Bowers Rock State Park
Meeting Notes

May 7, 2014

489 NW Water Ave, Albany, OR 97321

MEETING AGENDA

1:00 pm Welcome, introductions
Bud Baumgartner, Co-Chair Calapooia Watershed Council

Participants:

First Name	Last Name	Interest Group
Tara	Davis	CWC, Executive Director
Bud	Baumgartner	CWC, Council Co-Chair, Forester
Mark	Running	CWC, Council Co-Chair, Landowner
Connie	Burdick	CWC
Michael	Pope	Greenbelt Land Trust
Chuck	Knoll	Linn County, Engineer
Peter	Kenegy	Local Landowner
Kate	Huber	Local Landowner
Bill	Scheler	Local Landowner
Karen	Scheler	Local Landowner
Tory	Fitchett	Local Landowner
Bobbie	Jensen	Local Landowner
Mike	Neiman	Local Landowner
Dennis	Wiley	Oregon Parks and Recreation Dept
Julie	Whalen	Oregon Parks and Recreation Dept
Jason	Nuckols	The Nature Conservancy
Troy	Brandt	RDG, Project Designer
Denise	Hoffert-Hay	CC, Project Manager

1:10 pm Review meeting ground rules
Denise Hoffert-Hay, Calapooia Watershed Council Project Manager

Ground Rules:

- Be on time, start on-time, end on time
- Stay on subject and follow agenda
- Respect the views of others
- Check your understanding by asking questions
- Focus on issues, problems, and solutions

Facilitation Game: Feature Films are the result of years of scientific study combined with years of experience.

1:15 pm Bowers Rock State Park Restoration Goals & Project Budget Overview
Tara Davis, Executive Director, Calapooia Watershed Council

See overview notes below that were presented by Tara. The CWC is a voluntary, non-governmental group that works with private and public landowners with **voluntary** restoration treatments: many culvert/bridge fish passage projects over the last decade, four dam removals, and large scale vegetation treatment (300K plants and 100 acres this year for example).

PROJECT OVERVIEW

The Calapooia Watershed Council has been engaged with Oregon State Parks and Recreation Department and stakeholders to develop and implement a restoration strategy for Bowers Rock State Park and adjacent sloughs on OPRD properties since 2011. The CWC has been partnering with Lower Calapooia River landowners for a decade.

Project funders include: Oregon Watershed Enhancement Board (OWEB) Special Investment Partnership (SIP), Meyer Memorial Trust (MMT) and Pacific General Electric (PGE).

The overarching goals for the funding available to Willamette River mainstem restoration projects include:

- Increase channel complexity and length
- Improve connectivity between the mainstem and its floodplain
- Expand the geographic extent and improve the health of floodplain forests
- Community engagement and discussion

Additional background information on the Willamette Special Investment Partnership (SIP) can be found online at:

http://www.oregon.gov/OWEB/pages/sip_willamette.aspx

1:25 pm Update on Little Willamette Crossing bridge project
Denise Hoffert-Hay, Calapooia Watershed Council Project Manager

UPDATE Little Willamette Crossing

- CWC secured funding from OWEB SIP in Spring 2012 to address an undersized culvert (Little Willamette Crossing) and implement a bridge replacement project Summer 2014 (pending landowner approval, appropriate design and sufficient funding).

- After a decision by the previous design firm to step down from developing bridge alternatives, the project design is currently underway. McGee Engineering out of Corvallis has been selected to provide the bridge design. WEST Consultants out of Salem has been selected to conduct the project's hydraulic modeling. The current crossing is situated partially on private property and coordination with the landowner will be required for successful implementation.

- Site survey for the new potential bridge location was completed 4/29/14. McGee expects to have a bridge alternative design by 5/12/14. Once the alternative design is selected (by the property owners OPRD and private landowner), the hydraulic modeling will be conducted. The model will be used to demonstrate: expected channel velocities, scour potential and water surface elevations for the existing and potential future conditions. The model results will be used to secure the Linn County floodplain permit. Permit applications will also be submitted to the state and federal agencies that regulate activities within the floodplain and waters of the United States (Oregon Department of State Lands and US Army Corps of Engineers).

- Permits are expected to be obtained in time for construction 2014 allowing the project will go out to bid early to mid-July.

- If construction bids come in within the project's available budget, the project can go to construction at a time that will be negotiated with the private landowner who farms the State property access to the site. Construction will be a three week window sometime before end of October and will be determined in cooperation with the landowner.

- Survey occurred in April, Little Willamette crossing location will be moving just north off of private landowner's property.

- Implementation 2014, late summer or early fall. Dates of construction to be determined by OPRD, Hubers and Schelers.

COMMENTS:

- Chuck, 100' vs. 65' structure and hydraulic function may result in the 65' structure being less of an obstruction in the floodplain due to the depth of the box beams 4' (for 100' span) vs. 18"for 65' span.

2:00 pm Bowers Rock State Park Restoration Presentation

Troy Brandt, Fisheries Biologist, River Design Group

- *SEE POWER POINT PRESENTATION ON WEBSITE www.calapooia.org*
- Gravel pit reclamation is a new field, Troy has worked on others in Upper Willamette confluence zones, but there is still a lot to be learned.

- Many human induced changes in the Willamette system over the past 100 years including US Army Corps of Engineers (USACE) revetments, flood control dams, channel simplification and gravel mining. How can we work within those limitations to address recovery plans for salmon and steelhead? We use to have a complex, braided, dynamic, wide floodplain but now the channel is single thread and simplified.
- Mainstem Willamette floods used to top more than 300,000 cfs. With the completion of the flood control dams, the magnitude of the 100-yr event is now only 130,151 cfs.
- Information is available on the USACE revetment (Coon Creek revetment) constructed in 1962 just upstream from Bowers Rock State Park. The plans illustrate how it was built and that it was wide and relatively low profile. It overtops on an annual basis, but protects the bankline and prevents the channel from migrating east.
- Historic aerial: Coon Creek evident in 1936, and significant conifer growth at location of what later became the gravel pit. Why aren't cottonwoods leafed out in 5/5 photo?
- Higher elevation areas on the floodplain were mined from what RDG can dig up.
- Juvenile spring Chinook are present year around on the Willamette mainstem. They seek out low velocities and access to food. Before there were lots of off-channel opportunities, but now there aren't.
- The Willamette River Biological Opinion prepared by NOAA Fisheries identifies many limiting factors. Those that are limiting at Bowers Rock include: physical habitat, access, reduced macrodetriatal or food, reduced peak flows leading to decreased complexity and access to habitats.
- Goals for the OWEB Special Investment Partnership (SIP): off channel habitat, improve habitat, floodplain reforestation, invasive species control.
- Map of the major stream/slough features was presented.

Gravel Pit Pond:

- Hub City Concrete, 1975, 50 acre pit, purchased by Morse Bros 1995, permit closed 2003
- Troy compared the 1936, 1967, and 1982 aerial photos.
- All vegetation for the 50 acres of pit area was cleared in the early 1980s to avoid potential for finding future endangered species.
- 1998, 2000, 2012 shows the amount of high water connectivity with the pit and when revetment is underwater.
- Low part of pond is in the north east pocket, it was never mined in the middle area where reed canary pad is now.
- The berm or high ground around west, north area is not dozed off material (or overburden material) from the pit. It is simply higher elevation, with relic trees older than 1975. It's a relic landform, and USGS is helping to determine the age of the landform. Conclusion: high ground adjacent to pond is a natural land surface with limited sections of isolated berm.
- There is an odd non-natural low feature in NE corner, maybe for access or drain the pond, who knows. This low area allows for connection at a two year flow, it connects from the Coon Creek revetment too. Inundation at a two year event now. So connected now less than 4 days per year. But at 23,500 the elevation is 180.87 in Albany, 73 days

per year, but BR elevation is 188.5. Perhaps the 23,500 cfs flow is what we can to shoot for. This will help us set the elevation of pond outlet/inlet, to decide average annual duration we want to see in the pond- is approximately 73 days acceptable?

- Goals and Alternatives are presented in the presentation for the gravel pit. See slides.
- Alternative 1: Channel Outlet, Alternative 2: Flow through connection behind the Coon Creek Revetment, Alternative 3: Floodplain Channel, 4: No action.
- Alternative 3 has the highest ecological benefit. Fill 345,000 cy, which would be expensive, moderate risk. Need more than sand, need a channel formation so varying material size. You could have connection to the pond. The pond water depth isn't that deep, but it would still take a lot of material (depths were taken by OPRD) to match the existing land surface. There is a 20-ft +/- grade difference between the bottom of the pond and the top of the existing surface.
- In Green Island, the ponds are going to be graded for a new channel formation. The Confluence Project is connecting the MF Willamette and connecting multiple ponds, and then outlet into Middle Fork. The Confluence Ponds are 200 day connection per year, and this project is the most similar to our project site.
- West Slough crossing projects:
    - Three crossings interrupt fish passage and channel connectivity.
    - This winter there was connectivity; Schelers have not filled it to raise crossing elevation; they haven't modified any of these crossings.
    - The second crossing, a power line went down, 18" corrugated plastic pipe, put in by OPRD 10 years ago.
    - Most downstream crossing, a culvert that is collapsed corrugated pipe. Clay pipe extending it- issues with drainage and fish movement problems. There could be enhancement to the sloughs and mainstem river, the bar is covered in reed canary grass.
- The East Slough projects:
    - Two crossings- existing culvert at most upstream, huge cottonwood, issues with gravel deposit and beaver dams, not functioning well, needs to be removed from a maintenance perspective and for fish passage.
- Alternatives: remove and put in low water fords, remove and do nothing or remove existing culvertts and install larger culverts. The goal is to improve channel connection and fish passage, and to improve water quality. Consolidating the number of crossing could be the most cost effective.
- Floodplain reveg is a long term concept. Improve riparian corridor along the sloughs, reduce invasives, and there could be a greater reveg plan for the OPRD property. One exists for the east slough, but not the west slough.

COMMENTS:

- How much was mined? Albany Sand and Gravel 3-4 feet removed off to take off clay layer and there was still more production potential, sand and gravel, pit purchased by competitor Morse.
- Creating another island with option number 2.

- Why not to use the high elevations that we thought were berms, or these "natural levees" for fill material? Because many folks believe this is a unique enough feature it shouldn't be destroyed, probably 1000's of years old.
- If you put an inlet or outlet to the pond, is there any way to find out whether sediments would drop out into the Little Willamette that could ultimately choke it off? Troy explained there is a steeper profile coming out of the pond. We would be fine until there is a big backwater encounter, which would make sediments fall out- so would have to look at Coon Creek backwater effect.
- One participant mentioned that if you move with Alternative 2, you would have even more siltation, a sediment sink, a lot deposits quickly during a big event.
- Another option could be using excavation material from projects with the County Road Department. Would need access and a lot of truck traffic.
- The ecological trade off of pursuing the ecological option 3 is too high, the 3000+ trucks and manipulation could be too disruptive.
- Alternative 2 would be a balance between fish, and least disruptive work at only 32,000 cy.
- The channel capture potential is low because of the revetment, and the berm in the pond would control flow direction. You can armor the inlet into the lake to control the elevation. Use really big rock, deep armoring.
- The purpose of the berm in alternative 2 is more hydraulic flushing, this is an alternative that can be modified.
- The construction of number 2 wouldn't take that long and much less truck traffic, disrupting neighbors less.
- At what level is the west slough activated? The crossing on the field is the higher point according to Scheler. It seems to be disconnecting the slough. Everything inland is still under when that goes drier, 20" in Albany. How many days a year?
- Chuck, brought up landowner concerns, and will be discussed at the next meeting. Karen and Kate would also like to discuss easement, construction traffic, and any other Park issues. OPRD has been really clear that there is a maintenance access into the park, and there are no plans to have a larger public visitation plan. OPRD is looking at ways that they can use the park to benefit the public good, and they see restoration/habitat as a good direction for the park.
- When we get through the studies/permits we will define access better, and we are still talking to Klosterman about Little Willamette crossing construction.
- The engineers have done visual inspection and are not concerned about the integrity of the crossing to access the Park. Huber/OPRD crossing is robust enough for the Little Willamette restoration traffic and loads.
- Is the access going to hold things up? For the Little Willamette crossing, it has been determined that it will be adequate by engineer and Linn County engineer. The crossing at Huber would need to be inspected to handle the rest of the restoration alternatives.
- A landowner agreement would be required for Little Willamette, and all future activities.

2:40 pm Facilitated questions/Discussion

Denise Hoffert-Hay, Calapooia Watershed Council Project Manager

- We will be in conversation with OPRD, and Schelers about the alternatives. RDG is assembling a report with all the data, concepts discussed during the May meeting, and historic information that was presented.
    - Another meeting to discuss all the alternatives again, once there is more info and more cost estimates (late June).
- Next steps, design ready by the 12th about bridge, but just planning on
    - Chuck, Kate, Peter and Schelers want to see the bridge design, there will be a meeting in mid-June.

Questions or suggested future agenda topics can be sent to the Project Manager: Denise Hoffert-Hay email: hofferthay@peak.org, or phone 541-619-5896.

Thank you for your continued support of the Bowers Rock State Park Restoration Project!