

# Port of Camas-Washougal East Industrial Park Master Development Plan

## Open House and Public Feedback

July 29, 2009 Open House  
Summary Report and Public Comments



## Open House Overview

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The Port of Camas-Washougal is in the process of creating a Master Development Plan for the 122-acre East Industrial Park, located east of the Port's Washougal Industrial Park. The purpose of the master plan is to maximize the economic potential of the property, by providing predictability during future phases of development, while at the same time maintaining flexibility needed to meet market demands.

Working together with the Port of Camas-Washougal and considering community input, the project team narrowed the options included in three land use concepts for the East Industrial Park into a draft preferred land use concept and draft development standards. This draft preferred land use concept includes a large amount of developable land that is currently zoned "Heavy Industrial." In June of 2008, the Port completed a "Rezone Assessment" - a public process to (1) consider future employment uses in the East Industrial Park and (2) decide whether the current zoning was compatible with such uses. This effort resulted in the adoption of Guiding Principles, vetted with the public, and the Commissioners' unanimous vote to retain current zoning. The Board's decision was based on their determination that the wisest and best use of the East Industrial Park would be a mix - or hybrid - of both business and industrial uses, which the current zoning would support. Both the draft preferred land use concept and draft development standards support the Port's primary mission of economic development. The draft land use concept plan also follows the project guiding principles, offering a strategy and mix of both business and industrial uses that create the most favorable economic impact while maintaining recreational opportunities and minimizing land use conflicts with the adjacent wildlife refuge.

A third and final open house was held in order to solicit feedback on the draft preferred land use concept and draft development standards prior to the Port Commission's adoption of the Master Development Plan and the design standards. The Open House was held on Wednesday, July 29th from 4 to 6:30 p.m. at the Port of Camas-Washougal office located at 24 South A Street. Approximately fourteen people attended the open house. The following project team members staffed the event and answered attendees' questions and collected comments:

- Tim Schauer, Mackay & Sposito
- Beth Holmes, Mackay & Sposito
- Bryan Cole, Mackay & Sposito
- Jennifer McClure, Mackay & Sposito
- Francis Naglich, Ecological Land Services
- Karey Bock, Ecological Land Services
- David Ripp, Port of Camas-Washougal
- Scot Walstra, Port of Camas-Washougal
- Mary Murphy, Port of Camas-Washougal
- Adrienne DeDona, JLA Public Involvement

## **Format**

The meeting was an informal, drop-in style open house in which participants were invited to review information on display boards, talk to staff, and submit comments, either through a comment form or on flip charts.

The event included the following information:

### **Sign-in and Comment Table**

Participants signed in with their contact information, and received a handout providing a brief overview of the draft development standards and the draft preferred land use concept. Attendees were also encouraged to complete comment forms to provide their input on the project.

### **Project Timeline**

This station provided participants with information on the project timeline and a flowchart of the decision-making process with project history.

### **Site Inventory Analysis**

This display presented the existing conditions of the property, land uses and municipal boundaries.

### **Draft Preferred Land Use Concept**

This station included a graphic display of the land use concept; demonstrating how the East Industrial Park property could be developed in the future to support the Port's mission, the guiding principles for the property, current code requirements and the site's environmental constraints.

### **Wetlands/Environmental Constraints Study**

Information at this station was provided by consultants from Ecological Land Services (ELS). ELS is currently analyzing the site for possible wetlands to determine final wetland boundaries. The steps involved in analyzing the wetland mitigation process were outlined and mitigation options were explained, including a description of a piezometer and how this tool will be used to collect data regarding the environmentally constrained areas on the site.

This station also provided information about the status of historic and existing farming activities onsite.

## Outreach

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The Port of Camas-Washougal coordinated the following outreach efforts to notify and invite citizens to the open house:

- Press release distributed to the Camas-Post Record, the Columbian, the City of Camas and the City of Washougal on July 16, 2009.
- Website announcement on the Port of Camas-Washougal home page, events calendar and news page.
- Website announcement and news release posted on the East Industrial Park project page.
- E-mail notice to Port distribution list.
- E-mail notice to interested parties.
- Announcements at the June 18<sup>th</sup> and July 16<sup>th</sup> Port Commission Meetings.
- Announcement on Port reader board during the week of July 27<sup>th</sup>.
- Announcement in the *Chamber Chat* on July 20.
- The Port sponsored the June 18<sup>th</sup> CW Chamber luncheon, and staff gave a presentation on Port activities, including the EIP 7/29 Open House.
- Announcements at the June 18<sup>th</sup> and July 16<sup>th</sup> CWAA meetings.
- The Port hosted a Local Connections breakfast meeting on July 28<sup>th</sup> and an announcement was made regarding the Open House.

## Public Comments Summary

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Citizens were invited to comment on the draft preferred land use concept and draft development standards through a variety of methods, including:

- Flip charts available at the July 29 open house
- Comment forms available at the July 29 open house
- An online survey, launched on July 29

As of October 21, four people completed the online survey, and two people sent in comments by email. Some comments were taken by flip charts and through informal conversation at the open house. No citizens completed comment forms at the open house.

### Flip Chart Comments

Participants provided the following open-ended comments on the flip charts provided at the open house:

- Move railroad to South 41<sup>st</sup> Street
- Make sure screening plantings are native

## **Open House Comments**

- Two open house attendees expressed disappointment that the Plan did not seem to reflect public input which preferred more green open space at the site. They would like to see at least 30 acres of otherwise developable land as permanent open space, and would like to see the Port take a more proactive role in parks and recreation, not only economic development.

## **Online Survey Summary**

The following is a summary of the six responses to the online survey. An appendix of all responses is attached.

### ***Do you work, own property or engage in recreational activities near the East Industrial Park?***

Five respondents indicated they work near the Park, two own property or a business, and four use the area for recreational activities.

### ***How well do you agree with the guidelines in the Draft Development Standards for the East Industrial Park site?***

Of the four responses received, two were in agreement with the guidelines, one was neutral, and one was in disagreement.

### ***What would you change about the draft Development Standards? (Four responses)***

Four people responded to this question. They generally noted that more efforts should be made to protect the Steigerwald Refuge and to increase the amount of open green space. Some of the specific suggestions include:

- Landscaping should be required for all development on the east end of the industrial area, even if there is fencing on the property.
- In some cases it may be appropriate to require screening vegetation on the Port property even if there is currently adequate screening on the WDFW property.
- Buffer should be increased between Steigerwald and Port property.
- Focus should be on mixed use only on property to be developed rather than industrial.
- Should include a 10' lot buffer requirement for lots adjacent to refuge.
- Pervious pavement should be specifically recommended in the draft language.
- Green streets and landscape islands with vegetation are a good idea. Rain gardens should include only native plants.
- Buildings located next to Steigerwald Lake NWR should be natural earth tones to blend into the nearby landscape
- All landscaping plants should be native and common to the surrounding habitats.
- The Port is proposing a walking trail along the border with the Refuge. The Port's walking trail and screening adjacent to Steigerwald should be on Port land.
- In general, these standards seem to be a good effort to give the park a good appearance from within and from adjacent properties. It does much less in

considering the park's appearance from higher elevation areas in the community and viewpoints in the Columbia Gorge Scenic Area.

- The Purpose Statement acknowledges the “unique property” and “proximity to natural spaces”, and then goes on to say this “*requires* an innovative approach to development”. Why not see this is a valuable *opportunity* to create something wonderful for our community, not an *obstacle* to development plans?

***How well do you agree with the preferred land use concept for the East Industrial Park site?***

Three people disagreed with the land use concept, and one generally agreed.

***What would you change about the preferred concept?***

Three respondents noted that the area should include more green space and natural areas, specifically on the east end and at the north and south sides of Steigerwald Refuge. One stated that the area should be mixed use—not industrial use—as preferred by most citizen feedback. Two were concerned about railroad tracks and a service road adjacent to the wildlife refuge.

***Is there anything else that you would like to share with us?***

One person responded that the Port must comply with SEPA in adopting any development standards. Another commented that the Port represents the entrance to the Columbia River Gorge and is located next to an important wildlife refuge; there should be a creative means to increase both the economic and recreational contributions of the Port to the community, and more attention paid to public comment.

Another noted that throughout this process, the Port has seemingly been headed toward the predetermined result of industrial development. The Port would likely have received more public input if it had not labeled the area as “industrial” from the start. They recommended that the Port use more imagination as it determines the best use of this unique, publicly owned property, and not just assume that maximum job creation is the Port's only responsibility to the community.

## **Email Comments**

Two citizens sent comments by email. One commented on the City of Washougal and Camas groundwater expansion plan, which continues to pursue additional well sites. One such site is located on the east side of the Industrial Park, and a permit has been produced to allow groundwater supply expansion for municipal use. Maps in the appendix show the proposed Steigerwald well field.

Another person was concerned about the potential rail traffic for the rail loop along the refuge boundary. He suggested that, if rail traffic is expected to occur daily, the rail be relocated to 41<sup>st</sup> Street and the rail spur to be less disruptive to the wildlife resources. He also commented that the proposed light intrusion into Steigerwald seems to be acceptable.

# Appendix of All Responses

## Online Survey (6 surveys completed)

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### Do you work, own property or engage in recreational activities near the East Industrial Park?

Work	5
Own Property/Business	2
Recreational Use	4

#### Comments:

- President, Corrosion Companies Inc. - 3725 S Grant St, #3&4
- Friends of the Columbia Gorge conducts hikes and field visits in the area for educational and recreational purposes.
- Business in Washougal, live/own property near EIP, use Dike trail and Steigerwald trail, also use Marina, Parkers Landing Park, and Cpt. William Clark Park regularly.
- Steigerwald Lake National Wildlife Refuge
- Hiking trails, fishing (from shore) and beach use
- Exercise and enjoying the outdoors; dike trail, Captain Clark Park, Refuge trails.

### On a scale of 1-5, how well do you agree with the guidelines in the Draft Development Standards for the East Industrial Park site? (Four responses)

- One person disagreed (2 rating).
- One person was neutral (3 rating).
- One person agreed (4 rating).
- One person completely agreed (5 rating).

### What would you change about the draft Development Standards? (Three responses)

- To protect the refuge, landscaping should be required for all development on the east end of the industrial area. For these eastern properties, the full landscaping requirements should apply, even if there is fencing on the property.

In Part IV.A.2 (in the landscaping and screening section), there should be an acknowledgement that because the Port does not have control over WDFW property, and because screening vegetation on that property could be removed or die at any time, it may in some cases be appropriate to require screening vegetation on the Port property even if there is currently adequate screening on the WDFW property.

- Increase buffer between Steigerwald and Port property (equal amount of green space and developed property), focus on mixed use only on property to be developed, move rail spur back to edge of actual current industrial area, use circular roads/access through built area, focus on quality not quantity, and please get rid of the term "Industrial" from your title. The majority of your feedback, per your site, is

for mixed use with the asset of the river and Gorge area being the first priority; please use your imagination or find someone with imagination to enhance the economic portion of your focus through the actual site assets; the natural beauty of the area.

- P. 3 IIB Lot Requirements - shows no yard requirements when adjacent the refuge. Should have 10' to create a buffer.  
P. 5 IIIA3ai. Add - Pervious pavement and pavers are allowed and, in fact, are recommended.  
P. 6. B2c. On one hand you say all off street parking is to be all weather hard surface; on the other hand, you indicate pervious surfaces are allowed. Make it clear that pervious pavement is an allowed alternative to hard pavement.  
P.9 IIIB4c. Landscape islands/diamonds with vegetation are a good idea.  
P12. 1.b Green streets - good idea; what is the rain garden to be comprised of. Due to be "nature friendly", why not only allow native plants; or at least recommend them and provide a list of which of the approved plants are native.  
P13. 3b. Light intrusion into Steigerwald. Looks good, but I am checking into the details. I will let you know.  
P. 14. What is the status of the EIP Master Stormwater Plan?  
P. 15. G2. Architectural. Buildings next to Steigerwald Lake NWR in natural earth tones so they blend into the nearby landscape (similar to the Scenic Area).  
P. 16. preferred Plantings. Add "strongly" recommended.  
P. 17. C. Solid Fences. Should be landscaped with native trees/shrubs on the refuge side of the fence.  
P. 19. IV Special Provision  
Buffering/Screening from Trail/Steigerwald Lake NWR. All plants should be native and watered or replaced to ensure survival. Species should be native and common the surrounding habitats.
- The Purpose Statement acknowledges the “unique property” and “proximity to natural spaces”, then goes on to say this “REQUIRES an innovative approach to development”. Why not see this is a valuable OPPORTUNITY to create something wonderful for our community, not an OBSTACLE to your development plans?

The goal is to “provide employment opportunities” while insuring that development “respects the natural environment”. Again, the wording seems to indicate insufficient appreciation for all of the opportunities presented here. Do not start out by limiting your imagination.

I understand this is a draft, so I look forward to reviewing any architectural standards you propose.

The 0 ft. setback proposed at the Refuge boundary does not seem like an "innovative approach" to "development in proximity to natural spaces".

The Port is proposing a walking trail along the border with the Refuge. The Port's walking trail and screening adjacent to Steigerwald should be on Port land.

In general, these standards seem to be a good effort to give the EIP a good appearance from within and from adjacent properties. It does much less in considering the EIP's appearance from higher elevation areas in the community and viewpoints in the Columbia Gorge Scenic Area.

**On a scale of 1-5, how well do you agree with the preferred land use concept for the East Industrial Park site?**

- Three people completely disagreed (1 rating)
- One person agreed (4 rating)

**What would you change about the preferred concept?**

- More green space and natural areas should be included on the eastern end.
- Again, as previously stated, your citizen feedback has been to utilize this area mostly with green space, and mixed use (not industrial manufacturing & warehouse). All the area that is shaded in light "cream" should be put into "tan" or business/tech. Green space increased on north and south side of Steigerwald, no road through refuge (who thought of that?), and let's see what the actual measurements are for wetland areas. This has not even been started yet.
- I need to do some checking to see if it would be better to have the railroad tracks or the service road adjacent the wildlife refuge.
- It is indeed proposed as an INDUSTRIAL Park, with the Business/Tech area essentially a token area or areas likely to be wetland or used for a well field. Open space/ Greenspace areas have been minimized (likely to end up being the minimum required for water treatment or mitigation) while the preponderance of public input requested more.

The location of the railroad spur conflicts with the best use of this "unique" site, placing loading facilities on the view side. The spur should curve north immediately after the transfer station to serve the EIP from the center. The Business/Tech area should also include all of the area along the dike, and all of the area adjacent to the Refuge.

**Is there anything else that you would like to share with us?**

- The Port must comply with SEPA in adopting any development standards.
- The Port is undergoing "growing pains", with a heavy foot in the past and a toe in the future. We are not just like all the other Ports. We have the entrance of the

Columbia River Gorge, and are next to a beautiful wildlife refuge. These are the drawing cards that attract people to this site, not more warehouses with no windows, dusty truck traffic, and less than 7 employees per acre. You have very creative people who live in this area who are quite willing to assist with ideas and concepts that can increase both the economic AND recreational contribution to our community, which is the mission of our Port. You are not listening to your public, but to your consultant, who does not live in our port district (and appears to not know that).

- I think I included all of the comments I could think of in a previous comment area. Thanks for the opportunity to provide input.
- Throughout this process (and the previous Rezone Assessment) the Port has seemed to be headed toward a predetermined result, INDUSTRIAL development of the East INDUSTRIAL Park. This is shown by your language (INDUSTRIAL Park), resulting in the low response you received in your public input efforts. You would get a much better response if you asked the public, "what should we do with the undeveloped land owned by the Port that is east of the Industrial Park?" than when you asked "what should be the development standards for the East Industrial Park?" It also shows in the direction this process is headed, near maximum industrial development despite the preponderance of public input. The Port should be using much more imagination as they determine the best use of this unique, publicly owned property. To assume that maximum job creation is the Port's only responsibility to the community is the last century's thinking.

## **Email Comments (2 comments received)**

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### **Comment# 1**

P. IIIA.4 Rail. Regarding placement of the rail loop along the refuge boundary. In one of the maps depicted during the July 29 open house and in the handout, it depicted S. 41st Street travelling along the west side of a block of land intended for the tenants, and the railroad line along the refuge boundary. I am concerned about the potential amount of rail traffic anticipated for that rail loop. If it is anticipated to be less than daily, then perhaps that would be a good location. If more than that, I suggest alternating the locations of 41st Street and the rail spur. I believe that repeated car and foot traffic would be less disruptive to the wildlife resources using the refuge than repeated and ongoing rail traffic with loading/unloading and movement of cars back and forth. In addition, I would think the presence of the refuge with its open space would be more attractive to the potential tenants than having their offices face another set of offices/warehouses.

P. 13. 3b. Light Intrusion into Steigerwald. I double checked with a couple of sources, and find that the proposed light intrusion into Steigerwald to be acceptable.

## Comment# 2

The City of Washougal and Camas groundwater expansion plan continues to pursue additional well sites. One such noted in the both Cities expansion plan(s) is located on the east side of the Industrial Park, near the Steigerwald Wildlife Refuge. As the site is not owned by either City, the Department of Ecology has produced a State of Washington application for a water right permit, classified as a permanent groundwater permit. The water rights application permit has been jointly signed by the City of Washougal, City of Camas and the Port of Camas/Washougal. The purpose of this permit is to allow groundwater supply expansion for municipal use by the City of Washougal and the City of Camas. Approximately 10 proposed 20-inch diameter production wells to accommodate individual well yields of 2,000 gallon per minute (gpm) or more is intended. Well spacing is anticipated to be 250 feet and the wells will be developed within the PAA (Pleistocene Alluvial Aquifer) system.

A PowerPoint presentation was also included with this comment.



