Jim Morgan
Metro
Regional Parks & Greenspaces

DEAN APOSTOL - LANDSCAPE ARCHITECT
23850 SE BORGES ROAD, GRESHAM, OR, 97080 503 661-6152
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May 21, 1999

To: Smith and Bybee Lakes Management Committee Members

Re: Trailhead design and cost estimate:

Dear Committee Members,

Enclosed for your review are:

(1) Three alternative sketch designs for the proposed trailhead at the "triangle" site,
(2) One overall design concept showing the entire project
(3) A cost estimate for implementation

On the cost estimate, I've broken it down so that you can see which costs apply to any of the three options, which are specific to those options, and which are "optional." Think of these latter as extras that add aesthetic value to the project, but could be done without if you want to economize. By adding these items, we can create a very nice "park entry" effect for Smith and Bybee visitors, like you might get entering a national park or recreation area, but on a smaller scale.

I should have some additional materials at the meeting, including a more detailed sketch of the entry and the boat launch area.

See you on Tuesday.

Sincerely,

Dean Apostol
Landscape Architect

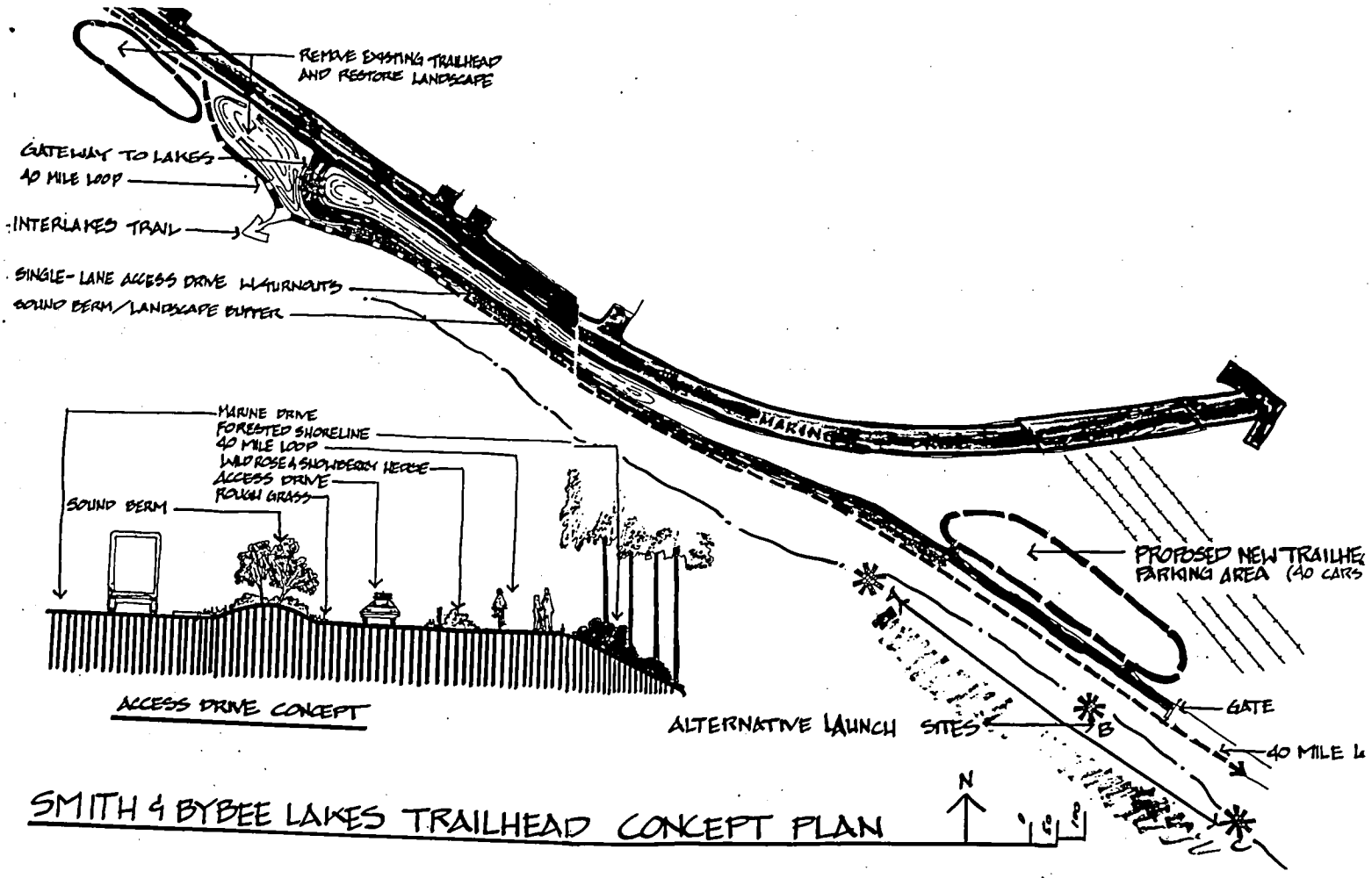
Cost Estimate for Smith and Bybee Lakes Trailhead

Costs Common to Each Alternative

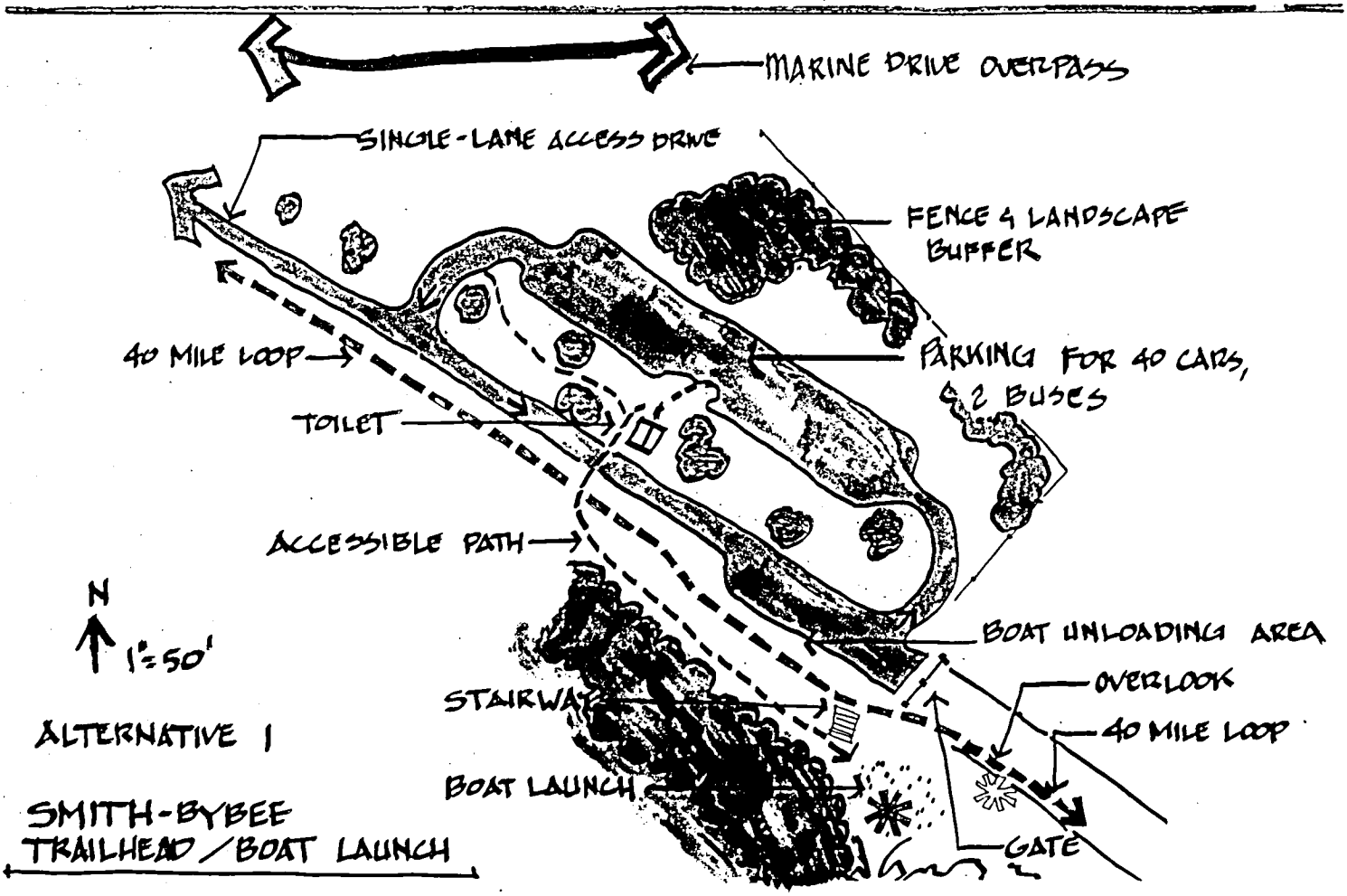
Item	Unit Cost	Quantity	Total Cost
Entry drive	$2/SF	8400SF	$ 16,800
Landscape Restoration	$.75/SF	100,000SF	$ 75,000
Retaining Walls	$25/SF	600SF	$ 15,000
Timber Steps	$80/EA	16	$ 1,280
Double Romtec Toilet	$$30,000/EA	1	$ 30,000
Grading Launch Cove	All	1	$ 2,500
Gates	$3000/EA	2	$ 6,000
Rubber matting	All	500SF	$ 2,000
Directional signage	All		$ 2,000
Subtotal			$150,580
Alternative 1			
Paved Area	$2/SF	24,000SF	$48,000
Alternative 2			
Paved Area	$2/SF	10,000	$20,000
Alternative 3			
Paved Area	$2/SF	28,000SF	$56,000
Demolition	$.20/SF	10,000	$ 2,000
Subtotal Range			$170,580-208,580
Options			
Rail Fence	$15/LF	1500LF	$22,500
Kiosk	$50/SF	100SF	$5000
Gateway Entry	All		$10,000
Landscape berms	All		$ 65,000
Subtotal Range			$273,080-311,080

Additional Costs

Item	Unit Cost	Quantity	Total Cost
Permits			???
Metro Overhead			???
10% Contingency			$ 30,000
10% Design			$ 30,000
Final Estimate			$333,080-371,080

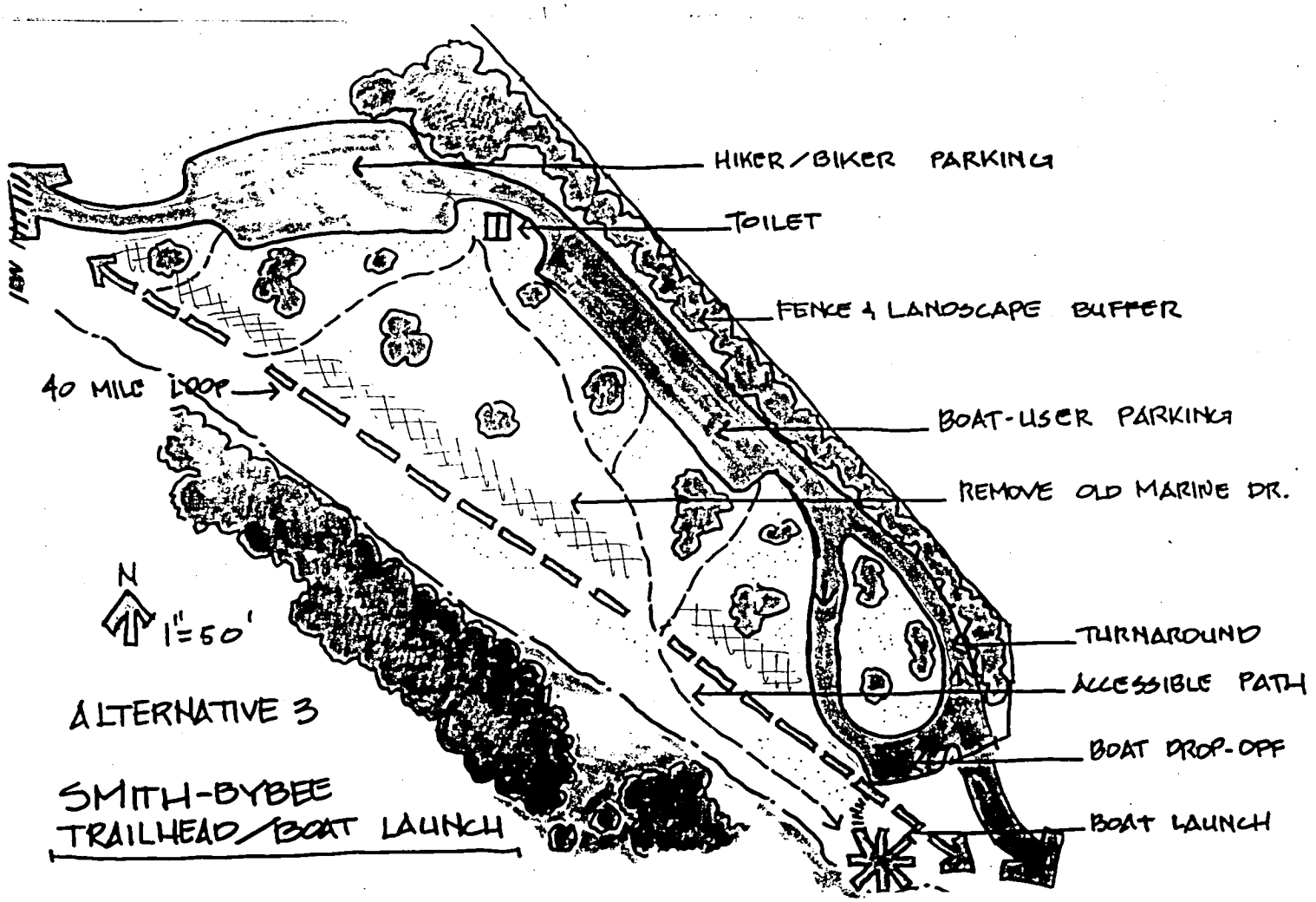


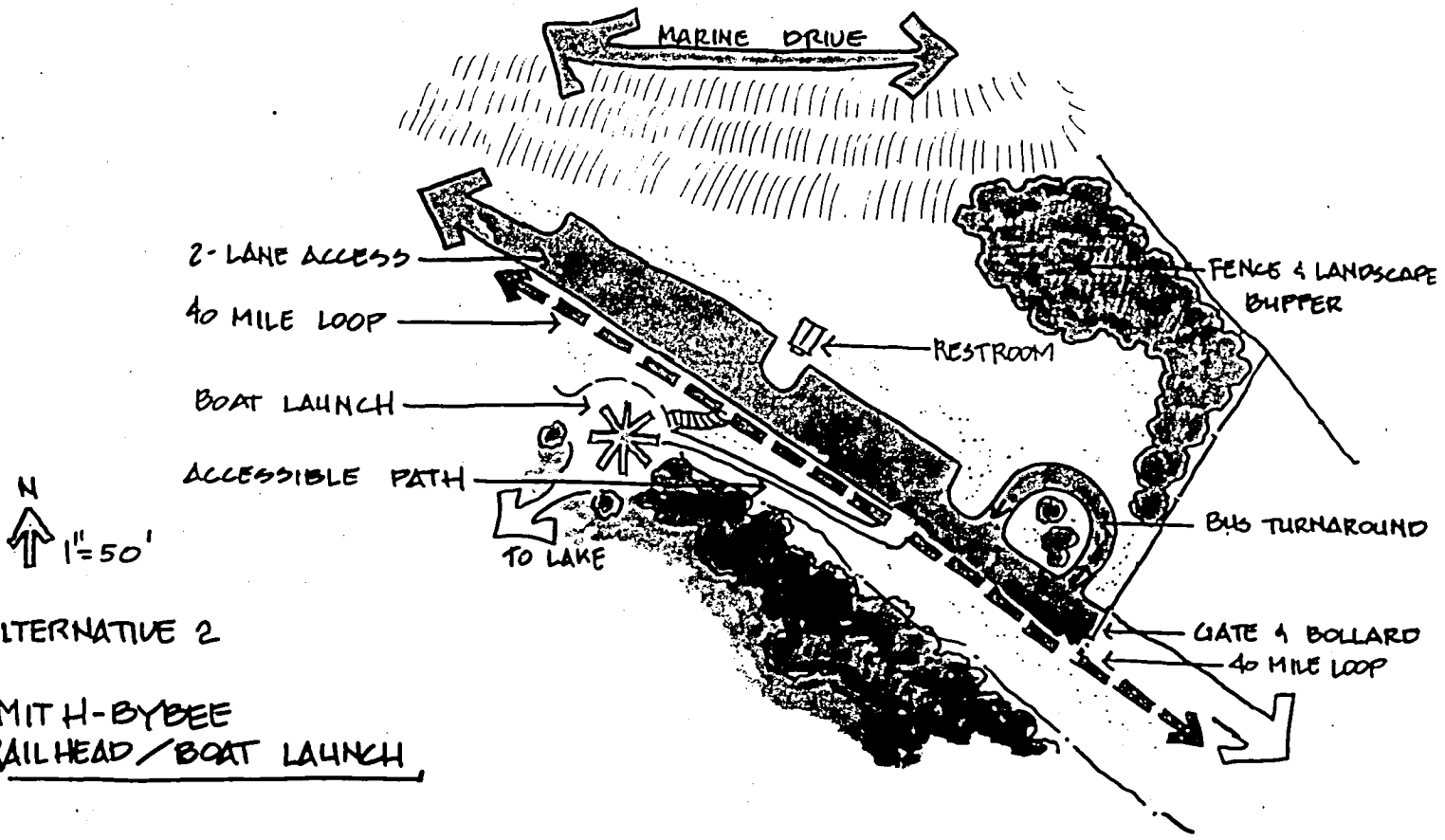
SMITH & BYBEE LAKES TRAILHEAD CONCEPT PLAN



ALTERNATIVE 1

SMITH-BYBEE TRAILHEAD / BOAT LAUNCH


HIKER/BIKER PARKING
TOILET
FENCE & LANDSCAPE BUFFER
40 MILE LOOP
BOAT-USER PARKING
REMOVE OLD MARINE DR.
N
1"=50'
TURNAROUND
ACCESSIBLE PATH
BOAT DROP-OFF
BOAT LAUNCH
ALTERNATIVE 3
SMITH-BYBEE
TRAILHEAD/BOAT LAUNCH



ALTERNATIVE 2

SMITH-BYBEE
TRAILHEAD/BOAT LAUNCH

Smith Bybee Lakes Cost Estimate Assumptions (06/15/99)

Item	Assumption
Entry Drive	New paved road over flat terrain, sand subsurface, 8" base over fabric w/3" asphalt.
Landscaping	Imported soil, container plants, entry area, parking, roadside, & launch area.
Reforestation	Small, bare root native trees and shrubs massed within roughgrass/wildflower matrix. Some soil amendment.
Retaining Walls	Dry native stone 2' high.
Timber Steps	PT 6x6 risers with packed gravel treads, 12' wide.
Double Romtec Toilet	SST Aspen model. Includes delivery and installation.
Grading Launch Cove	Carves out a curved shape out of straight 2/1 sand fill bank. Creates a 1000 ft2 level beach.
Gates	Timber clad, steel frame gate used in Columbia Gorge.
Rubber matting	Same system as Simax Beach on Deschutes Forest.
Directional signage	Simple roadside signage directing users to and from trailhead.
Cove Ramp	4' wide asphalt paved ramp @ 5% grade.
Stormwater improvements	Assumes the need to treat outfalls of existing pipes under Old Marine Drive.
Parking area	New paved trailhead, similar to entry drive in design.
Bollards	Simple 8x8s with shaped top.
Info kiosk	10x10ft with roof over 2-3 panel information boards. Does not include signage
Pavers	Concrete interlock style @ parking area plaza.
Guardrail	Similar to Columbia Gorge painted guardrail, but lighter construction. (e.g. double 3x8 rails over 8x8 posts.)
Paving demolition	Includes median along Old Marine and existing parking area. Incorporates ground up materials into new paving base.
Striping	Painted parking stalls, accessible parking, arrows.
Entry Walls	Same as other retaining walls. Dry stone.
Entry sign	Assumes high quality entry ID sign.
Boulders @ cove	Large, 2 ton native round boulders placed around cove.
Paving overlay	Assumes 1" lift over Old Marine entry drive. Does not include bike path.
Permits	Building, stormwater discharge, environmental.
10% Contingency	For items overlooked or under-priced.
10% Design	Assumes design development, constructions package, bidding, inspection.

Smith-Bybee Lakes
Proposed Construction Phasing
2 Phase Option

Phase One

Item	Cost Estimate
Build new parking area	$ 40,950
Entry Drive	$ 18,900
1/3 Paving Demolition	$ 2,500
Gates	$ 6,000
Grade launch cove	$ 1,000
Rubber mat	$ 1,500
Timber steps	$ 2,000
Retaining walls	$ 21,000
Cove ramp	$ 1,000
Boulders @ cove	$ 4,500
1/2 Directional signs	$ 1,500
Stormwater impr.	$ 7,500
Paving overlay	$ 12,000
Subtotal	$120,350
Permits	$ 10,000
10% Contingency	$ 10,000
75 % Design	$ 21,000
Total Phase One	**$161,350**

Phase Two

Item	Cost Estimate
Toilet	$ 30,000
Landscaping	$ 48,750
Kiosks	$ 10,000
1/2 Signage	$ 1,500
Bollards	$ 1,000
Pavers	$ 4,000
Striping	$ 1,000
2/3 paving demo	$ 5,000
Entry walls	$ 10,500
Entry sign	$ 2,500
Guardrail	$ 9,000
Reforestation	$ 25,000
Subtotal	$148,250
15% Contingency+infl.	$ 19,000
25 % Design	$ 6,000
Total Phase Two	**$173,250**

Total Project **$334,600**

Smith-Bybee Lakes
Proposed Construction Phasing
3 Phase option

Phase One

Item	Cost Estimate
Build new parking area	$ 40,950
Entry Drive	$ 18,900
1/3 Paving Demolition	$ 2,500
Stormwater impr.	$ 7,500
Paving overlay	$ 12,000
Subtotal	**$ 81,850**
Permits	$ 10,000
10% Contingency	$ 8,000
75 % Design	$ 21,000
Total Phase One	**$120,850**

Phase Two

Item	Cost Estimate
Gates	$ 6,000
Grade launch cove	$ 1,000
Rubber mat	$ 1,500
Timber steps	$ 2,000
Retaining walls	$ 21,000
Cove ramp	$ 1,000
Boulders @ cove	$ 4,500
Directional signs	$ 3,000
Landscaping	$ 48,750
Bollards	$ 1,000
Pavers	$ 4,000
Striping	$ 1,000
Subtotal	**$ 94,750**
15% Contingency+infl.	$ 14,000
25 % Design	$ 6,000
Total Phase Two	**$114,750**

Phase Three

Item	Cost Estimate
Reforestation	$ 25,000
2/3 paving demo	$ 5,000
Guardrail	$ 9,000
Kiosks	$ 10,000
Toilet	$ 30,000
Entry walls	$ 10,500
Entry sign	$ 2,500
Subtotal	**$92,000**
20% Contingency+infl.	**$18,400**
Total Phase Three	**$110,400**

Total Project **$346,000**

Cost Estimate for Smith and Bybee Lakes Trailhead (06/15/99)

Costs Common to Each Alternative

Item	Unit Cost	Quantity	Total Cost
Entry drive	$2.25/SF	8400SF	$ 18,900
Landscaping Reforestation	$1.25/SF $.25/SF	39,000SF 100,000SF	$ 48,750 $ 25,000
Retaining Walls	$35/SF	600SF	$ 21,000
Timber Steps	$100/EA	20	$ 2,000
Double Romtec Toilet	$$30,000/EA	1	$ 30,000
Grading Launch Cove	$4/CY	250CY	$ 1,000
Gates	$3000/EA	2	$ 6,000
Rubber matting	$3/SF	500SF	$ 1,500
Directional signage	$300/EA	10	$ 3,000
Cove Ramp	$4/LF	250LF	$ 1,000
Stormwater Imp.	Allowance	Allowance	$ 7,500
Parking Area	$2.25/SF	18,200SF	$ 40,950
Bollards	$100/EA	10	$ 1,000
Info kiosk	$5000/EA	2	$ 10,000
Pavers	$4/SF	1000SF	$ 4,000
Guardrail	$20/LF	450LF	$ 9,000
Paving Demolition	$.25/SF	30,000	$ 7,500
Striping	Allowance	All	$ 1,000
Entry Walls	$35/SF	300SF	$ 10,500
Entry Sign	$All	1	$ 2,500
Boulders @ cove	$150/EA	30	$ 4,500
Paving Overlay	$.50/SF	24,000SF	$ 12,000
Subtotal			$268,600

Item	Unit Cost	Quantity	Total Cost
Permits	Allowance		$ 10,000
10% Contingency			$ 27,000
10% Design			$ 27,000
			-
Final Estimate			$332,600

Smith & Bybee Lakes Wildlife Area
Proposed Construction Phasing

Phase One

Item	*Cost Estimate*
Build new parking area	$20,000-56,000
Entry Drive	$16,800
Gates	$ 6,000
Construct cove launch	$ 5,000
Rubber mat	$ 2,000
Build steps	$ 1,280
Retaining walls	$15,000
Subtotal	**$66,080-102,080**
10% Contingency	$ 6,500-10,000
Design	$20,000
Permits	$ 5,000
Total Phase One	**$97,580-137,080**

Phase Two

Item	*Cost Estimate*
Build gateway entry	$10,000
Entry Berms & landscape	$65,000
Kiosk	$ 5,000
Signage	$ 2,000
Romtec Toilet	$30,000
Paving Demolition	$ 3,600
Subtotal	**$115,600**
15% Contingency + infl.	$ 15,000
Design	$ 5,000
Permits	$ 5,000
Total Phase Two	**$140,600**

Phase Three

Item	*Cost Estimate*
Trailhead landscape	~~$75,000~~ 7,000
Fence	~~$30,000~~ 8,000
Paving overlay	$10,000
Subtotal	$115,000
20% Contingency + infl.	$ 20,000
Design	$ 5,000
Permits	$ 5,000
Total Phase Two	**$145,000**

Total Project ***$383,180-422,680***

I've added a 5% inflation factor for phase 2 and 10% for phase 3. This is likely excessive, but can be part of the contingency otherwise. Question: does Metro normally charge "overhead" on construction projects. In the Forest Service, each office (Washington, Portland, Gresham, Estacada) would tack on overhead costs on these sorts of projects. This ended up adding as much as 40% to the total cost! That is why I ask. It's the sort of thing that sneaks up on you

Smith Bybee Lakes Cost Estimate Assumptions

Entry Drive: new paved road over flat terrain, sand subsurface.

Landscape Restoration with native trees and shrubs massed within rough grass/wildflower matrix, minimal irrigation and some soil amendment.

Berms or Retaining Walls: Dry stone or recycled concrete. 2-3' high.

Timber Steps: PT 6x6 risers with packed gravel treads.

Double Romtec Toilet SST Aspen model. Includes delivery and installation.

Grading Launch Cove: carves out a curved shape out of straight 2/1 sand fill bank. Creates a 1000 ft^2 level beach. Places 20-30 boulders and log boom.

Gates: Timber clad, steel frame gate used in Columbia Gorge.

Rubber matting: same system as Simax Beach on Deschutes National Forest.

Directional signage: simple roadside signage directing users to and from trailhead.

Rail Fence: similar to Columbia Gorge painted guardrail, but much lighter construction (e.g. double 2x8 rails over 6x6 posts).

Kiosk: 10x10ft with roof over 2-3 panel information boards.

Gateway entry: allowance for sign, various items.

Landscaped berms
Entry area berms and landscape.
Includes soil, grading, and plants.

Permits: building, stormwater discharge, environmental.

Metro overhead: Does Metro charge overhead on CIP projects?
10% Contingency for items overlooked or underpriced.
10% Design: assumes design development, constructions package, bidding, and inspection.

6/9/99

Cost Estimate for Smith and Bybee Lakes Trailhead

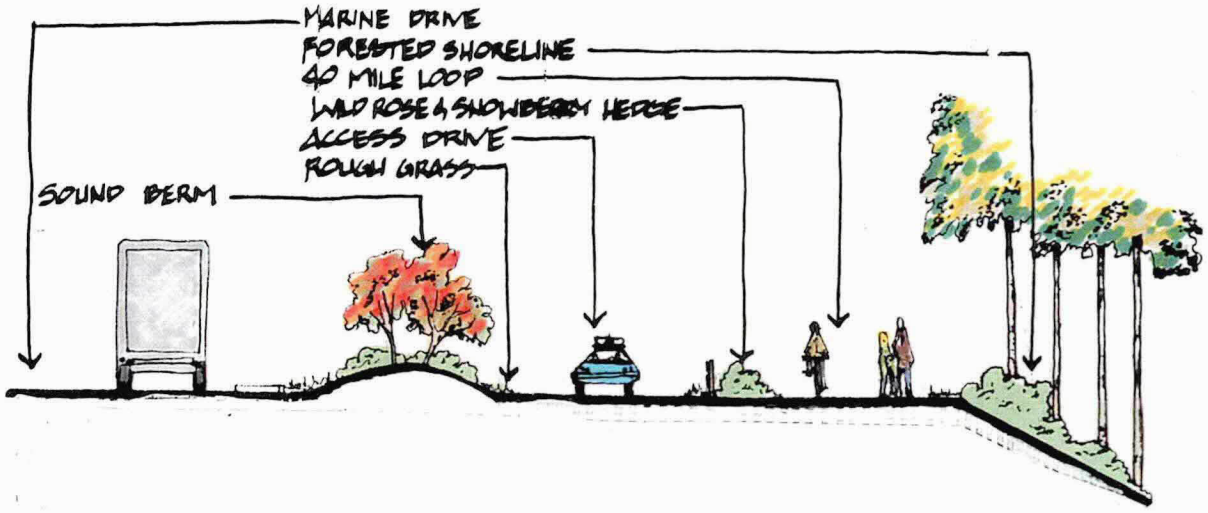
Costs Common to Each Alternative

Item	Unit Cost	Quantity	Total Cost
Entry drive	$2/SF	8400SF	$ 16,800
Landscape Restoration	$.75/SF	100,000SF	~~$ 75,000~~ 15,000
Retaining Walls	$25/SF	600SF	$ 15,000
Timber Steps	$80/EA	16	$ 1,280
Double Romtec Toilet	$$30,000/EA	1	$ 30,000
Grading Launch Cove	All	1	$ 5,000
Gates	$3000/EA	2	$ 6,000
Rubber matting	All	500SF	$ 2,000
Directional signage	All		$ 2,000
Subtotal			$153,080
Alternative 1			
Paved Area	$2/SF	24,000SF	$48,000
Alternative 2		1.5	32,000
Paved Area	$2/SF	10,000	$20,000
Alternative 3			
Paved Area	$2/SF	28,000SF	$56,000
Demolition	$.20/SF	10,000	$ 2,000
Subtotal Range			$173,080-211,080
Options			
Rail Fence	$20/LF	~~1500LF~~ 400	$30,000
Kiosk	$50/SF	100SF	$5000
Gateway Entry	All		$10,000
Landscape berms	All		$ 65,000
Subtotal Range			$285,080-323,080

Additional Costs

Item	Unit Cost	Quantity	Total Cost
Permits			???
Metro Overhead			???
10% Contingency			$ 30,000
10% Design			$ 30,000
Pavement demo	.20/ft2	18,000ft2	$ 3,600
Pavement overlay	.50/ft2	20,000ft2	$ 10,000
Final Estimate			$358,680-396,680

A RECREATION FACILITIES PLAN FOR SMITH AND BYBEE LAKES WILDLIFE AREA



ACCESS DRIVE CONCEPT

By:
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In collaboration with:
Marcia Sinclair
Writer/Editor
Public Involvement Consultant

A RECREATION FACILITIES PLAN FOR SMITH AND BYBEE LAKES WILDLIFE AREA

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Writer/Editor
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R L I S

REGIONAL LAND INFORMATION SYSTEM

Smith & Bybee Lakes

Scale: 1" = 2800'

0 2800

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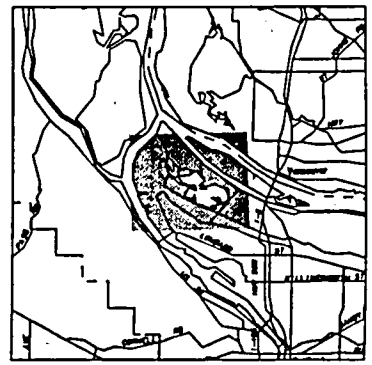


Location map

parks/smithbybee/plt smbw.aml, plot date: December 18, 1998

Acknowledgements

Given the times we find ourselves in, all successful projects are collaborations between many individuals and organizations. This recreation facilities plan was prepared with the help of many members of the public and representatives of various agencies. In the hope of being as inclusive as possible, the following is a list of the project participants.

Public Groups: Friends of Smith and Bybee Lakes, Oregon Ocean Paddlers, Lower Columbia Canoe Club, Bass and Pan Fish Club, 40-Mile Loop Land Trust, Bicycle Transportation Alliance, Northwest Ecological Research Institute, Kenton Action Plan, St. Johns Neighborhood Association, Lower Columbia Slough Watershed Council.

Public Agencies: Portland Parks and Recreation, Portland Bureau of Transportation, Port of Portland, City of Portland Bicycling Program, Oregon Department of Fish and Wildlife, Portland Bureau of Environmental Services, North Portland Neighborhood Office, the U.S. Forest Service Region Six, the Deschutes National Forest.

Businesses: Alder Creek Kayak, The Bike Gallery, Backyard Bird Shop.

Individuals: Peter Teneau, Jeff Kee, Ginny Rosenburg (George Middle School,) Andrew Mason (Corps Restoring Urban Environments,) Todd Lasher.

Project Manager: Emily Roth, Metro, with assistance from Patricia Sullivan, Jim Morgan, James Davis, Dan Kromer, and Charles Ciecko.

Project Consultants: Dean Apostol, Landscape Architect, and Marcia Sinclair, Public Involvement.

Executive Summary

This Smith and Bybee Lakes Recreation Facilities Plan has been prepared to address several public issues. *Primary among these is that the existing boat launch area puts recreational users into a slough that is prime habitat for western painted turtles.* The slough through which boaters must pass to get into the lakes is home to the largest concentration of painted turtles in the wildlife area. While non-motorized boat use and turtle conservation are not completely incompatible, biologists have observed that turtles resting or basking often plunge into the water in the presence of paddlers. Additionally, boaters must portage from the slough overland into Bybee Lake. This portage is inconvenient to many boaters. The 1990 Natural Resources Management Plan also calls for recreation to be concentrated on Smith rather than Bybee Lake, which is to be more of a wildlife reserve.

Other issues also present an opportunity to change existing recreation patterns. The widening of North Marine Drive, scheduled for next year, will result in an extension of the 40-Mile Loop Trail, as well as construction of sound barriers between the road and wildlife area. The trail extension, along with future plans for taking the trail around the lakes, will likely result in increased recreation use of the area. The current parking area is too small to meet these anticipated needs. Because city transportation planners prefer to minimize the number of driveway entries, the entrance to the Smith and Bybee Lakes parking area will be re-designed as well. Additionally, the present parking area is too small for a bus turnaround.

A related topic addressed in this plan, at a lesser level of detail, is the need for a covered shelter to facilitate environmental educators' use of the area. Given Oregon's mild but wet weather (at the front end of an anticipated 20-year even wetter cycle!) a covered shelter, strategically placed just off of the Interlakes Trail, will improve the user experience considerably.

This project employed a strategic public involvement process to help engage area users, educators, transportation planners, Smith and Bybee Lakes Management Committee members, and others in collaborating on this plan. Project planners used this process to help identify important issues, develop criteria for locating a new trailhead and boat launch, analysis of alternative sites, and creation of alternative concept designs. The alternatives were evaluated for function, aesthetics, and cost prior to final selection.

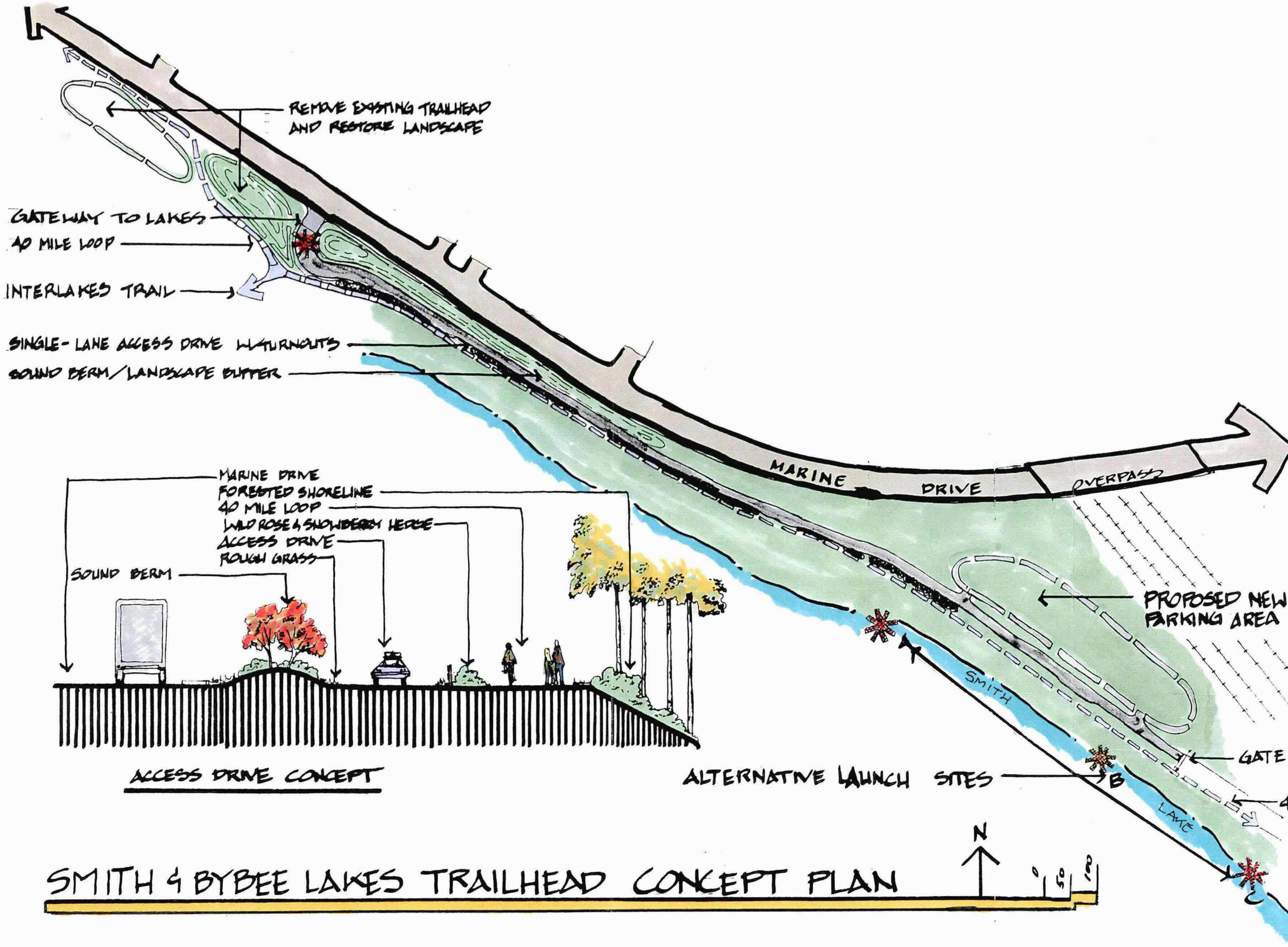
This alternative (pictured on the following page) calls for a new gateway entry. The entry leads to a ¼-mile drive that follows the abandoned route of North Marine Drive. This is envisioned as a single-lane drive with turnouts spaced about 200' apart. The single-lane width allows space for a native shrub hedgerow to separate the entry drive from the 40-Mile Loop Trail, which runs parallel to the south. A new, multiple-user trailhead is located at "the triangle" area just south of the Marine Drive overpass, west of the railroad yards. The proposed new boat launch is located directly south of the parking area.

This design concept has many advantages over the present situation. It provides a strong sense of entry that contrasts with the industrial land uses along North Marine Drive. Visitors will have the sense that they have arrived at a managed "greenspace" at the moment they make the turn through the low stone walls and tree covered berms. Boaters will gain direct access to Smith

Lake without a portage. The new launch does not impact any important wildlife use areas. The "triangle" site is available under a lease agreement with the Port of Portland. It is level, relatively inexpensive to develop, and mostly sheltered from highway noise. Boaters, cyclists, walkers and fisherpersons can share it. This allows Metro managers to consolidate infrastructure at one location (e.g. toilet, information boards, parking.) It also allows transportation planners to eliminate one driveway along North Marine Dr.

An education shelter has also been located. Seven alternative sites were evaluated, resulting in the selection of a small blackberry patch at the edge of a clearing, near the main intersection of the Interlakes Trail.

The estimated cost for constructing the recreation facilities proposed in this document is $333,600. This figure is based on a concept design, and is expected to be accurate within 20% plus or minus. Implementation is expected to take place over a three-year time frame beginning in the summer of 2000. Funding may be through use of the Smith and Bybee lakes Trust Fund, though outside funding will be sought.



REMOVE EXISTING TRAILHEAD AND RESTORE LANDSCAPE
GATEWAY TO LAKES
40 MILE LOOP
INTERLAKES TRAIL
SINGLE-LANE ACCESS DRIVE W/TURNOUTS
SOUND BERM/LANDSCAPE BUFFER
MARINE DRIVE
OVERPASS
PROPOSED NEW TRAILHEAD PARKING AREA (40 CARS)
SMITH LAKE
GATE
40 MILE LOOP
ALTERNATIVE LAUNCH SITES
B
C
MARINE DRIVE
FORESTED SHORELINE
40 MILE LOOP
WILD ROSE & SNOWBERRY HEDGE
ACCESS DRIVE
ROUGH GRASS
SOUND BERM
ACCESS DRIVE CONCEPT
SMITH & BYBEE LAKES TRAILHEAD CONCEPT PLAN
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100

Background and Need for This Project

Smith and Bybee Wildlife Area is a 1,738 acre natural open space managed by Metro Regional Parks and Greenspaces. Located in north Portland, between the confluence of the Willamette and Columbia rivers, this is a land and waterscape of sloughs, ponds, grassy wetlands, shallow lakes, and riparian forest habitat. Recreational users and environmental education students visit the wildlife area to bird watch, canoe or kayak (no gas-powered motors are allowed) fish or walk. Presently there is a parking lot and trail system located just south of North Marine Drive, 2.5 miles west of Interstate-5. Boating access is through a slough off the parking lot. A short paddle through this slough leads to a portage that allows boaters to reach the main lakes.

The City of Portland, Metro Regional Governments and the Port of Portland adopted the *Natural Resources Management Plan for Smith and Bybee Lakes* in November 1990. The goal of this plan is to place primary emphasis on managing the area for wildlife. Recreational uses are allowed that are compatible with wildlife protection. The plan sets forth objectives, policies and projects for activities in the wildlife area.

The City of Portland completed a recreation master plan for the area in November 1992. It contains a site analysis, existing conditions and a conceptual facilities plan. However, with the change in roadway alignment, increased development surrounding the wildlife area and the flooding of February 1996, many aspects of this plan are felt to be no longer feasible. Nevertheless, some recreation improvements are long overdue. The present parking area is undersized, is too small to allow buses to turn around, and is not very aesthetically appealing. The informal boat launch leads into a slough that is important habitat for western painted turtles. Protection of this turtle population is an important management objective at Smith and Bybee Lake Wildlife Area. Boaters paddling through their habitat disturb the turtles. Once through the slough, boaters are faced with a short portage on a muddy path in order to gain access to the main lakes. They then find themselves in Bybee, rather than Smith Lake. This is contrary to the 1990 Management Plan, which calls for recreation to be concentrated in Smith Lake.

While the Interlakes Trail has been much improved over the past few years, users have only a single portable toilet for their use. Environmental educators have also expressed the need for a shelter to gather students under during bad weather.

To help resolve these issues, Metro and the Smith and Bybee Lakes Management Committee initiated a process to develop an updated and detailed recreation facilities plan for the Smith and Bybee Lakes Wildlife Area. The resulting plan documented in this report includes siting and preliminary design of a gateway entry, multiple-use trailhead, boat launch, education shelter, toilet, and landscaping. These facilities should support and enhance recreation use of the area, while also improving the primary function of protecting wildlife.

Public Involvement

As a manager of publicly owned land, Metro is committed to making decisions only after

gathering input from a broad array of interested citizens. To do this effectively, this project began by building a strategic plan for gathering citizen views. This provided guidance throughout the process and an opportunity to measure our success. Below is a summary of the process used. A more complete description is in the appendix section of this document.

The first step was to state the goals for this public involvement campaign. These were:

- Citizens will feel they guided the process and the outcome of this project.
- Working relationships between Metro, the City of Portland, and the Port of Portland will be maintained or improved.
- Metro will build on its positive relationship with the Friends of Smith & Bybee Lakes.
- Citizens will feel they were included from the beginning and were provided with information on all options considered.
- Citizens will understand the process by which the final decision is made.

With these goals in mind, the various groups or "publics" were identified that had similar interests or commonalties. These included paddlers and boaters, other recreational users of the lakes, educators and interpreters, adjacent landowners, citizens of North Portland and public agencies that work with or have oversight of Smith and Bybee Lakes Wildlife Area.

Within each of these publics, interest groups and representatives were identified. For example, boating interests included the Friends of Smith and Bybee Lakes, Oregon Ocean Paddlers (OOPS), Lower Columbia Canoe Club, Alder Creek Kayak, and the Bass and Pan Fish Club. Individual boaters and others not affiliated with these groups were also identified and contacted.

The object was to make the public involvement process as inclusive as possible given the timelines and limited project budget. The Smith and Bybee Lakes Management Committee reviewed the list, in order to make sure potentially interested or affected groups or individuals had not been left out.

A calendar was prepared with critical dates for making contacts. These included special events; club, agency, and management committee meetings; newsletter deadline dates; and decision points. All of this information was duplicated and bound, and copies held by both Metro managers and the consultants. This provided identical guidance and timeline to both parties making contacts. The strategy provided clear direction but also served as a flexible tool, which could be adjusted as necessary throughout the process.

It is important to note that this strategy did not call for the usual "open house" meetings. Instead, project planners went to where the public already was so that people would not have to dedicate yet another night out of their busy schedules to come to a large meeting where their voices could get lost in the crowd.

Contact Chronology

With this as the beginning, tasks were divided up the contacts began. The following is a chronology of public contacts made during this project.

March 16, meeting at Port of Portland to identify issues.

March 18, meeting with paddlers group at Metro to identify issues.

March 21, kayaked lakes with Friends of Smith Bybee tour. Interviewed several paddlers.

March 22; site visit with representatives from Port of Portland.
March 29, hot topics at the Columbia Slough Watershed Council Meeting
March 31, briefing about the project to Oregon Ocean Paddlers meeting.
April 1, meeting with Tom Lipton of BES to discuss permits issues.
April 6, mailed 60 announcements to all on the list and then some on the upcoming field visits.
April 9, meeting at Metro with various bicycling interests regarding trailhead and the 40-Mile Loop Trail issues.
April 10, work party at Smith and Bybee lakes, handed out flyers telling about the project and how to get involved.
April 12, short presentation at the St. Johns Neighborhood Association meeting.
April 13, briefing to Charlie Ciecko and Dan Kromer of Metro Regional Parks.
April 13, meeting with Smith and Bybee educators group to build shelter design program.
April 20, attended Marine Drive widening project meeting and discussed access issues.
April 27, Smith and Bybee Management Committee meeting- discussed trailhead site selection.
May 4, meeting with North Marine Drive widening design team to work out access issues.
May 8, briefing to Lower Columbia Canoe Club.
May 8 and 9, created a display and give out cards on the project at Smith and Bybee Lakes Days.
May 13, field trip with canoe and kayak interests to look at trailhead design.
May 14, field trip with educators to select shelter site.
May 25, Smith and Bybee Lakes Management Committee meeting - trailhead design review and recommendation.
May 26, presented the 3 parking area options to Dan Kromer and Charlie Ciecko.
June 9, meeting with sub-group of the management committee to finalize trailhead design.
June 22, presentation to Smith and Bybee Lakes Management Committee.

In addition to the meetings above, there were a number of phone conversations with various individuals and articles about the projects placed in several organization and neighborhood newsletters. In all, it is safe to say there is strong support for the selected trailhead location and design. There are reservations regarding the extent to which the new facilities will be low key and "rustic," as opposed to a landscaped park. This issue will need to be addressed in the design development stage that will follow adoption of this project by the Metro Council.

Project Design

Selecting a site for a new trailhead/boat launch in order to reduce conflicts between boaters and turtles was the primary purpose of this project. As noted in the "Background and Need" section of this report, the existing launch is inconvenient to users, potentially detrimental to western painted turtles, and the current parking area is not a very aesthetic entry for users. The first step was to identify issues that needed to be resolved in selecting a new launch area, locate potential sites, and then to develop site selection criteria to help in our evaluation and selection. Issues were developed through consultations with various users and stakeholders, particularly recreational users. The following issues were given highest priority.

Planning Issues

- Protection of sensitive habitats, particularly western painted turtles.
- Integration of 40-Mile Loop Trail into design.
- Clustering of recreational facilities for ease of maintenance.

- Potential for vandalism or inappropriate use if facilities are hidden from view.
- Highly variable water levels make ideal siting of facilities problematic (particularly if and when the dam is removed.)
- Most desirable boat access areas are on Port of Portland property.
- Widening of Marine Drive may create access problems.
- Noise from Marine Drive can impact educational activities.
- Metro should demonstrate progressive environmental design.
- Proposed new county jail site could provide boat launch option. Jail siting is controversial within the North Portland community.

Using these issues, potential sites were identified that could be suitable for a new trailhead and boat launch. (The most valuable information proved to be the intimate knowledge of the surrounding area that the wildlife area manager and several committee members had.) The south shore of the lake was dropped from consideration due to land ownership issues. The west shore of Bybee Lake had good potential if Multnomah County sited the new jail at Leadbetter Peninsula. The north shore of Smith Lake had two or three possibilities along the abandoned route of North Marine Drive. These sites belong to the Port of Portland. Another possible site was the Portland Container property along North Portland Road. While not presently in public ownership, there has been talk over the years about acquiring this site. Also included was the existing launch site in the evaluation as a measure against how much progress was possible in terms of resolving project issues. Project participants were asked if there were any additional sites that should be considered. None were brought up.

Thus, in all five potential sites were identified, as follows (see map on following page:)

1) *Existing trailhead.*
2) *Triangle site,* located on abandoned section of Marine Drive just south of the overpass.
3) *Old launch*, located on abandoned section of Marine Drive at the old boat launch.
4) *Container site*, located on North Portland Road.
5) *Leadbetter Point,* located on Bybee Lake, the Multnomah County jail site.


1
2
3
4
5

Smith-Bybee Lakes Trailhead Site Selection Criteria

The next step was to identify criteria that could be used to evaluate these five sites. A set of criteria was drafted by the consultant, then reviewed by various participants, including boaters, 40-Mile Loop Trail users, educators, the Smith and Bybee Lakes Management Committee and Metro Parks and Greenspaces managers.

Description of site selection criteria:

1. *Wildlife*: The new trailhead and boat launch should avoid sensitive wildlife habitat areas, such as concentrations of western painted turtles, marshes, or waterfowl gathering areas.
2. *Portage*: Allow direct access to lakes without the need to portage.
3. *Smith Lake*: Direct access to Smith Lake is preferred over access to Bybee Lake.
4. *Short boat carry*: boaters should not have to carry boats more than 100 yards from parking to launch.
5. *Deep Water*: Access should be to deeper water to facilitate summer use.
6. *40 auto spaces*: Initially, the site should be able to accommodate up to 40 car spaces.
7. *Bus access*: 2 bus spaces for group use, plus space to turn buses around.
8. *Visibility/personal safety*: The trailhead should be visible from surrounding areas (e.g. main roads).
9. *Accessible*: The trailhead should be able to be designed to accommodate disabled access.
10. *Integration with other facilities*: If possible, the new trailhead should serve multiple functions (boat launch, hikers, bicyclists).
11. *Wind sheltered*: The boat launch area should be sheltered from east winds.
12. *Easy maintenance*: Close to main access points, not spread out.
13. *Quiet*: The trailhead should be protected from truck noise along Marine Drive.
14. *Easy to find*: Recreational users should be able to locate without too much complex navigation.
15. *Security*: The site should be self-contained and convenient to patrol.
16. *40-Mile Loop Trail*: The site should allow direct access to the 40-Mile Loop Trail.
17. *Cost:* The site should be publicly owned and relatively inexpensive to develop and maintain.
18. *Circulation space*: The site should be large enough to accommodate multiple pathways (hikers, bikes, boats, and vehicles.)

Each site was rated using a simple comparative matrix that identified whether it met each criteria, and relatively how well. Where information was lacking, no evaluation was done. The matrix is displayed on the following page. The *Triangle site* met the highest number of evaluation criteria. It also met what many considered to be three of the most important ones: avoidance of sensitive wildlife areas, direct access into Smith Lake, and the opportunity to consolidate hiking, bicycling, and boater uses at one location.

Smith-Bybee Lakes Trailhead Site Selection Criteria

Fully meets criteria +
Partly meets criteria n
Does not meet criteria -
Not evaluated ?

Criteria	triangle (2)	existing (1)	leadbetter (5)	old launch (3)	container (4)
wildlife	+	-	-	+	-
portage	+	-	+	+	+
smith lake	+	-	-	+	+
short boat carry	+	+	?	-	n
deep water	-	-	?	-	-
40 vehicle spaces	+	-	+	-	+
bus access	+	-	+?	-	+
visible	n	+	+?	-	n
accessible	n	-	n	n	n
integrates w/other facilities	+	+	-	-	-
wind sheltere	-	+	n	-	+
easy to maintain	+	+	n	-	?
quiet	n	-	?	+	n
easy to find	+	+	-	n	+
security	n	+	?	-	n
40-Mile Loo Trail access	+	+	-	+	+
circulation	+	-	?	-	+
cost	+	+	+	+	-

Trailhead and Boat Launch Design

Once the Triangle site was selected, we were able to begin developing conceptual design alternatives. There were three important challenges to be worked out.

1. *How to get cars and buses from North Marine Drive to the Triangle site.*
The obvious route was of course along the old route of Marine Drive, which is presently closed and vacated though still physically intact. There is a "missing link" between these two roads. With the planned widening of North Marine Drive, there is a potential ingress and egress safety challenge. Also, since the abandon section of Marine Dr. is presently used as a section of the 40-Mile Loop Trail, opening it up to motorized vehicles creates a potential conflict between users.

2. *How to design the parking area.*
The new parking area needs to accommodate 40 cars and two buses, while allowing for occasional overflow parking during special events and for eventual expansion. The design should minimize pavement.

1. *How to get access from the parking area to a boat launch.*
The "Triangle site" sits on a terrace about 10' higher than the normal lake level. A steep sand-fill embankment separates the road from the lakeshore. There are at least 3 potentially good launch sites along the shore.

To solve the first challenge, a meeting was held with planners of the North Marine Drive widening project. Working together a point farthest to the east was selected that still had adequate safety distance from the end of the overpass. Sound berms and walls to create a "park entry portal" appearance were designed that will lead users into the site. To create a separation between 40-Mile Loop Trail users and trailhead-bound vehicles, a single-lane drive with turnouts concept, similar to many National Forest recreation roads, is proposed. This allows space for a native shrub hedgerow as a separation between motor vehicles and trail users. The new entry drive design should result in a park-like portal that will allow users to "decompress" from the urban, industrial landscape they have just negotiated.

The entire design is pictured on the following three foldout pages. The first drawing (sheet 1) shows the entry area, which is located immediately north of the Interlakes Trail. Low stone walls, a sign, and tree-covered berms flank the entry. A reverse curve leads to an orientation area, where visitors can view a map or be dropped off near the trail. The entry drive then narrows to a single-lane width, with turnouts every 200' to allow vehicles travelling in opposite directions to pass safely (see sheet 2). Wooden guardrails at these turnouts protect 40-Mile Loop Trail users from vehicles. A hedgerow of native snowberry and wild rose provides a visual separation in between the turnouts.

About 1/4 mile east is the trailhead and boat launch (sheet 3). The parking area is designed as a one-way loop. It can easily accommodate 40 cars and 2 buses, while allowing for overflow and expansion. A timber gate prevents visitors from continuing east on the abandoned road. A new vault toilet and kiosk are centrally located. The boat launch is located just south of the parking area, on a cove-shaped beach created by carving back the sand-fill embankment along the road. A turnout allows boaters to unload their gear before they park, thus reducing the distance they must carry their boats. This will be very convenient for large groups, such as the monthly Friends of Smith and Bybee Lakes canoe tours. This drop-off area will be separated from the entry drive by a row of fixed bollards to keep motor vehicles from the 40-Mile Loop Trail path. Access to the beach is via a double set of timber steps, with a log "boat slide" in the center. There is also a wheelchair accessible paved path that switchbacks down the embankment. Due to the steepness of the fill bank (estimated at 2:1 ratio) it is likely that low retaining walls or a boulder stabilized slope will be needed along to top and bottom of the cove, and along the path.

To accommodate wheelchair users and work with fluctuating lake levels (and a muddy bottom,) a recommendation to stabilize a portion of the cove, and out into the lake. The preferred method for doing this is to lay an interlocking rubber mat system over a geotextile fabric, laid onto the mud bottom. This is considered to be experimental, and a small section must be tried before going too far. The interlocking rubber mat system is used at Simax Beach on the Deschutes National Forest to allow wheelchair users to get across soft sand. The mat has not been tried on mud, but suspect that a geotextile underlayment should adequately distribute loads. The mat may need to be anchored down with boulders so that it does not float up during high water.

The launch area has been located roughly in the mid-point of the Triangle site, where there is a convenient break in the shoreline trees. It is recommended that an informal line of large round boulders alongside the edges of the opening to help break waves and catch debris floating towards the shoreline. A short log boom might also help. This system needs to be designed by an expert in shoreline systems at the design development stage of this project.

40-Mile Loop Trail users follow the embankment above the lake, and never have to cross-vehicular traffic while traversing through the area. The new trailhead will serve their needs as a staging area or valuable pit stop.

The selected design was developed after considering three alternatives, pictured and briefly described in the appendix.

SMITH AND BYBEE LAKES WILDLIFE AREA
RECREATION FACILITIES PLAN

SHEET ONE: ENTRY AREA

DESIGNED BY: DEAN APOSTOL
LANDSCAPE ARCHITECT

0 50 100

SHEET 1
SHEET 2

REMOVE EXISTING TRAILHEAD & RESTORE
SOUND WALL & BERM BY PORT
ENTRY AREA GATE, WALLS, LANDSCAPE

MARINE DRIVE PROJECT EAST END
SOUND WALL & BERM BY PORT
NEW TRAILHEAD ACCESS DRIVE
NORTH MARINE DRIVE

EXISTING PAVEMENT

GUARDRAIL
VEHICLE TURNOUT & KIOSK
40 MILE LOOP

TURTLE SLOUGH OVERLOOK
BICYCLE PARKING (TURTLE RACK)
INTERLAKES TRAIL

SMITH AND BYBEE LAKES WILDLIFE AREA
RECREATION FACILITIES PLAN

SHEET TWO: ACCESS DRIVE

DESIGNED BY: DEAN APOSTOL
LANDSCAPE ARCHITECT

0 50 100

SHEET 1
SHEET 2

SHEET 2
SHEET 3

NORTH MARINE DRIVE

NORTH

OAK/MADRONE ON SLOPE

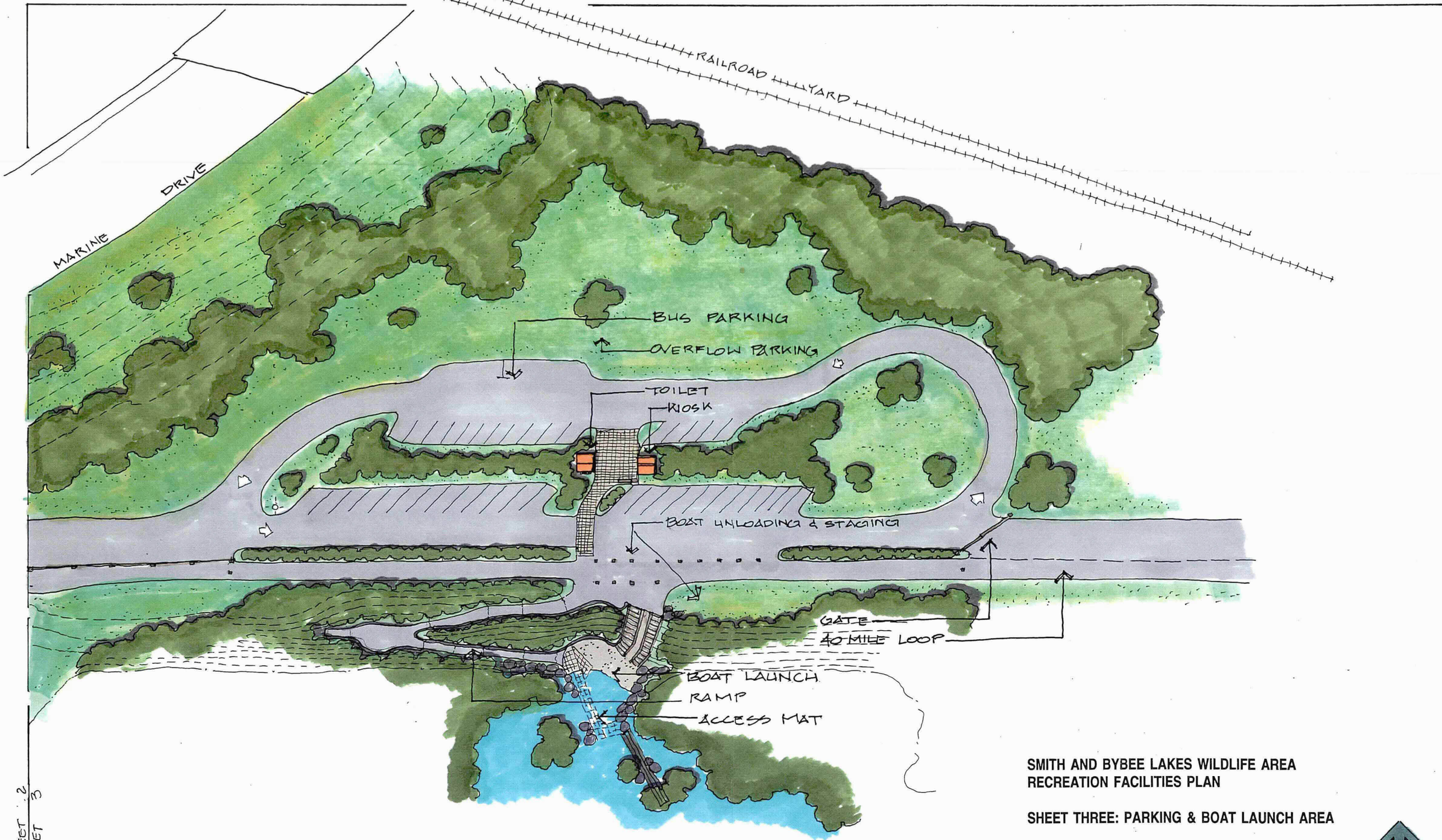
NATIVE LANDSCAPE BUFFER

SINGLE-LANE DRIVE W/TURNOUTS

WILD ROSE/SNOWBERRY HEDGE

40 MILE LOOP

EXISTING STORMWATER PONDS



SHEET 2
SHEET 3

SMITH AND BYBEE LAKES WILDLIFE AREA
RECREATION FACILITIES PLAN

SHEET THREE: PARKING & BOAT LAUNCH AREA

DESIGNED BY: **DEAN APOSTOL**
LANDSCAPE ARCHITECT

0 50 100

Cost Estimate

The cost estimate displayed on the following pages is based on constructing the selected design. Built into this estimate is the assumption that the entry berms and sound walls will be paid for as part of mitigation for the Marine Drive widening project. There are always some uncertainties in cost estimates at this stage of design

Smith Bybee Lakes Cost Estimate Assumptions

Item	Assumption
Entry Drive	New paved road over flat terrain, sand subsurface, 8" baseover fabric with 3" asphalt.
Landscaping	Imported soil, container plants, entry area, parking, roadside and launch area.
Reforestation	Small, bare root native trees and shrubs massed within rough grass and wildflower matrix. Some soil amendment.
Retaining Walls	dry native stone 2' high.
Timber Steps	PT 6x6 risers with packed gravel treads, 12' wide.
Double Vault Toilet	Based on Romtec SST Aspen model. Includes delivery and installation.
Grading Launch Cove	Carves out a curved shape out of straight 2:1 sand fill bank. Creates a 1000 ft^2 level beach.
Gates	Timber clad, steel frame gate used in Columbia Gorge.
Rubber matting	Same system as Simax Beach on Deschutes Forest.
Directional signage	Simple roadside signage directing users to and from the trailhead.
Cove Ramp	4' wide asphalt paved ramp @ 5% grade.
Stormwater improvements	Assumes the need to treat outfalls of existing pipes under the abandon section of North Marine Drive.
Parking area	New paved trailhead, similar to entry drive in design.
Bollards	Simple 8x8s with shaped top.
Info kiosk	10x10ft with roof over 2-3 panel information boards. Does not include signage
Pavers	Concrete interlock style @ parking area plaza.
Guardrail	Similar to Columbia Gorge painted guardrail, but lighter construction. (e.g. double 3x8 rails over 8x8 posts.)
Paving demolition	Includes median along the abandon section of North Marine Dr. and existing parking area. Incorporates ground up materials into new paving base.
Striping	Painted parking stalls, accessible parking, arrows.
Entry Walls	Same as other retaining walls. Dry native stone.
Entry sign	Assumes high quality entry ID sign.
Boulders @ cove	Large, 2 ton native round boulders placed around cove.
Paving overlay	Assumes 1" lift over abandon section of N. Marine Dr. entry drive. Does not include bike path.
Permits	Building, stormwater discharge, environmental.
10% Contingency	For items overlooked or under-priced.

10% Design Assumes design development, construction and inspection.

Cost Estimate for Smith and Bybee Lakes Trailhead

Item	Unit Cost	Quantity	Total Cost
Entry drive	$2.25/SF	8400SF	$ 18,900
Landscaping Reforestation	$1.25/SF $.25/SF	39,000SF 100,000SF	$ 48,750 $ 25,000
Retaining Walls	$35/SF	600SF	$ 21,000
Timber Steps	$100/EA	20	$ 2,000
Double Romtec Toilet	$30,000/EA	1	$ 30,000
Grading Launch Cove	$4/CY	250CY	$ 1,000
Gates	$3000/EA	2	$ 6,000
Rubber matting	$3/SF	500SF	$ 1,500
Directional signage	$300/EA	10	$ 3,000
Cove Ramp	$4/LF	250LF	$ 1,000
Stormwater Imp.	Allowance	Allowance	$ 7,500
Parking Area	$2.25/SF	18,200SF	$ 40,950
Bollards	$100/EA	10	$ 1,000
Info kiosk	$5000/EA	2	$ 10,000
Pavers	$4/SF	1000SF	$ 4,000
Guardrail	$20/LF	450LF	$ 9,000
Paving Demolition	$.25/SF	30,000	$ 7,500
Striping	Allowance	All	$ 1,000
Entry Walls	$35/SF	300SF	$ 10,500
Entry Sign	$All	1	$ 2,500
Boulders @ cove	$150/EA	30	$ 4,500
Paving Overlay	$.50/SF	24,000SF	$ 12,000
Subtotal			**$268,600**

Item	Unit Cost	Quantity	Total Cost
Permits	Allowance		$ 10,000
10% Contingency			$ 27,000
10% Design			$ 27,000
Final Estimate			**$332,600**

Proposed Construction Phasing

The following is a proposed phasing schedule for project implementation. The phasing is organized to facilitate construction logistics, and also to allow for early opening of the new trailhead. Also, the expenditures in each phase have been roughly equalized in order to minimize impacts to the trust fund. Note that the total at the end of phase three is larger than the total that appears on the preceding cost estimate. This is due to factoring in 5% for inflation over the duration of construction.

Phase One

Item		**Cost Estimate**
Build new parking area		$ 40,950
Entry Drive		$ 18,900
1/3 Paving Demolition		$ 2,500
Stormwater improvements		$ 7,500
Subtotal		**$ 69,850**
Permits		$ 10,000
10% Contingency	$ 8,000	
75 % Design		$ 21,000
Total Phase One		**$108,850**

Phase Two

Item	**Cost Estimate**
Gates	$ 6,000
Grade launch cove	$ 1,000
Rubber mat	$ 1,500
Timber steps	$ 2,000
Retaining walls	$ 21,000
Cove ramp	$ 1,000
Boulders @ cove	$ 4,500
Directional signs	$ 3,000
Landscaping	$ 48,750
Bollards	$ 1,000
Pavers	$ 4,000
Striping	$ 1,000
Subtotal	**$ 94,750**
15% Contingency & inflation	$ 14,000
25 % Design	$ 6,000
Total Phase Two	**$114,750**

Phase Three

Item	Cost Estimate
Reforestation	$ 25,000
2/3 paving demo	$ 5,000
Guardrail	$ 9,000
Kiosks	$ 10,000
Toilet	$ 30,000
Entry walls	$ 10,500
Entry sign	$ 2,500
Entry drive paving overlay	$ 12,000
Subtotal	**$104,000**
20% Contingency & inflation	$ 20,800
Total Phase Two	**$124,800**
Total Project	**$348,400**

Education Shelter

The need for a shelter to facilitate use of the wildlife area by environmental educators is viewed as a replacement for the original "Environmental Education Center" concept identified in the 1992 Recreation Master Plan. This center will not be built at this time due to budget constraints and environmental concerns.

The first step in designing and locating a shelter was to ask the questions; Who is it for? How will it be used? By how many people? The answers to these questions were used to build a conceptual "design program," or set of criteria for what the building should be like, and where it should be located. The questions were put to a group of environmental educators who use Smith and Bybee Lake Wildlife Area for tours and work parties, primarily with school children.

Smith-Bybee Lakes Education Shelter Proposed Siting and Design Criteria

Siting and Design Criteria

1. Distance from trailhead: up to 1/4 mile from the drop-off area.
2. Relation to Interlakes Trail: visible from the trail rather than right on it.
3. Relation to habitat: should not disturb important habitat, but could have views into habitat areas.
4. Flooding: could be sited to experience occasional flooding.
5. Safety: should be away from tall cottonwood trees.
6. Comfort: should be sheltered from cold east winds and stormy southwesters.
7. Image/aesthetics: the site should have good aesthetic feel, preferably at the edge of forest and meadow. But aesthetics are lower in priority than habitat protection.
8. Proposed uses: outdoor classroom with storage, warming/resting area.
9. Size of Shelter: Accommodate 30-35 people at one time, about 300 square feet.
10. Degree of weather protection: overhead rain, sideways rain, east winds, and summer heat.
11. Image and durability: the shelter should be "rustic" in appearance, reflecting the Northwest tradition of park buildings. It should also however, make use of synthetic or recycled materials, Promote "green" building technology, and be resistant to vandalism.
12. Season of use: the shelter will be used year around.

With the preceding criteria in mind, a day was spent at the Lakes scouting out potential sites and rating them. In all, we found seven good alternatives, described below.

Site Name	Finding
Site #1 "Dead Willows"	
Distance from trailhead	1/4 mile
Relation to Interlakes Trail	adjacent
Relation to habitat	away from important habitat
Flooding	major floods only
Safety	surrounded by cottonwoods
Aesthetics	moderate close view

Site Name	Finding
Site #2 "Reed Canary Grass"	
Distance from trailhead	1/4 mile
Relation to Interlakes Trail	adjacent
Relation to habitat	away from important habitat
Flooding	occasional flooding
Safety	surrounded by cottonwoods
Comfort	wind sheltered, shady
Aesthetics	moderate views
Site #3 "Morgan's Blob"	
Distance from trailhead	1/4 mile
Relation to Interlakes Trail	adjacent
Relation to habitat	overlooks turtle slough
Flooding	above floods
Safety	cottonwoods on lee side
Comfort	sheltered, shady
Aesthetics	view into slough
Site #4 "Smith Meadow"	
Distance from trailhead	greater than 1/4 mile
Relation to Interlakes Trail	visible from Interlakes trail. Partly screened.
Relation to habitat	adjacent to reed canary grass meadow
Flooding	frequent flooding likely. Need platform
Safety	no cottonwoods
Comfort	wind sheltered from east. Open to south sun.
Aesthetics	wonderful view south. Nice feel.
Site #5 "Planted Place"	
Distance from trailhead	greater than 1/4 mile
Relation to Interlakes Trail	visible from
Relation to habitat	recently replanted forest
Flooding	infrequent flooding
Safety	surrounded by big cottonwoods
Comfort	sheltered, shady
Aesthetics	in woods, no views
Site #6 "Blackberry"	
Distance from trailhead	greater than 1/4 Mile
Relation to Interlakes Trail	nearby
Relation to habitat	edge of forest, adjacent to meadow
Flooding	occasional
Safety	away from tall cottonwoods
Comfort	sheltered from east wind, open to south sun
Aesthetics	nice view to Smith Lake

Site Name	Finding
Site #7 "Interlakes Meadow"	
Distance from trailhead	greater than 1/4 mile, farthest out site
Relation to Interlakes Trail	off trail
Relation to habitat	edge of forest, meadow, near pond
Flooding	occasional flooding
Safety	away from cottonwoods
Comfort	sheltered from east, sunny.
Aesthetics	good view overlooking pond.

The "Blackberry" site was selected by consensus of the environmental educators on the field trip. This site not only meets all of the desired criteria; it also "feels right." It is tucked into a pocket of small trees on the edge of a meadow, with fine views to the south. It will be easy to find, yet also somewhat private feeling. It may not be visible from the lakes, and it should be above high water except during the most exceptional floods.

View from "Blackberry" site

Next Steps

Once the Metro Council approves the recreation facilities plan, there are a number of steps that will need to be taken prior to on-the-ground implementation.

Step One: *Prepare and Secure Triangle Site Lease Agreement with the Port of Portland, summer of 1999.* Collaboration with Port officials throughout this project indicate that a lease agreement is required and amenable to the Port, but details must be worked out before Metro commits further resources to project implementation.

Step Two: *Seek Resources for Implementation, summer/fall of 1999.* These resources could be drawn from the Smith and Bybee Lakes Trust Fund, or capital improvement funds from other sources. Parts of the entry area may be paid for as part of the North Marine Drive widening project. Other potential sources of funding include Multnomah County (jail siting mitigation,) and Portland Parks (40-Mile Loop Trail improvements.)

Step Three: *Design Development, Permits, and Construction Drawings, fall/winter 1999-2000.* Metro will need to hire a consulting team to develop the concept design in greater detail, secure development permits and complete construction drawings. The design development should be done in collaboration with a "design advisory team" drawn from project participants representing boaters, bicyclists, Friends of Smith Bybee Lakes, and others. The Port of Portland, City of Portland agencies, the Smith and Bybee Lakes Management Committee, and Metro will do design review. Permits will be required from these same agencies, as well as from the Oregon Division of State Land and the U.S. Army Corps of Engineers regarding wetland issues. Close coordination with the Portland Bureau of Transportation North Marine Drive Widening Project could result in significant cost savings to Metro.

Step Four: *Construction Bidding for First Phase, spring of 2000.* The assumption at this point is that project implementation will occur in three phases in order to minimize long term impacts to the trust fund.

Step Five: *Construction of First Phase, Summer/fall of 2000.*

Steps Six and Seven: *Bidding and Construction of Phases Two and Three, Summer/fall 20001-20002.*

Appendices

ALWAYS A DRAFT ---- ALWAYS A DRAFT --- ALWAYS A DRAFT --- ALWAYS A DRAFT

COMMUNICATION AND PUBLIC INVOLVEMENT STRATEGY

Smith & Bybee Lakes Facilities Plan
Winter/Spring 1999
Dean Apostol and Marcia Sinclair

This is a communication and public involvement strategy for the Smith & Bybee Lakes facilities plan. This strategy is intended to:

Articulate the goals of this project.

Identify interested publics, stakeholders and key contacts.

Provide preliminary assessment of public concerns based on experience from previous projects, and stakeholder interviews.

Identify tools for opening and maintaining dialogue with interested publics and stakeholders.

Create avenues for bringing publics into the process and encourage their participation in determining the most appropriate design.

Craft appropriate messages that convey the purpose and goals of this project and the elements of the design process that may be influenced by public input.

Where appropriate, use this process to also address METRO's larger communications goals concerning Smith & Bybee, and regionwide efforts.

For this strategy to be successful, it is essential that METRO managers clearly define and articulate their management direction for Smith & Bybee Lakes, as well as the "decision space" within which this planning process and public participation will abide.

The information concerning community attitudes and issues used to develop this strategy was drawn from interviews with METRO personnel. Additional information will be solicited from key contacts.

Our working definition of a public is: "any segment of the population having common characteristics, interests, or some recognized demographic feature...The categories are not mutually exclusive since a person could be a part of more than one public."

Stakeholders are defined as: "Individuals or organizations who have a direct interest in the outcome of a particular project. Thus they have something to gain or lose."

With these two definitions in mind, this strategy was developed to identify the publics and stakeholders interested in Smith & Bybee Lakes, and to address their concerns as they relate to both the planning process and the outcome.

For each public and stakeholder, we established objectives for the outcomes we hope to affect through dialogue with them; we articulated the critical messages we hope they will retain from our communications efforts; and we listed a wide variety of potential tools for establishing two way communication. Time, funding and personal style of the project manager and consulting team will influence the actual implementation of this public involvement effort. This strategy is intended only as a guide.

GOALS OF THE Smith & Bybee LAKES PROJECT

1. Determine environmentally appropriate area from which to launch boats. Identify boaters' parking area. Design boat launch and parking area.

2. Determine appropriate site and design for educational program shelter.

3. Determine appropriate site for toilet facility.

4. Consolidate facilities for maintenance and safety reasons.

5. Place primary emphasis on wildlife habitat management. Provide educational and recreational access as appropriate, so long as they do not conflict with wildlife concerns. METRO *accommodates* but does not necessarily *promote* recreational use.

6. Develop a plan that is ecologically progressive (e.g. "green" building, stormwater treatment)

GOALS OF THE PUBLIC INVOLVEMENT PROCESS

1. Publics will feel they were able to guide the process and the outcome of this project.

2. METRO managers will maintain or improve relationships with City of Portland and Port of Portland.

3. METRO managers will maintain positive relationship with Friends of Smith & Bybee Lakes.

4. Publics will feel they were included from the beginning and were provided with information on all options considered.

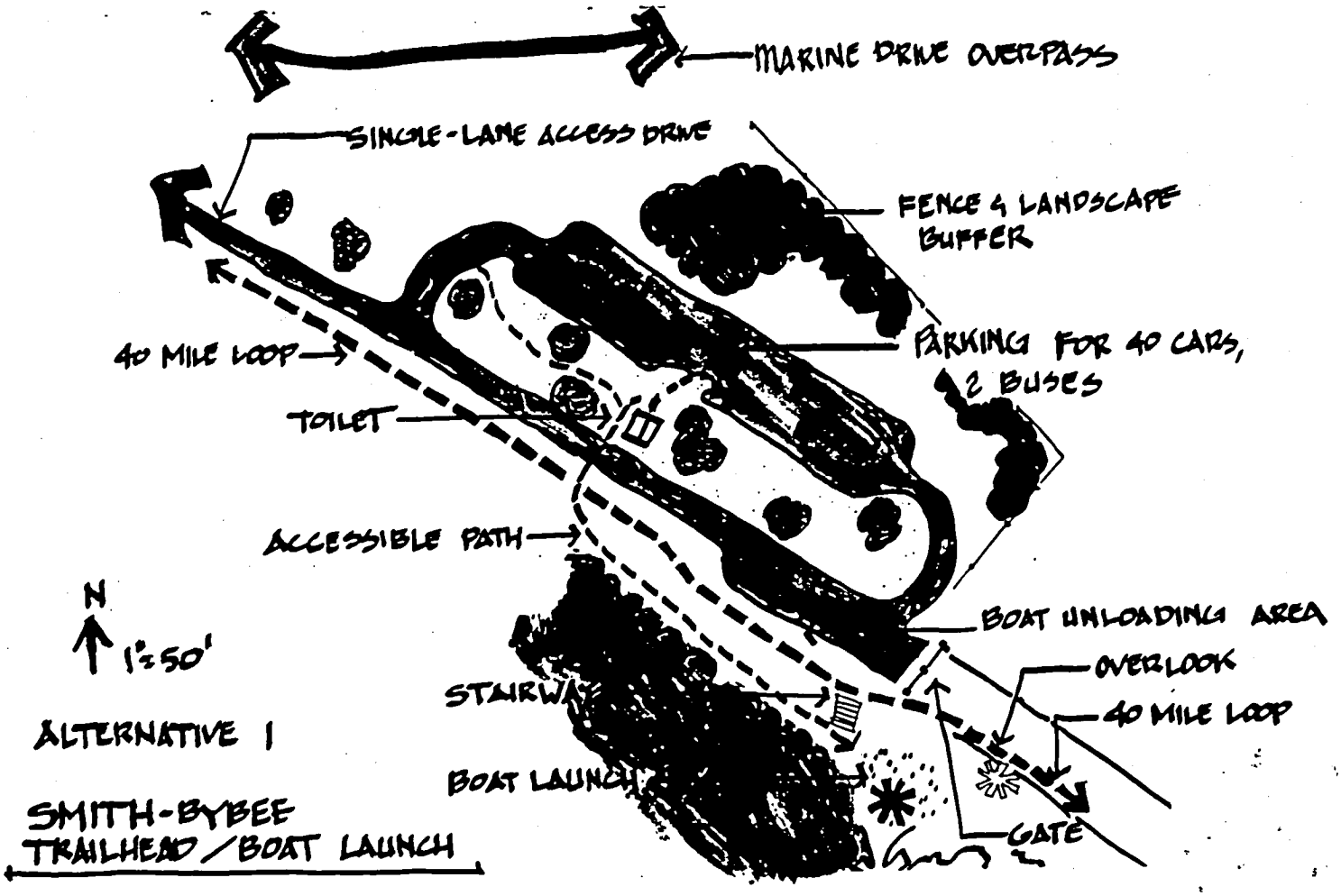
5. Publics will understand the process by which the final decision is made--
   1 Publics make their recommendation to Smith & Bybee Lakes. Management Committee with rationale. The consultant will also make a recommendation.
   2 Management Committee makes a recommendation to Charlie Cieko.
   3 Charlie sends recommendation to the Operations Committee.
   4 Operations Committee makes recommendation to the METRO Council.
   5 METRO Council makes final decision.

PUBLICS:
Educators and Interpreters
Paddlers, Boating recreationists
Recreational Land Managers
Transportation Managers
Adjacent or on site landowners
Other recreational users
Natural Resource Agencies
Agency Stormwater Managers
North Portland residents

ADDITIONAL POTENTIAL PUBLICS TO CONTACT:
Lower Columbia Slough Watershed Council
METRO Regional Environmental Management
METRO Park Rangers--Rick Scrivens
News Media
Other METRO employees

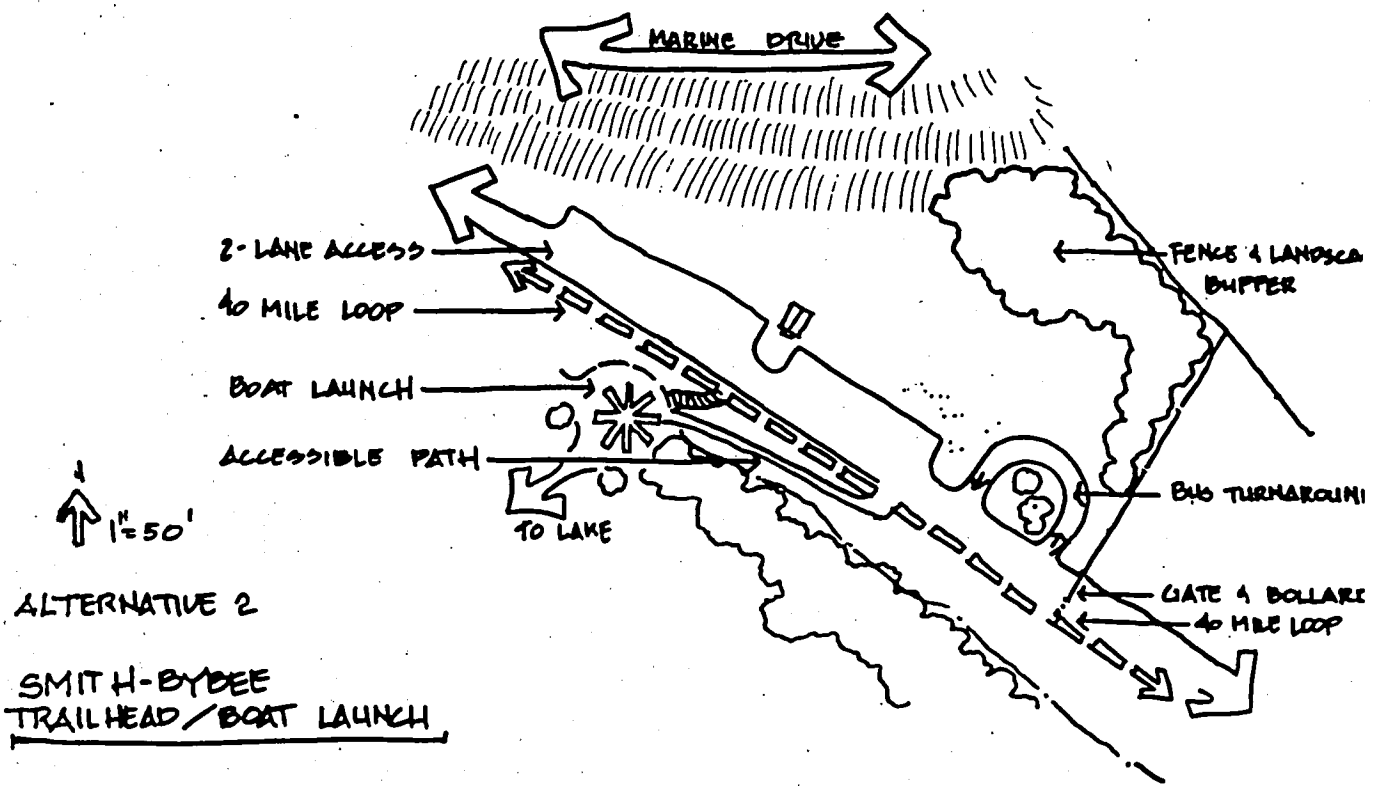
Trailhead Parking and Boat Launch Alternative 1

Alternative 1 (below) does a good job of accommodating the required number of vehicles, while also allowing for a landscaped separation from the 40 mile loop and the boat launch area. This should avoid the "shopping mall" effect. It does not leave room for much expansion however, and would be fairly expensive to develop.



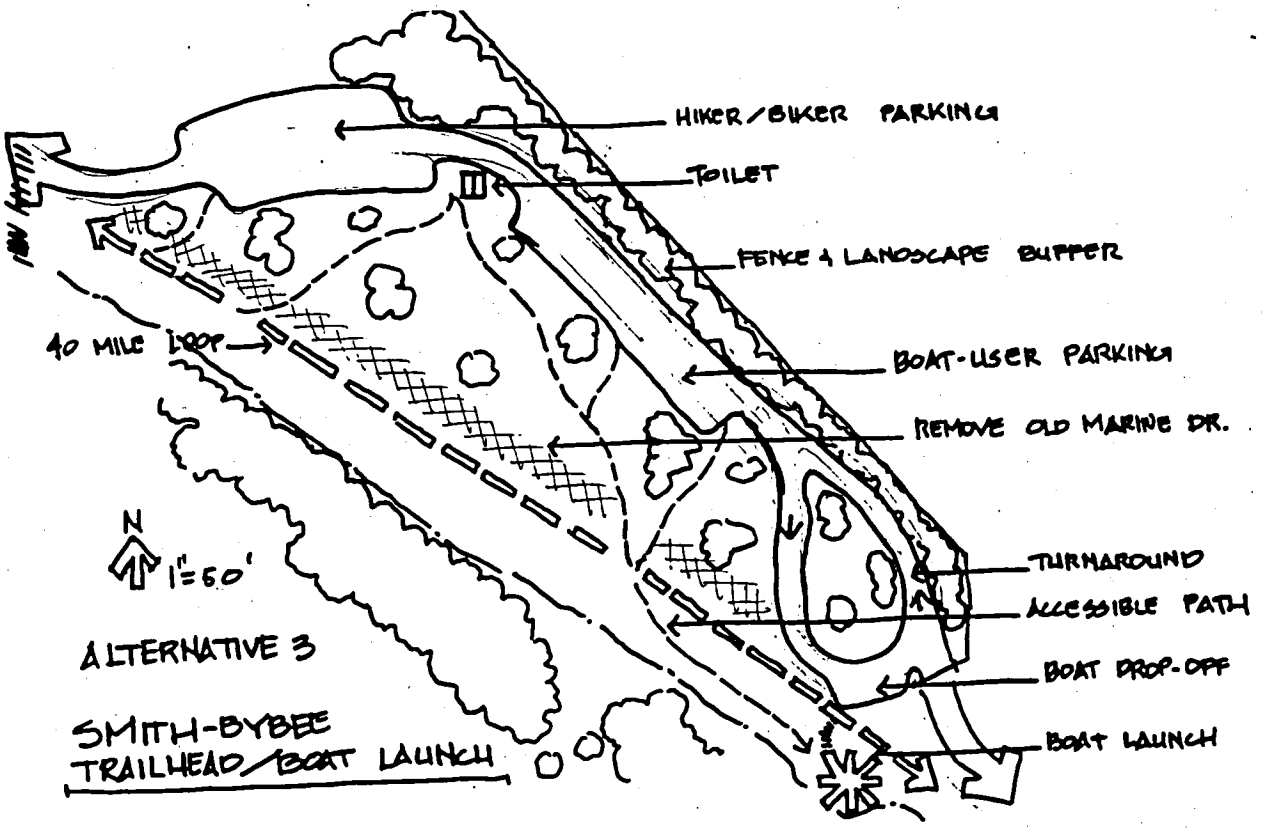
Trailhead Parking and Boat Launch Alternative 2

Alternative 2 (below) is the least expensive option, and allows plenty of room for expansion, but by stringing 40 vehicles spaces along the entry drive, it could tend to be a bit harsh aesthetically.



Trailhead Parking and Boat Launch Alternative 3

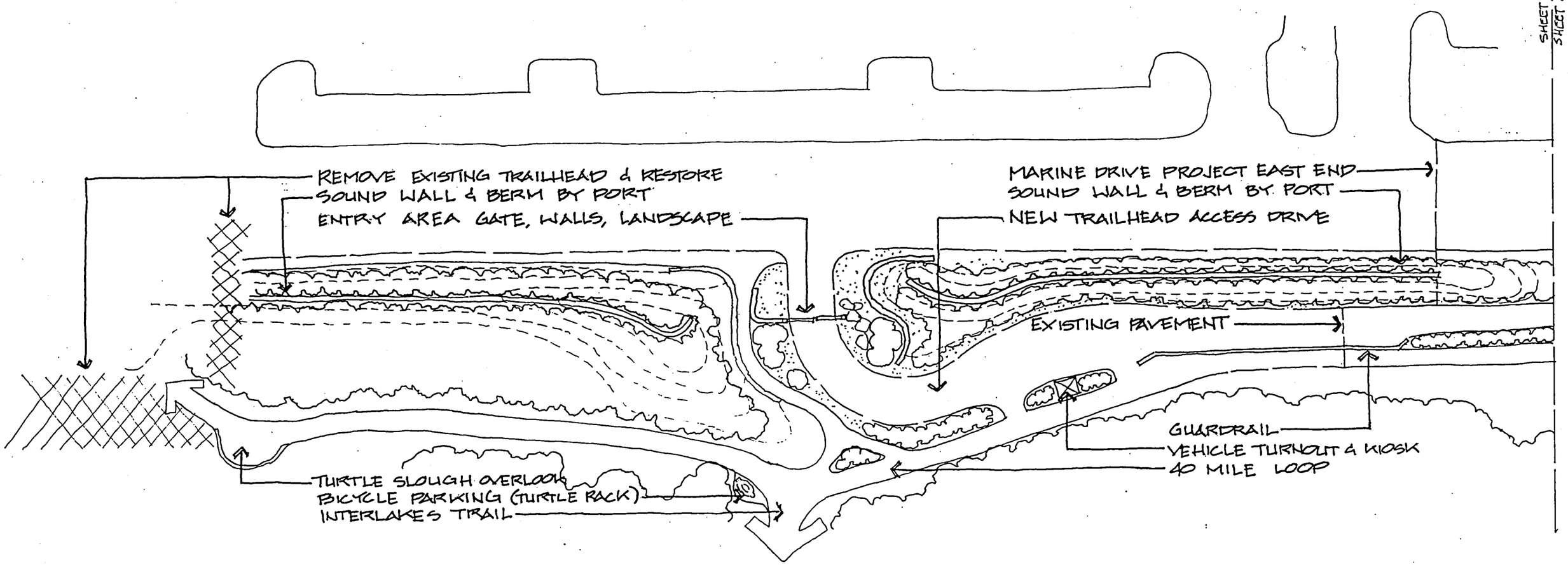
Alternative 3 (below) takes a fairly radical approach in that it calls for abandoning much of the existing road, which allows placement of the new parking as far to the north as possible. This opens quite a lot of "park" space in the triangle, and along where the Marine Drive used to be. It is a bit problematic for boaters however, in that they would need to walk some distance from their vehicles to the boat launch. Also, it would be the most expensive option considered.

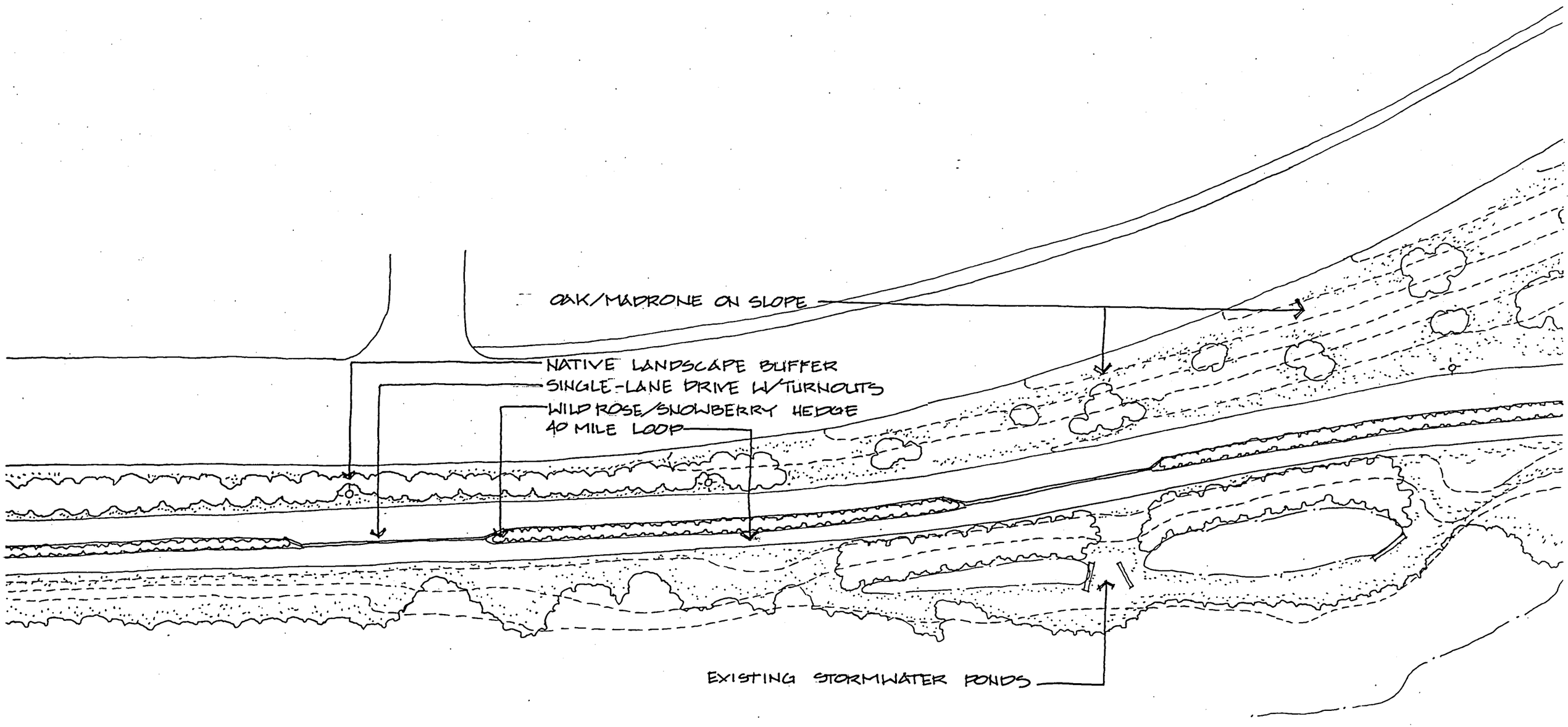


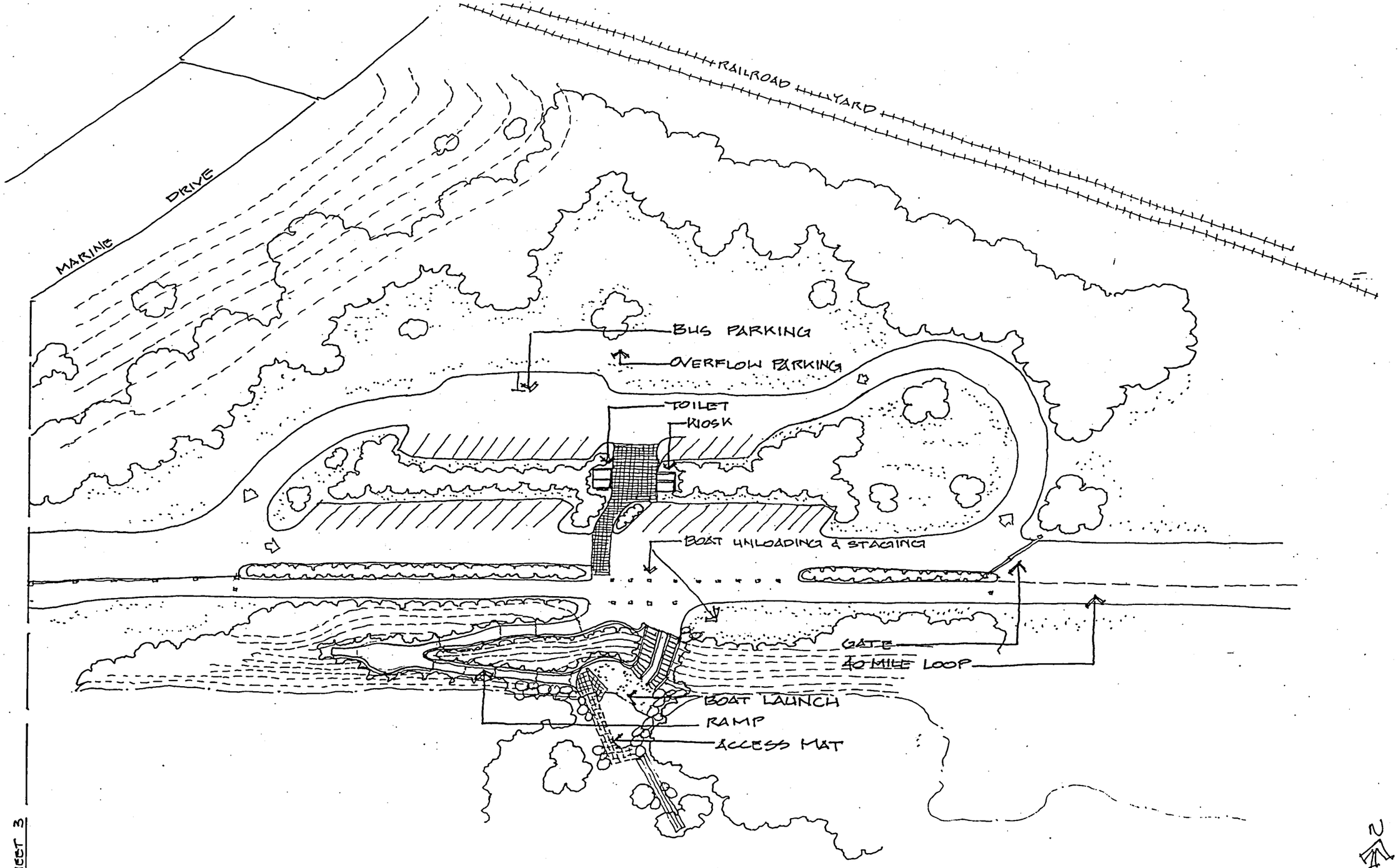
Smith and Bybee Lakes Recreation Facilities Plan Permit Issues

* Initial "pre-application meeting with Portland bureaus needed.
* Triangle site is zoned for industrial use. Boat launch area within E-zone.
* Water system may be required for irrigation and clean-up. Port has unused well in the area that could be tapped.
* Port of Portland and the City both have landscaping requirements that may require irrigation.
* Paving of parking area will likely be required.
* Stormwater discharge permit required. Likely some treatment of existing pipes needed.
* Wetland cut/fill permit from Division of State Lands and Army Corps will be required at the boat launch.
* Building permit needed for toilet and kiosk structures.

SHEET 1
SHEET 2




OAK/MADRONE ON SLOPE
NATIVE LANDSCAPE BUFFER
SINGLE-LANE DRIVE W/TURNOUTS
WILD ROSE/SNOWBERRY HEDGE
40 MILE LOOP
EXISTING STORMWATER PONDS



SHEET 3

ALTERNATIVE #4
CONCEPT PLAN

1" =50'

DEAN APOSTOL