



R & E Grant Application 19-21 Biennium

Project #: 19-016

Port of Bandon ADA Fishing Pier

Project Information

Requested Cycle: 19-2
R&E Project Request: \$150,000
Other Funding: \$658,500
Total Project: \$808,500
Spending Start Date: 9/1/2019
Spending End Date: 3/15/2020
Project Start Date: 7/1/2018
Project End Date: 8/15/2020
Organization: Port of Bandon

Fiscal Officer

Name: Jeff Griffin
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Applicant Information

Name: Jeff Griffin
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Bandon, OR 97411
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Past Recommended or Completed Projects

This applicant has no previous projects that match criteria.

Location Information

Where is it?

The project will occur on public land owned or managed by the applicant

Site Description

Street Address, nearest intersection, or other descriptive location.

The project is located along the Coquille River, near mile 1, in Bandon, Coos County, Oregon. 43.12122 North, -124.41208 West.

Directions to the site from the nearest highway junction.

From Highway 101 in Bandon turn North on Elmira Ave SE, then West on 1st St SE. The marina is on the right and on the outside of the marina is the breakwater which is the site location.

Following project completion, public anglers will be allowed the following level of access to the project site:

Full access

Please describe what leases, easements, agreements are in place to ensure angler access to the project site, and what is the length of each agreement.

The Port owns all property access. The pier itself will be owned by the Port, however the site sits above jetty rock currently owned by the Corps and tidelands owned by DSL. Any necessary easements will be obtained with these agencies prior to project construction. We currently have similar easements with these agencies for the raised constructed walkway over the breakwater that will connect to the proposed pier.

Dominant Land Use Type:

River walkway, commercial and recreational marina, river / ocean access. Adjacent to Bandon Old Town.

Project Location

General Project Location.

County: COOS
Town/City: Bandon
ODFW Dist: Umpqua
Stream/Lake/Estuary Name: Coquille River
Sub-basin: 17100305

Specific Project Location.

Latitude	Longitude
43.12113	-124.41192

Project Summary

Project Summary

Please provide a couple sentence summary of the proposal.

This project consists of constructing a fishing platform and improving an existing breakwater

walkway adjacent to the Bandon Boardwalk on the Coquille River, with a design to accommodate people with disabilities.

Overall Project Goals

Describe the primary goals or outcomes of the entire project, including elements not requesting funding from R&E.

Provide people of all ages and abilities a place to enjoy the challenges of riverine / coastal sport fishing.

Provide public education of local fisheries, habitat conditions and involvement in restoration opportunities.

Enhance the opportunities for young and new anglers by providing a safe place, easy to access, and with a good opportunity to catch fish.

Primary objectives of R&E funding

Please describe the measurable objectives for the R&E portion of the funding request.

Plan and construct a safe accessible fixed fishing platform for public use designed to accommodate and meet ADA requirements.

Construct the pier in a manner and with materials safe for the environment, per state and federal BMP's.

Plan and develop interpretive signage for placement on the pier and walkway with information of the fisheries ecology of the Coquille River estuary and reef.

Current Situation/Justification

Please describe the current situation and explain why this funding is needed.

A breakwater was built in the late 70's protecting the boat basin and sometime later a railed walkway was allowed and built on the entire length of the jetty to provide open views of the estuary. This walkway is not conducive to fishing because of the distance to the edge of the rip rap, however it would provide access to a functional parallel fishing pier. The proposed pier would allow access to a Chinook Salmon staging location off the mouth of Ferry Creek. It would also enable access to Coho Salmon, Winter Steelhead, Surf Perch, Kelp Greenlings, and other fish. There is very limited availability of shore accessible salmon fishing along the lower Coquille River and this would provide access in a prime location in the Ferry Creek area. Funding is needed because the Port has limited funding availability for recreational projects.

Recreation and Commercial Benefit

This project will provide benefits to:

Recreational fisheries

Explain how this project will contribute to current (and/or potential) fishing opportunities, access, or fisheries management.

The Bandon Fishing Pier is a concept that has been discussed by local ODFW staff and the Port of Bandon for many years. The Pier project is located near the mouth of Ferry Creek, where upwards of 64,000 fall Chinook smolts are released annually from ODFW's Bandon Hatchery. An additional 80,000 smolts are released nearby at Sevenmile Creek, and another 20,000 presmolt's are released via Coquille High School's project on Cunningham Creek. The upper basin has many miles of natural spawning so wild fish also pass through the lower river and

support the popular fall Chinook fishery. Fish returning to Ferry Creek, and those that would pass upriver, would be available for catch by anglers on the fishing pier as the returning adult Chinook spend the late summer and early fall milling about awaiting fall rains. We also expect daily use given the range of fish species present and heavy use during weekends, summers and holidays.

Percent benefit split between Commercial and Recreational anglers:

0 % Commercial
100 % Recreational

Please explain, or justify, how the percentage split was determined:

The project is to provide shore access for recreational fishing and interpretive signage for public viewing. The project will increase recreational fishing participation by shore-bound anglers.

This project has been identified as an ODFW priority for:

Local/watershed
Basin/regional

Does this project directly support implementation of the ODFW Strategic Plan and/or current Fish Division priorities?

Please briefly explain when this was identified as a priority and what process or workgroup was used to identified this as an ODFW priority.

Identify any plan or other document that identifies this priority.

Expanding opportunities for bank anglers is an action the District identified through the "25-Year Angling Opportunity Enhancement Plan per Mike Gray, ODFW.

Is this project part of an approved Salmon-Trout Enhancement Program (STEP) activity?

No

This project is intended to benefit the following species:

Fall Chinook Salmon
Marine Fish Species
Surf Perch, Kelp Greenling, Rockfish, Striped Bass
Coho Salmon

This project will benefit anglers or fishery by providing:

Angler Access
Angling Opportunity

Angler Access

This project will:

Provide new access to existing angling opportunities
Provide access to new angling opportunities
Reduce barriers to fishing participation (i.e. ADA access, more parking, family friendly)

Choose the following that best describes the angling access provided by the project:

New Fishing Pier.

Do similar access sites, facilities, or fisheries exist within 10 miles of the project site?

No

Angling Opportunity

This project will:

- Improve the opportunity for anglers to catch fish (better stocked fish, trapping)
- Provide new opportunity for anglers to catch fish (new pond, more fish to stock more areas, new species)

Project Description

Schedule

Activity	Date	RE Funding
Fishing Pier Engineered Preliminary Design	October 2018	No
Permit Application Preparation and Submittals	November 2018	No
Project Final Design and Construction	February 2020	No
Development and Installation of Interpretive Signage	Spring 2020	No

Permits

Permit	Secured?	Date Expected
DSL Removal Fill, DEQ 401 Cert, DLCDC OCZMA	No	
USACE Removal Fill	No	Spring 2019
NOAA ESA Consultation (via USACE Process), Tribal Consult	No	

Project Design and Description

Please describe in detail the methods or approach that will be used to achieve the project objectives.

The project is to construct a fixed recreational fishing pier near the high water mark of the Coquille River for public use. The pier would be located on an existing rock jetty and would measure 24-feet in width and 165-feet in length. The pier would be constructed of concrete pile cap and columns, and fiberglass stringers and grating. The project would construct an access ramp from the pier to the top of the existing walkway on the jetty. The entire project would meet ADA standards, including an upgrade to the existing walkway, and the placement of new handicap parking spaces on the adjoining high dock. In-water work would occur only during the regulated in-water work window for the Coquille River estuary (October 1 to Feb 15) or under an approved extension. The overall project would also include interpretive signage along the pier and walkway. The project have been developed using material and techniques used to achieve an extended design life in a marine environment. The deck is set at El. +10-ft which is not inundated by predicted tidal elevations over the last three years. The primary direction of current and wave direction is from the north looking up the Coquille River. Based on the limited fetch to the north, the max significant wave estimate is approximately 3.5 ft during a severe wind event out of the north. With the open grated deck design wave forces will not lift the decking. The face of the pier will be protected from wave impact and debris with a concrete, steel, or fiberglass deflector. The average breakwater jetty rock is approximately 3 feet in diameter (D50). This size is approximately 50% larger than required for this exposure condition for stability. Additionally, no shifting or breakwater damage has been observed by the Port staff. The new structure will also provide additional lateral support to secure the large riprap stone. The pier footing has been modified to contain the green concrete within the temporary formwork supporting the concrete rather than between the voids in the rock. Value engineering for this structure has been performed.

Engineering

Does the project involve capital improvement, engineering, site grading or other construction?

Yes

Not associated with ODFW

Project Management and Maintenance

What is the life expectancy of R&E funded construction, structures, equipment, supplies, data or fishery?

The concrete piers and pile caps are designed as galvanized reinforced concrete elements to extend the design life to approximately 50 years. The superstructure is composed of fiberglass grating and stringers designed to resist corrosion and UV breakdown.

Who is responsible for long term management, maintenance, and oversight of the project beyond what is funded by R&E.

Long term maintenance will be performed by the Port. The Port built the boardwalk waterfront and maintains the surrounding area including the crab dock, boat launch, marina, and other facilities. The fishing structure is designed for resilience. Long term maintenance will include addressing corrosion, replacing wood railings and any other wood surfaces, and fixing any broken components.

Will the project require ongoing maintenance?

Yes

The project will require ongoing maintenance such as deck and rail cleaning, debri removal, and rail replacement and repairs.

Is there a plan to collect baseline data and to conduct monitoring efforts to measure the effectiveness of the project?

Not necessary

Project Funding

Funding

Have you applied for OWEB funding for this project?

No

Has this proposal, or similar proposal for this project location, previously been denied by OWEB or other funding source?

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[{"source":"Port of Bandon","type":"Cash","secured":"Secured","dollarValue":100000,"comments":""}, {"source":"Port of Bandon","type":"In-Kind","secured":"Secured","dollarValue":28500,"comments":"In-house project development,contracting, fundraising, permit writing and negotiation. After project construction ongoing maintenance and repairs, power expense for pier lighting."}, {"source":"Oregon State Parks Local Govt Grant","type":"Cash","secured":"Pending","dollarValue":375000,"comments":"Applied, in review"}, {"source":"Wild Rivers Coast Alliance","type":"Cash","secured":"Pending","dollarValue":100000,"comments":"Received letter of inquiry inviting the Port to make application on 2/19/19"}, {"source":"Other, Oregon Wildlife Foundation","type":"Cash","secured":"Pending","dollarValue":5000,"comments":""}]
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Other Funding Source	Type	Secured	Dollar Value	Comments
Port of Bandon	Cash	Secured	100000	
Port of Bandon	In-Kind	Secured	28500	In-house project development,contracting, fundraising, permit writing and negotiation. After project construction ongoing maintenance and repairs, power expense for pier lighting.

Oregon State Parks Local Govt Grant	Cash	Pending	375000	Applied, in review
Wild Rivers Coast Alliance	Cash	Pending	100000	Received letter of inquiry inviting the Port to make application on 2/19/19
Other, Oregon Wildlife Foundation	Cash	Pending	5000	
		Total	608500	

Budget

Item	Unit Number	Unit Cost	In-kind or non-cash contributions	Funding from other sources	R&E Funds	Total Costs
PROJECT MANAGEMENT						
PND Engineers	200	150.00	0	30000	0	30000
		SUBTOTAL	0	30000	0	30000
IN-HOUSE PERSONNEL						
Project development, contracts, permits, leases.	240	65.00	15600	0	0	15600
		SUBTOTAL	15600	0	0	15600
CONTRACTED SERVICES						
Construction, labor, materials, engineering design	0	0.00	0	600400	150000	750400
		SUBTOTAL	0	600400	150000	750400
TRAVEL						
			0	0	0	0
		SUBTOTAL	0	0	0	0
SUPPLIES/MATERIALS						
			0	0	0	0
		SUBTOTAL	0	0	0	0
EDUCATION/OUTREACH						
Interpretive signage design and development	0	0.00	0	5000	0	5000
		SUBTOTAL	0	5000	0	5000
EQUIPMENT						
			0	0	0	0
		SUBTOTAL	0	0	0	0
FISCAL ADMINISTRATION						
Bookkeeping, legal review, grant mgmt	0	0.00	7500	0	0	7500
		SUBTOTAL	7500	0	0	7500
		BUDGET TOTAL	23100	635400	150000	808500

Internal Review Results

Review Score: 1.7 out of 3

(0 = Do Not Fund, 1 = Strengthen Proposal, 2 = Recommend, 3 = Strongly Recommend)

Summary of Review Team Comments

While the team generally felt this was a great opportunities for anglers there was some concern with the cost and design of the project. It does not appear that the budget is well vetted and other funding appears more of a speculation at this time the applicant is encouraged to improve this portion of their application. There are concerns to how sturdy the structure will be and how long it is expected to last given this very exposed location, the applicant is encouraged to further explain the design considerations. Scores included: one 0, two 1s, five 2s, one 3.

Specific Review Team Comments

This is a good location that will provide an accessible family friendly experience to a unique fishing opportunity that includes bank fishing for both marine and salmon species in a tourist location. This is not available in many places and bank angling opportunities for these fisheries are limited in the Coquille Basin. However, the application does not speak much to this and the justification should be improved given the amount of the request. The application and photos didn't adequately demonstrate that the pier is located right at the mouth of Ferry Creek, where a significant portion of the Coquille's hatchery fall Chinook are acclimated/released. This pier is ideally located where returning adult Chinook are milling, awaiting rainfall to ascend Ferry Creek to Bandon Hatchery. Some form of correspondence from ODFW staff supporting this as a good location, priority facility, and/or unique opportunity would also be useful.

Please describe more about how this project is being designed to withstand this dynamic and exposed marine environment. How exposed is this to the weather, storm surge, or tidal action? Will it hold up? What is the expected life span? How often will it need to maintained/repared, who will pay for maintenance/repairs? How often will this structure become inundated by a really high tidal cycle?

Concerns was expressed to attaching the support structure directly to the jetty rock. While large in size, it does not necessarily guarantee the rock will be stable over time. Small movements in the foundation material can result in large amounts of damage to the support structure. Also the proposal seems to indicate that green concrete will be poured into the voids of the rock, thus into the water. Please explain more about the footings design and construction to ensure longevity and avoid impacts to the aquatic environment.

The budget lacks any detail for the R&E component, it just a \$200,000 line item for construction, labor, materials, and engineering design. Due to this and other aspects is seems like the costs may be more of a guess than an estimate. Please split out costs and provide more detail. If you need to provide additional details in another format you can attach a breakdown of costs or similar document.

R&E Board toured this site in August. This project supports our goals in 25-Year Angling Enhancement Plan.

Specific Review Team Questions

Seems like a lot of match funds are unknown at this point. How likely is it to bring sufficient funding together?

The Port has committed \$100,000 in cash match funds, in addition to in-kind for future

maintenance. Wild Rivers Coast Alliance has been very positive and supportive in inviting us to apply for \$100,000 in cash match - this application is pending. Also, it appears the Oregon State Parks Local Government Grant program is a good fit for this project, and an application has been submitted for \$375,000 and is pending. It is appearing more and more likely that funds can be brought forward, especially with the support of ODFW R&E funds serving as a catalyst.

Would the Port ever charge/collect a fee for use of this facility?

It is very unlikely that the Port would charge/collect a user fee for this facility. We do not charge a fee for the use of the crab dock, nor do we even charge a launch fee for our boat launch ramp facility. We are not seeking to profit from this project, only to enhance the public recreational use of the area. We also are cognizant of the legal issues surrounding recreational immunity laws and the relationship to user fees.

This expensive a very expensive project, has any value engineering been done?

Part of the expense is due to the materials and methods used. We are using grated decking to allow light penetration per state and federal standards, and are using fiberglass stringers instead of treated timber, again to meet state and federal environmental standards, and the project has been developed using material and techniques used to achieve an extended design life in a marine environment. The substructure will be exposed to brackish and salt water. The concrete piers and pile caps are designed as reinforced concrete elements. The reinforcement will be galvanized to extend the design life to approximately 50 years for the concrete structures. The superstructure is composed of fiberglass grating and stringers. This material is designed to resist corrosion and UV breakdown. The railings and ramps will be constructed with timber to match the existing jetty walkway. These elements will be maintained by the Port's maintenance staff. Value engineering for this structure has been evaluated. The preliminary design represents the value engineered alternative. Other design alternatives for the fishing pier considered were:

- Drilling/driving steel piles through the jetty using a floating derrick crane.
- A traditional concrete pier using heavy and more expensive construction methods and equipment.
- A treated timber superstructure. This alternative was originally considered as a low cost alternative but was dismissed for environmental reasons and permitting restrictions.

Please explain why the dock needs lighting.

In the evening and early morning lighting would be helpful for pedestrians wanting to walk the area while birdwatching or enjoying the scenery of the estuary.

Please describe how the proposed solution will meet accessibility standards from where the person parks all the way to the point at which they are using the dock. Is there ADA parking available at this site? Does the number of spots and the space required meet the ADA standards for parking?

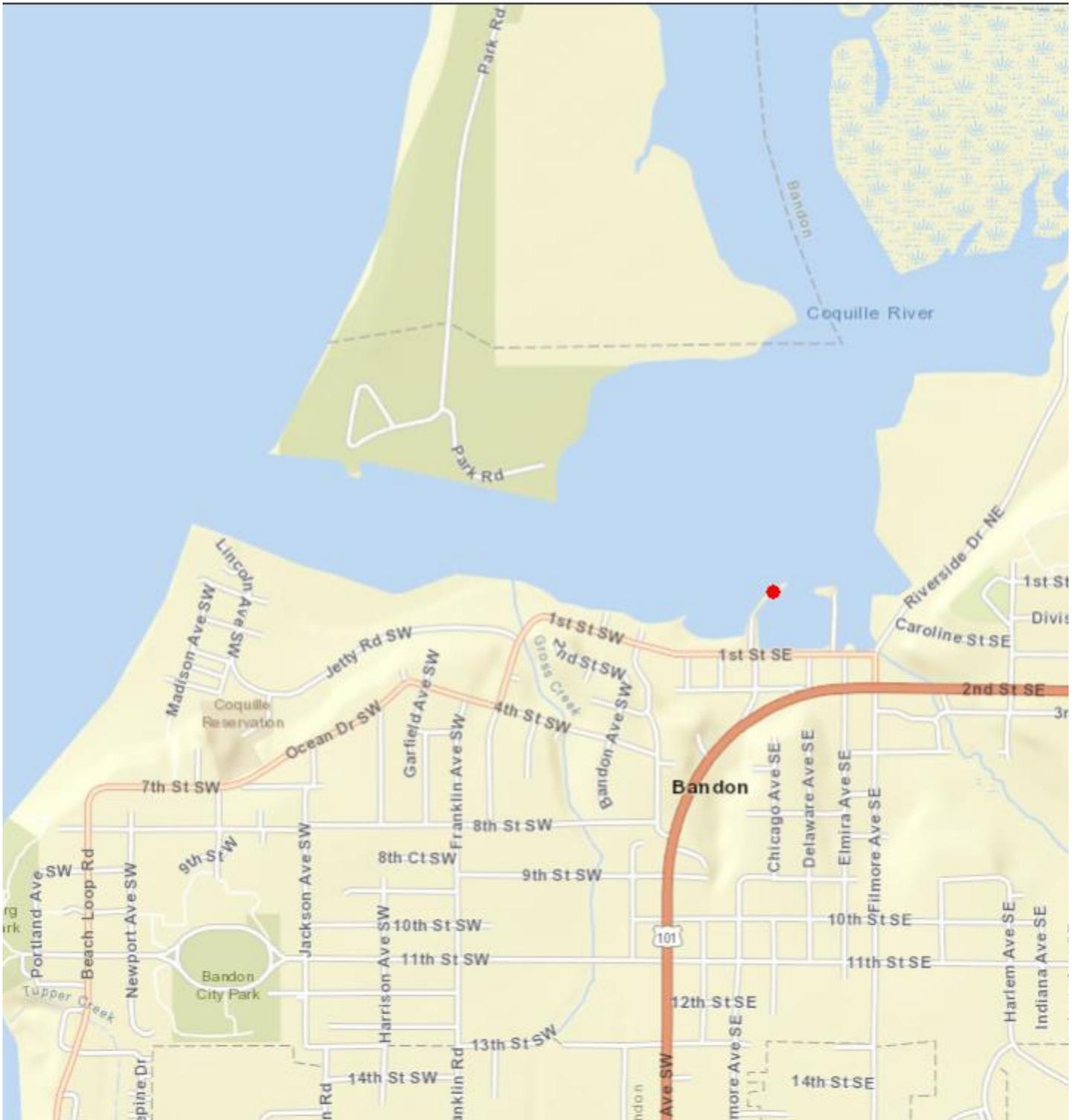
We will include in this project additional ADA parking spaces adjacent to the pier entrance on the high dock. That area is used for random parking now and has the room to designate the ADA spaces. This would be in addition to the spaces the Port already has on the nearby boardwalk.

There is already a crabbing dock in Bandon, so it seems like crabbing would be prohibited from this structure in order to avoid conflict between users. Especially if anglers contribute this much to the

facility costs. Please describe what restrictions will be in place and how those will be enforced to ensure this remains an angling facility.

While crabbing with crab pots would be prohibited via signage and routine in-person surveillance, we would consider allowing the use of fishing poles with the small closing crab pots, at least for those with disabilities.

Project Map



Additional Files

Budget Information

[Pier Preliminary Cost Estimate](#)

Maps

[Project Map](#)

Map image of project location

Photos

[Photo 1](#)

[Photo 2](#)

[Photo 3](#)

Design Information

[Permit level design](#)

engineered pre-design

Management Plans and Supporting Documents

[ODFW Region Support](#)

Permits and Reviews

[DEQ 401 Cert](#)

DEQ 401 Cert

[DSL Permit](#)

[OCZMA Authorization](#)

Partnerships

[City of Bandon support](#)

City of Bandon support

[Corps Civil Section](#)

support letter

[Port Resolution](#)

[Watershed council support](#)

Watershed Council Support

Public Comment

[Chamber Support](#)

[Local business support](#)

Administrative Documents

[public doc](#)

signature authorization

Completion Report

A completion report has not been submitted for this project.