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Coordinated by:

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

**Metro**

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

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**Smith & Bybee Lakes Management Committee Meeting**

5:30 p.m. - 7:00 p.m., Tuesday, April 24, 2001  
Metro Regional Center, Room 270  
600 N E Grand Ave.  
Portland, Oregon 97232

**AGENDA**

Introductions; review/approve Feb. & March meeting notes/ 5 min.	5:30 - 5:35 pm
Discussion & Conclusion: Model airplane use of St. Johns landfill site/ Hendrickson/Sjulin/ 60 min.	5:35 - 6:35 pm
Discussion: Trail alignment working group/ Stewart 15 min.	6:35 - 6:50 pm
Updates/ 10 min.	6:50 - 7:00 pm
Enclosures: March meeting notes	

**Smith & Bybee Lakes Management Committee  
Summary Meeting Notes**

April 24, 2001  
5:30 PM

**In Attendance:**

Frank Opila *	Friends of Smith & Bybee Lakes
Patt Opdyke *	North Portland Neighborhoods
Jim Sjulín *	City of Portland Parks
Patricia Sullivan	Metro Parks & Greenspaces
Elaine Stewart	Metro Wildlife Area Mgr
Dennis O'Neil	Metro Regional Environmental Management
Troy Clark *	Portland Audubon Society
Nancy Hendrickson *	City of Portland BES
Bill Briggs *	Merit USA
Rex Burkholder	Metro Council
Jim Morgan *	Metro Executive Office
Denise Rennis *	Port of Portland
Holly Michael *	OR Dept of Fish & Wildlife

\* denotes voting member

**Review/ approve February & March meeting notes**

*A motion was made and passed to approve both months' meeting notes as presented.*

*Vote: 7 in favor, 0 opposed.*

**Discussion: Model airplane use of St. Johns landfill site**

During the course of a lengthy discussion, committee members listed concerns related to the model airplaners use of the landfill and followed those concerns with a list of conditions under which they might recommend that Metro issue a permit to the Portland Area Model Aircraft Association (PAMAA).

Both the concerns and conditions will be incorporated into a letter to the model airplaners with copies provided other interested parties. Nancy Hendrickson volunteered to draft the letter and e-mail it to committee members for input before sending out. (Copy of letter attached.)

*A vote was taken on four scenarios related to recommending approval of the permit. The results were to recommend as follows:*

- 1) to approve the permit as written (with no additional conditions) - received no votes*
- 2) to approve the permit with conditions - received 3 votes*
- 3) to deny the permit - received 3 votes*
- 4) undecided - received 3 votes*

It was decided to include the above vote results in the letter to the model airplaners.

Troy Clark stressed the importance of beginning the process of establishing plans for the long range use of the landfill.

**Updates**

Bill Briggs distributed material to the committee outlining a problem related to the wildlife area and Merit Oil's boundaries for discussion at a later meeting.

Approximately 30 people participated in the SOLV-IT work party at the lakes on Earth Day. They removed invasive species and trash from the site.

Hola,

It has been interesting in the last year and a half to observe the lakes when the water levels have been receding and low. If possible, I would like to see the following issues on the agenda for the Smith and Bybee Lakes Management Committee in the next few months.

1) Beaver Management

With low water levels, the beavers had to abandon many of their previous sites on the lakes. Being very adaptable, the beavers moved into the sloughs and ponds (including storm water ponds and pipes). Now, the beavers have taken down even more trees in more parts of the management area. With the forthcoming replacement of the dam, I believe that some kind of beaver management plan (not necessarily a detailed document) is a necessary part of habit management.

2) Boat Launch

The "Recreation Facilities Plan" was developed by Dean Apostle, consultant for Metro, and approved by the Management Committee in 1999. This plan calls for a parking lot, toilet and boat launch at the "Triangle" site. Since that time, with the low water levels in the lakes, it appears to me that this is an inadequate site for a boat launch during low water. During the last 1.5 years, the triangle site has been significantly further from the water line than the "old launch" (the "gap" on old N. Marine Dr.). During the formation of the plan, neither the consultant nor Metro made any topography or depth measurements. With the forthcoming replacement of the dam, I believe that it would be a mistake to fund any boat launch at the triangle site. This site may be a very good location for a parking lot, but the boat launch should be reconsidered by the Management Committee and Metro.

The argument has been made that the boat launch is only intended to be usable during the wet season, so the triangle site should be adequate. However, the "old launch" (gap) might be usable for a period of several months longer than the "triangle".

The alternate boat launch is expected to be on the Columbia Slough adjacent to the land fill bridge. This would require paddlers to paddle around the land fill, which I believe is less aesthetically pleasant to many people than paddling in the lakes. I think it would be better to maximize the usage period of the boat launch site on the lakes. Another potential problem is that the currently planned model airplane usage requires a "no people" zone, which includes a portion of the Columbia Slough and possibly the boat launch site, itself.

Thanks for your consideration.

Ciao,

Frank Opila