

Master Plan

After considering all of the public comments, direction from the CRT, known regulatory and site constraints, and additional design details of The Reach project, the project team synthesized this information into the adopted master plan. This master plan incorporates elements of all three of the preliminary design alternatives developed with the project. While a majority of survey respondents and public meeting attendees seemed to indicate a clear preference for the relocation of SE Columbia Park Trail Drive for entire length of CPW, many expressed an interest in keeping a portion of the road near the river. It was determined by the project team and the CRT that the likely cost of moving the road throughout the entire park would be prohibitively expensive. Additionally, the project team believed that the opportunities for a public/private partnership in the cost of relocating SE Columbia Park Trail Drive were greater at the western end of the park, where institutional and retail facilities are planned. As a consequence, the adopted master plan is similar to Alternative 2 – Partial Road Concept with regard to the treatment of SE Columbia Park Trail Drive. It should be noted that nothing in the adopted master plan would prohibit the further relocation of Columbia Park Trail Drive at some point in the future if the community decides that it is a worthwhile effort and funding is available. Specifically, the adopted master plan incorporates the following elements:

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Entry Features

Comments from CRT members identified a desire to achieve a greater sense of arrival at CPW. To address this desire, entry features are proposed at the west and east ends of CPW. At the west entry to the park, the adopted master plan includes an entry monument within a traffic calming median that would also serve as a pedestrian refuge crossing of SE Columbia Park Trail Drive. At the east end of the park, at the entry from Edison Street, the adopted master plan includes improved landscaping at the Edison Street Boat ramp, including an entrance sign, wayfinding kiosk, and a park map. These features are included in the adopted master plan to address comments from the CRT and the project team that CPW needed a greater sense of arrival at the

the historic nature of SE Columbia Park Trail Drive, the decommissioned segment of SE Columbia Park Trail Drive would not be demolished and would instead be repurposed into a pedestrian and bicycle pathway.

Three new roundabouts are proposed along SE Columbia Park Trail Drive with the adopted master plan. The first would be at the intersection of SE Columbia Park Trail Drive with Fowler Street, which will be extended approximately 540 feet eastward into the park from its current terminus at the southwest park boundary. This extension of Fowler Street will provide additional access to approximately 2.8 acres of vacant land zoned C-2 (Community Business) located just west of the park boundary on Fowler Street. Moving eastward from the Fowler Street intersection, a second roundabout is proposed near the center of the park where the SE Columbia Park Trail Drive would reconnect with the existing roadway. This roundabout is provided for traffic calming and to provide access to auxiliary parking that would be provided in this location. A third roundabout would be provided approximately 1,500 feet west of Edison Street. Similar to the other roundabouts, this roundabout is provided for traffic calming and access to auxiliary parking.

Parking

From the site analysis and public involvement process, it was determined that access to various park elements could be improved with more formalized parking areas. Currently, the majority of parking in CPW is limited to on-street parking spaces on SE Columbia Park Trail Drive, thereby limiting access to specific areas of the park. To improve upon this situation, and to ensure that parking is adequate both in number and convenience to planned park elements, the project team has incorporated three formal parking lots accessible from SE Columbia Park Trail Drive and has increased the number of available on-street parking by providing 90-degree parking stalls that would be located on the south side of SE Columbia Park Trail Drive. In addition, due to the inclusion of a large “Great Lawn” area at the west end of CPW that would periodically serve as a multi-purpose performance venue, an auxiliary/overflow parking area is planned adjacent to the southeast side of the Great Lawn area. This would be a “grass-crete” or other pervious surface and is planned to serve as a less formal parking site available for events that would create a larger

parking demand

shoreline erosion due to river currents that approach the beach from upstream. Another factor driving this installation method for the beach is that a cultural resource survey conducted with the project identified that shoreline areas have the greatest potential for disturbance of cultural resources. Thus, the intention not to excavate for a beach is also due to the need to limit potential disturbance to cultural resources.

A series of highlighted areas depicts smaller areas along the shoreline where people would have access to the shore. The intent is that restoration would occur in some of the shoreline areas, working with the USACE to ensure that correct plantings and other requirements are fulfilled.

Landscape Enhancement/SR 240 Buffering

The project team determined that, in order to maximize the serenity of the park and limit the visual and noise intrusion from SR 240, areas of the park along SR 240 should be planted with a mixture of native tree species to buffer this use from the park.

Public Attractor 1

The facility identified as Public Attractor 1 in the adopted master plan could accommodate The Reach facility. It includes the potential for a 60,000-square foot building, pastoral landscaped areas surrounding the building, a trail that would lead to the river trail and connect to other trails at the west end of CPW, and parking. It is intended that the parking provided for Public Attractor 1 could be shared with Public Attractor 2 for maximum efficiency of the land area and investment in this area.

Public Attractor 2

A sizeable building with a footprint of about 65,000 square feet with associated parking and exterior amenities could be accommodated in the area labeled as a public attractor 2. This Public Attractor 2 could be a transportation museum, an aquatics center, a performing arts center, or a cultural/interpretive center. The project team incorporated this feature into the design to allow for the variety of

late afternoon/early evening concerts to view the stage eastward and away from the setting sun.

Recreational Retail

The majority of participants in the public involvement process identified a desire for some degree of retail use within CPW. The project team determined that, with the known limitations on the nature of retail allowed by the USACE, the best option was to provide a modest level of commercial retail use at the west end of the park. As a result, two small-scale retail buildings are proposed on the east side of the realigned SE Columbia Park Trail Drive at the Fowler Street intersection. These retail buildings are intended to provide space for vendors who would provide retail services that would enhance the park experience, such as food concessions and recreational equipment rentals.

Duck Pond Restoration

In order to address numerous comments received regarding the overwhelming numbers of ducks and geese at the duck pond and correct the resultant unsanitary conditions, the adopted master plan includes a proposal to restore the duck pond in a manner that limits the number waterfowl that would use the pond thereby reducing the pollution in the pond and the extent of droppings in this area. This proposal includes planting trees and vegetation along the shores of the pond, which will shade the pond, making it less inviting to waterfowl because they will perceive it as a less-safe habitat. A public viewing area is proposed on the north side of the pond, away from the proposed restoration areas, thereby allowing these proposed habitat enhancements to establish.

Camping

A camping area facility is located between an improved landscape buffer and the highway. This facility is designed with the intent for youth groups and other organizations to have overnight events at the park that could augment day activities such as natural interpretive lessons, visits to The Reach Interpretive Center, kayaking and water sport activities, and physical education events at the Ropes Course. Approximately 25 parking stalls would be provided at the camping facility, which also would include restroom

Visitor's Center Building

The adopted master plan includes a visitor center's building in the vicinity of the Food Truck Court at the east end of CPW. This building would serve as an information center for CPW, including maps and information regarding operating times of park facilities and park events throughout the year.

Edison Street Boat Ramp Improvements

The adopted master plan includes improvements at the Edison Street boat ramp including reconstruction of the ramp and additional landscaping at the entry to the parking lot. The intended use of this boat ramp area would continue to be for smaller scale watercraft such as jet skis, kayaks, canoes, etc. A small non-motorized boat rental concession site is planned in this location to provide rental opportunities for kayaks and canoes.

Indoor Carousel Facility

The Three Rivers Carousel Museum facility is proposed at the east end of the park near Edison Street consistent with on-going plans for the facility.

Community Orchard

Two community orchards have been identified in the park. It is intended that these orchards will be established in collaboration with local orchardists/horticultural interests who will take an active role in maintaining the orchards to ensure that they remain pest free and are managed appropriately. These areas are provided with the intent to serve as laboratories of horticultural studies for local gardening groups, as well as an area where the community can collect fruit and hold festivals to celebrate fall fruit harvests.

Existing Features to be Retained

The public involvement and public outreach process yielded many excellent ideas of new features to be added to the park. However, at the same time, it was acknowledged by many members of the public and