

# HB 2950

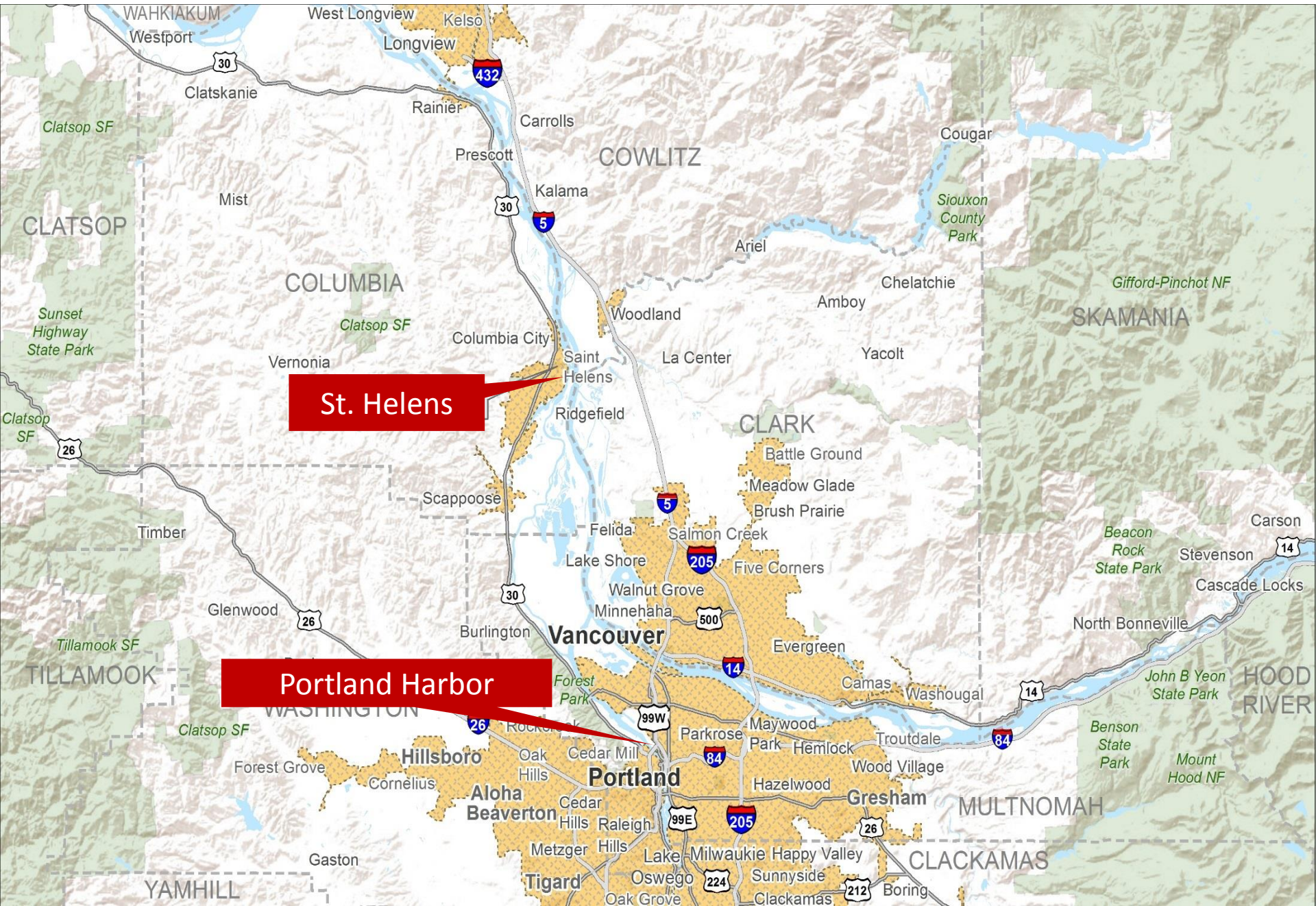
## St. Helens Waterfront Redevelopment & Portland Harbor Cleanup Support

**John Walsh, City of St. Helens:**  
St. Helens Waterfront Planning

**Chuck Daughtry, Columbia County Economic Team:**  
Economic Benefits







**St. Helens**

**Portland Harbor**



# ST. HELENS WATERFRONT

Columbia Blvd

Sand Island

Riverfront  
District

Highway 30



Columbia River

Sauvie Island

Port of St. Helens

Multnomah  
Channel



# ST. HELENS WATERFRONT PLANNING

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- St. Helens has been proactive about redevelopment since the mills started closing in early 2000s
- Planning efforts have succeeded in engaging the local community and building momentum toward redevelopment
- St. Helens has leveraged City, State and federal funds to build a robust long-term vision for the waterfront



# ST. HELENS WATERFRONT

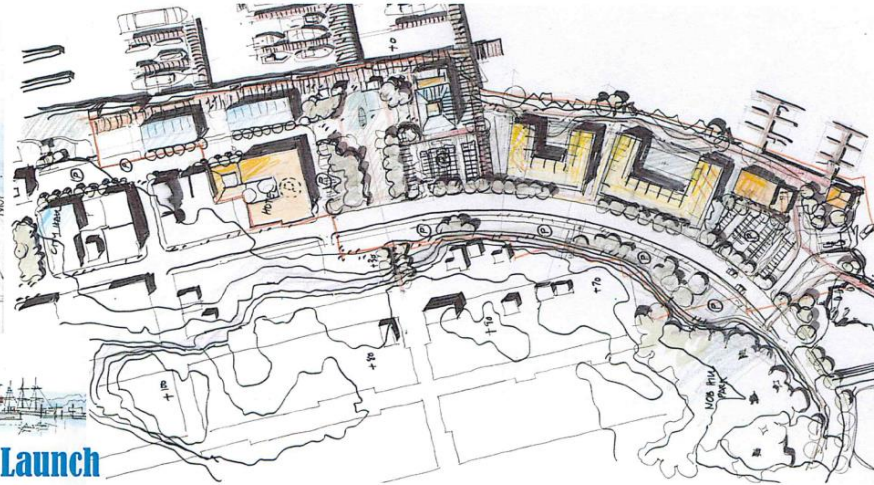
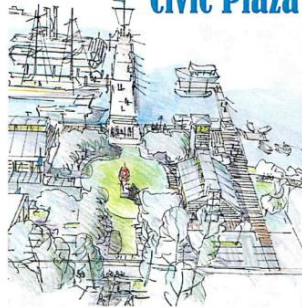




# What's Your Waterfront?



**Civic Plaza**



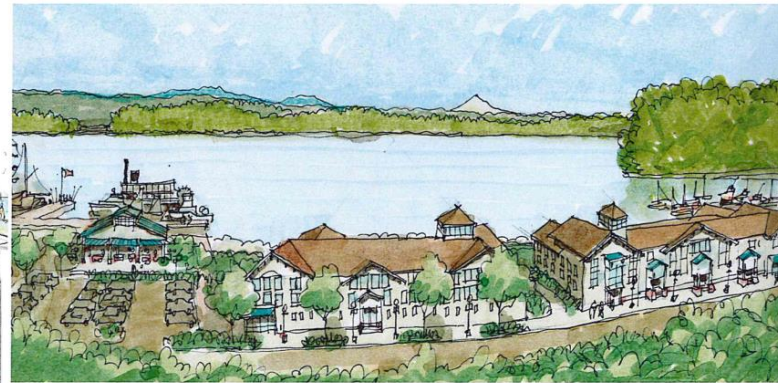
**Kayak Launch & Marina**



**Bluff Trail**



**Boardwalk**



**THE PARK** **LANDSCAPE STRATEGIES**



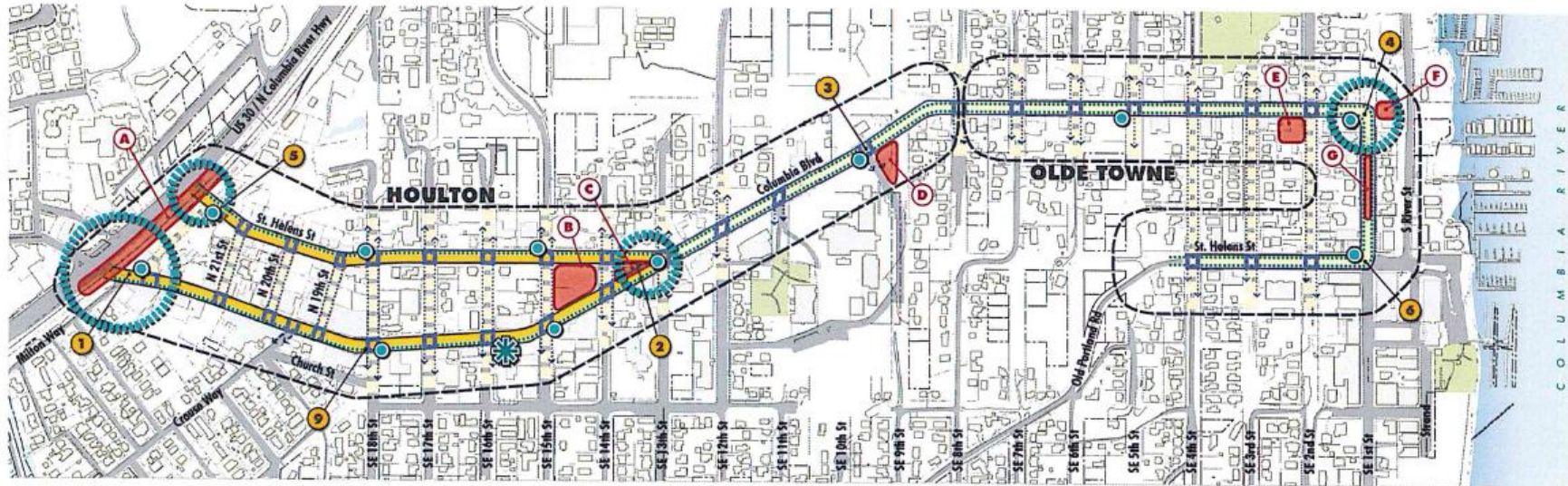
PROTECT AND INCREASE BLUFF HABITAT FOR WILDLIFE & EDUCATION

For more information, visit: [www.ci.st-helens.or.us/sdat](http://www.ci.st-helens.or.us/sdat)





# TGM: CORRIDOR MASTER PLAN



## LEGEND

STREETSCAPE IMPROVEMENTS: WEST OF 13th ST.		CONCEPTUAL INTERSECTION ENHANCEMENTS	
STREETSCAPE IMPROVEMENTS: EAST OF 13th ST.		IMPROVED CROSSWALKS	
FUTURE STREET IMPROVEMENTS		GATEWAYS	
IMPROVED PEDESTRIAN CORRIDOR		COMMUNITY KIOSK	
FUTURE IMPROVED PED. CORRIDOR		WAYFINDING SIGNS	
IMPROVED BICYCLE CORRIDOR		SPECIAL OPPORTUNITY AREA	
PROJECT BOUNDARY AREA			

## CONCEPTUAL INTERSECTION ENHANCEMENTS

- |                              |                              |
|------------------------------|------------------------------|
| 1 MILTON WAY / COLUMBIA BLVD | 5 ST HELENS ST / US 30       |
| 2 13th ST / COLUMBIA BLVD    | 6 1st ST / ST HELENS ST      |
| 3 5 9th ST / COLUMBIA BLVD   | 9 SE 18th ST / COLUMBIA BLVD |
| 4 1st ST / COLUMBIA BLVD     |                              |

## SPECIAL OPPORTUNITY AREAS

- |   |                                     |
|---|-------------------------------------|
| A DOWNTOWN GATEWAY                          | E CIVIC GATHERING SPACE: 2nd STREET |
| B STORMWATER / INTERPRETIVE GATHERING SPACE | F COLUMBIA RIVER OVERLOOK           |
| C CIVIC GATHERING SPACE: 13TH STREET        | G OLDE TOWNE OVERLOOK               |
| D CIVIC GATHERING SPACE: 9TH STREET         |                                     |



## PRELIMINARY MASTER PLAN CONCEPTS: OVERALL APPROACH

St. Helens - US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan

March 10, 2014

Figure 6







# PUBLIC ENGAGEMENT





# CORE VALUES

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**PUBLIC ACCESS**

**NATURAL & CULTURAL  
HERITAGE**

**SUSTAINABLE ECONOMIC  
DEVELOPMENT**



# WATERFRONT FRAMEWORK PLAN



M. KYLE-MILWARD '16





# WASTEWATER LAGOON

- 39 Acre Lagoon
- Operated Since 1971
- Designed for:
  - City Sewage
  - Boise Cascade Pulp Production
- Excess Capacity
  - Sized for 40 MGD
  - Current Use = 3 MGD



# WORK COMPLETED

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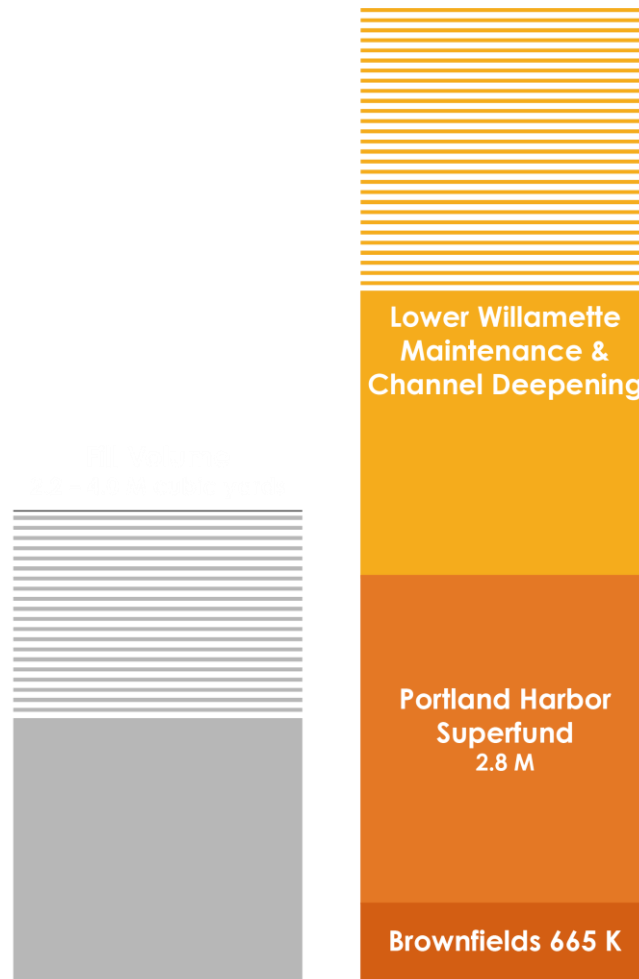
- Initial technical and feasibility analyses
- Detailed market analyses
- Governance and funding options evaluation
- Initial wastewater treatment plant impacts analysis



# DEMAND ESTIMATE

Fill Volume  
2.2 – 4.0 M cubic yards

20-Year Demand  
6.1 – 8.4 M cubic yards





# IMPORTANT CONSIDERATIONS

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- The facility would receive only sediment, sludge and soil. No construction debris or putrescible, industrial, or hazardous waste would be accepted.
- The site is a viable location for disposal of sediment and soil.
- There are no competitive facilities with the ability to directly offload sediment from barges. This eliminates additional handling and reduces the overall cost and environmental impact.



# ECONOMIC BENEFITS

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- Demand is high, the main drivers are:
  - Lower Willamette River channel deepening
  - Portland Harbor Superfund Site remediation
  - Brownfield remediation
  - Miscellaneous sources (e.g. maintenance dredging, docks)
- St. Helens is strategically located, close to a large customer base. Greatly reduced transportation costs make it the single-most cost-effective alternative
- Net present value analyses show a range of **\$106M - \$141M for City use**



# ECONOMIC BENEFITS

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- Construction, operation, and maintenance will provide long-term employment opportunities
- Property created and developed will allow for long-term economic amenities (e.g. concert venue, commercial space, tournament-level sports facilities)
- **Revenues generated are kept in-state**





PAST



PRESENT



FUTURE

# HELENS WATERFRONT RECLAMATION PROJECT



# WASTEWATER LAGOON

CONC  
RENDER

