

Port of Camas-Washougal East Industrial Park Master Development Plan Stakeholder Interview Summary

*JLA Public Involvement
February, 2009*

In January and February of 2009, the Port of Camas-Washougal, in conjunction with JLA Public Involvement, held a series of one-on-one interviews with Port tenants, Port Commissioners and other stakeholders. The goal of the interviews was to obtain comments and input that would inform and guide the East Industrial Park Master Development Plan process. The Port aimed to interview a diverse group of people to obtain the broadest range of input on issues relevant to the Master Development Plan. The twenty people/groups interviewed include:

Port Tenants

Mike Piller	<i>Manager, Piller Plastics</i>
John Anderson	<i>Foods In Season</i>
Brad Stephens	<i>Plant Manager, Kemira Chemicals</i>
Terry Glenn	<i>Corrosion Companies, Inc.</i>
Scott Campbell	<i>District Manager, Waste Connections/Columbia Resource Company</i>

Port of Camas-Washougal Commissioners

Alan Hargrave	<i>Commissioner</i>
Jim Carroll	<i>Commissioner</i>
Bill Ward	<i>Commissioner</i>

Other Stakeholders

Kelly Sills	<i>Economic Development Manager, Clark County Commissioners Office</i>
Brian Potter & Jeroen Kok	<i>Vancouver-Clark Parks & Recreation</i>
Scot Walstra	<i>Director of Planning & Development for the Port</i>
Martha Martin & Richard Hamby	<i>Concerned Citizens in Action</i>
Jim Clapp	<i>Refuge Manager, Steigerwald Lake National Wildlife Refuge</i>
Mitch Kneipp	<i>City of Washougal Public Works Dept</i>
Bart Phillips	<i>President, Columbia River Economic Development Council</i>
Brent Erickson	<i>Executive Director, Camas-Washougal Chamber of Commerce</i>
Paul Greenlee	<i>Washougal City Councilman and Port Liaison</i>
Melissa Smith	<i>Camas City Council Member and Port Liaison</i>
Bill Connelly	<i>Eric Fuller & Associates</i>
Mike Reinhart	<i>Realtor</i>

Summary Overview

The one-on-one interviews provided important feedback on the East Industrial Park and the Master Development Plan effort that is currently underway. Interviewees broadly responded to questions on the site's most valuable assets, perceived challenges to development, and hopes and suggestions for future development.

Interviewees provided insight into the site's existing opportunities and most valuable features.

Overwhelmingly, respondents perceived the natural setting of the East Industrial Park as its greatest asset. They see the location, views of the Gorge, Mount Hood and wetlands, and water access as an ideal backdrop for business, commercial and recreational opportunities. Some noted that heavy industry might not be compatible with a property in a national scenic area bordered by a national wildlife refuge.

Interviewees expressed enthusiasm for complementing the natural beauty with well designed buildings and landscaping, and capitalizing on the types of industries that would thrive here. Many see the natural setting not only as a valuable asset for economic development, but as a benefit for the community. They see value in incorporating public use of the land.

Most respondents saw great potential for a business park or mixed-use area that combines commercial, light industrial and recreational opportunities. While a few interviewees favored continuation of mostly heavy-industrial use of the site, most saw more potential and economic opportunities in a mixed-use designation.

Interviewees discussed the various challenges that might hinder development of the site.

The four main challenges addressed included transportation access to the East Industrial Park, a need for more and better infrastructure, wetlands and wildlife issues, and public involvement and cooperation between groups. Many interviewees indicated that the current access point off of Highway 14 is aesthetically unappealing, difficult to maneuver, and requires all visitors to travel through the industrial area. They also indicated that existing infrastructure and utilities in the area are inadequate for future development; if hundreds of employees were to be added to the area, substantial traffic, stormwater and sewer engineering would need to occur.

Interviewees noted that wetlands considerations and associated mitigation and buffering efforts would be an ongoing challenge in the area, as would be development that complements the natural setting. Interviewees believed that cooperation and open communication would be difficult between property owners and state, county and federal agencies, and with special interest groups. They generally thought that the public involvement process and partnership would be a challenge.

Interviewees presented their goals or hopes and offered suggestions for development of the site.

Most interviewees perceive the site as a potential source of strong economic and community development. They expressed an interest in a Master Development Plan that would lead to the creation of high-paying jobs, economic opportunities, and a more sustainable future for the citizens of Washougal.

Most interviewees were generally in favor of mixed use, especially business/commercial and light industry, and opposed to heavy industrial use. Many suggested various sections within the site that could be successfully converted to a commercial or business park, and many referenced specific communities, business parks, and mixed use areas that could serve as a model for the East Industrial Park, often citing the Columbia Tech Center. Few respondents, on the other hand, favored a continuation of heavy industrial development in the area.

Many emphasized that new construction should be compatible with the natural setting, and see the property as a natural jewel which requires restrictions on types of development that would not disrupt wildlife habitats and the refuge. They would like to see the area's beauty incorporated into development, and encouraged the construction of trails, viewpoints, and other recreational uses. They also would also prefer building and construction design that complements the natural surroundings and incorporates renewable energy design and practices.

Interviewees presented conflicting viewpoints on design standards and use designations of the area. The majority would like to see more amenities added that contribute to a comfortable atmosphere and pleasant design in the area. Most believed that the Plan should designate strict codes and restrictions on design and construction to prevent poor development. Some, however, would prefer that the property remain highly flexible, with broader development standards to attract a larger market. A few respondents felt that development should include rail, transportation and utility improvements.

Interview Questions and Summary of Responses

The Port of Camas-Washougal and JLA Public Involvement developed open-ended interview questions to elicit broad commentary on the East Industrial Park Master Development Plan. The following is a summary of responses to the questions asked in the interviews. A list of all responses is available as an appendix to this report.

1. How do you typically obtain information about the Port or other community information of interest to you?

Generally, the main ways that people obtain information is by visiting the Port's website, by calling the Port directly, and by reading *The Columbian* and *Post-Record* local newspapers.

Thirteen interviewees indicated that they are informed about Port activities through the local newspaper, specifically the *Columbian* and the *Camas Post Record*. Five attend Port Meetings, and one attends City of Washougal Council Meetings. Five interviewees indicated that they mostly obtain information through word of mouth. Seven noted that they call the port and speak to Scot Walstra or Dave Ripp; another eight stated that they get information from the port's website, and five read the newsletter. Two noted that they don't regularly get information, or receive less information than they would like. One noted that information is often difficult to obtain or not available online or at Port meetings.

2. What is your understanding of the Port of Camas/Washougal's efforts to establish a Master Development Plan for the East Industrial Park property?

Most respondents indicated that their understanding was that the Port was moving forward with expansion of the eastern end of the Industrial Park as a multi-use area, specifically with the addition of more business usage. A number of respondents either were not aware that a new effort was underway, or assumed that the previous rezone assessment was the end result of the process and that the property had already been master planned. Many had not obtained new information about the East Industrial Area since the rezone assessment six to eight months ago.

Many noted that the Master Development Plan had the goal of selecting the best usage for the area, creating a hybrid of industrial, commercial, and business, with less emphasis on heavy industrial use. Some understand that the Master Development Plan will specifically focus on the creation of a business park or greater business opportunities. A number of interviewees also understand that the Port is in the process of identifying how best to work around or mitigate wetlands in the East Industrial Area.

Some understand the goal of the project as job creation and economic development in the area, and others see the plan as an effort to take advantage of the natural beauty of

the Gorge. Some also noted that actual development will probably occur further into the future, but that study planning stages were underway.

One noted that the previous rezone process, while commendable for its public involvement, did not reach a decision in favor of public opinion. This respondent also noted that the Master Plan process appears pre-mature; the Port should instead allow information from the Strategic Plan and the resulting revised Comprehensive Plan to drive the timeline for this process, and that the process for the East Industrial Park Master Plan should be slowed down to get the Strategic Planning process out ahead of it.

3. What do you like best about the existing East Industrial Park?

Overwhelmingly, interviewees indicated that what they like best about the existing East Industrial Park is its natural beauty and rural setting. They noted that access to the dike, river and wetlands and views of Mount Hood give the area great potential, and should be considered in its development, especially for recreational opportunities. Interviewees expressed favor for the area's physical amenities such as walking trails, wetlands, and wildlife viewing opportunities. Many like that the fact that the area is relatively undeveloped, but understand that it will not remain this way for long. However, they would like to see the area's natural beauty considered and maintained in any future development. Some wondered how heavy industry would be compatible with a property in a national scenic area bordered by a national wildlife refuge.

Many interviewees also expressed favor for the job creation and economic development opportunities that might be provided through development of the East Industrial Park. Some noted that new heavy-industry usage would create jobs for skilled workers, and others stated that the creation of a business park in the area would offer white-collar employment. They looked favorable on job potential as a positive economic impact for the local community, as it would also increase local spending, especially since the State of Washington does not impose a State income tax.

A number of interviews appreciate the industrial zoning designation of the East Industrial Park and believe that this presents an opportunity for economic expansion. Some also see the area as too isolated for a strictly business park, and thus the current zoning, which allows for mixed use, should be left as is.

Some other aspects that interviewees like about the property are its easy access to Highway 14, opportunities to connect to existing rail infrastructure, and accessible power and water amenities. Some interviewees also appreciate that the property is available for sale instead of just for lease; they believe that lease-only properties would discourage potential industrial clients from basing their operations in the East Industrial Park, since they would not obtain ownership. Port properties also seem

affordable when compared to other options in Clark County, and present a good investment in an area that offers affordable housing.

3a. What would you like to see added or changed to the East Industrial Park?

The majority of responses to this question centered around environmental and wetlands concerns, the mixed-use potential of the park, and transportation access in the area.

While many interviewees understand the value of the property due to its proximity to the river, the gorge and the refuge, they also understand see associated challenges. Some would like to see the wetlands delineated quickly to make the property shovel ready. Others noted that there could be impacts due to mitigation, and that compatibility with surrounding natural areas and recreational uses could be achieved through wetland enhancement by connecting these areas with park/recreational uses and with the wildlife refuge.

Respondents had divergent opinions on the mixed-use classification of the East Industrial Park. Some noted the Park is too rural and lacks proper consumer access to attract business or non-industrial usage, and that some of the nearby industrial operations would act as a deterrent. Other interviewees, on the other hand, saw a great potential for mixed-use business. They welcomed the addition of new office buildings, and support services such as restaurants.

A number of interviewees noted that access from the main entrance is difficult for large trucks; they would like to see a better interchange on Highway 14. Those supporting mixed-use would support the construction of another access point so that all vehicles would not have to drive through the existing industrial area. A few respondents indicated that they would like to see rail expanded in the region.

Some respondents showed optimism for renewable energy and environmental protection in the area. They would like to see how renewable energy could be incorporated into the design of the Park, and saw a potential for non-polluting compatible industries. One also noted that the area was a good candidate for a wind farm.

One respondent indicated that the name “East Industrial Park” should be considered in a public involvement effort.

4. Are you aware of the Port’s commitment to developing compatible uses between sites adjacent to the East Industrial Park, specifically the wildlife refuge?

The majority of respondents were at least generally aware of the Port's commitment to develop compatible uses between sites adjacent to the East Industrial Park; only five interviewees were unaware of this commitment. One noted that even with consistent attendance at Port meetings, they were unaware of this commitment.

Those who were unfamiliar with this assumed that there would need to be some compatibility with wetlands and wildlife habitat areas. Most appreciated this commitment and thought it would be wise to create a blend of compatible uses. One noted that NEPA and SEPA will call for mitigation efforts. A minority of respondents thought that this might be a deterrent for heavy-industry.

FOLLOW UP QUESTION: What ideas do you have for integrating compatible uses between adjacent sites and other community destinations?

Most responses to this question emphasized compatibility with the natural setting in the area, recreation, and light industrial or business use. Most interviewees were generally in favor of mixed use, especially business/commercial and light industry, and opposed to heavy industrial use. Some respondents, on the other hand, favored a continuation of heavy industrial development in the area.

Many respondents were supportive of a commercial or business park in the East Industrial Park. One suggested that the property closer to Steigerwald be converted into a commercial space. Another suggested that office use would be compatible on the North and South side, as they offer views of the wetlands and the river, while another noted that the far east end would be the best compatible use for an office or education area. Others noted that if office use is implemented, amenities and food service will need to be added. Some expressed interest in a high-end restaurant and golf course in the area. Some interviewees noted that a new access point would need to be added in order to make a business park effective, and noted that it is already a challenge to travel so far east to the site. A minority thought that the rural location of the property would make it unfeasible as a business park.

A number of people believed that a strictly office/business use could act as a buffer for other types of development in the area. They would like to see clean, small businesses as opposed to heavy manufacturing that takes up lots of space; a business park on the far east end with proper landscaping could act as a good buffer. They would also like to see conscious design and construction decisions that integrate buildings with local parks, trails, and do not disturb wildlife habitats.

Some respondents indicated that they would prefer to see light industrial development in the area as opposed to heavy industrial. They see light industrial, not heavy industrial, as more in tune with economic possibilities for the future. They noted that a light industrial business park would be compatible, especially if it included the right type of design and construction. One noted that industries that deal with water control, corps of engineers, and education would be well suited for the site.

A large number of interviewees see the area's beauty as its most valuable feature, and one that should be taken advantage of. They noted that any development should not stress the environment in the area and should curtail noisy industry. Many encouraged the construction of trails integrated with the Washougal River, viewpoints, picnic areas, basketball courts, water parks, golf courses or other recreational uses. Some noted that environmentally-conscious businesses might not locate near heavy-industrial or sewage treatment facilities. One indicated that, if developed in conjunction with recreation, the property could host businesses such as kayak rental. It would be important to consider the relationship that will be developed with Steigerwald National Refuge with its new trail and the opening up to locals and travelers.

A number of interviewees had specific ideas for addressing environmental impacts in the area. They encouraged efforts to implement noise, air and light pollution. One person also recommended working with the WA State Department of Ecology and EPA to make sure water discharge is properly treated before going into Columbia or wherever designated. Some people were concerned with buffering along the refuge boundary, and recommended placing the lightest footprint industries in this area. One also recommended using native vegetation along the boundary as opposed to ornamental plants, and red cedar or other evergreen tree to act as a year-round buffer.

FOLLOW UP: In your opinion, are there any foreseeable challenges that might occur in relation to developing compatible uses between other areas?

The four main challenges that interviewees expressed included transportation access to the East Industrial Park, a need for more and better infrastructure, wetlands and wildlife issues, and public involvement and cooperation between groups.

Many interviewees indicated that the current access point is both aesthetically unappealing, and difficult to maneuver. If business development and consumer services are added to the park, an appealing entry that does not force visitors to drive through the industrial area will be necessary. Some suggested improving the existing roadway through widening and landscaping, with a consideration for increased traffic. One also noted that higher pedestrian traffic would present a safety concern, which would need to be mitigated by proper motor vehicle and pedestrian circulation.

Many respondents also indicated that existing infrastructure and utilities in the area is inadequate for future development. If hundreds of employees were to be added to the area, substantial traffic, stormwater and sewer engineering would need to occur. Water and sewer hookups are currently expensive; future development should try to curb these costs. Lastly, expanding the rail would be crucial, and is quite costly.

Sensitivity to the refuge and wetlands areas was a main concern among interviewees. They noted that stormwater and wetlands considerations would be an ongoing challenge in the area, as would be developing an area that "looks natural". One recommended that the Port develop a Memorandum of Understanding with Steigerwald.

Interviewees believed that cooperation and open communication between the various organizations, agencies and tenants involved in the East Industrial Park would be an ongoing challenge. They specifically saw possible conflicts arising between property owners and state, county and federal agencies, and with special interest groups. They generally thought that the public involvement process and partnership would be a challenge. Some hoped that the Refuge, Friends of the Gorge, and environmental agencies be able to provide meaningful input into the Master Plan.

A number of interviewees also noted that the current state of the economy and market would present a challenge to the project. It might have a long-term affect on what is affordable to actually implement in the area. They also thought that the Master Plan should include phasing to account for the long-term.

A minority of respondents indicated that the East Industrial Park exists on a flood plain and has a stringent earthquake rating, which would be an engineering challenge for building multi-story structures. Some also noted that the rural location might be a deterrent for both developers and consumers or visitors. One also recommended that the property be purchased by tenants rather than leased, as this would generate more revenue for the City. Another showed concern that the Corps of Engineers would have precedence over many Port decisions, as it has control over the waterfront and the levy.

Two respondents did not see any real challenges in the area.

5. Are there specific features in other communities or areas that you'd like the East Industrial Park to emulate in some way? Which communities? Explain.

Many interviewees referenced specific communities, business parks, and mixed use areas that could serve as a model for the East Industrial Park. These included:

- Columbia Tech Center which offers an open, natural setting that is appealing to the public, with tree-lined walking paths
- The area near the Hillsboro Airport, which has ponds, ducks, geese and a large parking area
- Wilsonville project (Floating Point?), which has a wetland area that is integrated into the site.
- Dawson Creek project in Hillsboro located near the Hillsboro Airport, which incorporates water as a beautification feature
- Vancouver Marine Park
- East Ridge Business Park, which includes nice building design
- A Business park in California, which uses a façade of water falls in front of office spaces, with industrial use behind
- Camas Meadows, which is a good example of mixed use that integrates a golf course and tech park. It utilizes natural features such as a trail system, pedestrian bridges, and stormwater facilities. Those types of amenities make a

facility an attraction; people want to go to work there or use the trails for recreation.

- Ports in Wenatchee and Tri-Cities, which do a good job of integrating the river, public use, recreation including a sports field, and industrial use
- Lake Road Industrial Park near Milwaukie, Oregon, which has good screening and landscaping techniques
- The Port Gateway plan, which uses the flushing channel as a habitat buffer
- Cottonwood Beach
- Site in Milwaukee developed by Omark 40 years ago, which combines industrial sites with an office campus
- Camas Meadows Master Plan

Interviewees expressed contrasting opinions on planning in the area. Some would prefer that the property remain highly flexible, with broader development standards to attract a larger market. Others believed that plans should include stricter codes and restrictions to prevent poor development in new and existing properties, including design standards and best practices from other communities.

Some respondents believe that the planning effort should not go much further than allowing for the necessary rail, transportation and utility improvements. The majority, however, would like to see more amenities added that contribute to a comfortable atmosphere and pleasant design in the area. The current buildings in the Port Industrial area are not inviting, nor is the entry to the area; many would like to see buildings and access beautified. One indicated that access to Highway 14 further east would be beneficial.

Some respondents would like to see features that emphasize water and river access in the Master Plan, including the opportunity for a third bridge. Another, however, saw river use as improbable due to the dike and fluctuation in the water.

Others would like an emphasis on the natural setting in the area, and recreational use of parks and water. One recommended that the aesthetic appeal of the wetlands be utilized to create open space and compatibility with the refuge; because the area is so unique, it should be up to the public to create an innovate plan for this area rather than emulating an existing model.

Four respondents did not have specific ideas.

6. Are there any features or types of development that you'd like to see integrated in some way into the East Industrial Park?

One of the main features that interviewees would like to see integrated into the East Industrial Park is building and landscaping design that gives the park a greater aesthetic appeal. Some believed that many of the current buildings are unattractive

sheet metal or concrete structures; future buildings could utilize green roofing or interesting architecture. Some would also like to see pervious surfaces to reduce run off and complement natural areas. Many would like to see some small buildings in addition to large ones (offering a variety of uses), and retain compatibility with existing buildings to the West. Some suggested ample parking, and creative use of grating, shrubs, trees, and orientation of buildings.

Some interviewees highlighted the importance of developing rail, utilities, and infrastructure for industrial use.

Interviewees contrast in how they would like to see the East Industrial Park used. Many would like lighter industry or business park usage with stricter codes and standards for development. Others would like to see more a more loosely regulated mixed use designation which would allow for large businesses or industry; they would like to avoid developing a narrow view of what would be appropriate in the Park. One emphasized that heavy industry should be encouraged because there is not much space otherwise in Clark County for heavy industry.

Some respondents had specific ideas for the use of new buildings. Some would like to see a science or technology park related to the natural resources at the site, creating a 'natural laboratory'. Others would like to see education facilities and public agencies locate in the Park. One respondent noted that the area should not include motels or RV parks as previously suggested; this would surely be incompatible with heavy industry.

Some would like to see integration between industrial, recreational, and public use of the land. They would also like to ensure that wetlands are protected by proper landscaping or other mitigation as a buffer. Another noted that questions on development and Park features should be answered through a public process and community input.

A number of respondents pointed to specific models for the East Industrial Park Master Plan, including:

- Stein Distributing Center (I-205 at 88th Street), which is an aesthetically appealing warehouse/distributing center with main offices
- The Camas Meadows Master Plan developed by David Evans and Associates, which involved less than 200 usable acres (minus the wetlands)
- The Vancouver Waterfront, which was developed over time and given back to the public. This presents a good model of maintaining industrial property and use, while at the same time assuring public use of the waterfront.

7. What are your hopes for the Master Development Plan? What do you want to see achieved?

The two main themes that interviewees raised were economic and community development, and environmental compatibility.

Most interviewees expressed an interest in a Master Development Plan that would lead to job creation, economic development, and a more sustainable future for the citizens of Washougal. The property should ideally add value to the community and bring high paying jobs; interviewees see this property as a potential source of excellent economic development if planned properly. Some would also like to see a tax incentive to get some companies to locate in the area if necessary.

The other main hope discussed by interviewees was a planning process that would maximize compatibility with the natural setting, and protect the environment. They see the property as a natural jewel which requires restrictions on types of development that would not disrupt wildlife habitats and the refuge. Many interviewees noted that the design of buildings and structures should fit well with natural surroundings, and some would like to see renewable energy design and practices incorporated.

Interviewees presented conflicting opinions on office/commercial, light industrial, and heavy industrial uses of the property. Some would like to see office/commercial and light industrial development with restrictions on heavy industrial use. Others would like to preserve industrial zoning, but at the same time allow for commercial use near environmentally sensitive areas, and integrate public access and recreation. One interviewee would like to see very little non-industrial use of the area, as the property presents a good opportunity for the type of heavy industrial use that cannot be developed in other areas. Another noted that area should not be carved up into multiple sites, but should remain as one or few industrial properties.

A minority noted that they want the process to get started as soon as possible, and see development, construction and job creation begin. Another, however, sees this planning process as premature and would like to see more public involvement before development continues.

A couple of respondents hope that the property includes for-sale properties as opposed to lease-only, and that the Port uses sale money for greater economic development. One noted that residential development would probably not work in this area. Another would like to see federal government offices locate in the property.

8. What do you think are the biggest challenges facing the development of the East Industrial Park?

Overwhelmingly, interviews saw access and infrastructure needs as the biggest challenge facing development of the East Industrial Park. The current ingress and egress configuration is not adequate to support future traffic increases, and would likely require another access point off Highway 14. Similarly, rail and other

infrastructure need improvement, and the cost of utilities such as water and sewer hookups is very high.

Many respondents perceive a challenge in creating compatible uses between the wetlands and refuge area and business and industrial use of the East Industrial Park. They believe that enforcing regulations to protect wetland and wildlife habitat areas will be a challenge, and that it will be difficult to mesh the profitability of development with the sensitivity of the surrounding site.

Many respondents also replied that development could be hindered by the poor economy. They were concerned about the long-term viability of the area, as some tenants are already leaving Port properties due to economic challenges. Some were also concerned that, even if the East Industrial Park is developed to encourage the entrance of small businesses, they could be absorbed by larger businesses that could better handle economic risks.

Some respondents also perceive a challenge in community relations and public involvement. They see some conflicts and differences of priorities between the City of Washougal, the Port and other government agencies, and some believe that public opinion is not seriously taken under consideration in the process.

A minority of interviewees replied that development will be difficult due to the fact that the East Industrial Park is in a flood plain zone and earthquake instability zone. They believe that questionable ground stability and soft soil could hamper some business interest.

9. What are the greatest opportunities for development of the East Industrial Park?

Overwhelmingly, interviewees saw the natural setting of the East Industrial Park as its greatest asset. They see the location, views of the Gorge, and water access as an ideal backdrop for people to work and for recreational opportunities. They are also enthusiastic about complementing the natural beauty with well designed buildings and landscaping, and capitalizing on the types of industries that would thrive here. Many see the natural setting not only as a valuable asset for economic development, but as a benefit for the community. They see value in incorporating public use of the land.

Many respondents also noted that there is great opportunity for creating not only jobs, but professions that would entice Camas and Washougal college graduates to work and live in the area. They see the East Industrial Park development as an opportunity to elevate the general level of employment and knowledge level.

Some interviewees appreciate the industrial designation of the area. They note that Washougal offers little opportunities or properties for heavy industry, and that this, rather than retail or business space, should be encouraged.

Some also see the short and easy commute as a great opportunity and advantage for businesses moving into the area. A few also mention that presenting properties for sale rather than lease-only is an advantage. A minority responded that availability of rail is a unique asset.

10. PUBLIC PROCESS: Do you have any questions about the project, public process or the timeline?

Most respondents did not have many questions, and noted that the public process and timeline seemed straightforward. Many appreciated the opportunity to be included in the process so early on, and felt that the Port was generally doing a better job with regard to public involvement. They encouraged as much transparency in the project as possible, and noted the benefit of including a cross-section of the community to participate in the process.

Some interviewees had specific recommendations for making the public process more successful. These include:

- Consider interviewing Steve Carroll and Richard Wright (Industrial park tenants).
 - Work with the City Council Port Liaison to submit information through the City Newsletter.
 - Have the Port to speak about the project at an upcoming Chamber of Commerce luncheon.
 - Change the Open House #2 date to May, because many people are not around in April. Keep Open House # 3 unscheduled, as there will be many options to consider and this date should not be constrained yet.
 - Communicate with Port tenants directly about important meetings that they should attend, as opposed to those that might not impact them directly. Consider hosting a special luncheon meeting just for tenants around in conjunction with the Chamber, which would likely be better attended than another meeting format.
 - Adjust the timeline for the completion of the strategic planning and the Comprehensive Plan. The cart-before-the-horse is beginning to happen, and may prolong the process, cost the Port taxpayers more in the long run, and confuse the issues.
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11. Why is this issue (the East Industrial Park's development) important to you?

Interviewees had varying responses to this question, but the most common response was an interest in developing a strong economy with good jobs, to create community prosperity. They would like to see good living wage jobs and cleaner, more sustainable

businesses in the area. They want Washougal to be a place where educated people stay to work and live.

On the other hand, a few respondents indicated that the issue most important to them was maintaining an area where industrial and heavy industrial use could flourish. They noted that Washougal lacks industrial ground elsewhere, and that industrial use is an important tax base in the community.

Some respondents replied that they are most interested in development that has the least impact on the environment and that takes advantage of the natural setting and views of the Gorge. Some of them, in fact, would like to see no further development at all, but because they know this is not possible, they would like to provide input so that environmental impacts are mitigated wherever possible.

A minority of respondents indicated that they simply want the project to move ahead as quickly as possible. More commonly, interviewees expressed an interest in greater public involvement and careful planning to create a project driven by the community.

12. Do you have any other input or comments to share?

Interviewees offered a wide range of other inputs and comments.

Many were optimistic about the East Industrial Park, and see it as a good opportunity to blend together industrial, commercial, and public uses for the good of the community. They see the site as unique in its natural beauty, and believe that it could offer good paying jobs which keep people in Clark County.

A few interviewees offered comments about the public involvement process thus far. One was concerned that the interview process and questions were not targeting the best range of stakeholders and issues, and generally believed that the planning process was premature. Another suggested that current commissioners and staff be included in the process of eliciting input.

A number of respondents noted that access and traffic flow would likely be a long-term issue with East Industrial Park development, and suggested working with WSDOT for future egress and ingress.

Some respondents indicated optimism about the possibility of industrial development in harmony with the environment, since industrial uses are cleaner, and more strictly monitored and regulated.

One respondent was concerned about the decision to sell or not sell property, and would like to weigh the options of long term lease versus selling property. They believe that the public should be a part of this conversation.

Interviewees presented the following sites as possible models for the East Industrial Park:

- Port of Vancouver near Vancouver Lake
- Guild Lake in Portland
- Burnt Bridge Creek area
- Lewis and Clark Park

Some other suggestions included:

- Communicating more with other jurisdictions
- Creating a government agencies campus in the area
- Making East Industrial Park property taxable
- Creating a Memorandum of Understanding (MOU) with the City of Washougal to serve water and sewer
- Maintaining the current three zoning types structure with few changes. Private land owners should figure out the mixed use zoning.
- Better defining the roles of the Port and City in this process. Private property owners should be in touch with the Port, not the city.