

Project Summary – Multnomah County Jail Facility Buffer Design

Multnomah County will be building a new jail facility on the Leadbetter Peninsula, adjacent to Bybee Lake. They anticipate starting construction in spring of 2000. The Friends of Smith and Bybee Lakes and the Smith and Bybee Lakes Management Committee worked with the county to have the facility placed 200 feet back from the lakes and for them to plant a vegetative buffer that will eventually screen the building from the lakes.

The buffer design sub-committee has been meeting regularly since August, slowly making progress on success criteria and design. The buffer area will include a berm, with the steep side near the building, a 40-foot wide evergreen forest and a mixed forest closer to the lakes. Irrigation and soil amendments are agreed on, but not specific types. Meetings are often the 2 hours before the full committee meeting

→ The jail design committee meets the fourth Wednesday of the month, except in December when it will meet on Wednesday the 15th at 6:00. This meeting is not as essential as the buffer design committee. Metro is a voting member of the committee.

Notes for the jail siting are in the black filing cabinet. The design notes are in a blue notebook titled "Multnomah County's New Corrections Facility, Citizens Working Group".

Contacts:

Captain Bobbi Luna – she is in charge of the project for Multnomah County.

☎ 503.248.3282

email: bobbil.luna@co.multnomah.or.us

Troy Clark, President Friends of Smith and Bybee Lakes, chair of the buffer sub-committee.

☎ 503.249.0482

Tim Daiberiner, Barney and Worth Consulting, Public Outreach Consultant

☎ 503.222.0146

Briana Cole - (Walker & May)

Stormwater - existing facility @ Leadbetter is not monitored; may be out of compliance now

Dec. 13 - begins public comment on entire facility

George Donnerberg - Appraiser (Real Property) of Δ

*Sue Brelke
Dennis may be joining*

Project Summary – Turtle Monitoring Project

Northwest Ecological Research Institute has the contract for western painted turtle monitoring at the lakes. They wrote a 5-year plan for demographics, nesting, habitat use, basking and comparison to Burlington Bottoms, a less disturbed site. Spring, Summer, Fall 1999 was the first field season, concentrating on demographics. The summary report of the first field season was submitted the beginning of January. The 2000 field season should be concentrating on nesting. NERI is seeking grants to buy telemetry equipment and other supplies.

This is a multi-year contract, approved by Metro Council, Resolution NO. 99-2777, that depends on being funded each year through the budget process. For FY 1999-00, \$40,000 is budget for the project. To implement the nesting study, another \$30,000 needs to be raised through grants. We have an IGA with the Port of Portland for partial funding. They are contributing \$30,000 for the project. They paid \$10,000 during FY 1998-'99, and will pay \$5,000 for the next 4 years. They need to be billed for this fiscal year. Their contribution is listed in the Smith and Bybee Lakes Budget. The billing should go to the attention of Bill Bach, though Paul Agrimis is the contact for the Port. Last field season the Port was also doing a turtle study within a portion of the wildlife area, the area under the BPA lines and dissected by the RR tracks on the west side of Lombard in the Rivergate area. Marc Hayes was the contractor for the project. We should get a copy of their results, as they should be sent a copy of ours. We have been meeting on an ad hoc basis to discuss findings and share information.

The demographic work utilized many volunteers, less will be needed for the nesting study. Teresa DeLorenzo, the project manager for NERI, did the majority of volunteer contact this year. In talking with Lupine Jones, Volunteer Services Manager at Metro, we felt it would be more efficient and a better use of contract time and dollars to have Lupine take over the recruiting, scheduling and other aspects of the volunteer portion of the project. Tentatively, NERI would like to schedule a volunteer appreciation night after the first of the year.

There are numerous files on this project in the black filing cabinet, second drawer. The scope of work for this year is tentatively set, but needs to be looked at again based on funding received before the field season. Their items listed that are not absolutely necessary, such as a night vision scope and a digital camera. Also, the security issue needs to be revisited.

Supplies for this project are stored at the St. Johns Landfill and locked in the storage area with other Parks and Greenspaces supplies. We share canoes with the personnel at the landfill, so a use schedule needs to be established at the beginning of the field season that is agreeable to everyone. In the files is a list of items Metro has provided for the project. For subsequent years, NERI is responsible for purchasing materials as part of their contract. Of course there are exceptions, but you can work those out.

Metro needs to bill the Port of Portland for the \$5,000 for FY 1999-00. We have an IGA with the Port for payments.

I recently talked to Paul Agrimis, Port of Portland, about using their telemetry equipment for next year. He is looking into it. Check in with him when you have time.

Metro needs to renew our ODFW collection permit. Teresa DeLorenzo is sending in the required information for this year. There is a file labeled "Scientific Collecting Permit/ODFW."

Finally, I talked to NERI about using 200 hours of a seasonal worker's time to assist them with the project. This is up to you.

Contacts:

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Field Supervisors:

Dennis O'Brien

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Stephanie Sackett

☎ 513-9568

Paul Agrimis- Port of Portland

☎ 944-7327

email pagrimis@hevanet.com

Sue Beilke – manages Burlington Bottoms for ODFW. She has been doing turtle research there for numerous years and is a great resource. She is also a consultant to the NERI team

☎ 621-3488, ODFW office on Sauvie Island

☎ 639-3519 home

☎ 708-3679 cell

Jerry M.

Project Summary – North Marine Dr. Widening and Extension Project

If any project at Metro has defined my tenure at Smith and Bybee, this is the one. In October 1996, (less than 2 months after I started) the Port of Portland announced at a Friends of Smith and Bybee Lakes meeting that they intended to widen North Marine Dr. in the Rivergate Area and build a new rail line. The road would be widened to the south and the rail would run along the northern edge of the wildlife area and through the parking lot. The rail line would eliminate the rail crossing on N. Marine Dr.

To make a long story short, the final outcome is to widen the road substantially to the north in front of the wildlife area and eventually build a road bridge over the rail crossing on N. Marine Dr. As part of the 3 year public process, countless meetings and phone calls, and "peer council" the Port and the City of Portland have agreed to build a sound berm/wall combination in front of the wildlife area and landscape with native vegetation, construct the 40-Mile Loop Trail on top of the berm, and install pedestrian safety islands (though we were pushing for a traffic light). Right now the project is at 50% design.

This has been a high profile project at the Port, Metro and the City because of the citizen support for Smith and Bybee Lakes. It shows up sporadically on the elected officials' and the Director of the Port's screen when there is a crucial decision point. Hopefully most of those are over.

There have been numerous players involved in this project. I will try to sort some of this out:

1. The Port of Portland – they initiated the project and are putting up the majority of the funding. Their interest is to move traffic more efficiently through the Rivergate Area. Numerous people at various meetings have represented them. These include Tom Hoyt, an engineer who has been with the project since the beginning, Gerry Meyer, property manager in Rivergate. He has been around for about a year, coming on after the majority of the public process had been completed and after the decision of road over rail had been decided upon. Chris White, public affairs, has been with the project from the start. She has a good understanding of all that has gone on and been very involved. Bill Bach, one of the head honchos, been around for a long-time. He is sporadically involved but makes many decisions. The project is underfunded right now. The Port may be asking the Port Commissioners to allocate more money so all components can be built.

Contacts:

Chris White, Public Affairs

☎ 944-7056

← Gerry Meyer, Property Manager for Rivergate

☎ 944-7532

Bill Bach, Port Manager for Corporate Real Estate

☎ 944-7525

2. City of Portland, Department of Transportation – the Port of Portland has contracted with them to design and build the project. Back in 1996, Jeanne Caswell was in-charge of the project. She is the person who wrote the *Final Draft North Marine Drive Widening and Rail Relocation Project; Project Development Summary and Staff Recommendations*, City of Portland, Port of Portland, July 22, 1998. She has since left the City of Portland. Unfortunately, the final draft does not detail all the decisions made through the public process and by the citizens and technical advisory committees. Since Jeanne's departure Stacy Bluhm has taken over management of the project. She was not involved in any of the negotiations and she does not have a good understanding of the history of the project. She started in January of 1999. She has been involved in working out the details and interpreting the final draft document. Greg Jones is her manager. He has had limited involvement in the day to day aspects of the project, but is there for public meetings and important interagency meetings. As stated earlier, 50% design should

call re:
appraisal

call
for
update

be completed by Feb. 2000. It is then suppose to go in front of City Council for approval and public comment. The date for the City Council meeting has not been set.

Contact:

Stacy Bluhm, Project Manager, PDOT
☎ 823-7723

3. Friends of Smith and Bybee Lakes – citizen support to the max. The Friends of Smith and Bybee Lakes were instrumental in getting the road over rail alternative and environmental protections for the lakes. They wrote letters to elected and Port officials, attended all meetings, lead numerous canoe trips and basically kept the pressure on to protect the lakes. They are still very involved in the design and funding issues. Jeff Key, Frank Opila, Troy Clark, Polly Knox and Arlene Holmes actively participated throughout the entire process.

Contacts:

Troy Clark, President

☎ 249-0482

Frank Opila, Past President and Director

☎ 283-1145

email: franko@teleport.com

Jeff Kee

☎ 240-0233

Polly Knox

☎ 285-3508

4. CH2M Hill - the consulting firm hired by the city to lead the citizen involvement process and design the project. Various people from CH2M Hill have been involved in the project. Like the city, the people originally involved in the project are no longer the same people as those doing the design. Again some of the history has been lost. Overall, they have been very responsive to technical questions and design issues.

Contact:

John Willis

☎ 235-5022 x4437

5. Walker & Macy – landscape architectural firm that is a sub-contractor to CH2M Hill. Bennett Burns is the contact for the project. She is in-charge of designing the landscaping, both natives in front of the lakes and the corporate landscaping for the rest of the project.

Contact:

Bennett Burns

☎ 228-3122

6. Other People Involved, many from the Smith and Bybee Lakes Management Committee
 - Nancy Hendrickson, City of Portland, Bureau of Environmental Services, Chair of the management committee. ☎ 823-6001. She is a great source for stormwater issues.
 - Jim Sjulín, Portland Parks and Recreation, also on the management committee. ☎ 823-5122, he is very hard to get a hold of on the telephone. He participated on the technical advisory committee and the design committee. He is an advocate for the 40-Mile Loop and other recreation issues.
 - Holly Michael, ODFW, member of the management committee. ☎ 657-2000, ext. 230. She assisted in wildlife related issues.

- Susan Barthel, City of Portland, Bureau of Environmental Services. ☎ 823-7268. General involvement throughout the entire process.

The files for this project are mixed. The first part, all the public process and alternatives analysis are in good shape. The recent design meeting and correspondence on funding need to be sorted. Sorry. They are in the black file cabinet and on the bookcase marked N. Marine Dr.

This project ties many things together. We started the turtle-monitoring project because of the threat of the road on turtle habitat. The road project pushed the recreation facility plan, relocating the parking lot and building a canoe launch into Smith Lake, to a higher priority. If possible, we want to build the new access road and parking lot at the same time the road construction is happening. This would ensure the berm/wall would be built across the entire length of the railroad tracks and also move people away from the very noisy street.

The City anticipates starting the construction in June 2000. They have had a pre-application conference with the Planning Department, but have not submitted a land-use application as far as I know. The permit will have to go through a Type III land-use review process since part of the project will be built in the wildlife area. The City is required to notify us through the public review process. Hopefully, all the agreed upon components will be funded and constructed.

Project Summary – Recreation Facility Plan

Of course, the plan is the best source of information on this project. Metro Council approved the Recreation Facility Plan (RFP) on Dec. 2, 1999. The plan lays out the concepts for development of a new parking facility and boat launch. In the FY 1999-00 budget Contracted Profession Services category, there is money for design and engineering. The project is included in the CIP for construction in FY 2000-2003. At this time we are seeking funds for construction.

Dean Apostol was the contractor for the plan. He was easy to work with and very flexible as the original scope of work changed throughout the project.

If you have read the N. Marine Dr. summary, you will see that this projects dovetails with the widening of the road. We were hoping to have the design and engineering completed and funding for phase 1 in time to be included with the land-use application for the N. Marine Dr. Widening project. At this point I don't think that is a reality. The RFP for design and engineering for the entire project needs to be written and advertised. It will require some additional detail work than is stated in the plan. Dean Apostol has a good understanding of what needs to be done next, I would suggest giving him a call.

As far as funding the construction, the Smith and Bybee Lakes Management Committee and Metro agreed that taking it from the trust fund is not a viable option. We hope to use the plan to go for grants or look for other opportunities. Talk to Dan Kromer and Heather Nelson-Kent about funding options. There may be some grant money with implementation of the Salmon and Parks Initiative. They may know other opportunities too.

Contacts:

Dean Apostol, Landscape Architect and Project Consultant

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Gresham, OR 97080

wordland@mail.aracnet.com

Troy Clark, President

Friends of Smith and Bybee Lakes

☎ 249-0482

Gerry Meyer, Property Manager for Rivergate

☎ 944-7532

Project Summary – Jim Drieling

Jim Drieling owns ¼ interest in 20 acres of the wildlife area (southeast corner) off of N. Portland Road. He has an unpermitted metal work shed on the property that he has attached a roof to. There used to be two fifth-wheelers parked in this area where he lived in one and a friend another. In May 1999 the City of Portland cited him for not having a legal sewage disposal system and told him he had to move off the property. He left for a while. A trailer is parked back out there again. It doesn't appear that he is living in it as I have seen him drive on to the property in the morning, though the electricity and water are hooked-up. I notified Curt French at the City of Portland, Bureau of Buildings that the trailer is on the property. He has not returned my call.

If Mr. Drieling would like to sell the property, we should be interested in buying it. There was an appraisal done on his interest in 1996. However, he is not on good terms with Metro. He has expressed to me on many occasions that his property rights were diminished when Metro had the site annexed into the city.

During the February flooding of 1996, his shed went completely underwater. This site was originally identified as the location of an educational and interpretative center, but since the floods and because of funding issues, the center has been scrapped.

Contact:

Curt French
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Bureau of Buildings
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Portland, OR 97207-8120
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☎ (503) 823-7306

Project Summary – Reforestation by George Kral, City of Portland, Urban Forester

There are a series of projects with George Kral, often referred to as the "Sea of Tubes", "Smith Lake" and the most recent, "Smith Lake Peninsulas 2000."

"Sea of Tubes"

This project was planted in March 1996, when Jim Morgan was managing the lakes. It is a 6-acre parcel located between Smith Lake and the Columbia Slough, starting adjacent to the St. Johns Landfill. It is called the Sea of Tubes because of the photodegradable tubing placed around each small plant to protect it from animal browse. We have an IGA with George for maintenance of this area signed in December 1996 that runs through the end of calendar year 2000 (Contract 905373).

"Smith Lake"

This project was planted in March 1997. It is a 15-acres restoration located between the Columbia Slough and Smith Lake, starting just west of the N. Portland (Drieling property) Road entrance. There is just a small clump of trees that separate this project from the "Sea of Tubes." This project is Amendment No. 1 to Contract No. 905373, and runs through the end of calendar year 2000 too. A shrub layer still needs to be planted in this area.

"Smith Lake Peninsulas 2000"

This is a proposed 25-acre project off of the Interlakes Trail. The reed canary grass was mowed in the fall 1999, cost covered by the City of Portland. At this point George and I have come to an agreement on the numbers and types of trees and shrubs, and estimates of costs for each agency. The City is willing to fund up to \$80,000 of this project under the CIP for the slough. It needs to be spent in the next two years. There is money in the Smith and Bybee Lakes budget for additional habitat restoration for this project.

The decision at this point is what type of weed control to use. George has presented an organic method and a "Monsanto" special. We have also talked about a hybrid method. Up until now we have not used herbicides in the wildlife area except on the St. Johns Landfill. The maintenance on the Sea of Tubes and Smith Lake has been done mechanically. At times it is frustrating as a plethora of weeds have come in since the trees were planted and the blackberries kept cut back. The hybrid method would be to spray around the trees to keep the weeds back, but not the entire site. I have been meaning to discuss this with the management committee but the agendas have been packed for the past year. The Smith and Bybee Lakes Technical Advisory Committee (TAC) is pretty much defunct. It may be worthwhile to discuss with the management committee who should be included in on a TAC and start it back-up or discuss the herbicide issue with the management committee and see if they can make a decision or what additional information they need. George will need a decision soon by the end of January. My opinion is that go organic until a decision is made and then readjust if things change, for whatever it is worth.

There will need to be another amendment to the IGA for this project.

George and crews have done an incredible job restoring riparian habitat in the Columbia Slough and at Smith and Bybee. For each project the City has put in more money than we have, it is a good deal for us. In return, George has been allowed to collect seed from the wildlife area. Again this works to Metro's advantage as the material being planted is genetically from the lakes area.

Contacts:

George Kral

City of Portland, Bureau of Environmental Services

☎ 823-7116 office, 823-6552 cell

Project Summary – St. Johns Landfill

The St. Johns Landfill is part of the wildlife area, but managed by Regional Environmental Management (REM, one floor above Parks and Greenspaces). It is a closed landfill. There are many DEQ permit requirements that require REM to monitor the surface water, groundwater, methane gas and many other aspects of the landfill. Through an agreement with REM they monitor surface water and sediments in the lake, at their expense. They have done limited reporting to the management committee and me. Because of full agendas this past year, I have put off reports by REM. It would be beneficial to get an update.

There are numerous issues associated with the landfill that affect the wildlife area.

- Perimeter Bank Stabilization at St. Johns Landfill (LUR 99-00579 EN) – there is a city land-use permit application for bank stabilization along the N. Slough and portions of the Columbia Slough. The management committee could only agree that stabilization work needed to be done to ensure that garbage would not be exposed. The committee did not agree with the proposed design – too much rock. After 2 sub-committee meetings with Dennis O'Neil and the consultants, nothing was changed. When Dennis submitted the applications, members from the management committee (but not the management committee) submitted comments to the city that the design was not wildlife friendly. Since that time, the design has been slightly modified to include more plantings in the rock (see letter addressed to Nancy Hendrickson). Watch for the COE/DSL permit to ensure that design changes have been made according to the letter.
- 40-Mile-Loop Trail – this is an on-going saga. The trail is shown to go on the landfill. At this time there is still much discussion on trail location. See Project description for the trail.
- Storage space – we have tools, canoes and a john boat, and equipment stored at the landfill. We share the space and canoes with the landfill folks. Some of the turtle monitoring equipment is also stored there (the more valuable stuff is locked in our storage cabinet with the environmental education stuff). The folks at the landfill have been kind and generous about sharing space and equipment. Thank-you Janelle, Robin and DeeDee.
- Landfill vegetation cover – we have tried establishing native vegetation on the landfill without success (Mark G. Wilson was the contractor). Right now the landfill is grazed by sheep in the spring or mowed. Dennis O'Neil is thinking of hiring a seasonal to manage the exotic weed control problem. My idea would be to plant it in crops for waterfowl and others, but never really explored the concept. Right now, the geese enjoy the rye grass.
- Maintenance Building – there are plans to construct a maintenance building on Parcel A, just south of the landfill bridge. The plans have been in the works for over a year. The City of Portland owns the parcel. Metro would like to purchase the property or secure a long-term lease. The problem is that the site is filled with incinerator waste (ashes) from when the City of Portland used to burn their trash, pre 1941 when the landfill opened. The waste may be contaminated. Metro does not want to buy the liability, and the City does not want to keep it. Right now it is uncertain what will happen with the parcel. Jim Watkins, REM and Dan Kromer are the contacts.

I am sure there are other landfill issues but these are the most important at this time.

Contact:

Dennis O'Neil

REM

ext. 1697

Project Summary – 40-Mile Loop Trail

Where will the 40-Mile Loop Trail be located? We have been working on the location off and on for the past 3-years. The Peninsula neighbors organized a trail summit in January 1999 to discuss the issues. Not much has happened since then.

The City of Portland Comprehensive Plan, Natural Resources Plan for Smith and Bybee and the Regional Trails Plan show the trail along Leadbetter peninsula, through the riparian area between Bybee Lake and the North Slough, along the landfill and then along the utility road between Smith Lake and the Columbia Slough. I have difficulties with this alignment because it would bring the trail through some of the least disturbed habitat in the wildlife area. Also the portion along Bybee Lake regularly floods.

The management committee voted to have the City of Portland, Bureau of Parks and Recreation do a trail mini-master plan for the area. Dawn Uchiyama, with the Parks Bureau, is suppose to work on the plan, but due to time constraints has not been able to get to it. There is money in the Smith and Bybee budget for trail planning and construction, including money from REM. It was a carry-over from FY 1998-99.

Contacts:

Troy Clark, President (he has done much of the leg work on this)

Friends of Smith and Bybee Lakes

☎ 249-0482

Dawn Uchiyama

City of Portland

Park Bureau

☎ 823-5596

Jim Sjulín

City of Portland

Park Bureau

☎ 823-5122

Project Summary – Returning the lakes to tidal freshwater marsh, commonly known as dam removal

This is the big one. Jim Morgan can fill you in on all the details, I will only rely the big picture. The dam is located where the North Slough used to enter the lakes. A dam was put built in 1982 to hold water back in the lakes to stop the spread of avian botulism. It has been modified over the years to its present configuration that lets water out, but keeps the lakes about 7-feet deep in some places. Needless to say, this interrupted tidal flows. Since the dam has been in place, the ecology of the lakes has changed drastically. Between 350-500 acres of forest edge has been drowned out. The smartweed has disappeared, warm water fisheries has been enhances, the beavers have moved in and reproduced with a vengeance.

The Smith and Bybee Lakes Technical Advisory Committee (pretty much defunct now) and the management committee voted to remove the dam and return the lakes to tidal freshwater marsh. The bureaucracy and money have prevented it from happening. Originally, the Port of Portland was maybe going to pay for it as part of their mitigation for wetland fills in Rivergate. Those negotiations were happening when they were sued by Mikey Jones, a private citizen, about illegal fill in the Rivergate Area. The outcome of the suit is still pending.

Seeking other funds, the project was included in Phase 2 or 3 of the Ducks Unlimited Lower Columbia Estuary Restoration Grant this year. All indications are that the grant will be funded and we should be receiving word that the project is a go on their end. Metro will need to get permits and deal with the public outcry. The bass fishermen are already unhappy that the possibility exists. I gave a talk at the Bass and Pan Fish Club meeting in September, it stirred the pot again, though most understood the importance of removing the dam. Mikey Jones is a wildcard here. At this point he may not like the idea and will threaten to sue Metro. On the plus side, the Friends are very supportive on this issue. The folks at the City of Portland working on endangered fish issues are excited about the prospect of dam removal. They have identified Smith and Bybee as the best resting area in the city limits.

Along with this project, I have been working with the U.S. Army Corps of Engineers for restoration dollars for replanting the riparian habitat. They are just in the planning stages but very excited about being able to help us out.

Contacts:

Steve Donovan

Ducks Unlimited

☎ (360) 263-3288

email: sdonovon@ducks.org

Steve Breadenhauer

Corps of Engineers

☎ 808-4734

Jim Morgan

Parks and Greenspaces

ext. 1727

Project Summary – Purple Loosestrife

This exotic plant is starting to invade the wildlife area. We have cut and pulled plants, though have learned this does not do much good. The main areas of investment are next to the water control structure, the pond just south of the Leadbetter stormwater facility, Ramsey Lakes and underneath the BPA lines-along the RR tracks (this is old growth purple loosestrife). Beetles have been released at Ramsey Lakes and underneath the power lines.

On Oct. 12, 1999 Metro co-hosted a Purple Loosestrife Summit for the Rivergate Area. Seventeen people attended. Eric Coombs from the Oregon Department of Agriculture gave a very informative presentation on biological control. As a result of the summit, an ad-hoc exotic weed committee is being formed as part of the Columbia Slough Watershed Council, and a grant was submitted to the Lower Columbia Estuary Program (LCREP) for funding research and control. The grant was put together by Dr. Peter McEvoy, a professor at OSU. The Columbia Slough Watershed Council is the grant applicant, though a graduate student of Dr. McEvoy would do the research and coordinate the project. The grant request is for \$10,000. Smith and Bybee has committed \$5,000 in matching funds, which includes maps from the data resource center. The Port of Portland and Bonneville Power Administration have been asked to commit \$5,000 and \$10,000 towards project funding. However, at this time, they have not said if the funds are available.

Contacts:

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Of Course,
Troy Clark, President
Friends of Smith and Bybee Lakes
☎ 249-0482

Jay Mower
Columbia Slough Watershed Council
☎ 281-1132

Scott Carter
Port

Project Summary – Bird Survey

This is a real bonus of the job. Troy and I, along with various others, bird the area off of N. Portland Road, between the Columbia Slough and Smith Lake once a week. The schedule varies with Troy's day off. Troy is the official record keeper. I supply him with a Rite-in-the-Rain notebook and mechanical pencil when needed. This is a great way to get to know the lakes, the bird life and Troy.

Volunteers have entered the data in a database. I received the information from Phil Huber (Lupine Jones has his contact info). Steve Altshuld, Cascade Biologics, Inc., 503/292-9521 is suppose to be sending me the rest of the data and the disc for Thayer Birding Software.

Contract:
Of Course,
Troy Clark, President
Friends of Smith and Bybee Lakes
☎ 249-0482

General Information

1. The Smith and Bybee Lakes Management Committee meets the 4th Tuesday of the month from 5:30-7:00 p.m. They are very good about starting and ending on time. Nancy Hendrickson in the chair. We agree on agenda items at the end of the meeting. I set the agenda and work with Patricia on getting the minutes and materials out before the meeting. I used to bring healthy snacks but I don't think that is permitted at Metro with the budget crunch. Patricia has the full record of notes, enclosures and membership. There are copies by year in the black filing cabinet and the most current year in the desk (if not packed up).
2. The Technical Advisory Committee has not met in over a year and basically defunct. If needed, you will have to decide what type of representation is needed and make appropriate contacts.
3. The Friends of Smith and Bybee meet the first Monday of the month at the BES Water Quality Lab, under the St. Johns bridge, from 6:30-8:00 p.m. I attend on a very sporadic basis, really only when they make a request. You will receive a copy of the minutes. What can I say about the Friends...couldn't have done it without them.
4. Columbia Slough Watershed Council. I have represented Metro on the council for the past 2-years. They meet the 4th (or maybe last) Monday of the month at the Nabisco Cookie Factory on Columbia Blvd. from 5-8 p.m. I tried to make most meetings, but often depended on the agenda items. They have relied on me for technical information, especially about wetlands. Jay Mower is the Watershed Coordinator. He can be reached at 281-1132.
5. Patricia Sullivan has dutifully taken notes at the management committee meetings. She is also a great supporter of the lakes (treat her well). With budget constraints I am not sure is she can continue in this role, even though there is money in the S&B budget for the overtime needed. Check with her and Dan Kromer on this one.
6. Demand the space underneath the window, in the southeast corner (next to Deb Scrivens). Heather will have tired or successfully moved the Smith and Bybee stuff from this area. Fight back, it is traditionally Smith and Bybee's area. Be strong.
7. The truck is in the basement. Yours to use and to lend at your convenience. Dan Kromer will go over the details with you.
8. Jim Morgan managed the lakes before I did. He is a member of the management committee. He knows a lot and is always willing to fill in information gaps. He is at extension 1727.
9. Scott Carter and Mike Clapp, both with the Port of Portland, are extremely helpful with maintenance matters surrounding the lakes. They have heavy equipment and people to do the job. They had a crew restripe the parking lot, moved boulders, and other like projects. Scott's number is 944-7510 and Mike's is 944-7520. I usually call Scott first as he is Mike's supervisor.

10. Seasonal Park Ranger – Geoff Ray worked at Smith and Bybee this year from July 1 to December. He worked 3 days a week doing just about everything – picking up trash, removing exotic vegetation, doing plantings and interacting with the public. He is working for Open Spaces right now. He really knows the lakes and can fill you in on exotic plant removal and other activities. He worked Tuesday, Thursday, and Friday. He can be reached at home at 236-5620.
11. I can be reached at DEQ at 229-6156 or by email at roth.emily@deq.state.or.us
Give me a call, I will be happy to answer questions and help locate files.

Good Luck, enjoy the lakes.

Project Summary – Multnomah County Jail Facility Buffer Design

Multnomah County will be building a new jail facility on the Leadbetter Peninsula, adjacent to Bybee Lake. They anticipate starting construction in spring of 2000. The Friends of Smith and Bybee Lakes and the Smith and Bybee Lakes Management Committee worked with the county to have the facility placed 200 feet back from the lakes and for them to plant a vegetative buffer that will eventually screen the building from the lakes.

The buffer design sub-committee has been meeting regularly since August, slowly making progress on success criteria and design. The buffer area will include a berm, with the steep side near the building, a 40-foot wide evergreen forest and a mixed forest closer to the lakes. Irrigation and soil amendments are agreed on, but not specific types. Meetings are often the 2 hours before the full committee meeting

The jail design committee meets the fourth Wednesday of the month, except in December when it will meet on Wednesday the 15th at 6:00, at the Administration Building at T-6. This meeting is not as essential as the buffer design committee, except when discussing stormwater. Metro is a voting member of the committee.

The treatment of stormwater off of the extension of Leadbetter Road is an outstanding issue. At this time, they are proposing to put it into the Leadbetter Stormwater Facility. The City of Portland sent me the as-built drawing that suggests it is correctly sized. However, none of the required monitoring was ever done. I have seen turbid water enter the lakes from this outfall, it does not appear to be treated. I would contact Tammy Cleys, City of Portland (823-7641) or talk to Nancy Hendrickson, City of Portland (823-6001). Nancy is also the chair of the Smith and Bybee Lakes Management Committee.

Notes for the jail siting are in the black filing cabinet. The design notes are in a blue notebook titled "Multnomah County's New Corrections Facility, Citizens Working Group".

Contacts:

Captain Bobbi Luna – she is in charge of the project for Multnomah County.

☎ 503.248.3282

email: bobbi.l.luna@co.multnomah.or.us

Troy Clark, President Friends of Smith and Bybee Lakes, chair of the buffer sub-committee.

☎ 503.249.0482

Tim Daiberiner, Barney and Worth Consulting, Public Outreach Consultant

☎ 503.222.0146

Brian Cole, Walker Macy

☎ 228-3122

email: bcole@walkermacy.com

Project Summary – Turtle Monitoring Project

Northwest Ecological Research Institute has the contract for western painted turtle monitoring at the lakes. They wrote a 5-year plan for demographics, nesting, habitat use, basking and comparison to Burlington Bottoms, a less disturbed site. Spring, Summer, Fall 1999 was the first field season, concentrating on demographics. The summary report of the first field season was submitted the beginning of January. The 2000 field season should be concentrating on nesting. NERI is seeking grants to buy telemetry equipment and other supplies.

This is a multi-year contract, approved by Metro Council, Resolution NO. 99-2777, that depends on being funded each year through the budget process. For FY 1999-00, \$40,000 is budget for the project. To implement the nesting study, another \$30,000 needs to be raised through grants. We have an IGA with the Port of Portland for partial funding. They are contributing \$30,000 for the project. They paid \$10,000 during FY 1998-'99, and will pay \$5,000 for the next 4 years. They need to be billed for this fiscal year. Their contribution is listed in the Smith and Bybee Lakes Budget. The billing should go to the attention of Bill Bach, though Paul Agrimis is the contact for the Port. Last field season the Port was also doing a turtle study within a portion of the wildlife area, the area under the BPA lines and dissected by the RR tracks on the west side of Lombard in the Rivergate area. Marc Hayes was the contractor for the project. We should get a copy of their results, as they should be sent a copy of ours. We have been meeting on an ad hoc basis to discuss findings and share information.

The demographic work utilized many volunteers, less will be needed for the nesting study. Teresa DeLorenzo, the project manager for NERI, did the majority of volunteer contact this year. In talking with Lupine Jones, Volunteer Services Manager at Metro, we felt it would be more efficient and a better use of contract time and dollars to have Lupine take over the recruiting, scheduling and other aspects of the volunteer portion of the project. Tentatively, NERI would like to schedule a volunteer appreciation night after the first of the year.

There are numerous files on this project in the black filing cabinet, second drawer. The scope of work for this year is tentatively set, but needs to be looked at again based on funding received before the field season. Their items listed that are not absolutely necessary, such as a night vision scope and a digital camera. Also, the security issue needs to be revisited.

Supplies for this project are stored at the St. Johns Landfill and locked in the storage area with other Parks and Greenspaces supplies. We share canoes with the personnel at the landfill, so a use schedule needs to be established at the beginning of the field season that is agreeable to everyone. In the files is a list of items Metro has provided for the project. For subsequent years, NERI is responsible for purchasing materials as part of their contract. Of course there are exceptions, but you can work those out.

Metro needs to bill the Port of Portland for the \$5,000 for FY 1999-00. We have an IGA with the Port for payments.

I recently talked to Paul Agrimis, Port of Portland, about using their telemetry equipment for next year. He is looking into it. Check in with him when you have time.

Metro needs to renew our ODFW collection permit. Teresa De Lorenzo is sending in the required information for this year. There is a file labeled "Scientific Collecting Permit/ODFW."

Finally, I talked to NERI about using 200 hours of a seasonal worker's time to assist them with the project. This is up to you.

Contacts:

Teresa DeLorenzo - NERI

☎ 643-4008

Fax 643-4072

email tdelorenzo@aol.com

Field Supervisors:

Dennis O'Brien

☎ 236-7401

Stephanie Sackett

☎ 513-9568

Paul Agrimis- Port of Portland

☎ 944-7327

email pagrimis@hevanet.com

Sue Beilke – manages Burlington Bottoms for ODFW. She has been doing turtle research there for numerous years and is a great resource. She is also a consultant to the NERI team

☎ 621-3488, ODFW office on Sauvie Island

☎ 639-3519 home

☎ 708-3679 cell

Project Summary – North Marine Dr. Widening and Extension Project

If any project at Metro has defined my tenure at Smith and Bybee, this is the one. In October 1996, (less than 2 months after I started) the Port of Portland announced at a Friends of Smith and Bybee Lakes meeting that they intended to widen North Marine Dr. in the Rivergate Area and build a new rail line. The road would be widened to the south and the rail would run along the northern edge of the wildlife area and through the parking lot. The rail line would eliminate the rail crossing on N. Marine Dr.

To make a long story short, the final outcome is to widen the road substantially to the north in front of the wildlife area and eventually build a road bridge over the rail crossing on N. Marine Dr. As part of the 3 year public process, countless meetings and phone calls, and "peer council" the Port and the City of Portland have agreed to build a sound berm/wall combination in front of the wildlife area and landscape with native vegetation, construct the 40-Mile Loop Trail on top of the berm, and install pedestrian safety islands (though we were pushing for a traffic light). Right now the project is at 50% design.

This has been a high profile project at the Port, Metro and the City because of the citizen support for Smith and Bybee Lakes. It shows up sporadically on the elected officials' and the Director of the Port's screen when there is a crucial decision point. Hopefully most of those are over.

There have been numerous players involved in this project. I will try to sort some of this out:

1. The Port of Portland – they initiated the project and are putting up the majority of the funding. Their interest is to move traffic more efficiently through the Rivergate Area. Numerous people at various meetings have represented them. These include Tom Hoyt, an engineer who has been with the project since the beginning, Gerry Meyer, property manager in Rivergate. He has been around for about a year, coming on after the majority of the public process had been completed and after the decision of road over rail had been decided upon. Chris White, public affairs, has been with the project from the start. She has a good understanding of all that has gone on and been very involved. Bill Bach, one of the head honchos, been around for a long-time. He is sporadically involved but makes many decisions. The project is underfunded right now. The Port may be asking the Port Commissioners to allocate more money so all components can be built.

Contacts:

Chris White, Public Affairs

☎ 944-7056

Gerry Meyer, Property Manager for Rivergate

☎ 944-7532

Bill Bach, Port Manager for Corporate Real Estate

☎ 944-7525

2. City of Portland, Department of Transportation – the Port of Portland has contracted with them to design and build the project. Back in 1996, Jeanne Caswell was in-charge of the project. She is the person who wrote the *Final Draft North Marine Drive Widening and Rail Relocation Project; Project Development Summary and Staff Recommendations*, City of Portland, Port of Portland, July 22, 1998. She has since left the City of Portland. Unfortunately, the final draft does not detail all the decisions made through the public process and by the citizens and technical advisory committees. Since Jeanne's departure Stacy Bluhm has taken over management of the project. She was not involved in any of the negotiations and she does not have a good understanding of the history of the project. She started in January of 1999. She has been involved in working out the details and interpreting the final draft document. Greg Jones is her manager. He has had limited involvement in the day to day aspects of the project, but is there for public meetings and important interagency meetings. As stated earlier, 50% design should

Hjort?

be completed by Feb. 2000. It is then suppose to go in front of City Council for approval and public comment. The date for the City Council meeting has not been set.

Contact:

Stacy Bluhm, Project Manager, PDOT

☎ 823-7723

3. Friends of Smith and Bybee Lakes – citizen support to the max. The Friends of Smith and Bybee Lakes were instrumental in getting the road over rail alternative and environmental protections for the lakes. They wrote letters to elected and Port officials, attended all meetings, lead numerous canoe trips and basically kept the pressure on to protect the lakes. They are still very involved in the design and funding issues. Jeff Key, Frank Opila, Troy Clark, Polly Knox and Arlene Holmes actively participated throughout the entire process.

Contacts:

Troy Clark, President

☎ 249-0482

Frank Opila, Past President and Director

☎ 283-1145

email: franko@teleport.com

Jeff Kee

☎ 240-0233

Polly Knox

☎ 285-3508

4. CH2M Hill - the consulting firm hired by the city to lead the citizen involvement process and design the project. Various people from CH2M Hill have been involved in the project. Like the city, the people originally involved in the project are no longer the same people as those doing the design. Again some of the history has been lost. Overall, they have been very responsive to technical questions and design issues.

Contact:

John Willis

☎ 235-5022 x4437

5. Walker & Macy – landscape architectural firm that is a sub-contractor to CH2M Hill. Bennett Burns is the contact for the project. She is in-charge of designing the landscaping, both natives in front of the lakes and the corporate landscaping for the rest of the project.

Contact:

Bennett Burns

☎ 228-3122

6. Other People Involved, many from the Smith and Bybee Lakes Management Committee
 - Nancy Hendrickson, City of Portland, Bureau of Environmental Services, Chair of the management committee. ☎ 823-6001. She is a great source for stormwater issues.
 - Jim Sjulín, Portland Parks and Recreation, also on the management committee. ☎ 823-5122, he is very hard to get a hold of on the telephone. He participated on the technical advisory committee and the design committee. He is an advocate for the 40-Mile Loop and other recreation issues.
 - Holly Michael, ODFW, member of the management committee. ☎ 657-2000, ext. 230. She assisted in wildlife related issues.

- Susan Barthel, City of Portland, Bureau of Environmental Services. ☎ 823-7268. General involvement throughout the entire process.

The files for this project are mixed. The first part, all the public process and alternatives analysis are in good shape. The recent design meeting and correspondence on funding need to be sorted. Sorry. They are in the black file cabinet and on the bookcase marked N. Marine Dr.

This project ties many things together. We started the turtle-monitoring project because of the threat of the road on turtle habitat. The road project pushed the recreation facility plan, relocating the parking lot and building a canoe launch into Smith Lake, to a higher priority. If possible, we want to build the new access road and parking lot at the same time the road construction is happening. This would ensure the berm/wall would be built across the entire length of the railroad tracks and also move people away from the very noisy street.

The City anticipates starting the construction in June 2000. They have had a pre-application conference with the Planning Department, and submitted a land-use application. The permit will have to go through a Type III land-use review process since part of the project will be built in the wildlife area. The City is required to notify us through the public review process. Hopefully, all the agreed upon components will be funded and constructed.

12/8/1999 I had a message from Stacy Bluhm, left on Saturday, Dec. 4, the city is continuing with final design. **They have submitted the land-use permit for the project.** They anticipate final design will be completed by March with bids in April and construction in June. Construction will take at least 14 months. Utilities may start before construction.

I left a message with Greg Jones, City of Portland, Department of Transportation on 12/8/1999 asking for a copy of the land-use application. I also expressed extreme dismay that they did not notify anyone that they were submitting the application. Also, the City Council agreed that there would be a review of the design with them and that was stated again at the Sept. advisory meeting. It appears that PDOT decided against that and is going ahead with design. Check the land-use application for inclusion of the 40-mile Loop Trail and that the sound/berm wall goes all the way to the railroad tracks!!

- See documents on desk
- Lots of files and materials on shelf

Project Summary – Recreation Facility Plan

Of course, the plan is the best source of information on this project. Metro Council approved the Recreation Facility Plan (RFP) on Dec. 2, 1999. The plan lays out the concepts for development of a new parking facility and boat launch. In the FY 1999-00 budget Contracted Profession Services category, there is money for design and engineering. The project is included in the CIP for construction in FY 2000-2003. At this time we are seeking funds for construction.

Dean Apostol was the contractor for the plan. He was easy to work with and very flexible as the original scope of work changed throughout the project.

If you have read the N. Marine Dr. summary, you will see that this projects dovetails with the widening of the road. We were hoping to have the design and engineering completed and funding for phase 1 in time to be included with the land-use application for the N. Marine Dr. Widening project. At this point I don't think that is a reality. The RFP for design and engineering for the entire project needs to be written and advertised. It will require some additional detail work than is stated in the plan. Dean Apostol has a good understanding of what needs to be done next, I would suggest giving him a call.

As far as funding the construction, the Smith and Bybee Lakes Management Committee and Metro agreed that taking it from the trust fund is not a viable option. We hope to use the plan to go for grants or look for other opportunities. Talk to Dan Kromer and Heather Nelson-Kent about funding options. There may be some grant money with implementation of the Salmon and Parks Initiative. They may know other opportunities too.

Contacts:

Dean Apostol, Landscape Architect and Project Consultant

☎ 661-6152

23850 SE Borges Rd.

Gresham, OR 97080

wordland@mail.aracnet.com

Troy Clark, President

Friends of Smith and Bybee Lakes

☎ 249-0482

Gerry Meyer, Property Manager for Rivergate

☎ 944-7532

Project Summary – Jim Drieling

Jim Drieling owns ¼ interest in 20 acres of the wildlife area (southeast corner) off of N. Portland Road. He has an unpermitted metal work shed on the property that he has attached a roof to. There used to be two fifth-wheelers parked in this area where he lived in one and a friend another. In May 1999 the City of Portland cited him for not having a legal sewage disposal system and told him he had to move off the property. He left for a while. A trailer is parked back out there again. It doesn't appear that he is living in it as I have seen him drive on to the property in the morning, though the electricity and water are hooked-up. I notified Curt French at the City of Portland, Bureau of Buildings that the trailer is on the property. He has not returned my call.

If Mr. Drieling would like to sell the property, we should be interested in buying it. There was an appraisal done on his interest in 1996. However, he is not on good terms with Metro. He has expressed to me on many occasions that his property rights were diminished when Metro had the site annexed into the city.

Doing the February flooding of 1996, his shed went completely underwater. This site was originally identified as the location of an educational and interpretative center, but since the floods and because of funding issues, the center has been scrapped.

Contact:

Curt French

City of Portland

Bureau of Buildings

P.O. Box 8120

Portland, OR 97207-8120

☎ (503) 823-7328

☎ (503) 823-7306

Project Summary – Reforestation by George Kral, City of Portland, Urban Forester

There are a series of projects with George Kral, often referred to as the "Sea of Tubes", "Smith Lake" and the most recent, "Smith Lake Peninsulas 2000."

"Sea of Tubes"

This project was planted in March 1996, when Jim Morgan was managing the lakes. It is a 6-acre parcel located between Smith Lake and the Columbia Slough, starting adjacent to the St. Johns Landfill. It is called the Sea of Tubes because of the photodegradable tubing placed around each small plant to protect it from animal browse. We have an IGA with George for maintenance of this area signed in December 1996 that runs through the end of calendar year 2000 (Contract 905373).

"Smith Lake"

This project was planted in March 1997. It is a 15-acres restoration located between the Columbia Slough and Smith Lake, starting just west of the N. Portland (Drieling property) Road entrance. There is just a small clump of trees that separate this project from the "Sea of Tubes." This project is Amendment No. 1 to Contract No. 905373, and runs through the end of calendar year 2000 too. A shrub layer still needs to be planted in this area.

"Smith Lake Peninsula 2000"

This is a proposed 25-acre project off of the Interlakes Trail. The reed canary grass was mowed in the fall 1999, cost covered by the City of Portland. At this point George and I have come to an agreement on the numbers and types of trees and shrubs, and estimates of costs for each agency. The City is willing to fund up to \$80,000 of this project under the CIP for the slough. It needs to be spent in the next two years. There is money in the Smith and Bybee Lakes budget for additional habitat restoration for this project.

The decision at this point is what type of weed control to use. George has presented an organic method and a "Monsanto" special. We have also talked about a hybrid method. Up until now we have not used herbicides in the wildlife area except on the St. Johns Landfill. The maintenance on the Sea of Tubes and Smith Lake has been done mechanically. At times it is frustrating as a plethora of weeds have come in since the trees were planted and the blackberries kept cut back. The hybrid method would be to spray around the trees to keep the weeds back, but not the entire site. I have been meaning to discuss this with the management committee but the agendas have been packed for the past year. The Smith and Bybee Lakes Technical Advisory Committee (TAC) is pretty much defunct. It may be worthwhile to discuss with the management committee who should be included in on a TAC and start it back-up or discuss the herbicide issue with the management committee and see if they can make a decision or what additional information they need. George will need a decision soon by the end of January. My opinion is that go organic until a decision is made and then readjust if things change, for whatever it is worth.

There will need to be another amendment to the IGA for this project.

George and crews have done an incredible job restoring riparian habitat in the Columbia Slough and at Smith and Bybee. For each project the City has put in more money than we have, it is a good deal for us. In return, George has been allowed to collect seed from the wildlife area. Again this works to Metro's advantage as the material being planted is genetically from the lakes area.

Contacts:

George Kral

City of Portland, Bureau of Environmental Services

☎ 823-7116 office, 823-6552 cell

Project Summary – St. Johns Landfill

The St. Johns Landfill is part of the wildlife area, but managed by Regional Environmental Management (REM, one floor above Parks and Greenspaces). It is a closed landfill. There are many DEQ permit requirements that require REM to monitor the surface water, groundwater, methane gas and many other aspects of the landfill. Through an agreement with REM they monitor surface water and sediments in the lake, at their expense. They have done limited reporting to the management committee and me. Because of full agendas this past year, I have put off reports by REM. It would be beneficial to get an update.

There are numerous issues associated with the landfill that affect the wildlife area.

- Perimeter Bank Stabilization at St. Johns Landfill (LUR 99-00579 EN) – there is a city land-use permit application for bank stabilization along the N. Slough and portions of the Columbia Slough. The management committee could only agree that stabilization work needed to be done to ensure that garbage would not be exposed. The committee did not agree with the proposed design – too much rock. After 2 sub-committee meetings with Dennis O'Neil and the consultants, nothing was changed. When Dennis submitted the applications, members from the management committee (but not the management committee) submitted comments to the city that the design was not wildlife friendly. Since that time, the design has been slightly modified to include more plantings in the rock (see letter addressed to Nancy Hendrickson). Watch for the COE/DSL permit to ensure that design changes have been made according to the letter. - Folder on desk
- 40-Mile-Loop Trail – this is an on-going saga. The trail is shown to go on the landfill. At this time there is still much discussion on trail location. See Project description for the trail.
- Storage space – we have tools, canoes and a john boat, and equipment stored at the landfill. We share the space and canoes with the landfill folks. Some of the turtle monitoring equipment is also stored there (the more valuable stuff is locked in our storage cabinet with the environmental education stuff). The folks at the landfill have been kind and generous about sharing space and equipment. Thank-you Janelle, Robin and DeeDee.
- Landfill vegetation cover – we have tried establishing native vegetation on the landfill without success (Mark G. Wilson was the contractor). Right now the landfill is grazed by sheep in the spring or mowed. Dennis O'Neil is thinking of hiring a seasonal to manage the exotic weed control problem. My idea would be to plant it in crops for waterfowl and others, but never really explored the concept. Right now, the geese enjoy the rye grass.
- Maintenance Building – there are plans to construct a maintenance building on Parcel A, just south of the landfill bridge. The plans have been in the works for over a year. The City of Portland owns the parcel. Metro would like to purchase the property or secure a long-term lease. The problem is that the site is filled with incinerator waste (ashes) from when the City of Portland used to burn their trash, pre 1941 when the landfill opened. The waste may be contaminated. Metro does not want to buy the liability, and the City does not want to keep it. Right now it is uncertain what will happen with the parcel. Jim Watkins, REM and Dan Kromer are the contacts.
- Model Airplaners – want to have access to and build a runway on the landfill. Dennis O'Neil is "working" with them. It is an allowed use in the Smith and Bybee Lakes management plan provided it is on the south side of the landfill and they park on the south side of the slough. The model airplaners were scheduled to give a presentation at the Dec. 8 management committee but asked to be taken off the agenda. - Folder in desk drawer on right

I am sure there are other landfill issues but these are the most important at this time.

Contact:

Dennis O'Neil

REM

ext. 1697

Project Summary – 40-Mile Loop Trail

Where will the 40-Mile Loop Trail be located? We have been working on the location off and on for the past 3-years. The Peninsula neighbors organized a trail summit in January 1999 to discuss the issues. Not much has happened since then.

The City of Portland Comprehensive Plan, Natural Resources Plan for Smith and Bybee and the Regional Trails Plan show the trail along Leadbetter peninsula, through the riparian area between Bybee Lake and the North Slough, along the landfill and then along the utility road between Smith Lake and the Columbia Slough. I have difficulties with this alignment because it would bring the trail through some of the least disturbed habitat in the wildlife area. Also the portion along Bybee Lake regularly floods.

The management committee voted to have the City of Portland, Bureau of Parks and Recreation do a trail mini-master plan for the area. Dawn Uchiyama, with the Parks Bureau, is suppose to work on the plan, but due to time constraints has not been able to get to it. There is money in the Smith and Bybee budget for trail planning and construction, including money from REM. It was a carry-over from FY 1998-99.

Contacts:

Troy Clark, President (he has done much of the leg work on this)

Friends of Smith and Bybee Lakes

☎ 249-0482

Dawn Uchiyama

City of Portland

Park Bureau

☎ 823-5596

Jim Sjulín

City of Portland

Park Bureau

☎ 823-5122

Project Summary – Returning the lakes to tidal freshwater marsh, commonly known as dam removal

This is the big one. Jim Morgan can fill you in on all the details, I will only rely the big picture. The dam is located where the North Slough used to enter the lakes. A dam was put built in 1982 to hold water back in the lakes to stop the spread of avian botulism. It has been modified over the years to its present configuration that lets water out, but keeps the lakes about 7-feet deep in some places. Needless to say, this interrupted tidal flows. Since the dam has been in place, the ecology of the lakes has changed drastically. Between 350-500 acres of forest edge has been drowned out. The smartweed has disappeared, warm water fisheries has been enhances, the beavers have moved in and reproduced with a vengeance.

The Smith and Bybee Lakes Technical Advisory Committee (pretty much defunct now) and the management committee voted to remove the dam and return the lakes to tidal freshwater marsh. The bureaucracy and money have prevented it from happening. Originally, the Port of Portland was maybe going to pay for it as part of their mitigation for wetland fills in Rivergate. Those negotiations were happening when they were sued by Mikey Jones, a private citizen, about illegal fill in the Rivergate Area. The outcome of the suit is still pending.

Seeking other funds, the project was included in Phase 2 or 3 of the Ducks Unlimited Lower Columbia Estuary Restoration Grant this year. All indications are that the grant will be funded and we should be receiving word that the project is a go on their end. Metro will need to get permits and deal with the public outcry. The bass fishermen are already unhappy that the possibility exists. I gave a talk at the Bass and Pan Fish Club meeting in September, it stirred the pot again, though most understood the importance of removing the dam. Mikey Jones is a wildcard here. At this point he may not like the idea and will threaten to sue Metro. On the plus side, the Friends are very supportive on this issue. The folks at the City of Portland working on endangered fish issues are excited about the prospect of dam removal. They have identified Smith and Bybee as the best resting area in the city limits.

Along with this project, I have been working with the U.S. Army Corps of Engineers for restoration dollars for replanting the riparian habitat. They are just in the planning stages but very excited about being able to help us out.

FOLDERS in file cabinet - top drawer

Contacts:

Steve Donovan

Ducks Unlimited

☎ (360) 263-3288

email: sdonovon@ducks.org

Steve Breadenhauer

Corps of Engineers

☎ 808-4734

Jim Morgan

Parks and Greenspaces

ext. 1727

Project Summary – Purple Loosestrife

This exotic plant is starting to invade the wildlife area. We have cut and pulled plants, though have learned this does not do much good. The main areas of investment are next to the water control structure, the pond just south of the Leadbetter stormwater facility, Ramsey Lakes and underneath the BPA lines-along the RR tracks (this is old growth purple loosestrife). Beetles have been released at Ramsey Lakes and underneath the power lines.

On Oct. 12, 1999 Metro co-hosted a Purple Loosestrife Summit for the Rivergate Area. Seventeen people attended. Eric Coombs from the Oregon Department of Agriculture gave a very informative presentation on biological control. As a result of the summit, an ad-hoc exotic weed committee is being formed as part of the Columbia Slough Watershed Council, and a grant was submitted to the Lower Columbia Estuary Program (LCREP) for funding research and control. The grant was put together by Dr. Peter McEvoy, a professor at OSU. The Columbia Slough Watershed Council is the grant applicant, though a graduate student of Dr. McEvoy would do the research and coordinate the project. The grant request is for \$10,000. Smith and Bybee has committed \$5,000 in matching funds, which includes maps from the data resource center. The Port of Portland and Bonneville Power Administration have been asked to contribute \$5,000 and \$10,000 towards project funding. However, at this time, they have not said if the funds are available.

Contacts:

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Eric Coombs
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ecoombs@oda.state.or.us

Of Course,
Troy Clark, President
Friends of Smith and Bybee Lakes
☎ 249-0482

Jay Mower
Columbia Slough Watershed Council
☎ 281-1132

Scott Carter, Port of Portland
☎ 944-7510

Mark Newbill, BPA
☎ (541) 465-6553

Project Summary – Bird Survey

This is a real bonus of the job. Troy and I, along with various others, bird the area off of N. Portland Road, between the Columbia Slough and Smith Lake once a week. The schedule varies with Troy's day off. Troy is the official record keeper. I supply him with a Rite-in-the-Rain notebook and mechanical pencil when needed. This is a great way to get to know the lakes, the bird life and Troy.

Volunteers have entered the data in a database. I received the information from Phil Huber (Lupine Jones has his contact info). Steve Altshuld, Cascade Biologics, Inc., 503/292-9521 sent the rest of the data.

Contract:
Of Course,
Troy Clark, President
Friends of Smith and Bybee Lakes
☎ 249-0482

Project Summary – Columbia Steele Castings

Columbia Steele Castings (CSC) is a property owner adjacent to the management area, across from the Columbia Slough, in the southeast corner. In fact, part of their property is in the management area. They have applied to the Oregon Division of State Lands for a 5-acre fill permit. Metro sent a letter to DSL requesting denial of the permit or to have it withdrawn from consideration. A copy of Metro's letter was also sent to Judy Linton at the U.S. Corps of Engineers, though they have not issued a public notice on the application. The Columbia Slough Watershed Council also sent a letter to DSL requesting that the permit be denied. Look in the file for more details.

General Information

1. The Smith and Bybee Lakes Management Committee meets the 4th Tuesday of the month from 5:30-7:00 p.m. They are very good about starting and ending on time. Nancy Hendrickson in the chair. We agree on agenda items at the end of the meeting. I set the agenda and work with Patricia on getting the minutes and materials out before the meeting. I used to bring healthy snacks but I don't think that is permitted at Metro with the budget crunch. Patricia has the full record of notes, enclosures and membership. There are copies by year in the black filing cabinet and the most current year in the desk (if not packed up).
2. The Technical Advisory Committee has not met in over a year and basically defunct. If needed, you will have to decide what type of representation is needed and make appropriate contacts.
3. The Friends of Smith and Bybee meet the first Monday of the month at the BES Water Quality Lab, under the St. Johns bridge, from 6:30-8:00 p.m. I attend on a very sporadic basis, really only when they make a request. You will receive a copy of the minutes. What can I say about the Friends...couldn't have done it without them.
4. Columbia Slough Watershed Council. I have represented Metro on the council for the past 2-years. They meet the 4th (or maybe last) Monday of the month at the Nabisco Cookie Factory on Columbia Blvd. from 5-8 p.m. I tried to make most meetings, but often depended on the agenda items. They have relied on me for technical information, especially about wetlands. Jay Mower is the Watershed Coordinator. He can be reached at 281-1132.
5. Patricia Sullivan has dutifully taken notes at the management committee meetings. She is also a great supporter of the lakes (treat her well). With budget constraints I am not sure if she can continue in this role, even though there is money in the S&B budget for the overtime needed. Check with her and Dan Kromer on this one.

6. Demand the space underneath the window, in the southeast corner (next to Deb Scrivens). Heather will have tired or successfully moved the Smith and Bybee stuff from this area. Fight back, it is traditionally Smith and Bybee's area. Be strong.
7. The truck is in the basement. Yours to use and to lend at your convenience. Dan Kromer will go over the details with you.
8. Jim Morgan managed the lakes before I did. He is a member of the management committee. He knows a lot and is always willing to fill in information gaps. He is at extension 1727.
9. Scott Carter and Mike Clapp, both with the Port of Portland, are extremely helpful with maintenance matters surrounding the lakes. They have heavy equipment and people to do the job. They had a crew restripe the parking lot, moved boulders, and other like projects. Scott's number is 944-7510 and Mike's is 944-7520. I usually call Scott first as he is Mike's supervisor.
10. Seasonal Park Ranger – Geoff Ray worked at Smith and Bybee this year from July 1 to December. He worked 3 days a week doing just about everything – picking up trash, removing exotic vegetation, doing plantings and interacting with the public. He is working for Open Spaces right now. He really knows the lakes and can fill you in on exotic plant removal and other activities. He worked Tuesday, Thursday, and Friday. He can be reached at home at 236-5620.
11. I can be reached at DEQ at 229-6156 or by email at roth.emily@deq.state.or.us
Give me a call, I will be happy to answer questions and help locate files.

Good Luck, enjoy the lakes.