



City of
BAY CITY Oregon

Al Griffin Memorial Park & Campground Master Plan

SUBMITTED APRIL 2022 BY:

SHAPIRO / DIDWAY



TABLE OF CONTENTS

00	Acknowledgments	PAGE 00
01	Introduction	PAGE 04
02	Past & Relevant Planning Efforts	PAGE 06
03	Community Engagement	PAGE 12
04	Inventory & Existing Conditions	PAGE 15
05	Needs Assessment	PAGE 25
06	Alternatives	PAGE 32
07	Final Recommendations	PAGE 44
08	Cost Estimate	PAGE 64
09	Funding Recommendations	PAGE 83
10	Next Steps	PAGE 87
11	Appendix	PAGE 89



Acknowledgments

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Tillamook Estuaries Partnership
Tillamook Bay Watershed Council
Oregon Coast Visitors Association
Tillamook County Chamber of Commerce
Tillamook County Pioneer Museum
Kilchis Point Reserve
Oregon Coast Trail Foundation
Tillamook County Community Development
Neah-Kah-Nie School District
North County Recreation District
Visit Tillamook Coast





01

Introduction

Al Griffin Memorial Park and Campground are the “living room” of Bay City, central to the city’s downtown core and local businesses. Though ideally located, the park feels poorly connected to Bay City’s core, lacks a cohesive character, and struggles to meet current community needs. Additionally, Bay City and Tillamook County as a region, strive to draw tourists by providing place-based experiences for travelers. Master planning was undertaken to evaluate potential uses and programming for Al Griffin Memorial Park and Campground and to develop a community driven vision for the site.

History

Bay City, Oregon is a small coastal town located in Tillamook County along the eastern shore of Tillamook Bay between Tillamook and Rockaway Beach. The City is bordered on the west by the Bay and east by the forested Oregon Coast Range. US Highway 101 and a railroad divide the city east/west.

The city was settled in the 19th century with an economy dependent on the fishing and timber industry. By the early 1900’s the City was bustling, touted by developers as “soon to be Oregon’s second metropolis” (The Bay City Comprehensive Plan). During the 1920’s, most of the wooden buildings making up the

downtown core burned down. A couple civic buildings, including the Methodist Church and Masonic Temple on 5th Street, and late 19th to early 20th century residences still remain, but most buildings are from the mid-20th century.

Bay City experiences significant seasonal variation. They receive over 90 inches of rain each year. Winters are wet, overcast and windy (locals comment the strong southwest winds blow precipitation sideways). The summer months are relatively comfortable, sunny and dry. The city is subject to tsunamis.

Al Griffin Memorial Park and Campground were built on a dredge spoil site when the city dredged the mouth of Patterson Creek. Betsie Griffin and a group of mothers built the first park.

Multiple planning initiatives in 2002, 2005 and 2009 have been undertaken and adopted by the City to create a vision for this cherished park and Bay City as a whole (See “Past & Relevant Planning Efforts” section). These have help secure funding for some park features including the Jim Cole Memorial Pavilion and Ken Downie Skate Park, both funded by Parks and Natural Resource Fund. Most recently in 2021, the Art Museum sponsored an Art Workshop in the park, painting an ocean themed mural on the masonry privacy wall along the South property line.

Process Overview

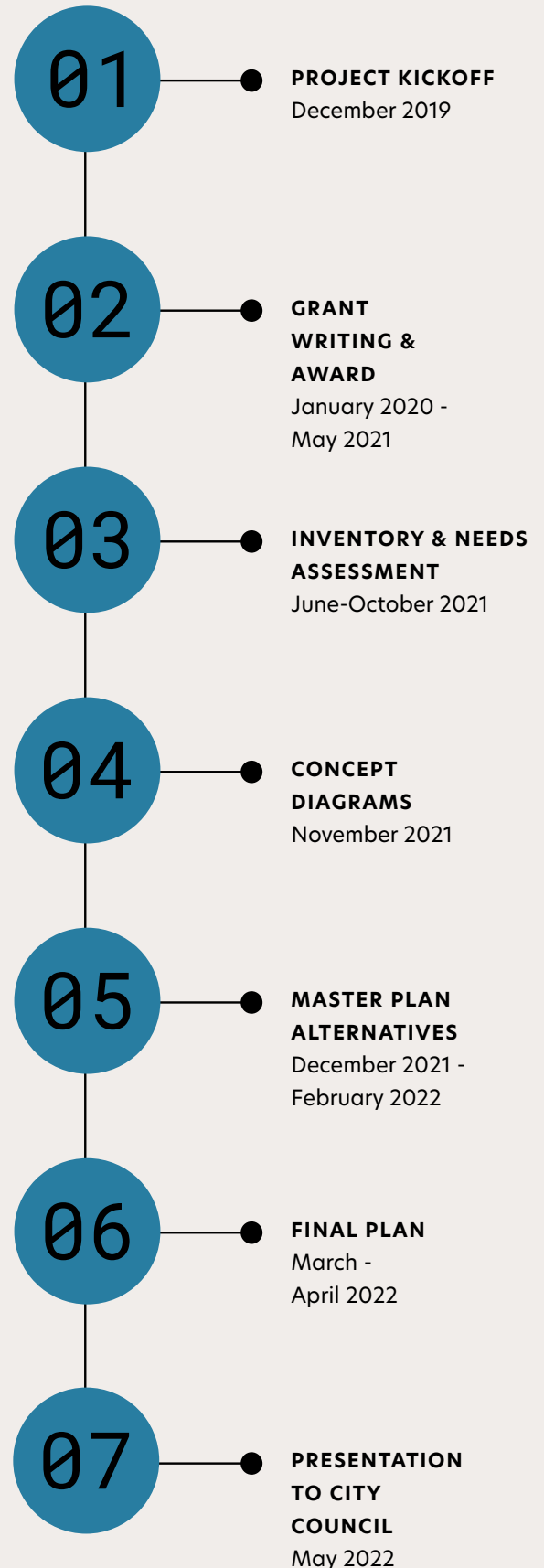
In the Fall of 2019, the City of Bay City retained Landscape Architectural firm, Shapiro Didway to lead grant writing and master planning efforts for Al Griffin Memorial Park and Campground. Successful application for a planning grant was made to the Local Government Grant Program (LGGP), a voter approved, State lottery funded grant program administrated by the Oregon Parks and Recreation Department (OPRD). COVID-19 delayed grant awards, but monies were finally allocated to the project in May 2021, kicking off master planning efforts.

Planning efforts began with inventorying existing site conditions. Extensive public outreach was performed during this phase to better understand existing park features and local and regional needs. Outreach efforts included (9) small group discussions, (2) community meeting and (1) online survey. Findings were summarized in a Needs Assessment and presented to the Public Works Committee along with three Concept Diagrams spatially arranging desired site features on the site. Based on comments received from 11 attendees, design options were refined into two master plan alternatives for both the park and campground. These alternatives, along with precedent imagery, were presented to the public in a second online survey and a third community meeting.

Final public comments were used to refine the design further and generate a final plan or Preferred Master Plan.

The Bay City Public Works Staff and Public Works Committee served as the primary stakeholder group that the consultant engaged with through the planning process. Staff was responsible for reviewing, providing feedback, and granting approval for all meetings and master planning materials. The Public Works Committee was engaged to review and comment on three (3) concept diagrams prior to issuance to the public.

Final recommendations of this master plan will be presented to City Council for final approval and adoption by Bay City.



Past & Related Planning Efforts

OREGON STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN (SCORP)

The Statewide Comprehensive Outdoor Recreation Plan (SCORP) is updated every five years and serves as a guide for public outdoor recreation for a given state. Oregon's 2019-2023 Statewide Comprehensive Outdoor Recreation Plan, entitled *Outdoor Recreation in Oregon: Responding to Demographic and Societal Change*, constitutes Oregon's basic five-year plan for outdoor recreation. The plan addresses five important demographic and societal changes facing outdoor recreation providers including:

1. An aging population;
2. An increasingly diverse population;
3. Lack of youth engagement in outdoor recreation;
4. An underserved low-income population; and
5. The health benefits of physical activity."

Proposed improvements for the park and campground are consistent with priorities outlined in Oregon's SCORP.



For example, this project will address statewide priorities identified in the Oregon Public Provider Survey by including plans and recommendations for community trail systems, restrooms, children's playgrounds and play areas built with manufactured structures, picnic areas and shelters for small visitor groups, and picnicking/day use and facilities, dirt/other soft surface walking trails and paths, more restrooms, children's playgrounds and play areas made of natural materials (logs, water, sand, boulders, hills, trees), and nature and wildlife viewing areas. It will also address statewide priorities identified in the Oregon Resident Survey including dirt/other soft surface walking trails and paths, more restrooms, children's playgrounds and play areas made of natural materials (logs, water, sand, boulders, hills, trees), and nature and wildlife viewing areas.

TILLAMOOK COUNTY TRANSPORTATION SYSTEM PLAN (NOVEMBER 2004)

Tillamook County Transportation System Plan is a 20-year plan adopted in November 2004 identifying priority projects within the County to help guide improvements to the county's transportation system. Proposed projects within Bay City are limited to improvements along U.S. 101 including curb and sidewalk additions at 5th Street (INT-37), addition of northbound and southbound turning lanes near Bay City between Bay City and Tillamook (SRD-25), roadway, sidewalk and parking improvements at 4th & 5th St. (CRD-7), improving sight distance issues and realigning Warren Ave. at 101 to be perpendicular to U.S. 101 (INT-26).

Though improvements related to Al Griffin Memorial Park and Campground are not specifically mentioned, the spirit of the plan's guidance should be considered. For example, improving connections within communities and enhancing pedestrian access to the numerous recreation features of Tillamook County; improving mobility/accessibility by providing new transportation options or connectivity for users such as pedestrians and bicyclists; promoting non-motorized use by creating an interconnected system of bicycle and/or

pedestrian facilities; enhancing or preserving environmentally significant or natural areas; enhancing pedestrian/bicyclist safety by installing designated crosswalks, bike lanes or widened shoulders where shared roadways are only feasible; and installing designated signage along roadways with significant bike traffic and bicycle parking at significant bike generators such as parks.

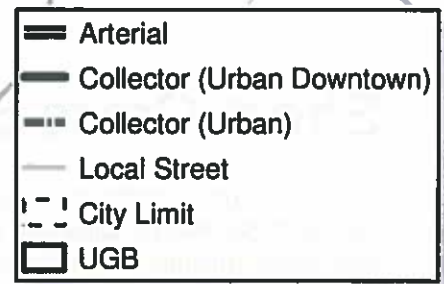
CITY OF BAY CITY TRANSPORTATION SYSTEM PLAN (2009)

The Bay City Transportation Plan was developed in 2009 and outlines Bay City's vision for transportation planning for the City and details transportation improvement projects. The plan incorporates refinements to the Downtown Transportation Plan, which was developed under a separate effort. Relevant to this project, the plan defines street types and details street cross-sections. All streets bounding the park/campground are categorized as local. The plan also acknowledges several safety concerns and deficiencies in current development such as:

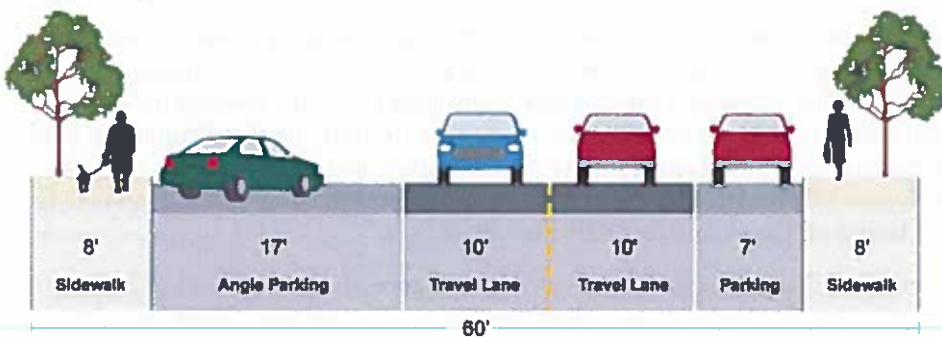
- Unsafe local streets intersections with US Highway 101, such as Hayes Oyster Drive.
- Bay City lacks a safe crossing of US Highway 101 and connectivity East to West
- Absence of development that address traffic calming
- Heavy reliance on vehicular transportation due to poor street connectivity

The plan makes several recommendations that were considered during this planning effort, including the following:

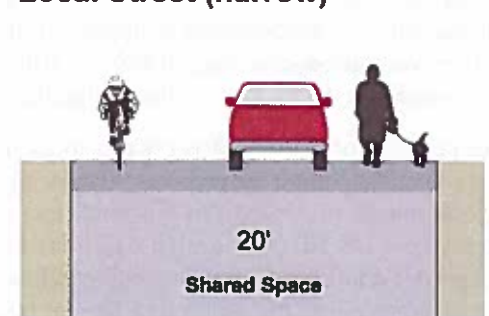
1. Pedestrian crossing of US Highway 101 at Hayes Oyster Drive: In writing the Bay City Transportation Plan, multiple methods of crossing US 101 were considered, including a signalized crossing, an overhead crossing, and landscaping and pavement delineation. Intersection design alternatives and a detailed discussion of grade-separated crossings vs. at-grade crossing treatments was included in Technical Memorandum #2 Transportation Alternatives. The preferred overhead crossing recommended as part of this plan was overhead, though this would admittedly result in extensive financial and land costs, as the on and off ramp would need to be lengthy to meet ADA guidelines.



Urban Downtown Collector 4th Street, A Street and B Street



Local Street (narrow)





CITY REPAIR MASTER PLAN GRAPHIC

2. Traffic Calming Features including:
 - Curb extensions at street intersections to shorten pedestrian crossing lengths and to create a narrower street profile
 - 4TH St. & A St. - Construct a speed hump with a marked walkway near the parking for the Park.
 - Install street trees where appropriate to provide visual interest and narrow the street's visual corridor. Unless on local street systems where larger native trees can be accommodated, non-native species are recommended.
 - Consider using chicanes which form an S-shaped street. This can be accomplished by establishing on-street parking on alternate sides of the street.
3. Short-term (bike rack) and long term (bicycle locker) bicycle parking.
4. Off-street trail along Patterson Creek
5. Bike and pedestrian facilities including development of walking and bike paths within the public right-of-way and creating a more walkable downtown

CITY REPAIR & BAY CITY VISION PLAN (2002)

This plan was completed in 2002 after Communitecture and City Repair teamed with The Bay City Arts Center and Bay City Council to develop a long-term vision for Bay City downtown core. Recommendations included a new public square at the current vacant lot bound by A St., B St., 4th St. and 5th St.; street enhancements including crosswalks, curb extensions, sidewalks, street trees and decorative pavements; improved parking opportunities including a variety of on-street parking configurations; street extension between 4th and 3rd street along the south side of Al Griffin Memorial Park; two U.S. Highway 101 crossing at

Hayes Oyster Drive and Warren Street; and an urban trail system throughout Bay City utilizing public right-of-way, publicly owned property and natural areas. Proposed park facilities included a covered skate park, surrounded by a bike track, a small youth center adjacent to the skate Park area which provided bathrooms, a shelter and a small refreshment area, fire pit for youth gathering, a gazebo, and a new entrance plaza for the park.

UNIVERSITY OF OREGON STUDENT WORK (2004)

In 2004, Bay City teamed with University of Oregon students to envision improvements to Al Griffin Memorial Park and Campground. In the park, students recommended reducing the footprint of the existing sports court to open up the park to downtown. Emphasis was placed on creating a community space for youth, as K-12 students are bused out of town to school and many recreate outside of Bay City. Campground developments included accommodations for group bicyclists, a group fire pit, picnic and BBQ areas, naturalized plantings throughout the site and along Patterson Creek.

BAY CITY PARKS, RECREATION AND COMMUNITY CENTER MASTER PLAN (REVISED 2005)

Bay City Parks, Recreation And Community Center Master Plan originally written February 2000 was revised and adopted March 2005. One of the plans primary objectives was to serve as a basis for planning and development of parks and recreational facilities and programs. Recommendations for Al Griffin Memorial Park development included:

1. Maintenance
2. Safety issues and increased accessibility for people with disabilities

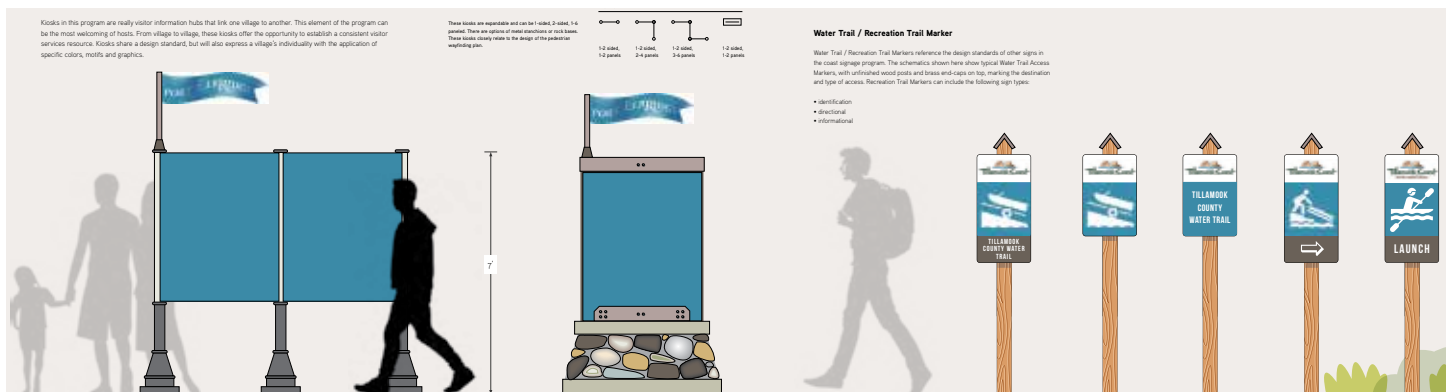
3. Phasing out RV camp sites and creek-side primitive camp spots, and develop primitive camp spots between Trade Street and park road.
4. Develop off-street parking areas on streets adjacent to park.
5. Define and create spaces with appropriate planting to suppress noise
6. BMX track area
7. Develop Ken Downie Memorial Trail system connecting Al Griffin Memorial Park and King Tree Park with accessible paths within Al Griffin Memorial Park
8. Picnic area or areas
9. Add new Bridge at east end of park
10. Upgrade bathrooms
11. Redesign existing tennis/basketball court to create a park entrance alongside an East-West oriented covered multi-use court to support tennis, basketball, handball and other sports

TILLAMOOK COAST WAYFINDING MASTER PLAN (2018)

In 2018 Visit Tillamook Coast completed the Visit Tillamook Coast Wayfinding Master Plan, intended to improve wayfinding across Tillamook County and create a better visitor experience. Visit Tillamook Coast will lead a community-based planning process to help Bay City develop a wayfinding system that is unique to Bay City, while providing a unified visual experience that the visitor will recognize and appreciate as the Tillamook Coast. Bay City can get involved with the program by contacting Nan Devlin, at the Visit Tillamook Coast office via phone at 503-842-2672 or email at nan@tillamookcoast.com. A summary of how the process works is outlined on their website and detailed below:

1. Visit Tillamook Coast will hold a community meeting to talk about what wayfinding is, and get input from community members about what signage is needed and desired. The wayfinding team will facilitate this meeting, asking questions about community culture, stewardship,

2. The wayfinding team develops a set of notes to distribute to community members to determine if all information has been collected correctly. Feedback is welcome.
3. A community wayfinding subcommittee is formed that will work with the signage designers to create a complete signage plan. The subcommittee will provide feedback on design and if any additional signage is needed. Feedback will be incorporated into a revised plan.
4. Once the subcommittee approves the plan, Visit Tillamook Coast presents to the community's city council, or in the case of an unincorporated area, the Board of County Commissioners for official approval of the plan.
5. Once approved, the wayfinding design team creates design-intent drawings used to develop a request for proposal (RFP) from sign fabricators. In some cases, if the wayfinding is very extensive, or funding isn't available at that time for the entire plan, the subcommittee can develop Phase I and Phase II processes for signage.
6. Visit Tillamook Coast works with Oregon Department of Transportation, the cities and county for approvals and permits where needed.
7. The RFP is published and proposals accepted, then reviewed by Visit Tillamook Coast and the wayfinding team. Proposals are evaluated on thoroughness and accuracy of the proposal, experience fabricating and installing quality signage, and ability to meet a reasonable schedule.
8. The selected fabricator conducts a site visit with Visit Tillamook Coast, the wayfinding team and local leaders, such as the city or public works manager, to review any issues for installation, placement of sign, etc.
9. The fabricator provides fabrication and design drawings for approval to the wayfinding team.



- Signs are fabricated and installed. A press release is distributed about the project.

PATTERSON CREEK CULVERT REPLACEMENT

This effort began in the Fall of 2014 and is still underway. Documentation describes existing in-stream conditions and identifies potential actions to improve conditions within the Patterson Creek project area. The project recommends the removal of eight existing culverts, including the 4th Street culvert located at the east side of the Campground. It also identifies an existing 10 inch diameter sewer mainline crossing the creek downstream from Al Griffin Memorial Park in the wetland area west of the park and recommends it be embedded below the stream bed and/or rerouted. Bay City plans to perform the sewer mainline relocation in 2022.

Current in-stream conditions within the park limits are characterized by:

- Low-gradient channel (1-2 percent) bounded by a mix of low terraces and somewhat high terraces and gentle hill slopes;
- Floodplain connectivity is fair but the floodplain is predominately manicured turf area
- Fair spawning gravels though siltation appears to be a problem
- Bank erosion is variable (some areas are gently sloping and vegetated while others are steeply eroding)

4TH STREET CULVERT



SEWER MAINLINE IN PATTERSON CREEK

- No side channel development
- One apparent storm drain culvert confluences with the creek
- Riparian vegetation is dominated by turf grass and lacks the diversity and structure of healthy riparian environments (a few large senescent alders are scattered).
- There are no in-stream large wood and little opportunity for large wood recruitment. A few large chunks of concrete appear to be functioning as de facto boulders in that they are providing some much-needed instream structure.
- Recommendations for instream habitat enhancement within the park limits include:
- Remove 4th Street Culvert
- Create an off-channel habitat complex with limited excavation to increase water depth, installation of large woody debris and wetland and riparian vegetation plantings.
- Restore the stream meander belt width to make allowances for natural lateral channel adjustments.
- Do not mow to the water's edge. Consider a split rail fence or other feature to define a "no mow" boundary
- Correct bank erosion problems (bioengineering solutions or streamside plantings)
- If an in-stream grade control structure is needed with the removal of the culvert, it should be designed to be "multi-purpose," in that it should assure long-term fish passage, create fish habitat and incorporate natural materials to the extent possible

CITY OF BAY CITY COMPREHENSIVE PLAN

The City of Bay City Comprehensive Plan was enacted September 1978 and contains amendments through June 9, 2015. Some plan goals and policies that affect park and campground improvements include:

1. Development that is compatible with environmental and supportive of natural resources (Goal IV & Goal VII)
2. Provide recreational opportunities for townspeople and visitors, with a focus on young people as an incentive to live in the community (Goal VI)
3. Protection and maintenance of natural drainage ways, storm retention and water quality enhancements (Storm drainage policies)
4. Use of unimproved street right-of-ways for bicycle and walking paths or trails (Street policies)
5. Creating a walkable central commercial area (Land Use Category - Town Center)
6. Maintaining control of the appearance of buildings (Land Use Category - Town Center)
7. Encouraging the preservation, maintenance or enhancement of fish and wildlife habitat (for example establishment of protective stream corridors, reducing sedimentation, proper maintenance of existing riparian vegetation and planting of additional vegetation, etc.

BAY CITY STORM WATER MASTER PLAN (2003)

This master plan addresses a number of items that are relevant to Al Griffin Memorial Park and Campground. These include best management practices, stream channel and bank restoration (p. 28), ditch repair and maintenance (p. 27). The plan identifies naturally occurring wetland in downstream stretches of Patterson Creek and encourages their preservation and expansion; it also notes these wetlands are already classified as non-development areas by State and City regulations.

The plan identifies five common conditions at culverts that create migration barriers and loss of fish habitat. These include: excessive drop at culvert outlets, high velocity within culvert barrel, inadequate depth of flow within culvert barrel and debris and sediment accumulation at culvert inlet or internally. These conditions should be avoided when placing culverts for this project.

Recommends stormwater practices including roadside & perimeter vegetated swales.

OTHER RESOURCES

1. Tillamook Bay Heritage Route <https://www.tillamook-bayheritageroute.org/>
2. Oregon Coast Trail Foundation <https://www.oregon-coasttrail.org/take-action>
3. Trailkeepers of Oregon <https://www.trailkeepersoforegon.org/events/>
4. Oregon Coast Public Art Trail <https://visittheoregon-coast.com/oregon-coast-public-art-trail/>
5. Tillamook Bay Heritage Route www.tillamookbayheritageroute.org
6. Tillamook Coast Wayfinding program: <https://tillamook-coast.com/wayfinding>
7. Salmonberry Trail Plan



03

Community Engagement

A community-driven design process was used to create this master plan. Bay City community members, regional representatives, key stakeholders, experts and agency representatives had an opportunity to give input on priorities and the design of their future park and campground. A summary of outreach methods included the following. Complete meeting summaries and survey results can be found in the Appendix.

INTERVIEWS

Opportunities for one-on-one conversations with park users were encouraged when visiting the park during outreach events and site visits. Community leaders identified during the planning process were also engaged in one-on-one or small group meetings (see below).

SMALL GROUP MEETINGS

Nine (9) small group meetings were organized to help understand current function and needs for the park, to gain a regional perspective on the project and to explore partnerships opportunities. Participants included representatives from the Bay City Oyster Club, Public Works Department, City Council members, Neah-Kah-Nie School District, North County Recreation District, ODOT, Visit Tillamook Coast, citizens of Bay City, Tillamook Estuaries Partnership, Tillamook Bay Watershed Council, Oregon

Coast Visitors Association, Tillamook County Chamber of Commerce, Tillamook County Pioneer Museum, Tillamook County Community Development and others.

COMMUNITY MEETINGS

Three (3) community meetings were hosted for this project. The first was held in December 2019 to kick off the project. 13 community members attended and collaborated to identify areas on the site in need of improvements and new desired amenities. This information was used in the grant writing effort.

Due to delays in funding as a result of COVID-19 pandemic the second community meeting was not hosted until September 2021. This meeting was formatted as an open house onsite and was organized to confirm community needs and gather community feedback on existing park/campground concerns and desired improvements. The event was attended by 20 adults and children. People participated by completing Public Survey No. 1, chatting with facilitators and reviewing a series of displays including a site map, existing conditions photos and concept imagery where they placed dots next to features they liked. The flexible meeting



MEETING POSTING IN PARK

format allowed the facilitators to engage one-on-one with participants and to also approached park users to gather their input.

The final community meeting was held in February 2022. The purpose of this meeting was to allow participants to view and select their preferred Master Plan alternative and park and campground features. 24 people participated by completing Public Survey No. 2, chatting with facilitators and reviewing two master plan alternatives for the park and campground, precedent imagery and proposed off site improvements including a trail network and right-of-way improvements. Facilitators were available at each display to answer questions. Graphics were also put on display at City Hall for those who were unable to attend the event.

PUBLIC WORKS COMMITTEE MEETING

The Public Works Committee was engaged to review and comment on three site concept diagram alternatives and precedent imagery prior to issuance to the public.

PARK WALKS

The consultant team met with City Staff, representatives with Art Museum and the consultant team on three occasions to tour the park and campground allowing participants to point out site opportunities and constraints and identify park uses and needs.

ONLINE SURVEY

Two online surveys were issued to gather public feedback. Paper copies were also made available at City Hall and distributed to community members where technology was a barrier.

Public Survey No. 1 (59 Respondents)

Used to identify community needs, assess current park conditions/uses, and begin developing ideas for a new park design.

Public Survey No. 2 (114 Respondents)

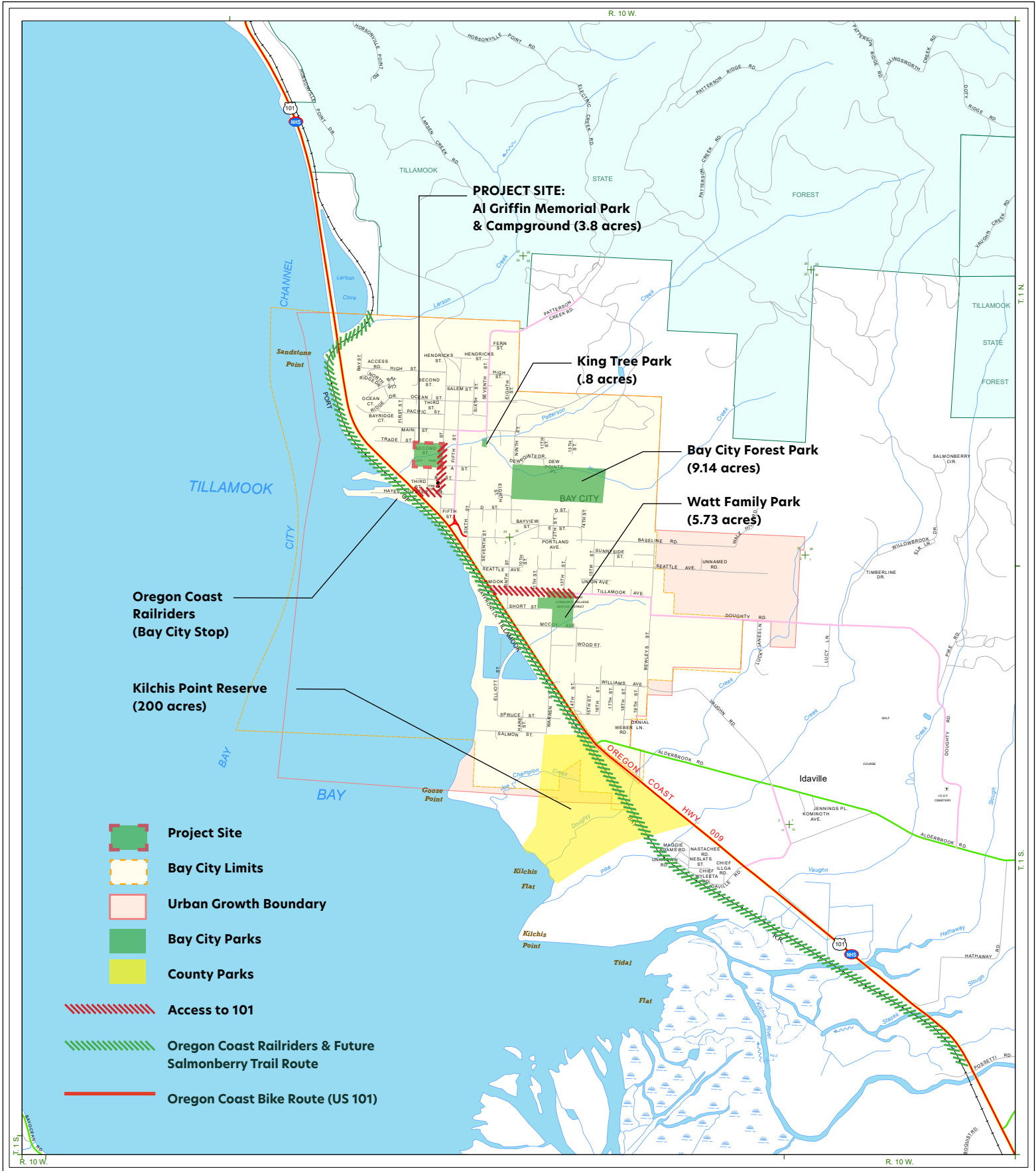
The survey walked participants through proposed off-site and right-of-way improvements and two different park and campground redesign alternatives. Design and concept imagery were presented first, followed by a series of questions to select preferred design and park and campground features. People were asked to select their preferred design and amenities, first for the park, then for the campground. This feedback, combined with input from social media postings and a Community Meeting #3 were used to create a final Preferred Master Plan for Al Griffin Memorial Park & Campground.

PROJECT PROMOTION

Promotion for community meetings and online surveys was performed by Discover Bay City Facebook Page and Bay City web postings, personal contact with community leaders, distribution of project flyers, signage postings at the park and advertising in the Fence Post and local radio station 92.9. Additional contact was made by email, phone calls and text messages to those who have shared their contact information during previous project phases.



CITY FACEBOOK POSTING



<p>FUNCTIONAL CLASSIFICATION</p> <p>STATE HIGHWAY JURISDICTION</p> <p>OTHER JURISDICTION</p> <p>INTERSTATE</p> <p>PRINCIPAL ARTERIAL</p> <p>MINOR ARTERIAL</p> <p>URBAN COLLECTOR/RURAL MAJOR COLLECTOR</p> <p>MINOR COLLECTOR</p> <p>LOCAL ROAD</p> <p>INTERSTATE - US ROUTE - ORE ROUTE</p> <p>NATIONAL HIGHWAY SYSTEM ROUTE</p> <p>CITY LIMIT</p> <p>URBAN GROWTH BOUNDARY</p> <p>RAILROAD - AMTRAK PASSENGER STATION</p> <p>GRAVEL PIT - QUARRY - ODOT STOCKPILE</p> <p>ODOT MAINTENANCE STATION</p>	<p>LEGEND</p> <p>FOR FURTHER FUNCTIONAL CLASSIFICATION INFORMATION, CONTACT ODOT REGION OFFICE</p> <p>CEMETERY</p> <p>PUBLIC BUILDING</p> <p>COURTHOUSE</p> <p>HOSPITAL</p> <p>CITY HALL</p> <p>ARMORY</p> <p>POST OFFICE</p> <p>SCHOOL</p> <p>LIBRARY</p> <p>SAFETY REST AREA</p> <p>WEIGH STATION</p> <p>PARK & RIDE LOCATION</p> <p>INTERCITY - CITY TRANSIT</p> <p>COMMERCIAL - GENERAL AVIATION</p> <p>PORT FACILITY</p>	<p>Published by</p> <p>NORTH</p> <p>ODOT GIS</p> <p>PREPARED DIGITALLY BY THE OREGON DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION</p> <p>SCALE</p> <p>0 700 1,400 2,800 Feet</p> <p>0 200 400 800 Meters</p>	<p>BAY CITY POPULATION 1,290</p> <p>T. 1 S. - T. 1 N. R. 10 W. W.M.</p> <p>This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.</p>	<p>OREGON TRANSPORTATION MAP</p> <p>Showing Federal Functional Classification of Roads</p> <p>City of</p> <p>BAY CITY</p> <p>TILLAMOOK COUNTY 2011 Edition</p> <p>AVAILABLE TRANSPORTATION SERVICES SHOWN WITH YELLOW BACKGROUND</p> <p>PARK & RIDE INTERBUS AMTRAK</p> <p>PORT AIRPORT COMM AIR</p>
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Copies Available from the Oregon Department of Transportation, Geographic Information Services Unit, Mill Creek Office Building, 555 13th St. NE, Salem, Oregon 97301, (503) 986-3154, <http://www.oregon.gov/ODOT/ITD/ITD3A/igis/odotmaps.htm>
 Population numbers are based on current Oregon Population Report, College of Urban and Public Affairs, Portland State University, <http://psu.edu/urp/>

Inventory & Existing Conditions

EXISTING BAY CITY PARK SYSTEM & OTHER RECREATIONAL OPPORTUNITIES

Watt Family Park is a 5.73-acre park that consists of grassy and vegetated plateau's connected by gentle grassy slopes and features scenic views of the Pacific Ocean, Tillamook Bay, and Bay Ocean Spit. Existing site amenities include a 1.8-acre sports field, a 0.75-acre parking lot and new bathroom facilities, water fountain, and picnic tables constructed in 2016.

Bay City Forest Park is 9.14-acre undeveloped forest land along Jacoby Creek, with no additional amenities.

King Tree Park is a .8-acre undeveloped forest land with no additional amenities.

Kilchis Nature Reserve is not a city-owned park but resides within Bay City limits. It is a large 200-acre dog-friendly nature reserve owned and operated by the Tillamook County Pioneer Museum. The site is predominately used for wildlife viewing and walking paths. The site also features an interpretive kiosk and picnic area.

Bay Access is very limited. Highway 101 creates a major barrier with highway speeds of 45 mph the length of Bay City. A boat launch is located off the jetty, but is only usable during high tide and needs dredging. During the public input phase, mention was made of this area being an archaeological sensitive area. People also fish off the jetty, but a flat walkway is needed for better access. Tillamook Estuary Partnership is looking at the feasibility of Bay City for an education center with estuary laboratory & offices, with the potential to demolish the blue building and turn the site into kayak/outdoor recreation park.

The Oregon Coast Bike Route (OCBR) is on Highway 101 the length of Bay City. No dedicated bike lanes are present, requiring cyclists to share the roadway with other vehicular traffic using a narrow shoulder. The route extends the length of Oregon's Coast and due to prevailing coastal winds, is generally traveled from North to South. Bicyclists stopping over in the Campground are generally traveling in groups of 1-4; larger groups have prior plans at larger campground facilities.

Oregon Coast Railriders, located on the West side of 101, is an attraction offering guided rail rides using a pedal-powered railroad quadricycle and provides a unique way to experience Oregon's coastal landscape. Ownership changed hands during COVID, but it is believed the attraction will continue to operate out of Bay City.



WATT FAMILY PARK - BALL FIELDS



KILCHIS POINT RESERVE - SIGN



OREGON COAST BIKE ROUTE (HWY 101)



OREGON COAST RAILRIDERS



Existing Conditions

Al Griffin Memorial Park and Campground are centrally located within Bay City's downtown core but lack a strong visual and physical connection. The park fronts on 4th St. and can be accessed from U.S. Highway 101 off of Hayes Oyster Drive, turning on to 3rd Street or 4th Street. There are no views to the ocean from the site, but Bay access is easily within walking distance. However, U.S. Highway 101 poses a significant barrier to the bay and other recreational destinations such as the Oregon Coast Railriders, Oregon Coast Bike Route and future Salmonberry Trail.

PUBLIC COMMENTS & CONCERNS:

- Boat ramp is archaeological site, cannot dredge.

SITE DESCRIPTION

Al Griffin Memorial Park and Campground is a 3.8 acre public park located in Bay City, Oregon. It is home to Patterson creek, RV and tent camp sites, play areas, a basketball/tennis court, picnic shelter, bathroom facilities and a skate park. Patterson creek, a fish bearing waterway, flows diagonally east to west through the property and provides an opportunity for wildlife viewing. The park is elevated above and positioned to the south side of Patterson Creek; the campground is located to the North. The park and campground are connected by a pedestrian crossing over the creek. Sollman Lane services the RV and tent campsites. Sites are dispersed over a flat, grassy area. The campground also features minor pathway connections and seating oriented to the creek. Main facility parking is located by the restrooms at Al Griffin Memorial Park along 4th Street. Major residential neighborhoods sit to the north and east of the site; a small pocket of houses sit in the block immediately south of the park.

OWNERSHIP

Significant public owned property and undeveloped roadways lie adjacent to the site. North of Trade Avenue are two large city-owned wooded lots mostly covered with wetland area. Though desirable, public access does not extend through to Main Street. Two street right-of-ways flank the west and south sides of the park, with additional city/county owned property beyond. The presence of wetlands and floodplains makes it unlikely that these properties will be developed.

WETLANDS & WATERWAYS

Oregon Department of State Lands commented that NWI/LWI/NHD identifies wetlands and waterways on the property, on the western portion of the Park. Work within these areas are subject to state and federal guidelines (see recommendations). Wetland areas are generally wooded. Currently, a network of

foot paths navigate through wetland area to the southwest of the park. The water table in the campground is high at 10" below the surface.

STREET FRONTAGE & RIGHT-OF-WAY

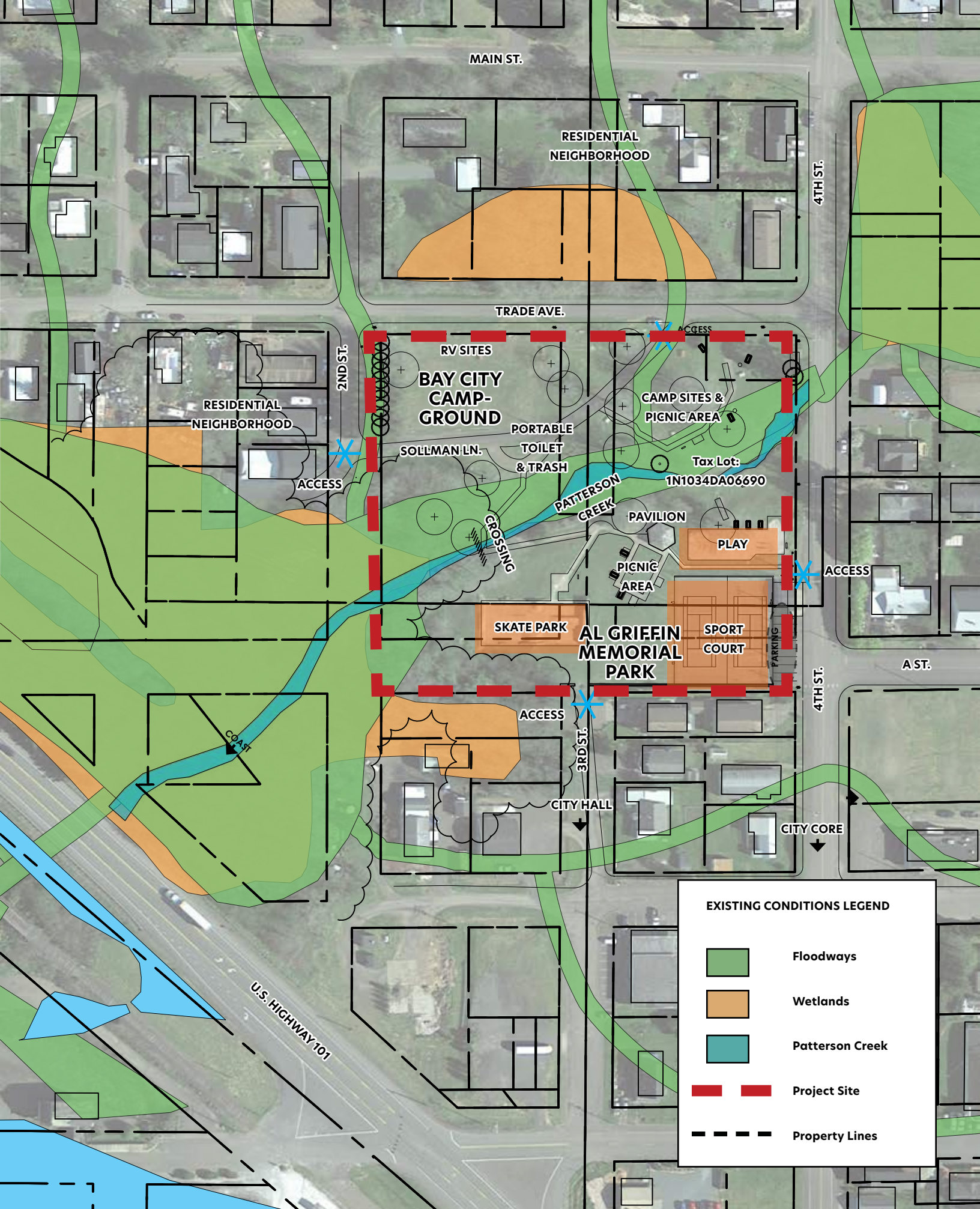
The site is bound on three sides by streets. Trade Avenue (north), 2nd avenue (West) and 4th Avenue (east). All are categorized as local streets in the 2009 transportation plan. Overhead electrical utility lines extend the length of 4th Street and Trade Avenue.






Over 54% of people surveyed walk to the park. People traveling by foot, primarily walk on the roadway, as there are no public sidewalks fronting the park. A marked crosswalk across 4th Street occurs at A Street.

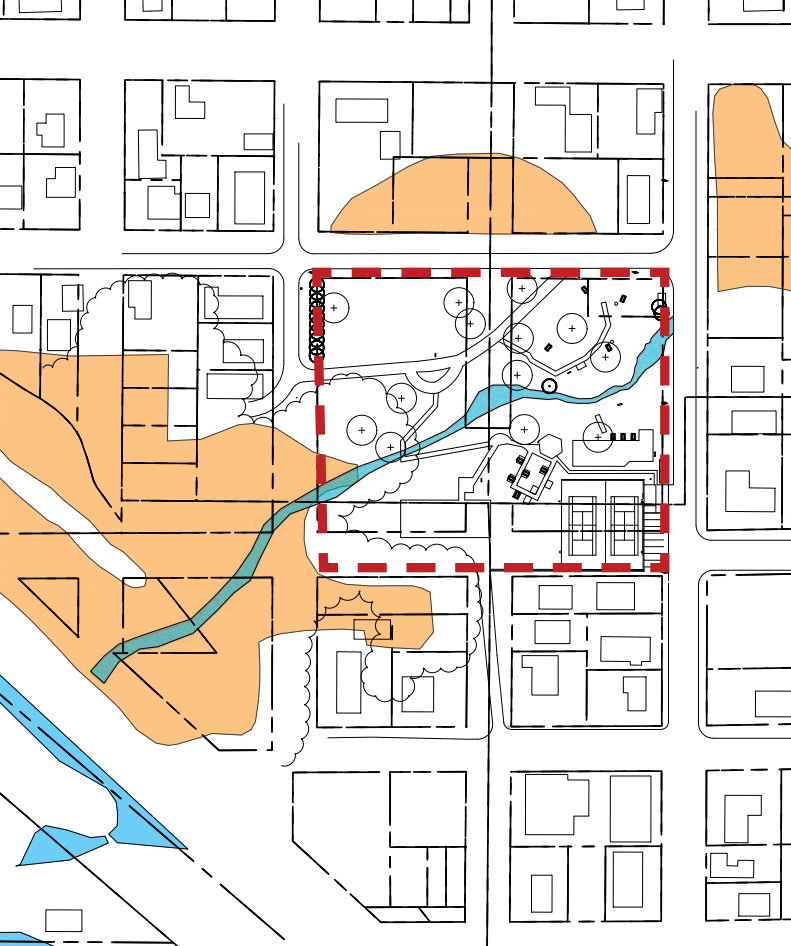
A Street ends at 4th Street, though the street right-of-way extends along the south side of the park. The existing privacy wall and south end of the sports court are located within the right of way. A narrow green space, within the right-of-way, exists to the south of the sound wall; the residential homes and wall limit sightlines to the space.

SITE CIRCULATION & ACCESS

There are three access points to the park. An eastern, main entrance from 4th Street occurs at a narrow sidewalk north of the tennis courts. This access is pedestrian only and



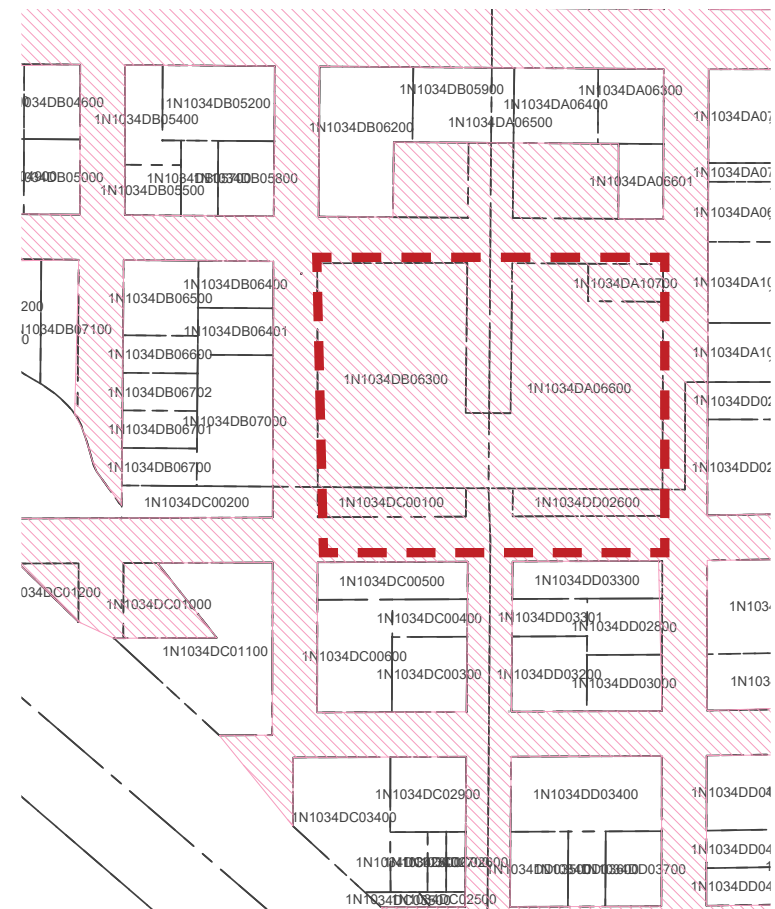
EXISTING CONDITIONS LEGEND	
	Floodways
	Wetlands
	Patterson Creek
	Project Site
	Property Lines



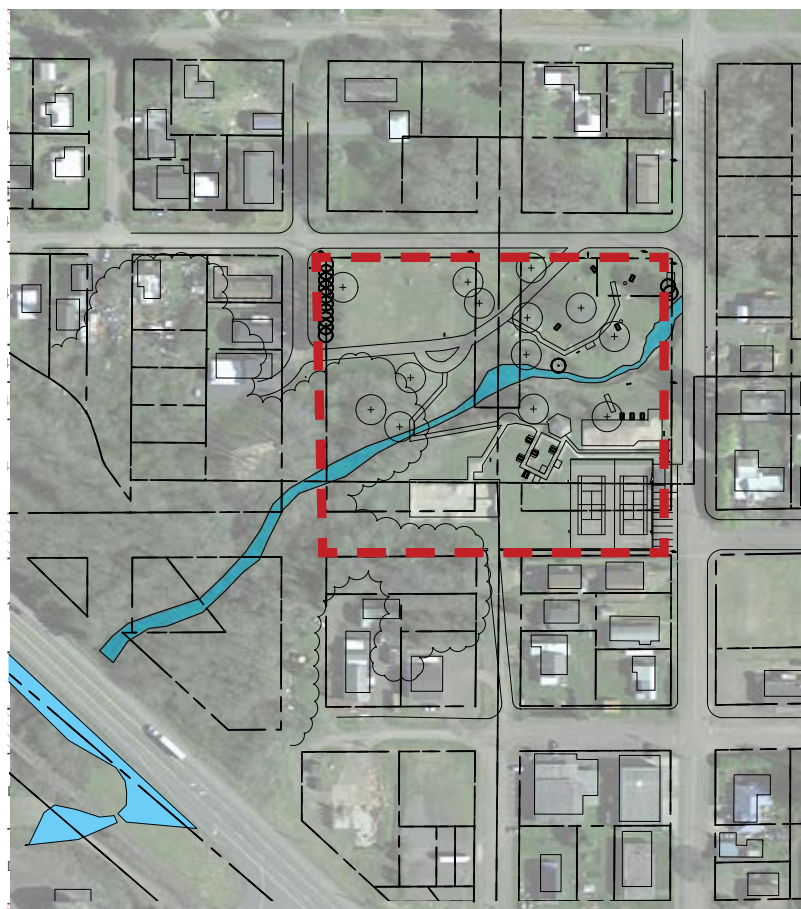
WETLANDS



FLOODWAYS



CITY/COUNTY OWNERSHIP



SITE AERIAL

awkwardly zigzags, feeling very narrow and restricted by the restrooms and sports court; it lacks visual appeal and prominence. A second access occurs where 3rd Street dead-ends into the south side of the site at a break in the privacy wall. Vehicular access for maintenance and vendor occurs here. This access is limited by grade and width, which prohibits larger vehicles. A third access connects the park and campground over Patterson Creek with a small pedestrian bridge.

The Campground is accessed from Trade Avenue by RV's and from Sollman Lane, an internal roadway, servicing tent camping distributed throughout the site. There are two walkway connections, one connecting Sollman Lane to the bridge crossing Patterson Creek and the other looping off Sollman Road and dead-ending into a lawn area before reaching Trade Ave.

Generally walkways on the site are concrete, measuring less than 5 feet wide. Paving is in disrepair, with cracking and uneven surfaces. The paved walkway connecting the park and campground was built with accessible slopes.

PARKING

Parking for the campground is located at each of the tent or RV campsites. Paved and striped parking along 4th Street is located in front of the sports court, and restrooms. Asphalt paving is cracking, paint fading and guardrail rusting. Gravel parking adjacent to the play area is delineated by wood bollards and chains. The generous section of concrete paving in front of the restrooms is often used for temporary parking and quick use of the restroom facilities.

CAMPGROUND

This family friendly campground is bound by 2nd Street (West), 3rd Street (East), Trade Avenue (North) and Patterson Creek (South). Four (4) R.V. sites with water, sewer and electrical hookups are accessed from Trade Avenue. Sollman Lane



PARKING, RESTROOM & TENNIS/BASKETBALL COURT

services 8 tent sites dispersed between the roadway and creek. Each tent site has a fire ring and picnic table. The campground has been closed during COVID but generally operates May through September. It is pet friendly and features amenities including a port-a-potty (removed during COVID-19), dumpster, campground rules and benches overlooking Patterson creek. There is a large open green space between the RV parking and Sollman road, that has been used for gatherings and child and pet play while not in operation. The campground also provides scenic views to Patterson Creek. While in operation, the campground is commonly used by fisherman, bicyclists traveling in groups of 1-4 people, tourists recreating at the coast and by extended family members of Bay City residents. Concern during public outreach included the presence of transient camping/sleeping, drug use and limited opportunity for community use while in operation (see maintenance and safety section for more information). The campground also has a high water table, limiting use during the winter.

PUBLIC COMMENTS & CONCERNS:

- Cannot use the campground for community use when in operation
- Used by fishermen, bicyclists (1-4 people), spring breakers
- Campground is family friendly and acts like “an extra bedroom” for residents (Bay City does not have a hotel)
- Trade and Main are dead end streets with no through traffic; consider pull in/out off of Trade (vs. loop into site)

PATTERSON CREEK & FISH HABITAT

Patterson Creek traverses diagonally across the site separating the Park and Campground. The creek enters the site through a large culvert under 4th Street and flows East to



PATTERSON CREEK



TOP: SECONDARY ACCESS @ 3RD STREET / BOTTOM: MAIN ACCESS @ 4TH STREET



PATTERSON CREEK CROSSING

West toward the Bay. This culvert will be removed with the Patterson Creek Fish Passage Project currently underway by the City. Bank erosion has occurred along two outside creek bends. Significant bank erosion, delineated by construction fencing near the existing creek crossing, has created a hazard of falling in the water. The creek is also tidally influenced and floods annually.

Patterson creek is a fish bearing stream. Juvenile fish have also been observed wintering in the ditches that line the East side of 2nd Avenue (park side) and north side Trade Avenue. Fish habitat is limited due to the lack of vegetated buffer to the Creek. In many instances lawn extends to the waters edge.

A culvert extends diagonally through the site connecting the Trade Avenue ditch and Patterson Creek. It is unclear if the culvert is large enough or shallowly sloped enough to allow passage of fish. The culvert function and viability of plugging/removing should be explored to improve fish habitat.

Historically the creek has been used for salmon releases, a program run by the Library.

PUBLIC COMMENTS & CONCERNS:

- Hazard of falling in Patterson Creek; needs a barrier at streambank edge (i.e. Natural logs)

PLAY OPPORTUNITIES

The existing play structures were assessed for safety and function. The structures include six swings, a climber, a teeter totter and hill slide. They are all original and have met life expectancy. They provide little play opportunity, especially for younger children and have broken components. All should be

replaced but the hill slide, which is beloved and protected by the community. Measures should be taken to improve the steps up the bank and improve the safety at the slide exit where fall heights are excessive and fall protection is limited. The existing play surfacing is bark chips. Mulch is contained by a rubber curb with ramp. This material is not accessible and susceptible to displacement, especially under the swings where dragging feet have created pits that become muddy in wet weather coastal conditions. Horse mats under the swings could be used as a temporary measure to improve function.



HILL SLIDE



PLAY STRUCTURES

PUBLIC COMMENTS & CONCERNS:

- Play equipment is outdated, not engaging and unsafe
- Teeter Totter and Big slide at slope is beloved
- Need more wood chips at slide and play areas
- No play equipment for younger children
- Slide is too steep and goes down to creek. During winter months creek is very high

RESTROOM

A small restroom building with two unisex, lockable stalls, a wall mounted drinking fountain and painted mural are located at the parks main east entrance. A small utility room is located on the back side of the building. The building presents some accessibility issues due to surrounding pavement grades and grade transitions. The facility needs to be refreshed, but preferably replaced.

SPORTS COURT

The existing asphalt sports court is bound on the North, South and West by fencing/wall and is striped with two tennis courts, oriented North-South. Two basketball hoops bookend the eastern-most court and are used primarily for shooting hoops vs. competitive games. Basketball hoops assemblies are crooked and not securely anchored; replacement/upgrades are needed. Four (4) flood lights provide lighting to the court. Court surfacing was recently renovated but still experiencing draining issue/ standing water, possibly due to settlement from a spring that is roughly centered on the court.



RESTROOM

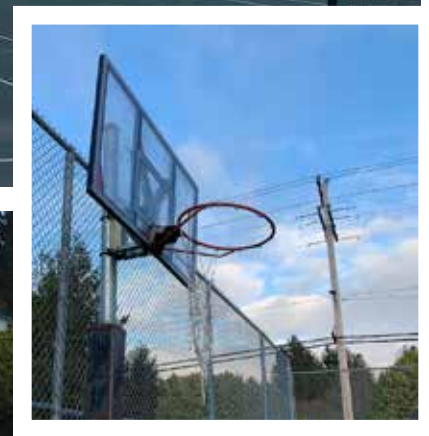
PUBLIC COMMENTS & CONCERNS:

- There is a spring under the tennis courts. Spring is location between two sports courts, roughly the center of the court
- Limited use for tennis, see more use for roller skating & hockey
- Basketball hoop assembly is always broken

BLOCK WALL

A masonry privacy wall with chain link fence topper is located along the south side of the park adjoining residential homes. A new painted mural extends the length of the sports court and is a feature that community is proud of. Plans are to extend the mural the rest of the wall.

A break in the wall occurs where 3rd Street dead-ends into the site. A short section of wall continues to the west



MURAL & SPORTS COURTS

and appears to serve little function other than to hang a chain to restrict vehicular access. This narrow opening, coupled with grades, limits vehicular access.

COMMON AREAS/GATHERING AREAS

The Jim Cole Memorial Pavilion is used for small gatherings such as graduations, weddings and reunions. The small pavilion is octagon shaped, timber constructed, with cedar shake shingles, wood roof decking and rests on a cracking concrete slab. The structure features a donation plaque and three (3) picnic tables.

The existing sports court is used for events such as the Pearl & Oyster Music Festival (see Events & Programming Accommodations). During the pandemic when the campground was not in use, the large field area was used for larger gatherings and play.

SITE FURNISHINGS

Site furnishings include picnic tables in and around the gazebo, (2) picnic tables between the play area and creek, benches generally placed for views to the creek and play area, trash receptacle and pet waste receptacles in the park and campground. The grouping of fixed picnic table near the small pavilion are strongly disliked, and considered uncomfortable and in the way. They also restrict vehicular movements on the site, making event planning and setup difficult.

No grill/BBQs are found within the park. Generally park furnishings have aged and should be replaced. Plastic trash receptacles are not fixed in place and do not have latching lids.

EVENTS & PROGRAMMING ACCOMMODATIONS

The existing sports court are used for larger events. A large tent purchased by the City is set up at the North end of the court. Vendors use the 3rd Street access to bring equipment on site. During events like the Pearl Festival, 4th Street is closed and the vacant lot opposite the Park is used for vendor setup and event programming.

SITE FURNISHINGS



PICNIC AREA & PAVILION

WAYFINDING & SIGNAGE



The existing gazebo has electrical outlets and is lit seasonally with lights. Supporting infrastructure such as access to water and electrical is limited. Currently the restroom provide power and water for events.

WAYFINDING & SIGNAGE

Park and campground signage is eclectic and lack a cohesive character. Signs include the following:

- A timber sign cut from a log identifying "Bay City Park" (w/ donation plaque)
- Regulation signage at the Skate Park and campground
- "Ken's Place" sign identifying the skate Park
- "Al Griffin Memorial Park" sign in campground with board for camping fees, fee box and brochure box
- "Bay City Campground" wooden signs Trade Ave. & 4th St. and Trade Ave. & 2nd St.
- Sollman Lane road sign
- Masonry monument sign for "Al Griffin Memorial Park, est. 1917-1998" at Trade Ave & 4th

PUBLIC COMMENTS & CONCERNS:

- Preserve/repair Ken's Place and Timber "Bay City" Sign

MAINTENANCE & SITE SAFETY

Use and coastal climate, coupled with deferred maintenance, has fatigued many park features. Park users expressed a desire to improve regular maintenance of the restrooms and upkeeps of broken site features such as the basketball hoop assemblies and water fountain.

Safety was also a concern expressed during public outreach and includes nuisance behavior, the presence of transient camping/sleeping and drug use on the site. Obstructed views due to grades, vegetation, fencing, privacy wall, etc. create increased opportunities for undesirable park use. Policing by park neighbors has helped to mitigate some unruly conduct, but increased monitoring, enforcement of park rules and visibility improvements are needed.

PUBLIC COMMENTS & CONCERNS:

- Grade disrupts sight lines and causes issues with events.
- Lighting, hedge row of trees, site grades, sound wall, etc. all block views to the park
- Transient camping/sleeping in park and campground
- Campground feels unsafe and brings homeless and drug use

ESTABLISHED PATTERN OF USES

The following park uses are based on observations from the consultant team and community feedback:

- Walking & exercise
- Dog walking & potty breaks
- Access to nature
- Many parents and grandparents, in daycare come to the park with children and strollers;

- Many children ride their bikes in the park
- Skate Park is used for rollerskating, kids on bikes
- Children play in the Creek, throwing rocks & twigs
- Gazebo used to charge phones

VEGETATION

Site vegetation is limited within the park. The bank between the park and Patterson Creek has a number of trees and under-story plantings. Invasive species such as blackberry stands were noted. Site trees seem mostly ornamental. The large existing beech tree near the slide is massive and beloved. This tree as well as others are showing signs of die-back and should be assessed by an arborist and cleaned up. Existing old stumps with suckering growth needs to be removed. The only existing street trees have been topped to avoid overhead utility lines along 4th Street. There are a few hazard trees ready to fall that should be removed.

Patterson Creek has limited vegetated buffer the length of the Park. This is undesirable as a fish bearing stream (see section: Patterson Creek & Fish habitat). In many instances lawn extends to the waters edge. A couple of fallen trees over the Creek have created some habitat and sheltering for fish. If not posing a hazard, these should be kept.

SITE GRADES

A significant grade change occurs between the park and campground. General site grades are very uneven and varied. Large mounds of dirt at the park entrance inhibit views to the play. Mounding at the Skate Park creates underutilized space in the park and restricts views to the west end of the park.

UTILITIES

Overhead utility lines extend the length of 4th Street and Trade Avenue. A fire hydrant is located at the Southeast corner of the park (A Street and 4th Street) and the Northwest corner of the campground (Trade Avenue & 2nd Street). Four (4) flood lights flank the tennis/basketball courts. Some lights are directed to the park, located on the back side of the utility poles along 4th Street. The former residential lot at the corner of Trade Avenue and 4th Street has electrical, water and sewer service. It is believed that some utility service is also available in the campground near the Patterson Creek crossing; this should be confirmed. Water, electric and sewer hookups are provided at all four (4) RV spots.

PET/DOG ACCOMMODATIONS

Many people use the park to walk their dog. People expressed concern due to unleashed dogs and dog poop debris. Pet waste receptacle are dispersed throughout the site.



SKATE PARK

The existing skate Park was assessed by Evergreen Skateparks LLC. All of the surfaces of the skate park (concrete and grinding surfaces) were looked at and the finish of the park was evaluated to determine safety/functionality. Overall, they found the current skate Park to be in relatively good shape. No major heaving or movement in the concrete that would affect the safety or skate-ability was noted. The finish is rough and could not be brought back to it's original smoothness. There is some erosion behind the park at the top of bermed areas and the paving found at the entrance of the park has some substantial heaving. Ramps are scaled a little big for the space; this coupled with rough surfacing due to weathering, is likely why users gravitate to other less technical skate parks or will tend to use only a small part of the park that is "not so crazy." The park should be cleaned and sealed twice a year.

PUBLIC COMMENTS & CONCERNS

- South end of skate Park gets wet
- Kids ride bikes in the park
- Not used as much since Tillamook skate Park opened
- Skate Park is advanced and needs entry level feature; not safe to drop in and lip needs modification.

Needs Assessment

COMMUNITY DEMOGRAPHICS & POPULATION PROJECTIONS

According to the 2010 US Census Bureau, there were 1,286 people, 546 households, and 352 families living in the city. The median age was 46.5 years. 26.5% of the population were under 24 years old and 21.2% were 65 years of age or older. 74.9% of the houses were owner occupied and 64.5% were family households.

The US 2020 Census indicates the population of Bay City was 1,389, of which 1,147 were adults and 242 under 18 years old (see summary on next page).

World population review states that 91.06% of Bay City residents speak only English, while 8.94% speak other languages. The non-English language spoken by the largest group is Spanish, which is spoken by 6.09% of the population. 96.24% of Bay City residents were born in the United States, with 50.93% having been born in Oregon. 3.22% of residents are not US citizens. Of those not born in the United States, the largest percentage are from Latin America.

The 2009 Water Master Plan projected the following population estimates:

2009	-	1,279
2014	-	1,351
2019	-	1,427
2024	-	1,507
2029	-	1,592

Populations for 2020 are slightly more than projected.

RECREATIONAL PARTICIPATION TRENDS

"Tillamook County, the Natural Choice" is Tillamook County's tag line for attracting visitors to the region. Clearly, tourists come to enjoy the natural outdoors of Bay City and Tillamook County. Attractions include the beach, bay, kayaking, bicycling, hiking, bird watching, and other outdoor adventures. There is a strong need for equitable access to recreational opportunities, including accommodations for seniors and young families with children and Bay City youth who have to travel out of town for most recreational opportunities.

Needs Assessment Summary

The following needs assessment summary was compiled from public outreach efforts conducted by the City of Bay City, including one (1) community meeting (December 15, 2019), a Park Open House (September 15th), nine (9) Small Group Discussions with stakeholders, review agencies and City Staff and one (1) online public survey. There was a demonstrated need for the following:

1. A pedestrian connection to the Bay.
2. Stronger Park entry and connection/relationship to downtown.
3. Stronger visual and physical connection to existing/planned regional destinations such as boat launch, Oregon Coast Bike Route (Hwy 101), future Salmon-berry Trail, Kilchis Point Reserve, etc.
4. Improved site circulation that features looping walkways, ADA accessibility, exploration of the site, creek and wetland area (southwest of park) and multi-use opportunities.
5. New imaginative and accessible play features that promote inclusivity through accessible playground equipment, considers all ages and introduces nature-inspired play elements.
6. Renovations and/or expansion to the existing skate park introducing an entry level feature.
7. Covered day use area.
8. Flexible Open Space and supporting infrastructure for large events (i.e. Vehicular access, water and electrical).
9. Performance space(s) such as a stage.
10. Restroom upgrades/replacement to meet accessibility standards.
11. Sports court renovations, including drainage issues and exploration of location, size and orientation. Court to include a full court basketball, tennis court and/or pickle ball court(s) and possibly a roller derby
12. Patterson Creek streambank erosion repairs and habitat restoration. Explore ways to intentionally allow people to engage with the stream, in a responsible way.

Bay City city

2020 Census Summary

INTRODUCTION Results of the 2020 Census released in August, 2021 provide counts of the population in households and group quarters and allow us to measure racial and ethnic diversity at the block level for the first time in a decade.

	2010		2020		Change	
TOTAL POPULATION	1,286	100.0%	1,389	100.0%	103	8.0%
In households	1,286	100.0%	1,389	100.0%	103	8.0%
In group quarters	0	0.0%	0	0.0%	0	N/A
Institutionalized	0	0.0%	0	0.0%	0	N/A
Non-institutionalized	0	0.0%	0	0.0%	0	N/A
Under age 18	249	19.4%	242	17.4%	-7	-2.8%
Age 18 and older	1,037	80.6%	1,147	82.6%	110	10.6%
Persons per square mile (land area)	1,019		1,100		82	8.0%
TOTAL HOUSING UNITS	650	100.0%	686	100.0%	36	5.5%
Occupied	546	84.0%	584	85.1%	38	7.0%
Vacant or seasonally occupied	104	16.0%	102	14.9%	-2	-1.9%
Average household size	2.36		2.38		0.02	1.0%
HISPANIC OR LATINO ORIGIN BY RACE						
Not Hispanic/Latino Total	1,200	93.3%	1,238	89.1%	38	3.2%
American Indian or Alaska Native	9	0.7%	12	0.9%	3	33.3%
Asian	11	0.9%	21	1.5%	10	90.9%
Black or African American	0	0.0%	2	0.1%	2	N/A
Native Hawaiian or Pacific Islander	1	0.1%	2	0.1%	1	100.0%
Some other race	4	0.3%	7	0.5%	3	75.0%
White	1,151	89.5%	1,127	81.1%	-24	-2.1%
Two or more races	24	1.9%	67	4.8%	43	179.2%
Hispanic or Latino Total	86	6.7%	151	10.9%	65	75.6%
American Indian or Alaska Native	1	0.1%	4	0.3%	3	300.0%
Asian	0	0.0%	0	0.0%	0	N/A
Black or African American	0	0.0%	0	0.0%	0	N/A
Native Hawaiian or Pacific Islander	0	0.0%	0	0.0%	0	N/A
Some other race	38	3.0%	63	4.5%	25	65.8%
White	41	3.2%	36	2.6%	-5	-12.2%
Two or more races	6	0.5%	48	3.5%	42	700.0%
RACE ALONE OR IN COMBINATION*						
American Indian or Alaska Native	30	2.3%	41	3.0%	11	36.7%
Asian	17	1.3%	33	2.4%	16	94.1%
Black or African American	4	0.3%	8	0.6%	4	100.0%
Native Hawaiian or Pacific Islander	1	0.1%	7	0.5%	6	600.0%
Some other race	45	3.5%	143	10.3%	98	217.8%
White	1,219	94.8%	1,277	91.9%	58	4.8%

*Race alone or in combination contains total races tallied and may sum to over 100% of the population.

ABOUT PRC: Located within the College of Urban Planning and Affairs at Portland State University, we track Oregon's growth and use housing, socioeconomic, and health data to measure and understand demographic change. PRC also produces population projections, redistricting analysis, and other solutions to support policy analysis and help agencies meet statutory requirements.

www.pdx.edu/prc

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4TH STREET FRONTAGE

13. Artistic features (artistic benches, extend mural, interpretive sculpture).
14. Addition of educational elements such as interpretive information for Patterson Creek and fish habitat.
15. Campground upgrades including exploring ways to allow year-round use, increasing rent-able RV camping spaces, improving site layout, improving tent camping sites and adding parking, a pump station, showers, restrooms and bicycle camping accommodations (fire ring, bike lockers, power, etc.) to attract cyclists using the Oregon Coast Bike Route along Highway 101.
16. Street frontage improvements including sidewalks and parking.
17. Improved year-round use of park and campground features.
18. Cohesive wayfinding signage that gives identity to the park and Bay City as a whole, beginning with concepts set forth in 2018 Tillamook County Wayfinding Master Plan.
19. Pet friendly accommodations such as a dog park and more poop stations.

General Public Sentiment

Generally, people were very happy with their neighborhood park, commenting it was ideally located at the center of town, often within walking distance of their home and featured a variety of things to do. People most valued Patterson Creek and the natural beauty (mature trees, rolling landscape, creek, etc.) and peaceful park atmosphere.

Walking with family or a pet and play were the primary

use of the site. Expanding the path network and making a connection to the Bay were voiced strongly. Many youths come to the site exclusively to play basketball, though many are frustrated by the hoops being in disrepair. Tennis courts are used occasionally, and many commented they would use pickleball more readily.

Play opportunities were considered dated, unimaginative and in need of upgrades to be inclusive and provide play opportunities particularly for younger children. The slide and large beech tree are beloved, though some had safety concerns regarding the slide.

The Skate Park is considered advanced, and many requests were made to add an entry level feature for children learning. A splash pad and pet friendly accommodations (i.e. Dog park, poop stations) were also mentioned by multiple people.

A need for flexible open space with infrastructure to accommodate events of varying sizes was a strong desire. Water, electric, lighting, performance space, vehicular access and appropriate restrooms were requested. The existing fixed picnic tables lack function and inhibit vehicular movement through the site for event vendors. Discussions also brought to light many programming opportunities for the site (see detailed summary under Recommendations section).

Streambank repairs, habitat restoration, fish passage interpretation and visual and physical access to Patterson Creek (pets & children) were high priority, though many commented the stream is fish bearing and any interaction should be intentional and responsible. The creek also floods annually and

is tidally influenced near the Bay.

The campground use received the most opposing feedback. Some feel strongly the park is a community asset and should be used for the community; they have enjoyed using the open field to play, for gatherings and pets. Safety concerns were also a primary objection. In contrast, others feel the campground is a good source of revenue for Bay City and offers a form of hospitality given Bay City does not have any hotel. Campground expansion/modifications should be done thoughtfully.

Many expressed the need to improve cleanliness, safety, maintenance, landscaping and equipment upkeep. Discussions with regional representatives confirmed that a park that is clean and well-kept will give a strong sense of place and attract the best use locally and regionally.

Detailed Summary

A more detailed summary of feedback follows. Feedback has been organized by category and highlights existing site conditions, public concerns, valued site features, and requests for new improvements.

SITE CONTEXT

1. Strong desire for a pedestrian connection to the Bay - Explore Hwy 101 crossing options at City's North Entrance (Hayes Oysters) including Round-a-bout, Above Grade, Underpass (i.e., At Patterson Creek culvert). People commented that they would like to see the boat launch dredged out (currently only able to use at high tide) and that people fish off the jetty across highway (needs flat walkway). Tillamook Estuary Partnership is looking at the feasibility of Bay City for an education center with estuary laboratory & offices, with the potential to demo blue building and turn the site into kayak/outdoor recreation park.
2. Create stronger connection and relationship to downtown
3. Create stronger visual and physical connections to 101 and regional destinations such as Oregon Coast Railriders and future Salmonberry Trail route
4. Ken Downing ADA Memorial Trail identified in 2002 Master Plan - never developed but should be explored; routed along A street and needed a bridge over Jacoby Creek; Pat Vining had all the materials, but the project stopped due to indecision if the trail should accommodate bikes or not
5. Town Square identified in City Repair Project "IS REALLY NEEDED"; would activate art center and tie to the park City should consider a land swap



BASKETBALL HOOP

6. Explore punching road in on A street; this would give access to City property and county property, though it is tidally influenced
7. The most direct pedestrian connection to 101 and Pacific Oyster across the street is 3rd street, which connects into South side of site; there is also opportunity for street parking or parking at the public works buildings.

SITE CIRCULATION & ACCESS

1. More of an entry is needed. Bathroom blocks/restricts entry and access zigzags. Entry should be pedestrian oriented but accommodate vehicles for maintenance and delivery for large events only.
2. Eliminate vehicular access at break in wall (grade limitations & too narrow for large vehicles)
3. Add crosswalks on 4th, 5th and Hayes Road to slow the traffic down both directions
4. Improve site circulation and access
5. People generally walk to Park
6. Measured loop
7. Repair cracked sidewalks, make usable for skating/biking
8. Make paths ADA
9. Redo bridge to make ADA (too narrow?)
10. National Guard put in bridge that crossed Creek before, it would be nice to have it back to add a second crossing near play
11. Trails/boardwalk in wetland area would improve nature experience and present outdoor educational opportunities; foot trails exist there presently
12. Add an artistic entrance

PARKING

1. Ample parking surrounding Park
2. Potential parking available NE corner by Trade Ave.
3. Potential parking available by 2nd Street
4. Limited parking at campground

CAMPGROUND

1. Terminate Campground and use as dog park, community garden, open green space or the community instead.
2. Expand Campground/RVs
 - Add more RV spaces (6-7 spaces), lined at the road, with pull through access off Trade Street.
 - Provided concrete or asphalt pad or parking striping for RV spots
 - Move the bicycle or tent camping into the RV park for year-round use. (This will increase camping use because currently tent camping area is seasonal because area gets wet from creek bed)
 - Pinwheel shaped campsite with communal fire pit in the center for bicyclist use.
 - Trade and Main are dead end streets with no through traffic; feel strongly that pull in/out onto Trade is acceptable (vs. loop into site)
 - R.V. spots should be lined by the road, with pull through access
 - Tent sites should be by the creek.
3. Add restroom and shower facilities. Consider locking with access code or on a timer.
4. Incorporate RV sewage dump with charging fee
5. Promote for bike campers (bike repair, storage for bikes and valuables, common fire pit, day use area, high use pad for tents, power to charge phones, Internet (broadband) access)
6. Improve wet field to allow use during winter
7. Horseshoe pits

PLAY

1. Need to incorporate 0 to 5-year-old play features
2. Incorporate play for all ages
3. Obstacle course for older kids
4. Covered play area would increase winter use
5. New imaginative and accessible play features. Consider play structures like Lumberman's Park and Barview Park or a themed play element (i.e. Pirate ship at Rockaway) with central structure
6. Nature-inspired play elements (i.e. At Patterson Creek)
7. Spray Park/Splash Pad
8. Add BBQs at play area.

SPORTS COURT/TENNIS COURTS/BASKETBALL

1. "Marriage of two parks" - athletic element concentrated at Watt Family with nice new facilities; courts removed from Al Griffin Park which allows park to have more passive use
2. Covered sports court is desired
3. Add all-ages basketball hoops
4. Full basketball court for alumni games
5. Multi-level basketball hoops are desired.
6. Great space to use for events
7. Exploration alternate location, size and orientation
8. Pickle ball courts used more than tennis
9. Consider fully fence basketball and tennis courts to contain balls
10. Wall Ball Area
11. Foursquare area
12. Repave and cover courts to accommodate regular roller derby practices
13. Covered outdoor skate space (Flat concrete)



OPEN GREEN SPACE

BLOCK WALL

1. New mural is a feature that community is proud of
2. Expand mural to west wall
3. Make wall taller to allow wall training
4. Would like to hang banners on wall for festivals; consider hanging banners across the street
5. Do not need wall; prefer street with parking off 4th extension (one-way) with diagonal or parallel parking

RESTROOMS

1. Needs to be 'refreshed' or rebuilt
2. Incorporate second restroom at campground
3. Night use is problematic
4. Restrooms block entrance
5. Needs gender neutral/family restroom
6. Water fountain needs to be fixed
7. Upgrade to meet accessibility standards

COMMON AREAS/GATHERING AREAS

1. Plenty of space for gathering
2. Gazebo is used for gatherings
3. Picnic tables do not allow for flexible space
4. Trucks cannot access gathering zone
5. Picnic tables are not usable; provide benches
6. Provide benches to sit on. They are better for senior citizens and people with babies.
7. Reconfigure space for community events
8. Provide simple grills rather than fancy BBQ islands
9. Picnic tables / area
10. Provide more power outlets
11. Provide water source
12. Covered Day Use area
13. Campground has been used during COVID for large and small gatherings and play

VEGETATION

1. Existing Beech trees at slide is massive and beloved.
2. Habitat restoration along Patterson Creek
3. Remove hazardous trees ready to fall

PET/DOG

1. Concern due to unleashed dogs and dog poop debris
2. Incorporate off leash dog area (fenced) or pet friendly area
3. More dog stations



CHILD PLAYING IN CREEK

SKATE PARK

1. Renovations and/or expansion to add entry level features for beginner skateboarders to learn:
 - Add smaller skate Park features
 - Bowl (i.e., Tillamook Skate Park)
 - Mini ramp with multiple levels and roll in
 - Paved skate trail around the park
 - Covered structure over new features

PATTERSON CREEK

1. Patterson Creek is a salmon bearing stream. Needs to be approached with a restoration/stewardship ethic.
2. Riparian plantings and fish/wildlife restoration (streambank plantings, fish protection).
3. It is more likely the fish will spawn in the park if custom plantings added to hang over the water and give shelter/escapement for juveniles; use plants with a visual interest and loose leaves; provide ways to creep up behind and view fish. Plants that grow tall could be cut in the spring and used for basket weaving. Introduce specialized large wood alders that fell.
4. Viewing platform (i.e., Wildwood Recreation Area)
5. Promote Creek as a unique element in Park
6. Streambank erosion repair
7. Rebuild second bridge to connect two sides of park
8. Incorporate educational components for Creek and fish habitat (i.e., Interpretive signage, field trips)
9. Place seat and play elements by Creek
10. Incorporate beach area at Creek
11. Safe and intentional access/interaction for park users, where appropriate
12. Provide ADA access

OTHER SITE AMENITIES

1. Artistic benches at regular intervals along walkways (aging pop.)
2. Outdoor exercise equipment for adults
3. Upscale shelter or day use area
4. Picnic tables that have leg room to sit
5. Add party lights at the gazebo
6. Picnic area with grill by gazebo

MAINTENANCE & SITE SAFETY

1. Activate Park throughout day via various uses
2. Material selections of new features should be timeless (including color) and withstand the climate and intense traffic
3. Site lighting should consider park neighbors
4. Maintenance of park needs to be self-funded
5. Grade disrupts sight lines and causes issues with events. Flatten out entire park area
6. Option to move playground area by skate park and leave picnic area by road to bring supplies in more easily.
7. Incorporate crime prevention standards - lighting, hedge row of trees, site grades, sound wall, etc. all block views to the park; and create issues with events. Need to open up
8. Preserve/repair Ken's Place sign

EVENTS & PROGRAMMING ACCOMMODATIONS

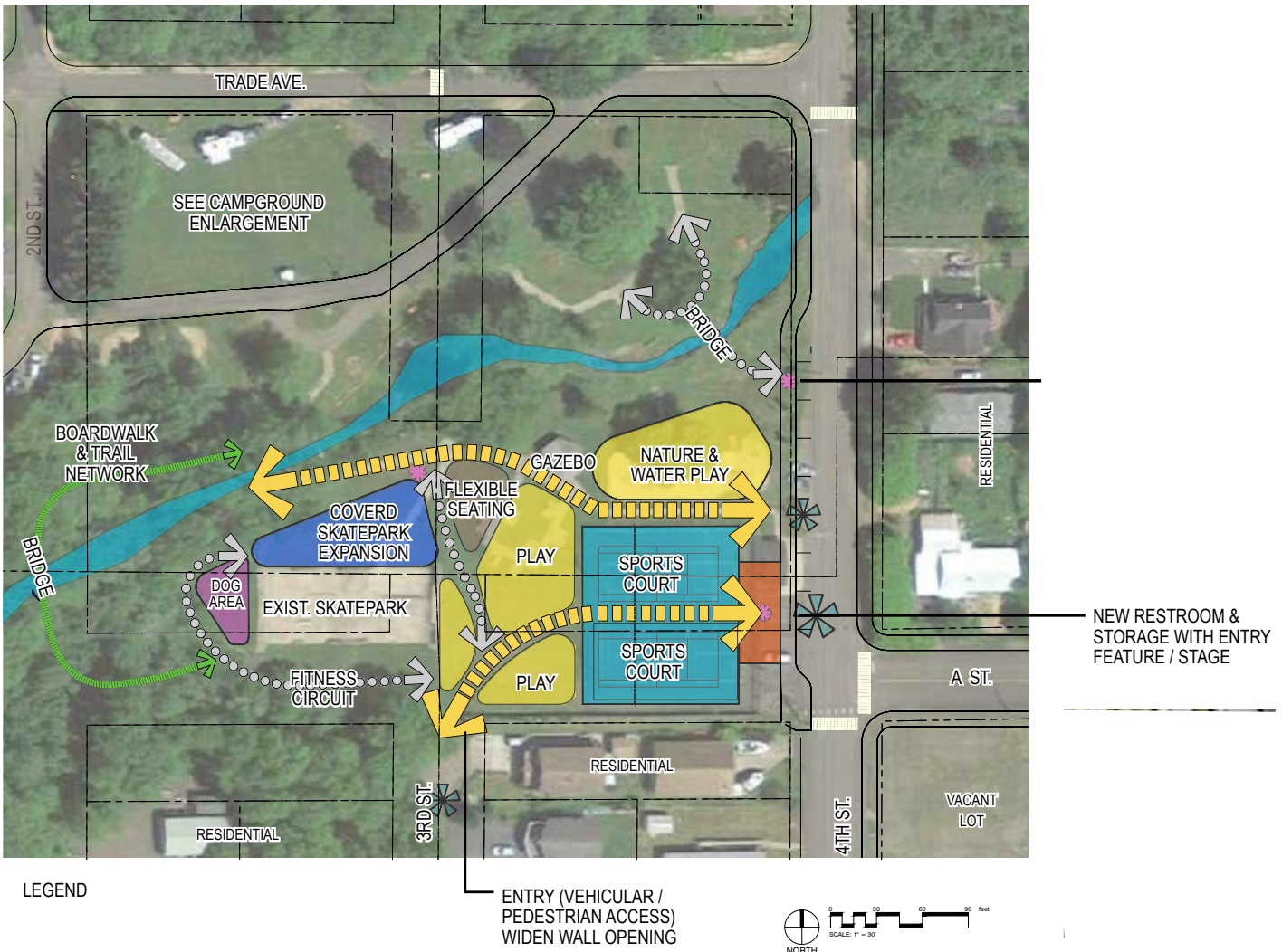
1. Flexible Open Space
2. Larger performance space such as a stage
3. Multiple locations for smaller performances at the same time
4. Supporting event infrastructure (access to water & electrical)

SKATE PARK



Alternatives

Two rounds of design alternatives were prepared for the project. The first were diagrammatic in nature, to convey spatial form and function, accompanied by concept imagery to illustrate the design intent of proposed features. Three (3) alternatives were prepared and presented to the Public Works Committee for feedback and comment. These were then refined into two Master Plan Alternative and issued to the general public for selection of preferred park and campground improvements.



AL GRIFFIN MEMORIAL PARK Concept Diagram C

Concept Diagram C shows street frontage improvements on 4th (8' wide sidewalk & parallel parking (8 spots)), with primary access entering the park from two locations on 4th St. routing to 3rd Street (vehicular access) and Patterson Creek Crossing. The footprint of the existing sports court is retained, with realigned tennis courts E-W direction to allow for widened pedestrian access. The main access from 4th Street is articulated with an covered structure, which contains restrooms & storage. This structure would also serve as a stage/performance space, with

spectating occurs on sports court. Play opportunities include nature play, boulder scramble up hill at exist slide, water play, a traditional post & deck play structure and a turf covered hill climb with ropes off the East bream at the skate Park. An expanded Skate Park area (covered) with entry level features and gathering space are north of the existing skate Park. A fitness circuit extends around the south side of the skate Park connecting to a boardwalk & wetland trail system and small dog area. Flexible seating is near the gazebo.

PUBLIC WORKS COMMITTEE COMMENTS:

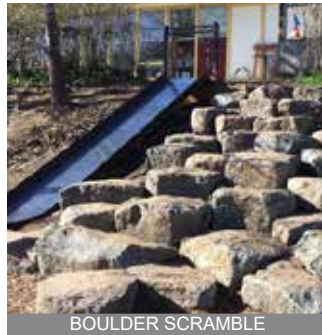
- Entrance is liked.
- Double sports court liked.
- Existing skate Park was raised at east end like it is to add additional skate park components.
- Hill play at east side of skate Park won't work with the adjacent skateboards using ramp; skateboards could come up and hit kids playing.
- It is suggested 1 or 2 sports courts are covered in this option.
- Parking is potentially an issue, once the park becomes more popular more parking needed.
- A measured fitness loop is desired, for example ¼ miles in length and link in with boardwalk trail network or wood chip trail.
- Pickleball is liked and very popular.
- Concern about proposed restroom/shelter, doors are not visible from the park and there is concern about not seeing children coming and going.
- Fitness circuit is liked; would like to extend, possibly to campground or create longer circuit
- Slide access with boulder field - keep one side open/accessible for access for parent helping child down slide
- Generally, option A was the most liked concept.



FLEXIBLE SEATING



RESTROOM / SHELTER / STAGE @ CENTRAL WALKWAY



BOULDER SCRAMBLE



WATER PLAY



UNIVERSAL SWING



PLAY STRUCTURE (LUMBERMAN'S PARK)



SKATEPARK SLOPE



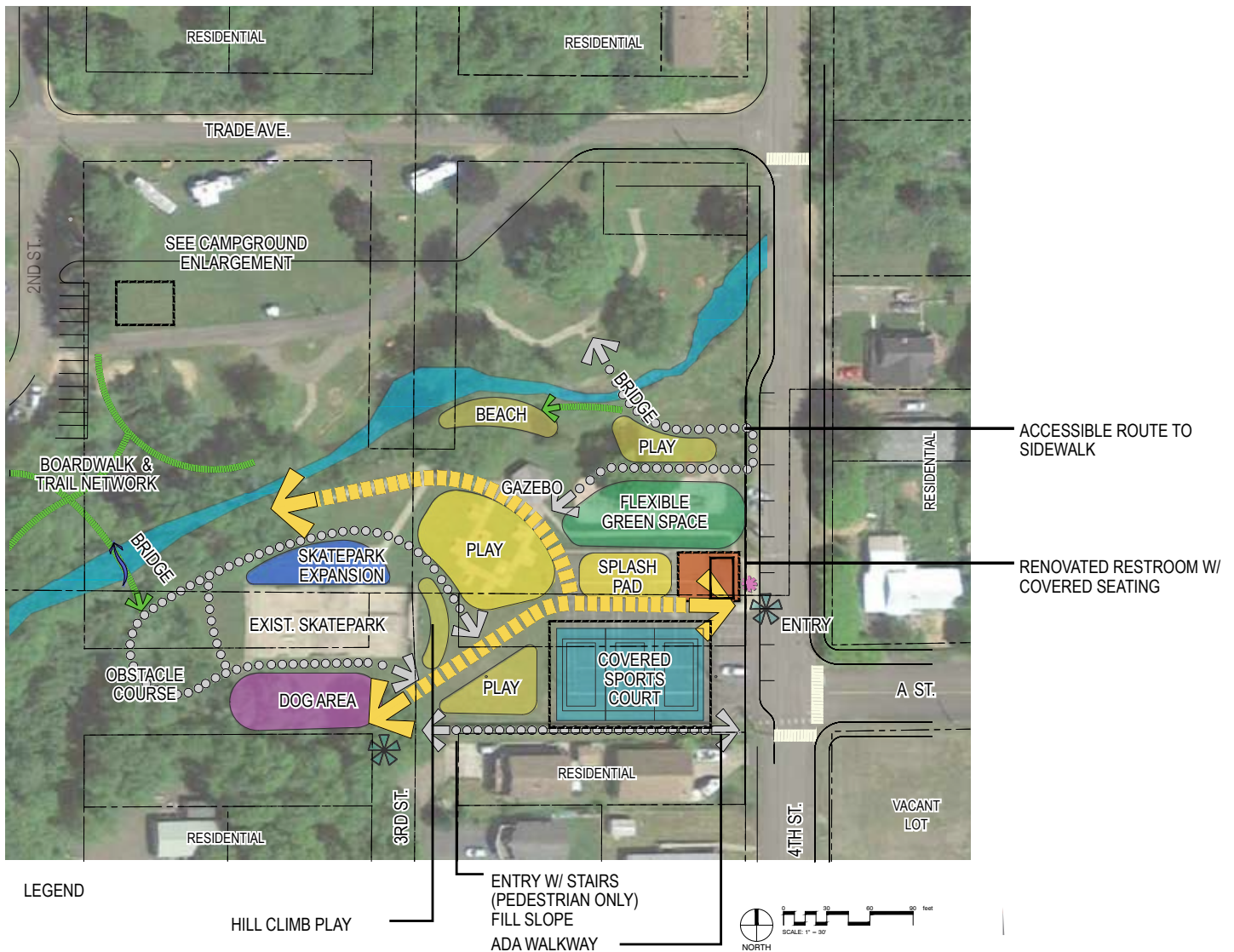
FITNESS CIRCUIT



COVERED SKATEPARK EXPANSION



HILL PLAY @ SK



AL GRIFFIN MEMORIAL PARK Concept Diagram B

Single Primary access to park enters the Park from 4th Street and connects to 3rd Street. The 3rd Street access is pedestrian only, with steps to allow fill against the wall and flatten area proposed to be play. Accessible pedestrian access from 3rd Street parallels the south side of the Sound wall and extends to 4th Street. The existing restrooms are retained, but roof replaced and spruced up to allow covered seating off the back and overhang at front to place information kiosk at front of park. The sports court is reduced in size to accommodate a full basketball court, (3) pickleball courts and roller derby. Shortening the sports court also allows a wider pedestrian entrance from 4th Street, which will also accommodate vehicles and the addition of a splash pad. The sports court is covered and will serve as performance space/stage. An inter-

esting roofline could add interest and articulate zones of the sports court. Flexible green space is located at the existing play area to open frontage and orient people to the stage. Additional amphitheater seating could be located at the east end of the skate Park.

Play is relocated closer to the existing skate Park. Play opportunities include a boulder scramble up hill at exist slide, water play, a traditional post & deck play structure that is themed. An optional turf covered hill climb with ropes could activate the east berm of the skate Park in lieu of terraced seating. A single entry level skate Park feature, like a beginner bowl, is positioned north of the existing skate Park with a dispersed obstacle course extending around the south, west and north side skate Park area. The trail also connects to a boardwalk & wetland trail system. A dog area sits south of the Skate Park.

PUBLIC WORKS COMMITTEE COMMENTS:

- Concern about adjacency of proposed covered structure to neighboring housing. It would mean after hours use of park adjacent to homes, concern about basketball use late at night.
- Concern about obstacle course being out of sight of play, parents would be unable to see both children if one is playing at play area and another wanders through obstacle course. Prevent placing play areas that are out of sight. Fitness is a better use for this type of circulation.
- Roof structure off back of bathroom building is disliked. It is seen as a potential graffiti and maintenance issue.
- Covered sports court is liked, side extensions are very functional and assist with rain protection
- Suggested extending walking path around the campground for extended walking path loop.
- Safety concern about pedestrian pathway south of the wall and visibility
- Should speak to park neighbors about a covered structure adjacent to wall



RESTROOM & SHELTER



STONE SCRAMBLE & TURF HILL CLIMB @ EXIST. SLIDE



COVERED SPORTS COURT/STAGE W/ INTERESTING ROOF LINE



COVERED SPORTS COURT



ARTISTIC OVERHEAD STRUCTURE (SPORTS COURT & STAGE)



SMALL SPLASH PAD



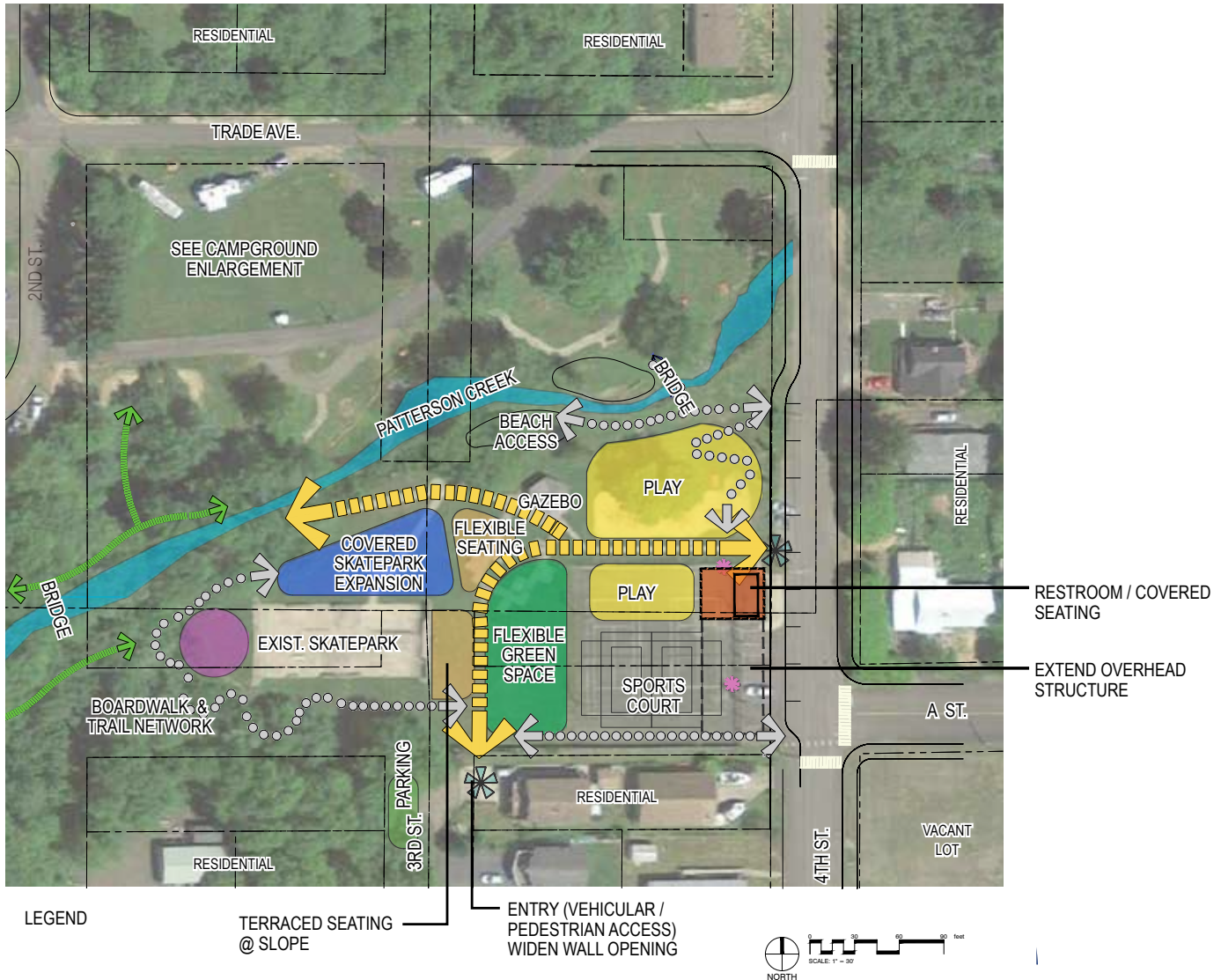
OBSTACLE COURSE CIRCUIT



SKATEPARK EXPANSION - SINGLE ENTRY-LEVEL FEATURE



THEMED PLAY STRUCTURE



AL GRIFFIN MEMORIAL PARK Concept Diagram C

A single primary access to the park from 4th Street connects to 3rd Street (vehicular accessible) with secondary connection along the north side of privacy wall. The existing restrooms are retained, but roof replaced. An optional roof extension, the full length of sports court is shown, with a proposed tall and open design character. The structure also serves as a performance space. The sports court is reduced in size to accommodate a full basketball court and (2) pickleball courts. A removable ball net (vs. fence) is used to contain the sports court and to maintain an open feel along frontage. The net can be removed during events. A large open green space and amphitheater seating off the back of Skate Park orients toward the performance space.

Play is expanded south of the primary walkway and offers play opportunities including nature play, boulder scramble up hill at exist slide, a large traditional post & deck play structure and swings. A covered skate Park area is located north of the existing skate Park. It would include a single basketball hoop, seating area and additional entry level skate park features as space allows; this is intended to allow flexible play under cover in bad weather months. A multi-use walkway with banked sides and multiple entry level skate elements wraps around the south side of the skate Park connecting back to the skate park expansion area and to a boardwalk & wetland trail system. A small Dog area sits west of the Skate Park. Flexible seating area is next to the existing

PUBLIC WORKS COMMITTEE COMMENTS:

- Overhead canopy that spans park frontage with ball net is liked, but structure is too tall for rain protection
- Strong concern about skate Park expansion with multi-use walkway; need to separate use

OTHER COMMENTS:

- Lots of citizens walk dogs, it would be beneficial to have safe space for dog walking & play.
- ADA accessibility very important; walkways should be usable by wheelchairs and walkers with areas to view children playing.
- Town Square on vacant lot SE of park - intended to be stage & events
- Would like to see fitness circuit expanded around the site (campground too) and have a measured loop, like a ¼ mile; or a wood chip trail
- Very positive feedback supporting pickleball
- Prefer pedestrian only walk from park to trails
- Additional parking needed - parallel parking not enough
- Safety concerns at back side of skate park because it is elevated, so path is out of sight
- Consider incorporating art into benches, bike racks and other design elements (Referenced Snake River)



FLEXIBLE SEATING



OVERHEAD STRUCTURE (ARTISTIC) & STAGE



OUTDOOR GAMES



REMOVABLE BALL NET



PICKLE BALL COURTS



TODDLER PLAY



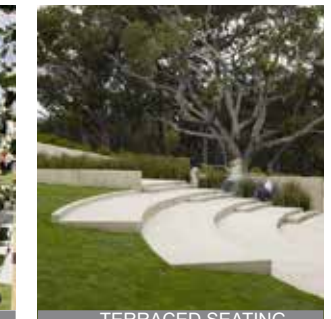
PET FRIENDLY AREA



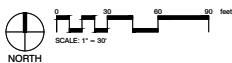
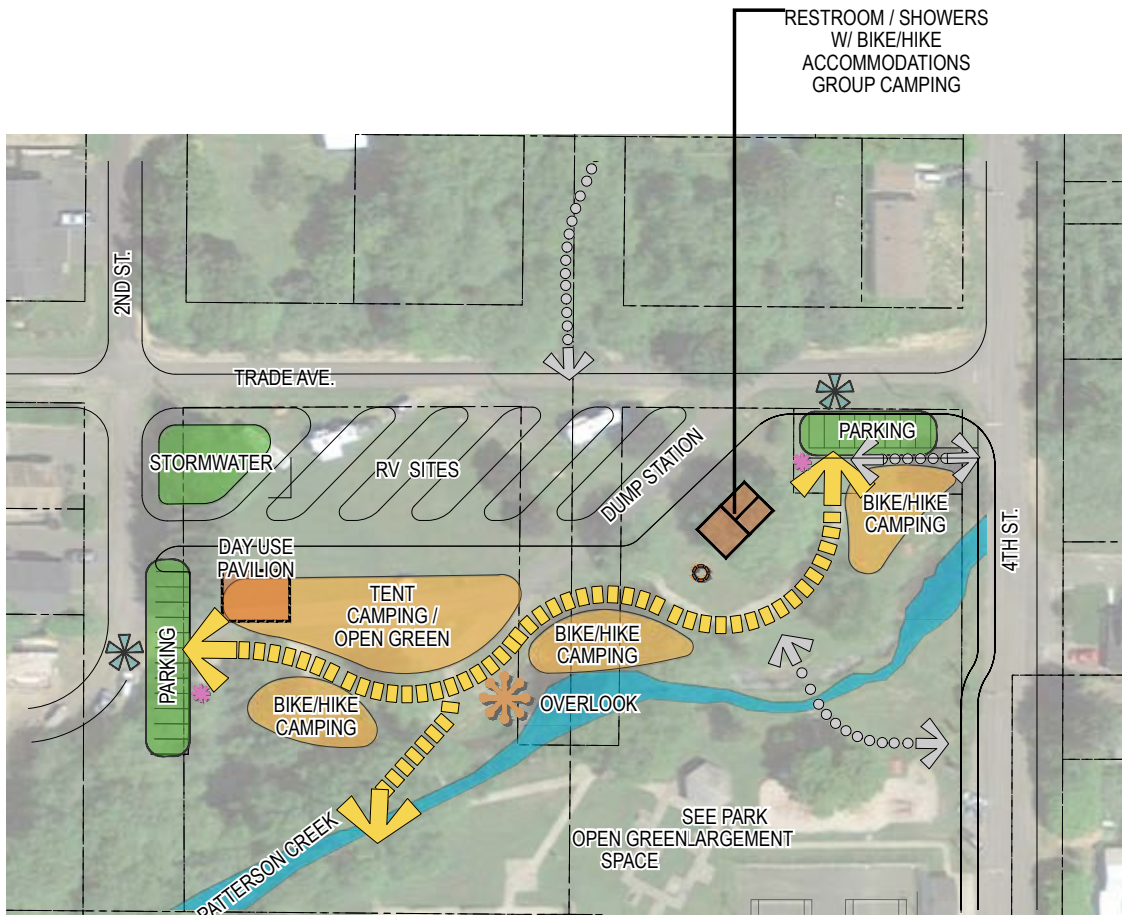
BOULDER SCRAMBLE



SKATEPARK EXPANSION WITH TRAIL, SMALL FEATURES & B-BALL HOOP



TERRACED SEATING



CAMPGROUND

Concept Diagram A

Five (5) RV sites are located at the northwest corner of the campground. The newly aligned internal roadway provided pull-through access to Trade Avenue. The road widens as it exits to Trade to provide temporary parking for a dump station. Tent and bike/hike sites are dispersed between the internal access road and creek. Parking along 2nd Street allows convenient access to the large day-use pavilion and wetland boardwalk trail system. Parking at the corner of Trade Avenue and 4th Street provide access to the small restroom/shower facility with small shelter off one side. A second eastern connection is shown between the park and campground. An overlook is located at the existing bank erosion, providing nice views of Patterson Creek and wildlife viewing opportunities. A walking network would also to bring people closer to creek and with additional seating.

CAMPGROUND

Concept Diagram B & C

Concepts B & C both maximizes RV sites (8 spots) with back-in/pull-in access from the exist Internal roadway. Option B features a large day-use pavilion at the northwest corner of the site, taking advantage of the large greenspace. Two parking areas off 2nd Street and north of Trade on city-owned property service the campground. Option C shows the day-use pavilion with adjacent parking south of the internal access road. This location has strong views to Patterson Creek. Additional Parking along 2nd Avenue provides access to the boardwalk trail system.

Both concepts disperse bike/hike and tent sites to the south/southeast of the internal access road. Creek access is defined with gravel deposits and boulders along the shoreline boulder steppers in the water. Similar to Option A, an overlook is located at the existing bank erosion, providing nice views of Patterson Creek and wildlife viewing opportunities. A walking network also brings people closer to the creek and with additional seating.

PUBLIC WORKS COMMITTEE COMMENTS:

- Drive through RV spots are liked rather than pull in and back out spots.
- This concept is supported because of reduced quantity of RV spots.
- Bike camping and showers is liked but there is concern about how popular it would be. Perhaps there should be more tent camping locations for balance; these could always be converted later as needed
- Nature walk extension is liked. This parcel is owned by the city. Private property located beyond, needs to be confirmed.
- In NW corner of site plan, called out on plan as storm-water, this area will need to be cut back for RV turning radius. RVs travel down Trade Ave., turn onto 2nd street and into site.
- Hike/bike camping sites - make into an open zone rather than restricting to campsite. This will be less structured and more accommodating.
- Parking on the east side of 2nd Street is liked but there is concern about impacting the adjacent neighbors. Push this parking onto the property and out of R.O.W.



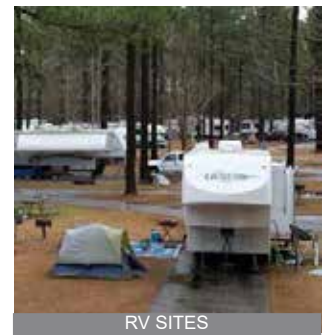
DAY USE PAVILION



OVERLOOK LOCATION



SMALL PICNIC SHELTER

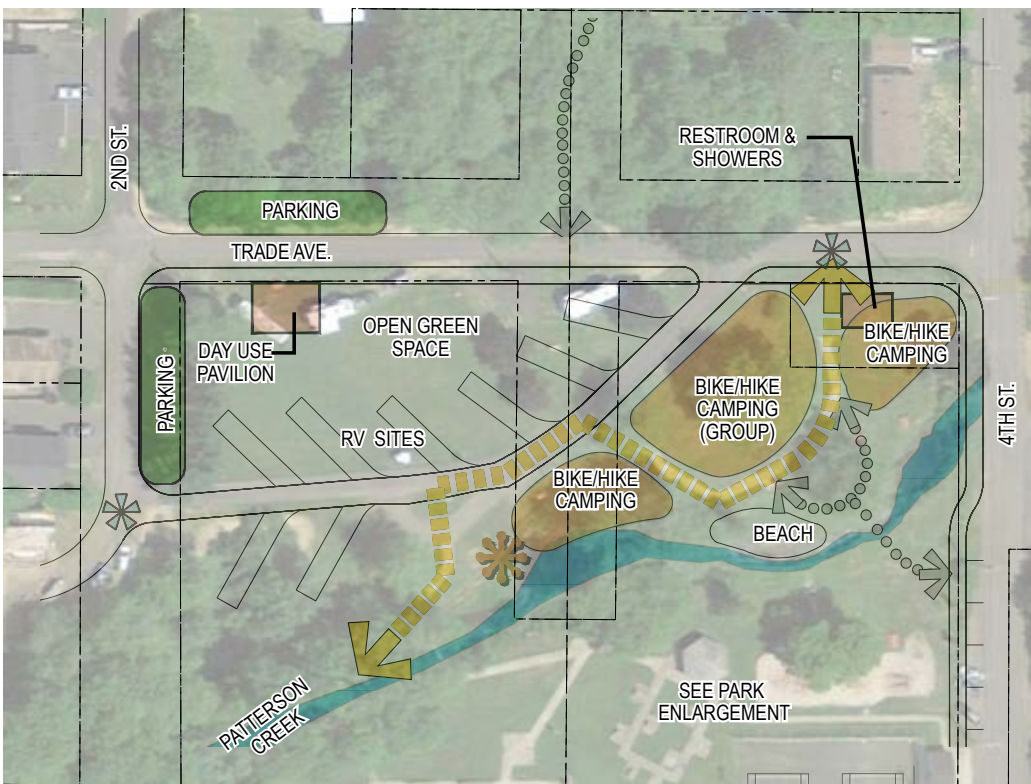
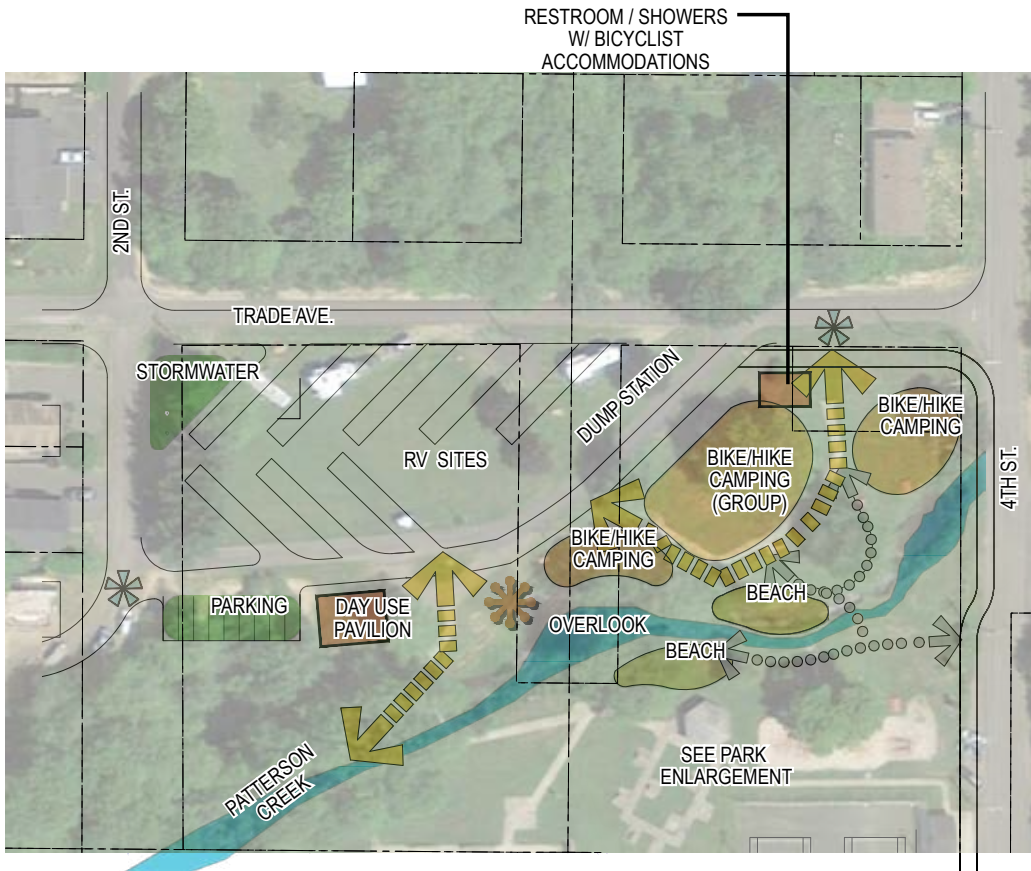


RV SITES



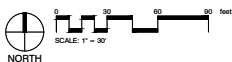
TENT CAMPING





PUBLIC WORKS COMMITTEE COMMENTS:

- Sewer and water hookups are in the NE corner of the site. (Former home)
- Bike racks could be an artistic element
- General concern about drawing people to the water. Use it to teach/educate about nature. Potential to invite interaction during salmon off season but restrict access during salmon run season. Fish and Game will not allow intervention (boulders) in Creek.
- Prior to pandemic, RV park was open and full every weekend (overloaded & parking all over; don't reduce RV sites.
- Dump station will be a nuisance (traffic, access difficult on small roads and big RVs)
- Tent sites and the bike/hike sites can be modified as uses evolve
- Currently no camping reservations; explore an online reservation system with payment to remove burden from host.
- Overlook and second bridge is liked; consider overlook on new bridge.
- Place restroom with day use pavilion for use by everyone.
- There is also a bar across the street and that has the potential to be an issue if people camping by corner.



- Camping at 4th & Trade, a concern, people will use this area for dog and kids, locals naturally traverse there anyway. It would be a loss for the community to develop this area into campsites. Instead use for community use
- Concern about electric use, potential to place in lockers to limit use by transients.
- Separate the bathrooms from showers.
- Parking at tent sites
- Spread out RV sites, add picnic table and fire rings between. Ideal spacing between (25 ft.) RV pad at least 10' min. to park, but prefer 15-17 feet wide x 50' long for parking on.
- Add areas to charge phones in campground, Internet is also a good amenity in campground.
- Streambank enhancement
 - filter socks are better than boulders. The filter socks can be used for native plants, bugs, and other wildlife.
- Beach to access creek is not liked, use seating at creek side instead.
- Teach people to step lightly; sometimes so focused on having fun, forget that.
- Boardwalk is liked.
- Bike storage and gathering area supported.



DAY USE PAVILION



INFORMATION KIOSK



RESTROOM/SHOWERS



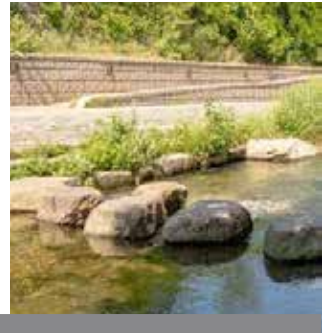
DAY USE PAVILION LOCATION



PARKING @ DITCH & TREE LINE



CREEK ACCESS



RV SITE LAYOUT W/ LAWN & TREES



Master Plan Alternatives

Both alternatives share the same community selected program including an expanded beginner skate Park area, play opportunities (big and little kid), sport court, new restroom building, half basketball court, a splash pad, picnic tables, BBQs, trail/walkway network, right-of-way improvements (sidewalk, diagonal parking and fitness circuit. The primary difference between the two include which feature is covered, the beginner skate Park style and location, locations of play opportunities and locations of primary park access off 4th Street. When surveyed, Option A was selected with the skate Park location shown in Option B. People selected the sports court to be covered.



CAMPGROUND

Master Plan Alternatives

Both alternatives share the same community selected program - (4) pull - through RV campsites, tent camping, communal bike/hike camping area, restroom/shower facilities, parking, big and small pavilion, vegetation enhancements, eastern creek crossing and community designated area with picnic tables, BBQs and a horseshoe pit. The primary differences are the location of the community designated area and the restroom/shower facilities are switched with the restroom/showers and bike/hike camping. When surveyed, Option A was selected. Most preferred the community designated area closer to Trade Ave & 4th St. and opted to have a sidewalk connection between the park and campground, with an overlook at the new bridge on 4th St.

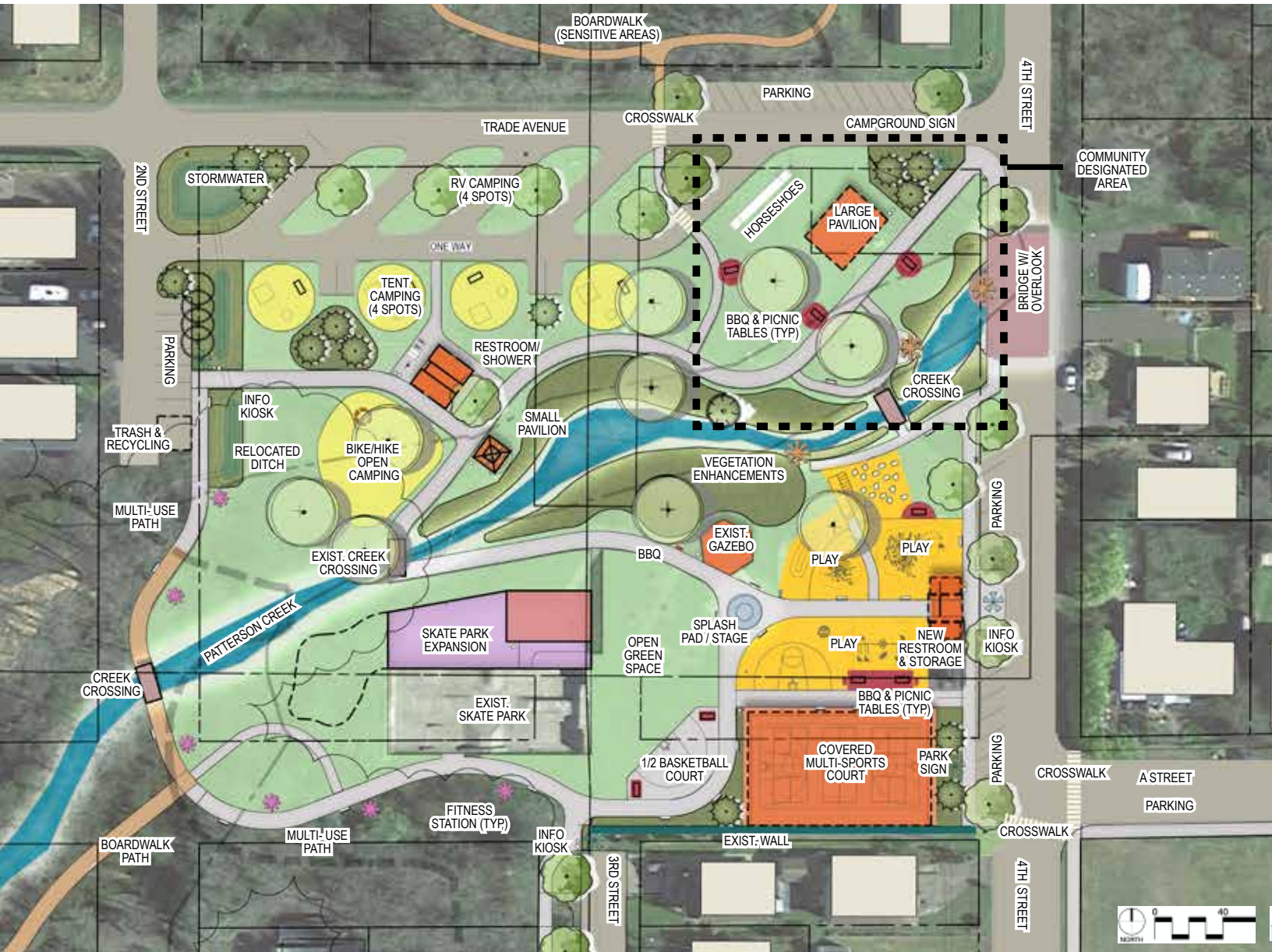


A



B

07 Final Recommendations

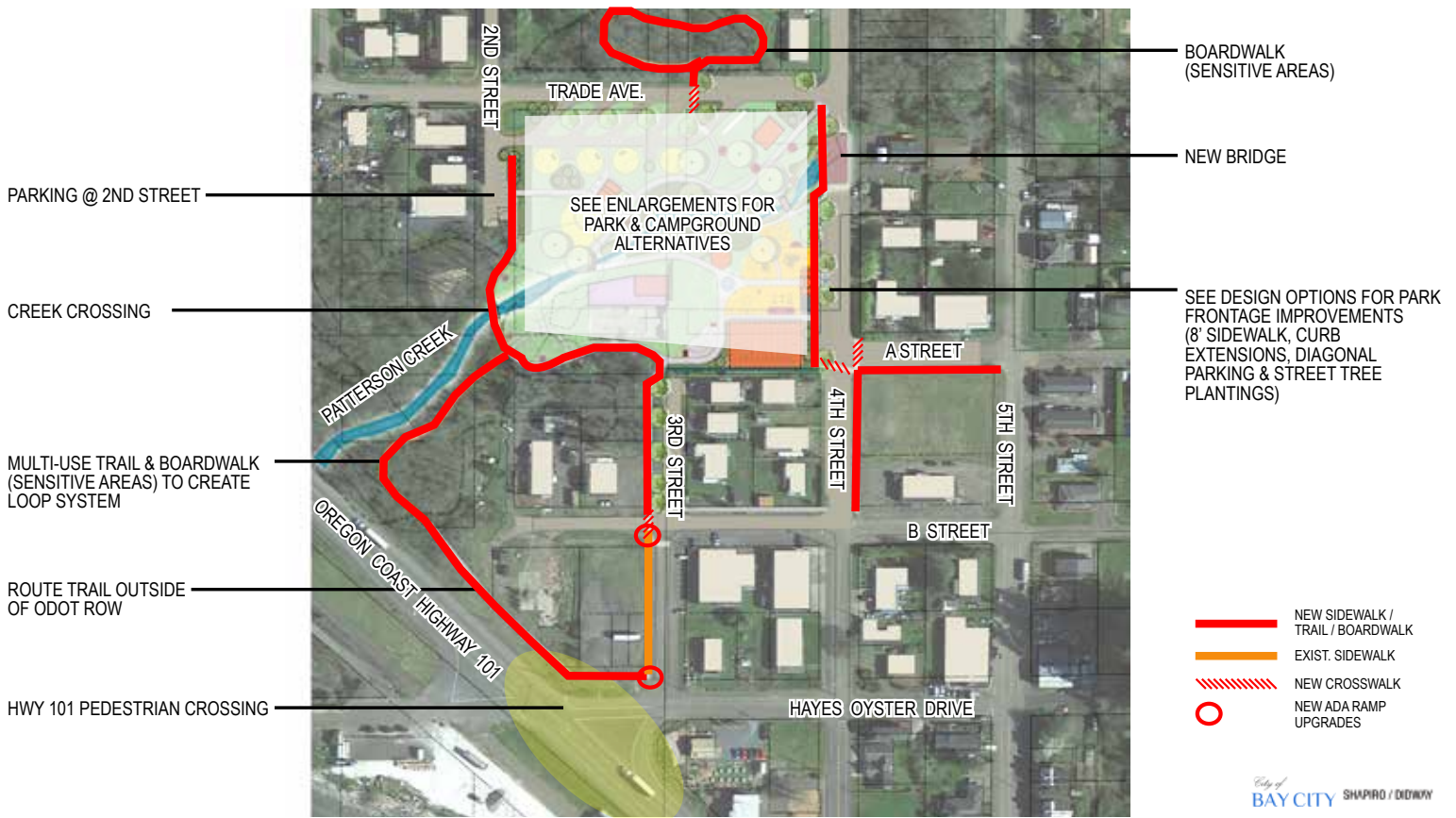


URBAN TRAIL NETWORK

A multi-use, urban trail system, that can accommodate hiking, biking, nature watching, families with strollers, walkers and wheelchairs, etc. is proposed. This network will provide a public asset. It will improve connections to the Park and off site recreational opportunities, offer a natural experience and present outdoor educational opportunities. While trail materials will vary depending on location, the trail system should be ADA accessible throughout. Within the park and campground, walkways will be concrete, with minimum 10 foot trail widths. In sensitive areas, such as off site wetland locations, a minimum 6' wide boardwalk surface, with edge barriers or railings is recommended, similar to Rockaway's Big Tree Boardwalk.

Trail Routing

Beginning at the 2nd Street parking area an information kiosk will orient users. The trail travels south, over Patterson Creek using a new pedestrian bridge; the location correlates to the new sewer line work planned (See "Patterson Creek Culvert Replacement" section). The trail then splits and loops into Al Griffin Memorial Park or continues southwest along Patterson Creek's shoreline. As the trail approaches U.S. Highway 101, it turns southeast and routes outside the highway right-of-way and returns to 3rd Avenue. A pedestrian crossing over U.S. Highway 101 is proposed at Hayes Oyster Drive, Bay City's north entrance, to allow access to the Bay (see "Planning Initiatives" subheading under "Next Steps" section for more information). However, in the short-term, the trail will



continue north along 3rd Street using existing sidewalk until reaching B Street (Bay City Public Works has plans to replace curb ramps at both street corners of this block during 2022). A new crosswalk at B Street and 1-block sidewalk extension along 3rd Street will connect trail users back to Al Griffin Memorial Park. Trail users can then complete a shorter loop by heading west back to the 2nd Street parking area or a longer loop by continuing northeast through the park, along 4th Street sidewalk extension and through the campground back to the 2nd Street parking area.

A boardwalk trail and parking area is proposed on the two large city - owned lots north of Trade Avenue. A mid-block crosswalk will connect the site to the campground. If feasible



ROCKAWAY'S BIG TREE BOARDWALK

in the future, securing property or an easement to create a pedestrian trail extension north to Main Street is highly recommended. This trail extension would connect a large residential community to the park and promote a walkable community.

Within the park and campground, the trail system will connect all site features. A second eastern creek crossing, near the play area, has been added. This will create better connection between the park and new community designated area within the campground.

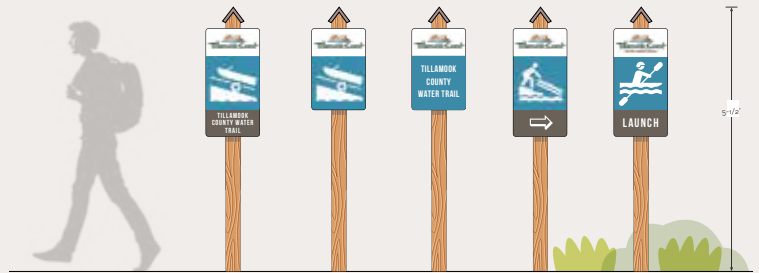
Trail Amenities & Signage

Wayfinding and signage can be used to improve the users experience. Walking loops should be measured and articulated on informational signage. Mile markers should be placed incrementally along the trail to help users track their distance traveled. Interpretive markers highlighting such points of interest as local history, ecology, and environmental impact on fish habitat and Patterson Creek can also be placed at appropriate trail locations. See "Wayfinding & Signage" for more information.

Amenities such as benches, picnic areas and fitness equipment are proposed along the trail system. Purposeful viewing opportunities to Patterson Creek should also be dispersed along trail sections paralleling the shoreline.

Water Trail / Recreation Trail Markers reference the design standards of other signs in the coast signage program. The schematics shown here show typical Water Trail Access Markers, with unbranded metal posts and brass end-caps on top, marking the destination and type of access. Recreation Trail Markers can include the following sign types:

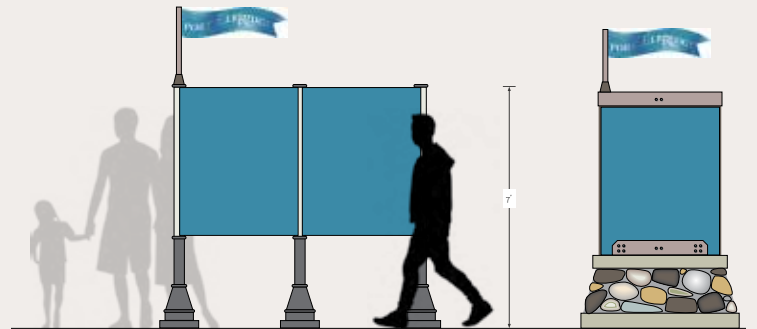
- Identification
- Directional
- Informational



Kiosk

Kiosks in this program are really visitor information hubs that link one village to another. This element of the program can be the most welcoming of hubs. From village to village, these kiosks offer the opportunity to establish a consistent visitor service resource. Kiosks share a design standard, but will also express a village's individuality with the application of specific colors, motifs and graphics.

These kiosks are expandable and can be 1-sided, 2-sided, 1-4 panels. There are options of stone finishes or no stone. These kiosks comply with the design of the public's wayfinding plan.



WAYFINDING & SIGNAGE

Wayfinding and signage can greatly improve the visitors experience. For this master planning effort, signage recommendations have been organized by type and locations indicated on the plan or in the following narrative. Currently Bay City is working with Visit Tillamook Coast to develop a wayfinding system that is unique to Bay City. Once complete, signage standards can be applied to this project.

Monument Sign

Two monument signs identifying the park and campground are proposed. Both are positioned to maintain strong sight-lines to those traveling by vehicle. The campground sign is positioned perpendicular to 4th Street at the corner of Trade Avenue & 4th Street. The park sign is positioned perpendicular to 4th Street in the plant bed adjacent to the sports court.

Information Kiosk

Three information kiosks have been located at the 2nd Street parking area, 3rd Street park entrance and the 4th Street main park entrance. The kiosk should greet users and introduce them to the park, campground and urban trail network. Some sign features could include: a trail map; rules and regulations; warnings about sensitive habitats, nuisance/poisonous plants, or other hazards; a community bulletin board to inform trail users of community events; information about local history, ecology, and environmental impact on fish habitat and Patterson Creek; a directory of local attractions; a point of contact for trail maintenance issues.

INTERPRETIVE SIGNAGE & ART



Interpretive Displays/Signs

Historical and/or environmental information can be displayed alongside the trail system at appropriate locations. Panel design should balance graphics, text and white space. Narrative should be concise and legible. The USDA Forest Service recommends text be written with the "3-30-3" rule in mind. You have 3 seconds to hook the visitor, 30 seconds if they are hooked to share primary themes and story lines, and 3 minutes if they are very interested." Interpretive displays could be designed by local volunteers.

Regulatory & Warning signs

Place regulatory and warning signs throughout the trail at appropriate locations. Regulatory signs, such as Stop, Yield, and Do Not Enter, should conform to the standard shape and color schemes as used on roads but can be sized appropriately for the typical trail users. Park, skate Park, sports court and/or campground rules should be posted at facility entrances.

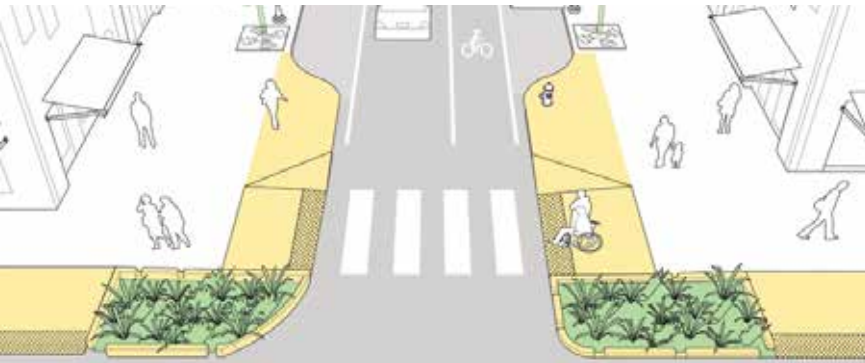
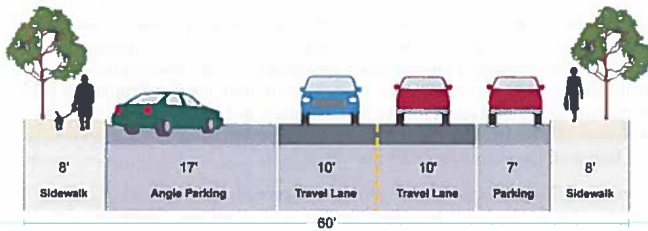
Trail markers & Surface Markings

Use to articulate measured loop options and to orient users at the beginning and end of a trail, a change of direction or an intersection.

Mile Markers

Mile markers, embedded into the pavement or displayed on posts, should be placed incrementally along the trail. This will enhance the users experience and allow them to track their distance traveled.

Urban Downtown Collector
4th Street, A Street and B Street



4TH STREET ROW SECTION & CURB EXTENSION PRECEDENT FROM NACTO

habitat in the stream. Patterson Creek Culvert Replacement Plan makes a number of recommendations such as bioengineering solutions, creating off channel habitat with limited excavation to increase water depth and installation of large woody debris and wetland and riparian vegetation (see “Past & Relevant Planning Efforts” section for more recommendations).

Along the water’s edge, a vegetated buffer or “no mow” area is recommended. The edge can be delineated by a temporary or permanent fence, supplemented with signage encouraging park and campground users to tread lightly and to respect the sensitive area. Permanent interpretive signage can also be designed to foster stream corridor stewardship and discourage entering the water or trampling vegetation.

PERMITTING REQUIREMENTS

DEQ commented that there are wetlands and waterways on the property that are subject to the state Removal-Fill Law. A state permit is required for ≥ 50 cubic yards of fill, removal, or ground alteration in the wetlands or waterways. A state permit may be required for any amount of fill, removal, or other ground alteration in the Essential Salmon Habitat and hydrologically associated wetlands. A wetland determination or delineation is needed prior to site development; the wetland delineation report should be submitted to the Department of State Lands for review and approval. A permit may be required by the Army Corps of Engineers



2ND STREET DITCH (TO BE RELOCATED) & VEGETATIVE

Off-site ROW Improvements

The 2009 Bay City Transportation System Plan categorizes 4th Street as a “local” street. However, there was a demonstrated need to include new sidewalks, curb ramps, crosswalks, curb extensions, parking and street tree. Sidewalk extensions and crosswalks are proposed at A Street, 4th Street and 3rd Street. A mid-block crossing will connect the campground to parking and a boardwalk trail north of Trade Avenue. Additional improvements along 4th Street are discussed in the park section of this document.

PATTERSON CREEK & FISH HABITAT

Patterson Creek will be buffered from campground and park activities with vegetated enhancements that feature native plantings and improve habitat for juvenile fish within the Creek. An overlook has been located at the new 4th Street Bridge and at the small pavilion within the Campground to provide overhead views of the Creek. Two additional viewing areas have been thoughtfully located along the streambank to allow users to view small fish seeking protection under logs, foliage or other debris within the stream. These viewing areas should feature an edge restraint such as boulders, fallen logs or a split rail fence and low vegetation that would allow a person to approach the stream without startling the fish.

A large stormwater planter will be created at the corner of Trade Avenue and 2nd Street and tied into the realigned ditch extending along 2nd Avenue. Both will be enhanced for water quality and habitat creation for fish wintering in the waterway.

Vegetation Enhancements, Bank Stabilization & Stream Protection

Bank stabilization is needed minimally at two (2) outside bends in Patterson Creek where significant erosion is occurring (see images). Bank reshaping and re-vegetation is needed. Stream channel enhancements should appear natural and help enhance the fish



Existing bank erosion

Existing culvert to be abandoned and plugged





BANK STABILIZATION

A second creek crossing is located on the east side of park, between the play area and new community designated area within the campground. This provides an accessible route to the 4th Street sidewalk.

STORMWATER

Stormwater features will need to be coordinated as work moves into design development. The design anticipates a large infiltrating facility at the corner of Trade Avenue and 2nd street roadside ditch relocation. If suitable, this ditch can be converted to a vegetated swale and enhanced to provide fish habitat (see "Patterson Creek & Fish Habitat" in this section for more information).

Comments received from Oregon Department of Environmental Quality recommended employing Stormwater Construction Low Impact Development Practices on the site (see <https://www.oregon.gov/deq/wq/tmdls/Pages/TMDLs-LID.aspx>). Bay City Stormwater Master Plan can also be consulted for stormwater improvements.

4th Street Culvert removal

As part of the Patterson Creek Culvert Replacement Project, 4th Street culvert will be removed and a bridge added. The bridge should accommodate a new sidewalk and overlook to allow overhead viewing opportunities to Patterson Creek.

Pedestrian Bridge Crossings

Two additional pedestrian creek crossings are proposed. The west crossing is located at the sewer pipe burial project proposed in the Patterson Creek Culvert Removal Plan. The new crossing should be coordinated with this project, especially if special permitting is required.

4TH STREET CULVERT



PEDESTRIAN CREEK CROSSING



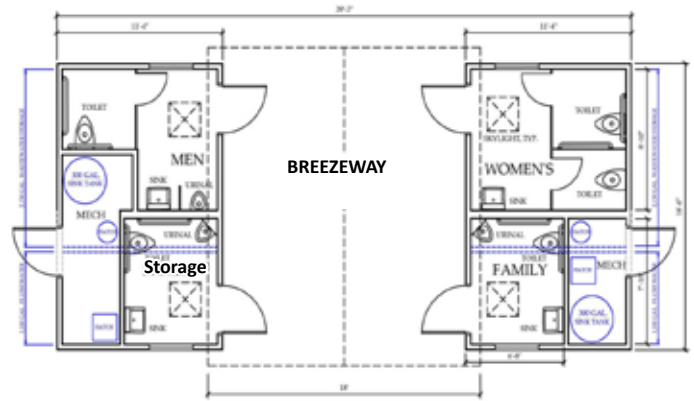
Al Griffin Memorial Park

Al Griffin Memorial park has been redesigned to open up the park to Bay City's downtown core. Frontage improvements will give the park a needed face lift. These will include new, generous 8 foot wide accessible sidewalks, street trees and diagonal parking. A curb extension opposite the corner of 4th Street and A Street and articulated crosswalks will improve pedestrian safety and calm traffic along 4th Street. Finally, an informational kiosk will be located in the small entrance plaza near the restrooms and a monument sign placed in the new plant bed screening the sports court from the street.

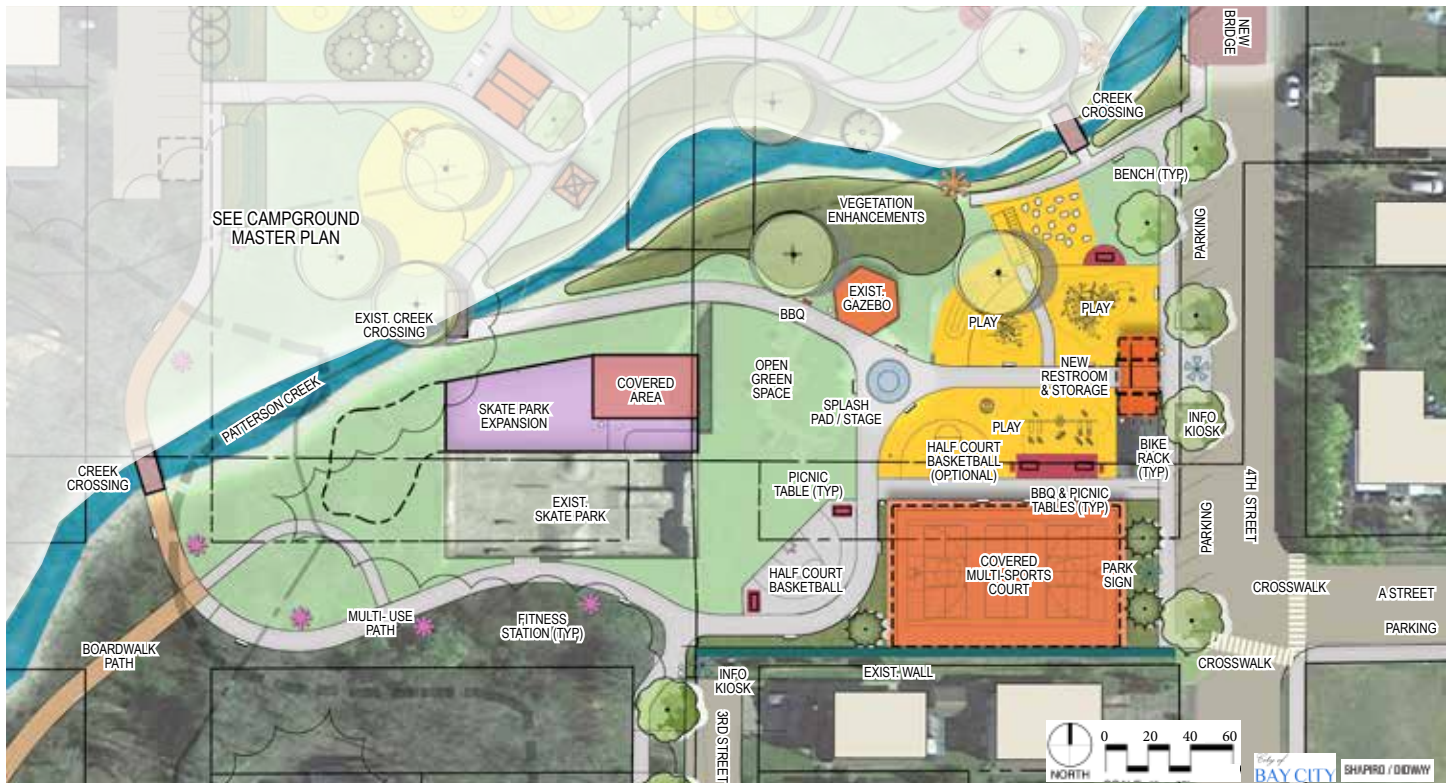


MAIN PARK ENTRY, RESTROOM, & STORAGE

A main entrance is articulated by a new custom built restroom and storage building featuring stone and timber. The main entry walkway will extend through a generous breezeway entering the park. The path will lead through an expanded play area and then arrive at a small splash pad, which will serve as a stage when needed. The pathway then splits, heading northwest to cross Patterson Creek to the campground or south leading past a path connection to a covered multi-sports court and half court basketball court. The path continues to a secondary park entry located where 3rd Street dead-ends into the park and circles around the south side of the skate Park to an urban trail network extending into the wetland area west of the site and along Patterson Creek.



RESTROOM FLOOR PLAN PRECEDENT



PLAY OPPORTUNITIES

The expanded, age inclusive play, features equipment and features for all age groups of kids. Play is separated into two nearby play structures/ areas, one oriented toward younger kids and the other toward older kids. The close proximity will allow parents of siblings with age gaps to closely monitor both play areas.

When surveyed, the community preferred hybrid play structures that combine traditional post and deck and unscripted play opportunities. Regarding other play features, survey respondents felt most strongly about play features that included play mounds, a climbing feature, music, nature play and universal design concepts. The little kid play area will feature turf play mounds with tunnels and a small play structure. A five bay swing set sites south of the main entrance path. This should include a basket swing for universal use.

The existing hill slide has been retained. The slide exit should be improved for safety by removing the dip in grade. The existing steps should also be rebuilt to allow easy movement up and down the hill. A boulder scramble up the bank provides an alternative route and will also help with bank stabilization as children trample up and down the slope. A new accessible route will be installed from the bottom of the slide, connect to the public sidewalk and then returning to the play area.

Seating, including benches and picnic tables with charcoal BBQs are located adjacent to play areas to allow a place of respite for caregivers and a convenient place to grab a snack. Where appropriate, shade trees should be located to cast shade on seating areas and play structures.

Two locations are shown for a half basketball court. The location west of the covered sports court allows room for two (2) picnic tables and minimized conflicts with other play activities. It also activates an area of the park that would not see much activity otherwise.





PLAY RENDERING - BIRD'S EYE VIEW



PLAY RENDERING - LITTLE KID STRUCTURE (AGES: UNDER 5)

PLAY STRUCTURES

Layout and 3D renderings were provided by Landscape Structures in collaboration with Ross Recreation Equipment. Two play structures are located near the existing hill slide and park entrance. Older and younger kid play is separate by the path network. The 5-12 year old structures have an involved and challenging hybrid structure that provides an amazing play experiences with a variety of climbing features, slides, and traditional post and platform design.

The 2-5 year old structure features a small slide, tunnel and climbing opportunities. A small synthetic turf play mound, with a climber, is also shown. Other play features like a slide could be integrated into this feature.

Two single post swing bays are located south of the main park entrance path. Each bay can accommodate two swings.

Finally, a single bay "Oodle" swing by Landscape Structures sits west of the more traditional swings. This comfortably sits four to six children and is accessible with a transfer point for wheelchair or walker.



PLAY RENDERING - BIG KID STRUCTURE (AGES 5-12)

PARK AMENITIES

Picnic tables, both on and off concrete pads are dispersed throughout the park along walkways and adjacent to park features such as play. Charcoal BBQ pits on concrete pads are located near the gazebo and picnic tables.

Benches, potentially featuring donor plaques, are located to provide scenic views, spectating opportunities to play and the stage and to provide regular resting along the path network.

Trash receptacles and dog waste receptacles are located throughout the park at convenient locations to promote park cleanliness. The main trash enclosure will be located off 2nd Street near the campground parking.

No lighting is planned for the park as a whole or play areas. Lighting for the covered multi-sports court may be added in the future.

EXISTING SLIDE WITH ADDED BOULDER SCRAMBLE



DOG WASTE STATIONS



SEATING/TABLES @ PLAY AREA



Universal Design

All master plan recommendations should incorporate Universal Design concepts and strive to go beyond the Americans with Disabilities Act (ADA). Considerations should include site access, site furnishing, parking and pathway connections, parking area, play area, campground, skate park expansion, picnic areas, and sports courts, and new restroom/shower facilities should also be selected to accommodate people of all abilities.

Access to and design of an inclusive play area for children of all abilities is also a priority. The design should strive to go beyond simply incorporating accessible design principles that are centered on individuals who use wheelchairs or mobility devices, and actively strive design the play area for a spectrum of disabilities, including cognitive, developmental or communication impairments, to name a few. Universal Design concepts should encourage three types of play: physical, social and sensory. Community members, parents, and children with multiple abilities will also be engaged to explore creative and functional play elements. Play element goals should include:

- Provide opportunities for activities with music, lights or physical experiences like rocking or spinning that engage multiple senses
- Incorporate multi-textured play structures that can be navigated through touch
- Group different levels of play equipment to promote connections among children with different abilities
- Provide multiple levels of challenge to engage children with differing abilities
- Explore pathway treatments with slight variation in texture and allow wheelchair access to play features
- Consider signage the uses tactile cutouts, audio or brail

- Incorporate natural elements and plants that create sensory experiences with colors, smells, sounds and touch
- Create quiet, cozy areas to escape to for children who become overstimulated or need to retreat from loud noises/comotion
- Select site furnishings and play equipment that are accessible and engage children with varying abilities
- Create shady areas that will benefit children whose medication make them sensitive to the sun
- Design with caregivers in mind, by featuring comfortable benches, shady areas or sensory garden around play perimeter.

PLAY SURFACING

In previous planning efforts for Watt Family Park (2012), participants reviewed multiple safe ADA compatible fall surfaces including turf, poured in place rubber, rubber tiles, rubber chips and engineered wood fiber. Poured-in-place recycled rubberized fall surfacing was selected, as it provides the highest level of safe accessibility for the retiring population and disabled and is a surface type not available anywhere else in the region. This surfacing has been recommended for Al Griffin Memorial Park play areas as well.

SITE FURNISHINGS

Accessibility guidelines available through the United States Access Board (USAB), GAATES and ADA should be consulted when selecting and placing site furnishings. These standards require a minimum percentage of furnishings meet accessibility standards. Toe and knee clearance, as well as spacing around furnishings and access to the area via a pathway are necessities For example, some benches require arm rests and back rests. Inclusive space should accommodate family members and caregivers.





STAGE & AMPHITHEATER SEATING @ SKATE PARK BERM



SPLASH PAD

SPLASH PAD

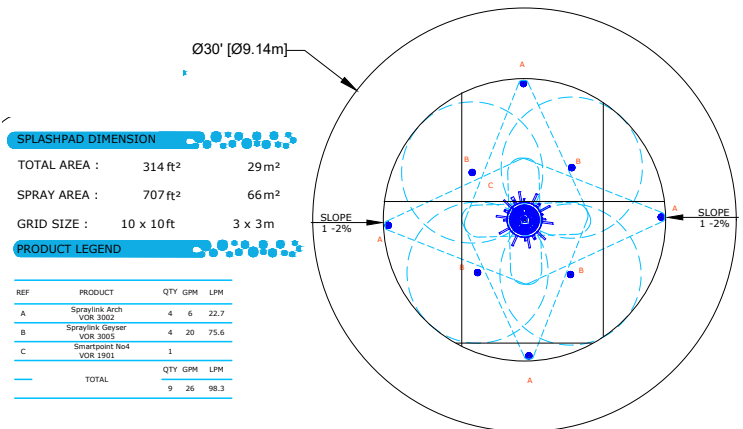
A small, low maintenance, very low cost, flow-through splash pad is located just west of the expanded play area. It will be 10 foot diameter and feature flush mount spray heads and decorative/contrast paving at the splash area. The sprays would be user activated with a flush/ground foot activator and have a Smartpoint No.4 Command Center (by Vortex), which will run the entire pad without the need for an expensive control room. The flow-through system will run water directly back to drain system. This is far less costly, with only a handful of ground sprays, so water use/loss would be minimal.

PERFORMANCE AREA / STAGE

As needed, the splash pad would serve as a stage with spectating from the open lawn to the west. Additional space for spectating could be added to the berm created by the east end of the skate Park, by regrading the berm to a more shallow slope or adding amphitheater seating.

FITNESS CIRCUIT

A fitness circuit with six (6) stations and signage is located along the path system west of the Skate Park. It provides opportunities for physical exercise in an outdoor gym setting. Equipment will serve people of all ages and abilities. This allows grandparents, parents and children to get moving together. It could also be programmed for use with an outdoor exercise class. An added benefit, is that it activates the rear part of the park and ties into a larger walking network.



SPLASH PAD LAYOUT (VORTEX)



FITNESS CIRCUIT

COVERED SPORTS COURT

A multi sports court is sized to accommodate a full size basketball court and tennis court. When surveyed, the community requested striping for pickleball (will accommodate 3 courts) and court games.

To increase use year-round, the full court will be covered. Weather protection especially from wind-blown rain is important, so a design that protect weather entering from the sides should be considered. Techniques to improve daylighting, like skylights, would soften the structures presence.

A new fence will be added on the East and West sides of the court. The fence on top of the wall will be salvaged. A removable net will span the North end, allowing the court to flow freely to the park during events.

Finally two basketball hoop assemblies will be provided. The assembly should be adjustable and durable.

SKATE PARK

A beginner skate Park expansion area is proposed to the north of the existing skate Park. This would enable beginners to learn the fundamentals at their own pace, feel less intimidated while practicing new tricks, and provide the needed courage to test limits. To work smoothly for beginners and avoid conflicts, the expansion should be separate from the existing park.



COVERED AREA



PICKLEBALL COURTS



REMOVABLE BALL NET



GAME COURTS



HALF & FULL BASKETBALL COURT W/ ADJUSTABLE HOOPS



Three beginner design concepts were presented to the public for consideration in Public Survey No. 2. The results were NOT conclusive. It is recommended that further time be spent engaging local users through social media and other means to clarify and refine features and layout. Design considerations should include:

- Linear meandering feature with small transitions and linear flow
- Beginner bowl like feature with smaller transitions with easy/user-friendly rolled edges
- Mini-ramp or enclose one end to create an open-ended bowl with a mini-half pipe section
- Post Skateboard Park rules and conduct information
- Give consideration to spectator seating
- Build expansion as its own distinct section, but create a connection between the two
- Consider infusing a colorful aesthetic
- Recommended maintenance; seal 2/year.
- Covered area. A regional example to consider is the covered Lincoln City Skate Park

COMMUNITY COMMENTS:

"A mini ramp is probably the most important feature for the park, it's fun for beginners to advanced skaters and it's the building block for all skateboard skills in parks...it's basically a small half pipe that's generally 4-5' tall. You can enclose one of the open sides of this ramp and create rounded corner sections....which greatly increases the options for how you can ride it."

A covered piece of the park would allow people to use the park all year and make a habit of going there.



ENCLOSED MINI-RAMP SKETCH BY COMMUNITY MEMBER



MINI RAMP EXAMPLE



BOWL



COVERED AREA



BOWL DESIGN EXAMPLE



LINEAR DESIGN



Campground

Without any other hotel/motel accommodations in town, the campground is a key asset to Bay City residents, described by some as the “living room” of Bay City, offering needed accommodations to tourist, friends, and family. Planning has addressed ways to improve access and function of facilities by evaluating capacity and making recommendations on amenities.

The design accommodates four (4) pull through RV spots flanking Trade Avenue, four (4) tent camping sites dispersed along a newly aligned internal access road, a common area for communal bike/hike camping, a new restroom/shower building, a large and small pavilion and a community designated area positioned near the corner of Trade Avenue and 4th Street.

Visitor parking for the campground and urban trail network is found off of 2nd Street. Additional parking servicing the community designated area is found on the north side of Trade Avenue near 4th Street. A multi-use walkway connects all site features and connects to Al Griffin Memorial Park at the existing bridge and at two additional creek crossings. A sidewalk will also extend the length of 4th Street along the park/campground frontage.

RV SPACES

Four (4) RV sites are maintained in the new design, abutting Trade Avenue with pull through access off of a new entry drive. Spots will be on a asphalt pad, sized 15-17 feet wide x 50' long with 25' wide reinforced lawn area between. Lawn areas will each have a picnic table and fire ring. Each spot will have relocated water, sewer and electric hookups.

TENT CAMPING

Four (4) tent camping sites are dispersed along the south side of the new access road through the site. One parking stall is provided for each site. Additional visitor parking using the campground or urban trail system is found off of 2nd Street. Each site will be outfitted with a fire ring, picnic table, charcoal BBQ, sign with site number and 10'x10' tent pad. Tent pad can be constructed with timber edging and bark mulching. Boulders, fallen logs and vegetation should be used to delineate and separate each space. Crushed stone surfacing should be used around the picnic table and fire ring to improve drainage and allow use during the winter.



OVERLOOK AT SMALL PAVILION



TENT CAMPSITES (VEHICULAR ACCESS)



TENT PADS



FIRE RING



PULL THROUGH RV CAMPING

BIKE / HIKE CAMPING AMENITIES



COVERED GROUP PICNIC AREA & CAMPING



ELECTRICAL OUTLETS



BIKE PARKING



REPAIR STATION & PUMP / LOCKERS W/ ELECTRICAL OUTLETS



RESTROOM & SHOWERS

PARKING

Parking at 2nd Street should be deep enough to accommodate full size club cab long bed trucks, a common tow vehicle for 5th Wheel, truck and tent Camper use, and still allow maneuvering room for west side owner vehicles.

CAMPGROUND AMENITIES

A ground mounted drinking fountain with bottle filler & pet bowl should be provided in lieu of a building mount fountain which breaks easily. Additionally, bike/hike amenities such as bike parking and bike lockers would be located near the restroom. Benches will also be appropriately spaced along pathways to optimize views of Patterson Creek, take advantage of shade and offer regular resting areas.

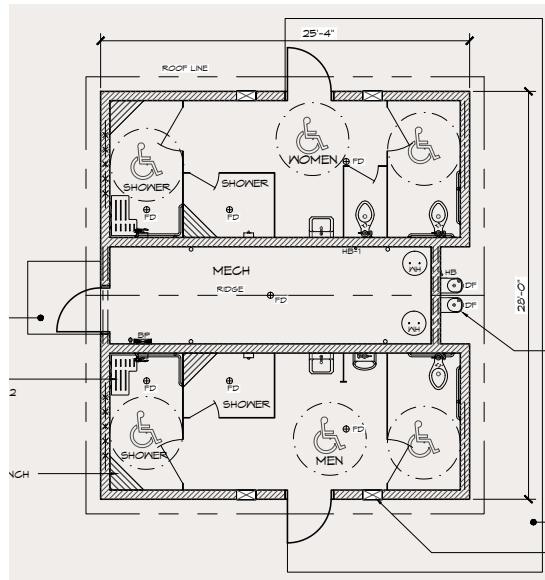
A trash enclosure is located at the 2nd Street visitor parking area. This should accommodate two small dumpsters and recycling. Additional trash cans should be placed appropriately throughout the campground.

BIKE / HIKE CAMPING

Bike/hike camping will be promoted on the site targeting people traveling in groups of 1 to 4 people. An open, communal area is proposed and will accommodate 5-6 two-person tents or about 10 people. Accommodations will include a bike repair station, storage for bikes and valuables, common fire pit, small covered day use area, high use area for tents, power to charge phones, Internet (broadband) access, and signage designating communal campsite. Signage should also be installed along U.S. Highway 101 to direct hiker/bikers to the campground.

RESTROOM & SHOWERS

A multi-user restroom and shower building that combines the shower and restroom stalls into two large rooms for men's and women's facilities is recommended. The mechanical room is sized to allow storage. Exterior doors would not lock to help minimize undesirable uses. Existing utilities services will need to be confirmed. A water line, sewer and electrical connections will need to be brought to the location. Material selections should anticipate crime, vandalism and coastal weather wear.



RESTROOM FLOOR PLAN



WATER FOUNTAIN

COMMUNITY DESIGNATED AREA

The community designated area will feature a large pavilion, three (3) picnic areas with picnic tables and charcoal grills, a horseshoe pit, walkways and benches.

As their was discomfort by many community members using the campground while in operation, a second creek crossing will allow users to travel between this community oriented space and the park without entering the campground (if desired). Primary parking is provided on the north side of Trade Avenue, connected to the campground by a mid-block crossing.

SMALL & LARGE PAVILION

A large pavilion, sized to accommodate 10-20 people, will be available primarily for community members and programming family or community gatherings. When surveyed, community members requested the large pavilion feature a fireplace. Parking

In addition to the large pavilion mentioned above, the campground will have a small pavilion that offers a gathering space for those using the campground. This will have 2-4 picnic tables and allow use for small gatherings or programming.



LARGE PAVILION



SMALL PAVILION



PICNIC TABLE & BBQ AREAS

Existing/Potential Programming

There were a number of programming ideas that were discussed during this planning process. Some were historically held at the park, others are held elsewhere, but could be relocated to the park, and others were just mentioned as “potential” programming ideas. These include the following:

1. Family Oriented Gatherings (weddings, reunions, birthday parties, picnics, etc.)
2. Holiday Events (Easter Egg Hunt/Games, Christmas Lighting Event, Pumpkin Festival)
3. Sports Parade
4. Pearl & Oyster Festival
5. Mountain Bike & Bike Race (uphill and back)
6. Dog Run (Festival) – able to run with your dog
7. Walking competition
8. Logging Competition or other ways to promote local industry
9. Fish Release in Stream
10. Scouting Group Activities (local boy scout group is new, could use site to earn badges)
11. Community Clean Up Day
12. Summer outdoor movies and concerts
13. Roller derby practices/competitions
14. Summer reading program with Library
15. Farmer’s Market cautioned against. Currently Manzanita has farmers market Friday and Tillamook’s Saturday. Farmers have limited time to harvest and show up multiple days in a row.
16. TEP led program called Explore Nature guiding hikes/ walks and paddles. Potential for more of this in area dependent on design of park. For example, if Bay became a kayak spot, could have a guided walk plus kayak.
17. Children’s outdoor learning events (3rd Grade Event, tent to tent circuit) occur with tents with 100 kids. Currently do not have a location. The location used to be Hoquarten Park but possible to hold at Al Griffin.
18. Location for outdoor school events such as Tillamook School District’s salmon watch or 5th grade clams and anthropology class.
19. Trail Keepers of Oregon recruit and train volunteers with a focus on trail training and maintenance. Training parties could be trained here, with a focus on Oregon Coast Trail and Salmonberry Trail.
20. Programs organized through the Art Center
21. Salmon Release: historically the park was used for annual salmon release.
22. Geocaching: Considered the worlds largest treasure hunt. The locations of physical and virtual caches all over the world are shared using an app that tracks your location using GPS. Each geocache find online has a difficulty level and a terrain level to meet varying user needs. The app provides clues to the size and type of caches being sought. When successfully found, participants sign a log, take an item or picture and leave an item for other cachers to find.

SALMON RELEASE



GEOCACHING



TILLAMOOK COAST DERBY DAMES



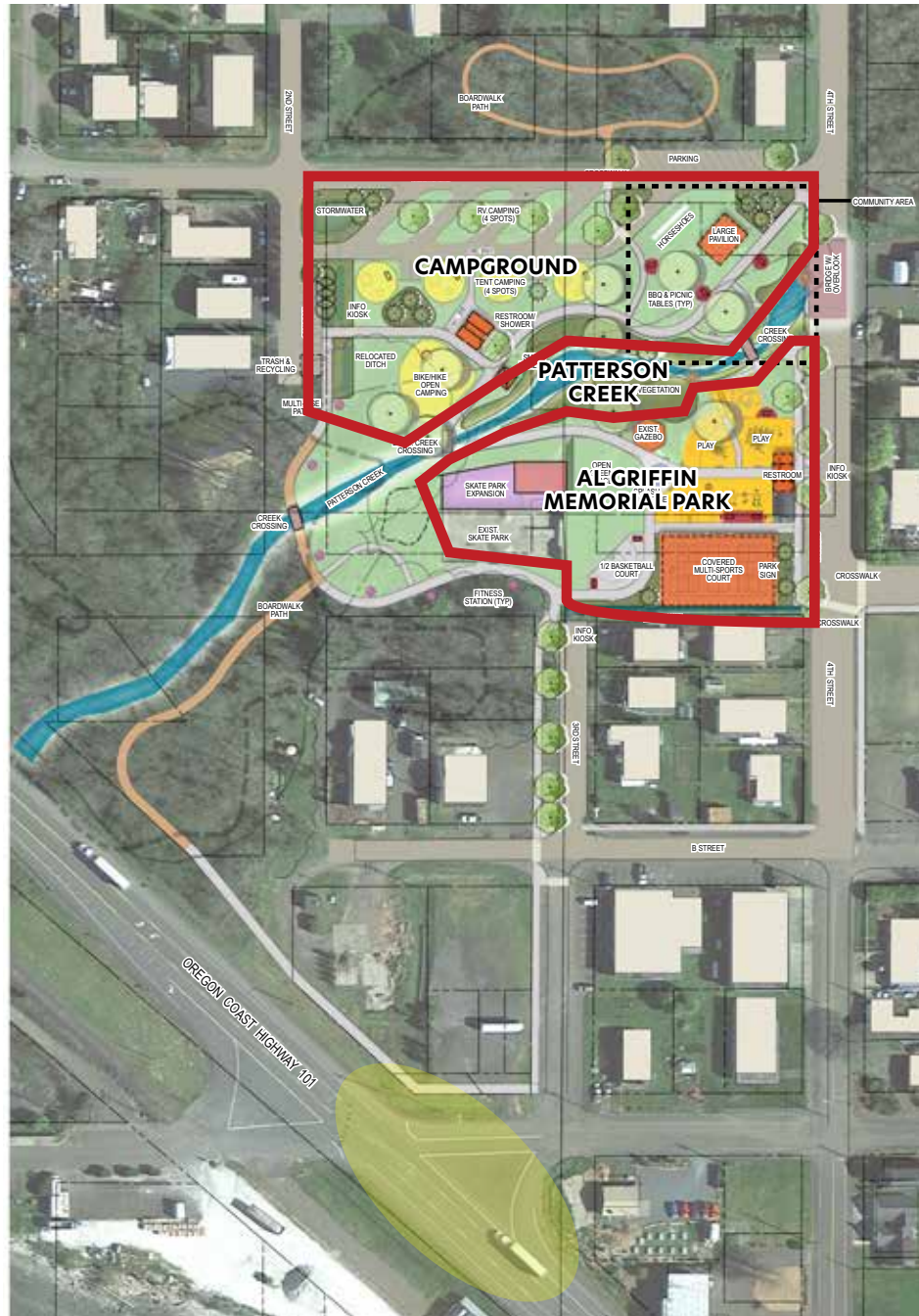
Cost Estimate

The following cost summary is divided into four sections:

1. Bay City Campground
 - Biker/hiker camping & restroom/shower building w/ utility services
 - Rest of campground improvements
 - Parking lot and trash enclosure, west side (2nd Street)
 - Wayfinding/furnishing

2. Patterson Creek
 - Pedestrian trail bridge crossings @ Patterson Creek
 - Streambank restoration & revegetation
 - 4th St Culvert removal and bridge installation with overlook

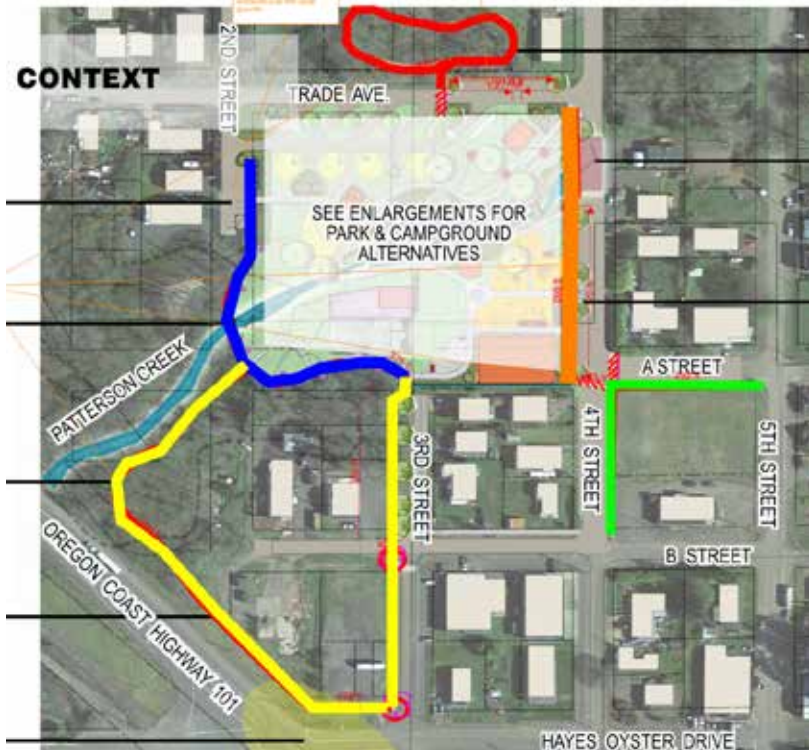
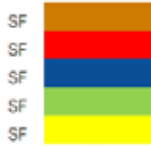
3. Al Griffin Memorial Park
 - Play
 - Covered multi sports court
 - Skate park expansion and existing skate park repairs/maintenance
 - Half court ball
 - Path networks and all other
 - Splash pad
 - Wayfinding/furnishing



COST SUMMARY BREAKDOWN - AL GRIFFIN MEMORIAL PARK, CAMPGROUND & PATTERSON CREEK

PROJECT AREAS

- 4th St Frontage Improvements
- Trade Ave. Parking & Boardwalk Loop (North of Trade Ave)
- Park & Campground Connection (2nd. St. Parking to 3rd St. Park Entry)
- 4th & A St. Sidewalk, ADA Ramps, & (2) Crosswalks
- Trail Loop @ Patterson Creek, Hwy 101 and 3rd St.



COST SUMMARY BREAKDOWN - OFF-SITE IMPROVEMENTS DIAGRAM

4. Offsite Improvements - 5 sections
 - 4th St Frontage improvements (sidewalk, curb, parking, street trees)
 - Parking & north side of Trade Ave & boardwalk system
 - Sidewalk, ADA ramp, crosswalk, boardwalk improvements (L at 4th and A street)
 - Campground connection at west and south side of park
 - "U" shaped trail from Patterson creek up 3rd street

A recommended project budget is provided for each subsection. The budget includes contingencies, estimated fees for general conditions & requirements, overhead & profit, bonds & insurance and projected escalation (7,88%), with an anticipated start date for Q1 2024.

Detailed Summary

	SF	Cost/SF	Cost *
Al Griffin Memorial Park	50,255	65.98	3,315,678
Play	8,590	128.89	1,107,129
Covered Multi Sports Court	6,670	138.46	923,507
Skatepark Expansion	4,250	109.71	466,252
Half Court Ball	1,605	33.68	54,059
Path Networks and Other Site Improvements	28,875	20.45	590,591
Splash Pad	265	394.68	104,591
Wayfinding / Furnishing			69,549
Bay City Campground	43,993	51.40	2,261,125
Campground Improvements	40,093	37.63	1,508,598
Biker / Hiker Camping & Restroom / Shower Building	700	713.50	499,450
Parking Lot and Trash Enclosure (@ 2nd Street)	3,200	57.83	185,057
Wayfinding / Furnishing			68,020
Patterson Creek	19,075	111.31	2,123,149
Streambank Restoration and Revegetation	16,500	17.26	284,808
Pedestrian Trail Bridge Crossings	400	1,077.58	431,031
4th St Culvert Removal and Bridge Installation	2,175		1,407,311
Offsite Improvements	12,961	153.63	1,991,154
4th St Frontage Improvements	5,906	41.04	242,392
Trade Ave. Parking & Boardwalk Loop (North of Trade Ave)	2,550	228.74	583,293
Park & Campground Connection (2nd. St. Parking to 3rd St. Park Entry)	1,125	288.51	324,574
4th & A St. Sidewalk, ADA Ramps, & (2) Crosswalks	1,120	78.72	95,623
Trail Loop @ Patterson Creek, Hwy 101 and 3rd St.	2,260	329.77	745,271

* It is anticipated that the project will be delivered by public low bid with a minimum of 4 to 5 qualified General Contractors to maintain competitive pricing. If the project is delivered via alternative delivery methods, recommended budget modifications will be required.

Al Griffin Memorial Park

Quantity Unit Rate Total

PROJECT AREAS

Play	8,590 SF		
Covered Multi Sports Court	6,670 SF		
Skatepark Expansion	4,250 SF		
Half Court Ball	1,605 SF		
Path Networks and Other Site Improvements	28,875 SF		
Splash Pad	265 SF		
Wayfinding / Furnishing			
Total Project Area	50,255 SF		

Play

Site Prep	8,590 SF		3.98	34,172
Erosion control	8,590 SF		0.30	2,577
Temporary facilities	3 MO		1100.00	3,300
Traffic control - part time	3 MO		1500.00	4,500
Daily and final cleanup includes street cleaning	3 MO		1500.00	4,500
Site protection	8,590 SF		0.50	4,295
Survey - construction	1 LS		15000.00	15,000
Site Demolition	8,590 SF		2.08	17,885
Demo - clear and grub	8,590 SF		1.50	12,885
Demo - misc. site	1 LS		5000.00	5,000
Site Earthwork	8,590 SF		3.34	28,713
Site Grading - incl. compaction	8,590 SF		0.75	6,443
Excavation - incl. haul and dispose	318 CY		40.00	12,726
Base aggregates - 6" depth	159 CY		60.00	9,544
Site Improvements	8,590 SF		73.17	628,535
Site Development	8,590 SF		72.59	623,535
Play area	8,590 SF			
Surface - CIP rubber, PebbleFlex/Sim	8,590 SF		36.50	313,535
Play equipment - little kid play	1 LS		150,000.00	150,000
Play equipment - older kid play	1 LS		85,000.00	85,000
Play equipment - hill play	1 LS		45,000.00	45,000
Play equipment - swings	1 LS		30,000.00	30,000
Landscaping	8,590 SF		0.58	5,000
Restoration - allow	1 LS		5000.00	5,000
Site Mechanical	8,590 SF		1.75	15,000
Drainage - allow	1 LS		15000.00	15,000

Direct Construction Cost	8,590 SF		84.32	724,305
Contingency - Construction and Design	15.00%			108,646
General Conditions and Requirements	14.50%			120,778
Contractor's Overhead and Profit or Fee	5.50%			52,455
Bonds and Insurance	2.00%			20,124
Construction Cost Before Escalation				1,026,307
Recommended Budget (Q1 2024)	7.88%			1,107,129

Al Griffin Memorial Park

Quantity Unit Rate Total

Covered Multi Sports Court

Site Prep	6,670 SF	4.89	32,636
Erosion control	6,670 SF	0.30	2,001
Temporary facilities	3 MO	1100.00	3,300
Traffic control - part time	3 MO	1500.00	4,500
Daily and final cleanup includes street cleaning	3 MO	1500.00	4,500
Tree protection - not required		NIC	
Site protection	6,670 SF	0.50	3,335
Survey - construction	1 LS	15000.00	15,000
Site Demolition	6,670 SF	2.25	15,005
Demo - clear and grub	6,670 SF	1.50	10,005
Demo - misc. site	1 LS	5000.00	5,000
Site Earthwork	6,670 SF	3.34	22,295
Site Grading - incl. compaction	6,670 SF	0.75	5,003
Excavation - incl. haul and dispose	247 CY	40.00	9,881
Base aggregates - 6" depth	124 CY	60.00	7,411
Site Improvements	6,670 SF	78.60	524,240
Site Development	6,670 SF	77.85	519,240
Covered multi sports court	6,670 SF		
Asphalt pad	6,670 SF	4.50	30,015
Column footings	4 EA	3,500.00	14,000
Surface - sports, incl. striping	6,670 SF	2.50	16,675
Sports equipment - hoops and nets	1 LS	25,000.00	25,000
Covered structure - 104' x 63', allow	6,670 SF	65.00	433,550
Landscaping	6,670 SF	0.75	5,000
Restoration - allow	1 LS	5000.00	5,000
Site Mechanical	6,670 SF	1.50	10,000
Drainage - allow	1 LS	10000.00	10,000
Direct Construction Cost	6,670 SF	90.58	604,176
Contingency - Construction and Design	15.00%		90,626
General Conditions and Requirements	14.50%		100,746
Contractor's Overhead and Profit or Fee	5.50%		43,755
Bonds and Insurance	2.00%		16,786
Construction Cost Before Escalation			856,090
Recommended Budget (Q1 2024)	7.88%		923,507

Skatepark Expansion

Site Prep	4,250 SF	7.22	30,700
Erosion control	4,250 SF	0.30	1,275
Temporary facilities	3 MO	1100.00	3,300
Traffic control - part time	3 MO	1500.00	4,500
Daily and final cleanup includes street cleaning	3 MO	1500.00	4,500
Site protection	4,250 SF	0.50	2,125
Survey - construction	1 LS	15000.00	15,000

Al Griffin Memorial Park

	Quantity	Unit	Rate	Total
Site Demolition	4,250	SF	2.68	11,375
Demo - clear and grub	4,250	SF	1.50	6,375
Demo - misc. site	1	LS	5000.00	5,000
Site Earthwork	4,250	SF	3.34	14,206
Site Grading - incl. compaction	4,250	SF	0.75	3,188
Excavation - incl. haul and dispose	157	CY	40.00	6,296
Base aggregates - 6" depth	79	CY	60.00	4,722
Site Improvements	4,250	SF	56.18	238,750
Site Development	4,250	SF	55.00	233,750
Skatepark - design build	4,250	SF	55.00	233,750
Skate features and equipment				incl. above
Landscaping	4,250	SF	1.18	5,000
Restoration - allow	1	LS	5000.00	5,000
Site Mechanical	4,250	SF	2.35	10,000
Drainage - allow	1	LS	10000.00	10,000
Direct Construction Cost	4,250	SF	71.77	305,031
Contingency - Construction and Design	15.00%			45,755
General Conditions and Requirements	14.50%			50,864
Contractor's Overhead and Profit or Fee	5.50%			22,091
Bonds and Insurance	2.00%			8,475
Construction Cost Before Escalation				432,215
Recommended Budget (Q1 2024)	7.88%			466,252

Half Court Ball

Site Prep	1,605	SF	3.98	6,384
Erosion control	1,605	SF	0.30	482
Temporary facilities	1	MO	1100.00	1,100
Daily and final cleanup includes street cleaning	1	MO	1500.00	1,500
Tree protection - not required				NIC
Site protection	1,605	SF	0.50	803
Survey - construction	1	LS	2500.00	2,500
Site Demolition	1,605	SF	2.11	3,383
Demo - clear and grub, lawn	1,605	SF	0.55	883
Demo - misc. site	1	LS	2500.00	2,500
Site Earthwork	1,605	SF	3.34	5,365
Site Grading - incl. compaction	1,605	SF	0.75	1,204
Excavation - incl. haul and dispose	59	CY	40.00	2,378
Base aggregates - 6" depth	30	CY	60.00	1,783
Site Improvements	1,605	SF	12.61	20,235
Site Development	1,605	SF	11.05	17,735
1/2 basketball court	1,605	SF		
Asphalt pad	1,605	SF	4.50	7,223
Surface - sports, incl. striping	1,605	SF	2.50	4,013
Sports equipment - hoops and nets	1	LS	6,500.00	6,500

Al Griffin Memorial Park

	Quantity	Unit	Rate	Total
Landscaping	1,605	SF	1.56	2,500
Restoration - lawn	1	LS	2500.00	2,500
Direct Construction Cost	1,605	SF	22.04	35,367
Contingency - Construction and Design	15.00%			5,305
General Conditions and Requirements	14.50%			5,897
Contractor's Overhead and Profit or Fee	5.50%			2,561
Bonds and Insurance	2.00%			983
Construction Cost Before Escalation				50,113
Recommended Budget (Q1 2024)	7.88%			54,059

Path Networks and Other Site Improvements

Site Prep	28,875	SF	1.59	45,900
Erosion control	28,875	SF	0.30	8,663
Temporary facilities	3	MO	1100.00	3,300
Daily and final cleanup includes street cleaning	3	MO	1500.00	4,500
Site protection	28,875	SF	0.50	14,438
Survey - construction	1	LS	15000.00	15,000
Site Demolition	28,875	SF	1.67	48,313
Demo - clear and grub	28,875	SF	1.50	43,313
Demo - misc. site	1	LS	5000.00	5,000
Site Earthwork	28,875	SF	2.51	72,378
Site Grading - incl. compaction	28,875	SF	0.75	21,656
Excavation - incl. haul and dispose	1,069	CY	40.00	42,778
Base aggregates - 6" depth	132	CY	60.00	7,944
Site Improvements	28,875	SF	6.30	181,785
Pedestrian Paving	28,875	SF	2.60	75,075
CIP concrete - pedestrian walkway	7,150	SF	10.50	75,075
Site Development	28,875	SF	1.26	36,400
Picnic table	6	EA	1300.00	7,800
Bike rack	4	EA	650.00	2,600
Trash and recycling receptacle	5	EA	1850.00	9,250
Bench	3	EA	2750.00	8,250
Fitness station - incl. pad	1	EA	8500.00	8,500
Landscaping	28,875	SF	2.43	70,310
Trees				
Deciduous - large, 4" cal.	2	EA	650.00	1,300
Conifer - small, 8' ht.	3	EA	350.00	1,050
Topsoil	5	CY	45.00	225
Planting - standard	2,165	SF		
Topsoil - 12" depth	80	CY	45.00	3,608
Mulch - 2" depth	14	CY	40.00	545
Shrubs and groundcover - 1 gal., 24" O.C.	541	EA	12.50	6,766
Irrigation	2,165	SF	2.00	4,330
Planting - lawn area	19,560	SF		
Topsoil - 6" depth	362	CY	45.00	16,300
Hydroseed	19,560	SF	0.35	6,846
Irrigation	19,560	SF	1.50	29,340

Al Griffin Memorial Park

	Quantity	Unit	Rate	Total
Site Mechanical	28,875	SF	0.62	18,000
Modifications as required - RV stubs	4	LOC	4500.00	18,000
Site Electrical	28,875	SF	0.69	20,000
Connection to pavilion structures	1	LS	20000.00	20,000
Direct Construction Cost	28,875	SF	13.38	386,376
Contingency - Construction and Design	15.00%			57,956
General Conditions and Requirements	14.50%			64,428
Contractor's Overhead and Profit or Fee	5.50%			27,982
Bonds and Insurance	2.00%			10,735
Construction Cost Before Escalation				547,478
Recommended Budget (Q1 2024)	7.88%			590,591

Splash Pad

	-			
Site Prep	265	SF	20.05	5,312
Erosion control	265	SF	0.30	80
Temporary facilities	1	MO	1100.00	1,100
Daily and final cleanup includes street cleaning	1	MO	1500.00	1,500
Tree protection - not required				NIC
Site protection	265	SF	0.50	133
Survey-construction	1	LS	2500.00	2,500
Site Demolition	265	SF	9.05	2,398
Demo - clear and grub	265	SF	1.50	398
Demo - misc. site	1	LS	2000.00	2,000
Site Earthwork	265	SF	3.34	886
Site Grading - incl. compaction	265	SF	0.75	199
Excavation - incl. haul and dispose	10	CY	40.00	393
Base aggregates - 6" depth	5	CY	60.00	294
Site Improvements	265	SF	172.94	45,830
Site Development	265	SF	154.08	40,830
Splash pad				
Concrete - decorative, incl. integral color	265	SF	22.00	5,830
Equipment	1	LS	20,000.00	20,000
Installation - incl. utility connection	1	LS	15,000.00	15,000
Landscaping	265	SF	18.87	5,000
Restoration - allow	1	LS	5000.00	5,000
Site Mechanical	265	SF	52.83	14,000
WS - connection	1	EA	3500.00	3,500
WS - pipe, incl. trenching and backfill	150	LF	70.00	10,500
Direct Construction Cost	265	SF	258.21	68,425
Contingency - Construction and Design	15.00%			10,264
General Conditions and Requirements	14.50%			11,410
Contractor's Overhead and Profit or Fee	5.50%			4,955
Bonds and Insurance	2.00%			1,901
Construction Cost Before Escalation				96,956
Recommended Budget (Q1 2024)	7.88%			104,591

Al Griffin Memorial Park

Quantity Unit Rate Total

Wayfinding / Furnishing

Wayfinding			45,500
Information kiosk	1 EA	12000.00	12,000
Wayfinding sign - pedestrian	2 EA	4500.00	9,000
Regulatory sign	4 EA	1500.00	6,000
Monument sign	1 EA	18500.00	18,500
Interpretive sign	2 EA	3500.00	7,000
Direct Construction Cost			45,500
Contingency - Construction and Design	15.00%		6,825
General Conditions and Requirements	14.50%		7,587
Contractor's Overhead and Profit or Fee	5.50%		3,295
Bonds and Insurance	2.00%		1,264
Construction Cost Before Escalation			64,471
Recommended Budget (Q1 2024)			7.88%
			69,549

Campground

Quantity Unit Rate Total

PROJECT AREAS

Campground Improvements	40,093 SF		
Biker / Hiker Camping & Restroom / Shower Buildir	700 SF		
Parking Lot and Trash Enclosure (@ 2nd Street)	3,200 SF		
Wayfinding / Furnishing			
Total Project Area	43,993 SF		

Campground Improvements

Site Prep	40,093 SF	1.48	59,374
Erosion control	40,093 SF	0.30	12,028
Temporary facilities	3 MO	1,100.00	3,300
Traffic control - part time	3 MO	1,500.00	4,500
Daily and final cleanup includes street cleaning	3 MO	1,500.00	4,500
Site protection	40,093 SF	0.50	20,047
Survey - construction	1 LS	15,000.00	15,000
Site Demolition	40,093 SF	0.47	19,033
Demo - clear and grub	40,093 SF	0.35	14,033
Demo - misc. site	1 LS	5,000.00	5,000
Site Earthwork	40,093 SF	2.72	109,076
Site grading - incl. compaction	40,093 SF	0.25	10,023
Excavation - incl. haul and dispose	1,485 CY	40.00	59,397
Base aggregates - 6" depth	661 CY	60.00	39,656
Site Improvements	40,093 SF	19.23	770,971
Parking Lots (Campsite parking & interior road)	40,093 SF	2.78	111,601
Asphalt - vehicular	11,995 SF	4.50	53,978
Lawn area - reinforced @ RV site	4,370 SF	12.50	54,625
Striping - crosswalk & campsite parking, one-way	11,995 SF	0.25	2,999
Pedestrian Paving	40,093 SF	5.77	231,267
CIP concrete - pedestrian walkway	19,325 SF	10.50	202,913
Compact gravel/sand - tent camping	4,083 SF	2.85	11,637
Tent pad - mulch, incl. timber edging	4 EA	950.00	3,800
Compact gravel/sand - bike/hike open camping	3,445 SF	2.85	9,818
ADA curb ramp	2 EA	1,550.00	3,100

Campground

	Quantity	Unit	Rate	Total
Site Development	40,093	SF	5.95	238,470
Pavilion - large, incl. pad	1,025	SF		
SOG - foundation	1,025	SF	25.00	25,625
Vertical structure - columns	1,025	SF	45.00	46,125
Roof structure	1,025	SF	30.00	30,750
Roof - metal panel	1,025	SF	35.00	35,875
Pavilion - small, incl. pad	220	SF		
SOG - foundation	220	SF	25.00	5,500
Vertical structure - columns	220	SF	45.00	9,900
Roof structure	220	SF	30.00	6,600
Roof - metal panel	220	SF	35.00	7,700
Bench	1	EA	2,750.00	2,750
Trash and recycling receptacle	1	EA	1,850.00	1,850
Overlook structure - stone clad	170	SF	48.50	8,245
Seat wall - stone clad	30	LF	350.00	10,500
Bike locker	2	EA	2,750.00	5,500
BBQ - incl. pad	7	EA	1,100.00	7,700
Picnic table	7	EA	1,300.00	9,100
Horse shoe pit	1	EA	1,500.00	1,500
Fire pit	5	EA	750.00	3,750
Bike rack	4	EA	650.00	2,600
Bike repair station	1	EA	9,500.00	9,500
Trash and recycling receptacle	4	EA	1,850.00	7,400
Landscaping	40,093	SF	4.73	189,632
Trees				
Deciduous - large, 4" cal.	7	EA	650.00	4,550
Deciduous - med, 3" cal.	6	EA	500.00	3,000
Deciduous - small, 2" cal.	11	EA	400.00	4,400
Conifer - small, 8' ht.	5	EA	350.00	1,750
Topsoil	29	CY	45.00	1,305
Planting - standard	9,015	SF		
Topsoil - amendment	112	CY	45.00	5,018
Mulch - 2" depth	57	CY	40.00	2,270
Shrubs and groundcover - 1 gal., 24" O.C.	2,254	EA	12.50	28,172
Irrigation	9,015	SF	2.00	18,030
Planting - stormwater	5,945	SF		
Topsoil - 18" depth	330	CY	2.00	661
Drainage layer - 12" depth	220	CY	40.00	8,807
Shrubs and groundcover - 1 gal., 24" O.C.	1,486	EA	12.50	18,578
Irrigation	5,945	SF	1.75	10,404
Planting - lawn area	30,815	SF		
Topsoil - 6" depth	571	CY	45.00	25,679
Hydroseed	30,815	CY	0.35	10,785
Irrigation	30,815	SF	1.50	46,223
Site Mechanical	40,093	SF	0.45	18,000
Modifications as required - RV stubs	4	LOC	4,500.00	18,000
Site Electrical	40,093	SF	0.26	10,500
Connection to pavilion structures	75	LF	140.00	10,500
Direct Construction Cost	40,093	SF	24.62	986,954
Contingency - Construction and Design	15.00%			148,043
General Conditions and Requirements	14.50%			164,575
Contractor's Overhead and Profit or Fee	5.50%			71,476
Bonds and Insurance	2.00%			27,421
Construction Cost Before Escalation				1,398,469
Recommended Budget (Q1 2024)	7.88%			1,508,598

Campground

Quantity Unit Rate Total

Biker / Hiker Camping & Restroom / Shower Building

Site Prep	700 SF	25.51	17,860
Erosion control	700 SF	0.30	210
Temporary facilities	3 MO	1,100.00	3,300
Traffic control - part time	3 MO	1,500.00	4,500
Daily and final cleanup includes street cleaning	3 MO	1,500.00	4,500
Site protection	700 SF	0.50	350
Survey - construction	1 LS	5,000.00	5,000
Site Demolition	700 SF	8.64	6,050
Demo - clear and grub	700 SF	1.50	1,050
Demo - misc. site	1 LS	5,000.00	5,000
Site Earthwork	700 SF	3.34	2,340
Site Grading - incl. compaction	700 SF	0.75	525
Excavation - incl. haul and dispose	26 CY	40.00	1,037
Base aggregates - 6" depth	13 CY	60.00	778
Site Improvements	700 SF	375.00	262,500
Restroom Structure			
Prefabricated structure - Romtech	1 LS	175,000.00	175,000
Installation	1 LS	87,500.00	87,500
Site Mechanical	700 SF	18.57	13,000
Water Distribution	700 SF	11.43	8,000
Modifications as required	1 EA	8,000.00	8,000
Stormwater Management	700 SF	7.14	5,000
Connection to existing	1 EA	5,000.00	5,000
Site Electrical	700 SF	35.71	25,000
Modifications as required, incl. branch panel	1 LS	25,000.00	25,000
Direct Construction Cost	700 SF	466.79	326,750
Contingency - Construction and Design	15.00%		49,012
General Conditions and Requirements	14.50%		54,486
Contractor's Overhead and Profit or Fee	5.50%		23,664
Bonds and Insurance	2.00%		9,078
Construction Cost Before Escalation			462,990
Recommended Budget (Q1 2024)	7.88%		499,450

Parking Lot and Trash Enclosure (@ 2nd Street)

Site Prep	3,200 SF	3.64	11,660
Erosion control	3,200 SF	0.30	960
Temporary facilities	1 MO	1,100.00	1,100
Traffic control - part time	1 MO	1,500.00	1,500
Daily and final cleanup includes street cleaning	1 MO	1,500.00	1,500
Site protection	3,200 SF	0.50	1,600
Survey-construction	1 LS	5,000.00	5,000

Campground

	Quantity	Unit	Rate	Total
Site Demolition	3,200	SF	3.06	9,800
Demo - clear and grub	3,200	SF	1.50	4,800
Demo - misc. site	1	LS	5,000.00	5,000
Site Earthwork	3,200	SF	6.35	20,324
Site Grading - incl. compaction	3,200	SF	0.75	2,400
Culvert - relocate	125	LF	80.00	10,000
Excavation - incl. haul and dispose	119	CY	40.00	4,741
Base aggregates - 6" depth	53	CY	60.00	3,183
Site Improvements	3,200	SF	24.78	79,284
Parking Lot (2nd Street)	3,200	SF	6.92	22,159
Asphalt - vehicular	2,865	SF	4.50	12,893
Striping	2,865	SF	0.25	716
Wheel stops	7	EA	250.00	1,750
ADA parking - sign	7	SF	750.00	5,250
ADA curb ramp	1	EA	1,550.00	1,550
Site Development	3,200	SF	16.29	52,125
Trash enclosure - incl. pad	335	SF		
Concrete pad	335	SF	20.00	6,700
Enclosure - chain link and vinyl slat panel	584	SF	50.00	29,200
Metal roof	335	SF	35.00	11,725
Vehicular gate	1	EA	4,500.00	4,500
Landscaping	3,200	SF	1.56	5,000
Restoration - allow	1	LS	5,000.00	5,000
Direct Construction Cost	3,200	SF	37.83	121,068
Contingency - Construction and Design	15.00%			18,160
General Conditions and Requirements	14.50%			20,188
Contractor's Overhead and Profit or Fee	5.50%			8,768
Bonds and Insurance	2.00%			3,364
Construction Cost Before Escalation				171,548
Recommended Budget (Q1 2024)	7.88%			185,057

Wayfinding / Furnishing

Wayfinding				44,500
Information kiosk	1	EA	12,000.00	12,000
Monument sign	1	EA	18,500.00	18,500
Wayfinding sign - pedestrian	1	EA	4,500.00	4,500
Trail marker/directional sign	10	EA	950.00	9,500
Direct Construction Cost				44,500
Contingency - construction and design	15.00%			6,675
General Conditions and Requirements	14.50%			7,420
Contractor's Overhead and Profit or Fee	5.50%			3,223
Bonds and Insurance	2.00%			1,236
Construction Cost Before Escalation				63,054
Recommended Budget (Q1 2024)	7.88%			68,020

Patterson Creek

Quantity Unit Rate Total

PROJECT AREAS

Streambank Restoration and Revegetation	16,500 SF		
Pedestrian Trail Bridge Crossings	400 SF		
4th St Culvert Removal and Bridge Installation	2,175 SF		

Total Project Area 19,075 SF

Streambank Restoration and Revegetation

Site Prep	16,500 SF		1.12	18,400
Erosion control	16,500 SF		0.30	4,950
Temporary facilities	2 MO		1,100.00	2,200
Daily and final cleanup includes street cleaning	2 MO		1,500.00	3,000
Site protection	16,500 SF		0.50	8,250
Site Demolition	16,500 SF		1.80	29,750
Demo - clear and grub	16,500 SF		1.50	24,750
Demo - misc. site	1 LS		5,000.00	5,000
Site Earthwork	16,500 SF		4.46	73,530
Site Grading - incl. compaction	16,500 SF		0.75	12,375
Site Grading - shoreline bank	1,100 LF		3.75	4,125
Excavation - shoreline bank	407 CY		85.00	34,630
Shoreline stabilization - geosynthetic engineered rol	160 LF		140.00	22,400
Site Improvements	16,500 SF		3.92	64,647
Landscaping	16,500 SF		3.92	64,647
Planting - shoreline revegetation	16,500 SF			
Topsoil - pit planting	73 CY		45.00	3,267
Native shrubs and groundcover - bare root, 18	7,260 EA		4.25	30,855
Hydroseed - native seed mix	16,500 SF		0.35	5,775
Irrigation - temporary	16,500 SF		1.50	24,750

Direct Construction Cost	16,500 SF		11.29	186,327
Contingency - Construction and Design	15.00%			27,949
General Conditions and Requirements	14.50%			31,070
Contractor's Overhead and Profit or Fee	5.50%			13,494
Bonds and Insurance	2.00%			5,177
Construction Cost Before Escalation				264,016
Recommended Budget (Q1 2024)	7.88%			284,808

Pedestrian Trail Bridge Crossings

Site Prep	400 SF		26.05	10,420
Erosion control	400 SF		0.30	120
Temporary facilities	1 MO		1,100.00	1,100
Daily and final cleanup	1 MO		1,500.00	1,500
Site protection	400 SF		0.50	200
Survey - construction	1 LS		7,500.00	7,500

Patterson Creek

	Quantity	Unit	Rate	Total
Site Demolition	400	SF	7.75	3,100
Demo - clear and grub	400	SF	1.50	600
Demo - misc. site	1	LS	2,500.00	2,500
Site Earthwork	400	SF	8.94	3,574
Site Grading - incl. compaction	400	SF	0.75	300
Excavation - shoreline bank	39	CY	85.00	3,274
Site Improvements	400	SF	662.24	264,894
Pedestrian paving	400	SF	490.36	196,144
Boardwalk - bridge	400	SF		
Railing - pedestrian	40	LF	185.00	7,400
Steel substructure	1	TN	8,500.00	6,800
Decking	400	SF	35.00	14,000
Headwall - incl. footing	39	CY	1,050.00	40,444
Site Development	400	SF	159.38	63,750
Interpretive art - allow	1	LS	50,000.00	50,000
Interpretive signage	5	EA	2,750.00	13,750
Landscaping	400	SF	12.50	5,000
Restoration	1	LS	5,000.00	5,000
Direct Construction Cost	400	SF	704.97	281,989
Contingency - Construction and Design	15.00%			42,298
General Conditions and Requirements	14.50%			47,022
Contractor's Overhead and Profit or Fee	5.50%			20,422
Bonds and Insurance	2.00%			7,835
Construction Cost Before Escalation				399,565
Recommended Budget (Q1 2024)			7.88%	431,031

4th St Culvert Removal and Bridge Installation

Site Prep	2,175	SF	13.08	28,440
Erosion control	2,175	SF	0.30	653
Construction entrance	1	EA	3,500.00	3,500
Temporary facilities	2	MO	1,100.00	2,200
Traffic control	2	MO	1,500.00	3,000
Daily and final cleanup includes street cleaning	2	MO	1,500.00	3,000
Site protection	2,175	SF	0.50	1,088
Survey - construction	1	LS	15,000.00	15,000
Site Demolition	2,175	SF	4.03	8,763
Demo - clear and grub	2,175	SF	1.50	3,263
Demo - misc. site	1	LS	2,500.00	2,500
Demo - culvert	1	LS	3,000.00	3,000
Site Earthwork	2,175	SF	3.21	6,983
Site Grading - incl. compaction	2,175	SF	0.75	1,631
Excavation - incl. haul and dispose, culvert	50	CY	85.00	4,250
Excavation - incl. haul and dispose	6	CY	85.00	535
Base aggregates	9	CY	60.00	567

Patterson Creek

	Quantity	Unit	Rate	Total
Site Improvements	2,175	SF	215.86	876,504
Pedestrian paving	2,175	SF	400.69	871,504
Bridge - vehicular	1,690	SF	350.00	591,500
Railing - guardrail	130	LF	275.00	35,750
Steel substructure	10	TN	8,500.00	88,400
Decking	2,175	SF	60.50	131,588
Headwall - incl. footing	23	CY	1,050.00	24,267
Landscaping	2,175	SF	2.30	5,000
Restoration	1	LS	5,000.00	5,000
Direct Construction Cost	2,175	SF	423.31	920,690
Contingency - Construction and Design	15.00%			138,104
General Conditions and Requirements	14.50%			153,525
Contractor's Overhead and Profit or Fee	5.50%			66,678
Bonds and Insurance	2.00%			25,580
Construction Cost Before Escalation				1,304,576
Recommended Budget (Q1 2024)	7.88%			1,407,311

Offsite Improvements

	Quantity	Unit	Rate	Total
PROJECT AREAS				
4th St Frontage Improvements	5,906	SF		
Trade Ave. Parking & Boardwalk Loop (North of Tr	2,550	SF		
Park & Campground Connection (2nd. St. Parking t	1,125	SF		
Sidewalk, ADA Ramp, Crosswalk, Boardwalk Impro	1,120	SF		
Trail Loop @ Patterson Creek, Hwy 101 and 3rd St.	2,260	SF		
Total Project Area	12,961	SF		
4th St Frontage Improvements				
Site Prep	5,906	SF	6.23	36,784
Erosion control	5,906	SF	0	1,772
Temporary facilities	2	MO	1,100	2,200
Traffic control - part time	2	MO	1,500	3,000
Daily and final cleanup includes street cleaning	2	MO	1,500	3,000
Tree protection - not required				NIC
Site protection	5,906	SF	2	11,812
Survey - construction	1	LS	15,000	15,000
Site Demolition	5,906	SF	1.92	11,359
Demo - clear and grub	5,906	SF	2	8,859
Demo - misc. site	1	LS	2,500	2,500
Site Earthwork	5,906	SF	3.18	18,764
Site Grading - incl. compaction	5,906	SF	1	4,430
Excavation - incl. haul and dispose	219	CY	40	8,750
Base aggregates - 6" depth	93	CY	60	5,584

Offsite Improvements

	Quantity	Unit	Rate	Total
Site Improvements	5,906	SF	10.44	61,671
Roadways	5,906	SF	0.13	750
Striping - crosswalk	1	EA	750	750
Parking Lots	5,906	SF	4.57	27,015
Asphalt - vehicular	2,890	SF	5	13,005
Curb - CIP concrete	267	LF	30	8,010
Wheel stops	14	EA	250	3,500
ADA parking - sign	2	EA	750	1,500
Striping	1	LS	1,000	1,000
Pedestrian Paving	5,906	SF	4.32	25,528
CIP concrete - sidewalk, 8' width	2,136	SF	11	22,428
ADA curb ramp	2	EA	1,550	3,100
Landscaping	5,906	SF	1.42	8,378
Street trees	4	EA	500	2,000
Topsoil	4	CY	45	180
Planting - streetscape	880	SF		
Topsoil - 12" depth	33	CY	45	1,467
Mulch - 2" depth	6	CY	40	222
Shrubs and groundcover - 1 gal., 24" O.C.	220	EA	13	2,750
Irrigation	880	SF	2	1,760
Site Mechanical	5,906	SF	5.08	30,000
Water Distribution	5,906	SF	1	5,000
Connection to existing - irrigation	1	EA	5,000	5,000
Stormwater Management	5,906	SF	4	25,000
Connection to existing	1	EA	5,000	5,000
Devices and controls - allow	1	LS	20,000	20,000
Direct Construction Cost	5,906	SF	26.85	158,578
Contingency - Construction and Design	15.00%			23,787
General Conditions and Requirements	14.50%			26,443
Contractor's Overhead and Profit or Fee	5.50%			11,484
Bonds and Insurance	2.00%			4,406
Construction Cost Before Escalation				224,697
Recommended Budget (Q1 2024)	7.88%			242,392

Trade Ave. Parking & Boardwalk Loop (North of Trade Ave)

Site Prep	2,550	SF	30.85	78,675
Erosion control	2,550	SF	1	1,275
Construction entrance	1	EA	5,000	5,000
Temporary facilities	3	MO	1,100	3,300
Traffic control - part time	3	MO	1,500	4,500
Daily and final cleanup includes street cleaning	3	MO	1,500	4,500
Tree and wetland protection	1	LS	25,000	25,000
Site protection	2,550	SF	2	5,100
Survey - construction	1	LS	30,000	30,000

Offsite Improvements

	Quantity	Unit	Rate	Total
Site Demolition	2,550	SF	8.22	20,961
Demo - clear and grub	1,275	SF	2	1,913
Demo - clear and grub, protected area	2,436	SF	6	13,398
Demo - saw cut	100	LF	7	650
Demo - misc. site	1	LS	5,000	5,000
Site Earthwork	2,550	SF	2.77	7,069
Site Grading - incl. compaction	2,550	SF	1	1,913
Excavation - incl. haul and dispose	47	CY	15	708
Stockpile	38	CY	12	453
Fill - existing culvert, from stockpile	38	CY	35	1,322
Haul and dispose	9	CY	20	189
Structural fill - import	18	CY	60	1,067
Base aggregates - 6" depth	24	CY	60	1,417
Site Improvements	2,550	SF	105.25	268,398
Roadways	2,550	SF	0	750
Striping - crosswalk	1	LS	750	750
Parking Lots	1,275	SF	15	19,498
Asphalt - vehicular	1,275	SF	5	5,738
Curb - CIP concrete	292	LF	30	8,760
Wheel stops	13	EA	250	3,250
ADA parking - sign	1	EA	750	750
Striping	1	LS	1,000	1,000
Pedestrian Paving	2,436	SF	85	207,060
Boardwalk - 6' width	2,436	SF	85	207,060
Site Development	2,550	SF	9.80	25,000
Entry signage - kiosk/sim	1	LS	15,000	15,000
Interpretive signage - 22" x 24" panel	4	EA	2,500	10,000
Landscaping				16,090
Tree - parking lot	2	EA	500	1,000
Topsoil	2	CY	45	90
Wetland landscape - restoration	1	LS	15,000	15,000
Site Mechanical	2,550	SF		6,500
Stormwater Management				6,500
Culvert - CIP concrete	100	LF	65	6,500
Direct Construction Cost	2,550	SF	149.65	381,602
Contingency - Construction and Design	15.00%			57,240
General Conditions and Requirements	14.50%			63,632
Contractor's Overhead and Profit or Fee	5.50%			27,636
Bonds and Insurance	2.00%			10,602
Construction Cost Before Escalation				540,712
Recommended Budget (Q1 2024)	7.88%			583,293

Offsite Improvements

	Quantity	Unit	Rate	Total
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Park & Campground Connection (2nd. St. Parking to 3rd St. Park Entry)

Site Prep	2,840	SF	14.12	40,110
Erosion control	2,840	SF	1	2,130
Construction entrance	1	EA	5,000	5,000
Temporary facilities	3	MO	1,100	3,300
Traffic control - part time	3	MO	1,500	4,500
Daily and final cleanup includes street cleaning	3	MO	1,500	4,500
Tree protection - not required			NIC	
Site protection	2,840	SF	2	5,680
Survey - construction	1	LS	15,000	15,000
Site Demolition	2,840	SF	2.38	6,760
Demo - clear and grub	2,840	SF	2	4,260
Demo - misc. site	1	LS	2,500	2,500
Site Earthwork	2,840	SF	2.96	8,415
Site Grading - incl. compaction	2,840	SF	1	2,130
Excavation - incl. haul and dispose	105	CY	40	4,207
Base aggregates - 6" depth	35	CY	60	2,078
Site Improvements	2,840	SF	55.30	157,057
Pedestrian Paving	2,840	SF	49	138,307
CIP concrete - multi-use path	1,870	SF	11	19,635
Boardwalk	770	SF	85	65,450
Boardwalk - bridge	200	SF	165	33,000
Headwall - incl. footing	19	CY	1,050	20,222
Site Development	2,840	SF	3	8,750
Trail marker	5	EA	1,750	8,750
Landscaping	2,840	SF	4	10,000
Existing vegetation - restoration	1	LS	10,000	10,000
Direct Construction Cost	2,840	SF	74.77	212,342
Contingency - Construction and Design	15%			31,851
General Conditions and Requirements	15%			35,408
Contractor's Overhead and Profit or Fee	6%			15,378
Bonds and Insurance	2%			5,900
Construction Cost Before Escalation				300,880
Recommended Budget (Q1 2024)			7.88%	324,574

4th & A St. Sidewalk, ADA Ramps & (2) Crosswalks

Site Prep	1,460	SF	13.38	19,538
Erosion control	1,460	SF	0	438
Temporary facilities	1	MO	1,100	1,100
Traffic control - part time	1	MO	1,500	1,500
Daily and final cleanup includes street cleaning	1	MO	1,500	1,500
Survey - construction	1	LS	15,000	15,000
Site Demolition	1,460	SF	3.21	4,690
Demo - clear and grub	1,460	SF	2	2,190
Demo - misc. site	1	LS	2,500	2,500

Offsite Improvements

	Quantity	Unit	Rate	Total
Site Earthwork	1,460	SF	3.34	4,880
Site Grading - incl. compaction	1,460	SF	1	1,095
Excavation - incl. haul and dispose	54	CY	40	2,163
Base aggregates - 6" depth	27	CY	60	1,622
Site Improvements	1,460	SF	22.91	33,450
Roadways	1,460	SF	17	24,090
Sidewalk - CIP concrete	1,460	SF	11	15,330
Curb - CIP concrete	292	LF	30	8,760
Landscaping				9,360
Street trees	8	EA	500	4,000
Topsoil	8	CY	45	360
Existing landscape - restoration	1	LS	5,000	5,000
Direct Construction Cost	1,460	SF	39.51	62,558
Contingency - Construction and Design	15.00%			9,384
General Conditions and Requirements	14.50%			10,432
Contractor's Overhead and Profit or Fee	5.50%			4,531
Bonds and Insurance	2.00%			1,738
Construction Cost Before Escalation				88,642
Recommended Budget (Q1 2024)			7.88%	95,623

Trail Loop @ Patterson Creek, Hwy 101 and 3rd St.

Site Prep	5,190	SF	14.50	75,275
Erosion control	5,190	SF	1	2,595
Construction entrance	2	EA	5,000	10,000
Temporary facilities	3	MO	1,100	3,300
Traffic control - part time	3	MO	1,500	4,500
Daily and final cleanup includes street cleaning	3	MO	1,500	4,500
Tree and wetland protection	1	LS	25,000	25,000
Site protection	5,190	SF	2	10,380
Survey-construction	1	LS	15,000	15,000
Site Demolition	5,190	SF	3.69	19,145
Demo - clear and grub	3,600	SF	2	5,400
Demo - clear and grub, protected area	1,590	SF	6	8,745
Demo - misc. site	1	LS	5,000	5,000
Site Earthwork	5,190	SF	2.55	13,226
Site Grading - incl. compaction	5,190	SF	1	3,893
Excavation - incl. haul and dispose	133	CY	40	5,333
Base aggregates - 6" depth	67	CY	60	4,000
Site Improvements	5,190	SF	73.20	379,925
Roadways	5,190	SF	1	3,850
ADA curb ramp	2	EA	1,550	3,100
Striping - crosswalk	1	LS	750	750
Pedestrian Paving	1,590	SF	169	268,350
CIP concrete - multi-use path, 10' width	2,800	SF	11	29,400
CIP concrete - sidewalk, 5' width	800	SF	11	8,400
Boardwalk - 10' width	1,590	SF	145	230,550

Offsite Improvements

	Quantity	Unit	Rate	Total
Site Development	5,190	SF	17	90,000
Entry signage - kiosk/sim	1	LS	15,000	15,000
Interpretive signage	1	LS	75,000	75,000
Landscaping				17,725
Tree	5	EA	500	2,500
Topsoil	5	CY	45	225
Wetland landscape - restoration	1	LS	15,000	15,000
Direct Construction Cost	5,190	SF	93.94	487,571
Contingency - Construction and Design	15.00%			73,136
General Conditions and Requirements	14.50%			81,302
Contractor's Overhead and Profit or Fee	5.50%			35,310
Bonds and Insurance	2.00%			13,546
Construction Cost Before Escalation				690,866
Recommended Budget (Q1 2024)	7.88%			745,271

ASSUMPTIONS AND CLARIFICATIONS

This estimate is based on the following assumptions and clarifications:

1. Standard working hours.
2. Prevailing wages apply.
3. Owners soft costs are not included.
4. The detailed summary does not include escalation. See section summaries for escalation values. An escalation percentage of 7.88% for Q1 2024 is included in the "Recommended Project Budget" under each section.
5. Remediation is not included.
6. Permits and fees are not included.
7. Sales tax not included.

GENERAL CONDITIONS INCLUDE:

1. Project management and supervision
2. Construction mobilization including trailers and temp power, lighting and heating
3. Contractor vehicles, fuel, and maintenance
4. Small tools and consumables
5. Hoisting, forklifts, and tool storage
6. Note: Trade equipment is included within the trade services unit rates

Further investigation of the structural components is necessary for complete cost accuracy and risk reduction. In the interim, DCW recommends that the Owner carry construction contingency for structural repairs if encountered during construction.

This estimate was prepared by DCW Cost Management. In preparing the cost models, multiple sources were used. The source information includes a perspective on current codes, technology, energy conservation, specific site elements, local general and sub construction markets and labor agreements, material costs and availability and labor efficiencies.

Funding Recommendations

PROJECT PARTNERS

Project partners, such as the Nick Mudd Foundation, Neah-Kah-Nie School District, and Tillamook Estuaries Partnership have offered technical expertise and/or guidance based on their own experience on similar projects.

Partnership with the Bay City Beautification Committee should also be pursued to help implement small enhancement plans. This will leverage other resources and contribute to project success.

The City can also organize a capital campaign for fundraising by engaging local companies including The Pacific Oyster Company, Tillamook Country Smoker, Tillamook Cheese Factory, stakeholders, and the public

Organizations that might provide major funding, technical expertise or artistic elements should be approached and included in the design process. For example:

- Work with organizations like Caldera Arts Oregon to support Oregon youth and arts programs
- Infusing culture by having local tribes sponsor spaces
- Local Rotary Club
- Work with local youth organization like Boys Scouts, local school district, etc.
- Bay City Arts Center
- Tillamook Bay Watershed Council

FUNDRAISING EVENT / COMPETITION

To help pay for needed items for a project, a fundraising event could be hosted at the Park, possibly during a large community event like the Pearl & Oyster Festival. Where informational content can be shared or a competition held.

Fundraising opportunities could include:

- Poetry Contest - winner gets poem engraved in paving
- Sidewalk Art Contest - winner gets a cash prize
- Online site such as GoFundMe

DONATED SERVICES / MATERIALS

Often people want to get involved in other ways than cash donations. Survey respondents were asked how they would like to contribute to this project. Many offered the following:

- Using Oregon National Guard for public service projects
- Assist with maintenance
- Volunteer Time/Labor
- Donate Funds
- Use the Community radio 92.9 in some way
- Help organize or promote the park

Other possibilities include:

- Local contractor or material supply company to donates materials or services (irrigation, pavement markings, site furnishing donation, utility extensions, etc.)
- Local Public Works department pay or installs work along street frontages
- Adjacent property shares cost in work along property line or at site entry
- Local Nursery provides plant material for project
- Local Youth group installs plant material
- Local schools design graphic content of an interpretive sign
- Local Artist paint mural on building/wall

3X COST ENDOWMENT DONATION APPROACH

This approach to donations ensures monies will be available to buy and/or install a product/built element, money can go toward less visible project components and a fund is started for maintenance.

Example #1: Minor Donation (\$1800)

Organization gets to have a plaque on a bench. Funding breakdown: \$600 for the cost of bench | \$600 for other project components | \$600 for maintenance fund

Example #2: Major Donation (\$30,000)

Organization gets to name a major built element (i.e. Overhead structure or plaza space) for a specified time frame, for example, 5 years. Funding breakdown: \$10,000 for cost of built element | \$10,000 for other project components | \$10,000 for maintenance fund

Specific Sponsorship Opportunities

Possible donors could be approached via mail, email, personal visit, project website, the media or other means. Specific sponsorship/donation amounts could include:

- Large Pavilion
- Small Pavilion
- Beginner Skate Park Covered Area
- Beginner Skate Park
- Play Area
- Covered Sports Court
- Splash Pad
- Site Furnishings (Benches, Fitness Equipment, etc.)
- Trees Plantings (list species & # available) - \$1,000 each
- Fish Habitat Restoration
- Mural Extension (based on level of sponsorship, one person
- Could have their likeness included in the mural?) - \$
- Tables & Chairs @ outdoor eating (# available) - \$5,500
- Bench along path (# available) - \$2,500
- Line recognition on Donor Plaque - \$250

Grant Opportunities

TGM PLANNING GRANTS & ENGINEERING GRANTS

<https://www.oregon.gov/lcd/tgm/pages/planning-grants.aspx>

TGM Planning Grants help local jurisdictions plan for streets and land to lead to more livable, sustainable, and economically vital communities. This planning increases opportunities for transit, walking and bicycling. TGM awards two types of grants:

- Category 1: Transportation System Planning, to give Oregonians a range of transportation choices and meet requirements of the Oregon Transportation Planning Rules
- Category 2: Integrated Land Use and Transportation Planning, to promote communities that meet the needs of all Oregonians to live, work, and move about

TGM QUICK RESPONSE PROGRAM

<https://www.oregon.gov/lcd/TGM/Pages/Quick-Response.aspx>

The Quick Response (QR) program helps cities find ways to implement transportation and land use plans and assists with multi-modal problem solving. QR projects are typically site specific, small scale, and short term. They facilitate future development that can occur within three years. Local jurisdictions can apply for a Quick Response project by sending a letter to TGM with a description of the proposed project. There is no specific application form and no application deadline. Also, a cash match is not required, but each project requires significant involvement of local jurisdiction staff and support including public notices and meeting logistics

OREGON PARKS AND RECREATION DEPARTMENT

<https://www.oregon.gov/oprd/GRA/Pages/GRA-overview.aspx>

The Oregon Parks and Recreation Department (OPRD) oversees several grant programs. Each program has its own schedule and requirements. The Local Government Grant Program offers large, small and planning grants:

- Small Grants – projects with a maximum \$75,000 grant request. Up to fifteen percent (15%) of funds are available for these projects.
- Large Grant Requests - Other than for land acquisitions, projects with a maximum \$750,000 grant request. Applicants may request up to \$1,000,000 for land acquisition projects.
- Small Community Planning Grants – Maximum awards for planning grants will be \$40,000

Eligible applicants include Local government agencies that are obligated by state law to provide public recreation facilities. Annual grant funds are available upon Legislative approval of OPRD's budget. Project funding depends on the amount of money available and the project's standing on the small or large project priority list.

A 20% Match in funds is required. The eligible match by the Project Sponsor may include local budgeted funds, local agency labor or equipment, federal revenue sharing, other eligible grants, state and county inmate labor, donated funds, the value of private donated property, equipment, materials, labor, the value of land acquired within the past six year period, cost of appraisals, pre-development costs within the past two year period (cannot exceed 15 percent of total project costs), or any combination thereof.

TILLAMOOK COUNTY TLT GRANT

Transient lodging tax (TLT) supported fund is open to government agencies, special districts and nonprofits for tourism-related facilities projects. Grants usually become available in the Fall.

GAMETIME PLAYGROUND FUNDING GUIDE

GameTime helps communities bring play to more children and families. They have compiled a list of local, regional, national and global funding sources, called GameTime’s Playground Funding Guide. Get more information at www.gametime.com/resources/playground-funding-guide.

In addition, Gametime historically offers playground grant funds toward the purchase of new play systems. In the past, they have offered up to 100% matching funds on eligible play systems. Grant funds are awarded based on need and on a first-come, first-served basis.

LANDSCAPE STRUCTURES PLAYGROUND FUNDING GUIDE

Landscape Structures has a page on their website dedicated to connecting you with playground funding partners. The page also includes information on how to write a playground grant that gets funded. For more information, visit <https://www.playlsi.com/en/playground-planning-tools/>

[playground-funding/playground-grants/](https://www.playground-funding/playground-grants/) AND <https://www.playlsi.com/en/playground-planning-tools/playground-funding/online-grant-resources/grant-resources/geographic-specific-grants/#acc-163075>

PLAYCORE GRANT FUNDING GUIDE

Find out more about the latest grant opportunities to help you in funding your playground project. PlayCore has curated a comprehensive funding guide that identifies grant opportunities that begin at the local community level, all the way to cities, states, and internationally. Learn more at www.playandpark.com/funding/grant-opportunities

FORD FOUNDATION

Reviewed on a rolling basis, with decisions in 6-8 weeks. Applications must have 50% of funding determined before applying and may not already be receiving other grants from the foundation. The foundation will usually fund up to 30% of a project, \$50,000 being the average amount. However, the Vital Rural Communities Grant has a \$25,000 limit for parks.

FUNDING SOURCES MEMO

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	PROJECT TYPES / NOTES
Oregon Parks & Recreation Department	Local Government Grant Program	https://www.oregon.gov/oprd/GRANTS/Pages/local.aspx	<ul style="list-style-type: none"> • Small Community planning grants (max \$40,000) • Development grants / Large Grants (max \$750,000) • 20% Match in funds requirement
Oregon Parks & Recreation Department	Land and Water Conservation Fund	https://www.oregon.gov/oprd/GRANTS/Pages/lwcf.aspx	<ul style="list-style-type: none"> • Up to 50% in project funding • Only the State Liaison Office is eligible to apply for planning assistance • Public recreation facility development
Oregon Parks & Recreation Department	Recreational Trails Grants	https://www.oregon.gov/oprd/GRANTS/Pages/trails.aspx	<ul style="list-style-type: none"> • 20% Match in funds requirement • 40% Required if requesting \$250,000 or more • Trails, trail bridges, wayfinding, trail rehabilitation
US Department of Agriculture	Community Facility Loan and Grant Program	https://www.rd.usda.gov/prgrams-services/community-facilities-direct-loan-grant-program/or	<ul style="list-style-type: none"> • Funds can be used for essential facilities such as educational opportunities, or food services such as community gardens/greenhouses • Covers a maximum of 75% eligible costs
TLT Tillamook County	Tillamook County Transient Lodging Tax for Tourism Related Facilities	https://www.co.tillamook.or.us/gov/Bocc/TLTFacilities.htm	<ul style="list-style-type: none"> • Cover a maximum of \$75,000

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	PROJECT TYPES / NOTES
FEMA	Homeland Security Grant Program (HSGP)	https://www.fema.gov/grants	<ul style="list-style-type: none"> Funding can be used to prepare for other catastrophic events (i.e. tsunami, earthquakes)
Bay City TLT Grant	Transient Lodging Tax Tourism Related Facilities Tax	NA	NA
Ford Family Foundation	Community Building Spaces Capitol Grants	https://www.tfff.org/how-we-work/grants/current-funding-opportunities	<ul style="list-style-type: none"> Limited to \$25,000 Parks & playgrounds Have at least 50% of funding committed before applying
Oregon Watershed Enhancement Board	Coastal Wetlands Grants	https://www.oregon.gov/oweb/grants/Pages/coastal-wetlands.aspx	<ul style="list-style-type: none"> Wetland restoration and enhancement
Oregon Department of State Lands	Submerged Lands Enhancement Fund Grant Program	https://www.oregon.gov/dsl/WW/Pages/SLEF.aspx	<ul style="list-style-type: none"> Wetland Restoration
Oregon Department of Transportation	Transportation Enhancements Program	https://www.oregon.gov/ODOT/STIP/Pages/About.aspx	<ul style="list-style-type: none"> Non-Highway: Bicycle & pedestrian improvements
American Academy of Dermatology	Shade Structure Program Grant	https://www.aad.org/member/career/volunteer/shade	<ul style="list-style-type: none"> Must be recommended by a member of the American Academy of Dermatology Up to \$8,000
Tillamook Urban Renewal Agency	TURA Assistance Program	http://tillamook.gov/urban-renewal/	<ul style="list-style-type: none"> Creating public amenities Construction of needed public facilities Meant for projects within the Tillamook Urban Renewal Area, however they recently awarded funds to Bay City's Arts Center
PetSafe	Bark for your Park	https://barkforyourpark.petsafe.com/2018-apply#LearnMore	<ul style="list-style-type: none"> \$5,000 grants and \$25,000 Dog Park funding
KaBOOM!	Playground grants	https://kaboom.org/grants	<ul style="list-style-type: none"> Creative play, adventure courses, community construction grants
Tillamook Chamber of Commerce	NA	https://tillamookchamber.org/our-work/	<ul style="list-style-type: none"> Contact: Justin Aufdermauer, President justin@tillamookchamber.org
Tillamook Coast Visitors Association	Tourism Marketing & Promotions Grant	https://tillamookcoast.com/industry/	<ul style="list-style-type: none"> Contact: Nan Devlin, Executive Director nan@tillamookcoast.org

Next Steps

Park improvement will be adopted by the City Council and a capital improvement plan defined. Improvements will likely be implemented as follows:

1. Bike/Hike Camping accommodations and restroom/show-er facilities. Application and successful award of funds toward this effort have already been secured from Tillamook County TLT.
2. Patterson Creek bank stabilization, re-vegetation, and habitat creation. Grant monies are currently being pursued. Work could also occur with the Patterson Creek Fish Passage project. Creek crossings and trail extensions along the creek could also be incorporated into this project.
3. Public sidewalk extensions and repairs to create a trail loop connecting the boardwalk/trail network along Patterson Creek and the park. Bay City has included in their 2022 budget ADA ramp upgrades along 3rd street. Additional sidewalk extensions could occur with development.
4. Street frontage improvements along 4th Ave including diagonal parking, widened public sidewalk and street trees.
5. Play area improvements featuring play structures for kids 5-12 years old and 2-5 years old and other play opportunities.

RECOMMENDED PLANNING INITIATIVES

Highway 101 Pedestrian/Bicycle Crossing & Bay Connection

Community sentiment strongly supports better access to the Bay and a safe pedestrian crossing over U.S. Highway 101. It has been documented in numerous planning initiative pursued by Bay City over the years including the 2002 Bay City Visioning Plan and the 2009 Bay City Transportation System Plan. The pursuit would provide huge recreational and economic benefits to Bay City. It would connect to existing recreational opportunities such as the Oregon Coast Bike Route along U.S. Highway 101, Oregon Railriders and existing boat launch. It would also connect to planned recreational endeavors like the Salmonberry Trail, which would also create connections to Kilchis Point Reserve and the neighborhood isolated to the west of Highway 101.

Ideas explored during the master planning phase included an underpass at/near Patterson Creek Culvert, a roundabout or other at-grade crossing. Bay City's Transportation Plan also documents a planning effort undertaken in 2009 to study at grade



CITY REPAIR - U.S. 101 CROSSING

and over/under pass alternatives. This initiative resulted in an overpass recommendation.

In discussions with ODOT representatives August 2021, it was recommended that Bay City work with ODOT to look again at-grade and over/under pass alternatives and explore additional crossing options and gateway enhancements. These might include solutions outside the R.O.W. such as gateway markers, or a round-a-bout, curb bump outs and sidewalk infill. Work would also include analyzing safety, economic factors, placemaking techniques and crash history. Some site challenges include existing 45 mph traffic speeds and available space. Overpasses take considerable space to meet ADA guidelines and need to be high enough to allow freight to travel under. An underpasses would need to site high enough to avoid tidal influence. At-grade crossings in a 45 mph zone would be challenging, though the idea of a roundabout did receive favorable feedback. Further study will be needed to confirm the feasibility of a pursuit.

Open Space Networks and Recreation Corridors Assessment & Feasibility Study

A comprehensive assessment of Bay City's open space networks (parks and natural areas) and recreational corridors, including an inventory of existing and proposed trail connections and a visual assessment of each site to identify opportunities and constraints. Mapping and site assessment could include:

1. Approximate size/length and location of park/corridor
2. Site accessibility
3. Proximity to parking
4. Proximity to public amenities, open space or Bay City/Regional destinations
5. Presence of existing utilities & Infrastructure
6. Land Use & Development (restrictions on land assem-

bly, existing land use/zoning, etc.)

7. Visual condition of environmentally sensitive areas and potential environmental impacts

A feasibility study could follow the assessment, evaluating and providing recommendations for Bay City's open space network and recreational corridors that would result in a proper balance for becoming a destination while maintain Bay City's unique character.. Work would include system-wide investigations exploring potential for connectivity between parks and open spaces within Bay City limits, Bay City's downtown core, and regional recreational opportunities (i.e. Oregon Coast Bike Route, Oregon Coast Railriders, Kilchis Point Reserve, etc.). Potential recreational corridor routes discussed during this master planning effort include the following.

Connection to Watt Family Park

Currently a sidewalk runs from Tillamook Avenue into Downtown Bay City. As identified in the Watt Family Park Master Plan, Bay City is planning to work with the Oregon Department of Transportation Bicycle and Pedestrian program or Transportation Enhancements program to install a one block extension of sidewalk from the US Highway 101 sidewalk termination at Tillamook Avenue to McCoy Street and at minimum from US Highway 101 for the 600 feet along McCoy Street to the park site.

Salmonberry Trail & Connection to Kilchis Point Reserve

The future Salmonberry Trail will route along the existing railroad corridor located between the Bay and U.S. Highway 101. A sidewalk extension from the new trail, through the neighborhood west of Highway 101 would provide a valuable connection to Tillamook County's Kilchis Point Reserve.

Ken Downing ADA Memorial Trail

Ken Downing ADA Memorial Trail identified in 2002 Master Plan was never developed but should be explored. Routing is a little unclear, but believed to extend along A street and needed a bridge over Jacoby Creek connecting Al Griffin Memorial Park to King Tree Park.

Branding Identity

Stakeholders have expressed that Bay City struggles with its identity and fights to be recognized by people visiting the coast due to a lack of beach-front property, strong physical and visible connections to regional attractions and Highway 101 and sense of place. A professional consultant should be selected work to uncover Bay City's unique identity and provide branding studies. Consistent branding will help unify Bay City's image and establish a consistent look and feel for proposed park and trail components and elevate their visibil-

ity as an integrated system.

Feasibility Analysis of Bay City's Downtown Core

Community members commented that the town square identified in City Repair Project "is really needed," as it would activate the art center and tie to the park. Bay City should consider a land swap or purchasing the property and pursue a feasibility study of the downtown core to look at development potential and ways to create a vibrant and attractive core.

Wayfinding & Signage Study

Currently underway by the City of Bay City in collaboration with Visit Tillamook Coast. To provide wayfinding and signage standards that can be applied across the City's park system based on Tillamook Coast's 2018 wayfinding guidelines. Signage and wayfinding concepts (temporary & permanent) should minimally include:

Level 1	-	Village Gateway
Level 2	-	Main Trail Heads
Level 3	-	Information Kiosks
Level 4	-	Multi Use Directional
Level 5	-	Trail Marker
Level 6	-	Interpretive Signage
Level 7	-	Regulatory Signage
Level 8	-	Pedestrian Wayfinding & Pole



VACANT LOT OPPOSITE ART CENTER

11

Appendix

Focus Group Meeting Summaries

Public Meetings & Park Open House Summaries

Public Survey Results

Needs Assessment Summary

OPRD Grant Application & Attachments

Project Promotion