

TABLE 5-3.
EXISTING AND PROPOSED YAKIMA GREENWAY FACILITIES

Facility Description	Location	Comment
Selah Recreation Area (Proposed)		
Greenway Pathway: Multi-use, recreational pathway	Both sides of river where land forms and water course are most suitable	Incorporation of this area into the Greenway will require expansion of the Washington State Yakima River Conservation Area, as defined by the Washington State Legislature in 1977.
Gravel Pit Ponds: Boating, canoeing, fishing, swimming	North of Elks Golf Course, south of Harrison Road on west side of river	Project would depend on successful negotiation with private landowners. Incorporation of this area into the Greenway will require expansion of the Washington State Yakima River Conservation Area, as defined by the Washington State Legislature in 1977.
Selah Boat Landing: To serve as northernmost river access in Greenway corridor	At Harrison Road	
Selah Gap Recreation Area		
Harlan Landing/Rovetto Property: River access and picnic area. Pond on north of Rovetto property should be improved for public fishing.	Directly in Selah Gap, with access off Resthaven Road	Harlan Landing was completed in 1989, dedicated in 1990. Greenway should work to acquire or lease and improve Rovetto property north of Harlan Landing. Peninsula between Naches and Yakima Rivers should be kept natural, with limited access through nature trails from trolley/freeway bridges.
Bergland (Gordon) Lake: Natural swimming pond with appropriate support facilities; possible fishing	Pond wedged between I-82, Highway 12, and Naches River. Access from 6th Avenue and from First Street on Tamarack and Gordon Avenues, from Harlan Landing, and from Noel and Plath Pathways	Project dependent on negotiations with private landowner, trolley association, and others. Major clean-up and continuing maintenance would be expensive. Pathway currently runs along north and west edges of lake and links with Plath Pathway.
Rotary Lake (formerly Freeway Lake): Primarily fishing lake with special facilities for access by the disabled	East of I-82, south of Naches River confluence, west of Yakima River	Could add more fishing docks and paths if use warrants. Name has been officially changed to Rotary Lake by State Geographic Board. DFW stocks lake annually. Dedicated in 1989.
Naches Natural Area (Proposed)		
Greenway Pathway: Paved connection to existing Greenway path system to tie in 40th Avenue.	Between 40th Avenue and Cowiche Canyon Road (east end of Cowiche Canyon Trail). Actual course to be determined.	Some phases of project dependent on negotiations with private landowners. May require expansion of the Yakima River Conservation Area, defined by the State Legislature in 1977.
Plath Pathway: Paved transportation/recreation route providing connection to existing Greenway path system from the west side of town.	Between 6th Avenue and 40th Avenue/Fruitdale Boulevard along the Naches River, Lake Aspen, Willow Lake, and Myron Lake.	This facility built and dedicated in 1995.

TABLE 5-3 (continued).
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Facility Description	Location	Comment
Terrace Heights Conservation Area		
Boise Cascade Property: Open-space area with river access, parks, and pond fishing.	Between I-82 and Yakima River, south of Rotary Lake, north of Terrace Heights interchange (approx. 88 acres)	Formerly owned by Boise Cascade and used as wood and bark chip fill area, donated to the Yakima Greenway Foundation in 1987.
Sunrise Rotary Park / McGuire Community Playground: Bark-fill reclamation, children's playground, picnic and rest area.	Southern tip of Boise Cascade property just west of pathway.	Built with volunteer labor in just five days in May 1994, this project is a source of great community pride and the epitome of what the Greenway is all about.
Resthaven Road -- Smith Property: Natural habitat, river access.	25-28 acres located south and west of Resthaven Road between the Yakima River and DFW property around what used to be Resthaven Lake, which became part of the river channel due to 1990 flood.	Yakima Greenway Foundation should acquire privately owned land adjacent to DFW property around former Resthaven Lake. Best used as limited access area for fishing, educational purposes.
Hartford Property: Possible income-producing property if developed for commercial purposes. Possible equestrian trails or center.	East side of river, south of Hartford Road and Central Washington Railroad trestle. North of Terrace Heights Road and WSDOT property. West of houses that line Roza Canal. About 65 acres.	Much of the property is owned by Yakima Greenway Foundation, with small, privately held parcels and a large parcel owned by WSDOT. Greenway property could be used as a match for state grant to acquire other property in Greenway corridor. Previous owner purchased property to use for gravel mining, but couldn't get the necessary permits. City of Yakima has expressed interest in the area for constructing ball fields.
Yakima Greenway Pathway: Multi-use pathway.	3-mile-long path on dike from Terrace Heights Drive to Harlan Landing in Selah Gap; named National Recreation Trail in 1992 by U.S. Department of the Interior.	Addition of McGuire Playground has created parking/access problems. Need to seek additional parking and a way to handle pathway congestion between Sarg Hubbard Park and the playground.
Riverside Recreation Area		
Sarg Hubbard Park: Multi-use park and recreation grounds; reclamation of former city land fill.	West side of river just south of Terrace Heights Drive; about 28 acres.	City-owned land managed by Yakima Greenway Foundation; developed in two phases, dedicated in 1987 and 1990. Requires high level of maintenance. Bus service from downtown to park. Used as site for Greenway fund- and fun-raising events including Winter Walk, EAGLE Earth Day, Gap-to-Gap Relay, concert series, A Case of the Blues, and Great Yakima Duck Race festivals. Because of popularity of events and Greenway facilities, additional parking is desperately needed. One possibility is City-owned land occupied by Superior Asphalt until the winter of 1995-96.

TABLE 5-3 (continued).
EXISTING AND PROPOSED YAKIMA GREENWAY FACILITIES

Facility Description	Location	Comment
Sarg Hubbard Landing: Provides access to Yakima River for non-motorized boats.	West side of river, south of Terrace Heights Drive, adjacent to Sarg Hubbard Park.	This facility was completed in 1987.
Kiwanis Park (City of Yakima): Family picnic area and team sports facilities for recreational use.	West of I-82 on East Maple and Fair Avenue.	Although across I-82 from the Yakima Greenway corridor, this park is readily accessible via the Beach Street underpass and the proposed Conference of Governments trail plan that would link the Central Washington State Fairgrounds, and areas in between, to the Noel Pathway. This park is managed by the Yakima City Parks Department.
"Park Lake" Area: Non-motorized boating and water-related park uses, plus commercial development and recreational activities; e.g., open-air restaurant, boat rental, motel facilities, offices.	60-acre gravel pit south of Sarg Hubbard Park, west of river and pathway.	Central feature south of Sarg Hubbard park. Requires continued negotiation with property owner for possible future acquisition of lake area. Community task force led by Foundation is studying best use of entire area from standpoint of landowner, Central Pre-Mix, and community. Gravel mining permit DNR requires reclamation of pit for use as recreational area with 3:1 slopes above and below water level. Mining was complete in 1996, and the pit is now full of water.
Yakima Area Arboretum: Regional arboretum.	West side of river south of "Park Lake" area and north of SR 24 adjacent to I-82; about 35 acres.	Managed by separate non-profit foundation, Yakima Area Arboretum. Land owned by City of Yakima.
Sherman Memorial Park: Park, picnic area, pathway connection.	West side of river north of SR 24, adjacent to Yakima Area Arboretum; about 6 acres.	This facility was dedicated in 1984; land owned by the City of Yakima and managed by the Yakima Greenway Foundation. In 1992 the "Shields Addition" (5 acres in the southwest corner of the park) was donated to the Arboretum. In 1994 the Westberg picnic shelter and additional parking were added. Park could be improved with plantings, especially along the Arboretum fence line.
Robertson Landing: Float access to river and recreation facilities.	West side of river north of SR 24, south of West Birchfield Road.	Floods often (boat ramp was washed away in 1990 and covered with gravel in 1995). Should be maintained as natural area for low maintenance. This facility was completed in 1987. In 1995 mining project was begun by the Yakima County diking improvement district. This three-phase project will result in salmon overwintering ponds, provide gravel to raise the dike on the east side of the river, and create a swimming pond and beach for Greenway users.
Footbridge Crossing: To provide foot and bicycle traffic access between park areas on east and west sides of river.	Old Moxee bridge crossing at West Birchfield Road (now part of Robertson Landing).	WSDOT has plans to include dedicated pedestrian/bicycle access as an element of reconfiguring the SR 24 bridge over the river. Date of construction is unknown due to funding constraints. Development of the footbridge would become a lower priority after this safe river crossing connects the west- and east-side pathways and parks.
Yakima Sportsman State Park: Washington State park with extensive facilities for overnight camping, day use picnic and recreational activities, and natural areas.	East side of river, Terrace Heights Drive to West Birchfield Road. Large natural island in river is part of park.	Camping facilities and natural areas should be expanded. State Parks Department has been purchasing property north of park up to Terrace Heights Drive so they can control land from dike to work with Yakima Greenway Foundation to put path on the dike between SR 24 and Terrace Heights Drive.

TABLE 5-3 (continued).
EXISTING AND PROPOSED YAKIMA GREENWAY FACILITIES

Facility Description	Location	Comment
KOA Campground: Commercial overnight RV Park.	East side of river adjacent to SR 24.	A compatible use of land within the Greenway.
Greenway Pathway: A multi-use, paved pathway for recreational use would provide a path loop in central section of Greenway.	East and west of river on dike system between Terrace Heights Drive and Nob Hill Boulevard (continuation of Noel Pathway segment).	The 1.6-mile Noel Pathway from the Terrace Heights Drive underpass to Sherman Memorial Park completed in 1984. Linking Noel and Jewett Pathways at Robertson Landing requires obtaining easement on dike from two private landowners (one willing, one not).
Nob Hill Auto Wrecking and Hicks Property: Need easements from these private landowners for path on dike.	North of Robertson Landing (Birchfield Road dead-end) and east of Sherman Park / Arboretum area.	Hazardous waste liability laws will probably keep the Foundation from acquiring this property due to high cost of reclamation.
Riverside Conservation Area		
Jewett Pathway: Multi-use pathway for recreational use, connecting with the Noel Pathway.	West side of river from Robertson Landing to Valley Mall Boulevard	This 1.8-mile section of path was built in 1993 and dedicated in July. It is the first pathway built by the Greenway that is not entirely on top of dike, as it leaves the City-owned dike just south of the spray fields and travels across WSDOT and private property. Trees planted in spring 1995 as an Eagle Scout project on City property to screen the pathway from the spray fields (both visually and to keep spray off the pathway). Just west of the path at the south end of the City property is a settling pond that will be the site of a bird viewing station built in partnership with the City and the Audubon Society.
Greenway Island Group Camp: Primitive youth day and overnight camp, environmental education center.	Large island in river just off the Jewett Pathway just north of the Edler property. Northern tip owned by the City of Yakima, southern tip owned by Central Pre-Mix, balance owned by WSDOT.	WSDOT has given Greenway permission to begin studying the area for this use. Greenway would manage reservations, other organizations would provide insurance, maintenance, and security. Area will be studied for one or two years beginning summer 1995 before decision is made as to the ultimate use of island.
Riverside Group Camp: Ideal regional youth group camp and retreat upon termination of mining. Owner plans to make it a private campground.	East side of river south of SR 24; privately owned, currently being mined by Central Pre-Mix. Includes several man-made ponds.	A youth camping retreat facility is needed closer to Yakima. This would be a good opportunity to use volunteer labor of youth and church groups and civic organizations. Private campground would also be a compatible use. (If the Greenway Island Camp works out, other plans could be made for this area.) Action contingent on landowner's interests and plans.
Northwest Section: Commercial development and wastewater treatment plant.	West side of river (west of dike and Jewett Pathway), south of SR 24 to southern edge of City spray field.	Encourage future commercial development to adhere to Greenway design standards. Existing commercial development and wastewater treatment plant should be screened from I-82 and Jewett Pathway with additional plantings.

TABLE 5-3 (continued).
EXISTING AND PROPOSED YAKIMA GREENWAY FACILITIES

Facility Description	Location	Comment
Valley Mall Interchange Commercial Cluster: To meet recreation- and tourist-oriented commercial needs and to provide convenient public access to southern terminus of the Jewett Pathway.	East side of I-82 at Valley Mall Interchange; currently privately owned.	Property is situated within the City of Union Gap. Landowner is interested in allowing the area to be mined (5-year project); resulting ponds would become salmon overwintering sites and possibly swimming areas. Agreement between landowner (Edler), Columbia Ready Mix, and Foundation states that ponds and adjacent areas will be turned over to Greenway for use as park and open-space. Owner is interested in some commercial development east of Spring Creek and west of the ponds; acreage and type of development to be determined. Agreement states that proper buffer will be provided between Spring Creek and ponds, and development will adhere to Greenway design standards.
Union Gap Conservation Area		
Natural Area: A natural buffer between any development and the river to protect the riparian habitat.	East side of river to Riverside Road and its extension south to Thorp Road within the floodplain, excluding existing residential development.	Little development has taken place in the area, and currently grazing has the only significant impact. This land needs more protection than it currently has. It is not covered by Greenway Overlay District provisions of the Yakima Urban Area Zoning Ordinance because it is outside the Urban Area boundaries. It is desirable for the Foundation to acquire this land (or conservation easements on it) for long-term management as a wildlife refuge.
Greenway Pathway: To provide trail connections to lower Yakima Valley.	East and west sides of river at Union Gap.	Providing access to the Parker/Buena area will require construction of a river crossing. An alternative is to cantilever a bike path on the I-82 bridge. WSDOT, Yakima County, and the City of Union Gap should be encouraged to include bike/pedestrian pathways throughout the area in their transportation master plans.
Fulbright Park/Youth Activities Park Trail Link: To link west side river trails to Union Gap's Fulbright Park and the county's Youth Activities Park.	South end of Greenway near site of former Union Gap Sewage Treatment Plant.	

SOURCE: Foundation 1995