



PORT OF CAMAS-WASHOUGAL

Strategic Plan 2021-2026

Port's Mission: It is the mission of the Port of Camas-Washougal to make strategic investments and develop effective partnerships that enhance the community's quality of life by bringing jobs, infrastructure, and recreational opportunities to East Clark County.



Acknowledgments

Port of Camas-Washougal

John Spencer, Port Commissioner
Cassi Marshall, Port Commissioner
Larry Keister, Port Commissioner
David Ripp, Chief Executive Officer
Kim Noah, Chief Operating Officer
Mark Miller, Director of Planning & Development
Derek Jaeger, Business Development Manager

Advisory Committee

Jamal Fox, City of Camas
David Scott, City of Washougal
Carrie Schulstad, Downtown Camas Association
Brent Grening, Port of Ridgefield
Julianna Marler, Port of Vancouver
Gary Medvigy, Clark County Commissioner
Dave Pinkernell, Camas Washougal Community Chest
Jeff Snell, Camas School District
Mary Templeton, Washougal School District
Josh Seeds
Jeff Fishburn
David Parker

Planning for our success.

The Port of Camas-Washougal Commissioners and staff are excited to share the Port's 2021-2026 Strategic Plan with the people in our district. This updated Plan is the roadmap to laying out our strategies and priorities over the next five years to help us achieve our individual goals and our overall mission.

The Port has served as a community leader for over 85 years, partnering with both of our cities, business leaders and local community groups. Our mission is to create a better quality of life and a viable economy for our region.

In 1935 our founding commission saw the benefits of reaching out to the community for their support to become a port district, able to secure land and help create commerce and jobs for our community, with the hopes of creating a better tomorrow.

As we strive to reach our mission, vision and goals outlined in this Strategic Plan, we recognize the key to our success is through collaborative partnerships with our businesses, public agencies, community groups and our residents. We are grateful for these partnerships and honored to be a part of the Camas-Washougal community.

Commissioner John Spencer



Commissioner Larry Keister



Commissioner Cassi Marshall



01



About the Port

Overview

The Port of Camas-Washougal (the Port), a political subdivision of the State of Washington, was established in 1935 by a vote of the people, to create a favorable climate for economic development in the Camas-Washougal area. It encompasses approximately 102 square miles in the eastern portion of Clark County. The Port owns and operates several commercial and industrial properties as well as recreational marina and general aviation airport transportation facilities, within its district boundaries. The Port is also a provider of several public amenities including parks, recreation facilities, and trails throughout the communities it serves.

The Port is divided into three geographic districts, each of which is represented by a commissioner who is elected to a 4-year term by the voters residing in the Port district. The Commission is the Port district's governing body responsible for setting policy and enforcing established policies. The Commission may exercise only the powers that are delegated to them by law or pursuant to law.

Commissioners



John Spencer, District 1

TERMS: 2018-2021

John Spencer has served as Commissioner since 2015. His main goals as a Port Commissioner for the Port of Camas-Washougal include strengthening partnerships among all East County agencies to benefit the community, developing all areas of the Port to support business and job growth, expanding the marina and the airport, and obtaining new land for development. His former role as a city administrator and a consultant in the field help to fulfill his commitment to create good job opportunities and enduring public facilities. He is currently serving on the Washington Public Ports Association's Board of Trustees as well as an active role in the Camas-Washougal Rotary Club.



Larry Keister, District 3

TERMS: 2018-2021

Larry Keister has served as Commissioner since 2017. A 22-year resident of Washougal he has focused on leading well planned economic growth for the Port and our community. His goals are to see the continued build out of the Steigerwald Commerce Center providing additional jobs for the community and to make the Port Waterfront Development an iconic destination for future generations. Larry is a member of the Columbia River Economic Development Committee Board of Directors and a member of Clark County Regional Transportation Council. Larry is a volunteer for the U.S Forest Service, Peregrine Falcon Restoration Project and a volunteer with Friends of the Columbia Gorge. Larry is retired from the Portland Veterans Administration Medical Center. He served in the United States Marine Corps and is a Vietnam Veteran.



Cassi Marshall, District 2

TERMS: 2020-2023

Cassi Marshall was elected to the Commission in 2019. Cassi has a huge appreciation for the work of the Port, especially related to the creation of well-paying, local jobs. Her priority as a commissioner is to promote economic, social, and environmental sustainability to ensure that our valuable public assets continue to contribute to our community's quality of life, now and for generations to come. She is also focused on building and strengthening collaborative public and private partnerships to expand opportunities in both Camas and Washougal. Cassi is a strong believer in the power of civic involvement. As a long-time Camas Parks Commissioner, she values the Port's parks, trails, and recreational contributions greatly. She currently serves on the non-profit boards of the Camas-Washougal Community Chest and Partners with Camas Parks and Recreation, coordinates the Camas Ivy League invasive species removal efforts, and is a member of the Rotary Club of Camas-Washougal.



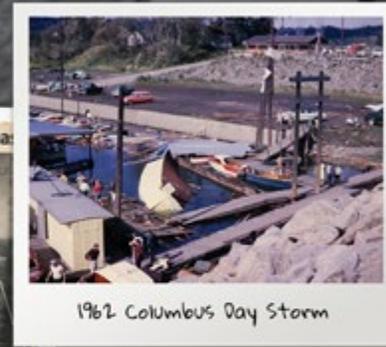
1940 Marina Established



1945 Grove Field plan
 re is of the Taylorcraft Airplane which I fl
 rove's Field, Camas, Washington. You can



1957 IP Plan



1962 Columbus Day Storm

History of the Port

1935

Port of Camas-Washougal is established by a vote of the people.

1938

First property is acquired: Tidelands. Purchase price: \$300.

1940

Marina is established. Small boat moorage lease rate is \$1 per month.

1945

Ward Grove begins developing an airstrip north of Camas.

1954

Marina grows to accommodate up to 150 vessels.

1957

Declaration of intention to build Industrial Park.

1962

Port purchases airstrip. Ward Grove remains airfield caretaker.

1966

Flood protection levee completed by Army Corps of Engineers.

1968

Van Vleet family sells land to Port including site of future historical park.

1971

Advanced Drainage Systems begins 40+ year tenancy in Industrial Park.

1978

Port purchases remaining airfield property and paves the taxiways.

1980

Major snowstorm collapses Marina. Dozens of vessels sink.

1984

Airfield officially named Grove Field by Port Commission.

1986

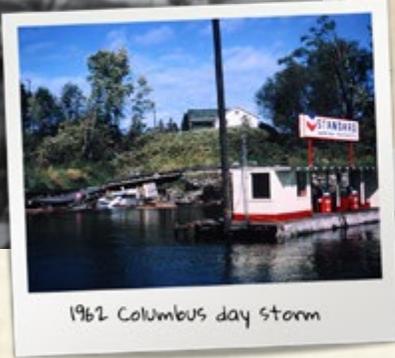
Dedication of Parker's Landing Historical Park.

1996

Columbia River flood impacts the Marina. Levee and parks, cresting at 27+ feet.

2002

First annual Riverside Concert Series held in August.



1962 Columbus day storm



1966 Dike flood



1968 Parkersville historic park



1978 Grove Field pave taxi way

2005

Dedicated Captain William Clark Park at Cottonwood Beach in honor of Captain Clark and the site of Lewis and Clark's Corps of Discovery six-day encampment in 1806.

2009

Port earns a Clean Marina Award from the University of Washington SeaGrant Program.

2010

125-acre parcel formally named Steigerwald Commerce Center by Port Commission.

2011

Integrated Planning Grant for Waterfront Development cleanup.

2012

Steigerwald Commerce Center groundbreaking. Named Port of the Year by Washington Public Ports Association. Acquired 13.25 acres of waterfront property.

2015

The Port's 80th year! Constructed the Washougal Waterfront Park and Trail, hangars at Grove Field Airport, and Building 17 in the Steigerwald Commerce Center.

2017

Purchased the remaining portion of Hambleton site from Killian Pacific.

2018

Completed construction of Bldg 18, largest industrial bldg. constructed by port of 50,000 sq ft.

2019

Partnered with Rkm Development for the waterfront, completed Waterfront Master Plan and completed the Natural Play Area.

2020

Awarded the Washington Public Ports Association's Community Outreach Award.



02



Strategic Plan Purpose

The Port's Strategic Plan serves as a planning and governance document to guide the Port's efforts over the short and midterm. It is implemented through day-to-day decisions and actions, as well as through a variety of documents, such as the annual capital and operating budgets and the Comprehensive Scheme of Harbor Improvements (CSHI). Where the CSHI is required by State law and is focused on the Port's physical assets and capital improvement plan, the Strategic Plan reflects the Port's values and goals in support of their mission and vision for the future of the district.

Each year the Port will review and update its progress in accomplishing the stated goals and strategies, typically mid-year, and use this assessment to inform the annual updates to its other keystone documents, such as the CSHI and annual budget(s) that are typically adopted at the end of the calendar year.

The Port's Strategic Plan is accompanied by an Annual Action Strategy that describes specific actions the Port will undertake each year in pursuit of its goals. Each year the Port will review its progress and update these guidance documents in conjunction with its other keystone documents, such as the CSHI and the Annual Budget.

Port Mission, Vision, and Values

Mission

It is the mission of the Port of Camas-Washougal to make strategic investments and develop effective partnerships that enhance the community's quality of life by bringing jobs, infrastructure, and recreational opportunities to East Clark County.

Vision

The Port of Camas-Washougal is a community leader and collaborator creating diverse economic opportunities in an equitable, transparent, and accountable manner. The Port's development projects and operations support family-wage jobs, a thriving regional economy, environmental sustainability, and outstanding recreation.

Values

The following values will define how the Port goes about its work:

- Port staff will serve the community in a **respectful** and **professional** manner.
- The Port will be **transparent** in its engagement with the public.
- The Port will take a **collaborative** approach to working with community partners.
- The Port will create an environment that is **equitable** and **inclusive** of all groups.
- The Port will work towards economic, environmental, and social **sustainability**.



03



Goals and Strategies

The Port of Camas-Washougal has adopted a suite of achievable goals and corresponding strategies that identify pathways to success. These goals and strategies are captured in the Port's Annual Action Strategy which further defines specific actions to be taken and assigns responsibility amongst the Port Team for successful completion.

The goals are organized in these key focus areas:



Organization and Culture



Community Outreach and Partnerships



Financial



Economic Development



Tourism



Real Estate and Industrial Land Development



Waterfront Development



Parks and Public Amenities



Airport



Marina



GOAL AREA



Organization and Culture



GOALS

Increase organizational capacity and capabilities to meet Port goals.

Operate all Port facilities efficiently, cost effectively, and in a sustainable and inclusive manner.

STRATEGIES

Enhance employee capabilities and growth.

Retain experienced staff with diverse skill sets.

Advance environmental stewardship by evaluating clean energy and sustainable technology alternatives, working to reduce/prevent pollution in all areas of operations, and considering energy and materials efficiencies in all planning and decision-making.

Actively promote the cleanup of contaminated properties within the Port district to create space for safe and productive future uses.

Foster an equitable and inclusive mindset in the workplace by evaluating the Port's current diversity, equity and inclusion (DEI) practices and providing training opportunities, as needed.

GOAL AREA



Community Outreach and Partnerships



GOALS

Increase community understanding, sense of ownership, and support for the Port and its initiatives.

STRATEGIES

Provide on-going communication with constituents through multiple platforms. Identify additional, coordinated outreach opportunities, and provide targeted educational materials to:

- Economic development partners
- Educational institutions
- Legislators
- The general public

Educate constituents on Port business, including economic development efforts and initiatives.

Increase community awareness of capital project.

GOAL AREA



Financial



GOALS

Ensure Port operations and properties are adequately funded and maintained.

STRATEGIES

Develop and fund a 10-year asset replacement/major maintenance schedule.

Maintain appropriate support tools to accommodate a multiyear asset and maintenance schedule.

Develop and maintain a diversified revenue stream through operating revenues, property taxes, grants, and debt financing tools.

Prioritize new investments for inclusion in the Capital Improvement Plan.

GOAL AREA



Economic Development



GOALS

Enhance economic development through partnerships to leverage strategic investments

Coordinate efforts with key legislators to improve local economic opportunities by supporting the retention, expansion, and recruitment of preferred employers.

Promote the local economy and employment base throughout the Port district.

STRATEGIES

Proactively participate in and support regional economic development initiatives to expand the local employment base.

Continue ongoing communication with legislators.

Focus business recruitment efforts on Port-owned properties, while keeping in mind potential opportunities for referrals to regional partners.

Understand and strengthen the Port's impact on the district.

GOAL AREA	GOALS	STRATEGIES
 <p>Tourism</p> 	<p>Evaluate and use tourism opportunities to drive economic development and promote the region as a recreation destination.</p>	<p>Encourage tour and cruise boat operators to dock at the marina.</p> <p>Participate in local and regional tourism groups and partnerships.</p>

GOAL AREA



**Waterfront
Development**



GOALS

Lead a collaborative effort to develop a more vibrant, economically viable, and publicly accessible Columbia River waterfront.

STRATEGIES

Pursue private investment interests in developing the western portion of the waterfront development.

Develop a strategy for the Phase 1 and 2 parking areas to improve access to the waterfront.

Continue to collaborate with developers, RKm and Killian Pacific, on Parker's Landing Waterfront endeavors.

GOAL AREA



Real Estate and Industrial Land Development



GOALS

Promote sustainable community prosperity by ensuring an ample supply of land, infrastructure, and facilities to meet the needs of potential employers.

Operate industrial properties in an economically sustainable manner.

Expand the Port’s land and building assets and associated positive economic impacts through ongoing outreach and partnerships.

Ensure that local contractors have the opportunity to respond to the Port's bids to keep economic development funds circulating in the region.

STRATEGIES

Continually assess niche markets and position Port assets to meet market demand.

Enhance property availability in the Industrial Park to accommodate new businesses and allow for the expansion of existing tenants.

Develop and maintain industrial park design guidelines and standards.

Actively monitor potential for Port participation as redevelopment of the Georgia Pacific Mill site occurs.

Communicate project bids available to local community contractors.

GOAL AREA



Parks and Public Amenities



GOALS

Promote and enhance existing park amenities and events in cooperation with partners.

Consider the appropriateness of new parks and public amenities as a component of all future projects/ partnerships and to expand connections to existing trail systems.

STRATEGIES

Improve the breakwater access for the community and visitors.

Enhance the breakwater dock into a floating boardwalk.

Evaluate adequate parking for marina, park, and event users.

Enhance educational opportunities at the Port's parks and trails.

Construct a waterfront boardwalk connecting the Marina Park to Washougal Waterfront Park.

Collaborate with the cities, community organizations, and developers to program events that promote local recreational assets and amenities.

Seek opportunities to promote public art.

GOAL AREA	GOALS	STRATEGIES
<p data-bbox="331 423 501 589"></p> <p data-bbox="331 610 501 659">Airport</p> 	<p data-bbox="716 402 1136 505">Operate and develop Grove Field in a safe and economically sustainable manner.</p>	<p data-bbox="1346 399 1692 505">Continually assess niche markets including itinerant services and pilot training.</p> <p data-bbox="1346 570 1866 675">Expand economic opportunities associated with the airport by improving infrastructure and zoning regulations.</p> <p data-bbox="1346 756 1873 786">Expand services for itinerant operations.</p> <p data-bbox="1346 854 1692 919">Identify and pursue airport cost efficiencies.</p>

GOAL AREA	GOALS	STRATEGIES
<div data-bbox="333 423 501 589" data-label="Image"> </div> <div data-bbox="333 607 501 656" data-label="Section-Header"> <h2>Marina</h2> </div> <div data-bbox="258 812 579 1385" data-label="Image"> </div>	<p>Operate and develop Parker's Landing Marina in a safe and economically sustainable manner.</p>	<p>Continually assess niche markets including cruise ships and transitory moorage.</p> <p>Identify and pursue marina cost efficiencies.</p> <p>Evaluate adequate parking for Port, marina, park, and event users.</p>
	<p>Evaluate opportunities to expand the Port's Marina.</p>	<p>Assess options for a second boat launch elsewhere.</p>

04

How to Evaluate New, Unforeseen Opportunities

In its pursuit to realize its mission, the Port recognizes the need to balance a planned and intended future against the flexibility required as conditions and opportunities change. Planned strategies are what we do between opportunities, and understanding this dynamic is key to the long-term success of the Port.

New and unforeseen opportunities likely will arise that are not captured in this plan or in the annual capital or operating budgets. The Port strives to remain flexible to capitalize on these opportunity investments and will be deliberate as we evaluate the value of that investment. A series of qualitative and quantitative questions have been identified to allow the Port to be deliberate and intentional while it decides to pursue some of these opportunities without compromising the success of its ongoing initiatives.

- Is the initiative consistent with the Port's values, mission, and goals?
- Is the initiative aligned with the economic development goals of our communities and the region?
- Does the initiative present a market rate of return to the Port? Or does the opportunity present a community benefit or value?
- Does the initiative provide the appropriate level and type of job creation?
- Are there joint ventures, partnerships, or grant funding opportunities to mitigate the Port's required investment?
- What, if any, planned Port investment will be delayed or eliminated because of this opportunity investment, and what are the short-term and long-term consequences of that displacement decision? Is that acceptable?
- Does the Port have sufficient bandwidth (financial, staff) to support the initiative?
- Will the local economy and market support the potential success of the project?
- What should the Port's role be in the initiative (i.e., support, investment, operations, partner)?
- Is any other entity, private or public, better positioned to undertake the investment opportunity, and are they able to do so?



 **THE
PORT**
CAMAS-WASHOUGAL



PORT OF CAMAS-WASHOUGAL

Comprehensive Scheme of Harbor Improvements

(Prepared pursuant to RCW 53.20.010 as the Port's Comprehensive Scheme of Harbor Improvements)



Acknowledgements

Port of Camas-Washougal

John Spencer, Commissioner, District 1

Cassi Marshall, Commissioner, District 2

Larry Keister, Commissioner, District 3

David Ripp, Chief Executive Officer

Kim Noah, Chief Operating Officer

Mark Miller, Director of Planning and Development

Eric Plantenberg, Facilities Manager

Consulting Team

Maul Foster & Alongi, Inc.

Table of Contents

History of Washington Ports	1
The Port of Camas-Washougal	1
Jurisdiction and Governance	1
Clark County—Regional Context and Growth	2
Location	2
Regional Context	2
Comprehensive Scheme of Harbor Improvements Requirements	3
Purpose	3
Consistency with Other Plans	3
Port Asset Inventory	4
Introduction	4
Primary Port of Camas-Washougal Assets	5
Capital Improvement Plan	16

History of Washington Ports

The creation of public port districts throughout Washington State was authorized by the state legislature with the passage of Revised Code of Washington (RCW) 53 in 1911. Ports are municipal corporations created for special purposes, yet they operate on a broad scale and engage in economic development activities with powers specified in state statutes.

Because the state has a wide range of physical characteristics and economic needs, each of the 75 ports in Washington has unique characteristics and reasons for existence. Ports may serve different purposes, and each port differs in the size and scope of its facilities and the focus of its operations. Ports continue to evolve as changing physical, community, and economic conditions occur, making the continual update and alignment to their keystone documents a necessary and vital process.

The Port of Camas-Washougal

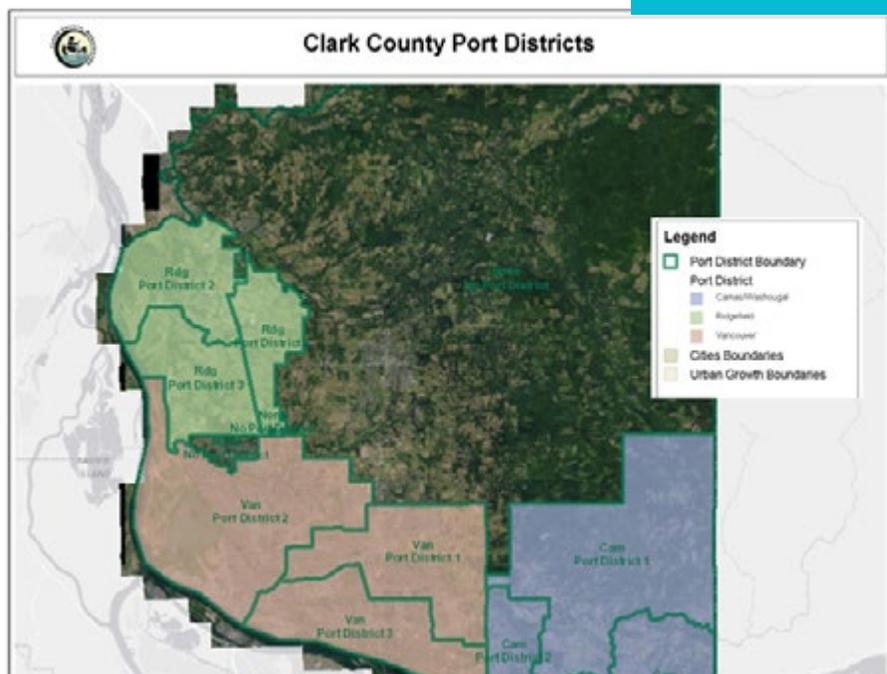
The Port of Camas-Washougal (the Port), a political subdivision of the State of Washington, was established in 1935 by a vote of the people, to create a favorable climate for economic development in the Camas-Washougal area. The Port owns and operates several commercial and industrial properties within its district boundaries. It also owns and maintains multimodal transportation facilities, including a marina and an airport. This Comprehensive Scheme of Harbor Improvements (CSHI) describes all the Port's properties and has been prepared pursuant to the requirements of RCW Title 53.

Jurisdiction and Governance

The Port is divided into three districts, each of which is represented by an elected commissioner. All commissioners are elected by voters in the district and serve four-year terms. The Port District encompasses approximately 102 square miles in the southeast corner of Clark County (Figure 1). The Commission sets policy and delegates authority for the Port's day-to-day operations to its chief executive officer and staff.

As of March 2021, the Port commissioners are John Spencer (District 1), Cassi Marshall (District 2), and Larry Keister (District 3). The Port's chief executive officer is David Ripp.

Figure 1. Port District





Clark County— Regional Context and Growth

Location

The Port is in Clark County, Washington. Clark County is comprised of approximately 629 square miles in southwestern Washington State. The Columbia River forms Clark County’s south and west sides, Cowlitz County is to the north, and Skamania County is to the east. The county is situated west of the Cascade Mountains and Oregon is south of the Columbia River.

Regional Context

Clark County is the fifth most populous county in the state with a population estimated at 499,200 as of April 1, 2020. Vancouver is the county seat and is also the county’s largest city, and the fourth largest city in the state, with a population of 184,463 in 2019. Clark County was the fastest growing county in Washington in the 1990s, and one of the fastest growing counties during the 2000s until the 2008 recession. Since the 1990’s, growth was spurred by in-migration of new residents. While the growth trend reversed from 2010 through 2014, more recent years have seen a significant increase in county population growth.

Employment in Clark County has experienced periods of significant growth and stagnation over the past three decades. During the 1990s, employment grew rapidly in all sectors but slowed after the 2001 recession. Construction and homebuilding remained strong until the recession in 2007. The county lost approximately six percent of its employment base during this recession, which was consistent with the state and nation. However, by late 2019 the county was 23 percent above its prerecession peak, compared with 16 percent for the state and 10 percent for the nation. Recently, overall county employment growth has been promoted by the relocation of the headquarters of both PeaceHealth and Banfield Pet Hospital, the expansion of Fisher Investment, the opening of the Ilani Casino, and the waterfront development in Vancouver.

Major industry sectors in Clark County in 2019 included healthcare and social assistance (25,200 jobs), professional and business services (20,700), retail trade (18,700), leisure and hospitality (16,500) and manufacturing (14,200). In addition, government employed 27,300 people, almost half of which were in public education.

Comprehensive Scheme of Harbor Improvements Requirements

Purpose

RCW Chapter 53.20 requires port districts to adopt a CSHI (which is sometimes referred to as a comprehensive plan). The purpose of the CSHI is to inform the public, in an easily understood format, of the nature and extent of current and anticipated port improvements, including corresponding capital expenses. The CSHI generally conveys concept-level detail regarding a port's plans rather than a detailed analysis.

A CSHI must be developed prior to the expenditure of port funds for improvements to port properties. The required content of a CSHI primarily consists of a general description and inventory of a port's existing and planned physical assets and improvements, rather than a policy document or planning study. It is not expected that CSHIs include detailed construction plans or other items, such as specific salaries and the cost of engineering. Surveying and data collection are activities that are specifically exempt from inclusion.

RCW 53.20.010 requires port districts to conduct a public hearing prior to adoption of a CSHI. Notice of the public hearing must be published once a week for two consecutive weeks in a newspaper of general circulation in the port district, with the last notice occurring at least ten days prior to the public hearing date. A resolution adopting the CSHI will generally include references regarding how the public hearing was advertised, when it occurred, and whether there were public comments received and considered. Lastly, to comply with RCW 53.20, a State Environmental Policy Act non-project action review process is required for a CSHI.

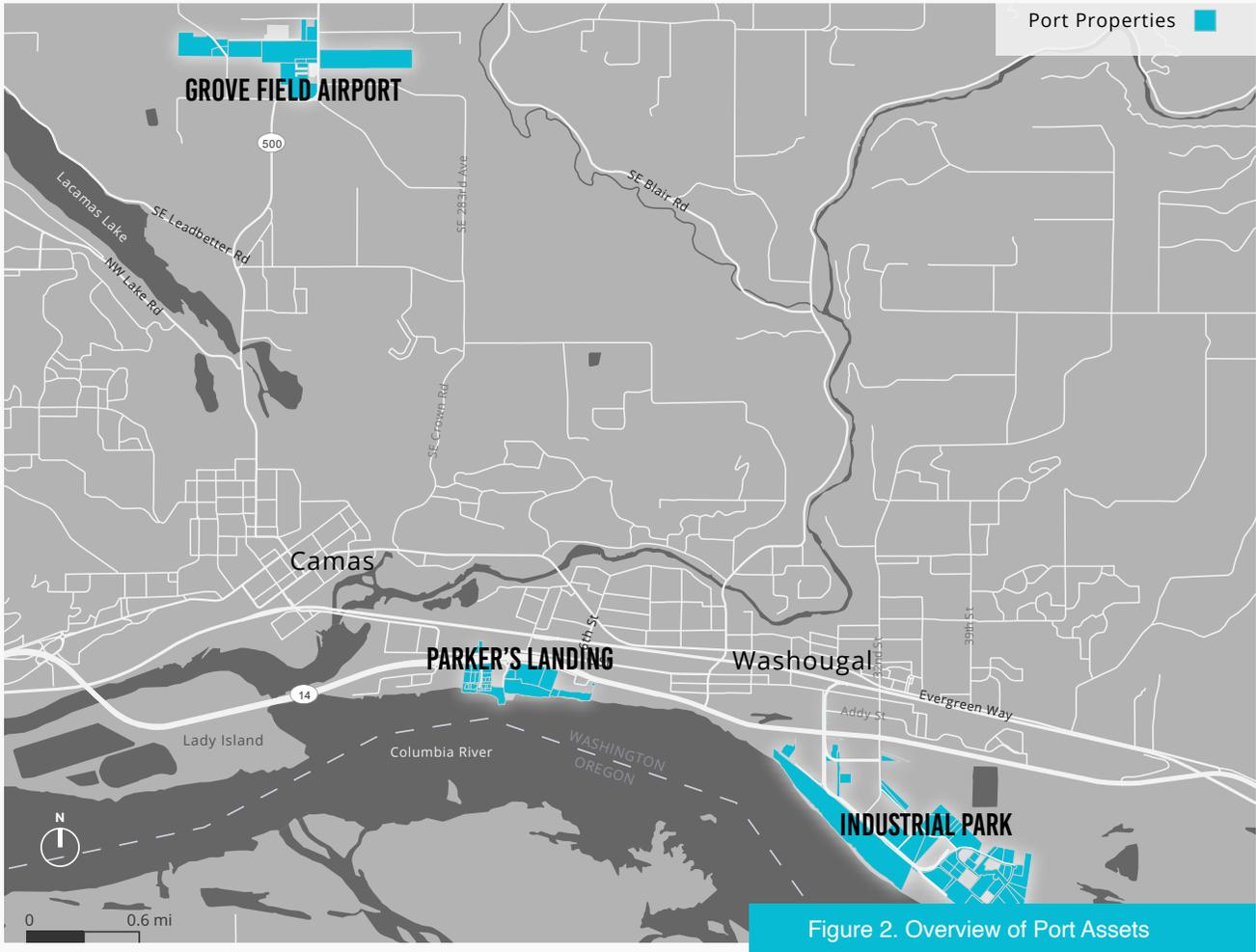
The CSHI is different from the Port's strategic plan, which is a planning and governance document establishing the Port's mission, goals, and strategies to guide its efforts over the short- and mid-term. The CSHI implements the strategic plan, particularly as it relates to Port asset management and associated capital improvements, and through an annual action strategy describing specific operational and organizational actions that the Port will undertake each year in pursuit of its mission.

Consistency with Other Plans

This CSHI incorporates and supersedes all past CSHIs and related documents. It is the intent of the Port to review and update the CSHI at least annually, ensuring consistency between it and the Port's strategic plan, annual action strategy, and capital budget. Specific conceptual master plans and site development plans for individual properties may be adopted by resolution and incorporated by reference into the CSHI if similar and appropriate procedures are followed.

Incorporated plans adopted in this CSHI by reference include:

- Waterfront Vision and Master Plan
- Steigerwald Commerce Center Master Plan
- Grove Field Airport Business Plan



Port Asset Inventory

Introduction

The Port uses its real estate assets to attract and expand local and inbound business investments. This section provides an inventory of the Port's property assets including land, buildings, and facilities. The extent of the Port's real estate and property assets are generally depicted Figure 2.

Primary Port of Camas-Washougal Assets

The Port manages approximately 600 acres of property throughout the port district boundaries. During the Port's 86 years of operation it has developed nine areas that are described below.

INDUSTRIAL PARK

The Industrial Park was the first business park established by the Port. An intent to build the park was first issued in 1957. In 1966, the U.S. Army Corps of Engineers constructed a flood-retention levee that enabled the development of land behind the levee for industrial uses. In 1970, businesses began to locate in the approximately 300-acre Industrial Park (Figure 3). The Industrial Park has been designated as an Opportunity Zone by the State of Washington. This designation incentivizes private investment in the area through special tax breaks intended to stimulate economic development and job creation.

Today, the Industrial Park is home to more than 50 businesses and approximately 1,000 jobs. The Port owns 17 buildings within the Industrial Park and provides facilities and services for land and air-based commerce.



STEIGERWALD COMMERCE CENTER

The Port has master planned an additional 75+ acres of property, known as the Steigerwald Commerce Center, within the larger Industrial Park. Infrastructure improvements have been completed at the site including underground utilities, roads, and sidewalks. Developable land is available with lots ranging from one to seven acres. The Steigerwald Commerce Center has been designed and planned specifically for professional and manufacturing businesses with an emphasis on diverse enterprises that bring commerce and high paying, family-wage employment to the area. The Steigerwald Commerce Center lies in the Port's Opportunity Zone, which incentivizes private investment in the area through special tax breaks.

At the Steigerwald Commerce Center, a subset of the Industrial Park, Port ownership includes approximately 75 acres of land, and three buildings (Figure 4). Of the Port-owned assets within the commerce center, only 10 lots and 50,000 square feet of building area are currently available for sale or lease.



Figure 4. The Steigerwald Commerce Center



CAPTAIN WILLIAM CLARK PARK

In 2001, the Port, Clark County, and the cities of Washougal and Camas formed a partnership to create a regional park at Cottonwood Beach, located on the shores of the Columbia River and in the Port's larger Industrial Park. It was subsequently dedicated in 2005 and named Captain William Clark Park at Cottonwood Beach. The park's 85 acres (75 acres of which are under Port ownership) are located between the Columbia River and the levee constructed by the U.S. Army Corps of Engineers (Figure 3). The park includes walking paths, paved parking, picnic tables, covered cooking areas, a recognition plaza, three restroom buildings, and historical commemorative and informational features.



Looking south toward Oregon from Captain William Clark Park.

GROVE FIELD AIRPORT

Grove Field Airport is owned and operated by the Port, and it is located three miles north of the City of Camas (figure 5). Grove Field was founded in 1946 by Ward Grove and began as a grass runway. The Port acquired the airport in 1962, and paved the runway and taxiways over the succeeding years. It is currently home to approximately 120 aircraft. The airport includes 79 public hangars and 14 tie-downs, a self-service fueling facility, 18 private hangars on land leased from the Port, and several private hangars on surrounding properties.



Figure 5. Grove Field Airport

PARKER'S LANDING MARINA

Parker's Landing Marina is a recreational boat marina located on the Columbia River at River Mile 121.7 (Figure 6). The marina was originally constructed in 1935 and expanded 1968 and it has been expanded. Today, it provides moorage facilities for over 350 vessels. It features a four-lane launch ramp; an on-the-water restaurant; yacht club; self-service fuel dock; electricity on the breakwater and guest dock; and parking areas for boat trailers and vehicles.

Figure 6. Parker's Landing



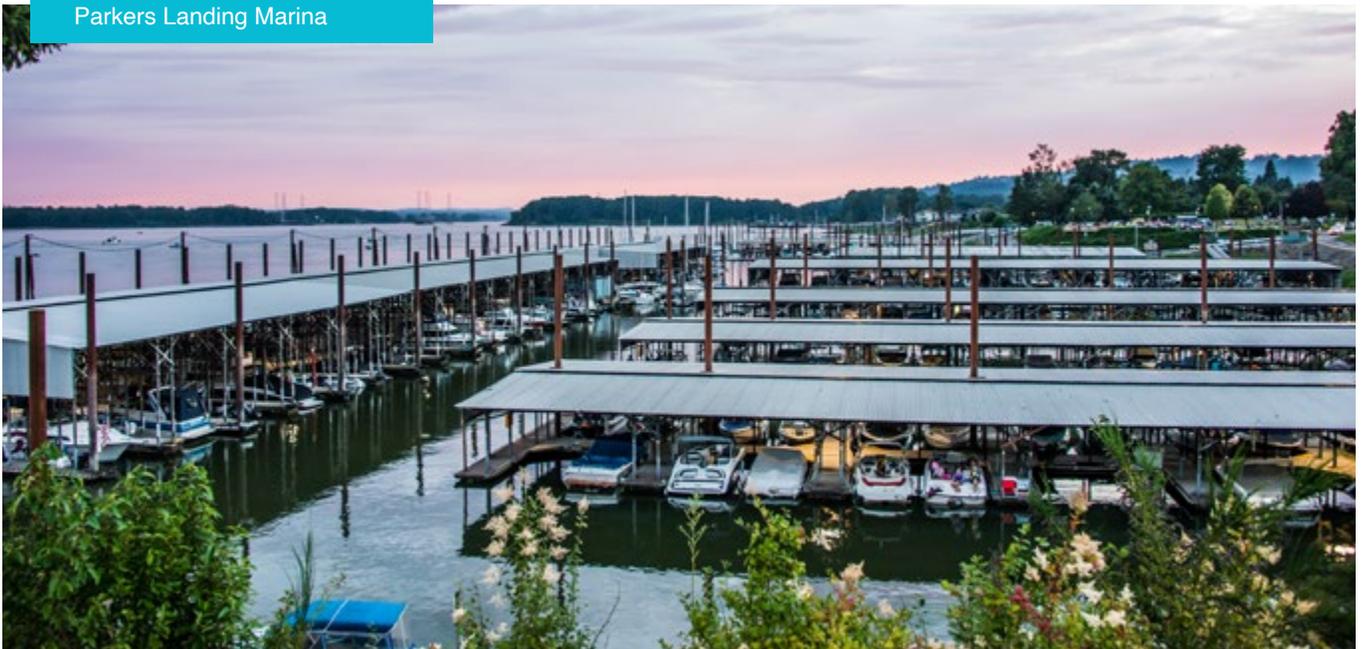
MARINA PARK

Located on the Columbia River and adjacent to Parker's Landing Marina, Marina Park offers views of Mt. Hood to the east and evening sunsets to the west (Figure 6). The park features a walking path, picnic tables, shade trees, an open lawn for entertainment, and a deck overlooking the marina. The park's proximity to the marina provides access to water sports such as boating, kayaking, and fishing.

Marine Park



Parkers Landing Marina



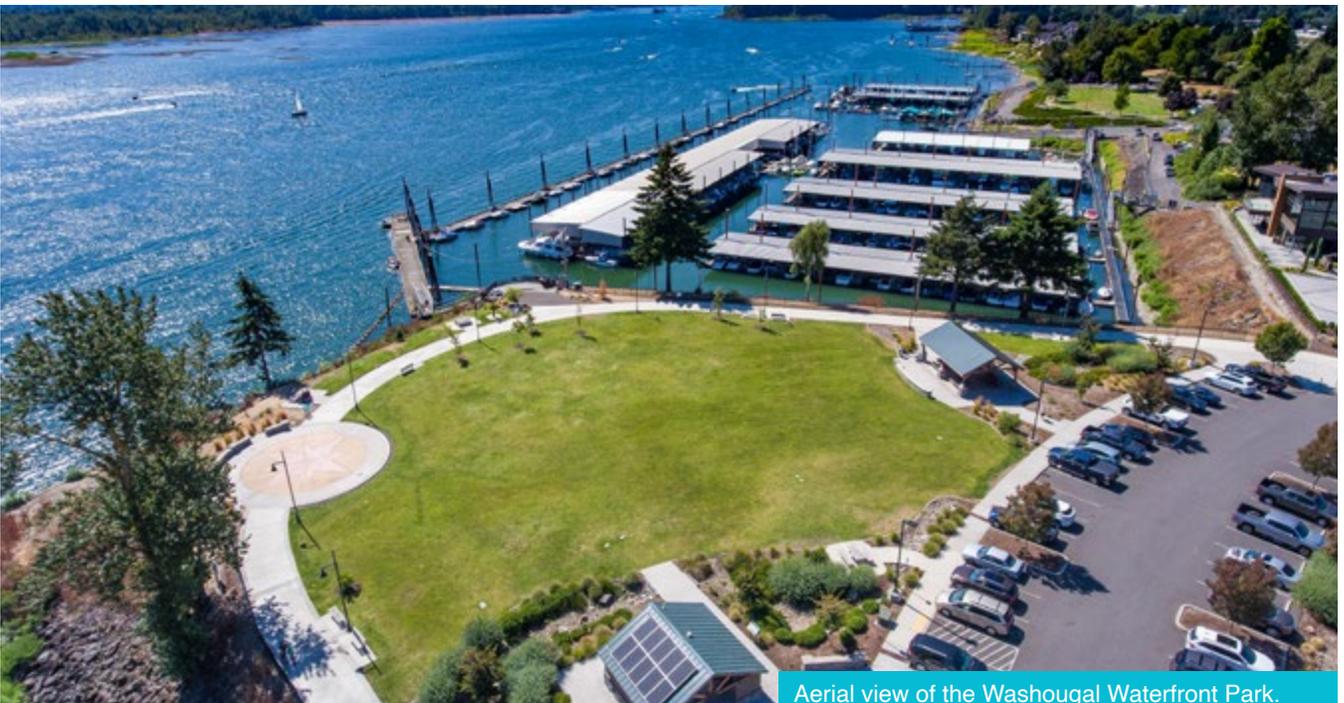


THE WATERFRONT AT PARKER'S LANDING

The Port owns and is actively seeking to redevelop approximately 30 acres of waterfront property situated directly east of Parker's Landing Marina (Figure 6). Currently, the property is largely vacant except for the Washougal Waterfront Park. In 2019, the Port finalized Phase 1 of the Waterfront Vision and Master Plan, which includes plans for 17 mixed-use buildings for retail, residential and/or commercial use; two principal north-south streets; a small traffic roundabout on the southeast corner; a vendor market; a central plaza; and a main street running east and west along the waterfront's edge. The vision for the Waterfront at Parker's Landing will be a harmonizing, multiuse area for dining, shopping, errands, family fun, and intergenerational entertainment all of which will be next door to residences with waterfront views of the river and the scenic Columbia River Gorge. Construction of Phase 1 will begin in the summer of 2022 and anticipated occupancy in 2024.



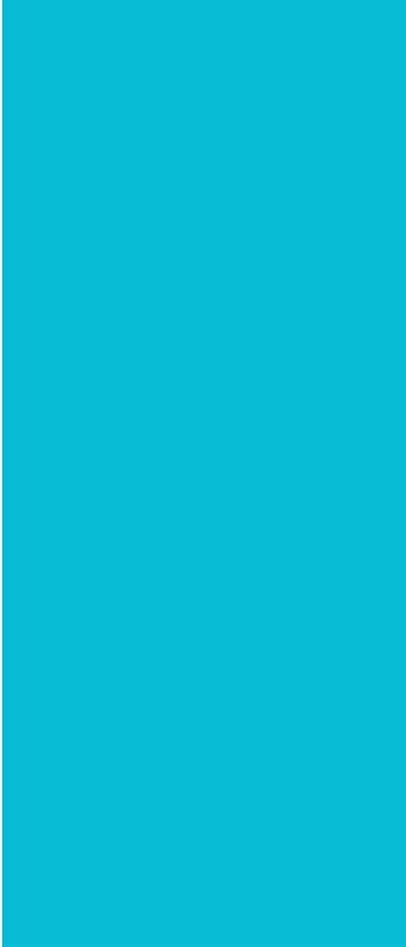
Rendering of the Conceptual Design for Phase 1 of the Waterfront Development.



WASHOUGAL WATERFRONT PARK

The Washougal Waterfront Park is located directly to the east of Parker's Landing Marina; the property surrounding the park is part of the Waterfront at Parker's Landing, a Port-led waterfront master planned development (Figure 6). The Washougal Waterfront Park has a picnic shelter, solar powered restrooms, designated parking lot, access to the breakwater fishing and transient moorage dock, compass viewpoint, several benches, and picnic tables. The Park uses a kiosk and wayfinding signage to link adventurers to local downtown districts and trail systems in the area.

Aerial view of the Washougal Waterfront Park.



NATURAL PLAY AREA

A 12-foot-wide trail wraps completely around the park and is just under one-mile long. Along the trail, there is a non-motorized launch, children's Natural Play Area, viewpoints, interpretive signage, and water access trails.



Natural Play Area in Washougal Waterfront Park.

PARKER'S LANDING HISTORICAL PARK

Parker's Landing Historical Park is located adjacent to Marina Park (Figure 6). The park commemorates David C. Parker, on whose Donation Land Claim this site is located. In 1985, the Port formed the Parkersville National Historic Site Advisory Committee to act as an advisory body to the Commission for this historic area's development. The Park includes multiuse paths, a recognition plaza, historical interpretive signage, restrooms, and picnic shelters.



Entrance to Parker's Landing Historical Park

PRIMARY PORT ASSETS SUMMARY

Property Name	Port Acreage	Existing Zoning	Future Land Uses	Number of Parcels	Number of Buildings
Industrial Park	300 Acres	Heavy Industrial	Industrial	39	34
Steigerwald Commerce Center	75 Acres (within the Industrial Park)	Heavy Industrial	Industrial	17	4
Captain William Clark Park	75 Acres (within the Industrial Park)	Parks/Open Space	Open Space/ Recreation	1	11
Grove Field Airport	111 Acres	Airport	Aviation	12	13
Parker's Landing Marina	5 Acres	Highway Commercial	Marina	4	7
Marina Park	1.5 Acres	Public Facilities	Recreation	4	0
The Waterfront at Parker's Landing	30+ Acres owned by the Port	Highway Commercial	Mixed Use	8	2
Washougal Waterfront Park & Trail	2.50 Acres (within the Waterfront at Parker's Landing)	Highway Commercial	Recreation/ Mixed Use	1	2
Parker's Landing Historical Park	1.50 Acres	Public Facilities	Recreation	1	0
Port Levee Trail	5 Miles	Public Facilities	Recreation	3	0

Please refer to Appendix A for a detailed list of all properties under Port ownership.

Capital Improvement Plan

The Port's Capital Improvement Plan (CIP) includes any anticipated project that would improve or maintain an asset if the cost to do so would exceed \$5,000. The Port's 2022 annual CIP is summarized below, and a more detailed project-specific CIP is included as Appendix B.



Appendix A

Detailed Port Property List

Appendix B

Capital Improvement Plan



 **THE
PORT**
CAMAS-WASHOUGAL

Port of Camas-Washougal
24 South A Street
Washougal, WA 98671

Industrial Park

Parcel Number	Acres	Number of Buildings per Parcel
71281109	2.01	2
71281124	1.98	1
71069069	0.25	None
71079100	3.31	None
71281157	7.52	None
986029668	4.68	1
71275011	74.74	11
71079005	2.02	1
71281121	10	2
986029669	1.74	None
986029671	2.1	None
986029673	7.96	1
71281154	7	2
71281145	10.63	4
986028319	1.73	1
986028320	1.47	1
986028317	2.15	1
986028318	1.39	1
71281148	7.26	None
71281146	0.3	None
71281147	0.46	None
71281190	1.07	1
71281194	1.45	1
986034708	10.91	None
986028315	2.39	1
986034705	2.74	1
986028316	6.22	1
986034712	5.84	None
986043080	2.69	None
986043081	3.71	None
986043082	3.85	None
986043083	3.91	None
986034704	1.44	None
986034710	1.44	None
986043084	2.41	None
986043085	2.41	None
986043086	5.98	None
986034707	1.62	None
986034709	2.06	None
Total Acres of Asset	212.84	
Total Number of Buildings	34	
Total Number of Parcels	39	

Steigerwald Commerce Center (Within the Industrial Park)

Parcel Number	Acres	Number of Buildings Per Parcel
986034708	10.91	None
986034712	5.84	None
986028316	6.22	1
986043078	3.03	None
986028315	2.39	1
986034709	2.06	None
986034705	2.74	1
986034704	1.44	None
986043079	2.94	None
986043080	2.69	None
986043081	3.71	None
986043082	3.85	None
986043083	3.91	None
986043084	2.41	None
986043085	2.41	None
986043086	5.98	None
986034707	1.62	None
986034710	1.44	None
Total Acres of Asset	65.59	
Total Number of Buildings	3	
Total Number of Parcels	18	

Captain William Clark Park (Within the Industrial Park)

Parcel Number	Acres	Number of Buildings Per Parcel
71275011	74.74	11
Total Acres of Asset	74.74	
Total Number of Buildings	11	
Total Number of Parcels	1	

Grove Field Airport

Parcel Number	Acres	Number of Buildings Per Parcel
175489000	20.35	8
175495000	0.8	None
175464000	2.42	None
175479000	0.72	3
175534000	1.33	None
175471000	16.02	None
175535000	0.37	None
175050000	31.71	None
175478000	10.07	None
175474000	20.78	2
175503000	1.91	None
175511000	4.02	None
Total Acres of Asset	110.5	
Total Number of Buildings	13	
Total Number of Parcels	12	

Parkers Landing Marina

Parcel Number	Acres	Number of Buildings Per Parcel
73139074	0.14	1
73139079	0.19	None
73139077	0.11	None
73134152	4.33	6
Total Acres of Asset	4.77	
Total Number of Buildings	7	
Total Number of Parcels	4	

Marina Park

Parcel Number	Acres	Number of Buildings Per Parcel
73139110	0.28	0
73139106	1.67	0
73139102	0.64	0
73139104	0.27	0
Total Acres of Asset	2.86	
Total Number of Buildings	0	
Total Number of Parcels	4	

The Waterfront at Parker's Landing

Parcel Number	Acres	Number of Buildings Per Parcel
73134179	10.01	2
73134153	5.47	None
73139042	0.31	None
73139062	9.05	None
75108080	4.35	None
71453000	0.2	None
71791000	1.11	None
73139052	1.54	None
Total Acres of Asset	32.04	
Total Number of Buildings	2	
Total Number of Parcels	8	

Washougal Waterfront Park (Within the Waterfront at Parker's Landing)

Parcel Number	Acres	Number of Buildings Per Parcel
73134179	10.01	2
Total Acres of Asset	10.01	
Total Number of Buildings	2	
Total Number of Parcels	1	

Parker's Landing Historic Park

Parcel Number	Acres	Number of Buildings Per Parcel
73134162	1.41	0
Total Acres of Asset	1.41	
Total Number of Buildings	0	
Total Number of Parcels	1	

CAPITAL IMPROVEMENT PLAN SUMMARY

Capital Improvement Plan

The Port's Capital Improvement Plan (CIP) includes any anticipated project that would improve or maintain an asset if the cost to do so would exceed \$5,000. The Port's 2021 annual CIP is summarized below, and a more detailed project-specific CIP is included as Appendix B.

Category/Site	Budget
Marina	\$2,166,788
Airport	\$113,887
Real Estate/Industrial Park	\$6,821,150
Levee	\$25,000
Parks	\$5,000
Administrative Office	\$280,000
Vehicles/Equipment	\$85,000
Total Capital Improvement Projects 2021	\$9,437,938
Carryover Capital Improvement Projects 2020	\$58,887