

STAKEHOLDER INTERVIEWS

Waterfront Revitalization Trail Design/Clean-Up/Recreational Plan

On April 18, 19 and 22, 2013, twenty-nine people were interviewed, including two group sessions. One group session was made up of 'A' Street property owners; the other was eight youth from the Camas High School Interact Club. The Port is committed to a public process and all stakeholder interviewees are listed on Appendix A, attached. The purpose of the interviews was to gain an understanding of Port stakeholders' perspective on waterfront development, the trail design, how the current recreational facilities being are used, and public awareness of Port activities.

The interviews followed Goals and Strategies set out in the Port's Comprehensive Scheme of Harbor Improvements and Strategic Plan:

Goal 4: Take the lead to develop a more vibrant waterfront, working with the cities, other agencies and citizens in the community. Invite participation.

Strategies & Tactics: Develop plans to attract businesses and jobs to the waterfront that will generate revenue to offset expenses while maintaining public access;

Goal 6: Increase constituent understanding, sense of ownership, and support of the Port and its initiatives.

Strategies & Tactics: Provide opportunities for public involvement, maintain open communication and conduct periodic evaluation of the effectiveness of those efforts.

The Q&A covered the following topics:

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LEVEE TRAIL & CAPT. WILLIAM CLARK PARK:

The Port plans to continue making the levee along Capt. Clark Park, which connects with the Steigerwald Nat'l Wildlife Refuge loop trail, a desirable spot for the public.

Q&A: *Do you use the levee trail or Clark Park? Ideas for improvements?*

A majority of the stakeholders interviewed use the levee and/or Clark Park alone or with family and friends – or pets – on a regular or seasonal basis. Several commented that parking is sufficient except on hot summer days.

By and large the levee and Clark Park were considered well maintained and accessible, and the connectivity with Washougal's pedestrian tunnel is appreciated. Although the County Parks Dept. is responsible for the restrooms, showers, structures, and other facilities inside Clark Park, the Stakeholders listed the following improvements to both the levee and the Park to enhance the public's enjoyment:

1. Extend public access on levee past the James' property.
2. Add additional, unlocked restrooms – even portable – in Park and near levee.
3. Need more sources of drinking water in Clark Park and along levee.
4. Add features to Clark Park: overnight camping area; more covered picnic areas; a golf course, or other revenue generator to draw public to waterfront. One person expressed concern about damage to grass from "hoards of people" in the Park.
5. Install appropriate lighting along levee for safety after dark.
6. Animals: Need waste bag receptacles along levee for dogs; horses are welcome, but want solution for cleaning up after them.
7. Add more receptacles for trash and recycling in Park and along levee.
8. Levee surface should be maintained to be usable for everyone, i.e. mothers with strollers.
9. Local connectivity (Lacamas Lake trail, Goot Park, cities) is desirable.
10. Work with schools to have track events along levee.
11. Requested 'no parking' signs along the south end of 32nd to prevent cars parking near the tracks and obscuring the sight-line around the corner, a safety concern.
12. One stakeholder commented on the wasps near the levee, as a concern for users.

NEW ACQUISITION:

The Port plans to revitalize the Waterfront Property (former Hambleton property), to include a park and a trail that will one day connect to existing trails along the Columbia River.

Q&A: *Do you feel this would benefit the community?
Would you use the trail or park? Or spend time on the Waterfront?
What type of trail appeals to you? Amenities?*

One hundred percent of stakeholders responded affirmatively that the plans to revitalize the Waterfront Property to include a park and a trail would benefit the community. The economic benefit, in particular, was stressed by one stakeholder who provided tourist spending data and other supporting material (attached).

Stakeholders who live locally would use the new park and trail. All stakeholders offered the following ideas for **amenities**:

1. Amenities should fit the place: landscaping should be natural, less formal, and indigenous.
2. Keep trees and natural vegetation.
3. There should be separation from development; a sense of privacy. No trail along face of a building.
4. Create interest along trail with art, waypoints, points of interest, alignment with history of local area.
5. Curve trail through trees and add landscaping.
6. Design with turnouts off trail into viewing areas.
7. Connectivity to existing trails is desirable.
8. Provide lighting along trail.
9. Most felt the trail should be paved, that it will mesh better with urban setting. Others felt that it should be kept natural to "break up" the feeling of one continuous hard trail once it's connected to other trails. Another suggested a transition from hard to soft surface. All felt the area should be ADA accessible.
10. Provide areas to sit with good access. Benches and tables.
11. Several stated a desire to use the trail for running or biking, but added that the Port should consider disallowing other uses (i.e., horses).
12. A few comments were made about the need for a retaining wall between the walking trail and Hwy. 14 for safety reasons. Others commented that it would block the view.
13. Restrooms near trail.
14. Boot brush(es) for removing seeds from shoes.
15. A pavilion for public use in the new park, and a fountain or other water feature.
16. Recreational facilities, i.e., basketball court, YMCA-type facility.
17. Consider a bridge to connect land over water in inlet.

Q&A: *In general, what important considerations should port commissioners keep in mind regarding waterfront development near the trail?*

1. Invite businesses that revolve around the river, outdoor activities.
2. Stores that support trail.
3. A library.
4. Restaurants, lodging and housing.
5. Consider Tri-Cities' port development.
6. Consider emergency vehicle access.
7. Don't compete with existing businesses. Connect to don't compete with Washougal and Camas.
8. True mixed use: retail / residential / commercial (i.e. Orenco in Hillsboro, OR)
retail bottom floor; commercial middle floor; residential top floor;
9. Attract "clean industry" (i.e. Google)

10. No "smelly" businesses around trail, i.e., The Dalles located a composting business near trail.
11. Important opportunity to work with developer
12. Road needs to accommodate more traffic.
13. Concerned about impact of development on parking.
14. Local businesses should be given priority for locating on site.
15. Native American artifacts should be properly addressed.
16. Don't block view from highway; people need to see the activities and what we have as they pass by, otherwise, all you have is a sign.
17. Commercial development w/condo-type residential. Two floors only. Maintain view corridor.
18. Businesses should serve area, i.e., kayak rentals, not grocery stores.
19. Have the "right" businesses on site, i.e., Trader Joe's.
20. An A Street homeowner feels accessibility should be controlled with designated access points.
21. Would like to see a park for families on the site of the former lumber mill.

Q&A: In general, what important considerations should port commissioners keep in mind regarding waterfront trail development?

1. Public access is No. 1. Trail should have access to water and views, something that will draw people in to use it and which will bring the whole community together.
2. The walking trail should be away from development structures; a nice respite.
3. Focus on the economic benefits of the trail.
4. Consider maneuverability for wheelchairs, strollers, bikes, walkers.
5. Plenty of receptacles for trash and recyclables.
6. Wants a dog-friendly trail.
7. Makes sense to have trail and open space close to water.
8. This is an urban-type of rural setting. Keep it natural.
9. Value local heritage; use as identity; integrate into branding.
10. Consider Skamania Trail's "Clean Dollars" spent on bike trails, and public transportation to mouth of trail.
11. Connectivity to local trails is important, although one stakeholder was unsure how the new trail will be able to connect to Steamboat Landing.
12. A few felt that extending the trail along Hwy 14 will be a challenge.
13. When extending trail to 6th Street, transition from hard to soft surface to break it up

Q&A to "A" Street Homeowners: What features are important to you in a trail system near your property?

1. Would like to see A Street turned into a more walkable street w/substantial buffering along both sides.
2. Preserve privacy of property owners / don't impede their privacy.
3. Concerns about school bus safety along A Street; and drug dealers' access.
4. Ingress and egress to A Street kept separate/private.

Q&A: Ideas for other ways to develop the Waterfront?

- Have design standards in place; such environments are scarce.
- Evaluate access and parking for trail and development
- Orient development toward community's needs.
- Complement - don't compete with - existing businesses.
- Don't compete with downtown. A Trader Joe's won't kill Mom & Pop businesses.
- No strip mall. No big box stores.

- More stores draw more people. Keep rent reasonable to reduce turnover.
- Restaurants, sandwich shops, not fast food.
- Look at Beaches as an example, with offices to the south.
- Like Vancouver's waterfront trail along River.
- Offer open areas; and low profile buildings that don't block view.
- Research how to draw people to the waterfront. Library on site.
- Locate key businesses around trail.
- Parks, picnic benches, library with huge windows.
- Appeal to all types of people, variety of food, provide picnic tables, hibachis.
- Ability to connect to the community is important.
- Make connection to water from park and trail for maximum public benefit.
- Have enough restrooms.
- Trail with rest spots, destination points.
- One person mentioned a skateboard facility.
- Don't allow horses on new trail.
- Truly mixed use: Frisbee, play structure, volleyball pit, basketball.
- Make it *useable* by public. Offer features and amenities to *involve* people.
- Add two more launch ramps, informal, perhaps a "fisherman's ramp", i.e., for canoes and kayaks off the new waterfront property.
- One stakeholder commented that dry boat storage is useless, while another stated it was a revenue-generating business.
- Important to allow development to mature; wait on Marina expansion.
- Don't expand Marina to the east; preserve area for other users, not just boaters.
- Want this to be a real gateway to the Gorge.
- Research how to draw people to the waterfront.
- Provide as many reasons to come as you can:
 - mix of uses;
 - 24-hr development i.e., residential woven in;
 - Library on site;
 - Retail;
 - goods and services;
 - housing;
 - different types of offices, i.e., business, medical, etc.;
 - have an entertainment component;
 - enhance connection with water, i.e., kayaking or boating club w/facilities for launching.
- Be aware of "ageing readiness" – accessibility to aging population
 - Passive recreation, picnicking, Volkswalks, etc.

MARINA & SURROUNDING AREA

Q&A: *Do you or your family / friends use the Marina or adjacent parks? How often?
Attend the concerts or other events?
Have a boat in the Marina?*

Out of 21 stakeholders, the majority was familiar with and uses Marina Park, Parker's Landing Park, and/or Capt. William Clark Park, including the concerts and Christmas Ships' event. Others knew of the parks but do not currently use them. Five use the Marina; 16 do not.

Out of 21 stakeholders, 8 attend Riverside Concerts and Christmas Ships. Thirteen have not attended any events.

RECREATIONAL PURSUITS ENJOYED ALONG THE COLUMBIA RIVER WATERFRONT TRAILS:

All 21 stakeholders use the waterfront trails to walk or jog, observe nature (birds, fish), picnic, ride horses, kayak, enjoy beaches, swim, and walk their pets. Only three of the stakeholders use the waterfront to ride bicycles.

MAINTENANCE AND CAPITAL PROJECTS

The Port plans for needed maintenance as well as larger projects this year and next. Several projects elicited comments, included in *italics*. Others were rated as "good" or "great," or accepted without comment.

- Add more staging areas for boats in the Marina
 - Detail: Extend the walkway on G dock south (to will serve as a vessel staging area in the near-term and provide a framework for possible future expansion of the dock. (2013)
 - ▶ *Adding more staging area was seen as a good idea; meeting a need.*
- Add additional moorage for large boats
 - Detail: Remove six unused pilings near H dock and replace H dock-to provide additional moorage slips for larger boats (2013).
 - ▶ *Larger boats raise image of our Marina.*
 - ▶ *Good idea. Larger boats mean more revenue.*
 - ▶ *Larger sailboat slips will attract more boaters.*
- Replace old headwalk with openwork grating
 - Detail: Replace the 810-foot marina headwalk with a structurally sound and environmentally sensitive structure, which will allow more natural light to reach the marina basin.
- Replace deteriorating wood pilings with steel ones
 - Detail: Remove 30 deteriorating wood pilings and replace with 28 steel pilings anchoring East Dock and B, C, D and E docks in the upper marina (2013).
- Restore electrical power to Breakwater
 - Detail: Install upgraded electrical power on Breakwater-Guest Dock, adding six terminals. (2013-14).
 - ▶ *Bringing back electrical power to the Breakwater Dock was viewed as important to attract more boaters to the Marina.*
 - ▶ *This fills a "huge" need.*
 - ▶ *Good. I am a tenant and friends ask about this.*
- Install perimeter fencing around the boat-trailer area.
 - ▶ *Concerned that it may not be as 'welcoming.'*
 - ▶ *Attractive, low fencing is fine.*
 - ▶ *Could be a low priority.*
 - ▶ *Makes sense.*
 - ▶ *Great idea!*
- Pave the heavily used chip-sealed parking areas (not the boat-trailer lot)
 - ▶ *Sufficient parking is more important than paving.*
 - ▶ *Paving is good*
 - ▶ *Low priority due to runoff*
 - ▶
- Install a cover on the overlook platform in Marina Park
 - ▶ *The cover on the Marina Park overlook was seen as an appropriate addition that result in more frequent use, in both rainy and sunny weather, as long as it's does not obstruct the view. Good idea. Make it more useable.*

Q&A: *Of the projects mentioned, do you have any thoughts regarding their priority?
Are there any that should not be undertaken?*

The consensus was that most projects were reasonable and timely to undertake. Most thought the paving, in particular was a good idea. One person felt the paving and perimeter fencing could be low priority.

Q&A: *Are there **additional projects** that should be considered and how important are they- relative to other identified projects?*

1. Avoid the situation (mud!) caused by allowing staging (WDOT) in the boat/trailer lot.
2. Reader board should be a priority.
3. Minimal playground or some type of children's activity in Historical Park was suggested by one stakeholder, but added "current plans for new trail are sufficient for now."
4. Connect new trail to Goot Park trail.
5. Swimming pool, waterpark will draw people in.
6. Launches for kayaks and canoes from Clark Park in calm water.
7. Non-motorized activities accessible from new trail, i.e. kayaking, canoeing.
8. Boat houses and houseboats in Marina; more boat slips.
9. Dry stack storage for security.
10. Parker House was a "destination restaurant". If developed right, large boats could moor in front of restaurant, crew could enjoy a meal, and then leave.
11. Should continue to improve runways; airports are terrific economic development vehicles with light industrial as a buffer.
12. Port-sponsored activities: walks, watercourse event in River, organized events in designated water areas; preparation necessary, i.e., survey or safety steps; cordon off an area for fishing competition.

Q&A: *Are there any recreational lands and facilities that the port should not make available to the public?*

It was unanimous. All Stakeholders agreed that the Port's recreational lands and facilities – both current and future – should be accessible by the public.

STAYING INFORMED

Q&A: *Do you feel you are well informed about port activities? Are you aware that the port maintains social media sites, including Facebook and Twitter? A website?*

Nineteen stakeholders feel very well informed, and of the two stakeholders who do not, one asked to be added to the email distribution list, and the other will stay informed via Facebook and Twitter. Most stakeholders are aware of the website and visit it regularly, and all 21 prefer to receive news about the Port via email. One stakeholder requested a phone call if an event would directly affect the Steigerwald National Wildlife Refuge.

Q&A: *There are several ways to receive news about what is going on with the port, including recreational opportunities and waterfront trail development. Which do you prefer?*

All 21 prefer to receive news about the Port via email. In addition, twenty read the Post-Record and The Columbian newspapers, and one reads The Oregonian.

GENERAL COMMENTS:

1. *Ecstatic about Waterfront acquisition.*
2. *Marina tenants and Port staff should continue to work together.*
3. *Commission is open to working with the public.*
4. *Great launch ramp and location; need to have adequate parking for ramp.*
5. *Dry Storage is useless.*
6. *Port of CW Marina is in better condition than a lot of others.*
7. *Need to address high cost of Marina fuel.*
8. *Concerned that development may reduce parking areas.*
9. *Lower Columbia Water Trail, sponsored by Lewis & Clark Lower Columbia Estuary Partnership (leader) under National Parks out of Omaha Nebraska is a resource.*
10. *As a waterfront resident, have concern about water safety; fear for people's safety.*
11. *Given the economy, recreation should be less of a mission than economic development. Recreation connects Port to community; economic development supports what we are doing now.*
12. *Really like the Port, well maintained. Nice bathrooms downstairs. Only concern is the need to dredge. Area at south end between E and F Docks is heavily silted in; shallow.*
13. *Appreciate new lighting in Marina.*
14. *Launch Ramp is too crowded at times and maneuvering is difficult with side current. Having Travis at the ramp more often would be great. He is effective at diffusing difficult situations.*
15. *Many people don't realize the reality of the role the Port plays in economic development of Camas and Washougal. The key is the Port; it's more important than a lot of people realize. The direction of the Port is exciting. Commissioners are working together and including the community.*
16. *It's very important to keep young families and their friends wanting to come down, feeling safe with their children. Young families draw others to area.*
17. *Friends of the Gorge can play a supporting role in land acquisition; have lobbyists to advocate for projects; are aware of resources to help projects get funded. Port is on the Partners & Supporters list.*
18. *Camas city involvement in trail planning is crucial.*
19. *Businesses shouldn't be competitive.*
20. *Residential housing should be offered at reasonable price. Should attract 'DINKs' given close proximity to Airport.*
21. *Raise perception of Washougal by attracting young professionals.*

INTERACT CLUB – YOUTH INTERVIEWS

On April 19, 2013, the Port's held its annual levee clean-up for Earth Day, and eight youth participated in this service work and were interviewed.

Q&A: As youth, what type of recreational opportunities at the port do you already enjoy, or would you like to see at the marina, levee or Captain William Clark Park?

They enjoy walking, jogging and photography along the waterfront area during the summer months when the weather is nice.

When asked what activities would bring them and their friends down to the waterfront, several said basketball.

Q&A: *How do you hear about recreational opportunities at any of these locations?*

- The consensus was that they have no idea what's happening at the Port.
- None of them read the newspaper or newsletters, get emails, or hear personally about the Port. The information they receive comes from parents, teachers and service club leaders and only when something is going on at the Port.
- They are unaware that the Port has Facebook and Twitter social media sites, but did not say they wanted to connect with the Port.
- None of them have ever attended a Port concert.

Each interview was concluded by thanking everyone for their valuable input and informing them that there will be a more detailed survey online beginning in May, and two public open houses planned where they will have an opportunity to learn more and provide additional input.