



Washougal Waterfront Revitalization Planning March 13, 2012 Community Meeting

The Port hosted a Community Meeting on Wednesday, March 13th at the Port's offices from 6:00 PM to 8:00 PM to discuss draft conceptual plans for revitalizing the Washougal Waterfront.

The event was attended by over 20 people representing the community and local government. The meeting was facilitated by the Port and their consulting team.

BACKGROUND

The purpose of the planning effort is to assess the potential for adaptive reuse of the Washougal waterfront. The planning area extends from the public Marina east to 6th Street. Within this study area, the plan focuses a due diligence effort on whether the Port should acquire an interest in the former Hambleton Mill property.

The planning effort is funded by an Integrated Planning Grant from the Washington State Department of Ecology.

GOALS OF THE WATERFRONT PLAN

- Develop a viable economic re-use of the waterfront
- Maintain and expand waterfront public access
- Remove obstacles to redevelopment created by environmental conditions
- Create opportunities for revenue generation for the Port

ENVIRONMENTAL ASSESSMENT FINDINGS

Presented by Jim Maul (Maul Foster & Alongi, Inc.)

A focused environmental assessment was conducted to assess the potential presence of contamination. The property was used for over 50 years as a lumber mill. There is no indication that wood treating ever occurred on the property. It is typical to find contamination from oil, grease, and metals on properties such as this that have a long history of use as a lumber mill.

In general, data from the study of soil, groundwater and sediments, indicates that there are only limited areas of soil contamination.

- Soil—limited primarily to petroleum hydrocarbons and metals in shallow sub-surface soil around the footprint of the former mill and an area on the property used for aggregate recycling
- Log Pond—the former log pond has elevated levels of hydrocarbons and metals
- Sediments—no impacts to sediments in the Columbia River near the edge of the property were identified

Remediation of these environmental concerns can be coordinated with redevelopment of the property. The approaches to cleanup include:

- Removal of contaminated material and treatment or disposal off-site
- Capping on-site with soil, pavement, or building to confine the contamination

These two approaches can be combined as appropriate and can be integrated into site grading activities of a standard development project.

CONCEPTUAL DEVELOPMENT PLAN

Presented by Jim Darling (Maul Foster & Alongi, Inc.)

The following guiding principles for the Redevelopment Plan incorporate the community views heard through stakeholder interviews and the October 2011 community open house along with input from the Port, Cities of Camas and Washougal, and the Camas-Washougal Economic Development Association.

- Integrate environmental, community, and economic objectives
- Resolve legacy environmental issues
- Provide public access to the waterfront and preserve existing public open space
- Capitalize on the historic attributes of the waterfront
- Complement rather than compete with the downtowns of Camas and Washougal
- Create a branded destination
- Respect community interests, but don't compromise economic viability
- Employ 'Smart Growth' principles
- Consider a mix of commercial, residential and public spaces
- Capitalize on the access to State Route 14 and the Columbia River
- Explore opportunities to enhance the habitat quality of the shoreline
- Do not preclude future anticipated uses such as an expanded marina

The draft Potential Development Concept organizes waterfront into several cohesive use areas. (See graphic on Page 5.)

Waterfront Greenway—a multi-purpose paved pathway near the top of the river bank with several activity nodes that provide gathering places and access down to the water. The greenway would include a landscaped band along the riverbank that could preserve and

enhance existing native vegetation. The greenway is anchored by a park on the peninsula that capitalizes on the dramatic views of the filled promontory to create a signature plaza. The approximately 1 acre plaza could include artwork and interpretive signage inspired by the cultural and natural history of the area as well as an informal stage for concerts and events.

Waterfront District—shops, restaurants and offices along the greenway create attractions for visitors that could come from both the marina and the highway. The buildings along the waterfront would be oriented to the river and limited in height to approximately three stories. The Potential Development Concept illustrates the potential for this area to accommodate 13,000 – 29,000 square feet of commercial single story buildings along with enough space for car stalls to meet parking requirements.

Mixed-Use District—set back from the river and oriented more for the visitors arriving by car, a mixed-use district would include retail, commercial, office, and residential developments. The area could include space for larger and smaller shops and restaurants. These uses continue across the site to include the existing hotel and car dealership as compatible activities. The mixed-use district would be designed to encourage walking between stores and down to the waterfront. The offices and residential neighborhood create a synergy with the commercial and retail development by providing work spaces and homes that will provide customers at different times of day that could walk to the shops and restaurants. The Potential Development Concept estimates that this area can accommodate 190,000 to 250,000 square feet of development inclusive of buildings and parking. It is assumed that the design and layout of buildings will be determined by the private market in the future.

6th Street Development Area—development of the eastern edge of the planning area would include retail and professional office space along with multi-family residential development to provide a buffer between the commercial areas and single family homes on the river. The Potential Development Concept demonstrates that this area can accommodate approximately 31 townhome style residential units along with 62 parking stalls. The commercial development areas depicted would accommodate approximately 27,000 to 44,000 square feet with 218 parking stalls.

Parking—parking is a critical element of planned development. The conceptual site plan recommends developing shared parking between the Waterfront District and Mixed-Use District to provide adequate spaces while minimizing the expanse of continuous lots. The plan also recommends striping of the boat launch parking lot to make more efficient use of the space.

COMMUNITY INPUT

The purpose of the meeting was to confirm the guiding principles with the community, share information on the environmental study, and ask for comments on the draft conceptual development plan.

Thoughts and observations were captured and summarized as follows:

Transportation & Parking

- Consider potential for traffic congestion on the new frontage road along SR-14 that may occur when the site is fully built out.
- Some attendees expressed concerns about adequate parking, others thought the plan included enough spaces.
 - Potential conflicts between boat trailers and parking for commercial development
 - Potential parking controls through time limits and signage
 - Planned parking meets City standards
 - Need to reserve some parking spaces for use of the waterfront trail
- Development should include bike racks in addition to car parking.

Economics

- One resident said that it is important to think about how this will be economically viable, but said that this is a great package to use in negotiating development agreements.
- Communication with interested developers regarding the community's expectations will be a big component moving forward.
- Port Executive Director David Ripp added that he hopes this exercise spurs interest in the property and will kick start some activity at the Port to drive economic development.
- Residents expressed their opinion that they want this area to be a destination and potential tourist attraction with a regional draw. Alcove Beach was offered as an example.
- The plan was recognized for not competing with the uses in downtown Camas and Washougal.

Specific Development Types

- Participants recommended specific development types and uses including bike rental shop, Trader Joes, a medium or big box as an anchor tenant, a recreational equipment store (i.e. REI), and a dedicated greenway.

Washougal Waterfront - Potential Development Concept Plan

Port of Camas-Washougal
Washougal, Washington



LEGEND

- Mixed-Use
- Commercial/Retail
- Residential
- Water Related/Water Enjoyment

