway widening effort, begins where the old roadway widening process left off in 1995-96. It extends out past Terminal 6 (T-6). Drawings and written descriptions of the project were distributed. Points Bluhm touched on were:

- Existing uses of the site
- Proposed uses to the site
- Project schedule
- Cost estimate

Ongoing concerns were voiced by committee members, in particular the issue of lighting i.e., how much light from the street will penetrate into the wildlife area. Bluhm requested an official letter from the committee be sent to her, which she will, in turn, forward to the street lighting engineers. Jim Morgan made a motion that the committee send a letter to Bluhm. The letter will include the following points: The City of Portland needs to investigate whether the planned light fixtures can be retro-fitted and commit to retro-fitting them as needed. The letter will also ask how far the "full moon" effect would intrude into the wildlife area if lights are installed without screens or baffles. The motion was seconded by Peter Teneau and passed by the committee with a vote of 7-0. (Arden had a schedule conflict and had departed at this point). It was suggested, if committee members have additional questions, Bluhm be contacted at 823-7723.

Approval of April 25, 2000 meeting notes

The motion was made, seconded and passed to approve the last meeting notes with abstentions by Troy Clark and Gerry Meyer.

Updates

- * Sub-committees are still being organized. Kevin O'Sullivan is in charge of setting up the herbicide group. Dennis Meyer will be asked if he is interested in taking on the model airplane sub-committee while Nancy Hendrickson will assume leadership of the dam removal group. Polly Knox of the Friends of Smith & Bybee Lakes was mentioned as being interested in participating on the model airplane sub-committee.
- * Chris Bailey from MERC spoke at a Columbia Slough Watershed Council meeting about the master planning underway for the Expo area. An open house is planned for Wednesday, May 31st.
- * The Whitaker Ponds Watershed Festival is scheduled for Saturday, June 3rd from 12 to 4 pm.
- * A bulletin on the North Lombard Overcrossing Project was distributed with an announcement of an upcoming open house and a brief overview of that project.
- * Status of the Mikey Jones lawsuit – to date there is no "consent decree" signed. Gerry Meyer will provide a briefing on the status at the next meeting.
- * The Smith & Bybee Lakes Day event was well attended and enjoyed.
- * A bike rack is being put in at the lakes in the next week or ten days.
- * The Solv-It work day was held in the wildlife area on April 29th, a volunteer crew from Alcatel, a business in Rivergate, picked up trash and dug out Himalayan blackberry bushes.
- * The next work party at Smith & Bybee will be held on Saturday, June 3rd from 9:00 am to noon.
- * Peter Teneau is encouraging the Regional Arts Council representative to consider S & B Lakes Wildlife Area as an extension of the jail art project and include some projects at the lakes.

Agenda for June 27th meeting

June agenda – Mike Jones lawsuit

July agenda - Tim Van Wormer of Port to discuss the Ramsey Rail Yard

Friends of Peninsula Crossing Trail Schedule

June to August, 2000

Saturday, June 3rd, 1-3 pm. Bike Ride on the Peninsula Crossing Trail. Meet at the Princeton Trailhead (Princeton and Carey Blvd two blocks north of Willamette Blvd.). The bike ride will include two segments that are currently not open to the public. This guided tour will be from Princeton to the Columbia Court Trailhead then proceed on the temporary trail around the Columbia Boulevard Wastewater Treatment Plant to the new trail on the Columbia Slough to Denver Avenue. The ride will then proceed through Historic Downtown Kenton and return to the Peninsula Crossing Trail at Fessenden. A Great Blue Heron Week Event.

Sunday, June 4th, 1-4pm. Walk on the Peninsula Crossing Trail. Meet at the Princeton Trailhead (Princeton and Carey Blvd two blocks north of Willamette Blvd.). The walk will include two segments that are currently not open to the public. This guided walk will be from Princeton to the Columbia Court Trailhead then proceed on the temporary trail around the Columbia Boulevard Wastewater Treatment Plant to walk the new trail on the Columbia Slough. A Great Blue Heron Week Event.

Sunday, June 25th, 6-8pm, Peninsula Crossing Trail Trailhead Cleanup Join us at the Princeton Trailhead - Princeton and Carey Blvd. - two blocks north of Willamette Blvd. to pull weeds and possibly spread bark dust. Bring your work gloves and tools. Thanks in advance for your assistance.

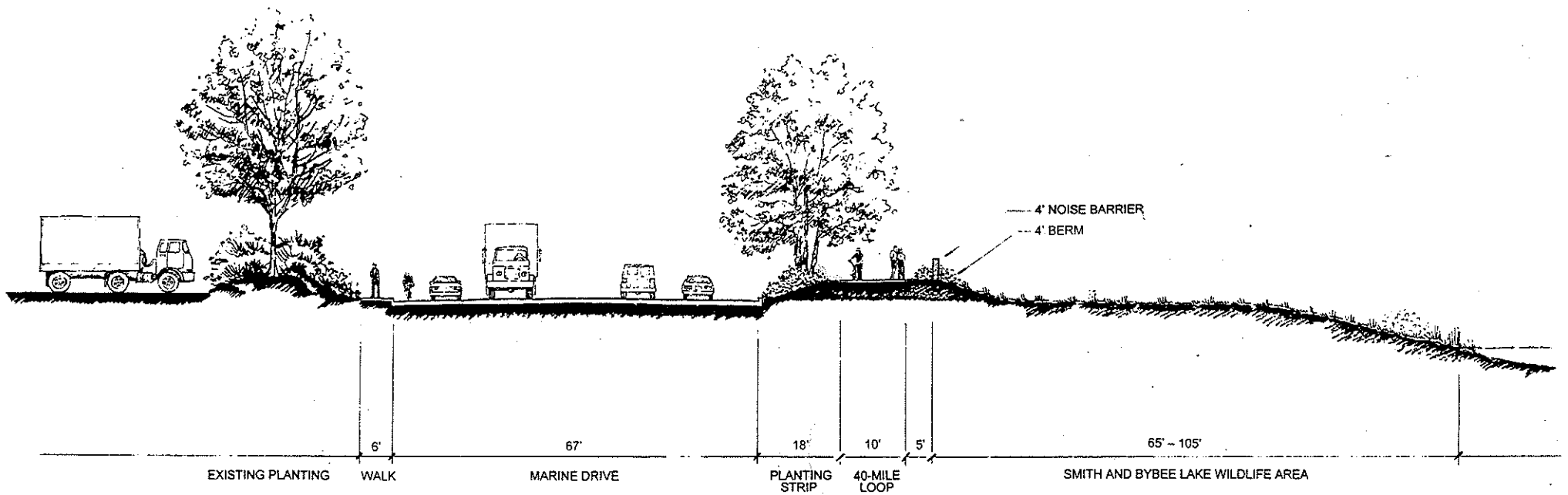
Sunday, July 23rd, 9-11am, Peninsula Crossing Trail Trailhead Cleanup Join us at the Lombard Trailhead - Lombard and the Trail (between Macrum and the RR Cut to pull weeds and possibly spread bark dust. Bring your work gloves and tools. Thanks in advance for your assistance.

Sunday, August 27th, 6-8pm, Peninsula Crossing Trail Trailhead Cleanup Join us at the Fessenden Trailhead - Fessenden between Wall and the RR Cut to pull weeds and possibly spread bark dust. Bring your work gloves and tools. Thanks in advance for your assistance.

For more information contact Friends of Peninsula Crossing Trail

Steve Weir 283-3883, trails@weirscyclery.com or
Pam Arden 289-9475, npdarden@teleport.com.

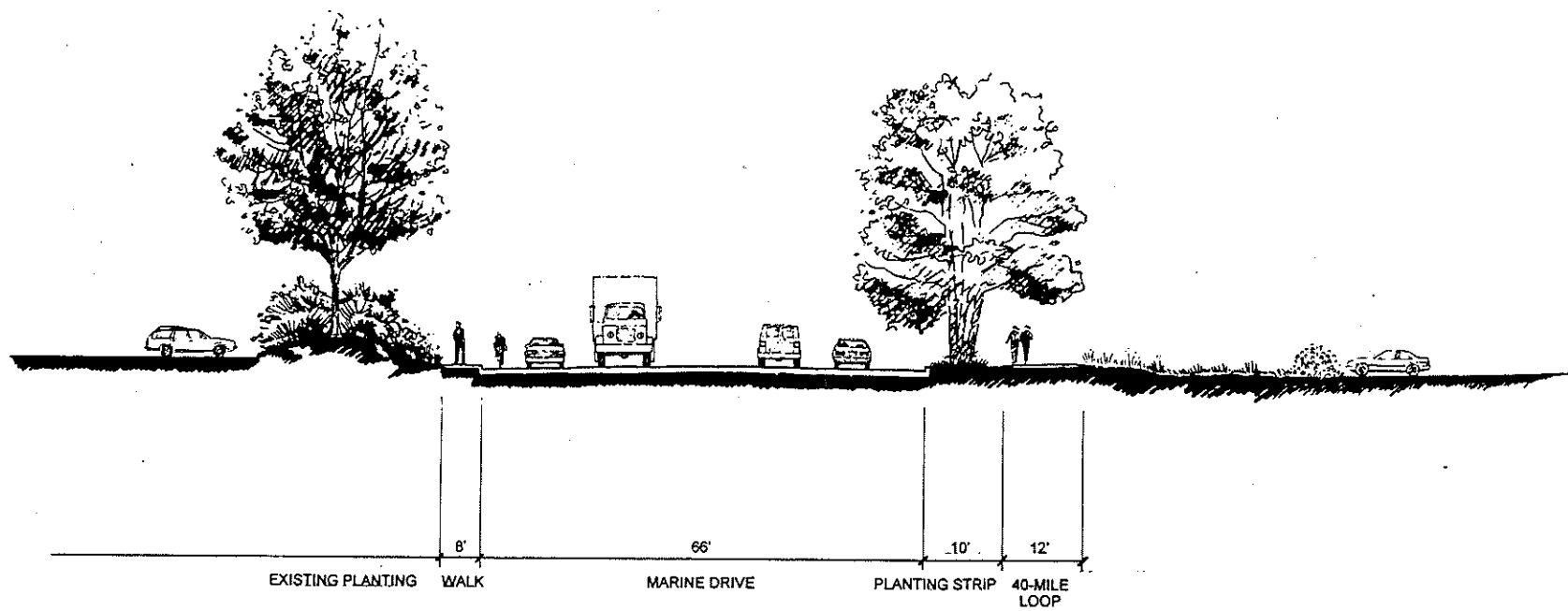
E - zone



Roadway Section East of Rail



Figure 4



Roadway Section West of Rail



Figure 3

NORTH LOMBARD OVERCROSSING PROJECT

Volume I, Issue I

June 2000

SPECIAL POINTS OF INTEREST:

- The North Lombard Overcrossing project will address current and future safety and congestion concerns caused when trains cross Lombard; this results in significant congestion and delay for motor vehicles on N. Lombard Street.
- The project team is lead by the City of Portland, in partnership with the Port of Portland and the Oregon Department of Transportation. CH2M Hill is providing the consulting services.
- The project is in initial stages of development with construction expected to begin in Fall 2002.
- The public will be involved in a variety of ways that are designed to provide information and opportunities to actively participate in the project.
- There will be an open house to introduce the project and receive feedback on June 13 at St. Johns Community Center.



PROJECT MISSION STATEMENT

To build an overpass that meets long term capacity and operational needs of truck, auto, rail, pedestrian and bicycle users by improving safety and reducing delay at the South entrance to the River Gate Industrial District. The project will minimize adverse environmental and neighborhood impacts and contain elements to enhance the natural environment. It must be financially feasible and developed such that it can be implemented within an accelerated timeframe in order to utilize programmed Federal money.

North Lombard Street serves as one of two major arterials serving the Rivergate Industrial District.

North Marine Drive provides access from the north and North Lombard Street provides access from the south via North Columbia Boulevard and Burgard Street.

Recent studies recommended two improvements to North Lombard that would relieve congestion and improve safety for vehicles and trains.

The first improvement was to realign the intersection of Burgard/Lombard/Columbia Blvd. This project improved intersection safety and access to Rivergate Industrial District and was completed in 1999.

The second improvement is to construct an above grade crossing that would extend over the two existing railroad crossings north of this intersection, and to approximately Rivergate Avenue. This improvement will improve safety and relieve motor vehicle delay and congestion caused by train movements across Lombard.

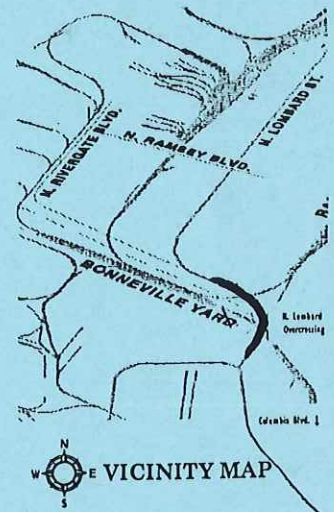
PROJECT TIME LINE:

The project is in the initial stages of development with construction expected to begin in Fall 2002.

Preliminary studies conducted include traffic projections and analysis, a cultural resource inventory, and environmental studies. Current efforts include preliminary geotechnical stud-

ies, bridge design and negotiations with the utilities located in the area.

Information from all of these studies will be available at the open house on June 13. Please come to offer your input.



OPEN HOUSE

To present information on
The North Lombard Overcrossing Project

Tuesday, June 13, 2000

St. Johns Community Center

8427 N. Central Street

4 p.m. – 7 p.m.

FOR MORE INFORMATION CONTACT:

Janice Newton, City of Portland, Project Manager, 823-6829

CITY OF PORTLAND
OFFICE OF TRANSPORTATION, 9TH FLOOR
1120 SW 5TH
PORTLAND, OR 97204



Elaine Stewart
Metro Regional Parks & Greenspaces
600 N.E. Grand Avenue
Portland, OR 97232

DESCRIPTION OF NORTH MARINE DRIVE PROPOSED IMPROVEMENTS

Existing Uses of the Site

1. The existing south edge of the roadway is located about 18 to 29 feet south of the existing centerline of the right-of-way.
2. There is little existing native vegetation along this entire length of Marine Drive fronting the e-zone.
3. There are no sidewalks, bikeways, median islands, stormwater treatment, hazardous spill containment, or noise wall.
4. There are five untreated public outfalls draining to the lakes.
5. A parking lot south of Marine Drive exists for recreational and educational visitors to the wildlife area.

Proposed Uses to the Site

We are proposing to dedicate additional right-of-way and build the following facilities in the environmental zone:

1. The new south curb of the roadway will be located between 18 to 49 feet (located at the bus pullout for the resource area) south of the centerline of the existing right-of-way (which is the e-zone boundary). West of Nordstrom, the south curblin fronting the e-zone will be no further south than it is today (except at the rail crossing). Note also that the nearest travel lane is actually 5 feet north of the south curblin since we are providing 5-foot bike lanes on both sides of the roadway.
2. An **18-foot wide planting strip** adjacent to (south of) the roadway that allows for native trees and native landscaping.
3. A combined **4-foot berm and 4-foot noise wall** along the Smith and Bybee Lakes frontage.
4. A **10-foot wide 40-Mile Loop Trail** that sits on top of the berm.
5. An additional 5-foot native landscaped area between the south edge of the trail and the noise wall to discourage vandalism of the wall.
6. **Street lighting** (using cobra head lighting fixtures that direct the light to the roadway rather than the resource area). *Some light toward trail - good for ped safety. Lighting engs were concerned w/ loss of safety lighting w/ screens,*
7. **Spill containment and water quality facilities** - these will be in-ground facilities to minimize encroachment/impacts to the sensitive environmental zone.
8. **Three existing untreated outfalls will be removed. Two eight-inch existing outfalls will be upsized to 12 inches and 15 inches** (necessary because the pipe will be slightly submerged). We are also proposing to **connect to the existing Montgomery Wards outfall**. No upsizing will be required; however, **slip-lining or replacement may be required** if the pipe is in poor condition. Outfall protection will be provided for the three remaining public outfalls. Outfall protection includes the use of bio-engineered bank stabilization structures including coir logs, brush layering, and live willow staking.
9. A **left-turn pocket** will be constructed at the Smith & Bybee Lakes parking lot to provide safer access to the resource area.
10. A **pedestrian refuge island** and bus pullout is to be located adjacent to the bus stop that will service the Smith and Bybee Lakes resource area. The pedestrian refuge island will be planted with native vegetation also.
11. An additional **landscaped (native) median island will be located in the roadway fronting Nordstrom's property** (Nordstrom has agreed to closure of the conflicting, adjacent driveway). This further minimizes the hard surface in the e-zone.
12. There is also likely to be a few **traffic control signs** along the south side of the roadway.
13. **Native plant restoration** shall be initiated in any areas impacted by construction.

Schedule

Current plans are to bid the project in January of 2001. We are hopeful that bidding the project at this time of year will provide the lowest possible bid price. Construction would be expected to start in March/April of 2001. Construction would then be expected to be complete (for the entire project) by the Fall of 2002.

Cost Estimate

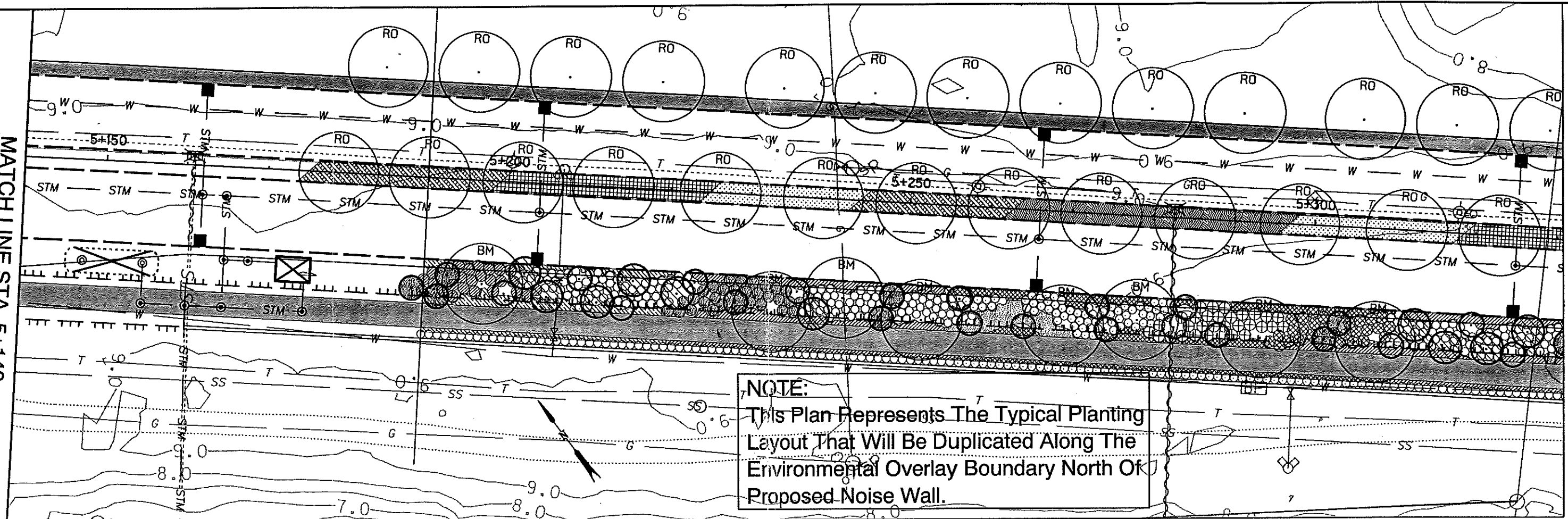
The overall project cost estimate provided with the 90% design submittal was \$15,100,000. This includes all expenditures to date (past public process, engineering, right-of-way, etc.). However, the issue of how much money the project will contribute towards waterline relocation work along Marine Drive is unresolved.

For further information, please contact:

Stacy L. Bluhm, Project Manager
Portland Office of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204-1971
Phone: 823-7723
E-mail: stacy@trans.ci.portland.or.us

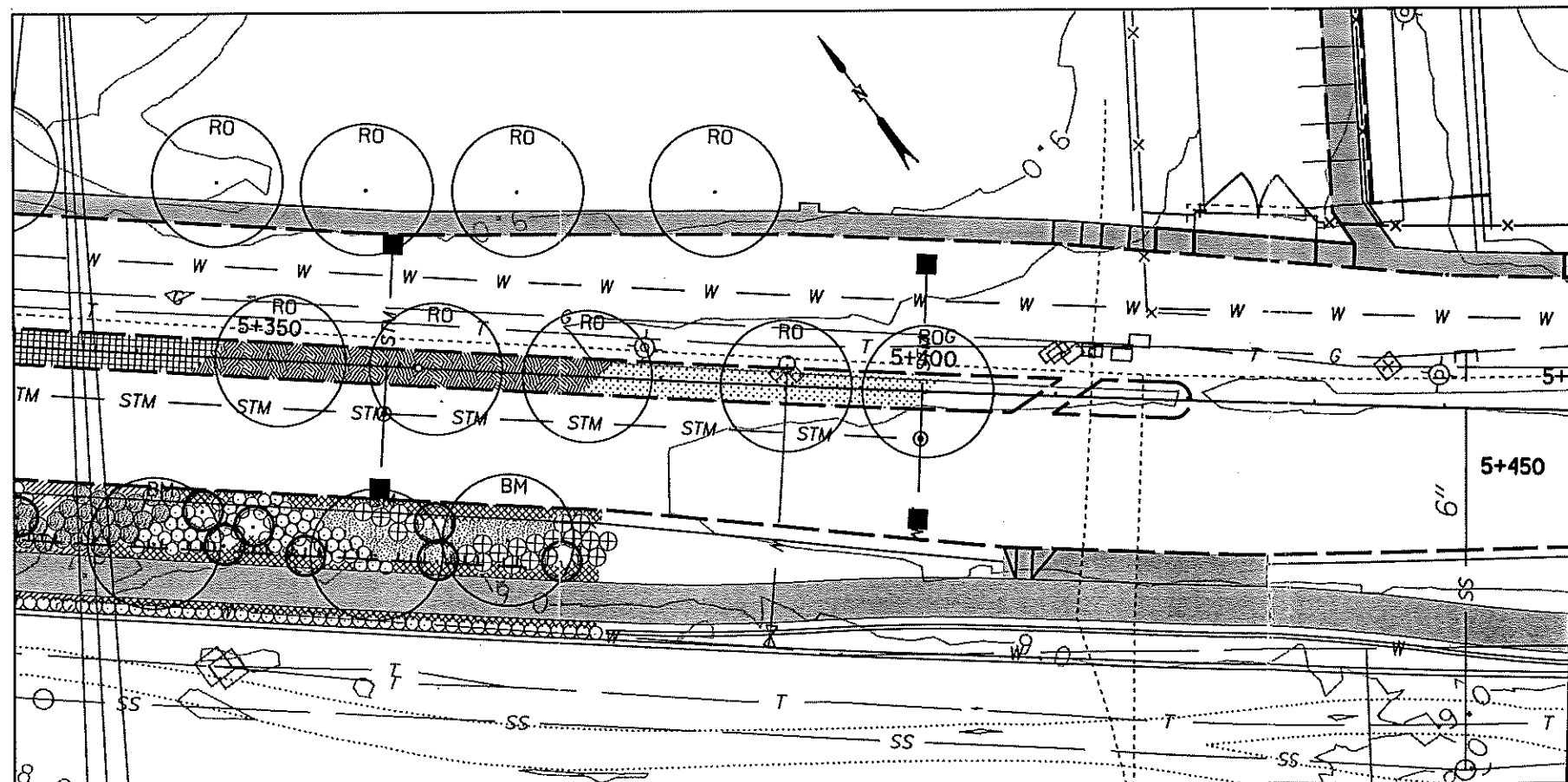
SEE MITIGATION MANAGEMENT PLAN

MATCH LINE STA. 5+140



MATCH LINE A - A

MATCH LINE A - A



SEE MITIGATION MANAGEMENT PLAN

MATCH LINE STA. 5+450

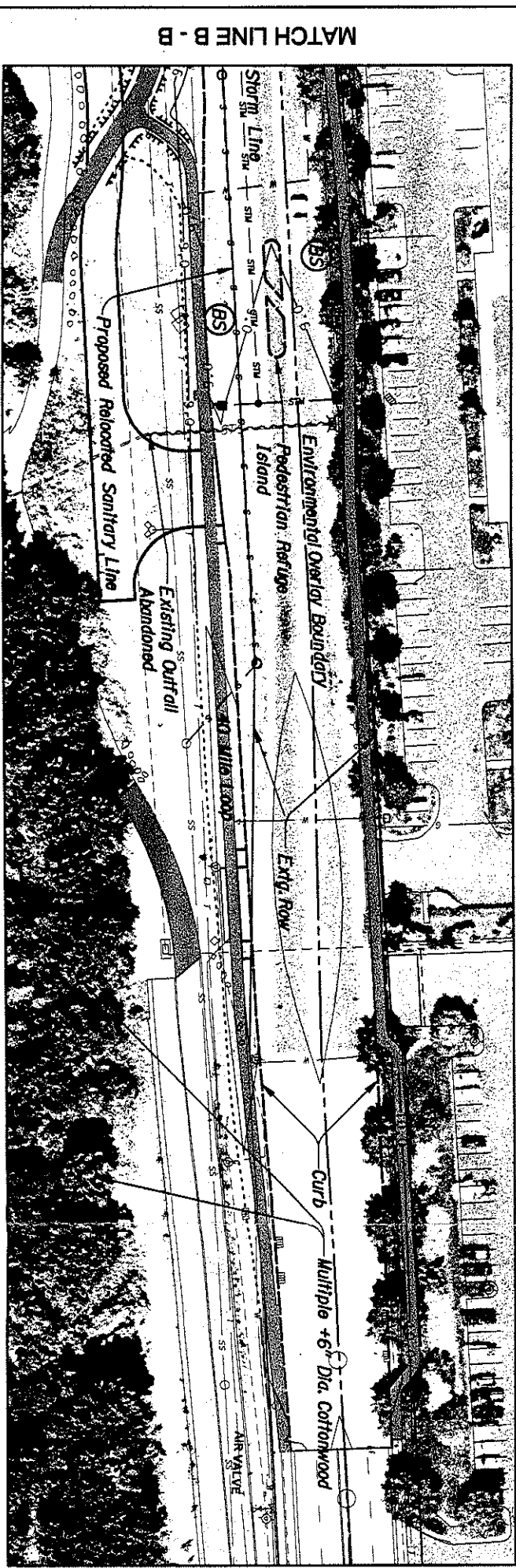
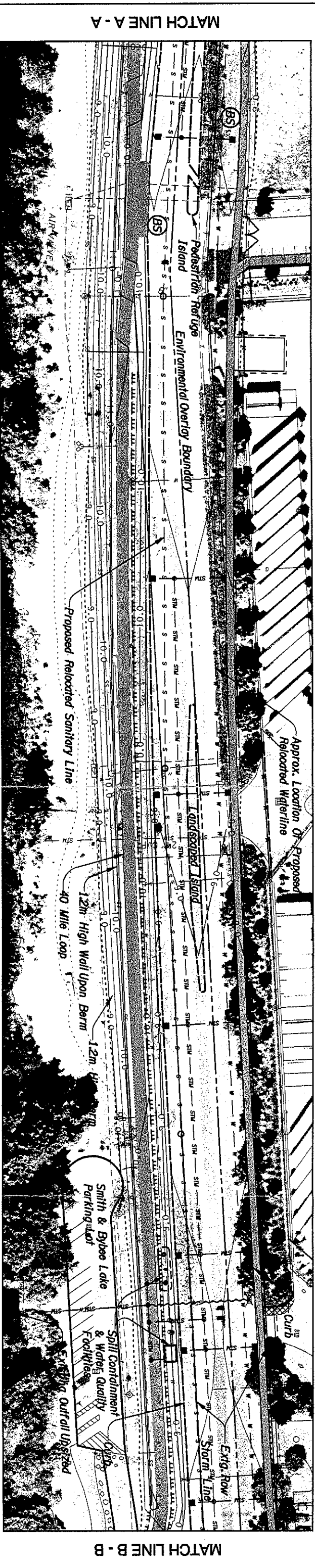
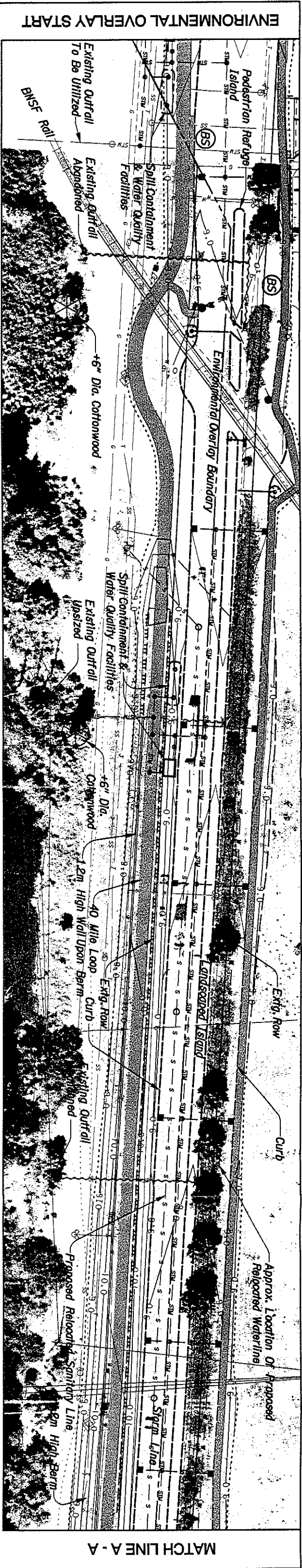
KEY

- | | |
|-------------------------------------|-------------------------------|
| ○ TALL OREGON-GRAPE - 1M O.C. | ▨ CREEPING SNOWBERRY |
| ○ BALDHIP ROSE - 1M O.C. | ▨ STRAWBERRY |
| ⊗ MOCK ORANGE - 1.4M O.C. | ▨ KINKIKINNICK |
| ⊗ OCEAN SPRAY - 1.4M O.C. | ▨ VANCOUVER JADE KINKIKINNICK |
| ⊗ HAIRY MANZANITA - 1.4M O.C. | ▨ JUNEGRASS |
| ⊗ RED-FLOWERING CURRANT - 1.4M O.C. | ▨ COMPACT OREGON-GRAPE |
| ○ MADRONE - 3M | ▨ WHITE ROCKROSE |
| ○ HAZELNUT - 3M | ▨ MEIDLAND ROSE |
| ○ WESTERN SERVICEBERRY - 3M | ▨ BEARBERRY COTONEASTER |
| ○ GARRY OAK - 4M | |
| ○ BM | |
| ○ BIGLEAF MAPLE - 10M | |
| ○ RO | |
| ○ RED OAK - 10M | |
- 0 10 20
Scale In Meters

DETAILED PLANTING PLAN

NORTH MARINE DRIVE
FEBRUARY 2000 **Figure 13**

CH2MHILL

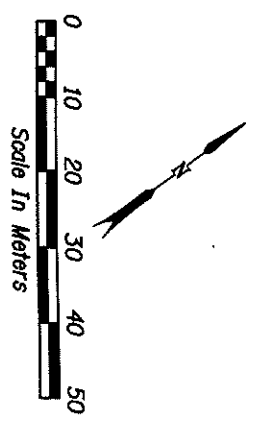


- *Most Abundant Existing Species To Remain Undisturbed**

 - Have's Foot
 - Ripgut
 - Filaree
 - Common St. John's Wort
 - Sheep Sorrel
 - Two-Color Lupine
 - Black Cottonwood
 - Willow Shrub-Scrub
 - Blackberry Shrub-Scrub
- *Most Abundant Existing Species To Be Disturbed**

 - Have's Foot
 - Ripgut
 - Filaree
 - Common St. John's Wort
 - Sheep Sorrel
 - Two-Color Lupine
 - Black Cottonwood
 - Willow Shrub-Scrub
- *Source - Vegetation Survey For Marine Drive Northern Extension Project - Technical Memo July 14, 1997**

(BS) - Proposed Bus Stop Locations



PROPOSED DEVELOPMENT PLAN
NORTH MARINE DRIVE
FEBRUARY 2000
CH2MHILL

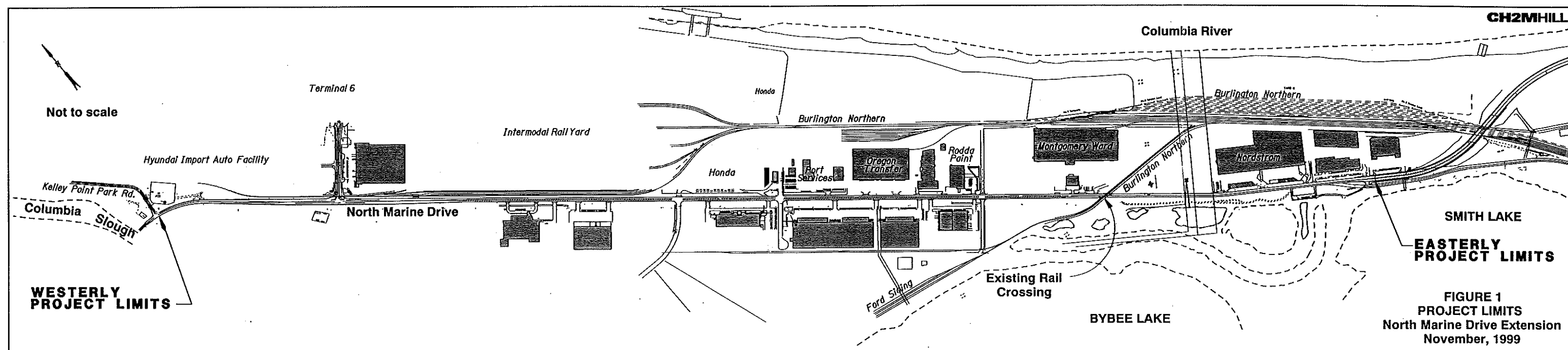


Figure 1