



CITY OF OREGON CITY

CITY COMMISSION WORK SESSION

AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, December 12, 2023 at 6:00 PM

Typically there are no public comments at work sessions, but written comments are accepted by:

- *Email recorderteam@orc.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045*

CONVENE WORK SESSION AND ROLL CALL

FUTURE AGENDA ITEMS

The Commission's adopted goals and available staff resources shall be considered when recommending future agenda items. The Commission may add an item to a future agenda with consensus of the Commission.

[List](#) of Future Work Session Agenda Items

DISCUSSION ITEMS

- [1.](#) Oregon City 20-Year Master Plan
- [2.](#) Clackamette Park Master Plan
- [3.](#) McLoughlin Boulevard Enhancements Project Update (CI 22-002)

CITY MANAGER'S REPORT

- [4.](#) Update on City Projects

COMMISSION COMMITTEE REPORTS

A. Commissioner O'Donnell

- South Fork Water Board

B. Commissioner Smith

- Clackamas Heritage Partners
- Oregon City Tourism Stakeholder's Group
- South Fork Water Board

C. Commissioner Marl

- Citizen Involvement Committee Liaison
- Clackamas County Coordinating Committee (C4)
- Clackamas County I-205 Tolling Strategies Committee
- Youth Advisory Committee Liaison

D. Commissioner Mitchell

- Clackamas County Coordinating Committee (C4) – Metro Subcommittee
- Clackamas County I-205 Tolling Diversion Committee (alternate)
- Metro Policy Advisory Committee (MPAC) (alternate)

E. Mayor McGriff

- Clackamas Water Environment Services Policy Committee
- Clackamas Heritage Partners (alternate)
- Downtown Oregon City Association Board
- Metro Policy Advisory Committee (MPAC)
- Oregon City Tourism Stakeholder's Group
- South Fork Water Board
- Willamette Falls and Landings Heritage Area
- Willamette Falls Legacy Project Liaisons
- Willamette Falls Locks Authority
- Youth Advisory Committee Liaison

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (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.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. 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.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

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

To: City Commission
From: City Manager Tony Konkol

Agenda Date: 12/12/2023

SUBJECT:

List of Future Work Session Agenda Items

BACKGROUND:

January 9, 2024
Destination Marketing Organization

Additional Upcoming Items (These items are in no particular order)

Adding Native Land Acknowledgement to Agenda/Revised Rules of Procedure

Beavercreek Road Concept Plan (Thimble Creek) Funding Discussion

Boards and Committees Orientation Manual Review and Discussion

Canemah Area - Encroachments in the Right-of-Way Policy Discussion

City Seal Revision

Clackamas County Water Environmental Services (WES) Rate Differential

Climate Action Plan Presentation (City of Milwaukie)

Compatible Change Update

Construction Excise Tax

Ethics Training

Facilities Master Plan

Frog Ferry Informational Update

The Cove Water Quality and Habitat Restoration Opportunities

Metro Food Waste Program Requirements - Annual Review

South Fork Water Board - Mountain Line Easements Vacation

Water System Risk and Resiliency Review

Willamette Falls Legacy Project Operations and Maintenance Discussion



CITY OF OREGON CITY

Staff Report

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

To: City Commission
From: Tony Konkol, City Manager

Agenda Date: 12/12/2023

SUBJECT:

Oregon City 20-year Master Plan

STAFF RECOMMENDATION:

No action is requested, informational and discussion only.

EXECUTIVE SUMMARY:

The 2021-23 City Commission Goals includes the development of a facility master plan for the City of Oregon City. The scope of the project is to determine a baseline of the capacity of the 17 facilities studied, identify opportunities for the consolidation of services in facilities, and plan for the future facility growth and needs of the community and staff. Through this process on-site assessments and needs surveys have been completed, including the exiting conditions, operations, site constraints, programming requirements and workflows. Facility program development workshops have been conducted resulting in a draft 20-year facilities master plan that has been prepared for discussions with the City Commission as well as key decision points for Commission review and consideration.

BACKGROUND:

Please see the attached draft Oregon City 20-year Master Plan, dated December 7, 2023 and prepared by Scott Edwards Architecture.

OPTIONS:

1. Initial review of the draft plan and opportunity for questions and discussion between Commissioners and with staff and the consultant team.

DRAFT



**OREGON
CITY**

OREGON CITY 20-YEAR MASTER PLAN

- STEP ONE:** SITE ASSESSMENT AND NEEDS STUDY, CITY REPRESENTATIVE INTERVIEWS
STEP TWO: CITY REPRESENTATIVE PROGRAM DEVELOPMENT
STEP THREE: DRAFT FACILITIES MASTER PLAN AND KEY DECISIONS FOR CITY COMMISSION

DATE: 12/7/23

PREPARED BY:

 **Scott
Edwards
Architecture**
2525 E Burnside St.
Portland, OR 97232

PROCESS

1. Meet with City representation to determine project goals.
2. On-site Assessment and Needs Survey
 - Observe existing conditions, operations and site constraints.
 - Document building uses, specific space/activity requirements and review workflow adjacencies.
 - Document ancillary and accessory programming requirements.
 - Review the current operational structure and organization for each department working at the facilities.
3. Four program development workshops with City representation.
4. Develop 20-Year facilities master plan draft and determine key decision points for City Commission review.
5. Finalize 20-Year Facilities Master Plan.

PROJECT GOALS FOR 20-YEAR MASTER PLAN

1. Baseline the operational facilities capacity at each of the properties in scope.
2. Consolidate departments that are currently in multiple locations into one building or site, where appropriate.
3. Plan for future growth or consolidation.

OVERALL ASSESSMENT

The City of Oregon City has a vast mix of quality of facility space, utilization of square footage and facility age. The buildings range from historic buildings to new construction. Several departments occupy many multiple buildings. Newer facilities have space to grow while older facilities are at or beyond capacity. Multiple buildings have a significant amount of deferred maintenance or are at end of life of the building.

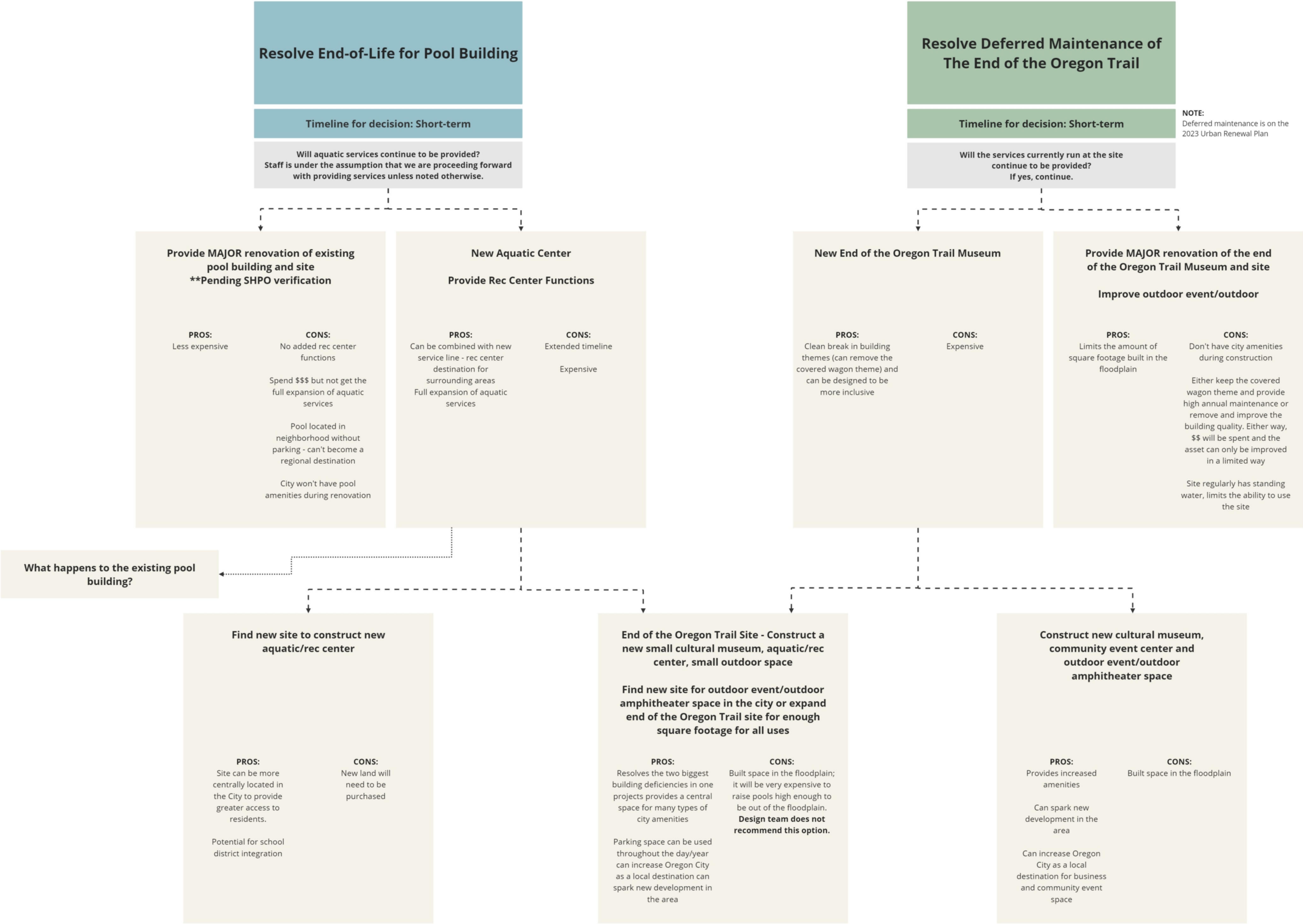
In conjunction with the on-site assessment and programming development workshops, the team also reviewed the condition assessment reports from Bureau Veritas, Parks and Recreation Master Plan draft, and Public Works planning documents (not updated since Fir Street construction).

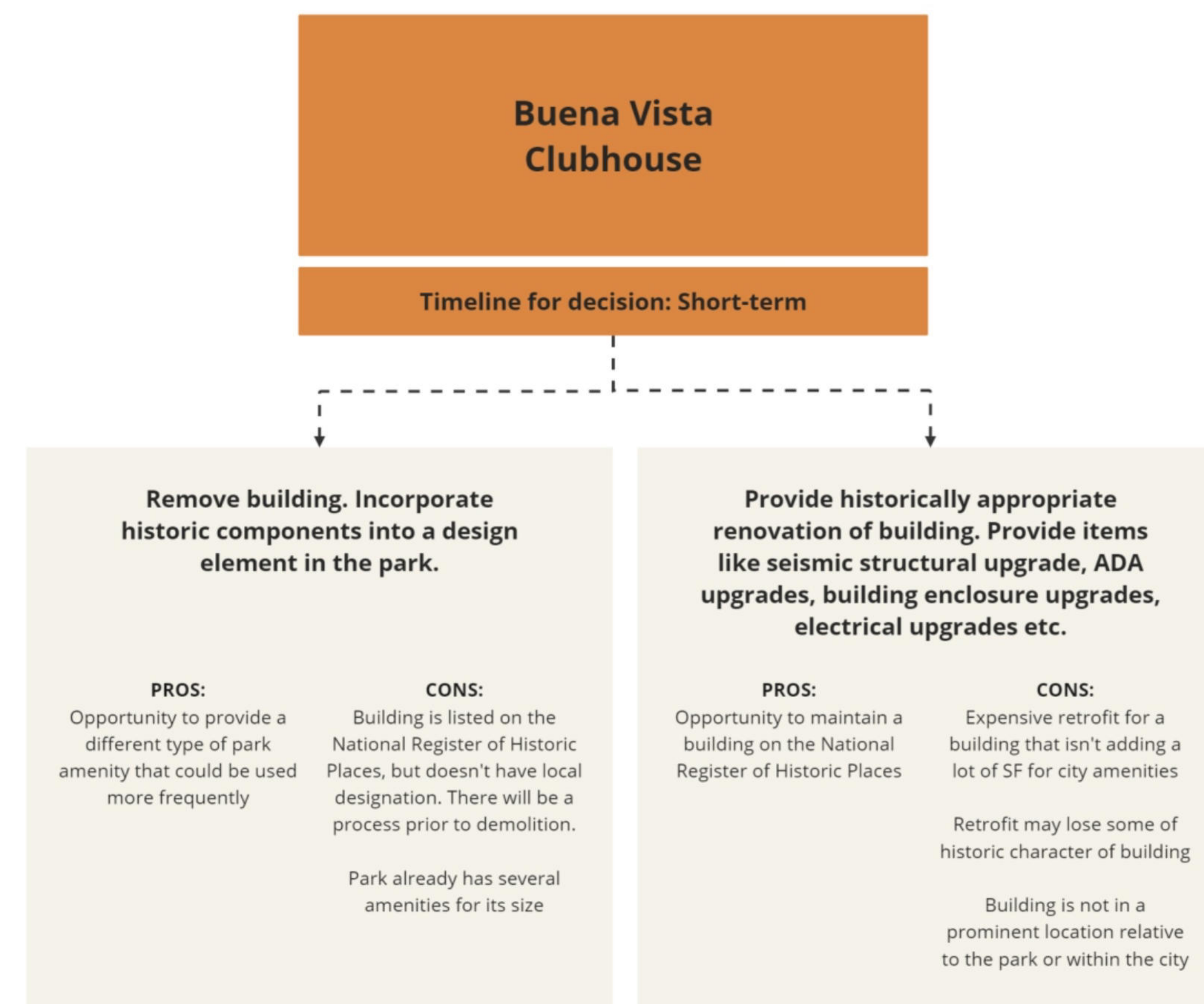
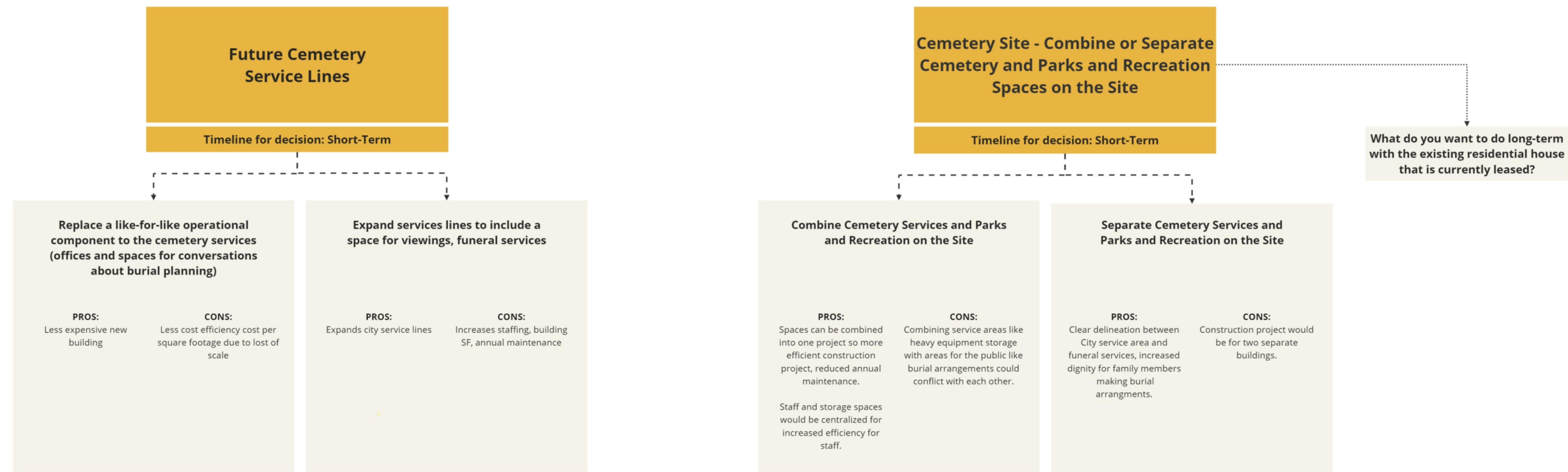
FACILITIES IN MASTER PLAN

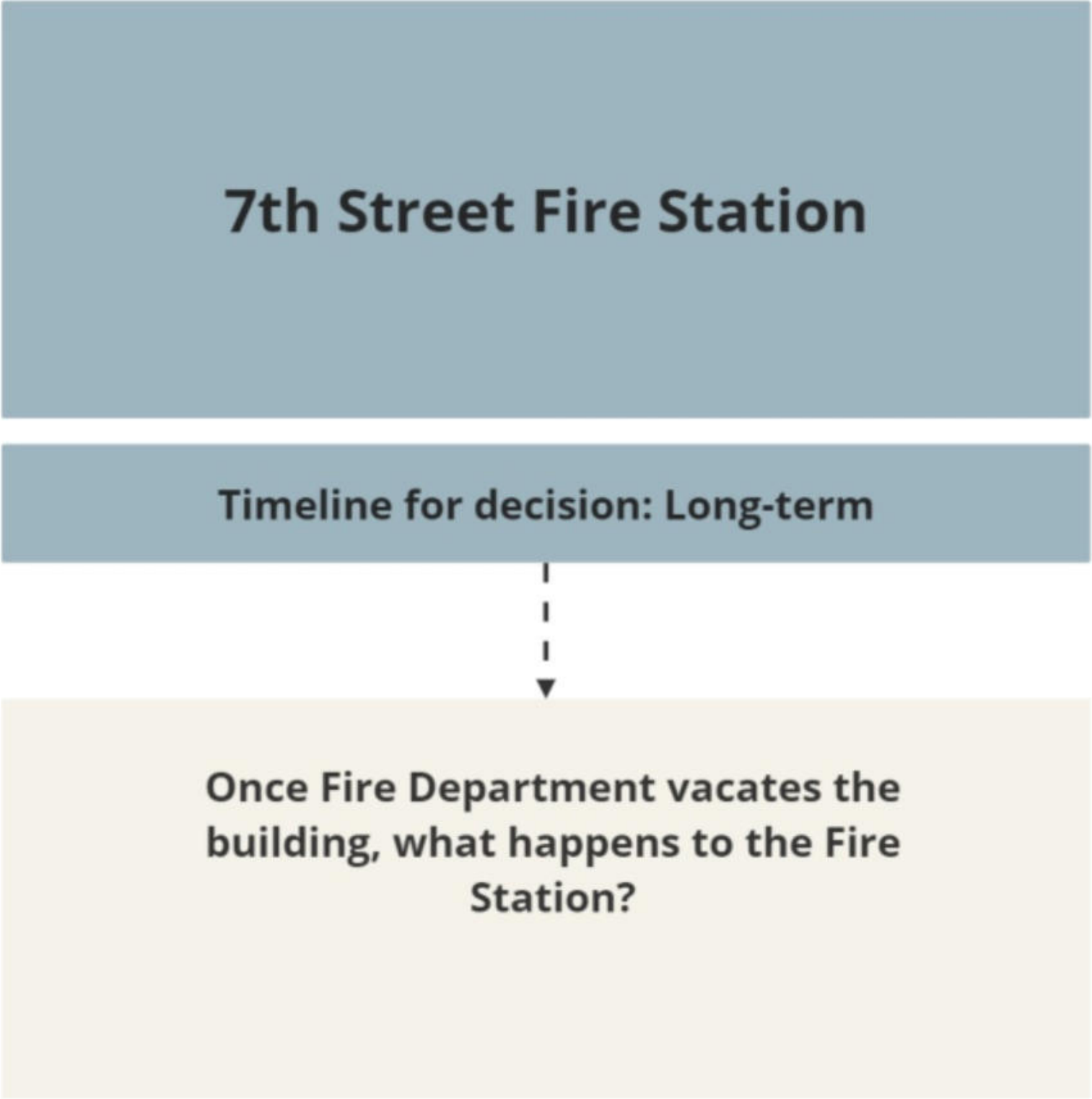
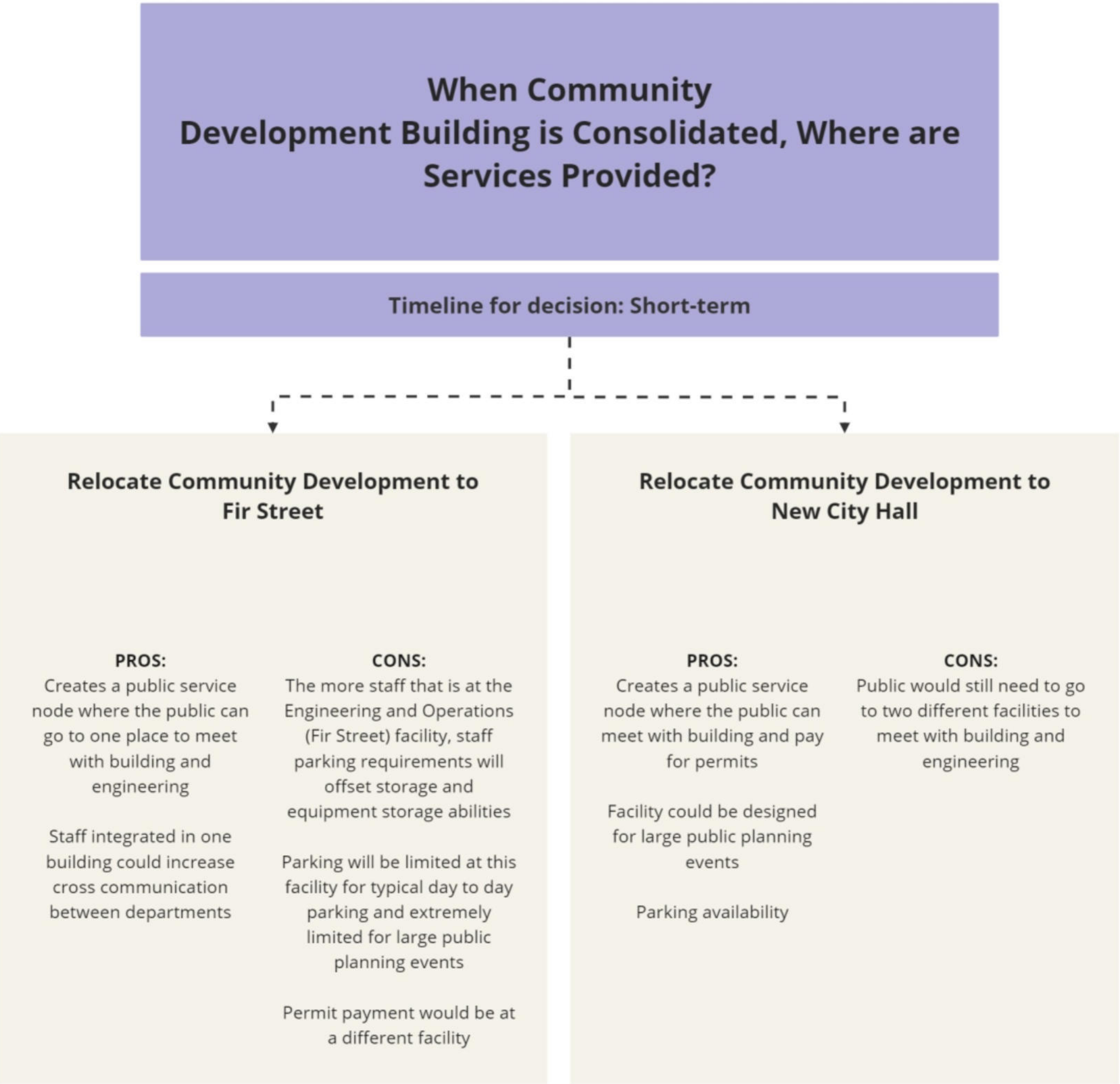
Oregon City Swimming Pool
 End of The Oregon Trail Interpretive Center
 Mountain View Cemetery
 Pioneer Community Center
 City Center Street - Old Public Works
 Mountain View Reservoir
 Henrici Reservoir
 Oregon City Engineering and Operations Center
 Oregon City Municipal Elevator
 Oregon City Public Library
 Buena Vista Clubhouse
 7th Street Fire Station (CCFD #1)
 City Hall
 Oregon City Building and Planning
 Ermatinger House
 Oregon City Amtrak Station
 Robert Libke Public Safety Building

From the site assessments and programming development workshops, the keys for the master plan are:

1. Resolve end of life or major deferred maintenance for the Pool Building and The End of the Oregon Trail.
2. Consolidate Parks and Recreation staff, equipment and materials that are currently in multiple facilities into facility nodes that support their work functions.
3. Consolidate Public Works equipment and materials to facilities to streamline work functions.
4. Maintain historically important facilities.







Building	Short-Term 0-7 Years	Mid-Term 8-14 Years	Long-Term 14-20 Years
Oregon City Swimming Pool	If new site option is pursued, general building and site maintenance for short-term investment in building and site. Replace aging systems as required for short-term use. Cost: \$\$ Priority: Maintenance	Decision point: If aquatics is moved to another site, determine disposition of current pool site.	Cost: \$\$ Priority: Medium If new building and site are constructed at the current pool site, general building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use. Cost: \$\$ Priority: Maintenance
	Verify site with SHPO and understand the past historical and cultural uses of the site. Cost: \$ Priority: High		
	Decision point: Determine if aquatic services will be provided in the future. Decision point: Create master plan and construction project to solve for pool replacement. Options: - Provide major renovation of existing pool building and site, pending SHPO verification. Vacate facility during construction. Create bond or other means of financing. - Provide new aquatic center in the City. New land acquisition likely required. Solve for all aquatic and recreation needs for the City. Provide Parks and Recreation staff offices and storage for Parks and Recreation. Create bond or other means of financing. Cost: \$\$\$\$\$\$ Priority: High		
End of the Oregon Trail Interpretative Center	Unless pursuing major renovation option, provide general building and site maintenance for short-term investment in building and site. Replace aging systems as required for short-term use. Per Bureau Veritas report, provide immediate facade updates. Cost: \$ Priority: Maintenance	Create construction project per master plan.	Cost: \$\$\$\$ Priority: High If new building and site are constructed at the End of the Oregon Trail site, general building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use. Cost: \$\$ Priority: Maintenance
	Decision point: Create master planning project to solve for interpretative center replacement. Options: - Provide major renovation of existing buildings and site. Phase project to remain operational during construction, if feasible. Create bond or other means of financing. - Provide new cultural museum, community event center, outdoor event and amphitheater space. Create event space for community and for large functions. Create bond or other means of financing. Cost: \$\$ Priority: High		

Building	Short-Term 0-7 Years		Mid-Term 8-14 Years		Long-Term 14-20 Years	
Mountain View Cemetery	For existing house and operations storage buildings, provide general building maintenance. Maintain systems critical to the use of the building and replace systems only as required for short-term use. General site maintenance. For the restroom structure, provide mid-term maintenance and replace systems only as required for mid-term use.	Cost: \$\$	General site and building maintenance for cemetery, mausoleums, Parks and Rec operations node for long-term use. Replace aging systems as required for long-term use.	Cost: \$\$	General site and building maintenance for all spaces on-site for long-term use. Replace aging systems as required for long-term use.	Cost: \$\$
		Priority: Maintenance		Priority: Maintenance		Priority: Maintenance
	Decision point: Determine if cemetery services resides in the same location as Parks and Recreation operations staff or have a dedicated space. Decision point: Determine if cemetery service lines will increase over time or remain the same. Decision Point: Determine long-term use of residential house that is currently leased. Create a master plan for cemetery site to solve for cemetery services like burial arrangements, cemetery operations, cemetery operational staff, Parks and Recreation operational staff offices, break room, restrooms, small tools, equipment, yard storage space and mausoleum/s.	Cost: \$\$\$\$\$	Create construction project to construct new facilities per master plan.	Cost: \$\$\$\$		
		Priority: High		Priority: Medium		
	Create a construction project to construct new mausoleum/s.	Cost: \$\$\$				
		Priority: Medium				
	Create a construction project to construct new facilities per master plan.	Cost: \$\$\$\$				
		Priority: Medium				

Building	Short-Term 0-7 Years		Mid-Term 8-14 Years		Long-Term 14-20 Years	
Pioneer Community Center	Major building and site maintenance for long-term investment in building and site. Per Bureau Veritas report, provide major renovation facade, roofing, interiors, plumbing, fire protection, electrical, fire alarm and electronic systems, equipment and furnishings. General building and site maintenance for all other systems. Replace aging systems as required for long-term use.	Cost: \$\$\$	Major building and site maintenance for long-term investment in building and site. Per Veritas report, provide major renovation for facade, roofing, interiors, equipment and furnishings. General building and site maintenance for all other systems. Replace aging systems as required for long-term use.	Cost: \$\$\$	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$
		Priority: Maintenance				Priority: Maintenance
	Create construction project to increase security control.	Cost: \$\$				
		Priority: In Progress (Security Pursuing Grant)				
	Create construction project to update ADA deficiencies (like door hardware and restrooms).	Cost: \$\$				
		Priority: High				
	Create a construction project to improve functionality of space, expand services to all residents and to modernize finishes. Solve for Parks and Rec storage consolidation and organization of supply inventory.	Cost: \$\$\$				
		Priority: Low				
	Center Street - Old Public Works	Cost: N/A				
		Priority: High				
		Cost: N/A				
		Priority: Medium				
		Cost: N/A				
		Priority: Medium				

Priority Key Per Phase:							High	Medium	Low	Maintenance	In Progress	Item 1
Building	Short-Term 0-7 Years		Mid-Term 8-14 Years		Long-Term 14-20 Years							
Mountain View Reservoir	General building and site maintenance for short-term investment in building and site. Replace aging systems as required for short-term use.	Cost: \$\$	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$\$						
		Priority: Maintenance		Priority: Maintenance		Priority: Maintenance						
	Update master plan to construct Public Works operations node. Master planning to run concurrently with Henrici master plan. Functionality of site is to consolidate Public Works bulk material storage, lay down space, covered heavy equipment storage and decant facility.	Cost: \$\$\$	Create a construction project to build any facilities determined in master plan, if required.	Cost: \$\$\$\$								
		Priority: High		Priority: Medium								
	Once master plan is complete, create a construction project to build decant facility.	Cost: \$\$\$\$										
		Priority: Medium										
	Once master plan is complete, create a construction project to build facilities to relocate items stored at Center Street to this facility. Phase project for Public Works (Water) to remain on-site until vacated to Fir Street.	Cost: \$\$\$\$										
		Priority: Medium										
Henrici Reservoir	Create master plan to construct a Public Works operations node. Master planning to run concurrently with Mountain View Reservoir master plan. Functionality of site is to consolidate Public Works long-term material like overstock of bulk materials, equipment and historic storage currently at Center Street.	Cost: \$\$	Create construction project to construct Public Works operations node per master plan.	Cost: \$\$\$\$	To be determined by master plan.							
		Priority: Medium		Priority: Medium								

Short-Term
0-7 Years

Mid-Term
8-14 Years

Long-Term
14-20 Years

Building

Oregon City
Engineering
and
Operations
Center (Fir
Street)

General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$\$
	Priority: Maintenance		Priority: Maintenance		Priority: Maintenance
Create a construction project to replace metal building siding, roof and insulation.	Cost: \$\$	Create a master plan for what staff would shift to new City Hall.	Cost: \$	Create a project to construct the shelled space into office or staff space to accommodate staff increases over time.	Cost: \$\$\$
	Priority: Medium		Priority: Low		Priority: Low
Create a construction project to rehabilitate the fuel station.	Cost: \$	5% long term staff growth accommodated in current build configuration. If growth escalates beyond expectations, escalate construction project to constructed shelled space.	Cost: N/A		
	Priority: Medium		Priority: Low		
Create a construction project to install EV charging stations for staff, visitor and fleet vehicles.	Cost: \$				
	Priority: Low				
Vacate all Parks and Recreation operations staff to new Mountain View Cemetery operations node,	Cost: \$				
	Priority: Low				
Once Parks and Rec operations staff is vacated, relocate Public Works (Water) tools, small consumable and small equipment storage from Mountain View Reservoir to free up site for construction at that site.	Cost: \$				
	Priority: Low				

Oregon City
Municipal
Elevator

Perform building condition assessment to determine long-term maintenance plan. Analyze building structural condition and solve for train shaking that stops the elevator cab.	Cost: \$\$\$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$\$
	Priority: Maintenance		Priority: Maintenance		Priority: Maintenance
Create a construction project to replace or to create custom long-term solution to elevator operations. Replace cab and motor, if required.	Cost: \$\$\$\$				
	Priority: Medium				
Create a construction project to replace exterior windows and frames, replace the display surrounds under exterior windows and repair floors. Provide solutions that help with long-term maintenance plan.	Cost: \$\$\$\$				
	Priority: Low				

Priority Key Per Phase:											
HighMediumLowMaintenanceIn ProgressItem 1.											
Building	Short-Term 0-7 Years	Mid-Term 8-14 Years		Long-Term 14-20 Years							
Oregon City Public Library	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use. Per Bureau Veritas report, replace wood flooring in room numbers 101, 102, and 103 (budgeted in the biennium).	Cost: \$\$	Major building and site maintenance for long-term investment in building and site. Per Bureau Veritas report, provide major renovation for facade, roofing, interiors, HVAC and electrical. Provide general building maintenance for all other systems.	Cost: \$\$\$	General building and site maintenance for long-term investment in building and site for McLaughlin location. Replace aging systems as required for long-term use.	Cost: \$\$					
		Priority: Maintenance		Priority: Maintenance		Priority: Maintenance					
	Create a construction project to renovate library basement for additional staff workspaces.	Cost: \$	Provide master plan for increasing access to library services to the Library Service Area. Potential for new building or other service lines. Purchase land for development, if required. Create bond or other means of financing, if required.	Cost: \$\$\$	Provide construction project, if needed, per master planning efforts to increase access to library services.	Cost: \$\$\$\$\$					
		Priority: High		Priority: High		Priority: High					
	Provide library location in another part of the Library Service Area to distribute library services to all residents. Investigate mobile, kiosk, or library partnerships to increase library accessibility for all.	Cost: \$\$	Provide renovations as required for change in staffing or change in library service deliveries.	Cost: \$\$	For McLaughlin location, provide renovations as required for change in staffing or change in library service deliveries.	Cost: \$\$					
		Priority: In Progress		Priority: Medium		Priority: Medium					
	Create a construction project to renovate central information desk to improve flow, function and security.	Cost: \$\$									
		Priority: In Progress									
	Book return process is currently undersized and any increase in services will require renovation of the process. Create a master plan and construction project to renovate the book return process. Solve for increase in electronic book sorting capacity, provide direct book return to sorting system and vertical book delivery system. Study if overhaul of existing elevator or replacement improve the efficiency to vertical book delivery system.	Cost: \$\$									
		Priority: Medium									
	Buena Vista Clubhouse	Decision point: Create master planning project to solve for Buena Vista Clubhouse end of life. Options: - Provide historically appropriate renovation of building. Provide items like seismic structural upgrades, ADA upgrades, building enclosure upgrades and electrical upgrades. - Remove from national register of historic places (there is no local designation), demolish building. Incorporate historic components into a design element in the park.					Cost: \$/\$\$\$	N/A		N/A	
							Priority: Low				

Priority Key Per Phase: High Medium Low Maintenance In Progress						
Building	Short-Term 0-7 Years		Mid-Term 8-14 Years		Long-Term 14-20 Years	
7th Street Fire Station (CCFD #1)	Maintain long term tenant until they are ready to depart. Resolve maintenance agreement with the tenant. Perform building condition assessment to determine long-term maintenance plan.	Cost: \$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$\$	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$
		Priority: Maintenance		Priority: Maintenance		Priority: Maintenance
	Create a construction project to address repair of depressed site drain and sidewalk uplift at street trees.	Cost: \$			If tenant leaves, provide a construction project for major building and site maintenance for long-term investment in building and site.	Cost: \$\$\$
		Priority: Maintenance			Decision point: Determine new building use.	Priority: Maintenance
City Hall	General building and site maintenance for mid-term investment in building and site. Replace aging systems as required for mid-term use. Per Bureau Veritas report, replace roofing immediately.	Cost: \$\$	General building and site maintenance for short-term investment in building and site. Replace aging systems as required for short-term use. Per Bureau Veritas report, provide major renovation for interiors, HVAC, electrical, fire alarm and electronic systems, equipment and furnishings, site development and site pavement.	Cost: \$\$	Create construction project to build new City Hall per master plan. Vacate building. Decision point: Determine disposition of property.	Cost: \$\$\$\$\$
		Priority: Maintenance		Priority: Maintenance		Priority: High
	Create a construction project to build a climate controlled space for important document storage.	Cost: \$\$		Cost: \$\$		
		Priority: High		Priority: Low		
	Create a construction project to improve security at reception/welcome desk and larger meeting room.	Cost: \$\$				
		Priority: High				

Short-Term
0-7 Years

Mid-Term
8-14 Years

Long-Term
14-20 Years

Oregon City Building and Planning	General building and site maintenance for mid-term investment in building and site. Maintain systems critical to the use of the building. Replace systems only as required for mid-term use.	Cost: \$\$	General building and site maintenance for short-term investment in building and site. Maintain systems critical to the use of the building. Replace systems only as required for short-term use.	Cost: \$\$	Relocate all staff functions and services to new facility. Vacate building and demolish. Site to be turned into the parking lot for the new City Hall noted in Long-Term plan.	Cost: \$\$	
		Priority: Maintenance		Priority: Maintenance		Priority: Medium	
	Create a construction project for security upgrades to align with City systems. Install a separate secured entrance for community room to increase after hours use for the community.	Cost: \$	Create a small construction project to renovate office space to provide adequate desk space for each of the number of staff and adequate staff break space.	Cost: \$			
		Priority: In Progress		Priority: Medium			
	Create a small construction project to add a Mother's room.	Cost: \$					
		Priority: Low					
Reconfigure Building and Planning parking lots to accommodate required parking for building if roundabout construction occurs. Plan parking expansion to leave space for new City Hall construction.	Cost: \$\$						
	Priority: Low						
Ermatinger House	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use. Increase times open to public.	Cost: \$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	
		Priority: Maintenance		Priority: Maintenance		Priority: Maintenance	
Oregon City Amtrak Station	Create a master plan with tenants for major building maintenance while maintaining tenant operations. Per Bureau Veritas report, repair or replace site pavement and site utilities.	Cost: \$\$	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	
		Priority: Maintenance		Priority: Maintenance		Priority: Maintenance	
	Maintain long term tenants.	Cost: \$	Create a construction project to improve Amtrak platform to provide additional amenities (bike parking, coffee shop, etc).	Cost: \$			
		Priority: Low		Priority: Low			
Robert Libke Public Safety Building	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use. Building has capacity for 5% staff growth.	Cost: \$\$	General building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$	Major building and site maintenance for long-term investment in building and site. Replace aging systems as required for long-term use.	Cost: \$\$\$	
		Priority: Maintenance		Priority: Maintenance		Priority: Maintenance	
	Create a construction project to solve for acoustics in court room/multipurpose/chambers.	Cost: \$					
		Priority: High					



CITY OF OREGON CITY

Staff Report

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

To: City Commission **Agenda Date:** 12/12/2023
From: Lango Hansen Landscape Architects, Kurt Lango

SUBJECT:

Clackamette Park Master Plan

STAFF RECOMMENDATION:

Staff is recommending that the City Commission support the Clackamette Park Master Plan.

EXECUTIVE SUMMARY:

We understand that there are two topics that the Commission would like to discuss in further detail at the upcoming work session. These two topics are the park's proposed capacity to host events and the location of the RV Park.

BACKGROUND:

Events

In the past, Clackamette Park has hosted events throughout the year, including the Cruise-In, the Pioneer Family Festival, the Oregon Trail Game 5k, and other gatherings. During the master planning process, the park was identified as a location that could host additional community events. The approved master plan includes two main locations for events.

The first main event space is the large open lawn between the parking lot and the Willamette River. This two-acre lawn is large enough to host sizable concerts, fireworks shows, and other public events. The crescent can accommodate up to 800 people using a general guideline for event gatherings.

In addition to the open lawn, a 200' x 50' paved public plaza space is located near the main entry of Clackamette Park with direct access to the parking lot and restroom facilities. This provides a year-round venue large enough for events such as farmers' markets, antique car shows, art shows, and other community events.

Clackamette Park currently has 55 parking spaces. To support community events, the master plan includes 90 parking spaces with an additional 22 spaces in the lot on the east side of Clackamette Drive.

RV Park

The RV Park at Clackamette Park is located entirely within the one-year floodplain, exposing it to continual floodwater inundation. Flooding typically results in the RV park being closed one or more times per year and requires repairs to be performed by the City. A significant portion of Clackamette Park is located within the 2-year floodplain, including the plateau south of the existing RV park. Given the flooding and maintenance, as part of the Master Plan, the RV Park was relocated to higher ground adjacent to Main Street.

The elevation of the City-owned lot on the east side of Clackamette Drive is almost entirely above the 10-year floodplain. Relocating the RV park to this higher ground would significantly decrease the frequency and potential damage of flood events while still maintaining proximity to the park. This location would also allow for sewer hookups to be provided at each of the spaces.

OPTIONS:

1. Provide feedback on proposed Master Plan details
2. Offer further options to promote the Commission's vision for Clackamette Park

CITY OF OREGON CITY

CLACKAMETTE PARK MASTER PLAN

12.21.2022

lango . hansen



FIGURE 5 - VEHICULAR CIRCULATION



Item 2.

VEHICULAR CIRCULATION

The Main entry to Clackamette Park is off of Hwy. 99E where a sweeping bend in Clackamette Drive transitions into Main Street. There is a park entry sign but no other site amenities that create a distinct sense of arrival.

Clackamette park has a combination of approximately 75 designated and informal parking spaces. The designated spaces are in striped asphalt parking lots near the main entry (#4, figure 5) into the park and near the boat ramp. The informal parking occurs on the gravel shoulders along the RV park access road. There are 46 boat trailer parking spaces located within the park adjacent to the boat ramp.

Continual undermining by the flow of the Clackamas River led to the closure of the boat launch in December 2021. In its current state, the boat launch has been deemed unsafe to use.

The RV sewage dump station is located immediately east of the main park entrance and provides space for one user at a time. Approximately two vehicles are able to queue at one time. During times of higher demand, the queue can back up on to Main Street and Clackamette Drive.

On the south side of Clackamette Drive, there are two parcels owned by The Oregon City Urban Renewal Commission. Part of one of the parcels is paved with asphalt and serves alternately as an overflow parking lot or for event prep and laydown space.



BOAT TRAILER PARKING AREA



MAIN PARK ENTRY



PARKING LOT



RV PARK

FIGURE 11 - FINAL MASTER PLAN

Item 2.



SITE CONDITIONS

Prior to the development of any site design options, a thorough inventory and analysis of the existing conditions was completed. This included studying existing hydrologic conditions, plant communities, existing structures, site vehicular and pedestrian circulation conditions, site amenities and other general conditions. These existing conditions were presented to at the first open house.



FIGURE 4 – FLOOD PLAIN MAP

RIVER FLOODPLAIN

Item 2.

The seasonal fluctuations of both the Willamette and Clackamas Rivers have a direct impact on Clackamette Park. As shown on the plan to the left, the entire park is within the 100 year floodplain and a majority of the park is within the 10 year floodplain. Flooding typically closes the RV park at least once a year, with some years experiencing multiple closures. Flooding also requires that expensive repairs be made to park infrastructure including the lighting and electrical equipment.

There are several strategic steps that can be taken in order to reduce the maintenance burden of flooding, including relocating park improvements less impacted by floodwater such as pathways, picnic tables, etc. to lower ground and relocating other more impacted amenities such as electrical hookups further out of the low level floodplain. According to federal regulatory agencies, any regrading strategy for park improvements will require that any fill activity be balanced with an equal amount of cut activity within the floodplain of the park.



JANUARY 2022 FLOODING



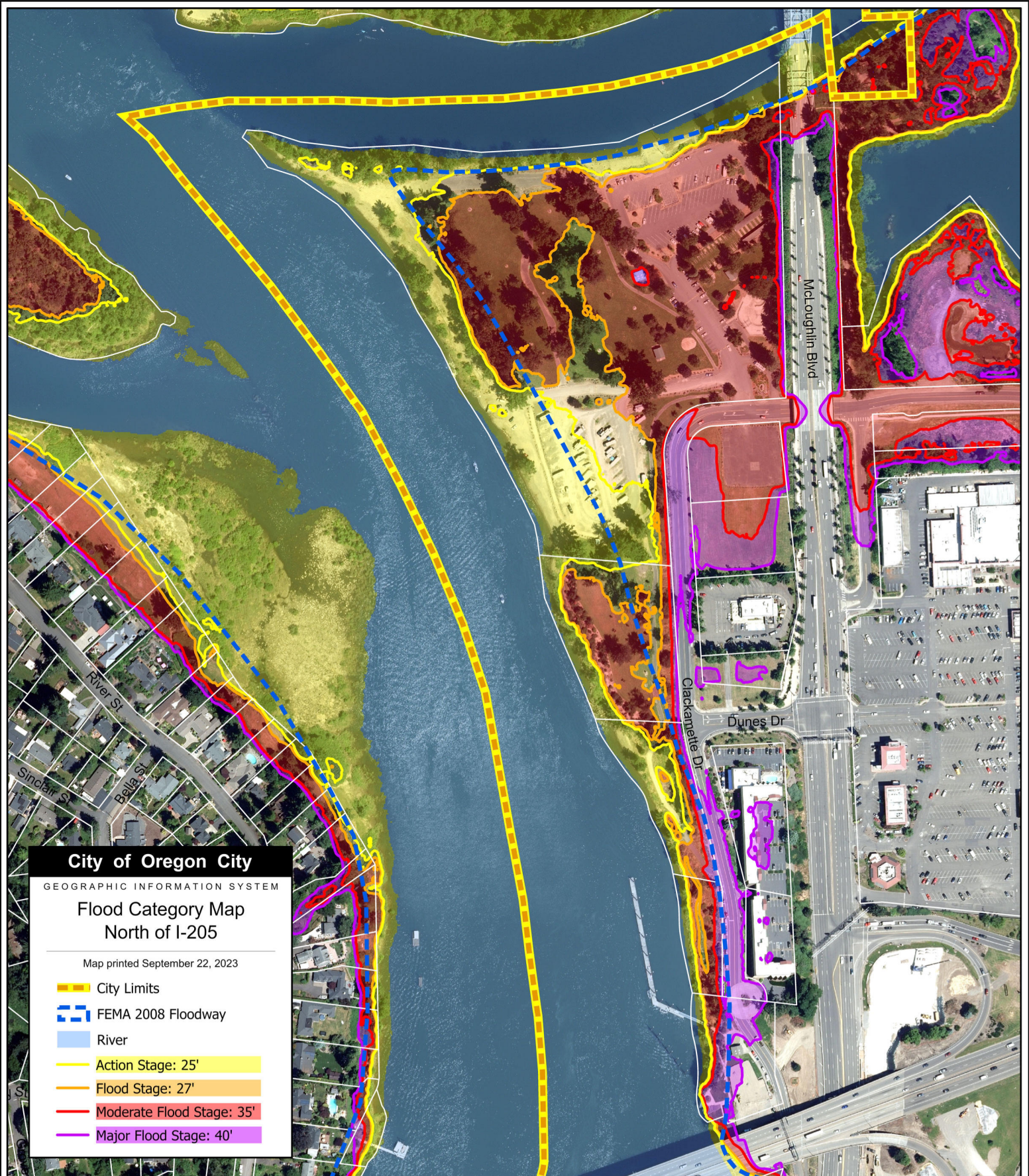
JANUARY 2022 FLOODING



CLACKAMETTE PARK MASTER PLAN

9.28.2023





City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Flood Category Map North of I-205

Map printed September 22, 2023

- City Limits
- FEMA 2008 Floodway
- River
- Action Stage: 25'
- Flood Stage: 27'
- Moderate Flood Stage: 35'
- Major Flood Stage: 40'

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for engineering, or surveying purposes. Notification of errors is appreciated.



0 200 400 Feet

1 inch = 325 feet

City of Oregon City
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Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.oregocity.org



Date: 9/22/23
Map Name: RV Park New Location.aprx[RV Park Floodway]
Plot Name: RV Park Floodway Map - 8.5x11P - 20230922.pdf

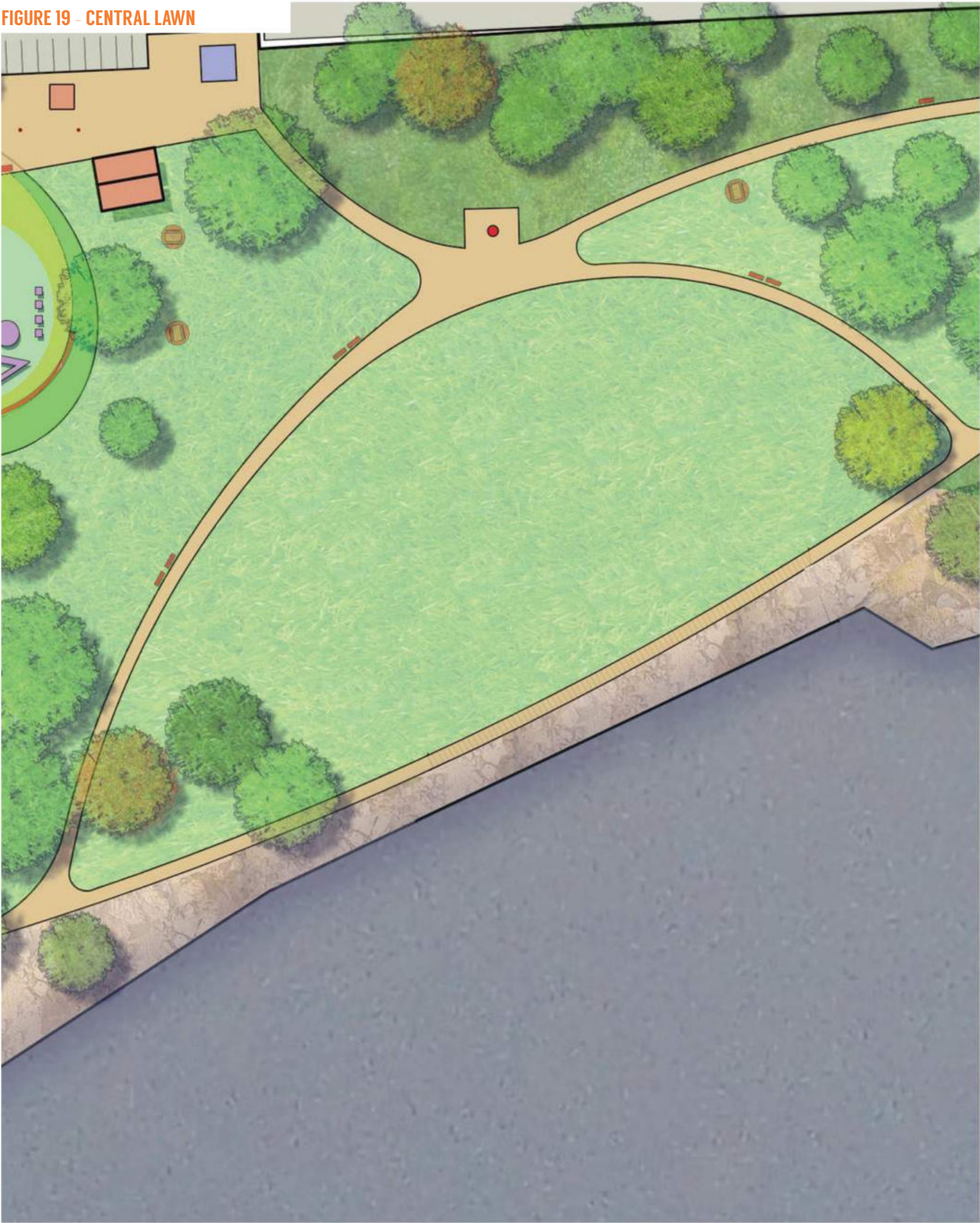
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FIGURE 12 - ENTRY & PARKING

Item 2.



FIGURE 19 – CENTRAL LAWN



OPEN LAWN WITH SEATING, PATHWAYS AND RIVER ACCESS



PICNICKING

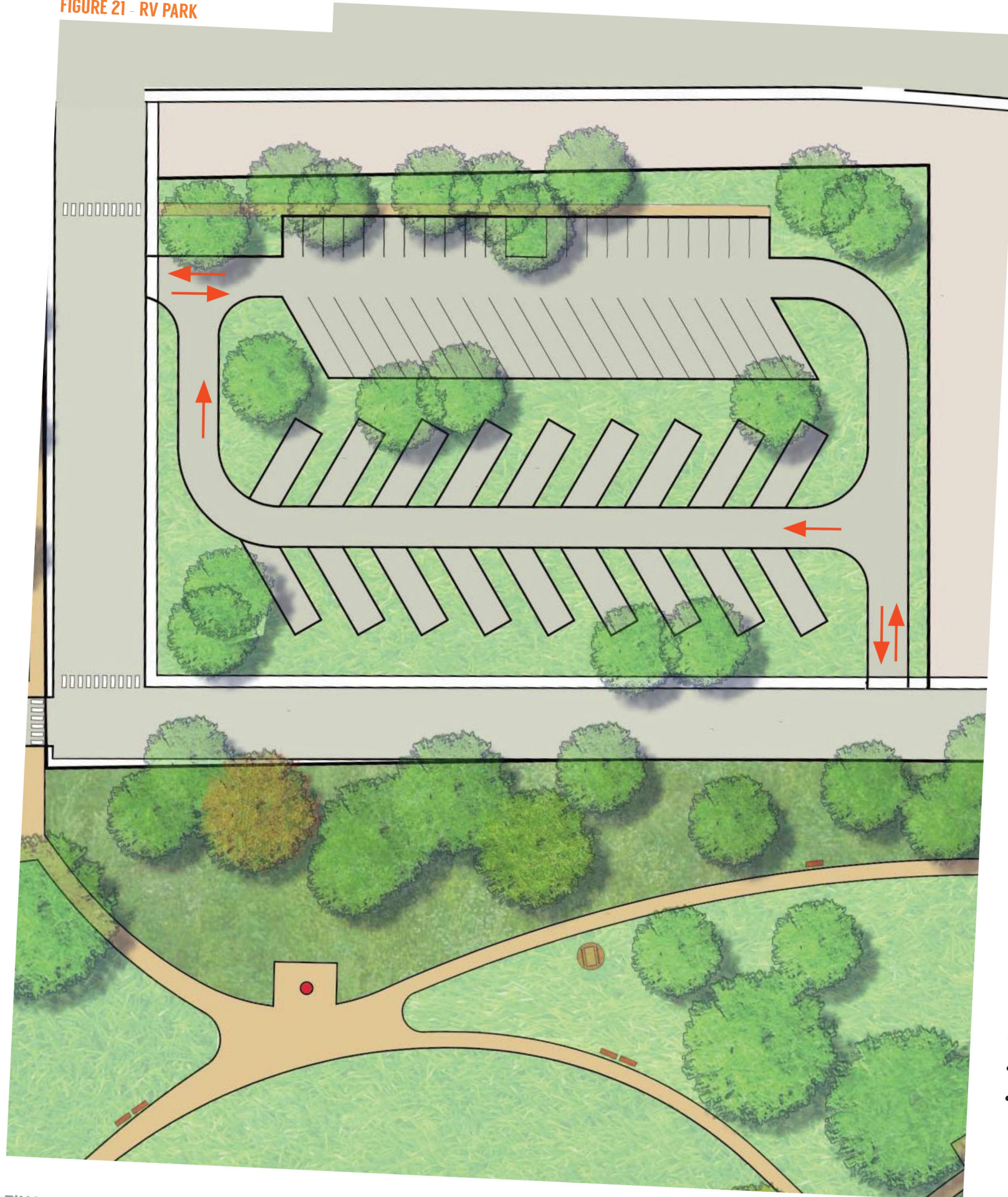


OPEN LAWN

CENTRAL LAWN

- Creates flexible open lawn space for a variety of events
- Allows for picnicking and passive recreation
- Provides space for concerts and other community events

FIGURE 21 - RV PARK



RV PARK

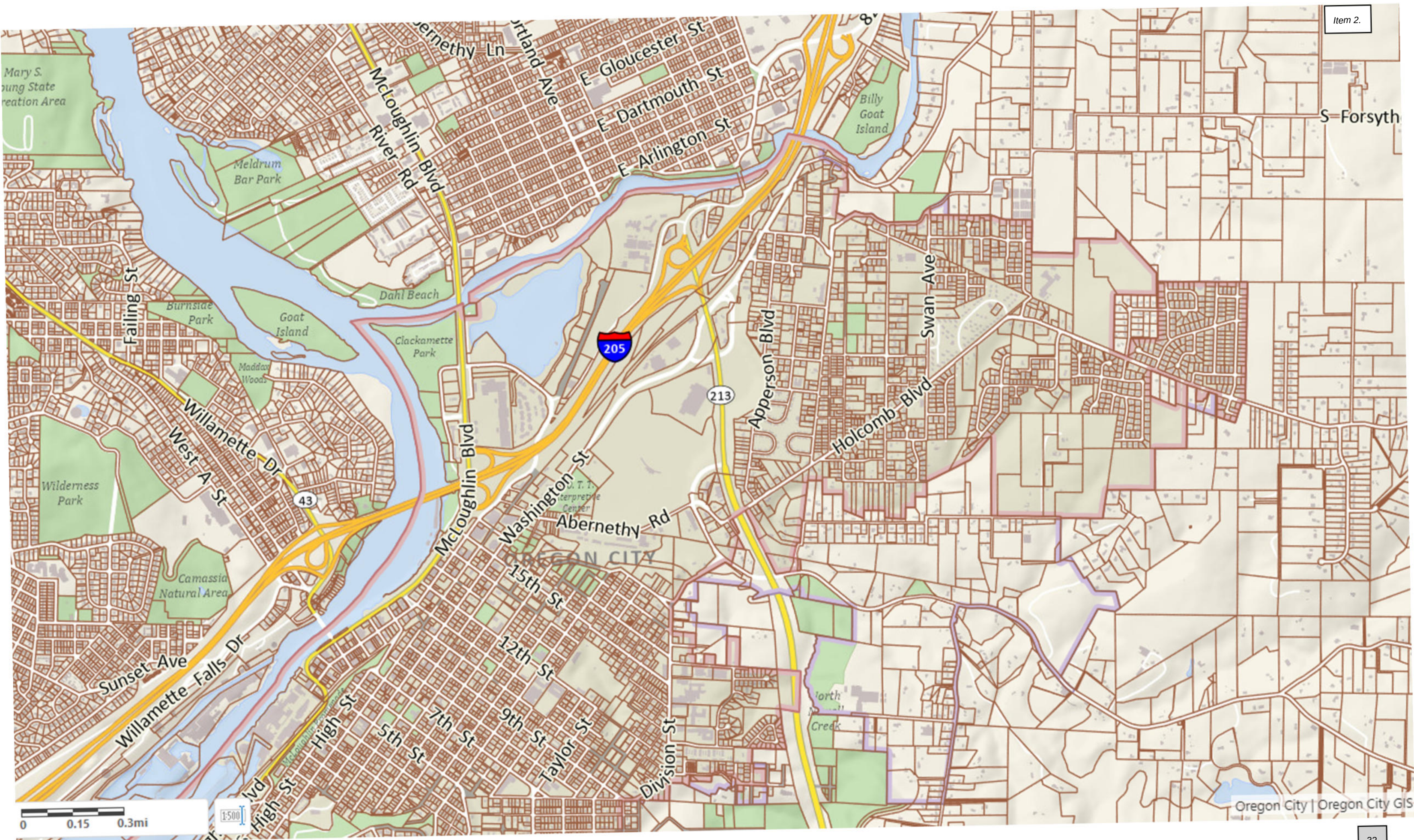
RV PARK

- Provides 18 RV spaces with full electrical and sewer hookups, green space with picnic tables and landscaping
- 19 overflow trailer and 22 auto parking spaces provided
- Pedestrian access to other portions of Clackamette Park

FIGURE 11 - FINAL MASTER PLAN

Item 2.





CITY OF OREGON CITY

CLACKAMETTE PARK MASTER PLAN

12.21.2022

lango.hansen



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ACKNOWLEDGEMENTS

City of Oregon City
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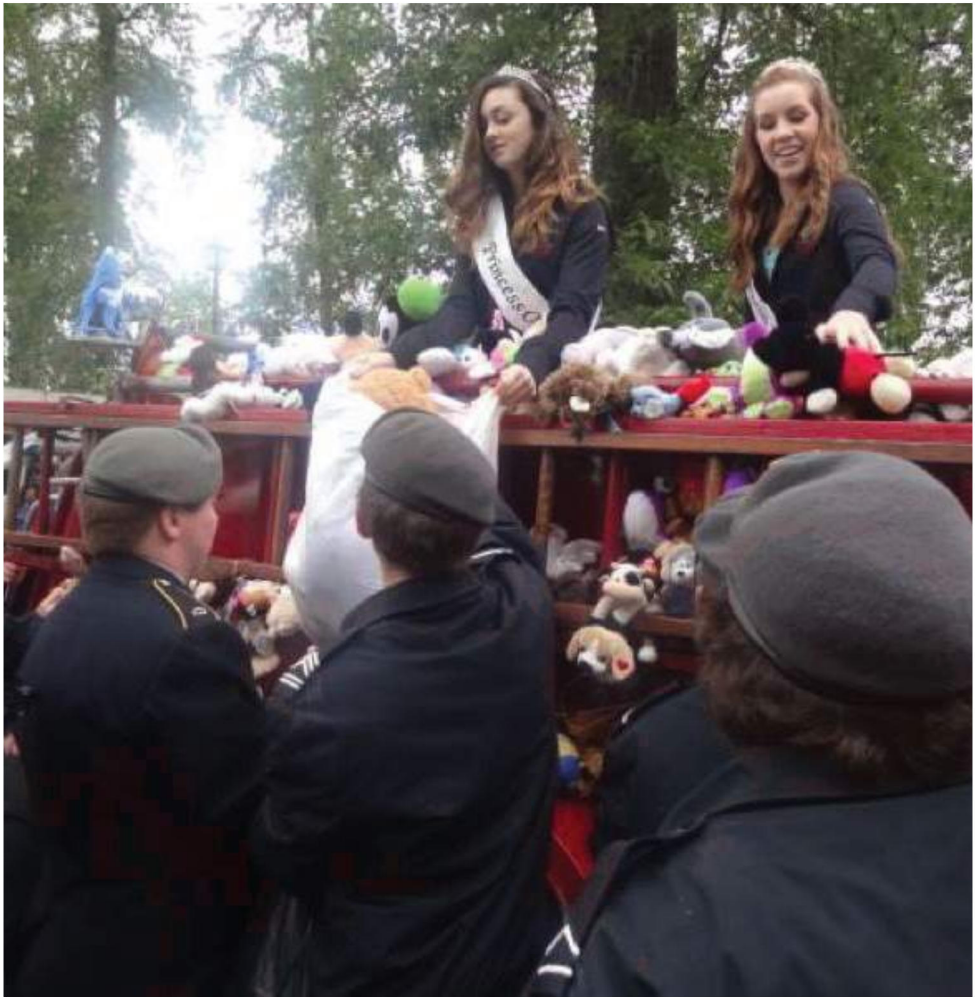
KPFF Consulting Engineers
Paul Dedyo ASSOCIATE, PE



CRUISE-IN DOWN BY THE RIVERSIDE



OPEN SPACE



TEDDY BEAR PARADE - PIONEER FAMILY FESTIVAL



OREGON TRAIL GAME 5K



WILLAMETTE RIVER PEDESTRIAN PATH

1 - INTRODUCTION

INTRODUCTION

The City of Oregon City, Oregon conducted a public master planning and design process for Clackamette Park that commenced in December 2021. The Clackamette Park site is a 25-acre property located at 1955 Clackamette Drive, Oregon City. Clackamette Park is a charter park situated 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 Park, playground area, shelter structures, horseshoe pits, picnic areas, a boat ramp, a skate park, an RV dump station, pathways, a restroom building and parking facilities for both cars and vehicles with trailers.

Given its location and amenities, Clackamette Park has long been a well loved park, central to the community and a draw to the wider region. Because of general usage and ever evolving usage trends, several key amenities of the park were in need of upgrades or replacement, including the boat ramp, RV park, restroom building and pedestrian trail system. Oregon City Parks wanted to hear from the community what they valued about the park, how they used the park, what was working well and what could be improved. Changes to any of the main park amenities would impact other park improvements and the Parks Department understood the value of developing a comprehensive plan to guide future development.

Public outreach and involvement was key to the overall success of the Clackamette Park Master Plan process. As the only regional park in Oregon City, as well as being Oregon City’s largest park, there are many and varied uses and users of the park.

OUTREACH PROCESS

As a part of the master planning process, the City conducted an extensive outreach process. This consisted of:

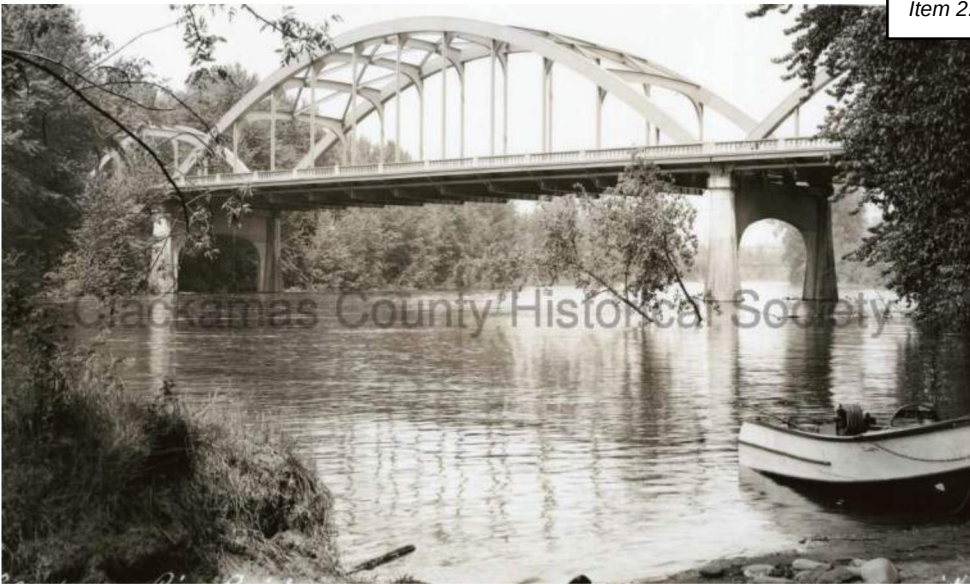
- 19 stakeholder interviews
- 3 open houses (in person and hosted online)
- 2 public surveys with 500 and 445 respondents accordingly
- 2 City Commission & Parks and Recreation Advisory Committee (PRAC) Joint Work Sessions
- 2 City Commission meetings
- Continued outreach to tribal members to solicit their input

The information shown on the following pages were presented to the public at an open house on March 1st, 2022 that was hosted both in person at City Hall as well as online. The Site Plan Options shown in chapter 3 were presented to the public at a second dual format open house held at City Hall on April 26, 2022. The final master plan shown on page 14 was presented to the public at a 3rd dual format open house at City Hall on June 22, 2022.

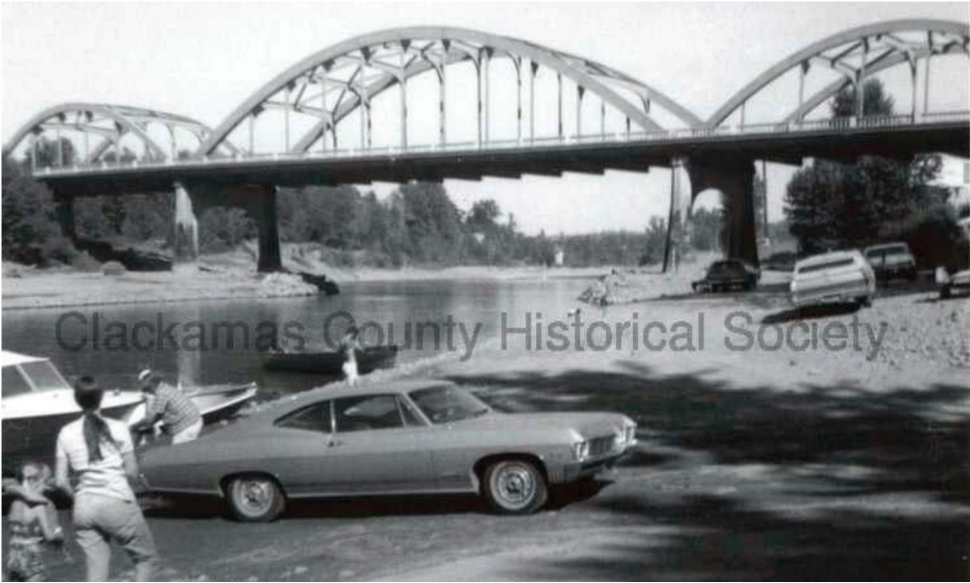
PARK HISTORY

Due to the hydraulic forces of the river the lower portion of the boat ramp was being undermined and temporary measures undertaken in 2016 provided an additional 5 years of usable life span to the boat ramp. As the Clackamas River is no longer being dredged, the flow dynamics have changed. After a detailed hydrologic study was completed on the site, it was determined that the current location of the boat ramp was no longer

suitable for the construction of a new boat ramp. The study recommended a new location for a replacement boat ramp located approximately 350 feet downstream of the existing ramp. Due to the armored bank and the flow of the river, this location was determined to be more suitable for a new boat launch. One objective of the master plan process was to determine the level of demand for a boat launch in Clackamette Park and weigh this use against the variety of other uses and demands at the park.



1933



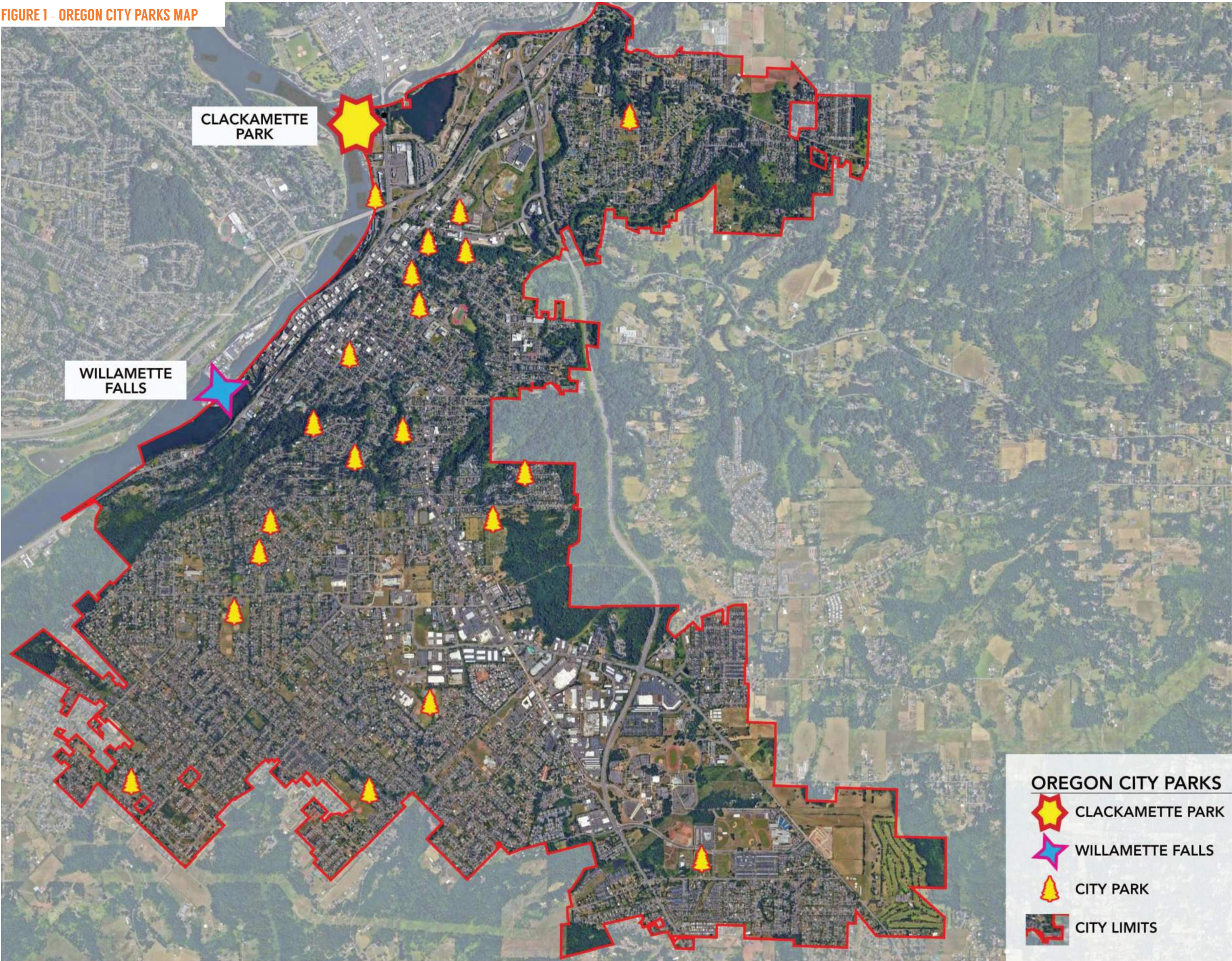
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2021

Item 2.

FIGURE 1 – OREGON CITY PARKS MAP



OREGON CITY PARKS

As shown in Figure 1, Oregon City has over 20 neighborhood and community parks. Clackamette Park, the largest in the City, is the City’s only regional park. As such, this park offers a number of amenities not found at other parks in Oregon City including extensive river beach access, a boat launch, an RV park and dump station and a skate park. Located in the northwest corner of Oregon City, the park occupies the prominent location of the confluence of the Clackamas and Willamette Rivers. It is approximately 1.5 miles downstream of Willamette Falls and is a 10 minute walk north of downtown.

Item 2.

PARK CONTEXT

Clackamette Park is located 1/2 mile north of downtown Oregon City. Downtown Gladstone is adjacent to the park, located north of the Clackamas River. West Linn lies immediately to the west of Clackamette Park, just across the Willamette River. Both I-205 and Hwy. 99 provide access to the park. Clackamette Park is bordered by commercial development to the east, including restaurants, a hotel and a strip mall development across Hwy. 99. Across the Clackamas River to the north in Gladstone, land uses include single and multi-family housing as well as commercial development. Refer to Figure 2, Park Context Plan.



VIEW OF CLACKAMETTE PARK FROM THE NORTH SHORE OF THE CLACKAMAS RIVER IN GLADSTONE

MASTER PLAN STUDY AREA

Clackamette Park currently occupies a contiguous 25 acre site bound by the Willamette River on the west, the Clackamas River on the north and Clackamette Drive and Highway 99E / McLoughlin Boulevard on the east. Two lots on the east side of Clackamette Drive, totalling approximately 2.67 acres, are owned by the Urban Renewal Commission of Oregon City. As a part of this master plan process, these two parcels are being considered as potential additions to Clackamette Park.

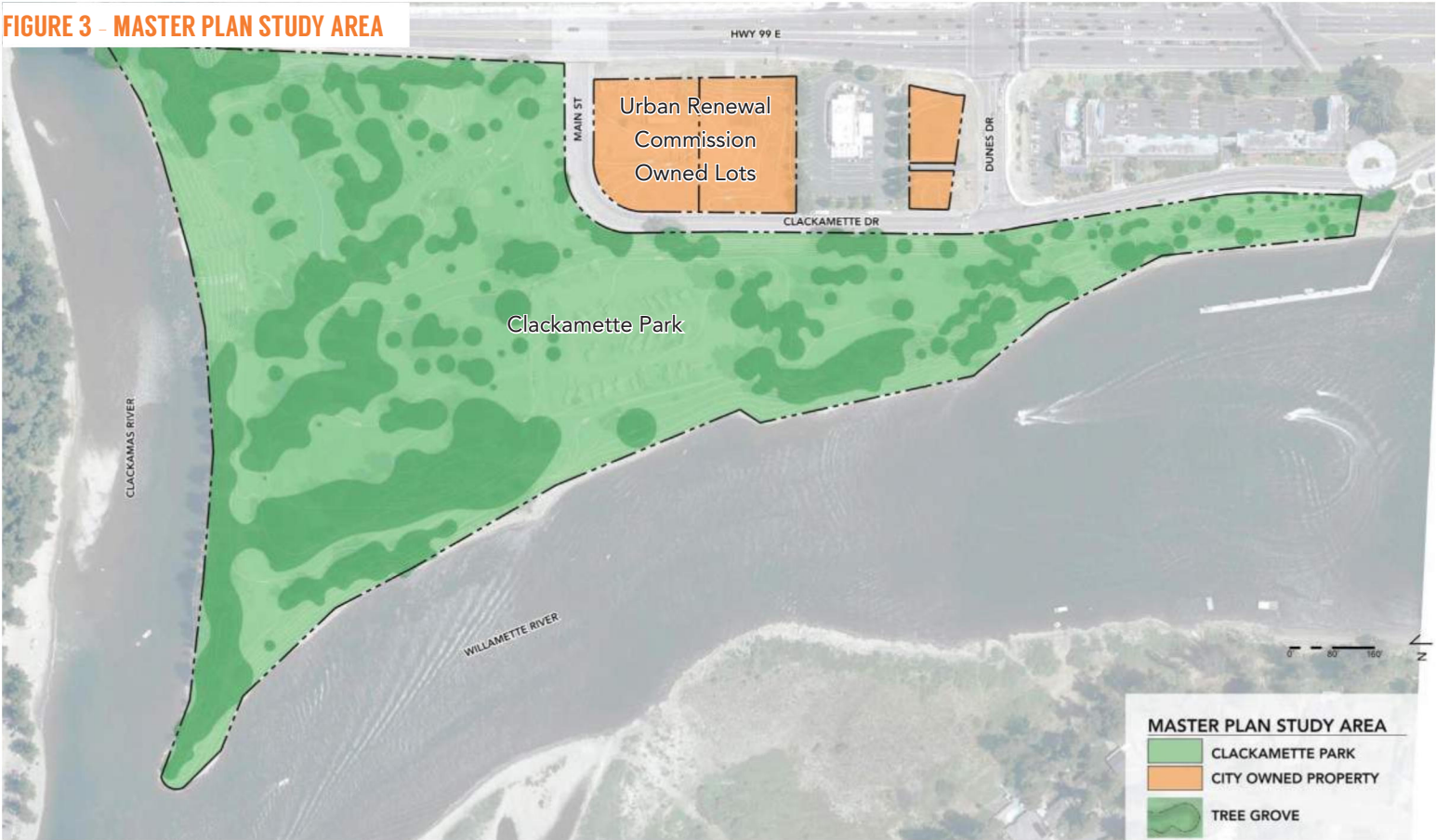


URBAN RENEWAL COMMISSION OWNED LOT LOCATED ON THE EAST SIDE OF CLACKAMETTE DRIVE

FIGURE 2 - PARK CONTEXT PLAN



FIGURE 3 - MASTER PLAN STUDY AREA



SITE CONDITIONS

Prior to the development of any site design options, a thorough inventory and analysis of the existing conditions was completed. This included studying existing hydrologic conditions, plant communities, existing structures, site vehicular and pedestrian circulation conditions, site amenities and other general conditions. These existing conditions were presented to at the first open house.



FIGURE 4 – FLOOD PLAIN MAP

RIVER FLOODPLAIN

Item 2.

The seasonal fluctuations of both the Willamette and Clackamas Rivers have a direct impact on Clackamette Park. As shown on the plan to the left, the entire park is within the 100 year floodplain and a majority of the park is within the 10 year floodplain. Flooding typically closes the RV park at least once a year, with some years experiencing multiple closures. Flooding also requires that expensive repairs be made to park infrastructure including the lighting and electrical equipment.

There are several strategic steps that can be taken in order to reduce the maintenance burden of flooding, including relocating park improvements less impacted by floodwater such as pathways, picnic tables, etc. to lower ground and relocating other more impacted amenities such as electrical hookups further out of the low level floodplain. According to federal regulatory agencies, any regrading strategy for park improvements will require that any fill activity be balanced with an equal amount of cut activity within the floodplain of the park.



JANUARY 2022 FLOODING



JANUARY 2022 FLOODING

FIGURE 5 - VEHICULAR CIRCULATION



Item 2.

VEHICULAR CIRCULATION

The Main entry to Clackamette Park is off of Hwy. 99E where a sweeping bend in Clackamette Drive transitions into Main Street. There is a park entry sign but no other site amenities that create a distinct sense of arrival.

Clackamette park has a combination of approximately 75 designated and informal parking spaces. The designated spaces are in striped asphalt parking lots near the main entry (#4, figure 5) into the park and near the boat ramp. The informal parking occurs on the gravel shoulders along the RV park access road. There are 46 boat trailer parking spaces located within the park adjacent to the boat ramp.

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On the south side of Clackamette Drive, there are two parcels owned by The Oregon City Urban Renewal Commission. Part of one of the parcels is paved with asphalt and serves alternately as an overflow parking lot or for event prep and laydown space.



BOAT TRAILER PARKING AREA



MAIN PARK ENTRY



PARKING LOT



RV PARK

PEDESTRIAN CIRCULATION

There are two main pedestrian points of entry into Clackamette Park. One is located near the main vehicular entrance. A second access point is located further to the south off of Clackamette Drive.

Internal pedestrian pathways lead to many but not all of the park structures and amenities. Many of the paths and trails do not meet current ADA standards and are in need of repair. Pathways have been damaged by age, flooding, tree roots and other causes, leading to degraded and uneven surfaces.

Overall, the existing pathway network lacks hierarchy and proper signage to direct visitors throughout the park.

FIGURE 6 – PEDESTRIAN CIRCULATION



Item 2.



PEDESTRIAN PATH NEAR CLACKAMETTE DRIVE



PEDESTRIAN PATH AT CENTRAL LAWN



DEGRADED ASPHALT WATERFRONT TRAIL



ASPHALT WATERFRONT TRAIL ADJACENT TO RV PARK

FIGURE 7 - SITE STRUCTURES & AMENITIES



- SITE STRUCTURES & AMENITIES**
- | | |
|-------------------|--------------------------|
| 1 SKATE PARK | 6 COVERED HORSESHOE PITS |
| 2 HORSESHOE PITS | 7 PICNIC SHELTER |
| 3 RESTROOMS | 8 INTERPRETIVE KIOSK |
| 4 OPEN SPACE LAWN | 9 RV PICNIC SHELTER |
| 5 PLAYGROUND | |

SITE STRUCTURES & AMENITIES

Item 2.

Site amenities at Clackamette Park include several buildings and other improvements. There is a centrally located restroom, set between the auto and boat trailer parking lots. The restroom facility is sited within the floodplain but on slight rise that protects it from some seasonal flooding.

Two reservable picnic shelters are located on opposite sides of the parking lot. A skate park is set near the Main Street entrance. To the north of the skate park, are a series of 20 horseshoe pits, half of which are covered and half open to the air.

Active play opportunities are very limited at Clackamette Park. The existing play area consists of a single swing set located between the parking lot and the restroom building.

Clackamette Park currently hosts a 36-site RV park. These spaces are largely unimproved, with minimal site amenities. The RV park is located entirely within the one year floodplain, exposing it to continual floodwater inundation. Flooding typically results in the RV park being closed one or more times per year and requires repairs to be performed by Oregon City with the associated time and cost expenditure. The sites include electrical hookups but because they are within the floodplain, individual sewer hookups cannot be provided at each site. Sewer is currently handled at a dump station located to the south of the skate park.

A covered picnic shelter and interpretive kiosk/pay station are available at the north end of the RV park.



RESTROOM BUILDING



SKATEPARK



RV PARK PICNIC SHELTER



PLAY AREA AND SHELTER

PUBLIC OPEN HOUSE #2

The material gathered during the site inventory phase was combined with feedback gathered from informational interviews and the first public open house. This information formed the basis of three separate site plan options that were presented to the public at the second open house. This information was also hosted on the City website. Each of the options explored different ways for how site elements could be rearranged in order to best utilize the characteristics of Clackamette Park.

Each of the three options is outlined along with a summary of the feedback that was received both in person and online. Not every amenity was included in each of the options and a variety of site design solutions were presented in order to provide diverse options for the public to respond to.

FIGURE 8 - SITE PLAN OPTION 1



SITE PLAN OPTION 1

Site plan option 1 maintains the same general park entry configuration layout as currently exists at Clackamette Park. The onsite parking is increased to 138 car parking spaces and 61 boat trailer spaces. Parking is also provided along the previous RV park entry drive. The existing closed boat ramp is retained and provides a launching point for human powered watercraft. A new boat launch is located approximately 350 feet downstream of the existing launch. The play area is located to the east of the parking near an expanded skate park. The 20 space RV park has been relocated to the east side of Clackamette Drive, out of the floodplain. Adjacent to the RV park, the overflow parking lot provides 18 car and 16 boat trailer spaces. An extensive path network ties the site together and provides more cohesive access to all areas of the park. Extensive replanting of native trees, shrubs and ground cover occurs throughout the site.

WHAT WE HEARD

- Relocate the RV park across the street to open up valuable riverside greenspace that is accessible to all, not just those with an RV.
- Including crosswalks will provide a connection between the RV park and the main park.
- Reuse of the existing boat launch and preservation of the wave condition is desirable.
- Separate launch locations for the motorized and non-motorized boats eliminates a number of common conflicts.
- Overflow trailer and auto parking will be an asset to the park.
- The general reuse of the existing parking lot layout provides potential cost savings.

FIGURE 9 - SITE PLAN OPTION 2



SITE PLAN OPTION 2

Site Plan Option 2 reconfigures the intersection of Clackamette Drive and Main Street into a 3-way stop. The number of car and boat trailer parking spaces have been increased from 75 to 83 car spaces and from 46 to 61 trailer spaces. The existing closed boat ramp is retained and enhanced with built-in concrete benches, stairs and ramp features that provide a gathering space and launching point for human powered watercraft. A new boat launch is located approximately 350 feet downstream of the existing launch. Overlooking the Clackamas River, a public plaza with canopy structures provides an event gathering space. The looping trail system includes extensive riparian habitat restoration and a boardwalk. The play area is centrally located near the lawn. Native replanting takes place in both the riparian zone closest to the river as well as the upland conditions of the rest of the park.

WHAT WE HEARD

- Separating the play area from the skate park is more desirable than having them located in close proximity.
- The riparian habitat restoration is a priority.
- The built-in seating and associated amenities adjacent to the non-motorized launch are a desirable park amenity.
- The expanded skate park will better serve a more diverse group of users.
- The centrally located looping paths provide a wide variety of routes for park users.
- A small plaza open space near the peninsula would be a unique gathering spot.

FIGURE 10 - SITE PLAN OPTION 3



SITE PLAN OPTION 3

Site plan option 3 reconfigures the intersection of Clackamette Drive and Main Street into a 3-way stop and provides a distinct gateway into the park. 155 parking spaces are provided. The existing closed boat ramp is removed and a series of accessible ramps provide access to a launching point for human powered watercraft. Overlooking the Clackamas River, a public plaza with canopy structures provides an event gathering space. To the east of the parking lot, a series of sport courts provide a variety of recreation opportunities. The looping trail system meanders in and out of restored habitat areas and open lawn areas, providing access to the entire park. The play area is centrally located in the park. To the east of Clackamette Drive, an RV park is located outside the 10 year floodplain.

WHAT WE HEARD

- Prioritizing a pedestrian entrance to the park invites a broad park user group
- A public plaza overlooking the Clackamas River could host a wide variety of community uses in a unique venue.
- Multiple shelters separated from each other provide the opportunity for separate groups to simultaneously use the park
- Sport courts that encourage active uses could provide a positive energy for the park.
- Direct river access to the Willamette River is very desirable.
- Emphasis on shoreline habitat restoration is important.

FIGURE 11 - FINAL MASTER PLAN

Item 2.



FINAL MASTER PLAN

After presenting three site plan options at the second public open house, to PRAC and to the City Commission, the feedback that the design team received was incorporated into a single site master plan. This plan was then presented again to a Joint Work Session with PRAC and the City Commission. Additional adjustments and clarifications were made to the plan in order to develop the final master plan.

VEHICULAR AND PEDESTRIAN CIRCULATION

The main entry into Clackamette Park is reconfigured into a 3-way stop T intersection. This allows for much greater traffic control, reduced vehicular speeds and for the development of a gateway into the park. Crosswalks have been striped at each crossing to provide safe pedestrian access into the park. Entry columns, signage and artwork contribute to a more formalized entry that provides a sense of arrival. Beyond the main entry into the park, a parking lot connects visitors to key site amenities including sport courts, a public plaza and a fully inclusive play area. North of the main parking lot, the boat trailer parking lot is located in the general location of the existing trailer parking lot. Efficiencies have been made to the layout of the drive aisles and parking stalls that allow for additional trailer parking stalls.

The site master plans provides over 1.5 miles of fully accessible paved looped pathways that connect to all onsite amenities and link to offsite destinations in the surrounding community. The proposed pathways provide several interconnected walking routes throughout the park. All pathways and trails are a minimum of 8 feet wide and are paved with a thickened material strong enough to support maintenance vehicles and event support traffic. Priority should be give to alternative paving materials such as permeable asphalt and permeable concrete where these materials are appropriate.

PUBLIC PLAZAS

A series of public plaza gathering spaces provide opportunities for both organized community events as well as informal gatherings and group activities. A large public plaza located between the main parking lot and the play area could host events such as farmers’ markets, festivals and other regional events. A second public plaza is located to the north of the boat trailer parking lot and provides excellent views of the Clackamas River and the historic John McLoughlin Bridge. A third, smaller gathering space has been provided between the existing skate park and the proposed sport court.

RIVER ACCESS

With its location at the confluence of the Clackamas and Willamette Rivers, Clackamette Park provides numerous opportunities for visitors to interact with and access both rivers. River access includes opportunities for motorized boaters, human powered crafts, swimming, shoreline access and passive enjoyment.

The existing boat ramp will be maintained in place and will be utilized as a non-motorized launch point for kayaks, canoes, stand up paddle boards, surfing and other similar activities. The area surrounding the launch will be updated to include seating opportunities adjacent to the ramp as well as facilities to aid in the launch of watercrafts. A wave condition has developed near the toe of the ramp and has proved to be popular with non-motorized water craft users. Additionally, vehicular parking is provided directly adjacent to the non-motorized boat launch providing direct access for equipment drop-off and staging.

The launch for motorized boats will be relocated 350 feet downstream from the existing launch on the Clackamas River. The selection of this location is based on a hydrologic study commissioned by Oregon City that thoroughly examined characteristics of this

section of river along the park. Numerous factors including the hydrologic dynamics of the river, the existing condition of the river bank, the potential for debris entrapment and the overall impact to the park were considered in the selection of the new boat launch location. Several vehicular circulation options were studied and presented to the City Commission and PRAC. It was important to The Commission and members of the public that the roadway dedicated to boat trailer circulation have as little impact to the park green space as possible. The new boat launch will provide two lanes for launching and will be divided by central boarding floats.

ART AND INTERPRETATION

Throughout the park, several key locations were identified for both artwork and interpretive signage. The site of Clackamette Park has a tremendous history and has been visited by Native Tribes for over 14,000 years. As such, there is a rich trove of both natural and cultural history to draw on. These installations provide opportunities that elevate visitors’ experience and celebrate the rich history of Clackamette Park and the broader region.

GREEN SPACE

At all three open house events and through the online surveys, members of the community clearly communicated importance of green space at Clackamette Park. Attendees acknowledged that while the natural environment within the existing park is in need of restoration, it provides a much needed amenity for the region. Located within an urban environment, the park is a special asset and is a cherished place to be immersed in nature in a way unique to the setting Clackamette Park. The relocation of the RV park to the Urban Development Commission owned lots allows for the creation of significantly more green space. The land where the RV park is currently located has been converted to a large open lawn immediately adjacent to the Willamette River. At over 2 acres in



size, the great lawn provides an excellent venue for large community event. It is also a great place to throw down a blanket and have an informal picnic, people watch or enjoy the river.

RIVER BANK IMPACT MITIGATION OPPORTUNITIES

Throughout the park, over 8 acres of land have been identified for mitigation planting and restoration opportunities. Mitigation efforts include the planting of native and climate adapted trees, shrubs and groundcovers in both river riparian and upland areas. Additionally, mitigation will be required for impacts related to the relocation of the boat ramp. Right within Clackamette Park, there are significant portions of the river banks along both the Clackamas and Willamette river that are degraded and would benefit greatly from mitigation planting.

SKATE PARK AND SPORT COURTS

The existing skate park at Clackamette Park provides an excellent spot for people to come to skate and rollerblade. While it is a popular destination, the input that the design team received from community members is that a majority of the skate elements at the current skate park are geared toward intermediate and advanced skaters. To the west of the existing skate park, the expanded skate park will include additional skate features geared toward beginner skaters. Continued outreach to user groups will inform the best mix of skate features to include in the final design.

To the south of the skate park, a flexible sport court area could be programmed for any of a number of sports, including basketball and pickleball. Additional gathering areas with picnic tables and benches are located between the skate park and the sport court which will provide opportunities to observe matches or stage informal tournament activities.

PLAY AREA

A full sized play area will provide a wide range of equipment for ages from toddlers to young teens. The play area and surrounding amenities will be fully inclusive and offer diverse opportunities for all visitors. In order to reduce the risk of annual flooding the play area itself is mounded. This regrading will limit how frequently the play area is impacted by the flooding of the river. Adjacent to the play area, covered shelters provide opportunities for group activities and picnicking. The existing restroom will be enhanced to address existing maintenance issues.

RV PARK

As a part of the master plan improvements, the RV park will be relocated to higher ground across the street to the Urban Renewal Commission owned lots. The RV spaces will include full electrical and sewer hookups. Each space will have a picnic table and landscaping. A raised, striped crosswalk across Main Street prioritizes pedestrian access and provides a direct link between the RV park and the rest of Clackamette Park.

On the west side of the same parcel, overflow parking is provided for Clackamette Park including 19 trailer and 22 auto parking spaces. These overflow parking spaces can be converted to event prep or lay down space as needed.



WOODLAND TRAIL



RIVER BEACH ACCESS

FIGURE 12 - ENTRY & PARKING

Item 2.



FIGURE 13 - PEDESTRIAN PATHWAYS & PLAZAS

MCLOUGHLIN BLVD

Item 2.



FIGURE 14 - ART & INTERPRETATION

Item 2.



FIGURE 15 - GREEN SPACE



FIGURE 16 - RIVER BANK IMPACT MITIGATION

MCCLOUGHLIN BLVD



MITIGATION

- 8 acres of potential mitigation identified in the master plan
- Mitigation planting to consist of native trees, shrubs and ground cover
- Plantings improve fish and wildlife habitat and visitor experience

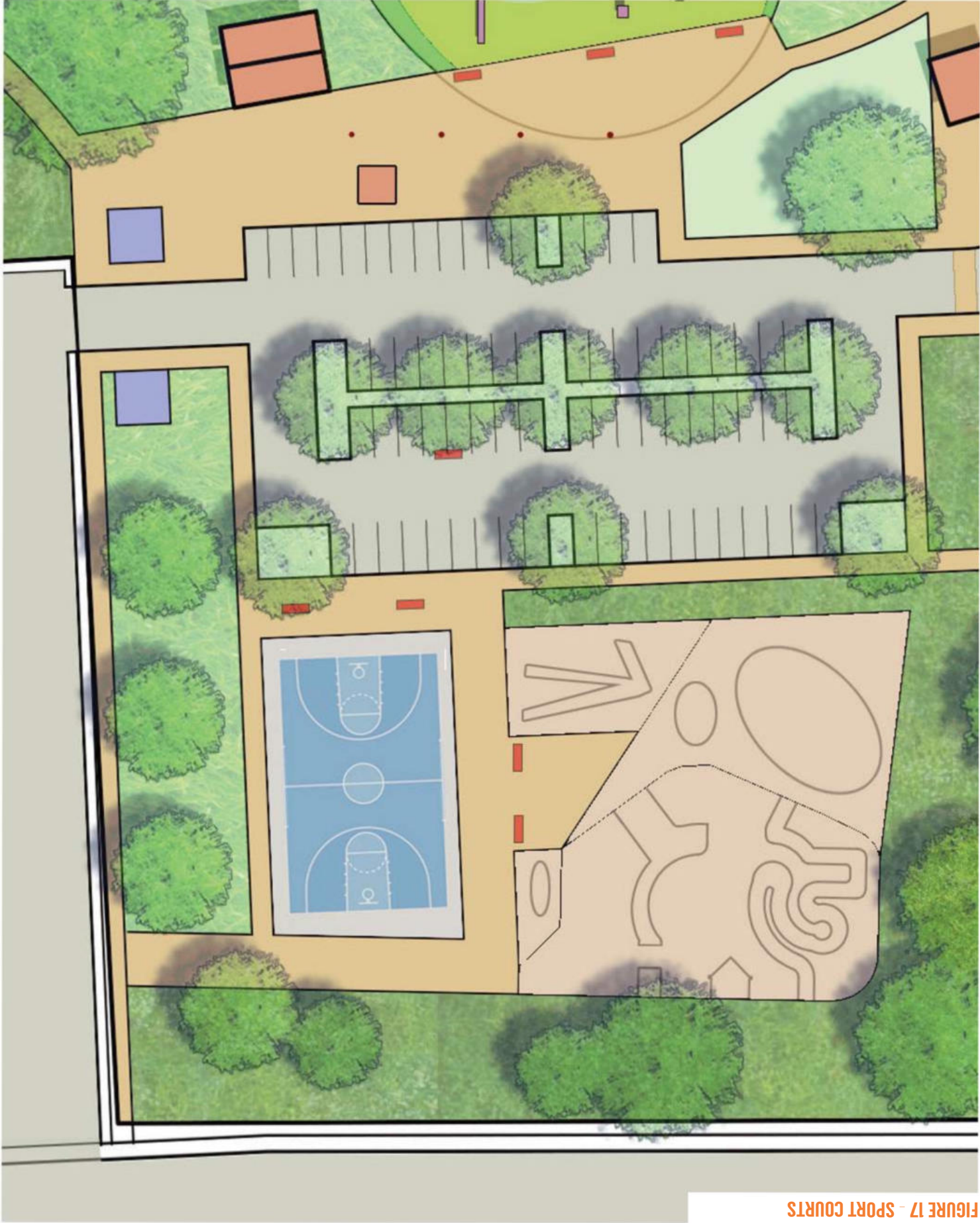


FIGURE 17 - SPORT COURTS



SPORT COURTS
SPORT COURTS



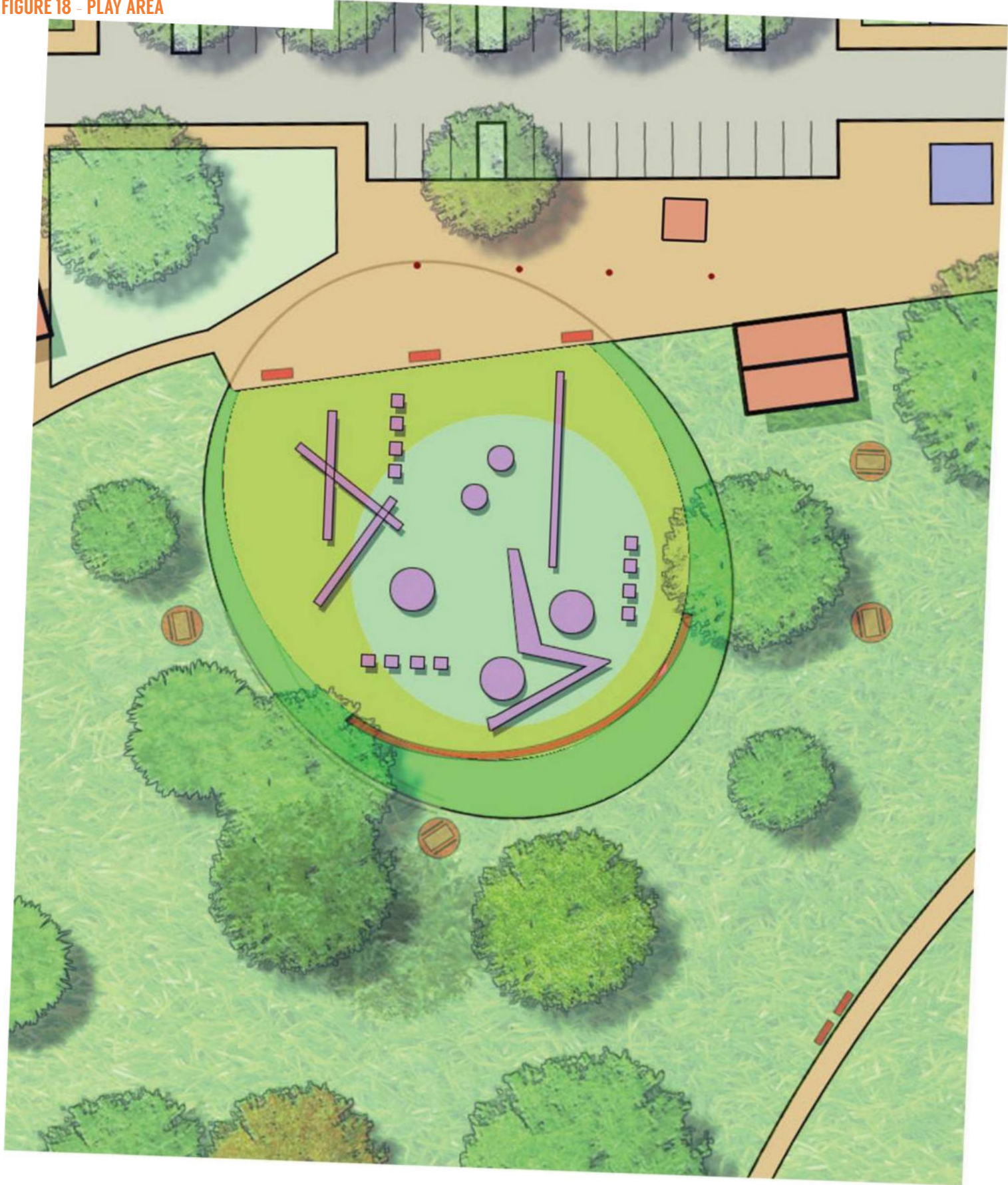
SKATE PARK IMPROVEMENTS

- Expansion of existing skate park to include more entry level features for beginner skaters
- Additional sport court that could include basketball and pickleball overlays
- Additional gathering areas with benches and picnic tables



PICKLEBALL

FIGURE 18 – PLAY AREA



COVERED SHELTER

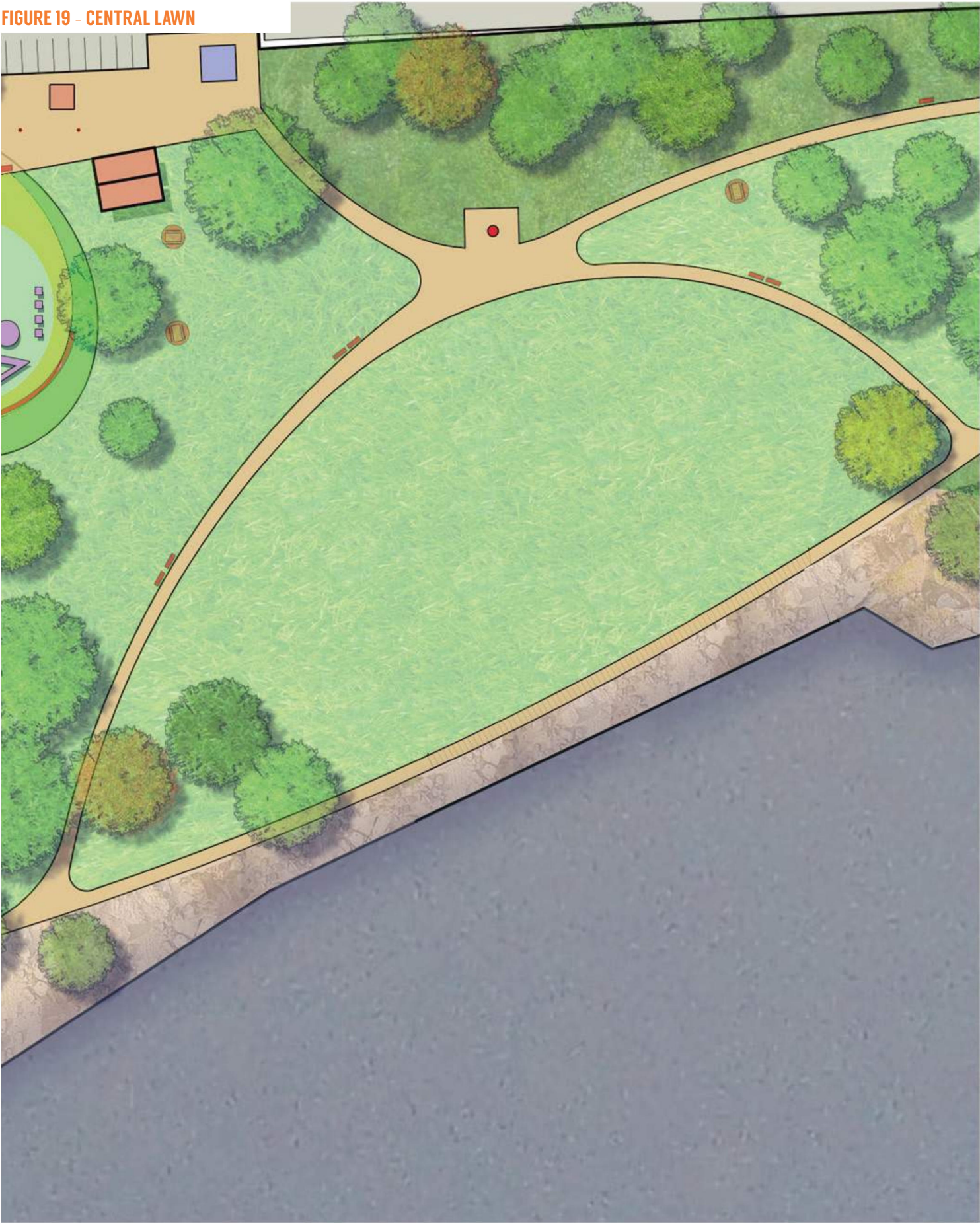


PLAY AREA

PLAY AREA

- Full size play area providing a range of equipment for ages ranging from toddlers to young teens
- Fully inclusive play opportunities for all visitors
- Play area is raised up to decrease the risk of annual flooding
- Enhanced restroom and shelters

FIGURE 19 - CENTRAL LAWN



OPEN LAWN WITH SEATING, PATHWAYS AND RIVER ACCESS



PICNICKING



OPEN LAWN

CENTRAL LAWN

- Creates flexible open lawn space for a variety of events
- Allows for picnicking and passive recreation
- Provides space for concerts and other community events

FIGURE 20 - BOAT LAUNCH



HUMAN POWERED LAUNCH POINT WITH GATHERING AREAS

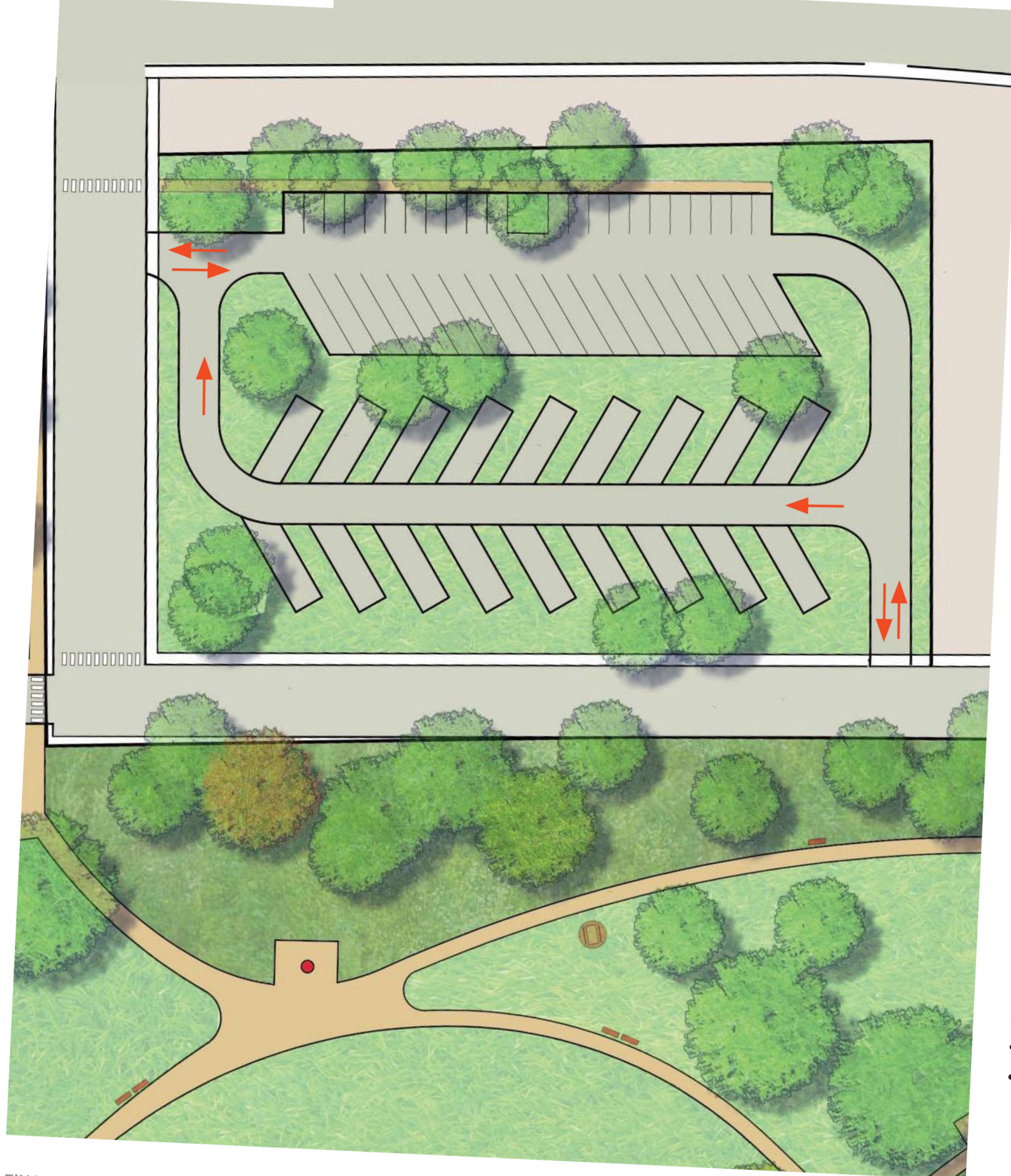


MOTORIZED BOAT LAUNCH

BOAT LAUNCH

- Utilize existing boat launch to continue to provide access for human powered crafts
- Incorporate seating opportunities alongside existing launch
- Proposed boat launch provides two lanes divided by central boarding floats

FIGURE 21 - RV PARK



RV PARK

RV PARK

- Provides 18 RV spaces with full electrical and sewer hookups, green space with picnic tables and landscaping
- 19 overflow trailer and 22 auto parking spaces provided
- Pedestrian access to other portions of Clackamette Park

STAKEHOLDER INTERVIEWS

Prior to the development of any master plan site options, Lango Hansen conducted a series of stakeholder interviews with key constituents including:

- The mayor of Oregon City
- Members of the City Commission
- Director of Oregon City Economic Development
- Tribal representatives
- Willamette Falls Trust
- The Oregon State Marine Board
- Oregon Department of Fish and Wildlife
- National Marine Fisheries Service
- Department of State Lands
- US Army Corps of Engineers
- Fishing and River Recreation Guides
- Clackamas County Sheriff

What we heard:

- Does Oregon City invest in the relocation of the existing boat ramp or do we rely on other boat ramps in the area. Reach out to the public to help determine the demand for a boat ramp at Clackamette Park.
- The master plan should consider the opportunity to provide a human launch point at Clackamas Park for river users.
- River access is key.
- The boating and RV facilities require expensive equipment to participate. Oregon City should provide low cost or no cost recreational opportunities at Clackamette Park.
- Look into expanding the skate park.
- Of all the parks in Oregon City, Clackamette Park offers the best venue for large gatherings. To be successful, these types of venues require specific infrastructure, including electrical.
- Clackamette Park does not have a proper main entrance into the park.
- The master plan should provide better pedestrian connections into the park.
- The master plan should considers visitors that are coming for reasons other than boating or RV camping.
- There is a general concern with making improvements to the amenities that exist in the floodplain.
- There is an opportunity to provide a nature trail out to the confluence point. Interpretive panels could be added to tell nature stores.
- The park should be inviting to people of all ages.
- The master planning process should look to engage the park and river users to solicit their input.
- It is important to study and understand the hydrologic characteristics of the site. In doing so, the design team should consider the impacts that climate change may have on the rivers and the park.
- The wave condition that has developed at the base of the existing boat ramp offers a unique opportunity for a diverse group of river users including kayakers, surfers and stand up paddle-boarders.
- The spring Chinook salmon run is regionally significant. In a good year, it is nationally significant.
- The heaviest demand to launch fishing boats at Clackamette Park is concentrated in a three month period. There are additional fishing opportunities throughout most of the rest of the year.

- When any one of the local boat ramps is closed during a good fishing year, there are capacity issues. During an average year, there are parking issues on Saturdays. During a good year, parking can be an issue through the week.
- The boat ramp at Clackamette Park is also used for rescues and offers a good location for shore based rescue.
- The use and popularity of human powered crafts has steadily increased over the past several years and shows signs of a continued increase in popularity.
- Activating portions of the park will attract more and diverse users to the park and will help deter undesirable behavior.

INPUT FROM TRIBAL REPRESENTATIVES

- Clackamette Park is a sensitive area. From a historical perspective, this site is very important. There are over 14,000 years of human history on the site. It is important to keep in mind those things that will outlive the current generation.
- Tribal priorities include ecological restoration, access to the river and both figurative and literal visual representation including interpretive signage, native art and opportunities for native citizens to use the site.
- It is important to not only look to the past and consider how the Tribes used the site historically but to welcome the Tribes to the site today.
- Section 106 of NHPA outlines that a cultural resource of the site will be required.
- It was recommended to use an historic flip book as a part of the master plan development and implementation. This could potentially include historic photos of the site and of the region, newspaper clippings of events that are connected to the site and any other pertinent historical information that can be included in a visual tool.
- As the project develops beyond the level of a master plan, it is recommended that the design team engage a cultural resource management consultant who would aid in two separate types of studies. A cultural resources study typically has a broader context beyond the site itself. It can include subject matter typically considered “natural resources”. An archeological survey is more specific to the site.
- Be aware that even though a considerable amount of the shoreline consists of fill, there is the chance that it may still be archeologically significant, based on the origin of the fill.
- The archeological survey should not be limited to a typical site survey where a site is walked and visually inspected. This site will require a shovel test where materials are screened and depths are recorded.
- Works disturbance in the park would require an Environmental Assessment. The Tribes could potentially be included with “cooperator’s status” related to reviewing the document.
- Grants for the project can be written to incorporate the cost of the cultural resource study.

TWO PUBLIC SURVEYS

On the following pages are a summary of the two public surveys. We received a robust response to the online public surveys with 500 responses to the first survey and 450 responses to the second survey.

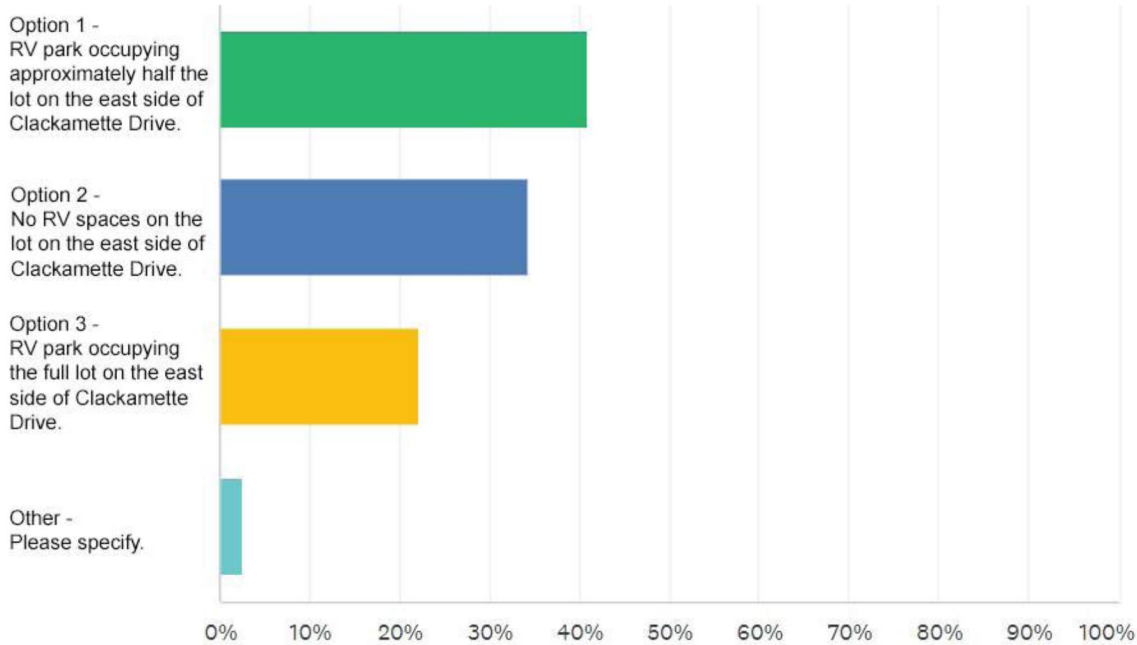
POTENTIAL FUNDING SOURCES

During the master planning process, several funding sources were identified. Work done at Clackamette Park that enhances habitat may be eligible for habitat restoration grants. Federal funding may be available for improvements implemented that provide shoreline armorment and that help reestablish the two outfall locations which are currently the hardscape runoff discharge pipe and the concrete sewer structure. Additionally, potential grant money is also available through the Oregon State Parks.

Item 2.

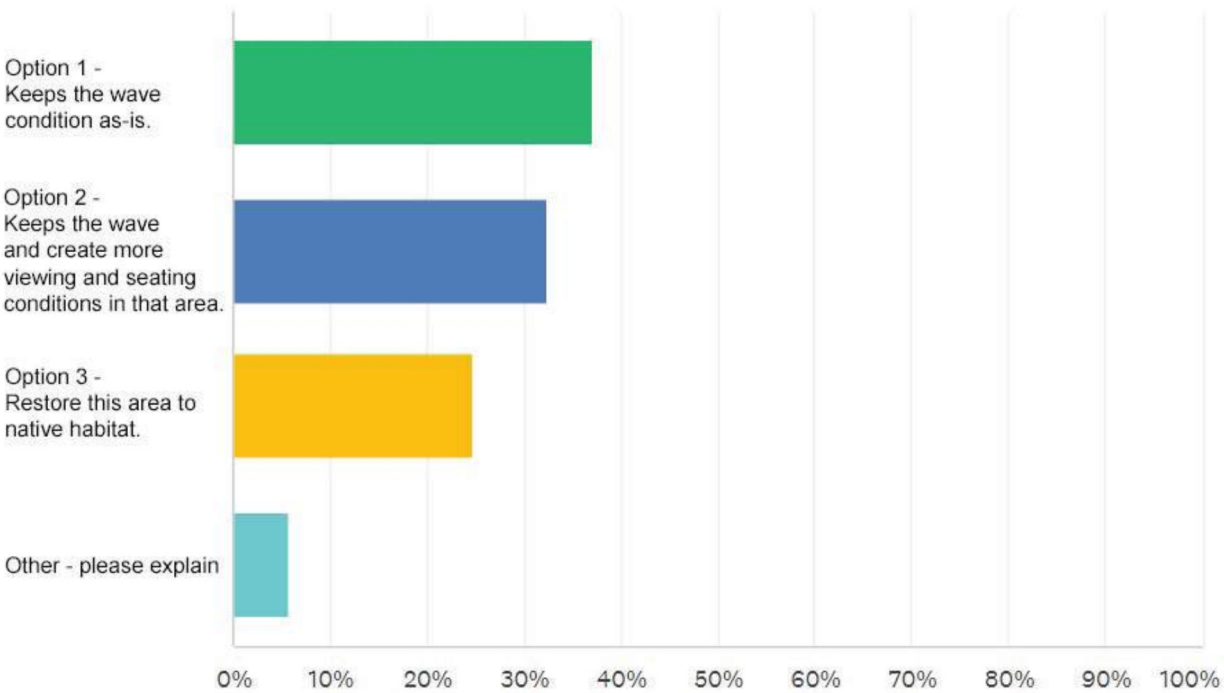
Option 1 shows an RV park occupying approximately half of the lot on the east side of Clackamette Drive. Option 2 does not show any RV spaces at Clackamette Park. Option 3 shows an RV park occupying the full lot on the east side of Clackamette Drive. Which option is the best use of Clackamette Park?

Answered: 440 Skipped: 5



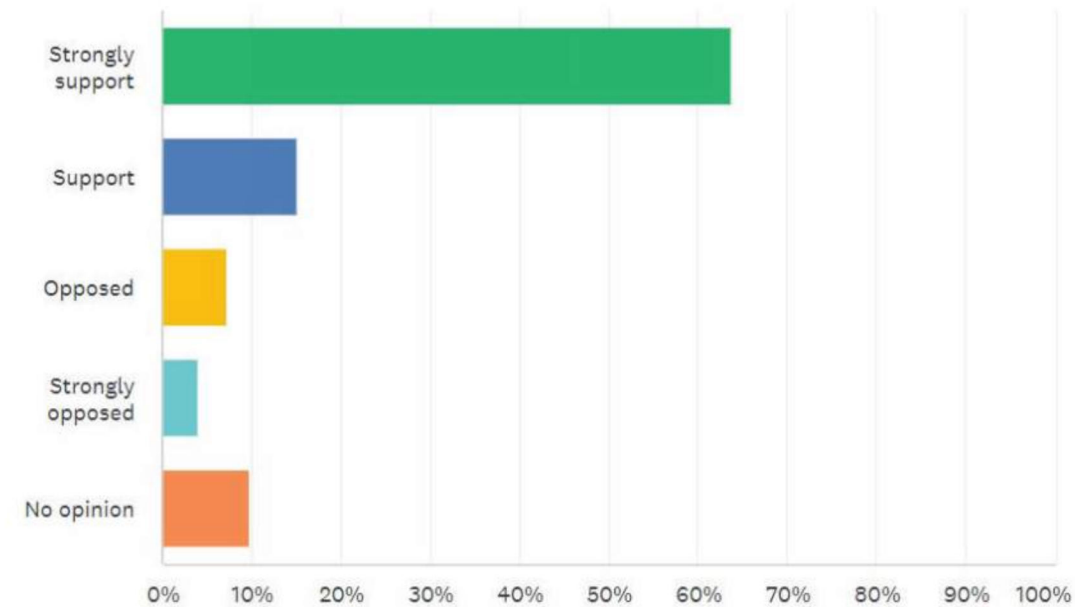
Option 1 keeps the wave condition as-is. Option 2 also keeps the wave and creates more viewing and seating conditions in that area. Option 3 removes the wave and restores this area to native habitat. Which option do you prefer?

Answered: 433 Skipped: 12



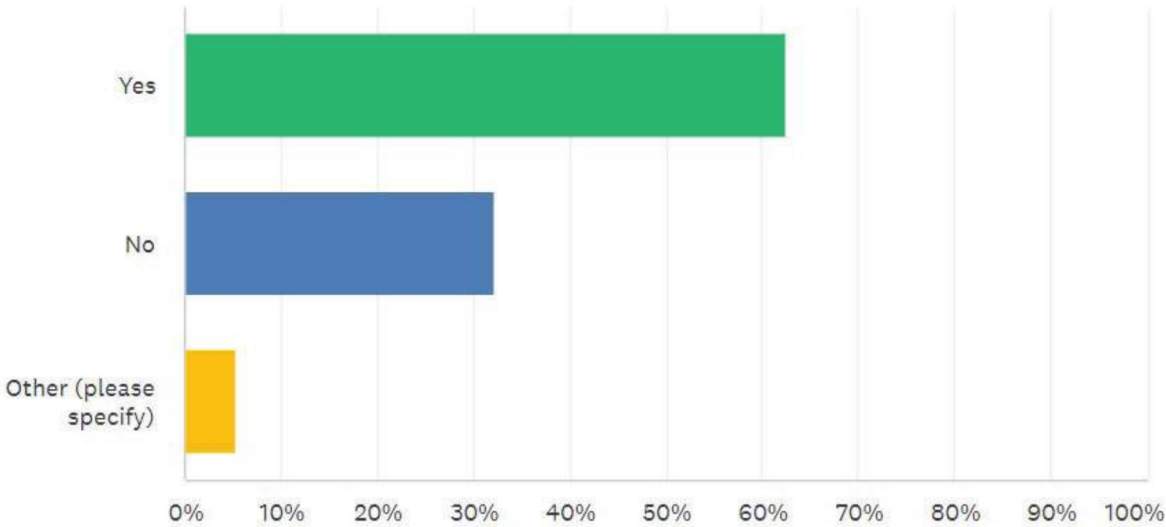
Options 1 and Option 2 show a new location for the boat launch in Clackamette Park. Please indicate your support for including a boat launch in Clackamette Park

Answered: 441 Skipped: 4



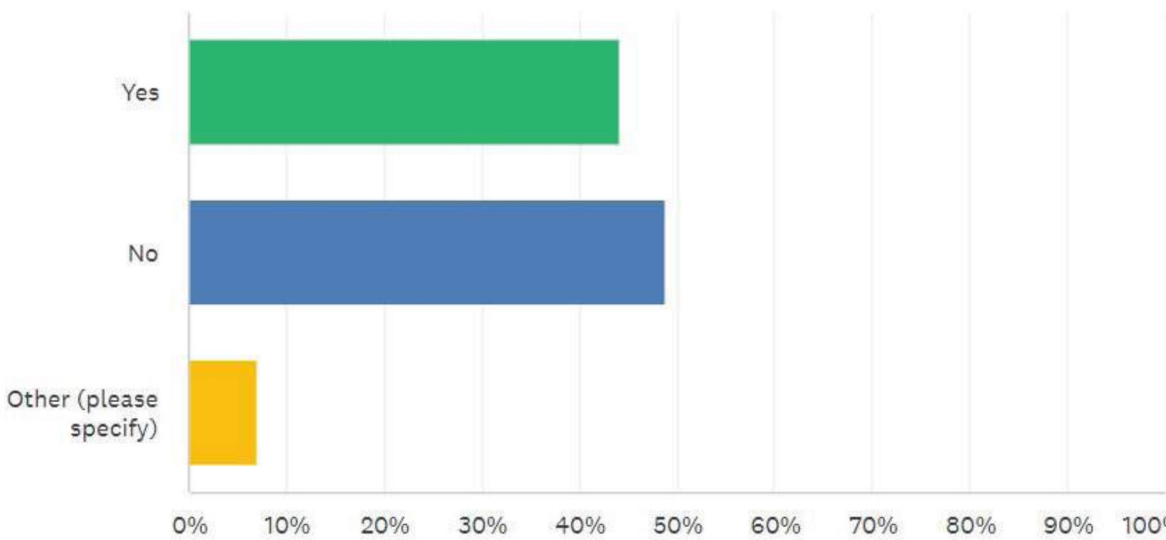
Options 2 and Option 3 show a large public gathering space that could host events such as a farmers’ market or festivals. Should opportunities like these be planned for at Clackamette Park?

Answered: 440 Skipped: 5



Option 3 shows active sport courts which could include sports such as basketball, pickleball, tennis and other court sports. Should these be included at Clackamette Park?

Answered: 438 Skipped: 7





CITY OF OREGON CITY

Staff Report

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

To: City Commission
From: Public Works Director John M. Lewis, PE

Agenda Date: 12/12/2023

SUBJECT:

McLoughlin Boulevard Enhancements Project Update (CI 22-002)

BACKGROUND:

In September 2023, staff appeared before the Commission to introduce the McLoughlin Boulevard Enhancements Project. The Commission was presented with a summary of the project and work constructed, to date, along the corridor.

In November 2023, Kittelson & Associates provided the Commission with an overview of the completed work and work in progress for this project. This included a review of the project's Purpose & Need Statement.

This Work Session will be an opportunity for the Commission to review and provide feedback on the on the following items:

- Pre-preliminary active transportation and safety findings, such as crossing of McLoughlin Boulevard, user experience, travel demand and placemaking.
- Preliminary environmental assessment.
- Preview most promising alternatives.

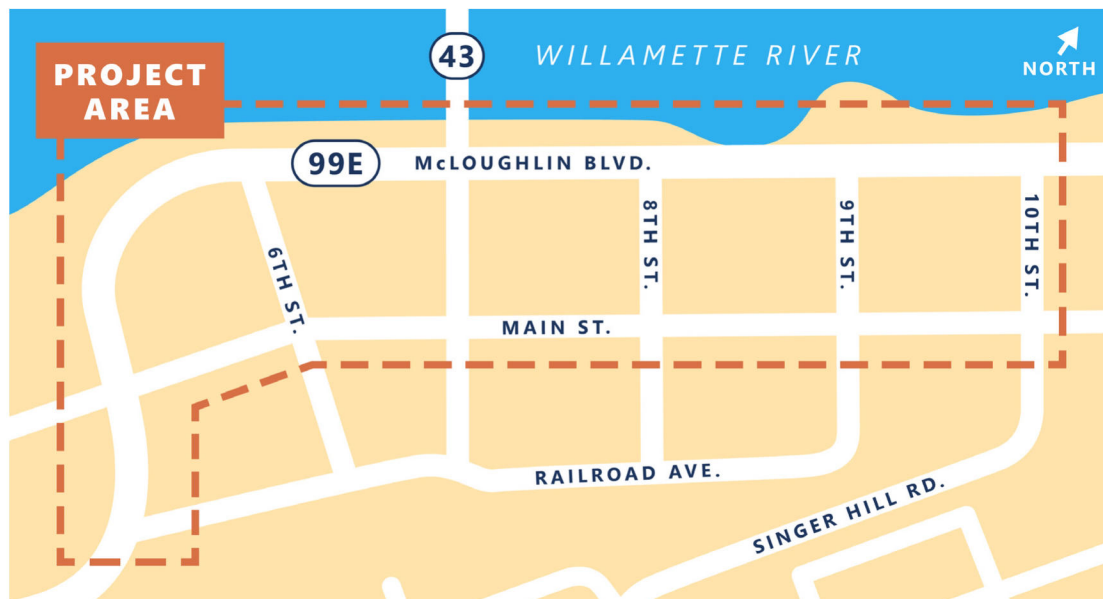
A self-guided Virtual Open House is December 6th through the 22nd. This virtual experience provides an opportunity for community input and feedback regarding the potential bicycle/pedestrian pathway designs. More information, and a link to this virtual open house, can be found on the project website:

<https://www.orcity.org/1853/McLoughlin-Blvd-Enhancements>

McLoughlin Boulevard Enhancements 10th Street to tumwata village



Project Overview



Note: The study area focuses on McLoughlin Boulevard between 10th Street and tumwata village.

The City of Oregon City and Oregon Department of Transportation are partnering to evaluate options for a shared-use pedestrian and bicycle path and streetscape enhancements on McLoughlin Boulevard between 10th Street and tumwata village. Main Street is included as an alternate route. This project is the last and most complex phase of Oregon City's McLoughlin Boulevard Enhancement Plan, which has been in progress for the past 20 years.

Project Benefits and Needs



SAFE ACCESS

The project aims to provide safe access to people who walk, access transit, bike, and roll on McLoughlin Boulevard. Currently it lacks dedicated on-street bike lanes, proper and sufficient sidewalks and railings, and a barrier to fast-moving traffic.



IMPROVE FACILITIES

Improved facilities for people walking and biking will close the regional active transportation gap.



REVITALIZE

Improved facilities will help address the barriers to investing in and connecting people to downtown and the Willamette River.

Anticipated Project Timeline

The project started in mid-2023 and will evaluate options for a shared-use path. A preferred shared-use path alternative will be selected and presented to the Oregon City Commission for adoption in late 2024.

Community Participation and Feedback

The City will host two online open houses (see timeline below), and the community is encouraged to provide comments on the project website at any time.

	2023									2024											
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
PUBLIC ENGAGEMENT AND HEARINGS																					
Online Open House																					
Oregon City Commission Briefings																					
Planning Commission Public Hearing																					
City Commission Public Hearing																					
PRELIMINARY PLANNING AND DESIGN																					
FINAL ADOPTED DESIGN STUDY																					

For More Information

Dayna Webb

dwebb@orccity.org

971-204-4633

Website: bit.ly/McLoughlinBlvd3



For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/ interpretation services, or more information, call 503-731-4128, TTY 800-735-2900, or Oregon Relay Service 7-1-1. Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.



CITY OF OREGON CITY

Staff Report

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

To: City Commission
From: City Manager Tony Konkol

Agenda Date: 12/12/2023

SUBJECT:

Update on City Projects

BACKGROUND:

The City Commission has requested that an update on the status of the following projects be provided at a work session on a monthly basis.

1. Quiet Zone

On December 6, 2023 the City Commission received an update on the estimated cost of the Oregon City quiet zone project with updated inflationary construction escalations added to the original 2019 cost estimate, which was \$2.6 million. The new estimate increases the estimated construction cost by \$650,000. Based on the additional information, the City Commission approved an IGA with ODOT to begin the Oregon City quiet zone project.

2. Charter Parks

Staff is preparing additional options, such as temporary easements, to address existing structural encroachments onto the Promenade property.

Staff has categorized encroachments by type, with associated pictures of the encroachment, and is working to determine options to address the encroachments for the Commission to consider. The McLoughlin Promenade survey has been completed. The survey identified several potential existing encroachments into the Promenade property which will be discussed during a work session. Ermatinger House was approved as a Charter Park by the City Commission. The City Commission voted to not designate Dement Park as a Charter Park.

3. Cayuse 5 Memorial

The land use application for the proposed memorial has been approved. There are no additional land use approvals necessary to move forward with the project.

The memorial bid documents are being reviewed internally and staff is working with Confederated Tribes of the Umatilla Indian Reservation staff on the creation of an inadvertent discovery plan that will be included in the bid/contract information.

The proposed memorial has been approved by the Historic Review Board and the information was presented to the Parks and Recreation Advisory Committee.

4. Courthouse

There has been no change in the project since the May 2023 update. City staff worked to support efforts by the Downtown Oregon City Association to apply for a Main Street grant to focus on the Courthouse located in downtown Oregon City. The grant required the property owner, which is Clackamas County, to sign the grant application, which unfortunately they did not agree to do. At this time there is no specific work being performed related to the future of the existing courthouse.

5. Tumwata Village

There has been no change in the project since the July 2023 update. Willamette Falls Trust and Portland General Electric have signed a Feasibility and Cooperation Agreement enabling the Trust to assess a portion of PGE property on the island on the west side of the Willamette Falls for a project intended to return public access to the area.

In May staff completed a 4-hour site visit with the CTGR staff and consultant team to discuss the demolition that is occurring on the site and begin to discuss the proposed amendments proposed to implement the Tumwata Village Plan for the property. The site visit and discussion focused on infrastructure, design details, development phasing, and an introduction to the goals and objectives of CTGR for the redevelopment of the property. CTGR staff and their consultants have been meeting with City staff to understand specific technical infrastructure issues.

Staff have been meeting monthly with representatives from the Confederated Tribes of Grand Ronde (CTGR) to discuss on-going site work as well as future land use and development plans for the Tumwata Village Plan. CTGR staff has been working with the CTGR Tribal Council and Tribal members to finalize the Tumwata Village Plan. Once approved, the Tumwata Village Plan will be presented to the city and the public.

6. Canemah ROW issues

There has been no change in the project since the May 2023 update. The Canemah ROW issues will be brought before the City Commission at a future work session to discuss how to move forward with this project.

DATE 12/12/2023



MCLOUGHLIN BOULEVARD ENHANCEMENTS ***10TH STREET TO TUMWATA VILLAGE***

K22142 WILLAMETTE FALLS PATH/OR99E ENHANCEMENT 10TH ST. – RAILROAD AVE
OREGON CITY – CITY COMMISSION WORK SESSION #2

Agenda

- Since we Last Met
- Preliminary Active Transportation Findings
- Preliminary Environmental Findings
- Preview of Most Promising Alternatives
- Next Steps/Upcoming Meetings

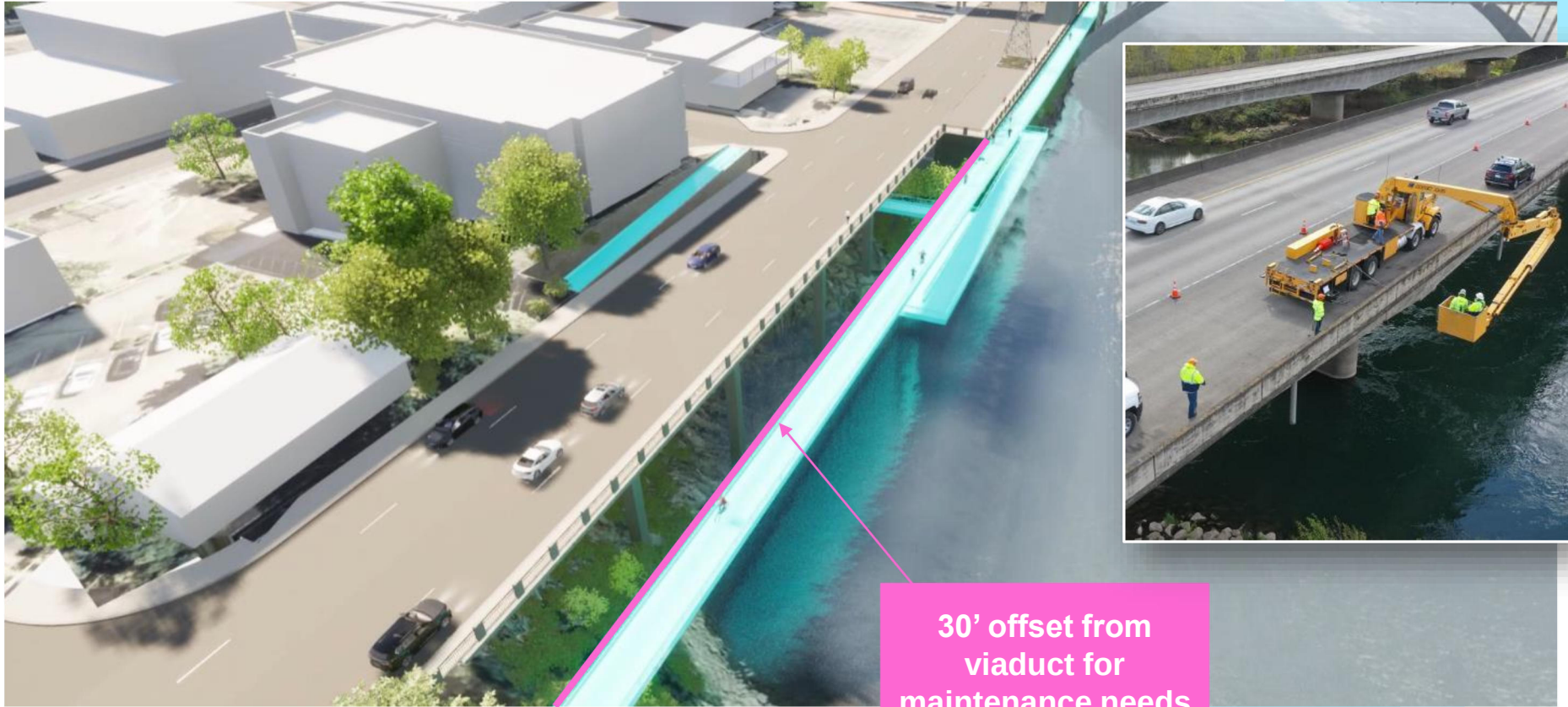


Since we Last Met

- Corridor Vision and Purpose and Need Updates
 - Streetscape, speed management, connectivity to downtown, riverfront access, and other transportation links (i.e., future recreation/commuter river ferry)
- Concept Design Alternative Refinements
 - 8th Street grade separated undercrossing
 - Horizontal offset (maintenance needs)
 - Utility tower bypass
 - Arch pilaster underpass



Concept Design Alternative Update

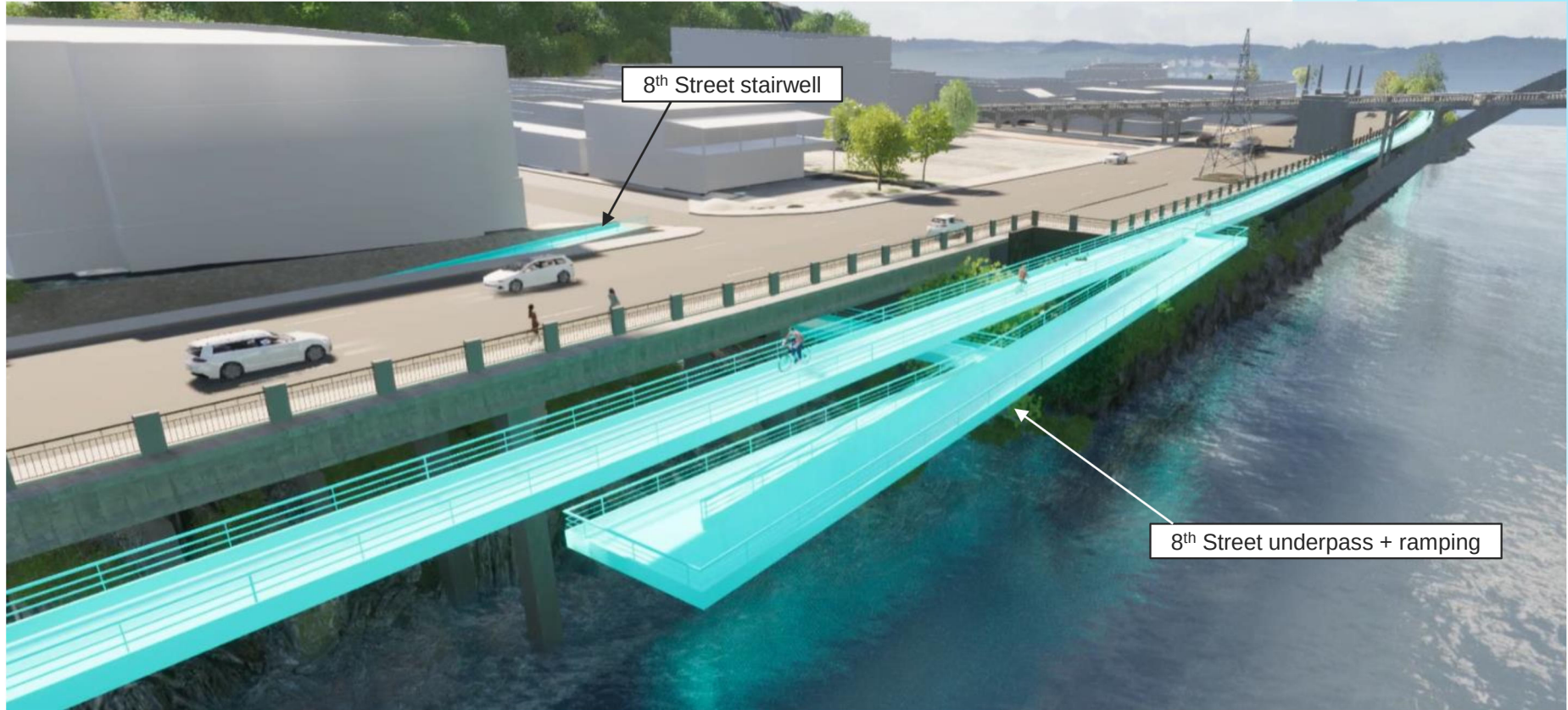


30' offset from
viaduct for
maintenance needs

Alternative 1B: High Route



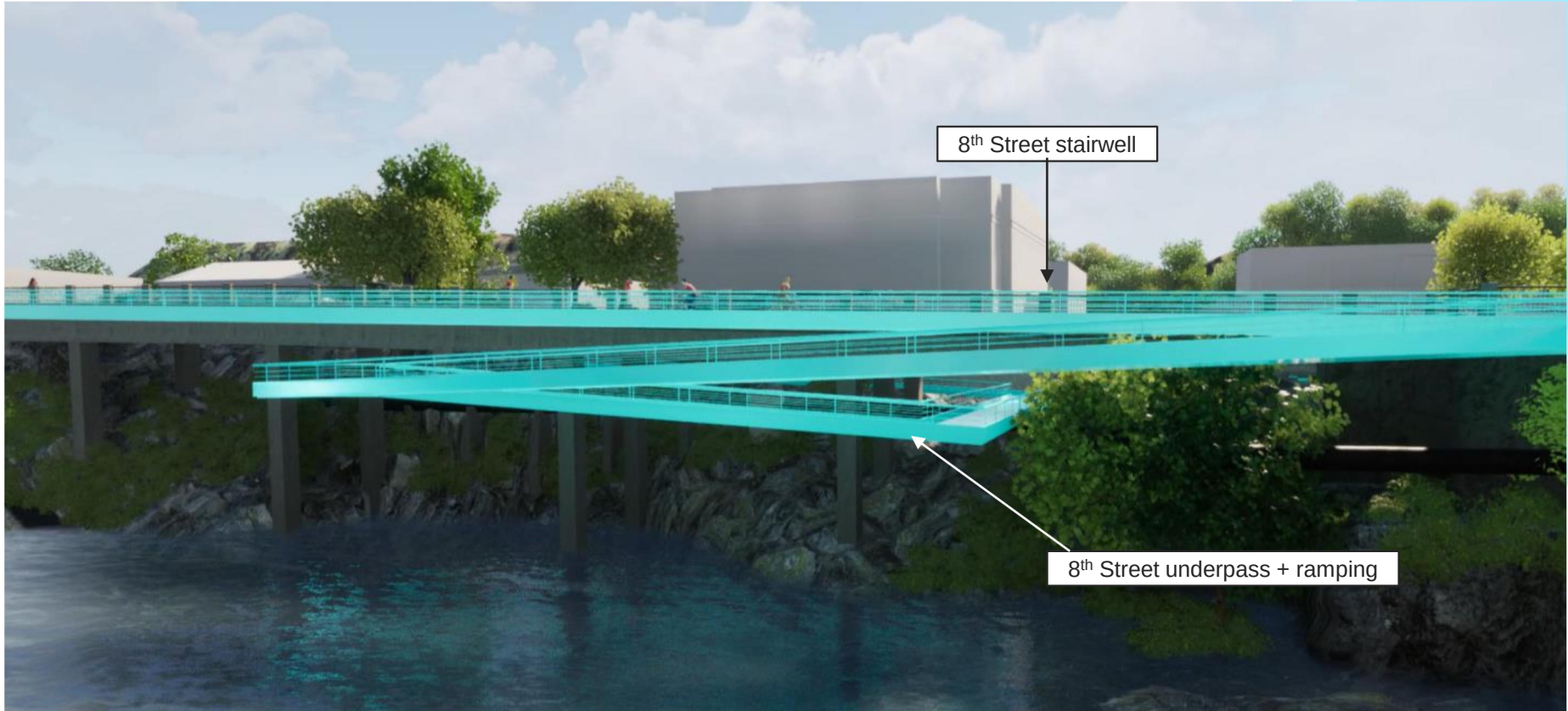
Concept Design Alternative Update



Alternative 1B: High Route



Concept Design Alternative Update



Alternative 1B: High Route



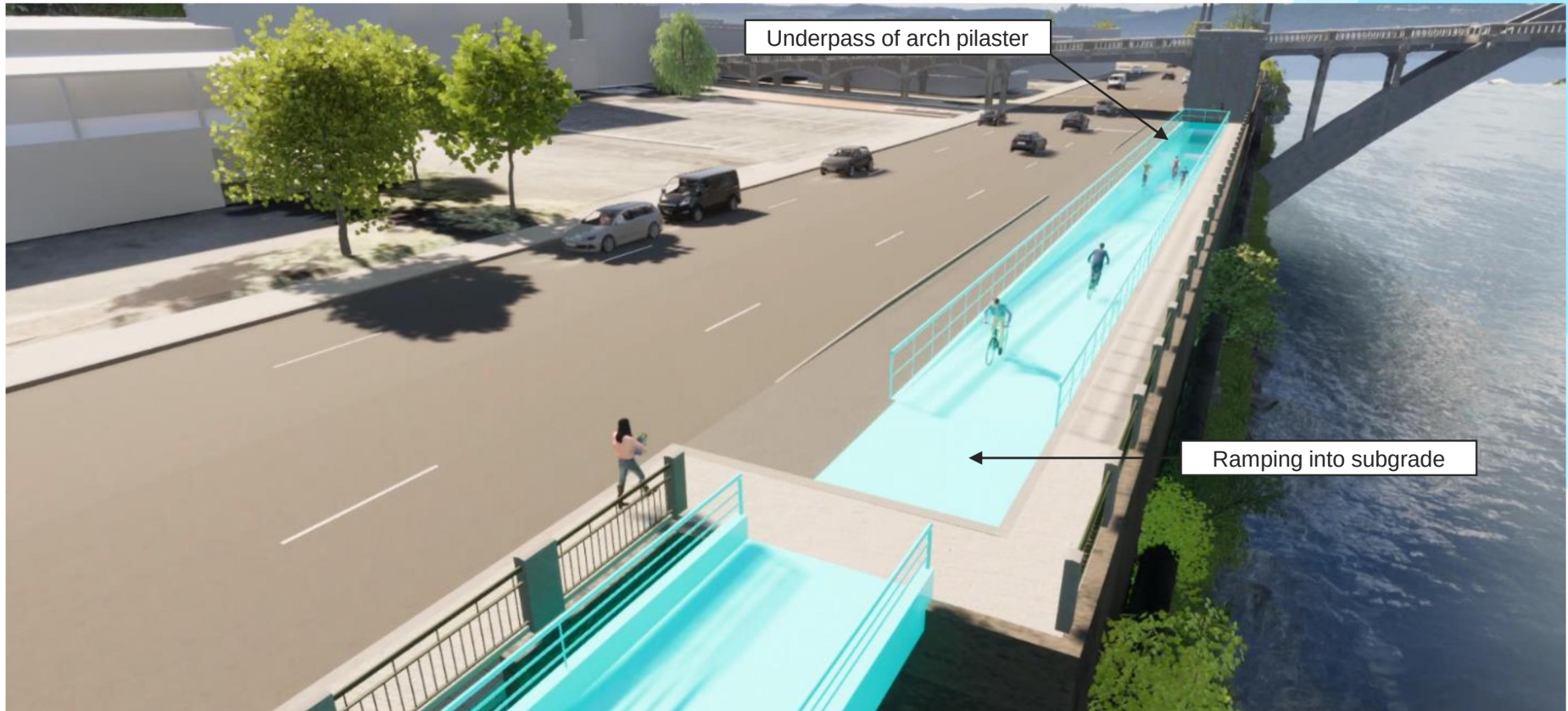
Concept Design Alternative Update



Alternative 1C: Hybrid Route (At-Grade)



Concept Design Alternative Update

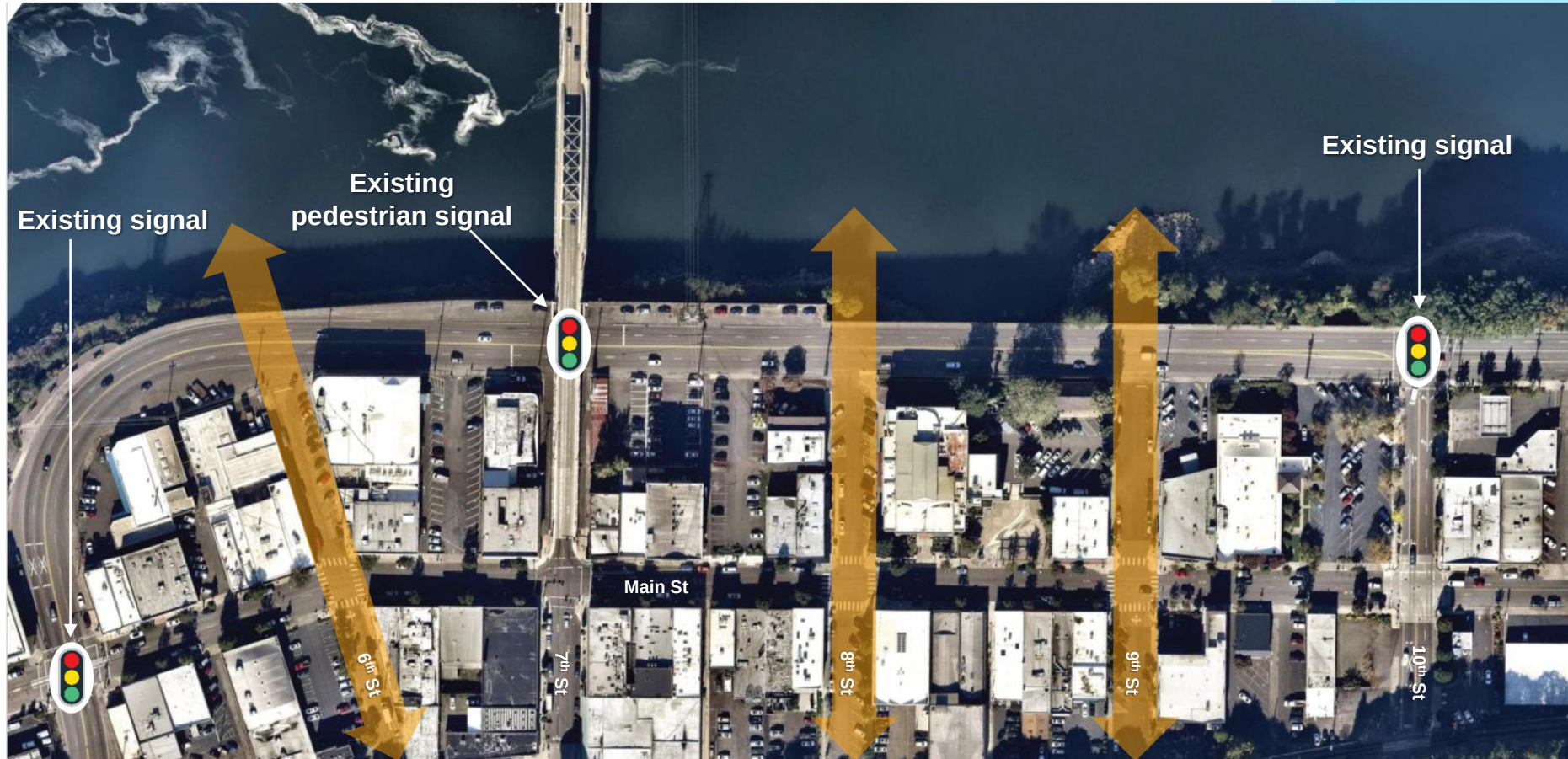


Alternative 1C: Hybrid Route (Below-Grade)



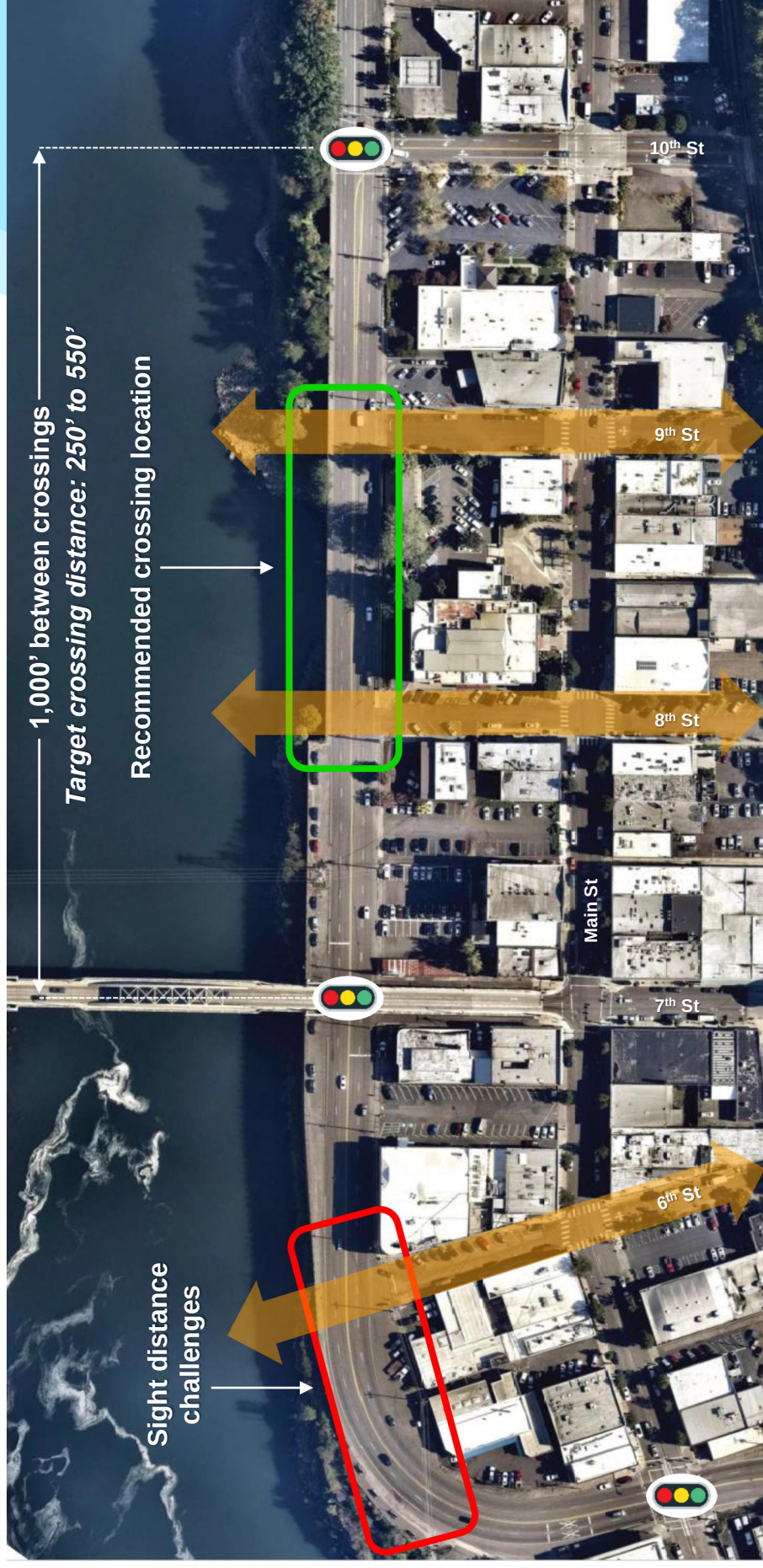
Preliminary Active Transportation Findings

Safety & Crossing Opportunities



Preliminary Active Transportation Findings

Safety & Crossing Opportunities



Preliminary Active Transportation Findings

Safety & Crossing Opportunities

- Grade separated (8th Street) crossing first priority
- ODOT Traffic Manual Guidance
 - Traffic signal or pedestrian hybrid beacon (PHB)



Traffic Signal

Source: irvinestandard



PEDESTRIAN HYBRID BEACON

Source: trafficsafetyteam.org



Preliminary Active Transportation Findings

Alternative 1A: Low Route



- Placemaking opportunities (Floating structure flexibility)
 - Highway noise
 - ODOT maintenance needs for viaduct (horizontal offset)
 - Connectivity to 8th Street grade separated crossing
- Personal security and safety
 - Out-of-direction travel
 - Convenience (ramps grades %)
 - Maintenance due to moving elements (water levels)
 - Path clearance during high-water near Historic Arch Bridge



Preliminary Active Transportation Findings

Alternative 1B: High Route

- 
- Placemaking opportunities (cantilevered viewpoints)
 - ODOT maintenance needs for viaduct (horizontal offset)
 - Connectivity to 8th Street grade separated crossing
 - Personal security
 - Out-of-direction travel
 - Convenience (ramp grade %)

- 
- Highway noise

Preliminary Active Transportation Findings

Alternative 1C: Hybrid Route (At-Grade)

- 
- Placemaking opportunities (cantilevered viewpoints)
 - Connectivity to 8th Street grade separated crossing
 - Personal security
 - Out-of-direction travel
 - Convenience (ramp grade %)
 - Personal security

- 
- Highway noise
 - ODOT maintenance needs for viaduct (horizontal offset)

Preliminary Active Transportation Findings

Alternative 1C: Hybrid Route (Below-Grade)

- 
- Placemaking opportunities (cantilevered viewpoints)
 - Connectivity to 8th Street grade separated crossing
 - Out-of-direction travel

- 
- Highway noise
 - ODOT maintenance needs for viaduct (horizontal offset)
 - Convenience (ramp grade %)
 - Personal security

Preliminary Environmental Findings

Alternatives	Section 4(f)	Aquatic Species Impact	Historic Resource Impact	USCG Permit	USACE Permit
1A – Low Route	Not likely	Yes	Unknown	Yes ¹	Yes
1B – High Route	Not Likely	Yes	Unknown	Yes	Yes
1C – Hybrid: At-Grade (through utility tower)	Likely	Unknown	Unknown	Yes	Unknown
1C – Hybrid: At-Grade (traverse utility tower)	Not likely	Unknown	Unknown	Yes	Unknown
1C - Hybrid: At-Grade (through pilaster)	Yes ¹	Unknown	Yes	Yes	Unknown
1C - Hybrid: At-Grade (traverse pilaster)	Not likely	Unknown	Unknown	Yes	Unknown
1C - Hybrid: Below-grade	Yes ¹	Unknown	Yes	Yes	Unknown

¹ Indicates substantial permitting issues likely to prevent implementation of the alternative.





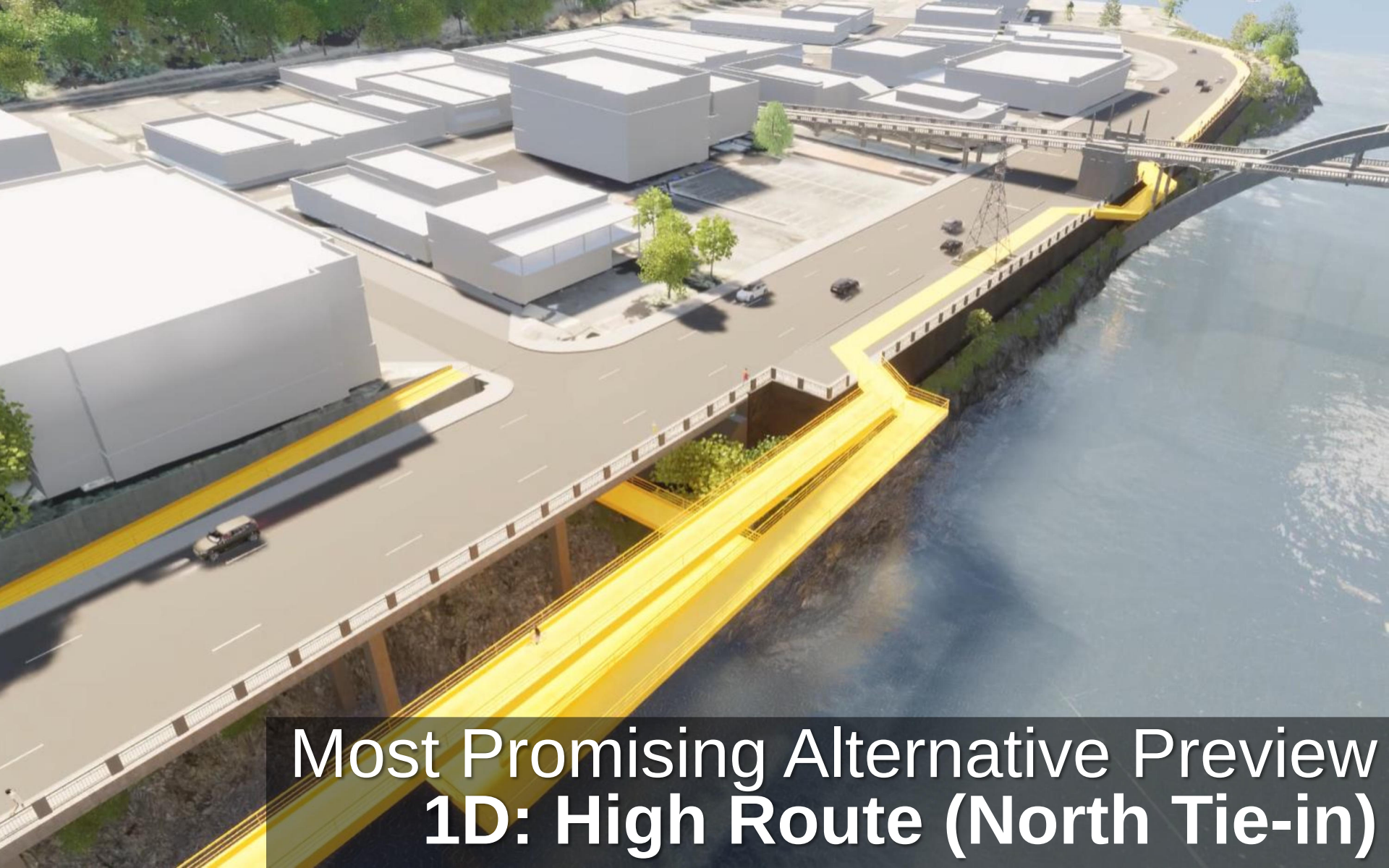
**Most Promising Alternative Preview
1B: High Route (Refined)**



**Most Promising Alternative Preview
1B: High Route (Refined)**



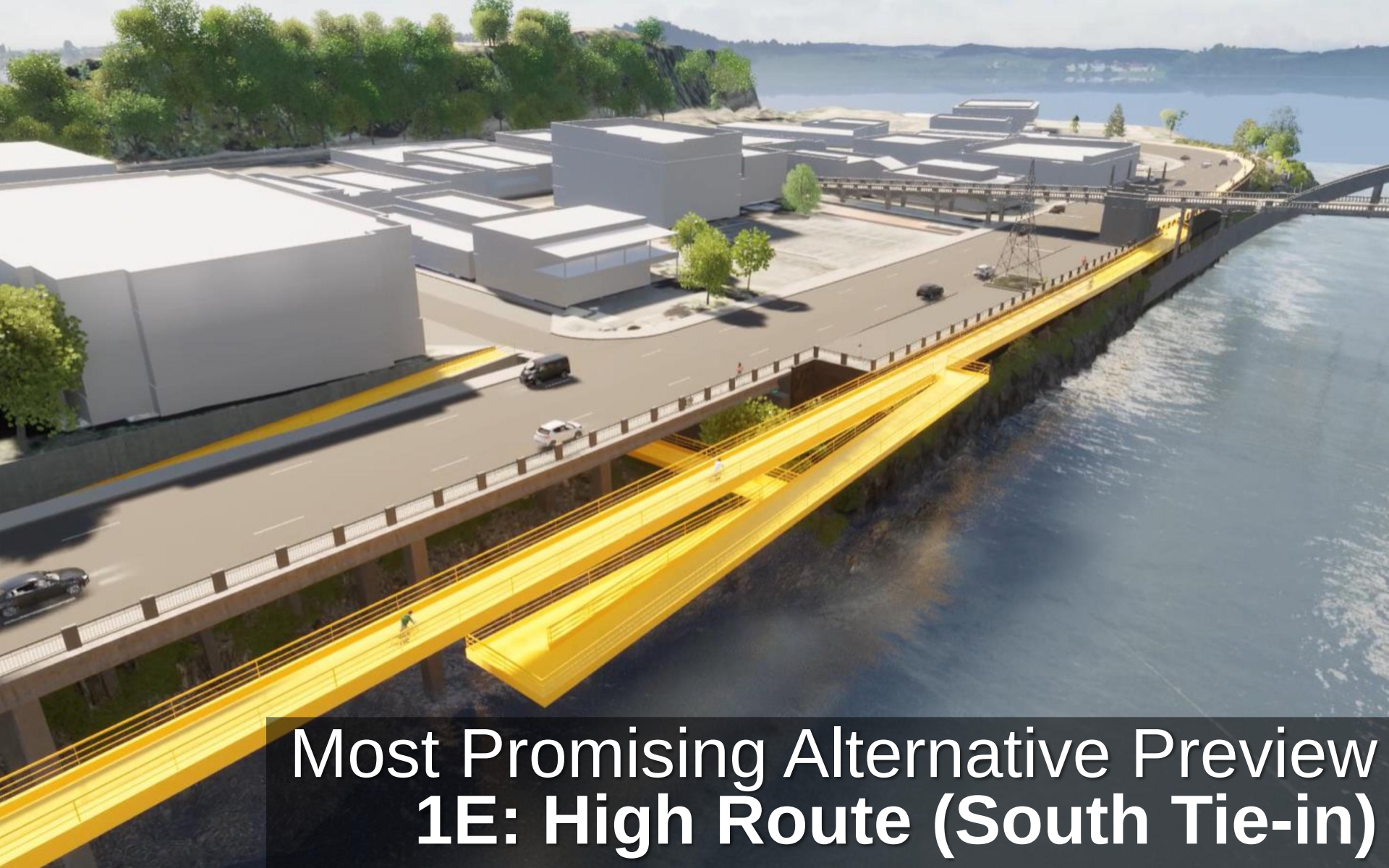
**Most Promising Alternative Preview
1E: High Route (South Tie-in)**



**Most Promising Alternative Preview
1D: High Route (North Tie-in)**



**Most Promising Alternative Preview
1E: High Route (South Tie-in)**



**Most Promising Alternative Preview
1E: High Route (South Tie-in)**

Group Discussion

- What concerns or points of clarification are needed on the refined alternatives?
- Are you comfortable with the 3 Most Promising design concepts?
 - 1B: High Route (Refined)
 - 1D: High Route (North Tie-in)
 - 1E: High Route (South Tie-in)



Project Schedule

	TM 1 – Corridor Vision	July 2023
	Purpose and Need Statement	September 2023
	TM 2 – Evaluation Criteria & Performance Measures	September 2023
	TM 3 – Plans and Policies Review	September 2023
	TM 4 – Alternative Concepts	October 2023
	TM 5 – Alternative Safety & Active Transportation Analysis	December 2024
	TM 6 – Most Promising Alternatives	March 2024
	TM 7 – Preferred Alternative	April 2024
	TM 8 – Implementation Plan	June 2024

WE ARE HERE

Upcoming Meetings

- **Two more City Commission Work Sessions**
 - Tentative dates
 - **March 12, 2024**
 - Most Promising Alternatives
 - **August 13, 2024**
 - Preferred Shared-use Path Alternative

