



# PORT OF KENNEWICK REGULAR COMMISSION MEETING

FEBRUARY 11, 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  
Thomas Moak, Secretary (via telephone)

**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  
Bridgette Scott, Executive Assistant (via telephone)  
Lisa Schumacher, Special Projects Coordinator  
Kandy Yates, Office Assistant/Marina Manager  
Carolyn Lake, Port Counsel (via telephone)

*The consensus of the Commission is to remove Agenda Item D, Commission Elections from Reports, Items and Discussion.*

## PLEDGE OF ALLEGIANCE

Commissioner Novakovich led the Pledge of Allegiance.

## PUBLIC COMMENT

Mike Luzzo, Kennewick. Mr. Luzzo inquired if the Port will be assisting the boaters from the Columbia Park Marina and relocating the slips to the Clover Island Marina.

Mr. Arntzen stated staff will be discussing the closing of the Columbia Park Marina further down in the Agenda and may be able to answer some of Mr. Luzzo's questions.

No further comments were made.

## CONSENT AGENDA

- A. Approval of Direct Deposit and E-Payments Dated February 4, 2025**  
Direct Deposit and E-Payments totaling \$118,075.39

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**B. Approval of Warrant Register Dated February 11, 2025**

Expense Fund Voucher Number 106654 through 106692 for a grand total of \$580,381.94

**C. Approval of Regular Commission Meeting Minutes January 28, 2025**

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

## PRESENTATION

**A. Vista Field Collaborative Design/Construction Observation Process**

Ms. Hanchette introduced Michael Dale, the Port's local town architect for Vista Field. Ms. Hanchette outlined the Port's collaborative design process and stated Mr. Dale will talk about his roles in project/construction observation.

Mr. Dale explained his role in the project/construction observation once the contractor begins construction (*Exhibit A*).

Commission discussion commenced regarding the construction observation process.

## ACTION ITEM

**A. Artwork Opportunities**

Ms. Bader Inglima presented Resolution 2025-02, which confirms the Hellcat Mural ranking as number one for the art project for the 2025-2026 Budget/Work Plan. Ms. Bader Inglima stated any remaining funds will be allocated for wrapping the utility boxes, the number two art project.

The Commission concurred that the ranking of projects is correct.

Commissioner Moak suggested reaching out to businesses for ideas for the next biennium budget.

Commissioner Novakovich inquired if it is possible to amend the budget to fund both projects.

Mr. Kooiker stated that is possible and would need to look at the budget for optional funding sources and suggested the opportunity fund.

Commissioner Novakovich believes the City of Kennewick fish and the Silas project should be removed from the list.

**MOTION: Commissioner Hohenberg moved to approve Resolution 2025-02 accepting the ranked top two list of artworks as fulfillment of CEO Goal #9, "propose and vet potential alternative artwork projects," and directing staff to implement the Hellcat Mural project within the 2025-2026 Work Plan; Commissioner Novakovich seconded.**

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## PUBLIC COMMENTS

No comments were made.

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

Ms. Bader Inglima will reach out to the City of Kennewick and the Silas project regarding the Commission's decision to fund the Hellcat Mural and art wraps for the 2025-2026 Budget.

## REPORTS, COMMENTS AND DISCUSSION ITEMS

### A. *Visa Field*

#### 1. *Types of Institutional Users (Steps 1 and 2)*

Mr. Arntzen outlined the process for acquiring an institutional user for Vista Field (*Exhibit B*).

The Commission commented on the presentation and looks forward to hearing about institutional users in the future.

### B. *Kennewick Waterfront*

#### 1. *Clover Island Marina Update*

Mr. Arntzen reported the Port received notice that Columbia Park Marina will be decommissioned and removed this year, to remove the causeway to Bateman Island to create better flow out of the Yakima River for salmon. Mr. Arntzen stated this is a big loss to the boating community and the Port has a limited number of slips available to help relocate boaters.

Mr. Boehnke stated the Port follows the outlined Marina policies and procedures which allow specific boats to moor in specific size slips. Most of the boats moored at Columbia Park Marina are 30 feet and under and the Port has a limited number of slips for that size of boat. Staff are collectively assessing the current boats mooring at Clover Island and will do their best to assist the displaced boaters.

Ms. Yates stated the team will reevaluate the boats and slips to ensure that the marina is not being used as boat storage and the boats are actively boating. Additionally, the team will assess each vessel to make sure they are seaworthy, and in the correct size of slip. Ms. Yates stated the marina has 150 slips, and at this time, there are four vacant slips for 35-foot boats and five slips for 40-foot boats; however, most of the requests are for 20-foot boats, and we do not have vacant space for that size.

Commissioner Moak inquired if a smaller boat can be placed in a larger slip.

Ms. Hanchette stated the Port has done that in the past and it became a problem, so we have gone away from that and place the boat in the proper sized slip. Ms. Yates has done a great job fielding the phone calls and questions, and we are supporting her as much as possible.

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Mr. Arntzen stated it is important to continue following the Port's Marina policies and procedures and commended Ms. Yates and staff for their work throughout this transition at Columbia Park Marina.

Commissioner Novakovich agrees with Mr. Arntzen's comments and stated Ms. Yates has done a wonderful job managing the Marina and the Commission will support her anyway we can.

Mr. Arntzen stated that the slips at Columbia Park Marina will be dismantled and will not be relocated to Clover Island, due to the expense and lengthy permitting process.

## **C. Long Term Projects/Issues/Matters of Consideration**

Mr. Arntzen presented a draft memo regarding long-term projects/issues/matters of consideration for Commission comments (*Exhibit C*).

The Commission would like staff to continue working with the City of Kennewick staff on the renewal of the Development Agreement for Vista Field and a downtown Kennewick partnership.

The Commission appreciates the development of the list as future items to consider.

## **D. CEO Report**

Mr. Arntzen reported on the following:

- Mr. Arntzen stated since 2024, he has tried a number of sources for a stray current analysis and recently found an expert in Portland who has done a lot of work in the Seattle area.

Mr. Boehnke reached out Kevin Ritz, and Mr. Ritz would like to meet with staff and walk the marina in the spring when the weather gets warmer.

- Mr. Arntzen stated the temporary workers are doing a great job of assisting staff.

## **E. Commissioner Meetings (formal and informal meetings with groups or individuals)**

Commissioners reported on their respective committee meetings.

## **F. Non-Scheduled Items**

Ms. Scott stated the Public Disclosure Commission F1 report and the Statement of No Conflict letters are due by April 15, 2025.

Ms. Bader Inglima nominated Mr. Arntzen for the *Tri-Cities Journal of Business*' award for People of Influence. Mr. Arntzen was selected as one of the 25 honorees, and the event will be held on March 13, 2025.

Mr. Kooiker reported that staff reached out to our community partners to see if they would be interested in the Clover Island North gangway, since the dock has been removed. Benton County

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expressed interest in the gangway and Mr. Kooiker will bring back paperwork to complete the process.

Commissioner Moak drove through Altadena, California this afternoon and asked that we think good thoughts to those that have lost so much. Commissioner Moak is thankful for the blessings our community has.

Commissioner Novakovich stated Commissioner Moak is retiring at the end of the year and thanked him for his contributions to the Port of Kennewick.

## 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 4:13 p.m.

### APPROVED:

### PORT of KENNEWICK BOARD of COMMISSIONERS

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*Skip Novakovich*

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*Skip Novakovich, President*

DocuSigned by:

*Kenneth Hohenberg*

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*Kenneth Hohenberg, Vice President*

DocuSigned by:

**Thomas Moak**

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*Thomas Moak, Secretary*

**PORT OF KENNEWICK**

**Resolution No. 2025-02**

**A RESOLUTION OF THE PORT OF KENNEWICK  
BOARD OF COMMISSIONERS IDENTIFYING PREFERRED ARTWORK(S)  
FOR 2025-2026 WORK PLAN**

**WHEREAS**, the Commission approved as a goal for the Port Chief Executive Officer (“CEO”) to propose and vet potential artwork projects; and

**WHEREAS**, the CEO identified and presented a variety of potential artwork opportunities for Commission discussion, along with preliminary cost estimates and related considerations; and

**WHEREAS**, the Port Commission indicated a preference for a significant Hellcat Mural Project including related appurtenance (associated PUD box wrap, painting, lighting, educational panel, and reuse of historic metal decking for a walkway) to be installed at Vista Field’s Southern Gateway; and

**WHEREAS**, the Hellcat Mural Project is anticipated to fully expend the 2025-2026 art budget; and

**WHEREAS**, while the Port Commission desires to prioritize the Hellcat Mural Project, it also desires that any remaining art funds would thereafter be considered to art wrap one or more of the other PUD/electrical boxes within Vista Field’s Phase One development as appropriate.

**NOW, THEREFORE, BE IT HEREBY RESOLVED** the Board of Commissioners of the Port of Kennewick hereby accepts the ranked list of artworks (Exhibit A) as fulfillment of Goal #9, “Propose and vet potential alternative artwork projects,” and directs staff to implement the Hellcat Mural project within the 2025-2026 Work Plan.

**ADOPTED** by the Board of Commissioners of the Port of Kennewick this 11th day of February 2025.

**PORT of KENNEWICK  
BOARD of COMMISSIONERS**

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By: Skip Novakovich  
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SKIP NOVAKOVICH, *President*

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By: Kenneth Hohenberg  
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KENNETH HOHENBERG, *Vice President*

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By: Thomas Moak  
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THOMAS MOAK, *Secretary*

## Potential Artworks by Ranked Priority 2025-2026 Work Plan / Biennial Budget

Recognize that the objective is to provide a list and analysis of potential art projects, not the actual commissioning or purchase of the art, or engineering and installation; this list provides guidance to staff.

Staff provided a list of possible artworks, and the commission asked to “rank order” them according to their priority preference (or to eliminate from list entirely). *The following table, and the following document offer photos, notes, and rough cost estimates to assist in your deliberation and ranked evaluation.*

As commission considers these ideas, please give thoughts to rough cost estimates, pros and cons, time requirements (project complexity, including any administrative follow-up, etc.).

Also, please recognize that implementation of any artwork project would likely be subsident to

Potential Artworks	Please rank each 1 to 7 (1 is highest priority, 7 lowest; and an X would indicate it should be removed from list)			Estimate Cost
Hell Cat Mural	1	1	1	\$95,000
Utility Box Wraps	2	2	2	\$40,000
City of Kennewick Repurposed Fish		X	4	\$15,000
Mars Artwork / Silas Project		6	3	\$25,000
Bronze Markers		5	X	\$20,000
Art Frames / Benches		3	6	\$40,000
Giant Chair		4	5	\$25,000
Estimated Total				\$260,000

implementing the current grant-funded construction projects and land sales activities identified by the commission.

*Total artwork budget for the two-year (2025-2026) biennium is \$100,000.*



**VISTAFIELD**

**COLLABORATIVE  
DESIGN  
&  
PROJECT  
OBSERVATION**



# COLLABORATIVE DESIGN STEPS

- Vista Field Design Standards Workshop
- Schematic Design Submission
- Design Development Submission
- Construction Document Submission
- Construction Observation



# VISTA FIELD

## CONSTRUCTION OBSERVATION

LOT 15

KUKI IZAKAYA



# COMPACT DEVELOPMENT MEANS STRICT ADHERENCE TO THE DRAWINGS



# LOCATION & STAGING EQUIPMENT



**VISTAFIELD**

EXHIBIT A





STUDIO CH

SITE OBSERVATION REPORT



VISTAFIELD

**Client / Project:** Port of Kennewick / Vista Field / Lot 15, 697 Crosswind Blvd / KUKI IZAKAYA RESTAURANT  
**Time Onsite / Offsite:** 9:00 am / 11:00 am  
**Observation Date:** 1/29/2025  
**Issue Date:** 1/31/2025  
**Prepared by:** Michael Dale, RA  
**Distribution:** POK Team, DPZ Team, CM Team, AR Team

**Item Description**

- 1 Walked site with John Hawley (CM). Weather was cold/dry and sunny/clear with air temperature at 36°F.
- 2.1 Site/Exterior Observations: (List number is associated with Photo #. Refer to additional comments below:
  1. Overall view to site from Crosswind Blvd with revised footing formwork beyond.
  2. The concrete pumping truck was present on-site.
  3. View to Lot 15 and Lot 16.
  4. View of the overall site from Crosswind Blvd.
  5. View to concrete pumping truck completing start-up procedures.
  6. Revised footing formwork, footing rebar, and vertical stem wall rebar is in-place at west end.
  7. All revised footing formwork and footing rebar is in-place. Rebar and formwork has passed the City of Kennewick inspection and passed special inspection.
  8. Detail view of west corner footing rebar. Some vertical rebar safety caps were missing but were quickly replaced by workers.
  9. Additional view to west corner footing formwork and rebar.
  10. Detail view of west footing rebar and vertical rebar.
  11. View to center of site.
  12. View to party-line footing with vertical stem wall rebar.
  13. View to northeast end footing formwork and rebar.
  14. Detailed view to northeast end footing formwork and rebar.
  15. View along east end footing formwork, footing rebar, and vertical stem wall rebar.
  16. Southeast corner view of site.
  17. Southeast corner view of party-line footing formwork.
  18. Closer view to southeast corner view of party-line footing.
  19. Detail of north elevation footing jog.
  20. Detail view of north elevation footing formwork and rebar.
  21. Sewer access manhole and grease interceptor are now partially buried.
  22. View to north end footing formwork and rebar.
  23. Northeast corner view of footing formwork.
  24. Closer view of northeast corner view of party-line footing.
  25. View to north end footing formwork and rebar.
  26. Detail view of northwest corner footing formwork and rebar.
  27. Concrete truck pump operator controlling the hydraulic arm.
  28. View to northwest footing formwork and rebar.
  29. View to north end footing where concrete pumping will begin.
  30. View of concrete truck hydraulic pump arm placement.
  31. First of three concrete trucks arriving on site.
  32. Baer Testing is on-site to perform concrete testing.
  33. Preparation for concrete placement.
  34. First concrete pour at north end footing.
  35. Workers troweling concrete at footing.
  36. Workers troweling concrete at footing.



Photo 31



Photo 32



Photo 33



Photo 34



THANK YOU!

MICHAEL CH DALE

STUDIO CH  
VISTA FIELD TOWN ARCHITECT TEAM



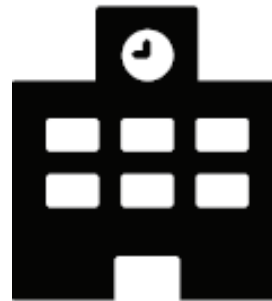
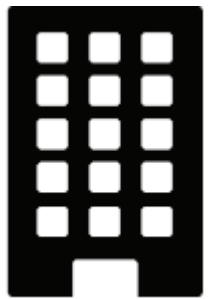
VISTA FIELD

# Institutional User



# Commission Goal for 2025-2026:

“Present a plan for identification and recruitment of one **institutional user** at Vista Field (municipality, college, etc.)”



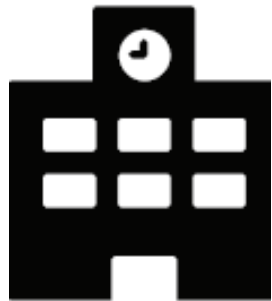
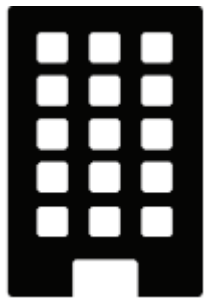


# Where do we go? How do we get there?



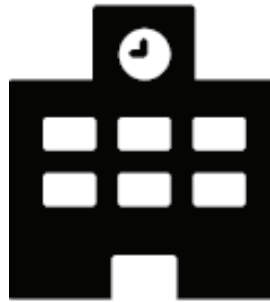
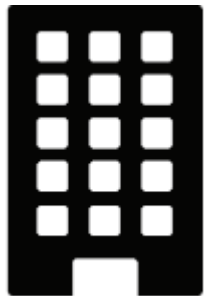
# Step One: Identification of “types” of institutions to recruit

“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*



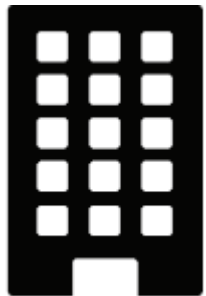
# Related Actions:

- Staff Action:
  - Draft a list of potential users
  - Review Master Plan
  - Collaborate with Town Architect
- Commission Action:
  - Review list for consideration and potential “adoption”



# Step Two: Recruitment:

- Staff Action:
  - Compose “draft” recruitment plan
  - Examples:
    - Direct contact / outreach by port
    - Partner with TRIDEC (per joint MOU for recruitment efforts)
    - Continued dialogue with users previously identified
- Commission Action:
  - Review plan for consideration and potential “adoption”





**Questions?**



## **Memorandum**

To: Commission  
From: Tim Arntzen, POK CEO  
Date: February 11, 2025  
Re: Long Term Projects/Issues/Matters of Consideration

As we have discussed briefly, I have compiled this **draft** list of longer-term projects and matters of potential concern that the port may face in the next three to seven years (or thereabouts). Some might come to fruition, some might not. Nevertheless, it would be good for us to plan for things that might not **presently** be on the horizon.

***Socioeconomic: Homelessness; Crime; Hospital Outpatient Facility.***

Many challenges will face downtown Kennewick and the Historic Waterfront District over the coming years. We have already seen unpleasant changes, including increased vagrancy, homelessness and crime in this area.

Additionally, consideration must be given to the establishment of new city and state support facilities in the immediate and neighboring areas, including drug and alcohol rehabilitation services, crisis clinics, food handouts, expanded mission facilities, etc... What will unfettered growth in the amount of social services targeting such activities mean for the multi-million-dollar port investments already made to transform the Historic Waterfront District and connect it to downtown? And what could it mean to port investments yet to be made? Will this end of town experience event more challenges in the future? If so, how does the commission wish to react?

Would a Water Taxi be something the Commission wishes to pursue if efforts to revitalize east Kennewick stagnate?

Do we wish to provide more support/get more actively engaged with the City's efforts to dredge Duffy's Pond?

Do we need to have 24-hour on-site security monitoring port facilities/ or somehow better secure them after dark?

Is it possible to develop a similar "HOA" to offset costs such as private security patrols, additional monitoring cameras and reduce maintenance costs so we can continue to invest in other amenities?

Is a KPD "Mini-Station" worth pursuing as an option to help protect the port's significant investments at Vista Field and to help encourage development long-term?

***Renew Development Agreement.***

In 2017, the port and city entered into a Development Agreement (DA) related to the Vista Field master plan and associated documents. The DA is important to the BlueChart project, as both the port and the developer need consistency moving forward into the future. The DA is a binding contract, setting forth the city's requirements for development. This agreement clarifies that the port knows what the rules are, and that the city will not change the rules during the critical development period at Vista Field. The "rules" included the favorable terms of development necessary to commence the first major New Urbanism development in the region. The DA has a 10-year term and will expire in December 2027. Upon expiration of the agreement, the city could rescind all the codes which provide for continued development of Vista Field consistent with the community master plan and community vision. Simply put, retreat from the vision could be detrimental to the project's success and the community's expectation. Most importantly, whether to extend or renew the agreement rests with the city council.

Other considerations are what impacts a different development scheme would have on the investors which have already purchased property and are in the process of developing--especially those with longer-term projects. And, would it be appropriate and beneficial to begin cautious inquiries about renewing the DA early, as opposed to waiting to commence dialog in 2027? Furthermore, since city staff appear to be in support of the master plan and current development agreement, the question should be asked: what influence might city staff have with council, as their council considers whether to renew the development agreement?

Partnerships such as a police mini station, getting businesses and residences on the tax rolls, and creating a destination point will support in extending the DA through buildout.

***Access through Trailer Park.***

The port is working with KIE to secure access along the pond for continuation of the waterfront "main street." However, access through the Isaacson trailer park remains unsecured. That "last section" access would be the missing link for the main street to connect from one end of the port's properties to the other (from The Willows to Columbia Gardens to Cable Greens). Thus far, the port has made numerous, unsuccessful attempts to secure access through the trailer park.

Is this future "main street" access still of interest to the Commission? What tools are available for the port to consider should the owners be unwilling to sell?

Is there a way for the Port and City to partner with RCCF to purchase and move the occupants for redevelopment? Are there any economic development grants for redevelopment that could reduce the financial impact to the port?

***Attainable Housing.***

While the port recognizes the financial challenges for moderately priced housing in our community, and its importance to support the vitality of our economy, there are few tools in the port's toolbox to effectuate this oft demanded and noble goal. While the federal

government has some tools in its toolbox, those tools usually come with numerous strings. We need to be careful of reaching out to the federal government or other funding sources that may have numerous requirements attached.

One course of action available to the port is to work with private residential developers such as BlueChart to encourage cost-effective housing options. Working with BlueChart, the port is creating smaller, more affordable lots for homeowners with cost savings on the land being recognized in the finished home price. Additionally, the port and the developer are working to accommodate ADU's (accessory dwelling units) such as garage apartments and "mother-in-law" quarters, etc.

### ***Breaching Causeway.***

The Department of Fish & Wildlife, USACE and various tribes have reached a consensus that the Bateman Island Causeway will be breached to enhance water temperature in the Yakima Delta to improve fish survival rates. Warm, stagnant water is not conducive to juvenile salmon survival rates. The Clover Island marina harbor has the same attributes of warm, stagnant water which is detrimental to salmon survivability. Although the Feasibility Assessment for our 1135 shoreline project determined no significant salmonid activity within Clover Island's inner harbor, once environmental concerns such as salmon survivability arise in our community, they become more, rather than less likely to spread to other areas. Thus, the Clover Island Causeway could become a future target. A proactive stance might be for the port to quietly look at alternatives which would increase survivability in the harbor, while not damaging the boat-friendly marina environment. A "practical" solution could be reached by consensus rather than having a heavy-handed approach dictated by state and federal authorities. This is an area that we should strategically be prepared for in the future.

What are tribal concerns? Is there federal funding available?

In addition to salmon survivability is the issue of toxic algae blooms going to drive a demand to enable more water flow?

What impact might increased flow through the marina have on the city water treatment intake directly downstream of the marina harbor—would water currently redirected around the island into the mainstem channel, flow through and more directly toward the intake?

### ***Downtown Viability.***

Much like the discussion in item #1 above, the port does have a vested interest in the success of the downtown area. What is being done by those with responsibility in this area? Can the city step up efforts? Could the port assist with a Charrette-like process? Is there a project that could be done in partnership with HDKP and City?



Is there a vision for the west side of Washington Street? Can the city step up efforts in working with the downtown association and county to revitalize the downtown area along with the Columbia Drive corridor?

Will additional port investment be necessary in Columbia Gardens to re-energize interest in the downtown waterfront? For instance, another leasable building for retail or non-wine hospitality (i.e., brew/craft/food).

### **Strengthen Partnerships.**

The port values building and maintaining relationships with jurisdictional partners. It is important to create opportunities and potential economic development projects. Citizens appreciate when partners cooperate.

### **National/State Level Decision Impacts.**

Some “local” issues are driven by forces much larger than the port and the port should understand the scope & scale of the issues and players. Acknowledgement of reality, and the Port’s possible involvement will help guide whatever actions the commission elects. Implications to our MOU partner CTUIR should also be considered before action. Issues under this umbrella include:

- *Breaching Causeway*
- Snake River Dam Removal
- Modular Nuclear Reactor Development/Acceptance
- Wind Farm Development

### **Miscellaneous Issues.**

Are federal dollars available through grants or budget line items for a revenue source?  
Should the port consider buying additional properties?

What is the status of the port’s Twin Tracks property? Should it be sold or kept?

What upgrades are the hotel owners planning? What have they accomplished?

What can the port do in conjunction with the Port of Pasco on waterfront properties?

Commission comments are welcomed.