A SHORT HISTORY OF THE PLANNING EFFORTS FOR SMITH AND BYBEE LAKES

1968 Port proposes plan for Rivergate area (DMJM plan)

1972 Port, City, Corps, County adopt the North Portland Peninsula Plan - sets fill line in the Rivergate/North Portland area

1976 Corps develops Plan1 (among others) - looks at flood control options for the Columbia Slough area

1983 USF&WS advocates for permit to hold water in the lakes. Port constructs dam at juncture between North Slough and the lakes.

1985 Port begins study process to produce consensus agreement on a plan for Smith/Bybee; Fishman Environmental Services hired to do initial analysis

1986 Port forms Smith and Bybee Lakes Advisory Committee composed of environmental, neighborhood, industrial and governmental representatives; Fishman hired to do environmental studies leading to development of a management plan for the lakes.

1987 Draft Smith and Bybee Lakes Management Plan published; implementation strategy discussed among Port, Metro and City

1988 Port initiates discussions with ODF&W, USF&WS, DSL, EPA and the Corps to determine mitigation for future wetland fills in Rivergate in conformance with N. Portland Peninsula Plan and S&BLMP.

1989 Port and agencies sign Rivergate Fill Mitigation Agreement; sets 3 mitigation projects - 1. Ramsay Lake wetland creation and enhancements; 2. Creation of a levee separating Smith and Bybee Lakes; 3. Construction of a channel to join Bybee Lake with the Columbia Slough.

1990 City, Port and Metro adopt Smith And Bybee Lakes Resource Managment Plan - sets up Management Committee under Metro's direction; transfers City-owned property to Metro; sets up S&BL trust fund from landfill fees to fund improvements to the natural area.

Metro determines Bybee Lake should not be re-connected to the Slough due to concerns that there may be a groundwater connection between the landfill and the lake that would be activated by a reduction in "head" pressure from the lake.

Port designs and constructs Ramsay Lake wetlands.

1991 Port receives Management Comittee approval for a new water control structure to replace the simple culvert at the juncture with the North Slough, after this project is determined by the signator agencies to the Fill Agreement to be a more suitable second mitigation project. The third mitigation project was left to be determined later.

1992 Port designs and constructs the new water control structure to enable the S&B Management Committee to regulate the lakes' water level.

1994 Port, with support from Metro, receives permit to withdraw water from the Columbia River to augment S&BL; informal proposal to construct this project as the third mitigation project to fulfill the Rg. Fill Agreement