

To continue to provide public access to meetings, Port of Kennewick will provide telephonic, video access, and in-person participation options to the public.

To participate by telephone, please call in at: 1-866-899-4679, Access Code: 799-821-501
Or, join on-line at the following link: <https://meet.goto.com/799821501>

AGENDA

Port of Kennewick
Regular Commission Business Meeting
Port of Kennewick Commission Chambers and via GoToMeeting
350 Clover Island Drive, Suite 200, Kennewick Washington

March 11, 2025
2:00 p.m.

- I. CALL TO ORDER**
- II. ANNOUNCEMENTS AND ROLL CALL**
- III. PLEDGE OF ALLEGIANCE**
- IV. PUBLIC COMMENT** *(Please state your name and address for the public record)*
- V. CONSENT AGENDA**
 - A. Approval of Direct Deposit and ePayments March 4, 2025
 - B. Approval of Warrant Register Dated March 11, 2025
 - C. Approval of Regular Commission Meeting Minutes February 25, 2025
- VI. PUBLIC HEARING**
 - A. Comp Scheme Amendment; Resolution 2025-06 (**LARRY**)
- VII. REPORTS, COMMENTS AND DISCUSSION ITEMS**
 - A. Kennewick Waterfront
 - 1. Marina Restroom Update (**MICHAEL**)
 - B. CEO Report (if needed) (**TIM**)
 - C. Commission Meetings (formal and informal meetings with groups or individuals)
 - D. Non-Scheduled Items
(**LISA/BRIDGETTE/TANA/NICK/LARRY/AMBER/MICHAEL/CAROLYN/TIM/KEN/TOM/SKIP**)
- VIII. PUBLIC COMMENT** *(Please state your name and address for the public record)*
- IX. ADJOURNMENT**

PLEASE SILENCE ALL NOISE MAKING DEVICES



PORT OF KENNEWICK REGULAR COMMISSION MEETING

DRAFT

FEBRUARY 25, 2025 MINUTES

Commission Meeting recordings, with agenda items linked to corresponding audio, can be found on the Port's website at: <https://www.portofkennewick.org/commission-meetings-audio/>

Commission President Skip Novakovich called the Regular Commission Meeting to order at 2:00 p.m.

ANNOUNCEMENTS AND ROLL CALL

The following were present:

Board Members: Skip Novakovich, President
Kenneth Hohenberg, Vice President (via telephone)
Thomas Moak, Secretary

Staff Members: Tim Arntzen, Chief Executive Officer
Tana Bader Inglima, Deputy Chief Executive Officer
Nick Kooiker, Deputy Chief Executive Officer/CFO (via telephone)
Larry Peterson, Director of Planning and Building (via telephone)
Amber Hanchette, Director of Real Estate
Michael Boehnke, Director of Operations (via telephone)
Bridgette Scott, Executive Assistant (via telephone)
Lisa Schumacher, Special Projects Coordinator
David Phongsa (via telephone)
Carolyn Lake, Port Counsel (via telephone)

PLEDGE OF ALLEGIANCE

Ron Swanby led the Pledge of Allegiance.

PUBLIC COMMENT

No comments were made.

CONSENT AGENDA

- A. *Approval of Direct Deposit and E-Payments Dated February 19, 2025***
Direct Deposit and E-Payments totaling \$90,061.80
- B. *Approval of Warrant Register Dated February 25, 2025***
Expense Fund Voucher Number 106696 through 106732 for a grand total of \$158,770.14
- C. *Approval of Regular Commission Meeting Minutes February 11, 2025***
- D. *Approval to Surplus Property (Clover Island North Dock & Gangway); Resolution 2025-03***
- E. *Approval to Surplus Property Oak Street; Resolution 2025-04***

MOTION: Commissioner Moak moved to approve the Consent Agenda presented; Commissioner Hohenberg seconded. With no further discussion, motion carried unanimously. All in favor 3:0.

PORT OF KENNEWICK REGULAR COMMISSION MEETING

FEBRUARY 25, 2025 MINUTES

DRAFT

PRESENTATION

A. Friend of the Port

Mr. Arntzen stated for the 2024 Friend of the Port, staff chose to honor Ron Swanby, owner of Swampy's BBQ and Eatery and Victor Palencia, owner of Monarcha Winery.

Mr. Swanby has been a champion for Columbia Gardens Wine & Artisan Village and a stalwart partner in bringing vibrancy to Kennewick's Historic Waterfront and was the earliest adopter of the Port's idea of bringing a food truck plaza to east Kennewick and Columbia Drive. When Mr. Swanby outgrew his food truck, he then purchased land and built his restaurant at Columbia Gardens—where he continues to support efforts to revitalize the wine village neighborhood.

Additionally, staff chose to recognize Mr. Palencia as our Friend of the Port because he was one of our very first winemakers to join us in reshaping Kennewick's Historic Waterfront and has been a huge help in marketing and promoting vibrancy for this end of town. Mr. Palencia operates Monarcha and Palencia Wineries and understands the Port's vision for Columbia Gardens, and he continues to support the port as it works to transform Kennewick's historic waterfront.

Commissioner Novakovich read the plaques into the record:

In recognition of Ron Swanby and Victor Palencia's visionary involvement, outstanding promotion, and personal investment in the transformation of Kennewick's Historic Waterfront District.

Commissioner Novakovich thanked Mr. Swanby and Mr. Palencia for their investment and their partnership.

NEW BUSINESS

A. Vista Field Institutional Users

Mr. Arntzen stated the Port entered into a Memorandum of Understanding with TRIDEC in 2023 to assist with recruitment at Vista Field and Karl Dye, CEO of TRIDEC is here to offer comments regarding those efforts.

Mr. Dye discussed the partnership between TRIDEC and the Port and how developing Vista Field will enhance the community and surrounding areas. There are many opportunities for Vista Field, and with the expansion of the Convention Center, it is important to create destinations for the institutional user.

Mr. Arntzen presented general options for institutional users for Vista Field, as outlined by DPZ Partners (*Exhibit A*).

Commissioner Hohenberg stated the list offers flexibility and aligns with the Vista Field Master Plan.

PORT OF KENNEWICK REGULAR COMMISSION MEETING

FEBRUARY 25, 2025 MINUTES

DRAFT

Commissioner Moak stated at one time the Mid-Columbia library district expressed interest in Vista Field and staff may want to follow up with them.

Commissioner Novakovich stated that the list is very thorough and appreciates the emphasis on other uses as appropriate or identified by Commission.

MOTION: *Commissioner Hohenberg moved to approve the Vista Field Institutional User Report as presented; Commissioner Hohenberg also moved approval of the 2025-2026 CEO Goal #3, established by the Commission; and to authorize the Port CEO to take all action necessary in furtherance hereof; Commissioner Moak seconded.*

With no further discussion, motion carried unanimously. All in favor 3:0.

PUBLIC COMMENTS

No comments were made.

REPORTS, COMMENTS AND DISCUSSION ITEMS

A. State of the Ports Presentation April 23, 2025

Ms. Bader Inglima reported that the Tri City Regional Chamber of Commerce scheduled the annual State of the Ports presentation for April 23, 2025.

B. CEO Report

Mr. Arntzen reported on the following:

- Randy Hayden, Port of Pasco executive director, is retiring March 2025. Mr. Arntzen met with Adam Lincoln, the new executive director;
- Mr. Arntzen met with Washington State University Tri-Cities Chancellor, Sandra Haynes and Board of Regents Member, Lura Powell;
- Staff to staff meetings with the City of Kennewick have resumed.

C. Commissioner Meetings (formal and informal meetings with groups or individuals)

Commissioners reported on their respective committee meetings.

D. Non-Scheduled Items

Ms. Bader Inglima reported that this year is the 110th anniversary of Port of Kennewick, which was established on March 6th, 1915. The Port of Kennewick was the first port in eastern Washington and the fifth port in the State; the Port of Kennewick's first official meeting was held on April 12th, 1915.

Mr. Kooiker stated the Port is working with consultant, David Robison, who is reviewing the Port's existing office space and other properties, to come up with various scenarios and recommendations for office realignment and/or potential remodel, as part of the CEO Goals & Objectives.

**PORT OF KENNEWICK
REGULAR COMMISSION MEETING**

FEBRUARY 25, 2025 MINUTES

DRAFT

PUBLIC COMMENTS

No comments were made.

COMMISSION COMMENTS

No comments were made.

ADJOURNMENT

With no further business to bring before the Board; the meeting was adjourned at 3:09 p.m.

APPROVED:

**PORT of KENNEWICK
BOARD of COMMISSIONERS**

Skip Novakovich, President

Kenneth Hohenberg, Vice President

Thomas Moak, Secretary

VISTA FIELD INSTITUTIONAL USER REPORT

2/25/25

Commission Goal:

“PRESENT A PLAN FOR IDENTIFICATION AND RECRUITMENT OF ONE INSTITUTIONAL USER AT VISTA FIELD (MUNICIPALITY, COLLEGE, ETC.).”

Definition of Institutional Use:

Institutional use means use within the lines of, or on property necessary for the operation of buildings such as hospitals, schools, libraries, auditoriums, and office complexes. *Law Insider.*

TRIDEC

(This is the regional development authority which is working with the port in recruitment efforts for appropriate businesses and institutional users for Vista Field. The Port and TRIDEC have a memorandum of understanding regarding joint recruitment efforts at Vista Field. As the port team looks to attract the appropriate institutional users at the Vista Field site, TRIDEC recognizes the value of finding the right institutional users for Vista Field and the benefits this would create not only for the Vista Field site, but for the community at large.

Comment from CEO Karl Dye:

“Building institutional users at Vista Field will provide a base of employees and guests that will want to go to Kuki Izakaya for lunch and check out the market at the Southern Gateway. These institutions will open up the next level of businesses and services available at Vista Field.”



Step One: Identification.

Commission Action Item.

First provide a list of the types of institutions we would like to recruit to Vista Field. Staff has reviewed the Master Plan to see what, if any institutional users have been directly or indirectly referenced. Staff also made an outreach to Town Architect Matt Lambert of DPZ for suggested uses which are consistent with the vision of Vista Field. The draft list of potential institutional users with Matt Lambert's analysis are attached as Exhibits "A" and "B" respectively.

With this memo and presentation, I hope to gain insight from the commission on the direction of the "Institutional User" objective.

It should be noted that port staff are currently having exploratory discussions with a governmental entity who may be interested in acquiring property to construct a multi-story administrative and mixed-use building at Vista Field.

Additionally, I have had a conversation with Kennewick Police Chief Chris Guerrero about the police department using the Vista Pavilions at night as a temporary "mini-station" where on-duty officers could park their police cars and have keyed access to the restrooms and utilize high-speed internet capabilities to prepare reports and other paperwork. The Chief indicated that this location would be ideal, even in temporary form, and would be viewed by residents, business owners, and the public as a valuable safety measure for Vista Field and would be consistent with the master plan. It could also help deter unwanted activity in that area and protect the port's investment in the public amenities.

Depending on the type of institutional user, the port commission could, on a case-by-case basis, consider partnering opportunities.

And keep in mind, some institutional users could be either large, such as a transit facility (as an example only), or quite small, such as an artistic bus stop (again, only as an example).

Additional considerations would include assisting the potential institutional user in locating an appropriate site, whether in Phase I or later phases.



EXHIBIT “A”**POTENTIAL INSTITUTIONAL USES**

Not Intended to be an All-Encompassing List

- Government Agency Offices, including public safety facilities such as police and/or fire
- Mass Transportation (transfer stations, bus stops, artistic bus shelters)
- Hospitals/Medical Facilities (mainly ancillary facilities such as 24-hour minor emergency or mini-clinics)
- Universities (branch or satellite offices, classroom, etc.) and schools could also include associated housing or dormitories
- Public Facilities such as auditoriums, museums, libraries, community centers, etc.
- Appropriate Non-Profit agency offices/service buildings
- Financial Institutions
- Athletic Complexes
- Civic, philanthropic or fraternal organizations (Rotary, Kiwanis, etc.)
- Other uses as approved/identified by the Port Commission

EXHIBIT “B”

ANALYSIS FROM MATT LAMBERT, DPZ



Below are some comments on the Port’s initial list. For the most part these are notes about where certain uses would be best. We need to be careful along Crosswind Boulevard- the ground floor spaces need to have interesting things to look at and to be active and inviting. We don’t want things like real estate, offices, and institutions that would tend to have a large footprint or a non-active frontage. Otherwise, there are a lot of opportunities along Vista Field Boulevard and Grandridge Boulevard that work for institutions. And institutions can be a good draw for people, pushing traffic onto Crosswind Boulevard to build a bigger customer base. However, large format buildings need to be handled carefully, and institutional uses that require a lot of parking would be difficult to accommodate.

- **Government agency offices, including public safety facilities such as police and fire:**
 - **Fire Station:** Nearby already, no additional need
 - **Police:** The Pavilion (former hangar) integrated idea makes sense. Other than that, you don’t want to locate them along a Main Street as these are a dead space. Uses like this can be located along Deschutes or mid-block, or perhaps the furthest western end of Grandridge. The main takeaway is that it’s not great on the Main Street. But integrated into the pavilions (former hangers) is good, or just behind them.
 - **Other agency offices:** They aren’t ideal on main streets, could be ok on Vista Field Boulevard, though not along the park. Their

traffic-generation is to be considered in terms of getting people to drive down Crosswind Boulevard, which is good for retail exposure. But parking generation could be a concern for users like a DMV - too much for our limited parking.

- **Mass Transportation (bus stops and artistic bus shelters):**
 - Very desirable. Location to be considered with route. Only concern is any push for wider travel lanes as a result of bus mirrors. Is it plausible to have a bus route through Vista Field?
- **Hospitals/Medical facilities (mainly ancillary facilities such as 24-hour mini-clinics):**
 - Not generally desirable. They are ok along West Deschutes Avenue. There are locations along Vista Field Boulevard that would be ok. The issue here is that they generally have to have blinds closed in windows for patient privacy and they are also significant parking generators. It's nice to have something small like a dentist or ortho, or other small clinic, but not a full-blown medical office building, and certainly not hospital or emergency facility. Something like a Zoom-Care or One Medical can be ok, but we wouldn't want them on Crosswind Boulevard.
- **Universities (branch or satellite offices, classroom, etc.) and schools including associated housing or dormitories:**
 - Excellent upper story use in Main Street buildings. Not a good ground-floor use along Crosswind Boulevard. May be ok along Vista Field Boulevard. A facility with classrooms and dorms would work well along Vista Field Boulevard, especially north where we have planned surface parking behind the buildings. Not a great use along Daybreak Commons other than a relatively narrow frontage - e.g. they could have one building with 50-70ft of frontage with the rest of the facility further back. But they would be better on Vista Field Boulevard near the existing fire station.
- **Public facilities such as auditoriums, museums, libraries, etc.:**
 - Yes, cultural facilities are excellent. Like the former performing arts center goal, these are great on civic spaces like Daybreak Commons, or the two other parks at the NE and SW portions of the site, or at street view terminations along Vista Field Boulevard. Libraries are good traffic drivers during the day and are good to help anchor a Main Street, so that would be good on Crosswind Boulevard, north of Vista Field Boulevard.

- A small theater, black box, dance studio, music school, etc. would work on Crosswind Boulevard or Vista Field Boulevard. Not a large one though, those are more limited in location. These can be good draws for post-performance or for parents transporting their kids, who can then patronize Main Street businesses.
- **Appropriate non-profit agencies:**
 - These would fit in office space in the upper stories along Crosswind Boulevard or along Vista Field Boulevard.
 - Arts non-profits would be good to be integrated into Main Street areas.
- **Financial institutions:**
 - Drive-throughs are a concern. We can't support that along Crosswind Boulevard. Financial institutions are convenient, but not critical. I'd consider this for West Deschutes Avenue or the SW portion of the site - further into the future.
- **Community centers:**
 - This depends on the scale. Not great on a Main Street but good on a civic space. Similar location to the university consideration.
- **Athletic complexes:**
 - There isn't room for this and Lawrence Scott Park is already nearby. Improving the crossing of Kellogg Street to access the park would be a priority.
- **Civic, philanthropic or fraternal organizations (Rotary, Kiwanis, etc.):**
 - These are similar to the non-profits. Not great on the Main Street ground floor, fine on upper floors or along Vista Field Boulevard, West Deschutes Avenue, or Grandridge Boulevard.
- **Other uses as approved/identified by the Port Commission:**
 - Small Athletic Uses - can be good, things like a small gym, Pilates, yoga, etc. This is good in a small amount along the Main Street district, or the other major roads. We wouldn't want many on Crosswind Boulevard, but a single one there would work south of Vista Field Boulevard, others north of Vista Field Boulevard or along Vista Field Boulevard, or Grandridge Boulevard, etc.

Step Two: Recruitment.

Staff will pursue potential users by various methods including contact with specific users identified in the list provide in Exhibit “A”; outreach by Director of Real Estate, Amber Hanchette in the course of outreach and marketing activities; and by working with TRIDEC according to our MOU for Vista Field recruitment. Additionally, continued dialogue with specific potential users who have already been contacted by the port would continue.

As with any planning document, this “guidepost” should be considered a living document, subject to variation over time based on on-the-ground situations.

PORT OF KENNEWICK

RESOLUTION 2025-03

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE
PORT OF KENNEWICK AUTHORIZING THE
PORT CHIEF EXECUTIVE OFFICER
TO SELL AND CONVEY SURPLUS PROPERTY**

WHEREAS, the Board of Commissioners of the Port of Kennewick met this 25th day of February, 2025, a quorum of the Commissioners being present; and

WHEREAS, RCW 53.08.090 provides that the Port Commissioners may authorize the Port Chief Executive Officer to sell and convey surplus property; and

WHEREAS, when the Port disposes of a capital asset, that asset must be removed from the Port’s balance sheet to adhere to generally accepted accounting principles (GAAP); and

WHEREAS, as discussed at the August 27, 2024 Commission Meeting, Clover Island North Island Dock and Gangway dock replacement would cost upwards of \$750,000 and that the main stem Columbia’s strong current was likely to detrimentally impact any future dock in that location, and that the port had sufficient additional public dock space within the calm inner harbor. Commissioners and staff thus agreed removal of the dock was economically favorable to the Port and its constituents verses the financial impact of constructing a new dock. Port and tenant agreed to terms of removal of the dock as presented in Resolution 2024-17; and

WHEREAS, for Port property dispositions, the Port Chief Executive Officer is directed to present to the Commission an itemized list of the property and to make written certification that the listed property is no longer needed for Port District purposes.

NOW, THEREFORE, BE IT RESOLVED the Port of Kennewick Commissioners authorize the Chief Executive Officer to surplus Port property no longer needed for Port purposes as identified in “Exhibit A”. For GAAP purposes, the Port will use a surplus date of August 27, 2024, to remove the Clover Island North Dock and Gangway from the Port’s balance sheet.

ADOPTED by the Board of Commissioners of Port of Kennewick this 25th day of February 2025.

**PORT of KENNEWICK
BOARD of COMMISSIONERS**

By: DocuSigned by:
Skip Novakovich
0E53A30E1C8E442...

SKIP NOVAKOVICH, President

By: DocuSigned by:
Kenneth Hohenberg
89F77EAC8921416...

KENNETH HOHENBERG, Vice President

By: DocuSigned by:
Thomas Moak
A35176A2D2CD413...

THOMAS MOAK, Secretary

RESOLUTION 2025-03

“Exhibit A”

Clover Island North Dock and Gangway

Asset #	Description	Date	Cost	Depreciation	Net Book Value
290	Dock	12/31/95	\$332.04	\$240.70	\$91.34
307	Dock Improvements	12/31/96	\$90,192.94	\$60,880.14	\$29,312.80
1114	Dock Improvements	9/30/11	\$21,608.23	\$17,646.74	\$3,961.49
TOTAL DOCK & GANGWAY			\$112,133.21	\$78,767.58	\$33,365.63

CFO/Auditor Certification: DocuSigned by:
Nick Kooiker
DAC096A4B5BD4FB... 2/25/2025
Nick Kooiker Date

PORT OF KENNEWICK

RESOLUTION 2025-04

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE
PORT OF KENNEWICK AUTHORIZING THE
PORT CHIEF EXECUTIVE OFFICER
TO SELL AND CONVEY SURPLUS PROPERTY**

WHEREAS, the Board of Commissioners of the Port of Kennewick met this 25th day of February, 2025, a quorum of the Commissioners being present; and

WHEREAS, RCW 53.08.090 provides that the Port Commissioners may authorize the Port Chief Executive Officer to sell and convey surplus property; and

WHEREAS, when the Port disposes of a capital asset, that asset must be removed from the Port’s balance sheet to adhere to generally accepted accounting principles (GAAP); and

WHEREAS, Oak Street Building DB-D suffered fire damage located at 1328 E 3rd Avenue. The Port invoked Article 23: *Landlord’s Termination Rights* to terminate all leases associated with DB-D by July 31, 2024, in order to start building demolition. Demolition contract was awarded October 14, 2024; and

WHEREAS, for Port property dispositions, the Port Chief Executive Officer is directed to present to the Commission an itemized list of the property and to make written certification that the listed property is no longer needed for Port District purposes.

NOW, THEREFORE, BE IT RESOLVED the Port of Kennewick Commissioners authorize the Chief Executive Officer to surplus Port property no longer needed for Port purposes as identified in “Exhibit A”. GASB Statement No. 62 deems the asset impaired once the asset is abandoned. The Port will use a surplus date of August 1, 2024 (date of abandonment), to remove the assets associated with Oak Street Development DB-D from the Port’s balance sheet.

ADOPTED by the Board of Commissioners of Port of Kennewick this 25th day of February 2025.

**PORT of KENNEWICK
BOARD of COMMISSIONERS**

By: DocuSigned by:
Ship Novakovich
0E53A30E1C8E442...
SKIP NOVAKOVICH, President

By: DocuSigned by:
Kenneth Hohenberg
89F77EAC8921416...
KENNETH HOHENBERG, Vice President

By: DocuSigned by:
Thomas Moak
A35176A2D2CD413...
THOMAS MOAK, Secretary

RESOLUTION 2025-04

“Exhibit A”

DB-4 Oak Street Building

<u>Asset #</u>	<u>Asset Description</u>	<u>Date in Service</u>	<u>Cost</u>	<u>Depreciation</u>	<u>Book Value</u>
663	Donaldson Building-DB3	10/17/01	300,927.65	266,822.60	34,105.05
732	6' Chain Link Fence Heater Installations & Improvements	10/31/03	8,664.00	8,664.00	0.00
805		12/31/05	12,337.00	12,337.00	0.00
898	Installation of Gutters	1/31/06	2,879.00	2,879.00	0.00
900	Signs at DB3 & DB4	12/31/06	4,218.83	4,218.83	0.00
1083	HVAC -air conditioner unit spaces 7 & 8 Building Improvements - Amps and	2/23/11	1,515.18	1,515.18	0.00
1220	Circuits	7/14/15	4,894.24	4,894.24	0.00
TOTAL			335,435.90	301,330.85	34,105.05

CFO/Auditor Certification:

DocuSigned by:

 DAC096A4B5BD4FB...

2/25/2025

Nick Kooiker

Date

PORT OF KENNEWICK

RESOLUTION No. 2025-05

***A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF THE PORT OF KENNEWICK
APPROVING THE VISTA FIELD INSTITUTIONAL USER REPORT***

WHEREAS, the commission has established a goal for the CEO consisting of providing a plan for identification and recruitment of an institutional user for Vista Field; and

WHEREAS, the commission recognizes the importance of such a user and its addition to the vitality of the mixed-use community; and

WHEREAS, the port CEO, in furtherance of a commission goal, has submitted a report (the Report) for identification and recruitment of an institutional user at Vista Field; and

WHEREAS, the commission approves of and accepts the Report as presented; and

NOW, THEREFORE, BE IT RESOLVED that the Port of Kennewick Board of Commissioners hereby ratifies and approves the Report for identification and recruitment of an institutional user at Vista Field.

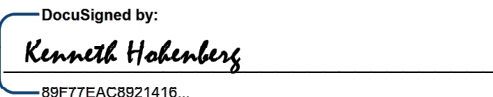
BE IT FURTHER RESOLVED that the Commissioners hereby approve and accept the Report for 2025-2026 CEO Goal #3.


BE IT FURTHER RESOLVED that the Port of Kennewick Board of Commissioners hereby ratify and approve all action by port officers and employees in furtherance hereof; and authorize the Port Chief Executive Officer to take all action necessary in furtherance hereof.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 25th day of February 2025.

***PORT of KENNEWICK
BOARD of COMMISSIONERS***

By: 
0E53A30E1C8E442...
SKIP NOVAKOVICH, President

By: 
89F77EAC8921416...
KENNETH HOHENBERG, Vice President

By: 
A35176A2D2CD413...
THOMAS MOAK, Secretary

VISTA FIELD INSTITUTIONAL USER REPORT

2/25/25

Commission Goal:

“PRESENT A PLAN FOR IDENTIFICATION AND RECRUITMENT OF ONE INSTITUTIONAL USER AT VISTA FIELD (MUNICIPALITY, COLLEGE, ETC.).”

Definition of Institutional Use:

Institutional use means use within the lines of, or on property necessary for the operation of buildings such as hospitals, schools, libraries, auditoriums, and office complexes. *Law Insider.*

TRIDEC

(This is the regional development authority which is working with the port in recruitment efforts for appropriate businesses and institutional users for Vista Field. The Port and TRIDEC have a memorandum of understanding regarding joint recruitment efforts at Vista Field. As the port team looks to attract the appropriate institutional users at the Vista Field site, TRIDEC recognizes the value of finding the right institutional users for Vista Field and the benefits this would create not only for the Vista Field site, but for the community at large.

Comment from CEO Karl Dye:

“Building institutional users at Vista Field will provide a base of employees and guests that will want to go to Kuki Izakaya for lunch and check out the market at the Southern Gateway. These institutions will open up the next level of businesses and services available at Vista Field.”



Step One: Identification.

Commission Action Item.

First provide a list of the types of institutions we would like to recruit to Vista Field. Staff has reviewed the Master Plan to see what, if any institutional users have been directly or indirectly referenced. Staff also made an outreach to Town Architect Matt Lambert of DPZ for suggested uses which are consistent with the vision of Vista Field. The draft list of potential institutional users with Matt Lambert’s analysis are attached as Exhibits “A” and “B” respectively.

With this memo and presentation, I hope to gain insight from the commission on the direction of the “Institutional User” objective.

It should be noted that port staff are currently having exploratory discussions with a governmental entity who may be interested in acquiring property to construct a multi-story administrative and mixed-use building at Vista Field.

Additionally, I have had a conversation with Kennewick Police Chief Chris Guerrero about the police department using the Vista Pavilions at night as a temporary “mini-station” where on-duty officers could park their police cars and have keyed access to the restrooms and utilize high-speed internet capabilities to prepare reports and other paperwork. The Chief indicated that this location would be ideal, even in temporary form, and would be viewed by residents, business owners, and the public as a valuable safety measure for Vista Field and would be consistent with the master plan. It could also help deter unwanted activity in that area and protect the port’s investment in the public amenities.

Depending on the type of institutional user, the port commission could, on a case-by-case basis, consider partnering opportunities.

And keep in mind, some institutional users could be either large, such as a transit facility (as an example only), or quite small, such as an artistic bus stop (again, only as an example).

Additional considerations would include assisting the potential institutional user in locating an appropriate site, whether in Phase I or later phases.



EXHIBIT “A”

POTENTIAL INSTITUTIONAL USES

Not Intended to be an All-Encompassing List

- Government Agency Offices, including public safety facilities such as police and/or fire
- Mass Transportation (transfer stations, bus stops, artistic bus shelters)
- Hospitals/Medical Facilities (mainly ancillary facilities such as 24-hour minor emergency or mini-clinics)
- Universities (branch or satellite offices, classroom, etc.) and schools could also include associated housing or dormitories
- Public Facilities such as auditoriums, museums, libraries, community centers, etc.
- Appropriate Non-Profit agency offices/service buildings
- Financial Institutions
- Athletic Complexes
- Civic, philanthropic or fraternal organizations (Rotary, Kiwanis, etc.)
- Other uses as approved/identified by the Port Commission

EXHIBIT “B”

ANALYSIS FROM MATT LAMBERT, DPZ



Below are some comments on the Port’s initial list. For the most part these are notes about where certain uses would be best. We need to be careful along Crosswind Boulevard- the ground floor spaces need to have interesting things to look at and to be active and inviting. We don’t want things like real estate, offices, and institutions that would tend to have a large footprint or a non-active frontage. Otherwise, there are a lot of opportunities along Vista Field Boulevard and Grandridge Boulevard that work for institutions. And institutions can be a good draw for people, pushing traffic onto Crosswind Boulevard to build a bigger customer base. However, large format buildings need to be handled carefully, and institutional uses that require a lot of parking would be difficult to accommodate.

- **Government agency offices, including public safety facilities such as police and fire:**
 - **Fire Station:** Nearby already, no additional need
 - **Police:** The Pavilion (former hangar) integrated idea makes sense. Other than that, you don’t want to locate them along a Main Street as these are a dead space. Uses like this can be located along Deschutes or mid-block, or perhaps the furthest western end of Grandridge. The main takeaway is that it’s not great on the Main Street. But integrated into the pavilions (former hangers) is good, or just behind them.

- **Other agency offices:** They aren't ideal on main streets, could be ok on Vista Field Boulevard, though not along the park. Their traffic-generation is to be considered in terms of getting people to drive down Crosswind Boulevard, which is good for retail exposure. But parking generation could be a concern for users like a DMV - too much for our limited parking.
- **Mass Transportation (bus stops and artistic bus shelters):**
 - Very desirable. Location to be considered with route. Only concern is any push for wider travel lanes as a result of bus mirrors. Is it plausible to have a bus route through Vista Field?
- **Hospitals/Medical facilities (mainly ancillary facilities such as 24-hour mini-clinics):**
 - Not generally desirable. They are ok along West Deschutes Avenue. There are locations along Vista Field Boulevard that would be ok. The issue here is that they generally have to have blinds closed in windows for patient privacy and they are also significant parking generators. It's nice to have something small like a dentist or ortho, or other small clinic, but not a full-blown medical office building, and certainly not hospital or emergency facility. Something like a Zoom-Care or One Medical can be ok, but we wouldn't want them on Crosswind Boulevard.
- **Universities (branch or satellite offices, classroom, etc.) and schools including associated housing or dormitories:**
 - Excellent upper story use in Main Street buildings. Not a good ground-floor use along Crosswind Boulevard. May be ok along Vista Field Boulevard. A facility with classrooms and dorms would work well along Vista Field Boulevard, especially north where we have planned surface parking behind the buildings. Not a great use along Daybreak Commons other than a relatively narrow frontage - e.g. they could have one building with 50-70ft of frontage with the rest of the facility further back. But they would be better on Vista Field Boulevard near the existing fire station.
- **Public facilities such as auditoriums, museums, libraries, etc.:**
 - Yes, cultural facilities are excellent. Like the former performing arts center goal, these are great on civic spaces like Daybreak Commons, or the two other parks at the NE and SW portions of the site, or at street view terminations along Vista Field Boulevard. Libraries are good traffic drivers during the day and are good to

help anchor a Main Street, so that would be good on Crosswind Boulevard, north of Vista Field Boulevard.

- A small theater, black box, dance studio, music school, etc. would work on Crosswind Boulevard or Vista Field Boulevard. Not a large one though, those are more limited in location. These can be good draws for post-performance or for parents transporting their kids, who can then patronize Main Street businesses.
- **Appropriate non-profit agencies:**
 - These would fit in office space in the upper stories along Crosswind Boulevard or along Vista Field Boulevard.
 - Arts non-profits would be good to be integrated into Main Street areas.
- **Financial institutions:**
 - Drive-throughs are a concern. We can't support that along Crosswind Boulevard. Financial institutions are convenient, but not critical. I'd consider this for West Deschutes Avenue or the SW portion of the site - further into the future.
- **Community centers:**
 - This depends on the scale. Not great on a Main Street but good on a civic space. Similar location to the university consideration.
- **Athletic complexes:**
 - There isn't room for this and Lawrence Scott Park is already nearby. Improving the crossing of Kellogg Street to access the park would be a priority.
- **Civic, philanthropic or fraternal organizations (Rotary, Kiwanis, etc.):**
 - These are similar to the non-profits. Not great on the Main Street ground floor, fine on upper floors or along Vista Field Boulevard, West Deschutes Avenue, or Grandridge Boulevard.
- **Other uses as approved/identified by the Port Commission:**
 - Small Athletic Uses - can be good, things like a small gym, Pilates, yoga, etc. This is good in a small amount along the Main Street district, or the other major roads. We wouldn't want many on Crosswind Boulevard, but a single one there would work south of Vista Field Boulevard, others north of Vista Field Boulevard or along Vista Field Boulevard, or Grandridge Boulevard, etc.

Matthew Lambert DPZ CoDesign
matt@dpz.com

Step Two: Recruitment.

Staff will pursue potential users by various methods including contact with specific users identified in the list provide in Exhibit “A”; outreach by Director of Real Estate, Amber Hanchette in the course of outreach and marketing activities; and by working with TRIDEC according to our MOU for Vista Field recruitment. Additionally, continued dialogue with specific potential users who have already been contacted by the port would continue.

As with any planning document, this “guidepost” should be considered a living document, subject to variation over time based on on-the-ground situations.



AGENDA REPORT

TO: Port Commission

FROM: Larry Peterson

MEETING DATE: 03/11/25

AGENDA ITEM: Resolution 2025-06 Amending Comprehensive Scheme of Development (2025-2026 CEO Goal #8)

I. **REFERENCE(S):** Resolution 2025-06, Historic Waterfront Master Plan and Exhibit #2 {excerpts from adopted Comprehensive Scheme of Development}

II. **FISCAL IMPACT:** N/A

III. **DISCUSSION:** State Law (RCW 53.20) requires Port district's to have a Comprehensive Scheme of Development and Harbor Improvements (Comp Scheme) and capital expenditures must be consistent with the Comp Scheme. The Port of Kennewick's Comp Scheme was completely revised and replaced in November 2016 by Resolution 2016-33 and then updated in October 2017 by Resolution 2017-19 to incorporate the 2017 Tri-City Raceway Redevelopment Master Plan and the 2017 The Vista Field Redevelopment Master Plan. The Comp Scheme was revised again in October 2019 by Resolution 2019-27 to identify the West Richland Industrial Site as surplus to the Port's needs.

Since last updated in 2019 the Port Commission has adopted the Kennewick Historic Waterfront District Master Plan in June 2021 by Resolution 2021-12. Additional significant process has been made on project originally identified in 2016 and other properties listed in the document has been diverse, therefore a "house-keeping" update seems appropriate.

A public hearing was scheduled and advertised for March 11, 2025, at the Port Commission's regular 2:00 p.m. meeting. Following conduct and closure of the public hearing, the Commission could elect to consider approving the attached resolution which would officially amend the Comprehensive Scheme of Harbor Improvement document to include incorporate the 2021 Historic Waterfront District Master Plan and provide limited text updates to reflect progress and status of various projects.

IV. **ACTION REQUESTED OF COMMISSION:**

Motion: I move approval of Resolution 2025-06 amending the Comprehensive Scheme of Development.

PORT OF KENNEWICK

RESOLUTION No. 2025-06

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF KENNEWICK AMENDING ITS COMPREHENSIVE SCHEME OF DEVELOPMENT AND HARBOR IMPROVEMENTS & DECLARING PARCELS WITHIN THE VISTA FIELD REDEVELOPMENT MASTER PLAN SURPLUS TO THE PORT'S NEEDS

WHEREAS, RCW 53.20 requires port districts to adopt a Comprehensive Scheme of Development and Harbor Improvements which serves as the guide for future Port investment and actions;

WHEREAS, the Port adopted a Comprehensive Scheme of Development by Resolution 2016-33 on November 8, 2016;

WHEREAS, the Port of Kennewick has and will continue to play a role in accommodating economic growth by acquiring, developing, selling and leasing land; and

WHEREAS, input from the public and City of West Richland regarding the future redevelopment of the former Tri-City Raceway was obtained throughout the planning process;

WHEREAS, the Port of Kennewick adopted the former Tri-City Raceway Master Plan by Resolution 2017-07 on March 28, 2017;

WHEREAS, input from the public and the City of Kennewick regarding the redevelopment of Vista Field was obtained throughout the planning process; and

WHEREAS, the Port of Kennewick adopted the Vista Field Redevelopment Master Plan by Resolution 2017-17 on October 24, 2017;

WHEREAS, the Port of Kennewick amended its Comprehensive Scheme of Development to incorporate the Vista Field Redevelopment Master Plan and the Tri-City Raceway Master Plan as evidenced by adoption of Resolution 2017-19 on October 24, 2017;

WHEREAS, the Port of Kennewick amended the Comprehensive Scheme of Development to deem the Port's West Richland Industrial Site as surplus to the Port's needs as evidenced by adoption of Resolution 2019-22 on October 8, 2019;

WHEREAS, input from the public and the City of Kennewick regarding Kennewick's Historic Waterfront was obtained throughout the planning process;

WHEREAS, the Port of Kennewick adopted the Historic Waterfront District Master Plan by Resolution 2021-22 on June 21, 2021;

WHEREAS, the Port Staff has determined parcels within the adopted 2017 Vista Field Redevelopment Master Plan are no longer needed and are surplus to the Port's purposes, and that the Port's mission of economic development is best suited by negotiated sales of the parcels;

WHEREAS, pursuant to RCW 53.08.090, the Port's Chief Executive Officer has certified to the Port Commission that parcels within the adopted 2017 Vista Field Redevelopment Master Plan are no longer needed for Port district purposes, and that Port's mission of economic development is best suited by negotiated sales of the parcels;

WHEREAS, the estimated value of the parcels within the adopted 2017 Vista Field Redevelopment Master Plan which are proposed to be declared surplus and exchanged exceeds \$22,000 in value and therefore requires Commission approval prior to transfer of the property pursuant to RCW 53.08.090,

WHEREAS, on Tuesday, March 11, 2025, after public notice, as required by law, the Board of Commissioners conducted a public hearing, held in the Commission Chambers of the Port Offices located at 350 Clover Island Drive, Kennewick, WA to amend the Comp Scheme to include the Historic Waterfront District Master Plan and modify the document text to clarify the Port's intent to sell and/or lease lands consistent with the adopted 2017 Vista Field Redevelopment Master Plan and proactively establish that lands encompassed within approved sale and/or lease proposals are deemed surplus to the Port's needs, provided however, each discreet sale and lease of land will require Commission consideration and approval at a meeting open to the public, consistent with the Port's adopted Polies and Procedures;

WHEREAS, notice of the hearing on declaring the properties surplus and the Comprehensive Plan amendment was given as provided by law (copy of said notice attached hereto as "Exhibit 1") and such public hearing was held at such time and place and on said date; and

WHEREAS, after public comment, Commission and Staff discussion and Commission consideration of the proposed amendment to said Comprehensive Scheme, the Board of Commissioners determined that parcels within the adopted 2017 Vista Field Redevelopment Master Plan are surplus to the Port's need, that Port's mission of economic development is best suited by negotiated sales of the parcels; and that the Port's Comprehensive Scheme should be updated accordingly.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Board of Commissioners of the Port of Kennewick that after and pursuant to a public hearing held on the 11th day of March 2025, after notice thereof duly given in the manner required by law, and after public comment, the Board of Commissioners of the Port of Kennewick does hereby that lands encompassed within approved sale and/or lease proposals are deemed surplus to the Port's needs, provided however, each discreet sale and lease of land will require Commission consideration and approval at a meeting open to the public, consistent with the Port's adopted Polies and Procedures;

BE IT FURTHER RESOLVED that the Board of Commissioners of the Port of Kennewick adopt the Update to the Port's Comprehensive Scheme of Development as identified as "Exhibit 2";

BE IT FURTHER RESOLVED that previous versions of the Comprehensive Scheme and any resolutions amending the previous Comprehensive Schemes are superseded by this updated Comprehensive Scheme;

BE IT FURTHER RESOLVED that the Commissioners that the Commissioners hereby approve Goal #8 of the CEO's 2025/26 goals and objectives; and

BE IT FURTHER RESOLVED that the Port of Kennewick Board of Commissioners hereby ratify and approve all action by port officers and employees in furtherance hereof; and authorize the Port Chief Executive Officer to take all action necessary in furtherance hereof, provided however, each discreet sale and lease of land will require Commission consideration and approval at a meeting open to the public, consistent with the Port's adopted Polies and Procedures.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 11th day of March 2025.

***PORT of KENNEWICK
BOARD OF COMMISSIONERS***

By: _____

SKIP NOVAKOVICH, President

By: _____

KENNETH HOHENBERG, Vice President

By: _____

THOMAS MOAK, Secretary

From: [The Legals Adportal](#)
To: [Accounts Payable Group](#)
Subject: Thank you for placing your order with us IPL0219284
Date: Monday, February 24, 2025 11:50:52 AM

THANK YOU for your ad submission!

This is your confirmation that your order has been submitted. Below are the details of your transaction. Please save this confirmation for your records. This transaction will show up on your credit card statement as McClatchy.

All orders include a 7% service fee. For any questions, please contact us directly by email: c3legals@mcclatchy.com.

Job Details

Order Number: **IPL0219284**
 Classification: [Legals & Public Notices](#)
 Package: [TRI - Legal Ads](#)
 Order Cost: \$220.10

Account Details

KENNEWICK PORT OF IP
 350 N CLOVER ISLAND DR #200
 KENNEWICK, WA ♦ 99336
 509-586-1186
accountspayable@portofkennewick.org
 KENNEWICK PORT OF

Schedule for ad number IPL02192840

Sun Mar 2, 2025
 Tri-City Herald *All Zones*
Wed Mar 5, 2025
 Tri-City Herald *All Zones*
Sun Mar 9, 2025
 Tri-City Herald *All Zones*

Port of Kennewick Public Hearing Notice

The Port of Kennewick will hold a public hearing on Tuesday, March 11, 2025 at 2:00 pm, or as soon thereafter as possible, in the Commission Chambers located at Port of Kennewick, 350 Clover Island Drive, Suite 200, Kennewick, Washington, to receive statements for and against amending the Port's Comprehensive Scheme of Development and Harbor Improvements (commonly known as Comp Scheme). The public is welcome and encouraged to attend. Please direct questions to 509-586-1186.

/s/

Skip Novakovich, President, Board of Commissioners, Port of Kennewick

Noticed dated: February 24, 2025

IPL0219284

Mar 2,5,9 2025

Port of Kennewick Comprehensive Scheme Update

EXHIBIT 2



Table of Contents

TITLE	PAGE
Introduction	1
Port Urban Revitalization and Redevelopment Priorities	6
Revenues, Expenses, and Capital Improvement Plan	14
Future Comprehensive Scheme Revisions	19
References	20
Appendix A List of Abbreviations	
Appendix B Partner, Public Meeting and Port Commission Retreat Summaries	
Appendix C Port of Kennewick History Highlights	
Appendix D Regional Population and Economic Conditions Summary	
Appendix E Cash Flow Projection and Capital Improvements Plan	

INTRODUCTION

The Port of Kennewick (Port) has made limited updates its Comprehensive Scheme of Development (Comprehensive Scheme) consistent with Washington State requirements, and as approved by the Port Commission by Resolution 2017-19, approved October 24, 2017 and [Resolution 2025-25, approved March 11, 2025](#).

Prior to this, the most recent update process was completed in 2016. It included public meetings and meetings with Port development partners, in addition to several meetings with Port staff and Commissioners. A Port Commission retreat was held in fall 2016 to confirm priorities and directions in the Comprehensive Scheme for the next several years. The Port Commission revisits and updates these priorities every few years, as appropriate. Every 2 years, the Port budgeting process includes a more detailed implementation plan for the priorities and projects identified in the Comprehensive Scheme.

In recent years, the Port has evolved into an agency focused on urban revitalization and redevelopment. Consistent with Port Commission direction, for the next several years, the Port expects to focus on projects for the Kennewick waterfront and Vista Field, Kennewick waterfront urban revitalization includes activities on Clover Island and along Columbia Drive. The Port will also continue to own, manage, and maintain its other holdings and properties.

Comprehensive Scheme Process

The Revised Code of Washington (RCW) 53.20.010 requires ports in Washington to adopt a comprehensive scheme of harbor improvements and identify existing and future capital improvements. The requirements for a comprehensive scheme differ from the Washington State Growth Management Act (GMA) planning efforts. Therefore, this document does not qualify as a master plan or other GMA plan.

The Port has flexibility in what to address in the Comprehensive Scheme. The RCW requires Ports to identify improvements in the Comprehensive Scheme, and provide opportunity for public input on these improvements before implementing actions. Although the RCW language is specific to harbor improvements, the Port is addressing all major improvements planned during the next several years within this document.

Stakeholder and Public Participation

Ports are required to involve the public in the planning process by making the draft Comprehensive Scheme available for public comment. In accordance with Washington State regulations, the Port has involved agency partners and the public in the scheme planning process. In 2015, the Port (and

members of the consultant team who are supporting the Comprehensive Scheme update) held meetings and conference calls, and conducted a qualitative survey with representatives from the Cities of Kennewick, Richland, West Richland, Benton City, Benton County, and the Ports of Benton and Pasco. At these meetings, agency representatives provided input on potential Port development goals, plans, and opportunities for the properties or opportunity areas within each jurisdiction. Appendix B includes a summary from these meetings (Appendix A include a list of abbreviations used in the document).

The Port held four public workshops in spring 2015 to receive public input on the focus and direction of the updated Comprehensive Scheme. Meetings were held in West Richland, Richland, and Kennewick. Additionally, the Port held a retreat in September 2016 focused on Comprehensive Scheme priorities, held workshops on updated plan elements, and conducted a public hearing in November 2016 to accept and consider additional public comment on the 2016 draft Comprehensive Scheme. The public meetings, retreat, workshops, and hearing were advertised extensively. Notes from the public meetings, retreat, workshops, and hearing are provided in Appendix B. This 2018 update includes the most recent information on applicable port approved master plans and priorities for Vista Field and the former Tri-City Raceway Redevelopment property.

Port Mission and Goals

The Port's mission in recent years, and as reaffirmed in this Comprehensive Scheme, is to identify and implement sound urban revitalization and redevelopment opportunities that create jobs and/or improve the quality of life for citizens of the Port District. To carry out this mission, the Port plans to take the following actions:

- Undertake Vista Field redevelopment.
- Continue with Kennewick [Historic](#)-Waterfront urban revitalization projects.
- Pursue fewer projects while selecting projects with the greatest benefit to the community.
- Focus on waterfront development/redevelopment.
- Realize and support economic development opportunities with wine, culinary, and tourism industry.
- Continue to secure grant funding opportunities.
- Remain focused on containing operational expenses.
- Remain solidly focused on the Port's core redevelopment business lines and established priorities; not swayed by the oscillating influence of external entities.
- Maintain a strong focus on successfully running daily Port operations.

Consistent with Port Commission direction, for the next several years, the Port will focus on redevelopment projects for the Kennewick waterfront and Vista Field, while advancing the West Richland Tri-City Raceway redevelopment and the Richland Island View area plans and development activities (PoK 2016). The Port will continue to own, manage, and maintain many of its other

holdings and properties, and also encourage sustainable business and commercial development District-wide. Port budgets, staffing assignments, and other resources will be aligned with the redevelopment direction established by the Port Commission.

Through this Comprehensive Scheme, the Port Commission also reaffirms primary elements of resolution (No. 2014-31) with budget and financing goals for Port projects. This resolution included the following elements:

- Pursuing fewer projects and selecting projects with the greatest return to the Port and taxpayers
- Pursuing projects with development partners who demonstrate support (i.e., matching funds, political/citizen/taxpayer support, and enthusiasm)
- Working toward closing an existing operating gap between operational revenue coming in and expenses

The Port intends to apply these principles in Port financial decisions, capital expenditure, and management activities for Port operations and properties.

Port History

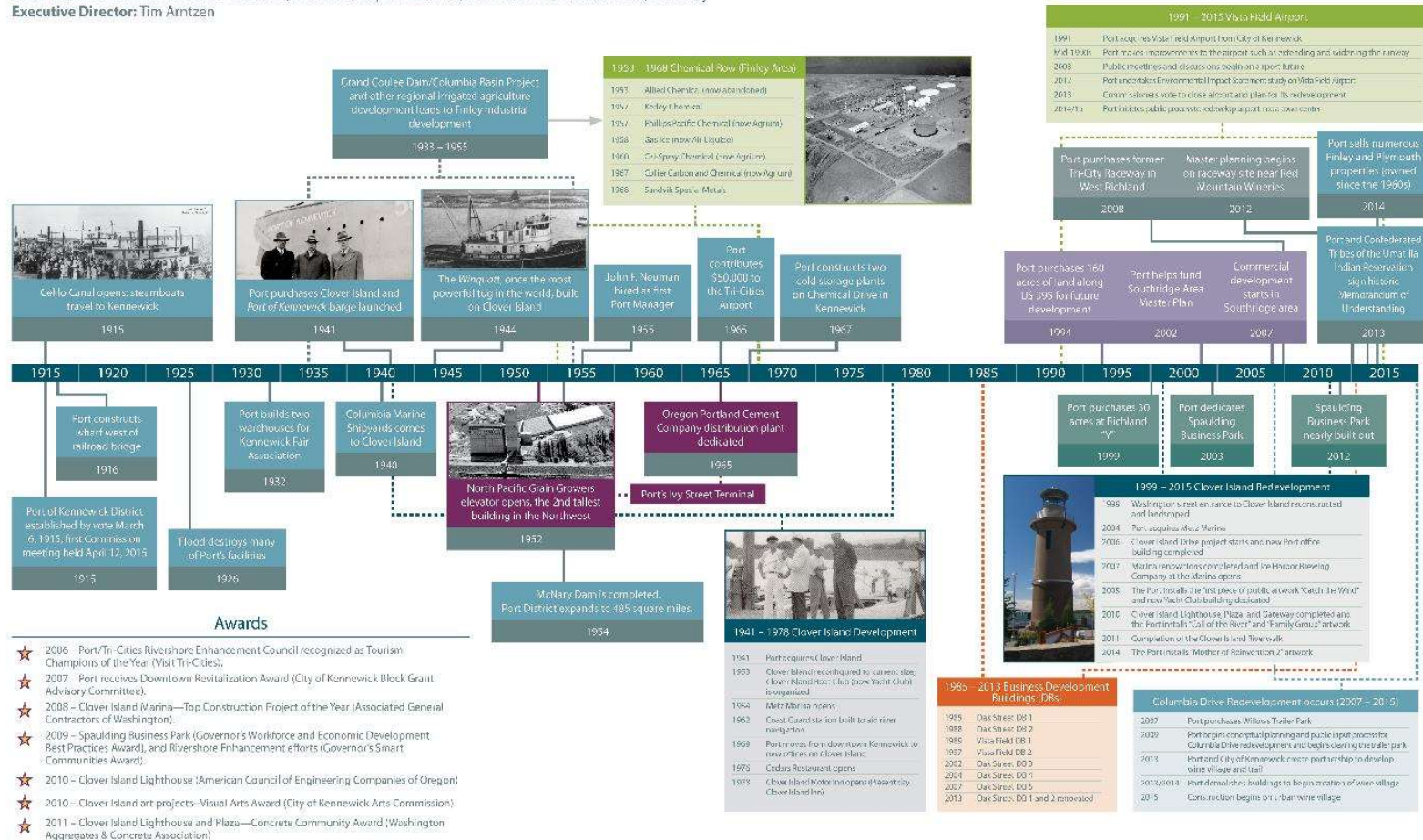
The Port was created in 1915. In 1916, the Port held a public hearing and adopted its first Comprehensive Scheme document, which needed voter approval before any funding could be expended. Included in the Comprehensive Scheme were modest proposed improvements to the Ivy Street Terminal, a suggested concept to close off the upstream end of the channel between the shoreline and Clover Island, and dredge to create a boat basin. The Port's budget was \$2,000 in 1916 and \$1,800 in 1917.

Since 1915, the Port's mission and services have evolved as the local economy has grown—what started out as a small Port District providing docking and terminal facilities for steamboats has grown to a large Port District with a mission focused on urban revitalization and redevelopment and serving the cities of Kennewick and West Richland, and portions of the City of Richland, Benton City, and Benton County. Highlights of this history are provided in the timeline in Figure 1.

The Port has achieved several notable successes during its 100-year history, including success in barging, warehousing, rail services, and industrial development. The Port has fostered the creation of thousands of jobs in the Port District boundaries, stimulating Clover Island and Spaulding Business Park redevelopment, and helping businesses such as TiLite, GBW Railcar Services, and Pacific Rim Estates grow. What started out as a modest Port beginning focused on just a few services has grown to a multi-faceted organization providing redevelopment services in the Port District and for the region. Appendix C includes a Port history throughout the last 100 years, highlighting in greater detail the many accomplishments achieved by the Port, as well as its development partners through the years. This action enlarged the Port District to the current boundaries identified in Figure 2.

Port of Kennebec Highlights (1915 – 2015)

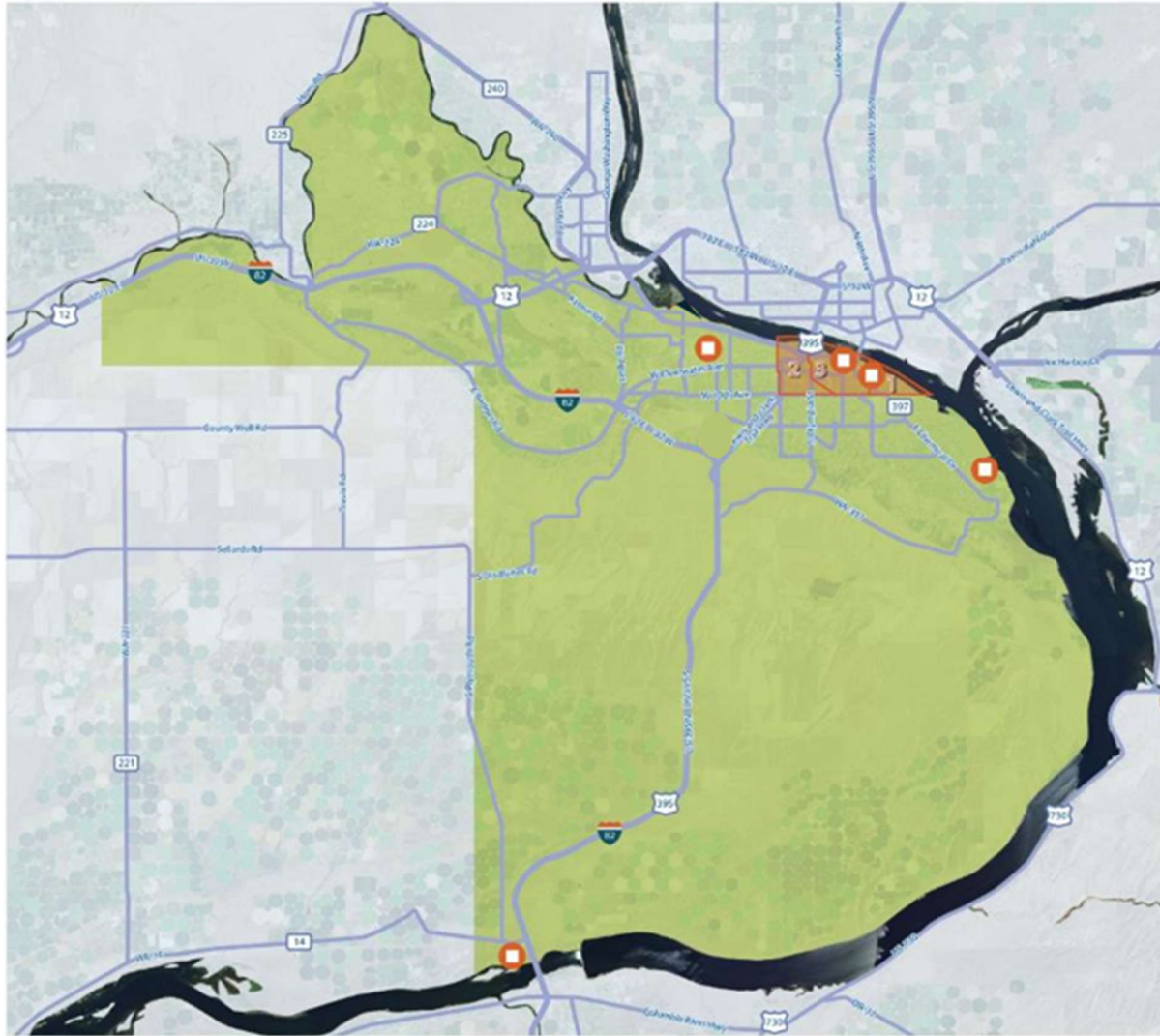
2015 Board of Commissioners: Don Barnes, President; Skip Novakovich, Vice President; Thomas Moak, Secretary
Executive Director: Tim Arntzen



Awards

- ★ 2006 - Port/Tri-Cities Rivershore Enhancement Council recognized as Tourism Champions of the Year (Visit Tri-Cities).
- ★ 2007 - Port receives Downtown Revitalization Award (City of Kennebec Block Grant Advisory Committee).
- ★ 2008 - Clover Island Marina—Top Construction Project of the Year (Associated General Contractors of Washington).
- ★ 2009 - Spaulding Business Park (Governor's Workforce and Economic Development Best Practices Award), and Rivershore Enhancement efforts (Governor's Smart Communities Award).
- ★ 2010 - Clover Island Lighthouse (American Council of Engineering Companies of Oregon)
- ★ 2010 - Clover Island art projects—Visual Arts Award (City of Kennebec Arts Commission)
- ★ 2011 - Clover Island Lighthouse and Plaza—Concrete Community Award (Washington Aggregates & Concrete Association)





■ Current Port Properties
 ■ Current Port Boundaries
 ■ 1915 Boundaries
FIGURE 2. SITE MAP

Recent Transition to Urban Revitalization and Redevelopment

In recent years, the Port has started to concentrate its efforts on urban revitalization and redevelopment. In the mid-2000s, redevelopment focus areas included the Spaulding Business Park in Richland and Clover Island. Other redevelopment opportunities have emerged in recent years with the Port Commission decision to close Vista Field Airport in 2013, expand redevelopment beyond Clover Island to include other areas of the Kennewick waterfront, and acquire and redevelop the former raceway property in West Richland. Objectives for redevelopment include:

- Reconnect community areas to water, where possible.
- Concentrate investment in developed areas.
- Complement existing public and private investments.
- Encourage economic sustainability.

PORT URBAN REVITALIZATION AND REDEVELOPMENT PRIORITIES

This section is an overview of the Port's existing redevelopment priority properties as established by the Port Commission, including recent development initiatives and future plans for the properties. For the next several years, the Port will focus on redevelopment projects for Vista Field and the Kennewick waterfront. The Port will manage its other projects to support successful implementation of the redevelopment priorities. This would include, but not necessarily be limited to, continuing operations and maintenance of facilities but not making additional investments in other properties, selling, or otherwise divesting other properties (such as Plymouth, or Hedges properties) and other activities. The Port will also continue to monitor local and regional economic conditions and make adjustments accordingly. A summary of current economic conditions is provided in Appendix D.

Vista Field Redevelopment Area

The Vista Field Airport is in the heart of the Tri-Cities metropolitan area within the Kennewick city limits, between Grandridge Boulevard and Deschutes Avenue. It is adjacent to the Three Rivers Entertainment District (Toyota Center Coliseum, Three Rivers Convention Center, and Tri-Cities Business & Visitor Center).

In fall 2012, the Port Commissioners decided to conduct a comprehensive planning effort to obtain additional information to use in making a final decision. The planning effort included preparing a comprehensive economic analysis and Environmental Impact Statement. The Port initiated this additional planning effort, which included evaluating three alternatives for Vista Field: 1) further develop and enhance the airport for aviation and associated commercial development; 2) close and redevelop the airport properties; or 3) retain Vista Field as an operating airport with an annual subsidy. The planning effort provided significant opportunity for public input, and included environmental review for alternatives 1 and 2 through the preparation of an Environmental Impact Statement, with associated economic analysis.

On April 17, 2013, the Port Commissioners unanimously voted to close and redevelop the airport. The decision was based on the additional financial information and findings of the latest planning and analysis effort, which clearly showed Vista Field redevelopment was economically advantageous to the regional economy and the Port financial operations, compared to the limited revenue opportunities without Federal Aviation Administration funding and costs of maintaining airport operations or making additional airport investments. The Vista Field property is highly visible due to its central location in the City of Kennewick's entertainment district.



FIGURE 3. VISTA FIELD REDEVELOPMENT AREA

The property encompasses approximately 103 acres (Figure 3). The parcels are zoned [Urban Mixed Use \(UMU\)](#). Municipal services are available to the site. [The Port owns several former aviation-oriented buildings at Vista Field](#), including corporate hangars (4,500 square feet); and two “T” hangars (21,000 square feet).

In 2014, a citizen committee chose the firms Integrated Structures Incorporated (ISI) and Duany Plater-Zyberk (DPZ) to help develop a master plan for Vista Field redevelopment, a process that includes actively seeking public input to plan and redevelop this site into a modern urban center that creates jobs, attracts businesses, and provides a central gathering place for

generations to come. A pattern-language and charrette process was used by DPZ, ISI, and Port staff, with nearly 300 people attending meetings and providing comments. The community showed an interest in small-scale city blocks with open spaces and transit-oriented, pedestrian-friendly neighborhoods with a mix of locally unique shops, restaurants, and workspaces as critical elements. Connectivity with existing public facilities and high-traffic intersections, as well as stakeholder participation, were deemed essential to realizing the site’s full potential.

DPZ refined the community’s input, and in February 2015, they presented the draft plan for additional public comment and that plan was refined and evaluated regarding cost, feasibility, and community support. A transportation system impact evaluation was prepared in November 2015.. In October 2017, the Port Commission adopted the Vista Field Redevelopment Master Plan, which identifies the infrastructure and development plans, phasing, and administrative actions needed for successful implementation. Subsequently in December 2017 the City of Kennewick adopted the master plan as an update to the City’s Comprehensive Plan, and changed the land use designation to

Mixed Use for the redevelopment area. The Port and the City also worked together to establish a Development Agreement that identifies applicable code provisions and standards tailored to conditions at Vista Field, [applicable through at least December 2027. Phase 1 infrastructure improvements were completed in 2021 which opened approximately 20 acres in the core of the site for private sector development. The Vista Field Southern Gateway project which covered two 4,500 square foot corporate hangar building into public use pavilions was completed in spring 2025.](#)

[Private sector response is strong with numerous projects in various stages ranging from under design, within the permitting process and under construction.](#) Port continues redevelopment efforts at Vista Field by working diligently to implement the approved Master Plan. [The Port intends to sell and lease properties consistent with the adopted master plan.](#)

City of Kennewick **Historic Waterfront**

The Port currently has two urban revitalization [areas within the Kennewick's Historic Waterfront District](#), including the Columbia Drive Urban Revitalization Area and Clover Island.

Columbia Drive

Columbia Drive is located adjacent to the Columbia River and Duffy's Pond in the City of Kennewick's historic downtown. The property includes three areas, Willows, Columbia Gardens, and Cable Greens, which total 15.6 acres (Figure 4). Zoning is [Urban Mixed-Use \(UMU\)](#), and the properties have all municipal services, as well as wireless Internet coverage.

The Columbia Drive area faces development challenges, including



FIGURE 4. COLUMBIA DRIVE URBAN REVITALIZATION AREA SITE MAP

aged development and inconsistent city development standards; however, it also has many desirable qualities. Most prominent is proximity to the Columbia River and Duffy's Pond, which allow for tourism opportunities. The area is also near historic downtown Kennewick and easily accessible by several major Tri-Cities roads. It is within a few minutes of Columbia Center Boulevard, Richland, Pasco, and West Kennewick.

Redevelopment in the early phases will support creation of an urban wine and artisan village within the historic Columbia Gardens and Willows neighborhoods. The vision is to create a place where residents can stroll among wine, craft brew, and distillery tasting rooms, as well as galleries, restaurants, and boutique shops, and enjoy outdoor concerts, public art, and wildlife along a scenic nature trail.

Part of this effort has included purchasing mobile homes and assisting tenants with relocation, and demolishing vacant homes. The Port has improved its Columbia Drive properties by removing undesirable buildings, making limited infrastructure improvements, grading sites, and establishing development conditions and covenants.

The Port and the City of Kennewick signed an agreement to kick start development of the Columbia Gardens area and [made at least \\$5.5 million in improvements. In Phase 1, the City of Kennewick extended the public trail and added streetscaping to the site in 2015, with the Port constructing three buildings to accommodate boutique-production wineries, which were completed in 2017. Phase 2 involving constructing a loop road and joint-use parking was completed in 2018. The third phase completed in 2020 included a tasting room building and additional joint-use parking improvements.](#) As the phases are implemented, the Port will continue to explore potential and complementary private-sector partnerships, including property sales and leases.

Clover Island

Clover Island is in the City of Kennewick along the southern shore of the Columbia River at river mile 329, and is connected to the mainland by a causeway. The Port owns all but 1 acre of the approximately 18-acre property. The U.S. Coast Guard also owns approximately 1 acre on the southeast portion of the island.

Zoning is Commercial Marina (CM) and available utilities include water, sewer, electricity, and natural gas. Current Port-owned buildings at this site include the previous administrative office, administrative office/retail space, yacht club/office space, Clover Island Marina, and a lighthouse.

Clover Island is a mixed-use development area centered on waterfront access and amenities. The island is home to the Clover Island Marina, which was relocated and completely rebuilt in 2007 to 2008. The Port developed the marina into the premier boat moorage facility in the Tri-Cities as a portal for citizens and visitors to experience the Columbia and Snake rivers, as well as a place for Tri-Cities residents to fish and enjoy river views. In addition to the marina, Clover Island supports many businesses, including two restaurants (Cedars restaurant and Ice Harbor Brewing Company), a 150-

room hotel that includes a bar and grill (Clover Island Inn), and the Clover Island Yacht Club, which is located on the west side of the island.

Over the past 20 years, the Port has steadily made additional improvements on the island. These Port investments were guided by a 2005 Clover Island Master Plan (Makers 2005) and future investments will be guided by the Historic Waterfront District Master Plan (Makers 2021) associated updates are incorporated by reference for this comprehensive scheme document. In 2009, the former single-use Yacht Club site was completely redeveloped as a mixed-use facility. A parking lot was built just east of the Yacht Club, and an outdoor seating and railing area was added outside of Ice Harbor Brewing Company restaurant. The Port also constructed a lighthouse and gateway to the island, along with the Metz Family Plaza and placement of several public art displays. Paths and viewing locations, along with a statue and other improvements, provide public access and enhancements to the waterfront. In 2016, the Port constructed a boat launch parking lot and restrooms with grant and Port funding. The Port completed in 2017 the construction of the “Gathering Place” in partnership with the Confederated Tribes of the Umatilla Indian Reservation.

In 2021 Port partnered with USACE through their 1135 program to complete shoreline improvements that enhance nearshore habitat functions and shoreline aesthetics. The nearshore environment enhancement included improving substrate and refugia for salmonids in designated areas around the island. Riparian enhancement involved removing concrete along the shoreline and enhancing riparian vegetation through native plantings. These improvements are intended to reduce predatory impacts on species such as steelhead trout and Chinook salmon, and will provide additional rearing opportunities.

The Port intends to continue Clover Island enhancements to develop a mixed-use waterfront village, including retail, condominium housing, and restaurants. The Port will continue to foster tourism and economic development on Clover Island by implementing projects outlined in the Historic Waterfront District Master Plan (Makers 2021) and in this Comprehensive Scheme.

The Port will continue to market properties on Clover Island for development consistent with the Historic Waterfront District Master Plan. Per Port Commission Resolution 2022-05 adopted on January 25, 2022 the Port will not sell any land on Clover Island.

Other Port Properties

Oak Street

The Oak Street site is in northeast Kennewick off East Third Street and State Route 397. The site is approximately 29 acres and segregated into two pieces of land (Figure 5). Zoning is Heavy Industrial (IH) in the City of Kennewick for the four development buildings and the former Joe Schmidt building, and Industrial Light (IL) for the remainder of the site. The Port owns seven buildings, which cumulatively total 83,000 square feet. In 2013, two of the development buildings were renovated and [revisions to a fire damaged building were started in fall 2024 with completion scheduled for spring 2025.](#)

Throughout the past several years, the Port has averaged close to 100% occupancy in the development buildings. Oak Street businesses include manufacturing, specialty metals, warehousing, and construction, along with the Humane Society. This area's strengths include close proximity to rail service, city and transportation corridors, and State Route 397. Oak Street has flat topography although a Floodplain Designation "A," which exists due to infrequent pools of groundwater ranging from 2 to 4 inches in dept posed a development challenge. This challenge has been overcome through site design with building finished floors elevated 1 foot above the surrounding grade.

The Port intends to hold the improved Oak Street [buildings](#) for the foreseeable future and divest vacant and agriculture properties to support its redevelopment priorities.



Figure 5. OAK STREET SITE MAP

Vista Field Development Facilities

Near Vista Field, the Port owns 3.7 acres of industrial property, including Port-owned Vista Field Development Facilities (VFDF) A and B (Figure 6). VFDF rehabilitation and remodeling work was completed in [March 2025](#). This area is fully served by municipal services. The Port will continue to market the development buildings as space within them is available is available.



FIGURE 6. VISTA FIELD DEVELOPMENT FACILITIES SITE MAP

Finley Property (Twin Tracks and Hedges Lagoon)

In recent years, the Port has divested much of its Finley holdings. It currently owns two remaining properties—Twin Tracks and Hedges Lagoon—located close to the Columbia River in unincorporated Benton County about 8 miles southeast of Kennewick (Figure 7).

The Twin Tracks property is 110± acres and zoned IH. Available utilities include well, power, and natural gas. Potable water is available only through exempt wells, and sewer is provided only through on-site septic systems. Fire protection is provided by facility-specific fire-suppression systems consistent with requirements in the International Fire Code as adopted by Benton County (Benton County Code 3.18.035). Surrounding these properties are chemical manufacturing facilities, large- and small-acreage farms, residential development, and open-space recreational areas.

A portion of the Twin Tracks property (40 acres and 8,000 linear feet of rail line) is currently occupied by GBW Railcar, Inc., for rail car refurbishing, with other parcels leased for agriculture uses. The site is unique in that it is served by UP and BNSF rail, and is large enough to be able to accommodate a rail loop for unit freight train setup and loading.

The Hedges Lagoon property is 55 acres and zoned IH, with all but 3.65 acres below the ordinary high water mark. The Port could find a public agency such as the Washington State Department of Natural Resources or other resource management agency interested in owning or managing this property for recreation and/or habitat protection purposes. The Port would also want to ensure the arrangement that is proposed would be supported by the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) per the Port/CTUIR Memorandum of Understanding (MOU), if the property were to be transferred or sold to another agency.



FIGURE 7. FINLEY SITE MAP (TWIN TRACKS AND LAGOON PROPERTIES)

Plymouth Waterfront and Island

The Plymouth site is in southern Benton County near Interstate 82 and State Route 14 (Figure 8). The property totals 157.10 acres, and includes river frontage and island property, and has limited development opportunity, even though the northern parcel is zoned HI. The southern portion of the parcel is zoned Park District. Substantial electrical service is available in the immediate vicinity and natural gas is within 1,000 feet of the site. The property does not have municipal water service, sewer service, or interior roads. Water could potentially be available from the nearby Plymouth Water District. The Port has no plans for the Plymouth parcel and is open to divesting this property to an organization(s) acceptable to Native American tribes and consistent with the Port/CTUIR MOU for permanent protection of cultural and natural resources, and to provide for continued public recreation opportunities.

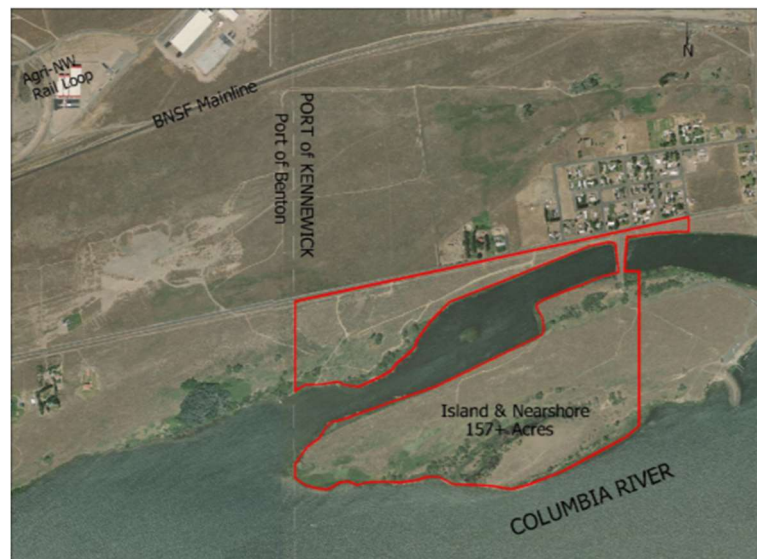


FIGURE 8. PLYMOUTH SITE MAP

TO: PORT OF KENNEWICK COMMISSION
FROM: Tim Arntzen, Chief Executive Officer
DATE: March 11, 2025
RE: Certification of Certain Port Properties as Surplus

The Port of Kennewick owns properties located within the adopted the Vista Field Redevelopment Master Plan.

The Port of Kennewick amended its Comprehensive Scheme of Development to incorporate the Vista Field Redevelopment Master Plan as evidenced by adoption of Resolution 2017-19 on October 24, 2017.

This Memorandum serves as written notice from the Chief Executive Officer to the Port Commission, pursuant to RCW 53.08.090, certifying that parcels within the adopted 2017 Vista Field Redevelopment Master Plan are no longer needed for Port district purposes, and the Port Commission may declare the 2017 Vista Field Redevelopment Master Plan properties no longer needed for Port district purposes and may find them surplus to the Port's needs; provided however, each discreet sale and lease of land will require Commission consideration and approval at a meeting open to the public, consistent with the Port's adopted Polies and Procedures.

I so certify:

Tim Arntzen, Port Chief Executive Officer

Date: _____