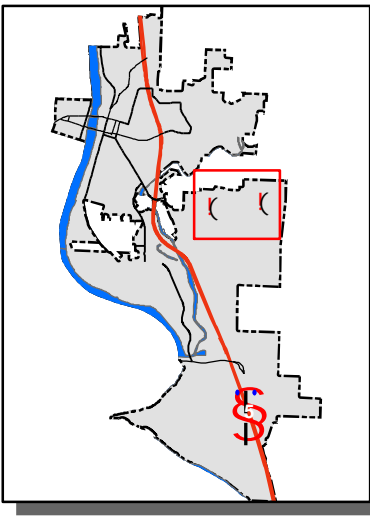


# Harts Lake Recreational Area & Aldercrest Open Space

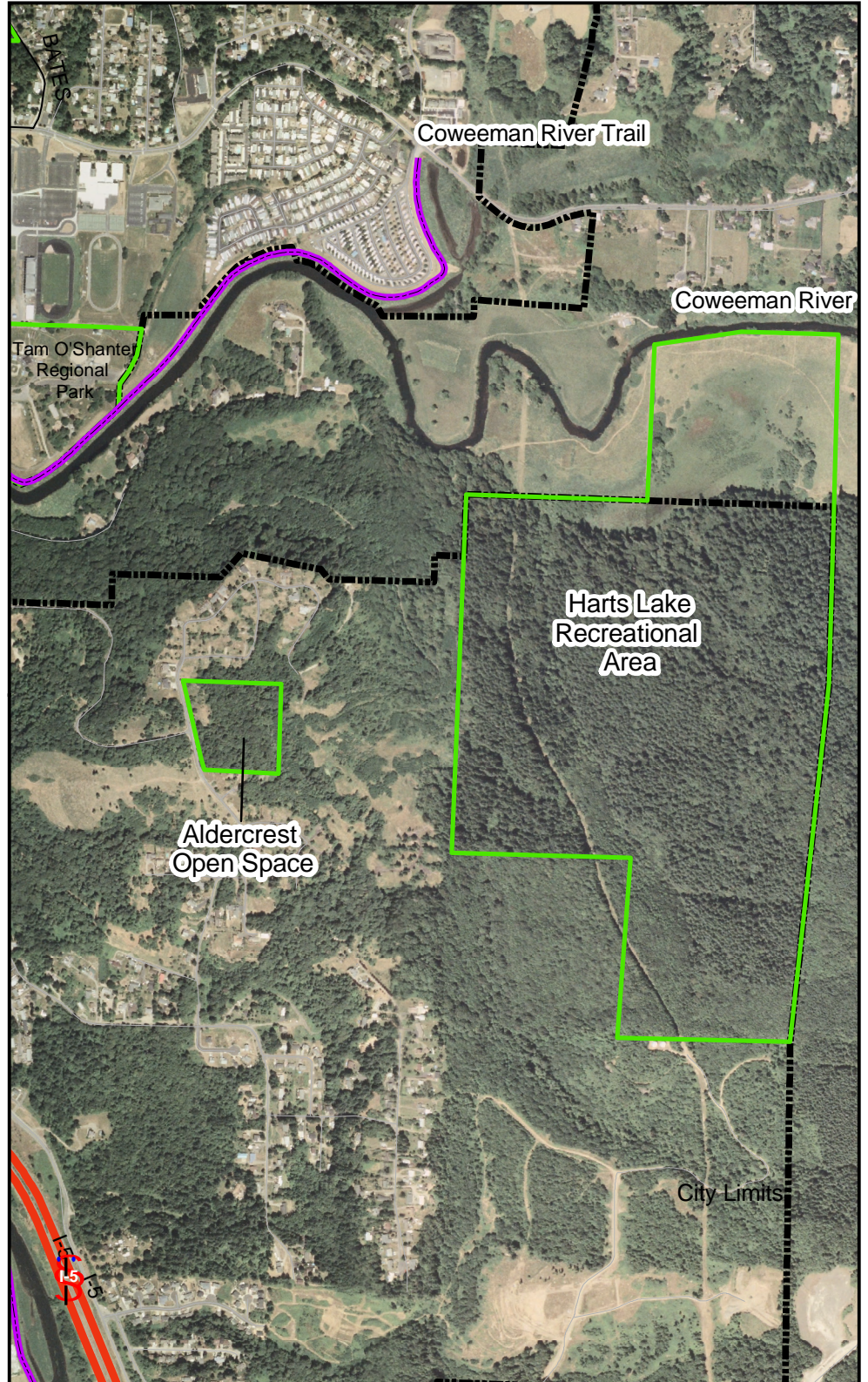
FIGURE 13



Aldercrest Open Space is a 10 acre site located east of the intersection of Banyon Drive and Grimm Road.



Harts Lake Recreational Area is a 248 acres of timberland, Coweeman River wetlands, and wildlife habitat.

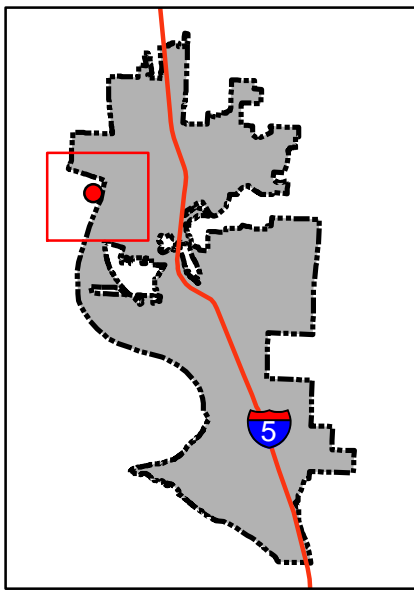


- TRAILS
- RECREATIONAL PROPERTIES
- CITY LIMITS

0 0.25 0.5 Miles



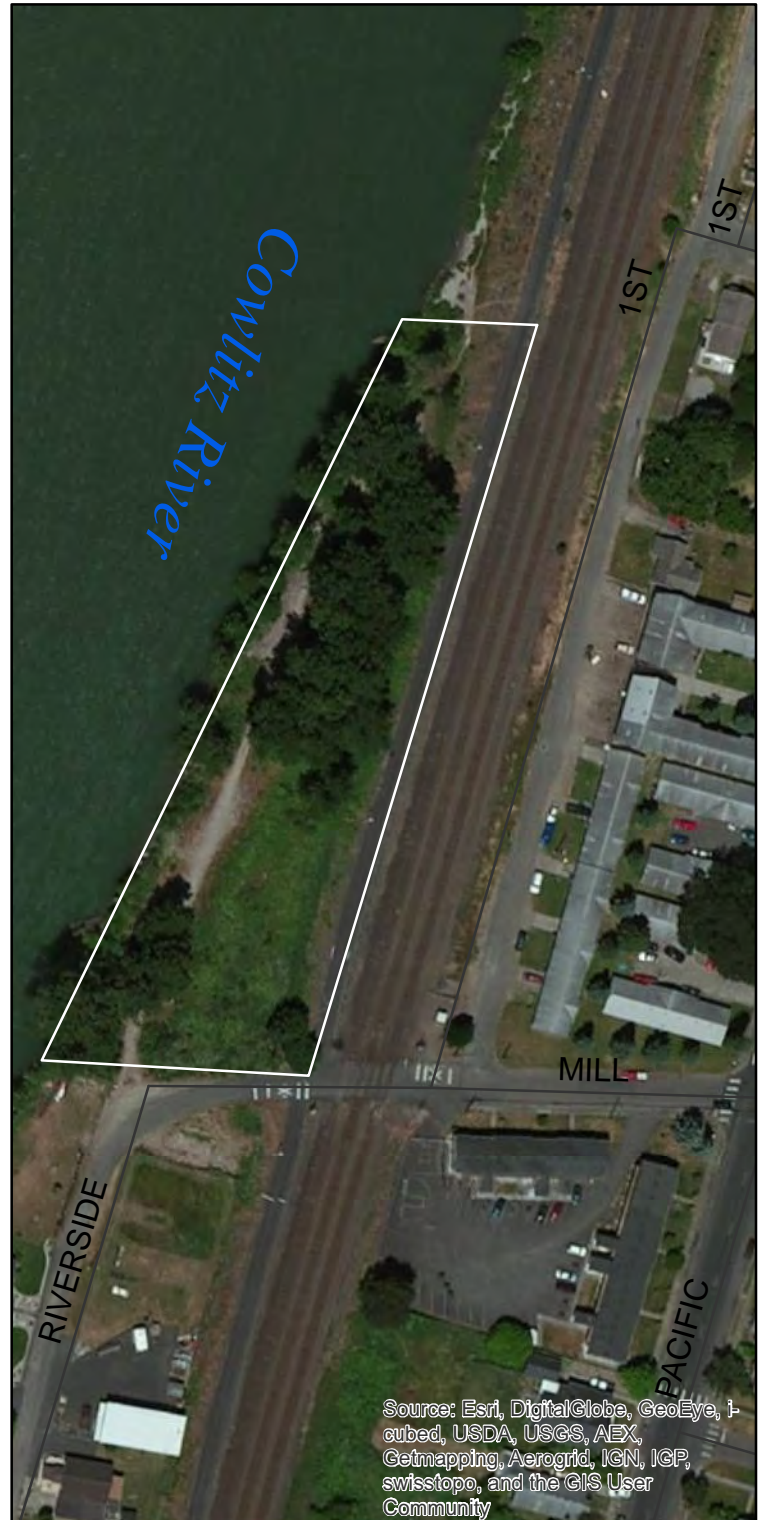
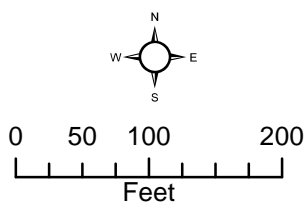
# Mill Street River Front Park Figure 14



<i>Location</i>	Norwest of Mill Street
<i>Acreage</i>	Approximately two acres
<i>Park Type</i>	CLASS VI: UNDEVELOPED OPEN SPACE
<i>Service Area</i>	Undefined
<i>Population Served</i>	Undefined

Mill Street River Front Park is a two acre undeveloped parkland located on the Cowlitz River north of the intersection of Mill Street and Riverside Drive.

Recreational opportunities include installing a trail as part of the regional trails system and providing public access to the shoreline.





## **FACILITY STANDARDS AND NEEDS ANALYSIS SUMMARY**

When addressing the needs for more recreation facilities, several factors were considered. The first was public demand, which is often expressed in the form of recreation activity participation, or actual behavior. Another factor was discussed in the terms of land and facility supply. One of the purposes of the park and recreation planning process is to balance supply of recreational facilities and programs with demand. In doing this, we have traditionally used a “numerical standard” process, i.e., one Neighborhood Park per 3,000 people, at 7 acres per 1,000 people. In their 2002 State Comprehensive Outdoor Recreation Plan (SCORP), the Washington State Recreation and Conservation Office (RCO) dropped the numerical standards method previously used to balance behavior with land and facility supply stating that this method centers too much on the “supply” side of the equation. However, numerical standards are found to be the most effective way to determine whether a city is providing for adequate recreational opportunities to its various population centers as they change over a given period. RCO stated, “focusing on supply alone to respond to recreation needs usually restricts the perspective to existing sites and facilities, ignoring or discounting latent or unmet demand for some site or facility that currently does not meet the demand for a new activity”. To avoid this pit-fall, staff undertook the following planning efforts:

- ◆ Interviewed park and recreation staff to ascertain information related to daily operations and previously identified needs;
- ◆ Interviewed school district facilities staff to complete the facilities and amenities inventory and understand shared facility agreements;
- ◆ Considered citizen comments received during the planning process, specifically those voiced at the open house and written in survey responses; and
- ◆ Took direction from members of the Park Board, Planning Commission, and City Council.

Below is a brief summary of the numerical based standards historically used to determine supply for each of the various park types in Kelso. The survey results, used to augment the determination of demand, are found in Appendix B of this plan. Their combination is reflected in the Goals, Policies, and Six-Year Capital Improvement Sections of this plan.



**Table 3**

**Recreation Facilities and Active Recreation Amenities  
Level of Service (LOS) and Needs Analysis**

<b>Facility Type</b>	<b>LOS Pop. Ratio</b>	<b>Existing Supply City Managed / School</b>	<b>2010 11,940 people</b>	<b>2013 12,157 people</b>
<b>Regional Park</b>	1/city	1	Sufficient	Sufficient
<b>Neighborhood Park</b>	1/3,000	3/3	+ 2	+ 2
<b>Neighborhood Play Lot</b>	1/1,000	4/4	- 4	- 4
<b>Baseball Field</b>	1/5,000	5/1	+ 4	+ 4
<b>Softball Field</b>	1/5,000	3/2	+ 3	+ 3
<b>Football Field</b>	2/city	0/2	Sufficient	Sufficient
<b>Soccer Field</b>	1/700	7/6	- 4	- 4
<b>Tennis Court</b>	½,000	0/8	+ 2	+ 2
<b>Basketball Court</b>	1/1,500	1/7	Sufficient	Sufficient
<b>Swimming Facilities</b>	1/city	1	Sufficient	Sufficient
<b>Trails</b>	½,000	5.9 miles	-0.07 miles	- 0.17 miles
<b>Skate Park</b>	1/city	1	Sufficient	Sufficient
<b>Golf Course</b>	1/city	1	Sufficient	Sufficient
<b>Airport</b>	1/city	1	Sufficient	Sufficient

*Source: Level of Service (LOS) is specific for Kelso. It was determined using a combination of population ratio method, staff identified demand, and citizen desires.*



## GOALS AND OBJECTIVES

Setting goals and objectives is an important step toward improving parks and recreation services offered by the city. To implement the vision of this plan, goals and objectives are a critical first step and help to establish the direction this department will take in the future.

The goals and objectives have been separated into specific categories. Each category starts with a series of issue statements. The issues have been raised by the Parks and Recreation Board, staff, the needs assessment survey and separate public input. The goals and objectives that follow the issue statements suggest how the city will resolve the issue.

The categories are as follows:

- A. Development, Renovation, and Maintenance of Parks and Facilities
  - B. Recreation Program Management
  - C. Acquisition of Parks, Open Space, and Natural Resource Management
  - D. City Beautification
- 
- A. DEVELOPMENT, RENOVATION, AND MAINTENANCE OF PARKS AND FACILITIES

### ISSUES:

- 1. Setting priorities for acquiring, developing, renovating, and maintaining park facilities.
- 2. Ensuring new development pays its fair share for impacts to our current parks and facilities.
- 3. Options for financing needed park and facility development and improvements.
- 4. Compliance with the state and national standards for safety and accessibility.
- 5. Integrating art into parks
- 6. Equitable allocation of limited athletic field space in response to growing demand.

### *Goal #1*

*Provide efficient and cost effective maintenance of existing parks and facilities at acceptable standards.*

- 1.1 Upgrade the play equipment at Lads and Lassies Park to comply with all current regulations.
- 1.2 Inspect all equipment to insure that it remains safe while in service and establish a schedule for periodic maintenance.
- 1.3 Ensure that staff is adequately trained as National Parks and Recreation certified playground inspectors.
- 1.4 Adjust park and facilities maintenance and operation funding as new facilities are developed.
- 1.5 Identify and inventory all facilities with life cycle costs and program for reserve funds schedule.
- 1.6 Determine the per-unit cost of facility maintenance to maintain the required standards.



- 1.7 Incorporate available innovative technological improvements into the park maintenance program to reduce costs.
- 1.8 Solicit volunteer efforts to assist with park and litter cleanup, and to maintain a watchful eye on parks and facilities.

#### *Goal #2*

*Continue to evaluate indoor facility needs, maximize use of existing facilities, and maintain at safe, efficient standards.*

- 2.1 Continue pursuing the development of a multi-purpose community center.
- 2.2 Investigate the possible use of the Cowlitz Regional Conference Center for community programming.
- 2.3 Evaluate facility use to insure maximum efficiency.
- 2.4 Renew and maintain interlocal facility use agreements.
- 2.5 Establish recreation programs.

#### *Goal #3*

*Investigate and pursue funding alternatives for park and facility development of projects identified in the needs assessment survey.*

- 3.1 Investigate the possibility of establishing a Park District.
- 3.2 Pursue funding assistance from local service organizations and public/private partnerships.
- 3.3 Request matching funds in order to continue making application to the Washington Recreation and Conservation Office for accomplishing park development projects.
- 3.4 Identify suitable site(s) for the purpose of developing municipal soccer fields.
- 3.5 Develop pedestrian access to the Cowlitz River trail and Camilla Summers Park over the railroad tracks at or near the Allen Street Bridge.
- 3.6 Plan Camilla Summers Park to acceptable level of service standards.
- 3.7 Adhere to the park development schedule identified in the current Master Plan.
- 3.8 Pursue trail development in coordination with the Cowlitz Regional Trail Plan.
- 3.9 Develop a passive recreation plan for the Aldercrest and Harts Lake open space that maximizes public access while developing wetland habitat, provide recreation, and adheres to the FEMA management plan.
- 3.10 Create canoe and kayak landings along the Cowlitz River.
- 3.11 Seek contributions of local works of art to complement natural settings in the city.
- 3.12 Enhance, expand, and improve City welcome signs.

## **B. RECREATION PROGRAM MANAGEMENT**

### **ISSUES:**

1. Provide staffing for the implementation of a recreation program.
2. Increase the recreation department's participation base.



3. Inform the community of recreation department programs and classes.
4. Meet the needs of youth, seniors, and other special populations in our community.
5. Provide a balanced, cost effective program of recreation services to the community.
6. Continue to collaborate with the school district to ensure a more effective use of facilities for community-based programs.

*Goal #4*

*Provide all citizens with a wide range of recreation and cultural opportunities in clean, properly maintained, safe, and accessible facilities.*

- 4.1 Pursue the integration of non-city owned facilities into the Park Plan to expand offerings.
- 4.2 Involve citizens representing specific needs groups such as teens and seniors in the decision-making process related to expanding recreation program offerings.
- 4.3 Create a balance of active and passive recreation opportunities for all ages.
- 4.4 Research funding options and costs.

*Goal #5*

*Continue outcome based programs and services throughout the Kelso service area.*

- 5.1 Place emphasis on preventative programs for youth and teens.
- 5.2 Develop more intergenerational programs.
- 5.3 Develop programs that encourage family involvement and participation.
- 5.4 Develop strategies to increase public awareness of park locations and amenities.
- 5.5 Expand outdoor education and environmental program offerings.
- 5.6 Promote cultural diversity in all Park programs.
- 5.7 Keep current with emerging trends and technology.

*Goal #6*

*Promote and maintain quality customer service to enhance the recreation experience.*

- 6.1 Create a procedure and system to recruit, train and reward volunteers, and junior leaders.
- 6.2 Support and develop a staff-training program that prepares employees to serve the community.

**C. ACQUISITION OF PARKS, OPEN SPACE, AND NATURAL RESOURCE MANAGEMENT**

**ISSUES:**

1. Ensure that park and recreation operation levels keeps pace with new development.
2. Strategize financing for the acquisition of parks and open space.
3. Preserve lands desirable for parks and open space from future development.
4. Establish a long-range vision for open space.
5. Create an effective management plan for an expanded park and recreation system.
6. Encourage and provide opportunities for the development of new and expanded facilities.



#### *Goal #7*

*Improve the capability of the city to negotiate and acquire parks and open space lands.*

- 7.1 Ensure that adequate parkland is dedicated in conjunction with new subdivisions in accordance with Kelso Title 16.38.
- 7.2 Amend the zoning and subdivision codes to offer more incentives to developers for open space through clustered development and higher densities.
- 7.3 Establish clear level of service standards (LOS) for parkland.
- 7.4 When permitted by law, create an impact fee formula that requires developers to pay their fair share to the park and open space system based on the proportionate impact.
- 7.5 Identify areas deficient in parkland and open space and pursue acquiring land prior to losing the opportunity to develop.
- 7.6 Acquire or develop land or easements to allow for access into the DNR property.
- 7.7 Identify land that has the potential of being annexed into the city and note sites for future park acquisition.
- 7.8 Seek participation in state and federal grant programs and pursue private sources of funds or donations to acquire parkland and open space.

#### *Goal #8*

*Coordinate with adjacent local governments, school district, and other public agencies in planning and financing park and open space acquisition.*

- 8.1 Pursue ways to increase public access to shoreline areas in accordance with the provisions of the updated Shoreline Master Program.
- 8.2 Establish joint efforts with the Kelso School District and Lower Columbia College to develop an environmental education area on the Aldercrest and DNR properties.

#### **D. CITY BEAUTIFICATION**

##### **ISSUES:**

1. Clarifying the parks and recreation department's role in implementing beautification plans.
2. Establishing the image the city desires to project.

#### *Goal #9*

*Sustain and enhance the beauty of our river frontage, neighborhoods and business districts.*

- 9.1 Require developers to provide street trees in all new developments.
- 9.2 Create an inventory all existing city street and park trees.
- 9.3 Develop a tree replacement program for city trees.
- 9.4 Encourage the placement of public art in parks, streetscapes, and city facilities.
- 9.5 Enhance the beautification of entry corridors to the city.



- 9.6 Develop a Shoreline access, development, and beautification plan for banks of the Cowlitz River in accordance with the provisions of the updated Shoreline Master Program.
- 9.7 Conduct an inventory of city owned lands and right-of-way to identify opportunities for parks and open space improvements
- 9.8 On city owned undeveloped land, make efforts to provide landscaping and benches to provide a park like setting, in the absence of potential development. Explore the concept of volunteers such as the Boy Scouts providing the necessary labor.
- 9.9 Install welcome signs at all portals.



KELSO PARKS CIP SUMMARY

EXISTING INFRASTRUCTURE	LIFE	EST. COST	2014	2015	2016	2017	2018	2019	COMMENTS
Catlin Community Hall (106 NW 8th)	15.00	\$ 36,000.00	\$ 2,400.00	\$ 2,400.00	\$ 2,400.00	\$ 2,400.00	\$ 2,400.00	\$ 2,400.00	unfunded
Spray Park	4.00	\$ 43,700.00	\$ 10,925.00	\$ 10,925.00	\$ 10,925.00	\$ 10,925.00	\$ -	\$ -	unfunded
Skate Park									unfunded
Rotary Park, Covered Area, Restroom and Playground	8.57	\$ 78,700.00	\$ 9,183.00	\$ 9,183.00	\$ 9,183.00	\$ 9,183.00	\$ 9,183.00	\$ 9,183.00	unfunded
Tam O Shanter Park, Kitchensn, Restrooms, and Rister	14.17	\$ 307,000.00	\$ 21,665.00	\$ 21,665.00	\$ 21,665.00	\$ 21,665.00	\$ 21,665.00	\$ 21,665.00	10k funded for detention pond fence 2014 GF
Girls Softball Complex and Concessions	11.25	\$ 37,500.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	unfunded
Little League Facilities	11.25	\$ 39,600.00	\$ 19,800.00	\$ 19,800.00	\$ -	\$ -	\$ -	\$ -	25K funded thru lodging tax for 80K bld upgrade
Park Maintenance Facility	8.33	\$ 18,500.00	\$ 2,312.00	\$ 2,312.00	\$ 2,312.00	\$ 2,312.00	\$ 2,312.00	\$ 2,312.00	unfunded
Boxing Club Facility and Toolshed	5.00	\$ 12,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ -	unfunded
Tam O Covered Picnic Facility	6.33	\$ 106,000.00	\$ 1,767.00	\$ 1,767.00	\$ 1,767.00	\$ 1,767.00	\$ 1,767.00	\$ 1,767.00	unfunded
Misc Park Facilities	6.00	\$ 40,000.00	\$ 6,667.00	\$ 6,667.00	\$ 6,667.00	\$ 6,667.00	\$ 6,667.00	\$ 6,667.00	unfunded
Football Shed	3.67	\$ 6,000.00	\$ 1,636.00	\$ 1,636.00	\$ 1,636.00	\$ 1,092.00	\$ -	\$ -	unfunded
Lad & Lassies Park	7.50	\$ 32,010.00	\$ 4,268.00	\$ 4,268.00	\$ 4,268.00	\$ 4,268.00	\$ 4,268.00	\$ 4,268.00	unfunded
Scot Hollow	5.00	\$ 600.00	\$ 120.00	\$ 120.00	\$ 120.00	\$ 120.00	\$ 120.00	\$ -	unfunded
Kelso Commons Parks	7.50	\$ 5,000.00	\$ 666.00	\$ 666.00	\$ 666.00	\$ 666.00	\$ 666.00	\$ 666.00	unfunded
North 23rd & Burcham	10.00	\$ 250.00	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00	unfunded
EXISTING INFRASTRUCTURE SUBTOTAL		\$ 763,360.00	\$ 87,267.00	\$ 87,267.00	\$ 67,467.00	\$ 66,923.00	\$ 54,906.00	\$ 52,286.00	
NEW PARK DEVELOPMENT	LIFE	EST. COST	2014	2015	2016	2017	2018	2019	COMMENTS
Mill Street Boat Launch		\$ 300,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Parks Master Plan 2020-2026		\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Rotary Park Fence		\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	General fund
Exit 36 Welcome Sign (Talley Way)		\$ 20,000.00	\$ -	\$ -	\$ 20,000.00	\$ -	\$ -	\$ -	General fund
Exit 39 Welcome Sign (South bound)		\$ 50,000.00	\$ -	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	General fund
Parking Lot B Improvements		\$ 285,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Waterfront Park (Camilla Summers)		\$ 848,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Tam O' Shanter Gate		\$ 10,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Development of Playlots		\$ 454,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
East kelso Open Space Master Plan		\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Bicycle/Pedestrian Path		\$ 280,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Coweeman River Canoe Access		\$ 30,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	unfunded
Archery Course		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	private/ grant funded
NEW PARK DEVELOPMENT SUBTOTAL		\$ 2,357,000.00	\$ 5,000.00	\$ 50,000.00	\$ 20,000.00	\$ -	\$ -	\$ -	
EXISITING INFRASTRUCTURE SUBTOTAL		\$ 763,360.00	\$ 87,267.00	\$ 87,267.00	\$ 67,467.00	\$ 66,923.00	\$ 54,906.00	\$ 52,286.00	
GRAND TOTAL		\$ 3,120,360.00	\$ 92,267.00	\$ 137,267.00	\$ 87,467.00	\$ 66,923.00	\$ 54,906.00	\$ 52,286.00	



## **APPENDIX A**

### **COMMUNITY NEEDS QUESTIONNAIRE RESULTS**



## KELSO PARK PLAN QUESTIONNAIRE RESULTS

November 2013

**1. How many times in the past 12 months have persons from your household visited the following parks?**

	1 Thru 12	%	13+	%	None	%	
Tam O'Shanter	145	59%	64	26%	36	15%	
Caitlin Hall/Senior Center	36	15%	7	3%	202	82%	
Spray Park	47	19%	3	1%	195	80%	
Rotary/Skate Park	41	17%	11	4%	193	79%	
Manasco Park	15	6%	5	2%	225	92%	
Lads & Lassies Park	8	3%	3	1%	234	96%	
Scot Hollow park	4	2%	2	1%	239	98%	
Kelso Commons	26	11%	1	0%	218	89%	
3 Rivers Golf Course	33	13%	18	7%	194	79%	
Kiwanis park	15	6%	2	1%	228	93%	
Rhododendron Gardens	17	7%	1	0%	227	93%	
Cowlitz River Outlook	20	8%	2	1%	223	91%	
Cowlitz River Trail	42	17%	9	4%	194	79%	
Coweeman River Trail	65	27%	22	9%	158	64%	
Peter Crawford Home Site	16	7%	1	0%	228	93%	Total Responses
Longview Park Facilities	74	30%	31	13%	140	57%	245

**2. How do you rate the *quality* of service provided by the Kelso Parks and Recreation Department?**

	Mainten ance	%	Indoor Fac.	%	Publici ty	%	Re g	%	Staff Help	%	Overa ll	%
Very High	42	20 %	16	10 %	16	10 %	14	11 %	24	17 %	23	14 %
High	77	37 %	38	23 %	28	18 %	27	21 %	32	23 %	50	29 %
Average	81	39 %	86	52 %	53	34 %	66	51 %	63	45 %	83	49 %
Low	2	1%	19	11 %	34	22 %	13	10 %	12	9%	9	5%
Very Low	5	2%	7	4%	26	17 %	9	7%	8	6%	5	3%
Total	207		166		157		129		139		170	



**3. Do any of the following limit your participation in city recreation activities and programs?**

Nothing	%	Hours/Times	%	Course Offering	%	No Services	%	Childcare	%	Space	%	
127	66%	23	12%	23	12%	39	20%	9	5%	5	3%	193

**4. How important are the following activities to adding or improving the overall quality of life in Kelso?**

	Walking Distance	%	Teen Programs	%	School Facilities	%	Before & After School Programs	%	Bike Travel	%	Open Space	%	MPC	%
Very	140	66%	143	67%	124	58%	133	62%	103	49%	130	61%	108	51%
Somewhat	53	25%	46	21%	68	32%	55	26%	78	37%	59	28%	80	38%
Not at all	19	9%	25	12%	21	10%	26	12%	30	14%	23	11%	22	10%
Total	212		214		213		214		211		212		210	

**5. If the Kelso Parks & Recreation Department were to improve Kelso facilities, how important is it that the following improvements should be made?**

	Trails	%	Open Space	%	Indoor Center	%	River Front	%	Athletic Fields	%	Protect Open Space	%	Equip.	%	MPC	%
Very	135	63%	108	52%	106	51%	103	51%	54	27%	101	49%	136	64%	116	56%
Somewhat	62	29%	81	39%	77	37%	68	34%	112	56%	81	40%	60	28%	71	34%
Not at all	18	8%	19	9%	24	12%	31	15%	35	17%	23	11%	15	7%	22	11%
Total	215		208		207		202		201		205		211		209	

**6. If the city were to create an indoor activity program, what facilities would you most like to see?**

Teen Center	%	Pool	%	Fitness	%	Community Center	%	Sports Complex	%	Skate Park	%	Gyms	%	
118	53%	121	54%	94	42%	103	46%	93	42%	44	20%	62	28%	224



**7. Of the following types of parks and open spaces, please prioritize as to its importance to your household.**

	Natural Open Space	%	Multi Use Sports Area	%	Small Park within 1/2 mi of neighborhood	%	Large Multi use Park within 2 mi of neighborhood	%
Very	79	41%	52	29%	73	38%	90	48%
Somewhat	83	43%	73	41%	83	43%	73	39%
Not at all	33	17%	52	29%	35	18%	25	13%
Total	195		177		191		188	

**8. Do you think that additional recreation programs should be provided for the following groups?**

	Pre-School	%	Elem.	%	Teens	%	>50	%	50+	%	Families	%
Strongly Agree	40	22%	67	35%	110	55%	42	23%	62	33%	91	48%
Agree	60	33%	79	41%	63	31%	62	35%	67	35%	71	38%
Neutral	59	32%	34	18%	19	9%	55	31%	44	23%	18	10%
Disagree	10	5%	3	2%	1	0%	9	5%	7	4%	1	1%
Strongly Disagree	15	8%	11	6%	8	4%	11	6%	9	5%	8	4%
Total	184		194		201		179		189		189	

**9. What type of offerings would you like to see in the following areas?**

	Aquatics	Teams	Outdoor	Fine Arts	Fitness	Tech	Ed.	Crafts	Cultural	Special Event
1 thru 12	99	72	76	52	81	37	86	83	58	59
13-20	87	82	81	62	91	71	90	77	71	70
21-49	73	41	66	70	96	56	69	67	70	66
50+	100	22	63	79	120	63	73	96	74	80
Not at all	215	358	289	312	187	348	257	252	302	300

**10. What improvements do you feel are most needed in the park you most frequent?**

Rest Rooms	%	Trash	%	Parking	%	Trail Maint.	%	Lighting	%
143	69%	83	40%	61	30%	65	32%	94	46%

Picnic Areas	%	Play Ground Equip	%	Lawn	%	Tree/Landscape	%	None	%	Total
65	32%	58	28%	39	19%	47	23%	21	10%	206



**11. What do you feel are the benefits of Parks and Recreation services and parks & facilities?**

Pos. Alts	%	Reduce Crime	%	Strengthen Families	%	Enjoy Nature	%	Health/Fitness	%	Skills/Create	%
183	81%	141	63%	177	79%	186	83%	179	80%	100	44%

Preserve OS	%	Self-esteem	%	Health Care Costs	%	Air/water	%	Workplace Productivity	%	Property Values	%	Total
122	54%	101	45%	98	44%	94	42%	66	29%	95	43%	225

**12. Have you encountered any accessibility problems for disabled persons getting to a park site?**

Yes	%	No	%	Total
27	13%	189	87%	216

**13. Is there anything else you would like to tell us about Parks & Recreation services offered by the City of Kelso?**



## **APPENDIX B**

### **TAM O'SHANTER PARK LONG-RANGE MASTER PLAN FOR CITY OF KELSO**



## Tam O'Shanter Park



City of Kelso, Washington

Prepared by:

**The Berger Partnership PS**  
Landscape Architecture



**June, 2004**

1721 Eighth Avenue North  
Seattle, Washington 98109  
206.325.6877 v  
206.323.6867 f  
[www.bergerpartnership.com](http://www.bergerpartnership.com)



## Memo

**To:** Doug Robinson – City of Kelso  
**From:** Guy Michaelson  
**Subject:** Tam O'Shanter Master Plan

**Date:** 8.4.04  
**Page:** 1 of 1



**The Berger Partnership P**  
Landscape Architecture

Included with this package you will find the final master plan report for the park, updated per our discussion in our last meeting. We have provided 2 hardcopy documents, as well as a disk with PDF's of all the documents and cost estimates, and electronic images of the plans. The PDF files and images should be easy to put on your web site should you wish to do so. If you would like additional copies of the master plan report, let me know.

We will wait for your direction on when you would like us to come down for the Parks Board presentation, and will bring the full size originals of the master plan drawings at that time.

We are also working to provide David with the requested information for a spray park at Catlin pool, and would be thrilled at the opportunity to work on that with you.

We hope you are pleased with the final master plan, and find it is a useful tool to improve the park. Tam O'Shanter is a great facility, and we look forward to the opportunity to further shape it into the future!

1721 8th Avenue N  
Seattle, WA 98109  
v 206.325.6877  
f 206.323.6867

[bergerpartnership.com](http://bergerpartnership.com)

City of Kelso  
Public Works Dept.

AUG 04 2004

End of Memo

RECEIVED



## Tam O'Shanter Park – Long Range Master Plan City of Kelso, Washington

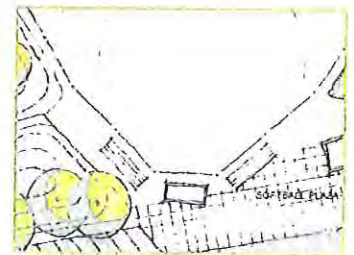
June 2004

### Introduction:

Tam O'Shanter Park is a great city park and should be a place of pride for the City of Kelso. The park is blessed with a beautiful location, is well maintained and has a strong, active group of park users whose devotion assures its continued success and improvement. As the park has developed over the years, projects have been completed to improve specific facilities within the park, but these improvements have been completed without a long-term plan for how the park will function in its entirety. This master plan is intended to provide a long term vision that ultimately ensures all future improvements will work toward creating a park with better functionality, increased recreational opportunity and an improved aesthetic experience.

The goals of this Long Range Master Plan are to:

- Create a more memorable park experience.
- Guide future improvements to the park.
- Respond creatively to current park uses and facilities while anticipating future uses and facility needs.
- Allows for phased construction to work within budgetary constraints.
- Provide adequate budget figures for proposed improvements, so the Master Plan can be used as an effective decision-making tool to prioritize and justify the importance of additional funding and guide the implementation of projects.
- Establish a list of prioritized improvements based on funding sources that are deemed the most desirable to park users and are of the greatest benefit in making Tam O' Shanter Park a facility that serves as an overnight draw for tournament participants and other users.





## The Planning Process:

The Master Plan is the result of a multi-step process. In the first phase, an inventory and analysis was prepared that looked at the physical conditions of the site, as well as programmatic opportunities. Information was gathered via first hand observation, as well as input solicited from a group of key parks stakeholders, including representatives from the City, sports groups and the committee that oversees the Highlander Festival. Based on this inventory and analysis, concept plans were developed for the full site, and shown to the key stakeholders for review and comment during the Preliminary Design presentation meeting. In the second phase, these plans were revised based on the group's feedback and further reviewed with the City. Finally, cost estimates were prepared to reflect the work included in the Master Plan. The resulting design and costs are included in this report and the accompanying drawings. Drawings of proposed design improvements are based on GIS and aerial photography and have completed to a degree of detail appropriate to these drawing sources.

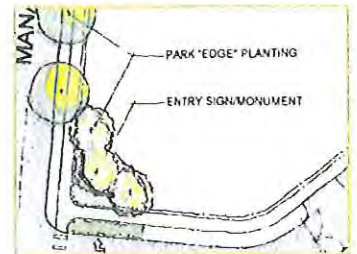




## Guiding Principles:

In our inventory and analysis phase, there were several clear messages conveyed by the stakeholders and the City that became the guiding principles of this Master Plan:

- The majority of the park components work well for their programmed uses, and there was little need to change most of these facilities. In particular, the athletic fields are all well-maintained and well-used. There was a clear direction that the fields could be left in their existing condition.
- The park's fields are currently a draw for baseball and softball tournaments, and every effort should be made to improve the draw for tournaments by enhancing the tournament goer's overall experience. It is critical not only to improve the park on behalf of city residents, but also to keep Tam O' Shanter Park competitive with other municipal parks in the region by maintaining and improving its reputation as a popular tournament park for Washington, Oregon and beyond.
- It was recognized and accepted that a focus on baseball/softball facilities and tournaments should be emphasized, given the existing facilities. However, youth soccer tournaments on smaller fields could be considered on the Multi-purpose Meadow and on the outfield of Marty Hill Field, particularly if combined with soccer opportunities at the adjacent high school and middle school fields.
- The common areas among these fields are lacking in function and aesthetic, and it was these areas that should be the focus of the Master Plan, trying to create a more aesthetically pleasing and better functioning park.
- Vehicular access, parking and circulation were of utmost concern.
- There is a recognition that the park's many user groups work and will continue to work together, and as such, common areas should continue to allow common use.





## Implementation Priorities:

During planning meetings with the stakeholders and the City, three priorities were identified to guide the initial implementation of this Master Plan. These improvements will improve the overall park function and aesthetic, maintaining and improving its draw for multi-day tournaments and festivals.

1. Enhancement of parking and vehicular circulation and expansion of overall parking capacity. Currently, the park has approximately 231 spaces, and the proposed improvements include over 400 spaces. The initial phase of this parking should occur in Expanded Parking Area 'A' in the Baseball Fields area.
2. Improvement of restroom facilities through construction of new facilities with typical parks standards. (The existing restrooms are constructed with residential fixtures not ideal for park use). The picnic area restroom is the highest priority, followed by the boxing club restroom.
3. Reconstruction of the main park entry will have the most profound effect on the park, increasing the park's visibility for both community users and visitors to the area, such as tournament participants. Vehicular and pedestrian traffic flow is greatly improved into the park, and the area becomes more integrated to the rest of the park

## Funding:

As with most projects, funding is a constraint that will shape the implementation of the projects proposed in this plan. These economic constraints can be managed in two possible ways. The first is to phase the projects for long-term implementation, which this report is intended to allow. The second is to leverage existing park funds through alternative funding sources. It is recognized that Tam O' Shanter has a strong history of donated labor and materials from park stakeholders. Some additional opportunities include:

- Pursuit of matching funding from the Office of the Interagency Committee (IAC). (<http://www.iac.wa.gov/maps/default.asp>) The IAC makes funding grants based on competitive submittals and, with this master plan document, cost estimate, continued municipal funding, Tam O' Shanter Park should be very competitive with other requests.
- Work with apprentice organizations for donated labor in park construction (i.e., masonry work, concrete finishing, etc.)
- Environmental restoration funding may be requested for some projects. These may include work done along the Coweeman River to restore salmon habitat (possibly in conjunction with kayak and canoe access points).
- Naming rights of selected park elements could be considered.





# SOFTBALL FIELDS

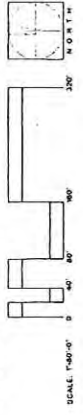
# BASEBALL FIELDS

# COMMUNITY PARK PLAN

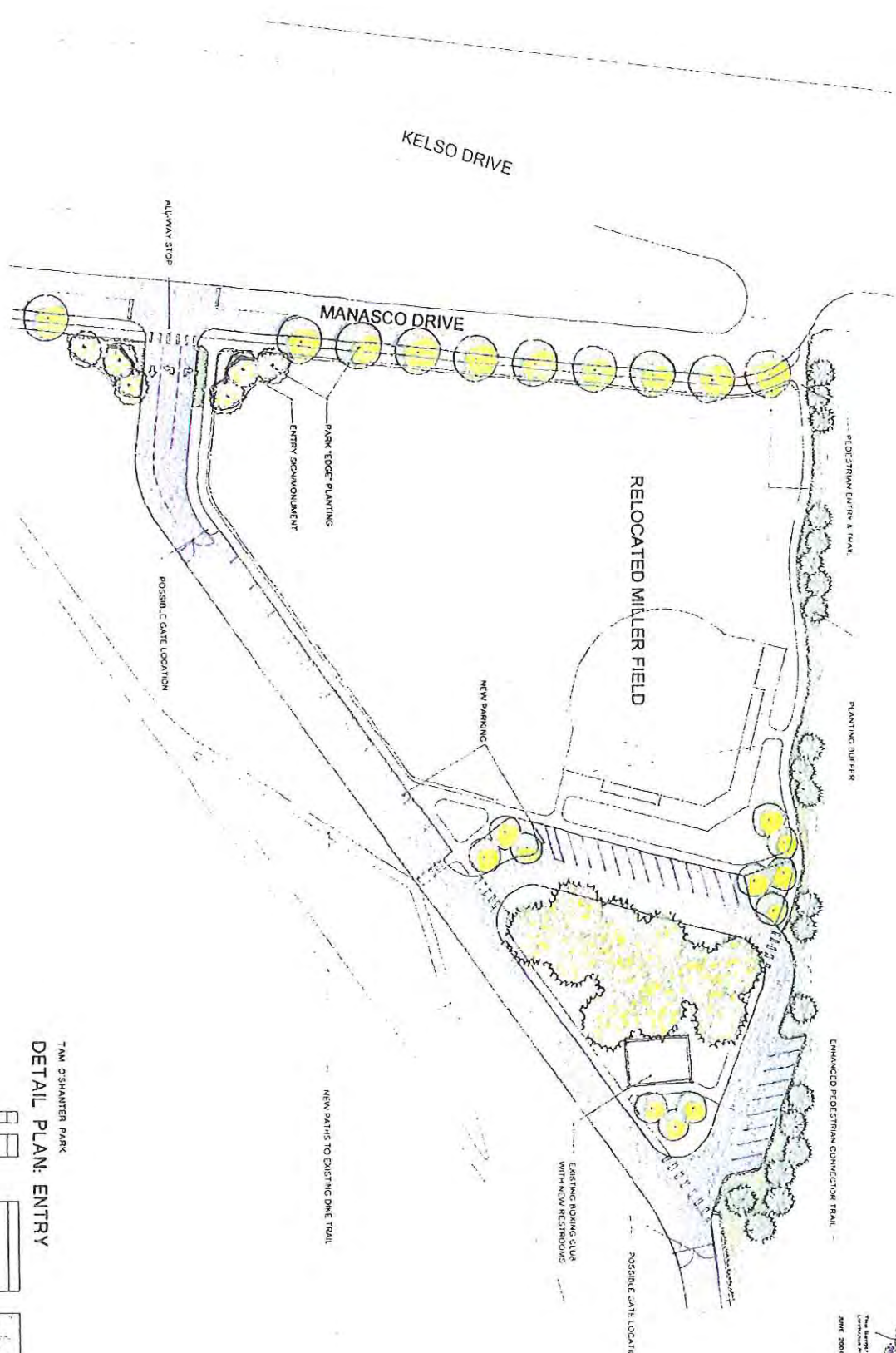
# ENTRY PLAN



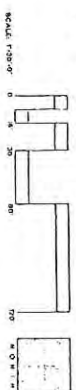
## TAM O'SHANTER PARK MASTER PLAN







T.M. OSHANTER PARK  
 DETAIL PLAN: ENTRY





EXISTING FIRE LANE EGRESS

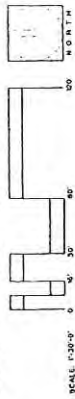
HIGH SCHOOL BUS LOOP  
 POSSIBLE LOANLESS ROUTE & OVERFLOW PARKING



MARTY HILL FIELD

ENHANCED PEDESTRIAN CONNECTION TRAIL

TAM O'SHANTER PARK  
 DETAIL PLAN: COMMUNITY PARK





### The Community Park:

The Community Park area provides balance to the existing and proposed programmed recreation facilities. This balance comes in the form of unstructured recreation opportunities such as a play area and more traditional "park type" uses such as a picnic area and athletic courts. Not only do these facilities increase the park's attractiveness for families, but they also provide a critical area for visitors drawn by increased tournament play by providing areas for the athletes and their families to relax and congregate between games. While the exact park elements may vary from the plan, this area should maintain its character as a respite from the highly programmed athletics. Proposed projects in the Community Park area include:

- Add a play structure for younger children (to complement the existing play structure to the east).
- Erect a picnic shelter that could also be used as a covered staging area for tournaments.
- Improve park-like aesthetics by planting trees and grass that seamlessly connect this area to the entry to the west and the remainder of the park to the east.
- Revise the traffic flow, including a redesigned road that is pushed to the south, adjacent to the existing dike, to allow an enhanced pedestrian trail connection to Marty Hill Field and beyond. (There is one, but it is really narrow).
- Separate and buffer the redesigned parking lot from the bus loop road with planting islands.
- Maintain the existing sand volleyball court and horseshoe pits.
- Retain the existing basketball courts. It was noted that a 3 on 3 basketball tournament could be hosted in the park, in which case, parking areas can be used as additional courts as is typically done with such events.
- Retain the existing high school bus loop, with a possible secondary function as an exit-only route from the site during heavy use. This potential exit also could allow the use of high school parking as overflow parking during large events. In discussions during the Preliminary Design presentation meeting, the high school was open to this possibility, but also recognized such use would require close logistical coordination between school and park officials. This route cannot be used during events at the high school stadium due to pedestrian activity associated with those events.
- Eliminate the entry/exit via the "fire lane" east of the shopping mall. While this route is recognized as an important part of existing vehicular circulation to the park, the entrance/exit experience is not a flattering way to begin or end the Tam O'Shanter Park experience and is counter to the guiding principles upon which this plan is based. The long-term goal should be to eliminate vehicular access via this entrance/exit once other vehicular improvements are made to the park. This solution also benefits the existing high school baseball field, which would gain additional space around home plate if the existing road were removed.





## Proposed Improvements:

The following descriptions are a companion to the project drawings. The description generally denotes site elements moving from West to East, with site-wide issues and concepts being addressed last.

### The Entry:

Proposed projects in the Entry Plan area will have the most profound effect on the park, increasing the park's visibility for both community users and visitors to the area, particularly tournament players. Vehicular and pedestrian traffic flow into the park is greatly improved and the area becomes more integrated with the rest of the park. (Currently, it is visually and functionally separated from the majority of the park). Proposed projects in the Entry Plan area include:

- Improve traffic flow, park visibility and a sense of arrival at the existing park entry. A new entry location is proposed on Manasco Drive, south of the existing entry, with an all-ways stop and designated left turn lane from the park. New plantings along the west edge of the park create a sense of visibility and entry, as does new park signage. The new entry simplifies finding the park and improves vehicular access into and out of the facility. The intersection of Manasco Drive and Kelso Drive may also need improvement to further enhance traffic flow.
- Establish two gate locations along the re-aligned entry drive to control night access to the site, one at the entry itself, and one to the east of Miller Field, allowing the parking loop to function as a turnaround after hours.
- Relocate Miller Field to the north, maintaining the same orientation, but allowing room for the access road and allowing for a level left field area.
- Route a new pedestrian entry to the park along the park's north edge.
- Plant the north property line with a vegetative buffer of trees that visually separate the park from adjacent development.
- Connect the park to the existing dike trail and the Coweeman River beyond using a series of new asphalt paths on the dike. This connection may also facilitate future canoe/kayak put-ins at the park.
- Incorporate structured parking, adding head-in parking within a turn-around loop as well as parallel parking along the entry road.
- Improve pedestrian connections throughout the park via an improved trail network and with wayfinding signage, including from the entry area to the rest of the park.
- Remodel or expand the existing boxing club to include public restrooms that serve both Miller Field and the adjacent Community Park area.







The Berger Partnership  
Landscape Architecture

JUNE 2004

ENTRY PLAN

COMMUNITY PARK PLAN

BASEBALL FIELDS

SOFTBALL FIELDS

STORAGE BUILDING & MAINTENANCE YARD

POSSIBLE PARK HOST

EXISTING CHILDREN'S PLAY STRUCTURE

SOFTBALL

MULTI-PURPOSE  
MEADOW

SOFTBALL  
T-BALL

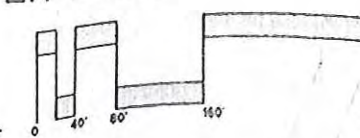
STAGE

RESTROOM

AMPHITHEATER

TAM O'SHANTER PARK  
MASTER PLAN

SCALE: 1"=20'-0"





### **The Softball Fields:**

The Softball Fields area, much like the Baseball Fields area, shall be improved to maximize tournament play. Proposed projects in the Softball Fields area include:

- Expand parking area with one-way vehicular circulation to increase parking capacity, while calming vehicular circulation, making both pedestrian and automobile passage through the parking area much easier.
- Create a new Softball Plaza to provide a formal sense of entry to the area abutting the existing fields and concession buildings.
- Mound grass berms for informal seating adjacent to Tamo 1.
- Locate a series of batting cages along the outfield of Tamo 1.
- Build a third softball field as part of the Multi-purpose Field to increase tournament capacity.
- Connect the softball fields to the existing high school fields and another potential softball field through a network of pedestrian paths.
- Establish a possible egress route to St. Mary's Church for use during peak times. This route could also be used to connect the park to potential overflow parking at the church during major events.
- Accommodate RV parking (for specially coordinated events such as the Highlander Festival) at the unused meadow north of the softball fields.





BATTING CAGES

PEDESTRIAN CONNECTIONS TO  
HIGH SCHOOL FIELDS AND PARKING

RV PARKING

TAMO 1

TAMO 2

POSSIBLE ALTERNATIVE EXIT

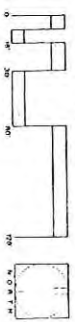
NEW RESTROOMS

EXISTING PUMPHOUSE



TAMOSHANTER PARK  
DETAIL PLAN: SOFTBALL FIELDS

SCALE: 1"=20'-0"





### **The Baseball Fields Plan:**

The Baseball Fields and Marty Hill Field comprise the "heart" of the park in terms of their central location and activity. The goal of proposed improvements is to ensure that this area functions as a seamless athletic complex with ample pedestrian trails, vehicular circulation and parking. In addition to improving the function of the athletic complex, the design improvements weave a park-like character in amongst the fields with seating berms and tree planting. The existing meadow to the south is improved, remaining the Multi-purpose Meadow, but with some permanent softball facilities added at the NW corner of the meadow. As the heart of the park, this area is critical, as it is the "glue" that binds the park together through improved trails and roads. Proposed projects in the Baseball Fields area include:

- Significantly expand the parking area with one-way circulation, which will increase parking capacity while calming vehicular circulation, facilitating pedestrian passage through the parking area. The parking and roads have been shifted south of their current location to allow an expanded pedestrian area between the parking lot and Marty Hill Field. Construction of a portion of the parking lot will include significant fill (including on-site asphalt demolition) to raise the "sunken" parking area. Expanded Parking Area 'A' has been identified as a priority for the first area of parking improvements.
- Highlight pedestrian path crossings in the new parking areas and drives at well-marked, highly visible locations, possibly including rose "speed tables."
- Improve seating capacity and provide concession facilities and restrooms to serve the fields at the new Stan Riser Stadium. The relocated parking allows construction of a formal stadium plaza that creates a high profile entry to the stadium and provides space for gathering and off-field events.
- In addition to the existing and proposed structured seating, add several grass berms adjacent to the baseball fields to accommodate informal seating and relaxing.
- Connect Marty Hill Field to the Baseball Fields complex through an improved pedestrian trail system, as well as making connections to the picnic area, the improved Multi-purpose Meadow, the high school fields and high school parking (for shared use, when coordinated).
- Locate a new picnic parking area and turnaround between the picnic area and Multi-purpose Meadow.
- Create a new Tournament Plaza as a formal entry point to the Baseball Fields area, and a build covered structure that serves as an informal gathering area, as well as the "headquarters" for tournaments, award ceremonies, etc, surrounded by informal seating on the adjacent grass berms.
- Replace the existing Little League building, which, with the restrooms, is recognized to be in marginal condition. The replacement structure would have approximately the same footprint, but could better integrate with the formal seating.









- Use the existing property to the north of the Community Park area as overflow parking, possibly including RV's, with pedestrian connections (no vehicular) to the park. This area (not currently owned by the city) was reviewed for possible incorporation into the park to be used as a variety of athletic facilities, all of which proved to be functionally isolated from the rest of the park.





### Site Wide Elements:

Some improvements are site wide or are in areas not shown on the detail plans. These proposed elements are addressed here. Proposed projects include:

- Installing wayfinding signage throughout the park for both vehicles and pedestrians. It is particularly important to direct tournament participants to the appropriate fields.
- Light parking areas and key circulation routes, given that many of the fields are lit and used at night. The lighting is should be pole mounted, with down lights to provide a minimal level of light. (See the lighting plan sketch included with this report).
- Redevelop the existing Multi-purpose Meadow to address address drainage issues while increasing playability. The need to maintain the existing meadow as a multipurpose facility was widely embraced in stakeholder meetings. The NW corner of the field is to include a softball infield and permanent backstop to increase the softball tournament capacity. The SW corner of the field may have a moveable backstop and no formal infield area to allow for flexible use as a softball practice field or for T-ball games while allowing the field to remain multi-purpose. Temporary outfield fencing could also be considered. The field could also contain one full size soccer field, (shown on full site plan), or several youth size fields.
- Eliminate the existing loop road around the west and south of the meadow. (This is recommended whether or not the meadow is re-built).
- Improve the existing picnic area, including replacement of restrooms with new facilities. Automobile access along the existing drive should be closed to all but service vehicles, eliminating pedestrian/vehicular conflicts.
- Demolish the existing kitchen/restroom facility. The kitchen will be replaced with a new facility that is integrated into the picnic pavilion and the restroom will be replaced with a new, freestanding building.
- Incorporate a site for a seasonal park host in the picnic area. The park host site includes pad and utility hook up for an RV.
- Establish utility stubs (particularly electrical) in strategic locations to support short-term use for annual festivals such as the Highlander Festival. Seven such stubs are proposed for festivals (two at the picnic parking area to serve clan tents, three in the food vendor area, one at the park host's pad and one at the new amphitheater and temporary stage.).
- Build a common storage building along the left field wall of Minor Field to service all the individual stakeholders' storage and maintenance needs, similar to a mini-storage structure. (Shown on full site plan) This structure is intended to define the outfield wall and provide character to the field complex similar to Fenway's "Green Monster" and could incorporate a scoreboard, advertising etc.





- Develop a common maintenance yard for storage of maintenance materials and equipment adjacent to the common storage building for use by the various groups who maintain the facilities.
- Reduce RV parking impacts on the paved parking areas by creating an RV parking area at the grassy meadow area to the north of the fields complex along the high school and Park property lines.
- Create a grass amphitheater, new restroom building, and temporary stage in the natural bowl at the southernmost point of the Coweeman River dike, adjacent to the Multi-purpose Meadow.
- Explore the potential of using the high school sports fields for tournaments, recognizing that such use would take close logistical coordination with high school officials.

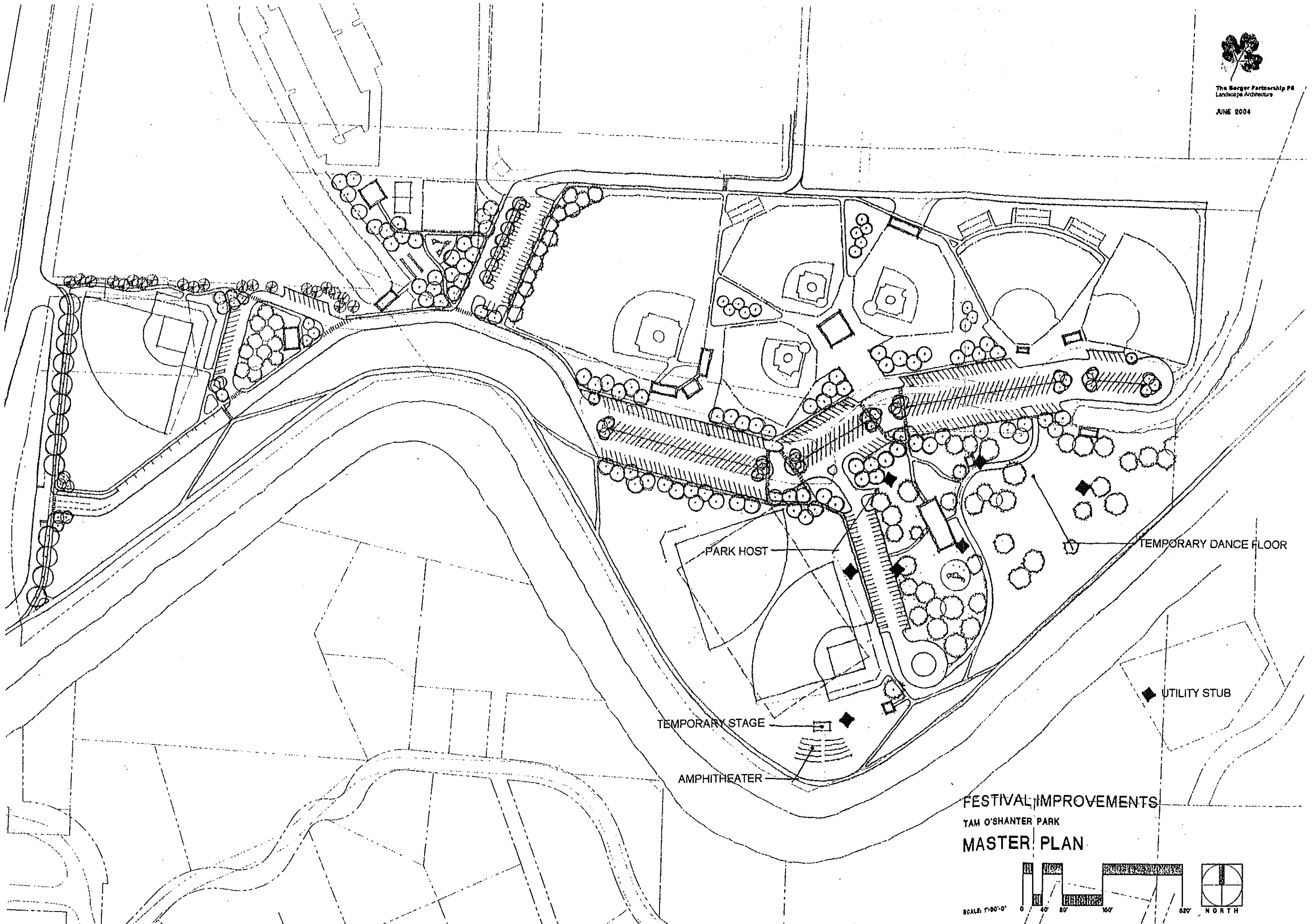






The Berger Partnership PA  
Landscape Architecture

JUNE 2004



FESTIVAL IMPROVEMENTS  
TAM O'SHANTER PARK  
MASTER PLAN

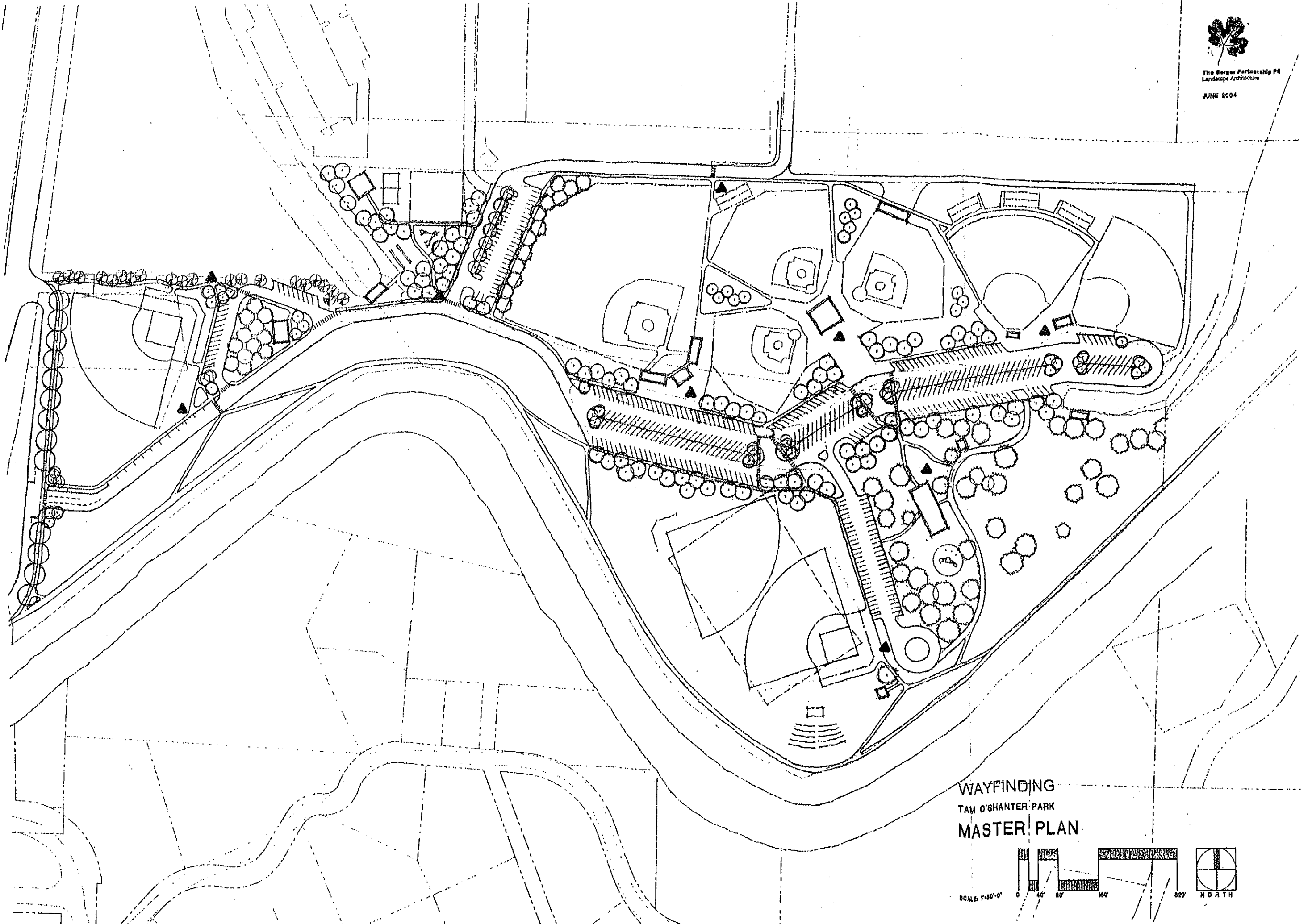




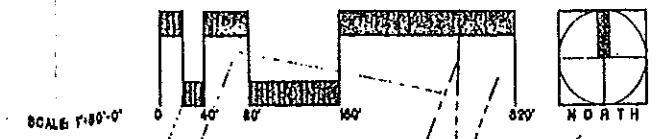


The Berger Partnership PA  
Landscape Architecture

JUNE 2004



WAYFINDING  
TAM O'SHANTER PARK  
MASTER PLAN

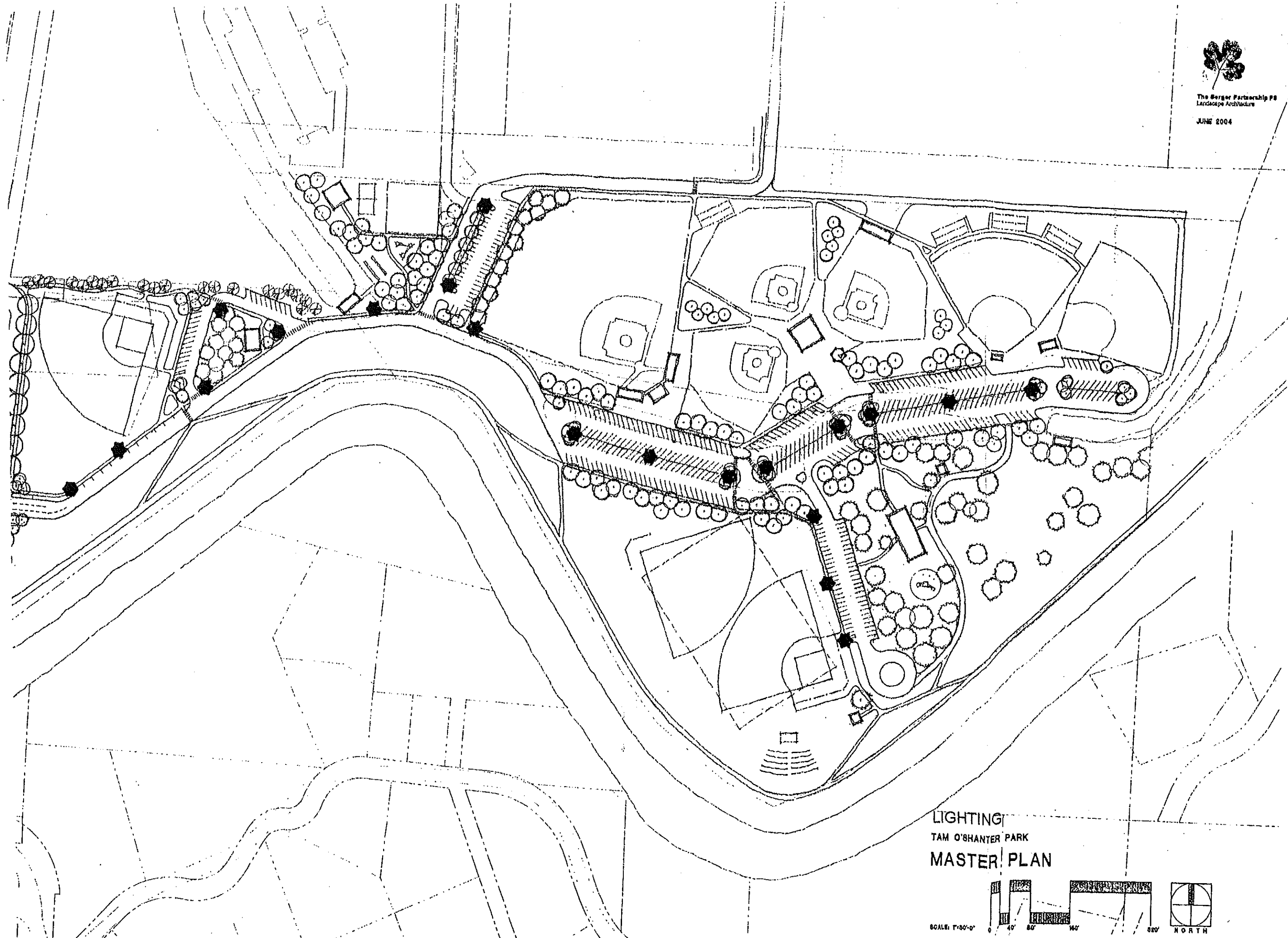






The Berger Partnership PA  
Landscape Architecture

JUNE 2004



LIGHTING  
TAM O'SHANTER PARK  
MASTER PLAN





## **Probable Cost of Construction (PCC)**

This Master Plan is intended to serve as a decision making guide for the City. It documents physical improvements that could be undertaken in the park to better meet the program needs of park users and the City. "Decision making" frequently implies spending money; therefore this plan also includes preliminary cost estimates for specific projects and items in the park. It is important to note that these costs are intended to be used as budgeting figures, and do not reflect a guaranteed construction cost, as the elements are not yet fully designed to ensure that level of accuracy.

Most park projects lend themselves to phasing, and this is the case with the Tam O'Shanter Park Master Plan. This Probable Cost of Construction (PCC) has been broken down into several geographic sections, within which specific construction items and tasks have been itemized. The cost estimate is intended to provide enough detail to allow cost information to be extracted in order to define project scope and set budgets for possible future phases.

These estimates have been prepared on the assumption that a general contractor will complete the work. We recognize that Tam O'Shanter's strong history of projects completed through volunteer efforts and donated materials, but cannot take these donations into account in these estimates.

### **Assumptions:**

With each of these estimates, you will find a list of assumptions specific to that estimate has been included. Given that these projects are at an early level of development, much of our cost work must be based on assumptions of construction type, project scope, and allowances used to estimate quantities. An awareness of these assumptions is critical in using this cost estimate as an effective tool.

### **Mark-up Definitions:**

There are numerous mark-ups that are generally applied to the direct construction costs. With Tam O'Shanter's strong history of projects completed through volunteer efforts and donated materials, the range of these mark-ups could vary greatly. For this reason, with the exception of design contingency, we have not included mark-ups on the direct construction cost, but are including these possible mark-ups for your consideration in later budgeting.

"Mark-ups" are generally required to allocate prime contractor costs beyond those that can be quantified under Direct Costs. Additional post-bid "mark-ups" may also be included to reflect additional costs to the project beyond those to the general contractor including sales tax, design fees and administrative costs. A typical percentage assigned to each of these mark-ups is noted below, and is intended to be an accurate figure but may vary based on a variety of factors.

### **Construction Contract Mark-Ups:**

Direct Construction Costs: The sum of line item costs in the estimate. They are the direct costs to the prime contractor.





Design Contingency: Design contingency is a reflection of the level of design on which the PCC is based. This contingency is an allowance to reflect unforeseen or non-quantifiable elements of the project that will be incorporated during subsequent design development work. This contingency is higher in the early phases of design and gets lower as the design approaches completion. This is not a bid contingency or an owner construction contingency. For this PCC, design contingency is assumed to be 15%.

General Conditions: Direct field costs to the general contractor, which cannot be charged to any particular item of work. These items include, but are not limited to: mobilization, job shack, phone and fax, storage shed, temporary work, demobilization etc. General conditions are generally assumed to be 5- 8%, however, the use of volunteer work greatly lowers or eliminates this number.

Contractor Overhead: Home office costs to the general contractor including, but not limited to: accounting, billing, estimating, project management, etc. Contractor overhead is generally assumed to be 5%, however, the use of volunteer labor and donated materials significantly decreases or eliminates this number.

Contractor Profit: This fee is a percentage of gross project costs. Contractor profit is generally assumed to be 6%, however, the use of volunteer work and donated materials greatly lowers or eliminates this number.

Escalation: Escalation is a provision for inflation increasing the cost of labor, material and equipment over time. Escalation is typically applied from the date of the estimate projecting to the midpoint of future construction. For the purposes of this cost estimate, given no firm timeline, no escalation has been included in this cost estimate. While a rate of escalation is highly dependent on existing economic conditions, a "ballpark" rate of .26% per month could be used in calculating various timing options.

#### POST-BID COSTS (Soft Costs)

Sales Tax: This PCC assumes no Sales Tax. However, the local sales tax rate will ultimately be applied to the costs.

Estimated Design Fees: Design costs to the consultant team to develop the design, apply for permits and produce Construction Documents to put the project out to bid. Design fees are generally assumed to be 10%-13%.

Administrative Costs: Administrative costs reflect a project contingency of 10%, and administrative cost including budgeting of city department staff's time in realizing a project. For this PCC, no such costs are included.

#### PROBABLE COST OF CONSTRUCTION QUALIFICATIONS

These Probable Costs of Construction are prepared as a guide only. The Berger Partnership makes no warranty that actual costs will not vary from the amounts indicated and assumes no liability for such variance.

This PCC is based on master plan level design.

Fees such as permits, inspections, and utility connections are not included in this PCC.

No maintenance costs are included in this PCC.





## Probable Cost of Construction

Project: Tam O' Shanter Park

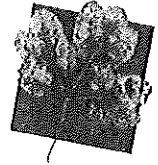
Date: June 2004

Description: Entry Area	Quantity	Unit	Unit Cost	Total
<b>Site Preparation</b>				
Tree Removal	6	EA.	250.00	1,500.00
Asphalt Removal *1	26,000	SF	0.70	18,200.00
Hauling/Dumping *2	481	CY	10.00	4,810.00
Rough Grading *3	540	CY	7.00	3,780.00
<b>Subtotal Site Preparation</b>				<b>\$28,290.00</b>
<b>Miller Field *4</b>				
12" Baseball Field Topsand	674	CY	35.00	23,590.00
6" Infield Soil	140	CY	35.00	4,900.00
Field Irrigation	46,000	SF	0.75	34,500.00
Filter Fabric/Drain Pipe @ Field	6,600	LF	0.65	4,290.00
Backstop		allow		12,000.00
Dugout Benches	4	EA	1,500.00	6,000.00
Miller Field Lights & Standards *5		allow		68,000.00
<b>Subtotal Site Preparation</b>				<b>\$153,280.00</b>
<b>Site Improvements</b>				
Parking Lot Lights & Standards	5	EA	1,700.00	8,500.00
Extruded Curb	12,500	LF	9.50	118,750.00
Asphalt Paths *6	19,000	SF	1.18	22,420.00
New Roadway/Parking Lots *7	33,000	SF	1.25	41,250.00
Entry Sign Feature		allow		10,000.00
Restrooms at Boxing Club		allow		70,000.00
<b>Subtotal Site Improvements</b>				<b>\$270,920.00</b>
<b>Landscape</b>				
Lawn Irrigation (Optional	61,000	SF	0.90	54,900.00
Controller/Hook-up *8		Allow		3,000.00
Shrubs & Groundcover @ Entry	7,000	SF	3.00	21,000.00
Lawn/Meadow (Seeding)	80,000	SF	0.15	12,000.00
Trees (Estimated)	44	EA	175.00	7,700.00
Mulch	20	CY	35.00	700.00
<b>Subtotal Landscape</b>				<b>\$99,300.00</b>
<b>Direct Construction Cost Subtotal</b>				<b>\$551,790.00</b>
Estimating Contingency @ 15%				
<b>SUBTOTAL</b>				<b>\$82,768.50</b>
<b>ENTRY AREA SITE DEVELOPMENT TOTAL</b>				<b>\$634,558.50</b>



## Probable Cost of Construction

Tam O'Shanter Park: Entry Plan



### Assumptions:

In preparing this Probable Cost of Construction, numerous assumptions have been made to address levels of design not yet fully defined or visible in the master plan drawings. These assumptions include:

1. Remove existing asphalt entry road.
2. All asphalt and associated subgrade to be removed to a depth of 6" and removed from the site. Cost savings may be achieved through on-site use as fill in the Softball Fields area.
3. A total estimated allowance of rough grading volume representing a 4" balance cut/fill has been applied to the whole area.
4. Miller Field costs assume a fully drained, irrigated and lighted field.
5. Miller Field lighting assumes 8 standards with 6 shielded cutoff fixtures each, 8 handholds, and 500 feet of trenching, wire and conduit. (N.I.C. electrical service upgrades).
6. New asphalt paths/sidewalks to 2" thick to accommodate pedestrian traffic only.
7. New asphalt roads to be 4" thick to accommodate automobile traffic.
8. Irrigation controller is listed for each area, but could be replaced by one central timer for the entire park.

Estimate does not include: W.S.S.T., design fees, contractor P&O and general conditions, permits, underground utilities, signage, athletic field accessories, renovation of existing buildings, electrical service, storm drainage.

There will be no cut on any part of the existing dike. Some additional fill may be added for trails to the bike path.



## Probable Cost of Construction

Project: Tam O' Shanter Park

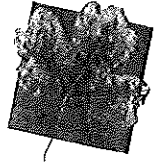
Date: June 2004

Description: Community Park Area	Quantity	Unit	Unit Cost	Total
<b>Site Preparation</b>				
Tree Removal	6	EA.	250.00	1,500.00
Asphalt Removal *1	2,500	SF	0.70	1,750.00
Haul/Dump *2	700	CY	10.00	7,000.00
Rough Grading *3	395	CY	7.00	2,765.00
<b>Subtotal Site Preparation</b>				<b>\$13,015.00</b>
<b>Site Improvements</b>				
Asphalt Paths *4	7,000	SF	1.18	8,260.00
New Roadway/Parking Lots *5	23,000	SF	1.25	28,750.00
Extruded Curb	1,200	LF	9.50	11,400.00
Parking Lot Lights & Standards	4	EA	1700.00	6,800.00
Playstructure		allow		30,000.00
Resilient Surfacing (12")	96	CY	35.00	3,360.00
Picnic Shelter		allow		25,000.00
<b>Subtotal Site Improvements</b>				<b>\$113,570.00</b>
<b>Landscape</b>				
Controller/Hook-up *6		Allow		3,000.00
Lawn Irrigation (Optional)	44,000	SF	0.90	39,600.00
Lawn (Seeded)	44,000	SF	0.15	6,600.00
Trees	35	EA	175.00	6,125.00
<b>Subtotal Landscape</b>				<b>\$55,325.00</b>
<b>Direct Construction Cost Subtotal</b>				<b>\$181,910.00</b>
Estimating Contingency @ 15%				
SUBTOTAL				<b>\$27,286.50</b>
<b>COMMUNITY PARK SITE DEVELOPMENT TOTAL</b>				<b>\$209,196.50</b>



## Probable Cost of Construction

Tam O'Shanter Park: Community Park Area



### Assumptions:

In preparing this Probable Cost of Construction, numerous assumptions have been made to address levels of design not yet fully defined or visible in the master plan drawings. These assumptions include:

1. Remove existing asphalt paths and roads where replaced by planting. Where new asphalt will be at the same location/elevation as existing asphalt, new asphalt shall be placed over the existing asphalt.
2. All asphalt and associated subgrade to be removed to a depth of 6" and reused as fill in the Softball Fields area.
3. A total estimated allowance of rough grading volume representing 4" balance cut/fill has been applied to the whole area.
4. New asphalt paths/sidewalks to be 2" thick to accommodate pedestrian traffic only.
5. New asphalt roads and parking lots to be 4" thick to accommodate automobile traffic. Savings may be achieved through applying 2" of asphalt over existing asphalt where applicable.
6. Irrigation controller is listed for each area, but could be replaced by one central timer for the entire park.

Estimate does not include: W.S.S.T., design fees, contractor P&O and general conditions, permits, underground utilities, signage, athletic field accessories, renovation of existing buildings, electrical service, storm drainage.

There will be no cut on any part of the existing dike. Some additional fill may be added for trails to the bike path.



## Probable Cost of Construction

Project: Tam O' Shanter Park

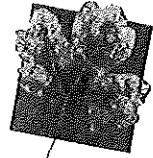
Date: June 2004

Description: Baseball Fields	Quantity	Unit	Unit Cost	Total
<b>Site Preparation</b>				
Tree Removal	15	EA.	250.00	1,500.00
Asphalt Removal * <sup>1</sup>	5,000	SF	0.70	3,500.00
Haul/Dump * <sup>2</sup>	1,025	CY	10.00	10,250.00
Rough Grading * <sup>3</sup>	2,055	CY	7.00	14,385.00
Fill Import * <sup>4</sup>	1,700	CY	11.00	18,700.00
<b>Subtotal Site Preparation</b>				<b>\$48,335.00</b>
<b>Site Improvements</b>				
Asphalt Paths * <sup>5</sup>	13,500	SF	1.18	15,930.00
New Roadway/Parking Lots * <sup>6</sup>	72,000	SF	1.25	90,000.00
Expanded Parking Area 'A'	45,000	SF	1.25	56,250.00
Parking Lot Lights & Standards	10	EA	1700.00	17,000.00
Speciality Paving at Stadium	5,200	SF	12.00	62,400.00
Speciality Paving at Tournament Plaza	3,000	SF	12.00	36,000.00
Structure at Little League Fields		allow		10,000.00
Concrete Paving * <sup>7</sup>	6,000	SF	6.00	36,000.00
Extruded Curb	1,700	LF	9.50	16,150.00
Flagpoles @ Tournament Plaza	3	EA	2000.00	6,000.00
<b>Subtotal Site Improvements</b>				<b>\$345,730.00</b>
<b>Landscape</b>				
Controller/Hook-up* <sup>8</sup>		Allow		3,000.00
Irrigation (Optional)	4,450	SF	0.90	4,005.00
Shrubs/Groundcover	4,450	SF	3.00	13,350.00
Topsoil @ Planting Islands	164	CY	40.00	6,560.00
Trees		allow		8,750.00
Mulch (2")	4	CY	35.00	140.00
<b>Subtotal Landscape</b>				<b>\$35,805.00</b>
<b>Direct Construction Cost Subtotal</b>				<b>\$429,870.00</b>
Estimating Contingency @ 15%				
SUBTOTAL				<b>\$64,480.50</b>
<b>BASEBALL FIELDS SITE DEVELOPMENT TOTAL</b>				<b>\$494,350.50</b>



## Probable Cost of Construction

Tam O'Shanter Park: Baseball Fields



### Assumptions:

In preparing this Probable Cost of Construction, numerous assumptions have been made to address levels of design not yet fully defined or visible in the master plan drawings. These assumptions include:

1. Remove existing asphalt paths and roads where replaced by planting. Where new asphalt will be at the same location/elevation as existing asphalt, new asphalt shall be placed over the existing asphalt.
2. All asphalt and associated subgrade to be removed to a depth of 6" and reused as fill in the Softball Fields area.
3. A total estimated allowance of rough grading volume representing 4" balance cut/fill has been applied to the whole area.
4. Estimated imported fill to accommodate elevation changes for sunken parking areas & the seating berms.
5. New asphalt paths/sidewalks to be 2" thick to accommodate pedestrian traffic only.
6. New asphalt roads and parking lots to be 4" thick to accommodate automobile traffic. Savings may be achieved through applying 2" of asphalt over existing asphalt where applicable.
7. Extents of new concrete paving are limited to the sidewalk along the north edge of the parking lot.
8. Irrigation controller is listed for each area, but could be replaced by one central timer for the entire park.

Estimate does not include: W.S.S.T., design fees, contractor P&O and general conditions, permits, underground utilities, signage, athletic field accessories, renovation of existing buildings, electrical service, storm drainage.

There will be no cut on any part of the existing dike. Some additional fill may be added for trails to the bike path.



## Probable Cost of Construction

Project: Tam O' Shanter Park

Date: June 2004

Description: Softball Fields	Quantity	Unit	Unit Cost	Total
<b>Site Preparation</b>				
Tree Removal	1,825	CY	40.00	73,000.00
Asphalt Removal * <sup>1</sup>	0	SF	0.00	-
Rough Grading * <sup>2</sup>	2,000	CY	7.00	\$14,000.00
Fill Import * <sup>3</sup>	1,500	CY	11.00	\$16,500.00
<b>Subtotal Site Preparation</b>				<b>\$103,500.00</b>
<b>Site Improvements</b>				
Asphalt Paths * <sup>4</sup>	12,500	SF	1.18	14,750.00
New Roadway/Parking Lots * <sup>5</sup>	45,000	SF	1.25	56,250.00
Parking Lot Lighting & Standards	10	EA	1700.00	17,000.00
Extruded Curbs	500	LF	9.50	25,000.00
Batting Cages	8	EA	7500.00	60,000.00
Specialty Paving at Softball Plaza * <sup>6</sup>	5,500	SF	12.00	66,000.00
Concrete Paving * <sup>7</sup>	3,500	SF	10.50	36,750.00
<b>Subtotal Site Improvements</b>				<b>\$275,750.00</b>
<b>Landscape</b>				
Controller/Hook-up* <sup>8</sup>		Allow		3,000.00
Lawn (Seeded)	6,000	SF	0.15	900.00
Mulch (2")	203	CY	205.00	41,615.00
Shrub/Groundcover Planting	9,000	SF	3.00	27,000.00
Trees	29	EA	175.00	5,075.00
<b>Subtotal Landscape</b>				<b>\$77,590.00</b>
<b>Direct Construction Cost Subtotal</b>				<b>\$456,840.00</b>
Estimating Contingency @ 15%				
SUBTOTAL				<b>\$45,684.00</b>
<b>PHASE FIVE SITE DEVELOPMENT TOTAL</b>				<b>\$502,524.00</b>



## Probable Cost of Construction

Tam O'Shanter Park: Softball Fields



### Assumptions:

In preparing this Probable Cost of Construction, numerous assumptions have been made to address levels of design not yet fully defined or visible in the master plan drawings. These assumptions include:

1. All existing asphalt to remain. Asphalt will either be buried under compacted fill or will receive new paving directly over the existing asphalt.
2. A total estimated allowance of rough grading volume representing 4" balance cut/fill has been applied to the whole area.
3. Estimated allowance of 1500 cubic yards of imported fill to accommodate elevation changes for all unpaved areas including the berms between the fields and the parking lot.
4. New asphalt paths/sidewalks to be 2" thick to accommodate pedestrian traffic only.
5. New asphalt roads to be 4" thick to accommodate automobile traffic. Savings may be achieved through applying 2" of asphalt over existing asphalt where applicable.
6. Extents of specialty paving at the softball plaza is as shown on the plans.
7. Extents of new concrete paving limited to the sidewalk along the north edge of the parking lot.
8. Irrigation controller is listed for each area, but could be replaced by one central timer for the entire park.

Estimate does not include: W.S.S.T., design fees, contractor P&O and general conditions, permits, underground utilities, signage, athletic field accessories, renovation of existing buildings, electrical service, storm drainage.

There will be no cut on any part of the existing dike. Some additional fill may be added for trails to the bike path.



## Probable Cost of Construction

Project: Tam O' Shanter Park  
Description: Site Wide Elements

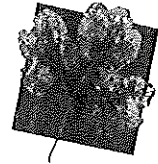
Date: June 2004

	Quantity	Unit	Unit Cost	Total
<b>Site Preparation</b>				
Tree Removal	3	EA	250.00	750.00
Rough Grading * <sup>1</sup>	1,500	CY	7.00	10,500.00
Import Fill* <sup>2</sup>	2,500	CY	11.00	27,500.00
<b>Subtotal Site Preparation</b>				<b>\$38,750.00</b>
<b>Multi-purpose Meadow</b>				
12" Field Topsand	1,850	CY	35.00	64,750.00
6" Infield Soil	280	CY	35.00	9,800.00
Filter Fabric & Drain Pipe	13,000	LF	0.65	8,450.00
Lawn (Seeded)	100,000	SF	0.15	15,000.00
Irrigation (Optional)	100,000	SF	0.90	90,000.00
Backstops		allow		9,000.00
Dugouts	4	EA	1,500.00	6,000.00
Field Lights & Standards* <sup>3</sup>		allow		80,000.00
<b>Subtotal Multi-purpose Meadow</b>				<b>\$283,000.00</b>
<b>Site Improvements</b>				
Parking Lot Lights & Standards	3	EA	1,700.00	5,100.00
Restrooms at Picnic Area		allow		70,000.00
Restrooms at Amphitheater		allow		70,000.00
Asphalt Paths * <sup>4</sup>	9,450	SF	1.18	11,151.00
New Kitchen (at Existing Picnic Shelter)		allow		20,000.00
Wayfinding* <sup>5</sup>	9	EA	2000.00	18,000.00
New Roadway/Parking Lots * <sup>6</sup>	24,000	SF	1.25	30,000.00
Amphitheater Imported Fill	1,500	CY	11.00	16,500.00
Improved Pedestrian Connection to HS		allow		5,000.00
Utility Stubs	7	EA	2500.00	17,500.00
Picnic Improvements		allow		10,000.00
Common Storage Building* <sup>7</sup>	1,400	SF	125.00	175,000.00
Common Maintenance Yard		allow		5,000.00
<b>Subtotal Site Improvements</b>				<b>\$453,251.00</b>
<b>Landscape</b>				
Controller/Hook-up* <sup>8</sup>		Allow		3,000.00
Lawn Irrigation (Optional)	50,000	SF	0.90	45,000.00
Lawn (Seeded)	50,000	SF	0.15	7,500.00
Trees	20	EA	175.00	3,500.00
Mulch (2")	3	CY	35.00	105.00
<b>Subtotal Landscape</b>				<b>\$59,105.00</b>
<b>Direct Construction Cost Subtotal</b>				<b>\$834,106.00</b>
Estimating Contingency @ 15%				
<b>SUBTOTAL</b>				<b>\$125,115.90</b>
<b>SITE WIDE ELEMENTS TOTAL</b>				<b>\$959,221.90</b>



## Probable Cost of Construction

Tam O'Shanter Park: Site Wide Elements



### Assumptions:

In preparing this Probable Cost of Construction, numerous assumptions have been made to address levels of design not yet fully defined or visible in the master plan drawings. These assumptions include:

1. A total estimated allowance of rough grading volume representing 4" balance cut/fill has been applied to the whole area.
2. Estimated allowance of 1500 cubic yards of imported fill to accommodate elevation changes for between the multi-purpose meadow and the dike.
3. Multi-purpose field lighting assumes: 10 standards with 6 shielded cutoff fixtures each, 10 handholds and 1000 feet of trenching, wire and conduit. (N.I.C. electrical service upgrade)
4. New asphalt paths/sidewalks to be 2" thick for pedestrian traffic only.
5. Wayfinding signage is identified at 9 key locations in the park and is budgeted at an estimated cost of \$2,000 per sign.
6. New asphalt roads to be 4" thick to accommodate automobile traffic.
7. Cost for the common storage building assumes a structure of 20' X 70' (1400sf) at a cost of \$125 per square foot.
8. Irrigation controller is listed for each area, but could be replaced by one central timer for the entire park.

Estimate does not include: W.S.S.T., design fees, contractor P&O and general conditions, permits, underground utilities, signage, athletic field accessories, renovation of existing buildings, electrical service, storm drainage.

There will be no cut on any part of the existing dike. Some additional fill may be added for the amphitheater and trails to the bike path.



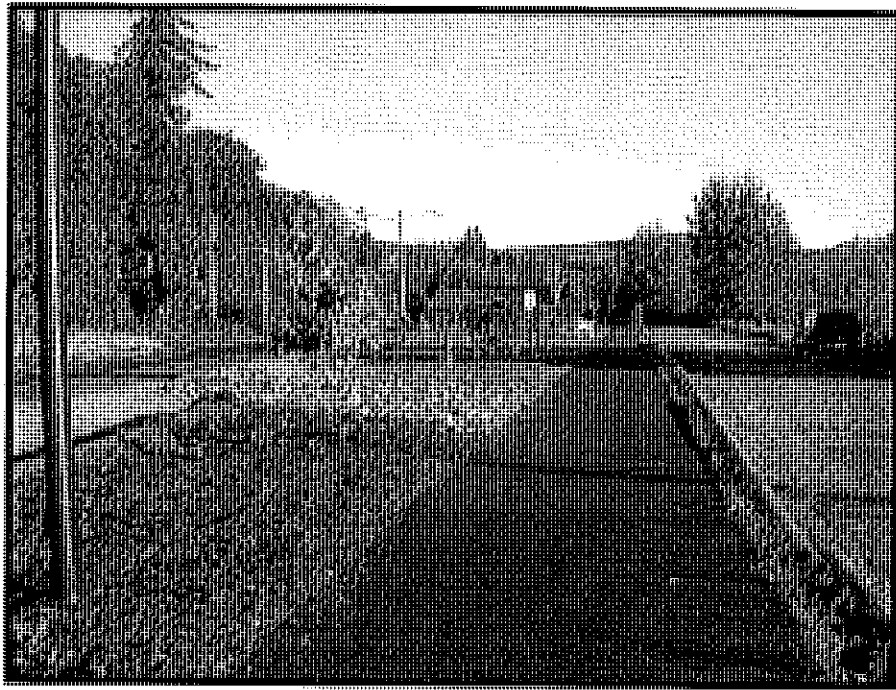
**APPENDIX C**

**REGIONAL TRAILS PLAN**

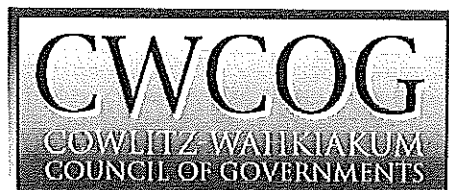


# Cowlitz

## Regional Trails Plan



**December 2006**





# Cowlitz Regional Trails Plan

*December 2006*

*Prepared for:*

Castle Rock

Kalama

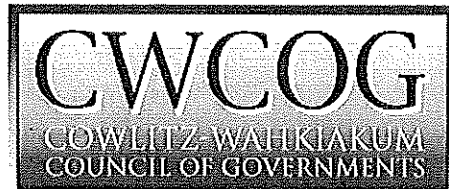
Kelso

Longview

Woodland

Cowlitz County

*By the:*



207 4<sup>th</sup> Avenue North Adm. Annex, Kelso, WA 98626

(360) 577-3041; FAX (360) 425-7760

[www.cwcog.org](http://www.cwcog.org)



## **ACKNOWLEDGEMENTS**

The following individuals, jurisdictions and groups are greatly appreciated for their thoughtful contributions to this plan:

Groups - Martha Monahan - Mount St. Helens Hiking Club  
Jeff Byman - Byman's Bikes  
Sam Korff – Longview Volkssport Club

Jurisdictions - Kent Cash – Cowlitz County  
Dave Vorse - City of Castle Rock  
Carl McCrary - City of Kalama  
Mark Wilson - Port of Kalama  
Kent Anderson - City of Kelso  
Rich Bemm, John Bean - City of Longview  
Rob VanderZanden - City of Woodland  
Ron Colbert – Consolidated Diking Improvement District No.1 (Retired)

CWCOG ensures full compliance with Title VI of the Civil Rights Act of 1964 and the American Disabilities Act of 1990 by prohibiting discrimination against any person on the basis of race, color, national origin, sex or disabilities in the provision of benefits and services resulting from its federally assisted programs and activities. For questions or need special accommodations to participate, contact Title VI Program Coordinator at (360) 577-3041.



# TABLE OF CONTENTS

<b><u>Chapters</u></b>	<b><u>Page</u></b>
<b>1. Introduction</b>	
Introduction .....	1
Background and Planning Process.....	1
Recommended Adoption Process .....	2
<b>2. Demographic Needs Assessment</b>	
Area Population .....	4
Senior Population.....	5
Chronic Disease and Obesity .....	5
<b>3. Mission, Goals and Policies</b>	
Mission Statement.....	8
Goals .....	8
Policies.....	9
<b>4. Existing and Potential Trail Systems</b>	
Castle Rock .....	15
Kelso .....	16
Longview .....	18
Kalama .....	23
Woodland.....	24
Cowlitz County .....	25
<b>5. Capital Facilities</b>	
Evaluation Criteria.....	28
Development Standards .....	29
<b>Tables</b>	
1. Cowlitz County Population Growth, 1960-2000 .....	4
2. April 1, Population of Cities, Town & Counties .....	4
3. Population Age 65 and Older .....	5
<b>Figure</b>	
1. Trends in Obesity, Washington and United States, 1990-2002.....	6
<b>Appendix</b>	
Maps – Existing and Potential Trails	
City of Castle Rock	
City of Kelso	
City of Longview	
City of Kalama	
City of Woodland	
Cowlitz County (3)	



# CHAPTER 1

## INTRODUCTION

### INTRODUCTION

Cowlitz County and its cities and communities are experiencing steady growth, especially since 2001. As more citizens settle into our communities, the demand for recreational opportunities continues to grow, as families want easily accessible and safe recreational opportunities close to home. Citizen surveys done for area park and recreation plans bear this out.

The Cowlitz Regional Trails Plan was developed to identify new and enhanced pedestrian and bicycle trails throughout the county. It is intended to be used to assist the cities and county in the development of new on and off-road trails and improvements or extension of existing facilities. With the adoption of this plan, eligibility for funding opportunities is greatly enhanced.

Recognition of recreational opportunities as an integral part of an area's "quality of life" is the first step in improving the lives of Cowlitz County citizens. This Regional Trails Plan, therefore, is an important first step in expanding those opportunities.

The ability of bicyclists and pedestrians to safely use public streets and separated pathways is an important part of fulfilling this quality of life. Increased walking and bicycling results in less automobile traffic on our streets, lessening street deterioration and costs for street repairs, and reducing air pollution, all of which contribute to a healthier community through increased exercise. Finally, increased gasoline prices have brought about a resurgence of bicycling and walking, with more people using these means for economic reasons. The development of trails also offers opportunities to preserve, enhance, and provide interpretation about the important elements of our natural environment.

This plan envisions a system of urban trails which provide an on- and off-street network of recreation, transportation, and wildlife habitat viewing corridors around the region. The trails are located and designed to provide neighborhood links to commercial areas, schools, parks, employment centers, wildlife habitat areas, and also promote green space.

It is important for area jurisdictions to acquire land or easements and begin to develop additional trails now so that as our communities grow, rights of way for trails are preserved, recreational opportunities are enhanced, and citizens have places to walk and ride bicycles as an alternative to driving. The purpose of this plan is to guide future trail development within the region in a manner that is unified and cohesive. The trails are intended to be developed in ways that are aesthetically pleasing, environmentally sensitive, and functionally sound.

### BACKGROUND AND PLANNING PROCESS

The Cowlitz Regional Trails Plan is a product of collaboration by representatives from Cowlitz County, the cities of Castle Rock, Kalama, Kelso, Longview, and Woodland, the Port of Kalama, the Mount St. Helens Hiking Club, Byman's Bikes, and the local Volkssport chapter. They comprised the project steering committee.



- A. Adopt the Regional Trails Plan as an overall guide.  
The Regional Trails Plan is designed to guide future trail development with the goal being the eventual development of an interconnected trail network built to the same or similar standards region wide.
- B. Adopt the goals and maps into your comprehensive and/or park and recreation plans.  
Adopting the goals and mapped trails into comprehensive and/or park and recreation plans gives the jurisdictions the ability to directly develop new or extended trails or work with developers to incorporate trails in new development.

It is also recommended that each jurisdiction add a phasing plan for the development of trails in their plans. It is not recommended to add the entire trail network but to prioritize trail development and phase implementation accordingly.

- C. Develop common standards.  
Adopting common development standards ensures that trail development between jurisdictions is compatible.
- D. Adopt projects into local Transportation Improvements Programs (TIPs).  
Adopting trail projects into local Transportation Improvement Programs enhances opportunities for federal funding and prioritizes the projects against other regionally significant automobile and pedestrian oriented projects.



## CHAPTER 2

### DEMOGRAPHIC NEEDS ASSESSMENT

#### AREA POPULATION

Cowlitz County is the 12<sup>th</sup> most populous county in Washington State and ranks 28<sup>th</sup> in geographic size. The population of Cowlitz County has increased over sixty percent in the forty years between 1960 and 2000 (Table 1). The 2000 United States Census provides the most recent and accurate account of the population of the county and its jurisdictions, while the Washington State Office of Financial Management (OFM) forecasts population estimates between the census years. On the first of every April, OFM forecasts are issued and are often used for revenue distribution and program administration for local governments. According to the OFM, the 2004 population estimate of Cowlitz County was 95,300. From 2000 to 2004, the population increased 2.53% (Table 2) as retirees and commuters moved to Cowlitz County to take advantage of low housing costs, accessibility to nearby cities (Portland, Vancouver, Olympia, and Seattle/Tacoma), abundant recreation opportunities, and charming communities. Most people in Cowlitz County (58%) live in one of the incorporated cities of Longview, Kelso, Castle Rock, Kalama, or Woodland, while approximately 42% live in unincorporated Cowlitz County. The population in these unincorporated areas is increasing nearly 50% faster than in incorporated cities, suggesting a growing need for a trails system that serves growing unincorporated areas as well as individual cities.

<b>Table 1. Cowlitz County Population Growth, 1960-2000</b>					
	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
<b>Total</b>	57,801	68,616	79,548	82,119	92,948
<b>Change</b>		10,815	10,932	2,571	10,829
<b>Percent Change</b>		18.71%	15.93%	3.23%	13.19%

Source: *CensusScope.org*

<b>Table 2. April 1, Population of Cities, Towns, and Counties</b>			
	<b>Census 2000</b>	<b>Estimate 2004</b>	<b>Percent Change 2000-2004</b>
<b>Cowlitz</b>	92,948	95,300	2.53
<b>Unincorporated</b>	38,792	40,000	3.11
<b>Incorporated</b>	54,156	55,300	2.11
<b>Castle Rock</b>	2,130	2,150	0.94
<b>Kalama</b>	1,783	1,950	0.94
<b>Kelso</b>	11,895	11,800	-0.8
<b>Longview</b>	34,660	35,340	1.96
<b>Woodland (part)</b>	3,688	4,060	10.08

Source: *Washington State Office of Financial Management*

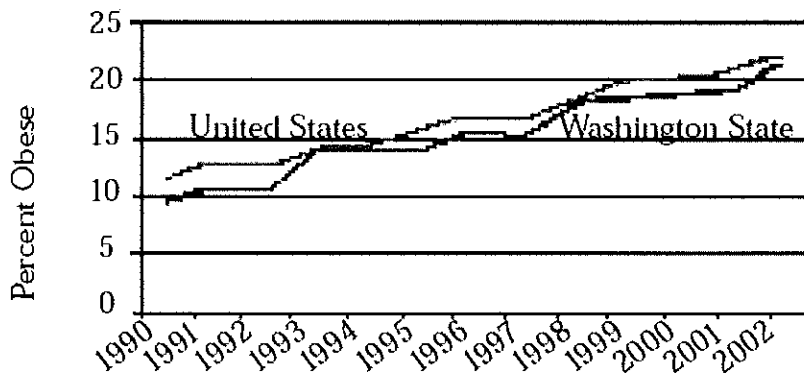
For a more detailed analysis of population and demographic factors for each Cowlitz County jurisdictions, see local parks and recreation and comprehensive plans.



obese. The number of obese (highly overweight) people has steadily increased in both Washington State and the country in recent years (Figure 1). The financial implications of an overweight population are well documented; in 2000, the Surgeon General estimated that the annual direct and indirect economic consequences of obesity were over \$117 billion with most costs due to type 2 diabetes, coronary heart disease, and hypertension.

Figure 1.

## Trends in Obesity, Washington and the United States, 1990-2002



Source: Behavioral Risk Factor Surveillance System,  
<http://www.cdc.gov/brfss/index.htm>

### Risks associated with overweight and obesity includes:

- Heart disease
- Type 2 diabetes
- Complications of pregnancy
- High blood cholesterol
- Stroke
- Hypertension
- Osteoarthritis
- Cancer (endometrial, colon, kidney, gallbladder, and postmenopausal breast cancer)
- Increased surgical risk
- Sleep apnea

\* From "The Surgeon General's Call To Action To Prevent and Decrease Overweight and Obesity," 2001.

### Implications for Children and Youth

The steady increase in obesity is also seen in our young adult populations: the percentage of young people who are overweight has more than tripled in the past two decades. The National Center for Health Statistics reports that in 2003-04, 17.1% of children and adolescents 2-19 years of age (over 12.5 million) were overweight. This rapid increase in obesity rates among youth has corresponded to other trends, including the reliance on sedentary entertainment such as television and video games, decreased enrollment in PE classes, and a decrease in physically active



## CHAPTER 3

### MISSION, GOALS & POLICIES

#### MISSION STATEMENT

To develop a network of trails and bikeways throughout the county that will interconnect jurisdictions, parks, open space, shopping areas, schools and other activity centers in order to offer alternative transportation and promote recreation and healthy lifestyles.

#### GOALS

These goals are intended to guide the county and the cities in the development of the trail plan network. It is suggested that these goals be adopted into each jurisdiction's comprehensive and/or parks and recreation plan.

##### *Health and Wellness*

- ◆ Establish and promote good health through the development and use of bikeways and pedestrian paths that link users with neighborhoods, community and recreational facilities, open space, commercial areas, schools, and other activity centers.

##### *Infrastructure/Connectivity*

- ◆ Improve the conditions for bicycling and walking, including safety, accessibility, comfort, convenience, and access for people with disabilities.

##### *Alternative Transportation*

- ◆ Reduce dependence upon automotive transportation where concentrations of population, shopping, employment opportunities, and community facilities are located.

##### *Community Assets*

- ◆ Promote the enjoyment, use, and conservation of recreational facilities, historic/cultural sites, scenic vistas, landscapes, wildlife habitat, and open space through a connected system of trails and bicycling networks.

##### *Community Revitalization*

- ◆ Encourage community and economic revitalization by creating and enhancing bicycling and pedestrian paths that draw visitors, improve property values, and enhance quality of life.

##### *Funding/Capital Improvements*

- ◆ Maximize the use of scarce resources through the coordination of planning and implementation efforts between local governments, special districts and potential funding sources.



10. Promote “green infrastructure” where appropriate and feasible for meeting stormwater, circulation, or other land development requirements, especially in circumstances where it can provide additional connections to the pedestrian/bicycling network.
11. Adopt tools and incentives to encourage development of an interconnected system of bicycling and pedestrian networks, through concepts such as planned unit developments, residential clustering, or a density bonus for dedication of pathways that could serve as meaningful links in the current or proposed system.
12. When permitted by law, create an impact fee formula to encourage developers to pay their share to the jurisdiction’s park and open space system based on their proportionate share of impact.
13. Identify areas that are deficient in parklands, open space, and trails and pursue the acquisition of land prior to losing the opportunity to private development.
14. Actively pursue outside sources of funds, including state, federal and private programs that encourage acquisition and development of parks, trails and open space.
15. When acquisition of land for trails is not feasible or is cost-prohibitive, pursue easements to allow public access along those pathways.
16. Promote the conversion of abandoned rail and other rights-of-way to trails.
17. Adopt the National Parks and Recreation Association (NRPA) recommendation as a goal for the provision of facilities. This standard recommends one mile of jogging/bicycling trail for every 2,000 persons. Based on the 2004 estimates of population for cities, towns and counties prepared by the Washington State Office of Financial Management (OFM), this rule of thumb would result in the following goals:

<b><u>Jurisdiction</u></b>	<b><u>Population</u></b>	<b><u>Trail Miles</u></b>
Longview	35,340	17.7
Kelso	11,800	5.9
Woodland	4,060	2.0
Castle Rock	2,150	1.1
Kalama	1,950	0.9
Unincorporated	<u>40,000</u>	<u>20.0</u>
<b>Total</b>	<b>95,300</b>	<b>47.7</b>

18. Address the needs of the disabled when designing transportation projects, particularly those involving bicyclists and pedestrian users. Ensure that the design, construction, operation and maintenance of facilities allow all pedestrians, including people with disabilities, to travel safely and independently. This includes facilities such as sidewalks, shared use paths, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways.
19. Construct pedestrian facilities which meet or exceed *Americans with Disabilities Act* standards.



9. Multi-use paths should be discouraged when adjacent to roadways, except with adequate separation (5 foot minimum), over short distances.

### ***Design Policies***

1. Promote coordination between local governments and potential funding sources to identify facility needs and develop facility standards. Adopt standards to ensure uniformity of facilities connecting different jurisdictions.
2. Develop a manual of specifications for design of pedestrian and bicycling facilities that will ensure safety and continuity of facilities between jurisdictions. Utilize the best currently available standards and guidelines. These include:
  - AASHTO's (American Association of State Highway and Transportation Officials) *Guide to the Development of Bicycle Facilities*,
  - AASHTO's *A Policy on Geometric Design of Highways and Streets*
  - ITE's (Institute of Transportation Engineers) recommended practice on *Design and Safety of Pedestrian Facilities*
  - WSDOT's *Pedestrian Facilities Guidebook*
  - Federal Highways Administration's *Selecting Roadway Design Treatments for Bicyclists*; and,
  - MUTCD (*Manual on Uniform Traffic Control Devices*).
3. Encourage innovation in engineering decisions to provide accessible, safe and convenient facilities. For example:
  - Collector and arterial streets should have a minimum of four feet for a striped bicycle lane; however, wider lanes may be necessary in locations with parking, curb and gutter, heavier and/or faster traffic.
  - Collector and arterial streets will have a minimum of four foot wide sidewalks on both sides of the street; however, wider sidewalks and landscaped buffers may be advisable in locations with higher pedestrian or traffic volumes and higher vehicle speeds.
  - Rural arterials should have a minimum of paved shoulder width of four feet; however, wider shoulders (or marked bike lanes) and accessible sidewalks and crosswalks may be needed in more rural areas, and where traffic volumes and speeds increase.
4. Improve safety and increase capacity while promoting alternative travel modes by re-striping or reconstructing streets to reduce the number of through travel lanes. Where appropriate, narrow four-lane urban streets, incorporate two-way left turning lanes, and add bicycling and pedestrian facilities. Use the following criteria for identifying roadways appropriate for this treatment:
  - Moderate volumes (8-15,000 ADT), up to 30,000 ADT as a maximum
  - Roads with identified safety issues
  - Transit corridors
  - Popular or essential bicycle routes and links
  - Main streets
  - Entertainment districts
  - Commercial reinvestment areas
  - Historic areas and scenic roads



20. Avoid two-way travel in bicycle lanes. Consider allowing two-way traffic only when:
  - avoiding double crossings or sidewalks,
  - on the left side of a one-way street.
21. Design the intersections of off-street routes with streets so that only non-motorized vehicles may safely enter or exit the facility. Provide adequate opportunities for bicyclists and pedestrians to cross or merge with traffic.
22. Design off-street paths along active rail corridors in a manner that protects safety of those using the facility.
23. Provide ingress/egress points at regular intervals to increase safety along fenced trails so that users have multiple opportunities to enter or exit the trail.
24. Provide street intersections and interchanges that encourage safety and ease of crossing for pedestrians and bicyclists.
25. Avoid paths with extended grades in excess of 5%, unless mitigation efforts are made, such as installing a wider pathway, signage, switchbacks, or guard rails. Follow the AASHTO grade scales for recommended path lengths for grades in excess of 5%.

### ***Maintenance Policies***

1. Improve bicycling and walking conditions and prevent deterioration or unsafe/impassable conditions through regularly scheduled maintenance of facilities. This includes seasonal sweeping, cutting vegetation to provide adequate clearance and sight distance, replacing or repairing signs, striping or grates, filling potholes and pavement cracks, and inspecting patchwork following utility work or other excavation.
2. Maintain local capital improvement plans so there is regular funding for the bicycle and pedestrian program in order to acquire rights-of-way, construct new facilities, retrofit inadequate facilities and refurbish older facilities. Include funding for facility evaluation, maintenance and repair.



## CHAPTER 4

### EXISTING AND POTENTIAL TRAIL SYSTEMS

Existing trails were studied to see how many and what kind of trails we currently have in the region. Also, the potential for expansion and possible trail connections are explored. The trail numbers below correspond to the numbers on each of the attached trail system maps.

#### **Castle Rock Trail System**

Currently, the City of Castle Rock has a population of 2,150 and 2.2 miles of trail. Castle Rock's recent facilities have increased the trail system throughout the community. According to the National Parks and Recreation Association standards they exceed the minimum by 1.1 miles (see City of Castle Rock map), and currently have five miles of proposed trails within the City limits.

#### ***Existing Off-Road Trails***

##### **1. Riverfront Trail (West)**

The Riverfront Trail runs along the west side of the Cowlitz River from Green Acres to Camelot. The majority of the trail is proposed except for a portion in the middle from Mosier Road to Whittle Creek.

##### **2. Riverfront Trail (East)**

The Riverfront Trail runs along the east side of the Cowlitz River from Lions Pride Park to the intersection of N. Huntington Avenue and SR 411. The trail is paved and lighted.

##### **3. The Rock Community Park Trail**

The City is named after this rock formation which has a trail to the top of the hill where a picnic shelter and a bench are located.

#### ***Potential On-Road Trails***

##### **4. Cowlitz Street Jogging Trail**

The trail is on-street, it follows Cowlitz Street from Winfield Drive to the end turning south on 3<sup>rd</sup> Street and then across the A Street bridge where it continues to Uniker Road.

##### **5. Front Avenue Trail**

This trail is on-street from Dike Road to Spirit Lake Memorial Highway where it ties into the Riverfront Trail (East).

##### **6. Buland Drive/Pioneer Street Trail**

This is an on-street trail that completes a loop with the Front Avenue Trail. It follows Buland Drive from the Riverfront Trail east to Pioneer Avenue, following Merrill north to Spirit Lake Memorial Highway.

##### **7. Frontage Road Trail**

This is an on-street trail that follows the Frontage road on the east side of Interstate-5 through Castle Rock.



## ***Potential On-Road Trails/Paths***

### **7. Cowlitz-Coweeman On-Street Connection**

Some on-street connections are necessary in order to make an entire loop trail around the city of Kelso. The northern portion of the loop would be on-street, and connects the north end of the Cowlitz River Dike with the north end of the Coweeman River Dike Trail. The route leaves the Cowlitz River dike at Barnes Street and runs east until it reaches Bowmont Avenue. The trail runs south down Bowmont and across to North Kelso Avenue, following it to Burcham Street and going east, up the stairway located adjacent to Huntington Middle School. At the top of the stairs, the trail continues east on Burcham to 7<sup>th</sup> Avenue and turns northeast, across the I-5 overpass to Minor Road. At Minor Road, the trail travels south until it reaches Burcham, where it branches to the east near Butler Acres Elementary School. At Bates Road, it turns north and then east on Bloyd. From Bloyd, it heads south down 22<sup>nd</sup> Avenue and connects into 23<sup>rd</sup> Avenue south to Allen Street. The trail follows Allen Street to the east until it reaches the connection with Coweeman Dike Trail across from Corduroy Road.

### **8. Allen Street**

This on-street trail would serve as a connection between east and west Kelso as well as the Cowlitz and Coweeman dike trails. It would follow Allen Street west from Corduroy Road, across Allen Street Bridge, connecting with West Main Street to Cowlitz Way.

### **9. Kelso Drive**

This trail would allow for connections to the south. The trail would start at Minor Road on the east side of I-5, and follow it south where it turns into Kelso Drive and then following it to Old Highway 99.

### **10. Grade Street Loop**

This on-street trail would connect the Kelso Drive trail and the Cowlitz-Coweeman connection and guide pedestrian access near the Three Rivers shopping area. It would follow Grade Street from its intersection with Kelso Drive northwest turning north on 5<sup>th</sup> Avenue, east on Crawford and north on 7<sup>th</sup> Avenue until it connects with Burcham Street.

### **11. Mill Street**

This trail would provide pedestrian access through the downtown area. It would travel west on Mill Street from Grade Street to South Pacific Avenue.

### **12. Wallace Trail**

This trail would serve the neighborhood around Wallace Elementary School and provide access to the Lads and Lassies Park. The trail will travel south along 11<sup>th</sup> Avenue starting at Mill Street, turning west on Elm Street, south on 5<sup>th</sup> Avenue until it ties into Yew Street. This trail also acts as a connection between the downtown area and Kelso Railroad Trail.



link running to the north connecting Cut-Off Slough to Ditch #6. The trail continues along Cut-Off Slough until it reaches Jimmer Place, where a link is needed to cross south on Ocean Beach Highway in order to reach the Olive Way Trail. The trail continues east along Cut-Off Slough until it intersects with Olympia Way, where there is a vacant lot at the trailhead that could accommodate parking, if acquired.

**6. Olive Way Trail**

This trail would begin at Mt. Solo Middle School on Mount Solo Road and run parallel to the ditch along the Olive Way right-of-way until it reaches 35<sup>th</sup> Avenue. The trail would be an off-road trail until it reaches Olive Way. The ditch has culverts for crossings at 44<sup>th</sup> and 38<sup>th</sup> Avenues. Another link to the Cut-Off Slough Trail follows a ditch running north along 35<sup>th</sup> Avenue and crossing Ocean Beach Highway. The Olive Way Trail would serve as a connecting route to other West Longview and downtown Longview trails. The City of Longview owns the majority of the property because of proposed future developments.

**7. Olive Way-Cut-Off Slough Connection**

This small section would serve as a connection between the Olive Way Trail and Cut-Off Slough Trail. The trail would run along the ditch on 35<sup>th</sup> Avenue, between Memorial Park Drive and Ocean Beach Highway. On the north side of Ocean Beach Highway the trail would follow the CDID #1 maintenance driveway into Cut-Off Slough.

**8. Cut-Off Slough-Pacific Way Connection**

This trail would serve as a connection between Cut-Off Slough and Ditch #6 (Pacific Way Trail). It runs south from Ditch #6 between 38<sup>th</sup> and 36<sup>th</sup> Avenues and runs along the west side of a small ditch. The trail follows the ditch, and would cross over Pennsylvania and Oak streets, connecting with Cut-Off Slough Trail.

**9. Morse Park Way Connection**

This trail would serve as a link to the Olive Way Trail and the Mount Solo Village Trail. It would connect Mount Solo Road to the Olive Way Trail from the intersection at Mount Solo Road and Morse Park Way. The trail would run through Roy Morse Park and under the power transmission corridor until it joins the ditch along the Olive Way Trail.

**10. Mount Solo Village Trail**

This trail would serve as a connection route from the Mount Solo Village and Island Drive developments to other West Longview and Willow Grove trails. A horseshoe-shaped trail along Island Drive connects through the street system to Willow Grove Road. The eastern end of this short trail connects to a ditch owned by CDID #1 (following on the easterly side) and joins an existing trail on the west side of the Mount Solo Village development. The trail would continue out of Mount Solo Village along the ditch and end behind Cowlitz 2 Fire Station on Ocean Beach Highway. Another connection exists between Mount Solo Village and Morse Park Way.



#### **18. 32nd Avenue Trail**

This trail would start at the intersection of Ocean Beach Highway and 32<sup>nd</sup> Avenue. It runs south along the west side of 32<sup>nd</sup> Avenue as an on-street trail until Michigan Street. At Michigan, the trail goes off-street and runs along Ditch #2. When the trail meets Maple Street it follows the ditch behind houses on 32<sup>nd</sup> Avenue. The trail continues behind these houses until Fir Street, where it follows the ditch along 32<sup>nd</sup> Avenue. At Dover Street the trail would have to become an on-street trail along 32<sup>nd</sup> Avenue until it reaches Washington Way. Washington Way would serve as a connection to this trail for downtown Longview and industrial area trails. Washington Way has a trail that runs parallel along the entire length of the road on the east side.

#### **19. 3rd Avenue Trail**

This trail starts at the intersection of Ditch #3 and Ditch #4 (Industrial Way and 3<sup>rd</sup> Avenue). The trail runs north along Ditch #4 and parallel to Third Avenue, with crossings at the entrance to Home Depot and at Tennant Way. The trail continues north under the Tennant Way overpass, across Frontage Road and up onto the dike located behind businesses fronting on 3<sup>rd</sup> Avenue. The trail leaves the dike and crosses Hudson Street, and continues along a ditch between 7<sup>th</sup> and 3<sup>rd</sup> Avenue, ending at Peardale Lane. At Peardale, an on-street connection is needed in order to run east to the Cowlitz River Dike. This trail would serve as a connection to other trails in the industrial area, along the Cowlitz River, and to downtown Longview.

#### **20. Cowlitz River Dike Trail**

This could serve as a major dike trail with connections to many trails leading to downtown and the industrial area trails. It starts on West Side Highway at Nevada Drive and runs south along the Cowlitz-Columbia railroad tracks to Fishers Lane, where it crosses West Side Highway and runs along the dike south to Gerhart Gardens. (Nevada Drive is also an on-street link to other West Longview trails, running the length of Nevada Drive into Laurel Park Drive and connecting to the Pacific Way Trail.) The section of the trail from Allen Street to Gerhart Gardens is currently under study by the city of Longview. From Gerhart Gardens, the trail continues south along the Cowlitz River under the SR 432 overpass, under the railroad trestle and along a peninsula jutting into the Cowlitz River.

#### **21. Peardale Lane Connection**

This trail would serve as a connection between the 3<sup>rd</sup> Avenue trail and the Cowlitz River Dike trail. The trail would be an on-street trail that would run east along Peardale Lane, cross 3<sup>rd</sup> Avenue and run along side a parking lot up onto the Cowlitz River Dike.



## **Kalama Trail System**

Currently, the City of Kalama has a population of 1,950 and 0.6 miles of trail. According to the National Parks and Recreation Association standards, they don't meet the minimum mileage requirement and have 5.3 miles of potential trails (see City of Kalama map).

### ***Existing Off-Road Trails***

#### **1. Kalama Marina Trail**

This trail passes through the marina, Marina Park, Louis Rasmussen Park and has a pedestrian overpass over the railroad tracks allowing connection to the downtown area.

#### **2. Industrial Trail**

This multi-use gravel trail traverses through the industrial park. It branches south from West Kalama River Road and makes a loop back to Fisherman's Loop Road.

#### **3. Kress Lake Trail**

This trail makes a loop around Kress Lake (located off Old Highway 99).

#### **4. Ship Watch Trail**

This trail is provided for the Ship Watch residential development. It is an off-road connection between Ship Watch Road and Waters Watch Circle.

### ***Potential On-Road Trail/Paths***

#### **5. Frontage Road Connection**

This trail would branch north from the railroad overpass. It would travel north on Frontage Road, west over I-5 on Oak Street, turning north again on Hendrickson Drive, connect with the Industrial Trail, branch east off-road along the Kalama River under the freeway and connecting to Kalama River Road.

#### **6. Meeker Drive Trail**

This is another alternative to the Frontage Road Connection. It would follow the Frontage Road and branch east on Kingwood Street, turn north on Meeker Drive and tie into Kalama River Road.

#### **7. Elm Street**

This trail would connect the Marina Trail with the school. It would start at the railroad overpass, traveling east up Elm Street to the school district property.

#### **8. Marina Extension Loop**

This trail would extend south from the Kalama Marina Trail along Hendrickson Drive, cross over I-5 on Robb Road, and turn north on Old Pacific Highway tying into the railroad overpass. This would make a loop on the south end of town.

#### **9. Cloverdale Road**

This trail would serve as a connection between Kalama and the City of Woodland by traveling south on Cloverdale Road. From there, it becomes a Cowlitz County trail.



## ***Potential Off-Road Trails***

### **7. Lewis River Trail**

The Lewis River trail would be a scenic trail along the Lewis River. It would begin on the east side of the airport and travel north along the river, connecting with Lewis River Road south of Cherry Blossom Lane, and branching off-road again at North Goerig Street. It would then follow the river and cut north up to Fir Lane.

## **Cowlitz County Trail System**

Currently, Cowlitz County has a population of 95,300 and lacks trail mileage for its population. The county has 237 miles of proposed trails (see Cowlitz County maps 1-3).

## ***Potential On-Road Trails/Paths***

### **1. SR 411 Trail**

This trail would follow SR 411 from the north county line to Fishers Lane in Kelso.

### **2. Quick Road Loop**

This trail would be a bicycle loop that travels north on Umiker Road, east on Quick Road and tie into the SR 411 Trail.

### **3. Spirit Lake Memorial Highway Trail**

This trail would start at exit 49 off Interstate 5 and travel northeast up the memorial highway to the Mount St. Helens National Monument.

### **4. Tower Road Loop**

This trail would be a loop off of the Spirit Lake Memorial Trail. It would travel northeast along the entire length of Tower Road.

### **5. Headquarters Loop**

This trail would create a loop off of the Castle Rock Frontage Road Trail. It would branch off of Spirit Lake Memorial Highway at Silver Lake Road South, travel south and tie into Headquarters Road, then southwest down to Interstate-5 and tie into the Frontage Road.

### **6. Delameter/Coal Creek Trail**

This trail would connect Castle Rock to West Longview. It would follow Delameter Road southwest, tying into Coal Creek Road traveling south to Ocean Beach Highway.

### **7. Hazel Dell Loop**

This trail would create a loop for the SR 411 Trail. From SR 411 the trail would branch west on Delameter Road, south on Hazel Dell and tie back into SR 411 north of Lexington.

### **8. Riverside Park Trail**

This trail would be a non-connecting route and would serve the Lexington community around Riverside Park. The trail would run in a horseshoe pattern around Riverside Park, starting at the intersection of the Cowlitz River Dike and West Side Highway, north of



**18. Kalama River Road Trail/Path**

This trail would follow Kalama River Road to its end.

**19. Green Mountain Road Trail/Path**

This trail would serve as a connection between the cities of Kalama and Woodland. It would follow Cloverdale Road out of Kalama and tie into Green Mountain Road traveling south to Woodland.

**20. SR 503**

This trail would connect the City of Woodland with the Cougar area. It would travel east on SR 503 out of Woodland to Yale turning south and ending at the county line.

***Potential Off-Road Trail***

**21. Lexington-Beacon Hill School Trail**

The Lexington – Beacon Hill School trail is a concept to connect the Lexington community with the Beacon Hill Elementary School and Beacon Hill community which is immediately west and uphill from Lexington. The trail, as conceived at this point, would start at the west end of Sparks Drive, traverse county owned property (acquired as part of the Lexington flood control zone district), proceed uphill at a grade acceptable as a pedestrian/bicycle trail, and terminate at the Beacon Hill Elementary School site. Since the trail would have to cross privately owned properties that are between the county and school district properties, easements would have to be negotiated with private property owners. It may be possible to locate the trail along property lines in this vicinity.



## CHAPTER 5

### CAPITAL FACILITIES

The capital facilities piece will have two elements.

1. **Evaluation Criteria.** Each jurisdiction can rank their trails against the criteria and include them in their Capital Facilities Plan.
2. **Development Standards.** It is recommended that common development standards be adopted by each jurisdiction. This will ensure that trails linking communities will be built to the same standards.

#### EVALUATION CRITERIA

##### *Key Factors*

1. Improves, repairs, extends, adds amenities and eliminates gaps to existing trails. For example: paving, lighting, benches, landscaping, restrooms and widening.
2. Links existing facilities such as parks, open space, shopping areas, schools, employment centers and other activity.
3. Provides recreational opportunity for anticipated development areas or neighborhoods with deficiencies.

##### *Other Considerations*

1. Does it connect isolated residential development?
2. Does it serve areas where transit is unavailable?
3. Is land acquisition needed/is land available?
4. Is the trail multi-use (for example bicycle, pedestrian, skateboards, etc.)?
5. Does the trail promote functional “green infrastructure” or recreational open space?
6. Does it serve special populations? For example: elderly, families, low and moderate income, persons with disabilities?

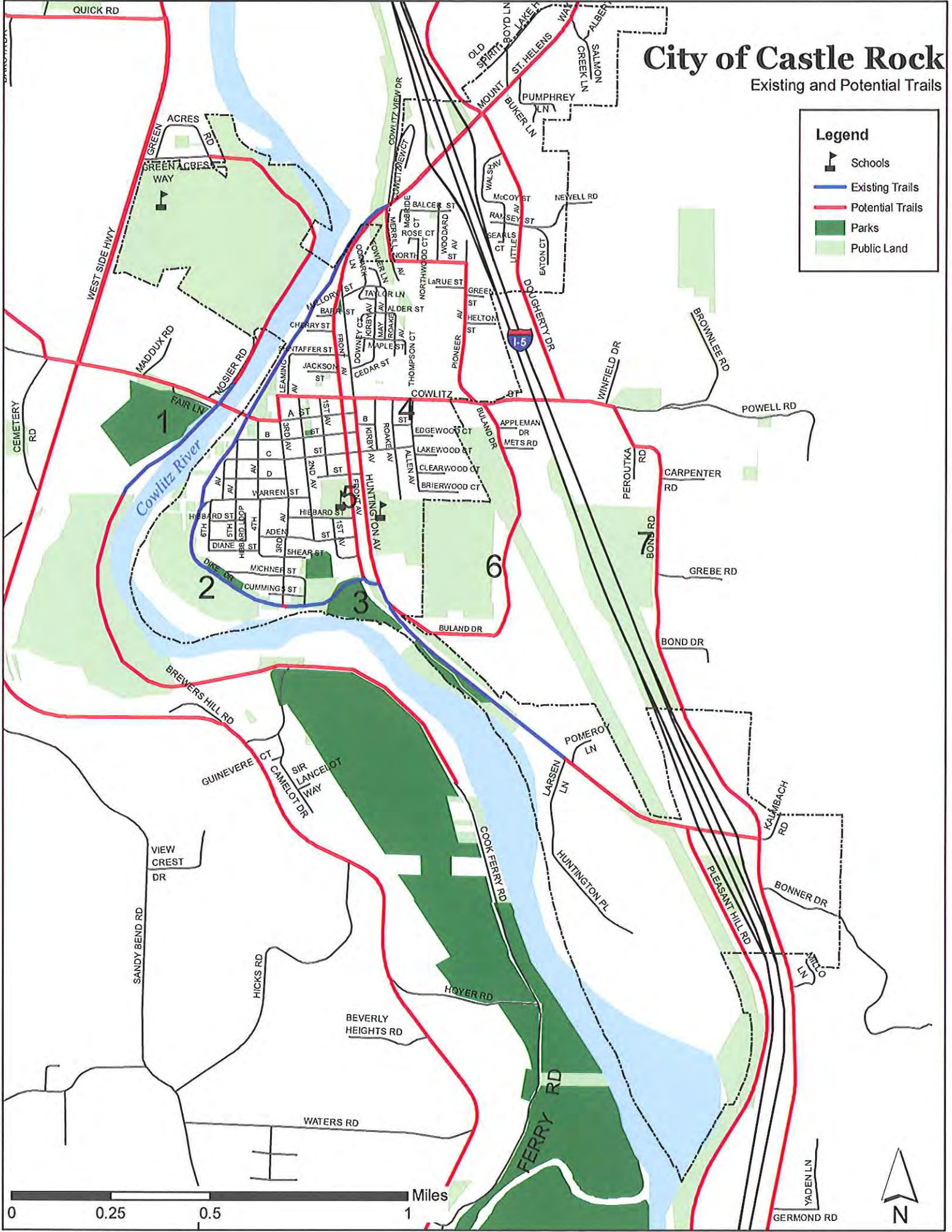


# City of Castle Rock

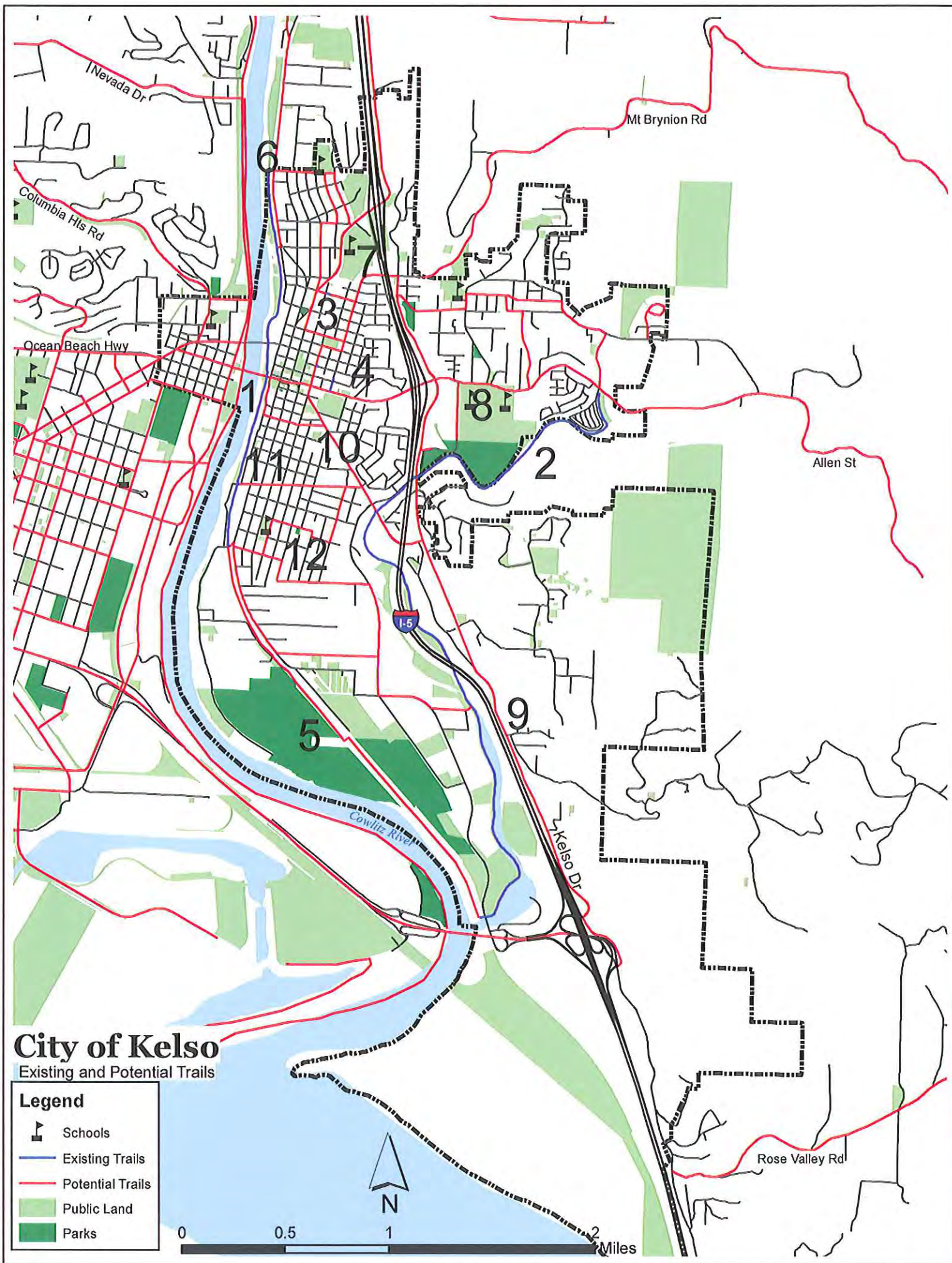
Existing and Potential Trails

## Legend

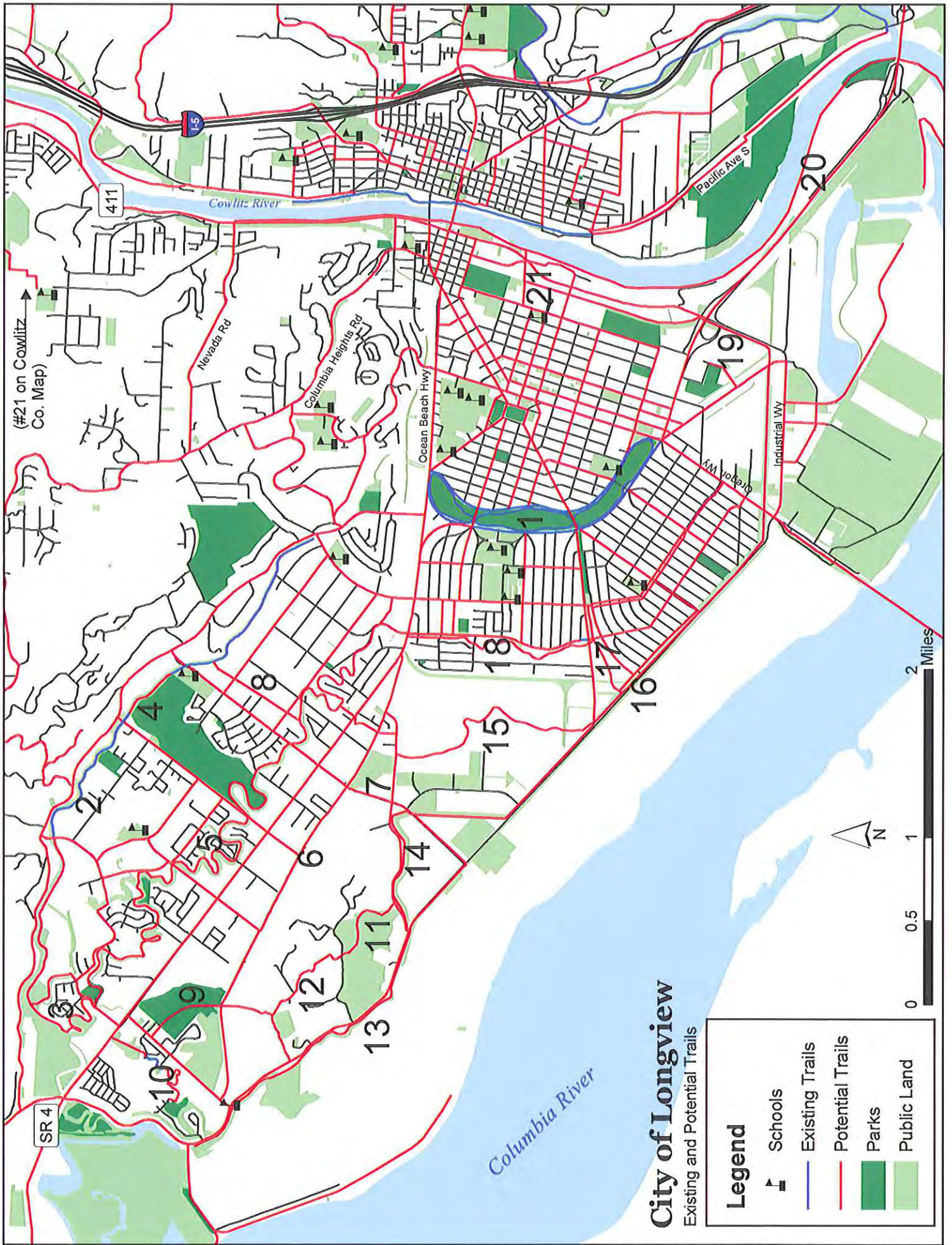
-  Schools
-  Existing Trails
-  Potential Trails
-  Parks
-  Public Land













# City of Kalama

## Existing and Potential Trails

### Legend

-  Schools
-  Existing Trails
-  Potential Trails
-  Parks
-  Public Land

0 0.25 0.5 1 Miles







# City of Woodland

Existing and Potential Trails

## Legend

-  Schools
-  Existing
-  Potential
-  Public Land
-  Parks

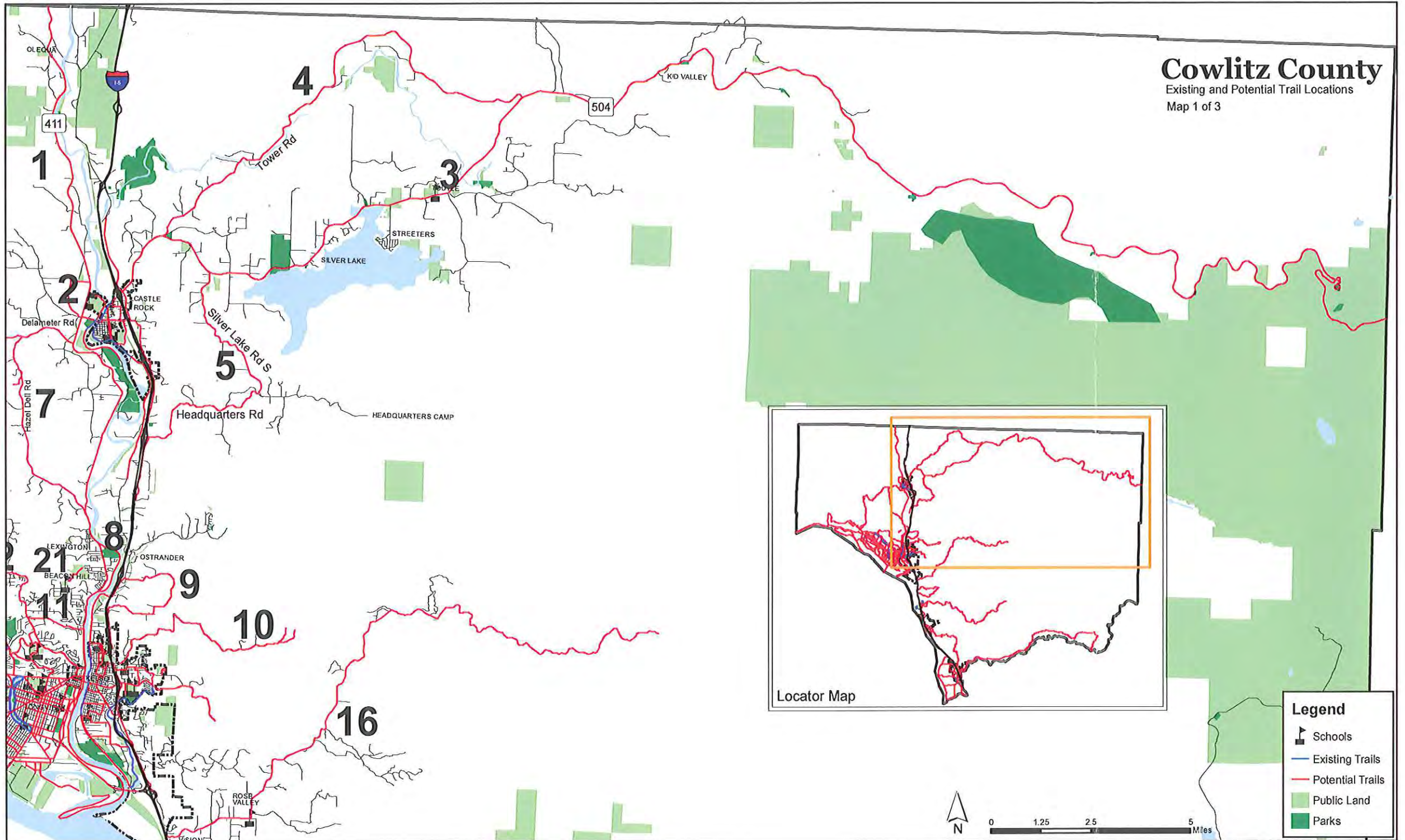
0 0.25 0.5 1 Miles



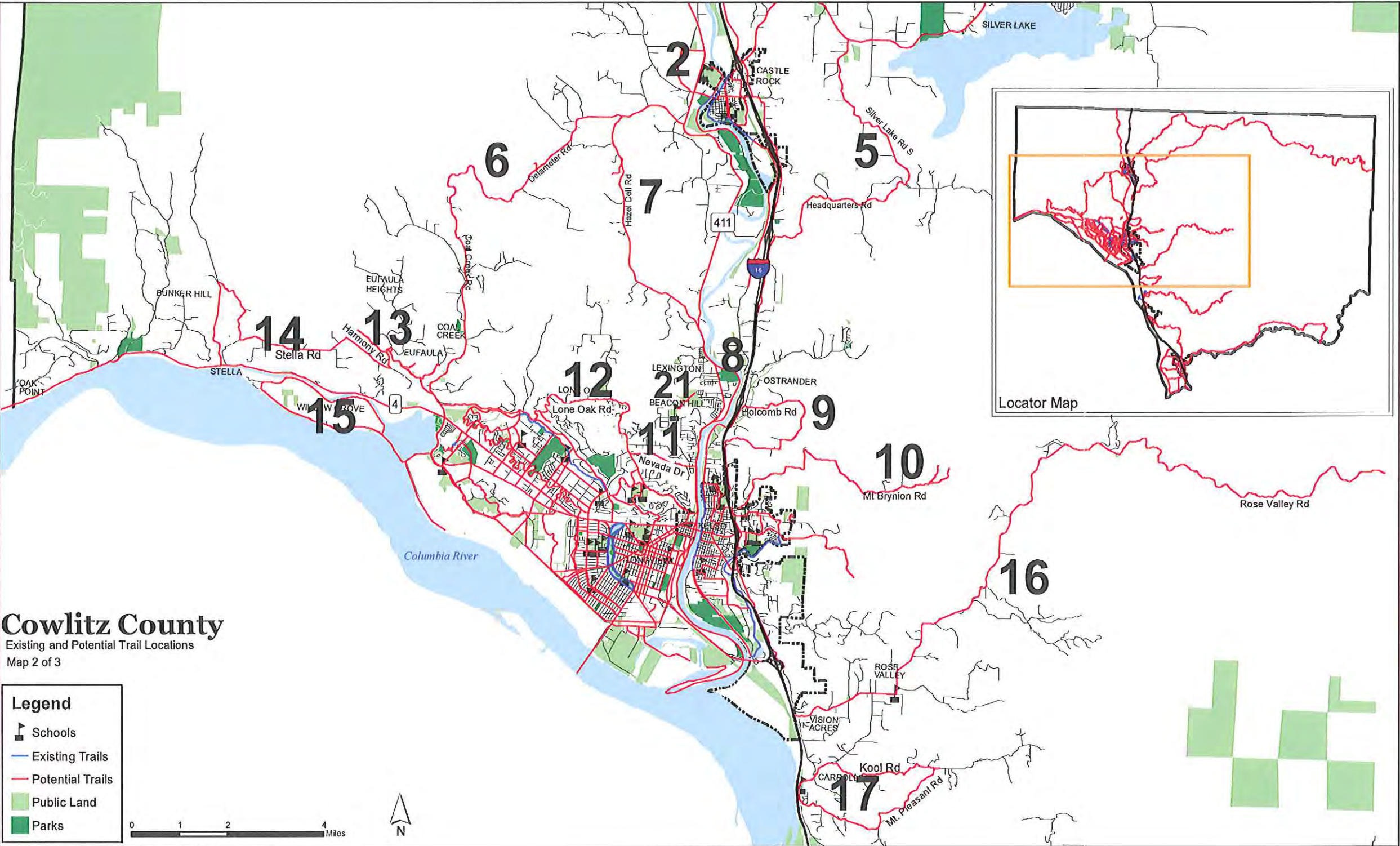


# Cowlitz County

Existing and Potential Trail Locations  
Map 1 of 3









# Cowlitz County

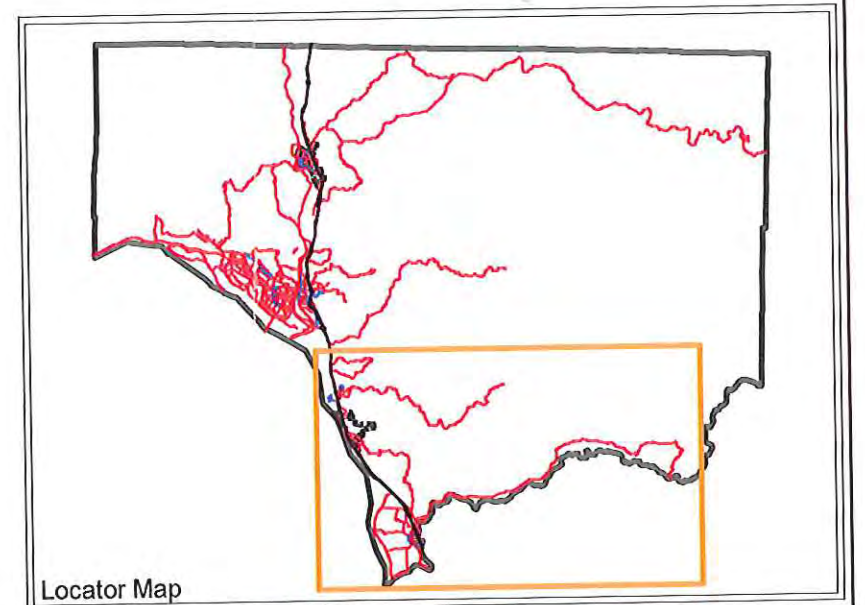
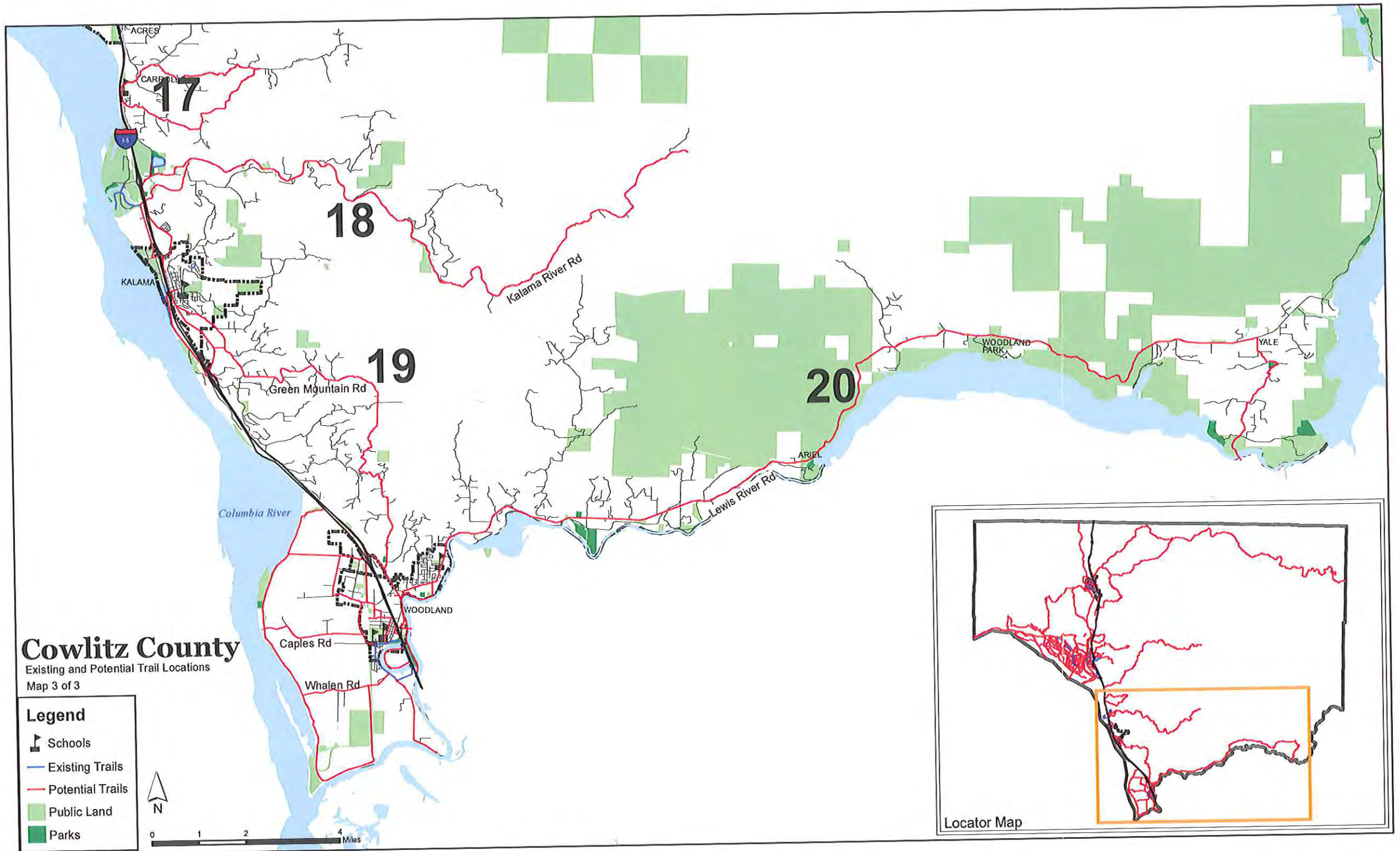
Existing and Potential Trail Locations  
Map 3 of 3

## Legend

-  Schools
-  Existing Trails
-  Potential Trails
-  Public Land
-  Parks



0 1 2 4 Miles



Locator Map



## **APPENDIX D**

### **ROTARY PARK MASTER PLAN**



