

The right side of the page features a large white triangular shape pointing towards the top right. This white shape is set against a background of two shades of blue: a lighter blue at the top and a darker blue at the bottom, separated by a diagonal line.

APPENDIX M:

BARLOW POINT PUBLIC ACCESS

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make (māk) vb 1 to bring into being by shaping or altering 2 to form in the mind, a judgement or plan 3 to put together by combining parts 4 to build, construct, formulate, devise, create 5 to prepare for use; arrange 6 to cause to happen

MEMORANDUM - DRAFT

To: Ellis Beckwith, P.E., KPFF Project Manager

From: Stefani Wildhaber, MAKERS

Date: December 2, 2015

Re: **Port of Longview Barlow Point Public Access**

In 2010 the Port of Longview (Port) purchased the 275-acre property at Barlow Point for future Port industrial development along the Columbia River. The Port acquired an additional 7.5 acres in 2012 bringing the site total to 282.5 acres. The property is located downstream of the current developed Port at approximately river mile 64 (RM 64), which is on the west side of the City of Longview, Washington (City). In order to better understand the full potential of the Barlow Point site, the Port determined that a comprehensive master planning process should occur. The first step in that process was to perform a due diligence study to assess the development feasibility of Barlow Point into a marine terminal..

As part of that study, this memorandum explores where and how the public may access the Columbia River and engage in various activities related to the potential development at Barlow Point. The Columbia River is a shoreline of the State and classified as Shorelines of Statewide Significance (SSWS) per RCW 90.58.020. Designated SSWS, it is considered among the State's most valuable natural resources, and its development should be designed to allow for reasonable and appropriate uses, while also limiting the reduction of the rights of the public. Public access offers the general public the opportunity "to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations" (WAC 173-26-221 (4)).

The shoreline at Barlow Point consists mainly of undeveloped land with a levee running parallel to the water's edge for the length of the property. The area to the north of the levee is farmland while the area between the levee and the water's edge has areas of dense vegetation at the west end and for the most part limited vegetation at the east end.

Due to historically heavy foliage removal, many shoreline functions including hydrologic, vegetation, and habitat have been compromised and now provide only low-moderate value according the City of Longview Shoreline Analysis Report.

The public access proposed for the Port project at Barlow Point consists of multiple elements to help create an environment in which both public and private uses can coexist. A public, multi-use trail/pathway could be located between the private Port road and adjacent drainage ditch to get the public closer to the water while keeping them a safe distance from the heavy industrial functions proposed for the site, while also creating a connection between State Route SR4332, Mt. Solo Road and Willow Grove Road (Figure 1). A viewing platform out over the Columbia River creates public access to the river. For the viewing platform to reach the Columbia, it would require crossing the shoreline property owned by Barlow Point Land Company LLC (Figure 3). In the case that an agreement can not be reached with the adjacent land owner, the viewing platform would be kept strictly on Port property (Figure 5). Other public amenities could include an open space area that will include a parking component, with the potential to accommodate a public restroom and benches or picnic tables.

Planning considerations for the public access elements include:

Potential Industrial Development: Conceptually, the terminal will be an industrially active site with potentially three piers, bulk material conveyers, rail yard operations, train traffic, and bulk material handling, processing and loading.

There are multiple municipal designations that are relevant to the project at Barlow Point. On the Cowlitz County Zoning Map, the project area is designated MH, for Heavy Manufacturing. On the City's Zoning Map, the site is designated HI, Heavy Industrial Manufacturing District. In the City's Comprehensive Land Use Map, a majority of the site is designated Heavy Industrial but a portion in the north-west corner has been designated Mixed Use Residential / Commercial. The Port is currently working with the City to amend the Comprehensive Plan to make the land use designation consistent with the Zoning Code. See the Land Use, Zoning, Comprehensive Plan and Easements Report located in Appendix C of the main report for more details.

Security: The Port of Longview is a secure port, as regulated by the Department of Homeland Security. All Port terminals include security fencing, video surveillance, and guards to man the Port 24 hours a day, seven days a week. Access to the terminal will be limited to those conducting business who have the required credentials. Keeping the public safe and away from hazards is a key consideration in the location of public access elements and therefore kept on the outside of the security fencing.

Draft Shoreline Master Program (SMP): Barlow Point is in Reach 1 of the City of Longview's Draft SMP and comprised of three environmental designations, High Intensity, Urban Conservancy, and Aquatic. A majority of the property's shoreline is designated High Intensity which provides access for water-oriented commercial, transportation, and industrial uses. Within this designation, any new shoreline development shall include environmental cleanup and restoration of the shoreline as needed to comply with any relevant laws or requirements. The location of the the proposed viewing platform described above is in an area of the property designated Urban Conservancy. In relation to the SMP management policies, the proposed public access will complement the Urban Conservancy designation and work towards preserving the natural character and ecological functions of the shoreline area.

Coordination with Other Plans: Public access should be consistent with the City's Parks and Recreation Plan, the Cowlitz County Regional Trails Plan and the Lower Columbia River Water Trail.

Although there are no parks within the immediate vicinity, there are 2 City parks located a little over a mile away. Roy Morse Park is a 60 acre park that includes

baseball, softball, and soccer fields, basketball courts, as well as other major park amenities. The other city park is Altrusca Park, a smaller 6 acre neighborhood park with a large open field and a hard surface sports court. Both parks are located along Ocean Beach Highway, north of Barlow Point. There is also the Port run Willow Grove Park which is located approximately 3 miles west of Barlow Point. This park consists of over 65 acres, beach access, a boat launch, and multiple picnic amenities. The potential multi-use pathway and lookout at Barlow Point could offer an opportunity to strengthen the connections between these surrounding parks by creating a safe, non-automobile route for pedestrians and bicyclist.

The public access proposed at Barlow Point fits within the goals and objectives of City Parks and Recreation Department by providing circulation and connectivity opportunities, utilizing quasi-public land, and accommodating planned growth. The Lower Columbia River Water Trail is maintained by LC Estuary Partnership and maintains conservancy programs along the river from Bonneville to the Pacific Ocean with their main objective being habitat restoration, environmental monitoring, and educational stewardship. They have environmental management activities in the area including a stewardship project on Hump Island as well as protection and monitoring of nearby intertidal wetlands. Coordination with the LC Estuary Partnership could lead to an educational or monitoring opportunity at the proposed viewing platform. The addition of the multi-use trail could also be linked to the proposed Cowlitz County Regional Trails Plan that connects public lands with surrounding communities.

Site Amenities: Careful site design of the potential public access features will be important at Barlow Point. Visitor safety, impacts on industrial work and compatibility of shoreline uses will be important when developing the public access areas. Site design aspects include:

- Visitor vehicle circulation and parking should be separate from industrial traffic and areas.
- Visitor attractions should be concentrated in one part of the site to ensure their safety.
- A strong attraction should be provided that focuses visitor's attention.
- Safety should be reinforced with site amenities such as signage and lighting that indicate where the public is welcome.
- The feasibility of the public access improvements should be planned in relationship to the overall industrial setting of the proposed terminal development.
- Elements should be designed to reinforce Barlow Point's industrial character while preserving the existing natural character.

Conclusion: Public access to the Columbia River could be included as part of the potential development of Barlow Point. There are locations identified in the

conceptual plans that could accommodate public access. The minimal impact to the industrial development.

Although the shoreline at Barlow Point has been altered by past uses, it has retained its naturalistic beauty that offers a good opportunity for public access. The projected layout is meant to provide suitable public access while having minimal impact to the proposed industrial development while keeping the public at a safe distance from the industrial operations.

Public access facilities that may be considered for Barlow Point could include a combination of the following:

- Pathways and trails, in coordination with the County's Regional Trails Plan
- Benches or Picnic tables
- Waterfront and site lookouts or platforms
- Cultural access to interpretive and educational aspects of the shoreline

A public access plan including pathways, trails, waterfront views, parking, and interpretive and educational elements can be implemented along with the development of the terminal at Barlow Point. The proposed locations for the public access and amenities being considered should satisfy all requirements in accordance with City, County, and State designations, as covered in this document. The public access plan will also improve a new connection between existing Longview public spaces, adding to the vibrant system of parks and trails.

References:

City of Longview:

<http://www.mylongview.com/index.aspx?page=491>

Draft Shoreline Master Program, revised 2014

Shoreline Restoration Plan, revised 2014

Shoreline Analysis Report, 2012

Park and Recreation Plan, 2009

City of Longview, Zoning Map

City of Longview, Comprehensive Plan- Land Use Map

Cowlitz County:

Cowlitz County Comprehensive Park Plan Update, 2010

<http://www.co.cowlitz.wa.us/index.aspx?NID=575>

Cowlitz County Regional Trails Plan, 2006
Cowlitz County Zoning Map

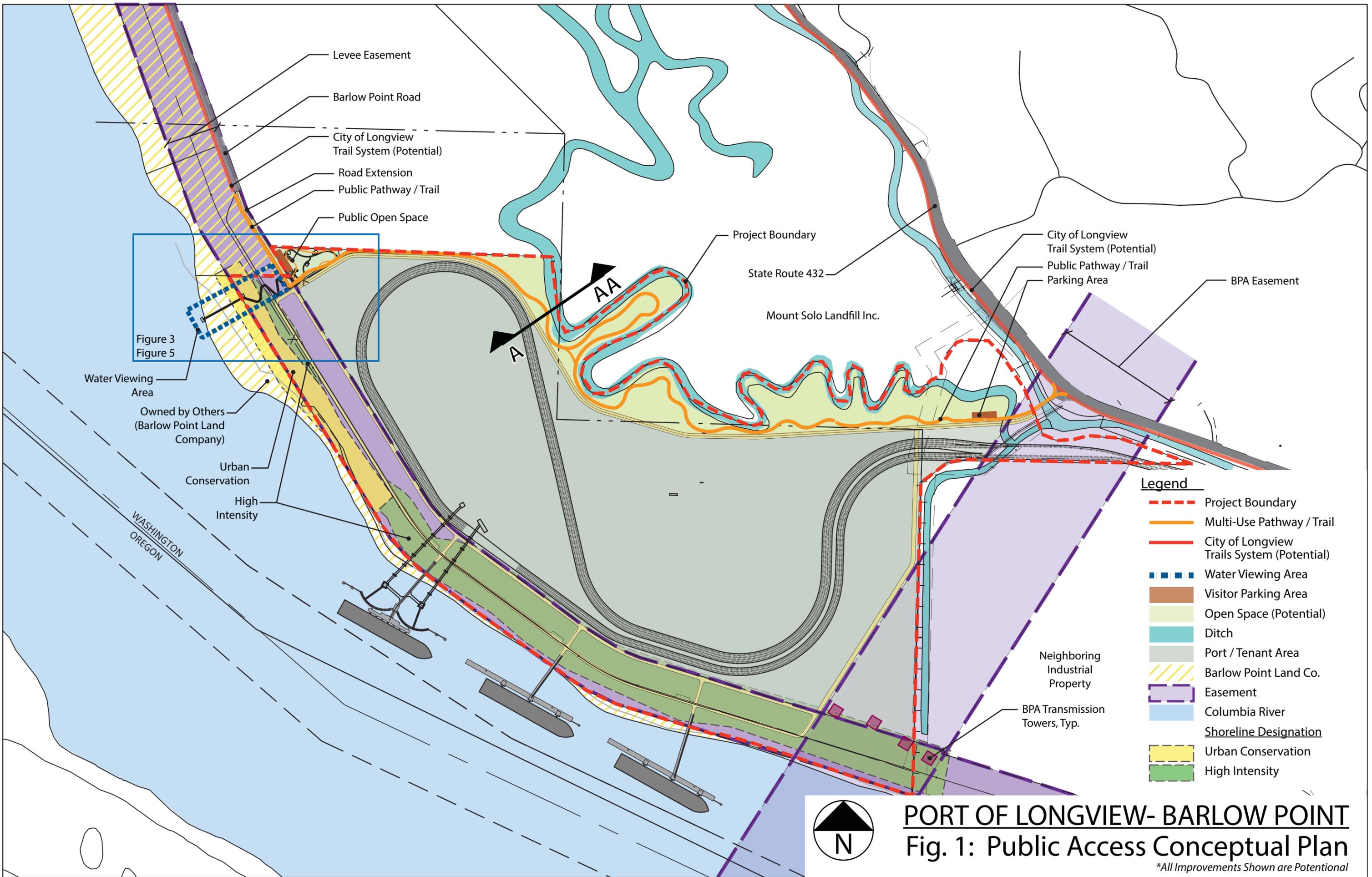
<http://www.co.cowlitz.wa.us/DocumentCenter/Index/228>

State of Washington:

<http://apps.leg.wa.gov/WAC/default.aspx?cite=173-26-251>

Lower Columbia Estuary Partnership

<http://www.estuarypartnership.org>



Levee Easement
 Barlow Point Road
 City of Longview Trail System (Potential)
 Road Extension
 Public Pathway / Trail
 Public Open Space

Project Boundary
 State Route 432

City of Longview Trail System (Potential)
 Public Pathway / Trail
 Parking Area
 BPA Easement

Figure 3
 Figure 5

Water Viewing Area
 Owned by Others (Barlow Point Land Company)
 Urban Conservation
 High Intensity

Mount Solo Landfill Inc.

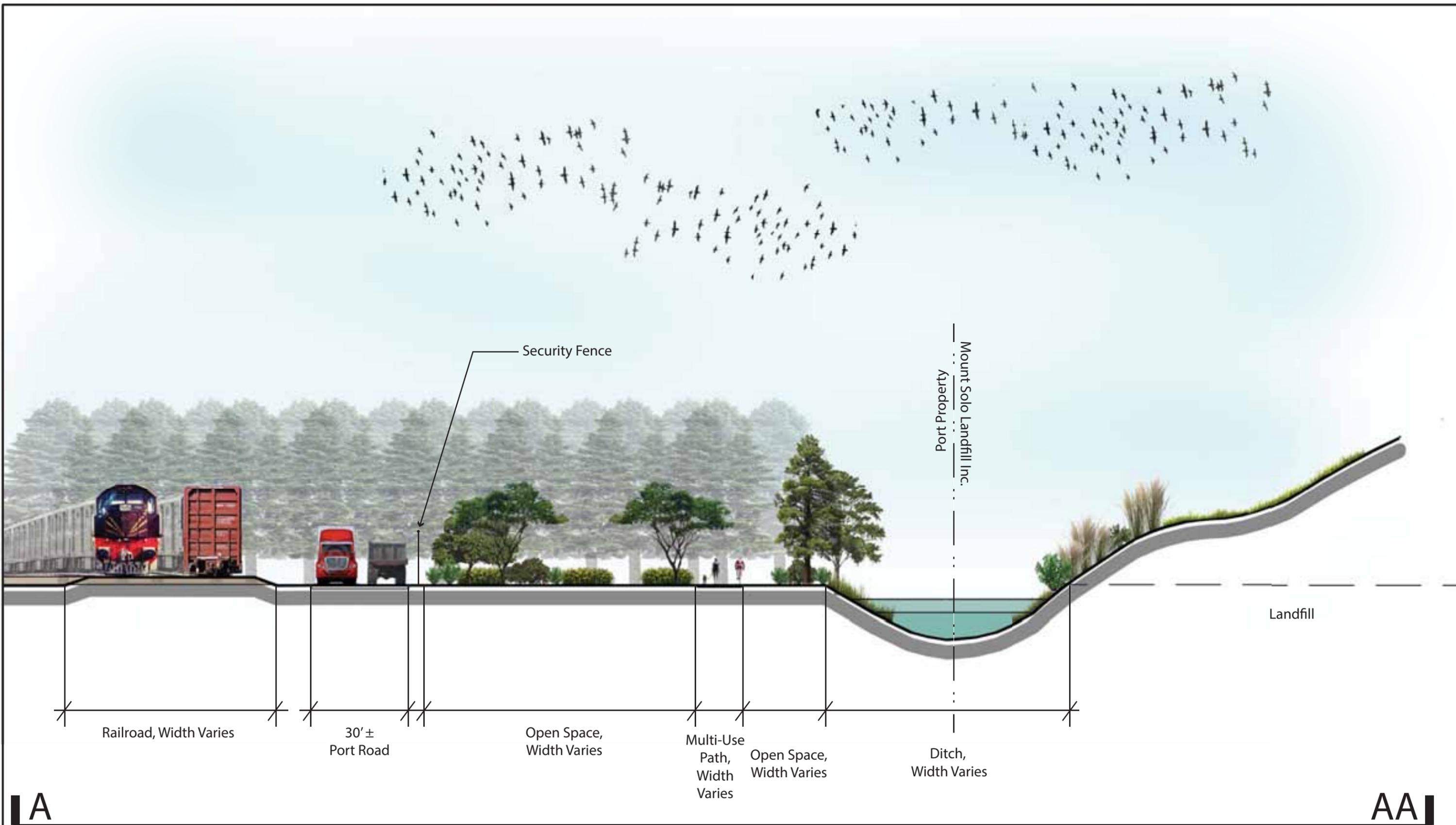
- Legend**
- - - Project Boundary
 - Multi-Use Pathway / Trail
 - City of Longview Trails System (Potential)
 - - - Water Viewing Area
 - Visitor Parking Area
 - Open Space (Potential)
 - Ditch
 - Port / Tenant Area
 - Barlow Point Land Co.
 - Easement
 - Columbia River
 - Shoreline Designation
 - Urban Conservation
 - High Intensity

Neighboring Industrial Property
 BPA Transmission Towers, Typ.



PORT OF LONGVIEW- BARLOW POINT
Fig. 1: Public Access Conceptual Plan

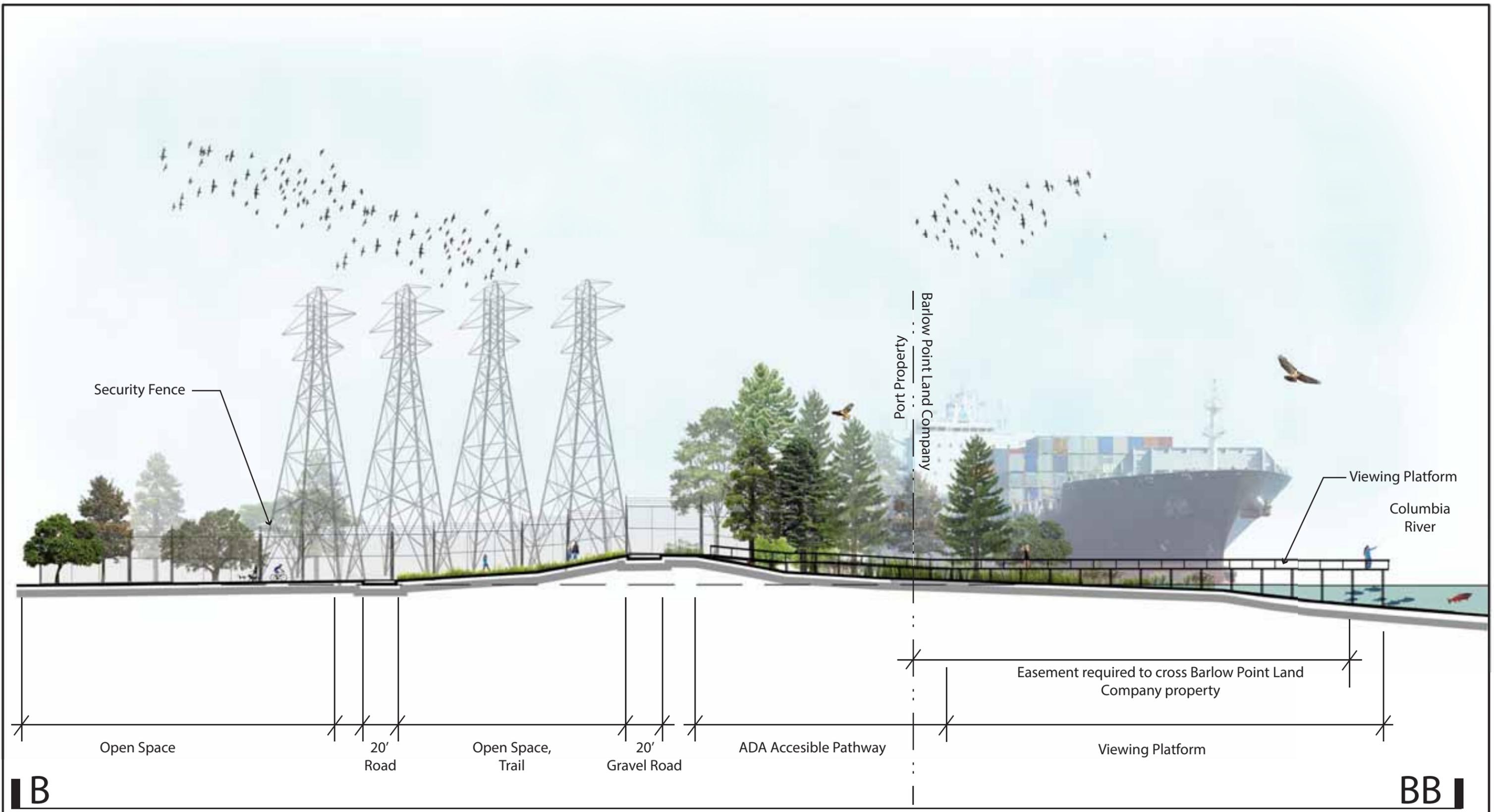
**All Improvements Shown are Potential*



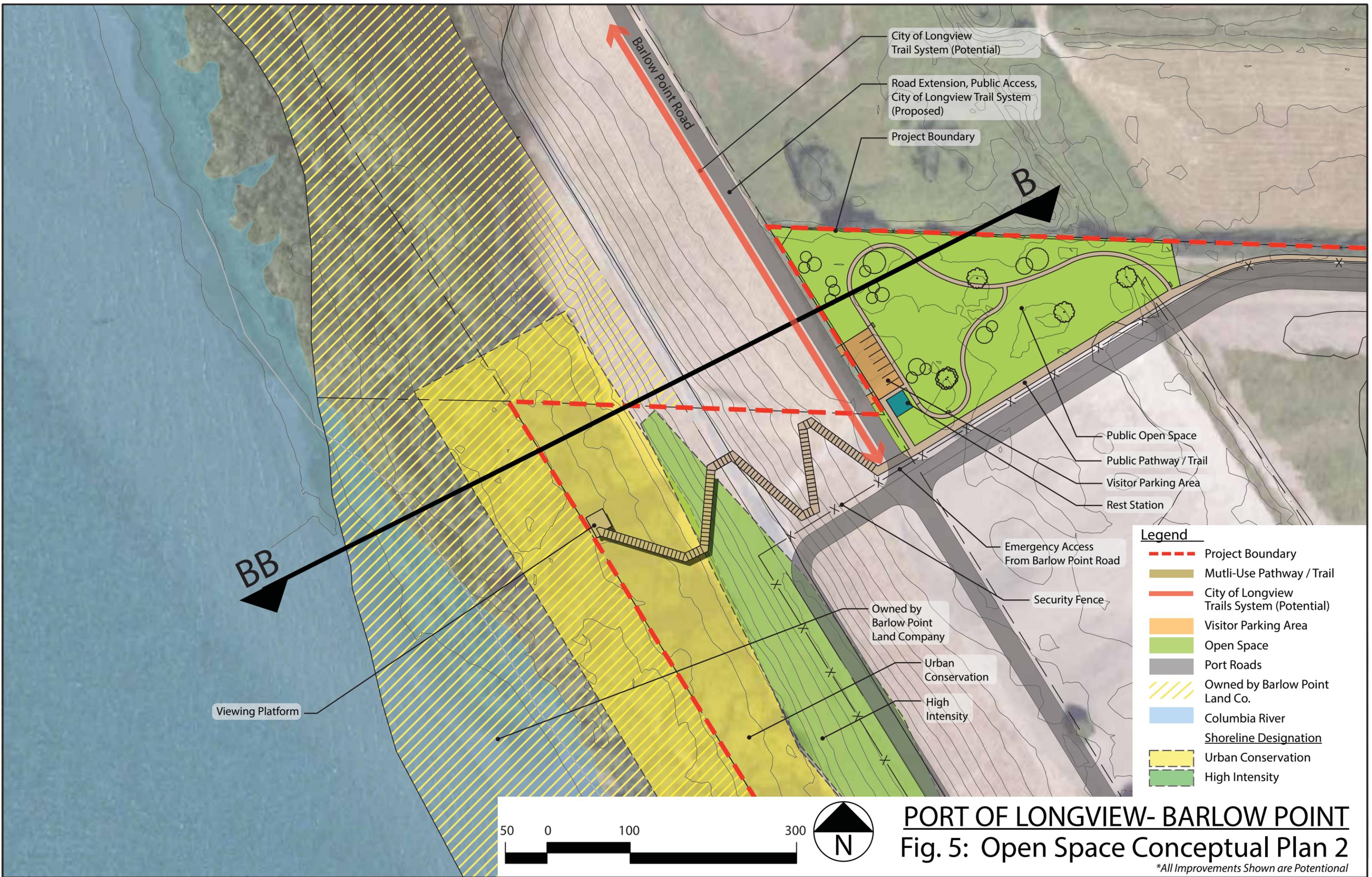
PORT OF LONGVIEW- BARLOW POINT

Fig. 2: Upland Section

**All Improvements Shown are Potential*

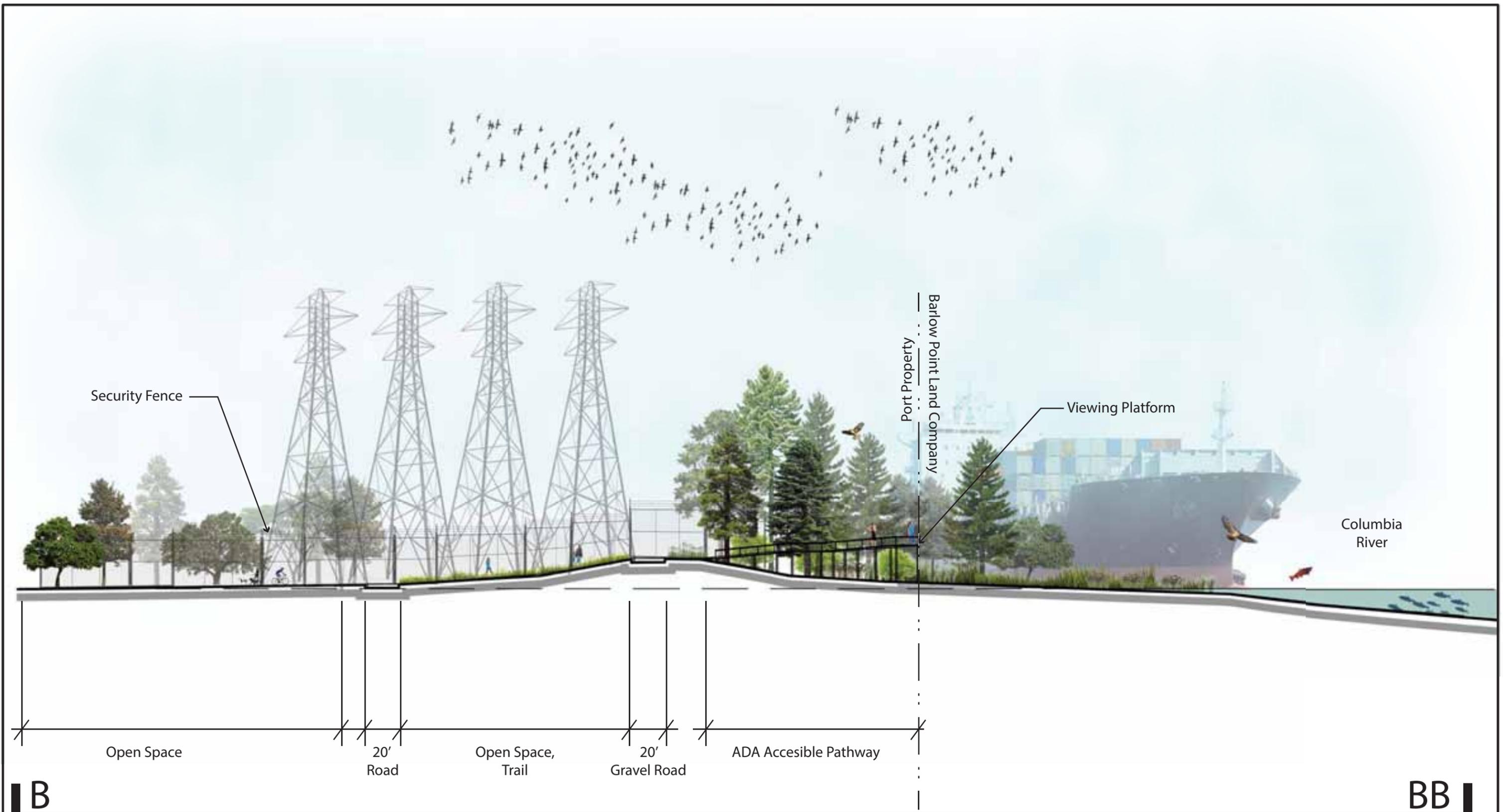


PORT OF LONGVIEW- BARLOW POINT
Fig. 4: River Section Option 1
**All Improvements Shown are Potential*



PORT OF LONGVIEW- BARLOW POINT
Fig. 5: Open Space Conceptual Plan 2

**All Improvements Shown are Potential*



PORT OF LONGVIEW- BARLOW POINT
Fig. 6: River Section Option 2
**All Improvements Shown are Potential*