



**CITY OF WASHOUGAL
CITY COUNCIL WORKSHOP MEETING
MINUTES
Monday, May 24, 2021
5:00 PM**

MEETING INFORMATION

Please click the link below to join the webinar:
<https://us02web.zoom.us/j/83313684077>

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. NEW BUSINESS

- A. Public Works: Park Master Plan**
- B. Public Works: Transportation System Plan Update**
- C. Community Development: Multifamily Housing Tax Exemption (MHTE) Sunset Discussion**

V. PUBLIC COMMENTS

VI. REPORTS AND COMMUNICATIONS

- A. CITY MANAGER**
- B. MAYOR**
- C. CITY COUNCIL**

VII. ADJOURNMENT

Mayor

City Clerk

Comprehensive Park & Recreation Plan

Draft Plan Review

May 2021

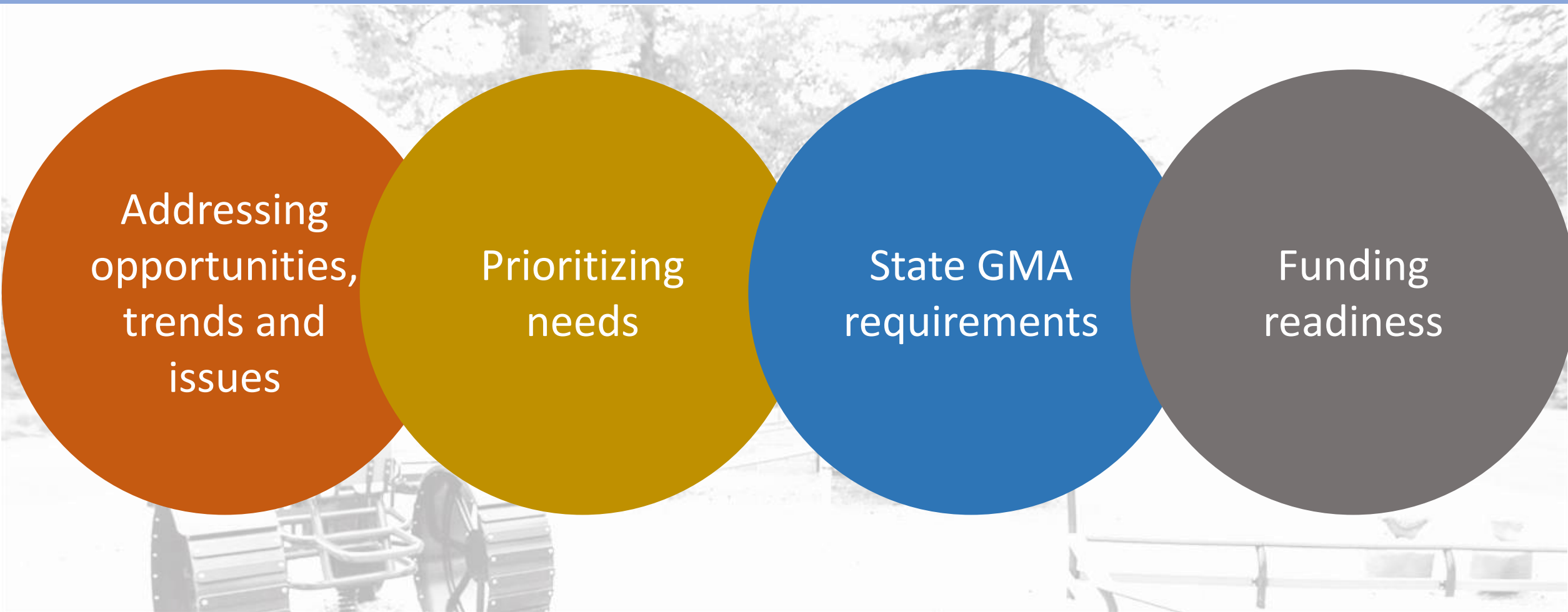


City of Washougal

Overview

- Purpose and Organization
- Community Involvement and Key Needs
- Future Vision and Priorities
- Implementation
- Questions and Discussion

Purpose



Addressing
opportunities,
trends and
issues

Prioritizing
needs

State GMA
requirements

Funding
readiness

Planning process



Plan organization

1. Introduction
2. Existing Conditions
3. Plan Framework
4. System-wide Recommendations
5. Future Park System and Implementation

Appendices

- A. Park Inventory
- B. Questionnaire Summary
- C. Capital Improvement Project List
- D. Site and Facility Recommendations
- E. Design Guidelines

Changes from March Work Session

- Made minor updates to park inventory and map
- Added “pocket park” category for small parks
- Adjusted project costs based on updated estimates:
 - > Adjusted costs for Schmid Family Park
 - > Clarified Hood Ave. path project costs
 - > Updated status of community garden

Community involvement

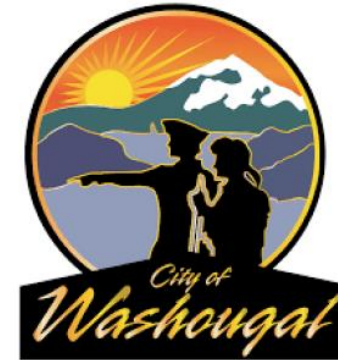
99 2019 Parks Survey respondents

517 2020 City Satisfaction Survey participants

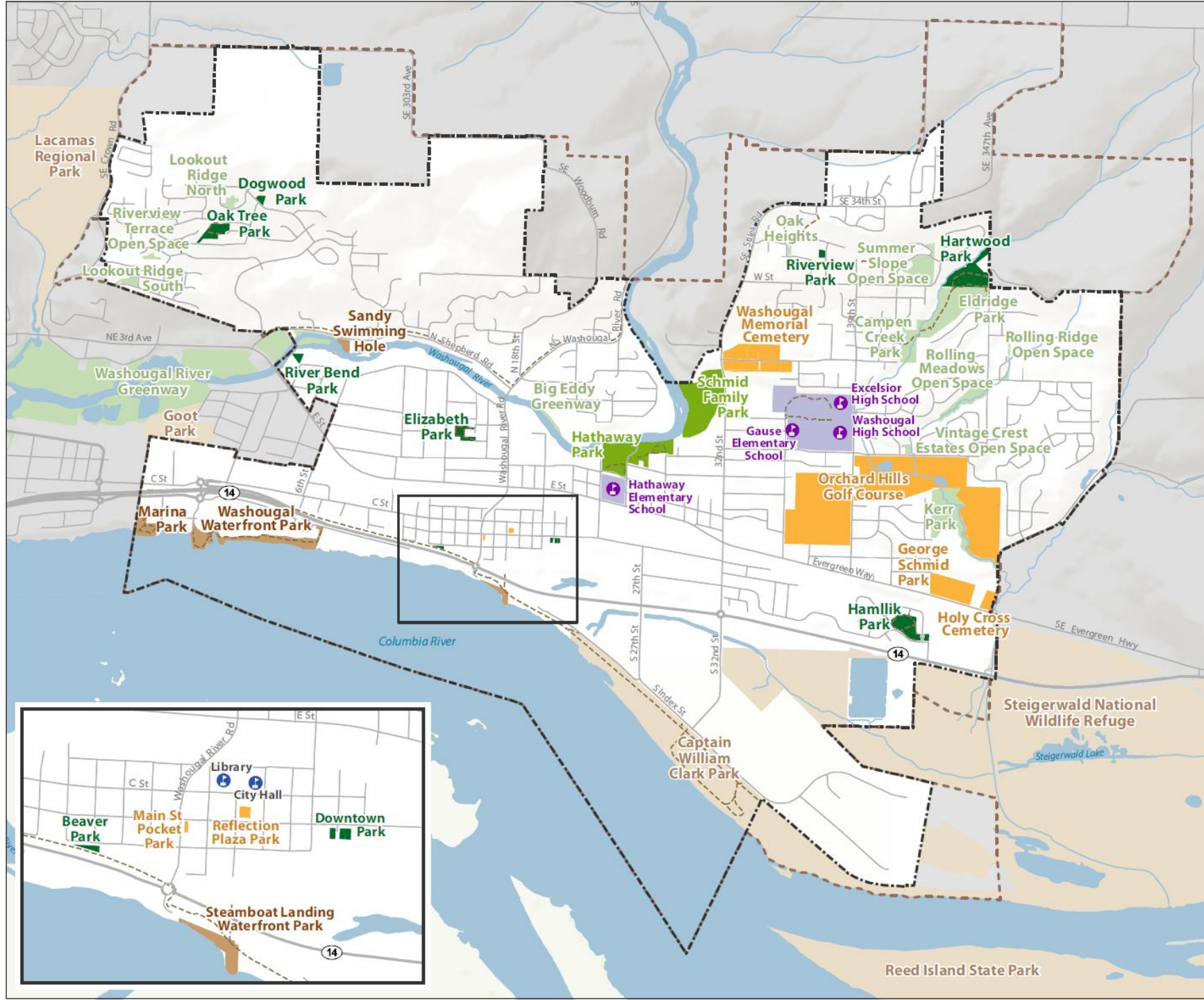
212 2020 Online Questionnaire respondents

Park Board Meetings

Social Media Comments



Map 1: Existing Park System



Existing Parks

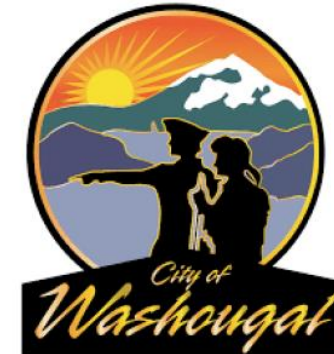
- Neighborhood Park
- Community Park
- Open Space
- Special Use Site
- Waterfront Park
- Other

Basemap Features

- Trail
- School
- Water Feature
- City of Washougal
- Urban Growth Area
- Clark County



Source: Clark County
Date: January 2021



Map 2: Developed Park Access

Access to Community and Neighborhood Parks

- Within 1/4-Mile Walking Distance
- Within 1/2-Mile Walking Distance

Existing Parks

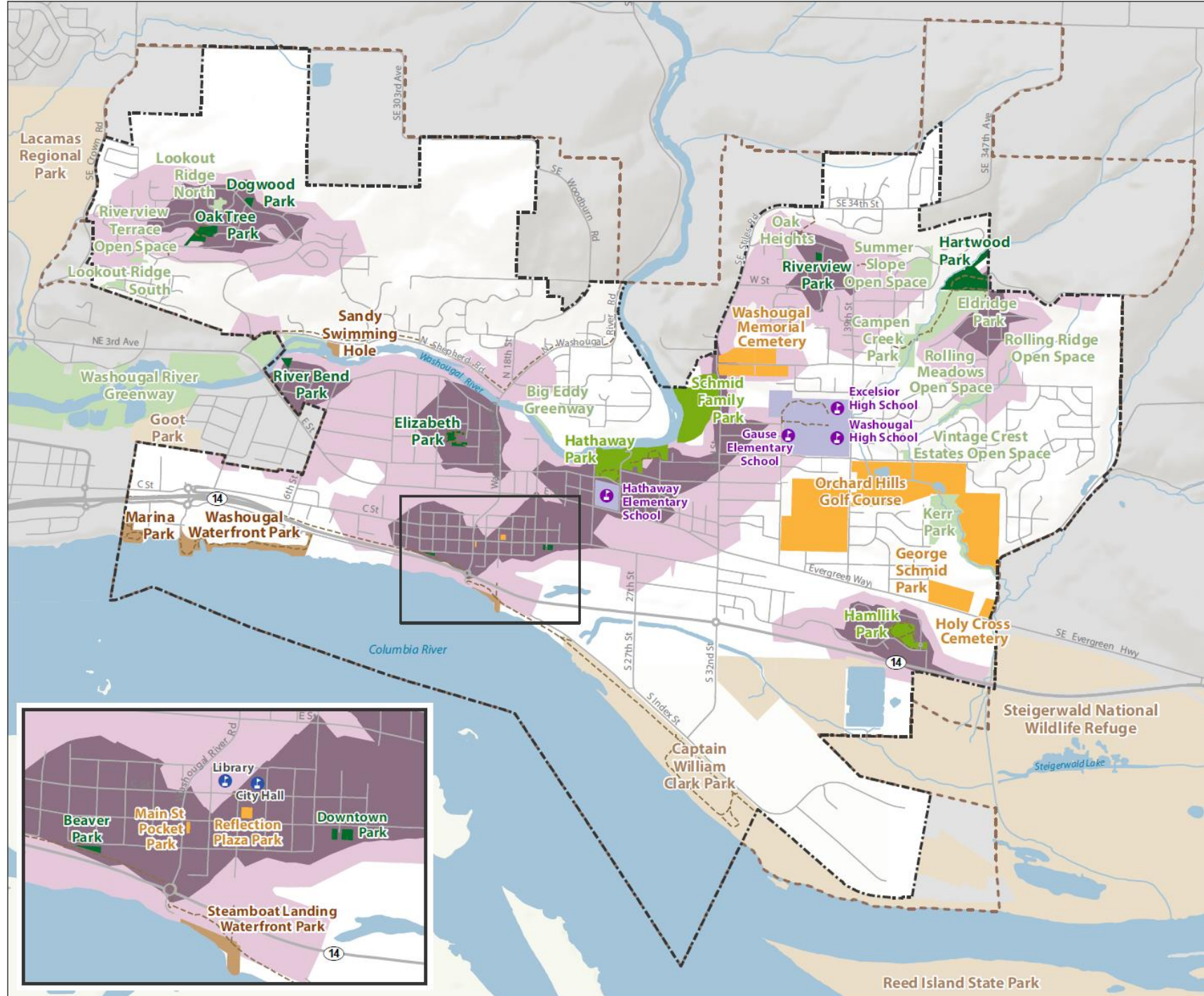
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Source: Clark County
Date: October 2020



Park condition assessment

- Non accessible parks
- Underused or non-contributing land
- Aging facilities
- Infrastructure needs
- Lack of diverse features



Community needs

- Adding unique destinations
- Improving play
- Close-to-home recreation
- Better communication



Top: Fisher Basin Park, Vancouver, WA
Mid: First Federal Bank Park, Twin Falls, ID
Bottom: Westmoreland Park, Portland, OR

Community needs

- Protecting access to nature
- Creating safe and connected routes
- Promote maintenance and reinvestment

FIGURE 3: WHICH OF THE FOLLOWING PARK FEATURES AND FACILITIES WOULD YOU LIKE TO SEE IN WASHOUGAL? (MASTER PLAN QUESTIONNAIRE)



VISION

Well-designed, accessible and safe parks, recreation facilities, and natural open space areas.

Opportunities for public enjoyment and protection of waterfront resources.

Connecting neighborhoods, schools, downtown, and waterfronts with parks, trails and natural open space areas.

Recreation programs and community events to foster community health, recreation participation and park use.

Efficient and high-quality maintenance of parks, facilities, and natural open space areas.

Efficient and effective service provision.

Public involvement in all aspects of parks and recreation.

Key recommendations

- Facilitate recreation program expansion
- Divest in non contributing sites
- Increase role of Park Board in planning
- Rely on design guidelines for new parks/facilities
- Develop a comprehensive trail system

Capital projects



Park reinvestment at nine sites



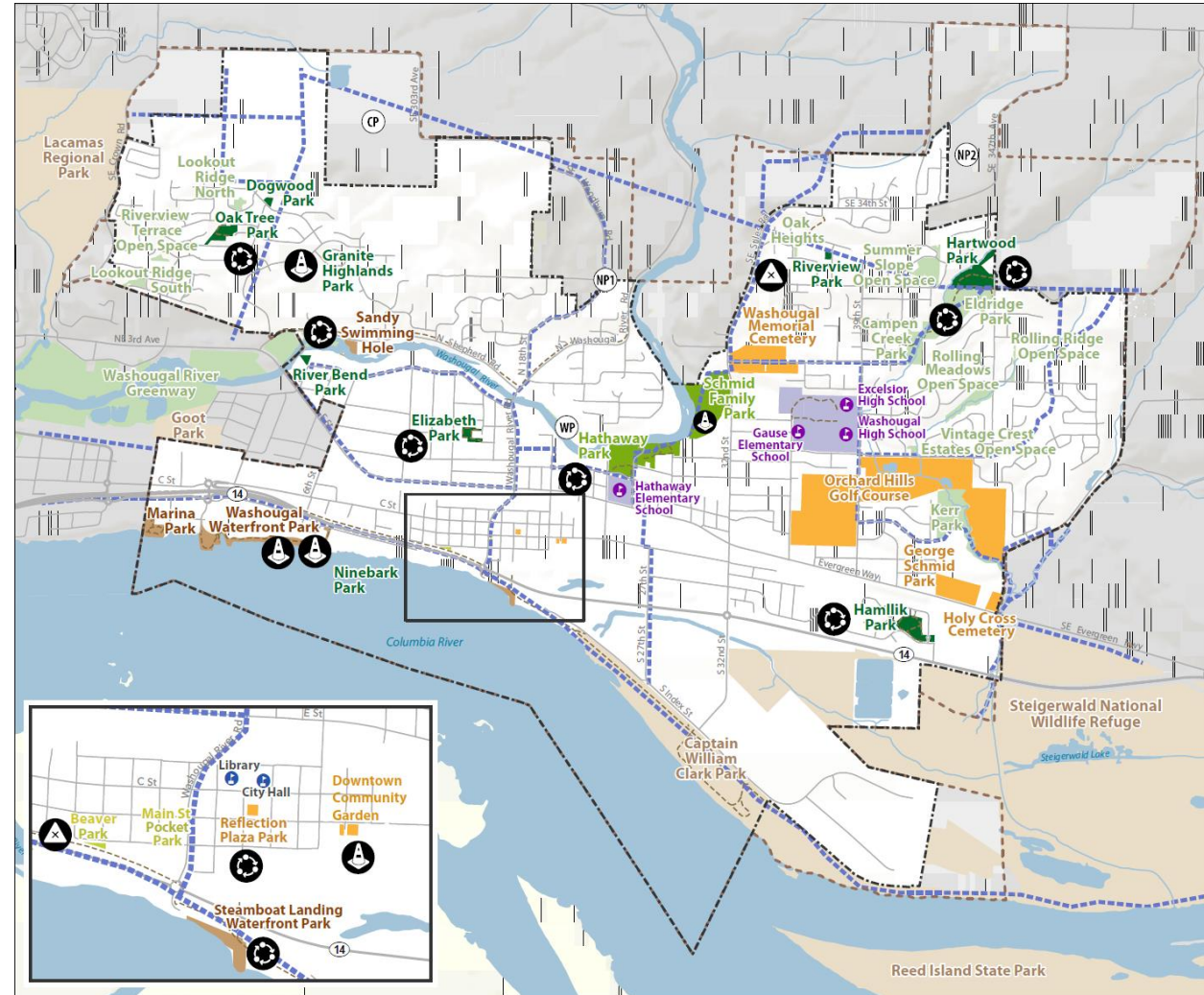
Park development at four sites



Future parks in four locations



Future trails for two corridors



Map 4: Future Park System

Existing Parks (2021)

- Neighborhood Park
- Community Park
- Open Space
- Special Use Site
- Pocket Park
- Waterfront Park
- Other

Recommendations

- Future Park
- Future Trail Corridor
- Park Development
- Park Reinvestment
- Site Divestment

Basemap Features

- Trail
- School
- Water Feature
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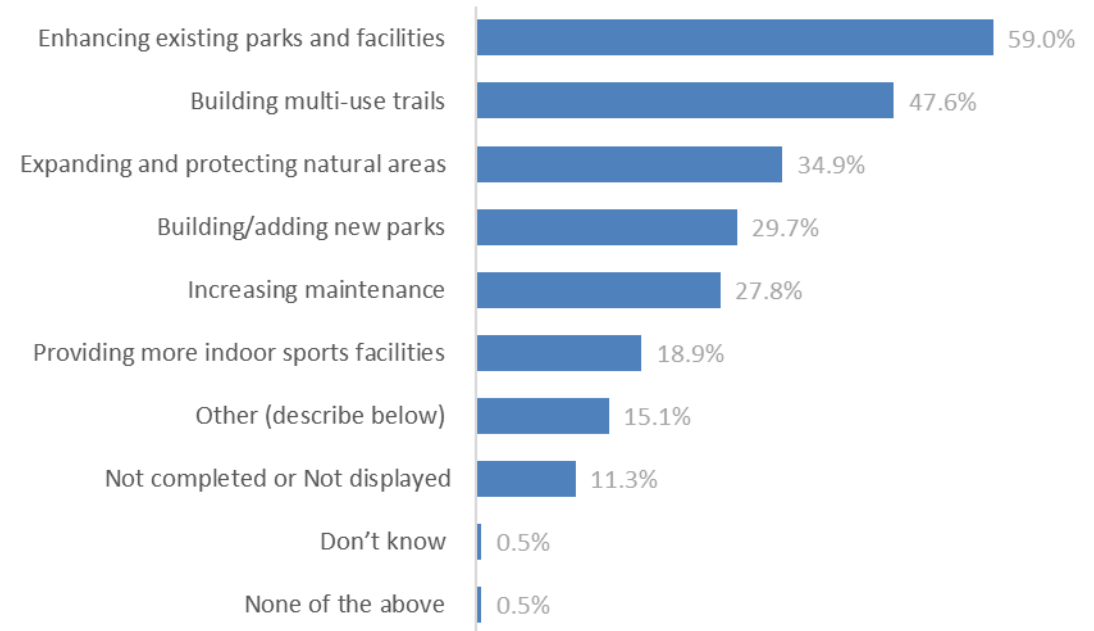


Source: Clark County
Date: January 2021

Maintenance

- Use tiered maintenance structure
- Dedicate \$564,800 for annual maintenance
- Consider impacts of future projects

WHICH OF THE FOLLOWING SHOULD BE OUR TOP FUNDING PRIORITIES?



Implementation steps

1. Promote strategic communications
2. Pursue diversified funding sources
3. Monitor implementation and priorities

Comprehensive Park & Recreation Plan

Draft Plan Review

May 2021



City of Washougal

City of Washougal

Comprehensive Park & Recreation Plan



FINAL PLAN
April 2021



Prepared by



www.migcom.com

Acknowledgements

The Comprehensive Park & Recreation Plan reflects the priorities of the people of Washougal. Hundreds of interested and involved community members, area leaders, stakeholders and staff spent time and energy voicing their needs and ideas, which are reflected in this Plan. Thank you for being involved and invested in the success of the City's park and recreation system.

Additional acknowledgment goes out to the following for their leadership, commitment and support to make parks and recreation possible.

CITY COUNCIL

Molly Coston, Mayor

Brent Boger

Paul Greenlee

Julie Russell

Ernie Suggs

Michelle Wagner

PARK BOARD

Jayne Lacey, *President*

Barbara Basnett, *Vice President*

Karen Matz

Rochelle Ramos

Corinne Lorch

Quinton Harold

CITY STAFF

David Scott, *City Manager*

Trevor Evers, *Public Works Director*

Mitch Kneipp, *Community
Development Director*

Will Noonan, *Operations Manager*

Michelle Wright, *Assistant Public Works
Director*

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1. Introduction

The Comprehensive Park & Recreation Plan (the Plan) sets a renewed direction for the City of Washougal's parks and recreation system. This Plan presents the long-term vision and strategy for the future of parks, recreation facilities, and trails, focusing on needed improvements, resources and maintenance over the next ten years and beyond.

PURPOSE

Specifically, this plan:

- Describes the **context of the system**, including a demographic profile, current levels of service, and related planning efforts;
- Provides an updated **inventory of parks and facilities**, including a condition assessment;
- Identifies new or emerging **park needs and opportunities** for the park system, particularly those resulting from a dynamic, growing community;
- Recommends **projects and actions** to meet community needs and create efficiencies across the system; and
- **Prioritizes recommendations** using a clear and easy to understand process to guide future implementation.

PLANNING PROCESS

Beginning in April 2019, the City initiated the planning process by polling residents to better understand community interests and needs for parks, facilities, trails and open space. The City documented current and future trends influencing park and

recreation preferences. It simultaneously updated the parks and open space inventory to include acquisitions and developments that have been added since the last plan update. Then in early 2020, the COVID-19 pandemic resulted in a state-wide mandate to close public parks and recreation services as well any in-person gatherings. This caused the City to rethink the planning process, including how to best involve the community without the ability for in-person meetings and events.

In summer and fall of 2020, the City continued to involve residents in identifying park and recreation priorities and evolving needs by providing a second community-wide questionnaire. A technical park system access analysis documented the condition and distribution of resources across the city. These findings as well as discussions with the Park Board helped update the vision, goals and recommendations for the future. Using this framework, the City then identified specific projects, recommendations and priorities for the park and recreation system.

COMMUNITY INVOLVEMENT

The people of Washougal were directly involved in understanding system-wide needs and identifying ideas and priorities to carry out the Plan. The community engagement process involved a variety of activities designed to stimulate participants' thinking about needs, preferences, and new ideas. Results and input from the Park Board informed the planning process and recommendations.

- **2019 Park Survey:** The City of Washougal conducted an open access online survey for parks and recreation in April 2019. The survey resulted in 99 responses.
- **2020 City Satisfaction Survey:** During the spring of 2020, the City of Washougal conducted a random sample mail survey to understand satisfaction with City services. There were 517 completed surveys resulting in a 95% level of confidence.
- **2020 Parks Plan Questionnaire:** From August 9, 2020, through October 10, 2020, the City used an online questionnaire to gather information about existing conditions and future opportunities for parks, recreation and open spaces. This questionnaire helped identify how needs had evolved since the beginning of the COVID-19 pandemic. Participants accessed the online questionnaire through a link on the City's website. Appendix B provides a summary of results.
- **Park Board Meeting:** The project team met with the Washougal Park Board several times to introduce the planning process, identify existing opportunities and challenges facing the city, and gain a better understanding of the Board's roles and responsibilities. Through these

meetings, the Park Board helped revise the system-wide goals and policies and confirmed priority recommendations.

- **Social Media Comments:** During the summer of 2020, the City of Washougal solicited comments related to parks and recreation from the City's Facebook and Twitter accounts.

PLAN REQUIREMENTS

This Comprehensive Park & Recreation Plan must address the requirements of the State of Washington Growth Management Act (GMA), and the State of Washington Recreation and Conservation Office (RCO).

Growth Management Act (GMA)

The GMA requires fast-growing Washington cities and counties to develop a comprehensive plan to manage population growth. In accordance with the GMA, the City of Washougal's Comprehensive Plan provides direction for public services and growth for a twenty-year time period. The Parks & Open Space element of the Comprehensive Plan identifies goals and policies for city-wide park, recreation and open space services. Other elements, including Natural Resources & Critical Areas, provide additional city-wide goals and policies that are related to the park and open space system. This Comprehensive Park & Recreation Plan will serve as an update to the City's Parks & Open Space elements and should be adopted by reference as part of the Comprehensive Plan.

Recreation Conservation Office (RCO)

The Recreation and Conservation Office (RCO) is the state agency that manages multiple grant programs supporting the Recreation and Conservation Funding Board. RCO looks for a minimum of six elements in a plan for a city to be eligible and competitive for grant funding. In addition to formal plan adoption, Table 1 identifies how this Plan addresses each of the required plan elements.

TABLE 1: PLAN REQUIREMENTS

Requirement	GMA	RCO	Location Reference
Public involvement		•	Chapters 1 and 3
Intergovernmental coordination	•		Chapters 3, 4 and App. D
Inventory (condition and capacity)		•	Chapter 2 and App. A
Goals and objectives		•	Chapter 3
Demand estimates (GMA requires at least a ten-year period)	•	•	Chapters 3 and 5
Six-year capital improvement program		•	Chapter 5 and Appendix C



Washougal Waterfront Park (Credit: Port of Camas-Washougal)

2. Existing Conditions

The City of Washougal is surrounded by natural and scenic beauty, given its location on the bank of Columbia River. Known as the “Gateway to the Gorge,” Washougal’s setting and proximity to the Portland/Vancouver metro area make it a desirable place to live. The City is responsible for 20 parks and recreation areas totaling over 120 acres. Together, these resources provide a variety of options for recreation, while protecting the area’s natural beauty and providing valuable wildlife habitat.

This chapter provides an overview of the characteristics of the park and recreation system, summarizing:

- Washougal’s setting, history, and existing and future population;
- The park system inventory, condition, and gaps in the provision of park land; and
- Key trends in parks and recreation services at the national, state and local level.

SETTING AND HISTORY

Washougal’s location, topography, environment and history all influence the City’s park and recreation opportunities. The City of Washougal is located in southeastern Clark County, approximately 15 miles east of Vancouver and only 20 minutes from Portland’s International Airport. The City currently is 6.3 square miles in size. With the added Urban Growth Area (UGA), it encompasses 8.6 square miles. Located at the west end of the Columbia River Gorge scenic area, Washougal’s character is defined by its proximity to two rivers: the Columbia and the nearby Washougal River,

which winds through the community and drains into the Columbia Mountains. While Washougal's downtown sits on gradually sloping terrain above the Columbia River, the city's topography increases to the north with the highest point reaching approximately 660 feet. Many of the hillsides are steep with some reaching a 40% grade or greater. The Washougal River, SR 14 and the BNSF railway create barriers for north/south connectivity.

Present-day Washougal was originally inhabited by the Chinook Indian people who named the nearby river Washougal, which means "rushing water." Washougal's Columbia River frontage was also one of Lewis and Clark's Corp of Discovery camp sites in the early 1800s.



European settlers began to arrive in the 1830s and continued into the nineteenth and early twentieth centuries. Parker built a small dock (Parker's Ferry/Parker's Landing) on the Columbia River to accommodate river boats and platted the town of Parkersville. Early names for the settler community included Parker's Landing, Point Vancouver and Washougahally Camp. Washougal officially incorporated in 1908 and, in 1910, it became the site for one of the first Pendleton Woolen Mills manufacturing facilities. This business is located in downtown Washougal and is the city's largest employer today.

COMMUNITY GROWTH AND CHARACTERISTICS

The City of Washougal has a current population of 16,680¹, which is approximately three percent of the Clark County population. Population estimates show continued growth into the future, as is true across the entire county. For example, nearby Vancouver was the second fastest growing city in Washington state in 2019-2020.² By 2035, Washougal is projecting a future population of 22,347 residents³, an increase of approximately 34% over the next 15 years. This growth will drive increasing demands for park and recreation opportunities across the city and region.

¹ State of Washington Office of Financial Management, April 1, 2020 Population Forecasts

² State of Washington Office of Financial Management

³ Washougal Comprehensive Plan

Demographics

Parks and recreation services should respond to the needs of different age groups, such as providing places for younger children to play, areas for teens and young adults to gather, and opportunities to socialize and stay healthy for older adults. In Washougal, the city has a younger population, with a greater percentage of population under age 18 and lower percentage of residents 65 years and greater than the county and state average (Table 2).

TABLE 2: AGE CHARACTERISTICS, CITY OF WASHOUGAL, COUNTY AND STATE

	City of Washougal	Clark County	State of Washington
Under 18	25.7%	23.5%	22.3%
65 years and greater	14.2%	16%	16.5%

Source: US Census population estimates, July 1, 2019

As a valuable public service, City parks and programs should be welcoming and accessible with services and information that relate to all residents, including people of different ethnic and racial backgrounds. While Washougal's population is less diverse than county or state averages, Hispanic or Latino residents make up 6.8% of the city's population (Table 3). This could be significant for selected park sites with a large portion of Hispanic and Latino residents living nearby.

TABLE 3: RACE/ETHNICITY CHARACTERISTICS, CITY OF WASHOUGAL, COUNTY AND STATE

	City of Washougal	Clark County	State of Washington
White alone	88.4%	86.1%	76.3%
Hispanic or Latino	6.8%	10.2%	18.5%
Language other than English spoken at home	6.0%	15%	21.6%

Source: US Census population estimates, July 1, 2019

In Washougal, more residents own their home. There is a higher median household income than the county and state percentages (Table 4). That means, on average, residents many have a greater ability to pay for and travel to City-provided and regional recreation services. However, 7.4% of residents are below the poverty level, which likely limits their abilities to access for-cost or far-away recreation options.

TABLE 4: HOUSING, INCOME, AND POVERTY CHARACTERISTICS, CITY OF WASHOUGAL, COUNTY AND STATE

	City of Washougal	Clark County	State of Washington
Owner-occupied housing rate	76.2%	67%	64%
Median HH income	\$91,100	\$75,253	\$62,843
Poverty rate	7.4%	9.2%	10.5%

Source: US Census population estimates, July 1, 2019

Health and Social Connections

Community health is another important determinant in understanding potential park and recreation needs. Park and recreation services provide access to play, exercise, social interaction and other benefits to support healthy living. According to Clark County data, Washougal has higher levels of adults with a chronic disease, and a greater



percentage of adults who smoke. Cardiovascular diseases (CVDs) are the leading cause of death globally and in the United States. Four out of five CVD deaths are due to heart attacks and strokes, and one third of these deaths occur prematurely in people under 70 years of age.⁴

Social and community connections are another important indicator of health and well-being. According to the Community Health Needs Assessment, studies have shown that the magnitude of health risk associated with social isolation are similar to that of smoking cigarettes.⁵ In addition, "civic participation, discrimination, racism, incarceration, and social cohesion affects the lives of individuals throughout the region in a myriad of ways. Strong social and community connections are key to addressing health outcomes."⁶ This means that City park and programs play an important role in ensuring individual and community health and well-being by supporting fitness, fostering community events and social gatherings, providing

⁴ Healthier Clark County InfoMap

⁵ 2019 Community Health Needs Assessment, Healthy Columbia Willamette Collaborative

⁶ 2019 Community Health Needs Assessment, Healthy Columbia Willamette Collaborative

play space and sports facilities for families and youth, and providing trails for recreation activities.

Employment and Economy

Local businesses and workers in Washougal also rely on the park and recreation system. Public parks, trails and even recreation programs can be valuable assets that can help attract or retain local businesses, while supporting a viable workforce. The Comprehensive Plan notes that there are more residents in Washougal than jobs, so many residents commute outside of the city. This is reflected in a higher average commute time for city residents. Based on recent estimates, there are 7,621 employed residents, with most in educational services/healthcare/social assistance (18.5%), manufacturing (13.8%) and professional or related services (11.7%).⁷

Development

The City of Washougal has experienced continuous housing growth over the past decade. New residents add to park and recreation service impacts and needs. The location of new development affects proximity and access to parks, suggesting that new parks may be needed to serve future growth areas. Much of the developable residential land in Washougal is located on the west side of the city in the northwest Urban Growth Area, such as for example, the Hickey/Nesbitt/Farrell property annexed by the City in 2019.

PARK SYSTEM

Washougal residents have access to several different types of parks and natural areas that contribute to community livability and identity, as well as a host of environmental and natural system benefits.

Park Types

City parks are classified according to their function. The City classifies and defines parks by type to provide guidance for the siting, location and design of each park based on its intended purpose and role in the park system.

- **Neighborhood Parks** provide close-to-home recreation opportunities. These parks provide both active and passive recreation opportunities for people living within approximately one-half mile walking distance of the park.
- **Community Parks** are intended for use by the entire city. These parks can accommodate a higher level of use than neighborhood parks and offer facilities that create a community-wide draw.

⁷ US Census ACS 5-Year Estimates

- **Special Use Areas** are unique park sites or stand-alone recreation areas designed to support a specific, specialized use. Examples of existing special use areas in Washougal include the skate park and Reflection Plaza.
- **Pocket Parks** are small sites that are typically landscaped but provide limited recreation benefit. These sites generally have pathways and may provide seating and signage.
- **Waterfront Parks** are distinguished by their function of providing access to water bodies. These parks typically support enjoyment of water-related activities, such as swimming, fishing, boating, and bird or wildlife viewing. Facilities may include boat launches, docks, viewpoints, picnic areas, trails, and pathways.
- **Natural Parks** are undeveloped lands primarily left in a natural state. Most sites are intended to protect open space; passive park facilities may be provided secondarily. This type of land often includes wetlands or steep hillsides. In some cases, environmentally sensitive areas include wildlife habitats, stream and creek corridors, or unique and/or endangered plant species. Frequently, Natural Parks possess restrictions on the deed or plat that govern perpetual use of the property. Natural Parks may serve as trail corridors; however, structures such as playgrounds, pavilions and restrooms are not typically allowed uses.

Park Inventory

The City's park system includes more than 73 acres of developed parks, and another 51 acres of undeveloped natural areas. With approximately 73.2 acres of developed park land, Washougal currently provides 4.39 acres of park land per 1,000 residents.⁸ This does not include the City's natural parks and open space areas which account for significantly more public lands. Table 5 summarizes the park inventory by classification. Map 1 shows the distribution of parks across the city. Small natural parks, frequently less than one acre in size, make up most of Washougal's park system both in number and by area. The City's three community parks make up the next largest portion of the park system by acreage, with two located near the center of the city. The remaining park system includes small neighborhood parks, (many of which are under 0.5 acre in size), special use areas, and waterfront parks.

TABLE 5: PARK INVENTORY

Park Type	Total Sites	Total Acres
Neighborhood Parks*	6	17.6
Community Parks	3	33.6

⁸ Based on 2020 population of 16,680, City of Washougal population estimate.

Park Type	Total Sites	Total Acres
Special Use Areas	6	19.2
Pocket Parks	2	0.3
Waterfront Parks*	2	2.5
Total Developed Parks	17	73.2
Natural Parks	13	51.4

* Does not include undeveloped parks, including Granite Highlands Park (a future neighborhood park) and Ninebark Park (a future waterfront park).

For additional details, see Appendix A.

Trails and Regional Resources

In addition to City parks, the Washougal community has access to regional facilities that provide hundreds of acres of nearby recreational or open space. Major trails are provided by the Port of Camas-Washougal, Clark County and the State. One of the most popular is the Washougal River Greenway located along the Columbia River. Washougal prides itself on a pedestrian tunnel that runs under SR-14 and provides access to the Columbia River from downtown and several City parks and recreation areas. The 80-acre Captain William Clark Park at Cottonwood Beach provides water access, picnic shelters, historic interpretive elements, walking, hiking, and equestrian trails nearby. An entry to the Columbia River Gorge, the Steigerwald National Wildlife Refuge, and river kayaking opportunities help outdoor activities remain a strong attraction for Washougal residents and visitors alike.

Schools

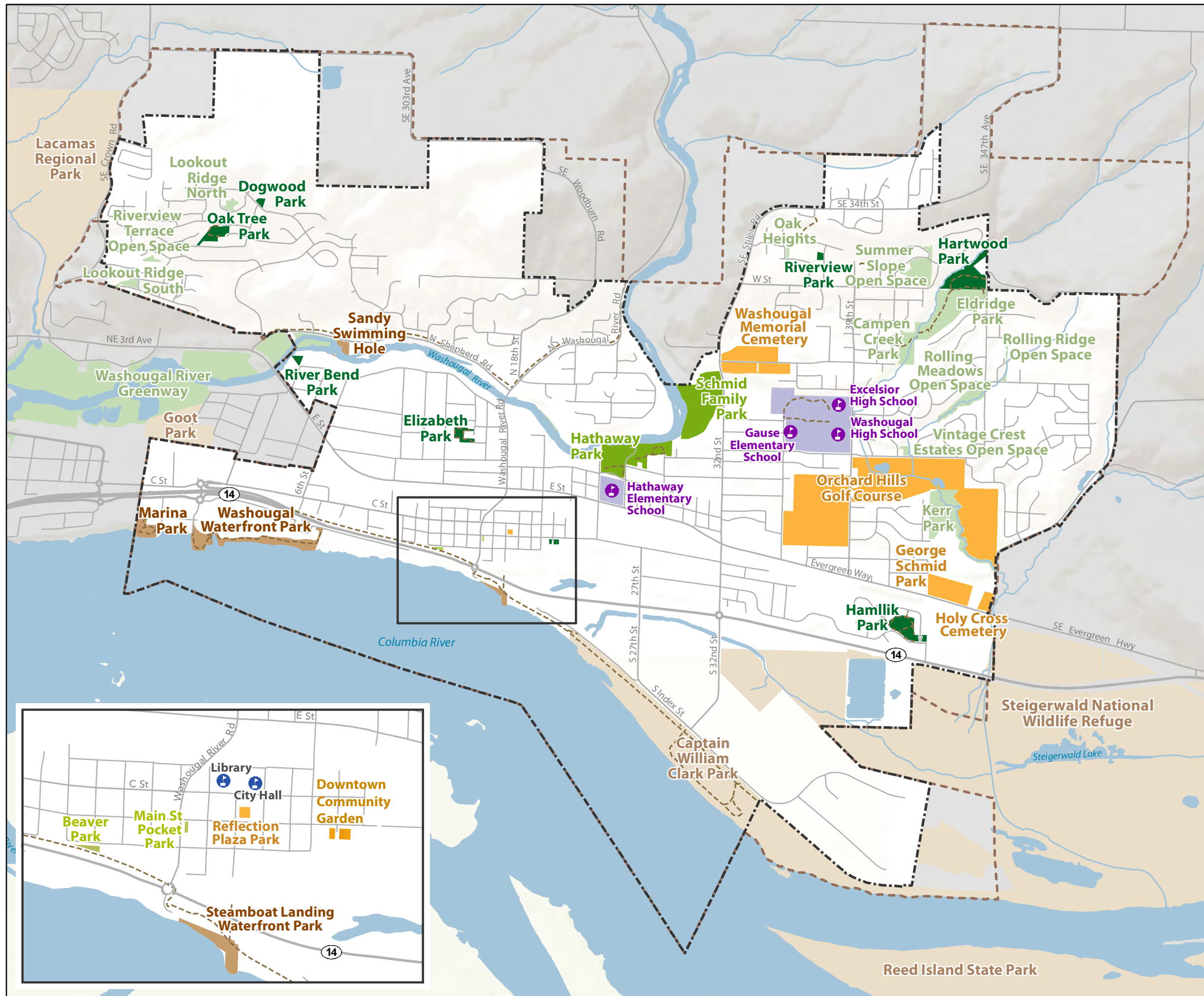
Schools are an important resource for recreation facilities including sports fields, playgrounds and gymnasiums (Table 6). The Washougal School District is the primary public school organization serving Washougal. While the City of Washougal has the option to work with the District regarding facility rental and use, the school population has first priority to use these facilities. Consequently, the City is limited in its ability to partner with the District, although in certain circumstances the possibility remains an option. School sports fields and facilities, however, do help address community needs.

TABLE 6: SUMMARY OF EXISTING PUBLIC SCHOOL FACILITIES

Public Schools	Gyms	Multi-purpose fields	Soccer Fields	Diamond Fields	Sport Courts
Elementary schools	5	2	3	1	-
Middle schools	2	4	-	-	-
High school	1	-	1	4	5
Total	8	6	4	5	5



Map 1: Existing Park System

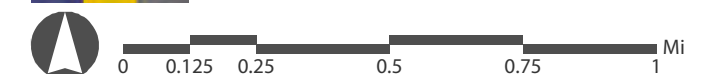


Existing Parks

- Neighborhood Park
- Community Park
- Open Space
- Special Use Site
- Pocket Park
- Waterfront Park
- Other

Basemap Features

- Trail
- School
- Water Feature
- City of Washougal
- Urban Growth Area
- Clark County



Source: Clark County
Date: January 2021

Park System Administration and Maintenance

The City's portion of this park system is managed and maintained by the Public Works Department's Parks Division. Park maintenance and stewardship of is one of the largest budget items in the provision of City park and recreation services. However, the City is short-staffed when it comes to park maintenance. The Parks Division only has 1.5 FTE staff.

The Parks Division manager oversees planning and cemetery operations, along with park maintenance. To support full-time staff, the City hires seasonal maintenance workers for six months to assist with maintenance. In 2021, the City of Washougal budgeted \$552,833 for maintenance. Figure 1 provides three measurements of park maintenance. The staffing and budget needs will continue to grow as the City adds new park and recreation facilities to the park system.

FIGURE 1: PARK MAINTENANCE BY THE NUMBERS



Source: City of Washougal Budget, 2020 and 2021, and MIG

PARK CONDITION ASSESSMENT

The review of current park resources across the City, along with insights from the Washougal Park Board, helped highlight several issues and opportunities to address across the parks system. These findings include the following:



Non accessible parks: Many parks are not ADA accessible, and park features are not connected by accessible paths. For example, Campen Creek Park currently lacks any accessible entry, and site amenities such as picnic tables are not ADA accessible.



Underused or non-contributing land: Several small parcels are currently underutilized or not contributing towards community parks and recreation. These are City-owned properties that are either too small or located or designed in way that limits public use. For example, Dick Beaver Park's proximity to the freeway and small size (0.17 acres) results in an underused space that requires ongoing resources for care and maintenance.



Aging facilities: Park facilities need repair or replacement. Restrooms, playgrounds, sports courts, ballfields and shelters are examples of the types of facilities that are aging, damaged or past their intended lifespan. As an example, many of the facilities in Hamllik Park are aging or past their functional lifespan. The restroom, picnic benches and playground are all in need of replacement or upgrading.



Infrastructure needs: Some parks require expanded or new utilities such as water and power to facilitate more users. New or replaced bridges, parking upgrade and irrigation are all needed throughout the park system. For example, some pathways, such as the pathway in Hathaway Park, are in need of resurfacing, and the bridge in Campen Creek Park is in need of replacement.



Top: Campen Creek bridge
Mid: Hathaway Park pickleball court
Bottom: Hamllik Park restroom
(Images: MIG)



Map 2: Developed Park Access

Access to Community and Neighborhood Parks

- Within 1/4-Mile Walking Distance
- Within 1/2-Mile Walking Distance

Existing Parks

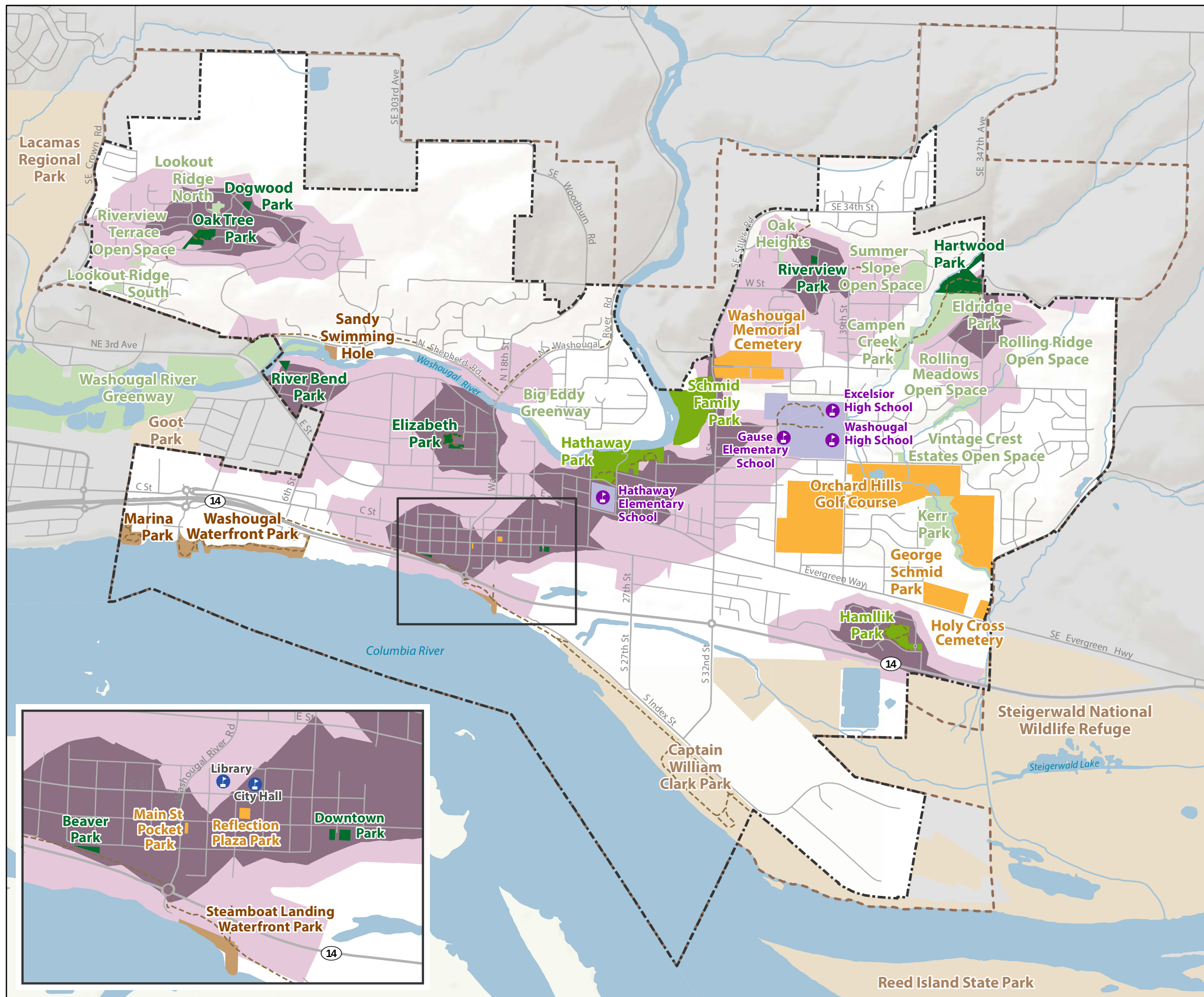
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Source: Clark County
Date: October 2020





Map 3: Developed Park Access and Higher Density Residential

Access to Community and Neighborhood Parks

Within 1/4-Mile Walking Distance

Within 1/2-Mile Walking Distance

Unserved Higher Density Residential Zoning

Existing Parks

Neighborhood Park

Community Park

Open Space

Special Use Site

Waterfront Park

Other

Basemap Features

Trail

School

Water Feature

City of Washougal

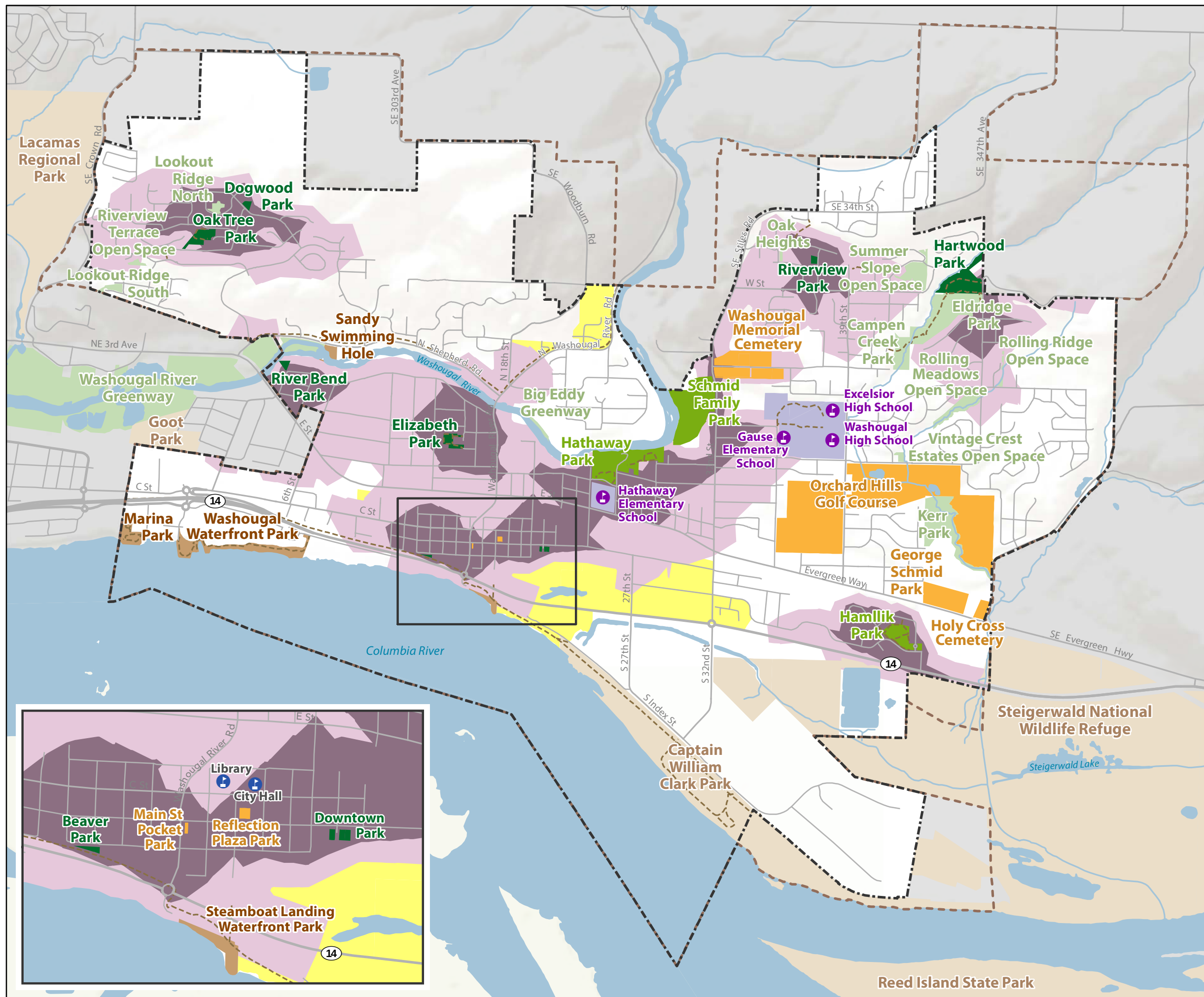
Urban Growth Area

Clark County



Source: Clark County
Date: October 2020

0 0.125 0.25 0.5 0.75 1 Mi





Lack of diverse features: Many parks offer similar amenities or lack facilities that make them distinctive from opportunities at nearby parks. Table 7 shows that while several parks offer picnic facilities or shelter, there are minimal unique features such as a bike pump track, splash pad or dog park that could make parks more diverse, unique and fun.

TABLE 7: RECREATION FACILITY INVENTORY

Facility Type	Total	Facility Type	Total
Sport fields	8	Picnic facilities	10
Aquatics facility/splash pads	0	Hand boat launch	1
Sport courts	4	Water access/fishing sites	7
Off-leash dog areas	0	Community garden*	1
Skate park	1	Restrooms	6
Shelters	5	Paths (within a park)	9

For additional details, see Appendix A. * Completed Spring 2021.

PARK ACCESS AND GAP ANALYSIS

Though acres per 1,000 has traditionally been a standard metric to measure the sufficiency of park land for cities, it does not address the proximity of parks to community residents. For this reason, the emerging national standard to measure park access is the 10-minute walk, which equates to a travel distance of approximately ¼- to ½-mile. Everyone benefits from living within walking distance of park. This the simple logic behind the 10-Minute Walk campaign led by the Trust for Public Land (TPL), the National Recreation and Park Association (NRPA) and the Urban Land Institute (ULI).

Maps 2 and 3 on the following pages show existing park access to community and neighborhood parks.⁹ The purple-shaded areas indicate locations that are within a 10-minute walk to a community or neighborhood park. Maps 2 and 3 shows areas of higher density zoning (in yellow) that are outside a 10-minute walk to parks. The map helps identify areas that might have a greater need for parks and recreation,

⁹ To evaluate 10-minute walk park access, the consultant team used a GIS-based analysis to evaluate where Washougal residential areas (current city limits) have a park within ¼- to ½-mile, using the street and trail network to reach pedestrian access points into existing parks.

since housing in areas zoned for higher density typically have smaller outdoor spaces or lack a yard entirely.

Gap Areas

While many areas of the city have nearby open spaces, some of these same locations don't have convenient access to a developed park. In addition, there are several barriers to park access in Washougal, such as the Washougal River and hilly terrain, as well as busy streets such as highways and NE 3rd Ave or cul-de-sacs and dead-end streets. Areas that are not served by a developed park within a 10-minute walk include:

- Residential areas north of the Washougal River;
- East downtown between 22nd and 34th Streets, which includes areas of higher-density residential zoning;
- The northeast edge of the city, east of Orchard Hills Golf Course; and
- Most of the future growth areas (within the UGB but outside of the city limits).

TRENDS

Trends at the national, state and local level help identify types of facilities, activities and other related factors that are gaining momentum in similar communities. When applied to key park and recreation needs (described in the following chapter), these trends provide ideas to consider in the provision of park and recreation services.



Public Health and Wellness

To combat the national rise of obesity, diabetes, and heart disease, public and private entities are exploring ways to promote preventative healthcare and active living, which reduce healthcare costs and improve public health. This includes initiatives such as Park Rx, through which health care practitioners prescribe time outdoors in nature to improve health outcomes. Access to parks and recreation is especially relevant given restrictions on gatherings, social distancing and other restrictions due to the pandemic.

Cultural Relevancy and Responsiveness

Park agencies are responding to the diverse cultural makeup of their communities in a variety of ways, including by improving community outreach and information, providing culturally responsive park design and programming, and even hiring more diverse staff. There is also a growing need for agency-hosted cultural events, vendors and entertainment that reflect a wider array of interests and cultures.

The Washington State Recreation and Conservation Office (RCO) conducted primary research to support the State's planning efforts that included participation among diverse racial or ethnic groups. Table 8 compares top activities at the state level among different racial/ethnic groups. While walking is the top activity across all races/ethnicities, other popular activities vary depending on race/ethnicity.

TABLE 8: TOP STATEWIDE RECREATION ACTIVITIES BY RACE/ETHNICITY

White	Hispanic/Latino	Asians	African Americans
1. Walking – Park or trail setting	1. Walking – Park or trail setting	1. Walking – Park or trail setting	1. Walking – Park or trail setting
2. Visiting rivers or streams	2. Playing	2. Attending an outdoor concert or event	2. Relaxing, reading, hanging out
3. Visiting a beach or tide pools	3. Attending an outdoor concert or event	3. Visiting a beach or tide pools	3. Attending an outdoor concert or event
4. Attending an outdoor concert or event	4. Relaxing, reading, hanging out	4. Day hiking	4. Visiting zoos, gardens, or arboretums
5. Gather or collect things in nature setting	5. Visiting rivers or streams	5. Visiting zoos, gardens, or arboretums	5. Picnicking, BBQ, or cookout

Source: State of Washington 2017 Assessment of Outdoor Recreation Demand Report, Eastern Washington University (July 2017)

Play for All Ages and Abilities

The benefits of play for younger children are well-documented. However, play also benefits all age groups and abilities, including teens, younger and older adults, seniors, multigenerational groups, and special needs populations. In addition, more diverse play experiences are trending, such as nature play, water play, adventure play, thematic and destination play. Universal, all-inclusive play and activity areas are

especially important in the Washougal area where 14.7% of the population is living with a disability, compared to 12.2% in Clark County.¹⁰

Trail-Based Recreation

Nationwide, non-motorized transportation and trail-based recreation activities—including walking, dog-walking, hiking, running and biking—are the top-rated recreational activities across all socio-economic and cultural groups. This creates a greater demand for safe and interesting trails in park systems. According to the 2016



Outdoor Foundation Outdoor Participation Study, running, including trail running, was the most popular outdoor activity in the United States, with more than 53 million participants involved and a participation rate of 18 percent. Table 9 shows top recreation activities for the State of Washington and the Southwest Region. Based on the data, walking is the top activity across at the State and regional level.

TABLE 9: TOP RECREATION ACTIVITIES STATEWIDE AND SOUTHWEST REGION

Activity	State-wide	Activity	SW Region
1. Walking – Park or trail setting	84%	1. Walking – Park or trail setting	86%
2. Visiting rivers or streams	66%	2. Visiting rivers or streams	69%
3. Visiting a beach or tide pools	60%	3. Visiting a beach or tide pools	65%
4. Attending an outdoor concert or event	58%	4. Attending an outdoor event	58%
5. Gather or collect things in nature setting	54%	5. Day hiking	55%

Source: State of Washington 2017 Assessment of Outdoor Recreation Demand Report, Eastern Washington University (July 2017)

¹⁰ Clark County InfoMap

Connecting Youth with Nature

Across the country, there is a movement to reconnect youth with nature and the outdoors. This is largely in response to the decreased time kids spend outdoors compared to previous generations and the associated negative physical and mental health impacts. Parents and professionals alike express concerns about the ill effects of a sedentary lifestyle, too much screen time, and too little exploratory, unstructured outside play for children.

An Active, Aging Population

As people live longer, the population of “seniors” encompasses multiple generations, including retirees who are in good health, physically active, and uninterested in participating in typical “senior center” activities. Instead, there is a growing interest in leisure activities for older adults, such as art-related programs and senior sports clubs, and in multi-generational settings.

Art in Public Places

Art in public spaces can express the multifaceted and culturally diverse qualities of a community, as well as a city’s brand and identity. Many parks and public spaces in Washougal have public art integrated into their design. Using art as a component of the park’s initial design or its renovation will showcase local identity and can promote cultural, environmental or historic values. Many cities have established percent for art programs to ensure that art is incorporated into public places.



Sandy Swimming Hole (Credit: Alisha Jucevic/The Columbian)

3. Plan Framework

Community engagement outcomes, a technical analysis of the park inventory and conditions assessment, and current and emerging recreational trends are combined to define the needs and future direction of the Washougal park system over the next ten years. This chapter presents the plan framework and is organized into the following three sections:

- **Key Needs:** Combines community desires with the technical analysis to identify key needs to carry through into potential and more specific recommendations;
- **Vision:** Describes the long-term direction for parks and recreation; and
- **Goals and Policies:** Identifies specific directives needed to carry out the vision.

KEY NEEDS

A number of commonalities emerged from stakeholder and advisory group input, analysis of gaps and trends, and community engagement. Findings illustrate the types of facilities and activities that residents enjoy the most, the challenges they see, and their ideas for improving the park system. The following key needs identify a direction for further planning and investment.

Add Unique Destinations

An off-leash dog area, community garden, skate parks, bike pump track and disc golf course are some of the recreation destinations that received interest from the community. The 2020 City Satisfaction Survey found that a dog park was one of the most important future priorities. Adding special facilities was also one of the critical needs noted in the 2019 Park Survey, with water playgrounds and off-leash dog areas being at the top of the list.

Improve Play Opportunities

Places to play, learn, explore and have fun are all important elements of parks and recreation. Play is a top need in Washougal, including fun and interactive play areas that incorporate water and nature into site and facility design. Comments from the questionnaire noted that while Washougal has some great play areas, not all residents have a safe or convenient way to get to these destinations, especially when walking or biking with kids. Respondents to the online questionnaire and on social media gave several examples of play areas that could serve as inspiration in Washougal (see side images for sites noted).

Provide Close-to-Home Recreation

Many respondents expressed a need for recreation that is close to home. Several comments on social media and in the open-ended comments of the online questionnaire asked about improvements that create better access to existing parks. Responses from the questionnaire show that parks and trails have the



Top: Fisher Basin Park, Vancouver, WA
 Mid: First Federal Bank Park, Twin Falls, ID
 Bottom: Westmoreland Park, Portland, OR

same or greater use as a result of COVID-19 restrictions. Forty-six percent of respondents are using parks or trails the same or more since park closures, compared to 37.7% who are using them less. Several comments noted the potential to reuse underdeveloped park spaces or open space for public use such as a community garden, dog park, or play area.

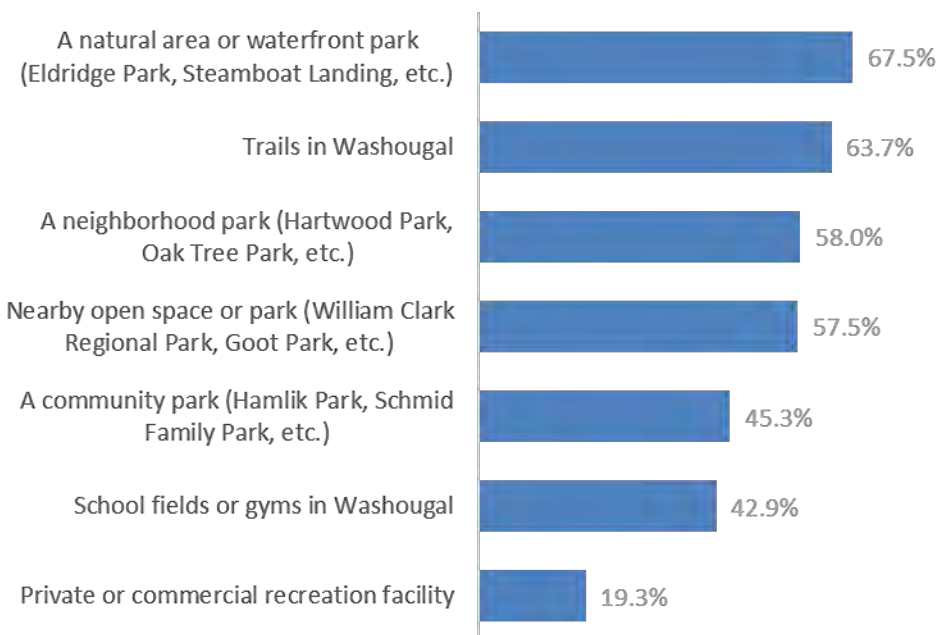
Improve Communication

Education, communication and awareness are some of the potential ways to improve access to nearby recreation. According to the 2019 Park Survey, not knowing what's available or where parks are located were some of the top reasons respondents aren't using parks.

Protect Access to Nature

Access to natural areas is one of the top needs in Washougal. Questionnaire respondents chose "being surrounded by trees, plants, water and wildlife" as the most important aspect of parks and recreation in Washougal and natural areas or waterfront parks are of the topmost frequented types of park land. Prior to COVID-19, 67.5% of questionnaire respondents said that they visit natural areas or waterfront parks regularly or frequently when in season (Figure 2). Members of the Park Board also identified the protection of open space as a major priority and opportunity for the park system.

FIGURE 2: TYPES OF PARKS AND RECREATION FACILITIES VISITED ON A REGULAR/FREQUENT BASIS (MASTER PLAN QUESTIONNAIRE)



Source: MIG

Create Safe and Connected Routes

Trails and trail-related activities such as walking, biking and running are top needs in Washougal. The 2020 City Satisfaction Survey found that trails were one of the most important future priorities. Prior to COVID-19 restrictions, questionnaire respondents indicated that biking, walking or running in parks or in trails were their top activities (Figure 3).

Many comments noted walking or biking as an activity they are doing more during the pandemic. New connections that link parks and neighborhoods are also critical to improving connectivity to parks and recreation in areas without convenient access.

FIGURE 3: WHICH OF THE FOLLOWING PARK FEATURES AND FACILITIES WOULD YOU LIKE TO SEE IN WASHOUGAL? (MASTER PLAN QUESTIONNAIRE)



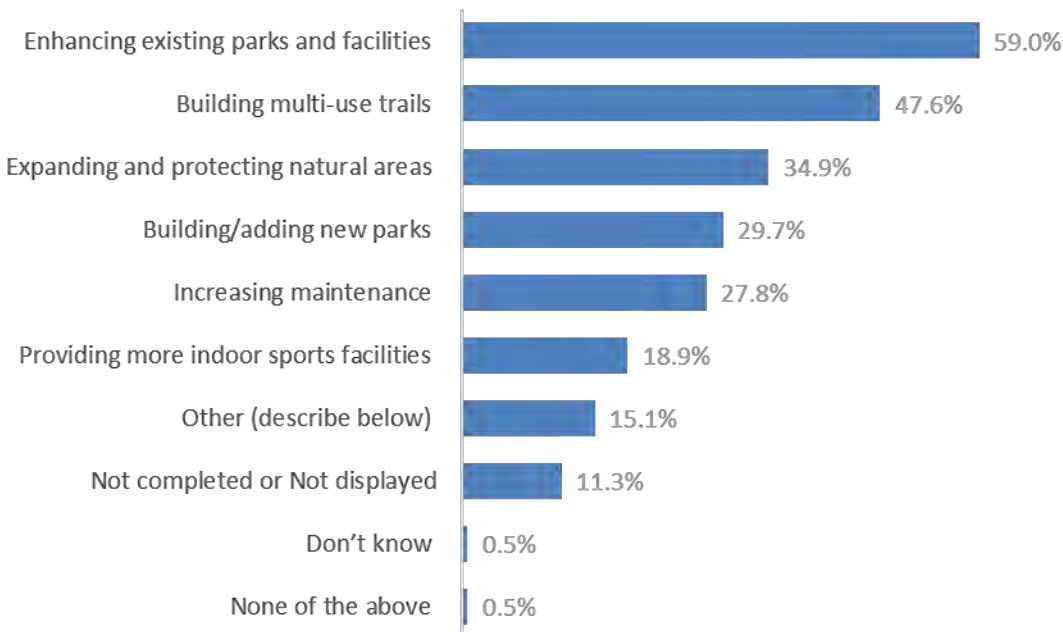
Source: MIG

Promote Maintenance and Reinvestment

According to the 2020 City Satisfaction Survey, the quality of parks ranked as one of the top priorities across City service categories. Members of the Park Board noted that many parks and recreation facilities are aging, and there is a need to maximize use of existing facilities and reinvest in City parks.

The Master Plan questionnaire found that “enhancing existing parks and facilities” was the top choice for funding priorities (Figure 4). At the same time, the City doesn’t have adequate resources to keep up with the backlog of maintenance issues.

FIGURE 4: WHICH OF THE FOLLOWING SHOULD BE OUR TOP FUNDING PRIORITIES? (MASTER PLAN QUESTIONNAIRE)



Source: MIG

VISION

Based on community interests and aspirations identified through public outreach, Washougal's vision for the parks and recreation system is described below.

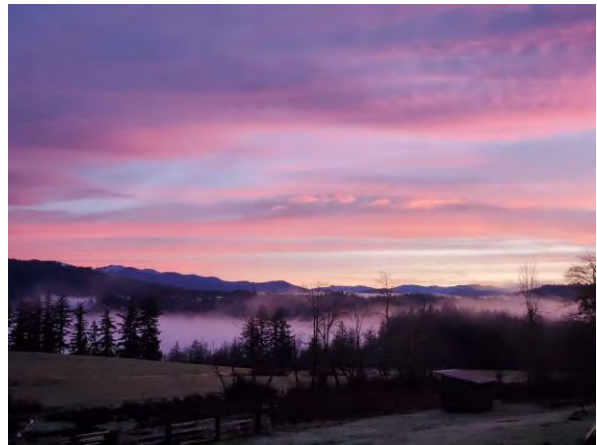
Washougal's park and recreation system is a valued public service that supports community livability while building on the city's unique setting and diverse history and culture. High quality and well-maintained parks and recreational facilities, interconnected trails and natural areas are close to residents and workers, while future resources are available to serve community growth.

The Washougal and Columbia Rivers are important elements of this system and there are a range of waterfront parks, trails and open spaces to connect with the water and preserve critical habitat areas. The City partners with a range of providers, community volunteers and other entities to offer events, programs and activities that are equitable, fun and memorable.

GOALS AND POLICIES

Goals are the desired outcomes to be achieved by implementing the Park & Recreation Plan. Goals provide direction for more specific policies and recommendations to guide future decisions and ensure consistent long-term direction for service provision.

Each goal contains multiple policies that establish specific directions for the system. Policies reflect public needs, past and current planning efforts, as well as strategic planning, design and management principles. Policies will achieve the stated goals and provide systemwide direction for park and recreation services. (Note: the following numbering system does not indicate priority order.)



Goal 1: Provide well-designed, accessible and safe parks, recreation facilities, and natural open space areas.

- 1.A Reinvest in existing park and recreation facilities to meet needs in developed areas. Identify underused areas of developed parks to increase opportunities and renew park character.
- 1.B Secure adequate parkland in developing areas to serve future residents.
- 1.C Develop a park system with locations convenient to most residents in Washougal. Where feasible, provide a park within a ten-minute walk (about a ¼- or ½-mile distance) of residential areas.
- 1.D Provide opportunities for indoor and covered recreational activities, such as a gymnasium, indoor recreation center, or covered playground areas.
- 1.E Adopt and follow park design and development guidelines for all new park land, including parks that will be dedicated to the City.
- 1.F Coordinate with other City departments to ensure that new development is oriented towards parks and trails.
- 1.G Integrate natural features, such as green stormwater improvements, and adding trees, shrubs and other plants into the built environment, including residential, commercial and industrial areas.
- 1.H Accept only those parks and facilities that are consistent with the City's Parks & Recreation Plan.

- 1.I Incorporate interpretation of local history, culture, and the environment into the park system.

Goal 2: Maximize opportunities for public enjoyment and protection of waterfront resources.

- 2.A Recognize the Washougal and Columbia Rivers as unique local recreation resources.
- 2.B Pursue continuous and connected riverfront greenway systems along the Columbia and Washougal Rivers. Acquire riverfront property or easements whenever the opportunity exists.
- 2.C Provide opportunities for public access to the waterfront where conditions permit it.
- 2.D Geographically distribute waterfront parks and access points as practical as possible to provide greater park access throughout the city.
- 2.E Provide a range of waterfront recreation experiences, including opportunities to access the river and riverfront, or places to view the water.
- 2.F Preserve areas with critical or unique natural features, such as stream corridors, wildlife habitat and wetlands.
- 2.G Support efforts for habitat protection, conservation and similar projects and programs to strengthen the health of natural systems and the environment.

Goal 3: Connect neighborhoods, schools, downtown, and waterfronts with parks, trails and natural open space areas.

- 3.A Develop an interconnected pedestrian and bicycle system that connects downtown and neighborhoods with parks, schools, and other features.
- 3.B Connect the City's pedestrian and bicycle system with the Camas and Clark County regional systems.
- 3.C Develop a network of off-street trails using natural open space areas, parks, utility corridors, and other features. Supplement this network with on-street connections where necessary.
- 3.D Provide an interconnected trail system along the Columbia and Washougal Rivers.
- 3.E Continue building partnerships to expand connectivity within the city and through the region.
- 3.F Provide a consistent and accessible signage and wayfinding system that welcomes and informs users.

Goal 4: Strategically facilitate recreation programs and community events to foster community health, recreation participation and park use.



- 4.A Foster recreational, educational and cultural opportunities in parks through partnerships that promote healthy, active lifestyles, play and learning, and social gathering.
- 4.B Recruit contract providers to offer fee-based programs in parks that respond to current trends and community desires
- 4.C Create a scholarship program or volunteer credit system that enables economically disadvantaged residents to participate in local fee-based programs.
- 4.D Encourage collaboration among local artists, businesses, and volunteers to foster a stronger sense of community and City identity through education, tourism, city beautification, and recreation opportunities.
- 4.E Coordinate with private and non-profit providers (such as organized sports leagues) to encourage a greater variety of programming in parks and ensure adequate facilities and space are available for recreation services.
- 4.F Promote opportunities to activate Downtown Washougal by recruiting providers or partners to offer community-wide events, mid-day programming for workers, and evening activities that help support local tourism and enjoyment of the city center.
- 4.G Promote healthy food choices and active living programs as a central focus for community education.

Goal 5: Provide efficient and high-quality maintenance of parks, facilities, and natural open space areas.

- 5.A Maintain park and recreation facilities in a manner to make them safe, attractive, and a positive part of the neighborhood and city.
- 5.B Develop maintenance frequency protocols that maximize the life of the City's park and recreation assets.
- 5.C Maximize efficient use of the maintenance budget.

- 5.D Consider the maintenance costs and staffing levels associated with acquisition, development, or renovation of parks or natural open space areas. Adjust the annual operating budget accordingly for adequate maintenance funding of the system expansion.
- 5.E Streamline maintenance resources by divesting or transferring ownership of parks that do not contribute to the vision and goals of the park system.
- 5.F Monitor and maintain natural areas to control invasive species and improve ecological functions.
- 5.G Develop site-specific master plans or site designs that guide all major park improvements, incorporate maintenance efficiencies, and achieve cohesive design and efficient phasing of projects.
- 5.H Provide better tracking of the costs of maintaining City-owned facilities by their function, including public buildings, infrastructure, parks and natural areas, and the cemetery.

Goal 6: Be an efficient and effective provider of the parks and recreation services desired by the community.

- 6.A Continue partnering with the Washougal School District to maximize public use of recreation facilities on school sites, especially for athletic fields.
- 6.B Leverage and periodically update funding and land dedication mechanisms to ensure that new development is responsible for providing or paying a fair share for the park and recreation facilities needed to serve increased population.
- 6.C Maintain an annual operating budget that is sufficient to address park asset management and maintenance needs .
- 6.D Maximize operational efficiency to provide the greatest public benefit for the resources expended.
- 6.E Tailor services and operating hours to community needs, so that policies, work schedules, and administrative direction support public use of parks and services.
- 6.F Develop staff growth by encouraging participation in professional organizations, educational classes and training seminars.

Goal 7: Encourage public involvement in all aspects of parks and recreation.

- 7.A Support the Park Board as the forum for public discussion of parks and recreation policies, ideas, opportunities and concerns.

- 7.B Provide public review opportunities in park planning and design decisions.
- 7.C Identify opportunities for community members, local artists and businesses to actively contribute to park and facility design and development.
- 7.D Establish publicity efforts to inform citizens of the recreational and volunteer opportunities available in local neighborhoods and citywide.
- 7.E Periodically review local park and recreation preferences, needs and trends and update priorities identified in this Plan.
- 7.F Encourage citizen involvement and participation in maintaining and restoring the quality of parks (such as adopt-a-park programs, sports group partnerships, and Scout projects).



4. System-Wide Recommendations

Recommendations provide additional directions to help the City carry out the goals and policies. Building on past efforts, this Plan anticipates a continued expansion of the City's responsibilities in providing park and recreation services to respond to increasing demands and needs. In general, the City's role should include:

- Assessing park and recreation needs in the community;
- Developing and maintaining a quality park system;
- Coordinating service delivery efforts with organizations in the community;
- Encouraging strategic partnerships that result in programs and services that meets needs consistent with the goals of this Plan.

These recommendations in this chapter are designed to build capacity within the City to increase services. The following recommendations build on guidance from the previous plan updated to reflect the renewed vision and goals. These are organized into five service areas:

- Administration, management and communications;
- Planning, design and development;
- Maintenance and operations, and;
- Events and programs.

These recommendations support the capital projects and implementation strategy noted in Chapter 5.

ADMINISTRATION, MANAGEMENT AND COMMUNICATIONS

- **Engage the community about gradual reopening of parks and recreation and build future funding support.** When COVID-19 health restrictions lift for use of parks and for public gathering, the City will need to continue working together to ensure consistent and effective communication with the public. This should include continuing to work with State and County public health officials to understand, communicate and adjust rules and messaging related to public use of parks and social gathering opportunities. This communication creates an opportunity to build support around potential future funding mechanisms and new projects. It will be important to employ public input, education, outreach and polling before any specific funding mechanism is attempted.
- **Continue to rely on the Park Board as the review body for all parks-related issues and policies.** The Board makes recommendations to City Council, advising on policies related to parks and recreation. The Board also reviews park designs and provides a key role in guiding parks and recreation services. The Park Board is a critical element for implementing this Plan and instrumental in the success of the City's park and recreation system.
- **Establish an annual work program and performance goals.** Each year, an annual work program and performance goals document should be developed for parks and recreation in Washougal. The Park Board and staff should participate in setting the priorities and specific work tasks for the coming year. At the end of the year, an evaluation should be made to measure performance.
- **Improve cost and revenue tracking for parks and recreation services.** One of the most important items in controlling costs and producing revenue is a good budget reporting system. At minimum, the City should be able to review the cost of maintaining its parks, trails, and natural open space areas on a per-acre and per Full Time Equivalent employee (FTE) basis. As recreation programs are added, program costs and revenues should be tracked by major program areas (e.g., sports, general recreation, seniors, and outdoor/environmental programs). Good budget tracking of program costs will allow the City to make management, marketing, or programming improvements. As an added benefit, accurate cost tracking also provides information for budgeting and for planning future facilities.

- **Update impact fees.** The City is updating its impact fees in 2021 to ensure that they reflect the cost of developing park and recreation facilities to accommodate new development. The fee schedule should undergo regular evaluation or build in an automatic cost escalator to account for annual inflation and elevated economic markets.
- **Continue building revenue-generating capacity to reinvest in the system.** As more comprehensive services are offered, revenue can be generated through rental fees, user fees, program fees, and sponsorships. While increased services may result in a bigger budget, the net financial cost to the taxpayer may be nearly the same if programs that can recover full costs are targeted.
- **Maintain community access to school recreation facilities.** The City should continue the strong relationship with the School District where School District facilities are available for public use during non-school hours, and the District contributes towards maintenance. Periodically update the City-School joint use agreement and consider site-specific partnership opportunities for sports field, indoor/gym space and facility development.
- **Improve communication with the broader community.** One of the key needs noted by the community is the need to improve communication related to parks and recreation services and opportunities. The City should create a public education and community relations campaign to describe the maintenance/asset management issue and communicate the tradeoffs needed to sustain critical resources in parks and recreation programming. Part of this campaign should include public relations guidelines to manage requests or complaints in the event of budget cuts.
- **Develop and follow an inclusion policy based on NRPA's Parks for Inclusion guidelines.** The policy should provide direction on inclusive operations on all aspects of park operations including, communication, engagement, design, programming, and employment. Use universal graphics and imagery for all park and recreation communications.



PLANNING, DESIGN AND DEVELOPMENT

- **Involve parks and recreation staff in the planning so that maintenance and programming requirements are considered.** Maintenance staff should be consulted during the site selection process, development negotiation, and site design process to identify maintenance requirements and identify potential cost- and labor-saving measures. Labor-saving devices such as mow strips, no-mow zones, “natural” areas, appropriate path layout, time-activated locks, and other features should be incorporated into parks to facilitate maintenance. When recreation programs are added in the future, the staff responsible for these should also be included so that programming requirements are addressed.
- **Increase the role of the Park Board in reviewing plans for public parks.** The Park Board should review all public parks and recreation facility designs, including review of planned public parks proposed by developers. The Park Board’s role should aid in reviewing recommendations to ensure that developer-proposed parks are consistent with this Plan, meet the City’s design and development guidelines, and serve the needs of Washougal residents.
- **Use design guidelines as a basis for new parks and improvements.** Design guidelines (Appendix E) are intended to ensure that appropriately sized and scaled parks provide different recreation opportunities, and that the right amenities and facilities are provided in the right places within the park system. The City should rely on the general guidelines outlined in Appendix E to carry future improvement and investments related to park and trail planning and design.
- **Ensure that private neighborhood parks meet the City’s design and development guidelines for public neighborhood parks.** This can be accomplished through the planning and development review process. Private parks are sometimes turned over to city governments for operations and maintenance if a development no longer wishes relinquish liability and maintenance responsibilities. If the private park does not meet public park standards, the City should not acquire the property as it would assume ownership of a site requiring substantial capital investments (e.g., lacking new playground equipment, heavy invasive weed infestation, accessibility improvements, etc.) among other long-term problems. This is a developmental issue should be carefully planned during the conceptual design phase of the private neighborhood park to bring it in line with specific needs suggested in this document.

- **Implement the recommended park improvements and new facilities recommended in this Plan.** Detailed recommendations on improvements at existing parks and facilities, development of new parks and facilities, and establishment of a trail system are contained within Appendix D with recommended implementation phasing in Chapter 5.
- **Incorporate citizen input into park and facility designs.** Designs for parks and facilities should be tailored to the needs of the neighborhood and park users. Opportunities for citizen input should be incorporated into the design process through the use of workshops, public open houses, questionnaires, and other techniques.
- **Continue to develop a comprehensive and inter-connected off-street trail system that provides connectivity to destinations throughout Washougal and to surrounding destinations for bicyclists and pedestrians.** Through the City's Transportation Capital Facilities Plan and related Port and County planning, the City has adopted plans for improving the non-motorized, active transportation system in and around the City. Future updates to the Transportation Capital Facilities Plan should include an update to potential non-motorized transportation routes in coordination with trail corridors envisioned in this Plan.

- **Continue to support a water trail system:** To capitalize on Washougal's unique water resources, the City should promote a water trail for non-motorized watercraft on the Washougal River. The link could provide information on launch points, site facilities, and points of interest for the river



visitors. Improving floater and kayak access to the Washougal River is a key step in developing usable water trails. While several internet websites currently offer water trail maps for the Columbia River, information regarding public access points for the Washougal River has been difficult to find until 2010.

- **Evaluate the recreation potential of open space sites.** The City of Washougal owns several properties that do not function as parks. These properties consist of remnants left over from subdivision developments “dedicated to the City of Washougal” because of tributaries and associated riparian zones. The City has many open space areas that are potential candidates for rehabilitation under Parks Division management. Some of these future projects may require a plat alteration in order for any proposed project to go into construction. These areas are desirable for the City because of their connectivity opportunities. Appropriate Open Space Areas could be developed into a variety of public uses including trails, playgrounds, future parks, wildlife observation areas, etc. Easements hold great possibility for connecting larger trail systems together. A more thorough analysis of the useable easements would reveal this potential. These suggestions are starting points in the discussion on how open spaces could be used in the future.

MAINTENANCE AND OPERATIONS

- **Budget at least \$5,000 per acre per year for the maintenance of developed park acreage.** Over time it can be expected the City budget will have its shortfalls. One of the first services usually cut is park maintenance. While cuts to maintenance can occur for a short duration, extended reduced maintenance results in the eventual degradation or even loss of assets and infrastructure. The cost to bring property back to an acceptable level then becomes a significant expense. The City should establish a minimum threshold for park maintenance services at \$5,000 for each developed acre. After several years, the actual cost can be re-evaluated. This figure is exclusive of major capital renovation and repairs.
- **Establish detailed task tracking for employees.** Staff time should be tracked by major maintenance tasks and by site. The City of Washougal’s planned upgrades to computer software will simplify the process of project tracking on timecards. This information can be used in the maintenance management plan and to formulate budgets.
- **Establish performance standards.** Performance standards should be established for every basic park maintenance task. This will clarify what tasks are expected and the general amount of time required. This is an effective tool when budget cuts occur so that everyone knows what level of maintenance will occur in the future.
- **Establish a tiered approach for park maintenance.** Maintenance tiers provide the City with guidance on how much maintenance each facility will require, allowing them to allocate and plan for budget appropriately. By

approaching park and facility maintenance on a systematic basis, crisis maintenance can be reduced, the quality of maintenance improved, and work tasks spread out more evenly over the year. This type of approach also helps the City track and compare maintenance costs of each park and pertinent tasks. Accurate evaluation of maintenance levels and costs result in informed judgments regarding paring costs. Below is an outline of the levels used to assess maintenance requirements of each of Washougal's outdoor facilities.

- > Level 1: This highest level of maintenance is typically performed at large community parks or sites that receive the highest use. Maintenance at this level maintains the park or facility at a standard sufficient to ensure a well-kept appearance. Public plazas, sports fields, shelters, and restrooms are visited daily and maintenance concerns are given a high priority.
 - > Level 2: This level of maintenance is performed at improved properties that may include play equipment and irrigated turf. Maintenance at this level ensures the park remains clean and safe, while forgoing more specialized and customized care. Maintenance issues and concerns are evaluated on a case-by-case basis, with safety items receiving highest priority.
 - > Level 3: This level of maintenance is performed in less developed areas that include asphalt or chip trails, has low or transitory use, signage and no little to no irrigation. Sites are visited periodically with the more developed areas being mowed and blown as needed. Maintenance issues and concerns are often initiated by inspections and citizen concerns, with safety issues receiving highest priority.
 - > Level 4: This lowest level of maintenance is performed in undeveloped park properties that may or may not have adjacent development. All properties are non-irrigated. Maintenance should be provided to address hazardous or unsafe conditions and respond to concerns identified by citizens or through periodic inspections. Occasional spikes in maintenance will occur during habitat restoration activities and for hazard tree issues.
- **Consider alternative maintenance arrangements to maximize efficiency and cost-effectiveness.** Seasonal employees and interns provide an alternative way of maintaining parks during peak seasons. A larger ratio of seasonal employees can help meet the increase maintenance demands in a more cost-efficient manner. Other opportunities exist with multi-jurisdictional partnerships such as GEM, utilizing organizations such as

AmeriCorps, and/or continuing the use of corrections crews and volunteers as previously mentioned.

EVENTS AND PROGRAMS

- **Create a dedicated recreation coordinator position.** The City currently does not provide recreation programs, a direction this Plan recommends pursuing. A dedicated recreation staff person will be needed to establish pilot programs and recruit partners, agencies, and contract providers to offer programs in parks.
- **Transition to a parks and recreation department over time.** Many cities find that a single department or division addressing all aspects of parks and recreation allows for better and more efficient services and operations. Washougal should strategically transition to a parks and recreation department (similar to the structure in the neighboring City of Camas) to facilitate parks and recreation services, allow for better coordination with other providers, and improve cost tracking.
- **Solicit new program providers that require minimal City resources.** There are a range of private providers that can offer programs and activities in Washougal with little or no obligation to the City. Providers such as Soccer Shots soccer programs or Skyhawks sports camps and clinics serve nearby recreation agencies and are good resource to quickly build recreation programming locally.
- **Recruit community volunteers to lead community events.** Local volunteers are a great resource that can help build or expand some types of community events and programs. Activities such as movies or concerts in the park, active adult outings and events, and other similar opportunities can all be organized with minimal cost to the City.
- **Establish/expand sponsor and partnership programs.** Expanding the City's programming options creates new opportunities to engage and excite sponsors. For each programming area added or expanded, there is a likely community partner that could bring funding to the table. For example, health and fitness programming, from classes in parks to engaging employee fitness programs, would be an on-brand for health care providers or insurance companies.
- **Hold City-sponsored events in parks to showcase the park system and build awareness.** The City should increase awareness of the public park and recreation system by holding fun and family-friendly events in parks. Activities such as live music, food, temporary games and activities can attract

new users, build social and neighborhood cohesion and bolster future supporters of parks and recreation.

- **Test a variety of program options for different ages and abilities.** Use pilot programs and a recreation program review tool to test and evaluate the success of a variety of programs, events, classes, and activities. Programming should meet the needs of Washougal residents, and there should be a diverse range of options to accommodate differing interests, time availability, and abilities.
- **Establish a fees-and-charges philosophy.** Develop a fee schedule for programs. The fees-and-charges philosophy will guide the setting of fees, as well as the cost recovery goals. In general, fees for programs that provide high individual benefit and low community benefit are set to recover all costs or even turn a profit, while programs with high community benefit are highly subsidized. In addition, the fees-and charges philosophy should address scholarships and affordability to ensure access.
- **Establish cost recovery goals for each major program area.** Cost tracking of recreation programs provides data to inform management, marketing, or programming improvements, while ensuring that Washougal is meeting community recreation needs while maintaining a solid financial footing. As an added benefit, accurate cost tracking also provides information for budgeting and for planning future facilities. To evaluate programming based on costs, Washougal should establish a cost tracking system that accurately reflects the costs of services offered and the revenues generated by each service area. The revenue and costs can then be compared to assess performance of recreation programs. Costs that should be attributed to each program area include direct costs (supplies, etc.), the fees for the contractor who provides the program, room rental, facility or field maintenance, recreation coordinator, and Recreation Division administration. Some agencies charge a share of administration time to different program areas as part of identifying the actual cost of services.
- **Once programs are provided, institute program evaluation protocols.** Programs should be evaluated in terms of cost, revenue, participation levels, and user feedback. User evaluation methods should be developed (questionnaires offered after classes, internet comment forms, etc.) and implemented, and the results should be reviewed regularly. Participation should be tracked, and participation rates should be reviewed regularly so that programming can be adjusted to meet demands. Cost and revenue generation of each major program area should be reviewed annually.



Schmid Fields (Credit: Dawn Feldhaus/Post-Record)

5. Future Park System and Implementation

Creating the future park system requires a phased approach to completing capital projects and integrating the new services necessary to implement the Plan. This chapter provides an overview of the future parks system and associated projects and services. Additional details are presented in Appendix C (capital project list) and Appendix D (site improvements).

FUTURE PARK SYSTEM

The envisioned future park and recreation system reflects the key needs and vision voiced by the community, with specific projects identified for existing parks as well as potential future parks. The Future Park System Map, shown on the next page, shows the distribution of recommended projects in five general categories summarized below.

Park Reinvestment



As noted in the park assessment and evaluation of community needs, many existing parks need renovations. Capital reinvestment is recommended in nine parks. Park reinvestment projects include replacing aging or damaged park features, such as the restroom at Hamlik Park, and adding new features, such as a covered event venue at Hartwood Park.

Park Development



There are several recently dedicated parks or sites that are actively undergoing development. The School District and City are completing sports field and site improvements at George Schmid Memorial Park. Private developers will be completing park improvements at Granite Highlands Park and Ninebark Park. This category also includes continued development of the Downtown Community Garden site that Washougal purchased in 2016.

Future Parks



Based on the previous plan, future community needs and the park gap assessment, this Plan recommends four new parks. Map 4 shows the general locations of two future neighborhood parks (NP1 and NP2), one future community park (CP), and one future waterfront park (WP). The actual location will be determined based on land availability, acquisition costs, a site's consistency with park development standards, and the property owner's willingness to negotiate.

Future Trails



An interconnected trail system is a major priority for the future park and recreation system. Map 4 identifies proposed trail routes. While general routes are shown on the map, the actual trail alignment or right-of-way will be determined based on land availability. The off-street trail system focuses on recreation opportunities while also serving non-motorized transportation needs. Washougal's trail system will connect all parts of the city to each other, with linkages to downtown and important recreation facilities.

Site Divestment



The park condition assessment found that some small parks are not contributing towards the parks and recreation vision. Beaver Park, Riverview Park, and Lookout Ridge 3 (Tracts A and B) require City maintenance but are underused or do not have potential to meet park design and development standards. Based on current conditions, the City should consider transferring ownership of these sites.

CAPITAL IMPROVEMENT PLAN

The total cost of developing and maintaining the system is critical to plan implementation and the build-out of the system. Table 10 summarizes the general order-of-magnitude costs to assist in evaluating and prioritizing projects for future consideration in City budgeting. A detailed version of the capital projects, cost estimates and costing assumptions for existing and proposed parks can be found in Appendix C.



Map 4: Future Park System

Existing Parks (2021)

- Neighborhood Park
- Community Park
- Open Space
- Special Use Site
- Pocket Park
- Waterfront Park
- Other

Recommendations

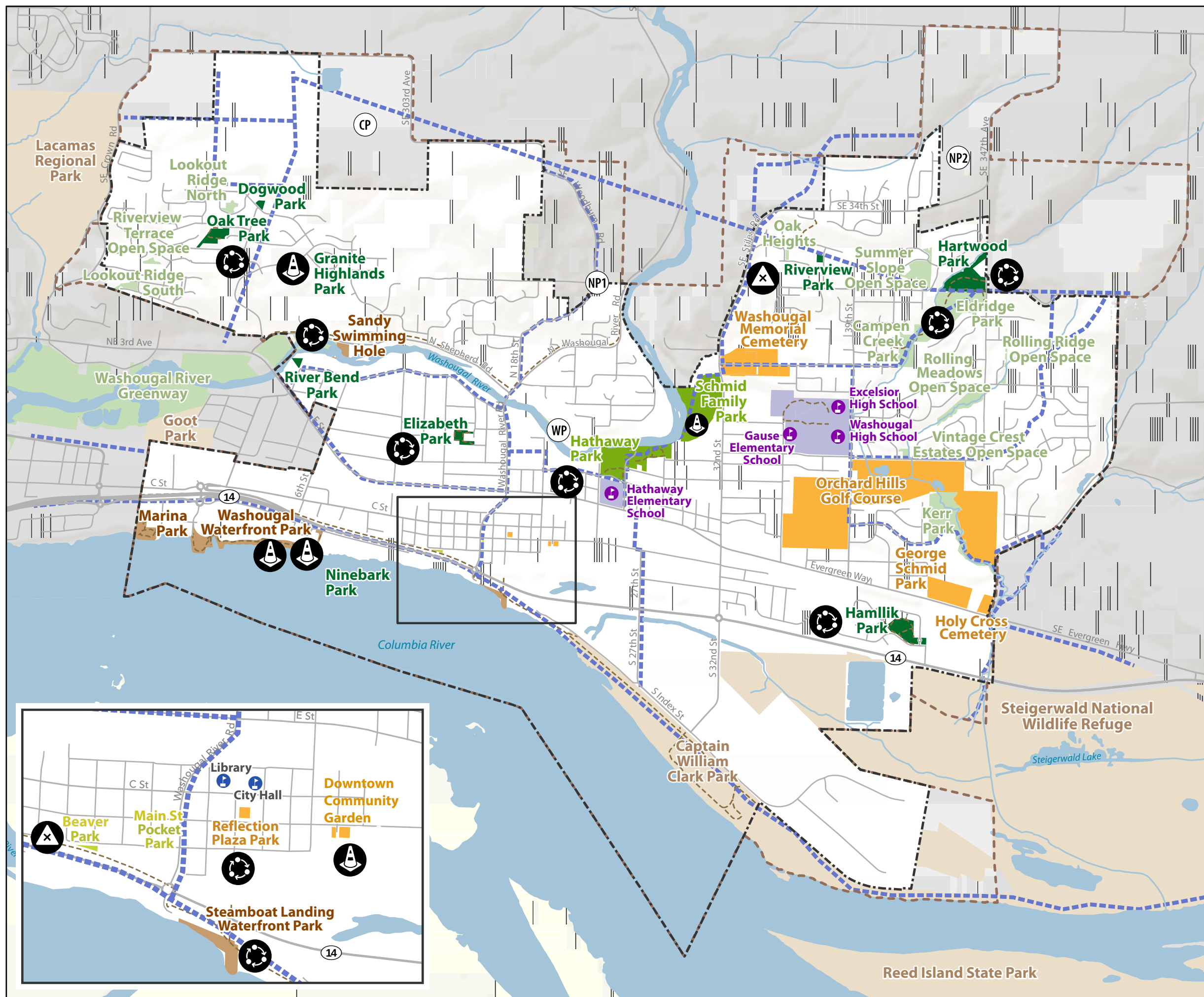
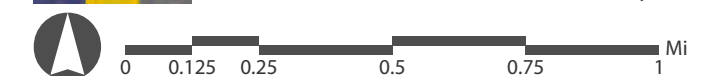
- Future Park
- Future Trail Corridor
- Park Development
- Park Reinvestment
- Site Divestment

Basemap Features

- Trail
- School
- Water Feature
- City of Washougal
- Urban Growth Area
- Clark County



Source: Clark County
Date: January 2021



In total, approximately \$18.3 million would be needed to implement all capital improvements to existing parks, as detailed in Appendix D. Another significant cost for Plan implementation is associated with providing new parks and facilities. An additional \$11.6 million would be needed for the development of six new parks, two new trails, a community garden and off-leash dog area.

TABLE 10: TOTAL PROPOSED CAPITAL PROJECT AND REINVESTMENT/REPLACEMENT COSTS

	Inventory Total		Total Costs	
	#	Acres/ Miles	Total Capital Costs	Total Capital Reinvestment/ Replacement Cost (annual)
Neighborhood Parks	5	17.6	\$3,637,000	\$33,160
Community Parks	2	33.6	\$12,236,000	\$134,440
Special Use Areas	5	18.2	\$680,000	\$8,360
Waterfront Parks	2	2.5	\$1,417,000	\$8,280
Natural Parks	2	19.9	\$352,000	-
Existing Parks Total	15	91.4	\$18,322,000	\$184,240
New Parks*	6	18.9	\$10,750,000	\$57,880
New Trails**	2	1.3	\$318,000	-
Other New Facilities*	2	2.5	\$550,000	\$5,000
New Parks and Facilities Total*	11	25.4	\$11,618,000	\$62,880

Source: MIG. Notes: Does not include capital costs for parks currently under development.

* General acreage assumptions provided. Actual acreage may vary.

** General trail mileage assumption provided. Actual mileage may vary.

Capital Reinvestment and Replacement

Unlike capital or maintenance costs, reinvestment/replacement costs represent annual investments to take care of the park system in the future. Park reinvestment costs reflect an amount that should be set aside annually so that the City has sufficient funds on hand to repair or replace outdated or worn facilities as scheduled based on their age and use. While these funds are not needed immediately, these monies are critical to ensuring the long-term use of the park system.

Project Phasing

The goals of this Plan, along with input from the public, Park Board members, and staff, were combined to help prioritize projects. All capital projects were sorted into three general priorities or time periods.

- **Priority I:** Projects should be recommended to include in the capital improvement list immediately and implemented within six years.
- **Priority II:** Projects are less urgent or require additional work to prepare for implementation, such as the completion of a master plan.
- **Priority III:** Projects should continue to be considered but would require a special opportunity or the completion of the higher priority projects before they are actively considered.

Improvements to existing parks are higher priority; this Plan recommends implementing these projects in the next six years. Some facilities, such as an event venue at Hartwood Park, are considered Priority II because they would require additional funding and time to complete. All new parks, facilities and trails will be based on opportunities, new development or other unknown factors that could take longer to implement. Table 11 shows general phasing of the capital project list. Appendix D provides more detailed site and facility recommendations.

TABLE 11: SITE AND FACILITY RECOMMENDATIONS AND PHASING

	Priority I	Priority II	Priority III
	1-6 years	7-12 years	12+ years
Existing Parks			
Campen Creek and Eldridge Park			
Elizabeth Park			
Hamlik Park			
Hartwood Park			
Hathaway Park			
Kerr Park			
Oak Tree Park			
Reflection Plaza			
Sandy Swimming Hole			
Downtown Community Garden			
Schmid Family Park			
Skatepark			

	Priority I	Priority II	Priority III
	1-6 years	7-12 years	12+ years
Steamboat Landing			
Future Parks, Trails and Facilities			
Off-leash dog area			
Community Garden			
Future Community Park (CP)			
Future Neighborhood Park 1 (NP1)			
Future Neighborhood Park 2 (NP2)			
Future Waterfront Park (WP)			
Columbia River Trail			
Jemtegaard School Trail			

IMPLEMENTATION STEPS

1. Diversify Funding Sources

The City of Washougal primarily relies on the General Fund to pay for parks and recreation. As Washougal increases its park and recreation services, careful attention to financing and budgeting will ensure that the City meets community recreation needs while maintaining a solid financial footing. Washougal should continue to pursue outside funding sources, while diversifying its strategy to pay for system-wide improvements, operations and maintenance. At a minimum, the City should pursue the following:

- Leverage the Plan to pursue grant funding:** Grants are a major source of public funding, yet the application, matching, management and reporting requirements keep grants from being truly free money. With many granting entities, the proven ability to maintain projects once they are in the ground is a growing focus. Washougal should monitor grant opportunities (including decision criteria, deadlines and requirements) and look for alignment with the direction of this Plan before deciding to move forward with application. This will result in efficient use of the necessary staff time and target grants at the highest priority and most likely opportunities. The Additional Funding Sources section provides a more detailed list of options to support system improvements, operations and/or maintenance.
- Collaborate on interdepartmental project design and funding:** Economic development initiatives, streets, stormwater and other public utilities can all be linked to parks and recreation. The City should continue to discuss potential projects that offer multiple benefits. For example, a water or sewer

project could also provide opportunities to collocate park and green infrastructure projects to coincide with design, construction, and ongoing maintenance.

- **Update Park Impact Fees:** The City of Washougal is updating its park impact fee in conjunction with this Plan. The updated methodology and fee schedule will be supported by the capital projects list identified in this Plan. Washington State law allows for jurisdictions to charge impact fees so that new development helps pay a portion of the costs associated with building new capital facilities required to serve the needs of growth. The future park system in the City of Washougal is intended to serve residents, businesses and their employees and visitors. As parks are a resource for all members of the community, impact fees can be charged for all types of development.
- **Implement a park utility fee:** A park utility fee is a monthly user fee that a city charges through utility bills, similar to other public utilities such as water/sewer. Revenue collected through the fee can then be used to help pay for needed park maintenance. Approved through a vote by the City Council, utility fees can also be phased in, potentially increasing slightly each year.
- **Adopt facility reservation and user fees:** The City does not currently charge a fee for reserving park shelters and sports fields. Fees generated from use of these facilities could help offset some costs for needed site improvements, as well as support administrative costs related to scheduling and reservations. The City is currently evaluating the potential to charge fees. If the City decides to charge fees, City Staff should outline their fee philosophy communicate the decision, as well as develop policies to manage and administer the fee schedule.

2. Employ Strategic Communications on Recovery and Plan Implementation

Recovery from the global pandemic and gradual reopening of parks and programs will require a coordinated public communications and engagement strategy. There are two parts to the recommended communication strategy. First, communication about the values of parks and recreation and the full range of services provided by the City will be invaluable for increasing park use and long-term support, especially when parks reopen. The City should begin with a contact list of liaisons to existing organizations to serve as ambassadors or community organizers to help connect with underrepresented populations in Washougal. A public information campaign should be employed that provides information about the Park & Recreation Plan and that highlights what the City is doing to meet needs. The City's new recreation program guide would be a great resource to convey this message. Second, the City will find it valuable to test potential funding packages or level of support for funding

increases through public input, education, outreach and polling before any specific voter-approved funding mechanism, such as a park district, is put on a ballot.

3. Update Maintenance Expenditures Using a Tiered System

The City should apply a tiered maintenance system to the park system. Park maintenance is a critical ingredient of the park and recreation system and a big part of City services and resource needs. General grounds maintenance and mowing account for the bulk of maintenance workload. With increasing demand and a growing system, Washougal is faced with prioritizing where to spend the maintenance budget. Appendix C identifies the recommended maintenance tier for existing and new parks and facilities.



Table 12 summarizes maintenance costs that are based on the recommended tiered levels for maintenance. Costs are based on an increase to the City's existing approximate annual average cost to maintain developed park land (\$5,000 per acre) and an increase or decrease in average costs based on the recommended maintenance level for each site. Using the tiered maintenance structure, the annual maintenance cost for all existing parks and facilities would total \$564,800. An additional \$183,500 would be needed to maintain new parks, trails and facilities annually.

TABLE 12: TOTAL PROPOSED MAINTENANCE COSTS

	Inventory Total		Total Maintenance Cost (Average Annual)
	#	Acres/ Miles	
Neighborhood Parks	5	17.6	\$127,200
Community Parks	2	33.6	\$336,100
Special Use Areas	5	18.2	\$49,900
Waterfront Parks	2	2.5	\$23,100
Natural Parks	2	19.9	\$28,500

	Inventory Total		Total Maintenance Cost (Average Annual)
	#	Acres/ Miles	
Existing Parks Total	16	91.8	\$564,800
New Parks*	6	18.9	\$154,700
New Trails**	2	1.3	\$12,500
Other New Facilities*	2	2.5	\$16,300
New Parks and Facilities Total	11	25.4	\$183,500

Source: MIG. Notes: * General acreage assumptions provided. Actual acreage may vary. ** General trail mileage assumption provided. Actual mileage may vary.

4. Monitor Plan Implementation and Revisit Priorities

The implementation of this Plan will continue well past the six-year update cycle, as noted in the project prioritization and phasing. Following the adoption of this Plan, City staff and the Park Board should monitor plan progress and completion of priority projects. There are factors that may limit the ability to move forward on any one project but each high priority site could have recommendation elements that can be moved forward. Working with the Park Board, the City should revisit the project list biannually, ahead of the budgeting process, to reevaluate progress and priorities and adjust for new opportunities.

Staff should use the following criteria to evaluate different projects in individual sites, as well as any new projects or opportunities that surface in the future. These criteria stem from community priorities that emerged through the planning process and should continue to guide decision making and prioritizing new investments. A project is prioritized based on how well it achieves one or more of the following criteria:

- **Reinvests in existing parks:** Results of the community survey indicated that residents place a high priority on improving existing parks, bringing existing parks up to current standards, and adding restrooms and shelters to already owned parks.
- **Improves river access:** Utilizing land with river front access or easements, access improvements, and riverfront trails are important for Washougal residents and for promoting recreation and riparian stewardship.

- **Improves connectivity:** Trail-related activities are some of the most popular forms of recreation in Washougal, and trails also provide a means for residents to experience the city's natural resources. Completing the trail network and developing trail support promoting more walking opportunities.
- **Improves park access in underserved and developing areas:** Maintaining equity in the park system is a community priority, so that all residents have similar access to parks and facilities. Analyzing distance and location of local park resources, and identifying areas lacking in these facilities and experiences.
- **Promotes economic development:** Park and recreation projects that enhance Washougal's position as a town center, attract visitors and create a positive environment for businesses and their employees should be prioritized.
- **Contributes to partnership opportunities.** Washougal residents are supportive of partnering with Camas and others to improve recreation access for the community.
- **Divests in non-contributing sites:** Washougal could surplus a property, either selling or donating it to another user. This would reduce the operating impacts to the City and reduce the need for future capital projects at the center.

ADDITIONAL FUNDING SOURCES

There are a number of options the City could consider for funding improvements. The list that follows represents both capital and operations funding sources. Adding these to the City's funding mix would help further diversify revenues to invest in the park and recreation system.

General Obligation Bond

These are voter approved bonds paid off by an assessment placed on real property. The money may only be used for capital improvements. This property tax is



levied for a specified period of time (usually 15-20 years) and passage requires a 60% approval. Major disadvantages of this funding option are the voter approval requirement and the interest costs.

Real Estate Excise Tax (REET)

This is a tax levied on all real estate sales and is levied against the full value of the property. Washougal is allowed under the statutes to levy 0.5% in addition to the State of Washington tax. These funds can only be used for projects identified in the Capital Facilities Plan Element of the City's Comprehensive Plan. REET funds in Washougal are currently budgeted largely for downtown improvement projects.

Metropolitan Park District

A Metropolitan Park District can provide dedicated funding for parks and recreation. When cities provide park and recreation services, there are a number of competing priorities for General Fund resources, including public safety. A park district has a dedicated revenue stream that can only be used for park and recreation purposes. Washington permits the formation of a metropolitan park district to provide park and recreation facilities, if the district is approved by voters. Once approved, the district can establish a permanent tax base. Because of the subsequent taxing authority, formation of a district is a funding mechanism worthy of exploration in Washougal. Formation of a district may be initiated by the local governing body or by citizen petition. If a proposed district includes multiple jurisdictions, the governing bodies of each jurisdiction must adopt a resolution. For example, if a district were proposed that included City of Washougal land and unincorporated Clark County land, both the City of Washougal and the Clark Board of Commissioners would need to adopt a resolution submitting a ballot proposition to establish the district. If a district was proposed that included only City of Washougal land, the Washougal City Council could adopt a resolution submitting a ballot proposition to establish the district.

Clark County Legacy Lands Program

The Legacy Lands program (Clark County's Conservation Futures Program) protects these lands highly valued for habitat, scenic corridors, low-impact recreation and other qualities that enhance our local environment. The Legacy Lands program is guided by several key documents that were developed with local partners and stakeholders. The program targets key conservation properties and areas for conservation and protection.

Donations

The donation of labor, land or cash by service agencies, private groups or individuals is a popular way to raise small amounts of money for specific projects.

One common example is a service club, such as Kiwanis, Lions or Rotary, funding playground improvements.

Exchange of Property

The proposed park system includes the divestment or sale of several sites that the City currently maintains. Proceeds or savings from these sites can then be redirected to support park maintenance in other parks or recreation resources.

Public/Private Partnership

This concept has become increasingly popular for park and recreation agencies. The basic approach is for a public agency to enter into a working agreement with a private corporation to help fund, build and/or operate a public facility. Generally, the three primary incentives a public agency can offer are land to place a facility (usually a park or other parcel of public land), certain tax advantages, and access to the facility. While the public agency may have to give up certain responsibilities or control of other recreation services and amenities, it is one way of obtaining public facilities at a lower cost.

Estate Giving

A variety of arrangements to accept donations for park and recreation as an element of an estate. One example of this would be a Lifetime Estate: an agreement between the City and a landowner, where the City acquires the property but gives the owner the right to live on the site after the property transfer in exchange for the estate maintaining the property or for other agreed upon services.

Land Trusts

Private land trusts, such as the Trust for Public Land, Inc. and the Nature Conservancy will acquire and hold land for eventual acquisition by a public agency. In some cases, repayment of acquisition funds, including interest, may be required.

Shared Facilities

In some situations, other services provided in the city, or in private utilities, may be able to share the cost of improvements that would benefit the parks, recreation and natural areas system. One example is utility corridors; in many cases land used for sanitary sewer, water or power lines may make an excellent trail corridor. In this situation, the utility may pay to develop a service road that can also serve as a trail.

Recreation Conservation Office Grants

Following the City's own resources, the largest funding source for park and recreation projects are competitive grants from the State of Washington Recreation and Conservation Office (RCO). The RCO is responsible for administering a wide

variety of public funds and provides technical assistance and policy development in addition to preparing statewide plans on trails, boating facilities, habitat preservation and off-road vehicles. It is important to note that most grant programs require a portion of the project cost to be provided by a local partner as match funding.

No Child Left Inside

This program provides grant funds for outdoor environmental, ecological, agricultural, or other natural resource-based education and recreation programs serving youth. The grant program is divided into three tiers, with Tier 1 providing a minimum of \$5,000 and Tier 3 providing a maximum of \$150,000. Tier 2 and 3 projects have a match requirement of 25 percent.

Salmon Recovery Funding Board

Salmon recovery grants are awarded by the Salmon Recovery Funding Board, from state and federal sources, to protect and restore salmon habitat. The board funds projects that protect existing, high quality habitats for salmon and that restore degraded habitat to increase overall habitat health and biological productivity. The board also awards grants for feasibility assessments to determine future projects and for other salmon related activities. Projects may include the actual habitat used by salmon and the land and water that support ecosystem functions and processes important to salmon. The program funds acquisition, restoration, design and non-capital projects with no project funding limit. Local agencies are required to match 15 percent of grant funds except for design-only projects.

Community Development Block Grants

These grants from the Federal Department of Housing and Urban Development are available for a wide variety of projects. Most are used for projects in lower income areas of the community because of funding rules. Grants can cover up to 100 percent of project costs.

Federal Transportation Funding

Federal transportation funding, including the year-long extension of the FAST Act in 2020, funds surface transportation across the country using a combination of federal funding, primarily the gas tax. One of the funding programs is a block grant to states that includes set-aside funding for Transportation Alternatives. This funding can be applied to a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

U.S. Fish and Wildlife Service

USFWS may provide technical assistance and administer funding for projects related to water quality improvement through debris and habitat/ vegetation management, watershed management and stream bank erosion, and sediment deposition projects.

Private Grants and Foundations

Private corporations and foundations provide money for a wide range of projects, targeted to the organizations' mission. Some foundations do not provide grants to governments but will often grant to partner organizations. Private grants can be difficult to secure because of the open competition and the up-front investment in research and relationship building.

Comprehensive Park & Recreation Plan

APPENDIX A: PARK INVENTORY

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	Acreage	Ball Diamond Fields	Rectangular Fields	Aquatics Facility (Pool, Splash Pads)	Playground	Basketball 1/2 Court	Pickleball Court	Dog Off-Leash Area	Skate Park	Disc Golf	Shelters	Picnic Facility	Hand Boat Launch	Water Access	Community Garden	Fishing	Signage	Interpretive Sites	Historical Significance	Public Art	Restrooms	Off Street Parking	Gym	Water View	Paths
NEIGHBORHOOD PARKS																									
Elizabeth Park	1.8				•	•						•					•								•
Granite Highlands Park (under development)	-																								
Hartwood Park	7.0				•					•		•					•					•		•	•
Hamllik Park	5.0	1	1		•						•	•					•				•	•			•
Oak Tree Park	2.8				•	•						•					•					•			•
River Bend Park	0.6											•		•			•							•	
Riverview Park	0.4																								
Total Neighborhood Parks	17.6	1	1	0	4	2	0	0	0	1	1	5	0	1	0	0	5	0	0	0	1	3	0	2	4
COMMUNITY PARKS																									
Hathaway Park (Lower Level)	7.9	1	1		•							•	•	•			•				•	•		•	
Hathaway Park (Upper Level)	7.9				•	•	•				•	•									•	•		•	•
Schmid Family Park	17.8													•								•		•	
Total Community Parks	33.6	1	1	0	2	1	1	0	0	0	1	2	1	2	0	0	1	0	0	0	2	3	0	3	1
SPECIAL USE AREAS																									
Camas/Washougal Skate Park	1.4								•																
Downtown Community Garden	0.4				•							•			•		•					•			
George Schmid Memorial Park	4.0	3	1														•				•	•			
Pedestrian Tunnel	1.0																•	•	•	•				•	•
Reflection Plaza	0.3										•	•										•			
Washougal Memorial Cemetery	12.1										•						•					•			
Total Special Use Areas	19.2	3	1	0	1	0	0	0	1	0	2	2	0	0	1	0	4	1	1	1	1	4	0	1	1
POCKET PARKS																									
Beaver Park	0.2				•						•						•			•					
Main Street Park	0.1																								•
Total Pocket Parks	0.3	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1

	Acreage	Ball Diamond Fields	Rectangular Fields	Aquatics Facility (Pool, Splash Pads)	Playground	Basketball 1/2 Court	Pickleball Court	Dog Off-Leash Area	Skate Park	Disc Golf	Shelters	Picnic Facility	Hand Boat Launch	Water Access	Community Garden	Fishing	Signage	Interpretive Sites	Historical Significance	Public Art	Restrooms	Off Street Parking	Gym	Water View	Paths
WATERFRONT PARKS																									
Ninebark Park (under development)	-																								
Sandy Swimming Hole	0.9											•		•		•	•				•	•		•	•
Steamboat Landing	1.6													•		•	•			•	•	•		•	•
Total Waterfront Parks	2.5	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2	2	0	0	1	2	2	0	2	2
Total Developed Parks	73.2	5	3	0	8	3	1	0	1	1	5	10	1	5	1	2	13	1	1	3	6	12	0	8	9
NATURAL PARKS																									
Campen Creek Park	4.5											•					•							•	•
Eldridge Park	15.5											•					•							•	•
Kerr Park	13.7																•							•	•
Lookout Ridge Park	1.1											•													•
Lookout Ridge Phase 1C, Tract D	0.6																								
Lookout Ridge Phase 3, Tract B (Dogwood Park)	0.5																								
Oak Heights, Tract 2	0.3																								
Riverview Terrace Phase 1, Tract 2	1.2																								
Rolling Meadows, Phase 4, Tract D	4.4																								
Rolling Meadows Phase 1, Tract A	4.3																								
Rolling Ridge Phase 2, Tract 3	0.7																								
Summer Slope North, Tract D	4.0																								
Vintage Crest Estates Phase I	0.6																								
Total Natural Parks	51.4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	3	4
Total Parks and Recreation Facilities	124.6	5	3	0	8	3	1	0	1	1	5	13	1	5	1	2	16	1	1	3	6	12	0	11	13

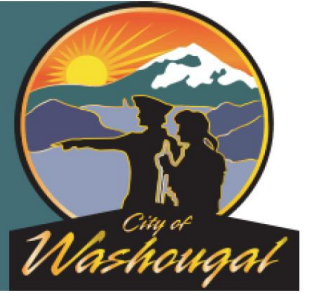
	Acreage	Ball Diamond Fields	Rectangular Fields	Aquatics Facility (Pool, Splash Pads)	Playground	Basketball 1/2 Court	Pickleball Court	Dog Off-Leash Area	Skate Park	Disc Golf	Shelters	Picnic Facility	Hand Boat Launch	Water Access	Community Garden	Fishing	Signage	Interpretive Sites	Historical Significance	Public Art	Restrooms	Off Street Parking	Gym	Water View	Paths
OTHER RESOURCES/REGIONAL PARKS																									
Cottonwood Beach Park	-												•	•										•	
Goot Park	-	1			•								•	•							•			•	
Heritage Marina	15												•	•										•	
Lacamas Regional Park	-				•						•	•	•	•			•				•	•		•	•
Port of Camas/Washougal Marina	17												•	•			•					•		•	
Row on 29th Street, North of F Street	-																								
Steigerwald Lake National Wildlife Refuge	627																							•	
Washougal River Greenway	-			•							•	•	•	•			•	•	•	•				•	•
William Clark Regional Park	85			•							•	•	•	•			•	•	•	•	•	•		•	•
Total Other Resources/Regional Parks	744.2	1	0	2	2	0	0	0	0	0	3	3	7	7	0	2	4	2	2	0	3	3	0	8	3
SCHOOLS																									
Cape Horn-Skye Elementary			•			•																	•		
Gause Elementary			•			•																	•		
Columbia River Gorge Elementary						•																	•		
Hathaway Pleasant Elementary		•	•			•																	•		
Canyon Creek Middle School			•																				•		
Jemtegaard Middle School			•																				•		
Washougal High School		•	•																				•		
Total Schools		2	6	0	0	4	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	7	0	0

Comprehensive Park & Recreation Plan

APPENDIX B: QUESTIONNAIRE SUMMARY

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Washougal Parks Master Plan



Appendix: Questionnaire Results

From September 22, 2020 through October 9, 2020, the City of Washougal used an online questionnaire to gather information about existing conditions and future opportunities for the city-wide park and recreation system. When combined with outcomes from other community engagement activities from the planning process, the questionnaire results will help shape the future vision for Parks Master Plan.

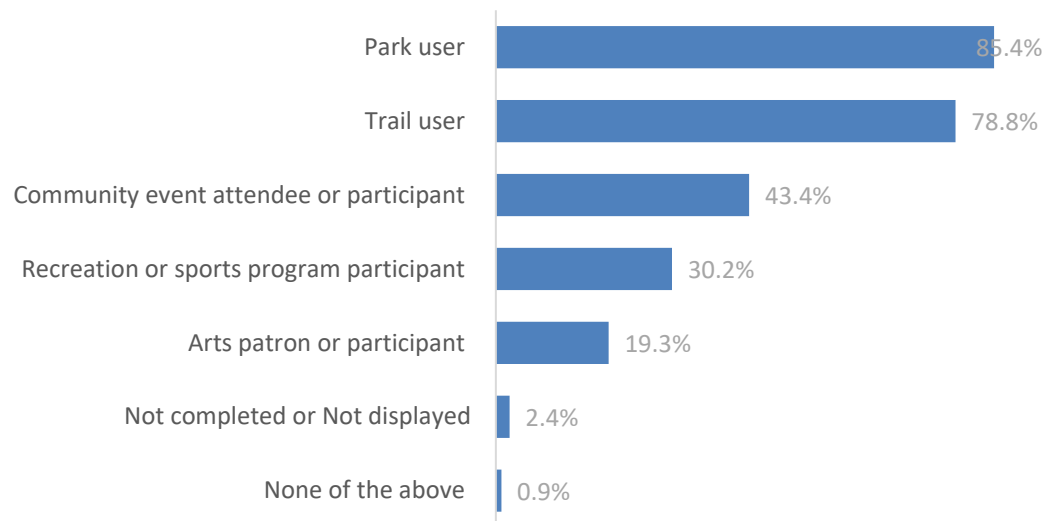
The online questionnaire allowed anyone to provide input on the project at their own pace through a link posted on the City website. The link was also posted on the City Facebook account and sent to various organizations. There were a total of 212 respondents.

This questionnaire is one of several methods for collecting input from the community. The results of all public involvement efforts will be considered together to balance the relative advantages and disadvantages of each.

This summary provides percentages based on the total number of responses for each question. For many questions, the questionnaire allowed respondents to select multiple responses. Therefore, the total number of responses for each question may vary. The Open-Ended Responses section provides a complete list of all comments received from the questionnaire and is found after the questionnaire results.

How do you use parks?

1. "I consider myself to be a..." (select all that apply)



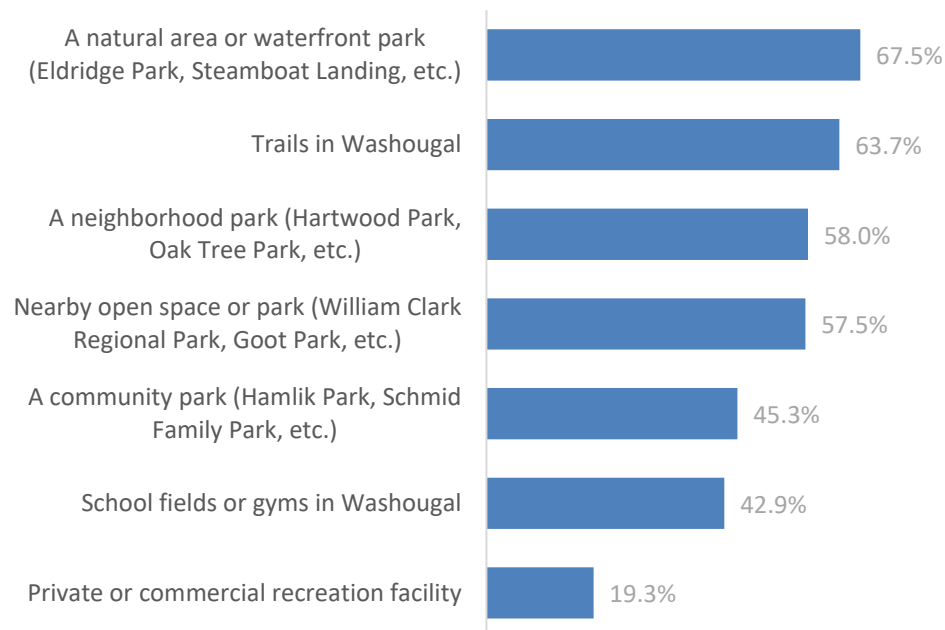
Answer	Percentage
None of the above	0.9%
Not completed or Not displayed	2.4%
Arts patron or participant	19.3%
Recreation or sports program participant	30.2%
Community event attendee or participant	43.4%
Trail user	78.8%
Park user	85.4%

2. Prior to the novel coronavirus/COVID-19 park closures and gathering restrictions, how often did you go to the following to play, relax, exercise, or spend time with friends? (For each there will be a drop down with the following options: Never; Not in the last three years; Once or twice a year; Regularly in season (once a month or more); Frequently in season (once a week or more); No answer; Not completed /displayed)

	Never	Not in the last three years	Once or twice a year	Regularly in season (once a month or more)	Frequently in season (once a week or more)	No answer	Not completed /displayed
A neighborhood park (Hartwood Park, Oak Tree Park, etc.)	9.0%	2.4%	17.5%	24.5%	33.5%	5.2%	8.0%

A community park (Hamlik Park, Schmid Family Park, etc.)	8.0%	5.7%	26.9%	24.5%	20.8%	6.1%	8.0%
A natural area or waterfront park (Eldridge Park, Steamboat Landing, etc.)	1.4%	0.0%	17.9%	32.1%	35.4%	5.2%	8.0%
Trails in Washougal	2.8%	1.4%	18.4%	31.6%	32.1%	5.7%	8.0%
School fields or gyms in Washougal	18.4%	7.1%	15.6%	20.8%	22.2%	8.0%	8.0%
Private or commercial recreation facility	27.4%	16.0%	17.9%	9.9%	9.4%	11.3%	8.0%
Nearby open space or park (William Clark Regional Park, Goot Park, etc.)	4.2%	1.4%	22.2%	31.1%	26.4%	6.6%	8.0%

(Regularly/frequently in season responses)



3. Which park, trail or facility is your favorite?

See open-ended comments responses.

What is important to you?

4. What is most important when you think about parks and recreation in Washougal?
(Choose your top 3)

Being surrounded by trees, plants, water
and wildlife



Opportunities for play



Getting together with friends, family,
neighbors



Competing in organized sports (team
sports, competitions/tournaments)



Walking, running or biking on trails



Walking or playing with my dog or pet



Enjoying art, music, culture



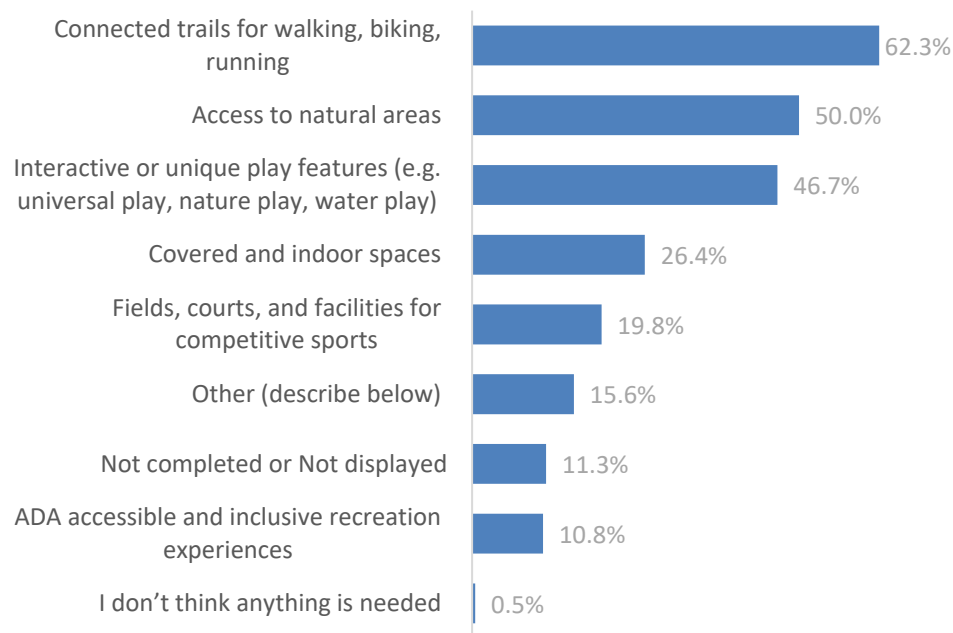
Exercizing



Answer	Count	Percentage
Competing in organized sports (team sports, competitions/tournaments)	29	13.68%
Enjoying art, music, culture	42	19.81%
Being surrounded by trees, plants, water and wildlife	138	65.09%
Opportunities for play	93	43.87%
Walking or playing with my dog or pet	60	28.30%
Exercising	8	3.77%
Walking, running or biking on trails.	118	55.66%
Getting together with friends, family, neighbors	54	25.47%
Not completed or Not displayed	20	9.43%

When park use and gathering restrictions are lifted, what would you like to see?

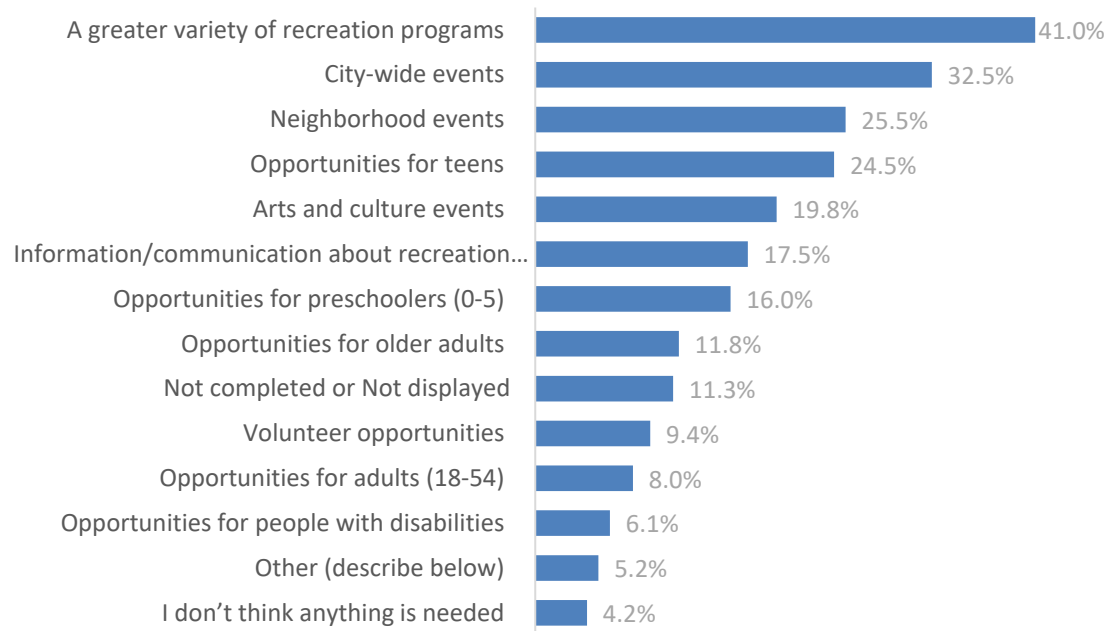
5. Which of the following park features and facilities would you like to see in Washougal?
(Choose your top 3)



Answer	Count	Percentage
Interactive or unique play features (e.g. universal play, nature play, water play)	99	46.70%
Covered and indoor spaces	56	26.42%
Access to natural areas	106	50.00%
Fields, courts, and facilities for competitive sports	42	19.81%

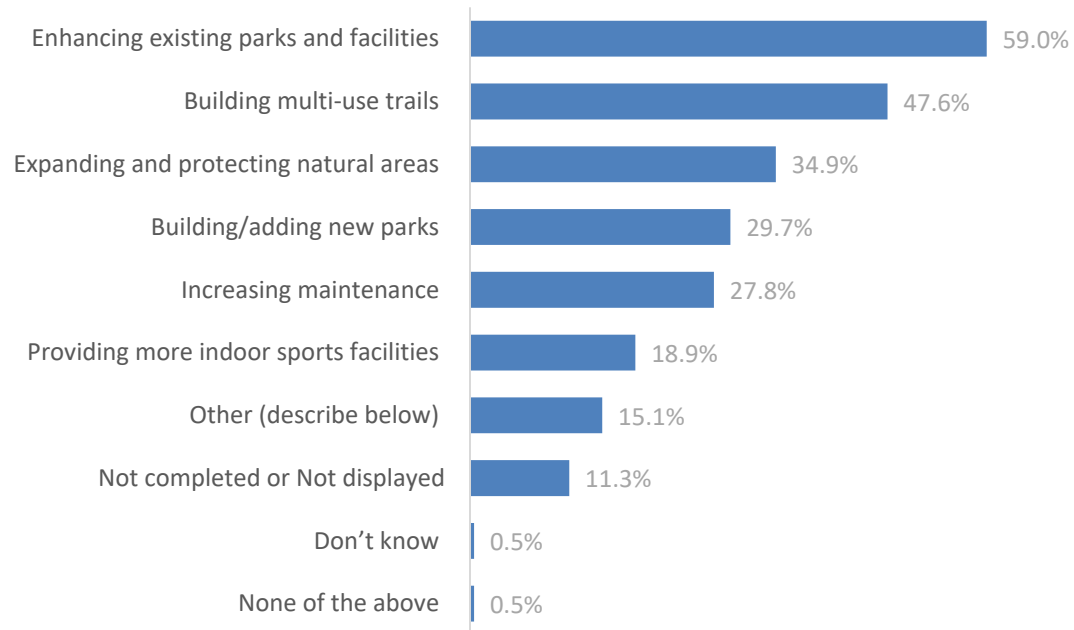
ADA accessible and inclusive recreation experiences	23	10.85%
Connected trails for walking, biking, running	132	62.26%
Other: See open-ended comments responses.	33	15.57%
I don't think anything is needed	1	0.47%
Not completed or Not displayed	24	11.32%

6. Which of the following recreation opportunities would you like to see in Washougal?
(Choose your top 3)



Answer	Count	Percentage
A greater variety of recreation programs	87	41.04%
Arts and culture events	42	19.81%
Neighborhood events	54	25.47%
City-wide events	69	32.55%
Volunteer opportunities	20	9.43%
Information/communication about recreation opportunities	37	17.45%
Opportunities for people with disabilities	13	6.13%
Opportunities for preschoolers (0-5)	34	16.04%
Opportunities for teens	52	24.53%
Opportunities for adults (18-54)	17	8.02%
Opportunities for older adults	25	11.79%
Other: See open-ended comments responses.	11	5.19%
I don't think anything is needed	9	4.25%
Not completed or Not displayed	24	11.32%

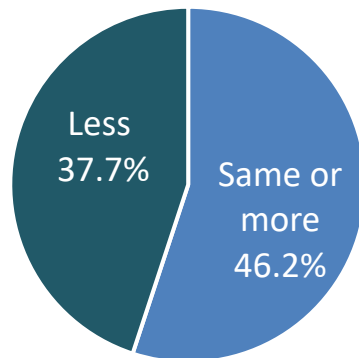
7. Which of the following should be our top funding priorities? (Choose your top 3)



Answer	Count	Percentage
Increasing maintenance	59	27.83%
Enhancing existing parks and facilities	125	58.96%
Building multi-use trails	101	47.64%
Building/adding new parks	63	29.72%
Expanding and protecting natural areas	74	34.91%
Providing more indoor sports facilities	40	18.87%
Other: See open-ended comments responses.	32	15.09%
None of the above	1	0.47%
Don't know	1	0.47%
Not completed or Not displayed	24	11.32%

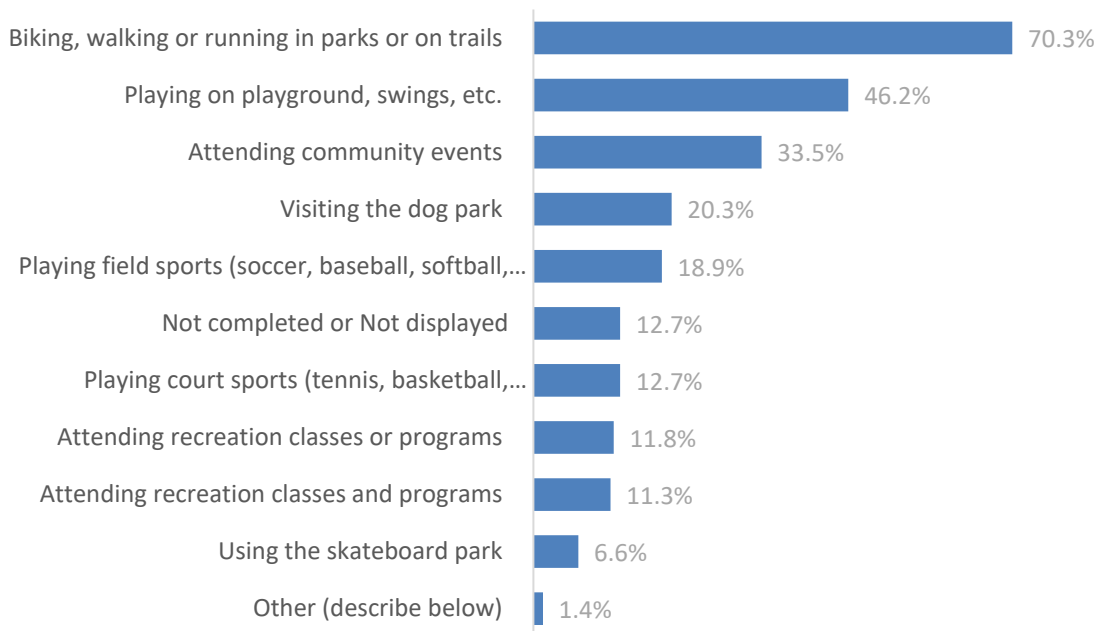
How has COVID-19 impacted how you use parks or recreate?

8. Compared to last year, which of the following best describes changes as a result of COVID-19 restrictions.



Answer	Count	Percentage
I'm using Washougal parks and trails more (publicly accessible/open parks and trails)	53	25.00%
I'm using parks, trails or recreation areas outside of Washougal more	18	8.49%
I'm using Washougal parks and trails less due to site closures or health concerns	57	26.89%
I'm doing less outdoors in general	23	10.85%
No change	27	12.74%
No answer	7	3.30%
Not completed or Not displayed	27	12.74%

9. What activities would you normally be participating in?



Answer	Count	Percentage
Biking, walking or running in parks or on trails	149	70.28%
Playing on playground, swings, etc.	98	46.23%
Playing field sports (soccer, baseball, softball, lacrosse, etc.)	40	18.87%
Playing court sports (tennis, basketball, pickleball, etc.)	27	12.74%
Attending recreation classes and programs	24	11.32%
Visiting the dog park	43	20.28%
Using the skateboard park	14	6.60%
Attending community events	71	33.49%
Attending recreation classes or programs	25	11.79%
Other: See open-ended comments responses.	3	1.42%
Not completed or Not displayed	27	12.74%

10. Have you experienced any positive changes that have taken place under COVID-19 restrictions?

See open-ended comments responses.

11. Do you have any other thoughts, comments or questions about Washougal's park and recreation system or this Master Plan?

See open-ended comments responses.

Finally, please tell us a little more about yourself (optional).

12. Do you live, work, or go to school in the City of Washougal? (Select any that apply)

Answer	Count	Percentage
I live in Washougal	195	91.98%
I work or attend school in Washougal	55	25.94%
I do not live, work or attend school in Washougal	5	2.36%
Not completed or Not displayed	5	2.36%

13. If you live in Washougal, how long have you lived here?

Answer	Count	Percentage
Less than 1 year	4	1.89%
1-5 years	50	23.58%
5-10 years	52	24.53%
More than 10 years	88	41.51%
No answer	1	0.47%
Not completed or Not displayed	17	8.02%

14. What is your age?

Answer	Count	Percentage
Under 18	0	0.00%
18-24	0	0.00%
25-34	27	12.74%
35-44	62	29.25%
45-54	24	11.32%
55-64	17	8.02%
65+	30	14.15%
No answer	24	11.32%
Not completed or Not displayed	28	13.21%

15. Do you have children living in your household?

Answer	Count	Percentage
Yes	114	53.77%
No	51	24.06%
No, but children are frequent visitors	17	8.02%
No answer	2	0.94%
Not completed or Not displayed	28	13.21%

16. Please indicate your gender:

Answer	Count	Percentage
Male	47	22.17%
Female	128	60.38%
Non-binary	1	0.47%
Prefer not to answer	6	2.83%
Other	2	0.94%
Not completed or Not displayed	28	13.21%

17. Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? (Choose all that apply)

Answer	Count	Percentage
Caucasian/White (not Hispanic)	158	74.53%
African American/Black	1	0.47%
Hispanic/Latino	5	2.36%
Asian or Asian American	5	2.36%
Native American	3	1.42%
Other	9	4.25%
Not completed or Not displayed	28	13.21%

Open-ended Responses

The following provides responses to questions with an “other” or open-ended response option. Comments are unedited except where any personal information has been removed for confidentiality.

2. Prior to the novel coronavirus/COVID-19 park closures and gathering restrictions, how often did you go to the following to play, relax, exercise, or spend time with friends? What other places did you go?

- Lacamas lake
- Silver Falls area
- Lacamas Lake Park
- Camas parks
- Lacamas lake, cottonwood beach
- The trails between houses under the powerlines by W street.
- Not many
- Walking trails in neighborhood
- Washougal river, orchard hills golf club
- On the river!
- Steigerwald, Port Waterfront Trail and Boat launch.

- Lacamas Park and trails, Steigerwald National Wildlife Refuge, Ridgefield National Wildlife Refuge, Columbia Gorge trails
- School playground
- Cottonwood Beach
- Fisher Basin Park, Grass Valley Park, Gause & Hathaway Playground, Tech center park Vancouver
- The garden plots! We NEED garden spots!
- Hartwood
- Pacific Community Skate Park
- Prindle Park
- Steigerwald and Prindle
- Cottonwood
- Beacon Rock
- Hathaway Park
- We actually live up river, Skamania County, so Prindle Park.
- The dike and bird sanctuary
- Hathaway/Beaver
- Dog park
- Trail to LaCamas Lake & Washougal River bridge trail
- Dog Park frequently when we had one.
- walk in neighborhoods
- Walk the dike, Steigerwald before it closed
- Lacamas trail system. Not in Washougal
- State parks, long beach, mt Rainier....
- Lacamas Lake, Heritage Park , outside!!!
- Anywhere outdoors
- Neighborhood sidewalks
- Indoor skatepark in Washougal
- Dog park when we had one
- Lacamas Lake trails
- Sunset View Road Trailhead, Hathaway Park
- Waterfront
- Lacamas Park, Washougal River State Park, Steigerwald
- Lacamas Park, Washougal River state park, Steigerwald
- Cottonwood Beach
- Lacamas trail

- Gorge trails
- Wildlife Refuge
- Sandy Swimming Hole, Goot Park, Hathaway Park, and trails between Washougal and Camas
- Wildlife preserves, national and state parks and hiking trails
- Cottonwood beach
- Hathaway Park
- Campen creek park, the dike, Vancouver dog parks, camas parks
- The dog park when it was still around
- Lacamas lake and round lake
- vancouver parks / waterfront
- Cottonwood Beach, Steigerwald
- Steigerwald
- europe,ca, or
- The Dike trail, cottonwood beach, nature preserve, waterfront
- Any access areas to the washougal river
- Neighbor hood walks
- Area state parks, LaCamas Lake areas
- Round Lake and surrounding trails
- Steigerwald
- Cottonwood Beach
- Washougal waterfront park, Campen Creek Park
- Camas.....round lake, grass valley park, other parks in camas
- Red barn
- Library
- Schmitt family park with our dogs and kids
- Neighborhood parks
- CottonWood Beach
- Any outdoor space in the area.
- Pajamas.
- Washougal Waterfront
- The dike, Washougal river
- The local skatepark

3. Which park, trail, or facility is your favorite?

- Hartwood
- Schmid and Steamboat

- Lacamas Lake Park and Cottonwood Beach
- Cottonwood beach
- Steam boat
- Hartwood and Hathaway
- Lacamas, I love walking the trails there and taking my kids to play at the play structure
- The dyke trail. But it could be longer. It should extend into downtown.
- I enjoy the Washougal greenway
- The Barn Park
- William Clark Park
- Mable Kerr park trail
- MP 3
- Port Waterfront Trail
- Lacamas Park (creek trail)
- Hartwood park
- The red barn park (hartwood I think)
- River front area, Google Park, the Red Barn park area, and the school outdoor courts and fields.
- Strunk road
- Waterfront dike
- Heartwood park
- Fisher Basin Park & Grass Valley Park
- Lacamas and cottonwood
- Hardwood Park
- Hathaway is prob mu fav for the kids, but love the baseball field as our son is very involved in sports.
- Hartwood park
- Hathaway
- the tractor park
- Ega, sandy swimming hole, cottonwood trail
- Burnt bridge trail, parks in Portland area
- The trails on the dike
- The kids love Goot, but Prindle park is the closest park to us besides Cape Horn and Prindle could use an upgrade!
- Waterfront
- Hartwood and Steigerwald
- Washougal water front park

- Schmid
- Upper Hathaway
- Hathaway park
- Lewis and Clark trail from Steamboat landing to Stiergwald Refuge
- Dike, trail from barn park, walking at Schmidt family park
- Washougal Waterfront, Hartwood Park
- William Clark Regional Park and Lacamas Lake and Round Lake Parks
- Washougal River Greenway Trail
- Goot, sasquatch, hartwood, captain william clark
- Dike
- Goot Park
- Hartwood
- Hardwood is awesome obviously a swing set and more cool stuff for kids and everybody would be awesome but my kids love it and so do the other kids. We have a 2 year old and a 7 month old. I regularly find myself driving to camas to go to some of the bigger playgrounds like grass valley and camas elementary schools have bigger better playgrounds which is fair since it's camas so no knock on washougal elementary schools parks at all. Obviously cotton wood is incredible and what you guys did with the waterfront area and the Sasquatch park is incredible absolutely incredible I'm so proud to live here and will never leave after moving from Portland 5 years ago. The one thing I've told myself is I need to get more involved with parks and schools in washougal and that's my goal the next years to come thanks for all you do I know Facebook and social media can be a really negative and I know a lot of old time shoug people can be really negative watching their small town grow but stick with the awesome things you guys are doing you're doing a great job. Let's capitalize on the amazing opportunities and land we have hear and build something the community can be proud of like you guys are already doing!
- Not sure
- Park near Hathaway School
- Kerr
- Trail and space by farm park and trail along columbia river
- William Clark Regional Park
- William Clark Regional Park
- Farm park, Cottonwood Beach, Washougal-Camas water front
- Washougal Trail, waterfront, cottonwood, hartwood
- Dog park when we had one.
- nearby the lacamas creek trail in camas, in washougal, cottonwood beach
- Trials outside of core city line Dike etc.
- levee trail
- Kerr park

- Lacamas trail system. Not in Washougal
- Mabel Kerr
- Hartwood
- Dike trail
- washougal waterfront park
- Goot park trail, Hathaway boat launch, any park on the river
- Cottonwood Beach and Hartwood Park
- Hathaway Park and William Clark Park
- Fallen Leaf Lake in Camas
- Campen Creek, Hathaway Park, Sunset View area and trail
- The Dike and Cottonwood Beach
- Sunset View Road Trailhead or Schmid Family Park
- Dike
- Steamboat Landing
- Steigerwald, Lacamas Park, Washougal River Greenway trail system, Dike path, pedestrian tunnel by Pendleton
- Steigerwald, Washougal River greenway trail system, dike path, pedestrian tunnel at Pendleton, steamboat landing
- Impossible to pick! We are blessed with a great variety. Our family uses the dike trail, Washougal Waterfront Park, Washougal Greenway trail, and Schmid Family park the most but that's not to say we shouldn't spend time at the others.
- Waterfront Park, Dike Trail
- The new waterfront trail and park is our favorite. I would love more like that. A skate park near by the waterfront would be amazing. Another park geared towards older kids would be awesome too
- Barn park
- Hartwood-Eldridge, Mable Kerr, Schmid Family
- Lacamas
- Cottonwood Beach and trails
- Hathaway park
- Waterfront, cottonwood, steamboat
- Gosh too many to decide
- Kerr Park
- Sandy Swimming Hole
- Goot park /lacamas lake trails
- Cottonwood beach

- The Dike
- Captain William Clark Park
- Cottonwood beach
- Sandy swimming hole
- Lacamas
- Hartwood
- Waterfront
- Washougal Greenway Trail
- Steigerwald
- hathaway
- Goot
- Hartwood park
- Sasquatch play park, barn park, hathaway, lacamas lake
- Too many to name, we did all over hathaway, Clark park, the farm park, Goot, and Elizabeth park.
- Waterfront @ Parkers Landing, Eldridge Park trail, Cotton Wood Beach or call it the Dike.
- Hartwood Park, it has both trails and a play structure. It is also closer to where I live.
- Waterfront, Greenway, Oak Tree
- William Clark Regional Park
- Oak Tree Park
- all
- Round lake and surround trails
- Lacamas lake trail
- The one that starts at 42nd and connects the two parks.
- Heartwood or Goot park but I would love more options.
- Steigerwald
- Hathaway
- Sandy Swimming Hole, Cottonwood Beach, Bike trail
- William Clark Park
- Round lake
- All are very basic I'd honestly rather go to camas parks
- Washougal Waterfront Park for walking and my kids love Hartwood Park and Hathaway Park
- Steigerwald lake refuge
- Hamlik park
- Washougal Port

- Got Park
- Cottonwood Beach, Barn park (for the kids)
- Hartwood Park or the washougal River greenway
- As my kids call it, "the Bigfoot Park"
- The dike and Cottonwood Beach
- Hartwood Park, Elizabeth Park, Sasquatch Park and Washougal Waterfront
- Dike trail, Steigerwald
- Waterfront Trail

5. What other park features and facilities would you like to see?

- Dog Park
- Dog park
- Restrooms that are clean or even a restroom at hartwood
- I think Washougal does a great job with the parks, would like to see Washougal step up and aid in the improvement of the Camas Washougal Riverside Skatepark
- Small but numerous neighborhood parks -- 1/2 court basketball, small skate facility, wall for handball or tennis or pickle ball. Get the kids and their hoops, or goals out of the street
- Dog park
- Bring back a dog park
- Indoor skating rink like oaks park in Portland Oregon or the rink in Tacoma
- Dog park or off leash area
- Horseback riding
- Splash pad.
- We need an off leash dog park
- Off leash dog park!
- Dog park
- fenced dog park. Schmid park could easily be fenced on the fourth side(already fenced on 3 sides) to make a safe place for dogs to be off leash
- Dog park
- I would like to see as part of the Park/waterfront development a gym/pool/meeting space/outdoor . . .
- A dog park - this would be a wonderful social space!
- Off leash dog park
- Dog Park and Community Garden
- I would love to see a dog park in Washougal!!
- I would like to see "park" options geared towards older kids. A nice skate park would be good too.

- Dog park
- Off-leash dog park PLEASE!!!!
- Off leash dog park
- I would like to see sidewalks on Shepherd so Sandy swimming hole and other neighborhood parks are accessible without having to drive.
- Water sprinklers for hot days
- Dedicated bike lanes to get to them.
- Dog park or off leash areas
- Disk Golf
- Restroom! At the park on 49th, near the children's play area
- I would love to see a local, professionally built, (by a legit skatepark builder) skatepark IN Washougal, for the people of Washougal. Skateboarding is in the next Olympics. It's time for Washougal to get up to speed with what other cities have. Ours could even be superior...
- Skatepark

6. What other recreation opportunities would you like to see?

- Dog Park
- small areas for basketball soccer, racquets, etc. within easy walking distance for kids.
- Dog park
- I would like to see the skate park be turned into a place where kids and adults would love to congregate...I have been thinking of this great idea since I moved here. Please contact me for details!
- Garden plots
- Dog park
- Off-leash dog park, PLEASE!!!
- Opportunities for families or all she groups
- Arcade, skating rink, bowling alley, anything kids can do indoors
- DOG PARK!
- Once again, a well built, professional skatepark.

7. What other top funding priorities do you suggest?

- Dog Park
- S place for dog to run
- New small neighborhood play areas -- get the kids off the streets These can be part of the development code for new development.
- Dog park
- Dog park
- There are so many schools with their own indoor gym...focus on the beautiful outdoors...natural outdoors!!! Go to Tacoma and see what they did with their waterfront...they really did a great

job connecting the waterfront with Pt. defiance without the shops washougal could be a great place and example how to keep nature in tact but make it accesible to all and make all those proud to want to take care of it too!

- splash pad or similar...outdoor water feature for kids to run through
- Garden Plots
- Off leash dog park and horseback riding trails
- Increasing security considering the homeless and drug users who frequent many of the trails and parks.
- Off leash dog park please!
- Dog park
- Please fund a simple off leash dog park. People are letting dogs off leash in parks because there is not a designated space which puts those of us who keep our dogs on leash in parks at risk.
- Dog park
- Creating a Washougal dog park
- More access for handicapped and wheelchair bound people.
- Dog park
- Off-leash dog park, PLEASE!!!
- Improving addy St pump track
- Totally unrelated to parks. Invest in stricter property standard enforcement. Residents and potential future residents will gain a far more positive perception of Washougal if Property standards are enforced. City council members ought to drive around the neighborhoods of Washougal...if they were not embarrassed by numerous homes and the trash and junk surrounding them, then they really don't care about the look of the city.
- Dog park
- Building interconnected/linked trails and pathways. Creating opportunities to walk or cycle instead of driving.
- Maintenance of what you have. Quit adding if you can't maintain existing
- Dedicated bike Lanes throughout the city to enjoy our Parks and recreation.
- Please open and maintain restrooms!!!!!!!
- Disk golf will draw a lot of people into the area for the sport, increasing retail business in the area.
- Restrooms
- Dog parks
- DOG PARK!
- A community center such as firstenberg.
- A new skatepark
- Implementing recreation programs for residents

9. What other activities would you normally have been participating in?

- Horseback riding
- Visiting calming, scenic areas with my wife and fishing or water activities
- Indoor swimming

10. Have you experienced any positive changes that have taken place under COVID-19 restrictions?

- Working from home
- more time at home with family
- "A lot more walks and bike rides."
- No
- More time on trails
- More people using the trails and being considerate of others.
- Absolutely none in regards to the city of washougal. (Not your fault!)
- My kids have been riding bikes more in our neighborhood. Our road is usually busy through Sunset Ridge (school traffic from buses and parent/staff) and now the kids can ride bikes, scooters etc. Without cars speeding by every few minutes.
- Nope
- Not at all. The populous has never been more oppressed in terms of basic rights and necessities.
- More time spent with family but no other positives in this community.
- No
- No
- It's been nice to recharge our family bond with less activities available (due to COVID 19) but it was hard to connect and be active outside because of the closures. It was a win/lose situation.
- More time with faamily on walks in my neighborhood.
- No.
- No!
- quality family time became more significant
- We take more walks in our neighborhood
- "More focus on our garden."
- More time with family
- More time with family and at home. Focusing on taking care of our home and gardening, the people that matter the most. The kids are doing well in my family.
- No...city has used Covid Virus as an excuse to let things go
- Just realizing we are lucky to live in an area where the outdoors is so accessible. We have gotten out and hit Lacamas lake trail 20+ times Cotten wood beach washougal waterfront park all of it.
- Yes, I owe less income tax because I have less income.
- Less noise and people

- We need more sidewalks please
- No
- Neighbors are home more.
- "Getting more done at home. I don't think the Schmidt property should be developed For baseball or other team sports. I think the noise level to the neighbors and nearby wildlife habitat will be significant and disruptive. Covid May limit this Anyway but long term could something else be planned for that space?"
- None
- None
- No
- I see a lot more people using the parks and trailheads than before COVID19.
- Working from home and avoiding a pointless commute
- No
- No
- No
- We have gone outside more. Since we aren't as busy with other activities we have more time to go for walks, bike rides and things like that.
- It seems that some people are more aware of hygiene.
- People are out walking more.
- NO
- Less people out when I have to walk my dog. People staying away
- My cooking/baking game is on point
- NO
- Signs were placed in my neighborhood to prevent people from parking to access Sandy swimming hole but it was still too crowded to be safe so we avoided it.
- More time with my family
- No
- no
- More people appear to be getting outdoors .. cabin fever'll do that to ya, I suppose.
- No
- less people at parks!
- Only that I have spent more time in the mountains due to people not taking social distancing precautions at parks or ripping down caution tape off playground equipment. So spent a lot more time in isolated areas off of the washougal River, which has helped the whole family cope.
- No closing parks has been terrible for my kids. They need the outdoor play and use of community playgrounds and courts.

- More time with family. We get outside and use these facilities more. We have made use of these parks, etc., a habit and will continue using them even when restrictions are removed.
- No, less maintenance means parks and trails have been littered and overgrown.
- I walk more and would like more trails in Washougal like Round Lake and its surrounding trails
- No
- No...none. Access to the outdoors helps with mental health...for our children too
- Nope. Of course Steigerwald has to be closed for renovation when COVID hit. It was the perfect place to reduce stress.
- Mainly walking my dog around the park more
- Not as a result from the city of Washougal
- No not really, our president is a Fascist Scumbag and our town is full of terrorist like proud boys/patriot prayer. We really need to shut down "Limitless America" for their affiliation with domestic terror groups. Want to make the town better? Get rid of the domestic terrorist! Its disgusting and has me questioning living here.
- My kids are dying to play on a playground, especially whenever they see others being allowed to do so regardless of social distancing or mask mandates.
- Parks are cleaner. I have gotten the chance to go to more parks that I hadn't visited before.
- It's been nice to see people outside more.
- No

16. Please indicate your gender:

- Why is this even a question?
- Non-binary femme

17. Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? (Choose all that apply)

- human
- I am a melting pot of ethnicities
- Why is this even a question?
- N/A
- Human
- human
- Human
- American
- Human, why does the color of my skin affect my answers in this context?

11. Do you have any other thoughts, comments or questions about Washougal's park and recreation system or this Master Plan?

- Park Maintenance needs to improve.

- More places for little kids to play safely. Please get rid of all the nasty run down bars..there is one on every corner. Put in more family things like output golf. Add more fun things to the parks here. The parks have very limited play areas.
- Thank you for the opportunity to provide feedback.
- I believe helping Camas fund improvements to the Camas Washougal Riverside Skatepark and share continued maintenance once improved.
- Please finish bike part at Hammlick and enhance skate park
- If we include Steigerwald and Captain Clark and Schmidt Family Park we have plenty big open spaces. What we are missing is places within the neighborhoods, within easy walking distance for children, tweens, and teens to play.
- I would like to see a lot more hiking trails and connection of existing trails.
- Keep up the good work! We love visiting the parks in washougal! It's so integral to children's development.
- The community needs a dog park.
- Would love to see more pickleball courts, more sports fields for kids and community youth activities.
- Splash pad, dog park, more play equipment,
- We love Fisher Basin Park in Vancouver. I would like a park that has everything. Play structures (swings, tire swing, monkey bars, climbing tower and bridge etc.) Bathrooms, picnic tables, basketball courts and grass fiels for soccer or whiffle ball. Attract families to spend the day at the park and then spend their money at shops and restaurants in town!
- Better access to Hartwood and Campen Creek Park from neighborhoods north/northwest of the parks (off of Y and W street) is needed.
- improve what we have, more options for teens and young children including things for people with disabilities so they can be included in activities within out community.
- I would like to see accessibility to Hartwood park from the opposite side of Campen Creek. I know you can access from Campen Creek Park but it would be beneficial to other neighborhoods to have closer access from W street.
- I love the pickle ball opportunity at Hathaway Wolfe courts. More upgrades to the surface would be highly appreciated. An indoor facility for pickle ball during bad weather would also be high on my list of priorities
- Please add back the garden plots. Every single space by the tennis courts were being used. It is great for kids to learn, some of us have too much shade inour yards to grow veggies.
- There are no parks north of W street. When is the city going to focus on expanding north of W street? All the open land west of the Columbia view neighborhood would be suitable for a park? Anything between W street and 34th would be logical.
- Building a decent skatepark please and a water play area. There is no reason Washougal doesn't have these options for youth considering smaller communities (Culver, Oregon) do.
- Please upgrade the equipment at Prindle park. It's a perfect spot for a natural playground.
- Would love to see trails in a more natural setting with trees and along water.

- We live to play and watch baseball. Would love to see Schmidt fields improved more.
- Reinforce littering law and keep our nature area clean and safe for the wildlife
- It would be great to see an expansion of the baseball fields/program. As well as a theatre program/resources for our youth.
- Splash pad for wet summer fun.
- Washougal is my hometown. I do not live there anymore, but visit at least twice a month. I want my children to have the same experiences I had as a child. I don't want Washougal parks and trails to turn into something like Vancouver or Portland where there are homeless people and trash and vandalism. I want them to be able to enjoy nature in a safe environment.
- I think overall..Washougal is heading in the right direction
- If you choose to make a dog park, make it fenced in. We live near Schmidt family Park, and too many people use it as an off lease dog park. I go to walk, and can't take my dogs because I worry about other dogs scaring them. My dogs are leashed and it scares them when large unleashed dogs come at them barking. I just want to walk my leashed dog and not worry about unleashed animals. Not everyone likes to visit dog parks...me included.
- Please check out "First Federal Bank Park" in Twin Falls, Idaho. It has so many awesome ideas that include inclusive play for kids with disability, creative/ active play, and community get togethers.
- Keep up the good work!
- We need more bike trails
- Paying to have yet another Master Plan done is a total waste of money. Master plans are just that, a plan... is never completed because of lack of funds when thousands have been blown to a company that someone working for the city knows.
- I would love to be involved more. Having two kids that are going to grow up here I just want them to have all the same opportunities the Camas kids have. Washougal is growing and is such an incredible place to live when the waterfront development is done I'm just so excited to have my family grow here and invest in Washougal everything. Once again and I'm sure you know this Schmid park has the potential to be a game changer for the city and could be incredible and has to be a major priority on the master plan as well as expanding and adding to Heartwood and Hathaway park though it's in a lower economic area is screaming to be updated and expanded that place could be incredible in the summer time with a massive updated playground and better seating and a well thought out design upper and lower. Thanks
- Repairing root damage and settled areas on the trails would make them much better.
- Basketball hoops, wall ball, side walks!, splash pad, trails all interconnected,
- A splash pad would be so great!
- Please bring back the Dog park. :)
- I think it is nice for communities if their parks have easily accessible ways for public to volunteer with park staff to guide-spring clean up, ivy pulls, etc.
- See previous comment about Schmidt park. Please do not develop this into a community sports area. Too noisy for those living nearby.

- Please consider finding a space for a dog park!
- What trails does Washougal have north of the Columbia?? Am I missing something?? Thanks.
- "My priorities 1) enlarge Mabel Kerr park 2) build a dog park 3) sidewalk between Mabel Kerr, sunset ridge, and the ball fields by school admin building "
- I was enjoying this survey until it asked for my gender and race...which you have no business taking into account with a survey like this. Seriously...are we categorizing these answers based on sex or race? Come on people. Rant over. We love Washougal parks.
- It would be nice if the Port of Camas-Washougal and the City could work cooperatively to improve our recreational experience!
- Disturbed that people with dogs don't pick up after their animals. Have stepped in waste on several occasions when off paths. Need to fine people that don't follow the rules. Unfortunately, some park users don't seem to care and use our parks as animal waste dumping grounds. Needs to be addressed for health and sanitary reasons.
- No
- Please please stop spraying in our parks. Please start using green maintenance practices. Pesticides and fertilizers are not safe for anyone, especially our children and pets!! They are also harmful to our watershed and wildlife. If I could choose one thing to do differently in our parks this would be it!
- The parks keep deteriorating and maintenance isn't being addressed. The weeds, lack of water and aging equipment is not being addressed enough.
- I think the parks and trailheads are very important and make this town much more appealing. If you reduce the parks Washougal just becomes another town. I stay here in Washougal because there are so many parks and natural areas to spend time in.
- I'm concerned about the graffiti I've seen at Steamboat Landing at times, though I'm not sure what can be done about it. A website to report and signs to inform the public about how to report it would help to quickly address it when it happens though.
- I treasure the amazing park system in Washougal. Thank you for making it a priority in city planning. Hope that preservation of wild places will always be valued...hope that more land can be acquired and preserved as park, open space etc.
- Love our Washougal parks. Thank you for making them a priority
- I would love to know if there are serious plans to connect the dike trail with the Washougal Waterfront Park trail. That would be amazing! Thank you for all that you do. ❤️ You help make this an amazing place to live.
- Would love to see community gardens and a dog park in the City of Washougal.
- Put swings in at Hamilton park
- I noticed one option in your survey mentioned a dog park. We moved here two years ago, and were under the impression that the one and only dog park closed. Is there a dog park??
- I would like to see an expansion of trails and interconnected wildlife corridors between parks (for instance, a trail connecting Hathaway to Schmid Family)
- Please create an off-leash dog park! Please!!! :)

- Community pool would be wonderful
- I'd like to see a community gardens return to the neighborhood parks. It's a wonderful opportunity to meet people and help others enjoy fresh food.
- "Need to find a solution for the unsatisfactory parking and pedestrian safety around the Sandy Swimming Hole area. Need to resurrect the Community Center study initiative, and find a city strategy to get past the Camas bond debacle that ""poisoned the well of public opinion"" in the eastern county area."
- We desperately need a dog park!
- I would love to see a trail/bridge going over Campen Creek to connect Hartwood Park to the neighborhood to the West to make it accessible by foot by those of us in that neighborhood :)
- Use the great potential of the donated Schmid property along 32nd.
- The closest park to us is Sandy swimming hole. There are no playgrounds or fields for play that are safely accessible to walk or bike to because Shepherd doesn't have sidewalks the entire length. My child goes to Hathaway and there is no way she could ever safely walk or bike to school. Our neighborhood is virtually cut off because there have been many homes added to the area but Shepherd hasn't been expanded or improved to handle the extra flow of vehicles. Please solve these issues.
- It would be nice to see the parks / trails connected through a series of safe pedestrian and cycling trails or sidewalks. It would be great if there were a proper skate park like the one at Pacific Community Park in Vancouver. Also having open gym times during the winter months at the public schools would be a great opportunity to get kids and families out of the house.
- When able town hall or community forums.
- "A nice downtown park, somewhere along Main street, would be very nice - especially if it could connect to the greenway somehow."
- I would like more information regarding the long range waterfront development.
- Please stop building parks when you cannot maintain what you already have. More doesn't mean better. I'd rather have 1 nice park than 10 crappy ones!
- City needs more dedicated bike lanes to travel safely throughout the city.
- Let me know how I can get involved.
- Need more programs for whole families to take part in, please keep religion out of sponsorship, and we need access to the bathrooms year-round and paid maintenance to keep them clean and safe. It's ridiculous we can't take our little ones to go potty when we're at a playground or a park. Hire people to keep us safe and clean when enjoying our city parks.
- Washougal would really benefit from a community pool and recreation facility with indoor courts instead of forcing the commute travel to Vancouver or Portland for such activities.
- Will Schmid Family Memorial Park be developed or will it remain as it is? Also, if developed, will sidewalks be put in as well?
- Please keep Oak Tree park maintained

- Not only do I love disc golf, but I know that it attracts people here which increases business in the area. There are a number of places where a great course could be set up and maintained. When done around other parks, it makes for great multi-use areas.
- I understand from park employees that workers have been cut or furloughed so maintenance/watering is down, however taxes have not gone down. How is that? I also see that many new homes are being built meaning more people in these spaces. There will be many more dollars from their taxes as well. I hope to see improvement soon.
- Publish your plans somewhere where residents can find and see them. We hear rumors all the time about planned trails or revisions but there is no obvious area on the city website that describes any of this.
- Places for teens like a teen center and splash area or water involved for summer months would be great.
- I have seen other parks with a tandem child/parent interactive swing. I think each park needs one or two. I would love to interact with me child like this rather than just standing behind pushing.
- Really could use a massive splash pad.
- A new playground that is cool like east vancouver's that isn't just geared towards toddlers. Also, Camas messed up the public pool thing...why doesn't Washougal step up and do it right? More hiking trails....are there even hiking trails in a forest in washougal....or are they a secret? Maybe one, but it's not taken care of very well. I'm afraid of meth heads, and I worry my kid will find needles on the play grounds again...so yeah, we have had to go to Camas and East Vancouver.
- Everything seems very basic and built as (that's all we have funded or that's all the grant money)
- More trails. Keep Washougal natural and wildlife friendly. There aren't that many wildlife refuges left that visitors can meander through.
- Would like to see a dog park at hamlik park so that people won't use the baseball park for their dogs.
- Please take into consideration the results of this survey . Washougal needs more community events as well as places where kids can play without fear of transients or illegal activity.
- We need more family and teen community activities and areas more than a skate park.
- add a dog park (near the highschool) and get rid of business's that openly support domestic terrorism
- I think you should add bathrooms and a splash pad at the Bigfoot park playground area.
- We need bathrooms at more parks. Also, a community recreational facility would be amazing!
- "We love the waterfront trail. We only wish that it was longer.I'd love to see a new skatepark built IN Washougal, so that it was more easily accessible to Washougal locals. The current skatepark is extremely subpar, and for a kid without transportation it might as well be in another state. If something new was out of the question, Washougal could at the very least contribute to the update plan that Camas has gotten on board with, at the existing park. I know that there is currently a small pay indoor park, but it will only hold a few people at once, and who knows how long it will last. I skateboard at a high level, and my children also skate. Current

we have to go to other cities to do what we love. Something off of the waterfront trail could be cool, or something even closer in."

- The skatepark is horrendous. The planners obviously had zero experience and wasted money on it. Please put money into expanding and fix the issues. There would be a big presence of interest and support.

Comprehensive Park & Recreation Plan

APPENDIX C: CAPITAL PROJECT LIST

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Appendix C: Capital Projects List

	Acres	Trail Miles	Project Type												Total Capital Cost	Total Capital Reinvestment/ Replacement Cost	Maintenance	
			Park or facility repair/ replacement	Shelter repair/replacement	Play enhancement	Utilities	Trail or pathway improvement	Accessibility improvements (ADA)	Landscape or tree improvements	Improved signage	New or upgraded restroom and user amenities	Planning and design	Other added facility or improvement	Site development and construction			Tier	Total Average Annual Cost
NEIGHBORHOOD PARKS																		
Elizabeth Park	1.8		•	•			•	•	•	•			•		\$ 150,000	\$ 3,600	2	\$ 13,500
Hartwood Park	7.0			•		•			•	•	•	•			\$ 2,901,000	\$ 14,000	2	\$ 52,500
Hamllik Park	5.0		•	•	•	•	•						•		\$ 284,000	\$ 10,000	2	\$ 37,500
Oak Tree Park	2.8			•	•			•	•	•					\$ 302,000	\$ 5,560	2	\$ 20,900
River Bend Park	0.6														-	-	3	\$ 2,800
Total Neighborhood Parks	17.6														\$ 3,637,000	\$ 33,160		\$ 127,200
COMMUNITY PARKS																		
Hathaway Park (upper and lower)	15.8		•	•	•	•	•	•		•	•	•	•		\$ 1,596,000	\$ 63,200	1	\$ 158,000
Schmid Family Park	17.8			•	•	•	•		•	•	•	•	•	•	\$ 10,640,000	\$ 71,240	1	\$ 178,100
Total Community Parks	33.6														\$ 12,236,000	\$ 134,440		\$ 336,100
SPECIAL USE AREAS																		
Camas/Washougal Skate Park	1.4												•		\$ 75,000	\$ 5,760	1	\$ 14,400
Downtown Community Garden	0.4				•	•						•	•	•	\$ 494,000	\$ 1,600	2	\$ 3,000
George Schmid Memorial Park	4.0														-	-	2	\$ 30,000
Reflection Plaza	0.3		•								•				\$ 111,000	\$ 1,000	1	\$ 2,500
Washougal Memorial Cemetery	12.1														-	-	-	-
Total Special Use Areas	18.2														\$ 680,000	\$ 8,360		\$ 49,900
WATERFRONT PARKS																		
Sandy Swimming Hole	0.9						•	•		•	•		•		\$ 1,071,000	\$ 1,880	2	\$ 7,100
Steamboat Landing	1.6					•		•		•	•		•		\$ 346,000	\$ 6,400	1	\$ 16,000
Total Waterfront Parks	2.5														\$ 1,417,000	\$ 8,280		\$ 23,100
Total Developed Parks	71.9														\$ 17,970,000	\$ 184,240		\$ 536,300

Appendix C: Capital Projects List

	Acres	Trail Miles	Park or facility repair/ replacement	Shelter repair/replacement	Play enhancement	Utilities	Trail or pathway improvement	Accessibility improvements (ADA)	Landscape or tree improvements	Improved signage	New or upgraded restroom and user amenities	Planning and design	Other added facility or improvement	Site development and construction	Total Capital Cost	Total Capital Reinvestment/ Replacement Cost	Tier	Total Average Annual Cost
NATURAL PARKS																		
Campen Creek Park/Eldridge Park	4.5		•				•	•		•			•		\$ 252,000	-	4	\$ 11,300
Kerr Park	13.7						•		•			•			\$ 100,000	-	4	\$ 17,200
Total Natural Parks	19.9														\$ 352,000	-		\$ 28,500
Total Existing	91.8														\$ 18,322,000	\$ 184,240		\$ 564,800
NEW PARKS AND FACILITIES																		
Granite Highlands Park (Neighborhood Park)	0.9													•	-	\$ 1,880	3	\$ 4,700
Ninebark Park (Waterfront Park)	2.0													•	-	\$ 8,000	2	\$ 15,000
Future Community Park (CP)*	8.0													•	\$ 4,000,000	\$ 32,000	1	\$ 80,000
Future Neighborhood Park 1 (NP1)*	3.0													•	\$ 2,000,000	\$ 6,000	2	\$ 22,500
Future Neighborhood Park 2 (NP 2)*	3.0													•	\$ 2,000,000	\$ 6,000	2	\$ 22,500
Future Waterfront Park (WP)*	2.0													•	\$ 2,750,000	\$ 4,000	3	\$ 10,000
Columbia River Trail**	-	0.8												•	\$ 191,000	-	1	\$ 7,500
Jemtegaard School Trail**	-	0.5												•	\$ 127,000	-	1	\$ 5,000
New Community Garden*	0.5					•			•	•			•	•	\$ 50,000	\$ 1,000	3	\$ 1,300
New Off-leash Dog Area*	2.0					•			•	•			•	•	\$ 500,000	\$ 4,000	2	\$ 15,000
Total New Parks and Facilities	21.4														\$ 11,618,000	\$ 62,880		\$ 183,500
Total Existing and Future	113.2														\$ 29,940,000	\$ 247,120		\$ 748,300

Notes: * General acreage assumptions provided. Actual acreage may vary. ** General trail mileage assumption provided. Actual mileage may vary.

Comprehensive Park & Recreation Plan

APPENDIX D: SITE AND FACILITY RECOMMENDATIONS

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Comprehensive Park & Recreation Plan

APPENDIX D: SITE AND FACILITY RECOMMENDATIONS

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Appendix D: Site and Facility Recommendations

The planning process identified improvements and recommendations for nearly all existing parks and facilities, as well as several new parks and recreation areas. The Site and Facility Recommendations provide direction for the City's capital project list (Chapter 5), as well as additional recommendations and considerations for future investments and regional partnership opportunities.

NEIGHBORHOOD PARKS

Elizabeth Park

Elizabeth Park serves older established neighborhoods on the west side of town between "E" Street and the Washougal River Road. Although access to the park does not meet design and development guidelines, the site serves an important need in the community for playgrounds and open space. Site design and development guided by a landscape design professional may transform this neighborhood park into a viable trail and recreation link in this portion of the City. Recommendations for Elizabeth Park include:

- Increase visibility of the park through additional signage and improved access paths from surrounding street right-of way.
- Establish a tree-planting program and planting plan.
- Improve the basketball court to include all-weather netting, adding a full court, painting the lines, etc.
- Add a cover to the play area and a picnic shelter to increase year-round use of the park.

Additional Considerations

- Consider adding a community garden in this park.
- With the assistance of a landscape professional, prepare a master plan for the site.
- Keep options open to acquire adjacent properties to provide additional access into the park for increased public use and trail linkage possibilities.
- Convert patchy lawn areas into "no-mow zones" by removing sod and seeding with a shade wildflower mix.
- Identify areas for community art or educational displays pertinent to geological or historical features.

- Consider adding user friendly, ADA accessible amenities, such as additional play features, a bicycle rack, updated signage, improved seating, etc.

Hamllik Park

Hamllik Park is located on the southeast side of Washougal. Because of its remote location, Hamllik is particularly important for nearby residents who are separated from easy access to other parks by the railroad tracks. Recommendations for Hamllik Park include:

- Clean and repair buildings.
- Install more and better amenities, including picnic tables, barbecues, bicycle racks, water fountains, benches, and trash cans.
- Make athletic field improvements, including irrigation, refurbishing the dugouts with new roof structures.
- Make playground improvements, including providing a cover to the playground.
- Implement the master plan for the site to complete the Washougal Bike Park.
- Install new sport facilities, such as a basketball court, trailside athletic pieces, or bicycle skills course/pump track.

Additional Considerations

- Consider adding an area for community art or educational piece.
- Continue to expand and refine the “no-mow” zones to ease maintenance costs and improve habitat for wildlife.
- Renovate or replace the restrooms at the park. Optimum siting of these facilities should also be considered in the master plan.
- Create accessible routes into and through the park. This work entails installing ramps and sidewalks compliant with ADA.
- Improve the landscaping, especially by adding trees.
- Consider adding a spray park element.

Hartwood Park

The City of Washougal acquired this property in 2011 with Park Impact Fees, Washington Wildlife and Recreation Program – Recreation and Conservation Office, and Legacy Lands - Clark County Conservation Futures grant. This neighborhood park serves the northeast side of Campen Creek in the vicinity of SE 49th Street. While this site sits adjacent to the other City of Washougal “natural parks” known as

the Campen Creek Greenway, Hartwood Park is the only of these park properties built with playground equipment and other park structures typical of a neighborhood park. Recommendations for Hartwood Park include:

- Develop a site master plan to guide comprehensive site improvements
- Add more user friendly, ADA accessible amenities, such as additional play features, a bicycle rack, restrooms, improved parking, etc.
- Develop a structure suitable for events and as a wedding venue.
- Provide parking lot improvements.

Additional Considerations

- Provide trail linkages to other off-site properties to the North as development occurs.
- Develop a trail connection to “W” Street via the waterline easement or alternate routes through green spaces. This trail connection project includes the construction of bridges and boardwalks.
- Develop “no mow” zones with tall grass or by incorporating wildflowers into the design to conserve resources and ease maintenance requirements.
- Plan areas designated for community art or educational illustration.
- Continue expanding the community orchard.
- Complete the playground by enclosing the north boundary with concrete blocks acquired by the parks department for this project.

Oak Tree Park

As a part of the “Look Out Ridge” subdivision development, the developer created a two-plus acre park in exchange for impact fee credits. Oak Tree Park overlooks the western edge of the City of Washougal, the Columbia and Washougal Rivers, the mouth of the Columbia River Gorge, and views Mt. Hood. Designed by Walsh & Associates, Oak Tree Park showcases native Oregon White Oak throughout the site. Site amenities include an asphalt path, picnic tables, benches, and a playground. Recommendations for Oak Tree Park include:

- Add a new playground.
- Incorporate a covered shelter with water, electrical service, and/or restrooms to expand services in this neighborhood.
- Add user friendly, ADA accessible amenities, such as additional play features, a bicycle rack, updated signage, improved seating, etc.

Additional Considerations

- Incorporate “no-mow” zones in the yet undeveloped areas of the park, particularly protecting and expanding the Camas Lily out crop growing on the slope to the south of the park. The lilies could provide an excellent opportunity for interpretive signage.
- Provide linkages between the park and the citywide trail system.
- Implement community art into the existing design or develop a means to infuse educational or interpretive elements to the park

River Bend Park

River Bend Park, located at the west boundary of town, offers a viewpoint of the Washougal River. The park currently contains picnic tables and benches, but no other neighborhood park amenities. River Bend Park serves as a neighborhood park for nearby residents. With planning assistance from a landscape design professional, River Bend Park offers potential as an important link in the Washougal River Trail system. Recommendations for River Bend Park include:

- River Bend Park does not meet the minimum design standards for neighborhood parks. Keep options open for land acquisitions to expand the park footprint and river front access. If an acquisition occurs, create a safe passage to the riverfront with a trail system. Without the acquisition, consider fencing the top portion of the park along the hillside for visitor safety.
- Incorporate a deck system (similar to the Sandy Swimming Hole) at the north end of the lawn for sunbathing and picnicking.
- Include an ADA accessible path through the site.
- Manage noxious weeds and restore the riparian area to native plant species. Establish a mitigation banking program for natural areas.
- Consider incorporating an educational/interpretive element.
- Consider adding user friendly, ADA accessible amenities, such as a playground, a bicycle rack, updated signage, improved seating, etc.

Riverview Park

This property was acquired as a residential lot, partially donated by Riverview Community Bank for the purpose of encouraging outdoor recreation. Electric, water, and sewer utilities are included on the site. At less than a ½-acre, the size of this lot does not meet the minimum design standards for a neighborhood park. The site is also undeveloped and sloped which would require additional resources for

site improvements. In addition, this area is already well served by parks including Oak Heights Park. For these reasons, the Public Works Department should divest in this site or transfer ownership to another City department. Resources should be allocated to improving other parks, including nearby Oak Heights Park and Hartwood Park.

COMMUNITY PARKS

Hathaway Park

Hathaway Park consistently ranks as Washougal's most visited park because of its place of prominence in the center of the community and how it fronts the Washougal River. Hathaway Park possesses the widest variety of amenities of all the City of Washougal parks in the system. Many of the elements in the park are older and may need capital investment. Recommendations for Hathaway Park include:

- Replace the playground.
- Pave the lower Hathaway parking lot.
- Add new elements including a disc golf course.
- Expand or relocate the community garden to increase its footprint.
- Renovate or replace existing park restrooms. Add a new restroom on the east side near the pickleball courts and gazebo.
- Complete pickleball court improvements.
- Improve the existing picnic shelters. Add water and power to these facilities where lacking.
- Add a more extensive path system, including an ADA accessible route through the park and a river-view path along the bank in upper Hathaway Park.
- Implement a tree replacement plan to ensure continued tree canopy.

Additional Considerations

- Acquire adjacent or in-holding properties to expand services to the public. Properties should be considered for acquisition that complete trail links, increase public open space, improve frontage property to streets and the Washougal River
- Replace aging structures and buildings based on the comprehensive plan.
- Create "no-mow" zones to ease maintenance costs and improve habitat for wildlife.

- Include more and better amenities, including picnic tables, barbecues, bicycle racks, water fountains, benches, and trash cans. Improve the condition of the Lower Park river side trail and continue extending the trail from the parking facility to east to the Schmid Family Park property. This project encounters private property negotiations.

Schmid Family Park

This is Washougal's newest property on the Washougal River was acquired partially with a 2016 Clark County Conservations Futures grant and a retroactive Recreation and Conservation Office Local Park grant in 2018. Naming rights for this park are reserved for the Schmid Family, who requested "Schmid Family Park." The site consists of approximately 13 acres of river floodway suitable for low intensity park use. The property also has 5 acres of developable "upland" next to 32nd Street where higher impact, more dynamic recreation features would be located. These two areas have different potentials for recreation. Recommendations for this site include:

- Develop and implement a master plan with community park features utilizing a structured public involvement process. In 2016, the City of Washougal assembled a design advisory board to review the needs of the community, the character of the site, and the limitations of the property acquisition. The advisory board determined the greatest needs of the community are as follows:
 - > Shelters: large pavilion for events/groups of 50+ and multiple small family sized picnic units.
 - > A new playground.
 - > Permanent restrooms.
 - > Amphitheatre for outdoor concerts or public events.
 - > A soccer field.
 - > Boat launch/water access.
 - > Accessible pathways between park elements and connections to other off-site parks or trails.

Additional Considerations

- Consider easements or acquisition of adjacent properties to expand services to the public for trail links, increased public open space, improved frontage property to streets and the Washougal River.
- Consider disc golf in the areas around the upper portion of the park. If installation of a disc golf course is deemed to be a viable option for the

lower area, this recreation element could be added to the lower trail through the floodway and connect Schmid Family Park to Hathaway Park.

- Add game and “other” recreation facilities: horseshoe pits, lawn bowling, croquet, skate park, bocce, spray ground, bicycle pump/skills track, etc.
- Support art or cultural displays.
- Connect neighborhoods to the west side of the Washougal River to this park via pedestrian bridge.

SPECIAL USE PARKS

Camas/Washougal Skate Park

The Cities of Camas and Washougal pooled funding to provide the Camas/Washougal Skate Park. Both cities should promote transportation projects near the Skate Park to improve the safety and ease of access for users. Currently the site needs a major renovation, and the City of Washougal is committed to contributing funding to support site improvements. While continuing to coordinate future investments with the City of Camas, local users and skatepark design experts should also advise on necessary changes and improvements.

George J. Schmid Memorial Park

George J. Schmid Memorial Park develops and operates according to an inter-local agreement between the Washougal School District and the City of Washougal. The School District owns the land and provides the first line of maintenance. The City of Washougal provides the ball field development with granting assistance and minor maintenance. In 2006, Washougal constructed baseball field #1 in 2006 and completed baseball field #2 in 2009 with funds acquired by a Youth Athletic Facility grant through the Recreation and Conservation Office. Completion of the third field will be completed in 2021.



Source: City of Washougal

Recommendations for George J. Schmid Memorial Fields include:

- Update agreement for use and management of Schmid Memorial Park.
- Seek grants to defray development costs of the final field and appurtenances.
- Work with the School District to provide trail connectivity to Mable Kerr Park at the north boundary of the property.

Reflection Plaza

Reflection Plaza is a remodeled square in downtown Washougal. A 2010 improvement to the park installed a living Christmas Tree on the northeast corner of the property. The unused Christmas Tree well in the center of the plaza could be used for rotating art displays or other similar displays. The well is fitted with electricity and the structure lends a foundation for a moveable base. In 2015, new brightly painted picnic tables were added for a splash of color and additional seating. Recommendations include adding a new restroom and general cleaning of this site.

POCKET PARKS

Beaver Park

Based on outcomes of the community questionnaire and discussions with the Park Board, Beaver Park offers minimal public recreation benefits as a developed park. However, the site offers a suitable location for a City sewer lift station. The Public

Works Department should transfer maintenance and management responsibilities of this site to another City department. That frees up resources so that park investment can focus on the recently acquired Downtown Park site that will need maintenance attention to support recreation needs in this area.

WATERFRONT PARKS

Sandy Swimming Hole

Sandy Swimming Hole is a heavily visited park that provides swimming access to the Washougal River. This waterfront park has a large deck overlooking the river.

Recommendations for Sandy Swimming Hole include:

- Improve to support bike access, since this park receives heavy usage by youth.. Provide additional bicycle parking located on a paved surface closer to the parking lot.
- Consider adding user friendly, ADA accessible amenities, such as a bicycle rack, improved seating, and kayak rack.
- Construct a new parking area and improve existing off-street parking.
- Replace the aging restroom.
- Provide sidewalk, bike, or off-street trail improvements along Shepherd Road to improve safety and access to Sandy Swimming Hole.

Additional Considerations

- Improve the sunbathing lawn area adjacent to the river. Provide a better transition between lawn areas and surrounding vegetation by creating an edge and providing a landscape plant transition zone using native riparian vegetation.
- Consider adding a location for community art, an educational element, or mitigation banking system at Sandy Swimming Hole.
- Consider making a property acquisition to meet parking demands during peak park use. Providing additional off-street parking will improve safety along Shepherd Road.

Steamboat Landing

Steamboat Landing is a waterfront park that offers a panoramic view of the Columbia River. The dock is heavily used for fishing, especially during shad season. The SR-14 Pedestrian Tunnel provides direct access between the downtown district and Steamboat Landing, making this park a highly visited focal point of Washougal. After winter damage destroyed a section of the dock, the structure was entirely rebuilt with new pilings in 2019. Recommendations for Steamboat Landing include:

- Provide an ADA accessible connection between the observation deck and the parking area and/or the SR-14 Pedestrian tunnel.
- Update and clean existing restrooms.

Additional Considerations

- With the assistance of a design professional, develop a master plan that showcases the scenic views from the observation deck and improves accessibility throughout the site.
- Incorporate community art or educational displays for public interest or interpretation.
- Increase seating elements throughout the park.
- Improve parking facilities at the park.
- Consider adding user friendly, ADA accessible amenities, such as a bicycle rack, updated signage, improved seating, a kayak rack, and a kayak dock to the existing structure.

NATURAL PARKS

Eldridge Park

Eldridge Park is the largest undeveloped site in the Campen Creek Greenway. Because of deed restrictions, this park must remain in a natural state for passive recreation and must retain the name of Dr. Eldridge. Recommendations for Eldridge Park include:

- Make habitat improvements to Eldridge as a mitigation-banking site.
- Incorporate interpretive and/or educational pieces throughout the site.
- Develop “no-mow” zones with vegetation to attract wildlife.
- Look to acquire adjacent properties for purposes to expand open space and trail connectivity. For example, in 2011 the city assumed ownership of Rolling Meadows 5 property, offered to the City of Washougal by the HOA. This property bridges a gap between the Eldridge Park Complex and another City of Washougal-owned parcel and joins 40 acres together for future trail development.

Kerr Park

Kerr Park is located to the north of the Washougal School District Administration building and George J. Schmid Memorial Fields. Campen Creek delineates the boundary between the park and Orchard Hills Golf & Country Club. Since 2007, Washougal Parks Department personnel and volunteers have worked diligently to

clean the site of invasive ivy and blackberries. Kerr Park trail provides two trailheads: The east at Sunset View Road and the west at Gifford Place. Recommendations for the Kerr property include:

- Implement a tree replacement plan to ensure continued tree canopy and replanting of trees damaged from winter 2020 storm.
- Consider an agreement with the School District and/or Orchard Hills Golf Course to share opportunities for such activities as mitigation banking, continued trail development, and/or outdoor learning environment.
- Improve the Sunset View Road frontage for safer trail connectivity.
- Continue to work toward invasive weed removal and native habitat restoration for the benefit of wildlife and quality of visitor experience.

Additional Considerations

- Incorporate nature friendly art displays or interpretive features into the site.
- Look to acquire adjacent unused properties belonging to either the Washougal School District or the Golf Course. Improve access into the property through easements and additional trailheads.
- Consider installing fencing between the residents or School District and the park to improve safety and limit unwanted vehicular activity in the park.

Look Out Ridge Phase 3, Tracts A and B (Dogwood Park)

Look Out Ridge consists of 1.1 acres of wetland and mitigation planting in the “Look Out Ridge” subdivision. The City maintains two tracts: Tract A is a protected wetland and no additional improvements can occur, and Tract B is currently overgrown with vegetation. The property has a small trail and bench to overlook the Columbia River. The site offers panoramic views of the Columbia River Gorge mouth, Mount Hood and Oregon. For these reasons, the City should divest in these two tracts including transfer of ownership, potentially to the HOA. Resources should be allocated to improving other parks, including nearby Oak Tree Park.

FUTURE PARKS

Downtown Community Garden

The City purchased this site in 2016. Located just east of Downtown Washougal along Main St., the property’s proximity to higher density residential uses and employment make it an ideal opportunity for a future park. In 2020, the City developed a conceptual plan for the site with a vision that provides a full sensory celebration (e.g., sight, sound, touch) of water through art and play. Potential elements include a covered picnic area, multiple play areas, and other features that highlight sustainable/green stormwater, exploration and natural play. Since this

time, the City developed the site as a community garden space. The City should continue to leverage the park concept and pursue grant funding to support design and development of this site.



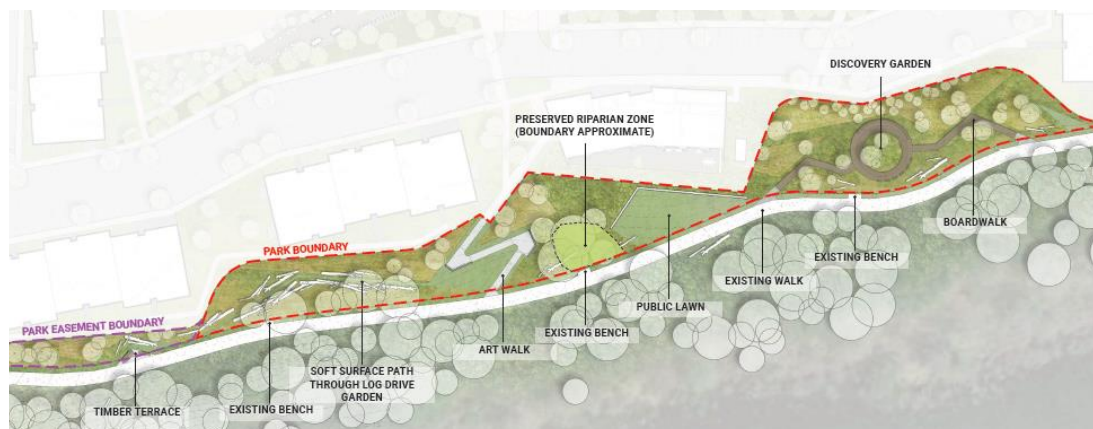
Source: MIG

Granite Highlands Park (Neighborhood Park)

This site is under development as part of the Granite Highlights residential subdivision in northwest Washougal. The completed park will feature landscaping, a small open lawn and play area.

Ninebark Park (Waterfront Park)

This park is under development as part of a mixed-use project near Parker's Landing along the Columbia River. When complete, the park will feature natural play features, gathering spaces, a continuous waterfront pathway and interpretive features.



Source: City of Washougal

New Community Park (CP)

A new community park should be developed north of the current City limits and west of the Washougal River. Recommendations for this site include:

- Once a site is acquired, prepare a master plan to guide the future development of the site.
- Link the proposed bikeway/off-street trail to this park site.
- Follow the community park recommendations for site selection and design program, as well as timing of park development.
- If possible, provide trail connections to the Washougal River, citywide trail systems, and regional trails through Clark County.
- Consider adding a unique feature or design element such as an interactive water feature, skate spot or skate elements, bike park or similar facility.

New Neighborhood Park (NP1)

A new neighborhood park is needed west of the Washougal River, in the north end of the City to serve residential development. Recommendations for NP1 include:

- Acquire a site approximately 2 to 3 acres in size, consistent with the site selection guidelines in this plan.
- Develop a master plan for the site that is consistent with the design guidelines.
- Provide local linkages between the park and the citywide trail system development of the site.
- Implement the master plan as the area develops.
- Ensure the property is viable for playground and restrooms, pertinent to critical lands and purchase contract agreements.
- Seek granting funds for acquisition as opportunities arise.

New Neighborhood Park (NP2)

The City should seek a new neighborhood park just north of city limits, potentially in conjunction with other City of Washougal property near Lehr Road.

Recommendations for NP2 include:

- Follow the neighborhood park recommendations in Appendix E for site selection and design program, as well as timing of park development.

- Acquire a site of approximately 2-3 acres. Once a site is acquired, a master plan should be prepared to guide the future development of the site.
- Link the proposed bikeway/off-street trail system to this park.

New Off-leash Dog Area

An off-leash dog area provides a location where residents can exercise and interact freely with their dogs. The City should consider incorporating one or more off-leash dog areas into new community parks. Ideally, an off-leash area should be at least five acres in size, fenced with a double-gated entry, have nearby parking, and include amenities such as water, benches, and trashcans. The City should also consider several smaller off-leash dog areas scattered around the city in existing park property or vacant property.

The site should not be isolated visually or physically for safety. Noise impacts on neighbors should be considered and special attention should be paid to the potential impact of a dog park on the sensitive environments and habitats surrounding the site. The City of Washougal should also consider partnering with the City of Camas or seek out other properties for a separate park. An area that appears ideal for both Camas and Washougal residents is the land owned by the City of Camas, under the powerlines near Goot Park.

New Community Garden

Community gardens provide a location where community members can grow plants and vegetables on individual plots, usually for a small fee. Establishment of community gardens should serve a trial period of at least three years. 2010 was the first year of the Hathaway Park Community Garden east of the pickleball courts and in 2012 the City upgraded the garden with raised cedar beds with financial assistance from WSU Master Gardener Foundation. This garden currently has 26 - 4'x14' raised cedar beds and 6 - 4'x4'x30" raised ADA boxes. There is ample off-street parking available in this area.

Several of Washougal's neighborhood and community parks have potential for community garden use including Elizabeth Park or Hamllik Park. The site selected should have:

- At least six hours of sunlight per day;
- Access to water;
- A means of vehicular access so that soil, mulch, and other materials can be brought into the site.

Spray Ground or Splash Pad

A spray ground or splash pad are water play features that are very popular and provide a means of integrating aquatics into parks at a relatively low cost. Washougal should consider adding at least two spray grounds in community parks, one south of the Washougal River (preferably at Hathaway Park) and the other in the north end of the City.

Indoor Recreation Center

A great need for both indoor recreation space and a senior center is identified in all public surveys. More and more communities in the Northwest are offering multi-use recreation centers because of the region's inclement winter weather and the multiple opportunities possible in an indoor facility. If designed correctly, recreation centers can offer a wide variety of community activities at a reasonable cost. Most progressive community centers now provide rooms for receptions, meetings, and large group gatherings, as well as gymnasium and recreation space.

The community would benefit from a multi-functional building combining the functions of both an indoor recreation center and a senior center. Before pursuing a project of this magnitude, a feasibility study, business plan and market analysis should be conducted to assess the options and form the groundwork in the long-term planning of such a community resource. Preliminary investigation would also identify an appropriate site, building program, and operations strategy that is the best fit for the City's financial goals. Many communities plan recreation centers to maximize revenue generation and minimize operating subsidies to meet financial goals.

The following facilities should be considered for an indoor recreation center to meet community needs, according to surveys:

- Gymnasium (at least 1 full-sized courts)
- Multipurpose room for special events, receptions, and dance classes.
- Catering kitchen
- At least two classrooms/meeting rooms to accommodate various sized groups.
- Exercise room (aerobics, dance, fitness classes, etc.)
- Fitness center
- Support facilities, including lobby, restrooms, office space for staff, locker rooms, storage space, etc.
- Arts and crafts room
- Concessions/vendor space such as a coffee kiosk or snack bar
- Potentially a youth center and/or a senior center
- Potentially an indoor aquatic center

In 2018, discussions with the City of Camas and the Port of Camas/Washougal considered the need of a community center to serve both cities, particularly after the closure of the Camas Swimming Pool in Crown Park. Without a public or other equity partner, Washougal would likely not be able to support a significant community center. The two communities should keep options open and look for opportunities to support a major recreation center.

Whitewater Park

The City should explore the possibility of providing a whitewater park in Washougal. This type of recreation facility uses natural materials to provide a whitewater course with permanent rapids adjacent to the river. If there is community interest in this type of recreation activity, the City should conduct a feasibility study on the long-term costs of operating such a facility prior to deciding.

TRAIL CORRIDORS

Columbia River Trail

The Columbia River Trail provides an important east-west connection in Washougal from the Columbia River Gorge to the Camas City limits, as well as viewing opportunities along the Columbia River. Washougal should seek opportunities to increase access at points along the levee and improve trail spurs that currently exist. In the summer of 2010, the SR-14 pedestrian tunnel opened to allow a seamless access between the downtown core and the Columbia River.

The capital project list includes trail development cost for an 0.8-mile segment that connects Steamboat Landing west to the Port of Camas/Washougal Marina. To continue the connection to Steamboat Landing, an off-street trail requires easements across private residential properties and the State of Washington State Route 14 right of way.

Jemtegaard School Trail

This trail will provide a needed connection between neighborhoods north of Sunset View Road to Jemtegaard School. The capital project list includes trail development cost for a ½-mile trail to improve connectivity.

Additional Trail Corridors

There are several additional off-street trails that are part of the long-term vision for Washougal. These trail corridors will require additional planning and negotiating to understand more specific alignments, acquisition or partnership opportunities, and planning and design needs.

- **Washougal River Trail:** An ideal vision for the Washougal River Trail is a trail adjacent to the river, similar to the trail in the Washougal River Greenway in

Camas. Due to private property and topography issues, a trail connection paralleling the river on surface streets provides an alternative at some sections of the river. Existing parks and easements may connect to segments of this riverfront trail. The following actions detail the short-term strategy:

- > Actively seek properties suitable for waterfront parks or easements that provide trail opportunities along the south Washougal River frontage.
 - > Include a riverfront trail in the master plan for the Schmid Family Park and connectivity to Hathaway Park.
 - > Keep options open to develop a pedestrian crossing to bridge the Washougal River Road at the Schmid Family Park.
 - > Actively seek waterfront easements and property to expand public access and trails along the Washougal River when the opportunity arises. In particular, identify and secure land outside existing city limits and potentially north of the UGA before it is developed and the opportunity is lost.
- **Bonneville Power Administration Utility Easement:** An east-west connection is also needed in northern Washougal, where there are a number of constraints due to topography development patterns. Sitting outside the City limits, a utility easement in northern Washougal has potential for providing a connection through areas of growth development in the next several years. The easement traverses the Washougal River at a location that is steep and extremely difficult to cross. While a bridge connection would be ideal, the City of Washougal recognizes that this BPA easement is best divided into North West and North East trail segments.
- **Hood Avenue Multi-Use Trail:** Based on an alignment identified in the previous plan, the City is working with a developer to complete a connection between LaCamas Lake Park/Crown Rd. and SE 303rd Ave. in the north-west neighborhoods of Washougal. When completed, the eight-foot multi-use trail will provide an alternate route from sidewalks on both sides of Hood Avenue.
- **North West Bonneville Power Administration Easement Trail:** The BPA utility easement in northern Washougal west of the Washougal River has potential for providing a connection through an area likely to grow with mixed use development in the next several years. This utility corridor should be used to develop the east-west connection, linking the Washougal River to currently undeveloped areas north of the existing city limits.

- **North East Bonneville Power Administration Easement Trail:** An east-west connection is needed on the east side of the Washougal River. This system is partially developed but has missing links through neighborhoods. The greatest missing link is a strong connection between the Campen Creek Greenway and the Easement at "W" Street. A more direct route has been requested of citizens to access Hartwood Park. The existing trailhead for the Campen Creek Greenway is accessed on streets without sidewalks.
- **West Side Utility Easement Trail:** Washougal residential development has been occurring in the northern hills. A north-south utility easement running from the Washougal River Greenway to the peak of the hill could potentially link these areas to the historic downtown, Washougal River and the North West BPA Easement Trail in the future.
- **Steigerwald Route:** The City of Washougal should keep options open to link to the Steigerwald National Wildlife Refuge trail system to the Campen Creek Greenway. A partnership with Clark County, Washington State Department of Transportation, and the US Fish and Wildlife Service must be forged to create this connection.
- **Campen Creek Greenway Trail:** The east side of town provides an extensive opportunity for off street trails through City of Washougal parks and open space. Kerr Park, Hartwood Park, and Campen Creek Park provide trailheads for the looped trail system. Several spur trails could be established to connect to other developing systems. The trail possesses deficiencies in off-street and sidewalk continuity. 39th Street and Sunset View Road are two of the most critical missing links in this system.
- **Other Off-Street Trail Connections:** Several short, missing off-street segments interrupt pedestrian and bicycle connectivity. In order to link these trail systems, enhancements to intersections or roadway crossings are needed to make a safer path. Options may include:
 - > A connection between neighborhoods to the East of 32nd Street to Schmid Family Park; and
 - > A continuous connection between all parks by either an off-street or sidewalk.

Washougal should consider connections within existing street rights of way to provide additional pedestrian and bicycle corridors. Options may include:

- > A north-south connection along the Washougal River Road up to Woodburn Road;

- > A continuous connection from J Street along 39th Street to Evergreen Way; and
- > A connection along Sunset View Road, past Kerr Park to Evergreen Way.

INTERGOVERNMENTAL COORDINATION AND PARTNERSHIP SITES

Washougal benefits from a wealth of park and recreation resources under ownership by other agencies. These sites provide a variety of opportunities for Washougal residents, and contribute to the City's park system.

- **Goot Park:** Goot Park, a City of Camas park, provides a ball field used by many Washougal residents through the East County Little League. Located on the Washougal-Camas boundary, this site benefits residential neighborhoods not served by other Washougal parks. Washougal should consider participating in future capital improvements at this site, particularly if Washougal residents are included in the planning process and benefit from improvements made there.
- **Washougal River Greenway:** The City of Camas developed the Washougal River Greenway, a natural open space area along the Washougal River. The Camas/Washougal Skate Park, located on the edge of the Greenway, begins the trailhead at the Washougal/Camas boundary. The Greenway offers a trail corridor that is used by Washougal residents, and is a wonderful recreation asset for both communities. Washougal should connect future trails into the Washougal River Greenway to expand on this recreation resource.
- **Captain William Clark Park:** Captain William Clark Park is a joint venture of multiple local agencies, including the City of Washougal. Washougal should continue to be a partner in this important regional site, working with the City of Vancouver, Clark County Parks, Port of Camas/Washougal on implementation of the Phased Master Plan. In the meantime, the City should monitor its expenditures related to the site and ensure that its contributions to the joint effort are equitable and as called for in the Maintenance and Operations Agreement. Washougal is responsible for the parking facility north of the dike and limited aspects of the restroom facility there. Should the RV parking as designed in the Master Plan be implemented by one of the other partners, the City of Washougal should consider contributing to this improvement, since the town benefits economically by having a functional RV facility.
- **Steigerwald National Wildlife Refuge:** The City of Washougal supported the 2009 implementation of the Wildlife Refuge master plan and looks forward to construction of a planned environmental education center. The regional trail system along the Port of Camas/Washougal levee and through

William Clark Park provides linkages into the Steigerwald trail system, so that Washougal residents can best experience the natural resources at Steigerwald. The Refuge is available by a parking facility via SR-14 and does not allow bicycles or pets on the trails.

- **Pendleton Baseball Fields:** Two heavily used baseball fields and one overlapping soccer field are located on property owned by the Pendleton Woolen Mills. Organized sports groups use these fields with permission from Pendleton management. Pendleton Woolen Mills may choose to develop this property in the future. Should development include residential uses, the Downtown Park site located to the north should be created to serve residents.
- **Fishback Stadium:** The City of Washougal seeks greater use of the stadium through an inter-local agreement with the Washougal School District. Washougal and the School District agree to investigate options to improve the facility when it benefits the community as a whole. The School District would continue to own the land and provide maintenance of the facility.
- **R.V. Parking:** The City should consider constructing spaces for fee-based R.V. parking within the City limits. The addition of functional R.V. spaces would allow for greater access to Washougal for travel or vacation and benefit local community businesses. Currently the only zoned area for implementing RV parking is located near the Columbia River on Port of Camas/Washougal land. The City could work with the Port to develop such a facility. William Clark Park on the Columbia River is already designed and striped for RV parking, and ready for final details prior to renting spaces overnight. However, any overnight accommodations would require consideration for additional infrastructure such electrical and sewer hookups, and WIFI. Another suggestion includes changing local zoning code to allow development in areas throughout the City. The planning and site choice for this addition should be made in the near future to take advantage of available land.

Comprehensive Park & Recreation Plan

APPENDIX E: DESIGN GUIDELINES

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Appendix E: Design Guidelines

These design guidelines provide planning and site programming guidance and direction for the planning and design of new parks and facilities. Because site conditions and characteristics vary these guidelines are not intended to override site specific concerns or judgments.

For each park and facility classification, these guidelines provide a description of the overall purpose, considerations for site selection, features to provide, and features to avoid (if any).

NEIGHBORHOOD PARKS

These parks provide close-to-home recreation opportunities for people living within approximately one-half mile walking distance of the park.

Guidelines

Size range	2 to 5 acres
Location/ Siting	Central to the surrounding neighborhood
Access	Must front a public street with connections to nearby trails and active transportation routes
Design	A contiguous area of at least 50% should be open and level. At least 50% of site must be bordered by a public street and/or the frontages of surrounding uses.
Minimum Features	Native landscaping, signage, playground equipment, picnic areas, open grass areas or multi-use open grass areas for practice field sports.
Features to Avoid	Facilities for large groups, fields for competitive use or off-street parking; facilities for activities that result in overuse, noise, parking problems and congestion should not be provided.

COMMUNITY PARKS

Intended for use by the entire city, these parks can accommodate a higher level of use than neighborhood parks and offer facilities that create a community-wide draw.

Guidelines

Size range	8+ acres
Location/ Siting	Accessible to the entire community, at least ½-mile from the nearest community park and, and with excellent access to transit.
Access	Must front a public street with connections to nearby trails and active transportation routes
Design	The entire site should be open and level unless other existing features are incorporated into the design and function of the site. At least 50% of site must be bordered by a public street and/or the frontages of surrounding uses.
Minimum Features	At least one community-scale facility, native landscaping, signage, playground equipment, picnic areas, open grass areas or multi-use open grass areas for practice field sports, off-street parking and restrooms.
Typical Features	Spray park, skate park, reservable picnic area, amphitheater, boat launch, disc golf course, regional trailhead, or similar facility.

SPECIAL USE PARKS

These are unique park sites or stand-alone recreation areas designed to support a specific, specialized use. Examples of existing special use areas in Washougal include the skate park and Reflection Plaza.

Guidelines

Size range	Depends on the intended use, but the size should be adequate to accommodate the special use and any necessary support facilities.
Location/ Siting	A feasibility study for the special use will determine any locational criteria, which may vary depending on the use.
Access	Access should be provided via a collector or arterial street due to the higher level of use expected.
Minimum Features	Site identification signage, site furnishings for the intended scale and use of the park, on-street or off-street parking to

	accommodate the planned use of the site, accessible pathway connecting site elements.
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WATERFRONT PARKS

Distinguished by their function of providing access to water bodies, these parks typically support enjoyment of water-related activities, such as swimming, fishing, boating, and bird or wildlife viewing.

Guidelines

Size range	The size depends on intended use of the site, but should be adequate to accommodate the desired use and necessary support facilities. For parks that provide direct access to water or beach front, larger parcels are preferred to accommodate a greater number of users, especially in warm weather.
Access	Public access must be provided by a public trail or, where feasible, access should be provided from a public street.
Minimum Features	Site identification signage, appropriate site furnishings for the intended scale and use of the park, accessible pathway connecting site elements.

NATURAL PARKS

Undeveloped lands primarily left in a natural state. Most sites are intended to protect open space; passive park facilities may be provided secondarily. This type of land often includes wetlands or steep hillsides. In some cases, environmentally sensitive areas include wildlife habitats, stream and creek corridors, or unique and/or endangered plant species.

Guidelines

Size range	Site size should be determined based on the natural open space needs, with adequate protection provided for the resource.
Access	Where feasible, public access and use of natural open space areas should be encouraged through trails and other features, but environmentally sensitive areas should be protected from overuse.

Design	Frequently, Natural Parks possess restrictions on the deed or plat that govern perpetual use of the property. Natural Parks may serve as trail corridors; however, structures such as playgrounds, pavilions and restrooms are not typically allowed uses.
Minimum Features	Site identification signage, appropriate site furnishings for the intended scaled and use of the site, interpretive signage, on-street or off-street parking; amount is dependent on facilities provided in the natural area.
Features to Avoid	Improvements that conflict with or detract from the site's natural resources, such as turf, ornamental plantings, and active uses such as sports fields.

TRAIL CORRIDORS

Trail corridors provide opportunities for trail-oriented activities, and connect community destinations and parks, while offering alternatives to driving. Trail corridors allow for transportation and trail-oriented recreational activities. Multi-use trails are the preferred trail type for Washougal because they have the potential to serve the broadest spectrum of the public, including walkers, hikers, runners, and cyclists. Multi-use trails can even serve equestrian users in certain areas.

Guidelines

Facility Types	• A variety of pathway types are needed to accommodate activities such as walking, running, biking, dog walking, rollerblading, skateboarding, and horseback riding. including sidewalks, bikeways, multi-use trails and paths. • Trails can be located within parks, within greenways, or be designed as a part of the citywide transportation system. Waterways can provide trail-like facilities for boating and canoeing.
Location/ Siting	• Trails should be located and designed to enhance accessibility wherever possible, with high priority being loop or destination opportunities on portions of trails near staging areas. Where routes use existing streets, the pathway should be designed to minimize potential conflicts between motorists and trail users. • Additional trail easements or dedications should be sought to complete missing trail segments, link parks, and expand the overall trail network into areas that are already developed. If

	no other means can be found to provide missing links, on-street trail links should be used. • Whenever possible, recreation pathways and trails should be separated from the roadway. • Local trails should be required in residential subdivision planning and should connect to the city's trail system and neighboring local trails. Trail locations can be determined during the land use review process. • Trail alignments should consider soil conditions, surface drainage and other physical limitations that could increase construction and/or maintenance costs.
Trail Design	• Trails should be planned, sized, and designed for multiple uses except where environmental or other constraints preclude this goal. • A 25' minimum right-of-way should be secured for multi-use trails. • An 8-12' paved width should be developed, with 2' wide unpaved shoulders on each side. • Approximately 16' should be provided from the shoulder to each neighboring property line if the trail runs adjacent to a private property. If the trail runs adjacent to the Washougal River or another sensitive area, it should be located at least 20' away unless a larger buffer is recommended by the City. • Way finding and orientation signage should be provided to facilitate trail users. Signage should be provided at each major intersection and at trail entrances.
Trailhead Design	• Trailheads should include orientation signage and information signs, seating, bike racks and trash/recycling. • Primary trailheads should have parking and restrooms. • Trailheads should be incorporated into community parks where possible.

Washougal Traffic Impact Fee Update

May 2021





Presentation Contents

- ◆ Background
- ◆ Traffic Improvement Fee Methodology
- ◆ Growth Assumptions
- ◆ Capital Improvement Plan Update
- ◆ TIF Fee Calculations
- ◆ TIF Comparisons





Background

- Traffic Impact Fees are:
 - ✓ collected under statute RCW 82.02
 - ✓ assessed based on “trips” generated by a development, and
 - ✓ must be related to “new growth” (impacts) on the system
- Significant Case Law guides program design and policy framework
- Most Cities in WA state and other states implement “impact fee”
- Prior Washougal TIF Program adopted in 2016





Methodology

- ◆ Traffic Impact Fee Background
- ◆ Methodology
- ◆ Growth Assumptions
- ◆ Capital Improvement Plan
- ◆ Fee Calculations
- ◆ City Comparisons





Growth Assumptions

- ◆ **Most travel demand driven by housing growth**
- ◆ **Growth is consistent with Washougal Comp. Plan**
- ◆ **Assumes 22,894 new average daily vehicle trip-ends added over next 20 years based on growth forecasted to occur in Washougal UGA**





Capital Improvement Plan List Update

- ◆ 32 Capital Projects
- ◆ Includes roadway, intersection and multimodal trail projects
- ◆ Estimated cost of \$212.1 million (2021 dollars)
- ◆ TIF share would generate 7.4% or \$15.77 million

<i>2021</i>	<i>Grant Share</i>	<i>WSDOT Share</i>	<i>Public Share</i>	<i>TIF Share</i>	<i>Private Share</i>
\$ 212,065,438	\$ 70,067,857	\$ 5,250,000	\$ 59,632,651	\$ 15,769,044	\$ 61,345,885
	33.0%	2.5%	28.1%	7.4%	28.9%





Proposed Projects List

Washougal Traffic Impact Fee Calculations - 2021



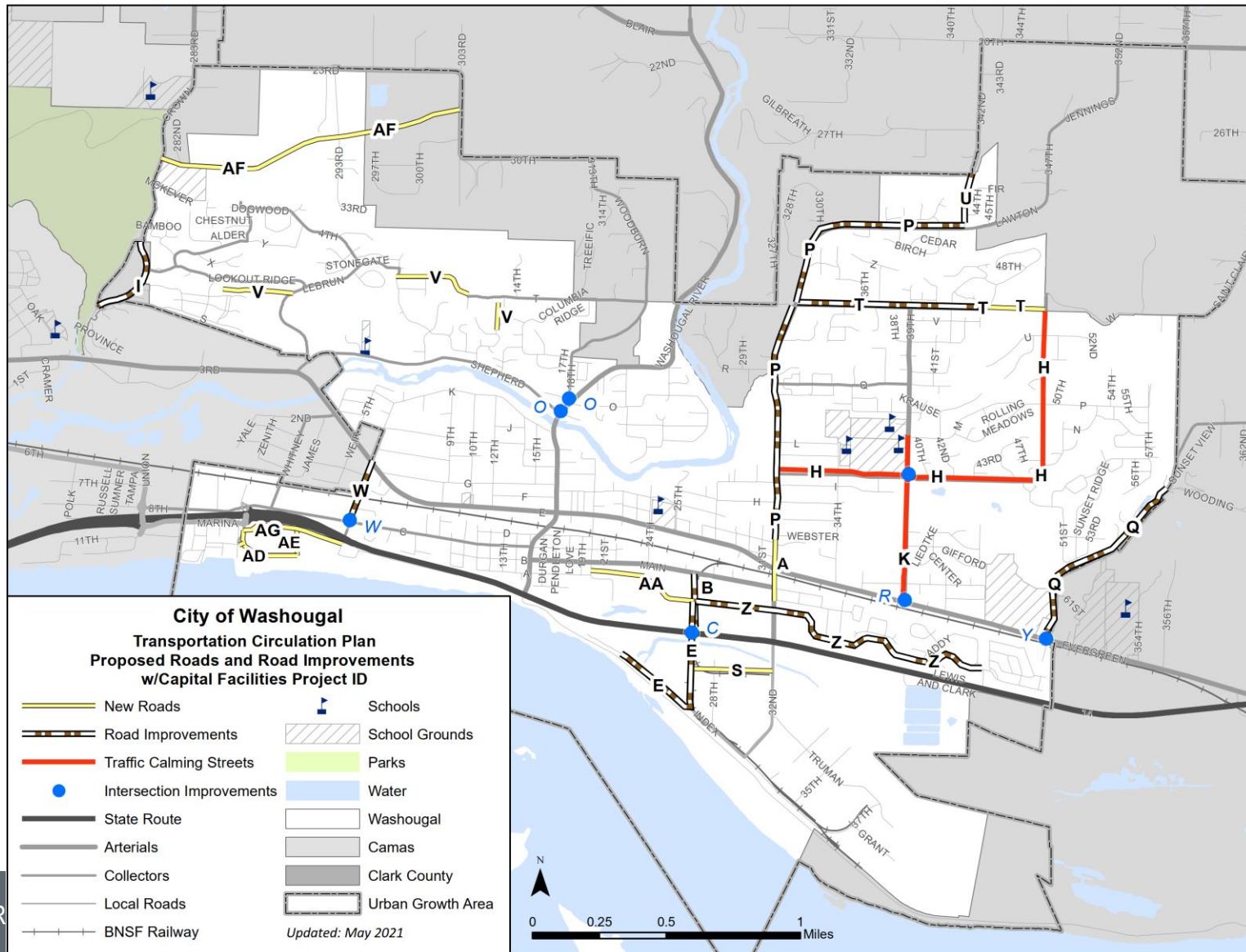
Segment ID	Priority	Segment Name	From	To	Estimated Total Improvement Cost (2021)	TIF Eligible Project	Estimated Year of Completion
B	High	27th Street, widen for turn lanes and bike lanes, sidewalks	Main Street	SR-14	\$ 3,862,541	Yes	2021-2025
AH	High	S 27th Street - Shared Use Path	SR-14	Index St terminus	\$ 268,691	Yes	2021-2025
A	High	32nd Street Rail Underpass Project at BNSF	F Street	B Street	\$ 50,000,000	Yes	2021-2025
W	Low	6th Street, stripe to 3 lanes plus bike lanes and sidewalks (coordinate with Camas to extend improvements north of the BNSF Railroad/Lechner Road)	C Street	E Street	\$ 300,000	No	2021-2025
AF	High	W Hood Avenue improvements to Urban Collector	SE Crown Road	SE 23rd Street	\$ 26,206,159	Yes	2026-2030
G	High	Shepherd Road bike/ped facilities	3rd Avenue	Washougal River Road	\$ 3,713,047	No	2026-2030
J	Medium	Evergreen Way, widen to install bike lanes on south side	32nd Street	45th Street	\$ 600,000	Yes	2026-2030
O	Medium	Washougal River Road intersection improvements	18th/O Street	Shepherd Rd	\$ 1,756,666	Yes	2026-2030
P	Low	32nd/Stiles Road/34th Street, widen to 3 lanes, bike lanes, S/W, guard rail	Evergreen Way	SE Lehr Road	\$ 14,607,893	Yes	2026-2030
Q	Low	Sunset View Road, widen to 2 lane collector with shoulders for bikes and pedestrians	Evergreen Way	SE Wooding Rd.	\$ 10,645,689	No	2026-2030
T	Low	W Street, 2 lane collector and extension across creek	32nd Street	49th Street	\$ 13,685,544	No	2026-2030
U	Low	Lehr Road, widen to collector stds. plus sidewalks	34th Street	UGA Boundary	\$ 3,591,507	No	2026-2030
V	Low	Miscellaneous west city collectors			\$ 5,317,375	No	2026-2030
I	Low	Crown Road/283rd Ave, widen to 3 lane arterial plus bike lanes and sidewalks (coordinate with Camas to extend improvements further north)	NE 7th	Camas UGA	\$ 6,168,155	Yes	2026-2030
Y	Low	Evergreen Way & Sunset View Road Intersection Improvements	Intersection	Intersection	\$ 2,600,956	Yes	2026-2030
Z	Low	Addy Street, widen for turn lanes, bike lanes, sidewalks	27th Street	45th Street	\$ 7,810,160	No	2026-2030
AA	High	A Street/Addy Street Connection/Town Center Connector	20th Street	27th Street	\$ 7,000,000	Yes	2026-2030
H	Medium	49th Street/J Street, traffic calming	W Street	32nd Street	\$ 2,574,059	No	2031-2040
S	Medium	Ford Street Extension	27th Street	32nd Street	\$ 7,470,047	No	2031-2040
L	Medium	C & Main Street bike lanes and sidewalks	Washougal River Road	34th Street	\$ 3,094,408	No	2031-2040
M	Medium	C Street bike lanes and sidewalks	6th Street	Washougal River Road	\$ 2,474,554	No	2031-2040
N	Medium	39th Street bike/ped facilities	W Street	Evergreen Way	\$ 2,474,701	No	2031-2040
R	Low	Evergreen @ 39th Street, minor Intersection Improvements	Intersection	Intersection	\$ 104,780	Yes	2031-2040
AC	Low	N T Street (previously 40th Street) bike/pedestrian facilities	Crown Rd/283rd Ave.	Woodburn Hill	\$ 4,950,324	No	2031-2040
AB	Low	Washougal River Bike/ped trail and crossing @ 9th Street	Shepherd Road	K Street	\$ 1,855,916	No	2031-2040
K	Medium	39th Street, traffic calming	Evergreen Way	M Street	\$ 1,006,351	No	2031-2040
X	Low	Washougal River Bike/ped trail and crossing @ 28th Street	28th Street	L Street	\$ 1,855,916	No	2031-2040
C	High	SR14 Access Improvements at 27th	Ramp Improvements	Ramp Improvements	\$ 15,000,000	No	2021-2025
E	High	27th/Index Port Access Improvements Project	27th at Addy Street	Private Driveway on Index west of 27th	\$ 8,000,000	Yes	2021-2025
AD	High	S. 2nd Street/A Street Realignment	S. 2nd Street RB	S. 4th Street	\$ 1,900,000	Yes	2021-2025
AE	High	S. 4th Street	S. 2nd Street	S. Marina Way/A Street	\$ 770,000	Yes	2021-2025
AG	High	Marina Way/A Street Improvements	S. 2nd Street RB	S. 7th Street	\$ 400,000	No	2021-2025

	Recommended TIF Projects
	Major Roadway Project
	Neighborhood Project
	Bike/Ped Project

Total Project Costs	\$ 212,065,438	2021-2025	\$ 80,501,232
TIF Eligible Projects	\$ 123,845,840	2026-2030	\$ 103,703,150
		2031-2040	\$ 27,861,056

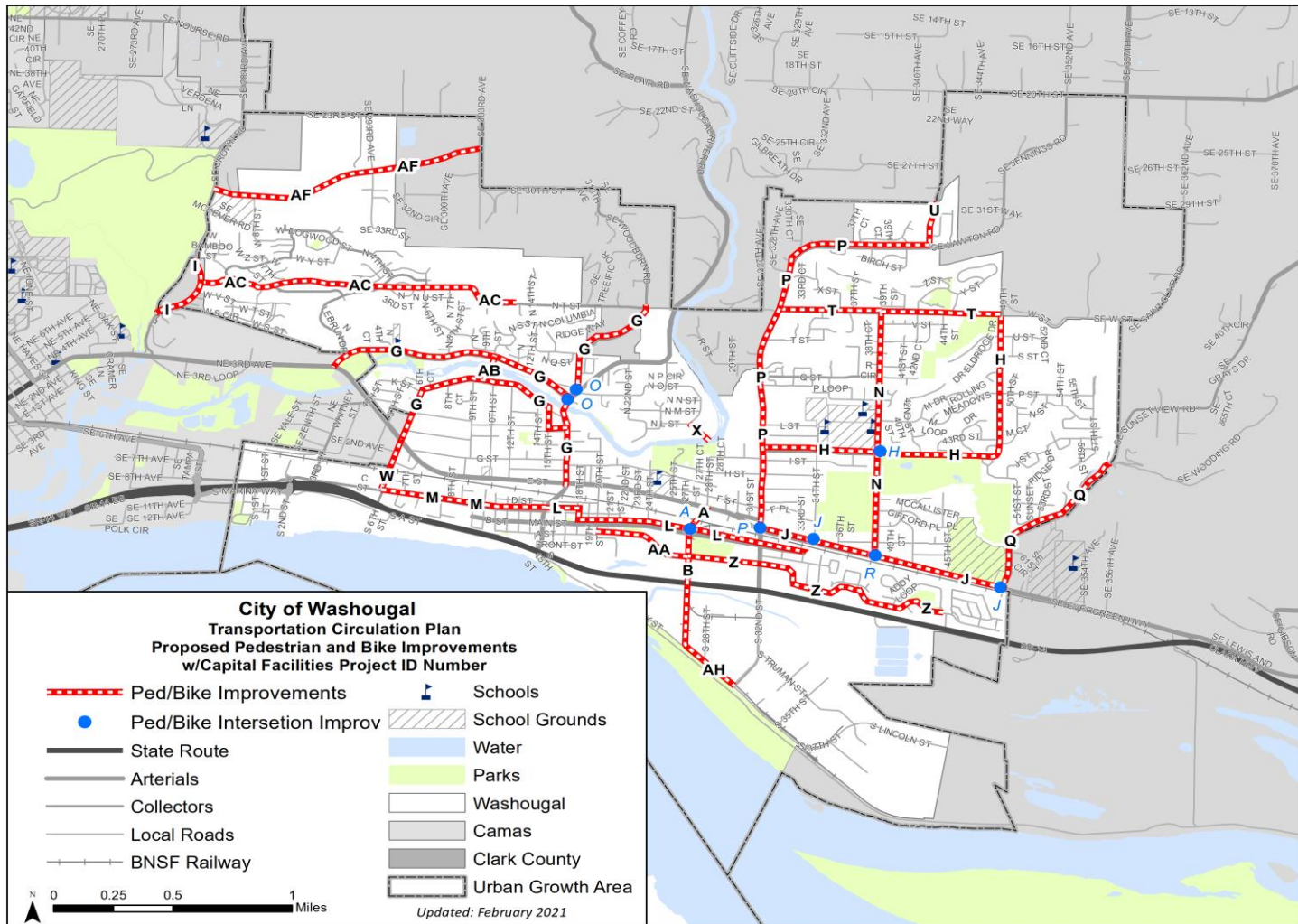


Proposed Roads and Road Improvements





Proposed Pedestrian and Bike Improvements





TIF Methodology

$$\text{TIF rate "F"} = \frac{\text{Eligible cost of planned capacity increasing facilities}}{\text{Growth in system capacity}}$$

$$\text{TIF} = F \times T \times A$$

- ♦ “F” means the fee per vehicle trip based on growth assumptions. The trip fee may be adjusted annually for inflation using the Engineering News Record Construction Cost Index for Seattle.
- ♦ “T” means the trips generated by the proposed development. The existing “T” calculation includes, for some retail uses, a “business enhancement factor (BEF)” adjustment. In the absence of a precise land use code that fits the development proposal, the director of public works or designee shall select the most similar code and may make appropriate adjustments thereto, the Transportation Manager shall be guided by the most recent edition of the *Trip Generation Manual*, Institute of Transportation Engineers.
- ♦ “A” means an adjustment for anticipated additional tax revenues resulting from a development which is prorated to system improvements contained in the capital facilities plan. Such adjustment for traffic impacts is determined to be 15%, so that “A” equals 85%. (Source Washougal Transportation Facilities Plan, 2016).



TIF Comparisons

- ◆ Washougal TIF Rate will remain lower than surrounding areas

Traffic Impact Fee per New Single Family Residence (SFR)

	Fee per Trip*	Trip Type	Fee per SFR
Vancouver - Columbia	\$201	ADT	\$1,709
Vancouver - Cascade	\$275	ADT	\$2,338
Clark County - Rural	\$352	ADT	\$2,848
Vancouver - Pacific	\$358	ADT	\$3,043
Battleground	\$326	ADT	\$3,120
Washougal (current)	\$360	ADT	\$3,398
Clark County - Orchards	\$421	ADT	\$3,407
Camas - South	\$3,555	PHVT	\$3,555
Clark County - Hazel Dell	\$487	ADT	\$3,940
Washougal (indexed)**	\$443	ADT	\$4,185
Ridgefield	\$444	ADT	\$4,195
Portland (TSDC) - Citywide	\$4,507	PHVT	\$5,544
Washougal (new max)	\$689	ADT	\$6,502
Clark County - Mount Vista	\$930	ADT	\$7,526
Portland (TSDC) - Innovation Quad	\$6,829	PHVT	\$8,400
Portland (TSDC) - N. Macadam	\$7,391	PHVT	\$9,091
Camas - North	\$9,341	PHVT	\$9,341

*Average Daily Trips (ADT) or Peak Hour Vehicle Trips (PHVT)

Camas, Portland, Ridgefield, Vancouver and Washougal fees calculated based on ITE Manual Average Rate

** assumes 3.53% annual escalation from original fee adoption (2015) based on Seattle ENR CCI.



Major Recommendations

- ◆ **Maintain one citywide TIF District**
- ◆ **Honor existing TIF credits**
- ◆ **Update Traffic Improvement Project (TIF) list**
- ◆ **Approve TIF Program Technical Document text and maps for City Council approval**
- ◆ **Propose new TIF rate of \$689 per trip starting on **July 1, 2022** with annual inflation adjustments**



City of Washougal

TRANSPORTATION CAPITAL FACILITIES PLAN

Transportation Circulation Plan

To:

The Citizens of the Washougal Urban Growth Area

Originally Adopted:

December 5, 2005

Update Adopted:

DATE

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STREETS AND TRANSPORTATION

SECTION 1 INTRODUCTION

1.1 Purpose

In 2005 Washougal developed its first Transportation Capital Facilities Plan (CFP). The 2005 CFP has guided the city's transportation infrastructure investments. Every six (6) years the county requires each local jurisdiction to update their CFP. This document has been prepared to meet that requirement.

The CFP is the Transportation Element of the Comprehensive Plan. The purpose of the CFP is to develop an efficient, cost effective and comprehensive transportation management strategy consistent with regional plans and local needs. This comprehensive strategy combines current and future land use patterns, existing and planned transportation systems and alternatives to vehicular transportation.

1.2 Background

Washougal is located along SR-14 in eastern Clark County, Washington, and is known as the "Gateway to the (Columbia River) Gorge." Traffic on SR-14 is forecasted to nearly double during the p.m. peak traffic hour in the easterly peak direction. In addition, land use rezoning along E Street, from a mix of residential and Convenience Commercial to Community Commercial, is forecasted to increase travel demand along the street within the city. All new developments forecast for the City will result in increased traffic, particularly along the SR-14 corridor leading to and from the city, as well as on roadways connecting to and through the city, such as Washougal River Road, 32nd Street/Stiles Road, and E Street.

The 2005 CFP laid the groundwork for a street network that adequately provides a safe and efficient movement of people and goods. This update furthers this mission. Major concerns involve the need for improved access to and from SR-14 to provide for regional mobility, improved north-south and east-west traffic and pedestrian/bicycle circulation within the City of Washougal, and construction of a new grade-separated crossing over the BNSF Railroad. Washougal's existing roadway network within the current planning area is shown in Figure 1.

1.3 Plan Requirements

Pursuant to Washington's Growth Management Act (GMA), the Transportation CFP is to include the following information:

- Inventory of all transportation facilities and services (land, air, and water) to define existing capital facilities as a basis for future planning;
- Land-use assumptions used in estimating travel forecasts;
- Level of Service (LOS) standards for all arterials. These standards are to be regionally coordinated;
- Specific actions and requirements for bringing into compliance any facilities or services that are below an established LOS Standard (concurrency);
- Traffic forecasts for at least ten years (in this case, twenty years based on the adopted land-use plan) to provide information on the location, timing, and capacity needs of future growth; and
- Identification of system expansion needs and transportation system management needs to meet current and future demands.

1.4 Action Strategy

The transportation element must include an action plan for bringing into compliance any existing facilities that are below established LOS standards. The plan must also provide for expansion of facilities to meet future needs at established LOS. The action strategy must be financially sound, feasible and committed for implementation within six years. This action plan must be consistent with expected land development in that future growth should not cause transportation facilities to fall below the established LOS standards. Lastly, the action strategy must be consistent with the six-year transportation improvement programs prepared by the City of Washougal, Clark County and the Washington State Department of Transportation (WSDOT).

The City of Washougal Transportation Element and Transportation Circulation Plan contain the recommended transportation policies designed to serve the City of Washougal's needs through the year 2030.

1.5 Current Planning and Construction Efforts

The following is a summary of the major elements of selected reports relevant to the City of Washougal Transportation Plan:

32nd Underpass Project – The city has completed an alternatives analysis which looked at BNSF crossing options from 20th Avenue east to 39th Street. The location best meeting the needs of the community was determined to be an underpass at 39th Street.

Town Center Transportation Study – The city completed a study of road networks needed to promote development and job growth in the downtown core area. It included new roads and modification of existing roads to maximize parking, encourage bike and pedestrians, and promote development to meet the city's 20-year job growth.

SECTION 2 EXISTING CONDITIONS

The first step towards understanding the future needs of Washougal's transportation network is through examining how the existing transportation system serves the City's residents, business owners, freight traffic, pedestrians and bicyclists. Before a local government can adequately plan for its future it must assess the capability of its existing traffic circulation system to serve current demand. This Existing Conditions section presents an overview of Washougal's existing transportation network and determines how it functions under existing traffic conditions. Figure 1 shows the city's existing roadway network.

2.1 Roadway Functional Classification

This section defines the functional classification system in the city of Washougal. "The purpose of a functional classification system...is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas."¹ Roadways and streets are separated into different functional classes based on the type of service they are intended to provide. Two major considerations are: (1) to serve the through movement of traffic and (2) to provide access to abutting property.

The functional classification of different types of roadways and streets can vary depending upon the size of the community and the community's vision for its future. For instance, Clark County, as part of its countywide planning process, and the Regional Transportation Council, as part of the Metropolitan Transportation Planning process, define the functional classification system along the following guidelines:²

- The principal arterial system consists of a connected network of rural arterial routes with appropriate extensions into and through urban areas to serve regional and subregional trips. Access to and from the principal arterial system is often limited to other arterials and state highways. The principal arterial system typically connects regional trip generators, such as major activity centers and central business districts. Providing local access is not the primary function of a principal arterial.
- The minor arterial system provides for subregional access to and from the principal arterial system, and serves regional and subregional trips. Local access is less restrictive than for principal arterials but is not the primary function of a minor arterial.
- The collector system provides roadway connections for local traffic within a subarea to and from arterial roadways. Service to adjacent land uses is subordinate to traffic circulation. Access to abutting properties and parking is controlled through the use of driveway spacing, bicycle and/or pedestrian lanes, pavement markings, and raised channelization, such as curbed concrete, painted islands or travel lane delineators. Typically, collector streets are not continuous for any great length, nor do they form a connected network by themselves. Since collector streets provide access to arterial networks and also connect neighborhoods to

¹ Clark County. 2009. 2010 – 2015 Transportation Improvement Program (TIP). Clark County Public Works. <http://www.clark.wa.gov/publicworks/construction/documents/2010-2015TIP.pdf>. Accessed February 15, 2011.

² Southwest Washington Regional Transportation Council. 2008. Metropolitan Transportation Plan for Clark County. <http://www.rtc.wa.gov/reports/mtp/Mtp2008ch3.pdf>. Accessed February 15, 2011.

commercial areas as well as each other, fixed route transit service is low while bicycle and pedestrian activities range from moderate to high. Access to abutting lots is limited.

- Collectors are broken into three categories: Urban Collectors, which are longer-distance collectors that travel through multiple land uses and connect to the regional roadway system; Industrial Collectors, which are typically located in industrial areas and have a deeper pavement cross section to accommodate large trucks; and Residential Collectors, which are primarily in residential areas to collect traffic from multiple neighborhoods and take that traffic to the regional roadway system. A subset of the Residential Collector is the Modified Collector, which provides a street cross section with a pedestrian path on one side of the street separated from the vehicle travel lanes by up to 17 feet of landscape space. The Modified Collector serves the same purpose as the Residential Collector.
- The local or neighborhood access roads serve local access functions to and from abutting land and to the higher classification facilities. These roadways usually do not contain bus routes and offer the lowest level of mobility.

A Functional Classification Plan was developed for the City of Washougal's street facility types, as shown on Figure 2. These functional classification designations and corresponding design standards are compatible between the city and county to allow the facilities to blend and function well (i.e., the sidewalks align and lanes are of similar width and configuration).

Figure 1. Existing Roadway Network

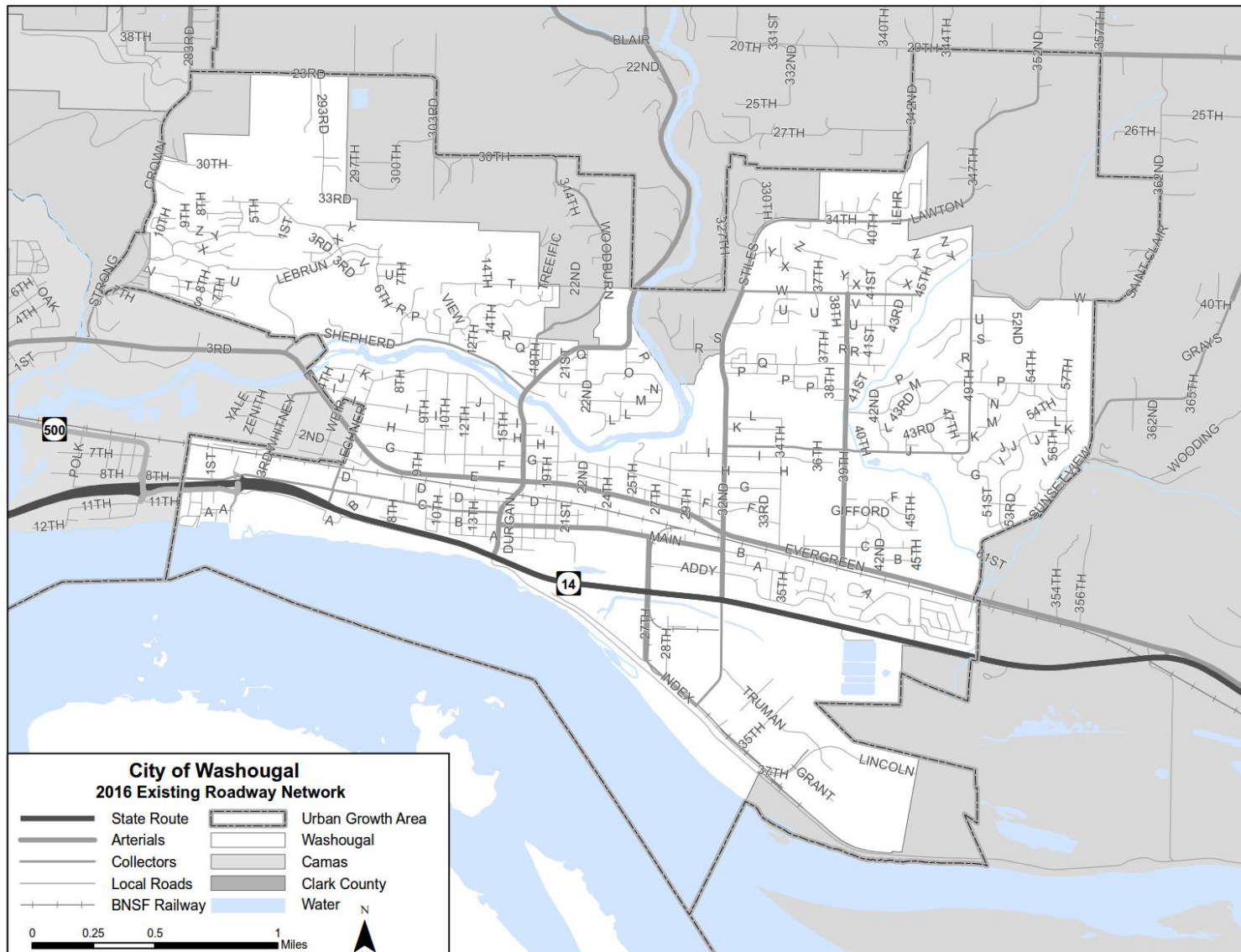
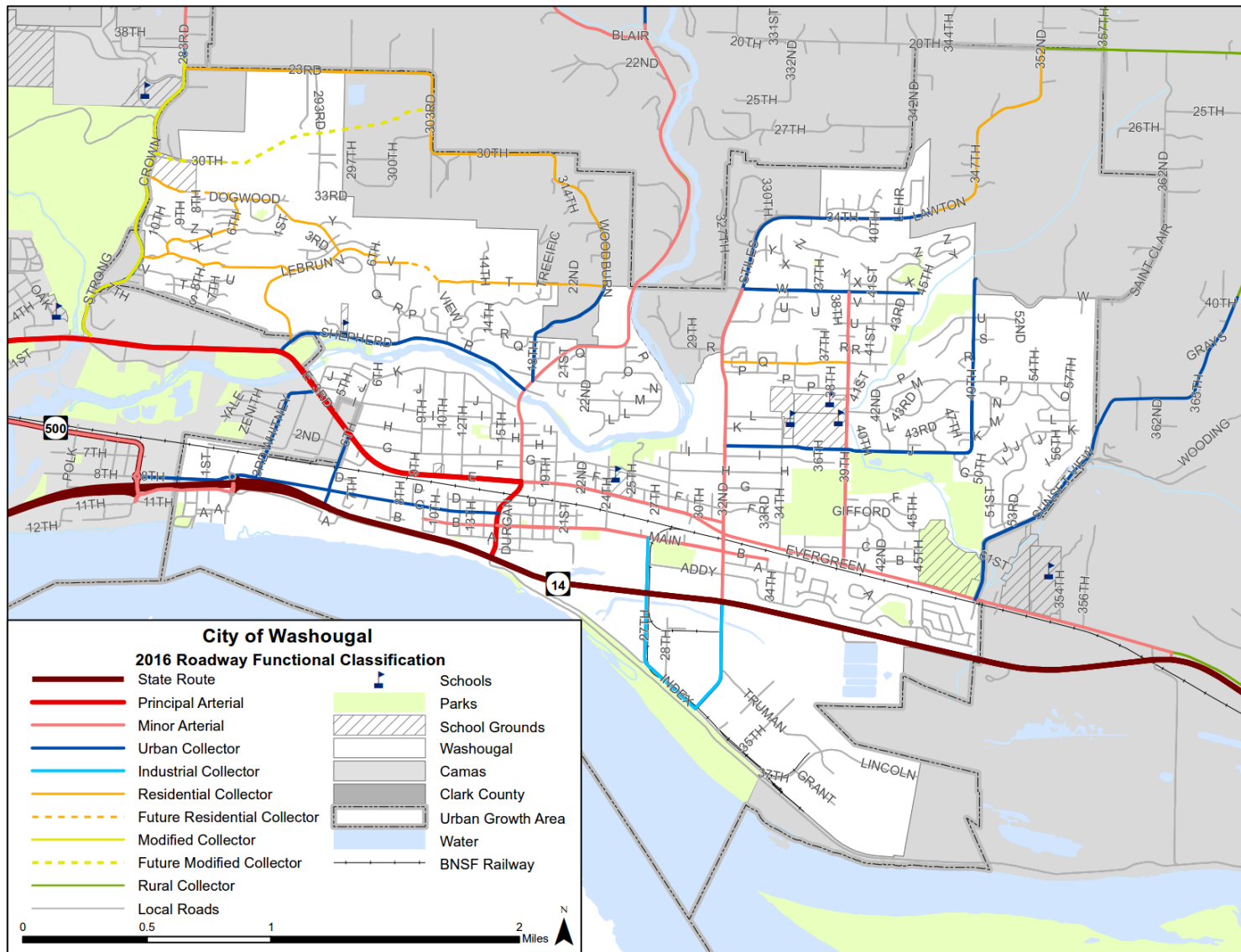


Figure 2. City of Washougal Functional Classification Map



2.2 Roadway Inventory

An inventory of the existing arterial and collector street system was prepared using information obtained from the City, Clark County GIS and field investigations. The existing physical roadway characteristics and traffic control for the Washougal Urban Growth area are illustrated in Figure 3 while 2005 traffic volumes are shown in Figure 4.

The existing street network is made up primarily of two-lane roadways. In 2011, E Street underwent reconstruction to transform it from two lanes in each direction to one traffic lane, sidewalk and bicycle lane in each direction as well as a center turn lane between 6th Street and approximately 32nd Street. Traffic control will remain as it is at present with posted stop sign control at most intersections except for several signalized intersections as shown in Figure 3. The highest traffic volumes occur along SR-14 west of Washougal River Road.

2.3 Traffic Capacity

Traffic capacity is the number of vehicles a particular road segment is designed to handle. To evaluate existing traffic conditions, intersection capacity analyses, a VISUM subarea model and Synchro/SimTraffic traffic analysis were prepared for the afternoon peak hours in the Washougal Urban Growth Area. The capacity analyses were conducted using the methodology of the 2000 Highway Capacity Manual (HCM). The HCM contains guidelines and computational procedures for computing the capacity and quality of service for various highway facilities, including freeways, signalized and unsignalized intersections, and rural highways. Synchro is a software package that employs the HCM guidelines and is used to assess roadway capacity. Use of SYNCHRO allowed assessment of the existing transportation infrastructure and to identify potential future improvement needs. Table 1 summarizes Level of Service (LOS) for existing (2010) conditions. See the Future Conditions section for more detail on LOS.

Table 1. 2010 Intersection Level of Service Summary

Intersection	2010 PM Peak Hour	
	LOS	Delay (Sec./Veh.)
E Street & Washougal River Road	D/B**	40/**
E Street & 32 nd Street	C	21
E Street & 39 th Street*	C	16
6 th Street & C Street*	A	9
32 nd Street & Addy Street*	F	102
Washougal River Road & Main/B Street	B	18
Washougal River Road & Shepherd Road*	B	14
Washougal River Road & 18th/O Streets*	D	26
E Street & 6th/Lechner Street (Camas, Wa)	B	14

LOS = Level of Service

*Analyzed as unsignalized intersection. LOS and delay are for worst approach.

Figure 3. Existing Traffic Control

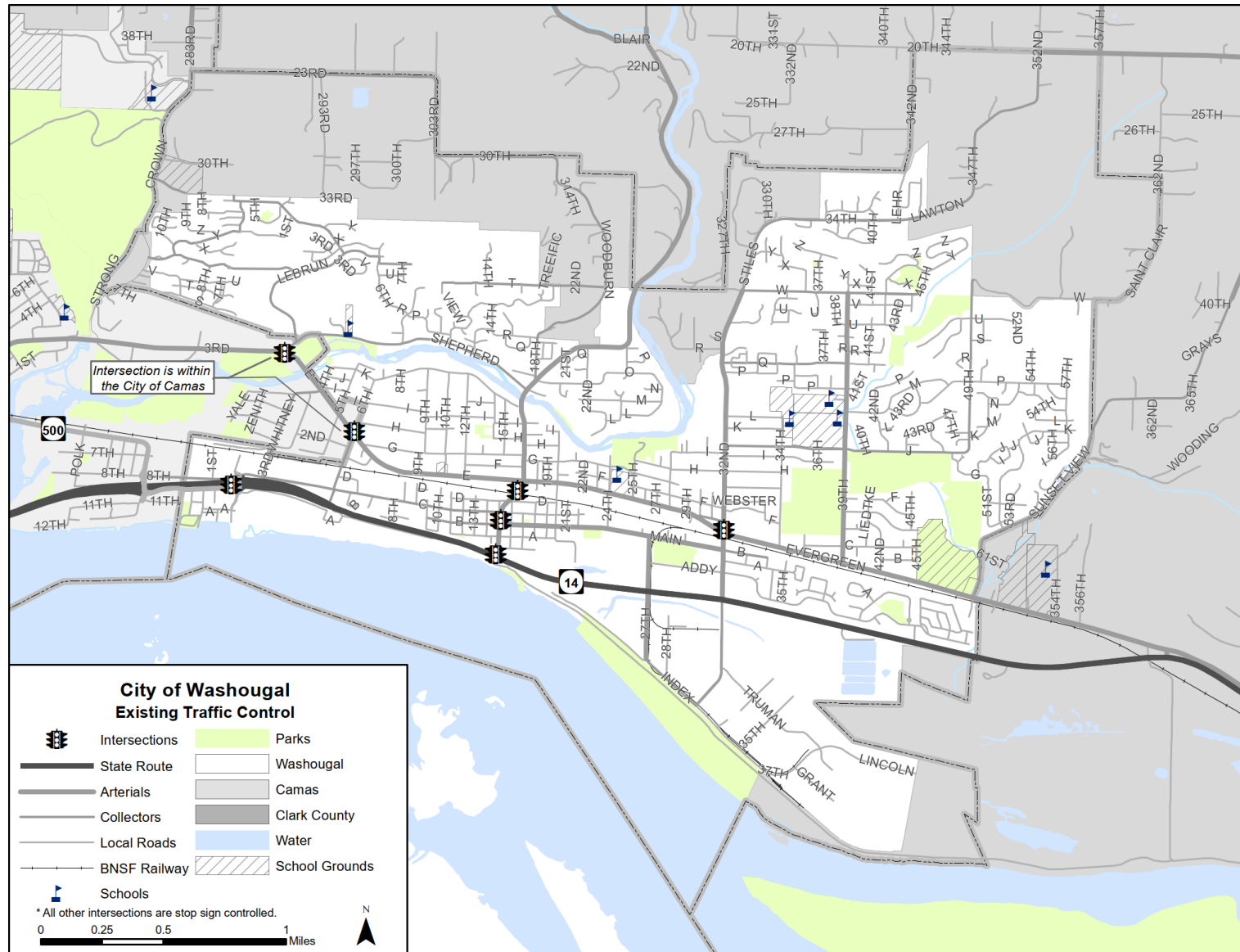
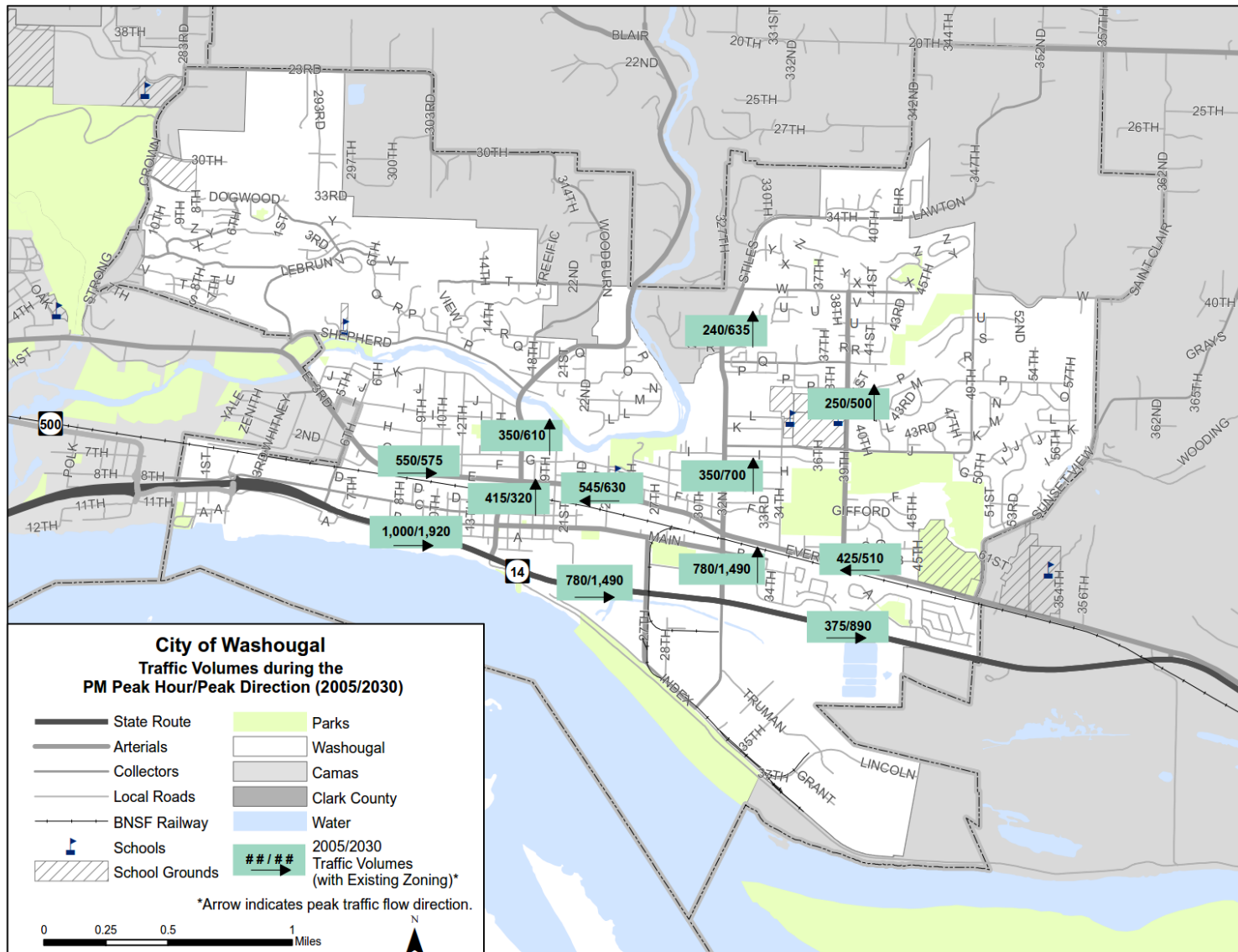


Figure 4. 2005 and 2030 (projected) Traffic Volumes



2.4 Accident History

A record of accidents that took place within the City of Washougal between January 1, 2006 and July 31, 2010 were obtained from the Washington State Department of Transportation Statewide Travel & Collision Data Office. Additionally, members of the City's police, fire, school district, and Public Works Department were consulted to locate known high accident locations as well as safety concern areas. These are mapped in Figure 5. Table 2 details the type of accidents that occurred during this timeframe. As shown in Table 3, the total number of accidents per year is declining significantly.

Table 2. City of Washougal Accident Summary January 2006 – July 2010¹

Collision Severity	Number of Collisions	Primary Collision Type(s)
Property Damage Only	327	Entering/exiting driveway access; object, parked car or animal
Injury & Property Damage	94	Rear-end, pedestrian
Fatality	1	N/A
TOTAL	421	---

¹ Source: WSDOT. 2009. Statewide Travel & Collision Data. http://www.wsdot.wa.gov/mapsdata/stcdo_home.htm. Accessed February 15, 2011.

Table 3. City of Washougal Accident Summary January 2006 – July 2010

Year	Number of Accidents	% of Total ¹
2006	97	23%
2007	114	27%
2008	103	25%
2009	74	18%
2010 ²	33	8%
Total	421	---

¹ Percentages do not add up to 100 percent due to rounding.

² Data is provided through July 2010. A projection of accidents in 2010 would be about 66 total accidents (33 x 2 = 66); this would represent about 15 percent of 454 (421 + 33) accidents.

Since the 2005 CFP, 421 accidents have occurred (shown on Figure 6). Eighty-five percent of these accidents occurred between January 1, 2006 and June 30, 2009. As shown in Table 4, between July 1, 2009 and July 31, 2010 a total of 65 accidents occurred on the City of Washougal's transportation network and SR-14 (which is under state jurisdiction). This represents 15 percent of the accidents that occurred over the four and a half year period. Of the 65 accidents, 48 only caused property damage; the other 17 caused property damage and injury. Table 4 also summarizes the accident types.

Table 4. City of Washougal Accident Summary July 2009 – July 2010

Collision Severity	Number of Collisions	Primary Collision Type(s)
Property Damage Only	48	Entering/exiting driveway access; rear-end, angle, sideswipe; object, parked car or animal
Injury & Property Damage	17	Rear-end, pedestrian, bicycle
Fatality	0	N/A
TOTAL	65	---

Figure 5. 1-Year Accident Locations and Safety Concern Areas

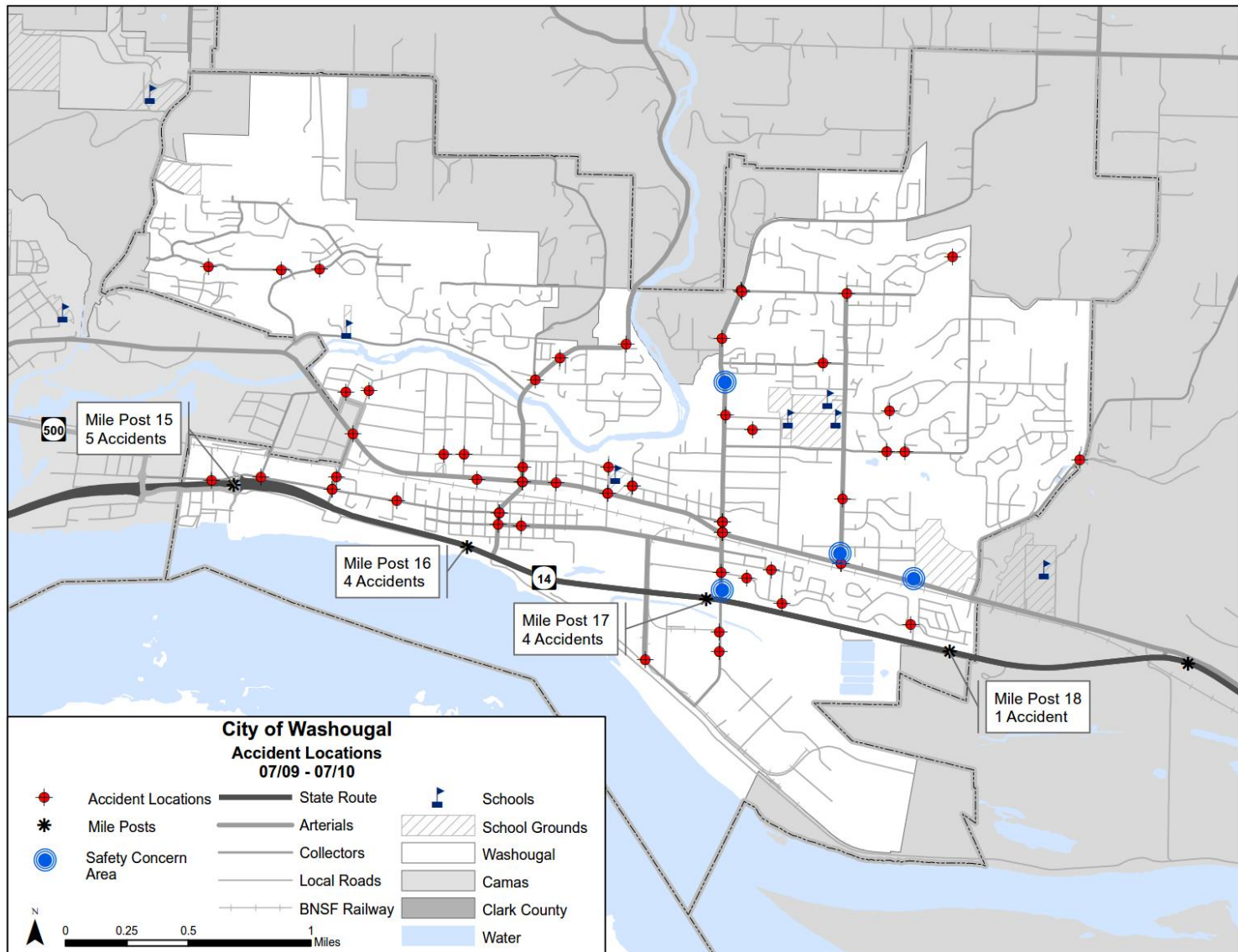
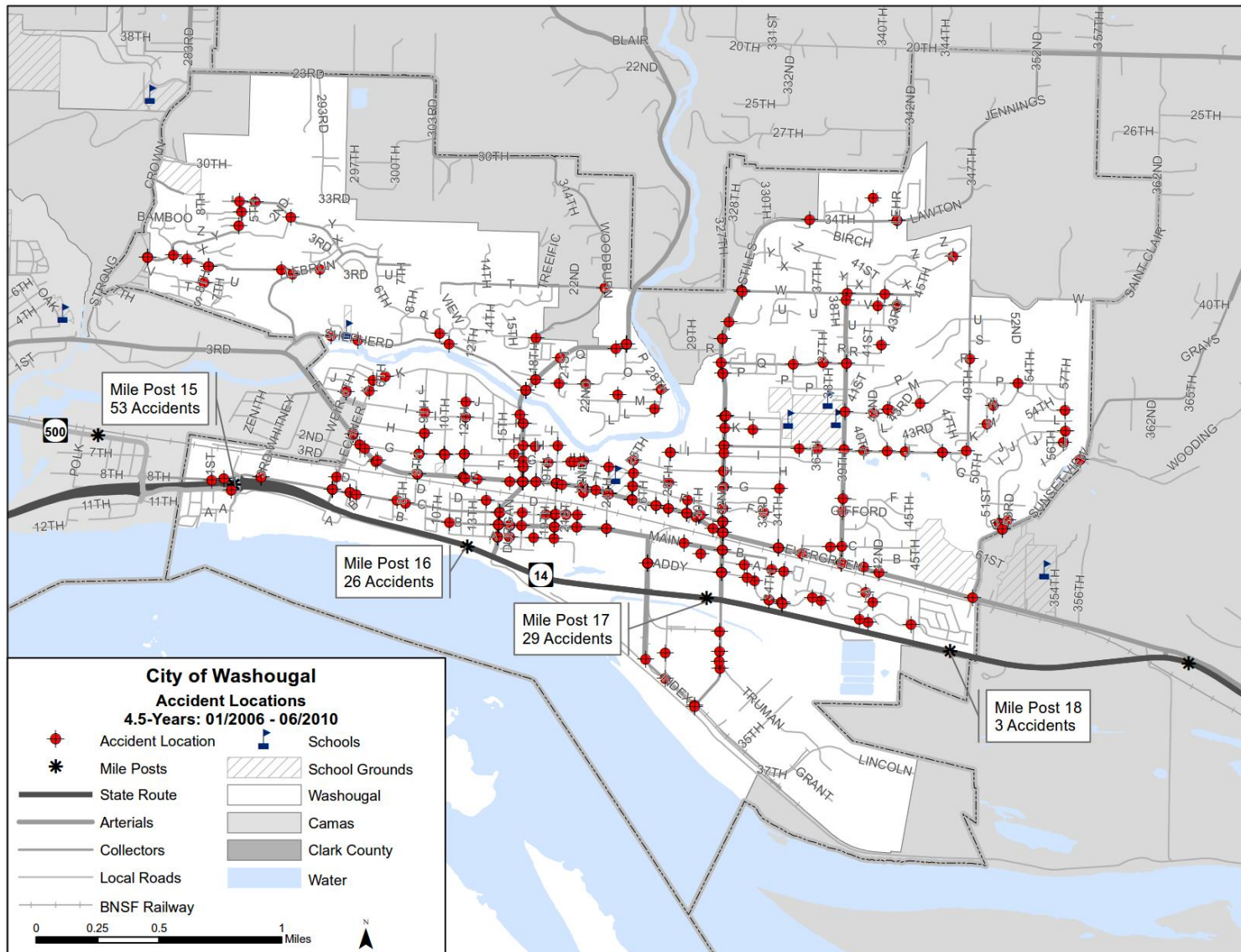


Figure 6. Accident Locations: January 1, 2006 through June 30, 2010



2.5 Transit

Transit service for Washougal consists of one local route, Route 92 provided by C-TRAN. The route travels between Fisher's Landing Transit Center and Addy Neighborhood and Washougal High School in Washougal. Route 92 operates on 30-minute service frequency between 6 am and 8 pm during the weekdays and between 8 am and 8 pm on Saturday. On Sundays and holidays service frequency is hourly between 8 am and 5:30 pm.

Since 2005 commuter Route 114 and limited service route 41 was cut, and Route 92 has experienced reduced service. Additional service cuts or reductions are not anticipated at this time. Transit service is shown in Figure 7.

2.6 Pedestrian and Bicycle Facilities

Existing bicycle and pedestrian facilities are discontinuous through the city. Facilities exist along E Street, Main Street, and segments of Washougal River Road, 39th and 32nd. Figure 8 shows the existing pedestrian facilities while Figure 9 shows the existing bicycle facilities.

Figure 7. Existing Transit Service

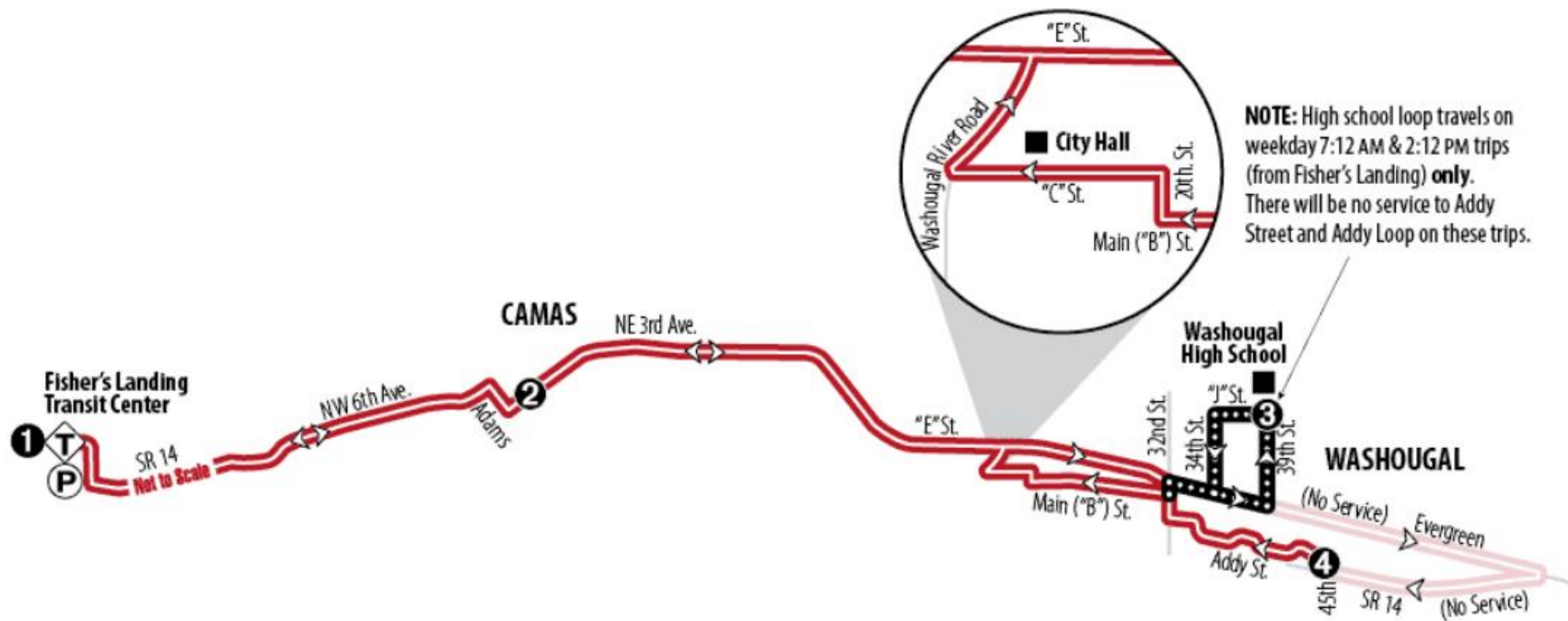


Figure 8. Existing Pedestrian Facilities

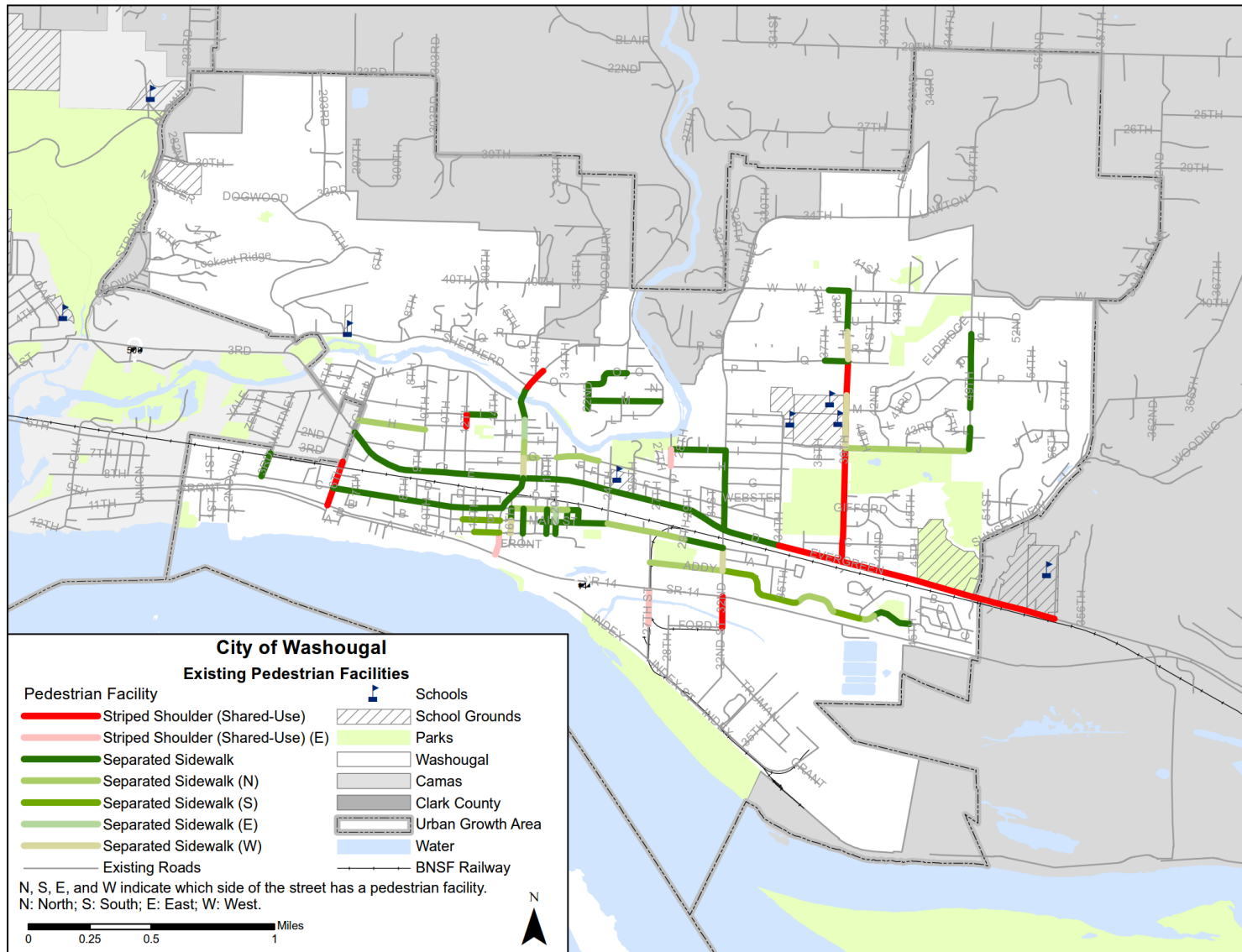
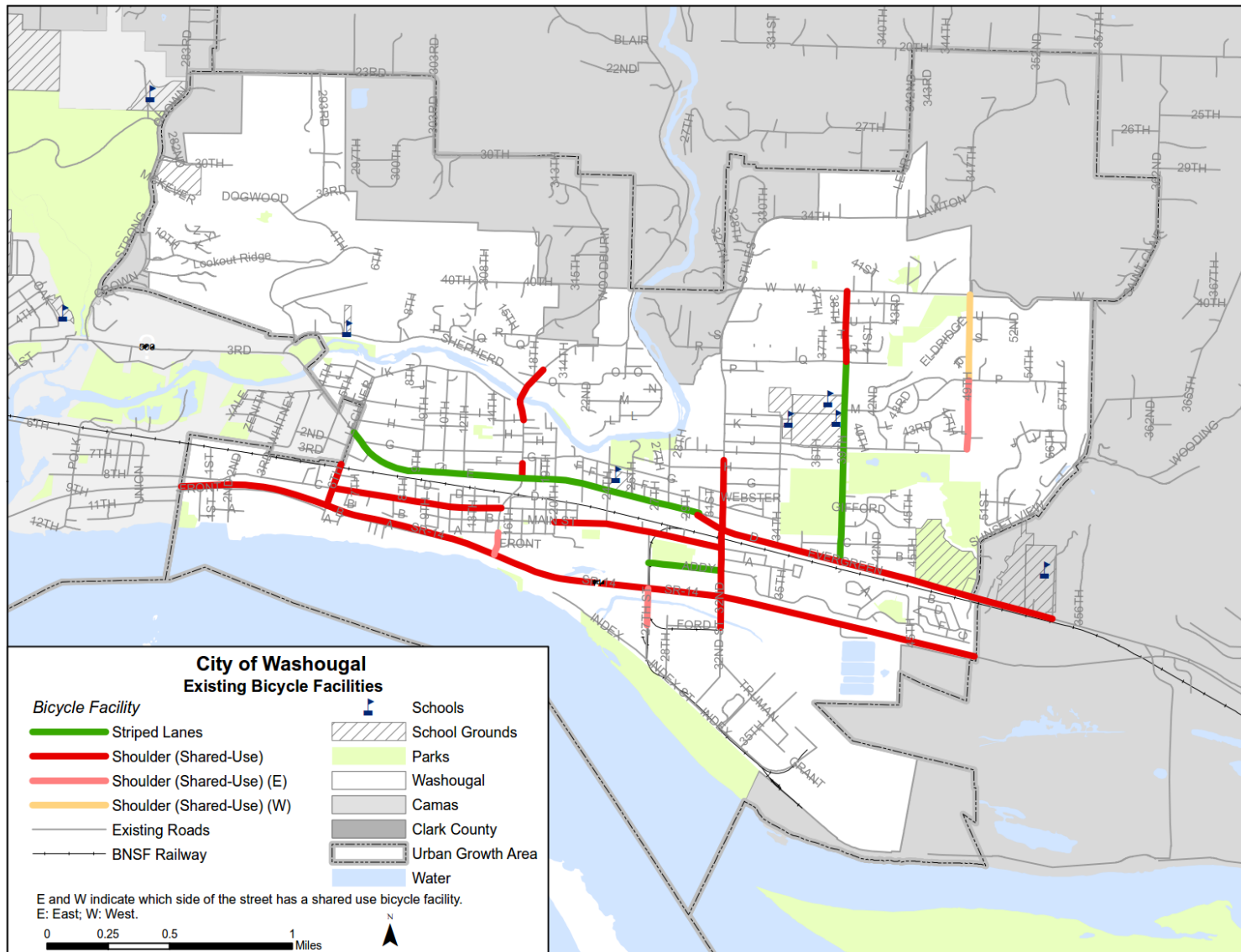


Figure 9. Existing Bicycle Facilities



SECTION 3 FUTURE CONDITIONS

3.1 Land Use/Transportation Linkage

A Washougal subarea traffic model was developed to examine the forecasted travel behaviors within the City in year 2030, the planning horizon year. The subarea model is based on the Southwest Washington Regional Transportation Council (RTC) regional travel demand model that is used to forecast travel behaviors within the greater Clark County area. The key input to the RTC model is a description of the land use (primarily population and employment) by traffic analysis zone (TAZ). The RTC model is then run to forecast trips on the local and regional road network as a function of the input land use. While the RTC model is used for regional planning in the RTC / Clark County region, the Washougal subarea traffic model is used for local planning exercises such as evaluating the traffic impacts of zoning changes.³

The Washougal subarea traffic model links the demand for travel generated by land uses to the transportation system to determine the network's performance at intersections and along roadways (i.e., level of service). An important function of the subarea model is its ability to analyze future development scenarios in terms of traffic impacts. This capability requires a model structure that incorporates trip generation based on land use characteristics, allowing the impact of different levels of development and different distributions of development to be tested. The orientation of the model is strategic, not operational. The model is designed to provide peak period roadway traffic volumes given specific land use scenarios. Information from the demand model was post processed and the post processed peak hour volumes were then input to the Synchro/SimTraffic operational model. The Synchro/SimTraffic model was used to perform traffic analysis and identify detailed operational issues such as intersection geometrics or traffic control such as roundabouts or traffic signals.

The land use data used as a basis for estimating future traffic volumes was developed in consultation with City, County and RTC planning staff. This data is consistent with local land development expectations and County population control totals. For planning purposes this data has been disaggregated into Transportation Analysis Zones (TAZ) as shown in Figure 10. The creation of the Washougal's TAZs was based on several factors:

- The existing boundaries of RTC's regional model TAZs
- Existing and future land use scenarios
- Travel demand patterns and volumes
- Existing roadway network structure and density
- Geographic features

The land use contained in each TAZ is divided into three categories:

- Residential dwelling units
- Retail employees
- Other non-retail employees

³ A memo was prepared that provides a thorough description of how the subarea model was created. Please contact the city for more information about the Washougal Subarea Model.

Table 5 displays land use assumptions for existing conditions and for 2030. The appendix includes a detailed summary of land use by TAZ. The 2030 land use scenario assumes an overall increase of 4,474 housing units above today and an additional 5,449 employees. This results in a total of 10,780 households and 12,093 employees within the Washougal TAZ Planning Area in 2030.

Figure 10. Washougal Transportation Analysis Zones

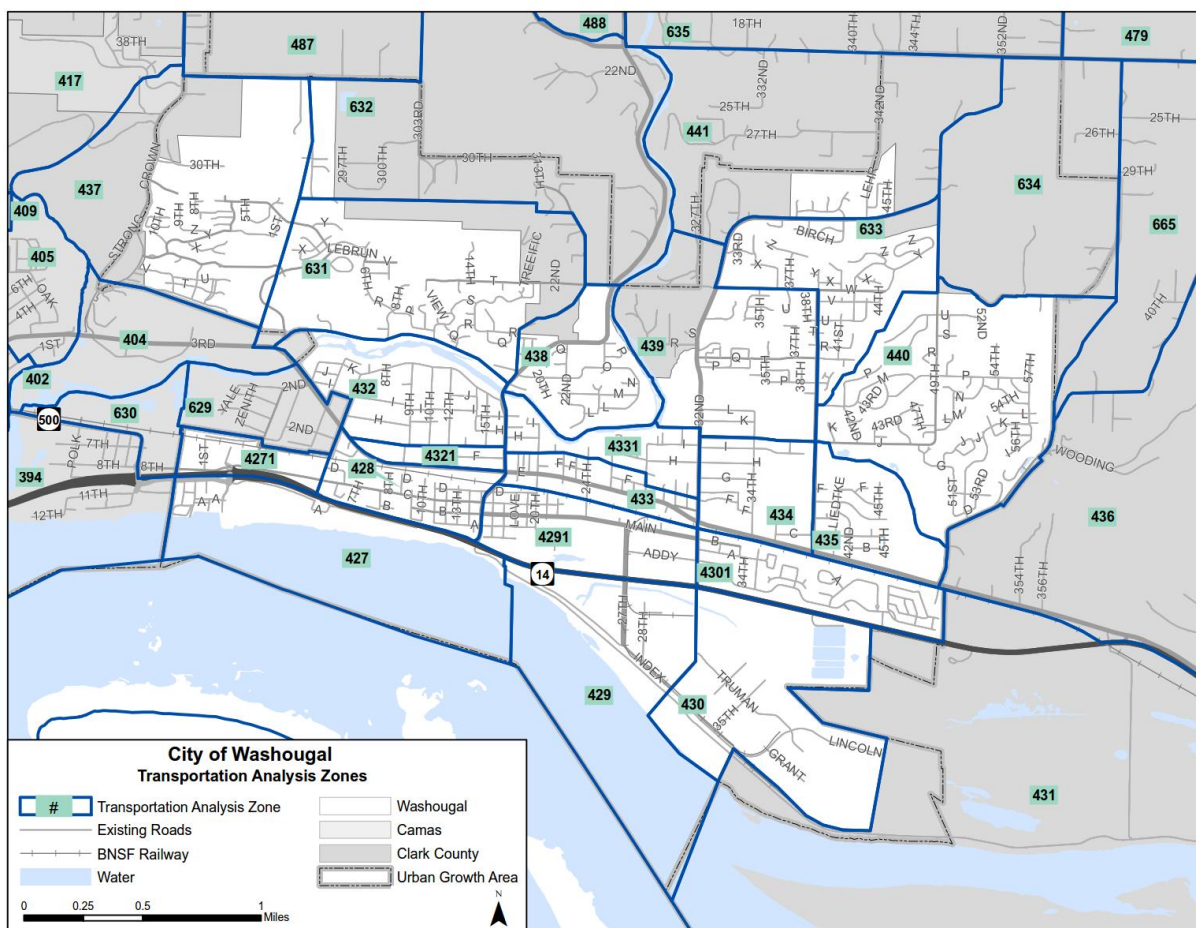


Table 5. Population and Employment by TAZ – Washougal Planning Area

	Estimated Households and Employment (2010)				Estimated Households and Employment (2030)			
	HH	Retail	Non-Retail	Total Emp.	HH	Retail	Non-Retail	Total Emp.
Totals	6,307	838	2,924	3,762	10,780	3,719	8,373	12,093

HH = Households

*Appendix A details the households and employment by TAZ.

3.2 Level-of-Service (LOS) Standards

The following section provides an outline of roadway LOS and methodology as developed for the Washougal UGA Transportation Circulation Plan. The purpose of this information is to provide an overview of LOS and identify its relationship to the Transportation Goals and Policies of the City.

3.3 Definition

LOS is an estimate of the quality and performance efficiency of transportation facilities in a community. The LOS categories provided in the Transportation Research Board's Highway Capacity Manual HCM were adopted for this study.

The HCM LOS system measures the degree of traffic congestion and delay using the letter rating "A" (the best) for least amount of congestion to letter rating "F" (the worst) for the most amount of congestion. The following LOS categories provide some general ideas as to the different levels of service used in the HCM and their performance measures. The community decides which level of traffic congestion is tolerable (the locally acceptable LOS threshold) by deciding whether their standard is "A," "B," "C," "D," "E," or "F." The choice of threshold can vary by land use and by road classification. For this effort, LOS D is considered acceptable except for unsignalized intersections, while LOS E is acceptable if the intersection does not meet traffic signal warrants. These standards are the city's current Concurrency ordinance.

3.3.1 Level of Service Categories (LOS)

Level of Service A - Low volumes, high speeds, and no delays. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high.

Level of Service B - Zone of stable flow. Drivers still have reasonable freedom to select their speed.

Level of Service C - Still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the driver.

Level of Service D - Approaches unstable flow. Speed and freedom to maneuver are severely restricted. Small increases in traffic flow will generally cause operational problems at this level.

Level of Service E - Represents operating conditions at or near the capacity of the highway. Low speeds. Freedom to maneuver within the traffic stream is extremely difficult. Any incident can be expected to produce a serious breakdown with extensive queuing.

Level of Service F - Describes forced flow operation at very low speeds, where volumes are above theoretical capacity. Operations are characterized by stop-and-go traffic. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion, resulting in long delays.

The Volume/Capacity (V/C) ratio ranges in Table 6 were developed based on HCM methodology in determining mid-block roadway LOS performance. The V/C ratio represents the actual volume of traffic traveling on the roadway divided by the volume capacity of that roadway. Capacity is defined as the maximum rate of flow that can be accommodated on a particular roadway segment.

Table 6. Volume/Capacity Ratios

LOS	Volume/Capacity (V/C) Ratio
A	less than or equal to 0.3
B	greater than 0.3 and less than or equal to 0.5
C	greater than 0.5 and less than or equal to 0.75
D	greater than 0.75 and less than or equal to 0.9
E	greater than 0.9 and less than or equal to 1.0
F	greater than 1.0

More detailed methodologies to calculate LOS at specific locations such as unsignalized or signalized intersections are outlined in the HCM. These are typically used during the development review process to assess potential traffic impacts on roadway facilities in the vicinity.

3.4 Future Roadway Network

Most roadways within the Washougal UGA are already in place. There are a few new roadways that would be built in the northwestern part of the City, completing connections between existing roads.

3.5 Projected Traffic Conditions

The *Metropolitan Transportation Plan* (MTP) for Clark County is the region's principal transportation planning document.⁴ The MTP is developed in coordination with local jurisdictions and agencies to develop regional transportation solutions. The MTP assumed the following improvements over current conditions:

- Widening of SR-14 to four lanes between Camas and Washougal River Road (completed)

Traffic assignments for the Washougal Subarea reflect the 2030 Metropolitan Transportation Plan (MTP) network. The Washougal Subarea traffic model output was applied to the Synchro/SimTraffic operations model for the PM peak period in the year 2030.

The resulting LOS for the year 2030 is shown on Table 7. LOS deficiencies would occur at the following locations in the no-build scenario:

- E Street/Washougal River Road
- E Street/32nd Street
- Evergreen Street/39th Street
- 6th Street/C Street

⁴ Southwest Washington Regional Transportation Council. 2010. Metropolitan Transportation Plan. <http://www.rtc.wa.gov/programs/mtp/outline.htm>.

Table 7. Summary of Intersection Level of Service in 2030 MTP Network

Intersection	PM Peak Hour	
	2030 LOS	Delay (Sec./Veh.)
E Street & Washougal River Road	F	94
E Street & 27 th Street	C	21
E Street & 32 nd Street	E	65
Evergreen Street & 39 th Street*	F	68
6 th Street & C Street*	F	99
27 th Street & Addy Street*	B	11
32 nd Street & Addy Street (future signalized)	A	9
Washougal River Road & Main/B Street	C	29
Washougal River Road & Shepherd Road	B	20
Washougal River Road & 18th/O Streets (future roundabout)	B	17
E Street & 6th/Lechner Street (Camas, WA)	C	22

*Analyzed as unsignalized intersection. LOS and delay are for worst approach.

SECTION 4 PROPOSED IMPROVEMENTS AND COSTS

4.1 Mobility and Safety Improvements

Table 8 lists the projects that have been identified during the development of this Washougal Transportation CFP update. The CFP includes a comprehensive circulation plan for new roadways, improved roadways, and bicycle and pedestrian improvements.

4.2 Roadways and Streets

Generally, all arterials and collectors in the current Washougal UGA will consist of two travel lanes (one per direction) with a center left turn lane at specific intersections. SR-14 is a limited access State Highway; plans for this corridor are discussed below. A construction project on E Street was recently completed which transformed the street from two lanes in each direction to one lane in each direction with a center left turn lane.

The City of Washougal is committed to achieving and maintaining the highest Pavement Condition Index (PCI) possible in the street network, based on funding available. To achieve this, various street reconstruction, repair, replacement, rehabilitation, or improvement projects are programmed each year. To identify the current and target PCI, and a prioritized and programmed schedule of street reconstruction, repair, replacement, rehabilitation, or improvement projects, the City targets to undertake a PCI study every three years. The current study is titled the Pavement Management Budget Options Report (PMBOR) dated March 2016. The PMBOR is integral to this overall Transportation Capital Facilities Plan, and it and subsequent updates is therefore adopted by reference.

4.3 SR-14

The Washington State Department of Transportation (WSDOT) completed reconstruction of SR-14 between the West Camas Slough Bridge and 6th Street.⁵ This project included the construction of a new bridge and an interchange at Union Street and 2nd Street.

Jointly, the City and the Port of Camas-Washougal underwent a concept study for a new interchange on SR 14 between Washougal River Road and 32nd Street. During the development of the 2005 Washougal Transportation Circulation Plan it was determined that it was impractical and very expensive to build a grade-separated railroad crossing at 32nd Street. A subsequent Options Analysis determined that 32nd Street was a viable option for an underpass and that it would best serve the community.

⁵ WSDOT. 2011. SR-14 – Camas-Washougal Widening & Interchange.
<http://www.wsdot.wa.gov/projects/sr14/camaswashougal/>. Accessed April 16, 2014.

Table 8. Proposed Transportation Projects

Washougal Traffic Impact Fee Calculations - 2021							
Segment ID	Priority	Segment Name	From	To	Estimated Total Improvement Cost (2021)	TIF Eligible Project	Estimated Year of Completion
B	High	27th Street, widen for turn lanes and bike lanes, sidewalks	Main Street	SR-14	\$ 3,862,541	Yes	2021-2025
AH	High	S 27th Street - Shared Use Path	SR-14	Index St terminus	\$ 268,691	Yes	2021-2025
A	High	32nd Street Rail Underpass Project at BNSF	F Street	B Street	\$ 50,000,000	Yes	2021-2025
W	Low	6th Street, stripe to 3 lanes plus bike lanes and sidewalks (coordinate with Camas to extend improvements north of the BNSF Railroad/Lechner Road)	C Street	E Street	\$ 300,000	No	2021-2025
AF	High	W Hood Avenue improvements to Urban Collector	SE Crown Road	SE 23rd Street	\$ 26,206,159	Yes	2026-2030
G	High	Shepherd Road bike/ped facilities	3rd Avenue	Washougal River Road	\$ 3,713,047	No	2026-2030
J	Medium	Evergreen Way, widen to install bike lanes on south side	32nd Street	45th Street	\$ 600,000	Yes	2026-2030
O	Medium	Washougal River Road intersection improvements	18th/O Street	Shepherd Rd	\$ 1,756,666	Yes	2026-2030
P	Low	32nd/Stiles Road/34th Street, widen to 3 lanes, bike lanes, S/W, guard rail	Evergreen Way	SE Lehr Road	\$ 14,607,893	Yes	2026-2030
Q	Low	Sunset View Road, widen to 2 lane collector with shoulders for bikes and pedestrians	Evergreen Way	SE Wooding Rd.	\$ 10,645,689	No	2026-2030
T	Low	W Street, 2 lane collector and extension across creek	32nd Street	49th Street	\$ 13,685,544	No	2026-2030
U	Low	Lehr Road, widen to collector stds. plus sidewalks	34th Street	UGA Boundary	\$ 3,591,507	No	2026-2030
V	Low	Miscellaneous west city collectors			\$ 5,317,375	No	2026-2030
I	Low	Crown Road/283rd Ave, widen to 3 lane arterial plus bike lanes and sidewalks (coordinate with Camas to extend improvements further north)	NE 7th	Camas UGA	\$ 6,168,155	Yes	2026-2030
Y	Low	Evergreen Way & Sunset View Road Intersection Improvements	Intersection	Intersection	\$ 2,600,956	Yes	2026-2030
Z	Low	Addy Street, widen for turn lanes, bike lanes, sidewalks	27th Street	45th Street	\$ 7,810,160	No	2026-2030
AA	High	A Street/Addy Street Connection/Town Center Connector	20th Street	27th Street	\$ 7,000,000	Yes	2026-2030
H	Medium	49th Street/J Street, traffic calming	W Street	32nd Street	\$ 2,574,059	No	2031-2040
S	Medium	Ford Street Extension	27th Street	32nd Street	\$ 7,470,047	No	2031-2040
L	Medium	C & Main Street bike lanes and sidewalks	Washougal River Road	34th Street	\$ 3,094,408	No	2031-2040
M	Medium	C Street bike lanes and sidewalks	6th Street	Washougal River Road	\$ 2,474,554	No	2031-2040
N	Medium	39th Street bike/ped facilities	W Street	Evergreen Way	\$ 2,474,701	No	2031-2040
R	Low	Evergreen @ 39th Street, minor Intersection Improvements	Intersection	Intersection	\$ 104,780	Yes	2031-2040
AC	Low	N T Street (previously 40th Street) bike/pedestrian facilities	Crown Rd/283rd Ave.	Woodburn Hill	\$ 4,950,324	No	2031-2040
AB	Low	Washougal River Bike/ped trail and crossing @ 9th Street	Shepherd Road	K Street	\$ 1,855,916	No	2031-2040
K	Medium	39th Street, traffic calming	Evergreen Way	M Street	\$ 1,006,351	No	2031-2040
X	Low	Washougal River Bike/ped trail and crossing @ 28th Street	28th Street	L Street	\$ 1,855,916	No	2031-2040
C	High	SR14 Access Improvements at 27th	Ramp Improvements	Ramp Improvements	\$ 15,000,000	No	2021-2025
E	High	27th/Index Port Access Improvements Project	27th at Addy Street	Private Driveway on Index west of 27th	\$ 8,000,000	Yes	2021-2025
AD	High	S. 2nd Street/A Street Realignment	S. 2nd Street RB	S. 4th Street	\$ 1,900,000	Yes	2021-2025
AE	High	S. 4th Street	S. 2nd Street	S. Marina Way/ A Street	\$ 770,000	Yes	2021-2025
AG	High	Marina Way/A Street Improvements	S. 2nd Street RB	S. 7th Street	\$ 400,000	No	2021-2025
		Recommended TIF Projects	Total Project Costs		\$ 212,065,438	2021-2025	\$ 80,501,232
		Major Roadway Project	TIF Eligible Projects		\$ 123,845,840	2026-2030	\$ 103,703,150
		Neighborhood Project				2031-2040	\$ 27,861,056
		Bike/Ped Project					

4.4 Transit

Future transit service in Washougal should be expanded as the city grows, to provide travel options for citizens. The need for additional commuter service to Vancouver and Portland will likely grow with the population. The availability of transit service will depend to a large extent on the financial viability of C-TRAN.

As the Washougal area develops, especially in the areas to the northwest and northeast of the city, the city should implement transit-oriented development standards to encourage walking and bicycling use and potentially transit use (if transit service is extended in the future) in lieu of single-occupant vehicle trips to and within these areas. This will also increase mobility opportunities for those without access to an automobile.

4.5 Bicycle/Pedestrian

SR-14

Touring bicycles are allowed on SR-14. Existing shoulders should be maintained to accommodate touring bicycles

Sidewalks

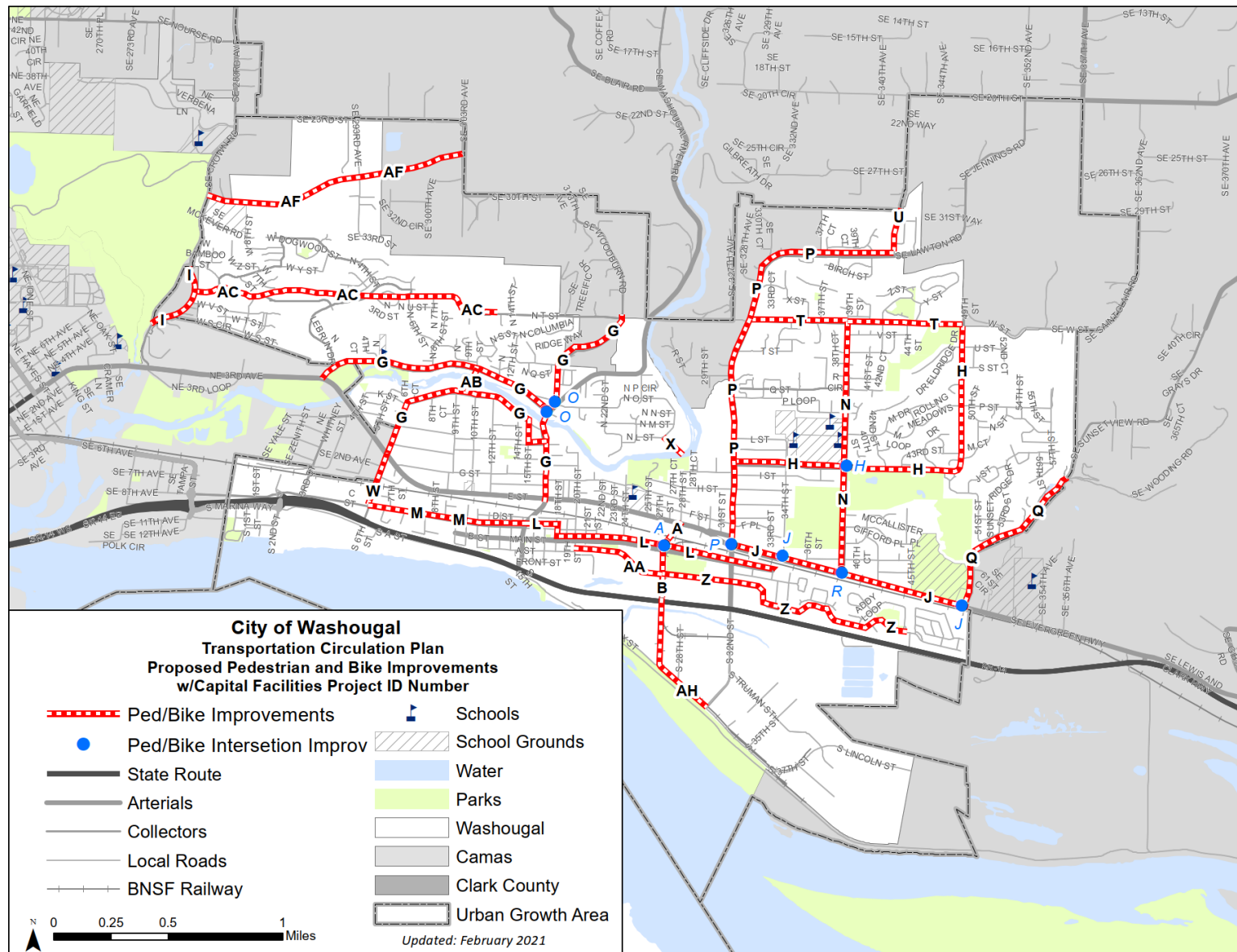
Currently, several streets in Washougal have either no sidewalks or sidewalks on only one side of the street. As these streets are improved, sidewalks should be included on both sides of the street. Planter strips should also be considered for new sidewalk construction. Planter strips serve as buffer space between the sidewalks and the roadway for enhanced pedestrian usability. All newly constructed roads should include sidewalks on both sides.

Bicycles

The City of Washougal should plan for bike lanes to be provided on all arterials and non-Industrial and non-Residential collectors within the next 20 years. In addition, bike lanes should be striped on other streets where existing pavement widths allow. These improvements could be gained at relatively low cost. On local streets, traffic volumes and speeds are expected to be relatively low, so that cyclists can ride safely and comfortably in the vehicular travel lanes, so provision of bike lanes is not appropriate on these facilities. On Industrial and Residential collectors, adequate width is provided for a shared parking lane/bike lane in each direction.

Future bicycle improvements identified in conjunction with street improvements are intended to provide bicyclists with full accessibility on the city's major street system. These facilities will provide circulation for the destination-oriented bicyclist, including travel between residential areas and schools/work, routes between local social and environmental features for the recreational bicyclist, and result in a more balanced transportation system. Including bicycle lanes and/or routes on arterial and local roads provides opportunities for projects to receive funds from many of the funding sources identified in Section 5 (see Table 9). Without bicycle lanes and/or routes, many of the projects would be ineligible for funding. Proposed bicycle and pedestrian improvements are shown on Figure 12.

Figure 12. Bicycle and Pedestrian Circulation Plan (On-Street Facilities)



4.6 Parking

Parking supply is an issue in downtown Washougal as the city continues to promote downtown as a destination point for shoppers and visitors. On-street parking should remain on downtown streets to foster future downtown growth. An increase in the supply of off-street parking should be considered as downtown becomes more of a destination.

4.7 Port of Washougal

The Port of Camas-Washougal owns and operates a 350-slip marina with launch ramp, historical park, industrial lands and a general aviation airport. The Port has a stake in the efficient completion of the CFP projects because of the better access the improved system would provide for freight trucks serving industrial lands within the City and along SR-14.

4.8 Roadway Expansion and Improvements

The cost estimates contained in this Plan document assume roadway widening to City standards, including turn lanes and bike lanes as well as sidewalks. Previous sections detailed improvements planned for SR-14. This section briefly describes other mitigation/improvement projects contained in the Plan to resolve level-of-service deficiencies for 2030 as described in Table 7 above.

Washougal River Road Corridor

Along this corridor, there are several intersections that either have LOS issues (SR-14, B/C Street, E Street), or have safety issues (Shepherd Road, 18th Street). At SR-14, the long-term plan assumed for this location is an interchange, which would need to be coordinated with the improvements at 27th and/or 32nd Street described in Section 4.3.

Both the B Street (signalized) and C Street (unsignalized) intersections with Washougal River Road are projected to be at LOS F in 2030 PM peak hours. Currently, the C Street/ Washougal River Road intersection does not allow for westbound left turns or through traffic. The future LOS F condition is caused by growth in the central core of Washougal as well as traffic levels on Washougal River Road. This puts pressure on the Washougal River Road/B intersection to carry much of the traffic load into and out of downtown as it is signalized and allows all turning movements.

This Plan assumes that both the C and B Street intersections will be signalized and coordinated, and that intersection improvements to allow for all turning movements at each intersection will be included in the corridor improvements. This does affect the north-south “green signal progression” along Washougal River Road, but spreads the traffic load between B and C Streets rather than focusing most of the traffic at Washougal River Road and B Street. These improvements would result in a LOS C at both intersections in 2030.

The Washougal River Road/Shepherd Road and 18th Street/Washougal River Road intersections are skewed and problematic due to their proximity to each other. It is impractical to correct the skew of either intersection due to the Washougal River, close houses, and terrain. Widening Washougal River Road is constrained but there should be enough width to accommodate a center left turn lane at each intersection. However, the skew of 18th Street at Washougal River Road makes left turns from southbound 18th onto northeast-bound Washougal River Road problematic.

This Plan assumes both intersections are signalized and short left-turn lanes are provided at each signal. However, further study that is beyond the scope of this Plan is necessary to determine the appropriate improvement project. Restricting left turns from 18th Street onto Washougal River Road could be resolved by a roundabout at Shepherd Road (which would allow for u-turns there), but given the constrained environment along Washougal River Road a roundabout may be impractical.

32nd Street Corridor

The 32nd Street corridor is the primary north-south route in the eastern part of the City connecting SR-14 to Stiles Road and the rural areas north and east of Washougal. It also experiences a significant amount of bicycle and pedestrian traffic, both traveling along the roadway as well as crossing the roadway. The intersections with SR-14 and with E Street are projected to be at LOS F and E, respectively, during peak hours in 2030.

The assumptions in this Plan for SR-14 are outlined in Section 4.3. The Main Street and 32nd Street intersection improvement in this Plan assumes a signal and minor intersection improvements. However, due to its proximity to the BNSF railroad crossing, the signal must be coordinated with the railroad crossing signal to prohibit traffic movements to the north while trains are crossing 32nd Street. The signalization of this intersection is important to support it as a primary connection between 27th and 32nd Streets (as well as E Street) and to relieve the pressure on Addy Street, which also provides this connection.

North of E Street, the Plan assumes a full widening of 32nd Street to three lanes plus bike lanes and sidewalks north to approximately W Street. From there, 32nd Street becomes Stiles Road and begins an ascent up a ridgeline that makes any significant widening expensive. The Plan assumes minor widening to increase shoulder widths to accommodate pedestrians and bicycles, and a guardrail along a section with a rather steep drop-off, from W Street to the northeast city limits.

Between E Street and J Street, the Plan also includes costs for pedestrian treatments across 32nd Street as well as “traffic calming” improvements to help slow down traffic. Although the Plan is not prescribing specifically what these improvements are (allowing the City to work with the adjacent neighborhoods to develop the preferred treatment), the following measures should be considered:

- Pedestrian crossings with center median refuge island
- Curb extensions at some intersections to reduce the width of 32nd and the length of the pedestrian crossing distance
- Actuated, flashing, lighted crosswalks at locations carrying significant amounts of pedestrian traffic
- Streetscape improvements to visually narrow the roadway and, thus, reduce auto speeds.

Speed bumps are discouraged as a traffic calming measure due to 32nd Street being the primary emergency response route from the fire station (at E Street and 39th Street) and points north and east along 32nd Street and Stiles Road.

4.9 Neighborhood Traffic Calming

Every year the City of Washougal Public Works Department receives requests for speed bumps, reduced speed limits, and better speeding enforcement throughout many of the city’s neighborhoods. These types of items can be categorized as “Traffic Calming Solutions.” In some instances these solutions are

warranted, but in many others these tools may exacerbate the traffic problem rather than solving the issue at hand. The intent of this section is to provide a methodological approach to determine:

- a. if a traffic issue exists and, if so, an approach to define the issue and its cause;
- b. if a traffic calming implement is warranted; and
- c. if so, the appropriate traffic calming solution.

In accordance with Resolution 878, Traffic Calming Program, this approach has three phases as described below.

Phase I: Problem Identification

The focus of Phase I is to determine if a traffic problem exists. Resolution 878 outlines the initial steps of the Traffic Calming Process:

1. Staff will review with the individual expressing concern (citizen, Mayor, City Council member or city staff) how the traffic-calming program operates and the steps to be followed.
2. Staff to work with initial group that has registered concern to:
 - a. Identify the individuals making the request, the location, and type of concern.
 - b. Establish the affected area (area that will be contacted to become involved in the decision making).
3. Engineers Evaluation: staff to review the area of concern and summarize findings.
 - a. Review existing pavement markings, signs, and/or signals.
 - b. Perform traffic counts (if needed).
 - c. Perform a speed study.
4. If the results from the engineers evaluation determine that action is needed then the project will proceed into Phase II. If not, the results shall be presented to the citizens but no further action will take place.

Phase II: Tier 1 Mitigation Measures

If a problem exists as determined by the Engineers Evaluation, the project will proceed to Phase II which provides the neighborhood with tools for resolution and documentation of traffic problems. Phase II measures should be thoroughly explored and implemented before seeking solutions under Phase III. The process for Phase II is as follows:

1. Hold a neighborhood meeting of all citizens within the affected area.
 - a. Review concerns of initial group.
 - b. Review alternatives (see Phase II).
2. Action – Implement Phase II alternatives that are put in place as requested by the neighborhood.
3. After a minimum of 30 days, Staff will mail a “Request To Review” form to each of the citizens within the affected area to evaluate the success or failure of action taken.

Phase II tools include, but are not limited to, the following:

- Radar Trailer – deployment of a portable, unmanned, trailer equipped with a radar and a speed limit sign to alert drivers of their speed.
- Passive Traffic Controls – installation of warning or guide signs.
- Traditional Police Enforcement of existing speed limits and other vehicle code violations
- Pavement Markings – improve the condition of existing roadway markings or modification or installation of new markings to assist vehicle drivers.

Phase III: Tier 2 Mitigation Measures

If the traffic issue still exists after Phase II steps have been taken, then more restrictive physical devices can be considered. Phase III addresses problems that require permanent and more costly traffic control solutions. Phase III measures are only to be used when Phase II measures are not effective or practical in solving the traffic issue. Phase III includes more substantial mitigation measures to calm traffic on residential and community commercial streets. The process for Phase III is as follows:

1. If more than 50 percent of the citizens request additional action then Phase III action will be sought.
2. Review the physical modifications that are possible for the affected area.
 - a. Staff will prepare design and cost estimates of suggested alternatives.
 - b. A public meeting will be held to review the alternatives with the neighborhood.
3. The physical modification will be selected by the neighborhood with the concurrence of the city. A cost estimate will be prepared by the city. The project can be submitted by the City of funding is available by the residents of the affected area as a Local Improvement District (LID).
4. With a successful vote of the neighborhood and funding the city will install the improvements.

Phase III Solutions include, but are not limited to, the following:

- Traffic Circles - Traffic circles are raised circular areas placed in an existing intersection. Drivers travel in a counter-clockwise direction around the circles. Traditional circles are “yield upon entry,” meaning that cars in the circle have the right-of-way and cars entering the circle must wait until the path is clear. When a traffic circle is placed in an intersection, no automobile can travel in a straight path.
- Speed Humps – Speed humps are wave-shaped paved humps in the street. The height of the speed hump determines how fast it can be navigated without causing discomfort to the driver. Discomfort increases as the speed over the hump increases.
- Chokers - Chokers are curb extensions at mid-block that narrow a street by widening the sidewalk or planting strip. Two lanes of travel are maintained, and bike lanes are placed on the outside of the choker.
- Median Barriers – Medians are traffic islands, installed to prevent or ensure certain turning movements at intersections. They also provide for separation between opposing lanes of traffic.

SECTION 5 FINANCING

5.1 State Requirements

Under the Growth Management Act, the transportation financing analysis must include:

1. An analysis of a jurisdiction's funding capability comparing needs against anticipated revenues.
2. A multi-year financing plan based on the identified needs.
3. If anticipated funding falls short of identified needs, a strategy is required to show how additional funding will be raised, how land use assumptions will be reassessed to ensure that the level of service standards will be met, or that level of service standards will be adjusted accordingly.

5.2 Funding Sources

Potential transportation funding sources are identified in Table 9. This table identifies the funding source, the jurisdictions that are eligible to receive funds from that source, and possible uses for the funds. This is not intended to be a complete list, and funding sources are continually changing so vigilance on the part of local officials is advised so that opportunities are not overlooked.

It is estimated that public funding will provide about 20 percent of the total needs, while grants will provide about 24 percent, Traffic Impact Fees (TIF) will provide about 3.5 percent, private funding about 14 percent and WSDOT about 38.5 percent. Private funding will be primarily through developer frontage improvement and access road requirements.

Table 9. Potential Funding Sources

Funding Agency	Funding Program	Uses
WSDOT/Federal	Federal Highways Bridge Program	Provides funds to improve the condition of bridges through replacement, rehabilitation and preventative maintenance. Preventative maintenance is defined as steel bridge painting, scour mitigation, seismic retrofit, and deck/joint repair. WSDOT is focusing on funding local agency bridges that are classified as structurally deficient with a sufficiency rating of 40 or less for replacement and structurally deficient with a sufficiency rating of 80 or less for rehabilitation.
WSDOT/Federal	WSDOT Local Programs (distributes federal safety money from the Highway Safety Improvement Program (HSIP) in MAP-21)	City Safety Program: Fund the design/preliminary engineering, right-of-way, and construction phases of projects that will use engineering countermeasures to reduce fatal and serious injury collisions on: city streets in cities of any population/ and, state highways that serve as arterials within cities with population above 25,000. County Safety Program: Fund the design/preliminary engineering, right-of-way, and construction phases of projects that will use engineering countermeasures to reduce fatal and

Funding Agency	Funding Program	Uses
		serious injury collisions on county roads. City/County Corridor Safety Program: The program uses low cost, near term solutions to improve traffic safety. These include engineering, enforcement, education, encouragement, and emergency services solutions.
WSDOT/RTC	Surface Transportation Program (federal)	Construction of improvements on federally classified roads
WSDOT	Safe Routes to School	Fund capital projects for traffic and pedestrian safety improvements near schools
WSDOT	Pedestrian and Bicycle Program Funding	Funds transportation improvements that support infill and redevelopment, intensify land uses, and connect housing and employment in order to improve the mobility and safety.
RTC	Congestion Mitigation and Air Quality Improvement (federal)	For air quality improvement projects (not those that add lane capacity)
Washington Transportation Improvement Board (TIB)	Urban Arterial Program (UAP)	For roadway projects that improve safety and mobility.
TIB	Urban Sidewalk Program (SP)	For sidewalk projects that improve safety and connectivity.
Public Works Trust Fund Board	Public Works Trust Fund Construction Loan Program	Revolving low interest loan fund to help local government finance critical public works needs
Washington State County Road Administration Board	Rural Arterial Program (RAP)	County road and bridge reconstruction
Washington State County Road Administration Board	County Arterial Preservation Program (CAPP)	Preserve existing paved county arterial road networks
BNSF Railway	Federal CFR Title 23: Highways; Part 646.210: Classification of projects and railroad share of the cost	For separated railroad crossing projects, the railroad operator is required to share five (5) percent of the project cost.

5.3 Existing and Projected Revenue

The adopted transportation plan needs to be achievable, with a realistic expectation of funding based on a financial analysis. The appropriate transportation plan for a community is a balance between:

- One that can be readily afforded with existing revenue sources; and
- One that can be achieved if the community is willing to make a commitment to aggressively pursue a variety of additional funding sources.

Funding of the improvements in the recommended plan will be derived from the following sources:

- Ongoing Local Revenue

- State and Federal Programs
- Private Funding

A comparison of the cost of improvements identified in the Washougal Transportation Circulation Plan versus the anticipated revenues from traditional sources shows a shortfall over the next 20 years. Because of the rapid growth that is anticipated over that time, it is realistic to expect that some percentage of that shortfall could be made up from increases in the adopted traffic impact fee (TIF). To make the Washougal Transportation Circulation Plan a reality, the City should:

1. Continue the collection of local taxes and fees at or above the current levels.
2. Aggressively pursue all potential State and Federal funding sources, including any future updates to the state's "nickel gas tax package."
3. Work toward adopting a dedicated street and road fund.

5.4 Traffic Impact Fees

TIFs are collected to pay for a portion of the transportation improvements needed to accommodate traffic resulting from new development. TIFs are paid only for new development or redevelopment which would add trips compared to its current use. The fee is assessed by examining the number of trips expected to be generated from that development. The fees collected can be used to expand existing transportation facilities and to build new facilities.

The Traffic Impact Fee is \$689 (2021\$) per trip generated, which is calculated by estimating the net cost of applicable improvements and dividing by the estimated number of new trips in 2040. The TIF is indexed with inflation and will adjust annually, or as directed by the City, based on the Seattle Engineering News Record Construction Cost Index (ENR-CCI).

TIF Facilities

During the planning process, updated cost estimates (in Year 2021 dollars) were developed for roads currently in the plan, as well as new roadways proposed to be added to the plan. Some improvements are eligible for TIF funds, while others are not.

TIF eligible roadways were determined using the following criteria:

- Roads classified as principal or minor arterials, and State Highways
- Roads that serve primarily citywide trips, regional trips or trips over multiple land uses that serve the majority of trips to and from Washougal
- Roads that serve to reduce impacts on adjacent facilities

Projects that are considered TIF eligible are shaded grey on the Capital Facilities Plan list in Table 8. Non-TIF eligible roads would be built by the private developer to comply with City street standards, or would be funded as a public project (or some public/private combination that does not involve TIF).

Discussion has also focused on what parts of the transportation system improvements should be included in the TIF calculations (core road lanes, bike lanes, sidewalks, right-of-way, etc.). To help keep the TIF rate "affordable," improvements included in the TIF program should be limited to the basic roadway components. The following is recommended:

- The core roadway section is TIF eligible. This includes storm water costs, right-of-way costs, and environmental mitigation.
- Frontage improvements, including bike lanes, landscaping, and sidewalks are not included in TIF calculation. The costs of frontage improvements will be borne by the adjacent development.

TIF Zone Structure

This plan is based on a single-zone system. By having one zone, the TIF funding pool can be used on any TIF-eligible roadway citywide, and TIF credits can be used regardless of geographic location in the city.

In the future, the city may choose to implement a Transportation Benefit District (TBD). A TBD is a quasi-municipal corporation with independent taxing authority. Chapter 36.73 of the Revised Code of Washington provides for the establishment of TBDs by cities and counties to levy and impose various taxes and fees to generate revenues to support transportation improvements within the district that are consistent with state, regional or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels.⁶

A TBD would provide added revenue to allow Washougal to move forward on many of the unfunded transportation projects in the six-year Transportation Improvement Program. Funds from the TBD could only be used to fund transportation projects specifically within the City of Washougal.

Per Chapter 36.73.065(4)(a) RCW, the Washougal City Council could vote to impose:

- an annual vehicle fee of up to twenty dollars, or
- a fee or charge on the construction or reconstruction of commercial buildings, industrial buildings, or any other commercial or industrial building or building space or appurtenance, or on the development, subdivision, classification, or reclassification of land for commercial purposes, only if done in accordance with Chapter 39.92 RCW.

Preliminary research found that there is moderate local support for implementation of a TBD in Washougal.⁷

Trip Basis

This plan implements a daily trip TIF system, as opposed to only considering the PM peak trips. The advantages of using Daily trips are:

- Captures all trips generated by new development
- Captures trips generated by land uses that typically do not generate a large proportion of trips during the peak period (warehousing, medical services, etc.)
- Captures truck trips that tend to occur outside peak hours

⁶ Washington State Legislature. *Chapter 36.73 RCW Transportation Benefit Districts*. <http://apps.leg.wa.gov/rcw/default.aspx?cite=36.73>. Accessed June 10, 2011.

⁷ This finding was concluded from the February 2011 Public Opinion Survey which was disseminated to about 300 residents and business owners within the City of Washougal via email. Paper copies of the survey were also provided at strategic locations such as the Washougal Library, City Hall and the Police and Fire Stations.

Truck Trips in TIF Calculations

The 2005 Plan update process included a discussion regarding the ability to include a factor for the number of truck trips generated or attracted to a development site. This plan does not separately factor truck trips. As further information becomes available, future TIF updates should consider incorporating a truck trip factor. Use of the daily TIF assessment will capture truck trips which typically occur during off-peak periods.

TIF Exemptions

Exempting new school facilities from TIF payments was considered during the 2005 Plan update process. This plan does not allow for such exemptions.

TIF Reductions

The 2005 Plan update process included discussion of several potential TIF reduction factors, including reductions for developments that increase sales tax revenues (retail developments), developments that include family wage jobs (office parks, industrial parks), and developments that occur early in the capital improvement program planning horizon. This Plan does not allow for these reductions. Future TIF updates should consider incorporating some or all of these reduction factors. Note, however, that the more reductions that are allowed, the higher the TIF rate.

TIF Reductions for Pass-by Trips

This Plan allows TIF reductions for pass-by trips. Pass by trips are those trips already on the system that access new developments as they pass by (e.g. gas stations, fast food, etc.). The advantages of pass-by TIF reductions are:

- Development does not pay for trips that are not generated solely by that development
- Pass-by TIF reductions are allowed by most jurisdictions
- Institute of Transportation Engineers (ITE) Traffic Generation Manual, current edition, provides specific guidance on pass-by trips by land use

Table 10 shows the potential impact of implementing a TIF reduction for pass-by trips.

Table 10. Example Pass-By Trip TIF Reduction

Land Use	Unadjusted TIF*	Pass-By Factor	Adjusted TIF
Commercial**	\$689	15%	\$360.65

*Cost per daily trip

**Reduction would be applicable to commercial uses

5.4.1 Trip Generation

The main criterion used in determining the traffic impacts of new development is the number of trips that will be generated, which is dependent on the type of development. The accepted source of trip generation rates is the "Trip Generation Manual" published by the Institute of Transportation Engineers (ITE). To reduce debate during the development review process, many jurisdictions codify a standardized rate for each common development type in their regulations. For small developments it is

fairly easy to ascertain the number of new trips by using the standard table. For large developments, a separate traffic study may be appropriate to determine the new trips that would be generated.

5.4.2 Cost of Improvements

The other essential ingredient needed to establish an impact fee schedule is the estimated cost of improvements that will be needed to maintain the adopted level of service. A net cost is calculated by subtracting the anticipated revenue from all other sources such as user fees, taxes from all governmental levels, grants, contributions, etc. This net cost (presumably a shortfall) becomes the basis for calculating the impact fee to be paid by the development.

In the case of Washougal, the total revenues that would be created through traffic impact fees are \$15,769,044. This revenue, divided by the total additional trips⁸ (22,849 daily trips), provides a cost per daily trip. Cost per daily trip, therefore, is $\$15,769,044 / 22,849 = \689 per daily trip.

The full capital facilities improvement table is included in the Appendix.

5.4.3 Impact Fee Calculation for Specific Uses

The cost per trip multiplied by the total trips generated by a particular land use (residential, commercial, industrial, etc.) gives the impact fee for that use. The Institute of Transportation Engineers (ITE) Traffic Generation Manual, current edition, is a reference manual prepared by the Institute of Transportation Engineers, and includes trip generation rates for multiple land uses. By finding the appropriate trip generation rate in the Trip Generation Manual and multiplying that number by the cost per trip, the correct impact fee for a specific land use can be determined.

For instance, a single family residence would pay an impact fee of \$6,559.28 ($9.52 \times \689).

This section may require modification whenever the City implements changes to the future land use scenario.

5.4.4 TIF Summary

A summary of the TIF provisions is provided below. A list of proposed projects, including TIF eligible projects, is shown in Appendix B.

- The TIF rate is \$689 per daily trip
- There is one citywide TIF zone
- TIF Credits can be used citywide
- TIFs are calculated based on the TIF share of project costs. Thus, credits will be issued based on TIF share of project cost, up to the proportionate TIF cost in the CFP
- Previously issued TIF credits will be honored
- The implementing ordinance will amend the current TIF code and will set administrative practice and rules

⁸ Additional trips were extrapolated out to 2040. Additional trips were estimated to be 20,200 in 2030.

APPENDIX A – POPULATION AND EMPLOYMENT BY TAZ – WASHOUGAL PLANNING AREA

TAZ	2005 HH	Estimated 2010 Employment			Estimated 2030 HH & Employment			
		Retail	Non-Retail	Total Emp.	HH	Retail	Non-Retail	Total Emp.
394	253	8	46	54	308	8	108	116
402	164	121	36	157	165	139	79	218
404	205	25	38	63	293	44	75	119
405	203	0	5	5	217	0	35	35
427	7	186	96	282	68	468	27	495
4271	6	33	164	197	68	642	60	702
428	314	39	56	95	441	136	76	212
429	162	0	844	844	168	0	1,378	1,378
4291	0	102	0	102	0	177	0	177
430	20	1	575	576	21	1	1,305	1,306
4301	631	0	6	6	685	0	13	13
431	4	0	24	24	34	0	30	30
432	518	12	52	64	548	52	104	156
4321	130	11	0	11	163	381	0	381
433	69	9	145	154	55	194	238	432
4331	362	46	0	46	411	117	0	117
434	192	91	41	132	197	283	147	430
435	176	88	43	131	201	86	43	129
436	98	0	103	103	159	0	148	148
438	255	0	14	14	645	0	14	14
439	206	0	340	340	675	0	459	459
440	670	0	7	7	1,039	0	7	7
479	267	0	8	8	421	0	8	8
487	26	0	7	7	101	0	7	7
488	224	0	10	10	313	0	10	10
629	257	35	18	53	217	159	136	295
630	1	23	162	185	4	22	234	256
631	260	0	7	7	1,156	30	28	58
632	108	0	39	39	873	500	110	610
633	227	0	6	6	515	0	7	7
634	18	0	4	4	144	273	3,458	3,731
635	220	8	25	33	298	8	25	33
665	54	0	3	3	178	0	4	4
Total	6,307	838	2,924	3,762	10,780	3,719	8,373	12,093

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APPENDIX B – DETAILED LIST OF PROPOSED TRANSPORTATION CAPITAL FACILITIES PROJECTS

Washougal Traffic Impact Fee Calculations - 2021																		
Segment	Priority	Segment Name	From	To	Estimated Year of Completion	Project Eligible for TIF Funds?	Grant	WSDOT	Public Share/Other City Source	TIF	Private Share	Total	Estimated Total Improvement Cost (2021 dollars)	Grant Share	WSDOT Share	Public Share	TIF Share	Private Share
B	High	27th Street, widen for turn lanes and bike lanes, sidewalks	Main Street	SR-14	2021-2025	Yes	25%	0%	30%	30%	15%	100%	\$ 3,862,541	\$ 965,635	\$ -	\$ 1,158,762	\$ 1,158,762	\$ 579,381
AH	High	S 27th Street - Shared Use Path	SR-14	Index St terminus	2021-2025	Yes	50%	0%	0%	50%	0%	100%	\$ 268,691	\$ 134,345	\$ -	\$ -	\$ 134,345	\$ -
A	High	32nd Street Rail Underpass Project at BNSF	F Street	B Street	2021-2025	Yes	40%	0%	30%	15%	15%	100%	\$ 50,000,000	\$ 20,000,000	\$ -	\$ 15,000,000	\$ 7,500,000	\$ 7,500,000
W	Low	6th Street, stripe to 3 lanes plus bike lanes and sidewalks (coordinate with Camas to extend improvements north of the BNSF Railroad/Lechner Road)	C Street	E Street	2021-2025	No	40%	0%	40%	0%	20%	100%	\$ 300,000	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ 60,000
AF	High	W Hood Avenue improvements to Urban Collector	SE Crown Road	SE 23rd Street	2026-2030	Yes	0%	0%	6%	14%	80%	100%	\$ 26,206,159	\$ -	\$ -	\$ 1,551,665	\$ 3,689,566	\$ 20,964,927
G	High	Shepherd Road bike/ped facilities	3rd Avenue	Washougal River Road	2026-2030	No	25%	0%	50%	0%	25%	100%	\$ 3,713,047	\$ 928,262	\$ -	\$ 1,856,524	\$ -	\$ 928,262
J	Medium	Evergreen Way, widen to install bike lanes on south side	32nd Street	45th Street	2026-2030	Yes	40%	0%	35%	10%	15%	100%	\$ 600,000	\$ 240,000	\$ -	\$ 210,000	\$ 60,000	\$ 90,000
O	Medium	Washougal River Road intersection improvements	18th/O Street	Shepherd Rd	2026-2030	Yes	35%	0%	30%	20%	15%	100%	\$ 1,756,666	\$ 614,833	\$ -	\$ 527,000	\$ 351,333	\$ 263,500
P	Low	32nd/Stiles Road/34th Street, widen to 3 lanes, bike lanes, S/W, guard rail	Evergreen Way	SE Lehr Road	2026-2030	Yes	50%	0%	29%	6%	15%	100%	\$ 14,607,893	\$ 7,303,946	\$ -	\$ 4,250,897	\$ 861,866	\$ 2,191,184
Q	Low	Sunset View Road, widen to 2 lane collector with shoulders for bikes and pedestrians	Evergreen Way	SE Wooding Rd.	2026-2030	No	45%	0%	40%	0%	15%	100%	\$ 10,645,689	\$ 4,790,560	\$ -	\$ 4,258,275	\$ -	\$ 1,596,853
T	Low	W Street, 2 lane collector and extension across creek	32nd Street	49th Street	2026-2030	No	75%	0%	10%	0%	15%	100%	\$ 13,685,544	\$ 10,264,158	\$ -	\$ 1,368,554	\$ -	\$ 2,052,832
U	Low	Lehr Road, widen to collector stds. plus sidewalks	34th Street	UGA Boundary	2026-2030	No	0%	0%	20%	0%	80%	100%	\$ 3,591,507	\$ -	\$ -	\$ 718,301	\$ -	\$ 2,873,206
V	Low	Miscellaneous west city collectors			2026-2030	No	0%	0%	0%	0%	100%	100%	\$ 5,317,375	\$ -	\$ -	\$ -	\$ -	\$ 5,317,375
I	Low	Crown Road/283rd Ave, widen to 3 lane arterial plus bike lanes and sidewalks (coordinate with Camas to extend improvements further north)	NE 7th	Camas UGA	2026-2030	Yes	20%	0%	21%	9%	50%	100%	\$ 6,168,155	\$ 1,233,631	\$ -	\$ 1,295,313	\$ 555,134	\$ 3,084,078
Y	Low	Evergreen Way & Sunset View Road Intersection Improvements	Intersection	Intersection	2026-2030	Yes	30%	0%	40%	10%	20%	100%	\$ 2,600,956	\$ 780,287	\$ -	\$ 1,040,382	\$ 260,096	\$ 520,191
Z	Low	Addy Street, widen for turn lanes, bike lanes, sidewalks	27th Street	45th Street	2026-2030	No	25%	0%	50%	0%	25%	100%	\$ 7,810,160	\$ 1,952,540	\$ -	\$ 3,905,080	\$ -	\$ 1,952,540
AA	High	A Street/Addy Street Connection/Town Center Connector	20th Street	27th Street	2026-2030	Yes	30%	0%	25%	5%	40%	100%	\$ 7,000,000	\$ 2,100,000	\$ -	\$ 1,750,000	\$ 350,000	\$ 2,800,000
H	Medium	49th Street/J Street, traffic calming	W Street	32nd Street	2031-2040	No	25%	0%	50%	0%	25%	100%	\$ 2,574,059	\$ 643,515	\$ -	\$ 1,287,030	\$ -	\$ 643,515
S	Medium	Ford Street Extension	27th Street	32nd Street	2031-2040	No	75%	0%	25%	0%	0%	100%	\$ 7,470,047	\$ 5,602,535	\$ -	\$ 1,867,512	\$ -	\$ -
L	Medium	C & Main Street bike lanes and sidewalks	Washougal River Road	34th Street	2031-2040	No	25%	0%	50%	0%	25%	100%	\$ 3,094,408	\$ 773,602	\$ -	\$ 1,547,204	\$ -	\$ 773,602
M	Medium	C Street bike lanes and sidewalks	6th Street	Washougal River Road	2031-2040	No	25%	0%	50%	0%	25%	100%	\$ 2,474,554	\$ 618,639	\$ -	\$ 1,237,277	\$ -	\$ 618,639
N	Medium	39th Street bike/ped facilities	W Street	Evergreen Way	2031-2040	No	25%	0%	50%	0%	25%	100%	\$ 2,474,701	\$ 618,675	\$ -	\$ 1,237,350	\$ -	\$ 618,675
R	Low	Evergreen @ 39th Street, minor Intersection Improvements	Intersection	Intersection	2031-2040	Yes	0%	0%	85%	15%	0%	100%	\$ 104,780	\$ -	\$ -	\$ 89,063	\$ 15,717	\$ -
AC	Low	N T Street (previously 40th Street) bike/pedestrian facilities	Crown Rd/283rd Ave.	Woodburn Hill	2031-2040	No	25%	0%	50%	0%	25%	100%	\$ 4,950,324	\$ 1,237,581	\$ -	\$ 2,475,162	\$ -	\$ 1,237,581
AB	Low	Washougal River Bike/ped trail and crossing @ 9th Street	Shepherd Road	K Street	2031-2040	No	25%	0%	50%	0%	25%	100%	\$ 1,855,916	\$ 463,979	\$ -	\$ 927,958	\$ -	\$ 463,979
K	Medium	39th Street, traffic calming	Evergreen Way	M Street	2031-2040	No	50%	0%	25%	0%	25%	100%	\$ 1,006,351	\$ 503,176	\$ -	\$ 251,588	\$ -	\$ 251,588
X	Low	Washougal River Bike/ped trail and crossing @ 28th Street	28th Street	L Street	2031-2040	No	50%	0%	25%	0%	25%	100%	\$ 1,855,916	\$ 927,958	\$ -	\$ 463,979	\$ -	\$ 463,979
C	High	SR14 Access Improvements at 27th	Ramp Improvements	Ramp Improvements	2021-2025	No	35%	35%	20%	0%	10%	100%	\$ 15,000,000	\$ 5,250,000	\$ 5,250,000	\$ 3,000,000	\$ -	\$ 1,500,000
E	High	27th/Index Port Access Improvements Project	27th at Addy Street	Private Driveway on Index west of 27th	2021-2025	Yes	25%	0%	45%	5%	25%	100%	\$ 8,000,000	\$ 2,000,000	\$ -	\$ 3,600,000	\$ 400,000	\$ 2,000,000
AD	High	S. 2nd Street/A Street Realignment	S. 2nd Street RB	S. 4th Street	2021-2025	Yes	0%	0%	86%	14%	0%	100%	\$ 1,900,000	\$ -	\$ -	\$ 1,632,499	\$ 267,501	\$ -
AE	High	S. 4th Street	S. 2nd Street	S. Marina Way/ A Street	2021-2025	Yes	0%	0%	86%	14%	0%	100%	\$ 770,000	\$ -	\$ -	\$ 661,592	\$ 108,408	\$ -
AG	High	Marina Way/A Street Improvements	S. 2nd Street RB	S. 7th Street	2021-2025	No	0%	0%	86%	14%	0%	100%	\$ 400,000	\$ -	\$ -	\$ 343,684	\$ 56,316	\$ -

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APPENDIX C: GLOSSARY OF TERMS USED IN THE TRANSPORTATION ELEMENT

Access/Accessibility	The opportunity to reach a given destination within a certain time frame or without being impeded by physical or economic barriers.
Alignment	The horizontal and vertical path followed by a rail line, busway, transitway, roadway, or other public work.
Alternative	A reasonable option for addressing corridor transportation concerns.
Assignment	Process by which trips described by mode, origin, destination, and time of day are distributed among the various available paths or routes in a network according to one of a number of flow distribution rules. ⁽¹⁾
Arterial	A major thoroughfare used mainly for through traffic rather than access to nearby property. Arterials generally have greater traffic carrying capacity than collector or local streets and are designed for continuously moving traffic. The principal and minor arterial road systems provide the high speed, high volume network for travel between major points in both rural and urban areas. ^{(2) (3)}
Average Daily Traffic (ADT)	The average number of vehicles passing a point during a 24-hour period. ⁽¹⁾
Calibration	The procedure used to adjust travel models to simulate base year travel. ⁽¹⁾
Collector	Roads that collect traffic from local access streets and convey it onto the arterial system. Collectors emphasize access to the surrounding area and de-emphasize mobility. ⁽¹⁾
Concurrent with Development	Transportation improvements or strategies either: (a) in place at the time of development or (b) with a secured financing commitment to complete improvements or strategies within six years.
Concurrency Requirement	A program to ensure that those public facilities and services necessary to support development are adequate to serve such development at the time the development activity is available for occupancy or use without decreasing current service levels below locally established minimum standards.
Distribution	Process by which trips defined by origin are distributed among the various available destinations. Common trip

	distribution models are the gravity model and the opportunity model. ⁽¹⁾
Functional Classification	A technique for assigning categories to transportation facilities based on a facility's role in the overall transportation system, recognizing that roads do not function independently, but as a system. ⁽³⁾
Growth Management Act (GMA)	Legislation passed in 1990 requiring counties of a certain size to develop, among other items, urban growth boundaries, comprehensive plans, and concurrent funding plans.
Infrastructure	A term connoting the physical underpinnings of society at large including, but not limited to, roads, bridges, transit, waste system, public buildings, and communications networks. ⁽¹⁾
Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)	Legislative initiative by the U.S. Congress restructuring funding for highway and transit programs. ISTEA authorized increased levels of highway and transportation funding and an enlarged role for regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional long-range transportation plans. The Act was subsequently reauthorized and is known as the Transportation Equity Act for the 21 st Century (TEA-21). TEA-21 reauthorized many of the provisions contained in ISTEA.
Link	In traffic assignment, a section of the highway network defined by a node at each end. A link may be one-way or two-way. ⁽¹⁾
Methodology	The system of principals, practices, and procedures applied to a specific branch of knowledge. ⁽¹⁾
Model	A mathematical or conceptual analysis tool that uses data on past and present conditions to make a projection about the future.
Park-and-Ride	A system in which commuters individually drive to a common location, park their vehicles, and continue travel to their final destination via public transit.
Parkway	A broad landscaped highway, often divided by planted median strips. A parkway is not a boulevard. ⁽³⁾
Peak Direction	The direction of major traffic flow on a highway or transit facility during rush hours.

Peak Hour	The hour during which the maximum amount of travel takes place.
Peak Period	The period during which the maximum amount of travel occurs. Usually about 7 to 9 a.m. and 4 to 6 p.m.
Project Improvements	Project improvements are site improvements and facilities which are planned and designed to provide service for a particular development project and which are necessary for the use and convenience of the occupants or users of the project. Project improvements are normally paid for by the developer and are made a condition of development approval.
Safety Improvements	Facility improvements designed to enhance safety for vehicular, pedestrian, and bicycle traffic. Typical urban street standards use vertical curbs to protect the boulevard area where sidewalks, trails, street trees, utilities, and signs are located. Potential bicycle lanes are normally along paved shoulders that are designated by signs and/or pavement markings for preferential bicycle use. Safety can also refer to specific improvements to be based on more detailed engineering study to address existing accident problems. Actions could include (but not limited to) vegetation clearance, installation of improved signing/ pavement marking, illumination, removal of roadside obstacles, and minor widening or even roadway reconstruction to reduce curves and eliminate deep ditches.
System Improvements	System improvements, such as the principal and secondary arterial systems, are public facilities designed to serve areas within the community at large.
Transportation Analysis Zone	A small area within a transportation model with similar land-use and trip generating characteristics. The areas are used to define the total study area travel demand.
Transit	Refers to a multiple-occupant vehicle operated on a for-hire, shared-ride basis, including bus, ferry, taxi, shuttle bus, carpool, or vanpool.
Transportation Demand Management (TDM)	Managing the amount of transportation wanted. Development of policies and programs to motivate people to use public transportation, such as bus pass subsidies, flextime programs, and limiting free parking.
Transportation System Management (TSM)	An array of strategies intended to lead to a reduction in the number of vehicles using the road

	system while simultaneously serving the same number of travelers. ^{(3) (4)}
Trip	A one-way movement of a person or vehicle between two points for a specific purpose, sometimes called a one-way trip to distinguish it from a round trip.
Trip Assignment	The process of determining route or routes of travel and allocating the zone-to-zone trips to these routes. ⁽¹⁾
Trip Distribution	The process by which the movement of trips between zones is estimated. The data for each distribution may be measured or be estimated by a growth factor process or by synthetic model. ⁽¹⁾
Trip Generation	A general term describing the analysis and application of the relationships that exists between the trip makers, the urban area, and the trip making. It relates to the number of trip ends in any part of the urban area. ⁽¹⁾
Urban Growth Area (UGA)	The GMA requires designation of urban growth areas. A UGA is "the intensive use of land" which is incompatible with agricultural products or mineral extraction.
Urban Growth Boundary (UGB)	The point beyond which urban growth is prohibited and only growth not urban in nature is allowed.

1. University of Washington, Transportation Modeling Course, Glossary, Professor Cy Ulberg
2. *A Policy of Geometric Design of Highways and Streets*, 1984. American Association of State Highway and Transportation Officials, Page 553.
3. East-West Coordinating Council, "Talking the Talk, A Pocket Guide to the Language of Transportation Planning", September 2000.
4. *The American Heritage Dictionary, Second College Addition*. Houghton Mifflin, Boston, 1985.

Washougal Traffic Impact Fee Calculations - 2021

Segment ID	Priority	Segment Name	From	To	Estimated Total Improvement Cost (2021)	TIF Eligible Project	Estimated Year of Completion
B	High	27th Street, widen for turn lanes and bike lanes, sidewalks	Main Street	SR-14	\$ 3,862,541	Yes	2021-2025
AH	High	S 27th Street - Shared Use Path	SR-14	Index St terminus	\$ 268,691	Yes	2021-2025
A	High	32nd Street Rail Underpass Project at BNSF	F Street	B Street	\$ 50,000,000	Yes	2021-2025
W	Low	6th Street, stripe to 3 lanes plus bike lanes and sidewalks (coordinate with Camas to extend improvements north of the BNSF Railroad/Lechner Road)	C Street	E Street	\$ 300,000	No	2021-2025
AF	High	W Hood Avenue improvements to Urban Collector	SE Crown Road	SE 23rd Street	\$ 26,206,159	Yes	2026-2030
G	High	Shepherd Road bike/ped facilities	3rd Avenue	Washougal River Road	\$ 3,713,047	No	2026-2030
J	Medium	Evergreen Way, widen to install bike lanes on south side	32nd Street	45th Street	\$ 600,000	Yes	2026-2030
O	Medium	Washougal River Road intersection improvements	18th/O Street	Shepherd Rd	\$ 1,756,666	Yes	2026-2030
P	Low	32nd/Stiles Road/34th Street, widen to 3 lanes, bike lanes, S/W, guard rail	Evergreen Way	SE Lehr Road	\$ 14,607,893	Yes	2026-2030
Q	Low	Sunset View Road, widen to 2 lane collector with shoulders for bikes and pedestrians	Evergreen Way	SE Wooding Rd.	\$ 10,645,689	No	2026-2030
T	Low	W Street, 2 lane collector and extension across creek	32nd Street	49th Street	\$ 13,685,544	No	2026-2030
U	Low	Lehr Road, widen to collector stds. plus sidewalks	34th Street	UGA Boundary	\$ 3,591,507	No	2026-2030
V	Low	Miscellaneous west city collectors			\$ 5,317,375	No	2026-2030
I	Low	Crown Road/283rd Ave, widen to 3 lane arterial plus bike lanes and sidewalks (coordinate with Camas to extend improvements further north)	NE 7th	Camas UGA	\$ 6,168,155	Yes	2026-2030
Y	Low	Evergreen Way & Sunset View Road Intersection Improvements	Intersection	Intersection	\$ 2,600,956	Yes	2026-2030
Z	Low	Addy Street, widen for turn lanes, bike lanes, sidewalks	27th Street	45th Street	\$ 7,810,160	No	2026-2030
AA	High	A Street/Addy Street Connection/Town Center Connector	20th Street	27th Street	\$ 7,000,000	Yes	2026-2030
H	Medium	49th Street/J Street, traffic calming	W Street	32nd Street	\$ 2,574,059	No	2031-2040
S	Medium	Ford Street Extension	27th Street	32nd Street	\$ 7,470,047	No	2031-2040
L	Medium	C & Main Street bike lanes and sidewalks	Washougal River Road	34th Street	\$ 3,094,408	No	2031-2040
M	Medium	C Street bike lanes and sidewalks	6th Street	Washougal River Road	\$ 2,474,554	No	2031-2040
N	Medium	39th Street bike/ped facilities	W Street	Evergreen Way	\$ 2,474,701	No	2031-2040
R	Low	Evergreen @ 39th Street, minor Intersection Improvements	Intersection	Intersection	\$ 104,780	Yes	2031-2040
AC	Low	N T Street (previously 40th Street) bike/pedestrian facilities	Crown Rd/283rd Ave.	Woodburn Hill	\$ 4,950,324	No	2031-2040
AB	Low	Washougal River Bike/ped trail and crossing @ 9th Street	Shepherd Road	K Street	\$ 1,855,916	No	2031-2040
K	Medium	39th Street, traffic calming	Evergreen Way	M Street	\$ 1,006,351	No	2031-2040
X	Low	Washougal River Bike/ped trail and crossing @ 28th Street	28th Street	L Street	\$ 1,855,916	No	2031-2040
C	High	SR14 Access Improvements at 27th	Ramp Improvements	Ramp Improvements	\$ 15,000,000	No	2021-2025
E	High	27th/Index Port Access Improvements Project	27th at Addy Street	Private Driveway on Index west of 27th	\$ 8,000,000	Yes	2021-2025
AD	High	S. 2nd Street/A Street Realignment	S. 2nd Street RB	S. 4th Street	\$ 1,900,000	Yes	2021-2025
AE	High	S. 4th Street	S. 2nd Street	S. Marina Way/ A Street	\$ 770,000	Yes	2021-2025
AG	High	Marina Way/A Street Improvements	S. 2nd Street RB	S. 7th Street	\$ 400,000	No	2021-2025
Recommended TIF Projects Major Roadway Project Neighborhood Project Bike/Ped Project Total Project Costs \$ 212,065,438 2021-2025 \$ 80,501,232 TIF Eligible Projects \$ 123,845,840 2026-2030 \$ 103,703,150 2031-2040 \$ 27,861,056							