

Dune to Pond Trail Project Description

1. Location

The proposed Dune to Pond Trail would be a new non-motorized multi-modal trail traversing central Long Beach east-west, and connecting the Culbertson Park sports complex, specifically Culbertson Park Pond, on the east with the existing Discovery Trail and boardwalk to the west. The proposed trail can be broken into three logical segments:

1. **Segment 1:** From the City's boardwalk and adjacent Discovery Trail, traversing a deflation plain and beach pine forest to 3rd Street SW;
2. **Segment 2:** Along developed 3rd Streets SW and SE (both residential and commercial development) entirely within existing rights-of-way across town to Culbertson Park;
3. **Segment 3:** From the western edge of Culbertson Park, skirting the park perimeter and terminating at a new pier constructed in Culbertson Park Pond.

Segment 2 would follow 3rd Street, and would be located adjacent to or nearby existing homes and businesses. In this area, existing utilities could pose constraints or otherwise influence trail location.

A conceptual project plan, identifying the location of the proposed project, is attached to this project description.

2. Need and Purpose

2.1 Need

The City of Long Beach has a recreation-dependent economy. While the city is home to numerous high-quality recreational facilities, many reside in isolation from the others. The city needs to create a cohesive system of recreation to facilitate and increase use of its facilities; to reduce vehicle miles traveled to and between facilities; to increase non-motorized transportation opportunities, especially for those with disabilities; and to provide an improved recreational experience for residents and visitors alike. Two major recreational assets located in Long Beach are the Culbertson Park sports complex located on the east side of the city, and the Discovery Trail/city boardwalk facilities. Better linkages between these two major recreational facilities would be a substantial first step to meeting the need described immediately above.

2.2 Purpose

Purposes of the proposed project are as follows:

1. Facilitate cross-town non-motorized transportation;
2. Improve the cohesion to the City's recreational facilities;
3. Facilitate non-motorized movement, especially for those with disabilities;
4. By connecting to the Discovery Trail, improve access between east Long Beach and points beyond the city limits, including but not limited to Seaview, Discovery Heights, Cape Disappointment, and Ilwaco.

In addition, the proposed project would accomplish the following community benefits:

1. Improve health by providing an active recreational and fitness feature;
2. Provide educational opportunities regarding the environment, especially interdunal wetland and forested habitats;
3. Provide educational opportunities regarding the area's history, especially of the Chinook Nation and the Lewis & Clark expedition;
4. Support youth art talent; and
5. Facilitate economic development.

3. Proposed Project Characteristics

Below are described the physical elements and activities required to plan, construct, and operate/maintain the proposed project, including but not limited to technical, economic, and environmental characteristics.

3.1 Project Elements

The Trail. The proposed Dune to Pond Trail would primarily serve as a transportation facility, and would also serve as a recreational, fitness, and interpretive facility. The proposed trail would trend east-west through the City of Long Beach for essentially the City's entire width, about 3,500 linear feet. It will be designed for use by pedestrians, bicyclists, and those with disabilities.

The trail would terminate on its east end in dock/pier located at the edge of and extending into Culbertson Park Pond. The trail would terminate on its west end at the Discovery Trail/boardwalk, and would therefore link two main recreational features in town. The trail would also link two distinctly different environments: a western dunal pine forest/interdunal wetland complex and saline ocean beach environment to an eastern freshwater pond/wetland complex.

The Dune to Pond Trail would be of varying widths, between 6 feet and 10 feet, depending on its location. The travel surface would be existing sidewalk, decomposed granite, asphalt, or wood/simulated wood, depending on its location. Anywhere the trail would cross Waters of the U.S., it will be constructed as a boardwalk on pin piles, or at the pond itself as a pier on pin piles. This would avoid direct impacts to Waters of the U.S., including wetlands; wetland buffer impacts are expected to occur, and would be fully mitigated using standard mitigation methods.

Interpretation. There will be several opportunities for interpretive panels to be placed along the trail. Fresh-water wetlands and small-pond ecology are of interest at and near the Culbertson Park pond; interdunal successional beach pine forest; interdunal wetland and deflation plain ecology toward the west, and dune, beach, and ocean ecology to the far west. There is also the opportunity to explore the contrast between the environment at the west end of the trail and the east end—in 3,500 linear feet there is a substantial change in environment. In addition, the western portion of the proposed trail would connect to the Discovery Trail, and opportunities exist in that location for interpretation regarding both the Lewis and Clark Expedition and First Nations People.

Public Art. Public art installations are planned at several locations along the trail. The city hopes to work with the Ocean Beach School District to identify local students whose senior project is art, and to support them in learning about how to create beautiful, durable, and interpretive public art. The students would create several works of art for installation along the trail, similar to the nearby Willapa Wildlife Refuge's Salmon Trail, a highly successful, fun, and beautiful trail/art experience. The City also hopes to work with the Chinook Nation to include an installation of native art along the environment.

3.2 Project Activities

Planning. Several key activities must occur prior to trail construction. Planning first entails identification of a need and project that addresses that need (see above). Next, a general idea of the proposed project and its location are defined, and opportunities and constraints are mapped. Mapping constraints assists in avoiding environmental impacts or factors that could negatively affect the project. Mapping opportunities assists in defining the routes best suited to address the project need and fulfill its purposes. This mapping is first conceptual, then refined through survey.

Another element of project planning is design. Based on the need for and purpose of the project, informed by identification of opportunities and constraints, and refined by survey data, engineers design a final route and cross sections.

The final element of project planning is permitting, where the engineered route and design are evaluated for their adherence to regulations.

Construction. It is estimated that it will take approximately 4 months to construct, beginning in spring of 2016 (weather permitting), and would generally follow this sequence:

1. Mark constraints/flag environmentally sensitive areas (wetlands, etc.)
2. Stake/flag trail alignment
3. Mark/flag stockpiling areas, if any
4. Install sediment control
5. Clear and grub
6. Grade/roll
7. Improve existing travel surface where needed
8. Install new pier and trail where needed
9. Install interpretive panels
10. Install public artwork
11. Landscape/restore
12. Remove pre-construction flagging and marking

Construction equipment would include at a minimum the following:

- Pile driver Excavator
- Caterpillar Roller/compacter
- Dump trucks Light-duty trucks
- Hand tools

Operation/Maintenance. Operation and maintenance requirements for the Dune to Pond Trail would include the following:

1. Litter/trash clean-up
2. Vegetation management

3. Signage (directional and interpretive) due to weather/vandalism
4. Artwork due to weather/vandalism
5. Access control due to vandalism
6. Replenishment of surfaces (decomposed gravel, asphalt, wood/simulated wood) as needed
7. Drainage features, if/as needed
8. Boardwalks/bridges/pier inspection

4. Environmental Review and Other Regulatory Processes

The project is funded in part with federal monies and therefore is required to undergo environmental review under the National Environmental Policy Act (NEPA). In addition, because this proposed transportation project has the potential to affect recreation lands—and/or depending on the result so of the work solicited by the RFP, historic sites—it is subject to evaluation under Section 4(f) of the Department of Transportation Act of 1966. Other federal environmental and/or regulatory issues or consultations may be identified during the planning phase of the project.

Given its location and nature, the proposed project will require evaluation and possible permitting under the City's Critical Areas Regulations and may require evaluation and permitting subject to the Washington State Shoreline Management Act (SMA) and the city's Shoreline Master Program (SMP). As such, the project will require environmental review pursuant to the Washington State Environmental Policy Act (SEPA). Other state or local environmental and/or regulatory issues may be identified during the planning phase of the project.