

**From:** "Hendrickson, Nancy" <NANCYH@BES.CI.PORTLAND.OR.US>  
**To:** 'Elaine Stewart' <stewarte@metro.dst.or.us>, Bill Briggs <BillB@bio-stim.com>, "Sjulin, Jim" <PKJIMS@ci.portland.or.us>, S Hayes <Hayesart@earthlink.net>, <emroth@hevanet.com>, Frank Opila <franko@hevanet.com>, E Eldred <eeldred@hotmail.com>, "Burkholder, Rex" <burkholderr@metro.dst.or.us>, Jim Morgan <morganj@metro.dst.or.us>, Patt Opdyke <popdyke@pacifier.com>, Denise Rennis <rennid@portptld.com>, <Holly.B.Michael@STATE.OR.US>, Pam Arden <npdarden@teleport.com>, Troy Clark <brillobrain@ureach.com>, Doug Macy <dmacy@walkermacy.com>, "Everhart, Gregg" <PKGREGG@ci.portland.or.us>  
**Date:** 9/17/02 6:35PM  
**Subject:** RE: Canoe launch decision

To all,

I know the end of last month's meeting went over time. To that point, I will remind you that the meeting on Tuesday the 24th is a mere 90 minutes, and we will not be going over. This means that we have to conduct all our business within that time frame. The purpose of the next meeting is to see the design concepts for the recreational facilities, discuss and give feedback that will allow the project team to proceed.

The purpose of the last meeting was to make a recommendation on which site would be developed into a boat launch. We did not exactly reach a conclusion. We took a 'straw poll' at the end of the meeting to provide more direction to the consultants on which launch site to pursue for final drawings. Several members wanted a closer look at the feasibility study. Several members wanted more information. To attempt to meet these desires, the feasibility study was mailed out, comments and questions were solicited, and replies given, all by email, with paper copies to Bill Briggs and Ray Piltz, who do not receive email. This is all the information that can be provided, given the timeline of the project. Our decisions need to be based on the information provided.

According to the minutes of the last meeting, an email/phone vote would be collected once the information was distributed. This vote will either confirm the direction indicated by the 'straw poll' or redirect it. As I understand it, the project team needs the few days inbetween the vote on Friday the 20th and the meeting on Tuesday the 24th to produce final presentation documents for discussion at that meeting, hence the reason for the tight timeline. On the other hand, there has been a request for more discussion at the next meeting and then a final vote.

Here is my suggestion. Look over all the information that has been provided. Decide, based on what you know and whom you represent, what recommendation you would like to make to the project team. As I see it, you have 4 choices: "triangle site", "old launch site", neither site, or no recommendation. Lora has asked that you reply by September 20th (Friday). Please endeavor to do so. You can phone (503-797-1846) or email (priceL@metro.dst.or.us). If a majority of members wishes to continue the discussion and have a final vote at the next meeting, then we will do it. However, I do not think that we can allot more than 10 minutes time for this and still be able to provide recommendations on the design concepts.

Since we won't know until the meeting whether a majority wants to have another vote or stick to the email/phone vote, please respond one way or another by Friday or as soon as you can. And if there is to be another vote on Tuesday, then so be it.

Finally, I believe (please contradict me if I am wrong) that the project team is counting on the PAC for advice/recommendations/direction. If the PAC fails to provide this, then the project team has to follow their own thoughts.

Respectfully,  
Nancy Hendrickson

.....  
Nancy Hendrickson  
Columbia Slough Watershed Manager  
Bureau of Environmental Services  
1120 SW 5th Avenue, Room 1000  
Portland, OR 97204

phone: 503-823-6001  
fax: 503-823-6995

NancyH@bes.ci.portland.or.us

-----Original Message-----

From: Elaine Stewart [mailto:stewart@metro.dst.or.us]  
Sent: Tuesday, September 17, 2002 3:56 PM  
To: Nancyh@bes.ci.portland.or.us; Bill Briggs; pkjims@ci.portland.or.us; S Hayes; emroth@hevanet.com; Frank Opila; E Eldred; Rex Burkholder; Jim Morgan; Patt Opdyke; Denise Rennis; Holly.B.Michael@STATE.OR.US; Pam Arden; Troy Clark; Doug Macy  
Cc: kurt@langohansen.com; Lora Price; Kristin Calhoun  
Subject: Canoe launch decision

This will be a duplicate email for some of you - if so, please disregard. Some others did not receive either Frank's email or my reply, so here they are for you:

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Frank and all,

I'll try to explain why we need your input this week. We're on a tight timeline for this project. Even though next summer may seem like a long way off for starting construction, we have grant-writing and permitting tasks to complete this winter. When we work out the schedule, we need to be submitting permits to the city in November. That means the consultant needs to get right on the drawings. As you know, the choice of canoe launch location affects the drawings.

The consultants are due to present final design concepts to the Project Advisory Committee (PAC) on Tuesday Sept. 24th. It will be much better for their preparation if they can know a day or two ahead of time what the PAC's recommendation is re the canoe launch location. Otherwise, we will need for the design team to prepare 2 sets of material for the meeting.

It was our hope that the PAC would come to a recommendation at the last meeting, but that did not happen, probably for a variety of reasons. The PAC requested additional information, and we pulled together a report with our findings and forwarded that to you last week. There will always be a desire for more information, but at some point a choice needs to be made. It's important to weigh the likely value of additional information - how much more info. is there and how much will it affect the choice - versus the need to move ahead. We received comments/questions from only one PAC member, and the responses/answers should get to you today.

If members of the PAC feel that it is imperative to discuss the canoe launch in person at the next meeting, it should be a very short discussion. The Sept. meeting needs to be devoted to reviewing those final design concepts and providing additional input to Metro and the design team.

I hope this helps clarify why we need to know your preferences this week. Thanks.

-Elaine

>>> "Frank Opila" <franko@hevanet.com> 09/16/02 09:50PM >>>  
Hi all,

It's not clear to me why the vote can't wait until the Sep. 24 meeting. It's only a few days after the Friday email vote deadline. This is an important issue for the wildlife area and it's important that we understand the issues and make a good decision.

Denise brings up some good points, but I would like to understand why the Port is so strongly opposed to the old launch site.

Thanks,  
Frank Opila

-----Original Message-----

From: Elaine Stewart [mailto:stewarte@metro.dst.or.us]  
Sent: Thursday, September 12, 2002 8:17 AM  
To: Nancyh@bes.ci.portland.or.us; Bill Briggs; pkjims@ci.portland.or.us; hayesart@earthlink.net; emroth@hevanet.com; Frank Opila; eeldred@hotmail.com; Jim Morgan; Patt Opdyke; Denise Rennis; Holly.B.Michael@STATE.OR.US; Pam Arden; Troy Clark; dmacy@walkermacy.com  
Cc: pkgregg@ci.portland.or.us; kurt@langohansen.com; Lora Price; Kristin Calhoun  
Subject: RE: Canoe Launch Feasibility Report

Denise and all (including PAC members who did not receive the original email),

I am going to look further into all of your points, Denise, but I also want to clarify one thing immediately. You refer to the "extremely short time" to review the report. We are asking for questions by Friday, and a vote by the following Friday. So there are 10 days for review before a vote. That

seems a reasonable amount of time to me. The questions need to be in soon to allow time for research and to get the answers to everyone. I understand that more information is always desirable, but there may not be what you consider adequate information about all of the aspects of this work, and you may simply have to make a decision without all of the details that you want.

Denise, I will treat your comments as questions and work toward getting all the answers I can in the next few days. I will see that everyone gets all of that information.

-Elaine

p.s. "Fuel Processors" and "Merit USA" are the same operation; there is some information about Merit in the outfall discussion. If the Port staff have seen and smelled suspicious things at the wetland/outfall area, I would be very interested in any information you can provide. Did they call it in to BES or DEQ? What did they learn? etc. Thanks.

>>> "Rennis, Denise" <rennid@portptld.com> 09/11/02 06:01PM >>>  
Given the extremely short time the Project Manager for this study is giving us to review the feasibility report, it is not likely that I will get a chance to review it in any detail. I have, however, noted that although the consultants make several good points, they also provide misleading information in several key sections. For those of you interested, I summarize these below. I recommend that we not be rushed into voting on the canoe launch prior to the next meeting as specified by Lora Price, but that we have one final discussion on the 24th. One issue to consider (put forward by the consultants in the feasibility report) is to actually hold off on making a decision on the canoe launch location until more information is known. My comments involve lake levels and distance to navigable water, the outfall, cost and the canoe launch matrix.

1. Lake levels. I was hoping the consultants would actually address the distance boaters would have to walk prior to reaching navigable water. I managed to find various aerial photos in the Port archives (mostly from May through August from 1975 onwards) which give a fairly good aerial view of high points that boaters would need to portage from both launch sites given different water levels over the summer months in order to get to navigable water (e.g. uninterrupted areas of water that appear to be greater than 4" deep). It makes for interesting viewing. But perhaps you're all aware of this already? I would be willing to have these enlarged and printed for the next meeting, however it will take some time and will obviously cost some money and I would only be willing to do this if we are still debating the canoe option issue.

2. Outfall. The consultants have not identified any major issue with the outfall. They have not included any information about the Rhone Poulenc facility or Fuel Processors Inc. both of which have discharged to this area in the past and are still subject to DEQ and EPA court ordered actions for clean up of contaminated sediments. (Information can be found on the DEQ website regarding these two facilities). Oil drums have been noted in the small wetland area to the north of the tracks by Port Engineers and recent reports have been filed by our engineers regarding strong odors and fumes coming from the outfall where it discharges to the lakes. This issue obviously needs closer examination.

3. Cost. There are a number of items that the consultants have not included as part of the costs for the old launch site. This includes the City of Portland Land Use Review that would need to be done for creating more impervious surface in an Ezone (turn around), the costs for planting and irrigating landscaped or planted areas along the additional roadway (or perhaps no planting is anticipated?), and the costs for addressing the outfall.

4. Canoe Launch Matrix. I disagree somewhat on the values given to each option. item 4) given the amount of walking that may need to be done on either option across high areas of the lake, both launch sites have impacts. item 5) as noted above I do not believe the costs have been adequately assessed. item 6) long term maintenance of the old launch site will include trash pickup, oil spill cleanup, plant maintenance to name a few and I would not consider this 'low'. item 7) the old launch site is visible. item 8. the old launch site does conflict with the 40 mile loop trail as the turn around will cross the trail. It does not appear to meet criteria.

If most of you are in favor of voting on this issue prior to the next meeting so that we can move onto new topics, then I certainly won't belabor the points above. I still recommend that we save some time on Tuesday for discussing the two options in light of the consultant's report and consider adding the third option of delaying a selection of canoe launch until more information is known.

-----Original Message-----

From: Patricia Sullivan [mailto:sullivanp@metro.dst.or.us]  
Sent: Tuesday, September 10, 2002 3:43 PM  
To: NANCYH@BES.CI.PORTLAND.OR.US; PKGREGG@ci.portland.or.us;  
PKJIMS@ci.portland.or.us; hayesart@earthlink.net; emroth@hevanet.com;  
franko@hevanet.com; eeldred@hotmail.com; Jim Morgan; Elaine Stewart;  
Patricia Sullivan; popdyke@pacifier.com; rennid@portplid.com;  
npdarden@teleport.com; Dmacy@walkermacy.com  
Cc: kurt@langohansen.com; Lora Price; Kcalhoun@RACC.org  
Subject: Canoe Launch Feasibility Report

To: Smith & Bybee Lakes Project Advisory Committee  
From: Lora Price; Project Manager

Attached for your review is the Draft Canoe Launch Feasibility prepared by Lango Hansen Landscape Architects, Grummel Engineering and Pacific Habitat Services which assesses the feasibility of two alternative canoe launch locations. If you have comments and/or additional questions, we would like to hear them and ask that they be submitted by this Friday Sept. 13th. Please respond to all when responding by email. You may also contact me by phone at 503-797-1846. We will respond to your questions and comments by September 17th. A straw vote taken at the August meeting showed a preference for the launch location at the "old canoe launch site", however we would like to ask again for your vote of a preferred location after benefit of reviewing this report. Please email or call with your vote by Friday, September 20th.

At the next Project Advisory Meeting, on Tuesday, September 24th, we will be

**From:** Patricia Sullivan  
**To:** S&BVoters+Elaine+Gregg  
**Date:** 9/17/02 8:52AM  
**Subject:** Canoe Report Responses

**To:** Smith & Bybee Lakes Project Advisory Committee  
**From:** Lora Price, Project Manager; Elaine Stewart, Wildlife Area Manager; Kurt Lango, lead consultant  
**Subject:** Canoe Launch Study Questions and Responses

Following are responses to comments and questions received from Denise Rennis, Project Advisory Committee member, regarding the draft report of the Canoe Launch Feasibility Study. No other comments or questions were received.

#### 1. LAKE LEVELS (DISTANCE TO "NAVIGABLE WATER")

I was hoping the consultants would actually address the distance boaters would have to walk prior to reaching navigable water. I managed to find various aerial photos in the Port archives (mostly from May through August from 1975 onwards) which give a fairly good aerial view of high points that boaters would need to portage from both launch sites given different water levels over the summer months in order to get to navigable water (e.g. uninterrupted areas of water that appear to be greater than 4" deep).

#### RESPONSE:

The portage distance relates to the type of alternative chosen for the triangle site. If someone wants to canoe on Smith Lake today at the "old launch" site, they have to walk approximately 150 feet from the top of bank to the edge of shore. For the triangle site, they would walk 100 feet from the top of bank and then encounter the willows and cottonwoods at the lake shore. Regardless of the bottom elevation of the lake today, canoeists cannot presently use this site. The option then becomes whether you place a rubber mat down on the lake bottom, dredge, or build a dock. In each alternative, the willows would have to be removed.

Based on the DSL criteria of not adding more than 50 cubic yards into the lake, we know that the rubber mat alternative cannot be pursued. That leaves dredging or the dock. For dredging the triangle site, the channel would be deepened by 2-feet to match the approximate bottom lake elevation of the old canoe launch site. Therefore the distance from the top of bank to the edge of water would be relatively the same at both sites throughout the year (the old launch site would be slightly longer) because both of these bottom lake elevations would be similar. On page 4 of the report, a chart outlines the relative depth of water at the canoe launch sites throughout the summer and fall.

If a dock is chosen and no dredging occurs, then beginning in July through September, it would be a much shorter distance at the old launch site than at the triangle site which would be an approximately 900-foot walk on the dock from the bottom of bank to open water. Regardless of the distance, the biggest problem with the dock alternative is that because the lake bottom at the triangle site does not change, the trees will be continually recolonizing and require maintenance.

Both sites will become infeasible for launching boats by mid- to late summer once the new water control structure is in place and Smith Lake is drawn down each year. When the deepest water in Smith Lake is approximately 1 foot deep or less, the lake bottom starts to become exposed on higher areas. This may be what Denise was seeing in the old aerial photos. By that time of year, either canoe launch would be closed and paddlers would be redirected to the St. Johns Landfill ramp or Kelly Point Park.

An important implication of the dredging or dock option at the triangle site is the high cost of implementing a launch at this location. The total project budget is about \$400,000, and the full project could not be done for that amount if dredging or a dock were included. Either the parking lot or the canoe launch would have to be postponed to a second phase. We should have drawn more attention to this point at the PAC meeting.

## 2. OUTFALL

The consultants have not identified any major issue with the outfall. They have not included any information about the Rhone Poulenc facility or Fuel Processors Inc. both of which have discharged to this area in the past and are still subject to DEQ and EPA court ordered actions for clean up of contaminated sediments. (Information can be found on the DEQ website regarding these two facilities). Oil drums have been noted in the small wetland area to the north of the tracks by Port Engineers and recent reports have been filed by our engineers regarding strong odors and fumes coming from the outfall where it discharges to the lakes. This issue obviously needs closer examination.

### RESPONSE:

Elaine Stewart has done more follow up regarding these concerns, but still has not come up with any alarming results. The Rhone Poulenc facility which is referred to does have a DEQ action on it but according to information on the DEQ web site, the pathway of concern is via groundwater to the Oregon Slough (Columbia River), not toward Smith Lake.

The last documented spill at Fuel Processors/Merit USA occurred fifteen years ago, in 1987. As mentioned in the feasibility study, Fuel Processors/Merit USA no longer discharges into the wetland.

## 3. COST

There are a number of items that the consultants have not included as part of the costs for the old launch site. This includes the City of Portland Land Use Review that would need to be done for creating more impervious surface in an Ezone (turn around), the costs for planting and irrigating landscaped or planted areas along the additional roadway (or perhaps no planting is anticipated?), and the costs for addressing the outfall.

RESPONSE: Regardless of which alternative is chosen and whether we do roadside parking, an Environmental Review will be required. These fees have been factored into the overall budget and do not increase because of the roadside parking. At this time, we are not including roadside planting beyond the triangle site due to budget limitations. However, we have included an alternative for the planting of the median in the cost estimates in the appendix. Costs for the outfall are shown in the estimate under Outfall Bioswale for \$7,500.

## 4. CANOE LAUNCH MATRIX

I disagree somewhat on the values given to each option. Item 4) given the amount of walking that may need to be done on either option across high areas of the lake, both launch sites have impacts. Item 5) as noted above I do not believe the costs have been adequately assessed. Item 6) long term maintenance of the old launch site will include trash pickup, oil spill cleanup, plant maintenance to name a few and I would not consider this 'low'. Item 7) the old launch site is visible. Item 8. the old launch site does conflict with the 40 mile loop trail as the turn around will cross the trail. It does not appear to meet criteria.

### RESPONSE:

Weighting of the criteria and ability to meet the criteria is a subjective process. We encourage everyone to review the matrix and consider his/her own ranking too, as a helpful tool in making their own decision.

In response to the above points made:

Item 4) According to the elevations and maps that we have reviewed, the distance to open water at the old launch site will be about 150 feet for nearly the whole canoe season. By the time other areas become exposed, the lake will be too low to canoe.

Item 5) addressed above

Item 6) Because we are considering a curb or bollard and cable divider rather than a median planting past the triangle property, we will not have plant maintenance as a long term maintenance cost.

Item 7) Not sure of the point being made here.

Item 8) Vehicles and pedestrian do share space in parking lots, cross walks, etc. Wherever the launch site ends up, pedestrians will cross the road and bike path to get to the water's edge or to the trails in the wildlife area. What is important is that the spaces are designed to minimize conflicts, by designing for a preference for the pedestrian and for yielding on the part of the vehicle. We do not consider the

turnaround at the old canoe launch to be an unacceptable integration of facilities.

#### LAUNCH LOCATION DECISION AS IT RELATES TO SCHEDULE

Resolution of the canoe launch location is required in order for us to move on to the next steps of design development and construction document preparations. As the project schedule is laid out now, we are aiming to submit 50% complete working documents for permit review by mid-November. If we miss our permit review target dates, construction could be postponed to the next construction season.

As we first requested, we would like to hear from each of you with your decision of a preferred launch location by this Friday, September 20th. We would also like to hear if you prefer to have more discussion time at the next meeting. Please return your responses to Lora Price. Thank You - we really appreciate the time and thought you are putting into this process.



**Jim Morgan - RE: Canoe launch decision**

**From:** "Rennis, Denise" <rennid@portptld.com>  
**To:** 'Frank Opila' <franko@hevanet.com>, Jim Morgan <morganj@metro.dst.or.us>, <NANCYH@BES.CI.PORTLAND.OR.US>, <BillB@bio-stim.com>, <PKGREGG@ci.portland.or.us>, <PKJIMS@ci.portland.or.us>, <Hayesart@earthlink.net>, <emroth@hevanet.com>, <eeldred@hotmail.com>, Rex Burkholder <Burkholderr@metro.dst.or.us>, Elaine Stewart <stewart@metro.dst.or.us>, <popdyke@pacifier.com>, "Rennis, Denise" <rennid@portptld.com>, <Holly.B.Michael@STATE.OR.US>, <npdarden@teleport.com>, <brillobrain@ureach.com>, <dmacy@walkermacy.com>  
**Date:** 9/19/2002 5:41 PM  
**Subject:** RE: Canoe launch decision  
**CC:** <kurt@langohansen.com>, Lora Price <Pricel@metro.dst.or.us>, <Kcalhoun@RACC.org>

Since it looks like no one wants to discuss this any further, my vote is for the "Triangle Site" without dredging, mats or dock, but with minimal bank modification and minimal path clearance through vegetation where necessary. This is for the following reasons:

1. The triangle site will allow for much better visitor management, easy use of the new facilities by boaters, better security and easier maintenance of people impacts.
2. There will be no conflict with the 40 mile loop trail.
3. It does not have the outfall, which I still consider an unknown risk.
4. It leaves an opportunity for upland forest enhancement between the triangle piece and the old launch site with narrowing of the old road to the width of the 40 mile loop trail, native planting and limited disturbance.

Denise

-----Original Message-----

**From:** Frank Opila [mailto:franko@hevanet.com]  
**Sent:** Wednesday, September 18, 2002 10:56 PM  
**To:** Jim Morgan; NANCYH@BES.CI.PORTLAND.OR.US; BillB@bio-stim.com; PKGREGG@ci.portland.or.us; PKJIMS@ci.portland.or.us; Hayesart@earthlink.net; emroth@hevanet.com; eeldred@hotmail.com; Rex Burkholder; Elaine Stewart; popdyke@pacifier.com; rennid@portptld.com; Holly.B.Michael@STATE.OR.US; npdarden@teleport.com; brillobrain@ureach.com; dmacy@walkermacy.com  
**Cc:** kurt@langohansen.com; Lora Price; Kcalhoun@RACC.org  
**Subject:** Re: Canoe launch decision

Hi all,

My email vote is for the "old launch site."

Also, I want to respond to Denise's question about the portage distance at the "old launch site." I have paddled a fair amount at the lakes since 1995, when the put-in was at the old launch site. Since then, the Friends have also received permission (and an unlocked gate) to access this site for paddle trips on special events. I also used portage wheels to check out the site in low water a couple of summers ago. At this site, the sand substrate actually made the carry to the water's edge relatively easy. After launching from this site, I have never had to portage again. Under fairly low water levels, I recall launching in about 6 inches of water (within 20 feet of the water edge), paddling toward the middle of Smith Lake, where the water level was about 1 foot or more. Upon approaching the channel between

the lakes, the water level dropped to about 6 inches for about 50-100 feet - the sediment at this point was quite muddy. Once in the channel, the water level increased and my paddle was not touching sediment.

I have never put-in at the triangle site. There has been so much log debris for a fair distance from the fill bank. It's very difficult to paddle to or from there except at high water. My observations (mainly from many walks on old Marine Dr.) during the last few years lead me to believe that this site isn't really viable for a boat launch without significant work.

The feasibility study compares water depths at only 1 location relative to the fill bank (250-feet from "shore"). The paragraph after the comparison table describes the slopes of the 2 sites. The description of the slopes concurs with my paddling experience and visual observations.

I'm opposed to dredging at the triangle site. If this site is chosen, it may not be worth spending money to provide boat access. However, then the few people that can afford portage wheels could transport their boats to the old launch site (or, hopefully not, the turtle slough).

I must say that I've had many wonderful experiences paddling at the lakes. It always amazes me that there is this much nature within the city limits of Portland. I hope that we can provide passive recreation and still protect the resource.

Franko

**Jim Morgan - Re: Canoe launch decision**

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**From:** "Emily Roth" <emroth@hevanet.com>  
**To:** "Elaine Stewart" <stewart@metro.dst.or.us>, <Nancyh@bes.ci.portland.or.us>, "Bill Briggs" <BillB@bio-stim.com>, <pkjims@ci.portland.or.us>, "S Hayes" <Hayesart@earthlink.net>, "Frank Opila" <franko@hevanet.com>, "E Eldred" <eeldred@hotmail.com>, "Rex Burkholder" <Burkholderr@metro.dst.or.us>, "Jim Morgan" <morganj@metro.dst.or.us>, "Patt Opdyke" <popdyke@pacifier.com>, "Denise Rennis" <rennid@portptld.com>, <Holly.B.Michael@STATE.OR.US>, "Pam Arden" <n Timer" <npdarden@teleport.com>, "Troy Clark" <brillobrain@ureach.com>, "Doug Macy" <dmacy@walkermacy.com>  
**Date:** 9/20/2002 10:00 AM  
**Subject:** Re: Canoe launch decision  
**CC:** <kurt@langohansen.com>, "Lora Price" <Pricel@metro.dst.or.us>, "Kristin Calhoun" <Kcalhoun@RACC.org>

---

Hi All,  
 Time to weigh in on the canoe launch decision. After reading everyone else's reply, here are my two cents worth:

I totally agree with Denise and Troy on the people management issues. My concern with the old launch site is that it allows cars further down Old N. Marine Dr. and it eliminates the possibility of restoring the road in the area.

With that said, I am still going to cast my vote for the "old launch" site but with many reservations and am asking the committee to work on developing conditions that can be monitored to protect the wildlife area.

First, as much as I trust Jim Morgan, I have never seen the sediment numbers or the results. When I managed the lakes, they were just starting to sample that area by the sandy beach. I realize that I was not involved for 1 1/2 years after I left so may have missed the presentation at the Management Co. I would like to see the monitoring results to know what they have found. If the information is not conclusive, then monitoring needs to continue.

Second, a commitment is made to find out about the outfall - what it is draining and what is coming out of the pipe.

Third- a strong education program along the road from the triangle site to the canoe launch to keep folks from wandering off the road/trail.

Fourth - in times of low water, when you cannot launch a canoe from the old site, it is somehow gated off so people will not drive down there to party or walk along the nice sandy beach!

Fifth, limit the parking and no amenities. It is a place to only drop off your boat, park and paddle. All other educational activities will be at the triangle site. Even if a class is going paddling, have the orientation at the triangle site and then a walk down to the canoe launch or a quick back in the car. Please, no benches, sitting rocks....

I sure there are more I could think of, but I am off to paddle in the San Juans for the next 4 days. Dreaming of orcas.

Cheers,  
 Emily  
 ----- Original Message -----  
 From: "Elaine Stewart" <stewart@metro.dst.or.us>

To: <Nancyh@bes.ci.portland.or.us>; "Bill Briggs" <BillB@bio-stim.com>;  
 <pkjims@ci.portland.or.us>; "S Hayes" <Hayesart@earthlink.net>;  
 <emroth@hevanet.com>; "Frank Opila" <franko@hevanet.com>; "E Eldred"  
 <eeldred@hotmail.com>; "Rex Burkholder" <Burkholderr@metro.dst.or.us>; "Jim  
 Morgan" <morganj@metro.dst.or.us>; "Patt Opdyke" <popdyke@pacifier.com>;  
 "Denise Rennis" <rennid@portptld.com>; <Holly.B.Michael@STATE.OR.US>; "Pam  
 Arden" <npdarden@teleport.com>; "Troy Clark" <brillobrain@ureach.com>; "Doug  
 Macy" <dmacy@walkermacy.com>  
 Cc: <kurt@langohansen.com>; "Lora Price" <Pricel@metro.dst.or.us>; "Kristin  
 Calhoun" <Kcalhoun@RACC.org>  
 Sent: Tuesday, September 17, 2002 3:55 PM  
 Subject: Canoe launch decision

> This will be a duplicate email for some of you - if so, please disregard.  
 Some others did not receive either Frank's email or my reply, so here they  
 are for you:

>  
 > ?-----

>  
 > Frank and all,

>  
 > I'll try to explain why we need your input this week. We're on a tight  
 timeline for this project. Even though next summer may seem like a long  
 way off for starting construction, we have grant-writing and permitting  
 tasks to complete this winter. When we work out the schedule, we need to be  
 submitting permits to the city in November. That means the consultant needs  
 to get right on the drawings. As you know, the choice of canoe launch  
 location affects the drawings.

>  
 > The consultants are due to present final design concepts to the Project  
 Advisory Committee (PAC) on Tuesday Sept. 24th. It will be much better for  
 their preparation if they can know a day or two ahead of time what the PAC's  
 recommendation is re the canoe launch location. Otherwise, we will need for  
 the design team to prepare 2 sets of material for the meeting.

>  
 > It was our hope that the PAC would come to a recommendation at the last  
 meeting, but that did not happen, probably for a variety of reasons. The  
 PAC requested additional information, and we pulled together a report with  
 our findings and forwarded that to you last week. There will always be a  
 desire for more information, but at some point a choice needs to be made.  
 It's important to weigh the likely value of additional information - how  
 much more info. is there and how much will it affect the choice - versus the  
 need to move ahead. We received comments/questions from only one PAC  
 member, and the responses/answers should get to you today.

>  
 > If members of the PAC feel that it is imperative to discuss the canoe  
 launch in person at the next meeting, it should be a very short discussion.  
 The Sept. meeting needs to be devoted to reviewing those final design  
 concepts and providing additional input to Metro and the design team.

>  
 > I hope this helps clarify why we need to know your preferences this week.  
 Thanks.

>  
 > -Elaine

>  
 > >>> "Frank Opila" <franko@hevanet.com> 09/16/02 09:50PM >>>

> Hi all,

>  
 > It's not clear to me why the vote can't wait until the Sep. 24 meeting.

- > It's only a few days after the Friday email vote deadline. This is an
- > important issue for the wildlife area and it's important that we
- understand
- > the issues and make a good decision.
- >
- > Denise brings up some good points, but I would like to understand why the
- > Port is so strongly opposed to the old launch site.
- >
- > Thanks,
- > Frank Opila
- >
- >
- >
- >
- >
- >

## Jim Morgan - Smith - Bybee Canoe Launch

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**From:** "Sjulin, Jim" <PKJIMS@ci.portland.or.us>  
**To:** <kurt@langohansen.com>, Lora Price <Pricel@metro.dst.or.us>, <Kcalhoun@RACC.org>  
**Date:** 9/20/2002 4:48 PM  
**Subject:** Smith - Bybee Canoe Launch  
**CC:** Jim Morgan <morganj@metro.dst.or.us>, "Hendrickson, Nancy" <NANCYH@BES.CI.PORTLAND.OR.US>, <BillB@bio-stim.com>, "Everhart, Gregg" <PKGREGG@ci.portland.or.us>, "Sjulin, Jim" <PKJIMS@ci.portland.or.us>, <Hayesart@earthlink.net>, <emroth@hevanet.com>, <eeldred@hotmail.com>, "Burkholder, Rex" <burkholderr@metro.dst.or.us>, Elaine Stewart <stewart@metro.dst.or.us>, <popdyke@pacifier.com>, <rennid@portptld.com>, <Holly.B.Michael@STATE.OR.US>, <npdarden@teleport.com>, <brillobrain@ureach.com>, <dmacy@walkermacy.com>, 'Frank Opila' <franko@hevanet.com>, "Everhart, Gregg" <PKGREGG@ci.portland.or.us>

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Today I took some time to go over the plans for both sites with Kurt Lango. And I've read the e-mails (whew). It is apparent that both sites have their advantages and drawbacks which don't need to be repeated. I can only say that I am leaning toward the triangle site because it works better logistically and, in the longer run, I think we may have the same environmental concerns at the old launch site.

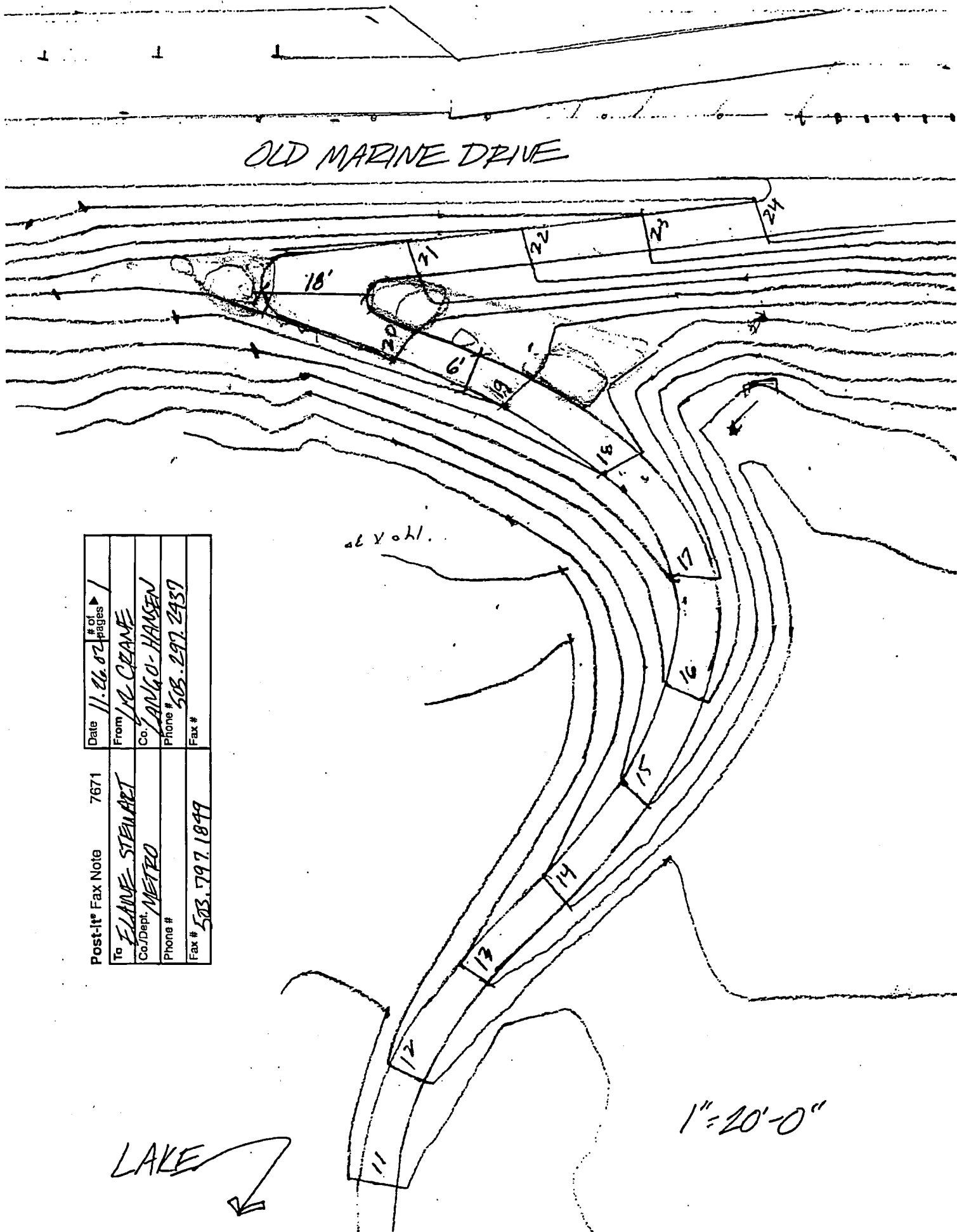
More importantly, there are legitimate and important concerns about both sites. The bottom line for me is that when there are this many outstanding questions on which location works better AND questions about how well either site would work due to lake depth, I don't feel comfortable committing substantial funds in either direction. This is a sizable financial investment and we should have more certainty about how well these sites will actually work.

That said, if we are determined to build next year, I think we all need to have had the satisfaction of talking about it on the 24th (just 4 days from now), and agree or not that we have adequate information on lake depth, usable days, and toxics, and can talk once again about other pros and cons.

Could be that by missing last month's meeting I am just behind where everyone else is on this and I apologize for that. But it does appear to me that another discussion is needed.

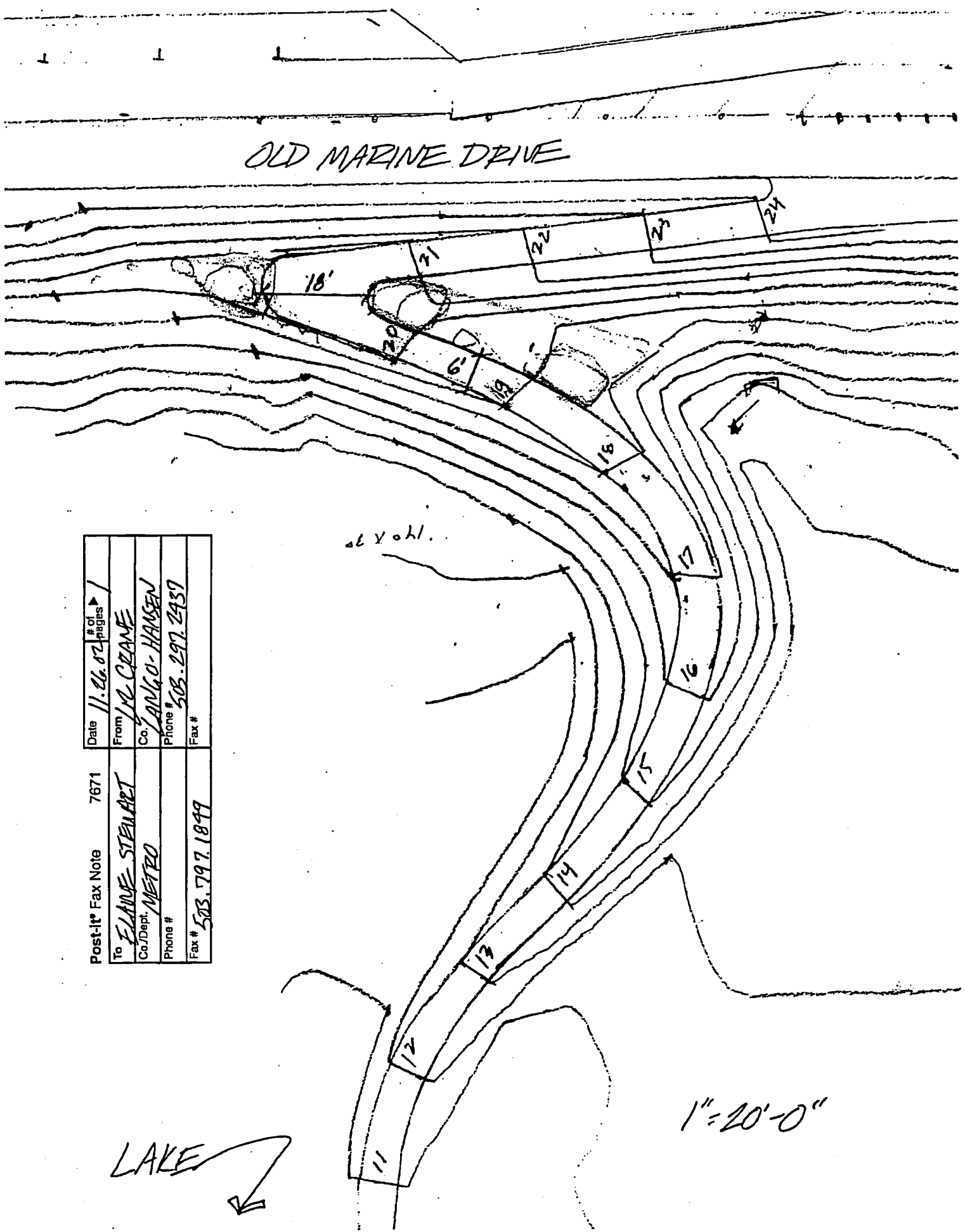
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LAKE →

1" = 20'-0"



## Canoe Launch Summary of Comments received from PAC Members

Triangle Site (w/little or no water development)	Old Launch Site
<b>Merits</b>	<b>Merits</b>
<ul style="list-style-type: none"> <li>Concentrates people activity which allows for better visitor management, (security and maintenance)</li> </ul>	<ul style="list-style-type: none"> <li>Site works now "as is" with existing sandy substrate for launching</li> </ul>
<ul style="list-style-type: none"> <li>Enables one lane of Old Marine Drive to be removed and restored to upland forest between triangle and North Portland Road.</li> </ul>	<ul style="list-style-type: none"> <li>Portage distance to open water is short and access is available for nearly as long as lakes are accessible for paddling</li> </ul>
<ul style="list-style-type: none"> <li>No development in water would minimize impacts to regenerating forest in this area</li> </ul>	<ul style="list-style-type: none"> <li>Outfall information to date is not problematic</li> </ul>
<ul style="list-style-type: none"> <li>Vehicles will not overlap and conflict with the 40-mile loop trail</li> </ul>	<ul style="list-style-type: none"> <li>Minimal disturbance to existing upland &amp; emergent vegetation; avoids impacts to regenerating forest at triangle</li> </ul>
<ul style="list-style-type: none"> <li>Avoids the outfall, which is still an unknown risk.</li> </ul>	<ul style="list-style-type: none"> <li>Site allows for a simpler, smaller scale design more fitting for a canoe launch</li> </ul>
<ul style="list-style-type: none"> <li>Limits human use and associated impacts to the wildlife area overall</li> </ul>	<ul style="list-style-type: none"> <li>Location offers a quieter, better natural area experience</li> </ul>
<b>Issues</b>	<b>Issues</b>
<ul style="list-style-type: none"> <li>Without in-water dredging or dock, canoe access does not seem viable.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular access is brought 1400' further down Old Marine Drive. Another node of activity is established, with accompanying people mgt. concerns.</li> </ul>
<ul style="list-style-type: none"> <li>Ramp construction to bottom of slope will require more disturbance of upland forest</li> </ul>	<ul style="list-style-type: none"> <li>Outfall contents are not yet conclusive. Potential toxic concern remains</li> </ul>
<ul style="list-style-type: none"> <li>Removal of willows will still be required to open a path to water, a resource and maintenance concern.</li> </ul>	<ul style="list-style-type: none"> <li>A vehicular turnaround may likely need to overlap with the 40-mile loop trail</li> </ul>
<ul style="list-style-type: none"> <li>Canoeists may seek out other locations to launch (old launch site or blind slough)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity is lost to remove 1400lf of one lane of roadway to reestablish upland forest</li> </ul>
<b>Triangle site (w/ development in water)</b>	<ul style="list-style-type: none"> <li>Question whether forest would regenerate at the old launch site as well in the long run</li> </ul>
<ul style="list-style-type: none"> <li>This option has not been clearly advocated for by any committee member.</li> </ul>	