City of Oregon City

625 Center Street
Oregon City, OR 97045
503-657-0891

Meeting Agenda

City Commission

Tuesday, October 8, 2019 | **6:00 PM** | **Commission Chambers**

Joint Work Session with the Parks and Recreation Advisory Committee

1. Convene Joint Work Session

2. Roll Call

3. Discussion Item

3a. 19-554 Clackamette Park Master Plan

Sponsors: Community Services Director Phil Lewis

Attachments: Staff Report
Site Map - Clackamette Park
Technical Memo - Clackamette Park Boat Ramp 2015
Technical Memo - Clackamette Ramp Relocation 2019
2019 Conceptual Master Plan - Clackamette Park
2013 Clackamette RV Park - Concept Improvements

4. Communications

5. Adjournment

Citizen Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but not listed on the agenda.
**Complete a Comment Card prior to the meeting and submit it to the City Recorder.*
**When the Mayor calls your name, proceed to the speaker table and state your name and city of residence into the microphone.*
**Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.*
**As a general practice, the City Commission does not engage in discussion with those making comments.*
**Electronic presentations are permitted, but shall be delivered to the City Recorder 48 hours in advance of the meeting.*

Agenda Posted at City Hall, Pioneer Community Center, Library, City Web site.
Video Streaming & Broadcasts: The meeting is streamed live on Internet on the Oregon City's Web site at www.orcity.org and available on demand following the meeting. The meeting can be viewed live on Willamette Falls Television on channel 28 for Oregon City area residents. The meetings are also rebroadcast on WFMC. Please contact WFMC at 503-650-0275 for a programming schedule.

City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of

the building. Hearing devices may be requested from the City Recorder prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

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Staff Report

File Number: 19-554

Agenda Date: 10/8/2019

Status: Agenda Ready

To: City Commission

Agenda #: 3a.

From: Community Services Director Phil Lewis

File Type: Report

SUBJECT:
Clackamette Park Master Plan

BACKGROUND:
Clackamette Park is a 24 acre charter park located at the confluence of the Willamette and Clackamas Rivers. It is Oregon City's only park designated as a regional park and due to the park location and types of facilities located on the property, it sees heavy use from residents of Oregon City and people throughout the region. Facilities at the site include an RV campground, playground area, shelter buildings, horseshoe pits, picnic areas, boat ramp, pathways, restroom building and parking facilities.

The current boat ramp received a 'short-term' repair in 2016 but with the Clackamas River continuing to shift, a long-term relocation is required. The long-term solution for the boat ramp was to place the ramp approximately 350 feet down river from the current boat ramp. The location of the boat ramp recommendation was determined through a hydrology study and is supported by Oregon State Marine Board (OSMB) and Oregon Department of Fish and WIldlife (ODFW). Moving the boat ramp down river will impact the primary greenspace in Clackamette Park. Due to this impact, concern was voiced from members of the City Commission, members of the Parks & Recreation Advisory Committee (PRAC) as well as members of the public.

The City Commission recognized the need for a master plan of Clackamette Park during the FY2019-2021 goal setting process. Goal 3 identified revisiting a portion of the Waterfront Master Plan, including Clackamette Park, the boat ramp location, the RV Park, and the City-owned properties across from Clackamette Park. Staff presented the topic at a March 2019 Commission Work Session and were directed to find a solution that would not include moving the ramp so far down river and would minimize the impact on greenspace. Engineering firm WEST Consultants were hired to review the possibility of moving the ramp approximately 150 feet upstream of the originally recommended position for the boat ramp. The technical memo attached to this staff report identifies the revised boat ramp location as a possibility but would require additional study and design costing approximately $35,000. Architectural firm Mackenzie was hired to look at greenspace mitigation strategies utilizing the revised boat ramp location and assisted staff in completing a conceptual plan for improving continguous greenspace, adding more connectivity for pedestrians, creating more high water resiliency, and creating more revenue opportunities for the park.

Staff and our engineering consultant provided a presentation of materials at a joint City Commission/Parks & Recreation Advisory Committee work session on September 4, 2019 and were asked to bring the information back at a future joint work session for further discussion.

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CLACKAMETTE PARK

Oregon City Parks & Recreation

Technical Memo

WEST Consultants, Inc.
2601 25th St. SE
Suite 450
Salem, OR 97302-1286
(503) 485 5490
(503) 485-5491 Fax
www.westconsultants.com

To: Denise Kai
Assistant Parks and Recreation Director

Company: City of Oregon City

Date: December 4, 2015

Cc: Jeff Smith, P.E., Oregon State Marine Board
Raymond Lanham, P.E., Oregon State Marine Board
Curt Vanderzanden, P.E., KPFF

From: Hans R. Hadley, P.E., CFM
Senior Hydraulic Engineer

Subject: Clackamette Park Boat Ramp Replacement Design Alternatives

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Introduction and Background

As part of the Clackamette Park Boat Ramp Hydrology Evaluation, WEST Consultants, Inc. (WEST) and KPFF Consulting Engineers, Inc. (KPFF) were tasked with developing a long-term solution to the on-going erosion issues at the boat ramp. A boat ramp has been at the Clackamette Park site since the 1970's. The current ramp was built in 1998 to bring the ramp into compliance with current design standards. A follow up repair to correct faulty construction was conducted in 2001 which also included the installation of pile supported docks. The docks were reconfigured several times and eventually removed all together as a result of repeated damages by debris during high flows.

In 2011, the lower two precast planks experienced minor separation, likely the result of erosion near the toe of the ramp. In December 2013, the ramp experienced significant erosion of the surrounding bed material, displacement of riprap, further displacement of the lower precast planks located on the upstream side of the ramp, and undermining of multiple precast planks along the downstream side of the ramp. The displaced planks were put back into position and additional riprap was added in an effort to prevent further erosion. However, the undermined

portion of the planks was not repaired and two of the planks along the upstream side of the ramp are currently displaced. This condition was observed during a recent site visit by me and Mr. Vanderzanden (KPFF) and during subsequent underwater video inspection.

Review of historic aerial photography, observation of current morphologic conditions in the channel, and results of 2-dimensional hydraulic modeling indicate that the river is likely to continue to migrate southward toward the existing ramp. The gravel bar located directly across from the ramp, along the north side of the channel, is continuing to enlarge and is therefore likely to continue to direct the river's main flow toward the south, directly at the existing ramp. This condition not only increases the potential for future damage but also increases the difficulty for boaters while using the ramp.

Designs for the repair of the existing ramp are nearly complete. The repair work includes the removal and resetting of the existing undamaged planks, replacement of missing compacted gravel fill, the replacement of damaged planks with new precast planks, a cast-in-place reinforced concrete closure pour, and additional riprap protection. The repair is expected to last for at least 5 years while the design for the permanent repair/replacement is conducted. During the kickoff meeting site visit which included me, yourself, Mr. Smith (OSMB), Mr. Lanham (OSMB), Mr. Vanderzanden (KPFF), and Mr. Milkowski (KPFF) it was agreed that the permanent solution should be a replacement ramp located approximately 350 ft +/- downstream from the existing ramp. This proposed location appears to be located sufficiently downstream of the gravel bar to be beyond its hydraulic influence. Further, this portion of the south bank is protected by a rock riprap revetment that should help prevent the southward migration of the channel. Locating the ramp further downstream would increase its exposure to large woody debris that is carried by the Willamette River during high flow events and further separate the ramp from the parking lot.

Concept Level Design Options

Two initial design options were presented to the City and Oregon State Marine Board. Option 1 includes a 40-ft wide ramp that is angled downstream approximate 30 degrees from perpendicular. Option 2 includes a 40-ft wide ramp that is oriented perpendicular to the bank. Both options include pile supported boarding floats located along the upstream side of the ramp, a two-way two-lane road to allow vehicular traffic to access the ramp, a new ready area, and new handicap trailer-length parking stalls. The tie-down area is retained in its current location and the existing parking lot incurs minor associated modifications. The existing ramp will be removed under both options. Conceptual designs for Options 1 and 2 are included in **Appendix A**.

Following review by the Oregon State Marine Board, a third and fourth option were developed. Option 3 includes a 46.5-ft wide 2-lane ramp with pile supported boarding floats located along the centerline of the ramp. The design of the access road and related amenities is similar to those shown in Option 1. Option 4 includes the same 46.5-ft wide 2-lane ramp and pile supported boarding float configuration but utilizes a one-way access loop road that incorporates a new ready area, new handicap trailer-length parking stalls, and a new tie-down area. This option was recommended by the Oregon State Marine Board to improve traffic flow and reduce congestion

both at the ramp and in the existing parking lot. Both options include minor associated modifications to the existing parking lot and removal of the existing ramp. Conceptual designs for Options 3 and 4 are included in **Appendix A**.

Concept Level Cost Estimates

Estimated concept level costs for Options 1-4 are summarized in Table 1.

Table 1. Concept-Level Estimated Construction Costs

Design Alternative	Construction Cost
Option 1	$878,200
Option 2	$877,300
Option 3	$922,700
Option 4	$964,700

Detailed estimates are provided in **Appendix B**. As seen in Appendix B, the estimated costs include a $50,000 credit for reuse of the riprap from the existing ramp that will be used to help protect the proposed ramp.

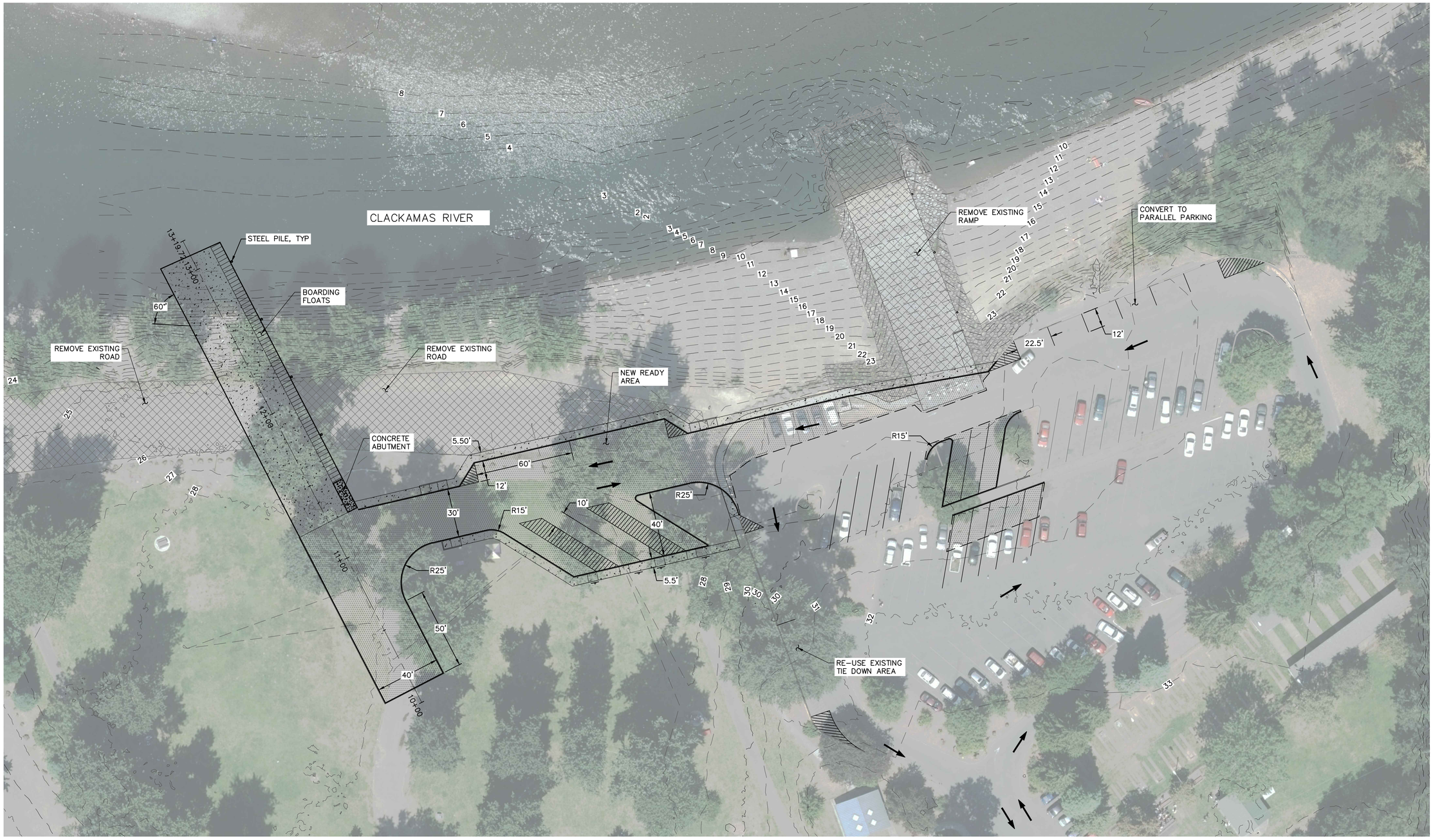
Recommendations

Although it has the highest cost, Option 4 is recommended for the replacement ramp. It provides a two-lane ramp with central docks that can reduce wait times during peak usage periods and a one-way loop access road that will help reduce congestion both at the ramp and in the existing parking lot.

I look forward to your decision on the preferred option for the replacement ramp so that we may develop the requested 30-percent level design and cost estimate.

If you have any questions, please do not hesitate to contact me at 503-485-5490.

APPENDIX A
Concept-Level Designs



SHEET LEGEND

- REMOVALS
- STANDARD ASPHALT PAVEMENT
- CONCRETE
- CONCRETE RAMP ABUTMENT
- SAWCUT

SCALE 1 INCH = 30 FEET
30 0 30 60

kpff
111 SW Fifth Ave., Suite 2500
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

REVISIONS	BY
DATE	

FILE PATH:
FILE NAME:

APPROVED: BOATING FACILITIES MANAGER
FINAL CHECK BY: CV
DESIGNED BY: RM
DRAWN BY: TK
DATE: 10/19/2015
ENGINEER

PRELIMINARY NOT FOR CONSTRUCTION

OREGON CITY

FUTURE RAMP SITE - OPTION 1
AT CLACKAMETTE PARK, CLACKAMAS RIVER MILE 0.2
FOR THE CITY OF OREGON CITY

CITY OF OREGON CITY

1 SHEET | 4 OF

EXH-1
DRAWING NO.

File: N:\c\p\2015\315171-Clackamette-Park-Boat-Ramp\CAD\PLOT\Exhibits\5171-EXH-RAMP.dwg TAB:EXH-1
Plotted: 11/12/15 at 9:30am By: dfraley
XREFs: 5171xsv 5171xtb 5171xst - future

CLACKAMAS RIVER

2+93.82

BOARDING FLOATS

REMOVE EXISTING ROAD

REMOVE EXISTING ROAD

PROPOSED READY AREA

REMOVE EXISTING RAMP

CONVERT TO PARALLEL PARKING

STEEL PILE, TYP

CONCRETE ABUTMENT

R25'

R15'

60'

12'

12'

30'

10'

40'

5.5'

12+00

11+00

10+00

50'

40'

RE-USE EXISTING TIE DOWN AREA

SHEET LEGEND

- REMOVALS
- STANDARD ASPHALT PAVEMENT
- CONCRETE
- CONCRETE RAMP ABUTMENT
- SAWCUT

SCALE 1 INCH = 30 FEET

30 0 30 60

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BY					
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DATE					

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FILE NAME:

APPROVED: BOATING FACILITIES MANAGER

FINAL CHECK BY: CV

DESIGNED BY: RM

DRAWN BY: TK

DATE: 10/19/2015

PRELIMINARY NOT FOR CONSTRUCTION

ENGINEER

OREGON CITY

FUTURE RAMP SITE - OPTION 2
AT CLACKAMETTE PARK, CLACKAMAS RIVER MILE 0.2
FOR THE CITY OF OREGON CITY

CITY OF OREGON CITY

SHEET	OF
3	4

EXH-3
DRAWING NO.

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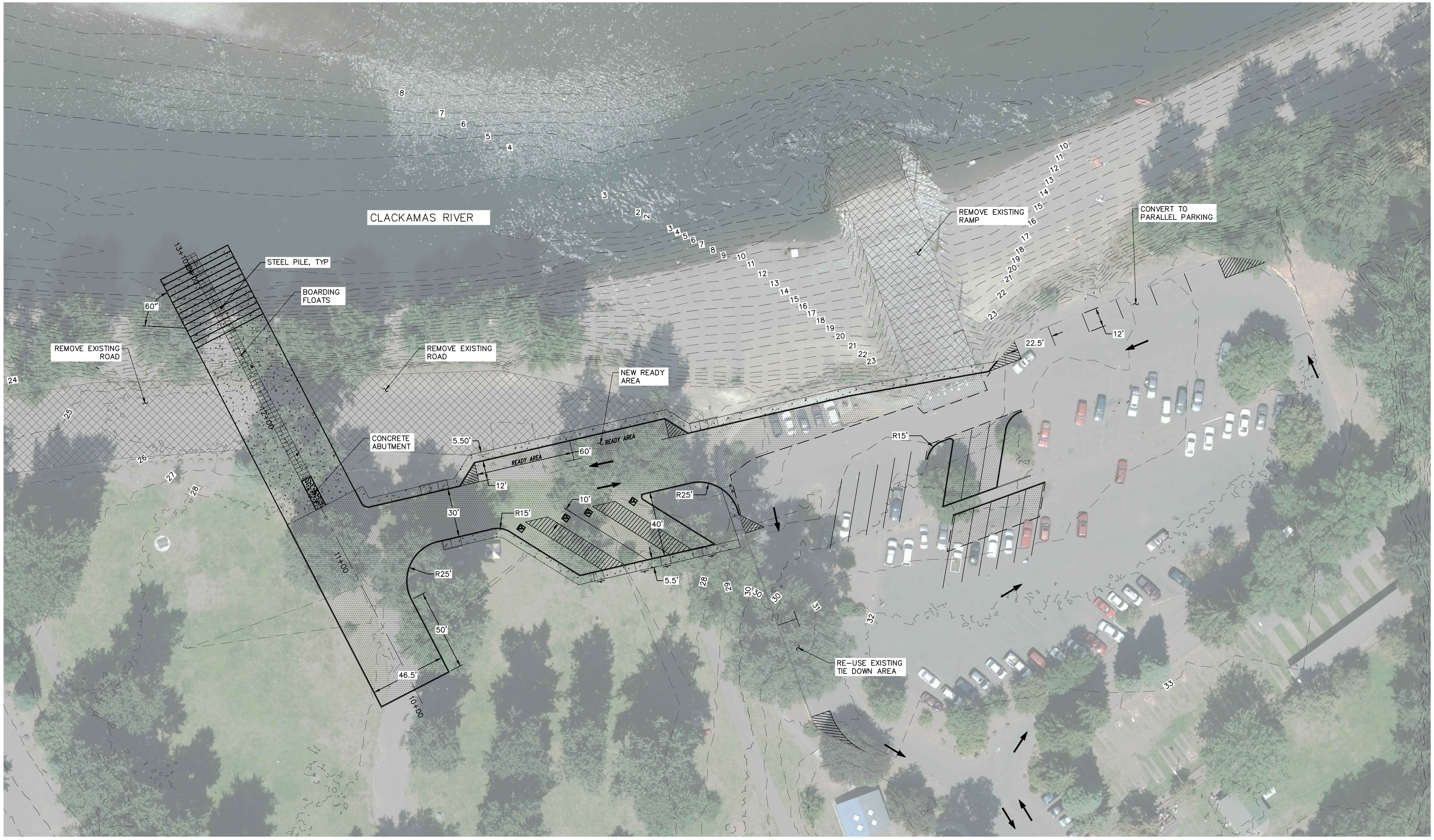
XREFs: 5171xsv 5171xtb 5171xst - future



SHEET LEGEND

- REMOVALS
- STANDARD ASPHALT PAVEMENT
- CONCRETE
- CONCRETE RAMP ABUTMENT
- SAWCUT

SCALE 1 INCH = 30 FEET
30 0 30 60

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REVISIONS					
DATE					BY

FILE PATH:
FILE NAME:

APPROVED: BOATING FACILITIES MANAGER
FINAL CHECK BY: CV
DESIGNED BY: RM
DRAWN BY: TK
DATE: 12/02/2015

PRELIMINARY NOT FOR CONSTRUCTION
ENGINEER

OREGON CITY

FUTURE RAMP SITE - OPTION 3
AT CLACKAMETTE PARK, CLACKAMAS RIVER MILE 0.2
FOR THE CITY OF OREGON CITY

CITY OF OREGON CITY

SHEET 1 OF 3
DRAWING NO. EXH-1

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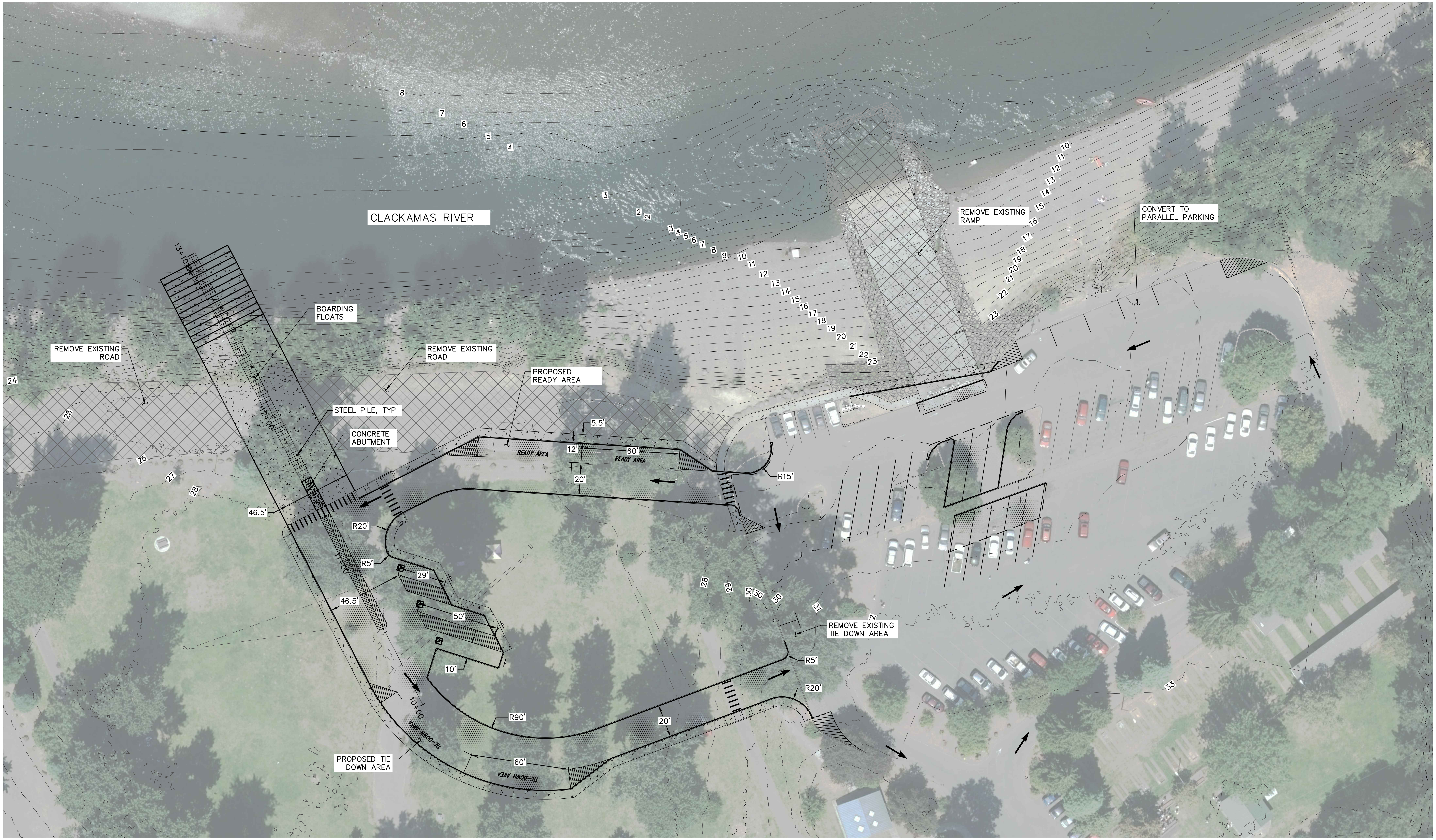
XREFs: 5177xsv 5177xtb 5177xst - future



SHEET LEGEND

REMOVALS	CONCRETE RAMP ABUTMENT
STANDARD ASPHALT PAVEMENT	SAWCUT
CONCRETE	

SCALE 1 INCH = 30 FEET

30 0 30 60

kpff

111 SW Fifth Ave., Suite 2500
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

FUTURE RAMP SITE - OPTION 4
AT CLACKAMETTE PARK, CLACKAMAS RIVER MILE 0.2
FOR THE CITY OF OREGON CITY

CITY OF OREGON CITY

PRELIMINARY NOT FOR CONSTRUCTION

ENGINEER

FINAL CHECK BY: CV
DESIGNED BY: RM
DRAWN BY: TK
DATE: 12/02/2015

SHEET 2 OF 3

EXH-2
DRAWING NO.

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Plotted: 12/3/15 at 9:13am By: ryann
XREFS: 5171xsv 5171xtb 5171xst _future

DRAFT

APPENDIX B
Concept-Level Construction Cost Estimates

Boat Launch Ramp Concept Project
Probable Construction Cost - Option 1
13/11/2015

Base Bid

Item	Quantity	Unit	Unit Cost	Total Cost
Mobilization (10%)	1	LS	$ 71,400.00	$ 71,400.00
Project Survey & Layout	1	LS	$ 4,000.00	$ 4,000.00
Erosion Control - Land Side	1	LS	$ 5,000.00	$ 5,000.00
Erosion Control - Silt Curtain	250	LF	$ 10.00	$ 2,500.00
Clearing and Grubbing	1	LS	$ 5,000.00	$ 5,000.00
Removal of Existing Structures	1	LS	$ 15,000.00	$ 15,000.00
Excavation	4100	CY	$ 20.00	$ 82,000.00
Subbase Geotextile Fabric	7400	SF	$ 0.35	$ 2,590.00
Riprap Geotextile Fabric	9670	SF	$ 0.55	$ 5,318.50
6"-0" Aggregate Subbase (Ramp)	530	Tons	$ 40.00	$ 21,200.00
1-1/2"-0" Aggregate Base (Ramp)	270	Tons	$ 40.00	$ 10,800.00
3/4"-0 Aggregate Base (Pavement)	1050	Tons	$ 20.00	$ 21,000.00
Class 700 Riprap	720	CY	$ 85.00	$ 61,200.00
Concrete Abutment	130	SF	$ 55.00	$ 7,150.00
Concrete Sidewalk	3090	SF	$ 15.00	$ 46,350.00
Concrete Curb	1250	LF	$ 20.00	$ 25,000.00
Cast-In-Place Concrete Ramp	5640	SF	$ 15.00	$ 84,600.00
Precast Concrete Planks	1760	SF	$ 30.00	$ 52,800.00
Steel Rail System for Planks	1	LS	$ 35,000.00	$ 35,000.00
12" Steel Pile	4	EA	$ 3,000.00	$ 12,000.00
Wood Boarding Floats	1070	SF	$ 65.00	$ 69,550.00
Asphaltic Concrete	440	Tons	$ 100.00	$ 44,000.00
Landscape Restoration	1	LS	$ 5,000.00	$ 5,000.00
Stormwater Mitigation	1	LS	$ 20,000.00	$ 20,000.00
Striping	1	LS	$ 3,500.00	$ 3,500.00
Boat Ramp Signage	1	LS	$ 1,000.00	$ 1,000.00
ADA Signage	2	EA	$ 500.00	$ 1,000.00
		Subtotal		**$ 713,960.00**

Contingency (30%)	$	214,188.00
Total Estimated Costruction Cost	**$**	**928,200.00**
Riprap Salvage/Reuse	$	(50,000.00)
	$	878,200.00

Boat Launch Ramp Concept Project
Probable Construction Cost - Option 2
13/11/2015

Base Bid

Item	Quantity	Unit	Unit Cost	Total Cost
Mobilization (10%)	1	LS	$ 71,400.00	$ 71,400.00
Project Survey & Layout	1	LS	$ 4,000.00	$ 4,000.00
Erosion Control - Land Side	1	LS	$ 5,000.00	$ 5,000.00
Erosion Control - Silt Curtain	200	LF	$ 10.00	$ 2,000.00
Clearing and Grubbing	1	LS	$ 5,000.00	$ 5,000.00
Removal of Existing Structures	1	LS	$ 15,000.00	$ 15,000.00
Excavation	4600	CY	$ 20.00	$ 92,000.00
Subbase Geotextile Fabric	6960	SF	$ 0.35	$ 2,436.00
Riprap Geotextile Fabric	10020	SF	$ 0.55	$ 5,511.00
6"-0" Aggregate Subbase (Ramp)	490	Tons	$ 40.00	$ 19,600.00
1-1/2"-0" Aggregate Base (Ramp)	250	Tons	$ 40.00	$ 10,000.00
3/4"-0 Aggregate Base (Pavement)	1050	Tons	$ 20.00	$ 21,000.00
Class 700 Riprap	760	CY	$ 85.00	$ 64,600.00
Concrete Abutment	130	SF	$ 55.00	$ 7,150.00
Concrete Sidewalk	3310	SF	$ 15.00	$ 49,650.00
Concrete Curb	1300	LF	$ 20.00	$ 26,000.00
Cast-In-Place Concrete Ramp	5360	SF	$ 15.00	$ 80,400.00
Precast Concrete Planks	1600	SF	$ 30.00	$ 48,000.00
Steel Rail System for Planks	1	LS	$ 35,000.00	$ 35,000.00
12" Steel Pile	3	EA	$ 3,000.00	$ 9,000.00
Wood Boarding Floats	1000	SF	$ 65.00	$ 65,000.00
Asphaltic Concrete	450	Tons	$ 100.00	$ 45,000.00
Landscape Restoration	1	LS	$ 5,000.00	$ 5,000.00
Stormwater Mitigation	1	LS	$ 20,000.00	$ 20,000.00
Striping	1	LS	$ 3,500.00	$ 3,500.00
Boat Ramp Signage	1	LS	$ 1,000.00	$ 1,000.00
ADA Signage	2	EA	$ 500.00	$ 1,000.00
		Subtotal		**$ 713,250.00**

Contingency (30%)	$ 213,975.00
Total Estimated Costruction Cost	**$ 927,300.00**
Riprap Salvage/Reuse	$ (50,000.00)
	$ 877,300.00

Boat Launch Ramp Concept Project
Probable Construction Cost - Option 3
24/11/2015

Base Bid

Item	Quantity	Unit	Unit Cost	Total Cost
Mobilization (10%)	1	LS	$ 74,900.00	$ 74,900.00
Project Survey & Layout	1	LS	$ 4,000.00	$ 4,000.00
Erosion Control - Land Side	1	LS	$ 5,000.00	$ 5,000.00
Erosion Control - Silt Curtain	250	LF	$ 10.00	$ 2,500.00
Clearing and Grubbing	1	LS	$ 5,000.00	$ 5,000.00
Removal of Existing Structures	1	LS	$ 15,000.00	$ 15,000.00
Excavation	4650	CY	$ 20.00	$ 93,000.00
Subbase Geotextile Fabric	7680	SF	$ 0.35	$ 2,688.00
Riprap Geotextile Fabric	9940	SF	$ 0.55	$ 5,467.00
6"-0" Aggregate Subbase (Ramp)	540	Tons	$ 40.00	$ 21,600.00
1-1/2"-0" Aggregate Base (Ramp)	270	Tons	$ 40.00	$ 10,800.00
3/4"-0 Aggregate Base (Pavement)	1110	Tons	$ 20.00	$ 22,200.00
Class 700 Riprap	820	CY	$ 85.00	$ 69,700.00
Concrete Abutment	130	SF	$ 55.00	$ 7,150.00
Concrete Sidewalk	3110	SF	$ 15.00	$ 46,650.00
Concrete Curb	1300	LF	$ 20.00	$ 26,000.00
Cast-In-Place Concrete Ramp	5441	SF	$ 15.00	$ 81,615.00
Precast Concrete Planks	2232	SF	$ 25.00	$ 55,800.00
Steel Rail System for Planks	1	LS	$ 35,000.00	$ 35,000.00
12" Steel Pile	4	EA	$ 3,000.00	$ 12,000.00
Wood Boarding Floats	1010	SF	$ 65.00	$ 65,650.00
Asphaltic Concrete	460	Tons	$ 100.00	$ 46,000.00
Landscape Restoration	1	LS	$ 5,000.00	$ 5,000.00
Stormwater Mitigation	1	LS	$ 30,000.00	$ 30,000.00
Striping	1	LS	$ 3,500.00	$ 3,500.00
Boat Ramp Signage	1	LS	$ 1,000.00	$ 1,000.00
ADA Signage	2	EA	$ 500.00	$ 1,000.00
		Subtotal		**$ 748,220.00**

Contingency (30%)	$	224,466.00
Total Estimated Costruction Cost	**$**	**972,700.00**
Riprap Salvage/Reuse	$	(50,000.00)
	$	922,700.00

Boat Launch Ramp Concept Project
Probable Construction Cost - Option 4
24/11/2015

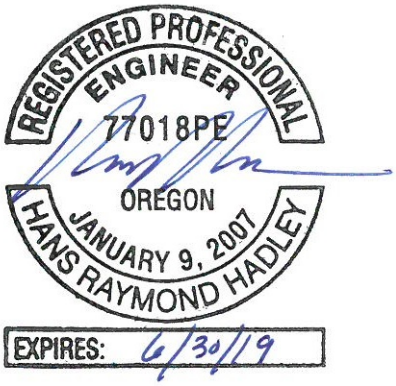
Base Bid

Item	Quantity	Unit	Unit Cost	Total Cost
Mobilization (10%)	1	LS	$ 78,100.00	$ 78,100.00
Project Survey & Layout	1	LS	$ 4,000.00	$ 4,000.00
Erosion Control - Land Side	1	LS	$ 5,000.00	$ 5,000.00
Erosion Control - Silt Curtain	250	LF	$ 10.00	$ 2,500.00
Clearing and Grubbing	1	LS	$ 5,000.00	$ 5,000.00
Removal of Existing Structures	1	LS	$ 15,000.00	$ 15,000.00
Excavation	4600	CY	$ 20.00	$ 92,000.00
Subbase Geotextile Fabric	7680	SF	$ 0.35	$ 2,688.00
Riprap Geotextile Fabric	10210	SF	$ 0.55	$ 5,615.50
6"-0" Aggregate Subbase (Ramp)	540	Tons	$ 40.00	$ 21,600.00
1-1/2"-0" Aggregate Base (Ramp)	270	Tons	$ 40.00	$ 10,800.00
3/4"-0 Aggregate Base (Pavement)	1120	Tons	$ 20.00	$ 22,400.00
Class 700 Riprap	820	CY	$ 85.00	$ 69,700.00
Concrete Abutment	130	SF	$ 55.00	$ 7,150.00
Concrete Sidewalk	4430	SF	$ 15.00	$ 66,450.00
Concrete Curb	1770	LF	$ 20.00	$ 35,400.00
Cast-In-Place Concrete Ramp	5441	SF	$ 15.00	$ 81,607.50
Precast Concrete Planks	2232	SF	$ 25.00	$ 55,800.00
Steel Rail System for Planks	1	LS	$ 35,000.00	$ 35,000.00
12" Steel Pile	4	EA	$ 3,000.00	$ 12,000.00
Wood Boarding Floats	1010	SF	$ 65.00	$ 65,650.00
Asphaltic Concrete	470	Tons	$ 100.00	$ 47,000.00
Landscape Restoration	1	LS	$ 5,000.00	$ 5,000.00
Stormwater Mitigation	1	LS	$ 30,000.00	$ 30,000.00
Striping	1	LS	$ 3,500.00	$ 3,500.00
Boat Ramp Signage	1	LS	$ 1,000.00	$ 1,000.00
ADA Signage	1	EA	$ 500.00	$ 500.00
		Subtotal		**$ 780,470.00**

Contingency (30%)	$ 234,141.00
Total Estimated Costruction Cost	**$ 1,014,700.00**
Riprap Salvage/Reuse	$ (50,000.00)
	$ 964,700.00

Technical Memo

WEST Consultants, Inc.
2601 25th St. SE
Suite 450
Salem, OR 97302-1286
(503) 485 5490
(503) 485-5491 Fax
www.westconsultants.com



Name: Jeff Smith, P.E., Senior Facilities Engineer

Company: Oregon State Marine Board

Date: June 4, 2019

From: Hans Hadley, P.E., Sr. Project Manager / Sr. Hydraulic Engineer

Subject: Considerations for the relocation of the proposed replacement boat launch for Clackamette Park, Oregon City, OR

Per your request, I have reviewed the previous work that was conducted by WEST Consultants and KPFF Consulting Engineers in late 2015 and early 2016 for the replacement of the Clackamette Park boat launch. As a result of this review, I have developed an opinion regarding the appropriateness of shifting the location of the proposed boat ramp approximately 150 ft upstream from its originally proposed location. Also provided is an approximate cost for updating the hydraulic design and creating new 30-percent design documents.

Figure 1 shows the location of the proposed ramp per the 30-percent design documents that were previously submitted. Also shown in Figure 1 is the approximate location of the proposed ramp if it were to be relocated 150 ft upstream. The original location for the proposed boat ramp was selected to minimize the risk of erosion that would be expected to result from the continued expansion of the gravel bar located along the north bank of the river (see Figure 1), opposite the existing ramp location. As this gravel bar continues to increase in size, it is diverting more of the river's flow toward the south bank, increasing the erosion risk to the existing ramp. The location for the proposed ramp was chosen to minimize the influence of this gravel bar on the hydraulic and erosion conditions at the ramp. Relocating the ramp 150 ft upstream from its proposed location will likely increase the risk of erosion since this location is more susceptible to the hydraulic impacts associated with the expanding gravel bar. A review of the hydraulic model data indicates that the velocities are 13-, 9-, and 8-percent higher for the 10-, 50-, and 100-yr flood

events at the upstream site compared to the originally proposed location. As a result, scour protection requirements for the new site may need to be more extensive than originally planned.

The user functionality of the relocated ramp will likely decrease at a faster rate compared to the originally proposed location. Because the relocated ramp would be closer in proximity to the gravel bar located along the opposite bank, during times when the water levels in the river are low, there will be less area with sufficient depth for users to maneuver their boats as they enter and exit the ramp. As the gravel bar continues to increase in size, the available maneuvering area is likely to decrease at a faster rate for the relocated ramp compared to the proposed ramp.

The original location for the proposed boat ramp was also selected for its centralized position within an existing riprap revetment that starts approximately 165 ft downstream of the existing ramp and extends to the Willamette River. The upstream end of the revetment (see Figure 1) is located approximately 210 feet from the centerline of the proposed ramp. By moving the proposed ramp 150 ft upstream, the relocated ramp will be within 60 feet of the upstream end of the revetment. Previous observations of the existing riprap revetment noted the revetment to be in poor condition, thus the relocated ramp would be more susceptible to bank erosion if the existing revetment were to fail. As a result, more extensive bank erosion protection may be required to reinforce the upstream edge of the existing revetment.

In summary, relocating the ramp 150 feet upstream from its originally proposed location will increase the risk of erosion that could impact the integrity of the new ramp. However, additional scour and bank protection could likely be designed to alleviate the majority of the increased risk. Also, the functionality of the relocated ramp may decrease at a faster rate compared to the originally proposed ramp due to continued encroachment by the gravel bar located along the opposite bank. Updated hydraulic modeling would be required to support the redesign effort and a new FEMA No-Rise analysis will be needed. Moving the ramp will also require updated design of the ramp and all required upland improvements. The likely cost to perform the hydraulic design and provide updated 30-percent level design documents would be roughly $35,000.

Requirements for environmental permitting of the relocated ramp are not specifically addressed herein. However, it should be anticipated that the additional scour and bank protection required is likely to have ramifications to the environmental permitting review process including the potential for additional compensatory mitigation. Increased protection and mitigation will most certainly add to the overall project construction cost.

If you have any questions, please do not hesitate to contact me at 503-485-5490 or hhadley@westconsultants.com.

Figure 1 – Project Site Map


RIVERFRONT WALKWAY
EXISTING SKATE PARK
EXISTING BOAT LAUNCH
CAR PARKING (22 STALLS)
PLAYGROUND AREA
TRAILER PARKING (52 STALLS)
EXISTING RESTROOM
PROPOSED BOAT LAUNCH
OVERLOOK (TYP. OF 4)
EXISTING TREES
WALKING & MAINTENANCE PATH
PARKING (18 STALLS)
TURNAROUND WITH LIGHT WATERCRAFT LAUNCH
PARKING (32 STALLS)
NEW PICNIC SHELTERS
SEASONAL PATH
RIPARIAN AREA, HIGH WATER CONTROL
3-WAY STOP AT RELOCATED ENTRY
TERRACES
SHELTER
LAWN
RV PARKING (48 STALLS)
POTENTIAL STREET CROSSING
HIGH WATER CONTROL
CLACKAMAS R.
MCLOUGHLIN BLVD
MAIN STREET
CLACKAMETTE DRIVE
TO REGIONAL TRAIL SYSTEM
WILLAMETTE R.
TO JOHN STORM PARK AND DOWNTOWN
0
100'
200'

LEGEND

Trees for Riparian Corridor
- Oregon Ash
- Red Alder
- Pacific Willow
- Swamp Oak
- Black Gum

Trees for Upland Areas
- Forest Green Oak
- Big Leaf Maple
- California Incense Cedar
- Red Maple

Western Red Cedar

Shrubs/Groundcover
- Salal, Red Flowering Currant, Strawberry Tree, Wax Myrtle (dry)
- Salmonberry, Twinberry, Willow, Douglas Spiraea, Red Twig Dogwood (wet)

Lower Shrubs/Groundcovers for Riparian
- Sedges
- Rushes
- Dwarf Red Twig Dogwood

Taller Shrubs for Riparian Corridor
- Red Twig Dogwood
- Douglas Spiraea
- Salmonberry

Crushed Rock Surfacing

CLACKAMETTE PARK - RV PARK IMPROVEMENTS

LANDSCAPE CONCEPT

JUNE 2013

N

0 15 30 60 90

Marianne Zarkin
LANDSCAPE ARCHITECTS
1020 SE 11th AVE.
Portland, OR 97214
503.802.0031
marianne@mz-la.com

Clackamette Park Master Plan

City Commission/PRAC Work Session | October 8, 2019

City Commission Goal #3

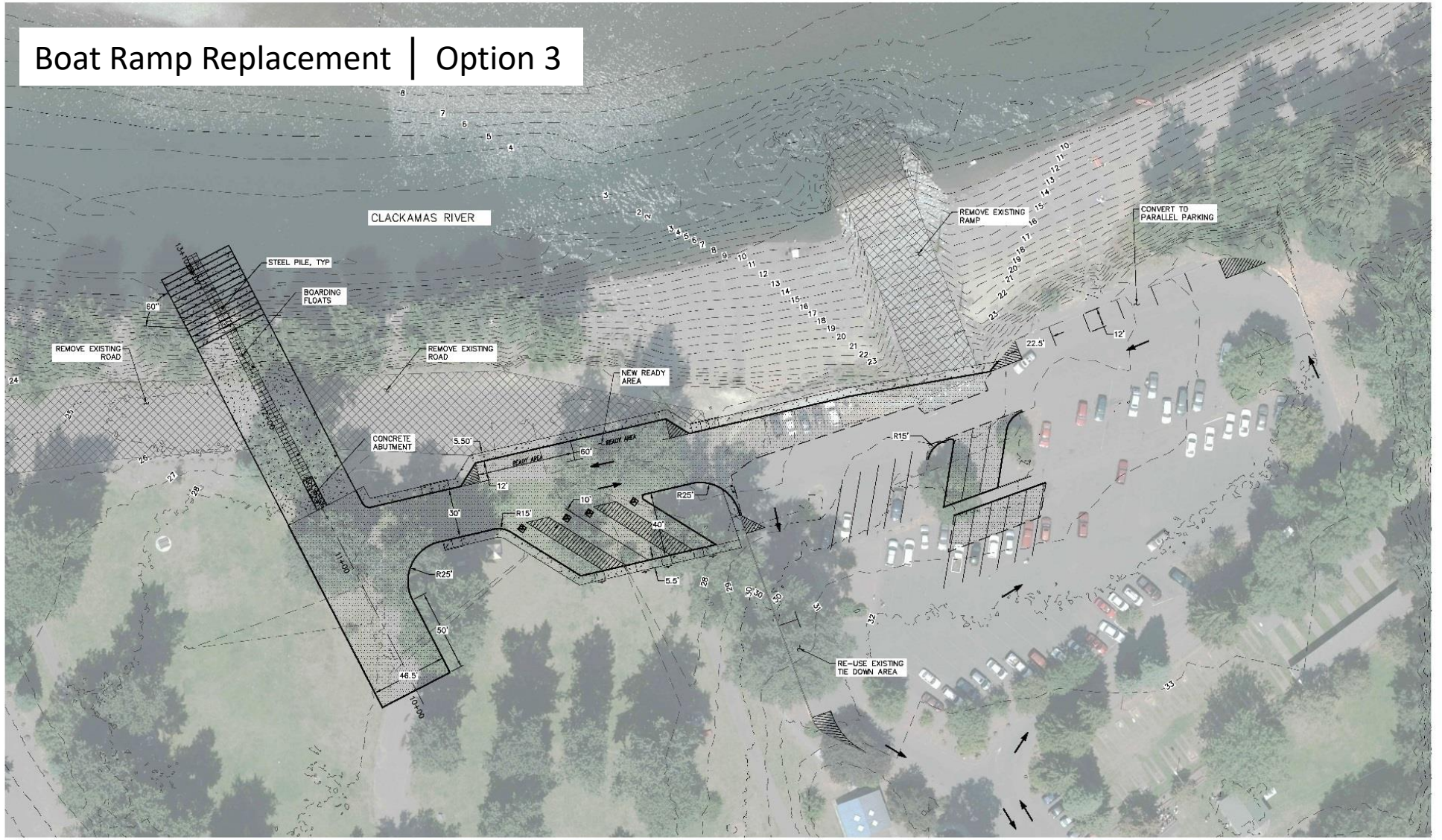
Revisit a portion of the Waterfront Master Plan including Clackamette Park, the boat ramp location, the RV Park, and the City-owned properties across from Clackamette Park.

Clackamette Park | Oregon City Parks & Recreation

Boat Ramp

How can we best incorporate the boat ramp into the overall design of the park to serve all users?

Boat Ramp Replacement | Option 3



SHEET LEGEND

- REMOVALS
- STANDARD ASPHALT PAVEMENT
- CONCRETE
- CONCRETE RAMP ABUTMENT
- SAWCUT

SCALE 1" INCH = 30 FEET

30 0 30 60

kpff

REVISIONS	BY	DATE

FILE PATH
FILE NAME

APPROVED: BOATING FACILITY SS MANAGER
FINAL CHECK BY: CV
DESIGNED BY: RM
DRAWN BY: TK
DATE: 12/02/2015

PRELIMINARY NOT FOR CONSTRUCTION
ENGINEER

OREGON CITY

FUTURE RAMP SITE - OPTION 3
AT CLACKAMETTE PARK, CLACKAMAS RIVER MILE 0.2
FOR THE CITY OF OREGON CITY

CITY OF OREGON CITY

SHEET 1 OF 3

EXH-1
DRAWING NO.


July 2003
Legend
McLoughlin Blvd
99E
N
500 ft
Google earth
Image © 2016 Metro, Portland Oregon


July 2007
Legend
McLoughlin Blvd
99E
N
500 ft
Google earth
Image © 2016 Metro, Portland Oregon


August 2011
Legend
McLoughlin Blvd
99E
N
500 ft
Google earth


July 2016
Legend
McLoughlin Blvd
99E
N
500 ft
Google earth
© 2016 Google

Significant Repeated Flooding in Late 1990's

February 1996
Flood

January 1997
Flood

December 1998
Flood

~10-year flood occurred in January 2009

Sediment Source?

13.5 miles upstream from Clackamette Park

Commissioners' Questions

- Can we place the boat ramp at the corner of the existing parking lot?
- How much will it cost to get alternative drawings?
- Is Dredging an Option?
- Can a breakwater be built to keep ramp in current location?
- Can the current ramp be repurposed for Kayak/Paddle board launching?

Can we place the boat ramp at the corner of the existing parking lot?

- Greater erosive forces at upstream location
- Less protection from existing riprap revetment
- May require more extensive erosion protection
- Faster decrease in functionality due to continued growth of adjacent gravel bar
- Requires updated hydraulic design and FEMA no-rise analysis
- Requires updated Civil design for ramp and upland improvements
- Additional costs for design and permitting


Gravel Bar
150 ft
Proposed Ramp Location
Proposed Revised Ramp Location
Upstream End of Existing
Riprap Revetement
0
37.5
75
150 Feet

How much will it cost to get alternative drawings?

- ~$35,000 for hydraulic design and 30% level civil design drawings
- Does not include costs of environmental permitting or possible additional compensatory mitigation

Is Dredging an Option?

- The Endangered Species Act has curtailed most maintenance dredging
- Generally only approved for critical facilities such as water intakes or for significant commercial navigation projects
- Often requires mitigation ($$$)
- Typically requires a plan to preclude future dredging

Can a breakwater be built to keep ramp in current location?

- A breakwater is typically used to shelter areas from wave action
- Will impact river hydraulics and sediment transport
- Could exacerbate erosion/sedimentation in adjacent areas
- Will create a hydraulic impact that could increase flood risk
- Located in FEMA floodway so would require a no-rise analysis or more likely a Letter of Map Revision
- Difficult/costly to permit

Can the current ramp be repurposed for Kayak/Paddle board launching?

- Existing concrete ramp and rock riprap will be removed as part of the mitigation for the new ramp and to recover rock riprap for use at new ramp location.
- The “old” ramp location will be restored to be similar to undisturbed “beach” areas upstream and downstream of ramp.
- Kayaks and Paddle Boards can be launched from restored “beach”

Boat Ramp Options

A. Move the boat ramp downriver 350 feet

B. Move the boat ramp downstream 200 feet

C. Keep boat ramp in current location

D. Remove boat ramp

Option A
Move the boat ramp 350 feet downstream

Benefits

- Supported by OSMB & ODFW
- If approved by the City, planning for the boat ramp design/permitting could begin immediately
- Grant opportunities up to 75% of project cost

Challenges

- Not supported by City Commission
- Loss of greenspace

Option B
Move the boat ramp 200 feet downstream

Benefits

- Potentially feasible, further study needed
- Minimizes greenspace impact
- If supported by OSMB/ODFW, grant opportunities available up to 75% of project cost

Challenges

- Requires further study with approx. $35,000 cost for the City
- Need City Commission approval

Option C
Keep the ramp in the current location

Benefits

- Ramp would stay in current location
- No impact on greenspace

Challenges

- Not supported by OSMB and ODFW
- Boaters and anglers have been frustrated with usability
- OSMB/ODFW would not support rebuilding the ramp in this location once repairs are needed
- All costs of repairs would be City's responsibility
- Repayment would be required for previous grants

Option D
Remove boat ramp

Benefits

- Additional greenspace could be made available

Challenges

- Ramp is heavily used and would be missed by boating and angling community
- Loss of Maintenance Assistance Program (MAP) funds from OSMB for maintaining parking lot, restrooms and other shared amenities
- Repayment would be required for previous grants

CONCEPTUAL MASTER PLAN

Questions, comments?

Kattie Riggs

Subject: FW: work session 10/8

From: Jerry Herrmann <riversoflifecenter@gmail.com>
Sent: Tuesday, October 8, 2019 9:51:00 AM
To: Frank O'Donnell <coachfranko@comcast.net>
Cc: BRIAN D SHAW <brian_d_shaw@msn.com>; Bill & Cathie Daniels (billandcathiedaniels@gmail.com) <billandcathiedaniels@gmail.com>; Dan Holladay <dholladay@orcity.org>; rockylsmith2@yahoo.com <rockylsmith2@yahoo.com>; Denyse McGriff <dmcgriff@orcity.org>; Rachel Lyles Smith <rlsmith@orcity.org>
Subject: Re: work session 10/8

Oregon City Commissioners,

Attached is an email between myself and Brian Shaw. Please see my ultimate points and questions regarding Clackamette Cove.

Thank you,

-Jerry Herrmann, President, Rivers of Life Center

_____

Brian,

I don't know what will be presented tonight, but unfortunately cannot attend. Is there a pre-work session report? If so could you give me a call? I would be glad to give my suggestions and let you present them if ok with you.

They are:

1. The overall park plan should represent a more "inviting place for both people and wildlife."

2. A plan developed by Brian Shaw and enhanced by Phil Lewis as seen at the last work session, represents a more inviting and grant-fundable approach.

3. The boat map issue is driving people to make decisions that are not good for the Park's other objectives. If a boat ramp is to be in operation, it should be directly connected but at a significant angle to the present operational parking and related facilities.

Boating is declining in this area in general and especially fishing due to the impacts that sea lions had put in place that will years of recovery time.

4. If the park plan is revised to equally emphasize people uses and wildlife benefits, a host of funding becomes viable:

- Oregon Wildlife Heritage Foundation
- Mitigation funding as an adjunct to Clackamette Cove
- Clackamas County Tourism development commission master-planning and other funding since there is an RV Park in operation

- **Question: Why is a beautiful interpretive shelter still sitting unused after ten years since fabrication by Oregon City Senior High School Industrial Arts Students?**
- **Answer: Because there is no overall vision to be interpreted. Let us get with it and take advantage of the site's unique position and the flow of federal, state and other funding that could partner to make it the best in the west.**

Thank you,

-Jerry Herrmann, President, Rivers of Life Center

On Tue, Oct 8, 2019 at 9:16 AM BRIAN D SHAW <brian_d_shaw@msn.com> wrote:

I'm sorry you won't be there Jerry. Do you disagree with what is presented ?

Get Outlook for iOS

From: Jerry Herrmann <riversoflifecenter@gmail.com>
Sent: Tuesday, October 8, 2019 9:13:33 AM
To: BRIAN D SHAW <brian_d_shaw@msn.com>; Frank O'Donnell <coachfranko@comcast.net>
Subject: Re: work session 10/8

Brian,

I asked Frank to allow some time for public input and specifically allow me to speak to some of the issues. I have not heard from him. I am therefore not going to be there tonight and will be taking a different assignment since I did not hear from anyone. I appreciate you letting me know this, but if they cannot call on people with knowledge then I am wasting my time.

Your friend,

-Jerry Herrmann

On Sun, Oct 6, 2019 at 3:43 PM BRIAN D SHAW <brian_d_shaw@msn.com> wrote:

Jerry / Mathew

Didn't know if you were aware of the joint work session of the city commission and parks and rec over the master plan for clackamette park. See the agenda on city site.

Brian Shaw
Sent from Mail for Windows 10

--

Jerry Herrmann
President
Rivers of Life Center/Earth Crusaders Program
PO BOX 124
West Linn, OR 97068
(503)-260-3432
riversoflifecenter@gmail.com

For immediate needs, be advised that contact by phone is preferred