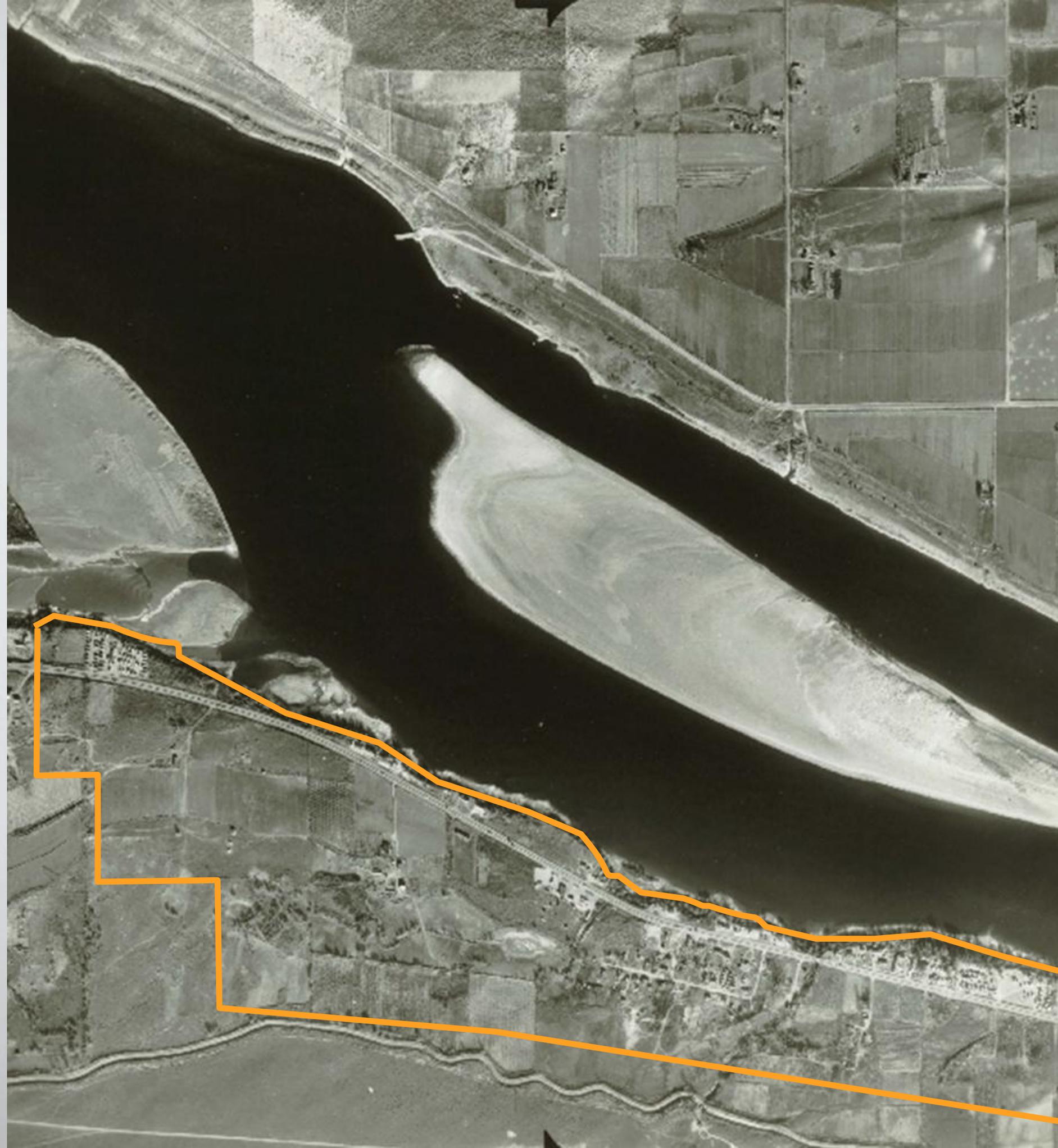




Columbia Park West | Master Plan

Columbia Park West 1948

Before McNary Dam
created "Lake Wallula"



Columbia Park West Today



US Army Corps of Engineers

- Lessor to the cities of 50-year lease
- Policy limitations to types of recreational uses permitted
- Interpretation of policy limitations directed by district commander for the Corps



Vicinity Map



Site Characteristics



Marina

Richland
Kennewick
Pasco

Columbia River/
Lake Wallula
(Elevation 340
NHWL)

Columbia Park Trail
High Point

SR 240

Former
Campground
with parking
and restrooms

Disk
Golf
Course

Kiwanis
Community
Building
Ropes
Course

Picnic
Shelter
Duck
Pond

Boat Ramp
Paddle Wheel
and Future
Carousel
Museum Site
Parks
Maintenance
Building

W. Edison St.

Sacagawea Heron

VIEWPOINT

FLOODPLAIN

FLOODPLAIN

Western Park Limits- Unprogrammed



Eastern Park Limits - Programmed



Columbia Park Trail Drive



Columbia Park Trail Drive



FIRST FEDERAL ROAD IN THE NORTHWEST



THE FIRST WAGON ROAD BUILT BY THE FEDERAL GOVERNMENT IN OLD OREGON FOLLOWED THIS SHORELINE. ON JAN. 7, 1853 CONGRESS PASSED "AN ACT FOR CONSTRUCTION OF MILITARY ROADS IN OREGON TERR." JEFFERSON DAVIS, SECRETARY OF WAR, THEN ISSUED INSTRUCTIONS TO CAPTAIN GEORGE B. MCCLELLAN TO CONSTRUCT A ROAD FROM OLD FORT WALLA WALLA TO PUGET SOUND TO BE READY FOR USE BY EMIGRANTS THAT YEAR. HE ADDED, "YOU WILL AT LEAST ENDEAVOR TO FIX THE LINE OF THE ROAD AND PERFORM SUCH WORK ON THE MOST DIFFICULT PORTIONS AS WILL ENABLE THE EMIGRANTS TO RENDER THE ROUTE PRACTICABLE BY THEIR OWN EXERTIONS." INFORMED OF THE PROJECT AT THE GRANDE RONDE, THE LONGMIRE PARTY OF 36 WAGONS CHOSE TO TRAVEL THE ROAD AND PASSED THIS AREA IN MID SEPTEMBER. THEY CUT THEIR WAY ACROSS THE CASCADES AT NACHES PASS AND REACHED PUGET SOUND OCTOBER 9, 1853.



ERECTED BY BENTON COUNTY
HISTORICAL AND PIONEER ASS'N



Sacagawea Heritage Trail



Cultural Resources

Kennewick Man

On a hot July day in 1996, one of the oldest human artifacts was found along this stretch of the Columbia River. This 9,200 year old skeleton, named "Kennewick Man" or the "Ancient One", was truly a discovery!

Kennewick Man's skull was discovered by two spectators during the annual Columbia Cup Hydroplane races. After authorities were informed, the remainder of his skeleton was found and excavated. Subsequent examination revealed much about this astonishing specimen.

Scientists discovered that he was a 5' 9" lanky male, who was about 45 - 50 years of age at the time of his death. They knew he was tough because he had survived two possible murderous attacks. The first was a huge blow to the rib cage that caused his ribs to heal imperfectly. This may have been an accident; however, the second wound found was surely inflicted by an attacker. Imbedded in the right wing of his pelvis was a 2" shard of stone. Through x-rays and cat scans the shard was found to be a spear point.

Kennewick Man's age was confirmed through radiocarbon dating of a bone in his finger. Once this news became public, many more observations were made of this specimen. Archeologists determined what types of activities he performed, what disabilities he had, and that he ate a balanced diet. Many were uncertain of what caused his death, but scientists speculated that he died from an infection caused by the wound in his hip.

There are many untold stories about Kennewick Man, but one thing we know for sure is that he was strong and courageous. As one of the Archeologists who studied him said, "This is a heroic guy; unbelievably tenacious in life."

He is one of the nations greatest historical discoveries, and he was found right here in Kennewick, Washington.

Blue Mountain Council Troop #159 Eagle Scout Project - Peter Lampron

This Sign Sponsored by: Lumberman's, Central Pre-Mix, Perfection Glass, Lampron International, and Photographix Digital Imaging



Artist's Rendering

Duck Pond



Disc Golf



Ropes Course



Key User Groups

- Disc Golf
- Ropes Challenge Course
- Kiwanis Club
- Audubon Society
- “Water Follies” – Hydroplane Boat Race Event



Key Stakeholders

- US Army Corps of Engineers (Lessor and Use Restrictions)
- Confederated Tribes of the Umatilla (Cultural Resources)
- City of Richland
- City of Kennewick
- Three Rivers Carousel Foundation
- Tri-City Regional Chamber of Commerce
- Tri-Cities Visitors and Convention Bureau
- The Hanford Reach Interpretive Center (The Reach)

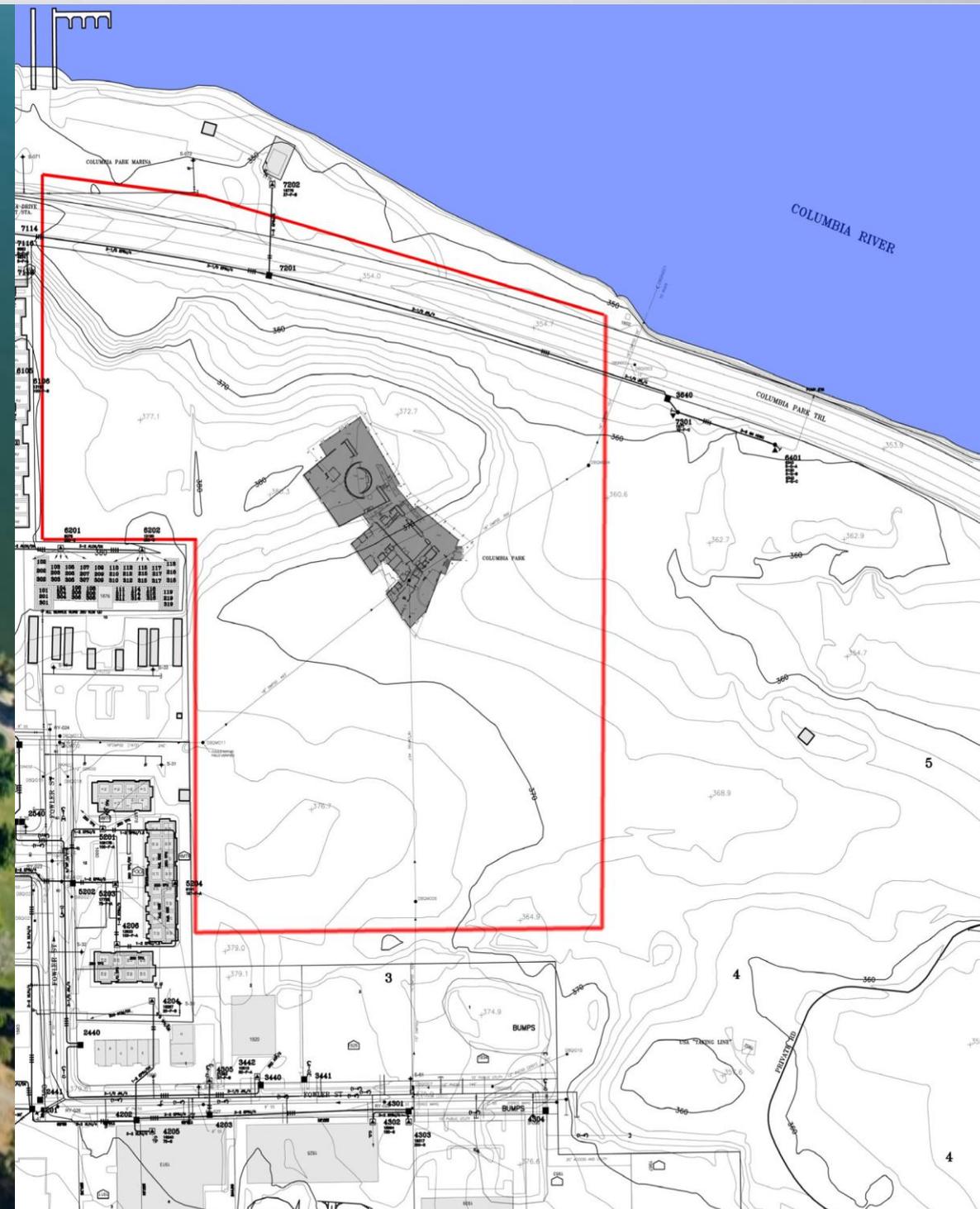


The Reach

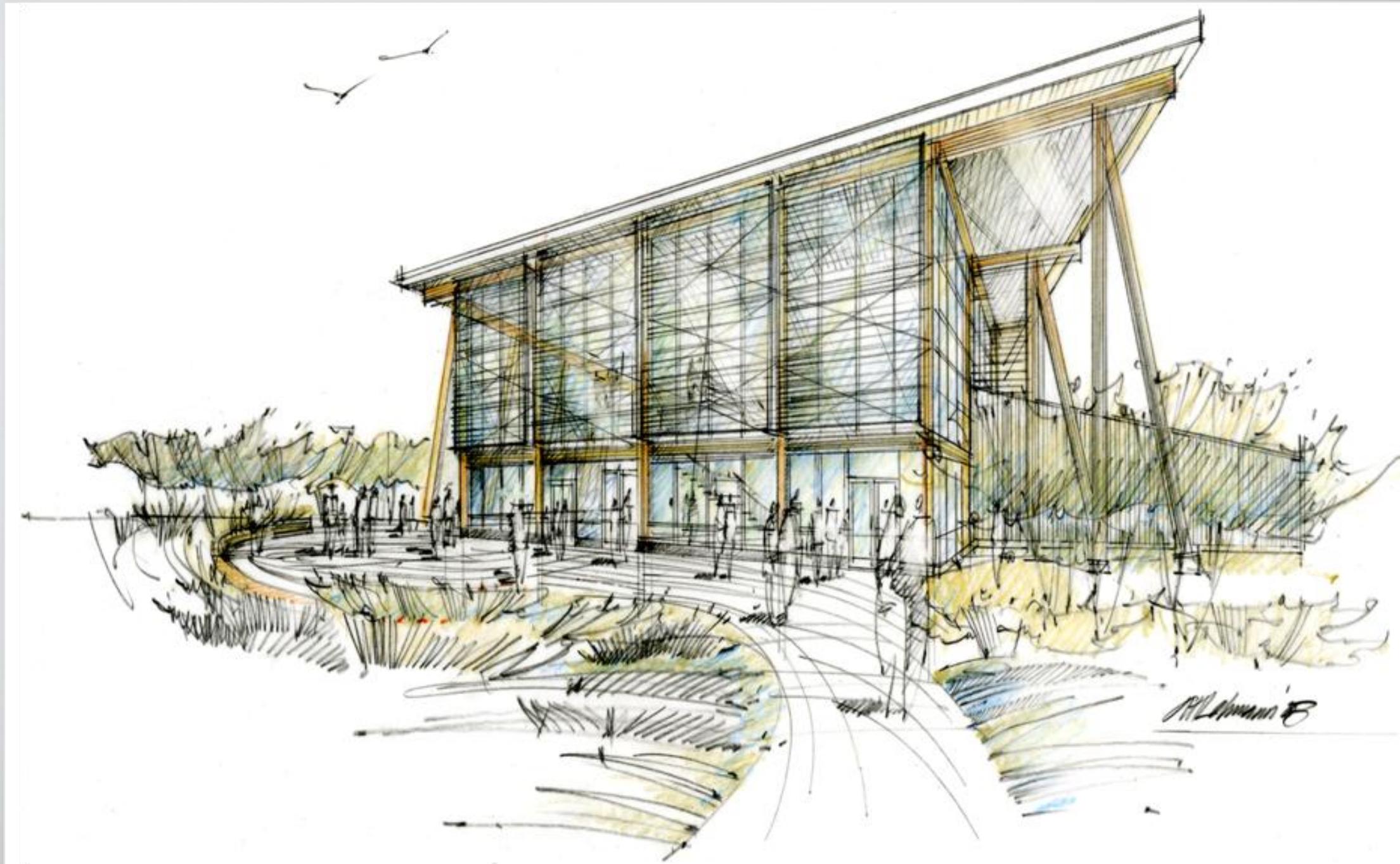
- \$40.5M Interpretive Center, devoted to the natural and human history of the mid-Columbia Basin
- Originally planned for Columbia Point South
- Implemented by the Richland Public Facilities District
- Hanford Reach Interpretive Center, a 501(c)(3) will operate
- Significant funding has been obtained



The Reach Site



The Reach



Public Outreach Program

1. Stakeholder Interviews
2. Development of a Community Resource Team (CRT)
3. Establishment of Guiding Principles



Community Resource Team (CRT)

Critical Representation

- Elected Officials
- Key City Administrators / Parks and Recreation Staff
- Outside Governmental Agencies
- Environmental Interests
- Cultural Resource / Native American Interests
- User Group Representation
- Chamber of Commerce / Economic Development Interests



Community Resource Team (CRT)

- Richland and Kennewick Electeds and Administrators
- US Army Corps of Engineers
- Confederated Tribes of the Umatilla
- Tri-City Chamber of Commerce
- Audubon Society
- Boys and Girls Club of Benton and Franklin Counties
- Key City Administrators / Parks and Recreation Staff

How to address continuity issues with CRT member turnover?

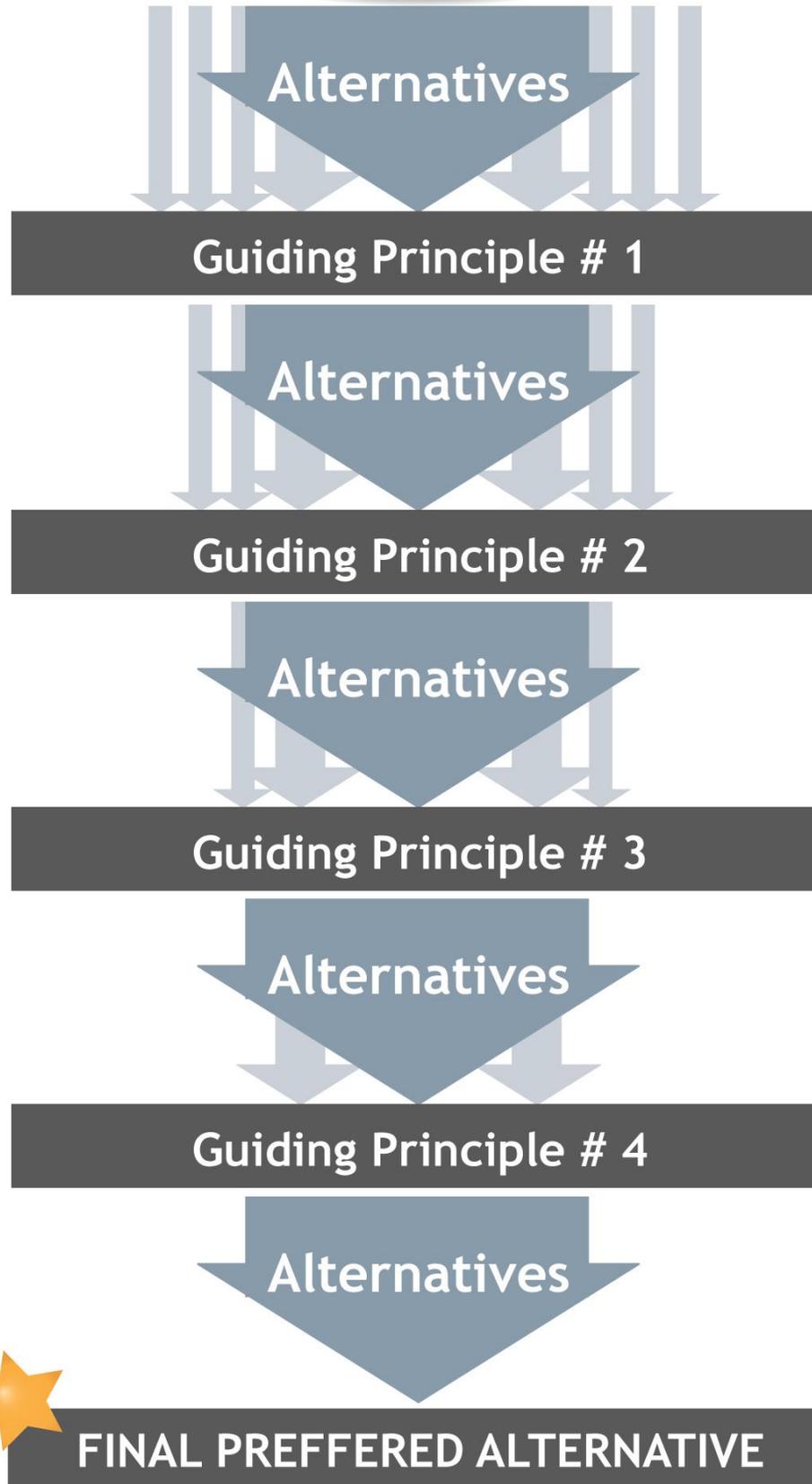
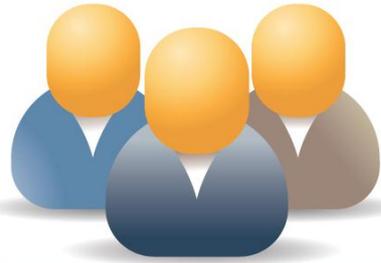


Guiding Principles

- Alternative to a typical visioning process
- Requires a group to first establish consensus on specific desired plan outcomes/objectives
- These outcomes/objectives are then used as a framework for determining which plan concepts will be accepted into a final plan alternative.



STAKEHOLDERS



Guiding Principles Evaluation Process

Guiding Principles for CPW

1. Park should provide a balanced and varied mix of recreational opportunities for people of all ages and abilities.
2. Park should complement existing regional riverfront parks.
3. Park should create a sense of place.
4. Park should complement existing regional riverfront parks.
5. Plan for long-term sustainability.
6. Plan should respect and celebrate the waterfront.



Public/Stakeholder Consensus

- The shoreline is sacred - don't "screw it up"
- Want improved access to the river
 - provide beach access
 - greater parking access
- Allow commercial retail uses in the park
- Move Columbia Park Trail Drive away from the river
- Retain but clean up the duck pond
- An outdoor concert venue is desired
- Non-water dependent uses should not be located at CPW



Balancing Stakeholder Desires

- Commercial retail uses – What is the appropriate scale?
 - Input ranged from a desire for amusement parks to entirely natural
 - Need for an economically sustainable design
 - Desire for waterfront restaurants
 - Desire for outdoor recreation vendors (kayak rentals, etc.)
- Multiple destination uses wanting to locate at CPW
 - Performing Arts Center
 - Three Rivers Carousel Museum
 - Transportation Museum
 - Aquatic Center
 - Expansion of Disc Golf Course
 - The Reach
- Beach access v. cultural sensitivities at the shoreline



Final Preferred Alternative





Columbia Park West | Master Plan