

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: 11/3/2020 **Approx. Start Time:** 2:00 pm **Approx. Length:** 30 minutes

Presentation Title: Barton Park Master Plan

Department: Business and Community Services (BCS)

Presenters: Tom Riggs, Interim Manager, BCS - Parks and Forests
Scott Hoelscher, Senior Planner, Transportation and Development
Ben Johnson, Senior Associate, GreenWorks

Other Invitees: Laura Zentner, BCS Director
Sarah Eckman, BCS Deputy Director

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Review and recommendation of approval and adoption of Master Plan for the Barton Park Complex

EXECUTIVE SUMMARY:

Barton Park is a 122-acre County park on the Clackamas River off Highway 224, near Boring. Barton offers camping, hiking, and picnicking, as well as boating, fishing, and floating access to the river, and is the most heavily used of our County Parks. Barton also borders the Cazadero State Trail which is situated roughly half way between Milo McIver State Park and Carver Park on the Clackamas River, making it a crossroads of area recreation. Barton Park also houses the Barton Stockpile, an important Department of Transportation and Development (DTD) operational site.

Recent acquisitions by the County and Metro, as well as a pending transfer of property from DTD to Parks has made an additional roughly 49 acres potentially available for expansion of recreational opportunities at Barton. County Parks, in partnership with DTD and Metro, and with support from Tourism, brought on GreenWorks to undertake a Master Planning process. GreenWorks helped us engage with the public and determine how best to plan for the future stewardship and sustainable development and operation of Barton Park and the associated properties.

We began the process in 2019, establishing a Working Group of stakeholders to provide input on the plan development, and later hosted a public open house, an online survey, and gave presentations to community groups to collect additional feedback. In 2020 we had to shift to an online format for the remainder of the public engagement and Working Group meetings, but we still received input from almost 400 citizens. Following some initial design options, ideas were refined and narrowed down to a preferred design option that best met the guiding principles of the planning effort.

The draft Master Plan was presented to the Parks Advisory Board on August 18th, 2020, and they recommended the plan for approval.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? \$ \$16,779,850 What is the funding source? See below

Initial estimated cost for total build-out as identified in the Master Plan is \$16.8 Million, but the plan can be worked on in phases, and savings can be found through partnerships and cooperative efforts. Park

capital projects are typically funded through a combination of park fees, timber revenue, golf course revenue, and grants. Many of the plan elements seem likely to be eligible expenses under the Metro Parks and Nature Local Share, and an adopted Master Plan can assist County Parks in accessing and leveraging partnerships and grant funding opportunities.

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department’s Strategic Business Plan goals?

“Customers can be assured that critical infrastructure and facilities for the delivery of essential community services such as parks, libraries, and fairgrounds will be built, replaced and maintained” as this Master Plan lays out a long term vision for park facilities.

- How does this item align with the County’s Performance Clackamas goals?

The Master Plan vision will help to “Honor, Utilize, Promote, and Invest in our Natural Resources” by investing in restoration and development of natural and recreational features and facilities.

LEGAL/POLICY REQUIREMENTS: N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

The working group represented several government entities and the public was engaged through open houses and an online survey. Partnerships with public and private entities will be explored in fulfilling the vision outlined in the plan.

OPTIONS:

- 1) Adopt Barton Park Complex Master Plan as presented on Consent at a future business meeting, consistent with the support from the Parks Advisory Board.
- 2) Make recommendations and adopt Barton Park Complex Master Plan as amended on Consent at a future business meeting
- 3) Direct staff to further refine Barton Park Complex Master Plan and return for later review and adoption

RECOMMENDATION:

Staff recommends option #1, adopt Barton Park Complex Master Plan as presented on Consent at a future business meeting, consistent with the support from the Parks Advisory Board.

ATTACHMENTS:

Barton Park Complex Master Plan Report
Barton Park Complex Master Plan Appendix
Barton Park Complex Master Plan Presentation

SUBMITTED BY:

Division Director/Head Approval Sarah Eckman
Department Director/Head Approval Sarah Eckman p.p. for Laura Zentner
County Administrator Approval _____

For information on this issue or copies of attachments, please contact Sarah Eckman @ 503-894-3135



BARTON PARK COMPLEX MASTER PLAN

November 2020

DRAFT REPORT

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

The Portland Metro Area has experienced an influx in population and continues to grow in number and size. Among many resulting challenges, this growth has increased the demand for access to nature and water for recreation. Barton Park, given its location along the Clackamas River and its proximity to urban populations, has long been a regional destination for river recreation. In addition to the increase in users and the resulting pressure on staffing, infrastructure, transportation, and natural resources, recent property acquisitions and a desire to develop a trailhead for the Cazadero State Trail have created a need to create a long term vision for Barton Park and plan for future expansion.

Barton County Park (BCP) is a 122-acre county park located along the north side of the Clackamas River off Highway 224, approximately four miles outside of unincorporated community of Boring. As the largest and most popular of the County parks, BCP features camping, hiking, multiple day use and event amenities, and access for a variety of river recreation opportunities. Together with other parks and trails, such as Carver Park, Milo McIver State Park and the future Cazadero State Trail, Barton Park is part of a larger parks system that attracts users from the region to recreate along the Clackamas River.

The master plan process began in the summer of 2019 with a public engagement process consisting of four stakeholder (Working

Group) meetings, one public open house, one presentation to Eagle Creek Community Planning Organization (CPO), and an online survey. The open house and online survey solicited input on park programming and community goals for the project. Feedback from the Working Group, open house, Eagle Creek CPO presentation, and online survey generated the framework for two conceptual design options. Working Group review of the design options led to the development of the Draft Master Plan presented to the Clackamas County Parks Advisory Board, Pedestrian and Bikeway Advisory Committee, Board of County Commissioners, and Metro Council.

The master planning process was a collaborative effort between the County Project Management Team, community members, the Working Group, and the Design Team.

The Master Plan includes the following amenities (Figure 0-1):

Day Use:

- Trailhead parking lot and amenities for the Cazadero State Trail for bikers, hikers, and equestrian users
- Restrooms and picnic shelters
- Accessible beach and dock for the Quarry pond
- Inter-park trail system with overlooks, rest areas, and interpretive opportunities



Overnight camping area at Barton Park



Day users at Barton boat ramp

Overnight Use:

- Cabins and yurts with shared restrooms
- Group camping and hiker-biker camping sites with shared restrooms and open shelters
- Primitive camp sites, walk-in camp sites, and a shared restroom
- Remodel of the Overlook House and Garage to accommodate event rental

Transportation:

- New road spur to access Quarry Site amenities

- Multi-use path connection from Barton Park to Highway 224/Barton General Store
- Improved intersection at park entry
- Park shuttle analysis
- Securing and buffering Barton Stockpile from the park amenities
- New roundabout at intersection of Bakers Ferry Road and Barton Park Road

Restoration:

- Landscape restoration at the Quarry Site
- Restoration of the Quarry Pond for recreational use and wildlife habitat

Construction phasing depends on several factors, including funding availability. The first phase anticipates restoration of the Quarry Site including invasive species removal, grading, soil preparation, and landscaping to put the site on a path supporting the goals of providing a good user experience and creating wildlife habitat prior to implementing future phases for public use. Subsequent phases will be determined in accordance with the 30-year vision provided by the Barton Park Master Plan.

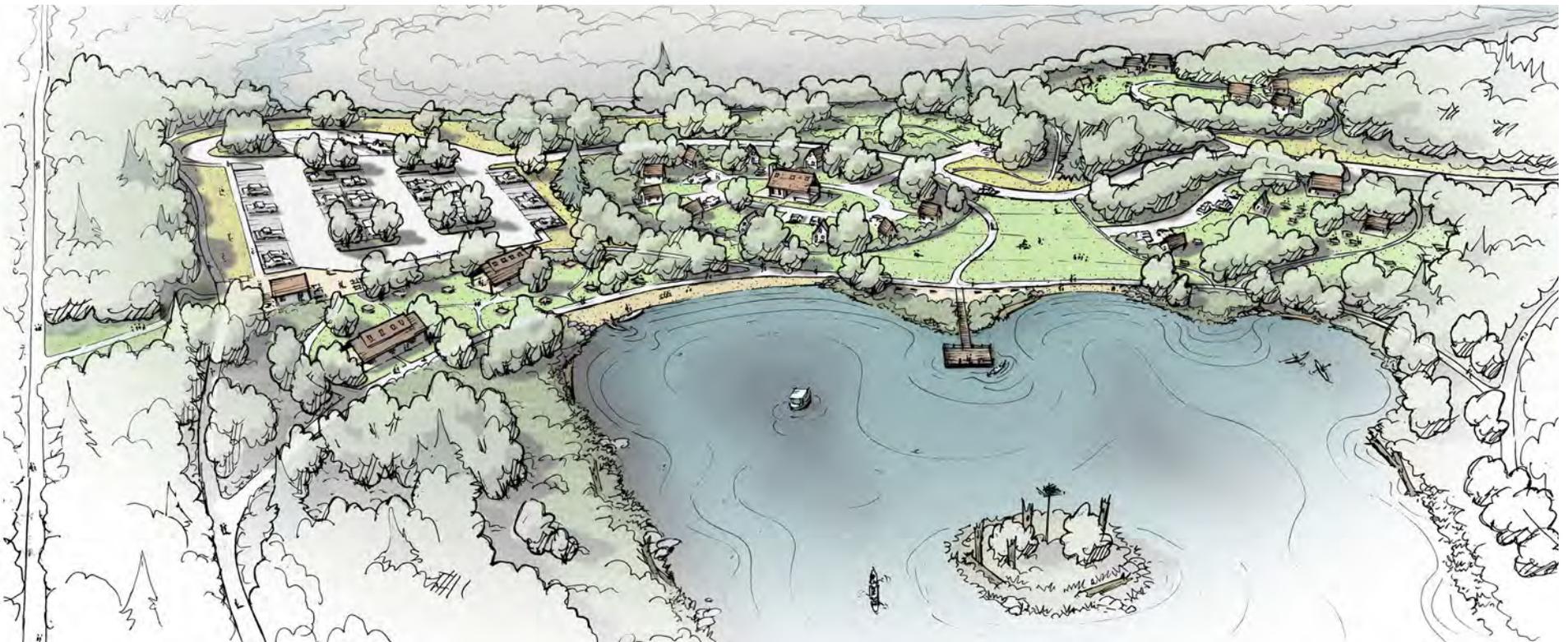


Figure 0-1. Perspective drawing of proposed improvements at Quarry Site



1. INTRODUCTION

1.1 BACKGROUND

Barton County Park (BCP) is a 122-acre county park located along the north side of the Clackamas River off Highway 224, approximately four miles outside of unincorporated community of Boring. As the largest and most popular of the County parks, BCP features camping, hiking, multiple day use and event amenities, and access for a variety of river recreation opportunities. Together with other parks and trails, such as Carver Park, Milo Mclver State Park and the future Cazadero State Trail, Barton Park is part of a larger parks system that attracts users from the region to recreate along the Clackamas River.

Given Barton’s location and proximity to Portland, the park has long been a regional destination for accessing the Clackamas River for fishing, boating, and floating. As the Portland metro area population continues to grow, demand for water recreation has greatly increased. Recreational use on one of the most popular river floating routes on the Clackamas River from Barton Park to Carver Park, has also increased. The increase in population, proximity to Portland, and demand for river access has resulted in vehicle congestion within the park and surrounding roads during weekend summer months and in park closures on the busiest weekends. Similarly, non-water recreation facilities such as campsites and picnic areas are also often at capacity during the peak season putting pressure on park management.

In recent years, approximately 49 acres of adjacent properties and undeveloped sites have

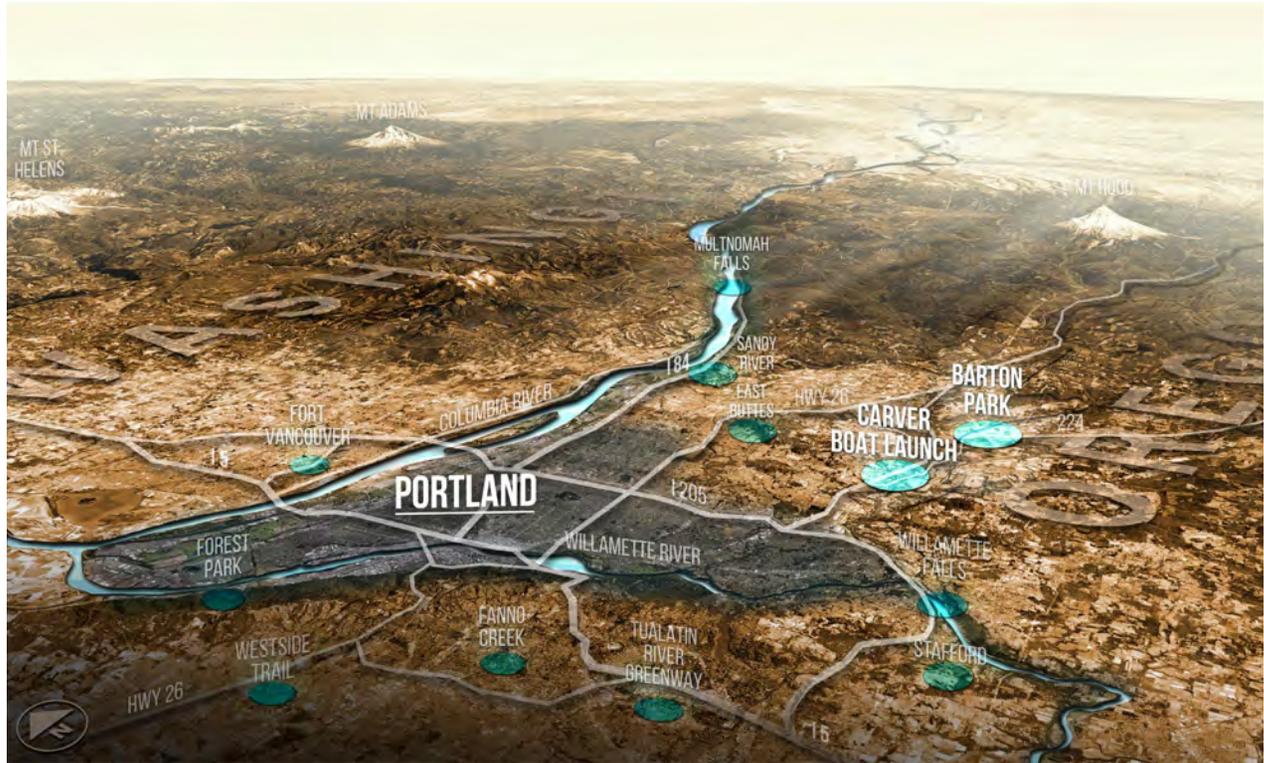


Figure 1-1. Portland region context

been either purchased by the County or Metro or turned over to County Parks presenting the opportunity to expand BCP. These properties include Cazadero Natural Area, a Metro owned property adjacent to the Cazadero State Trail; Barton Quarry, a former County rock quarry site, which will be transferred to County Parks following the master planning process; and the Overlook Property, a former residential property bought by the County.

These recent property acquisitions, the desire to create a trailhead for access to the Cazadero

State Trail, and summer capacity and congestion issues created the impetus to expand the vision for BCP for the next 30 years, incorporating new opportunities with existing uses. This master plan addresses the public recreation needs by tying together existing and future park uses with compatible programming, vehicular and pedestrian circulation, safety, and habitat restoration, among other considerations. This vision will guide the preparation of more refined plans and detailed design and construction documents as funding is secured.

1.2 PURPOSE

The master plan includes seven key elements listed and described below:

Cazadero Natural Area

The Cazadero Natural Area (CNA) is a 24-acre site between Barton Park and Highway 224. The property was a key target area purchased through the 2006 Natural Areas Bond to help protect water quality, wildlife habitat, and provide opportunities for access to the Cazadero State Trail, a planned future 12-mile extension of the Springwater Corridor connecting Boring to Estacada. The County and Metro signed an Intergovernmental Agreement (IGA) to establish the framework for a collaborative planning to include the CNA as a future trailhead for the Cazadero Trail. This master plan looks at how the CNA fits into the larger recreational and management context of the Barton Park and adjacent regional trail.



Vegetation in the Cazadero Natural Area

Barton Quarry

The Barton Quarry is a 19-acre former gravel mining operation on the northeast corner of the Barton Park Complex adjacent to the Cazadero State trail that overlooks Goose Creek. The site currently owned by the Clackamas County Department of Transportation and Development (DTD) will be transferred to County Parks and converted to recreational use. This master plan evaluates the opportunities and constraints for converting this heavily scarred site from past mining activities to future recreational uses and habitat creation.

Barton Stockpile

Barton Stockpile is a maintenance facility owned and operated by the Clackamas County Transportation and Development Department (DTD) and is surrounded by the Cazadero Natural Area, Barton Quarry, and East Campground as shown in Figure 1-2. The Stockpile site provides storage for materials



Pond at Quarry Site

necessary for building and maintaining county owned roads and bridges. County Parks also occupies a small section for storage. Since ownership and operation of the stockpile site will remain with DTD, this planning effort addresses maintenance access, security, and compatibility in the context of the entirety of Barton Park

Clackamas County has designated the Stockpile and Quarry Sites at Barton Park as one of the three Debris Management Site (DMS) in the county to receive various types of disaster-related materials such as vegetative debris; building materials and hazardous waste before the materials are processed and transferred to a recycling center or landfill. These sites are needed at strategic locations across the county to plan for effective, efficient emergency response in the event of natural and man-made disasters. The specific site layout and circulation patterns within the DMS boundaries are beyond the scope of this master plan project. The DMS will coincide with new proposed infrastructure at the Quarry Site.



Overlook House and Property

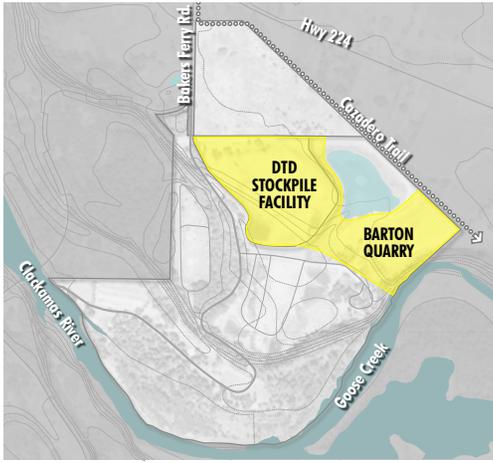


Figure 1-2. Debris Management Site (DMS)

Overlook Property

The Overlook Property is a 6-acre site on the east side of the Barton Park Complex that overlooks Goose Creek and River Island. This semi-wooded property owned by the County is currently used for primitive camping and maintenance storage. A former residential lot, the site includes a 1960's house and garage both requiring upgrades. This master plan provides an analysis of the condition of these structures and grounds and their potential for future park compatible park uses.

Barton – Carver Connection

Large numbers of floaters on the Clackamas River put in at Barton Park and take out at the Carver Boat Launch, approximately 6-miles downstream and a 3 hour float from Barton Park. The popularity of floating the river has increased park us on summer weekends increasing congestion and creating management issues for Barton Park



Line of cars at intersection of Bakers Ferry Road and Barton Park Road on a busy day

and the Carver Boat Launch. The master plan looks at parking capacity, vehicular circulation within BCP, and the use of a shuttle to offset congestion during peak use periods.

Transportation

Most park users arrive at Barton in passenger vehicles. During the peak use season, congestion in and around the park are a significant issue. The transportation system surrounding Barton Park includes components that this master plan took into consideration such as Highway 224, Bakers Ferry Road, the triangular intersection with Barton Park Road at the park entrance, and internal circulation between program areas and features within the park.

The master plan identifies areas of conflict and suggests solutions to mitigate the current and future transportation demands for vehicular

access to the park. The master plan examines traffic operations and safety at key locations along Barton Park Road and explores the feasibility of safe pedestrian circulation through the entire park.

Sustainable Revenue Generation

The revenues generated by Barton Park includes parking fees for day use, picnic area reservations, and overnight camping fees. The County does not assign budgets on a park by park basis but rather shares revenues and fees from park facilities. This master plan looks at current and proposed revenue inputs of Barton Park, and how new uses can not only provide great recreational opportunities, but add revenue for the County. This plan also looks at opportunities for increasing shoulder season and mid-week use to create more sustainable, long-term revenue sources.

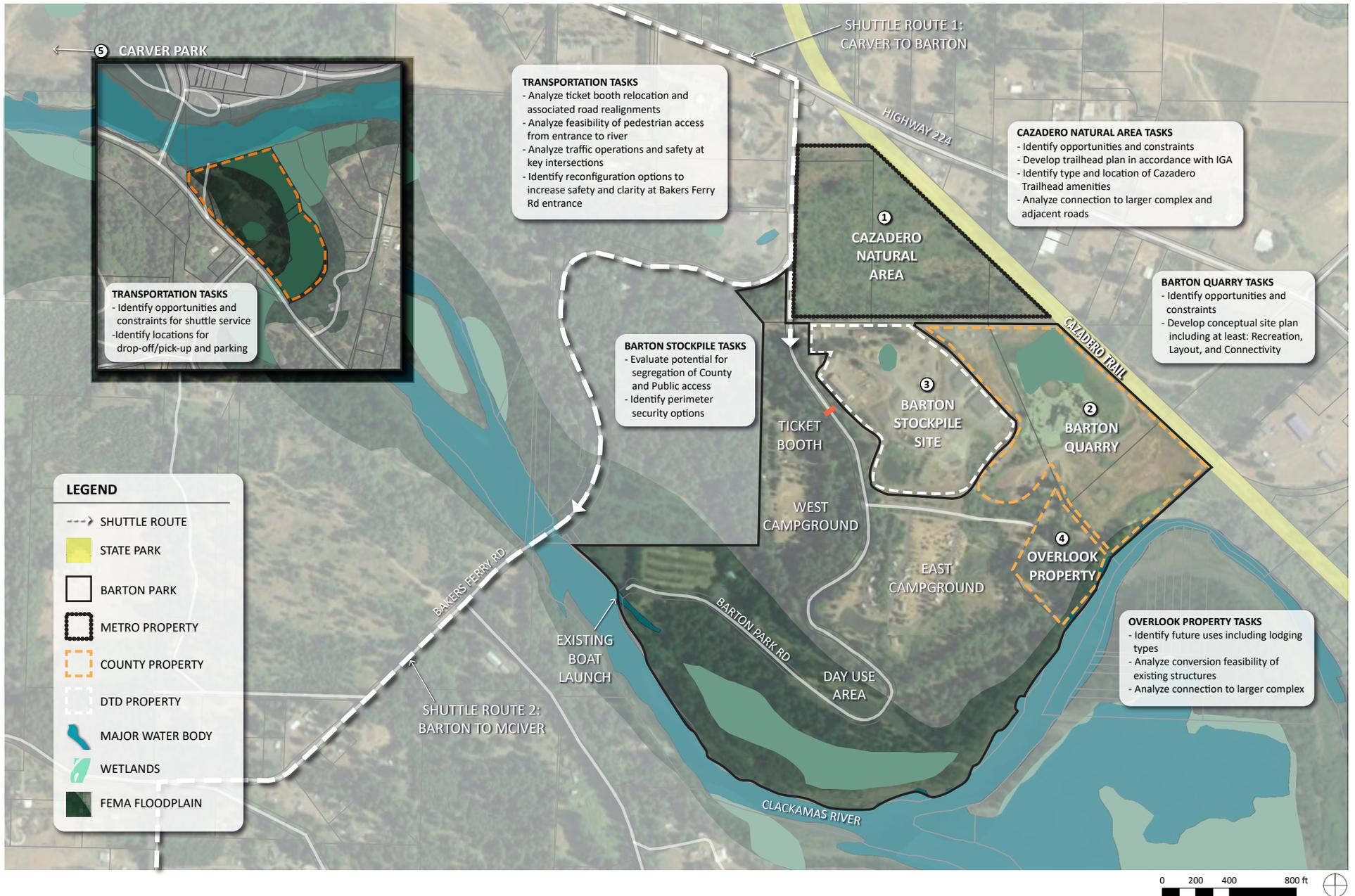


Figure 1-3. Study Area Tasks in Barton Park Complex

1.3 GUIDING PRINCIPLES

Public Involvement and Master Plan Adoption

The master planning process was undertaken in three phases during which a variety of methods were used to engage stakeholders, area property owners, park users, and the broader public as described in the Public Engagement and Communication Plan. The process also included presentations and input from Clackamas County Parks Advisory Board, Clackamas County Pedestrian and Bikeway Advisory Committee, and a formal approval for adoption from the Clackamas County Board of Commissioners for adoption.

Based on input from the Working Group, guiding principles were established to help steer the creation of the process and objectively critique elements of the master plan throughout the process. The guiding principles are as follows:

1. TRAFFIC AND SAFETY

- Removes pedestrians from roads
- Reduces neighborhood impacts
- Improves internal vehicular circulation
- Minimizes impact to DTD Stockpile site

2. USER EXPERIENCE

- Improves park user experience
- Addresses carrying capacity issues

- Provides diverse recreation options
- Embraces unique features of the site

3. ECOLOGY/ENVIRONMENT

- Enhances/promotes wildlife connectivity
- Considers larger scale connectivity
- Appropriate location and scales of development
- Use of green infrastructure to mitigate ecological impacts

4. PARK FUNDING AND OPERATIONS

- Generates revenue with a balance of uses
- Identifies feasible projects
- Streamlines park operations to better handle peak use
- Accomplishes the County IGA with Metro
- Considers potential additional infrastructure needs



2. ENGAGEMENT PROCESS

2.1 ENGAGEMENT PROCESS

The master planning process included a robust public involvement process engaging the public and garnering support from the community and key project stakeholders. The team included the public involvement consultant, Jean Lawson Associates, working with the County to develop a Public Involvement Plan that the County implemented with support from the Project Team. The plan included outreach to various user groups, media, advertising, mailings, web, social media, and outreach at the park over the summer of 2019.

The Working Group was made up of representative of stakeholder groups that had been identified by the County, including representatives from Metro, Oregon Parks and Recreation Department, Clackamas County Tourism and Cultural Affairs, Clackamas County Pedestrian-Bikeway Advisory Committee (PBAC), Clackamas County Parks Advisory Board (PAB), the County DTD, and Clackamas County Parks staff. The Master Plan also required a formal approval and adoption from the Clackamas County Board of Commissioners. Due to COVID-19 restrictions part way through the process, public engagement turned to virtual meetings with stakeholders and on-line surveys to help get the word out about the project and engage the community during a difficult period.

The master planning process occurred in three phases during which a variety of methods were used to engage stakeholders, area property owners, park users, and the broader public. These are described below and in the Public Engagement and Communication Plan in Appendix A1.

Phase 1: Inventory and Analysis

In the initial Inventory and Analysis Phase, data collection and analysis produced a planning level understanding of existing conditions and the site's opportunities and constraints. This phase included a study of the park's financial structure and feasibility of supporting a shuttle service. Guiding principles and long-term visioning were also established in this phase, and informed programming and the development of conceptual design alternatives in following phases.

The Inventory and Analysis Phase included two Working Group meetings, a presentation to the Eagle Creek Community Planning Organization (CPO), and a public open house. At the public open house in early December, project staff shared results of the Inventory Phase and collected verbal and written comments from attendees.

While the inventory and analysis allowed for understanding the site's opportunities and constraints at a planning level, more detailed inventory collection and analysis will be required in future phases of design. Details of additional inventory and analysis efforts are described in Section 6: Implementation chapter of this report.



Attendees at Open House #1

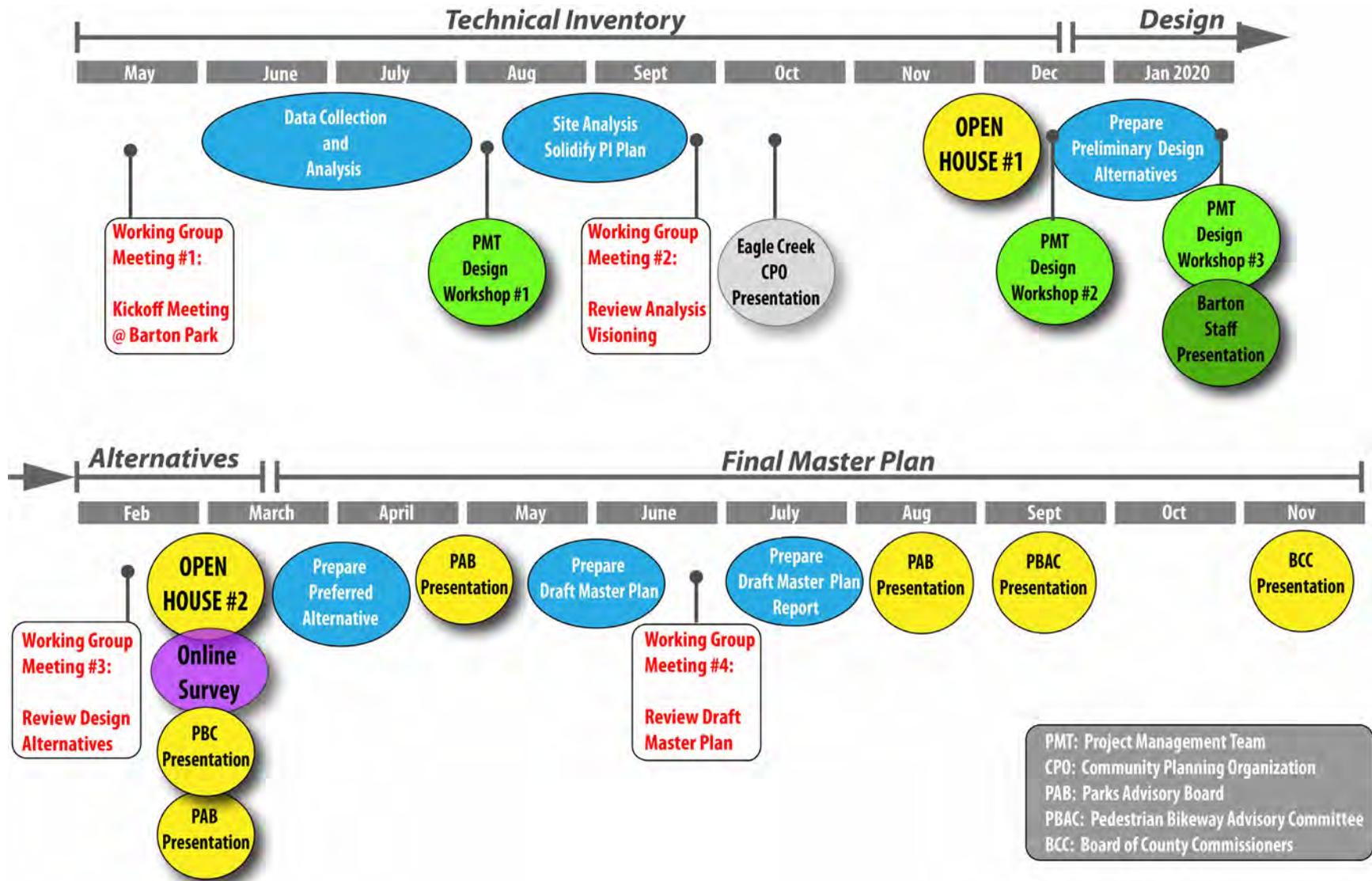
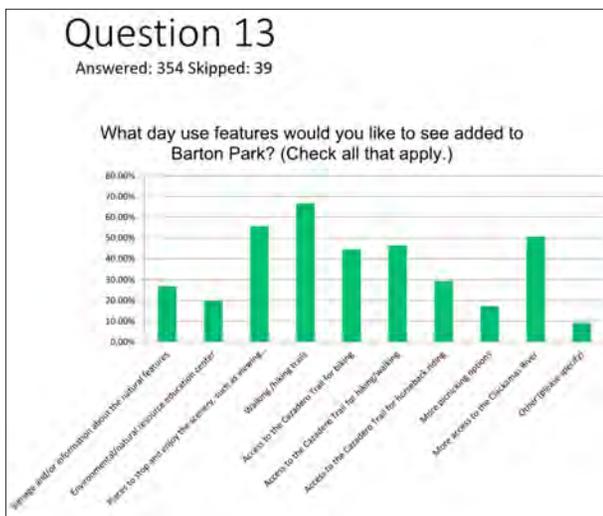
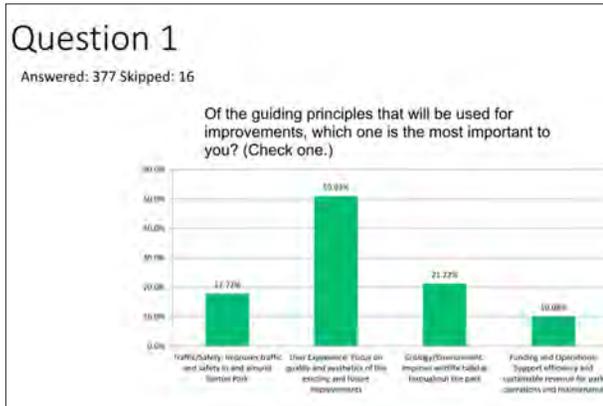


Figure 2-1. Process Timeline



Phase 2: Design Alternatives

In the Design Alternatives Phase, preliminary design options were generated based on findings from the preliminary Inventory and Analysis Phase and input from the Working Group testing a variety of program uses, site capacity, and goals for the project. Outreach in this phase included meetings with Barton Park staff, PAB, PBAC, and the Working Group to review the design alternatives and obtain feedback. An online survey from late March to early April of 2020 received 393 responses addressing park visitors and recreation preferences. The results of the online survey are in Appendix A2.

Phase 3: Master Plan

This phase included development of a preferred design and presentations of the plan to the County and Working Group. The preferred plan became the Master Plan which was presented to the County PAB and PBAC in August of 2020 and the County Board of County Commissioners in November of 2020 to gain a recommendation for approval.

Figure 2-2. Sample online survey questions and responses



3. TECHNICAL INVENTORY AND ANALYSIS

3.1 EXISTING CONDITIONS

Program

Barton Park is separated into three program zones: an Entry Zone to the north, Overnight Zone in the middle of the park, and Day Use Zone along the Clackamas River.

The entry sequence includes: the intersection between Bakers Ferry Road and the DTD Stockpile access road; a caretaker residence; a ranger station; a ticket booth; and an RV dump station. Past the Entry Zone, the main park road bisects the Overnight Zone into east and west campground areas with a total of 103 campsites including water and electric hookups for tents and RV/trailers. Each campground area includes two camp host sites, playground equipment, volleyball court, horseshoe pits, and a restroom with showers while the east campground area also offers a reservable picnic shelter. Further to the east, overnight use in the Overlook Site includes one bunkhouse cabin, one group campsite, and seven primitive campsites.

The main park road continues into the Day Use Zone at the southern, lower portion of the park and ends at the river's edge. Day use amenities in this area include a boat ramp, seasonal pavilion, three large reservable picnic shelters, several uncovered picnic table areas, volleyball court, playground equipment, horseshoe pits, two restrooms, and three large parking lots as well as an overflow lot and head-in parking stalls

along Barton Park Road. A walking trail connects the east side of the day use area to the Overlook Site, though sections of the trail are steep.

The master plan focuses on the additional 43-acres encompassing the Cazadero Natural Area and Barton Quarry located away from the main park road on an upper plateau paralleling the Cazadero Trail. The proximity of the two study areas is conducive to developing mutually supportive improvements in the master plan.

Under the County IGA with Metro, the Cazadero Natural Area may include up to 5 acres of development serving as the trailhead for the

Cazadero Trail operated by the County. The trailhead will provide a regional access point to the Cazadero State Trail for cycling, walking, and equestrian uses. The remaining area will continue under Metro stewardship focused on habitat restoration and not for public recreation. Southeast of the Cazadero Natural Area, the Quarry Site is adjacent to and easily accessible from the Overlook property and East Campground. A former gravel mining site, the landscape is highly altered and features a large quarry pond.

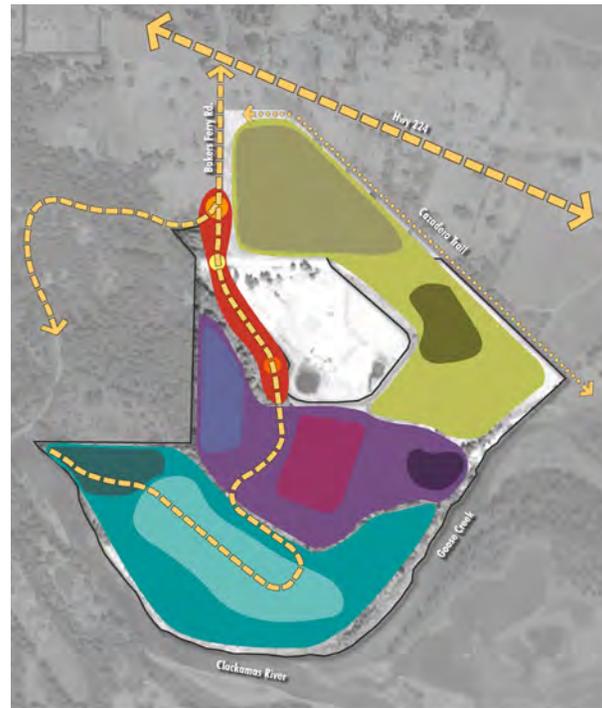


Figure 3-1. Program Zones



- ### SITE KEY
- ① Cazadero Natural Area (Metro)
 - ② Barton Stockpile (DTD)
 - ③ Overlook Property
 - ④ RV Camping (39 spots)
 - ⑤ RV/Tent Camping (64 spots)
 - ⑥ Barton Quarry Site
 - ⑦ Day Use Area

- ### PROGRAM KEY
- ♿ Restrooms
 - 🛖 Reservable Picnic Shelter
 - 🪑 Reservable Picnic Table
 - P Parking (393 stalls)
 - P Overflow Parking (400 stalls)
 - 🚗 RV Dump Station
 - 🚤 Boat Ramp
 - ⚖ Primitive Camping (7 spots)
 - 🎡 Play Area
 - 🏠 Camp Host
 - 🎫 Ticket Booth
 - 👤 Caretaker
 - 👮 Ranger Station
 - 🏠 Event Pavilion
 - 🏐 Volleyball
 - ⚽ Ball Field
 - 🏠 Bunkhouse
 - 🏠 Group Camping

- ### LEGEND
- Floodplain
 - Ponds
 - Property Boundary
 - County Road
 - Park Road
 - Camp Road
 - - - Walking Trail
 - Stream
 - - - Seasonal Side Channel
 - ⋯ 10' Contours



Figure 3-2. Existing Program



Circulation and Transportation

Visitors to Barton Park confront several decision points upon arriving and traveling within the park. These decision points present potential conflicts and confusion of varying degrees, with higher problem areas occurring at the larger intersections. The most critical intersections are located at Highway 224-Bakers Ferry Road and at the park entrance (Bakers Ferry Rd-Barton Park Road intersection), followed by spur roads along Barton Park Road inside the park.

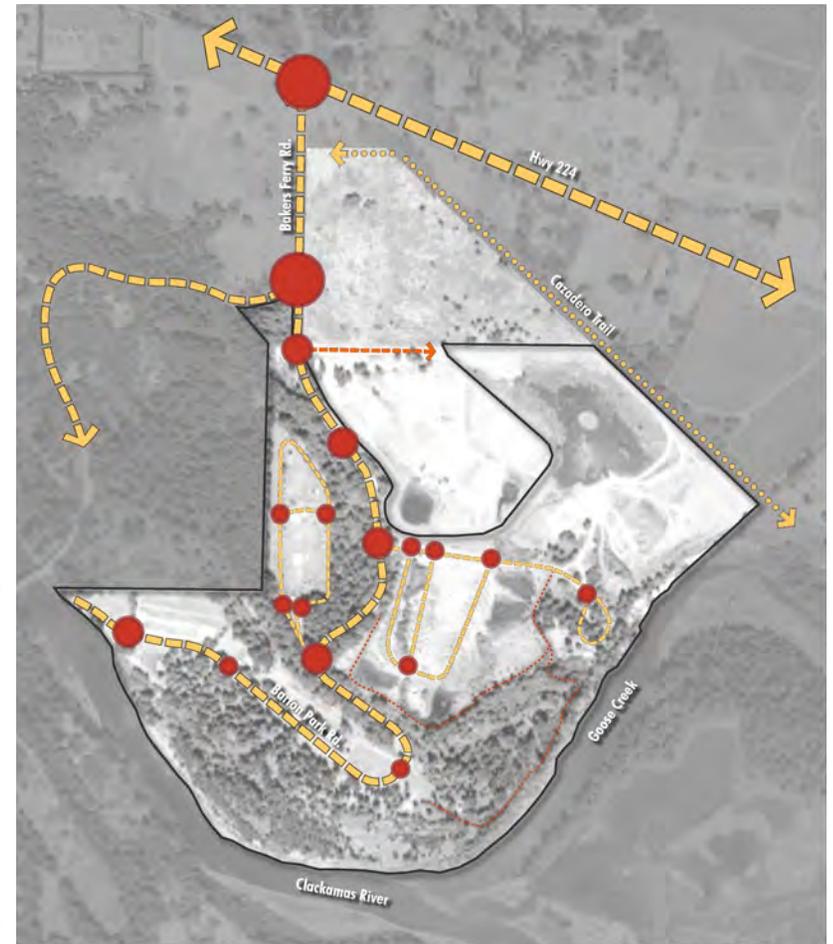


Figure 3-3. Vehicular Decision Making Moments



Environmental

On a regional level, Barton Park sits within the transition zone between Portland's dense urban area and the undeveloped forest and green space associated with the Mt Hood National Forest. Within the Clackamas River watershed, the park is surrounded primarily by low density residential and agricultural properties. The park's direct connection to the Clackamas River ties it to an important natural resource that not only provides drinking water and outdoor recreation opportunities but also habitat for numerous species of conservation interest. Among the Willamette River's tributaries, the Clackamas River is the most significant for salmon habitat, supporting runs of Coho and Chinook as well as steelhead and lamprey. Numerous other species of interest have also been identified along the watershed including birds, bats, reptiles, amphibians, and mammals.

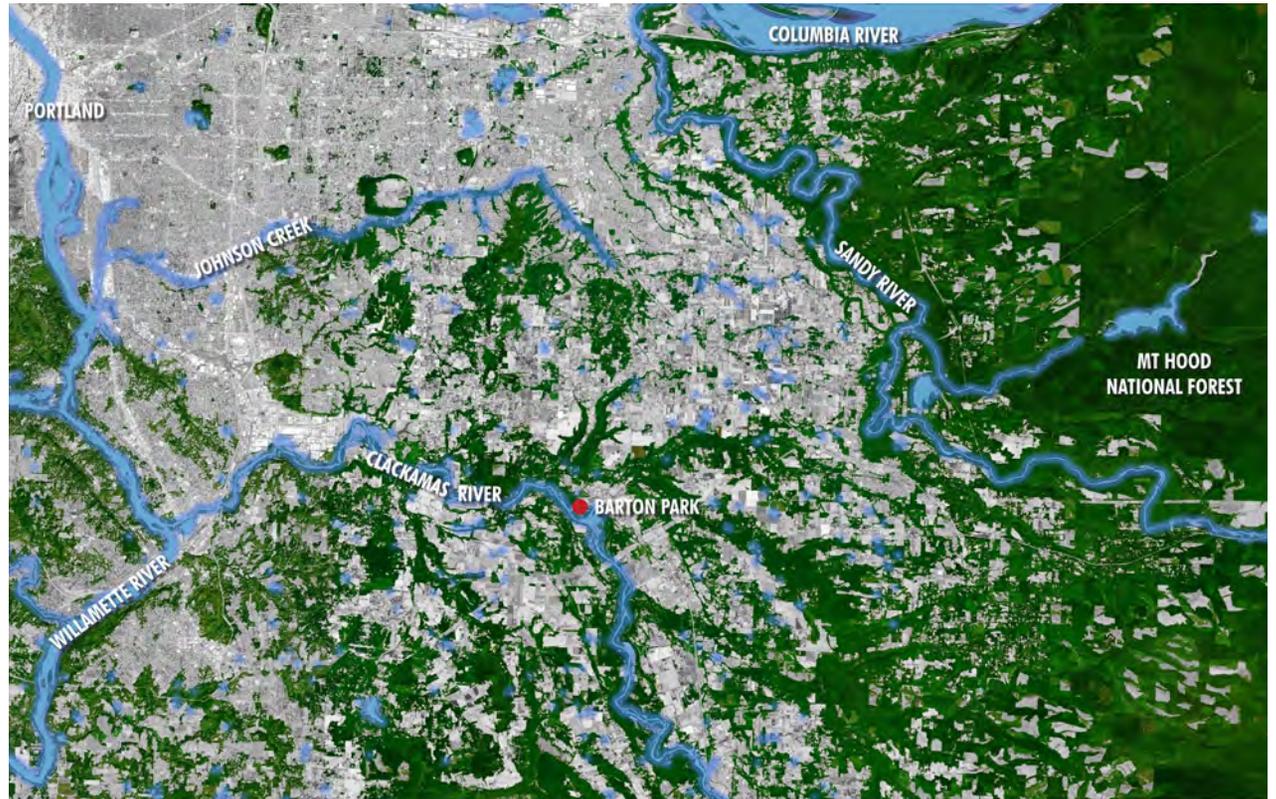


Figure 3-4. Regional Environmental Context



Fishing Boats



Native Chinook Salmon



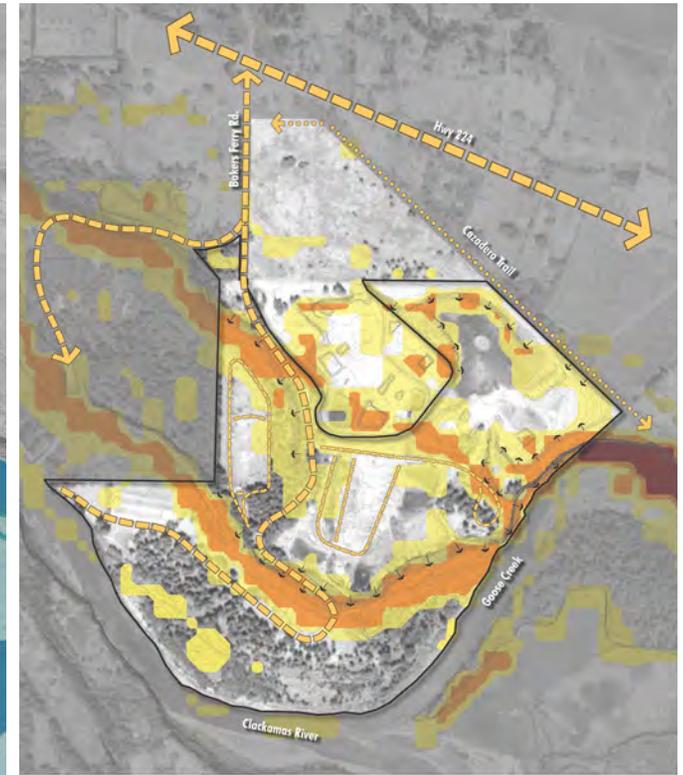
Clackamas River at Barton Park

Floodplain

The lower Day Use area adjacent to the Clackamas River is entirely within the 100-year floodplain and experiences regular flooding and high-water events. There is a historic side channel along the north toe of the slope that is within the 2-year flood zone along including portions of the riparian forested area along the river. The narrowing of the river at the Bakers Ferry Bridge causes floodwaters to back up near the boat ramp. Rip rap bank stabilization has been placed to protect the parking lot near the boat launch from floods. The remainder of the park's river edge consists of natural river cobbles and native vegetation. Any improvements such as structures, trails, or overlooks within the floodplain should be analyzed to ensure there are no impacts to the 100-year floodplain and they are resilient to frequent inundation if situated inside the 2-year flood zone.

Landslides

The slope that separates the lower terrace of the Day Use area from the upper terraces of the Overnight Zone and that extends to the bluff overlooking Goose Creek is associated with unstable areas and likely to experience landslides. Several smaller unstable areas are found in the Quarry Site and on the northeast side of the West Campground. Overall, the areas in the park with the steepest slopes coincide with greater landslide potential. A geotechnical analysis should be conducted prior to development to analyze the risk and impacts of developing on the Overlook Property and Quarry Site.



Clackamas County, 805646, Metro REIS

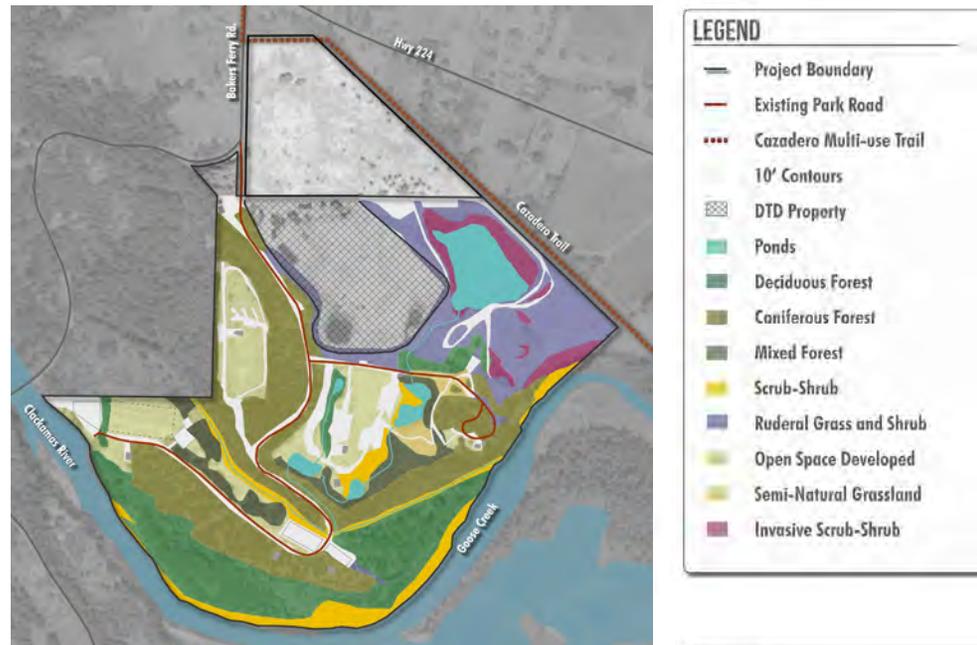


Figures 3-5 and 3-6. Flood Inundation and Landslide Potential

Vegetation and Habitat

Distinct differences in vegetation can be found in developed and undeveloped areas of the park. Undeveloped areas include groves of mature upland forest in the middle section surrounding the campgrounds and Overlook Site, and riparian forest in the lower part of the park surrounding the Day Use area and river's edge. The riparian forest within the floodplain serves an important wildlife habitat function and provides a buffer between the high impact day use area and river's edge.

In the developed areas including campground and day use facilities, vegetation primarily consists of maintained lawn with a sparse overhead canopy. The picnic table areas in the lower terrace are an exception where large healthy stands of conifers provide shade for these popular day use amenities. Disturbed and degraded areas, largely confined to the Quarry Site, are mapped as ruderal grass and shrub and invasive scrub-shrub. The Cazadero Natural Area, which was replanted 10 years ago, includes typical upland forest species such as Douglas Fir, Oregon Ash, and Oregon White Oak in the canopy layer and native shrubs and grasses as well as invasive species in the understory and ground layers. PBS Environmental Engineers prepared a detailed study of the site vegetation which can be found in Appendix C2.



Figures 3-7 and 3-8. Existing Vegetation and Potential Habitat Connectivity

From the floodplain to upland habitat areas, the park contains several stream channels, small ponds, and wildlife corridors. The pond on the Quarry Site is a remnant from the previous mining operations. The pond has potential for recreational activities like fishing and canoeing as well as habitat restoration for western pond turtles, a species of conservation interest. The pond is surrounded by steep slopes, invasive species, and appears to generate seasonal algae blooms. The pond hydraulically remains full as it captures runoff and groundwater from seeps along its north slopes. The pond feeds a series of channels, riparian areas, and ponds that surround the east and south side of the East Campground. These ponds once were used for emergency fire suppression. Prior to development, a study should be conducted to analyze the feasibility of restoring the quarry pond for recreational and/or functional habitat for native wildlife.

In combination with existing adjacent natural areas, the restoration and enhancement in the



Overlook (Fandrigh) House

Cazadero Natural Area and Barton Quarry Site offer potential for additional connections both within the park and surrounding areas.

Architecture

An assessment of the structures on the Overlook property found that the house is stable, including replacement and reconstruction of various sections, but is still in need of significant interior remodeling, mold and asbestos remediation, and water and sewer line replacement. The house, which can comfortably hold up to 20 people, offers an excellent view from the back deck of River Island and Goose Creek.

The house is accessed by an existing asphalt road and has parking for up to 8 passenger vehicles. The landscape surrounding the house is mature, creating a natural setting that offers privacy and respite.

Other structures on the Overlook property include a pumphouse currently housing the well head, pump, and tank serving the nearby campground restroom, and a garage used as park storage. Both of these structures and their equipment are in good condition with minimal repairs needed. More detailed information about the conditions of the structures was prepared by Waterleaf Architecture and can be found in Appendix C3.



Figure 3-9. Overlook Property Structures

Park Infrastructure

Barton Park was developed in phases over many decades. As new areas and amenities were added, so were infrastructure improvements. The park obtains water from 5 wells. At the time of this study, the well in the SE corner of the site was no longer able to supply water for filling the fire suppression ponds in the East Campground. A new well may be required to support new facilities proposed in this master plan. Septic is handled in isolated drain fields adjacent to each of the park's restrooms and caretaker facility. The current site is at capacity as defined by DEQ for septic drain fields, but since the Quarry Site and Overlook Property occupy separate lots, new drain fields could be added. Overhead utilities supply power throughout the park. The service capacity of these lines should be confirmed with the utility provider prior to implementing any phase of this master plan. Further study and confirmation of park infrastructure capacity needs to be explored prior to advancing any major component of this master plan. A utility diagram prepared based on conversation with County Staff can be found in Appendix C4.

Economics

Understanding current funding of Barton Park was the first step to understanding the feasibility and impacts of incorporating new and additional programming in the study areas, and operating a shuttle system to handle peak season congestion. Barton Park operations are funded through the budget of the County Parks Department, which

primarily draws its revenue from parking and reservation fees, timber sales, golf course related fees, and concession sales. Major costs for the Parks Department include personnel and capital outlay. Opportunities for future funding include more fees for new services/amenities, increasing current fees, and disposition of properties. A detailed economic analysis of the existing park revenue prepared by ECONorthwest can be found in Appendix D1.



New Restroom Structure



Reservable Picnic Shelter

3.2 OPPORTUNITIES AND CONSTRAINTS

The following opportunities and constraints were prepared based on the findings noted above and in the technical analysis section of the appendix. The list below outlines specific opportunities and constraints for each of the study areas:

Day Use Area

Opportunities

- Expand day use amenities in underutilized space on the north side of Barton Park Road.
- Improve and expand hiking trails to include a formal, more accessible trail through the riparian area offering access to the river and including viewpoints and interpretive elements.
- Reconfigure Barton Park Road to reduce traffic conflicts and provide ease of management by consolidating parking and removing “on-street” parking.
- Replace existing seasonal pavilion with a permanent structure for reduced seasonal workload and increased use season.
- Improve riparian side channel conditions along the north side of the day use area by opening the connection at Goose Creek to provide beneficial flood functioning and wildlife habitat.

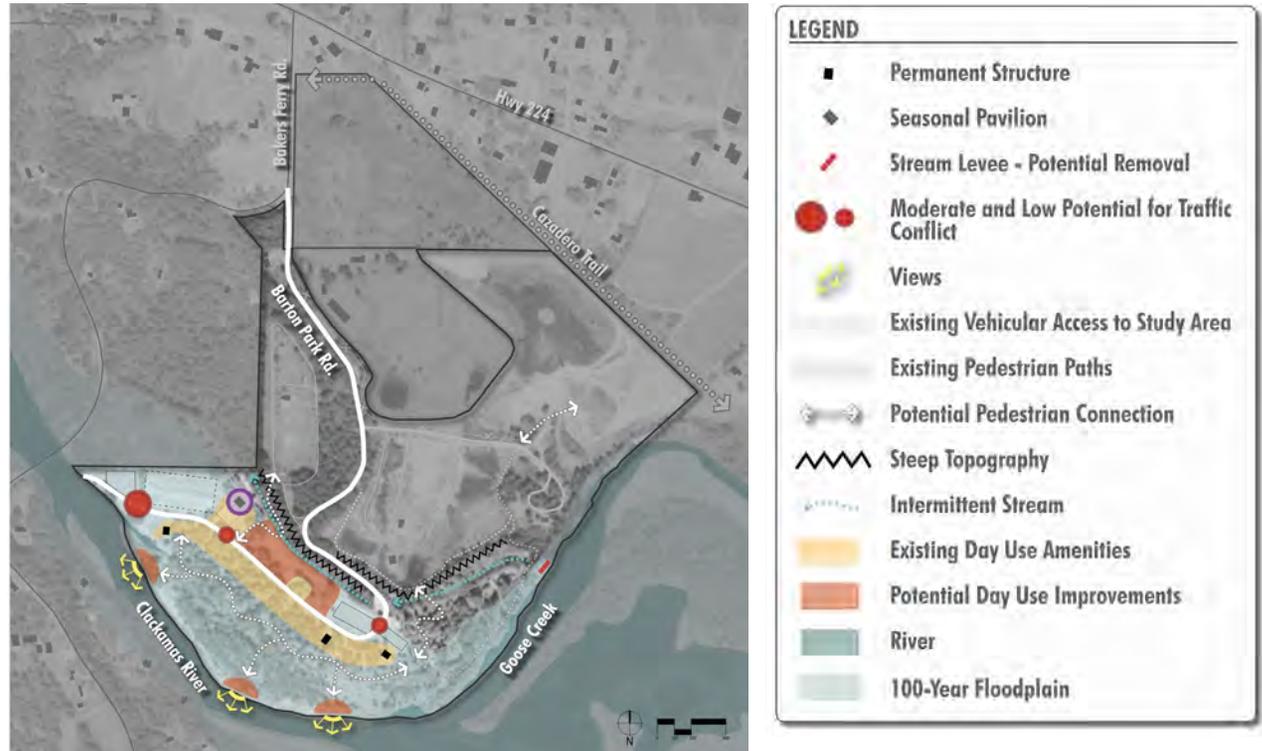


Figure 3-10. Opportunity and Constraints in Day Use Area

Constraints

- Because the lower day use area by the river is within the 100-year floodplain, all improvements and structural additions such as a permanent pavilion must be flood resilient and not impact floodplain function.
- Steep slopes separate the Overnight Zone from the Day Use Zone. Accessible pedestrian connections will impact slopes and existing vegetation.



“On-street” parking spaces blocked off

East and West Campgrounds

Opportunities

- Provide pedestrian and bicycle connections to the existing day use area for river access and future Cazadero Trail.
- Align entrances to East and West Campgrounds to clarify decision points.
- Integrate new turnaround area/RV dump station.
- Potential infrastructure improvements to increase availability of water for fire suppression.
- Screen East Campground from Stockpile Site.
- Provide additional plantings and trees to enhance experience and increase privacy.

Constraints

- Steep slopes and distance decrease connections to the Clackamas River.
- Steep slopes into the West Campground across from the East Campground limit opportunities for aligning entrances.
- Road noise and congestion from day users impacts camping experience.
- Lacks trails for pedestrian connections to the river.
- Lack of privacy between campsites.
- Poor soils in the East Campground require mitigation prior to planting trees and shrubs.

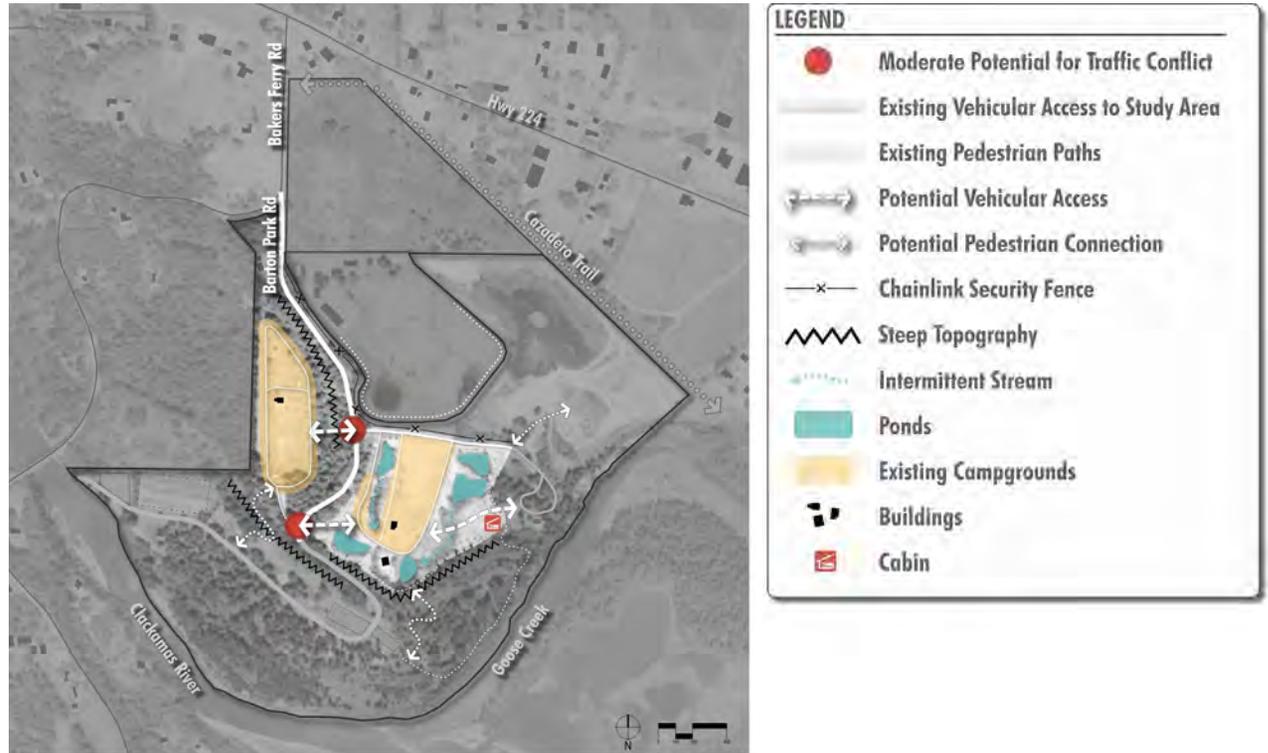


Figure 3-11. Opportunity and Constraints in Overnight Area



RV and trailer campsite



West Campground entrance

Overlook Property

Opportunities

- The existing house has “good bones” to support group rentals after renovations occur.
- Provide cabins or yurts cluster for rental with Overlook House for large group events.
- Renovate shop to act as grange for Overlook Site events.
- Excellent views of Goose Creek and River Island.
- Mature trees and vegetation provide privacy and good user experience.
- Enhance landscape to provide greater wildlife habitat and connectivity from Quarry Site to Day Use Area.

Constraints

- House needs significant interior renovation and infrastructure investment.
- More intense uses require additional utility infrastructure.
- The steep cliff along the east side is a potential safety hazard and landslide risk—a geotechnical investigation is recommended prior to future development.



Figure 3-12. Opportunity and Constraints in Overlook Property



View of Goose Creek from Overlook Property



Interior of Overlook House

Quarry Site

Opportunities

- The site is large and open, providing capacity for varied uses.
- Because the Cazadero Trail abuts the property along the north side, the site is a good alternative as a regional trailhead for bikers, hikers, and equestrian users.
- The pond provides a focal point if restored for recreational uses (swimming, fly casting, warmwater fishing, boardwalk, non-motorized boating) and wildlife habitat (Western Pond turtles)
- Ample space to provide an overflow parking area for summer river floaters and shuttle.
- There are few cabin and yurt camping opportunities along the Clackamas River. The addition of these amenities could increase shoulder season revenue.
- Potential for other camping opportunities including; group camping, equestrian facilities, primitive camp sites, and hiker/biker camping.
- An enhanced trail system could provide educational opportunities, overlooks, and picnic areas and shelters.
- Possible trail connections to Day Use Area along the river.
- Good views of Goose Creek/River Island from the bluff.

Constraints

- Significant grade change at pond and property boundaries.
- Issues with vehicular access and circulation through DTD and/or Metro properties (need

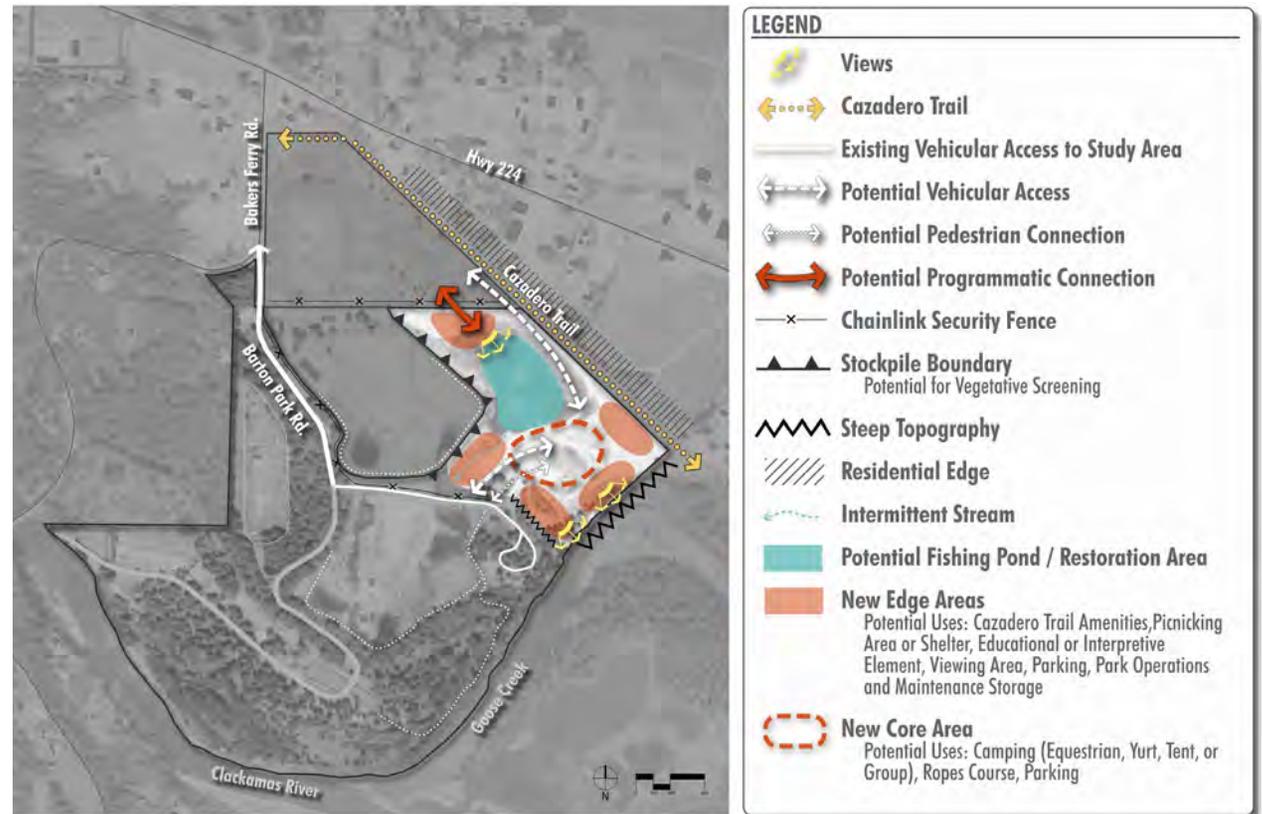


Figure 3-13. Opportunity and Constraints in Quarry Area

- to minimize overlap with park user traffic) or via East Campground road (need to minimize impacts to campground user experience)
- Expanded uses would require new, costly utility infrastructure.
- Exposed sites; minimal canopy coverage.
- Past mining operations, requires significant restoration work in uplands and pond.
- Invasive species removal requires significant work to remove and manage.
- Steep cliff along east side is a potential safety hazard and landslide risk – a geotechnical investigation is recommended prior to future development.



Steep and uneven topography at Quarry

Cazadero Natural Area

Opportunities

- Proximity offers good trailhead location for Cazadero Trail (trailhead, parking lot, hiker-biker campsites)
- Adjacency to Barton Quarry provides sense of larger park feel.
- Large space for upland forest restoration north of Barton Park provides core habitat opportunities and wildlife connectivity.
- Potential for non-vehicular connectivity from Barton Park to Barton General Store.

Constraints

- Property owned by Metro. Parameters established by County IGA with Metro may limit types of development. See Appendix F2.
- Lack of roads through site for vehicular connection to Quarry Site.
- Proximity to private properties and Highway 224 to the north detract from sense of privacy and solitude for camping.

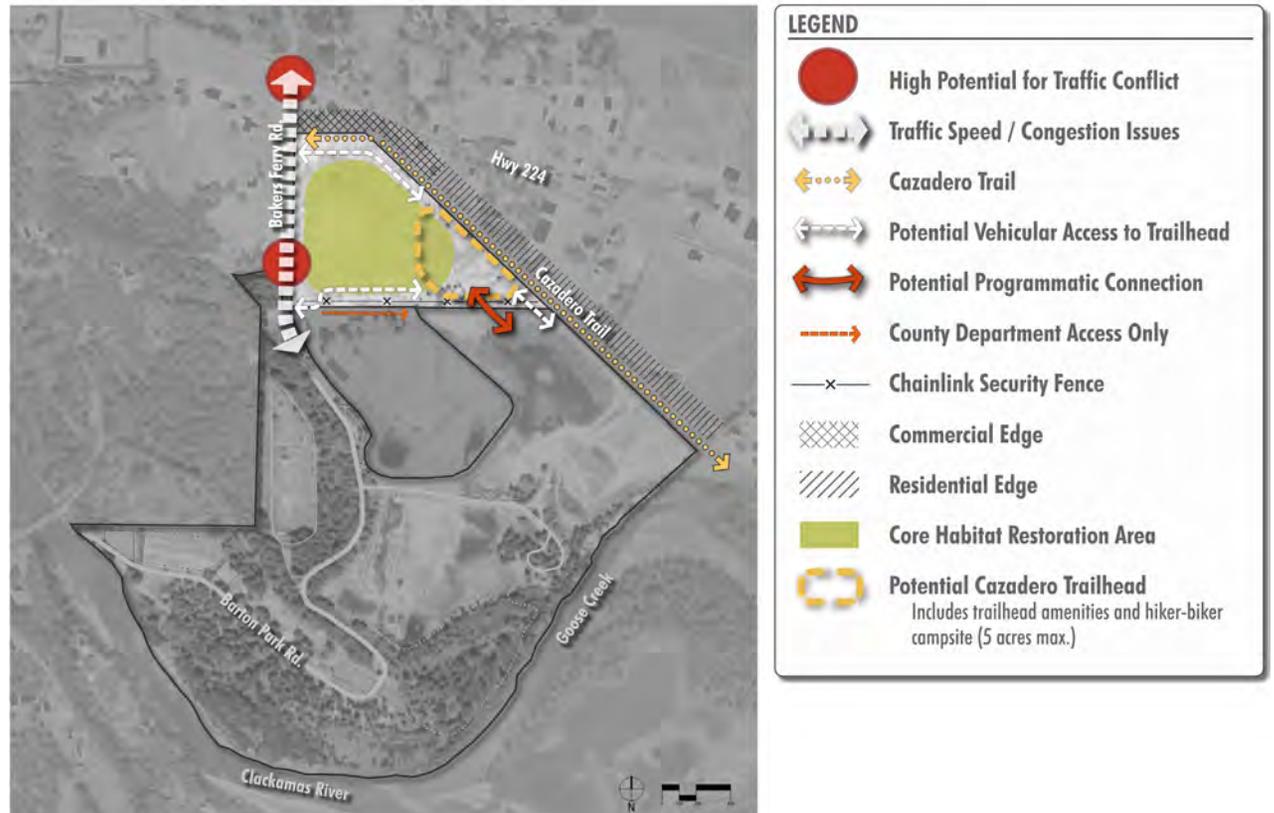


Figure 3-14. Opportunity and Constraints in Cazadero Natural Area



Restoration in progress in Cazadero Natural Area



Cazadero trail at Baker's Ferry Road



Park Entrance at Baker's Ferry Road

Carver Boat Launch

Opportunities

- Improve/formalize shuttle pick-up area.
- Provide queuing zone for floaters waiting for shuttle.
- Potential to expand overflow parking in open grassy areas, or with removal of caretaker house.
- Close parking during peak season to require shuttle use for river users.
- Naturalize riverbank to improve fish habitat.

Constraints

- Limited opportunities for additional parking to meet demand.
- No turn lanes on Springwater Road creates traffic conflicts.
- Peak season use creates congestion on the surrounding roads.
- Springwater Road has no sidewalks and is dangerous for pedestrians who park outside of the park.
- Parking lot is in floodplain.
- Limitations based on agreements between the County and Oregon Marine Board.

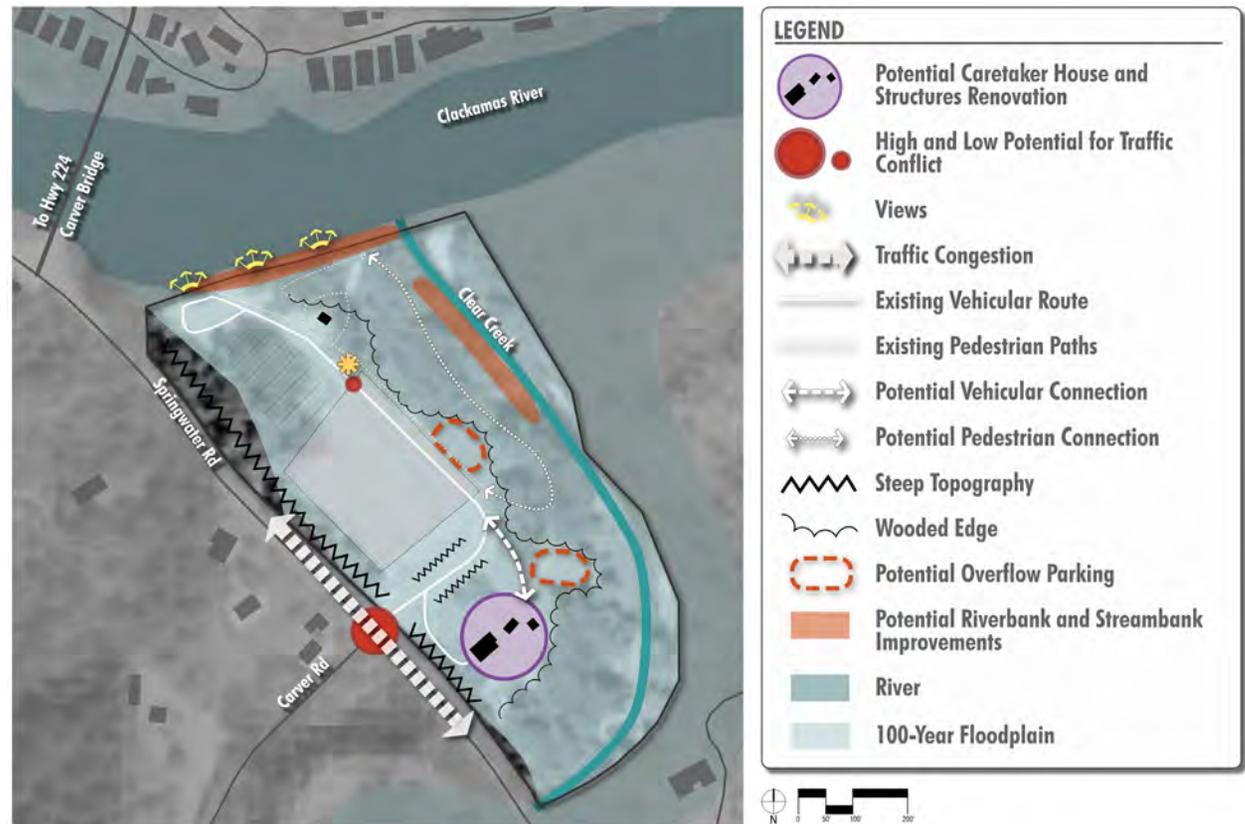


Figure 3-15. Opportunity and Constraints at Carver Park



Parking lot fills with non-boat-towing vehicles in summer



Riverbank lacks vegetation due to high recreation use



4. DESIGN ALTERNATIVES

4.1 PRELIMINARY DESIGN ALTERNATIVES

The Design Team, with County staff input, prepared two preliminary design options based on information and feedback from Working Group meetings and the first open house. Each option presented at the third Working Group meeting illustrated a range of appropriate development options that varied overnight use versus day use elements and included differences in existing and proposed vehicular circulation. Both options included common elements of vehicular circulation, trailhead parking for the Cazadero Trail, cabins and yurts, group camping, hiker/biker camping, primitive camping, trails, and support facilities such as restrooms and picnic shelters, and landscape restoration. The scale and location of these features varied with each option depending on focus.

The following section describe the primary features of each of the two alternatives:

Option A

Option A provides a minimal amount of circulation changes and a greater amount of proposed overnight uses compared to Option B. The internal vehicular circulation largely remains intact, focused on providing 2-way

access to the Quarry Site along the existing road between the East Campground and Barton Stockpile. The existing ticket booth remains at its current location with an additional by-pass lane and ticket booth added to mitigate congestion coming into the park on busy weekends.

The Overlook Site and much of the Quarry Site includes ample space for the camping types

lacking in the current park including cabins, yurts, group campgrounds, and primitive camping sites. The Cazadero Trailhead access and parking lot is in the NE corner of the site providing access to the trail without the need to incorporate a road through the Cazadero Natural Area.



Figures 4-1 and 4-2. Programming and Circulation for Option A





Figure 4-3. Overall Concept for Option A

LEGEND

E = Existing; P = Proposed

- Day Use Area**
- Overnight Area**
- Park Storage Area**
- Pond**
- Parking Lot**
- Overflow Parking**
- Property Boundary**
- Cazadero Trail**
- Primary Road**
- Secondary Road**
- DTD and Park Staff Road**
- Primary Pedestrian Trail**
- Secondary Pedestrian Trail**
- Paved Multi-use Path**
- 10' Contours**
- Roundabout**
- ✿ **Expanded Ticket Booth**
- ✿ **Shuttle Dropoff (Pickup)**
- ✿ **Cazadero Trailhead**
- **Viewing, Interpretive, or River Access Area**
- ◊ **Existing Building**
- **Proposed Building**

PROGRAM KEY

- 1 Hiker-Biker (H-B) Camping**
Restroom; Picnic Shelter and Tables; Water; Fix-it Station; Fire Rings; Solar Charging Station; Bike Racks
- 2 Cabins/Yurts**
Cabin and/or Yurt Structures; Water; Electricity; Parking; Bike Racks
- 3 Primitive Camping**
Restroom; Picnic Shelter and Tables; Water; Electricity; Fire Rings
- 4 Group Camping**
Restroom; Water; Electricity; Parking; Fire Rings; Picnic Tables
- 5 Pond**
Restoration and Invasive Species Management; Dock; Viewing Areas with Seating; Picnic Tables
- 6 Cazadero Trailhead**
Restroom; Water; Parking; Trailhead Kiosk; Bike Racks; Fix-it Station
- 7 Lower Terrace Play Area**
Adventure/Nature/Water Play; Bike Racks

CIRCULATION KEY

- A Park Entrance**
Realignment with roundabout or additional turning lane
- B Ticket Booth**
Relocate existing booth; Add additional lane and ticket machine
- C Turn Around Area**
Close existing Dump Station; Adjust turning radius
- D Dump Station**
New Dump Station; Size for large RV/trailer use

Option B

Option B has more proposed day uses in the east study areas and significant circulation changes to the existing roadways based on expected increase in use. Option B provides a roundabout in the middle of the park to simplify the vehicular intersection and decision making along Barton Park Road. The roundabout provides a new entrance to the East Campground as well as maintains the current entrance to the West Campground. A two-way road along the southern end of the East Campground to the Quarry Site and a one-way, exit only, along the north side of the East Campground are included.

Option B proposes replacing the house at the Overlook Property with a Nature Education Center providing educational opportunities for campers and as a draw for day users to the park. The Quarry Site includes space for picnicking, hiking, and enjoying the restored pond and views to Goose Creek. The parking lot at the Quarry Site provides access to the Cazadero Trail with space for habitat enhancements between the restored pond and Goose Creek.



Figures 4-5 and 4-6. Programming and Circulation for Option B



Figure 4-7. Overall Concept for Option B

LEGEND

E = Existing; P = Proposed

- Day Use Area** (E, P)
- Overnight Area** (E, P)
- Park Storage Area**
- Fishing Pond**
- Parking Lot** (E, P)
- Property Boundary**
- Cazadero Trail**
- Primary Road**
- Secondary Road**
- DTD and Park Staff Road**
- Primary Pedestrian Trail**
- Secondary Pedestrian Trail**
- Paved Multi-use Path**
- 10' Contours**
- Roundabout**
- Expanded Ticket Booth**
- Shuttle Dropoff (Pickup)**
- Cazadero Trailhead**
- Viewing, Interpretive, or River Access Area**
- Existing Building**
- Proposed Building**

PROGRAM KEY

- Hiker-Biker (H-B) and Primitive Camping**
Restroom; Picnic Shelter and Tables; Water; Fix-it Station; Fire Rings; Bike Racks
- Equestrian Camping**
Restroom; Picnic Shelter and Tables; Water; Electricity; RV Hookups; Horse Trailer Parking; Horse Corral; Hitching Post; Mounting Block; Fire Rings
- Group Camping**
Restroom; Water; Electricity; Parking; Fire Rings; Picnic Tables
- Cabins/Yurts**
Cabin/Yurt Structures; Restroom; Water; Electricity; Parking; Bike Racks
- Pond**
Restoration and Invasive Species Management; Dock; Viewing Area with Seating; Picnic Tables
- Quarry Day Use and Cazadero Trailhead**
Restroom; Water; Parking
Day Use; Picnic Shelter and Tables; Pedestrian/Equestrian Trails; Viewing Areas with Seating; Open Lawn
Cazadero Trailhead; Trailhead Kiosk; Fix-it Station; Bike Racks
- Overlook Day Use Area**
Nature/Education Center; Parking; Viewing Area with Seating; Bike Racks
- Nature Walk Area**
Boardwalk; Viewing Areas with Seating
- Lower Terrace Play Area**
Adventure/Nature/Water Play; Bike Racks
- Picnic Area**
Picnic Shelter and Tables; Water; Electricity

CIRCULATION KEY

- Park Entrance**
Realignment with roundabout or additional turning lane
- Turn Around Area**
Close existing Dump Station; Adjust turning radius
- Ticket Booth**
Relocate existing booth; Add additional lane and ticket machine
- Dump Station**
New Dump Station; Size for large RV/trailer use

4.2 CAZADERO NATURAL AREA OPTIONS

Metro's Cazadero Natural Area (CNA) was included in the planning effort as a potential site designating 5-acres for primitive hiker-biker campsites and trailhead for the Cazadero State Trail. Early in the design process, an alternative showed the hiker-biker campsites in the CNA, but it was agreed upon by both Metro and Clackamas County that it made the most sense to include the trailhead and hiker-biker camp within the Quarry Site for ease of management, security, and maintenance. The project team felt the type of camping experience and trailhead amenities inside Barton Park represented a safer, high quality user experience that could be flexible and offer a wider range of uses as the Cazadero Trail develops in the future.

4.3 TRANSPORTATION OPTIONS

Kittleson & Associates provided professional traffic and transportation services throughout the process regarding vehicular circulation routes in the alternatives as well as the configuration and operation of the Barton Park Road intersection with Bakers Ferry Road. A roundabout at this intersection is the preferred recommended solution. Preliminary roundabout options are included in Figure 4-8. The roundabout option presented safety and clarity issues that the current configuration lacks, but could encroach on Metro's Cazadero Natural Area and the Oregon Department of Transportation facility across Bakers Ferry Road. A separate effort outside the scope of this master plan will be needed to further study the intersection from an engineering and right of way perspective. If the result continues to encroach on the CNA, Metro should be involved early to obtain necessary approvals.

The two design options also explore a more extensive pedestrian and trail system to attract more day users and provide an amenity for overnight use. An offsite multi-use pathway is included in both schemes along the east side of Bakers Ferry Road to provide direct pedestrian and bicycle connections to the park from the intersection of Highway 224 where the Barton General Store is located.

With a shuttle analysis being conducted concurrently, the two options explored the implications of a shuttle drop-off and pickup locations for the Barton to Carver connections. Option A assumed overflow parking for summer river users and shuttle drop-off would occur in its existing location near the boat launch. Option B looked at relocating the overflow parking to the Quarry Site. Because of the distance from the Quarry Site to the boat launch, relocating the overflow parking would require an additional leg of shuttle service, which was not seen as a favorable option by the County Staff.

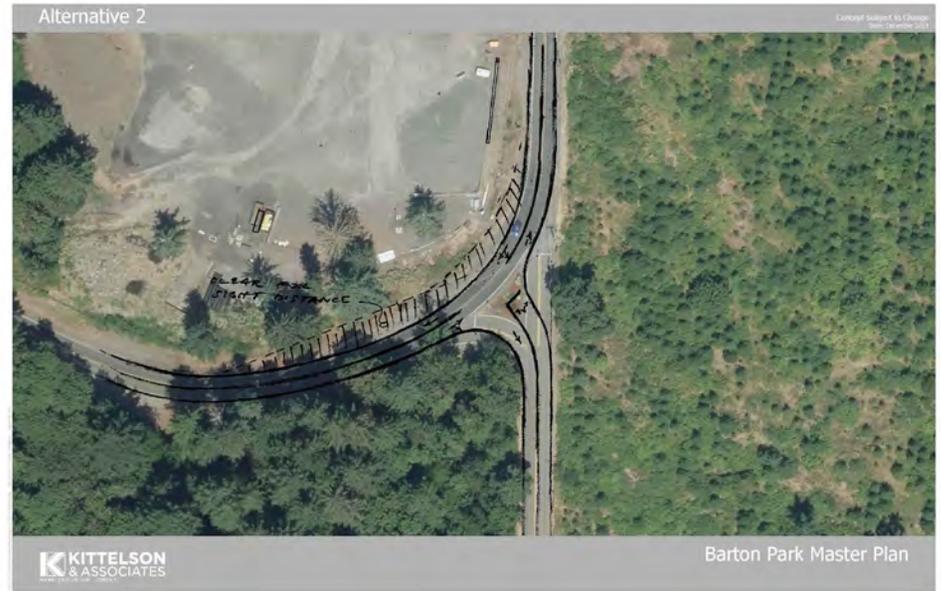


Figure 4-8. Road Options at Barton Park Entrance



5. MASTER PLAN

5.1 MASTER PLAN

Findings from the open house, online survey, Pedestrian and Bikeway Advisory Committee, Parks Advisory Board and feedback from the County and Working Group contributed to the development of the Master Plan (Figure 5.4). The Master Plan is a combination of overnight and day use recreation and habitat opportunities, as well as safety and transportation improvements, and management operations identified early in the process as goals for the project.

The Master Plan for the Barton Park Complex includes the following core elements:

Day Use

Day use areas at Quarry Pond and Cazadero Trailhead include:

- A beach and dock along the south side of the pond.
- Terraces overlooking the pond with benches, rentable picnic shelters, picnic tables, and flexible open lawn areas.
- An enhanced pond accommodating swimming and small non-motorized boats with the potential for stocked fish. Enhancements include natural elements that contribute to Western Pond turtle habitat.

The day use parking lot includes 107 standard stalls, 5 ADA stalls, 5 horse trailer spaces, a loading zone, and stormwater facilities. The parking lot design accommodates phased construction based on future demands of the Cazadero Trail.

Amenities at the trailhead include restrooms, an information kiosk, bike racks, a bike fix-it station, trash receptacles, and a drinking fountain.

Access to the Cazadero Trail is provided from multiple areas of the parking lot: a primary route is located near the restroom for direct access to the trail, parking lot, and day use area. A secondary route is located by the horse trailer parking area to reduce conflict with pedestrians and bicyclists.



Boring Station Trailhead along Springwater Corridor



Fishing Dock

Trail System

In response to the Oregon Parks and Recreation Department's (OPRD) Statewide Comprehensive Outdoor Recreation Plan (SCORP) survey and the public online survey for this project, the plan greatly expands the current trail system. The plan provides a hierarchy of paths creating multiple loop options for recreational use and safe means for getting around the park without the use of a car. A 10-foot wide multi-use, paved path extends south from the park entrance at Barton Park Road and provides direct connection from the Cazadero Trail to the new day use facilities as well as the hiker-biker campsites south of the pond. The path includes access to the pond and beaches as sitting areas for resting and enjoying views of the pond.

A 5-foot wide looped hiking path connects the Quarry Site, Overlook Site, East and West Campgrounds, and South Day Use Area. This pathway provides slopes not to exceed 5% and surfaced with compacted gravel to comply with accessibility guidelines. This hiking trail provides users a "wilder" experience and explores the different natural habitats of the park from upland forest to riparian forest, to the river's edge. Benches and overlooks are located along the path at key viewing spots overlooking Goose Creek as well as the Clackamas River, and offer spectacular views as well as educational opportunities about the restoration efforts at River Island and significant species in the Clackamas River.

A more detailed analysis of the topography, vegetation, and sensitive areas along the trail route is required to identify an optimum trail

alignment. Tradeoffs may be required between accessibility, tree removal, and major earthwork costs along the steep slopes between the upper and lower portions of the park.

A new multi-use pathway is included on the east side of Baker's Ferry Road. This paved path is separated from the road to provide safe access along Baker's Ferry Road between the park and the Barton General Store at Highway 224. The path could potentially be located in the Baker's Ferry Road right-of-way or on the periphery of the Cazadero Natural Area (CNA) requiring the County to work with Metro to establish a pedestrian easement. Once north of the CNA, the multi-use path could be combined with the Cazadero Trail. The Cazadero Trail crossing at Highway 224 will require separate planning and traffic engineering effort in conjunction with key stakeholders including Clackamas County, OPRD, Metro, and ODOT. More information on the Cazadero State Trail can be found in Appendix F3.



Paved Trail



Hiking Trail



Multi-use Trail

Overnight Use

Given high interest in camping, several areas are proposed for new types of overnight camping and lodging that are currently lacking at the park.

South of the pond, a cabin loop includes six small cabins, two large cabins, and a centrally-located shared restroom with showers. An open lawn area separates the cabin loop from group tent camping areas to the west and serves as flexible open space for overnight or day users.

There are six total campsites in the group camping area that share a restroom and shower facility and can be used as hiker-biker campsites as demand for increases with the Cazadero Trail. The two largest campsites can accommodate up to five and ten tents, respectively, and include picnic shelters, picnic tables, tent pads, a firepit, bike racks, and designated parking spaces. The four smaller campsites can accommodate up to four tents and each include a firepit and bike rack. A central picnic shelter with picnic tables serves as a gathering area for the four smaller group sites.

To facilitate ease of management and surveillance, the hiker-biker camp sites are incorporated into the park and could also serve as non-biker sites depending on demand.

South of the new park road, a small parking lot serves five, walk-in primitive campsites that share a single vault toilet. These sites will have their own picnic table, tent pads, and fire rings.

At the Overlook Property, the house is renovated for overnight lodging and facilities to serve as a hub for group events. The garage is converted into a grange-like facility that serves as additional rentable space. Existing primitive campsites are removed and replaced with eight cabin sites with a shared central restroom/shower. The lodge, cabins, and grange can all be rented for a single event offering a unique experience that could expand mid-week and shoulder season use.

Adjacent to and accessed from the existing East Campground area, eight yurts with a shared vault toilet provide more overnight options that could extend into the shoulder seasons. The existing bunkhouse can either remain or be removed.



Group Camping



Primitive Camping



Cabin at Stub Stewart State Park

Vehicular Circulation

The plan identifies improvements to the park entry at the intersection of Barton Park Road and Bakers Ferry Road. To improve safety and system operations, the Master Plan recommends a roundabout at this intersection. Final roundabout design and engineering is outside the scope of the Master Plan and will be required in the future.

The existing parking lot in front of the Ranger Station has several safety issues. First, the entire parking area is open to Barton Park Road which does not promote the control of vehicular movements. Second, the parking lot is open to DTD access which creates vehicular conflicts with county vehicles entering the DTD site. Third, the parking lot is used as a turn-around spot for vehicles when the park closes during peak use

times, which it is not adequately sized or designed to function in that manner.

This plan identifies resolving these issues by adding a buffer strip to close off the parking lot along Barton Park Road and adding a one way access drive and angled parking so cars can enter from the south and exit to the north. These modifications are shown in Figure 5-1.

The plan keeps the current ticket booth, and adds an additional lane and ticket booth to expedite entry and alleviate congestion on busy days. The dump station is proposed to be north of the East Campground to offer more direct access for RV users. An RV dump station for the West Campground should be considered. The current dump station would then become a formal turn-around spot for people not intending on entering the park.

The existing East Campground road is extended to the proposed developments in the Quarry and Overlook sites. The road follows the alignment of the current maintenance access curving around the base of the existing mound and ending at the Day Use Area and Cazadero Trailhead parking lot. Each of the overnight zones have access from this road along with off-street parking offering privacy for camping and reducing vehicular conflicts with day users.

In the lower Day Use Area, the road is realigned to consolidate the two existing parking areas at Shelters 1 and 2 into one lot. Other parking lots are proposed for picnic areas to eliminate on-street parking from along the road. A seasonal road around the existing overflow parking lot reduces congestion and pedestrian-vehicular conflicts during peak use times.



Forested Road



Figure 5-1. New Circulation at Ranger Station

Park Storage

North of the Quarry pond, a gravel pad with a building is reserved for County Park storage. Access to the fenced storage area is proposed from the DTD stockpile site. An additional access point from the Quarry site offers more direct connections to the new amenities for maintenance storage.

Shuttle Service

Shuttle service was studied to consider how to better manage use by river-floaters that come to Barton Park. Several options were explored as outlined in Appendix D3. By keeping the overflow parking near the boat launch at Barton Park, the County can test different models of shuttle service without having to take risks by establishing wholesale changes to the park or management. The vehicular circulation changes, proposed pedestrian paths, and overflow parking road make the park more conducive to a shuttle service as well and to access to the river and boat launch for overnight users by foot.

Restoration

Landscape restoration in the new portions of the park enhance the user experience and improve wildlife habitat and connectivity. Buffer areas between uses and around the fringes of the Quarry Site propose contiguous landscape patches of native trees and groupings of native understory plantings. Plantings closer to amenities include visual openings and areas with only trees with rough lawn beneath that provide beneficial

canopy and shade for users.

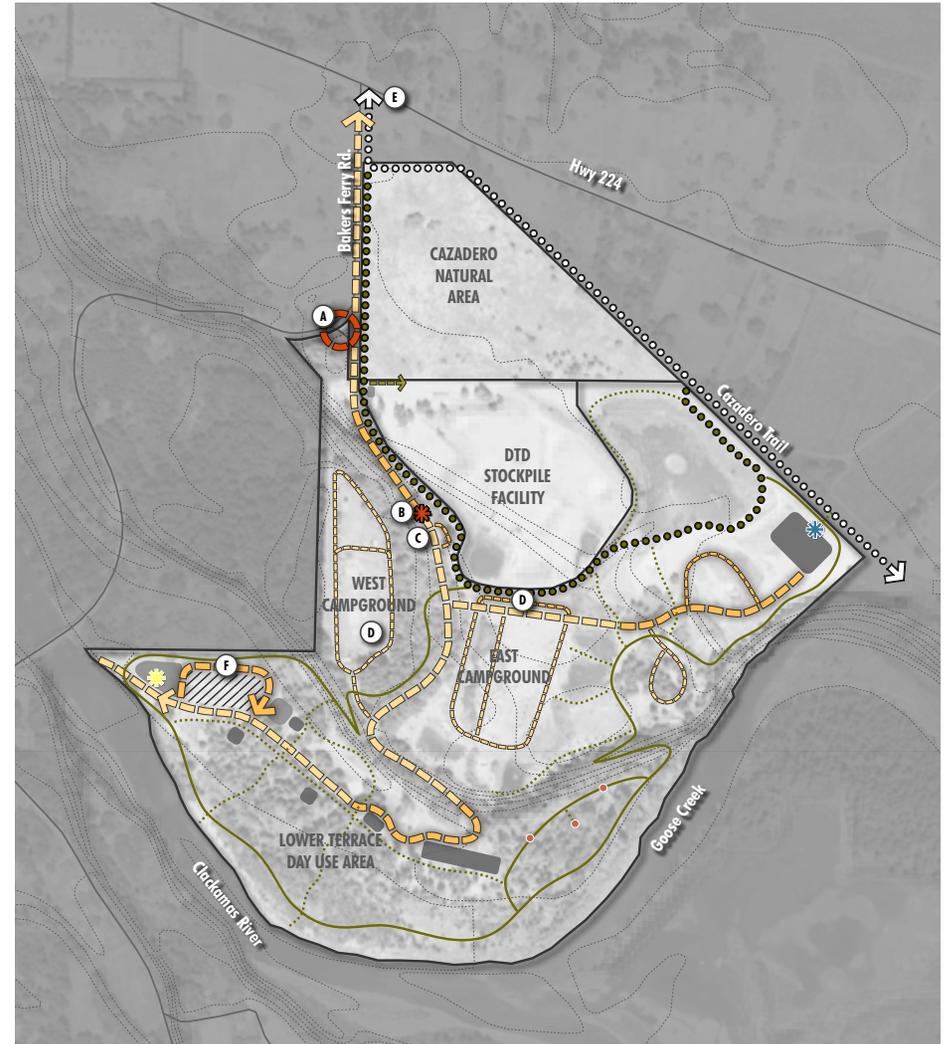
The pond is considered for both recreation and wildlife habitat. Because of its condition, an additional study outside the scope of this master plans is needed to address restoring the pond while achieving a balance between safe recreational use and a functional wildlife habitat that could support Western Pond turtles. Further discussions about restoration are outlined in Chapter 6 of this report.



Western Pond Turtles



Pacific NW Forest



Figures 5-2 and 5-3. Programming and Circulation for Master Plan



Figure 5-4. Overall Concept for Master Plan

LEGEND

E = Existing; P = Proposed

E P	Day Use Area
E P	Overnight Area
	Park Storage Area
	Pond
E P	Parking Lot
/ / / /	Overflow Parking
—	Property Boundary
◁ ○ ○ ○ ▷	Cazadero Trail
E P	Primary Road
E P	Secondary Road
— — — —	DTD and Park Staff Road
— — — —	Primary Pedestrian Trail
⋯ ⋯ ⋯ ⋯	Secondary Pedestrian Trail
● ● ● ●	Paved Multi-use Path
⋯ ⋯ ⋯ ⋯	10' Contours
○	Roundabout
*	Expanded Ticket Booth
*	Enhanced Shuttle Dropoff Area
*	Cazadero Trailhead
●	Viewing, Interpretive, or River Access Area
E P	Restroom Building
E P	Picnic Shelter
□	Cabins/Yurts
E P	Other Buildings

PROGRAM KEY

- 1 Hiker-Biker (H-B) and Group Camping**
Shared Restroom; Picnic Shelter and Tables; Water; Fix-it Station; Fire Rings; Solar Charging Station; Bike Racks
- 2 Cabins/Yurts**
Shared Restroom; Cabin and/or Yurt Structures; Water; Electricity; Parking; Bike Racks
- 3 Primitive Camping**
Shared Restroom; Host Site; Picnic Shelter and Tables; Water; Electricity; Fire Rings
- 4 Overlook Lodge**
Renovated to support overnight lodging; Restroom; Host Site; Water; Electricity; Parking; Bike Racks
- 5 Pond Day Use Area**
Shared Restroom; Small Picnic Shelters and Tables; Dock; Viewing Areas with Seating; Bike Racks; Restoration and Invasive Species Management
- 6 Cazadero Trailhead**
Shared Restroom; Water; Parking; Trailhead Kiosk; Bike Racks; Fix-it Station
- 7 Lower Terrace Play Area**
Adventure/Nature/Water Play; Bike Racks
- 8 Pavilion**
Permanent Structure; Water; Electricity; Parking; Bike Racks

CIRCULATION KEY

- A Park Entrance**
New roundabout and road realignment
- B Ticket Booth**
Relocate existing booth; Add additional lane and ticket machine
- C Turn Around Area**
Close existing Dump Station; Adjust turning radius
- D Dump Station**
New Dump Station; Size for large RV/trailer use
- E Cazadero Trail at Hwy 224**
Approach and crossing should be studied to safely cross highway and connect to trail alignment north
- F Seasonal Road at Overflow Parking**



KEY

- 1 Hiker-Biker and Group Camping**
 Shared Restroom with Showers; Host Site; Picnic Shelter and Tables; Water; Fix-it Station; Fire Rings; Solar Charging Station; Bike Racks
- 2 Cabin Circle**
 (6) 16' x 16' cabins; (2) 16' x 24' cabins; Shared Restroom with Showers; Water; Electricity; Parking; Bike Racks
- 3 Primitive Camping**
 Shared Restroom; Host Site; Picnic Tables; Water; Electricity; Fire Rings
- 4 Overlook Lodging Area**
 Existing house renovated to support overnight lodging; Existing garage converted to event space; (8) 16' x 16' cabins; Shared Restroom with Showers; Host Site; Water; Electricity; Parking; Bike Racks
- 5 Pond Day Use Area**
 Shared Restroom; Small Picnic Shelters and Tables; Dock; Viewing Areas with Seating; Beach; Bike Racks; Restoration and Invasive Species Management
- 6 Cazadero Trailhead**
 Shared Restroom; Water; Parking (5 Horse, 5 ADA & 105 Standard Stalls); Trailhead Kiosk; Bike Racks; Fix-it Station
- 7 Yurt Village**
 Shared Restroom; (8) 16' Dia. Yurts; Water; Electricity; Parking; Bike Racks

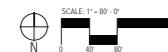


Figure 5-5. Illustrative Site Plan of Proposed Overlook Site and Quarry Site Improvements



Figure 5-6. Quarry Site Perspective Looking South from Quarry Pond



6. IMPLEMENTATION

6.1 PHASING

Park development in phases will be completed based on available funding and logical sequencing maximizing resources and minimizing impacts to existing and proposed elements. This process has identified initial phases of implementation focused on restoration of the pond and Quarry Site.

The Quarry Site is severely degraded and needs a lot of work done before it can become a place for people to come and enjoy. Restoration efforts includes invasive species removal, grading, soil amendments, and a variety of methods for landscape plantings on a large scale. Restoration to the site to needs to support the goals for providing a good user experience and wildlife habitat prior to implementing other uses. The site should remain off-limits to the public during restoration to will allow the site to stabilize. Further refinements to the long-term vision for the Quarry site should be considered prior to advancing restoration efforts. This includes taking the Quarry Site to a 30% design refinement level to better establish the scale and location of future built elements and grading and drainage changes required.

Once the site is established the County could implement the Day Use amenities and/or overnight zones in phases or a single project. Individual elements of the overnight zones could also be built in phases; for example, two group campsites could be constructed before the entire build-out to slowly bring on elements as funds are available.

6.2 ADDITIONAL CONSIDERATIONS

Regulatory considerations that may impact the project's timeline are described below:

WATER RESOURCES

Section 404 of the Clean Water Act gives the US Army Corps of Engineers regulatory authority over natural waterways and wetlands. In Oregon, the Department of State Lands also regulates wetlands and waters of the state. For these reasons, Section 404 permits are be required before altering existing wetlands and streams.

Because the lower day use area is within the existing 100-year floodplain, any of the proposed improvements in that area will need to follow the State of Oregon and National Flood Insurance Program (NFIP) minimum standards for floodplain management.

6.2 PROJECT COSTS

The preliminary cost estimate for development of the Barton Park Master Plan is based on the approximate costs of features used as precedent imagery throughout the public engagement process. These precedents established a range of unit costs of materials needed for the construction estimate based on 2020 dollar values.

The costs of development in the estimate include soft costs such as design and permitting fees and 30% contingency allowances for variations in market construction costs. The estimated cost for park all the features as shown below in Figure 6-1 is \$16,683,804 based on 2020 costs.

Item	Estimated Costs											Item
	ACCESS ROAD	CAZADERO TRAILHEAD PARKING	QUARY SITE RESTORATION	POND DAY USE	CABIN LOOP	GROUP CAMPING	PRIMITIVE CAMPING	OVERLOOK PROPERTY	YURT VILLAGE	HIKING TRAIL	LOWER DAY USE AREA	
Site Clearing	\$38,719	\$122,293	\$231,672	\$43,081	\$113,096	\$73,003	\$41,927	\$106,915	\$43,598	\$71,972	\$142,462	Site Clearing
Earthwork	\$28,000	\$94,300	\$396,000	\$28,000	\$63,000	\$82,600	\$70,000	\$24,000	\$24,000	\$71,820	\$424,000	Earthwork
Utilities	\$60,000	\$83,300		\$3,600	\$45,400	\$49,000	\$6,500	\$23,000	\$6,500		\$124,000	Utilities
Paving	\$199,300	\$384,900		\$69,000	\$46,200	\$74,940	\$28,048	\$100,640	\$45,000	\$435,800	\$124,000	Paving
Structures		\$250,000		\$220,000	\$770,000	\$335,000	\$75,000	\$845,000	\$220,000		\$60,000	Structures
Furnishings		\$27,500		\$63,000	\$20,000	\$26,500	\$14,500	\$14,000	\$19,000	\$35,100	\$60,000	Furnishings
Irrigation		\$29,500									\$96,000	Irrigation
Planting	\$2,000	\$97,000	\$240,000	\$4,700	\$14,820	\$96,800	\$50,900	\$6,000	\$69,500	\$0	\$300,000	Planting
Soil Preparation		\$55,650	\$293,778	\$7,600	\$2,300	\$20,000	\$8,000	\$1,400	\$18,250	\$0	\$500,000	Soil Preparation
Sub Total	\$328,019	\$1,144,443	\$1,161,450	\$438,981	\$1,074,816	\$757,843	\$294,875	\$1,096,955	\$445,848	\$614,692	\$1,830,462	\$9,188,385
Estimating Contingency (30%)	\$98,406	\$343,333	\$348,435	\$131,694	\$322,445	\$227,353	\$88,463	\$329,086	\$133,755	\$184,408	\$549,139	\$2,756,515
Total Hard Cost	\$426,425	\$1,487,776	\$1,509,885	\$570,675	\$1,397,261	\$985,196	\$383,338	\$1,426,041	\$579,603	\$799,100	\$2,379,601	\$11,944,900
Additional Costing Factors	\$90,534	\$315,870	\$320,564	\$121,160	\$296,653	\$209,167	\$81,386	\$302,763	\$123,055	\$169,657	\$521,773	\$2,552,582
Soft Costs	\$77,544	\$270,547	\$274,567	\$103,775	\$254,087	\$179,154	\$69,709	\$259,321	\$105,399	\$145,314	\$446,906	\$2,186,322
TOTAL	\$594,503	\$2,074,193	\$2,105,016	\$795,610	\$1,948,001	\$1,373,518	\$534,433	\$1,988,124	\$808,057	\$1,114,070	\$3,348,280	\$16,683,804
GRAND TOTAL												\$16,683,804

Note: The values above are based on 2020 dollars. Each zone should be reevaluated based on refinements to the design and inflation.

<u>Additional Costing Factors Include:</u>	<u>Soft Cost Include:</u>
General Conditions (10%)	Internal Staffing/Management (3%)
G.C. Bond & Insurance (3%)	Permitting (2%)
G.C. Overhead & Profit (7%)	Design and Engineering (10%)

Figure 6-1. Project Cost Summary



7. APPENDIX

APPENDICES

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Appendix A: Public Engagement

Community Engagement Plan	A1
Community Survey Results	A2

A1: Community Engagement Plan

Barton Park Complex Master Plan

Public Engagement and Communications Plan

Developed Fall 2019 (revised to reflect COVID19 virtual meetings only)

This Public Engagement and Communications Plan will guide stakeholder and public involvement during the planning process. Clackamas County and design team leader GreenWorks will coordinate and carry out public outreach activities designed to inform area stakeholders about the effort to develop a Master Plan to guide future improvements of the Barton Park Complex. Input opportunities are planned at key steps in the process.

Project Description

Clackamas County will develop a Master Plan for future improvements to Barton Park and the undeveloped properties that form the Barton Park Complex. The Master Plan will consider the relationship between the adjacent undeveloped properties, the river access to downstream Carver Park, access and connections to the Cazadero Trail, and the circulation in and between these areas.

Key messages:

- Clackamas County will engage with area stakeholders on how to improve Barton Park for accessibility, enjoyability, and ease of use.
- Undeveloped areas in and around the site will be planned for incorporation into this successful County park, providing new opportunities to enjoy the site while recognizing why visitors choose the park today.
- Transportation – both the road and trail network – will be examined to address access to, from, and circulation within the park by various users, as well as consider solutions to current traffic congestion, safety, and parking concerns caused during peak summer use.
- Barton Park frequently attracts more visitors than it can accommodate on hot days during the summer. Improvements will be focused on new opportunities for non-peak season, undeveloped areas, and connections to the Cazadero Trail.

Technical inventory occurred through summer 2019 and will be followed by a period of alternatives analysis that will last into 2020. The final Master Plan will be developed in mid 2020. Public engagement opportunities will allow for feedback during the planning process with continued communications occurring as improvements move forward.

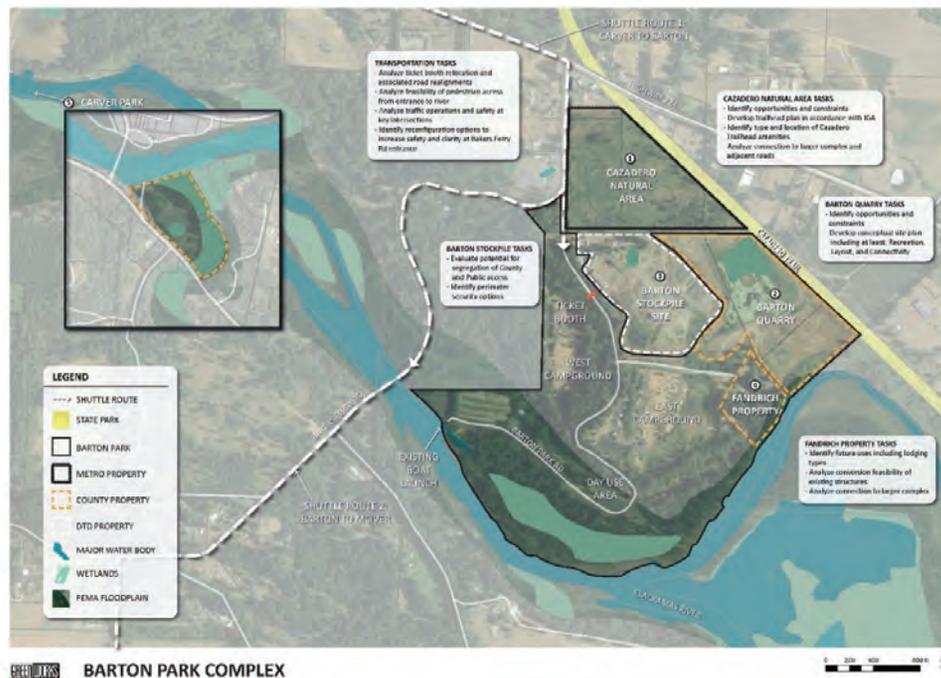
See Separate Planning Process Schedule Graphic

Public Engagement Purpose and Goals

The purpose of the public engagement activities will be to share information with stakeholders, area property owners, and patrons that use Barton Park and other parks on the Clackamas River, as well as the broader public during the initial planning phases of the project. The planning process will provide opportunities for the public to inform and provide input to the design team as the alternatives are being developed and final plan is refined and recommended for adoption by the County. The public engagement and communication goals are to:

- Communicate understandable and timely information to the public throughout the project about its purpose, need, benefits and later changes to uses and construction impacts.
- Identify timely opportunities for public input into the planning process
- Communicate trade-offs of changes or improvements
- Maximize public understanding of the planned improvements to the Barton Park Complex

Project Area Map



Audience

- Board of County Commissioners, Clackamas County constituents
- County Ped-Bike Advisory Committee
- County Parks Advisory Board
- Residents/property owners along the Clackamas River, surrounding Barton Park, and in the general project area, specifically Bakers Ferry neighbors
- Barton Park visitors
- Eagle Creek/Barton CPO
- Local fishing community
- Local businesses that serve area recreation users
- Regional hiking/biking community (may rely on Metro/State parks for additional recreational)
- Regional water recreation users

Public Engagement Outreach Timeline/Needs

The following table includes informational tools and activities that will be used throughout the project to inform the various audiences.

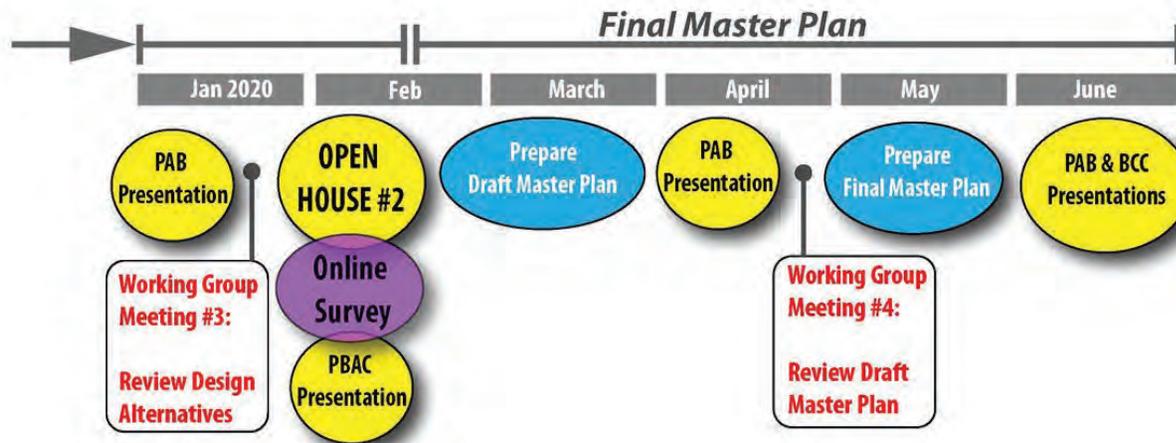
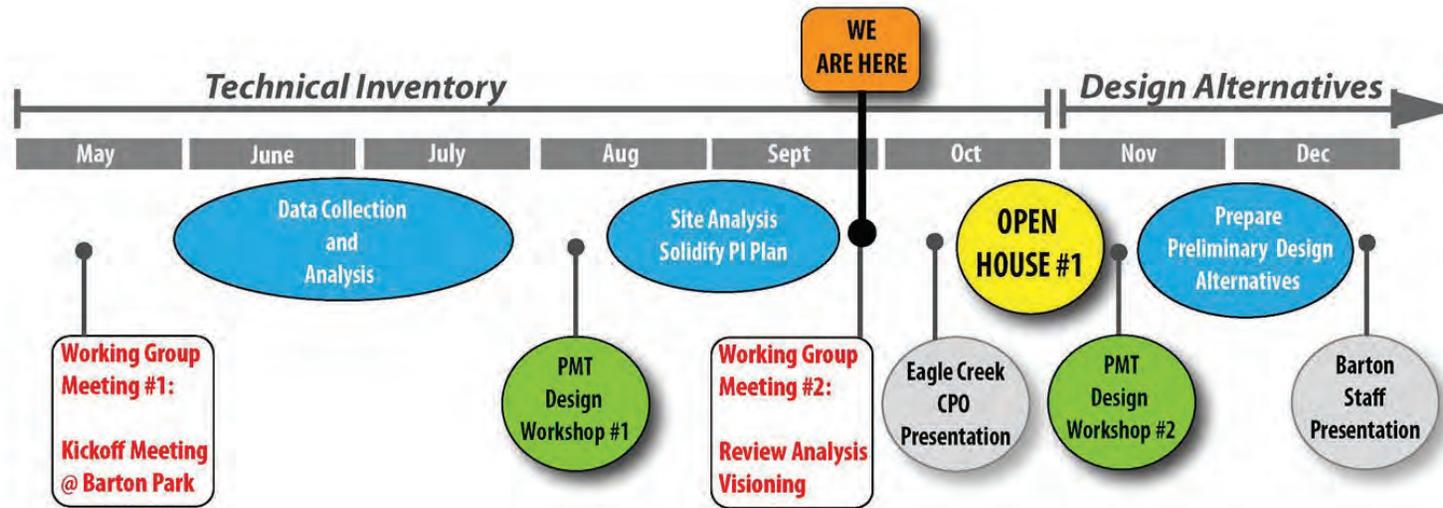
Tool/Activity	Description	PI Lead	Timing
Working Group Meeting #1	Kick-off and site visit	Greenworks/PMT schedule	May 2019
Connect with Bakers Ferry Area neighbors to schedule a small group meeting	County contact Barton Park adjacent neighbors to offer a small group meeting, separate from open house to discuss project plus other issues, possible debrief of summer or other topics that have been	County	Contact in September (select date in fall based on their needs)
Working Group Meeting #2	Purpose of Meeting: <input type="checkbox"/> Present and gather feedback on inventory <input type="checkbox"/> Visioning <input type="checkbox"/> Sneak peak and reaction to 3 ideas – are they viable		September 2019
Basic web content		County/Amber	Ongoing updates
Postcard or a one sheet mailer	Content and graphics will be created for a factsheet/mailer that the County can distribute or use at other outreach events. The factsheet/mailer will be updated at milestones by GreenWorks.	GreenWorks, develops, JLA can support County to mail two weeks prior to open house date. Needs:	Prior to Open House #1

	Content: <input type="checkbox"/> Guiding Principles <input type="checkbox"/> Purpose of effort <input type="checkbox"/> Timeline/decisionmaking <input type="checkbox"/> Invite to open house and email list	<input type="checkbox"/> County pull area mailing list <input type="checkbox"/> County have area or related email list to use? JLA can help augment an email list.	
Bakers Ferry neighbors meeting			October Invite to open house #1
Open House #1	GreenWorks will facilitate all open houses and stakeholder meetings, with support from JLA.	Clackamas County and Greenworks, with minor materials support from JLA.	Late October/early November 2019
Working Group #3			
Newsletter with graphics			
Online Open House #1	Online open houses will be held, in order to gain feedback on preliminary design alternatives from stakeholders and the broader public.	JLA	Early 2020
Postcard invitation to open House #2 and online open house			March
Open House #2 / Online Input Opportunity	Feedback on design alternatives-programmatic changes to use	Clackamas County and Greenworks, with minor materials support from JLA.	March-April [Note: the in-person open house was cancelled due to Covid19 pandemic and the online opportunity was extended]
Parks Advisory Board – briefing			
Working Group #4			
Online Open House #2	Feedback on Draft Plan	JLA	Early 2020
Parks Advisory Board – recommended plan			

District Advisory /BCC			Spring/summer 2020
Update web with final documents			
Outreach in Barton Park	Message – Improvements Coming!		Summer 2020

Other:

- Eagle Creek/Barton CPO
- ~~Spring 2020 in park~~
- Strategic media releases and social media
- Info in Barton store (opportunity when graphics of final plan available)



PMT: Project Management Team
 CPO: Community Planning Org.
 PAB: Parks Advisory Board
 PBAC: Ped. and Bike Advisory Committee
 BCC: Board of County Commissioners

A2: Community Survey Results

Barton Park Complex Master Plan Summary of Community Input Barton Park Programming

393 people responded to the survey available
online between 3/21/2020 and 4/12/2020



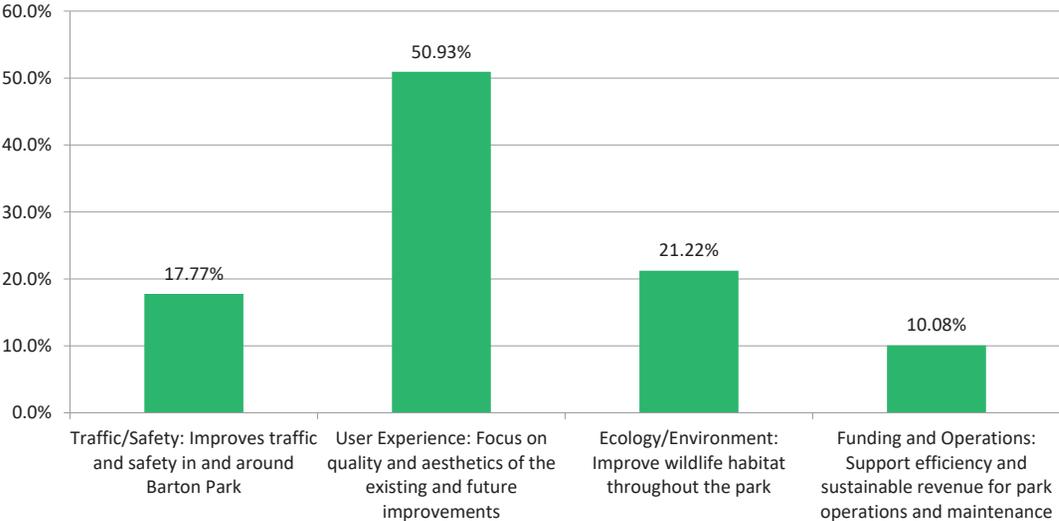
Survey Overview: Insights Into Respondents

- 50% of respondents said that user experience was the most important principle to guide improvements.
- Over 87% of respondents were previous Barton Park visitors. Most used the park for day use, floating, and experiencing nature and scenery.
- 58% of respondents have floated the Clackamas River.
- 64% of respondents said they would be likely to access the Cazadero State Trail from Barton Park; 41% of them wanted the ability to camp at the Cazadero State Trail, while 34% didn't know.
- Most respondents identified as white (84%), female (56%), and English speaking (100%). There was a diversity of ages and household income among respondents.
- Responses came from across the region. The most responses (15% of total) came from 97045 in Clackamas County.

Question 1

Answered: 377 Skipped: 16

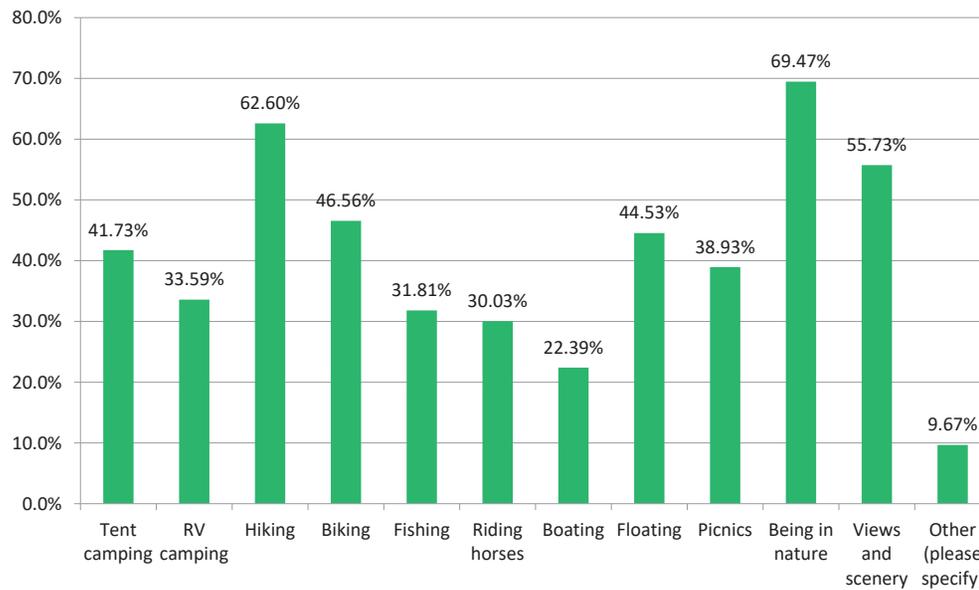
Of the guiding principles that will be used for improvements, which one is the most important to you? (Check one.)



Question 2

Answered: 393 Skipped: 0

What type(s) of recreation do you enjoy? (Check all that apply.)

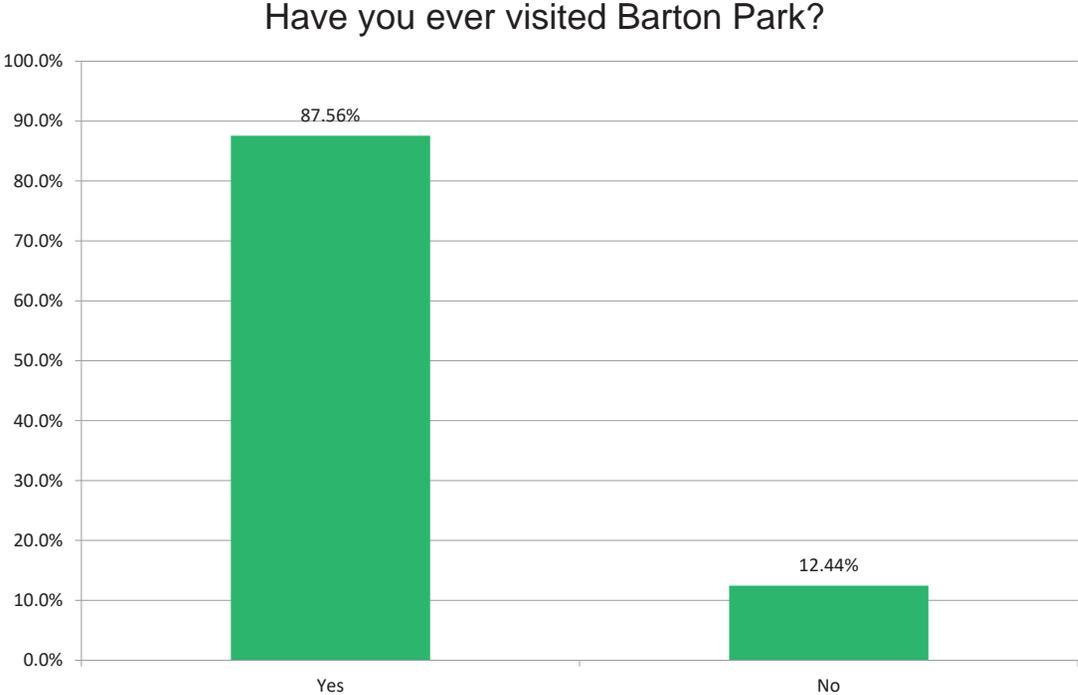


'Other' responses included:

- Mountain Biking (7)
- Paddle Boarding
- Frisbee/Disc golf (4)
- Skateboarding
- Play structures (2)
- Paddling/Kayaking (3)
- Running/trail running
- Bird watching
- Nature education/ signs (2)
- Swimming (3)
- Walking dog/dog park (3)
- Horse camping & Horse trails(4)
- Scuba diving
- I use the park a lot for access to the river both above and below.
- Basketball court
- Peacefulness in the RV park please don't change that.
- Being alone, listening to the quiet of the woods
- Kids' birthday parties

Question 3

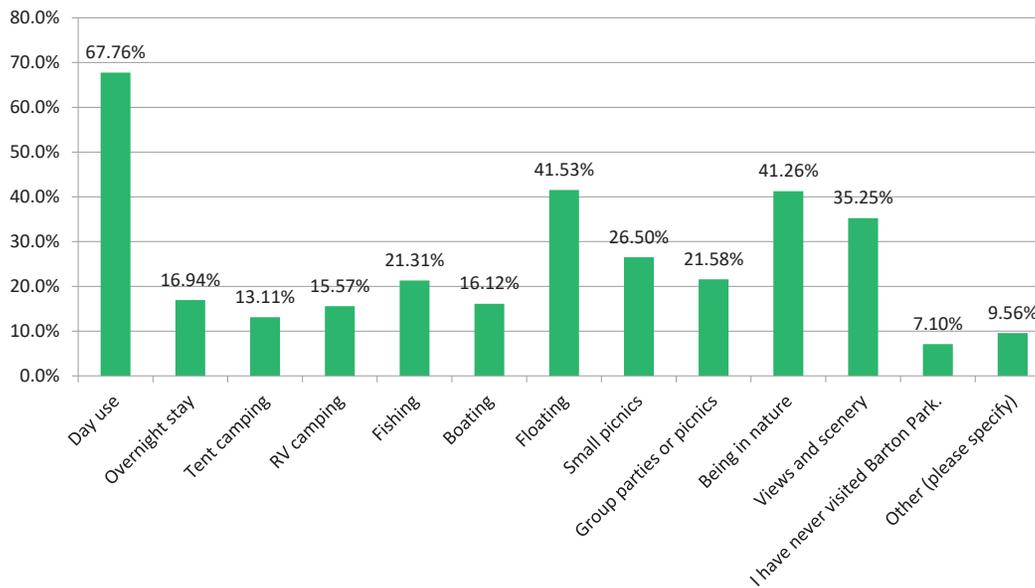
Answered: 386 Skipped: 7



Question 4

Answered: 366 Skipped: 27

If yes, how have you used Barton Park in the past?
(Check all that apply.)

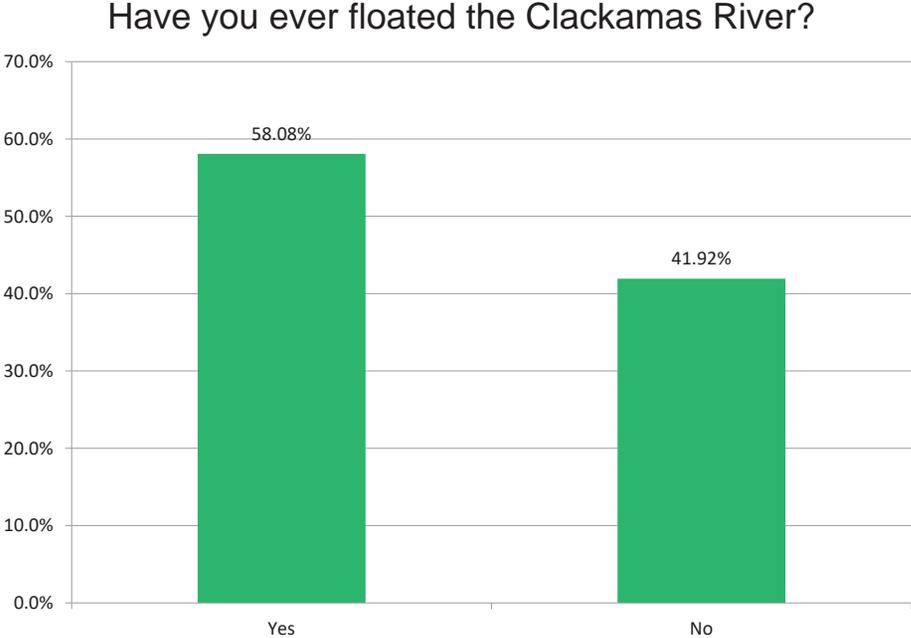


'Other' responses included:

- River clean up (2)
- Kayaking (2)
- River riding
- Swimming
- Scuba diving
- Car show
- Bicycle racing OBRA
- Cycling (4)
- Cyclocross races (3)
- Long time season pass buyer
- As a child I spent a lot of time on inner tubes in the swimming hole during family reunions picnics etc.
- My family has gone there since before I was born.
- Easter egg hunt
- Celebrations of life
- We got married in Barton Park
- Hiking (3)
- Quick drive through (2)
- Restroom stop
- Riding horses (2)
- Took covered wagon across hist
- Filming production
- Playground
- Concert

Question 5

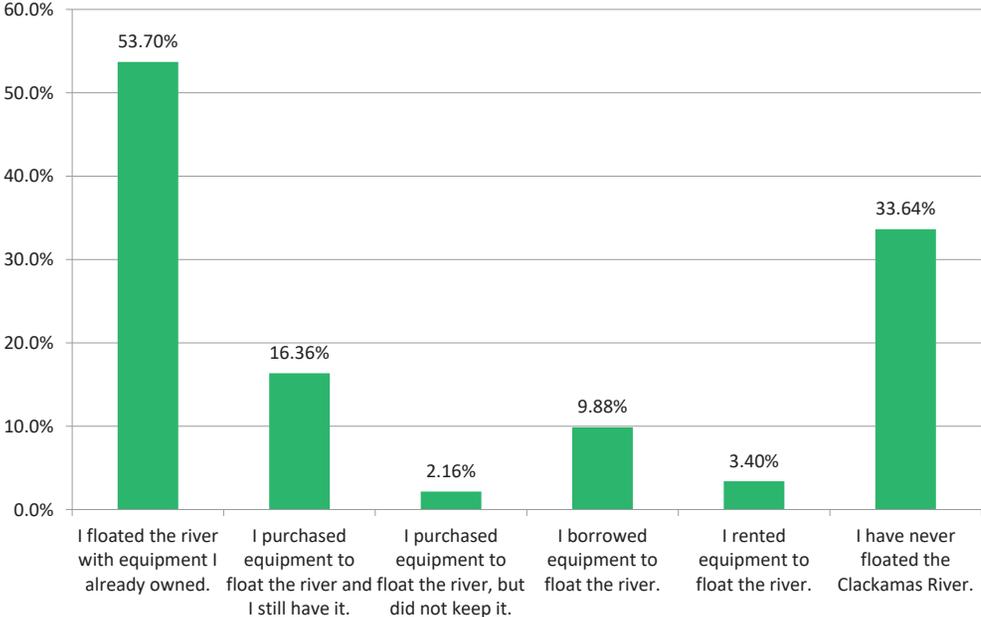
Answered: 366 Skipped: 28



Question 6

Answered: 324 Skipped: 69

If you have floated the Clackamas River, which of the following apply to you? (Check all that apply.)



Question 7

Answered: 67 Skipped: 326

If applicable, please list any rivers where you have used a shuttle service.

Deschutes River (40)
Clackamas River (12)
Rogue River (10)
Sandy (14)
McKenzie (2)
Wilson (2)
Nestucca
Truckee River
Willamette (3)
Colorado River
coastal rivers

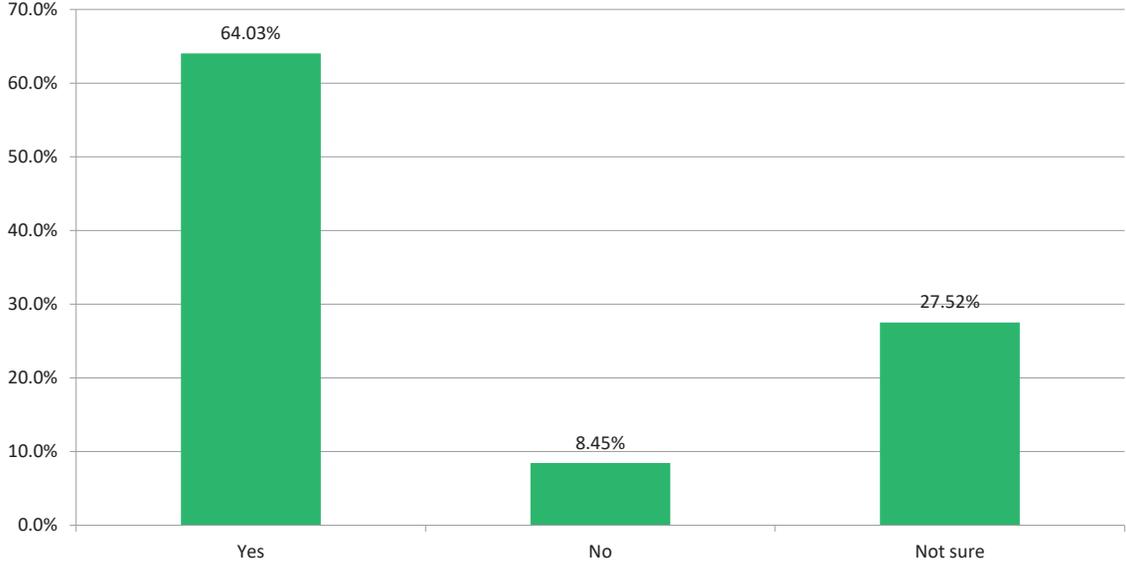
Owyhee (2)
Kalama
White Salmon (2)
Salmon River (Idaho) (5)
Trinity Bend
Virgin River,
Not in Oregon
John Day River (3)
Grand Canyon
Grande Ronde (2)
Snake (2)

Klamath
Cache la Poudre River,
Colorado
Guadalupe (Texas)
Shenandoah (Virginia)
The Icicle River
(Leavenworth, WA)
Great American River
Fall river.
Trask
Missouri River(Montana)

Question 8

Answered: 367 Skipped: 26

Are you likely to access the Cazadero Trail from Barton Park?

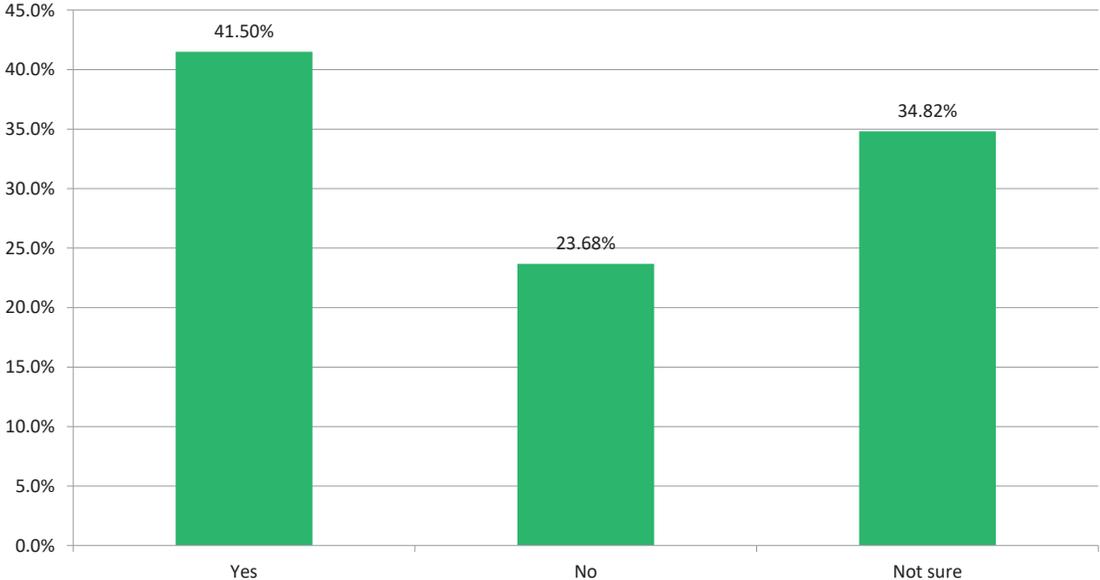


Note: The Cazadero Trail is not complete, so respondents may be expressing support for access to trails, in general.

Question 9

Answered: 359 Skipped: 34

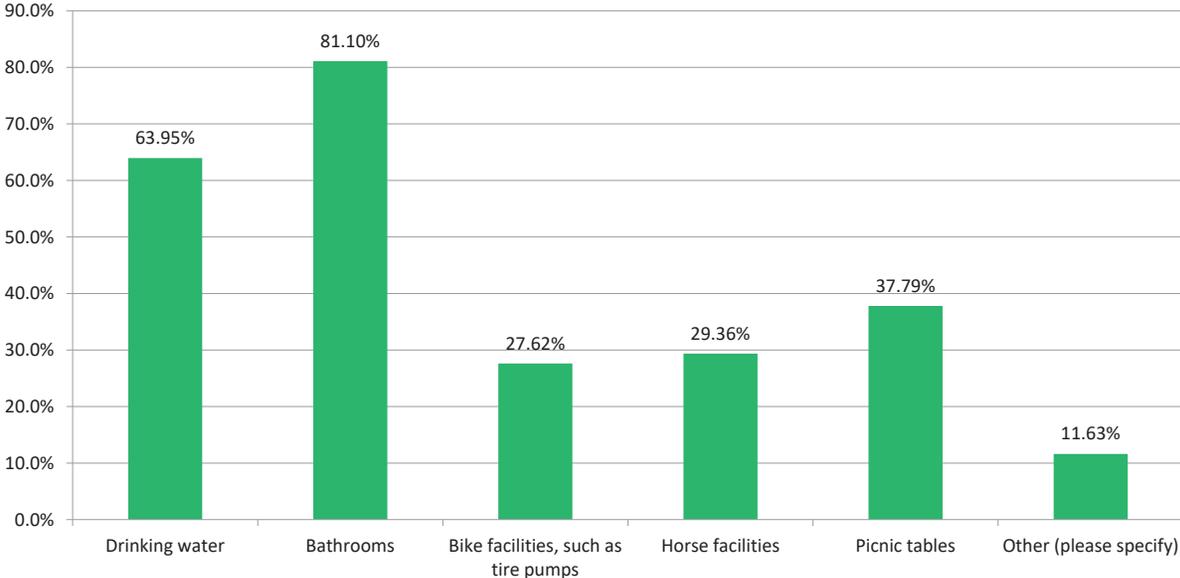
I would like to have the ability to camp at this trailhead as I hike or bike along the Cazadero State Trail.



Question 10

Answered: 344 Skipped: 49

What facilities at Barton Park would help you use the trail?
(Check all that apply.)



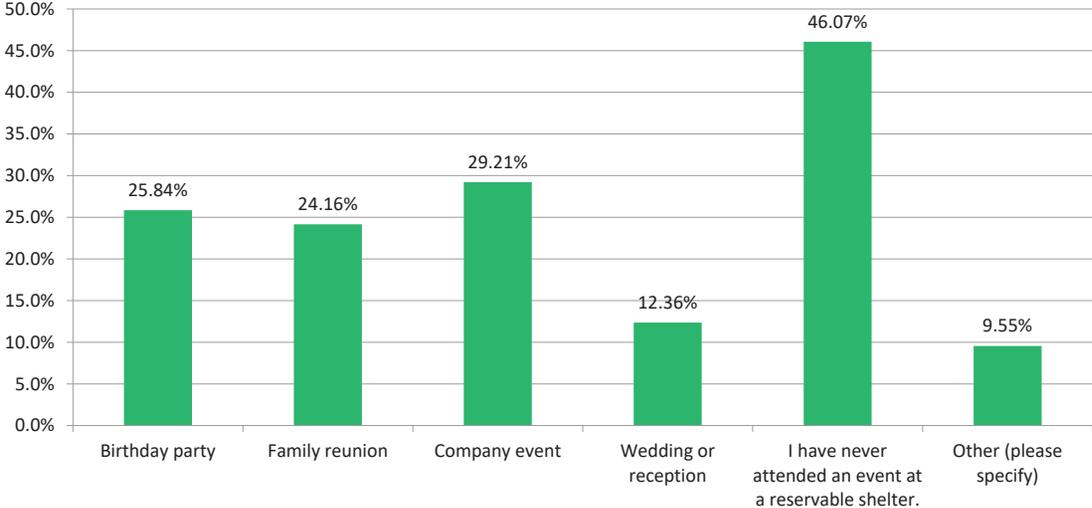
'Other' Responses:

- Parking (safe, accessible) (10)
- Large rig/ horse trailer parking (3)
- Frisbee golf (2)
- Bike facilities (repair station, map, charging facilities, bike rental)
- Access to Springwater Corridor
- Campsites near the bike trail access
- Showers
- Rest area & seating/ picnic tables (5)
- interpretive signage (2)
- Yurts
- Horse camping with corrals (4)
- Allow dogs (2)
- Keep trails clean and safe - no homeless camps.
- Extra small camp sites for backpacking.
- Park is already overused. No longer peaceful or relaxing.
- I am unlikely to visit any trail longer than 1/2 mile in length.

Question 11

Answered: 356 Skipped: 37

What kinds of events have you attended using a reservable park shelter at any park? (Check all that apply.)



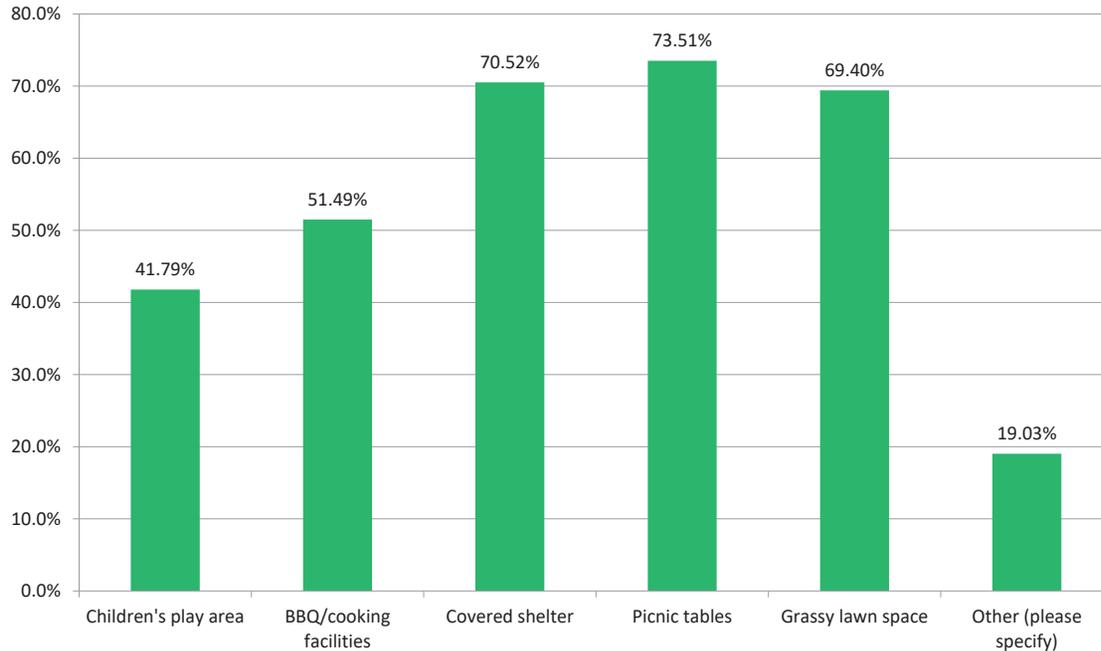
'Other' Responses:

- Family nature explore club meet up
- Graduation Party (3)
- River Cleanup Event (6)
- Non-profit event (2)
- The Eagles picnics
- Church worship services (3)
- Church gathering/picnic (3)
- Club meetings
- Party with friends
- Holiday party/ Event (Mother's Day Easter) (4)
- Horse camping/ equestrian events (4)
- Enjoying being there....the water and woods.
- Celebration of life/funeral (2)
- Concert

Question 12

Answered: 268 Skipped: 125

What was at the park that helped make the event enjoyable? (Please check all that apply.)



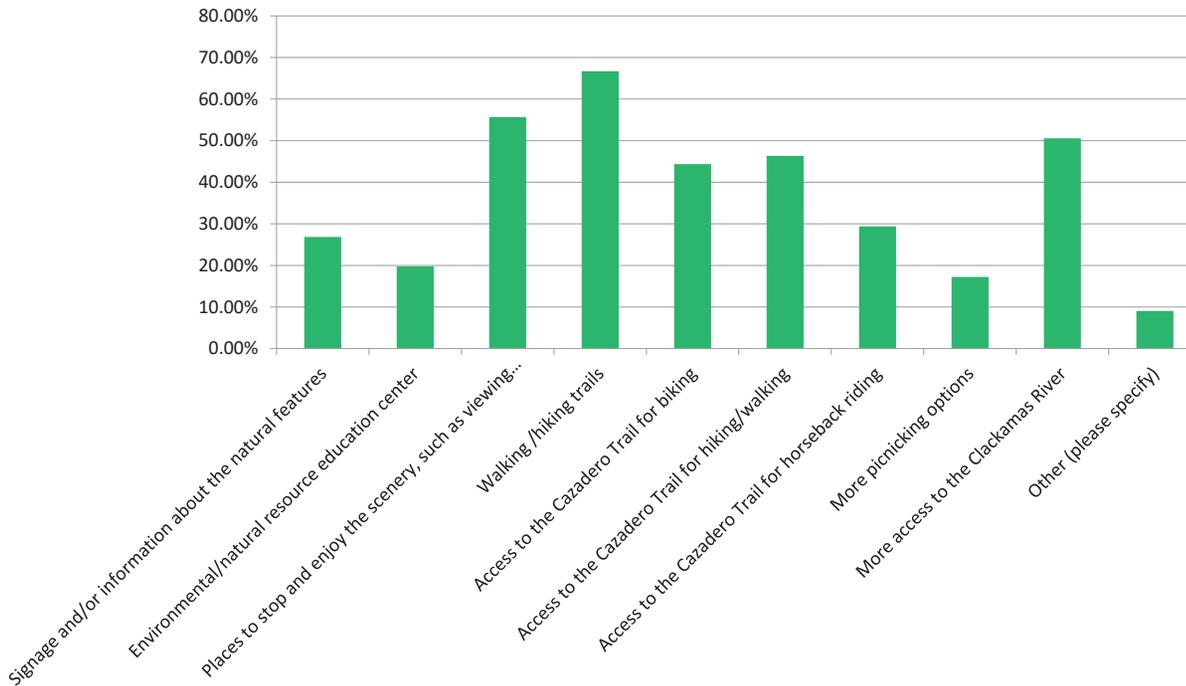
'Other' Responses:

- Accessible parking (3)
- Access to the river
- Sports facilities (Volleyball, baseball fields)
- River access (7)
- Beautiful Scenery (3)
- Bathroom (8)
- Clean (4)
- RV camping
- I have never been to an event at the park (3)
- Boat launch (3)
- My family/ friends (2)
- Electricity
- Close location to home
- Horseshoe pit
- Parking for horse trailers
- Frisbee Golf
- Hiking Trails (4)
- It was not enjoyable. Too crowded and too many drunks

Question 13

Answered: 354 Skipped: 39

What day use features would you like to see added to Barton Park? (Check all that apply.)



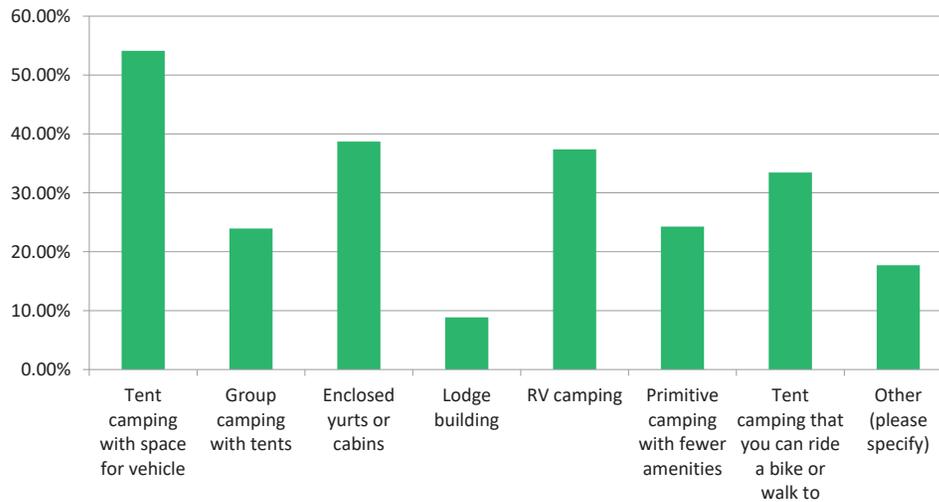
'Other' Responses:

- Mountain biking trails (7)
- Additional bicycle features in the park. (bicycle skills facility for children)
- Undeveloped areas! Keep it natural.
- Boot brushes to help control invasive species.
- More accessible options.
- A filter to limit the number of unsavory humans.
- Fencing around the basketball court and fixing the concrete.
- Limits to number of people floating river and better enforcement of no alcohol.
- Separate access for boaters and floaters (2)
- Accessible swimming/wading (3)
- Horse camping facilities
- Horse trailer parking (2)
- Safer/adequate parking (3)
- Increase your fees and keep the explosion of people down
- History signs why this spot is important
- Dog park/dog access
- Beach seating areas closer to the river, additional beach access trails.
- Better floating options
- "No children" RV loop

Question 14

Answered: 305 Skipped: 88

What overnight camping options would you be interested in at Barton Park? (Check all that apply.)



'Other' Responses:

- Horse camping/corrals (34)
- Frisbee golf
- Tent camping (3)
- I live too close to consider overnight camping.
- Separate large RV with generator sites from smaller tent and small trailer without generator sites.
- MORE SHOWERS AND BATHROOMS
- Option for both RV and tent in same spot.
- Full hookups for RVs.
- I would not overnight at Barton Park.
- Camp sites with privacy and tree coverage (3)
- Rv and 4 or 5 corrals w 4 stalls for each site . Also the help of Oregon back country would help design and also help w/funding . I've never seen a better group of people help maintain horse parks. w/dedication . Bike people never hold maintenance parties , like horse people .
- Yurts, Rustic Cabins, A-Frames, and Group 3-Walled Cabins.
- Day use with kid activities for neighborhood children that are free.
- Group camping with RVs.
- I won't ever use Barton Park for camping again. Too many drunks and no one to enforce the evictions.
- None or it will be full of homeless and not feel safe

Question 15: Do you have any comments you would like to share with us about Barton Park?

Over 100 of the respondents provided additional comments.
See verbatim comments at end of the document.

Topics related to ideas for trails, the Cazadero Trail, dogs, alcohol, safety, cycling, mountain biking, equestrian use, river use, parking, nature, etc.

Question 16: Zip Code

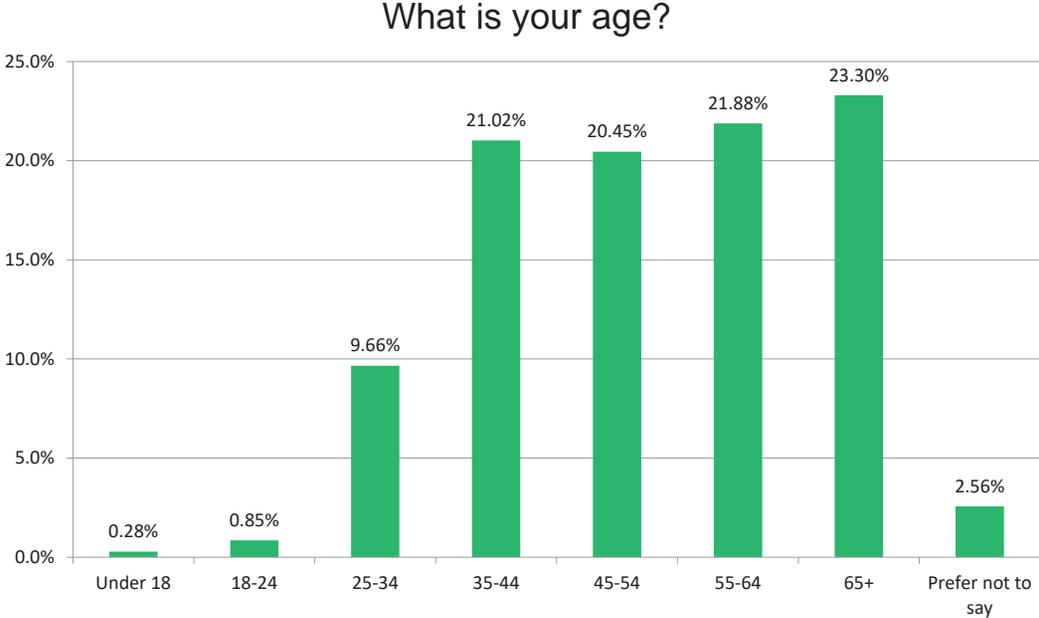
Responses came from across the region. The most responses (15% of total) came from 97045 in Clackamas County.

Question 17: Email address

165 people provided their email addresses to be include for future updates

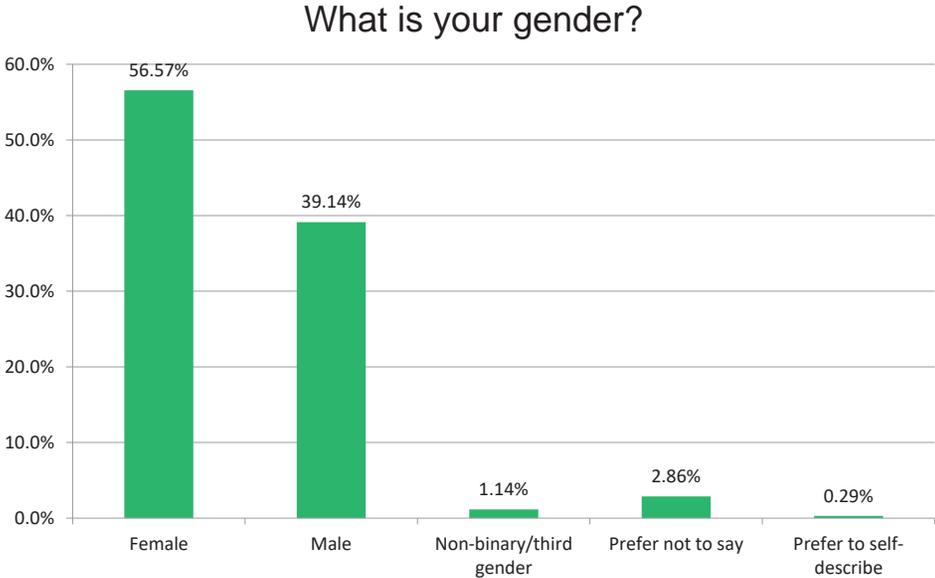
Demographics: Question 18

Answered: 352 Skipped: 41



Question 19

Answered: 350 Skipped: 43



Question 15: Do you have any comments you would like to share with us about Barton Park?

(verbatim comments from survey)

- Additional Boat ramp would be extremely helpful
- I am thrilled you are doing this!! THANK YOU!!
- It's a very nice facility. I like the event pavilion. Would love to see better ADA access to the river with benches and picnic tables.
- Please try to keep this area as "natural" as possible
- I'm concerned that connecting to the springwater trail will continue to push the homeless problem further out along the river. This has been the result along the entire spring water trail through Portland out to Boring. We shouldn't pay for and give the homeless more space which unfortunate makes the trail unsafe and then tax paying citizens will not use the trail.
- Please provide mountain biking trails.
- already too crowded
- Need mountain bike trails
- Now is the time to work with the Salvation Army to purchase Camp Kuralti. Take advantage of the current situation to leverage your cash assets and fix this huge regional bottleneck and issue with access. Be bold and create a new state park with lots of pre-built amenities and full access to the Cazadero. START MOVING IN THIS TODAY.
- Leave park as primitive as possible. It's not a Portland park!!
- We love coming there for the cyclocross race in the fall!!!
- Would like it to enhance nature users and not be a trash dump for picnics and damping especially along the river. Bike access would be a great option.
- I think the park is already great. Banning motorized boats above Barton and planting more trees along the river would be great.
- Mountain biking development opens up opportunities for more funding and capacity for more popularity. Share mtb and hiking trails can be done in some sections but should be separated for any potential downhill speed. Otherwise utilize signage to let mountain bikers know to proceed with caution in multi use trails as well as two way traffic.
- Honestly, in the summer most people at the park are floating or swimming. We need to make sure the people floating the river aren't trashing it too. Maybe we can encourage some sort of river cleanup or incentive for people to help keep our waters clean. Educate against pollution and fine the dunk idiots who litter the river with cans, bottles, and deflated floats.
- Connect to the Cazadero Trail. Get the ROW or easements for switchbacks down to Deep Creek Crossing to connect the Boring section with a stream size bridge rather than the \$\$\$ trestle distance bridge. Stagger, space and plant screening bushes between campsites for privacy. No one goes to nature to have less privacy than our back yards! Separate generator users from other campers. We don't want to listen to them. Move parking lots away from the prime river front locations. Allow for boat ramps/loading area only on river front. Enforce no camping on trails including Cazadero (work with State Park folks). Don't overdevelop. Small interpretive signs are ok, but nature is the best bill board. Avoid paved trails, use 6 ft wide packed gravel with binders (where needed) for sustainable affordable maintenance. It's better for runners, walkers, and horses. 3" of 1/4" minus reject is best over

road pack. Asphalt in forested settings is \$\$\$, and just buckles and breaks off over time. Look forward to the improvements.

- Connect to springwater please!
- please build a bridge over Deep Creek to access the Cazadero trail!
- Need more parking during busy weekends.
- Please add single track mountain biking trails
- please stop paving trails along rivers. it is hard and expensive to maintain, and also not good for esa species
- I worry about access between the Cazadero Trail and Barton Park potentially bringing in crime, vagrants, and the homeless population as the Springwater Corridor does in Portland and surrounding areas. Limiting crime and ensuring the safety of guests/visitors should be a top priority.
- Bring back the swimming area
- Smoking at the put-in and on the river takes away from the experience. Please enforce No Smoking!
- More access to river would be great than just that one boat ramp
- There needs to be better pedestrian access from the existing camping sites down to the river and the lower group areas
- A better dump station so RV's and Campers are not all lined up on the road waiting.
- More showers and bathrooms in camping areas!
- Signage remaining campers entrance to the park is locked at 900PM
- Barton park is a fantastic natural resource in the area. While providing access and recreation it is also home to key species in our region. Elk, western painted turtles, hundreds of bird species all thrive at this park and it is a key asset for these species. With western pond turtles being in the vicinity protecting turtle habitat such as pond and nesting locations could be key for the protection of this species that is on the decline. Barton also provides a fantastic wildlife corridor for wildlife movement. Find the balance between recreation and habitat improvement and protection should be #1 for any development being considered for the park.
- Beautiful park, love staying here!
- Press the Salvation Army to sell the Trestle Glen property to the State of Oregon/Metro joint Regional park (purchased/maintained separately - get creative).
- We love Barton Park! We would like to see benches along the river.
- We love all the county parks !
- If you revamp the campground, please consider leaving trees and shrubbery to block out your next door neighbor. Otherwise we could stay home and camp in our driveway. You want to be part of nature, and if you take it all away to put in maximum amount of sites, the pleasant experience is then lost.
- Please consider improving the basketball court and fencing it in so we don't have to keep chasing the ball down the hill!
- The locked gate at night is not my favorite, but I do understand it stops a lot of problems

- We have stayed at Barton Park several times and we have enjoyed it everytime. The only thing that would make our stay better would be some added shade.
- We have camped with RV's and tents in the older part of the park for 43 yrs and enjoy the Playground, restrooms and ability to have both RV and tents.
- We are new to this area, live in Estacada, and ride our horses in McIver Park. Will certainly be checking out Barton Park when shelter-in is lifted.
- I would like to see Alternative B chosen WITHOUT the overnight camping feature in the natural area. Do put in the pedestrian trail from Alternative A. Any overnight camping that would be easily accessible from the trail or road WILL be used by the homeless. It WILL become a problem. There is already evidence of illegal camping in the natural area. Don't help it more please!
- The Clackamas River is a regional treasure - if you build more capacity for people don't forget about protecting the river and water quality.
- It is beautiful and not too far from civilization.
- Would like places other than State Parks to ride horses and walk or hike.
- Maintain as large an undisturbed or unmodified natural area as possible
- Don't let too much people pressure ruin what Barton offers!
- Barton could really be a premiere destination park. Improved access to the river for fishing would be a good idea. Another good idea would be to develop a camping/day use area nearer to the Cazadero Trail to accommodate those users. Good luck!
- It's beautiful the way it is. If something can be added to help those who service it that would be good. Otherwise please don't forget the horse people! We are great patrollers let alone the ones who cut & maintain all the park trails!!!
- When developing campsites do not stack them close together. Cut the number in half and provide privacy. This is the biggest mistake that planners do when planning campgrounds.
- What are estimated costs? Schedule and timeline. Thank you!
- Many people in this area would be glad to pay a fee to ride either day or overnight camping.
- Looking forward to your expansion. Please consider horses, most horse people are generous w/work parties to help maintain the trails and camp!
- I would enjoy a park where I can ride my horse safely without having to dodge people with bicycles and dogs running loose.
- Parks are critical to well being. Horse trails are in very short supply, so I am glad you asked about that.
- I am an avid horseback rider. I only frequent parks that have horse trails.
- Horse trails are especially important to me, and I hope that multi use trails are being considered.
- I live so close to the park to entertain camping there, but if it was accessible for trail riding on horseback, I would sure love to explore the area. We need to go see it at any rate since I have never been there.
- Beautiful park. Will probably get overused. What is your plan to prevent that? Multiuse trails need signs for speed of bicycles; speed bumps. They tend to be silent and fast.

- Looking forward to horse access!
- Parking for at least 5 horse trailers, dirt trails (not pavement or gravel) could be wood chips or pea gravel. Future access for horses on the Cazadero Trail has always been a dream
- Please include horses and horse people!
- Horse facility/camps would be nice even if it is just a few.
- Nice park. Really enjoy it
- Include equestrian amenities... to make it useable for everyone. Separate bicyclists from equestrians. Signs indicating right of way for hikers, bikers, equestrians for multitude trails.
- Rangers should not be rude
- It is a beautiful area with high use surin hot summer months
- thank you for working on more outdoor space for equestrians!
- Need more parks like this to distribute the crowds, especially during hot summer days.
- Although my top interest is horse riding, people are extremely interested in parks with a water experience. That leads to crowding so staff is needed on-site.
- Beautiful park! Would be nice to have more access when Park is busy from floaters in the summer.
- have it horse friendly
- love the Park have been a user for over 40 years. I live nearby. I would dearly love facilities for horses adequate livestock trailer parking and camp area. equestrians are constantly looking for places to ride their horses safely and access to longer trails within a commutable distance. Clackamas County has a huge amount of horses and limited facilities. We are a very under served user group. Thank you for your consideration.
- Barton Park would be a good horse camping area is/when the Cazadero trail is ever completed. Access across Deep creek to the Springwater Trail would be even better.
- Barton Park is a very special place. Unfortunately it has been over exploited due to its proximity to Metro. It's too bad as a kid it was never as bad as it is now.
- Would love to have access to horse trails
- It is beautiful and part of our county. Would love to be able to access/use it for horseback riding, and equestrians are respectful and could also help police trail issues. However, BIKES AND HORSES DO NOT MIX WELL as bikers tend to be fast, come out of nowhere, and uneducated about how much they can frighten horses. Their tires also make grooves in the trails that cause erosion and reshape the trails to have a steeply low center to them, which I find difficult to hike on or my horse to walk on.
- Thank you!
- Thanks
- We love Barton Park! Please also consider an area for an outdoor covered stage (with electrical access and portable water for vendors!)
- It is a treasure! Something like a jewel. Not all appreciate its beauty, but when you look at the natural spaces we have left near cities, it is unique, refreshing, restorative to spirit and mind in its uniqueness. The sounds of the river, children laughing, birds, the wind in the trees, the fall colors, the care given to the park is precious and noticed by all who visit. It is a park to be

proud of. Thank you for giving me the joy of visiting, enjoying every ounce of the fresh air and a safe place to ride my horse and kayak.

- We live near Metzler Park and have problems with campers hiking off the park site onto our place. They get lost and on 1 occasion did damage. You need to keep people off private property. Also the park now has so many camping sites it's like living next to an urban center without the police or other urban amenities. More people need more security. Just saying...
- It needs to allow dogs!!
- Pls add a upper river boat ramp, there is space in the park to do this. Thx!!
- I love Barton
- First come first serve. No reservations
- It would be so wonderful to have an outdoor stage or amphitheatre for community concerts and events. I'm also very excited about trails which go along the rivers edge, this is really needed in our area.
- I love Barton park and see it as a great regional resource. I am thrilled you have developed the Madrone wall for recreational climbing- and even hiking to the top. It is a beautiful view from the top and it is a local gem of a green space / resource for Clackamas County.
- There seem to be few hiking/walking trails in this area. If there are more, I haven't found them!
- We are looking forward to improvements - Thank you all!
- Float fees for floaters who leave their tubes and garbage everywhere. We pick up their garbage every trip.
- Great close-in park, well taken care of and maintained. The park staff and camping hosts are cordial and helpful. Please keep up the great job you are all doing
- Barton park is a great place to camp with your family. It is quiet and very safe
- I'm older and retired on a fixed income. Affordability is a primary concern in every aspect of my life. Especially in the area of discretionary spending, like recreation. Keeping user fee, parking and camping costs low is important. I've been regularly using and camping at Barton Park since the 1970's as a child.
- I've been fishing this park for years, would love more access to the river. Thanks
- All the floaters create serious safety issues along bakers ferry rd. There should be separate parking area for floaters
- It would be nice to have a code/key lock for the gate for those camping there that cannot make it back to camp before 10 pm
- Barton Park is the only campground accessible for those of us that use public transportation. I've done it but the walk from the bus to the campground is a little bit scary. It would be great to see some improvement in bus access to the park. I don't mind the walk! Would just like it to be safer.
- Better parking / traffic for day time / floating. Walking trail from campsites to river (not on road)
- Please don't change anything in the upper RV only park. It is quiet and peaceful up there. Only thing is manicure the trees up high enough to accommodate for the larger and taller

- we need a first come first serve close to portland. very tired of reservations.
- Limit alcohol use.
- We love this park and visit it often every year, including camping and day use. I think one of most important things to focus on is getting a handle on the summer rafting/floating traffic. Too many people are putting in outside the park to avoid the no-alcohol rule. While I'm certainly not in favor of inebriated floaters, I don't think this rule is stopping very much of it, and is causing damage to the stream habitat with the outside park access. And parking!!! It is really past the point of being hazardous. And I'm not in favor of a permitting process be cut that will just lead to violators cutting thru the brush as they do to avoid the alcohol restrictions. I suggest creating more parking. And lift the alcohol restriction so those who want to imbibe safely can do so, and the morons who get inebriated can get BUI citations.
- We would love to be able to RV camp for a week at a time but none of the sites have full hookups. We are hoping the new plan will include some sites for this.
- Please , group camping for 10 to 15 camping sites close to each other
- Until you can guarantee that people can't get out and go get more alcohol at that store, and that once they are asked to leave they won't just bunk with someone else, you will not be able to enforce the no alcohol in the park. Too crowded and not enough enforcement.
- It's a very clean and well maintained the staff is very friendly and helpful
- Because Tri-Met has service within 0.5mi please consider reaching out about increasing service so getting to the park is more accessible for those unable or choosing not to drive.
- Love coming to the park however many visits include interactions with rude, thoughtless individuals. Unfortunately I think there needs to be more paid staff or camp hosts patrolling not only the campground but the day use areas also.

Appendix B: Working Group Meetings

Working Group Meeting Notes B1

B1: Working Group Meeting Notes

MEETING MINTUTES



Project: Barton Park Complex Master Plan **Date:** 05/23/2019

Subject: Kickoff Meeting Notes

Attendees: **WORKING GROUP**

CLACKAMAS COUNTY: Rick Gruen, Tom Riggs, Randy Harmon, Joe Marek, Thomas Gray

METRO: Mel Huie, Brian Vaughn

CLACKAMAS COUNTY PARKS ADVISORY BOARD: ~~Rob Smeeth~~, Lee Pudwell, Morgan Parks

OREGON PARKS AND RECREATION: Jason Elkins

CLACKAMAS COUNTY PED-BIKE ADVISORY COMMITTEE: Kelli Grover

DESIGN TEAM

GREENWORKS: Ben Johnson, Kelly Stoecklein, Vivian Schoung

KITTELSON: Phill Worth

ECONORTHWEST: Matt Craigie

JLA: Kristen Kibler, Travis Rumohr

WATERLEAF ARCHITECTURE: Bill Bailey

PBS ENVIRONMENTAL: Skip Haak

INTERFLUVE: Emily Alcott

Prepared By: Ben Johnson, Kelly Stoecklein, Vivian Schoung

NOTES

PROJECT BACKGROUND (RICK)

- Working Group will be the force that drives the project
 - o Not a public driven master planning process due to project complexity
- Target audience is local neighborhood
 - o Severely impacted by high summer use

PROJECT OPPORTUNITIES AND CONSTRAINTS (RICK)

- **Vehicular Circulation / Transportation**
 - o Influx of visitors at Barton, Carver and McIver State Park due to summer floating
 - 80% visitors from Multnomah County according to Sheriff survey
 - o Barton to Carver ~ 6 river miles (3 hr float), McIver to Barton ~5 river miles
 - Most people float from Barton to Carver
 - o 400 regular parking stalls and 400 overflow parking stalls at Barton

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MEETING MINTUTES



- 90 parking stalls at Carver Boat Launch
- Potential for live feed video of parking area and traffic
- o Peak traffic in mid-July, Barton closed 10 times last summer
 - When park closes people are still allowed to walk in
 - County uses social media to communicate park closure
- o Alcohol checkpoint in place has decreased drowning accidents
- o Road infrastructure can't withstand volume of traffic traveling and parking on shoulders of roads outside of Barton and Carver – safety issue
- o Baker's Ferry Rd at 224, Baker's Ferry Rd. at Barton Park Rd., and Carver at 224 intersections highly impacted
- o Baker's Ferry Rd. at Barton Park Rd. is a major pinch point
 - County thinks moving the ticket booth further down Barton Park Rd. beyond camping areas will help by getting campers off road before bottle neck at ticket booth.
- o Shuttle opportunities to be assessed
 - Grant funded assessment of viability and revenue potential – study should address if it viable for the County or continue using private shuttles?
 - Currently mom and pop shuttle operations in place
 - Currently as soon as one group uses the shuttle, any available parking at Barton would get used on peak days
 - Previous study by First Student
 - Would prefer to contract out but difficult because of financial risk
 - Dial-a-ride option
 - Synergy with other shuttle currently operated by the county
- o Need pedestrian access path from park entrance to river to keep people off the road

+ Metro's Cazadero Trail and Natural Area

- o Metro owned parcel: 24-acre natural area
- o Cazadero trail is 12-miles bike, ped, equestrian trail between Barton and Estacada
- o As it develops it will connect to the larger, regional trail system
- o Metro to perform assessment of ecologically significant areas and establish conservation targets; Metro will prepare their own mapping of their parcel and provide it to the design team at a level that is consistent with the mapping of the overall Barton site
- o Future hiker/biker camp, 1-2 nights only
- o 5 acres has been identified in the IGA and Metro for trailhead to Cazadero Trail
- o 5-year IGA in place to allow Master Planning for parcel to be incorporated into the overall project – IGA will need to be revisited in the future

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MEETING MINTUTES



+ Barton Quarry

- o 19-acre former gravel quarry
- o Permits pending transitioning ownership from Department of Transportation and Development (DTD) to Clackamas Co.
- o Heavily impacted area already
 - Shuttle parking/drop off
 - Equestrian trailhead/parking
 - General parking
- o Parking for rafters could be here – shuttle would take them to river which would remove masses of cars going deeper into the park on peak weekends
- o Existing pond could be a recreational feature – fishing?

+ Barton Stockpile

- o Owned and operated by DTD
- o Must remain secure and separate from park areas and uses
- o Large trucks entering and exiting facility
 - How to maintain ease of access for DTD and safety for all users

+ Fandrich Property

- o 6-acre site with 1960's house and outbuildings
- o Structure closed due to asbestos and mold – PBS did assessment recently
 - Recently re-roofed and new siding
 - Would like to repurpose house as an overnight lodge for renting
- o Property used for primitive camping, shop and storage
- o Suggestions for use to increase park revenue
 - Group site? Cabins added? Yurts?
 - All sites and lodge could be reserved for larger group events

GENERAL NOTES

- County Parks like Barton are general funded through tax dollars, they earn their own revenue
 - o \$2.5 million annual budget (O&M, capital projects)
 - o Parking and camping fees contribute to revenue
 - \$28/ night RV, \$22/night tent
 - 100% full on weekends
 - 46% full weekdays
 - Looking for ideas about driving mid-week capacity

MEETING MINTUTES

- o 3,200 acres of managed timber property
 - Volatile market
 - \$3-600,000 in timber revenue contribute to revenue
- o Stone Creek Golf Club
 - Seasonal, weather and economy dependent
- o Boones Ferry Marina (100 slips)
- o State RV fees
 - Seasonal and economy dependent
- Flooding
 - o Majority of the day use area is on the lower tier of the park and in the 100yr floodplain
- Clackamas Partnership
 - o Long term goals and projects for restoring side channels and fish habitat
- Clackamas River Basin Council
 - o Has data on waste collected along Clackamas

PUBLIC INVOLVEMENT

- County has collected user group info since 2015
 - o Covering cleanliness, safety, customer service experience of all overnight or shelter stay users at county parks
- Staff limited in summer to assist with public engagement initiatives
 - o Would like to focus outreach to volunteer organizations and local neighborhoods
- JLA to concept public outreach opportunities for summer visitors and annual users
 - o Find out why people come to Barton
 - o Why is Barton special
 - o Ensure the park doesn't lose something the public values
 - o How to reach annual users
- Keep the fishing community involved
 - Volunteer opportunities
 - Already engaged stewards of the river

ACTION ITEMS AND NEXT STEPS

- Metro to share Cazadero data, site information, site plan and conservation plan
 - o Hiker/Biker Site with Water, Electric and Bike Fix-It Station
 - o Metro can match Master Plan's habitat delineation and mapping effort for consistency
- Sub-meetings between project team members to occur as necessary
 - o **Design Team** communication to go through or cc Ben Johnson at GreenWorks

MEETING MINTUTES



- o **Agency and Working Group** communication to go through or cc Rick Gruen at County Parks
- GW and JLA to coordinate meeting with County PI staff
- Phase 1: Technical Inventory
 - o Design Team to conduct technical inventory for work in their scopes
 - o GW to create base map
 - Coordinate with county and Metro for available mapping info
 - o Workshop #1 (Late June): Design Team to meet to discuss findings of technical inventory
 - o GW will prepare a preliminary Opportunities and Constraints Map
- Working Group Meeting #1 (Early August) - Review Technical Inventory

MEETING MINTUTES



Project: Barton Park Complex Master Plan **Date:** 09/30/2019
Subject: Working Group Meeting #2
Attendees: **PROJECT MANAGEMENT TEAM**
CLACKAMAS COUNTY: Rick Gruen, Tom Riggs, Scott Hoelscher
WORKING GROUP
CLACKAMAS COUNTY: Joe Marek, Randy Harmon, Thomas Gray, Ellen Rogalin, Chris Stanfran?
METRO: Mel Huie, Brian Vaughn
OREGON PARKS AND RECREATION: Jason Elkins
CLACKAMAS COUNTY PARKS ADVISORY BOARD: Rob Smoot, Lee Pudwell, Morgan Parks
CLACKAMAS COUNTY PED-BIKE ADVISORY COMMITTEE: Kelli Grover
DESIGN TEAM
GREENWORKS: Mike Faha, Ben Johnson, Vivian Schoung
KITTELSON: Phill Worth
ECONORTHWEST: Matt Craigie
Prepared By: Ben Johnson, Vivian Schoung

NOTES

PROJECT OVERVIEW

- Scope of Work:
 - o Master Plan to look at next 20 years of Barton Park, focusing on 6 study areas.
 - o EcoNW to launch shuttle analysis and develop options after technical inventory. Both quantitative (financial cost and revenue) and qualitative (spatial transportation changes) impacts will be considered.
- Public Engagement (JLA):
 - o Targeted outreach early on to Eagle Creek/Barton CPO during inventory phase and Barton Park staff during Design Alternatives Phase
 - o Open House #1 in fall, Open House #2 with online survey in early 2020

TECHNICAL INVENTORY

- Project aims to integrate several issues: carrying capacity, population growth, transportation conflicts, economic analysis. These issues parallel what is happening in many communities in the state and country.
- Site Overview:
 - o Entry Zone: opportunity to simplify and improve wayfinding
 - o Day use Zone: located in lower area by river
 - o Overnight Use Zone: located away from river
 - o Upper Plateau Zone: how can improvements in Cazadero and Quarry areas be mutually supportive?

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MEETING MINTUTES



- Stockpile Site: stockpile and satellite shop for County Road Department and emergency events
- Circulation:
 - Many circulation decisions points to arrive at and within Barton Park.
 - Primary safety concerns at entry intersection.
 - Day use area is furthest from entrance so autos pass through other use areas.
 - Challenges: Improving wayfinding, overcome circulation constraints with physical improvements while accommodating large vehicles and trailers
- Environmental Analysis:
 - Barton located along wildlife corridors running east-west (Clackamas River) and north-south (Deep Creek, North Fork Deep Creek).
 - Most of the existing day use area is within 10-year floodplain, and entire day use area is within 100-yr floodplain zone.
 - Landslide potential corresponds to areas with greatest grade change
 - Habitat types include riparian forest, conifer forest, and deciduous forest with native shrub and herbaceous species in the understory vegetation.
 - Quarry site is heavily disturbed and provides opportunities for enhancement and wildlife connectivity with the Cazadero Natural Area and adjacent natural areas.
 - Opportunities for enhancement and wildlife connectivity also exist along the river and intermittent side channel.
- Cazadero Natural Area:
 - Land cover consists of upland forest with mostly young trees and few legacy trees
 - Under IGA, improvements can include 5 acres for hiker biker camp. Remaining acreage for habitat restoration.
- Overlook and Quarry Sites:
 - Good views of Goose Creek/River Island from Overlook Property and Quarry ledge
 - Pond provides recreation opportunity. Consider stocking with fish (PAB could provide additional input).
 - Other identified uses/considerations: equestrian camping, access to Cazadero trail, lodge/nature center, day use or overnight components, revenue generation, shoulder season use.
 - Consider connection to between Cazadero Natural Area, Quarry site, Overlook Property for humans as well as wildlife.
 - Overlook House (2300 sf): exterior is in good condition but interior in need of rehab.
- Current Funding (EcoNW):
 - Barton is funded through global budget for Clackamas County Parks
 - Primary revenue sources: park fees, timber sales, golf course fees, concession sales
 - Primary costs: personnel (current programming at 5.64 FTE), capital outlay for improvements, acquisitions, equipment expenditures

MEETING MINTUTES



- Parks budget is kept separate from general fund (pros and cons associated with this)
- At Barton, most revenue come from reservations and parking fees
- Opportunities for future funding:
 - more fee services/amenities
 - increase fees
 - disposition of outlying properties (currently in discussion with PAB)
 - SDC funds (currently in discussion with FCS)
- Additional Questions/Discussion Points:
 - Does the County want to increase programmed activities that require additional staff/volunteers? County currently in a hiring freeze.
 - Does the County want a public-facing ranger office at Barton? Currently functions as internal office.
 - How to get underserved populations to the park?

VISIONING PART 1: WHAT IS BARTON PARK

- Current uses:
 - Camping -- primitive, hook ups, bunkhouse, group
 - Picnicking – covered, uncovered, pavilion
 - River access – boating, fishing, rafting, wildlife viewing
 - Hiking – 1.5 miles of trails
- What's missing at Barton?
 - Cabins, hiker-biker camping, equestrian camping, more primitive and group sites
 - Overlooks, educational opportunities
 - River trail that is more natural in character than Cazadero Trail
 - ADA accessibility – similar access for all abilities
 - Wifi service – Highly desirable for campers. Fiber optic connection is coming.
 - Ropes course – previously evaluated
 - Recycling and composting – park operations will be vacating from stockpile site
 - Wayfinding
 - River access – People want safe access to river. What makes sense at Barton?
 - Currently, small user-defined path from picnicking area.
 - What materials would be stable along river?
 - Any appropriate locations for gravel deposition? Can the river channel be modified to slow water velocity at key location? (question for Interfluve)
 - What are the permitting implications, considering fish impacts and Wild and Scenic River designation?

VISIONING PART 2: GUIDING PRINCIPLES

- Traffic and Safety

MEETING MINTUTES



- o Separate modes – provide separate paths for auto and non-auto
- o Provide safer pedestrian route to general store
- o Enhancing transit as a means of accessing park (e.g. shuttle system)
- o Separate Stockpile access from Park access
- o Management plan to anticipate high user volume in summer
- o Consider equestrian access
- User Experience
 - o Improve access and connectivity to/from Cazadero Trail and general store
 - o Provide educational center or interpretive elements that are tailored for unique parts of park. Can be passive features (e.g. wildlife or bird blind) instead of programmed activity
 - o Consider a non-river water feature
 - o Provide better wayfinding and access to river
- Ecology/Environment
 - o Restore degraded habitat at Quarry Pond and Site – control weeds
 - o Recognizing and responding to adjacent wildlife resources – help support the larger wildlife habitat
 - o Use flood resistant structures in floodplain
 - o Consider nature trails with interpretive elements
 - o Consider facilities for outdoor education that can generate income
 - o Consider climate change impacts
 - o Can stockpile site operations accommodate quiet hours of park?
- Funding and Operations
 - o List priority uses in park that should be benefited by additional improvements
 - o Balance additional uses and proposed improvements with staffing needs
 - o State Parks is piloting a flexible fee/rates program

VISIONING PART 3: WHAT'S NEXT

- Feedback on "Big Ideas"
 - o Consider day use area with fishing amenities and ADA access at Quarry Pond
 - o Roundabout at West Campground makes sense

NEXT STEPS

- Schedule CPO and Open house #1 (JLA; Clackamas County)
- Develop content for website, postcard/mailer, and newsletter (JLA, Clackamas County)

MEETING AGENDA

MEETING DATE: February 24, 2020

MEETING #: Working Group Meeting #3

PROJECT: Barton Park Complex Master Plan

ATTENDEES:

PROJECT MANAGEMENT TEAM

CLACKAMAS COUNTY: Rick Gruen, Tom Riggs, Scott Hoelscher

WORKING GROUP

CLACKAMAS COUNTY: Joe Marek, Randy Harmon, Ellen Rogalin, Joe Marek

METRO: Mel Huie, Brian Vaughn

CLACKAMAS COUNTY PARKS ADVISORY BOARD: Rob Smoot, Lee Pudwell, Morgan Parks

OREGON PARKS AND RECREATION: Mark Shaw

CLACKAMAS COUNTY PED-BIKE ADVISORY COMMITTEE: Kelli Grover

BARTON / CARVER CPO: tbd

CLACKAMAS COUNTY TOURISM: Aaron Liesemann

DESIGN TEAM

GREENWORKS: Mike Faha, Ben Johnson, Vivian Schoung

KITTELSON: Phill Worth

ECONORTHWEST: Matt Craigie

1. INTRO / RECAP 15 MIN

- a. Introductions
- b. Review Agenda and goals of today's meeting
- c. Review Outcome of previous Working Group Meeting

2. DESIGN ALTERNATIVES 60 MIN

- a. Review Design Alternatives
 - Transportation
 - Program
 - Habitat
 - Economics
- b. Intersection Alternatives
- c. Discussion

3. SHUTTLE ANALYSIS 15 MIN

- a. Review Preliminary Findings
- b. Discussion

4. SMALL GROUP EXERCISE: GUIDING PRINCIPALS 15 MIN

- a. Reminder of Guiding Principals
- b. Exercise: Rate each aspect of the alternatives based on principals
- c. Working Group Report Back

5. WHAT'S NEXT 10 MIN

MEETING MINTUTES



MEETING MINTUTES



Project: Barton Park Complex Master Plan **Date:** 06/30/2020

Subject: Working Group Meeting #4

Attendees: **PROJECT MANAGEMENT TEAM**
CLACKAMAS COUNTY: Tom Riggs, Scott Hoelscher

WORKING GROUP

COUNTY: Laura Zentner, Sarah Eckman, Thomas Gray

METRO: Mel Huie, Brian Vaughn

CLACKAMAS COUNTY PARKS ADVISORY BOARD: Rob Smoot

DESIGN TEAM

GREENWORKS: Mike Faha, Ben Johnson, Vivian Schoung

Prepared By: Ben Johnson, Vivian Schoung

NOTES

SUMMARY OF SURVEY RESULTS

A total of 393 responses were collected in an online survey available from 3/21 to 4/12. Overall, findings from the survey reflect the discussions and work that has been done for the master plan.

Survey results included:

- 50% respondents thought User Experience is the most important guiding principle
- Hiking, being in nature, views and scenery are the top forms of recreation enjoyed by respondents
- 67% respondents used the park for day use
- 64% respondents would likely access the Cazadero Trail from Barton
- 41% respondents would like to be able to camp at Barton if hiking or biking on Cazadero Trail
- 81% respondents said bathrooms and 64% said drinking water would help trail use.
- Over 50% respondents said they would like additional trails, viewing places, and access to Clackamas River
- Over 50% respondents said they would be interested in tent camping with space for vehicle

SUMMARY OF PREFERRED OPTION

- Day Use
 - o Day use areas at Quarry Pond and Cazadero Trailhead includes a beach and dock area at the pond, and terraces with benches, picnic shelters, picnic tables, and flexible open lawn areas. The pond could accommodate swimming and light, non-motorized boats, and potentially be stocked with fish.
 - o The day use parking lot includes 105 standard spaces, 5 ADA spaces, 5 horse trailer spaces, a loading zone, and stormwater facilities. Amenities included at the trailhead include restrooms, information kiosk, bike racks, fix-it station, trash receptacles, and drinking fountain. The Cazadero Trail can be accessed from multiple areas of the parking lot: a primary route by the restroom for easy access to amenities and a secondary route by the horse trailer parking area to reduce conflict with pedestrians and bicyclists.

- Trails
 - o The plan expands the trail system currently in the park with a hierarchy of paths that create multiple loop options. A wider paved path extends between the Cazadero Trail and park entrance and new day use areas, including access to the pond and beaches. Narrower hiking trails give users a more “wild” experience in other areas of the park. All trails to be ADA accessible.
 - o A separated ped-bike facility would be beneficial for safety and access along Baker’s Ferry Rd and likely located on the periphery of Metro property. The multiuse path would also be a discussion regarding Metro easement policy, separate from the IGA agreement.
- Overnight Use
 - o Given high interest in overnight use, several areas are dedicated to camping and lodging.
 - o South of the pond, a cabin loop includes 6 small, 2 large cabins, and a centrally-located shared restroom with showers.
 - o An open lawn area separates the cabin loop from tent camping areas to the east and serves as flexible open space for overnight or day users.
 - o Two large group campsites, each with a picnic shelter, tables, and firepit shares a restroom/shower facility with 4 smaller hiker-biker sites. Per previous discussion, the hiker-biker camp was incorporated into the park for easier access and management.
 - o South of the new park road, a small parking lot and vault toilet serves 5 primitive campsites that can hold 1-3 tents.
 - o At the Overlook site, the house is renovated for overnight lodging and facilities and the garage is converted into an additional rentable event space. Existing group camp sites are removed and replaced with 8 cabin sites with a shared central restroom/shower.
 - o Adjacent to and accessed from the existing East Campground area, 8 yurt sites with a shared vault toilet provide more camping options. The existing cabin can either remain or be removed.
 - o North of the quarry pond, a gravel pad and building is reserved for County Park storage.
- Circulation
 - o The existing East Campground road is extended to reach the proposed developments in the Quarry and Overlook sites. The road follows contours of a large existing mound north of the Overlook site and is located closer to the Goose Creek bluff than previously shown as it would be easier to repair or replace than other improvements should the cliff face fail.
 - o The roundabout at the park entrance will require further discussion between Metro and County outside the scope of this master planning effort. One option for the roundabout includes separated entry points for park users and DTD vehicles, and would trigger Metro’s easement policy.
 - o At the ticket booth, an additional lane is included to expedite entry and alleviate congestion on busy days.
 - o In the lower day use area, the road is realigned to consolidate the two existing parking areas at Shelters 1 and 2 into one lot.
 - o A seasonal road around the existing overflow parking lot is added by the boat launch.

MEETING MINTUTES



COMMENTS AND DISCUSSION

- Overall, positive feedback from the group -- the plan responds to questions and concerns laid out at the outset of this project.
- Make note of existing RV camping at East and West Campgrounds. Aside from ongoing maintenance and relocating the dump station, no new improvements are planned for these existing overnight areas.
- The current plan allows for flexibility in how camp sites are used at the hiker-biker and group camp area. Until the Cazadero Trail is fully complete, demand for hiker-biker campsites may be minimal and these spots could be used as group sites.
- Incorporating the Quarry and Overlook properties into Barton will allow the park to expand and install new drain fields to serve the proposed improvement areas.
- The plan layout provides enough flexibility to accommodate multiple approaches to overnight facilities. County can decide in the future whether a shared restroom facility or deluxe cabins with restroom is preferred. Individual bathroom would likely extend the shoulder season further, though it would also increase park operations and maintenance. Another factor to consider is how public health concerns related to Covid-19 or similar situations will limit shared facilities such as restrooms. Similarly, County can weigh the economics and decide between yurts vs cabins at a later point.
- Metro has acquired easements required to complete the Cazadero Trail. Barton Park will be one of multiple access points.
- Consider lighting in the park. Potential options include security lighting in the parking lots, street lighting, and lighted bollards.
- Master Plan includes general economics and shuttle analysis but does not cover a detailed revenue and FTE breakdown for long term operating expenditure considerations. Total construction and operational cost will be important to consider as County is currently experiencing big budget shortfalls.
- Develop a phased approach that prioritizes development as funds are available.
- Rehabilitating quarry areas may take a long time – consider starting as phase 1. Further discussion of restoration efforts needed with Metro.
- Quarry pond holds water throughout the summer and County does not foresee needing to pull water from it.

NEXT STEPS

- PAB presentation in July (2 hours). Provide materials one week ahead.
- BCC presentation in August (45 min).

Appendix C: Technical Studies

Transportation Analysis	C1
Environmental Analysis	C2
Architectural Analysis	C3
Utility Analysis	C4

C1: Transportation Analysis

MEETING MINTUTES



Project: Barton Park Complex Master Plan **Date:** 08/07/2019

Subject: Transportation Meeting

Attendees: CLACKAMAS COUNTY

CORE MANAGEMENT TEAM: Rick Gruen, Tom Riggs, Scott Hoelscher

COUNTY TRANSPORTATION: Joe Marek

DESIGN TEAM

GREENWORKS: Ben Johnson

KITTELSON: Phil Worth

Prepared By: Ben Johnson

NOTES

- 1) Rick – we should not get singularly focused on summer impacts
- 2) How does access changes seasonally?
- 3) Bakers Ferry intersection is dangerous regardless of season
 - a. Speed
 - b. Curve
 - c. Confusing entrance
- 4) Discussed having access road to Quarry site go along the north side, inside the DTD property Joe didn't think moving scales in DTD property was cost effective solution
- 5) Joe asked if boundary around stockpile site was agreed upon – Rick believed the berm was the agreed upon boundary
- 6) All liked having shared road with DTD coming off Barton Road (similar to existing location) and then T-ing off into Cazadero property around DTD to quarry site
- 7) Other option for going along RV road and entering from south would limit conflicts with DTD
- 8) Ticket Booth is a good check point for campers – need another lane and able to turn around
- 9) Entrance into West Camp should be aligned with East Camp entry
- 10) Trailer dump site is too small and radius too tight
- 11) Trail system for park should be internal versus encouraging outside entrance
- 12) Bakers Ferry would benefit from having sidewalk connecting park to Market
- 13) Carver designed for boat use – capacity for 20 passenger cars
- 14) Overflow parking in field in Barton is 300-350 capacity
- 15) Are we moving or expanding parking? Looking to move, not expand capacity for river use

Transportation Analysis

Kittelson & Associates, Inc.

Inventory and Analysis and Programming

Transportation Overview

Barton Park is located approximately 5.7 miles east of Carver and 21 miles from downtown Portland, Oregon. This rural location results in the preponderance of users arriving in motor vehicles. The camping and recreational nature of the park, including a boat ramp to the Clackamas River, results in park access by campers, recreational vehicles, boat and equestrian trailers, and other large vehicles.

The only entrance to Barton Park is at the intersection of Barton Park Road with Bakers Ferry Road. The entrance is approximately 0.25 miles south of the Bakers Ferry Road intersection with OR 224 and a bus stop for Route Number 30 - Estacada, operated by TriMet (the regional public transit provider). The Cazadero Trail passes through the vicinity, intersecting with Bakers Ferry Road approximately 0.15 miles north of the park entrance.

While OR 224 provides access to the entire intra- and interstate highway and freeway system, Bakers Ferry Road provides more localized and intra-county connections, including a nearby bridge crossing of the Clackamas River. Most park users that are not residents of Clackamas County arrive via OR 224, while County residents are more evenly divided between Bakers Ferry Road and OR 224 for park access.

Transportation Facilities

Pedestrian

No paved or hard-surface pedestrian facilities are provided to the Barton Park entrance via Bakers Ferry Road approaches from either direction. No paved or hard-surface pedestrian facilities are provided along Barton Park Road. Options should be investigated to provide a pedestrian facility that connects the TriMet bus stop, the small commercial node at the OR 224/Bakers Ferry Road intersection, and the Cazadero Trailhead with the Barton Park entrance. The route should connect pedestrians to the entrance kiosk. Pedestrian paths should connect from the entrance kiosk to major destination areas within the park.

Bicycle

No designated bicycle facilities are provided along OR 224, Bakers Ferry Road, or Barton Park Road. The shoulder on OR 224 is approximately five feet wide, which is not sufficient for a shoulder bikeway for a facility with a posted speed of 45 miles per hour. Shoulders on Bakers Ferry Road vary from zero to approximately four feet, and no shoulders are present on most of Barton Park Road. Therefore, each roadway operates as a shared facility, with bicycles and motor vehicles sharing the travel lane. Such treatment is generally considered acceptable when motor vehicle speeds are moderately low (below 25 miles per hour) and traffic volumes are low (below 3,000 vehicles per day). Only Barton Park Road meets these general criteria.

The Cazadero Trail presents an opportunity to provide a dedicated pedestrian, bicycle, and equestrian connection to Barton Park; however, the trail is discontinuous at this time. Supporting efforts to extend and fully connect this trail to the regional system could lead to increased pedestrian and bicycle access to Barton Park.

Transit

Public transit is provided along the OR 224 corridor via Route Number 30 - Estacada, with a bus stop (No. 2882) near the intersection with Bakers Ferry Road. Service is provided 7 days a week, 12–14 hours a day, with headways ranging from 30–60 minutes. No pedestrian facilities connect this stop to Barton

Park. Efforts to encourage a pedestrian/bicycle connection from the bus stop to the park entrance may lead to increased pedestrian/bicycle access to Barton Park.

Motor Vehicle

Roadway access is provided via a two-lane highway (OR 224) and a two-lane Clackamas County road (Bakers Ferry Road). Bakers Ferry Road provides direct access to Barton Park Road, which is also a Clackamas County road. Barton Park Road is a two-lane road (varies from 22 to 26 feet in width), with limited to non-existent shoulders.

Barton Park Entry Facilities

Wayfinding to Barton Park is denoted by advanced signage on OR 224, Bakers Ferry Road, and the intersections of Bakers Ferry Road with OR 224 and Barton Park Road. The park entrance is clearly signed, just south of the Bakers Ferry Road/Barton Park Road intersection. Directional signage along Barton Park Road leads users to the ticket booth kiosk where park entrance is controlled.

The advanced signage is adequate; however, larger signage would improve visibility. Signage at the intersections is also adequate, but size and positioning of each sign could be improved. The park entrance sign is well-sized and appropriately located for good visibility. A "fee for use" sign provided in conjunction with the park entrance sign may reduce the number of vehicles that reach the kiosk and then leave because of the fee.

A driveway from the Clackamas County maintenance facility connects to Barton Park Road shortly after passing the park entrance sign. This unrelated use and driveway connection creates confusion for the infrequent park user. Advance signage directing park users to continue straight through this intersection could be useful. Existing directional signage near this driveway with Barton Park Road is too small, given the amount of information that is communicated. These signs should be reviewed for sizing and sequencing of information and spaced to support low-stress decision-making by park users.

Entry and Kiosk Constraints

The roadway approaches to the entry kiosk and the area within the immediate vicinity are constrained by topography, mature trees and vegetation, and built features associated with the adjacent Clackamas County maintenance facilities. These constraints preclude most vehicles from being able to turn around at the kiosk if they decide they do not want to enter the park. Those needing to turn around can pass through the kiosk and proceed to the dumping station pull-out and then immediately return to exit the park. This is a functional solution for most vehicles and circumstances; however, during peak demand periods for entry/exit of the park, it contributes to congestion in the area.

During peak season operations, the entry kiosk experiences queuing of vehicles (observed at 15 or more) that blocks the entrance for overnight users that may simply be returning to the park (having already paid their entry fee). Opportunities should be considered to modify the park entrance control area, method of control and payment, and/or relocate the kiosk to an area that would allow a turn-around area for most vehicle sizes, a by-pass lane, and a queuing lane. The recommended design vehicle for the turn-around is likely a pick-up truck and trailer (boat or equestrian).

Barton Park Pedestrian Facilities

As previously noted, no designated pedestrian facilities connect to the Barton Park Entrance at the Barton Park Road/Bakers Ferry Road intersection. In addition, no dedicated pedestrian facilities extend from the park entrance to the entry kiosk. A network of pathways connects various destinations and parking areas within the park, but do not reach the kiosk or park entrance.

Occasionally, summertime river floaters have been observed walking into the park along Barton Park Road, often carrying a variety of items. Because of the lack of pedestrian facilities, they tend to walk on the road or the shoulder, raising concerns for their interactions with moving vehicles.

Route and Trail Treatments

The walking distance along Barton Park Road from the main entrance to the boat ramp is greater than one mile, with sections where grades are well in excess of accessibility standards. A pedestrian connection should be considered between the park camping areas and entry kiosk and the TriMet bus stop, small commercial area, and Cazadero Trailhead near the OR 224 /Bakers Ferry Road intersection. The facility may deviate from direct alignment with Barton Park Road and the surface and width may vary, depending on location. For example, it may begin as a soft-surface trail similar to larger trails in the park and then transition to a hard compacted-gravel trail (similar to the Cazadero Trail), as it moves from the entrance kiosk to the park entrance and beyond.

Pedestrian Access Alternatives

The Barton Park Road alignment represents one option the pedestrian facility could follow; however, it is a long and circuitous route. Shorter routes with similar or flatter grades that still provide connections to the campground areas and the boat ramp should be investigated. Clear separation of motor vehicle and pedestrian facilities should be a primary objective with any alignment option, along with protection and enhancement of the park's natural character, mature trees, and native vegetation.

Barton Park Motor Vehicle Facilities

Barton Park Road is a Clackamas County facility that provides direct access to Barton Park, the Clackamas County Department of Transportation Maintenance Facility, and the Barton Park Ranger Station. For most of its length, the paved surface is approximately 22–23 feet wide with little-to-no paved or gravel shoulder. No curbing is used until the roadway reaches the lowest and flattest area of the park, where the large picnic and parking areas are located. Roadway width in this lower area varies from 22–25 feet, bounded by curbing or head-in parking with grass outside the curbs. The road terminates at a turn-around that also provides access to the public boat ramp.

Barton Park Road/Bakers Ferry Road Intersection

Configuration of the Barton Park Road intersection with Bakers Ferry Road is considered substandard according to Clackamas County Department of Transportation staff. The intersection is actually three separate vehicle intersections within 125 feet of each other. Movements are a combination of uncontrolled, yield, and stop-controlled. The geometric layout of each intersection is complicated by the horizontal and vertical curvature of Bakers Ferry Road and the angle of approach of each roadway. Alternatives should be considered that reduce this to a single intersection with geometric design features that emphasize priority movements and provide adequate sight lines and distances for motorists on all approaches. The design should take into consideration the type and frequency of heavy and oversized vehicles in the vicinity, particularly those accessing the County maintenance facility, Barton Park, and nearby State of Oregon, Highway Division, Barton Stockpile Site.

Maintenance Facility- Ranger Station Driveway

Motorists entering the park are presented with a sequence of decisions along Barton Park Road. As previously mentioned, a driveway to the Clackamas County Department of Transportation Maintenance Facility and the Barton Park Ranger Station occurs approximately 350 feet south of the park entrance. Signing and demarcation of this intersection and the adjacent ranger station parking could be improved to better delineate facilities and direct park users to the actual entrance kiosk (which is not visible from the intersection). The importance of these improvements is elevated by the size and complexity of the vehicles going to and from the maintenance facility and the relative importance of their activities to the function of county transportation facilities in the area.

Entry Kiosk Approach

Signage placed after the intersection described above should reinforce that the park entrance is ahead and that a fee for entry is required. This sign could be supplemented with basic information that there is day use and overnight camping. Horizontal and vertical curvature of this roadway segment tends to

manage vehicle speeds but limits motorist sight lines. As such, additional signage along this segment is discouraged.

The roadway approach to the entry kiosk provides only a single lane and precludes the ability to bypass the kiosk if the entry fee has already been paid. A bypass lane could also allow a vehicle to turn back to the entrance for those that decide not to enter. Topography in the immediate vicinity of the kiosk may prove costly or preclude the opportunity for such widenings and improvements to the kiosk approach in its current location.

Alternatives should be considered for managing park access and collecting park user fees. These alternatives should include physically relocating the kiosk to a site that better accommodates peak use queuing, vehicle turnarounds, and bypassing the kiosk. In this context, it remains important to maintain the recreational vehicle dumping station within the controlled area of the park or within sight lines of the entry kiosk to support fee collection for this service.

East and West Campground Access

The next segment of Barton Park Road provides driveway access to the east campground area for motor vehicle, camper, and recreational vehicle camping and to the west campground area for tent camping sites. Wayfinding signage along this segment should include the potential for three signs. The first sign would indicate the upcoming destinations and directions to take and be placed in advance of the east campground driveway:

- East (RV) Campground (arrow pointing left)
- Fandrich Site (Overlook Viewpoint) (arrow pointing left)
- West (Tent) Campground (arrow pointing up – indicating that it is ahead)
- Day Use & Picnic Area (arrow pointing up – indicating that it is ahead)
- Boat Ramp (arrow pointing up – indicating that it is ahead)

The second sign would occur before the west campground driveway and indicate the following:

- West (Tent) Campground (arrow pointing right)
- Day Use & Picnic Area (arrow pointing up – indicating that it is ahead)
- Boat Ramp (arrow pointing up – indicating that it is ahead)

The final wayfinding sign would occur after the west campground driveway and indicate the following:

- Day Use & Picnic Area (arrow pointing up – indicating that it is ahead)
- Boat Ramp (arrow pointing up – indicating that it is ahead)

Motor Vehicle Parking

Motor vehicle parking is distributed to several areas within the park. Parking is provided adjacent to or within most campsites, in three designated locations in the lowland day use area (all paved), and one overflow parking area that is open and managed only during peak demand days (typically summer weekends). The current supply of motor vehicle parking is adequate to accommodate all but the highest demand days of the year. Consideration should be given to signing and/or striping where parking is located such that it can lead to pedestrian crossings of Barton Park Road.

Because all day uses and their associated parking are located at the furthest end of Barton Park Road, the traffic associated with these activities must pass by both campground areas. As new uses and areas of the park are contemplated, thought should be given to the trade-offs of relocating and/or providing additional parking in other areas. Such considerations should be developed and discussed concurrent with any circulation options that are contemplated.

Shuttle Operations

Private shuttle operators have obtained permission to provide day use river floaters with connections from the Carver boat launch to Barton Park. There is only infrequent, seasonal demand for these services; however, the benefits may be worth considering. The shuttle concept has the potential to reduce the total number of vehicles used by river floaters, thus reducing vehicular demands to and within the park. Conceptualizing and evaluating how a shuttle would access, circulate, and serve park users should be incorporated into motor vehicle circulation and parking alternatives.

Motor Vehicle Circulation Alternatives

Potential improvements to the park may bring about new or expanded areas of use that could increase park use and complicate motor vehicle circulation along Barton Park Road and potentially the East Campground road. Examples include improvements to the Fandrich site and immediate vicinity, expanding the park to north of the Fandrich site, and creating connections from the park to the adjacent Cazadero Trail and trailhead area. These improvements, combined with needs associated with the current entry kiosk location, provide reason for considering park access and circulation alternatives.

Guidelines for these alternatives, in addition to what has previously been stated, should include simplifying circulation and wayfinding, minimizing vehicle intrusion on the park experience, and optimizing the utility of existing and improved facilities. Biannual to seasonal flooding of the lower park areas also should be considered with any circulation alternatives. Specifically, vehicle turnaround areas need to be sited so that one or more remain functional even with lowland areas of flooding in the park.

Crash Assessment

Crash data was obtained for the most recent five-year period from the Oregon Department of Transportation. This data repository represents all reported crashes in the state of Oregon. The purpose of reviewing this data is to determine if there are potential geometric contributors to the types, frequency, or severity of crashes in the area. Data was requested for the segments of OR 224, Bakers Ferry Road, and Barton Park Road in the general vicinity of this study.

The Oregon Department of Transportation conducts an annual screening of reported crash data for every segment of the Oregon Highway System. The screening process considers the frequency, rate, and severity of crashes that produces a score for each segment. Segments in the top 10% of the scoring range are identified as a Safety Priority Index System location or SPIS site. The segment of OR 224 in the vicinity of the Bakers Ferry Road intersection is not a SPIS site.

A total of 42 crashes were reported during the five-year period with no fatalities and no incapacitating injuries, but 31 total injuries. No crashes involved pedestrians or bicyclists. One rear-end crash involved a stopped bus close to the OR 224/SE 232nd Avenue intersection with no reported injuries.

There were 33 crashes reported on OR 224 and 9 crashes on Bakers Ferry Road. No reported crashes occurred at the Bakers Ferry Road/Barton Park Road intersection or are associated with this intersection. Three of the four intersection-related crashes occurred at OR 224 and Bakers Ferry Road.

Fixed objects were the reported cause of 20 crashes, and 12 more were reportedly the result of a rear-end collision. Six of the crashes on OR 224 occurred in the immediate vicinity of the intersection with SE Amisigger Road (the east end of the study segment), while only one crash was reported in the immediate vicinity of SE 232nd Avenue (the west end of the study segment).

No safety-based mitigation needs were identified based on a review of the crash data alone.

C2: Environmental Analysis



Memorandum

DATE: January 27, 2020
TO: Ben Johnson (GreenWorks)
FROM: Skip Haak, Chris Moller
PROJECT: 71384.000
REGARDING: Habitat Mapping of Barton Park Study Area

PBS reviewed existing aerial imagery and conducted a site visit on July 30, 2019 to map habitats and features within the study area for the Barton Park Master Plan project.

BARTON PARK VEGETATION CLASSIFICATION SCHEME

Mapped vegetation units were divided into forested and non-forested vegetation classes. The classification scheme for identified vegetation was based on National Land Cover Dataset (NLCD) and hybrid National Vegetation Classification System (NVCS) classes. The goal of the scheme was to convey the makeup of the dominant overstory vegetation.

Forested classes

Forested areas were subdivided based on type and size of tree species present. Six forested classes were identified.

Deciduous Forest - Areas dominated by deciduous trees generally greater than 16 feet tall and providing greater than 20% total vegetative cover. All the dominant tree species lose foliage in the fall. Common species include black cottonwood (*Populus balsamifera*) and big-leaf maple (*Acer macrophyllum*). The large triangular area in the lower park south of the Fandrich property is the most prominent example of this class.

Coniferous Forest - Mid to later successional areas dominated by coniferous trees generally greater than 16 feet tall and often greater than 50 feet. Trees generally have a diameter at breast height (dbh) greater than 20 inches. Coniferous trees generally provide greater than 20%, but generally greater than 50%, total vegetative cover. More than 75% of the tree species maintain their leaves all year, and the canopy is never without green foliage. Common species include Douglas fir (*Pseudotsuga menziesii*), western red cedar (*Thuja plicata*), and grand fir (*Abies grandis*) with some big-leaf maple and Oregon ash (*Fraxinus latifolia*) potentially in the overstory. Several elevated and steeply sloped areas adjacent to SE Barton Park Road are typical of this class.

Mature Mixed Forest - Areas with trees generally greater than 16 feet tall and providing greater than 20%, but generally greater than 50%, total vegetative cover. Deciduous and coniferous species are codominant with neither tree type providing greater than 75% of total tree cover. Canopy is never without green foliage. Common species include Douglas fir, western red cedar, grand fir, big-leaf maple, black cottonwood, and red alder (*Alnus rubra*). Coniferous species tend to increase with succession in the absence of major disturbance; although, deciduous species, particularly big-leaf maple, may persist in the overstory. The area surrounding the ponds adjacent to the East Campground RV camping area provides a good example of this class and includes another species, Ponderosa pine (*Pinus ponderosa*), in addition to species mentioned above.

Young Mixed Forest - Areas with similar species composition as Mature Mixed Forest but with trees predominantly less than 16 feet in height and less than 20 inches dbh.

Mature Riparian - Areas dominated by deciduous trees generally more than 20 inches dbh. Common species include black cottonwood, red alder, Oregon ash, and big-leaf maple. This habitat unit is typically found in and near the floodplain for the Clackamas River and experiences periodic disturbance from flooding.

Young Riparian - Areas with similar species composition as Mature Riparian but with trees predominantly less than 16 feet in height and less than 20 inches dbh. These areas also contain patches of established willows (*Salix* sp.).

Non-forested Classes

The study area includes several developed areas, paved and gravel roads, and ponds. Additionally, the park has vegetated non-forested areas throughout. In total, seven non-forested classes were identified in the study area.

Scrub-Shrub - Areas dominated by shrubs less than 16 feet tall with shrub canopy typically greater than 20% of total vegetative cover. This class includes true shrubs, young trees in an early successional stage, or trees stunted from environmental conditions.

Semi-Natural Grassland - Areas dominated by grass or herbaceous vegetation with generally greater than 80% total vegetative cover. Species within these areas are predominantly naturalized and native species. Small areas of bare ground are present, less than typically found in the Ruderal Grass and Shrub class.

Ruderal Grass and Shrub - Areas dominated by grass or herbaceous vegetation and generally greater than 80% total vegetative cover. Species within these areas have are predominantly naturalized and non-native species. Bare ground is common and may cover a large area.

Invasive Scrub-Shrub - Areas dominated largely by non-native Scotch broom (*Cytisus scoparius*) and Himalayan blackberry (*Rubus armeniacus*). Invasive species are dominant, but these areas may also include high proportion of native, naturalized, and/or invasive grass and herbaceous species.

Waters - Areas of ponded water with or without vegetation. At a minimum, the ponds were typically rimmed with emergent herbaceous and scrub-shrub wetland vegetation. Most of the surface of the large pond in the Barton Quarry area was covered with emergent vegetation. The ponds adjacent to the East Campground RV camping area and pond in the Barton Quarry area provide good examples of this class.

Open Space Developed - Areas with some structures but dominated by maintained lawn or landscaped areas. Impervious surfaces are present but in relatively small proportions. These areas include the grass covered overflow parking lot, picnic areas, play areas, and some of the campgrounds. The vegetation is planted and mowed in these settings for recreation, erosion control, or aesthetic value.

Developed - Areas covered by concrete, asphalt, or gravel, and thus, these areas tend to be largely impervious. Some structures may be present.

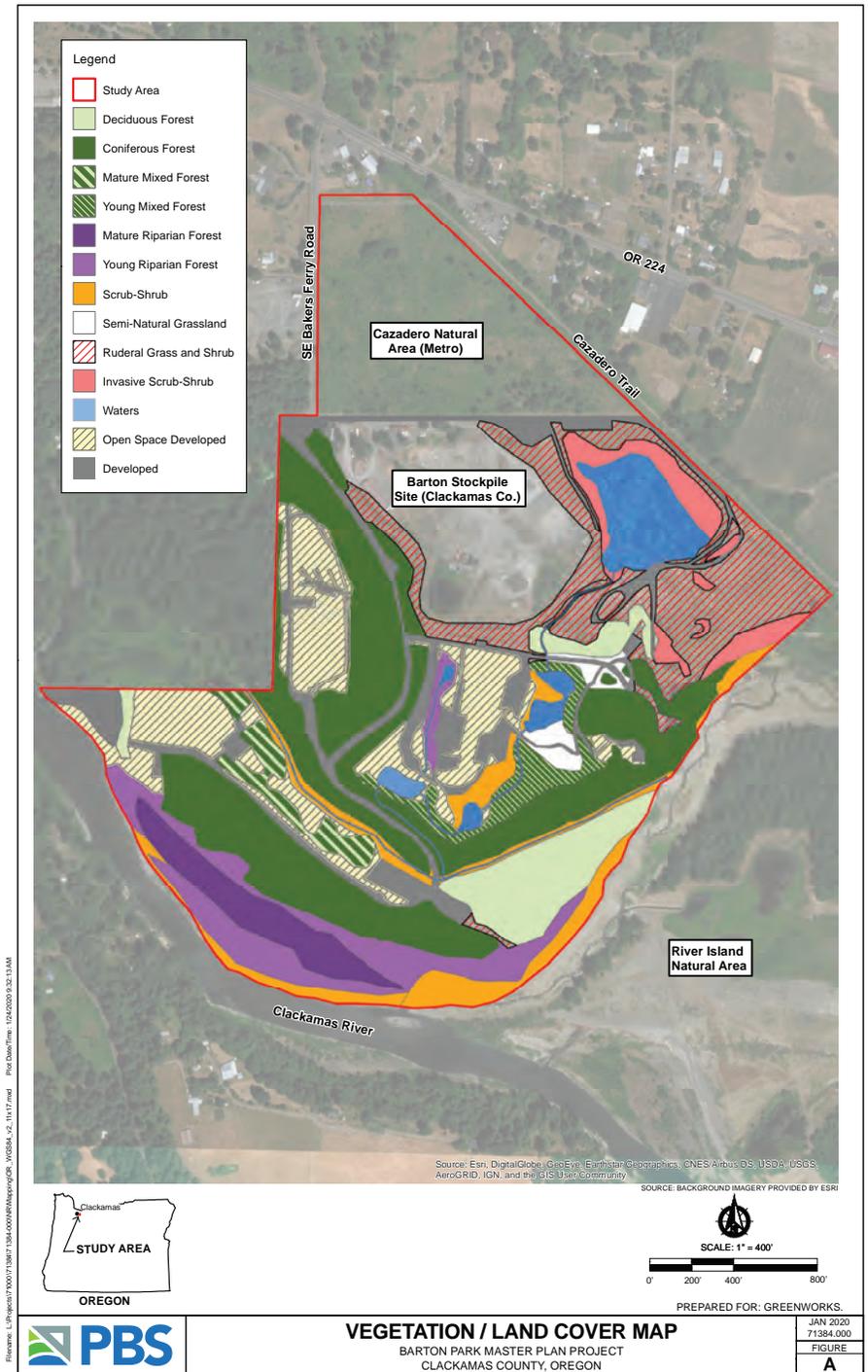
RESULTS

The park is a mixture of developed or disturbed areas and undeveloped areas. Undeveloped areas include a variety of forest, scrub-shrub, and herbaceous habitats. Developed areas include roads; boat launch; parking, camping, and day-use facilities; and maintained lawn and other landscaping associated with these areas. Disturbed areas include the Barton Quarry site, which is primarily mapped as Ruderal Grass and Shrub.

Habitats were mapped into 13 vegetation classes: 6 forested classes and 7 non-forested classes. Coniferous Forest was the dominant class covering approximately 25% of the study area. Combined, the Open Space Developed and Developed classes covered an area nearly equal to the Coniferous Forest class. Ruderal Grass and Shrub covered approximately 13%, and the remaining classes covered small proportions of the study area.

Notable natural features include the bluff overlooking the historic Clackamas River channel and the different forest types within the lower portion of the park. The forest within the lower park includes a variety of large diameter trees with occasional large snags and a diversity of understory vegetation ranging from managed lawn to dense native shrubs.

Attachment: Vegetation / Land Cover Map



C3: Architectural Analysis



To: Ben Johnson – Greenworks
Project: Barton Park Complex Masterplan
Subject: Fandrich Property Buildings
Inventory and Condition

Date: September 27, 2019
Project No.: 1905.00
By: Bill Bailey

Slide 4 – Garage and Utility Service

The Garage building is located to the east of the Fandrich residence. This structure is approximately 12-foot wide x 36-foot long. It is a one-story wood frame structure with a gable roof and an interior concrete, slab-on-grade, floor. The building has been re-clad with newer CDX exterior plywood siding and battens, awaiting paint to match the adjacent house. The roof is equipped with standing seam sheet metal of similar era to the residence. The electrical service is fed underground from the site meter-base, with a sub-panel located on the northwest interior wall. The interior electrical distribution is incomplete. Abandon wire and lighting should be removed and cover-plates need to be installed to enclose junction boxes. Lighting is provided through suspended fluorescent fixture that are in good repair. There is no water or sewer service to the building.

Electrical service is provided from overhead wiring to a pole located to the northeast of the residence building. This service contains a meter-base and underground connection to the pumphouse, garage, RV connections and local area site lighting. Overhead wire from the meter serves the weather-head located on the roof of the residence. Size of this service needs further review for capacity.

The overhead conductors (wire) and residence weather-head were repaired in 2015 and require upgrades for new uses.

Power for the Pumphouse and well is served from an electrical panel that is free-standing on the concrete pad nearby (west).

Slide 5 – Residence Interior – main level living room, kitchen and bedroom

The residence has been unoccupied for 3 to 5 years. There are conditions of mold where leaking was evident until stabilized by recent repairs. Recommend extensive removal of existing drywall and finish sheathing during any remodeling efforts to mitigate remaining damage.

The building is not presently served by water or sewer service. These systems will need to be replaced and made operable with any reuse efforts. Electrical service is in place but will need new panel and wire distribution to serve new uses.

Slide 6 – Residence Interior – basement family room, laundry room and bedroom

Basement areas are equipped with grade level access on the south with full windows. Window wells serve the north bedroom for access to light and ventilation. As discussed, the south wall has been rebuilt, stabilizing the building and providing enclosure. Existing finishes show evidence of previous water damage and mold. Extensive finish material replacement will be required with any new use.

The following are talking points to the accompanying slides dated July 22, 2019:

Slide 1 – Site Plan

History:

The Fandrich Property structures were built in the 1960's. The buildings reviewed include the residence, pumphouse and garage. There is a larger maintenance building on site that was not reviewed. Clackamas County acquired the property in 2005. Since that time, seven tent-camp sites and one group camp site have been added to the property. With those improvements, a restroom building was added to support the camp sites.

Current Uses:

The Pumphouse currently houses the active well head and tank. This system currently serves the restroom building for the campground (not shown). The Residence is connected however, the water has been shut-off and the water-piping to the house has been drained.

The Garage building currently houses active storage for the Park, including signs and equipment.

The residence is vacant, pending repair and remediation for a new use.

Slide 2 – Exterior North and East

Clackamas County completed repairs to stabilize the residence in 2015. These repairs entailed replacement of the siding and windows, reconstruction of the basement south wall, reconstruction of the south deck, replacement of the front porch deck and reconstruction of the east mudroom. In addition, a small garage was removed and a new pumphouse was added over the existing well-head and holding tank.

Slide 3 – Exterior West – Well Head/Pumphouse

The pumphouse is a simple wood frame shed structure, constructed from portions of a previous garage that was on this site. The roofing and siding has been replaced within the last 5-years. This structure secures the well head, pump and holding tank. Originally designed for residential use, the well serves the Fandrich house and exterior hose bibs. The building is in good condition with minor repairs recommended to the siding and door.

419 S.W. 11th Avenue
Suite 200
Portland, OR 97205
Ph: 503-228-7571



Barton Park Complex Master Plan
 Fandrich Property Structures - Vicinity Plan
 July 22, 2019



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Barton Park Complex Master Plan
 Fandrich Property Structures - Photos
 July 22, 2019

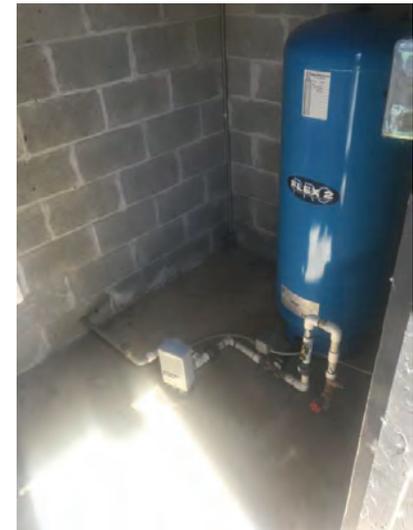


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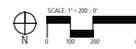
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C4: Utility Analysis



- KEY**
- ① Cazadero Natural Area (Metro)
 - ② Barton Stockpile (DDT)
 - ③ Fandrich Property
 - ④ East Campground
 - ⑤ West Campground
 - ⑥ Barton Quarry Site
 - ⑦ Day Use Area

- LEGEND**
- Project Boundary
 - Existing Park Road
 - 10' Contours
 - Stormwater Overflow
 - Drain Field Discharge
 - ▽ Drain Field
 - Holding Tank
 - Catch Basin
 - Culvert

- EXISTING PROGRAM ELEMENTS**
- 🚻 Restrooms
 - 🏠 Reservable Picnic Shelter
 - 🪵 Reservable Picnic Table
 - 🚐 RV Dump Station
 - ⚠️ Primitive Camping (7 spots)
 - 🏠 Camp Host
 - 🏠 Caretaker
 - 👤 Ranger Station
 - 🏠 Event Pavilion
 - 🏠 Cabin
 - P Parking
 - 🏠 Group Camping

BARTON PARK - EXISTING SEWER AND STORMWATER INFRASTRUCTURE

BARTON PARK COMPLEX MASTER PLAN



- KEY**
- 1 Cazadero Natural Area (Metro)
 - 2 Barton Stockpile (DDT)
 - 3 Fandrich Property
 - 4 East Campground
 - 5 West Campground
 - 6 Barton Quarry Site
 - 7 Day Use Area

- LEGEND**
- Project Boundary
 - Existing Park Road
 - ... 10' Contours
 - Water Pipe
 - - - Leaking Water Pipe
 - Water Tank
 - Well
 - ▲ Spigot
 - Booster Pump

- PROGRAM ELEMENTS TO REMAIN**
- Restrooms
 - Reservable Picnic Shelter
 - Reservable Picnic Table
 - RV Dump Station
 - Primitive Camping (7 spots)
 - Camp Host
 - Caretaker
 - Ranger Station
 - Event Pavilion
 - Cabin
 - Parking
 - Group Camping

BARTON PARK - EXISTING WATER INFRASTRUCTURE

BARTON PARK COMPLEX MASTER PLAN



SEPTEMBER 2019

Appendix D: Economic Analysis

Barton Revenues (Existing)	D1
Barton Revenues (Proposed)	D2
Shuttle Analysis	D3

D1: Barton Park Revenues (Existing)

DATE: August 15, 2019
 TO: Ben Johnson; Greenworks
 FROM: Matthew Craigie, Laura Marshall; ECONorthwest
 SUBJECT: BARTON PARK, CLACKAMAS COUNTY PARKS – CURRENT FUNDING SUMMARY - DRAFT

Purpose and Background

Barton Park is the largest park in Clackamas County and offers many recreational opportunities including overnight camping, picnicking, hiking, and accessing the Clackamas River. On a consultant team led by Greenworks, ECONorthwest is assisting the County with a Master Plan for Barton Park. As part of that project, we have been engaged to help the County understand the potential to increase revenues for Barton Park. The purpose of this memorandum is to summarize current funding for Barton County Park facilities, programs, and operations and maintenance. This summary will inform later analysis that will consider the potential for new funding options to support the park.

Current Funding Overview

Barton Park is one of several parks managed by the Clackamas County Parks Department. The department does not parse out budgets on a park by park basis but rather shares revenues and fees from park facilities. Revenues for the Parks Department come from a variety of sources, including parking fees, timber sales, golf course related fees, and concession sales (e.g. firewood and ice). The revenues generated by Barton Park operations are deposited into the Clackamas County Parks budget.

The Clackamas County Parks budget is included in the Clackamas County Parks, Golf & Recreation budget, which also includes the budget for Stone Creek Golf Club. The Clackamas County Parks, Golf & Recreation budget is separate from the General Fund for Clackamas County.

Figure 1. Clackamas County Golf, Parks & Recreation Structure and Budget Overview

Parks, Golf & Recreation	
Laura Zentner Director	
Greg Williams Deputy Director	
Total Request \$6,858,316	
Gen Fund	\$ 210,882
Stone Creek Golf Club	
Gordon Tolbert Manager	
FTE 0.00	
Total Request \$3,607,059	
Gen Fund	\$ -
County Parks	
Rick Gruen Manager	
FTE 5.64	
Total Request \$3,251,257	
Gen Fund	\$ 210,882

For fiscal year 2019/2020 the County Parks (within the Parks, Golf & Recreation budget) proposed a budget of \$3,251,257, a continuation of the prior funding level. The revenue and support sources for Clackamas County Parks, Golf & Recreation include the following:

- Revenue from operation of Stone Creek Golf Club,
- Revenue from operations of County Parks facilities,
- Federal, state, and local grants,
- Forest product revenue,
- Lease revenue, and
- General fund support.

Source: Clackamas County BCS Budget Book FY 2019-2020, p.129.

Clackamas County Parks Revenue Sources

The dollar values of revenue and support for Clackamas County Parks, Golf & Recreation is divided into the Stone Creek Golf Club and County Parks budgets. Each of these budgets is described in detail below. The source of this information is the Clackamas County BCS Budget Book FY 2019-2020 and all dollar values represent the FY19-20 Proposed Budget.

Stone Creek Golf Club

Stone Creek Golf Club is a profitable entity for Clackamas County Parks, Golf & Recreation. For FY 2019-2020, Stone Creek Golf Club will provide a transfer of funds of \$200,000 to the County Parks Program to support operations. Stone Creek Golf Club Program debt was paid off in November of 2013 through accelerated timber harvests. The revenues of Stone Creek Golf Club are detailed in Table 1.

Table 1. Stone Creek Golf Club Revenues (FY19-20 Proposed)

Revenue Source	Amount
Beginning Balance	\$750,059
Charges for Service (Golf Course Fees)	\$2,850,000
Other Revenues (Interest Earned)	\$7,000
Total Revenue (Including Beginning Bal)	\$3,607,059

County Parks

Clackamas County Parks provides day use, camping, and boat ramp access, along with a suite of support facilities (i.e. parking, restrooms, etc.). In addition to Barton Park and Stone Creek Golf Club, other parks include:

- Barlow Wayside Park,
- Boones Ferry Marina,
- Boring Station Trailhead Park,
- Carver Park,
- Eagle Fern Park,
- Feyrer Park,
- Hebb Park,
- Madrone Wall,
- Metzler Park,
- Springwater Corridor Trail, and
- Wilhoit Springs Park.

The total annual operating revenue for Clackamas County Parks is \$2,547,335 as projected for FY 19/20. With the beginning balance included, the total revenue is \$3,251,257. This budget level is consistent with prior years. The revenue sources for County Parks are summarized in Table 2.

Table 2. County Parks Revenues (FY19-20 Proposed)

Revenue Source	Amount	Amount Details	Percent of Total Budget
Charges for Service	\$1,009,256		31.04%
Lease Revenue (Wilsonville Marina)		\$113,446	3.49%
Interdepartmental Revenue		\$90,000	2.77%
Extra Vehicle charge		\$15,300	0.47%
Vehicle Parking Fee		\$305,000	9.38%
Vehicle Parking Season Pass		\$21,000	0.65%
Licensed Boater Parking Fees		\$9,700	0.30%
Licensed Boater Parking Season Pass		\$3,250	0.10%
Picnic Fees		\$48,000	1.48%
Shower Fees		\$210	0.01%
Dump Station Revenue		\$4,100	0.13%
Special Use Fee		\$850	0.03%
Camp Reservation Fees		\$350,000	10.77%
Reservation Fees		\$48,000	1.48%
Recreation Program Fees		\$400	0.01%
State Grants & Revenues	\$816,000		25.10%
OPRD - LGP Grant for Metzler Camp.		\$160,000	4.92%
Marine Board Grant		\$132,000	4.06%
State Marine Gas Tax		\$24,000	0.74%
State RV Fund		\$500,000	15.38%

Revenue Source	Amount	Amount Details	Percent of Total Budget
Beginning Balance	\$703,922		21.65%
Interfund Transfers	\$691,729		21.28%
I/F Transfer from Fund 100 (General Fund)		\$210,882	6.49%
I/F Transfer from Fund 257 (Forest Mgmt)		\$280,847	8.64%
I/F Transfer from Fund 601 (Stone Creek)		\$200,000	6.15%
Other Revenues	\$29,000		0.89%
Special Event Revenue		\$7,600	0.23%
Interest Earned		\$2,000	0.06%
Firewood Sales		\$19,400	0.60%
Federal Grants & Revenues	\$1,350		0.04%
Marine Board Clean Vessel Act funds		\$1,350	0.04%
Total Revenue (Including Beginning Bal)	\$3,251,257		100%

Source: Clackamas County BCS Budget Book FY 2019-2020

The interfund transfers portion of the budget includes three sources of transfer revenue: the general fund, timber harvests, and from Stone Creek Golf Club. The average annual timber net revenue is approximately \$300,000, so the \$280,847 projected for FY 19/20 aligns with historic averages. Up until November of 2013 the revenue from timber sales was used to pay off Stone Creek Golf Club Program debt. All of the net revenue from timber sales is deposited into the Clackamas County Parks, Golf & Recreation fund and not to the Clackamas County general fund.

Expenditures of Clackamas County Parks for FY 2019/2020 (proposed) are detailed in Table 3. Personnel services is the largest category and those funds support 5.64 FTE and include benefits, worker compensation, and unemployment. Capital outlay is for land improvements, acquisitions, construction, and operating equipment expenditures. Materials and services includes office supplies, professional services, equipment repair and maintenance, and others. Cost allocation charges are allocations to sub-divisions of County Parks (e.g., finance, technology, records management, purchasing, administration, and utilities).

Table 3. County Parks Costs (FY19-20 Proposed)

Expenditures	Amount	Percent of Total Expenditures
Personnel Services	\$ 1,308,102	40.2%
Capital Outlay	\$831,300	25.6%
Materials & Services	\$631,291	19.4%
Cost Allocation Charges	\$244,594	7.5%
Operating Expenditures	\$3,015,287	92.7%
Contingency	\$185,970	5.7%
Special Payments ¹	\$50,000	1.5%
Total Exp - Including Special Categories	\$3,251,257	100.0%

Source: Clackamas County BCS Budget Book FY 2019-2020

¹ Pmts to Local Gov't & Other Agencies - "Upper Clackamas non- motorized launch sites. Project mgmt by PGE with funding from PGE, Tourism, OSMB. This is pass through of \$10k."

Barton Park Revenues

Although revenues from Barton Park are included in the County Parks budget, we were provided estimates of the park specific revenue from the Park from Clackamas County. Total Revenue of Barton Park for 2017/2018 (July – June) was \$469,924.35 and for 2018/2019 (July – June) was \$476,883.35. The source of these revenues is summarized in Table 4.

Table 4. Barton and Carver Revenues (FY17/2018 and FY18/19)

Fiscal Year	2017/2018	2017/2018	2017/2018 Percent of Total
Barton Vehicle Parking Fees	\$140,913	\$141,554	34.7%
Barton Boat Parking Fees	\$570	\$588	0.1%
Barton Camping PHU Reservations	\$225,536	\$223,408	54.8%
Barton Camping Primitive Reservations	\$16,147	\$17,765	4.4%
Barton Picnic Reservations	\$23,346	\$24,199	5.9%
Barton Total	\$406,512	\$407,513	100.0%
Carver Vehicle Parking Fees	\$62,726	\$68,697	99.0%
Carver Boat Parking Fees	\$686	\$673	1.0%
Carver Total	\$63,412	\$69,370	100.0%
Total	\$469,924	\$476,883	

Barton Park also hosts weddings as a source of revenue for \$450 per day (the special event line item revenue under “Other Revenues”). Eagle Fern Park also hosts weddings at a cost of \$450 and \$150 per day, respectively.

Barton Park hosts 110 campsites, a mix of RV and tent camping. These sites are a little more than half of the total campsites hosted by Clackamas County (209 campsites in total). The fees at Barton Park are \$28 for RV, and \$22 for tent, \$6 for cars for parking, and \$2 for registered boaters.² Revenue reaches 100 percent of potential on peak weekends and 40 percent occupancy in non-peak Sunday – Thursday (for all parks).

Table 5. Barton Camping Reservations

	Filled	Available
FY 17/18: Peak	9,610	14,134
FY 17/18: Non-Peak (Sun-Thurs)	6,058	19,056
FY 18/19: Peak	9,097	13,089
FY 18/19: Non-Peak (Sun-Thurs)	4,667	20,672

Table 6. Barton and Carver Day Use Areas Visitation

	Barton	Carver
FY 17/18	113,052	50,730
FY 18/19	95,059	46,247

² Full fee information is available at: <https://www.clackamas.us/parks/barton.html>

Summary

Barton Park does generate revenues, but it is unclear how the \$407,513 in revenues it generates compares to total costs because County Parks does not allocate resources on a per-park basis. In general, revenue for Clackamas County Parks is primarily from charges for services (35%), state and local grants (25%), and interfund transfers from the general fund, timber sales, and the golf course (21%). The FY 19/20 budget for Clackamas County Parks is \$3.2 million.

D2: Barton Park Revenues (Proposed)

Barton Park Master Plan Revenue Estimate

Net Revenue \$329,170.04

Description	Parking	Picnic Areas	Cabins/Yurts				Camping					Overlook House
	Parking Spaces	Picnic Shelters	Cabin Loop-Standard	Yurt Village	Overlook Property Cabins	Cabin Loop-Deluxe	Group Camping-Small	Group Camping-Medium	Group Camping-Large	Primitive Camping	Extra Vehicle	Overlook House
Number of Units	117	2	8	8	8	2	3	2	1	5	4.4	1
Per Unit Rental Rate	\$6	\$75	\$75	\$60	\$75	\$95	\$35	\$60	\$100	\$20	\$6	\$240
Winter Rental Rate (if different)	N/A	N/A	\$60	N/A	N/A	\$80	N/A	N/A	N/A	N/A	N/A	\$200
Summer Weekend Occupancy	81%	60%	90%	90%	90%	95%	70%	70%	80%	90%	78%	95%
Summer Weekday Occupancy	49%	20%	50%	50%	50%	60%	30%	30%	30%	50%	35%	70%
Shoulder Weekend Occupancy	42%	30%	70%	60%	70%	80%	75%	75%	75%	60%	71%	80%
Shoulder Weekday Occupancy	28%	10%	30%	30%	30%	40%	20%	30%	20%	35%	26%	40%
Winter Weekend Occupancy	21%	0%	30%	0%	30%	40%	0%	0%	0%	0%	0%	30%
Winter Weekday Occupancy	11%	0%	10%	0%	10%	15%	0%	0%	0%	0%	0%	10%

Use

Days in Each Period	Parking Spaces	Picnic Shelters	Cabin Loop-Standard	Yurt Village	Overlook Property Cabins	Cabin Loop-Deluxe	Group Camping-Small	Group Camping-Medium	Group Camping-Large	Primitive Camping	Extra Vehicle	Overlook House	
Summer weekends	20	1,895	24	144	144	144	38	42	28	16	90	68	19
Summer weekdays	50	2,867	20	200	200	200	60	45	30	15	125	77	35
Shoulder weekends	40	1,966	24	224	192	224	64	90	60	30	120	125	32
Shoulder weekdays	100	3,276	20	240	240	240	80	60	60	20	175	116	40
Winter weekends	44	1,081	0	106	0	106	35	0	0	0	0	0	13
Winter weekdays	111	1,364	0	89	0	89	33	0	0	0	0	0	11
Total	365	12,448	88	1,002	776	1,002	311	237	178	81	510	386	150

Revenues

	Parking Spaces	Picnic Shelters	Cabin Loop-Standard	Yurt Village	Overlook Property Cabins	Cabin Loop-Deluxe	Group Camping-Small	Group Camping-Medium	Group Camping-Large	Primitive Camping	Extra Vehicle	Overlook House
Summer weekends	\$11,372	\$1,800	\$10,800	\$8,640	\$10,800	\$3,610	\$1,470	\$1,680	\$1,600	\$1,800	\$409	\$4,560
Summer weekdays	\$17,199	\$1,500	\$15,000	\$12,000	\$15,000	\$5,700	\$1,575	\$1,800	\$1,500	\$2,500	\$462	\$8,400
Shoulder weekends	\$11,794	\$1,800	\$16,800	\$11,520	\$16,800	\$6,080	\$3,150	\$3,600	\$3,000	\$2,400	\$752	\$7,680
Shoulder weekdays	\$19,656	\$1,500	\$18,000	\$14,400	\$18,000	\$7,600	\$2,100	\$3,600	\$2,000	\$3,500	\$693	\$9,600
Winter weekends	\$6,486	\$0	\$6,336	\$0	\$7,920	\$2,816	\$0	\$0	\$0	\$0	\$0	\$2,640
Winter weekdays	\$8,182	\$0	\$5,328	\$0	\$6,660	\$2,664	\$0	\$0	\$0	\$0	\$0	\$2,220
Total	\$381,842	\$74,689	\$72,264	\$46,560	\$75,180	\$28,470	\$8,295	\$10,680	\$8,100	\$10,200	\$2,317	\$35,100

Totals

Costs

Number of facility turnovers	14881	12448	88	501	388	501	155	119	89	41	255	193	75
Staff minutes per turnover	267	1.5	20	25	25	25	40	10	10	15	5	0	75
Staff cost per minute	3	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267
Cost per facility turnover	\$19,045.19	\$4,979.29	\$469.33	\$3,341.33	\$2,586.67	\$3,341.33	\$1,656.00	\$316.00	\$237.33	\$162.00	\$340.00	\$0.00	\$1,503.00
Hours of turnover	1190												
Shared Services Cost	\$33,626.67												
Shared Services Hours	2102												
Cost subtotal	\$52,671.85												
Hours subtotal	3292												

D3: Shuttle Analysis

DATE: May 22, 2020
TO: Clackamas County, Greenworks
FROM: ECONorthwest
SUBJECT: Addendum to Barton Park Shuttle Analysis – Shuttle Business Model Comparison

Shuttle Business Model Options

Clackamas County is considering how to better manage the river-floaters that come through Barton Park. One option under consideration is an expanded shuttle system that would ferry floaters between take-out and parking locations. The purpose of this Addendum is to present the range of business model options and describe their relative merits and challenges.

We analyze four different business models and evaluate pros and cons for each. To be sure, there are a continuum of business models that incorporate various elements of each type of models described below. The types of definitions of the four business models considered in this Addendum are:

- Public:** In a purely public model, the shuttle service would be provided completely by Clackamas County. To accomplish that, the County would need to purchase or repurpose buses for the shuttle and hire staff to run the shuttle service. In this model, all revenues from the shuttle service would go to the County.
- Public-Public Partnership:** A public-public partnership involves contracting with another public agency to provide shuttle service. For example, Clackamas County could enter into a contract with TriMet to provide seasonal bus service from the Portland area to Barton Park, and between Barton Park and Carver Park. In this example, TriMet would provide the buses and staff. Revenues would be shared between TriMet and Clackamas County, but the majority would likely go to TriMet due to their higher expense. The shuttle service could be part of a larger, expanded bus service on the weekends for this region of Clackamas County.
- Public-Private Partnership:** In the public-private partnership model the public sector shares in risks, costs, and revenues with the county. The public-private partnership model has the broadest continuum of forms that the option could take. For example, the public-private partnership option could include a range of options, such as:
 - Revenue sharing
 - Subsidies from Clackamas County (e.g., buses, etc.)
 - Exclusive rights to operate the shuttle and/or rentals
 - Operating conditions contract
 - Contract for set number of years of operation
 - Price setting with county

- Private:** A private shuttle model would be similar to current conditions where shuttle service is provided by a private business. This private option could include exclusive rights to operate the shuttle as well as onsite rentals. It could also include a contract between the entity and the County stipulating operating conditions. The private option likely would not include revenue sharing or price setting with the County.

The design of Barton Park will influence the viability of the shuttle system.

The infrastructure and design changes at Barton Park will influence the feasibility of each option through changes in parking and by affecting the likelihood of floaters using the shuttle. Without changes to the number of parking spaces, there will be limited increases in the number of riders, which would reduce the potential for revenue sharing in the private or public-private models. In addition to revenue sharing potential, other considerations include how risk is distributed, financial viability based on ridership, coordination requirements, new capital requirements, fee level, and regularity of service. For example, the private business model option could result in less frequent service and/or higher rider fees compared to more public models because of the profit motivation rather than achieving policy goals.

A list of pros and cons for each business model option is provided in Exhibit 1.

Exhibit 1. Pros and Cons for Shuttle Service Business Models between Barton and Carver Parks
Source: ECONorthwest

Structure Type	Pros	Cons
Public	<ul style="list-style-type: none"> The County receives all revenue from shuttle service The County could add assets (buses) that can be used for other purposes in the off-season OR county can repurpose existing buses Possibility for rate subsidization for riders (e.g. low income, senior, etc.) 	<ul style="list-style-type: none"> County taking on all risk Increased costs including vehicle purchases, labor, fuel, insurance, admin costs, etc. Revenues not going to small business
Public-Public Partnership (e.g. partnering with TriMet)	<ul style="list-style-type: none"> Ability to leverage existing service providers Could expand bus service to areas of Clackamas County Opportunity for revenue sharing Opportunity for risk sharing with TriMet/bus provider depending on cost structure (also con) Lower fares with price setting could increase ridership and reduce traffic Possibility for rate subsidization for riders (e.g. low income, senior, etc.) that leverages existing rate relief 	<ul style="list-style-type: none"> Sporadic demand may not support regular service from a financial perspective for service provider Costs to the County and service provider to negotiate and administer the program Unclear what costs and revenues would be to the County Service between Barton and Carver may not be frequent enough to support regular use. Buses may not be appropriate for shuttle service Wear and tear on buses in excess of regular public buses
Public-Private Partnership	<ul style="list-style-type: none"> Opportunity for revenue sharing Supports jobs and income for local businesses 	<ul style="list-style-type: none"> Revenue sharing could limit financial feasibility of the shuttle service

	<ul style="list-style-type: none"> Increased flexibility compared to public models Possibility for contract to guarantee regular service schedule Lower fares with price setting could increase ridership and reduce traffic Possibility for rate subsidization for riders (e.g. low income, senior, etc.) that leverages existing rate relief 	<ul style="list-style-type: none"> Financial feasibility will vary based on use of shuttle and if rentals are included Subsidies would increase risk for the County More risk and lower reward for private provider compared to private (if profit sharing is included)
Private	<ul style="list-style-type: none"> Most likely to be financially feasible without price setting or revenue sharing (lower risk of losing shuttle provider) Supports jobs and income for local businesses Increased flexibility compared to public models 	<ul style="list-style-type: none"> No revenue sharing with County Financial feasibility will vary based on use of shuttle and if rentals are included Possibility of losing shuttle provider if no contract or business not financially viable Disruption of private operator (e.g. event, illness) could adversely impact shuttle service Potential for higher fares, less regular schedules, and lower ridership than public-private option. Fee rate and schedule may not be optimized to reduce traffic Limited ability for the County to influence fee rates or provide rate relief

The recommended business model option will vary based on the priorities of Clackamas County. If the County wants to prioritize avoiding risks or making financial expenditures, then the private or public-private option is likely most appropriate. If the County is more concerned with regular service and reducing the number of floaters, then one of the public options could be more suitable.

Appendix E: Cost Estimates

Detailed Cost Estimates

E1

E1: Detailed Cost Estimates

Item	Estimated Costs											Item
	ACCESS ROAD	CAZADERO TRAILHEAD PARKING	QUARY SITE RESTORATION	POND DAY USE	CABIN LOOP	GROUP CAMPING	PRIMITIVE CAMPING	OVERLOOK PROPERTY	YURT VILLAGE	HIKING TRAIL	LOWER DAY USE AREA	
Site Clearing	\$38,719	\$122,293	\$231,672	\$47,074	\$113,096	\$73,003	\$41,927	\$106,915	\$43,598	\$71,972	\$142,462	Site Clearing
Earthwork	\$28,000	\$94,300	\$396,000	\$28,000	\$63,000	\$82,600	\$70,000	\$24,000	\$71,820	\$424,000	\$424,000	Earthwork
Utilities	\$60,000	\$83,300		\$3,600	\$45,400	\$49,000	\$6,500	\$23,000	\$6,500		\$124,000	Utilities
Paving	\$199,300	\$384,900		\$84,000	\$46,200	\$74,940	\$28,048	\$100,640	\$45,000	\$435,800	\$124,000	Paving
Structures		\$250,000		\$230,000	\$770,000	\$335,000	\$75,000	\$845,000	\$220,000		\$60,000	Structures
Furnishings		\$27,500		\$87,000	\$20,000	\$26,500	\$14,500	\$14,000	\$19,000	\$35,100	\$60,000	Furnishings
Irrigation		\$29,500									\$96,000	Irrigation
Planting	\$2,000	\$97,000	\$240,000	\$4,700	\$14,820	\$96,800	\$50,900	\$6,000	\$69,500	\$0	\$300,000	Planting
Soil Preparation		\$55,650	\$293,778	\$7,600	\$2,300	\$20,000	\$8,000	\$1,400	\$18,250	\$0	\$500,000	Soil Preparation
Sub Total	\$328,019	\$1,144,443	\$1,161,450	\$491,974	\$1,074,816	\$757,843	\$294,875	\$1,096,955	\$445,848	\$614,692	\$1,830,462	\$9,241,378
Estimating Contingency (30%)	\$98,406	\$343,333	\$348,435	\$147,592	\$322,445	\$227,353	\$88,463	\$329,086	\$133,755	\$184,408	\$549,139	\$2,772,413
Total Hard Cost	\$426,425	\$1,487,776	\$1,509,885	\$639,567	\$1,397,261	\$985,196	\$383,338	\$1,426,041	\$579,603	\$799,100	\$2,379,601	\$12,013,792
Additional Costing Factors	\$90,534	\$315,870	\$320,564	\$135,786	\$296,653	\$209,167	\$81,386	\$302,763	\$123,055	\$169,657	\$521,773	\$2,567,208
Soft Costs	<u>\$77,544</u>	<u>\$270,547</u>	<u>\$274,567</u>	<u>\$116,303</u>	<u>\$254,087</u>	<u>\$179,154</u>	<u>\$69,709</u>	<u>\$259,321</u>	<u>\$105,399</u>	<u>\$145,314</u>	<u>\$446,906</u>	<u>\$2,198,850</u>
TOTAL	\$594,503	\$2,074,193	\$2,105,016	\$891,656	\$1,948,001	\$1,373,518	\$534,433	\$1,988,124	\$808,057	\$1,114,070	\$3,348,280	
GRAND TOTAL												\$16,779,850

Note: The values above are based on 2020 dollars. Each zone should be reevaluated based on refinements to the design and inflation.

Additional Costing Factors Include:	Soft Cost Include:
General Conditions (10%)	Internal Staffing/Management (3%)
G.C. Bond & Insurance (3%)	Permitting (2%)
G.C. Overhead & Profit (7%)	Design and Engineering (10%)

ACCESS ROAD

ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00 SITE CLEARING			Subtotal		\$38,719
Mobilization	1	LS	\$15,619.95	\$15,620	5% of total
Erosion Control	1	LS	\$9,099.00	\$9,099	3% of total
Clearing and Grubbing	40000	SF	\$0.25	\$10,000	
Construction Fencing	1	LS	\$1,000.00	\$1,000	
Site Demolition - basketball court	1	LS	\$3,000.00	\$3,000	
2.00 EARTHWORK			Subtotal		\$28,000
Rough Grading	40000	SF	\$0.50	\$20,000	assumes major earthwork is done in phase 1
Finish Grading	40000	SF	\$0.20	\$8,000	
3.00 UTILITIES			Subtotal		\$60,000
<u>Domestic Water</u>					\$50,000
4" Mainline	1000	LF	\$50.00	\$50,000	
<u>Electrical and Lighting</u>					\$10,000
Electrical Conduit	1000	LF	\$10.00	\$10,000	
4.00 PAVING			Subtotal		\$199,300
Vehicle Asphalt Paving	40000	SF	\$4.00	\$160,000	
Vehicle Asphalt Paving - Overlay existing	28000	SF	\$1.00	\$28,000	
Striping	3300	LF	\$1.00	\$3,300	
Gravel Surfacing	4000	SF	\$2.00	\$8,000	2-ft shoulders
5.00 PLANTING			Subtotal		\$2,000
Seeded Lawn	10000	SF	\$0.20	\$2,000	
			Subtotal	\$328,019	
			Estimating Contingency (30%)	\$98,406	
			Total Hard Cost	\$426,425	
			Additional Cost Factors:		
			General Conditions (10%)	\$42,642	
			G.C. Bond & Insurance (3%)	\$14,072	
			G.C. Overhead & Profit (7%)	\$33,820	
			Total Construction Cost	\$516,959	
			Soft Costs:		
			Internal Staffing/Management (3%)	\$15,509	
			Permitting (2%)	\$10,339	
			Design and Engineering (10%)	\$51,696	
				\$77,544	
			Total with Soft Costs	\$594,503	

BARTON PARK
Master Plan

Estimate Date: 8/11/2020
GreenWorks, P.C.

Trailhead / Day Use Parking Lot

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$122,293
	Mobilization	1	LS	\$54,497.30	\$54,497	5% of total
	Erosion Control	1	LS	\$31,746.00	\$31,746	3% of total
	Clearing and Grubbing	125000	SF	\$0.25	\$31,250	
	Construction Fencing	600	LF	\$8.00	\$4,800	
2.00	EARTHWORK			Subtotal		\$94,300
	Rough Grading	125000	SF	\$0.50	\$62,500	assumes major earthwork is done in phase 1
	Finish Grading	125000	SF	\$0.20	\$25,000	
	Drain rock at Raingardens	85	CY	\$80.00	\$6,800	6" deep
3.00	UTILITIES			Subtotal		\$83,300
	<u>Domestic Water</u>					\$7,500
	1" PVC - Restroom	300	LF	\$20.00	\$6,000	
	Valves and Fittings	1	LS	\$1,500.00	\$1,500	
	<u>Stormwater Utilities</u>					\$32,800
	4" PVC SD	200	LF	\$25.00	\$5,000	
	6" PVC SD	200	LF	\$45.00	\$9,000	
	Cleanouts	4	EA	\$400.00	\$1,600	
	Catch Basin	4	EA	\$3,000.00	\$12,000	
	Stormwater Overflow Structure	4	EA	\$1,300.00	\$5,200	
	<u>Sanitary</u>					\$25,000
	Sanitary Connection	1	LS	\$25,000.00	\$25,000	
	<u>Electrical and Lighting</u>					\$18,000
	Electrical Connection and Distribution	1	LS	\$10,000.00	\$10,000	
	Electrical Conduit	300	LF	\$10.00	\$3,000	
	Electrical Cabinet	1	LS	\$2,000.00	\$2,000	
	Pedestrian Light Fixture	2	EA	\$1,500.00	\$3,000	
4.00	PAVING			Subtotal		\$384,900
	Vehicle Asphalt Paving	57000	SF	\$4.00	\$228,000	
	Striping	2500	LF	\$1.00	\$2,500	
	Wheel Stops	68	EA	\$300.00	\$20,400	
	Concrete Curbs	2600	LF	\$30.00	\$78,000	
	Gravel Surfacing	4000	SF	\$2.00	\$8,000	
	Vehicular Concrete	6000	SF	\$8.00	\$48,000	
5.00	STRUCTURES			Subtotal		\$250,000
	Premanufactured Restroom Structure	1	LS	\$250,000.00	\$250,000	
6.00	SITE FURNISHINGS			Subtotal		\$27,500
	Trash Receptacle - Park Standard	2	EA	\$750.00	\$1,500	
	Bike Rack	5	EA	\$800.00	\$4,000	
	Fix It Station	1	EA	\$2,000.00	\$2,000	
	Drinking Fountain	1	EA	\$5,000.00	\$5,000	
	Park Signage - kiosk	1	EA	\$10,000.00	\$10,000	
	Park Signage - directional	2	EA	\$2,500.00	\$5,000	
7.00	IRRIGATION			Subtotal		\$29,500
	Temporary Irrigation	29500	SF	\$1.00	\$29,500	
8.00	PLANTING			Subtotal		\$97,000
	Trees - Large Deciduous	20	EA	\$350.00	\$7,000	
	Trees - Evergreen	20	EA	\$150.00	\$3,000	
	Planting - Shrubs and Groundcover	20000	SF	\$4.00	\$80,000	
	Seeded Lawn	20000	SF	\$0.10	\$2,000	
	Bark Mulch	125	CY	\$40.00	\$5,000	2"
9.00	SOIL PREPARATION			Subtotal		\$55,650
	Topsoil at Lawn	150	CY	\$40.00	\$6,000	2" deep
	Topsoil at Planting Areas	550	CY	\$50.00	\$27,500	6" deep
	Topsoil at Raingardens	280	CY	\$60.00	\$16,800	18" deep
	Soil Amendments at Lawn Area	24000	SF	\$0.10	\$2,400	
	Soil Amendments at Planting Areas	29500	SF	\$0.10	\$2,950	
				Subtotal	\$1,144,443	
				Estimating Contingency (30%)	\$343,333	
				Total Hard Cost	\$1,487,776	
				Additional Cost Factors:		
				General Conditions (10%)	\$148,778	
				G.C. Bond & Insurance (3%)	\$49,097	
				G.C. Overhead & Profit (7%)	\$117,996	
				Total Construction Cost	\$1,803,646	
				Soft Costs:		
				Internal Staffing/Management (3%)	\$54,109	
				Permitting (2%)	\$36,073	
				Design and Engineering (10%)	\$180,365	
					\$270,547	
				Total with Soft Costs	\$2,074,193	

Quarry Site Restoration

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$231,672
	Mobilization	1	LS	\$33,828.63	\$33,829	3% of total
	Erosion Control	1	LS	\$32,843.33	\$32,843	3% of total
	Clearing and Grubbing	660000	SF	\$0.25	\$165,000	
	Construction Fencing	0	LF	\$8.00	\$0	
	Site Demolition	0	EA	\$1,500.00	\$0	
2.00	EARTHWORK			Subtotal		\$396,000
	Rough Grading	660000	SF	\$0.50	\$330,000	
	Finish Grading	660000	SF	\$0.10	\$66,000	
3.00	PLANTING			Subtotal		\$240,000
	Planting - Restoration	7	Acre	\$30,000.00	\$210,000	
	Rough Seeded Lawn	300000	SF	\$0.10	\$30,000	
4.00	SOIL PREPARATION			Subtotal		\$293,778
	Weed Eradication	1	LS	\$20,000.00	\$20,000	
	Topsoil at Planting Areas	4156	CY	\$50.00	\$207,778	2" of import
	Soil Amendments at Planting Areas	660000	SF	\$0.10	\$66,000	
				Subtotal	\$1,161,450	
				Estimating Contingency (30%)	\$348,435	
				Total Hard Cost	\$1,509,885	
				Additional Cost Factors:		
				General Conditions (10%)	\$150,988	
				G.C. Bond & Insurance (3%)	\$49,826	
				G.C. Overhead & Profit (7%)	\$119,749	
				Total Construction Cost	\$1,830,448	
				Soft Costs:		
				Internal Staffing/Management (3%)	\$54,913	
				Permitting (2%)	\$36,609	
				Design and Engineering (10%)	\$183,045	
					\$274,567	
				Total with Soft Costs	\$2,105,016	

Day Use Amenities at Pond

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$47,074
	Mobilization	1	LS	\$23,427.35	\$23,427	5% of total
	Erosion Control	1	LS	\$13,647.00	\$13,647	3% of total
	Clearing and Grubbing	40000	SF	\$0.25	\$10,000	
2.00	EARTHWORK			Subtotal		\$28,000
	Rough Grading	40000	SF	\$0.50	\$20,000	assumes major earthwork is done in phase 1
	Finish Grading	40000	SF	\$0.20	\$8,000	
3.00	UTILITIES			Subtotal		\$3,600
	<i>Domestic Water</i>					\$3,600
	1" PVC - Hose bib	130	LF	\$20.00	\$2,600	
	Valves and Fittings	1	LS	\$1,000.00	\$1,000	
4.00	PAVING			Subtotal		\$84,000
	Pedestrian Concrete	5000	SF	\$6.00	\$30,000	
	Gravel Surfacing - Path	5000	SF	\$3.00	\$15,000	
	Gravel Surfacing - Beach	5000	SF	\$3.00	\$15,000	
	Vehicular Concrete	3000	SF	\$8.00	\$24,000	
5.00	STRUCTURES			Subtotal		\$230,000
	Boardwalk	400	SF	\$100.00	\$40,000	
	Dock - Large	1	LS	\$30,000.00	\$30,000	
	Dock - Small	1	LS	\$10,000.00	\$10,000	
	Premanufactured Picnic Shelters	2	LS	\$75,000.00	\$150,000	
6.00	SITE FURNISHINGS			Subtotal		\$87,000
	Boulders	1	LS	\$20,000.00	\$20,000	
	Bench - Park Standard	12	EA	\$1,000.00	\$12,000	
	BBQ Grill	2	EA	\$1,000.00	\$2,000	
	Picnic Tables - Park Standard	14	EA	\$3,500.00	\$49,000	
	Trash Receptacle - Park Standard	2	EA	\$750.00	\$1,500	
	Park Signage - directional	1	EA	\$2,500.00	\$2,500	
7.00	PLANTING			Subtotal		\$4,700
	Trees - Large Deciduous	5	EA	\$350.00	\$1,750	
	Trees - Evergreen	5	EA	\$150.00	\$750	
	Seeded Lawn	22000	SF	\$0.10	\$2,200	
8.00	SOIL PREPARATION			Subtotal		\$7,600
	Topsoil at Lawn	135	CY	\$40.00	\$5,400	2' deep
	Soil Amendments at Lawn Area	22000	SF	\$0.10	\$2,200	

Subtotal	\$491,974
Estimating Contingency (30%)	\$147,592
Total Hard Cost	\$639,567
Additional Cost Factors:	
General Conditions (10%)	\$63,957
G.C. Bond & Insurance (3%)	\$21,106
G.C. Overhead & Profit (7%)	\$50,724
Total Construction Cost	\$775,353
Soft Costs:	
Internal Staffing/Management (3%)	\$23,261
Permitting (2%)	\$15,507
Design and Engineering (10%)	\$77,535
	\$116,303
Total with Soft Costs	\$891,656

Cabin Loop

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$113,096
	Mobilization	1	LS	\$51,181.73	\$51,182	5% of total
	Erosion Control	1	LS	\$29,814.60	\$29,815	3% of total
	Clearing and Grubbing	90000	SF	\$0.25	\$22,500	
	Construction Fencing	1200	LF	\$8.00	\$9,600	
2.00	EARTHWORK			Subtotal		\$63,000
	Rough Grading	90000	SF	\$0.50	\$45,000	assumes major earthwork is done in phase 1
	Finish Grading	90000	SF	\$0.20	\$18,000	
3.00	UTILITIES			Subtotal		\$45,400
	<u>Domestic Water</u>					\$4,100
	1" PVC - Restroom	130	LF	\$20.00	\$2,600	
	Valves and Fittings	1	LS	\$1,500.00	\$1,500	
	<u>Sanitary</u>					\$25,000
	Sanitary Connection	1	LS	\$25,000.00	\$25,000	
	<u>Electrical and Lighting</u>					\$16,300
	Electrical Connection and Distribution	1	LS	\$10,000.00	\$10,000	
	Electrical Conduit	130	LF	\$10.00	\$1,300	
	Electrical Cabinet	1	LS	\$2,000.00	\$2,000	
	Pedestrian Light Fixture	2	EA	\$1,500.00	\$3,000	
4.00	PAVING			Subtotal		\$46,200
	Vehicle Asphalt Paving	10000	SF	\$4.00	\$40,000	
	Striping	200	LF	\$1.00	\$200	
	Gravel Surfacing	2000	SF	\$3.00	\$6,000	
5.00	STRUCTURES			Subtotal		\$770,000
	Premanufactured Cabins - small	6	LS	\$60,000.00	\$360,000	
	Premanufactured Cabins - large	2	LS	\$80,000.00	\$160,000	
	Premanufactured Restroom	1	LS	\$250,000.00	\$250,000	
6.00	SITE FURNISHINGS			Subtotal		\$20,000
	Fire Pit	8	EA	\$500.00	\$4,000	
	Picnic Tables - Park Standard	8	EA	\$1,000.00	\$8,000	
	Trash Receptacle - Park Standard	2	EA	\$750.00	\$1,500	
	Drinking Fountain	1	EA	\$5,000.00	\$5,000	
	Park Signage - directional	1	EA	\$1,500.00	\$1,500	
7.00	PLANTING			Subtotal		\$14,820
	Trees - Large Deciduous	10	EA	\$350.00	\$3,500	
	Trees - Small Deciduous	10	EA	\$150.00	\$1,500	
	Trees - Evergreen	10	EA	\$150.00	\$1,500	
	Planting - Shrubs and Groundcover	2000	SF	\$3.00	\$6,000	
	Seeded Lawn	8000	SF	\$0.20	\$1,600	
	Bark Mulch	18	CY	\$40.00	\$720	
8.00	SOIL PREPARATION			Subtotal		\$2,300
	Topsoil at Planting Areas	26	CY	\$50.00	\$1,300	4" deep
	Soil Amendments at Lawn Area	8000	SF	\$0.10	\$800	
	Soil Amendments at Planting Areas	2000	SF	\$0.10	\$200	

Subtotal	\$1,074,816
Estimating Contingency (30%)	\$322,445
Total Hard Cost	\$1,397,261
Additional Cost Factors:	
General Conditions (10%)	\$139,726
G.C. Bond & Insurance (3%)	\$46,110
G.C. Overhead & Profit (7%)	\$110,817
Total Construction Cost	\$1,693,914
Soft Costs:	
Internal Staffing/Management (3%)	\$50,817
Permitting (2%)	\$33,878
Design and Engineering (10%)	\$169,391
	\$254,087
Total with Soft Costs	\$1,948,001

Group Camping

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$73,003
	Mobilization	1	LS	\$22,073.11	\$22,073	3% of total
	Erosion Control	1	LS	\$21,430.20	\$21,430	3% of total
	Clearing and Grubbing	118000	SF	\$0.25	\$29,500	
2.00	EARTHWORK			Subtotal		\$82,600
	Rough Grading	118000	SF	\$0.50	\$59,000	assumes major earthwork is done in phase 1
	Finish Grading	118000	SF	\$0.20	\$23,600	
3.00	UTILITIES			Subtotal		\$49,000
	<u>Domestic Water</u>					\$8,000
	Connect to Existing Meter	1	LS	\$1,000.00	\$1,000	
	Double Check - Irrigation	0	EA	\$2,000.00	\$0	
	Double Check - Domestic	1	EA	\$2,000.00	\$2,000	
	1" PVC - Drinking Fountain	100	LF	\$20.00	\$2,000	
	Valves and Fittings	1	LS	\$1,500.00	\$1,500	
	Park Host Site Hookup	1	EA	\$1,500.00	\$1,500	
	<u>Sanitary</u>					\$27,500
	Sanitary Connection	1	LS	\$25,000.00	\$25,000	
	4" PVC SS	100	LF	\$25.00	\$2,500	
	<u>Electrical and Lighting</u>					\$13,500
	Electrical Connection and Distribution	1	LS	\$10,000.00	\$10,000	
	Electrical Cabinet	1	LS	\$2,000.00	\$2,000	
	Park Host Site Hookup	1	EA	\$1,500.00	\$1,500	
4.00	PAVING			Subtotal		\$74,940
	Vehicle Asphalt Paving	14000	SF	\$4.00	\$56,000	
	Pedestrian Asphalt Paving	3000	SF	\$3.00	\$9,000	
	Striping	340	LF	\$1.00	\$340	
	Pedestrian Concrete	1600	SF	\$6.00	\$9,600	
5.00	STRUCTURES			Subtotal		\$335,000
	Park Host Site	1	LS	\$10,000.00	\$10,000	
	Premanufactured Picnic Shelter - large	1	LS	\$75,000.00	\$75,000	
	Premanufactured Picnic Shelter - small	2	LS	\$50,000.00	\$100,000	
	Premanufactured Restroom	1	LS	\$150,000.00	\$150,000	
6.00	SITE FURNISHINGS			Subtotal		\$26,500
	Picnic Tables - Park Standard	9	EA	\$1,000.00	\$9,000	
	Fire Pit	6	EA	\$500.00	\$3,000	
	Trash Receptacle - Park Standard	2	EA	\$750.00	\$1,500	
	Bike Rack	6	EA	\$750.00	\$4,500	
	Fix It Station	1	EA	\$2,000.00	\$2,000	
	Drinking Fountain	1	EA	\$5,000.00	\$5,000	
	Park Signage - directional	1	EA	\$1,500.00	\$1,500	
7.00	PLANTING			Subtotal		\$96,800
	Trees - Large Deciduous	10	EA	\$350.00	\$3,500	
	Trees - Evergreen	10	EA	\$150.00	\$1,500	
	Planting - Shrubs and Groundcover	25000	SF	\$3.00	\$75,000	
	Seeded Lawn	20000	SF	\$0.10	\$2,000	
	Bark Mulch	90	CY	\$40.00	\$3,600	
	Campground Base	280	CY	\$40.00	\$11,200	3/4 minus
8.00	SOIL PREPARATION			Subtotal		\$20,000
	Topsoil at Planting Areas	300	CY	\$50.00	\$15,000	4" deep
	Soil Amendments at Planting Areas	50000	SF	\$0.10	\$5,000	
				Subtotal	\$757,843	
				Estimating Contingency (30%)	\$227,353	
				Total Hard Cost	\$985,196	
				Additional Cost Factors:		
				General Conditions (10%)	\$98,520	
				G.C. Bond & Insurance (3%)	\$32,511	
				G.C. Overhead & Profit (7%)	\$78,136	
				Total Construction Cost	\$1,194,363	
				Soft Costs:		
				Internal Staffing/Management (3%)	\$35,831	
				Permitting (2%)	\$23,887	
				Design and Engineering (10%)	\$119,436	
					\$179,154	
				Total with Soft Costs	\$1,373,518	

Primitive Camping

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$41,927
	Mobilization	1	LS	\$8,588.59	\$8,589	3% of total
	Erosion Control	1	LS	\$8,338.44	\$8,338	3% of total
	Clearing and Grubbing	100000	SF	\$0.25	\$25,000	
2.00	EARTHWORK			Subtotal		\$70,000
	Rough Grading	100000	SF	\$0.50	\$50,000	assumes major earthwork is done in phase 1
	Finish Grading	100000	SF	\$0.20	\$20,000	
3.00	UTILITIES			Subtotal		\$6,500
	<i>Domestic Water</i>					\$5,000
	1" PVC - Drinking Fountain	100	LF	\$20.00	\$2,000	
	Valves and Fittings	1	LS	\$1,500.00	\$1,500	
	Park Host Site Hookup	1	EA	\$1,500.00	\$1,500	
	<i>Electrical and Lighting</i>					\$1,500
	Park Host Site Hookup	1	EA	\$1,500.00	\$1,500	
4.00	PAVING			Subtotal		\$28,048
	Wheelstops	12	EA	\$4.00	\$48	
	Gravel Surfacing	7000	SF	\$4.00	\$28,000	
5.00	STRUCTURES			Subtotal		\$75,000
	Park Host Site	1	LS	\$15,000.00	\$15,000	
	Vault Toilet	1	LS	\$60,000.00	\$60,000	
6.00	SITE FURNISHINGS			Subtotal		\$14,500
	Fire Pit	5	EA	\$500.00	\$2,500	
	Picnic Tables - Park Standard	5	EA	\$1,000.00	\$5,000	
	Trash Receptacle - Park Standard	2	EA	\$750.00	\$1,500	
	Bike Rack	5	EA	\$800.00	\$4,000	
	Park Signage - directional	1	EA	\$1,500.00	\$1,500	
7.00	PLANTING			Subtotal		\$50,900
	Trees - Large Deciduous	10	EA	\$350.00	\$3,500	
	Trees - Small Deciduous	10	EA	\$150.00	\$1,500	
	Trees - Evergreen	10	EA	\$150.00	\$1,500	
	Planting - Shrubs and Groundcover	10000	SF	\$3.00	\$30,000	
	Seeded Lawn	60000	SF	\$0.20	\$12,000	
	Bark Mulch	60	CY	\$40.00	\$2,400	
8.00	SOIL PREPARATION			Subtotal		\$8,000
	Topsoil at Planting Areas	120	CY	\$50.00	\$6,000	4" deep
	Soil Amendments at Planting Areas	20000	SF	\$0.10	\$2,000	
				Subtotal		\$294,875
				Estimating Contingency (30%)		\$88,463
				Total Hard Cost		\$383,338
				Additional Cost Factors:		
				General Conditions (10%)		\$38,334
				G.C. Bond & Insurance (3%)		\$12,650
				G.C. Overhead & Profit (7%)		\$30,403
				Total Construction Cost		\$464,724
				Soft Costs:		
				Internal Staffing/Management (3%)		\$13,942
				Permitting (2%)		\$9,294
				Design and Engineering (10%)		\$46,472
						\$69,709
				Total with Soft Costs		\$534,433

Overlook Site

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$106,915
	Mobilization	1	LS	\$52,235.94	\$52,236	5% of total
	Erosion Control	1	LS	\$30,428.70	\$30,429	3% of total
	Clearing and Grubbing	97000	SF	\$0.25	\$24,250	
2.00	UTILITIES			Subtotal		\$23,000
	<u>Domestic Water</u>					\$1,500
	Park Host Site Hookup	1	EA	\$1,500.00	\$1,500	
	<u>Electrical and Lighting</u>					\$21,500
	Electrical Conduit	600	LF	\$10.00	\$6,000	
	Electrical Cabinet	1	LS	\$2,000.00	\$2,000	
	Pedestrian Light Fixture	8	EA	\$1,500.00	\$12,000	
	Park Host Site Hookup	1	EA	\$1,500.00	\$1,500	
3.00	PAVING			Subtotal		\$100,640
	Vehicle Asphalt Paving	20000	SF	\$4.00	\$80,000	
	Striping	360	LF	\$4.00	\$1,440	
	Pedestrian Concrete	1500	SF	\$8.00	\$12,000	
	Gravel Surfacing	1800	SF	\$4.00	\$7,200	
4.00	STRUCTURES			Subtotal		\$845,000
	Existing House - Renovation	1	LS	\$250,000.00	\$250,000	Includes Grange
	Premanufactured cabins	8	LS	\$60,000.00	\$480,000	
	Park Host Site	1	LS	\$15,000.00	\$15,000	
	Premanufactured Restroom	1	LS	\$100,000.00	\$100,000	
5.00	SITE FURNISHINGS			Subtotal		\$14,000
	Fire Pit	8	EA	\$500.00	\$4,000	
	Picnic Tables - Park Standard	8	EA	\$1,000.00	\$8,000	
	Trash Receptacle - Park Standard	2	EA	\$750.00	\$1,500	
	Park Signage - directional	1	EA	\$500.00	\$500	
6.00	PLANTING			Subtotal		\$6,000
	Planting - Shrubs and Groundcover	2000	SF	\$3.00	\$6,000	
7.00	SOIL PREPARATION			Subtotal		\$1,400
	Topsoil at Planting Areas	24	CY	\$50.00	\$1,200	4" deep
	Soil Amendments at Planting Areas	2000	SF	\$0.10	\$200	

Subtotal	\$1,096,955
Estimating Contingency (30%)	\$329,086
Total Hard Cost	\$1,426,041
Additional Cost Factors:	
General Conditions (10%)	\$142,604
G.C. Bond & Insurance (3%)	\$47,059
G.C. Overhead & Profit (7%)	\$113,099
Total Construction Cost	\$1,728,804
Soft Costs:	
Internal Staffing/Management (3%)	\$51,864
Permitting (2%)	\$34,576
Design and Engineering (10%)	\$172,880
	\$259,321
Total with Soft Costs	\$1,988,124

YURT LOOP

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$43,598
	Mobilization	1	LS	\$21,230.88	\$21,231	5% of total
	Erosion Control	1	LS	\$12,367.50	\$12,368	3% of total
	Clearing and Grubbing	40000	SF	\$0.25	\$10,000	
2.00	EARTHWORK			Subtotal		\$24,000
	Rough Grading	40000	SF	\$0.50	\$20,000	
	Finish Grading	40000	SF	\$0.10	\$4,000	
3.00	UTILITIES			Subtotal		\$6,500
	<i>Domestic Water</i>					\$6,500
	1" PVC - Restroom	250	LF	\$20.00	\$5,000	
	Valves and Fittings	1	LS	\$1,500.00	\$1,500	
4.00	PAVING			Subtotal		\$45,000
	Vehicle Asphalt Paving	10000	SF	\$4.00	\$40,000	
	Striping	200	LF	\$1.00	\$200	
	Pedestrian Concrete	500	SF	\$6.00	\$3,000	
	Gravel Surfacing	600	SF	\$3.00	\$1,800	
5.00	STRUCTURES			Subtotal		\$220,000
	Premanufactured Yurts	8	LS	\$20,000.00	\$160,000	
	Vault Toilet	1	LS	\$60,000.00	\$60,000	
6.00	SITE FURNISHINGS			Subtotal		\$19,000
	Fire Pit	8	EA	\$500.00	\$4,000	
	Picnic Tables - Park Standard	8	EA	\$1,000.00	\$8,000	
	Trash Receptacle - Park Standard	2	EA	\$750.00	\$1,500	
	Drinking Fountain	1	EA	\$5,000.00	\$5,000	
	Park Signage - directional	1	EA	\$500.00	\$500	
7.00	PLANTING			Subtotal		\$69,500
	Trees - Large Deciduous	5	EA	\$350.00	\$1,750	
	Trees - Evergreen	5	EA	\$150.00	\$750	
	Planting - Shrubs and Groundcover	20000	SF	\$3.00	\$60,000	
	Seeded Lawn	20000	SF	\$0.10	\$2,000	
	Bark Mulch	125	CY	\$40.00	\$5,000	3"
8.00	SOIL PREPARATION			Subtotal		\$18,250
	Topsoil at Planting Areas	325	CY	\$50.00	\$16,250	3" deep
	Soil Amendments at Planting Areas	20000	SF	\$0.10	\$2,000	

Subtotal	\$445,848
Estimating Contingency (30%)	\$133,755
Total Hard Cost	\$579,603
Additional Cost Factors:	
General Conditions (10%)	\$57,960
G.C. Bond & Insurance (3%)	\$19,127
G.C. Overhead & Profit (7%)	<u>\$45,968</u>
Total Construction Cost	\$702,658
Soft Costs:	
Internal Staffing/Management (3%)	\$21,080
Permitting (2%)	\$14,053
Design and Engineering (10%)	<u>\$70,266</u>
	\$105,399
Total with Soft Costs	\$808,057

Hiking Trail

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING			Subtotal		\$71,972
	Mobilization	1	LS	\$29,271.06	\$29,271	5% of total
	Erosion Control	1	LS	\$17,051.10	\$17,051	3% of total
	Clearing and Grubbing - Multiuse Path	45600	SF	\$0.25	\$11,400	
	Clearing and Grubbing - Loop Path	57000	SF	\$0.25	\$14,250	
2.00	EARTHWORK			Subtotal		\$71,820
	Rough Grading	102600	SF	\$0.50	\$51,300	
	Finish Grading	102600	SF	\$0.20	\$20,520	
3.00	PAVING			Subtotal		\$435,800
	Asphalt Paving	38000	SF	\$4.00	\$152,000	
	Overlook Areas - small	6	LS	\$5,000.00	\$30,000	
	Overlook Areas - large	4	LS	\$15,000.00	\$60,000	
	Gravel Surfacing	64600	SF	\$3.00	\$193,800	includes 12" shoulder both sides on multiuse path
4.00	SITE FURNISHINGS			Subtotal		\$35,100
	Bench - Park Standard	14	EA	\$900.00	\$12,600	
	Park Signage - interpretive	5	EA	\$3,500.00	\$17,500	
	Park Signage - directional	1	LS	\$5,000.00	\$5,000	
				Subtotal	\$614,692	
				Estimating Contingency (30%)	\$184,408	
				Total Hard Cost	\$799,100	
				Additional Cost Factors:		
				General Conditions (10%)	\$79,910	
				G.C. Bond & Insurance (3%)	\$26,370	
				G.C. Overhead & Profit (7%)	<u>\$63,377</u>	
				Total Construction Cost	\$968,757	
				Soft Costs:		
				Internal Staffing/Management (3%)	\$29,063	
				Permitting (2%)	\$19,375	
				Design and Engineering (10%)	<u>\$96,876</u>	
					\$145,314	
				Total with Soft Costs	\$1,114,070	

Lower Day Use Improvements

	ITEM	QTY.	UNIT	UNIT COST	EXT. COST	REMARKS
1.00	SITE CLEARING					
						Subtotal
						\$142,462
1.01	Mobilization	1	LS	\$90,022.00	\$90,022	5% of total
1.02	Erosion Control	1	LS	\$52,440.00	\$52,440	3% of total
2.00	PARKING - Areas 1 and 2					Subtotal
						\$424,000
2.01	Project area	53000	SF	\$8.00	\$424,000	
2.00	PARKING - Area 4, south of road					Subtotal
						\$124,000
2.01	Project area	15500	SF	\$8.00	\$124,000	
2.00	PARKING - Area 7					Subtotal
						\$124,000
2.01	Project area	15500	SF	\$8.00	\$124,000	
2.00	PARKING - Area 3, north of road					Subtotal
						\$60,000
2.01	Project area	7500	SF	\$8.00	\$60,000	
2.00	PARKING - Area 5, north of road					Subtotal
						\$60,000
2.01	Project area	7500	SF	\$8.00	\$60,000	
2.00	PARKING - Overflow					Subtotal
						\$60,000
2.01	Project area	7500	SF	\$8.00	\$60,000	
2.00	ROAD					Subtotal
						\$96,000
2.01	Project area	12000	SF	\$8.00	\$96,000	
2.00	NATURE PLAY					Subtotal
						\$300,000
2.01	Project area	1	LS	\$300,000.00	\$300,000	
2.00	PAVILLION					Subtotal
						\$500,000
2.01	Permenant Structure	1	LS	\$500,000.00	\$500,000	

Subtotal \$1,890,462

Estimating Contingency (30%) \$567,139

Total Hard Cost \$2,457,601**Additional Cost Factors:**

General Conditions (10%) \$245,760

G.C. Bond & Insurance (3%) \$81,101

G.C. Overhead & Profit (7%) \$194,912

Total Construction Cost \$2,979,374**Soft Costs:**

Internal Staffing/Management (3%) \$89,381

Permitting (2%) \$59,587

Design and Engineering (10%) \$297,937

\$446,906**Total with Soft Costs \$3,426,280**

Appendix F: Background Information

Barton Park Map	F1
Cazadero Natural Area	F2
Cazadero State Trail Brochure	F3
Park Comparison Graphics	F4
SCORP Data	F5
Barton Side Channel Study	

F1: Barton Park Map

BARTON PARK

- | | | | |
|--|-----------------|--|----------------|
| | Picnic Shelter | | Boat Ramp |
| | Picnic Area | | Play Area |
| | Event Pavilion | | Group Fire Pit |
| | Restrooms | | Air Station |
| | Ranger Office | | Ball Field |
| | Parking | | Volleyball |
| | RV Dump Station | | Horseshoes |

- ### CAMPING
- | | | | |
|--|-----------|--|--------------|
| | RV/Tents | | ADA RV/Tents |
| | RV Only | | ADA RV Only |
| | Primitive | | Group Tent |
| | Cabin | | Camp Host |



F2: Cazadero Natural Area

Cazadero Natural Area

Natural Resource Related Information for Barton Park Master Plan

Considerations for future development:

Maintain a core habitat patch for wildlife. Limit trails or trailhead development that bisects the core area of the site to maximize refuge areas for wildlife.

Promote wildlife connectivity. Consider existing and future wildlife corridors to adjacent habitat areas.

Retain mature trees. Mature Douglas fir, big leaf maple and Oregon white oak trees should be retained. While these are largely 20-50 year old trees they are important features to the site.

Habitat types and species:

Upland forest with a mix of deciduous and conifer tree species.

Tree species include Douglas fir, Oregon ash, Oregon white oak, cascara and big leaf maple.

Shrubs include tall Oregon grape, snowberry, mock orange, oso-berry, poison oak, and red flowering currants.

Herbaceous species include iris tennax, rupertia physodes, bracken fern and native grasses.

Non-natives: false brome, spurge laurel, knapweed, scots broom, Canada thistle, teasel and blackberry.

Sensitive areas and unique/rare plant or wildlife species:

None identified.

Potential projects:

Invasive weed treatments with an emphasis of reducing weed infestations of false brome and spurge laurel before public access.

Pre-commercial thinning in 5-10 year timeline with an emphasis on opening up patches of shrub habitat. Thinning may be beneficial to complete prior to future trailhead development to reduce future impacts to users.

Modify existing fence lines to promote wildlife connectivity. Removal or modifications of the fence along the Cazadero trail and along the northern edge of Barton Park will be important to promote wildlife connectivity.



INTERGOVERNMENTAL AGREEMENT

Cazadero Natural Area Trailhead Master Plan

This Intergovernmental Agreement ("Agreement") dated this 6th day of DECEMBER 2018 (the "Effective Date"), is by and between Metro, a municipal corporation, located at 600 NE Grand Avenue, Portland, Oregon 97232 ("Metro"), and Clackamas County Parks ("County"), located at 150 Beavercreek Road, Oregon City, Oregon 97045.

RECITALS

Whereas, ORS 190 *et. seq.* authorizes County, a local unit of government, and Agency, a local, state, or federal agency, to enter into this Agreement for the performance of any and all activities that a party to the Agreement has authority to perform;

WHEREAS, on July 22, 1992, the Metro Council adopted the Metropolitan Greenspaces Master Plan, outlining a regional system of connected trails and greenways, including the Cazadero Trail, Deep Creek Canyon area, and Clackamas River Greenway;

WHEREAS, the Clackamas River Greenway Target Area is identified in Metro's 2006 Natural Areas Bond Measure as regionally significant due to its wildlife habitat values and contribution to water quality, and the target area also supports public access and trails where appropriate;

WHEREAS, Metro purchased the Cazadero Natural Area (approximately 24.63 acres) within the Clackamas River Greenway Target Area in May 2010 with funds from the 2006 Natural Areas Bond Measure;

WHEREAS, the Cazadero Natural Area is envisioned as a trailhead for the Cazadero Trail (the "Trailhead"), which trail is owned and operated by the State of Oregon, and connects Portland, Boring, Barton Park, and Estacada;

WHEREAS, County intends to prepare a master plan for Barton Park, which is adjacent to and to the south of the Cazadero Natural Area, and the plan will consider connections between Barton Park and the Cazadero Trail, including the Trailhead.

WHEREAS, the parties desire to enter into this Agreement to set forth roles and responsibilities during County's planning process for Barton Park as this planning process may impact the Cazadero Natural Area.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants of the parties set forth in this Agreement, the receipt and adequacy of which are acknowledged, the parties agree as follows:

1. Term. Unless terminated or extended as provided herein, this Agreement will continue in effect until the earlier of (a) the date that is five (5) years after the Effective Date, or (b) the date the County approves the master plan for Barton Park.
2. Project Site. The site map and tax lot parcel map for the location of the possible Trailhead, in relation to the Cazadero Natural Area, is attached as Exhibit A to this Agreement ("Project Site").

3. Trailhead Plan. County agrees to work collaboratively with Metro to plan the future Trailhead, which planning effort for the Trailhead is referred to in this Agreement as the "Project." The Project will include or conform to the following requirements:

- 3.1. The Trailhead and associated developed features or programmed space will be designed compactly and not exceed five (5) contiguous acres to be identified through the master plan process. The remainder of the Project Site will be preserved as a natural area to protect water quality and wildlife habitat.
- 3.2. Plan the Trailhead for trail users from throughout the Portland metropolitan region. Anticipated users and necessary facilities for hikers, cyclists and equestrians are attached as Exhibit B to this Agreement.
- 3.3. Identify future roles and responsibilities related to development, management, maintenance and operation of the Trailhead, so that Metro may work with County and the Oregon Parks and Recreation Department ("OPRD") to further define and carry out identified roles and responsibilities.
- 3.4. Incorporate natural resource-related information provided by Metro into the Project. Information is anticipated to include areas of core habitat for wildlife, habitat types, sensitive areas and locations of regionally significant plant and wildlife species.

County will incorporate the final Project, as agreed upon by the parties, into the final Barton Park master plan, which master plan will include a narrative and illustrations of the future Trailhead. County will provide Metro with electronic files of the final Barton Park master plan.

4. Working Group. County will convene a Barton Park Master Plan Working Group ("BMPWG") to guide the Project in collaboration with County staff, County Parks Advisory Board and the Project consultant. County will appoint a minimum of one (1) Metro staff person and one (1) County Parks Advisory Board member, and County may appoint other members from organizations such as one (1) OPRD staff person, one (1) Clackamas County Pedestrian Bikeway Advisory Committee Member, one (1) member of the local CPO, and two (2) At-Large members, to serve on the Barton Park Master Plan Working Group for the duration of the Project.
5. Project Management.
 - 5.1. Project Manager. County will provide a staff person to oversee all contractors working at the Project Site and will provide Metro with regular updates regarding the status of the Project. As of the Effective Date, Rick Gruen is County's Project Manager, which County may change upon written notice to Metro.
 - 5.2. Third-Party Contracts. As Project lead, County is solely responsible for any and all contracts and subcontracts associated with the Project, including but not limited to procurement under applicable public contracting laws, contract management, and payments to contractors and subcontractors. At Metro's request, County will provide Metro with copies of executed agreements.
 - 5.3. Project Approval. County will obtain Metro's review and approval of scopes of work, plans and materials developed by County or its third-party contractor(s) for the Project. County will provide Metro fifteen (15) business days to review and provide comments on items submitted for Metro's approval.

- 5.4. **Public Communication.** County will develop a public information program to provide project information to the public, stakeholders, and adjacent property owners and to provide notice about the planning activities.
- 5.5. **Site Work Notice for Contractors.** County will ensure access to the Project Site is done in a manner that minimizes impacts on wildlife habitat, native vegetation and natural conditions. County will provide 48 hours' notice to Metro prior to accessing the Project Site by County staff or its contractors. Notice will be by e-mail to Mel Huie at mel.huie@oregonmetro.gov and Rod Wojtanik rod.wojtanik@oregonmetro.gov.
- 5.6. **Funding.** County is responsible for securing funding for one hundred percent (100%) of the total Project costs, including contingencies for performing all aspects of the Project. The parties will work together to identify funding to implement the final Barton Park master plan developed by the County, including the plans for the future Trailhead.
6. **Publicity.** County may elect to provide limited tours of the Project to stakeholders, members of the BPMPWG, and private individuals during the term of this Agreement. County will provide Metro at least 48 hours' prior notice of any tours. Notice will be by e-mail to Mel Huie at mel.huie@oregonmetro.gov and Rod Wojtanik rod.wojtanik@oregonmetro.gov. County and Metro will coordinate their public statements about the Project.
7. **Metro's Obligations.**
 - 7.1. **Project Staff.** Metro will provide a staff person to communicate with County regarding the Project. As of the Effective Date, Rod Wojtanik is Metro's Project staff person, which Metro may change upon written notice to County.
 - 7.2. **Cooperation.** Metro will provide County, and its officers, employees, contractors, and agents, all reasonable assistance and cooperation necessary to implement this Agreement, and grants the County, its agents and contractors the right to enter the Project Site to perform the County's obligations under this Agreement.
 - 7.3. **Design Review.** Metro will review and either approve, or disapprove with comments for requested revision, all Project plans prepared by County. For plans provided or developed by County or its third-party contractors, County will provide Metro at least fifteen (15) business days to review submitted plans, and will obtain Metro's approval prior to finalizing the materials. Metro's approval of any plans that include hiker/biker camping on the Project Site may be contingent on County's agreement to be solely responsible for the costs to develop, maintain, and replace improvements related to this use.
 - 7.4. **Information.** Metro will provide information reasonably requested by County that is necessary to meet County obligations under this Agreement.
 - 7.5. **Final Review of the Plan.** Metro will conduct a final review with County prior to accepting the completed plan for the Project. If the assigned staff are unable to agree as to the acceptability of the completed plan for Project, then Metro's Chief Operating Officer and the County Administrator will meet and use their best efforts to resolve the matter.

8. **County and Metro Joint Obligations:**
 - 8.1. **Notification in Writing.** The parties will promptly inform one another in writing if, for any reason, issues arise during the term of this Agreement that may impact the Project.
 - 8.2. **Use of Materials.** The parties may each publish, reproduce, and use all planning information developed related to the Project or this Agreement in any manner and for any purpose without limitation, and may authorize others to do the same.
 - 8.3. **Control of the Property.** Although the Project is the responsibility of County, the Property remains under the ownership of Metro, and Metro is solely responsible for the Property's administration and management regarding non-Project issues.
9. **Insurance.**
 - 9.1. Metro understands that County is self-insured and accepts those self-insurance arrangements as sufficient for purposes of this Agreement.
 - 9.2. County will require all agents (including contractors hired by County) to purchase and maintain for the duration of this Agreement, at the contractor's expense, the following types of insurance, covering the contractor, its employees, subcontractors and agents:
 - 9.2.1. ISO (Insurance Services Office) Form CG 00 01 Commercial General Liability policy, written on an occurrence basis, with limits not less than \$1,000,000 per occurrence. The policy will include coverage for bodily injury, death, property damage, personal injury, contractual liability, premises and products/completed operations. The contractor's coverage will be primary as respects Metro;
 - 9.2.2. Automobile insurance with coverage for bodily injury and property damage and with limits not less than minimum of \$1,000,000 per accident or combined single limit;
 - 9.2.3. Workers' Compensation insurance meeting Oregon statutory requirements including Employer's Liability with limits not less than \$1,000,000 per accident or disease; and
 - 9.2.4. Professional Liability Insurance appropriate to contractor's profession, with limits of not less than \$1,000,000 per claim.
 - 9.2.5. If the contractor maintains broader coverage and/or higher limits than the minimums shown above, County's contract with the contractor will state that Metro is entitled to the broader coverage and/or higher limits maintained by the contractor. Coverage must be primary and noncontributory with any other insurance and self-insurance. Notwithstanding the naming of additional insureds, the insurance must protect each additional insured in the same manner as though a separate policy had been issued to each (without increasing the insurer's liability beyond the amount or amounts for which the insurer would have been liable if only one person of interest had been named as insured). The contractor must waive subrogation rights under all insurance policies. Insurance is to be placed with insurers authorized to conduct business in the state of Oregon with a current A.M. Best's rating of no less than A:VII.
 - 9.2.6. Metro, its elected officials, departments, employees, volunteers and agents must be covered as ADDITIONAL INSUREDS on the Commercial General Liability policy for any work occurring within the Project Site. County's contractors will include the additional insured.

endorsement along with the certificate of insurance. County will require that the contractor will provide to Metro thirty (30) days' notice prior to any material change, termination, cancellation, potential exhaustion of aggregate limits, or non-renewal of policy coverage.

- 9.3. County will require its contractors to provide Metro with a Certificate of Insurance complying with this Section 9 prior to any commencement of work or delivery of services for the Project. County's contractors may email Certificates of Insurance to submitdocuments@oregonmetro.gov. Metro reserves the right to require, at any time, complete, certified copies of required insurance policies, including endorsement evidencing the coverage required.
- 10. **Termination.** The parties may, by written agreement signed by each party, terminate all or a part of this Agreement based upon a determination that such action is in the public interest. Any party may terminate this Agreement in full, or in part, at any time if that party (the "terminating party") determines, in its sole discretion, that the other party has failed to comply with the conditions of this Agreement and is therefore in default (the "defaulting party"). The terminating party must promptly notify the defaulting party in writing of that determination and document such default. The defaulting party has thirty (30) days after delivery to cure the default described by the terminating party. If the defaulting party fails to cure the default within such thirty (30) day period, then this Agreement will terminate ten (10) days following the expiration of such thirty (30) day period.
- 11. **Indemnification.** Each party (the "indemnifying party"), to the maximum extent permitted by law and subject to the Oregon Tort Claims Act, ORS Chapter 30 and the debt limitation of Oregon counties set forth in Article XI, Section 10, shall defend, indemnify, and save harmless the other parties and each of their officers, employees, and agents from and against any and all liabilities, damages, claims, demands, judgments, losses, costs, expenses, fines, suits, and actions, whether arising in tort, contract, or by operation of any statute relating to or resulting from the indemnifying party's performance of its obligations under this Agreement or actions taken by the indemnifying party pursuant to this Agreement.
- 12. **Laws of Oregon.** The laws of the State of Oregon govern this Agreement. The parties agree to submit to the jurisdiction of the courts of the State of Oregon.
- 13. **Debt Limitation.** This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.
- 14. **Assignment.** No party may assign any of its rights or responsibilities under this Agreement without prior written consent from the other party, except that a party may delegate or subcontract to perform any of its responsibilities under this Agreement.
- 15. **Notices.** Except as otherwise stated, all notices or other communications required or permitted under this Agreement must be in writing, and be personally delivered (including by means of professional messenger service) or sent by both (1) electronic mail or fax, and (2) regular mail. Notices is deemed delivered on the date personally delivered or the date of such electronic or fax correspondence unless such delivery is on a weekend day, on a holiday, or after 5:00 p.m. on a Friday, in which case such notice is deemed delivered on the next following weekday that is not a holiday.

To Metro: Rod Wojtanik, Parks Planning Manager
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736
Phone: (503) 797-1846
Fax: (503) 797-1849
Email: rod.wojtanik@oregonmetro.gov

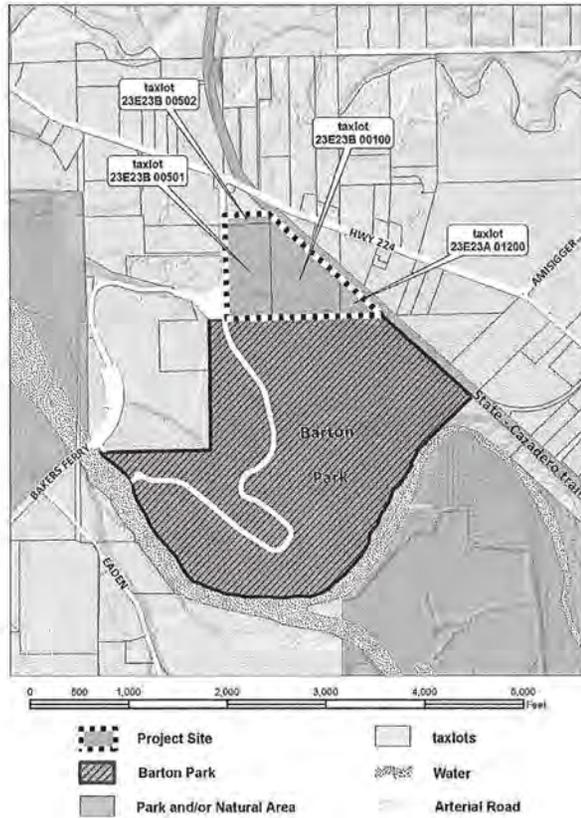
To Clackamas: Rick Gruen, Manager
Clackamas Co. Parks
150 Beaver Creek Rd.
Oregon City, OR 97045
Phone: (503) 742-4345
Email: rgruen@clackamas.us

- 16. **Severability.** If any term of this Agreement is held to be illegal, invalid or unenforceable, it will not affect the remainder of this Agreement, which will be construed as if the illegal, invalid, or unenforceable term had never been contained in this Agreement. Notwithstanding the foregoing, if an essential purpose of this Agreement would be defeated by the loss of the illegal, invalid, or unenforceable term, then the parties will seek in good faith to agree on replacing the removed term or condition with a valid provision that will most nearly and fairly approach the effect of the removed term and the intent of the parties in entering into this Agreement. If the parties cannot reach agreement on a replacement for the illegal, invalid, or unenforceable provision, the Agreement will terminate upon written notice delivered by one party to the other.
- 17. **Entire Agreement; Modifications.** This Agreement constitutes the entire agreement between the parties and supersedes any prior oral or written agreements or representations concerning the subject matter herein. No waiver, consent, modification, amendment, or other change of terms of this Agreement binds either party unless in writing and signed by both parties.
- 18. **Counterparts; Facsimile Execution.** This Agreement may be executed in counterparts, each of which, when taken together, constitute fully executed originals. Facsimile or e-mail signatures operate as original signatures with respect to this Agreement.

IN WITNESS WHEREOF, the parties execute this Agreement as of the Effective Date.

CLACKAMAS CO.	METRO
By: 	
Print Name: Laval Zentner	Martha J. Bennett, Chief Operating Officer
Title: BCS Director	
Date: 12/4/18	Date: 12/6/18

Exhibit A: Map of Project Site



Page 7- Cazadero Natural Area Trailhead Master Plan IGA v5

Exhibit B: Anticipated Users, Uses and Necessary Facilities for Hikers, Cyclists and Equestrians

Users:

- Hikers
- Cyclists
- Equestrian
- Hikers from Barton Park making connection to Cazadero Trail

Uses:

- Connection to OPRD Cazadero trail for users
- Public access and parking stalls for cars.
- Restroom
- Water for users
- Bike hub (repairs and air)
- Bike racks
- Kiosk with way finding and map
- Interpretation signs of history, natural resources, etc.
- Electricity for charging station
- Maintenance access for OPRD (develop permanent location or memorialize/permanent easement)
- Low impact single-night camping for hiker and bikers

Notes:

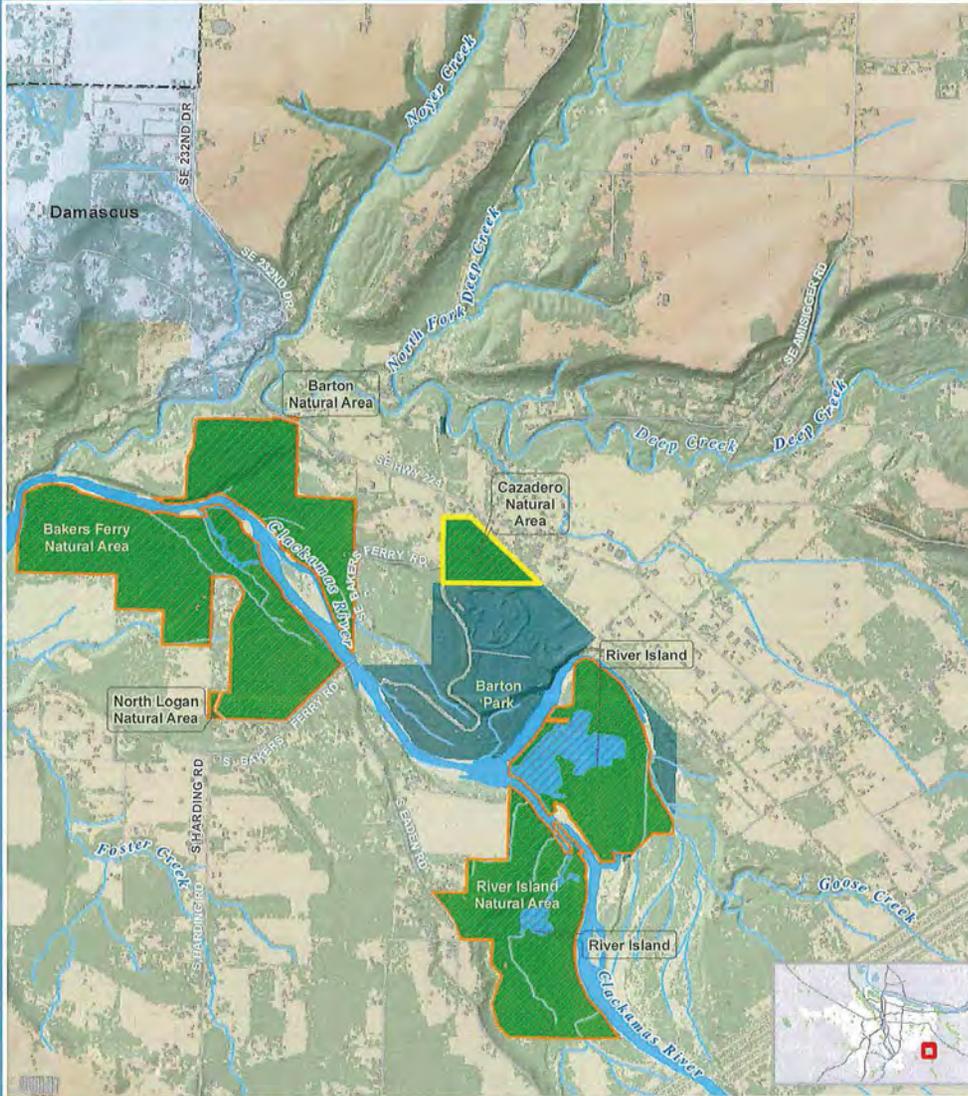
- Parking would not accommodate recreational vehicles (RV's) or river shuttles.
- Trailhead and trail connection to Cazadero Trail would be ADA accessible
- Trailhead would be used for non-motorized access to the Cazadero Trail.
- Per Metro policy dogs permitted on leash at trailhead and trail connection to Cazadero Trail. Dogs not permitted in remainder of Metro's Cazadero Natural Area.

Page 8- Cazadero Natural Area Trailhead Master Plan IGA v5

New acquisition of 24.3 acres
Cazadero Trail

Exhibit A - Map of Project Site
Metro's Natural Areas Program

Site - Cazadero Natural Area (S 18.05)



52.001 - Oregon State University Foundation

Created 2013

- New Metro acquisition
(Closed on 5/19/2010)
- Metro protected area
(not all protected at time of acquisition)
- Other public and/or protected lands

Metro's Natural Areas Program protects thousands of acres of fish and wildlife habitat, safeguards water quality and provides people with greater access to nature. For more information visit www.oregonmetro.gov/naturalareas.



- UGB
- Building Footprints



Cazadero Trailhead

Proposed Uses for Barton Master Plan

6-29-2018

Purpose: (For Metro) Answer questions from OPRD and County Parks about allowed uses on Cazadero Natural Area to master plan. Defined uses helps develop IGA with OPRD and County Parks.

Users:

Hikers

Cyclists

Equestrian

Hikers from Barton park making connection to Cazadero trail

Uses:

Connection to OPRD Cazadero trail for users

Parking stalls for cars and equestrian trailers

Restroom

Water for users

Bike hub (repairs and air)

Bike racks

Kiosk with way finding and map

Interpretation signs of history, natural resources, etc.

Electricity for charging station

Maintenance access for OPRD (develop permanent location or memorialize/permanent easement)

Notes:

Parking would not accommodate RV's or river shuttles.

Trailhead and trail connection to Cazadero Trail would be ADA accessible

Trailhead would be used for non-motorized access. (Met follow up on electric bikes)

Per Metro policy dogs permitted on leash at trailhead and trail connection to regional trail. Dogs not permitted in remainder of Metro's Cazadero Natural Area.

No camping on Metro's Cazadero Natural Area.

Area of development for the trailhead would not exceed 5 acres.

Metro's conservation targets (habitats or species) and sensitive areas (wetlands, cultural areas) defined in a site conservation plan or other planning documents developed by Metro would be used to inform the location of the trailhead.

F3: Cazadero State Trail Brochure

Cazadero State Trail

Make the Connection



Beyond Boring to Estacada

Imagine a trail where you could walk, jog, ride your bike, or even ride your horse for 12 miles—with no traffic. You could commute to work on this trail, or spend a Saturday afternoon riding bikes with your family. And it's just 30 miles from Portland.

The Cazadero State Trail will create 12 miles of exceptional bicycling, pedestrian and equestrian use between the towns of Boring and Estacada. Once complete, this multi-use path will wind through a lush canyon along North Fork Deep Creek, pass a habitat restoration site teeming with plants and wildlife, cross Eagle Creek on an historic trestle, and connect to a quaint historic logging town. Most of the route will consist of a 10-foot wide paved pedestrian and bicycle trail, paralleled by a 4-foot wide packed horse trail.

A regional vision

A destination in its own right, the Cazadero State Trail will also link two popular regional bike routes—the Springwater Corridor to the north and the Cascading Rivers Scenic Bikeway to the south—for more than 100 miles of riding. Hop on the Springwater Corridor in Portland and take the 21-mile trail all the way to Cazadero's north trailhead in Boring, then ride on the Cazadero trail to its south trailhead in Estacada at PGE's Timber Park. Not tired yet? In Estacada, connect to the Cascading Rivers Scenic Bikeway and ride another 70 spectacular but arduous miles south to Detroit. Or, paddle the pristine and scenic Upper Clackamas River. Or, hike in Mt. Hood National Forest. And for campers—well, choices abound. Look to nearby Milo McIver State Park, Clackamas County's Barton Park, or one of the many federal campgrounds in the national forest. Spend a couple of hours on the Cazadero trail, or add it to an itinerary of outdoor activities for a fun-packed getaway in Clackamas County.

An economic driver

With tourism comes dollars. Visitors will spend money on food, services, accommodations and other area attractions. Recent research shows regional bikeways are both popular and profitable. Bicycle tourism brings around \$400 million per year to the state, according to Travel Oregon CEO Todd Davidson. "Trails such as Cazadero connect communities and help generate jobs in those communities they cross through," he said.

Promising progress

Partnerships among Oregon Parks and Recreation Department, Clackamas County, the City of Estacada, Metro, Oregon Department of Transportation and others are making the Cazadero State Trail a reality. In 2010, we built the first three miles from Boring to North Fork Deep Creek, and we built another three miles from Barton to Eagle Creek in 2013. Heading into 2016, we have invested roughly \$1 million in designing and building the trail, plus Metro spent another \$2 million on properties along the trail to improve access and protect the natural areas alongside it.

To complete this community vision, we will restore a historic trestle over Eagle Creek, build two bridges over Deep Creek and provide safe highway crossings. These projects will happen in phases, as funding allows and trail easements are secured.

With continued support from partners and the public, the Cazadero State Trail will be a recreation destination, a link to a larger trail system, and an economic boost to the communities it crosses. Together, let's make the connection happen.



Clackamas River at Barton Park



Milo McIver biker/biker shelter



Estacada Lake, Clackamas River

"The Cazadero State Trail would be a major advantage to this area. The trail would allow people to ride on a bikeway from Portland to Estacada without cars. It would provide commute opportunities for the people who live and work along this corridor. And it would contribute to supporting a healthy, thriving community."

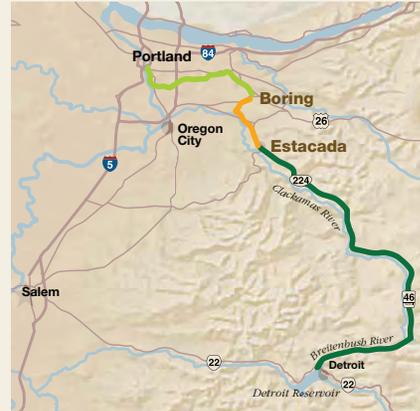
Phil Lingelback
Chair
Estacada Development Association

"State parks will continue our drive to support trails as a way to connect communities with the Oregon outdoor experience and with each other. We'll make it happen for Oregonians from every walk of life by cooperating with our regional partners to stitch this network together."

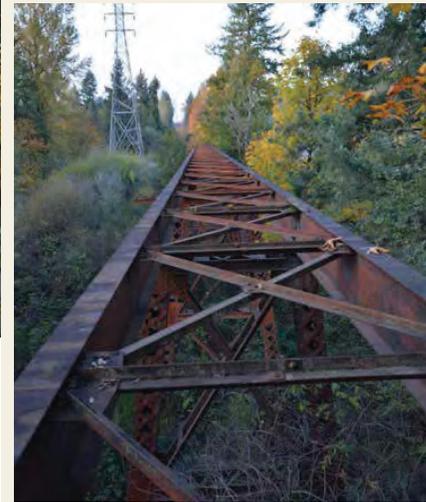
Lisa Sumption
Director
Oregon Parks and Recreation Department



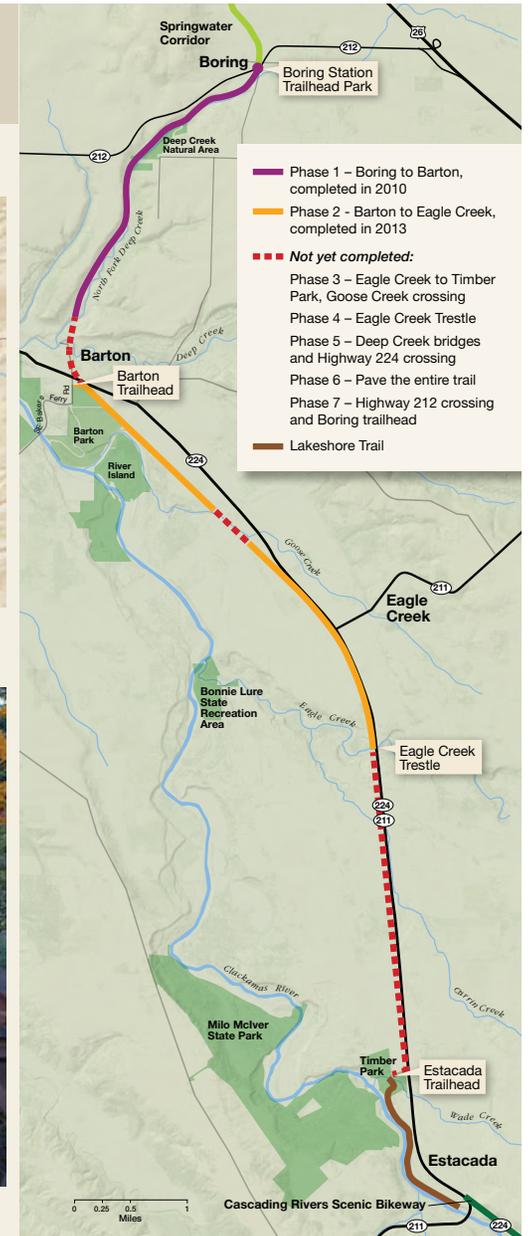
Linking the Springwater Corridor and the Cascading Rivers Scenic Bikeway



— Springwater Corridor Trail
— Cazadero State Trail
— Cascading Rivers Scenic Bikeway



Eagle Creek Trestle



More information: 503-630-7150

12/15

F4: Park Comparison Graphics



WILLAMETTE PARK

- Portland, OR
- Portland Parks Owned and operated
- 26 acres
- Boat Launch, Fishing, Picnic Areas, Picnic Shelters, Restrooms, Walking Paths, Playground, Soccer, Tennis, Dog Park



CLACKAMETTE PARK

- Oregon City, OR
- City of Oregon City Parks owned and operated
- 25 acres
- Boat Launch, Fishing, Picnic Area, Picnic Shelter Skatepark, RV Camping, Restrooms, Playground, Walking Paths, Horseshoes



BARTON PARK

- Barton, OR **35 Min Drive from Portland**
- Clackamas County Parks owned and operated
- 150 acres
- Boat Launch, Fishing, Picnic Areas, (3) Picnic Shelters, Event Pavilion, Restrooms, 112 Campsites, Hiking Trails, Play Areas, Volleyball, Horseshoes, Ball Field, Hiking Trails (1.5 miles)



METZLER PARK

- Clackamas County, OR **45 Min Drive from Portland**
- Clackamas County Parks owned and operated
- 131 acres
- 75 Campsites, Picnic Area, (2) Picnic Shelters, Restrooms, Softball, Volleyball, Horseshoe, Playground, Fishing, Hiking (2.5 miles)



OXBOW REGIONAL PARK

- Gresham, OR **50 Min Drive from Portland**
- Metro, State of Oregon, and BLM owned
- 880 acres
- Boat Launch, Fishing, Picnic Areas, Hiking Trails, Restrooms, Wildlife Viewing, River Access, Picnic Shelters, Play Areas, Nature Play, Amphitheater, Tent Camping, RV Camping, Free Life Jackets



BLUE LAKE PARK

- Fairview, OR **20 Min Drive from Portland**
- Metro owned and operated
- 185 acres
- Fishing, Boat Rentals, Swimming, Picnic Areas, Picnic Shelters, Walking Paths, Restrooms, Wildlife Viewing, Spray pad, Playgrounds, Natural Discovery Garden, Horseshoes, Soccer, Basketball, Volleyball, Softball



MILO MCIVER PARK

- Clackamas County, OR **45 Min Drive from Portland**
- Oregon State Parks owned and operated
- 952 acres
- Boat Launch, Fishing, Picnic Areas, Hiking Trails, Restrooms, Showers Wildlife Viewing, River Access, Hiker/Biker Camping, Tent Camping, Group Camping, Equestrian Trails, Disk Golf



TRYON CREEK STATE PARK

- Portland, OR
- Oregon State Parks owned
- 658 acres
- Hiking, Biking, Equestrian, Wildlife Viewing, Visitor/Nature Center, Summer Camps, Picnic Shelter

PARK COMPARISON - AMENITIES

BARTON PARK COMPLEX MASTER PLAN



Park Missions

Like Clackamas County, other park providers in our region have a unique mission, but have a common goal: to provide recreational opportunities and access to nature for the enjoyment and health of their community.

Portland Parks and Recreation (PP&R)

Mission: to help Portlanders play - providing the safe places, facilities, and programs which promote physical, mental, and social activity. We get people, especially kids, outside, active, and connected to the community. As we do this, there will be an increase in the wellness of our residents and the livability of our city.

Metro (Parks and Nature)

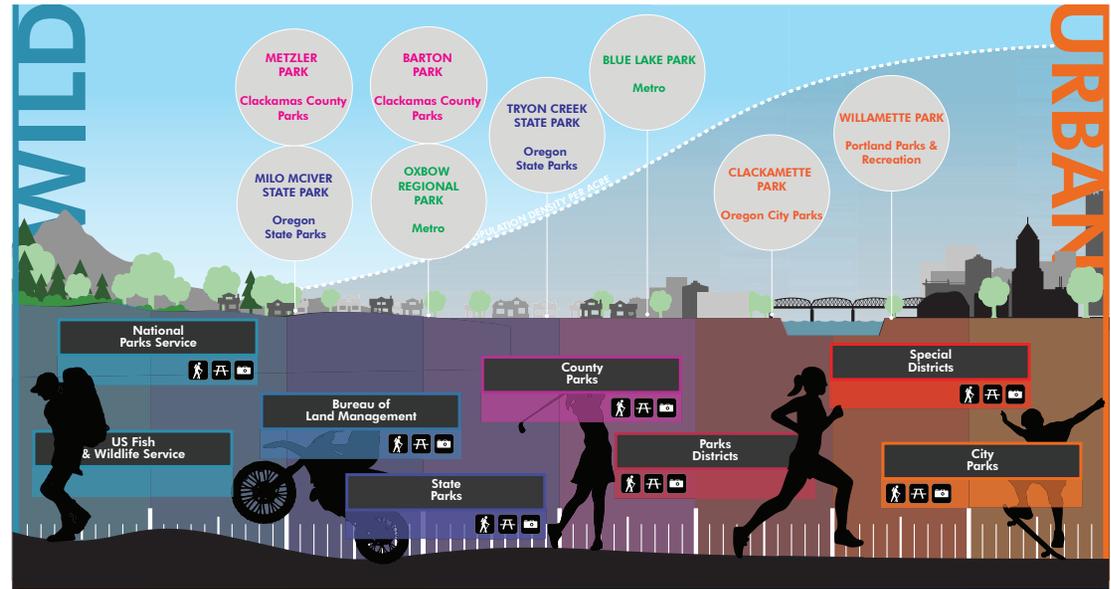
Mission: to protect clean water, restore fish and wildlife habitat and connect people with nature close to home.

Clackamas County Parks

Mission: to provide outdoor recreation, camping, and land stewardship services to residents and visitors so they can experience clean, safe, and healthy recreation and natural resource opportunities in rural Clackamas County.

Oregon State Parks

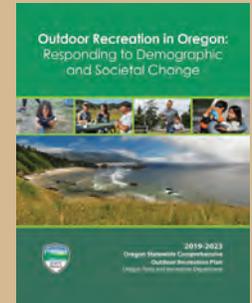
Mission: to provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations.



Statewide Comprehensive Outdoor Recreation Plan

The 2019-2023 Statewide Comprehensive Outdoor Recreation Plan, entitled Outdoor Recreation in Oregon: Responding to Demographic and Societal Change, constitutes Oregon's basic five-year plan for outdoor recreation. The plan addresses five important demographic and societal changes facing outdoor recreation providers in the coming years including:

1. An aging population
2. An increasingly diverse population
3. Lack of youth engagement in outdoor recreation
4. An underserved low-income population



PARK COMPARISON - MISSION

BARTON PARK COMPLEX MASTER PLAN



Camping

- 112 Campsites
- 103 Sites w/ water and electricity
- 7 primitive sites
- 1 group site, 1 bunkhouse



Picnicking

- 3 Shelters
- 4 Uncovered
- 1 Pavilion



River Access

- Boating, Fishing
- Rafting
- Wildlife Viewing



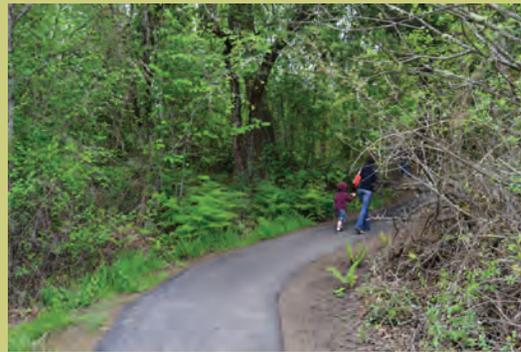
Hiking Trails

- 1.5 Miles





VARIETY OF CAMPING



TRAILS AND PATHWAYS



OVERLOOKS



SEATING AREAS



WHAT'S MISSING
BARTON PARK COMPLEX MASTER PLAN





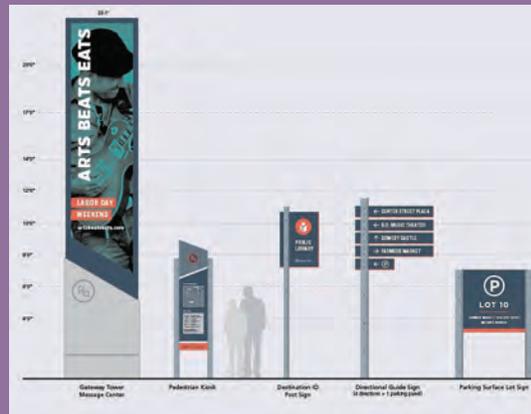
NATURE PLAY



NATURE EDUCATION



SIGNAGE AND WAYFINDING



WHAT'S MISSING

BARTON PARK COMPLEX MASTER PLAN



F5: SCORP Data



Project: 180151.1 Baton Park Complex Master Plan

Document: SCORP Info

Date Created: 8.7.209

Prepared By: Kelly Stoecklein, GreenWorks

https://www.oregon.gov/oprd/PLANS/Pages/SCORP_overview.aspx

GENERAL

The 2019-2023 Statewide Comprehensive Outdoor Recreation Plan, entitled Outdoor Recreation in Oregon: Responding to Demographic and Societal Change, constitutes Oregon’s basic five-year plan for outdoor recreation. The plan addresses five important demographic and societal changes facing outdoor recreation providers in the coming years including:

1. An aging population
2. An increasingly diverse population
3. Lack of youth engagement in outdoor recreation
4. An underserved low-income population
5. The health benefits of physical activity.

- To remain qualified for Land and Water Conservation Funds (LWCF) each state prepares a Statewide Comprehensive Outdoor Recreation Plan (SCORP) every 5 years
- Helps steer ORPD’s grant programs: Local Grant, County Opportunity Grant, Recreational Trails, All-Terrain Vehicle Programs
- Top “in your community” and “outside your community” needs from SCORP survey:
 - o Cleaner restrooms
 - o Soft surface walking trails
 - o More restrooms
 - o Nature play areas
 - o Nature and wildlife viewing areas
 - o Public access to waterways
- Most underserved populations are
 - o Young old (60-74)
 - o Middle old age (75-84)
 - o Asian population
 - o Latino population
 - o Low income population

See highlights in SCORP document for further applicable data

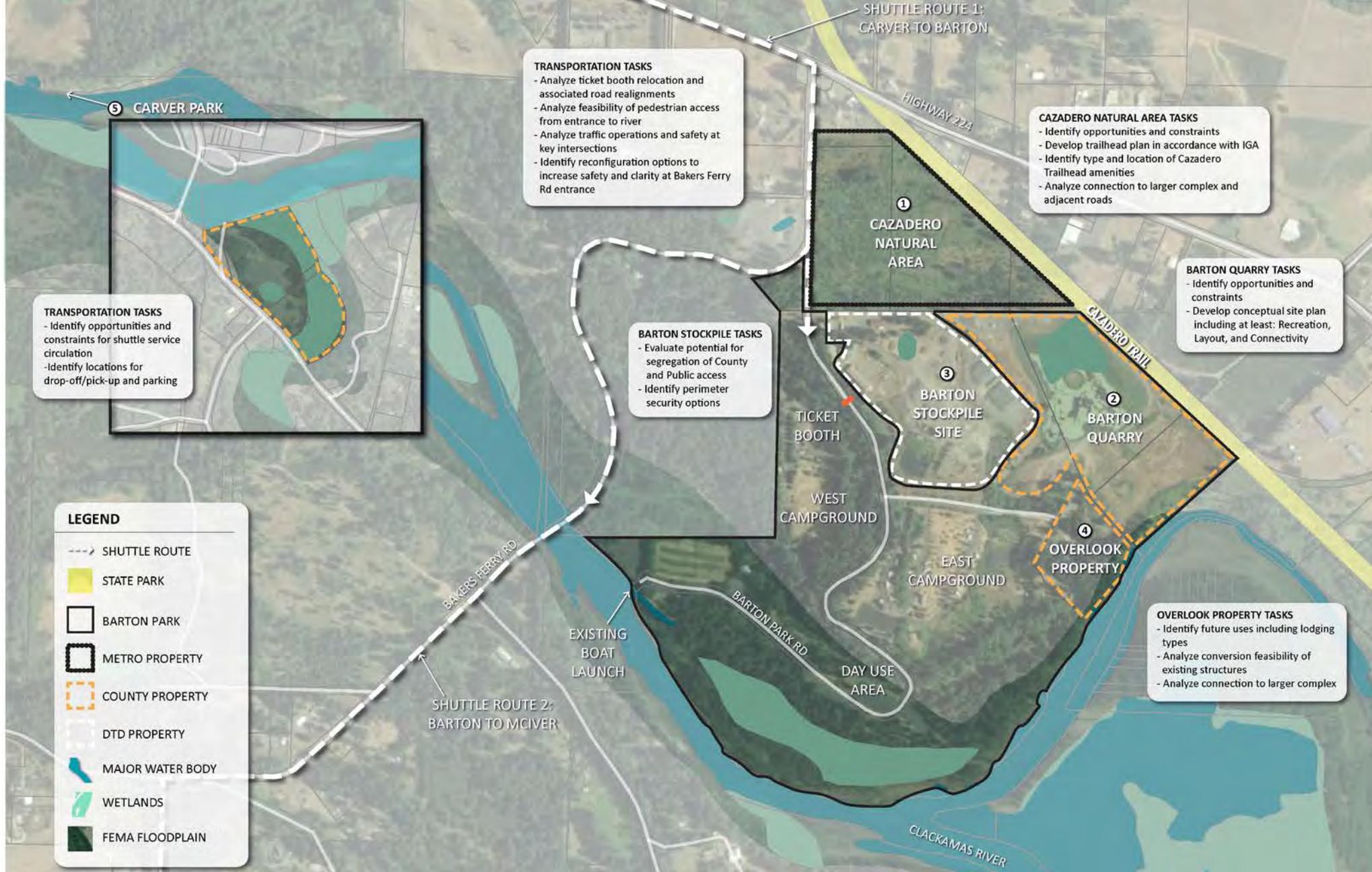


SCORP Strategic Actions

For Clackamas County:
 Trails connecting to adjacent communities
 Community trail system
 Trails connecting to public lands
 Restrooms
 Group camping and facilities
 Connecting trails to larger trail systems

From SCORP state initiatives actions:
 More drive-in tent sites and cabins
 More restrooms
 More seating
 More trails
 Accessible facilities, seating, trails, etc.
 Farmers markets
 Concert areas
 More shaded areas
 Nature and wildlife viewing areas
 Public access to waterways





Barton Park Complex Master Plan

1. Traffic and Safety

1. Removes Pedestrians from roads
2. Reduces Neighborhood Impacts
3. Improves Internal Vehicular Circulation
4. Minimizes Impact to DTD Stockpile Site

2. User Experience

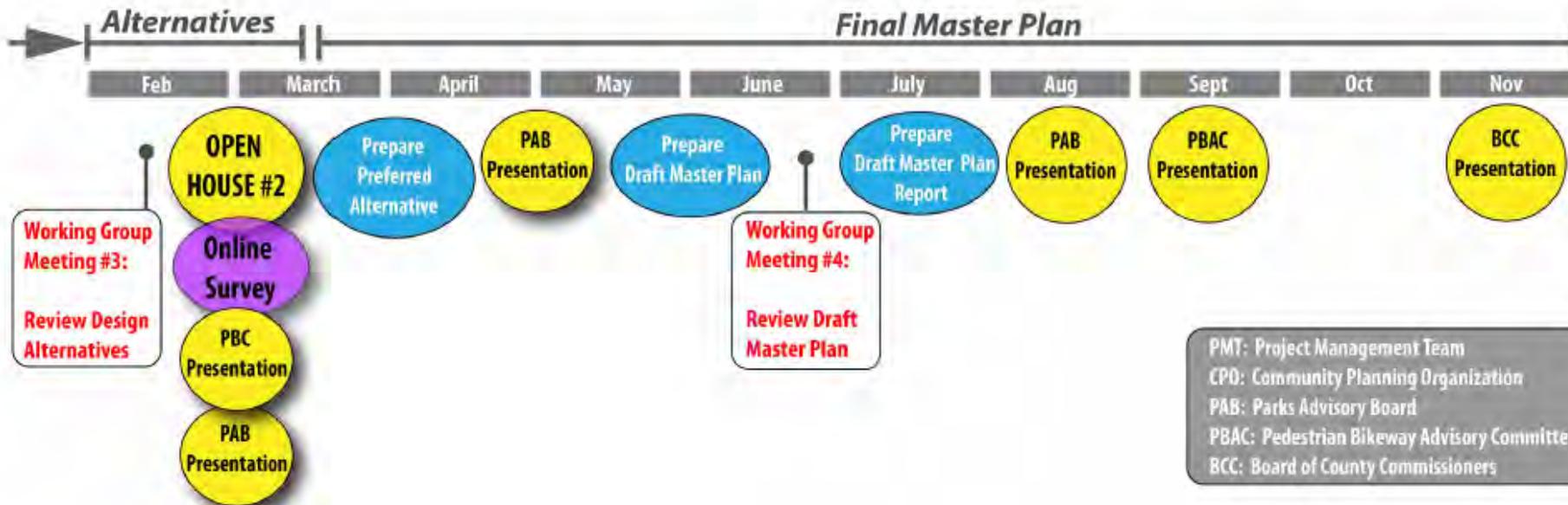
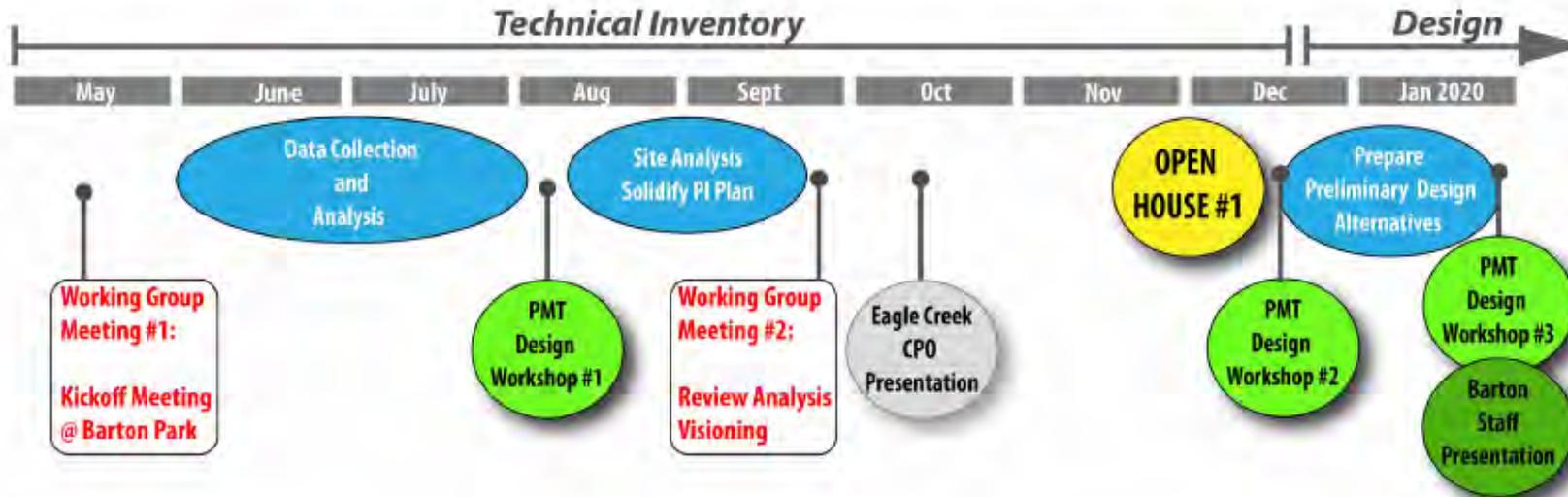
1. Improves User Experience
2. Addresses Carrying Capacity Issues
3. Provides Diverse Recreational Options
4. Embraces the Unique Features of the Site

3. Ecology / Environment

1. Enhances Wildlife Connectivity
2. Considers Larger Scale Connectivity
3. Appropriate Locations and Scales of Development
4. Use of Green Infrastructure to Mitigate Impacts

4. Funding and Operations

1. Generates Revenue with a Balance of Uses
2. Identifies Feasible Projects
3. Streamlines Park Operations
4. Considers Potential Infrastructure Needs
5. Accomplishes IGA Between Metro and County







LEGEND

E = Existing; P = Proposed

- Day Use Area
- Overnight Area
- Park Storage Area
- Pond
- Parking Lot
- Overflow Parking
- Property Boundary
- Cazadero Trail
- Primary Road
- Secondary Road
- DTD and Park Staff Road
- Primary Pedestrian Trail
- Secondary Pedestrian Trail
- Paved Multi-use Path
- 10' Contours
- Roundabout
- Expanded Ticket Booth
- Enhanced Shuttle Dropoff Area
- Cazadero Trailhead
- Viewing, Interpretive, or River Access Area
- Restroom Building
- Picnic Shelter
- Cabins/Yurts
- Other Buildings

PROGRAM KEY

- 1 Hiker-Biker (H-B) and Group Camping**
Shared Restroom; Picnic Shelter and Tables; Water; Fix-it Station; Fire Rings; Solar Charging Station; Bike Racks
- 2 Cabins/Yurts**
Shared Restroom; Cabin and/or Yurt Structures; Water; Electricity; Parking; Bike Racks
- 3 Primitive Camping**
Shared Restroom; Host Site; Picnic Shelter and Tables; Water; Electricity; Fire Rings
- 4 Overlook Lodge**
Renovated to support overnight lodging; Restroom; Host Site; Water; Electricity; Parking; Bike Racks
- 5 Pond Day Use Area**
Shared Restroom; Small Picnic Shelters and Tables; Dock; Viewing Areas with Seating; Bike Racks; Restoration and Invasive Species Management
- 6 Cazadero Trailhead**
Shared Restroom; Water; Parking; Trailhead Kiosk; Bike Racks; Fix-it Station
- 7 Lower Terrace Play Area**
Adventure/Nature/Water Play; Bike Racks
- 8 Pavilion**
Permanent Structure; Water; Electricity; Parking; Bike Racks

CIRCULATION KEY

- A Park Entrance**
New roundabout and road realignment
- B Ticket Booth**
Relocate existing booth; Add additional lane and ticket machine
- C Turn Around Area**
Close existing Dump Station; Adjust turning radius
- D Dump Station**
New Dump Station; Size for large RV/trailer use
- E Cazadero Trail at Hwy 224**
Approach and crossing should be studied to safely cross highway and connect to trail alignment north
- F Seasonal Road at Overflow Parking**









KEY

- 1 Hiker-Biker and Group Camping**
 Shared Restroom with Showers; Host Site; Picnic Shelter and Tables; Water; Fix-it Station; Fire Rings; Solar Charging Station; Bike Racks
- 2 Cabin Circle**
 (6) 16' x 16' cabins; (2) 16' x 24' cabins; Shared Restroom with Showers; Water; Electricity; Parking; Bike Racks
- 3 Primitive Camping**
 Shared Restroom; Host Site; Picnic Tables; Water; Electricity; Fire Rings
- 4 Overlook Lodging Area**
 Existing house renovated to support overnight lodging; Existing garage converted to event space; (8) 16' x 16' cabins; Shared Restroom with Showers; Host Site; Water; Electricity; Parking; Bike Racks
- 5 Pond Day Use Area**
 Shared Restroom; Small Picnic Shelters and Tables; Dock; Viewing Areas with Seating; Beach; Bike Racks; Restoration and Invasive Species Management
- 6 Cazadero Trailhead**
 Shared Restroom; Water; Parking (5 Horse, 5 ADA & 105 Standard Stalls); Trailhead Kiosk; Bike Racks; Fix-it Station
- 7 Yurt Village**
 Shared Restroom; (8) 16' Dia. Yurts; Water; Electricity; Parking; Bike Racks



Area Hard Costs

Access Road	\$594K
Cazadero Trailhead	\$2.07M
Quarry Restoration	\$2.11M
Day Use	\$892K
Cabin Loop	\$1.95M
Group Camp	\$1.37M
Primitive Camp	\$534K
Overlook Property	\$1.99M
Yurt Loop	\$808K
Primary Trails	\$1.11M
Lower Day Use	\$3.35M

Total Cost \$16.8M

Example Phasing

Phase 1	\$2.11M
Phase 2	\$3.90M
Phase 3	\$3.56M
Phase 4	\$7.20M



KEY

- 1 Hiker-Biker and Group Camping**
Shared Restroom with Showers; Picnic Shelter and Tables; Water; Fix-it Station; Fire Rings; Solar Charging Station; Bike Racks
- 2 Cabin Circle**
(6) 16' x 16' cabins; (2) 16' x 24' cabins; Shared Restroom with Showers; Water; Electricity; Parking; Bike Racks
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