



Parks and Recreation Advisory Board Staff Report

Date: May 8, 2025

From: Parks and Recreation Staff

Subject: Boones Ferry Park non-motorized boat launch and ADA access to the river

Recommended Action:

For informational purposes, no action needed.

Background and/Or Process:

The 2018 Boones Ferry Park Master Plan identified an ADA-compliant pathway to the river and a non-motorized boat dock to accommodate kayaks, canoes, stand-up paddleboards, and other non-motorized watercraft and related activities. Greater access and connection to the river is consistently mentioned in citizen surveys and is one of the objectives of the recently adopted Tourism Development Strategy.

As part of the feasibility study, four conceptual options were reviewed (two on the west side of the park and two on the east side of the park). The goal of each design was to meet the primary goals of expanding parking areas and providing accessible river access. Creating ADA-compliant river access will require significant earthmoving and retaining structures. A long, winding path will require considerable space and alter the hillside's appearance. This will necessitate removing existing vegetation and trees and replacing them with retaining walls and a concrete path. Grading and earth retention will represent the largest portion of the project's construction costs.

The preferred design includes an ADA-compliant path on the east side of the park and a new parking area providing twenty-six standard parking stalls and two ADA-accessible stalls. Access to this lot will be from SW Tauchman Street, utilizing an existing access point near the Tauchman Street dead-end. The new driveway will generally follow the alignment of that former access, upgraded to meet current building, city, and fire codes and standards.

The preferred design option was the shortest in length of all options and offered significant parking stall increases compared to designs on the west side of the park (28 stalls vs 9 stalls). The steep slope of the walkway will necessitate handrails and landings along the path to meet ADA requirements. A proposed 10-foot-wide stairway will provide a more direct route to the river access. The space beneath the stairway may accommodate enclosed storage. Benches are included in this option, positioned at landings and oriented toward the river. Retaining walls, ranging from 2 to 27 feet in height, will be required, along with guardrails along the top edge for safety.

Developing the river access on the east side of the park will activate a largely unused portion of the park's property, reducing congestion in a single area and enhancing views from Boones Ferry Park toward the Willamette River. While retaining wall construction and earthwork represent the largest cost factor for all options, utilizing handrails and steeper slopes in the preferred option minimizes the path

length and footprint. This approach offers the potential for the lowest construction cost while also providing the added benefit of potential storage space beneath the stairway access.

Fiscal Impact:

The cost estimate developed for the preferred design option, details the construction costs associated with the parking area, ADA-compliant path, retaining walls, dock, and gangway. Due to the complexity of constructing the concrete walls and path, and the inherent unknowns associated with such work, a contingency has been applied to the estimate. A 50% contingency, consistent with an Association for the Advancement of Cost Engineering (AACE) Class 5 estimate, has been applied. The total estimated cost is approximately \$6,295,000

Next Steps:

The next step is to refine the conceptual design into a fully detailed engineering plan. This process will ensure that all project components align with stakeholder goals, environmental regulations, and technical requirements.

Attachments:

Preferred conceptual design



LEGEND

- EXISTING RIGHT-OF-WAY/PROPERTY LINES
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDING
- PROPOSED FLOAT SYSTEM
- PROPOSED CONCRETE SCORING
- PROPOSED STAIRS
- PROPOSED GUARDRAIL
- PROPOSED HANDRAIL
- PROPOSED RETAINING WALL
- PROPOSED BENCH

- NOTES:**
- TOTAL RAMP LENGTH: 610 LENGTH FEET
 - DESIGN SLOPES: 1.5% MAX (TYP.) AND 4.5% MAX (TYP.)
 - PROPOSED WALL HEIGHT: 2.0 FT TO 27.0 FT (MAX)
 - PROPOSED RAMP WIDTH: 8 FT
 - PROPOSED STAIRS WIDTH: 16 FT
 - PROPOSED PARKING COUNT: 25 + 2 ADA STALLS (City of Wilsonville General Development Regulations Section 4.155.)

PREFERRED OPTION
FEASIBILITY STUDY
OPTION 4

3J CONSULTING



CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING

9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

DRAWING BY: JKG, AGP
PREPARED FOR: WILSONVILLE PARKS AND RECREATION
PLAN ISSUE DATE: FEBRUARY 10, 2025
PLAN ISSUE PURPOSE: FEASIBILITY



SCALE: 1" = 20'
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BOONES FERRY PARK
NON-MOTORIZED BOAT DOCK AND ADA ACCESS