

PORT OF KENNEWICK

# HISTORIC WATERFRONT DISTRICT

MASTER PLAN

JUNE 22, 2021



# ACKNOWLEDGMENTS

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Figure 1. Port of Kennewick's Clover Island Marina



# INTRODUCTION



Figure 2. Restored shoreline and walkway leading to the Clover Island lighthouse

## OVERVIEW & PURPOSE

The Port of Kennewick (Port) developed the Clover Island Master Plan in 2005, which intended to guide transformation of the area into a showcase river-shore development. With the plan as their guide, the Port:

- Improved the marina and boat launch
- Developed two small mixed-use office, retail, and community buildings with the Clover Island Yacht Club and Port as anchor tenants
- Completed western shoreline restoration and with United States Army Corps of Engineers (USACE) support, is in the process of restoring the northern shoreline
- Added a signature gateway, completed public space enhancements (utilities, sidewalks, lighting) to the central roadway to enhance non-motorized usage, and installed much of the waterfront esplanade
- Added the iconic lighthouse attraction and plaza
- Installed art and landscaping highlighting local history and culture throughout the island.

Though many improvements have been made, it has yet to yield the private mixed-use investment envisioned by the 2005 master plan. As a result, the Port recognized that integrating the surrounding area into a cohesive district will be critical to leverage their investments on Clover Island, improve the vitality and economic performance of the surrounding area, and better connect this unique waterfront district to downtown Kennewick. In response, the Port purchased and began improving properties along Columbia Drive, and initiated this new master plan which intends to:

- Unify the area between Columbia Drive and Clover Island as the historic waterfront district
- Convey a community-driven vision and desired amenities, connections, and development
- Develop a strategy to create a thriving area for residents and visitors
- Prioritize the next 15-20 years of investments to help realize the greater district vision.



## PLAN ORGANIZATION

This plan begins by introducing the project and reviewing the planning context. It then summarizes key findings and analysis, including community feedback, noting how this insight drove plan development. The recommendations section summarizes investments by location and includes a plan for phased implementation. The plan concludes with design guidelines that intend to create a cohesive district-wide look and feel.

## PROCESS

A consultant team led by MAKERS prepared this plan in partnership with the Port of Kennewick and the community. ECONorthwest provided economic analysis and Parametrix provided transportation context.

It should be noted that this plan was developed during an unprecedented world-wide pandemic. As public engagement was crucial to development plan recommendations, the team responded to the COVID-19 context by leading innovative virtual outreach activities. This process and its outcomes are covered in the Key Findings & Analysis chapter as well as Appendix B - Public Engagement Feedback.

The team developed the plan in three phases:

### ASSESS NEEDS

The project team reviewed existing information, interviewed key stakeholders, held discussions groups with key community members (see Project Stakeholders on page 11), and conducted a virtual open house with the public to understand district conditions and opportunities.

### EVALUATE OPPORTUNITIES

Working with Port staff, the team created and evaluated development concepts that addressed priority areas. The team shared two alternative concepts in an interactive virtual open house, and then incorporated feedback into draft recommendations.

### PRIORITIZE INVESTMENTS

The draft concept was presented in a final virtual open house and the public provided feedback through an online survey. The project team worked with the Port to respond to suggestions, developed a phasing and implementation schedule, and highlighted partnership opportunities and strategies for near-term activation.



# REGIONAL CONTEXT

Kennewick Washington's historic waterfront district has an opportunity to play a significant role in meeting the needs for increased public services and amenities in the region. Historically an agricultural area situated at the confluence of the Yakima, Snake, and Columbia rivers, the region is home to a growing high-tech industry largely related to Pacific Northwest National Labs and clean-up efforts of the decommissioned Hanford nuclear production complex.

The Tri-Cities (Richland, Kennewick, and Pasco) anticipates continued growth in population tied to a rising number of retirees and services associated with that population. If trends continue, nearly one-fifth of the Tri-Cities population would be older adults by 2030<sup>1</sup>.

## HISTORIC WATERFRONT DISTRICT<sup>2</sup>

Originally part of a natural sedimentary island system used by Native American tribes and early settlers, early commercial use of Clover Island included a barge building site. Subsequently, a portion of the originally 162-acre island was used as fill material to create a smaller footprint remaining above the slack water created by completion of McNary Dam in 1954. Additional fill was added to the island's east end in the 1960s. Today, Clover Island is 16 acres in size.

A constructed levee enclosed part of the original shoreline adjacent to Clover Island and created the retention basin known as Duffy's Pond.

Today, greater Kennewick has transitioned from an industrial focus to a residential community. Just one mile south of Clover Island, historic downtown Kennewick is a center for retail activities, with the auto-oriented commercial and industrial Columbia Drive corridor and the railroad in between.

This plan seeks to unite Clover Island and the adjacent inland area as the historic waterfront district and support the region's unique history, character, and evolution.

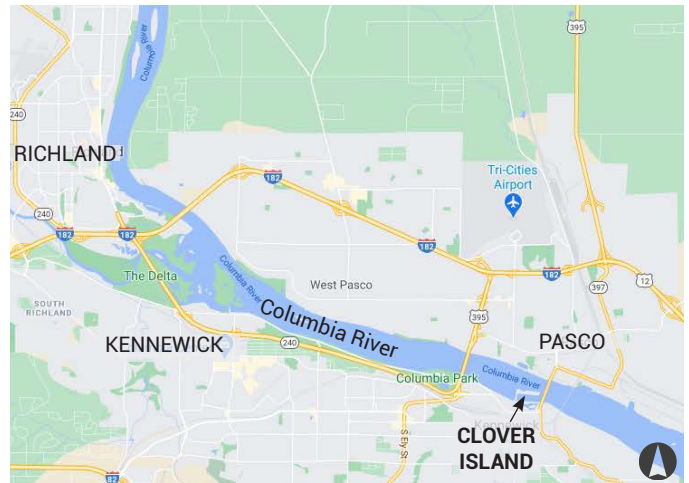


Figure 3. Regional context map (Source: Google Map)

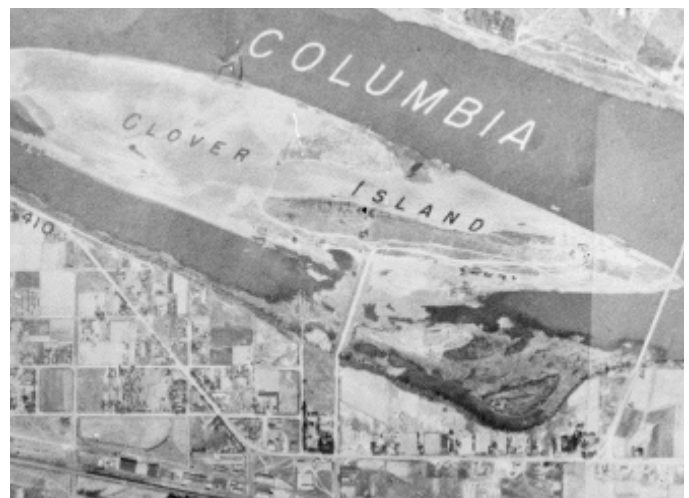


Figure 4. Former footprint of Clover Island and east Kennewick, ca 1942 (Source: Port of Kennewick)



Figure 5. East Kennewick (Source: Google Map)

<sup>1</sup> "The Tri-Cities' Graying Population Will Grow Over Next Decade", Tri-Cities Area Journal of Business, February 2021

<sup>2</sup> Port of Kennewick

# PROJECT ORIENTATION

This plan is intended to convey a community-driven vision and guide development for Clover Island and Port-owned properties within the historic waterfront district. The graphic below indicates the properties owned by the Port included within this plan<sup>1</sup>.

## CLOVER ISLAND

The Port owns most of Clover Island aside from the U.S. Coast Guard's Aids to Navigation Team Kennewick station (Coast Guard Station). The three sections of Clover Island are currently used in the following manner:

- **Clover Island West** includes the Clover Island Yacht Club and marina, the lighthouse plaza, a boat launch and open gravel parking area, and the Clover Island Riverwalk
- **Clover Island Central** includes the Port offices, Ice Harbor Brewing Company at the Marina and Cedars restaurants, and a pocket park known as The Gathering Place
- **Clover Island East** includes the Coast Guard Station, Clover Island Inn, and a temporary event space used to host a summer concert series.

## COLUMBIA DRIVE

The Port-owned parcels along Columbia Drive are grouped into three properties:

- **The Willows** is primarily undeveloped open space that includes the Veterans Memorial Christmas Tree
- **Columbia Gardens Urban Wine & Artisan Village** includes wineries, tasting rooms, and the Food Truck Plaza
- **Cable Greens** consists primarily of undeveloped open space.

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<sup>1</sup> Note, this plan focuses on the Port's "upland" assets due to the significant technical, environmental, and financial complexities of in-water development.



Figure 6. Port-owned property in Kennewick's historic waterfront district





Figure 7. Lighthouse Plaza (Source: Port of Kennewick)



Figure 8. Building with Port offices and Ice Harbor Brewing Company at the Marina



Figure 9. Clover Island Inn



Figure 10. Undeveloped land at The Willows (Source: Port of Kennewick)



Figure 11. Food Truck Plaza at Columbia Gardens (Source: Port of Kennewick)



Figure 12. Trail around Duffy's Pond





Figure 13. Food Truck Plaza at Columbia Gardens (Source: Kim Fetrow Photography)



# KEY FINDINGS & ANALYSIS

Community feedback, economic analysis, and urban design principles were the three main drivers that shaped this master plan.

Findings from the community engagement process described on page 12 informed this plan's vision and recommendations. Though traditional in-person outreach was curtailed by the COVID-19 pandemic, the team leveraged virtual tools to connect to hundreds of stakeholders and were inspired by thoughtful suggestions and ideas contributed by the community.

During the needs assessment phase, MAKERS held virtual discussions with over 50 stakeholders and focused on topics ranging from local culture, desired amenities, and hopes for this changing district.

An analysis of the market demand for different types of development further guided the recommendations.


## PROJECT STAKEHOLDERS

Port Commissioners and Staff  
City of Kennewick Staff and Elected Officials  
Benton County  
Ben-Franklin Transit  
Historic Downtown Kennewick Association  
Tri-City Regional Chamber of Commerce  
Hispanic Chamber of Commerce  
Columbia Basin College  
U.S. Coast Guard  
U.S. Army Corps of Engineers  
Local Businesses, Developers, and Architects  
Tourism and Historical Organizations  
Community Recreation Groups  
Engaged Community Members

## COMMUNITY PRIORITIES

The community values this area's connection to nature and water and desires more amenities and activities that focus on the area's rich history and culture.

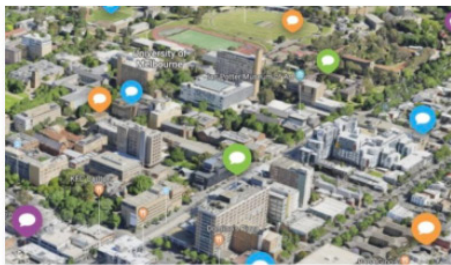
Thank you to every community member who provided input! Your responses will help us determine which ideas move forward into the next project phase. Explore below to read the public comments received on the two preliminary concepts and to sign up on our email list for updates.



### Stay Informed About the Process

Join our email list to receive information about the planning process.


[SIGN UP FOR UPDATES](#)



### See Concepts & Phase Two Public Comments

View concepts and read the community comments gathered during the second phase of outreach.

[SEE CONCEPTS & READ COMMENTS](#)



### Phase One Outreach Summary

Read a summary of the community input received during the first phase of outreach.

[VIEW DOCUMENT](#)

Figure 14. Example of community engagement tools used in project outreach (Source: Port of Kennewick)

## FAST FACTS

2,365 unique website visitors

168 comments

137 survey responses



Figure 15. Open house #1 map activity showing location-based feedback

## IN-WATER INPUT

Though the master plan focuses on the district's "uplands" or land areas, the community suggested a variety of in-water improvements and activities for Port consideration. These most commonly included adding a fishing pier and providing a safe space to paddle-boat, kayak, or paddle-board.

## OPEN HOUSES

MAKERS hosted three virtual open houses to support plan development. The first asked the community about the area's strengths, weaknesses, and potential. Results showed the community wants an activated district with a variety of amenities for people to recreate, gather, and celebrate and support local culture. The community also expressed concern about the aesthetics of some existing development, such as the Clover Island Inn and nearby residences, limiting development potential. Findings helped to develop preliminary plan concepts for further consideration.

In the second open house, the community provided feedback on two alternative concepts for the district. The first concept focused on creating a new district-wide residential community and the second concept created a local tourism destination rich with amenities and activities.

The community prioritized:

- **Activation:** lively public spaces with amenities
- **Access:** improved boardwalk at Duffy's Pond and trails throughout the district
- **Amenities:** formal performance area and artisan market
- **Residential:** small scale and attractive.

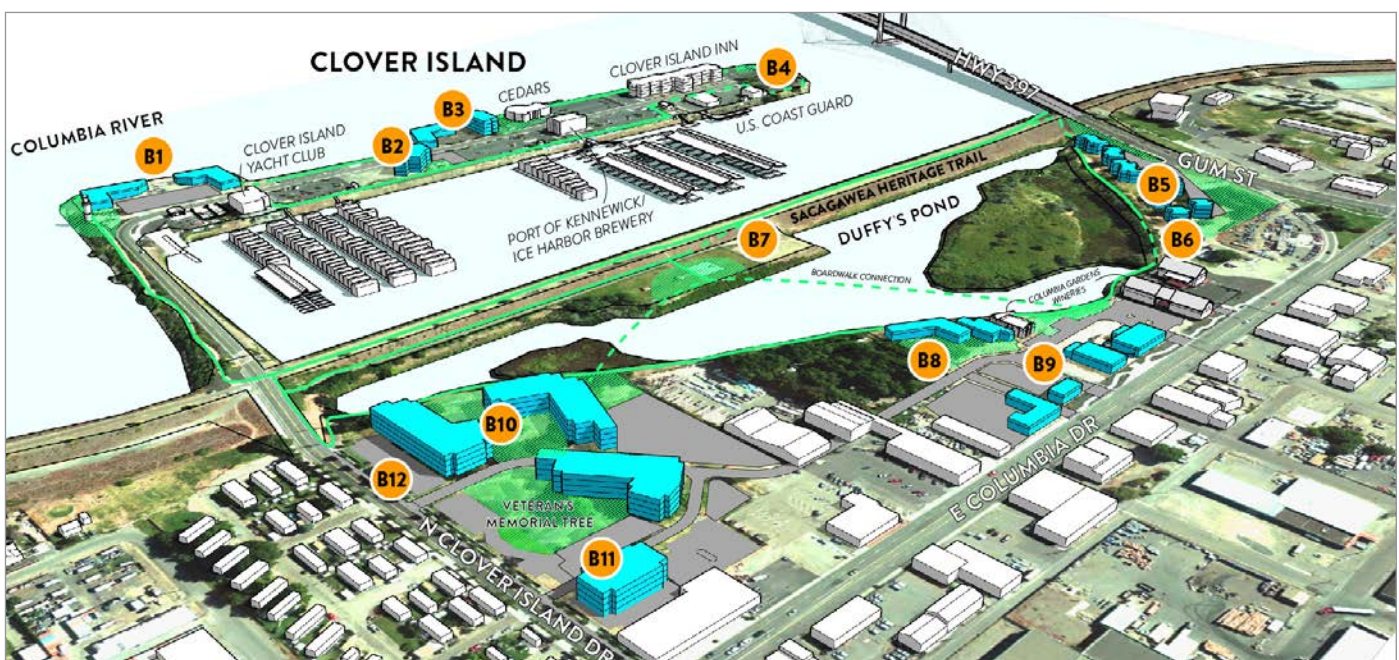


Figure 16. Concept B featured in the second open house focused on creating an amenity-rich destination



The community showed interest in Duffy's Pond as a local oasis, waterfowl habitat, and aesthetically defining feature of the district, though it requires ecological improvements to fully integrate as a community amenity.

The community also expressed concerns about residential development that would block views, lack vitality, and be too dense for the area. The planning team incorporated this feedback into plan revisions.

The third open house presented the draft plan to the public. Feedback indicated the public remains concerned about residential development and a potential lack of parking in the district. Responses also showed overwhelming support for the plan, noting proposed amenities would benefit the area. Maintaining access to the water and viewpoints and preserving this area's natural habitat remained top community priorities.



**CLOVER ISLAND WEST**  
*Enhanced lighthouse plaza with covered event space and boutique hotel*

- A** Covered rentable event space
- B** Boutique hotel



**CLOVER ISLAND CENTRAL**  
*Central hub with pop-up seasonal retail, grab 'n' go food, and vacation rentals*

- C** Unique island condominiums
- D** Pop-up seasonal retail stores
- E** Grab 'n' go restaurant



**CLOVER ISLAND EAST**  
*Destination with permanent performance space and viewpoint to Cable Bridge*

- F** Permanent entertainment space
- G** River viewpoint to Cable Bridge

# HISTORIC WATERFRONT DISTRICT

## *Draft Development Plan*



Figure 17. Excerpted draft recommendations as summarized for the final open house



Figure 18. Highlighting the area's unique walkable waterfront will be key to the district's success (Source: Kim Fetrow Photography)

### HORIZONTAL VS. VERTICAL MIXED-USE

Vertical mixed-use development typically has apartments or condominiums stacked on top commercial development. Horizontal mixed-use development places the two alongside each other, as seen in the picture below.



Figure 19. Example of horizontal mixed use with retail next to medium density residential

## ECONOMIC ANALYSIS

Much of the envisioned district development will rely on private sector investment. An economic analysis helped ensure plan recommendations are likely to be economically feasible for private sector partners. This section summarizes major findings from the analysis.

### FINDINGS

- Emphasize a **balance of uses, activated public spaces, and strong circulation network** throughout, especially to connect The Willows to Columbia Gardens.
- Consider **medium density residential** as the most economically viable use in the near term, a potential key source of revenue generation, and an activity anchor for the district. **Higher density residential** is more costly to construct and potentially slower to sell or lease.
- Highlight the **unique, walkable, dynamic waterfront location** and consider demographic trends to guide marketing efforts.
- Begin by pursuing **"horizontal" mixed use with medium density residential** near retail development. "Vertical" mixed use is more expensive, complex, and harder to finance.
- Consider the development of a **boutique hotel** as not likely viable in the near term (2022- 2026).



## URBAN DESIGN PRINCIPLES

Plan recommendations consider the Port of Kennewick's 2015 Vista Field Project Pattern Language study and incorporate the following urban design principles:

- Provide multiple points of access and egress.
- Create distinct character in each "node" (see page 17) to help people locate where they are within the district.
- Add smaller articulated points of interest on trails to encourage awareness and heighten expectation.
- Cluster a variety of attractions to increase walkability and encourage visitors to spend more time in the district.
- Incorporate design elements inspired by regional qualities and contexts.



Figure 20. Community input showed interest in more variety of activities for all ages and abilities

## FEEDBACK IN ACTION

The team considered community feedback, economic analysis findings, and the urban design principles summarized above to develop the vision for the district and plan recommendations. Recommendations fall into the following three areas of focus.

### AN ACTIVE DISTRICT

The community desires increased activities and amenities. The plan fosters development of a variety of dining, shopping, and equipment rentals; provides several event spaces; and encourages programming diverse, welcoming, and year-round activities throughout the district.

### RECREATION

Plan recommendations reflect the demand for increased recreation opportunities in the area. Completed trails, open spaces, and play areas will connect the district and provide space for users to enjoy the river and rich natural environment.

### A PLACE TO CALL HOME

The plan includes residential development as a key revenue generator that can help the Port fund the desired amenities and public spaces. Residential development will also support the district's commercial business activity and increase the feeling of vibrancy and safety. At the same time, the plan reflects community feedback by limiting the scale of residential development and ensuring it is included in a context that welcomes visitors and retains public access to waterfront trails, views, and amenities.

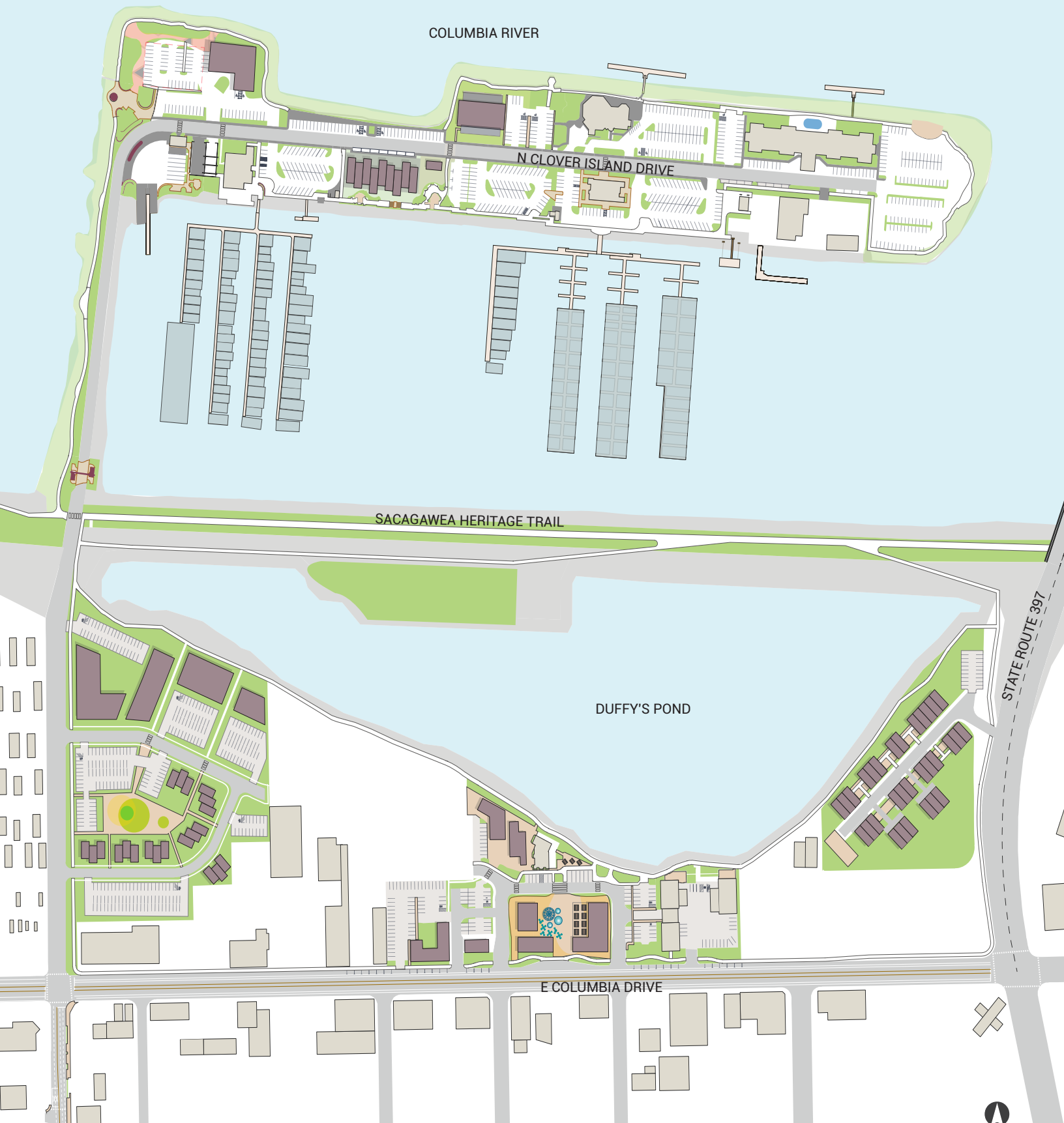


Figure 21. Preferred concept illustration



# PLAN OVERVIEW

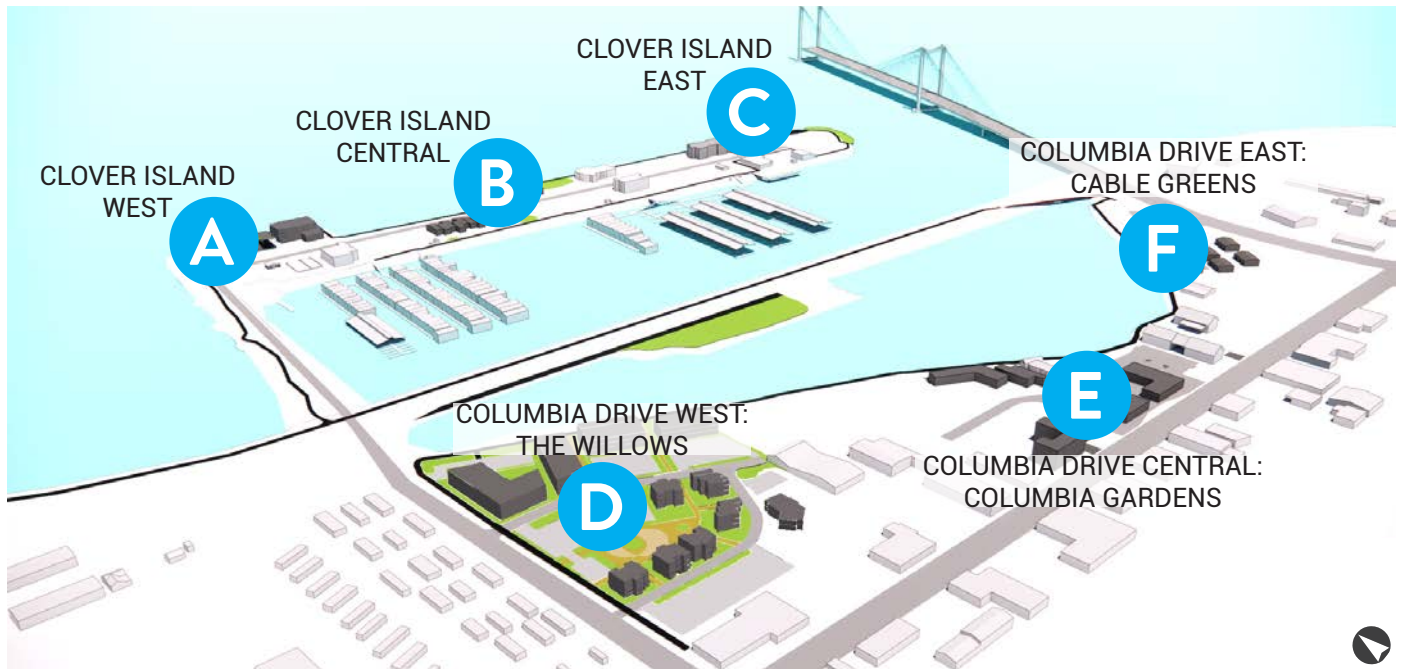


Figure 22. District nodes

This section outlines recommended actions that will help achieve the community's vision for the historic waterfront district and attract complementary investments from district property owners, business owners, tenants, and developers. It first presents a checklist designed to assist the Port staff and commission in using the master plan to guide district development. It then summarizes the vision for each district node across the following three categories:

- An Active District
- Recreation
- A Place to Call Home.

Site plans and sketches in each section summarize and illustrate recommendations to achieve the vision. Together, these recommendations will create a unified and attractive district that is an enjoyable destination for visitors, a safe and comfortable place for residents, and supports economic recovery, growth, and vitality.

Please note, though specific private development types are described and illustrated, economic conditions and partnership opportunities are evolving and difficult to predict with certainty. Recommendations described in this section are intended to clarify the vision for each node but provide the Port flexibility to evolve with market conditions and respond to opportunities that arise.

## DISTRICT-WIDE RECOMMENDATIONS

In addition to the node-specific recommendations that follow, the Port should implement the district-wide actions listed below.

- Use design guidelines to create a cohesive district identity (see "Design Guidelines" on page 41).
- Support the City's efforts to improve the pedestrian and bicycle experience on Washington Street and Columbia Drive. Work with the City to enhance connections to historic downtown Kennewick.
- Evaluate acquiring additional land as opportunities arise.
- Increase the ability for the community to connect with water on site.
- Improve and protect ecology and function as a key district amenity.
- Retain ownership of Clover Island as a distinct environment and special community asset.
- Complete Clover Island shoreline enhancements in partnership with the USACE.
- Pursue private development that contributes to achieving the community's vision and generates revenue to support amenities, economic recovery activities, and year-round event programming.

# HOW TO USE THIS PLAN

This master plan is intended as a tool to guide development of the district according to the community-driven vision. To that end, recommendations have been translated into a checklist to help the Port employ master plan principles to weigh options and make decisions around district development.

The following questions are intended to guide Port review of development proposals, improvement design, parcel marketing, and event programming selection. They can function to evaluate a single action or as a framework to rank competing ideas. The checklist is divided into overall and site-specific considerations.

## OVERALL

How well does the proposal:

- ☐ Bring people to the district to activate spaces, patronize businesses, and increase the feeling of safety, vibrancy, and comfort?
- ☐ Support economic development and local businesses, post-COVID economic recovery, and long-term economic vitality?
- ☐ Generate revenue to support Port installation, maintenance, and operation of district amenities?
- ☐ Provide adequate parking for the proposed use?

- ☐ Comply with district design standards and embody development of a scale and type consistent with the master plan vision?
- ☐ Increase access to district trails, viewpoints, amenities, and recreation opportunities?
- ☐ Protect or enhance publicly accessible riverfront and Duffy's Pond views?
- ☐ Showcase local art and culture to build a unique sense of place?



Figure 23. Supporting local businesses is critical to the district's vitality



Figure 24. The district's natural beauty is a vital community asset (Source: Kim Fetrow Photography)

## SITE-SPECIFIC

If located on **Clover Island West**, how well does the proposal:

- ☐ Relate to and enhance the iconic lighthouse and civic space?
- ☐ Support event programming to increase district visibility, economic activity, and build interest and momentum around plan implementation?

If located on **Clover Island Central**, how well does the proposal:

- ☐ Expand island dining options and complement existing businesses?
- ☐ Offer boating, recreational, event-oriented, or general supplies to district boaters, visitors, and residents?
- ☐ Relate to and enhance the central island small park, trails, and civic spaces?

If located on **Clover Island East**, how well does the proposal:

- ☐ Support event programming to increase district visibility, economic activity, and build interest and momentum around plan implementation?
- ☐ Improve the aesthetic appeal of the Clover Island Inn?
- ☐ Improve the perimeter trail and viewpoints on the east end of the island?





Figure 25. Development around Duffy's Pond should be oriented to appreciate and enhance its natural beauty

If located on **Columbia Drive West: The Willows**, how well does the proposal:

- ☐ Serve as a district gateway by setting a welcoming tone and emphasizing quality public spaces?
- ☐ Connect to and support the wineries, food purveyors, and other businesses in Columbia Gardens?
- ☐ Relate to and enhance the Veterans Memorial Christmas Tree plaza, Duffy's Pond trail, and connections to Columbia Gardens and Clover Island Drive?

If located on **Columbia Drive Central: Columbia Gardens**, how well does the proposal:

- ☐ Contribute to creation of a vibrant, welcoming activity hub?
- ☐ Relate to and enhance the Duffy's Pond trail, civic space, and connections to The Willows and Cable Greens?
- ☐ Utilize City and Port investments in the wine effluent treatment system?
- ☐ Support event programming to increase district visibility, economic activity, and build interest and momentum around plan implementation?

If located on **Columbia Drive East: Cable Greens**, how well does the proposal:

- ☐ Connect to and support the wineries, food purveyors, and other businesses in Columbia Gardens?
- ☐ Relate to and enhance the Duffy's Pond trail and connections to Columbia Gardens?



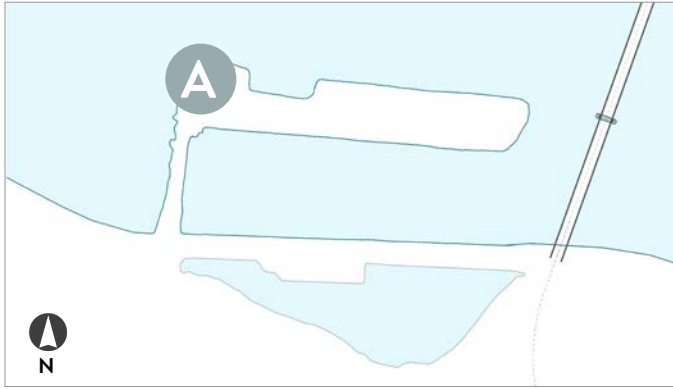
Figure 26. New development should help create a vibrant, welcoming activity hub around the wineries at Columbia Gardens



Figure 27. Completing the Duffy's Pond trail is critical to connect the district and regional trail network



# CLOVER ISLAND WEST



Located in the district's northwest corner, Clover Island West is the most visible of the district's nodes. The island's iconic lighthouse anchors this node and gives visitors a place to enjoy sweeping water views. It currently contains the Clover Island Yacht Club, public boat launch, and has a gravel lot used for overflow and boat trailer parking during peak boating and event season.

## VISION

### AN ACTIVE DISTRICT

Already well-loved, this node continues to grow in popularity as a community meeting space. Prior to securing a permanent signature development, a new covered open-air event space will host public events, community celebrations, and private gatherings.

Partners will recognize the site's unique advantages and the benefits of locating adjacent to well designed and maintained public amenities. Future development may include a permanent event space, boutique hotel, or other signature development that activates the space and generates revenues to support investments in community amenities.



Figure 28. Example of covered rentable space for events and celebrations in New Orleans



Figure 29. New covered rentable event space and enhanced lighthouse plaza



## RECREATION

An enhanced gathering space and extended perimeter trail showcases the shoreline restoration and expands opportunities to congregate and recreate. The trail wraps around the new event space and future development, connects to the district's circulation network, and provides opportunities to enjoy the area's riverfront location and spectacular views.

## RECOMMENDATIONS SUMMARY

- Build a temporary rentable, covered, open-air event space.
- Expand this area's civic space and optimize connectivity between the expanded perimeter trail and future development; design space to accommodate food trucks or other pop-up vendors to support events.
- Market site for private development of a boutique hotel or other compatible use that includes indoor event space, respects and responds to the iconic lighthouse and community gathering area, activates the island, and generates revenues to support Port investments.
- Consider partnering with event providers to provide shuttle service to off-site parking if warranted.



Figure 30. View from lighthouse looking west to the Blue Bridge

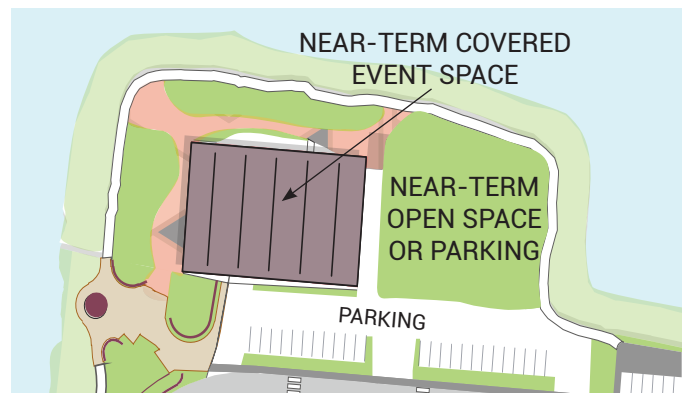


Figure 32. Recommended interim event space

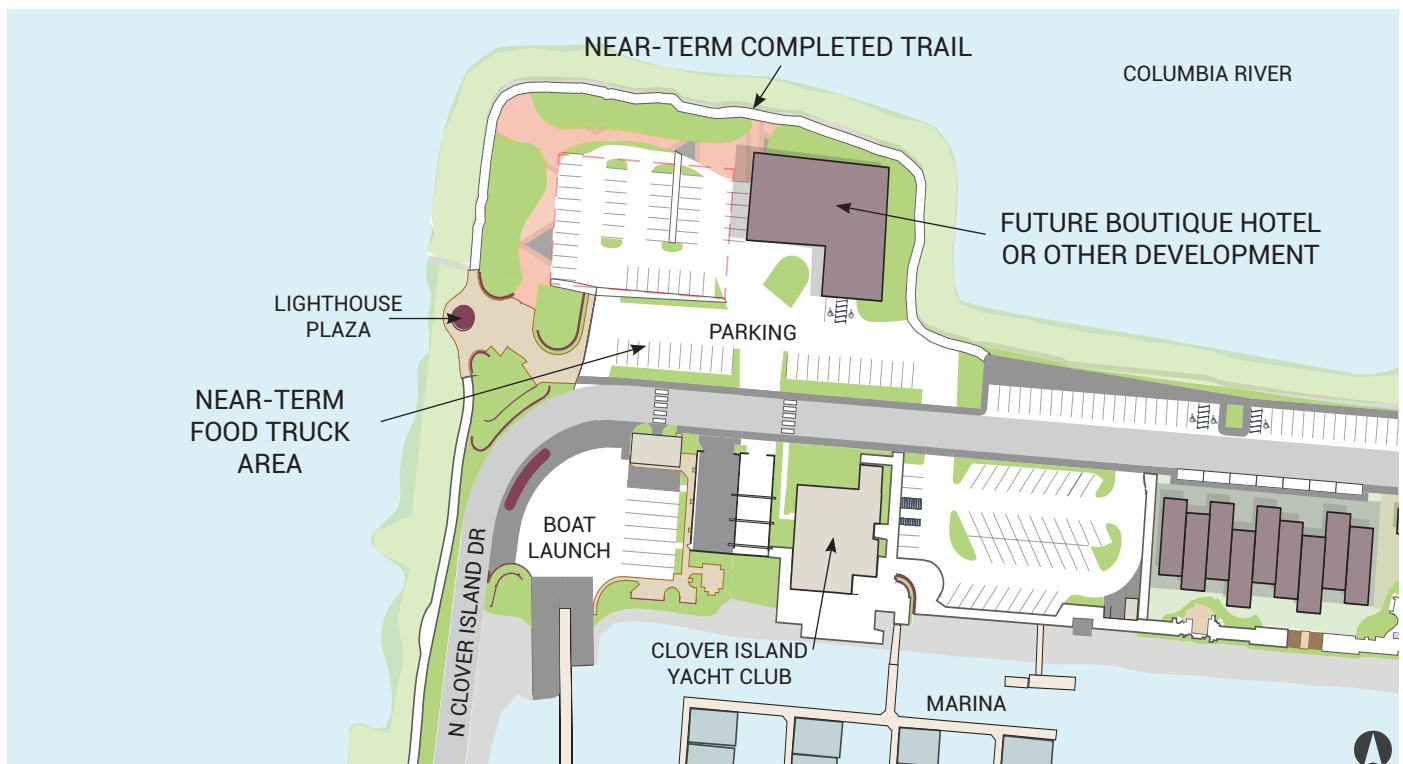
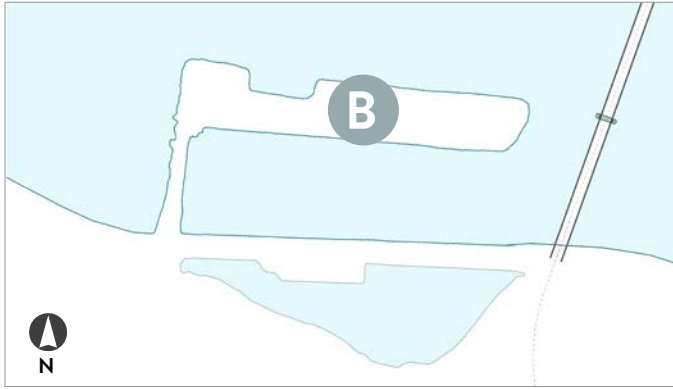


Figure 31. Clover Island West recommendations, private development may vary

# CLOVER ISLAND CENTRAL



Clover Island Central includes Cedars, an iconic Tri-Cities waterfront restaurant; the Port offices; Ice Harbor Brewing Company at the Marina; and parking, loading, and access for the Port's marina.

## VISION

### AN ACTIVE DISTRICT

Clover Island Central offers a range of eating options and supplies for the boater, biker, walker, or district resident, and is well-suited for additional food and retail that will help the island draw more customers and become a hub of activity. Clustered around a central open space and linked to island trails, this area hosts year-round activities and highlights local art and culture.

### RECREATION

Visitors and trail users can stop in the central node to grab a snack, enjoy views of the river, and relax at picnic tables under covered shade structures. In later phases, the addition of a small play space would be an even greater draw for families.



Figure 33. Casual dining opportunities oriented towards river views



Figure 34. New amenities and a small unique cluster of housing enhances the existing attractions and brings customers to the core of Clover Island



## A PLACE TO CALL HOME

A new residential community offers a unique "island lifestyle" to boaters, water enthusiasts, and others drawn to this special place.

## RECOMMENDATIONS SUMMARY

- Market the site for private development of casual grab-and-go dining, small recreational supply shop, and/or other compatible uses that support on-the-go or seasonal needs. Attract permanent year-round amenities as demand grows.
- Build a small park, connect to trail, and tie the north and south sides of the island together through a linked series of amenities and connections.
- Orient new commercial development around existing publicly accessible plazas and walkways showcasing local art and culture.
- Market the site for private development of a residential townhouse community or other compatible use.



Figure 35. Grab-and-go casual dining lets visitors enjoy food while they are on the move

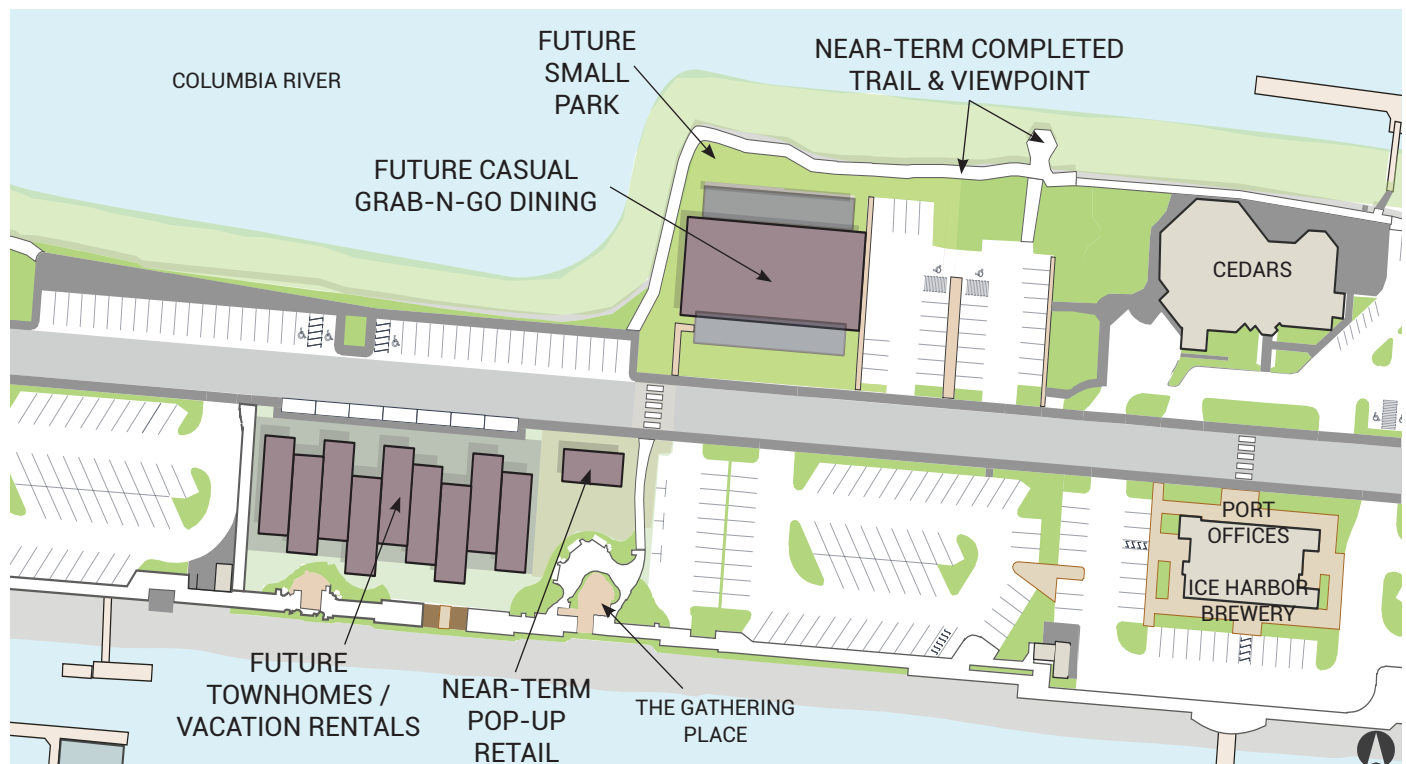
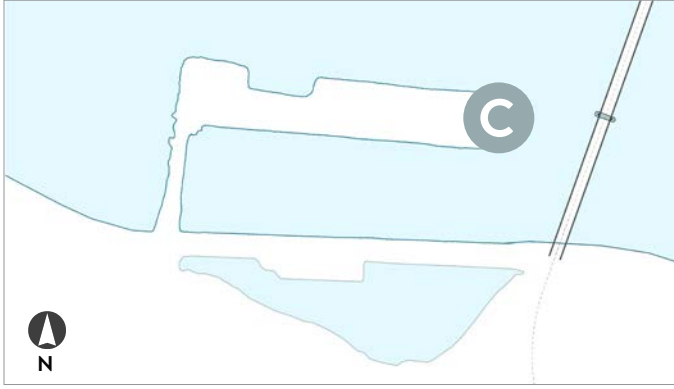


Figure 36. Clover Island Central recommendations, private development may vary

# CLOVER ISLAND EAST



Clover Island East contains the Clover Island Inn and parking area, which doubles as concert space with a temporary stage used for seasonal programming. The Coast Guard Station is also located on this end of the island.

## VISION

### AN ACTIVE DISTRICT

The non-Coast Guard Clover Island East graces the district as an entertainment destination with features such as an improved music pavilion, the refurbished Clover Island Inn, and a landscaped vantage point that boasts unparalleled views up river and to the Ed Hendler Columbia River Bridge (commonly referred to as the Cable Bridge). In partnership with the hotel, visitors will enjoy live performances, artisan fairs, cultural events, weddings, corporate retreats, and other events on Clover Island East.

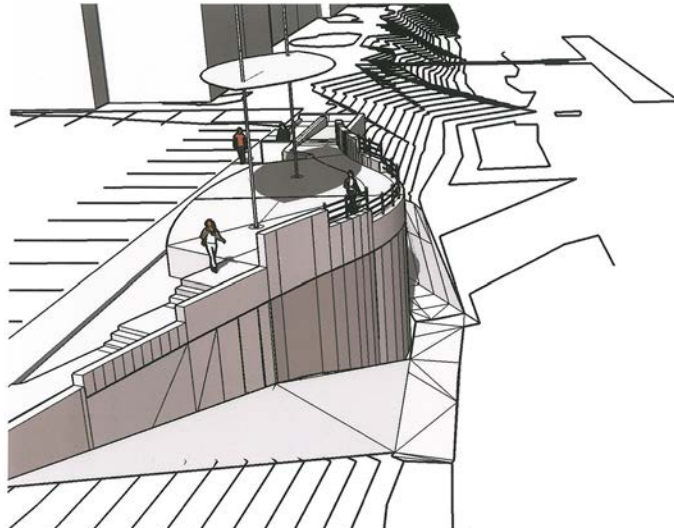


Figure 37. Design for enhanced entertainment space next to Clover Island Inn  
(Source: HDJ Design Group, 2009)



Figure 38. A permanent event space, viewpoint, and trail improvements bring people to enjoy great views of the Cable Bridge



## RECREATION

The new loop trail along the shoreline will provide active users with continuous connectivity that extends up the river. Physical fitness activity stations or other features add interest along the trail, creating a workout opportunity for Clover Island's Coast Guard Station staff and district residents and visitors.

## RECOMMENDATIONS SUMMARY

- Create an enhanced event space near the Clover Island Inn and partner to host events.
- Extend the perimeter trail to create a contiguous loop.
- Add a vantage point similar to others around the island, that is oriented toward the Ed Hendler Bridge.
- Install trail-side physical activity stations or other focal points to add interest throughout the district.
- Prioritize exterior upgrades, modernization, and/or redevelopment to improve the aesthetic appeal of the Clover Island Inn and grounds as future leases are negotiated. Partner to expand walkways near the building to better connect with the island trail.



Figure 39. Workout stations could be placed along the pedestrian trail

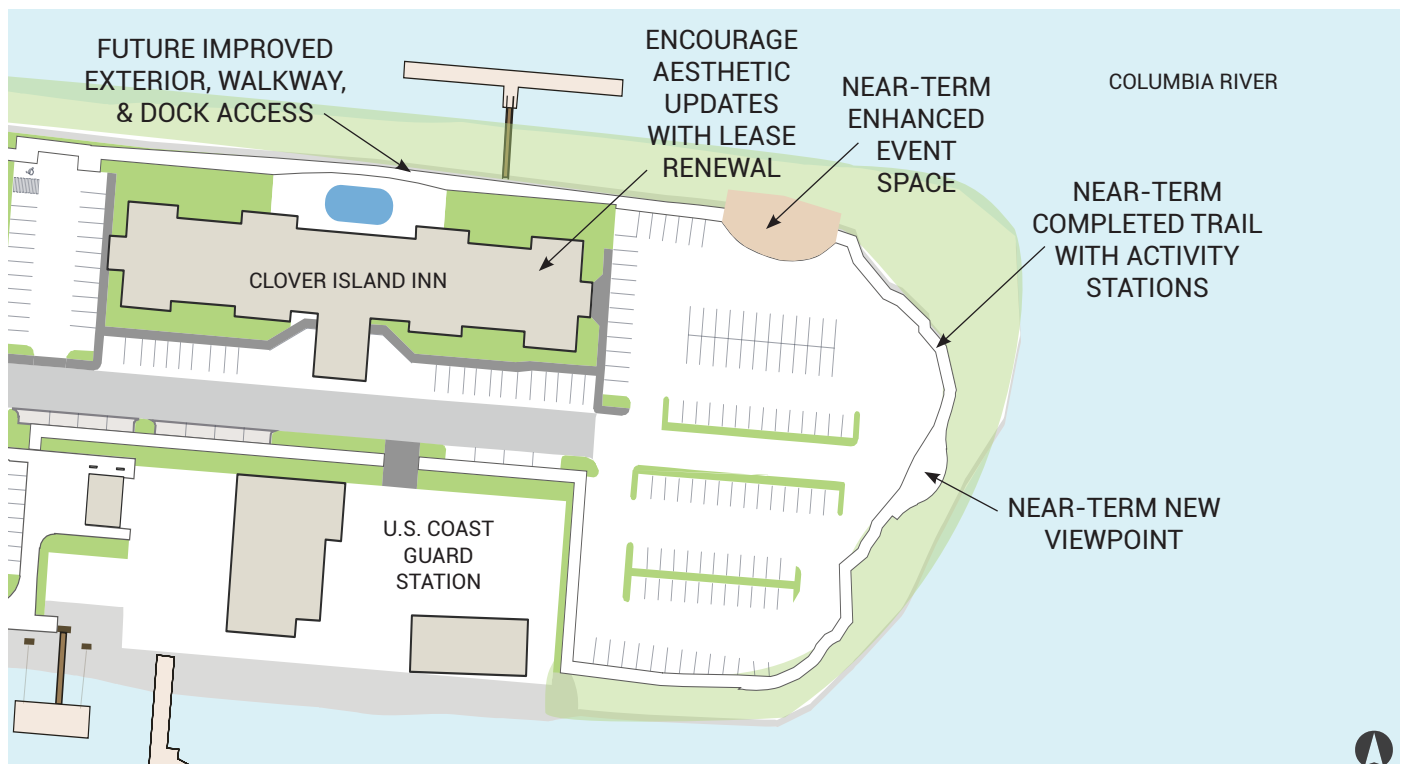
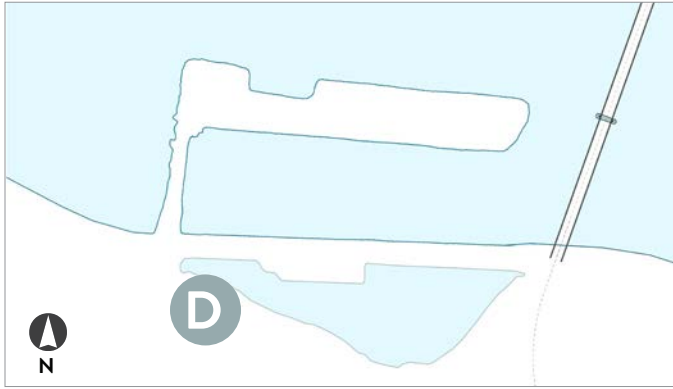


Figure 40. Clover Island East recommendations, private development may vary

# COLUMBIA DRIVE WEST: THE WILLOWS



The Willows is the land-based gateway to the historic waterfront district. It is primarily undeveloped land with trees, including one designated as a veterans memorial.

## VISION

### AN ACTIVE DISTRICT

Future residents will have prime access to the activity centers at Clover Island, Columbia Gardens, and downtown Kennewick. Residents will delight in the festive holiday lighting of the Veterans Memorial Christmas Tree and enjoy the plaza as a quiet space for reflection.

### RECREATION

The district and regional trail system will converge at The Willows. Improved trails with lighting and wayfinding will encourage use, and parking for regional trail users will be provided.



Figure 41. A community garden could be integrated into the residential development.



Figure 42. New small-scale residential will bring activity to the area



## A PLACE TO CALL HOME

Striking a balance between active uses and natural beauty, this is the district's prime location for new residential development.

The Willows residential community is nestled into a serene tree-lined setting and offers access to nature, local food and beverage options, views of the water, and an easy walk to Clover Island and historic downtown Kennewick. Just off Columbia Drive, The Willows offers easy access to arterials and regional employment centers.

## RECOMMENDATIONS SUMMARY

- Market the site for private development of a residential community that supports wineries, food purveyors, breweries, local artisans, and boutique retail; and generates revenues for wider area improvements.
- Create a plaza around the Veterans Memorial Christmas Tree.
- Enhance regional trail connections and add a parking lot near the levee for trail users of all ages and abilities.
- Retain mature trees as feasible and replace failing trees as needed.



Figure 43. A surrounding plaza would complement the Veterans Memorial Christmas Tree

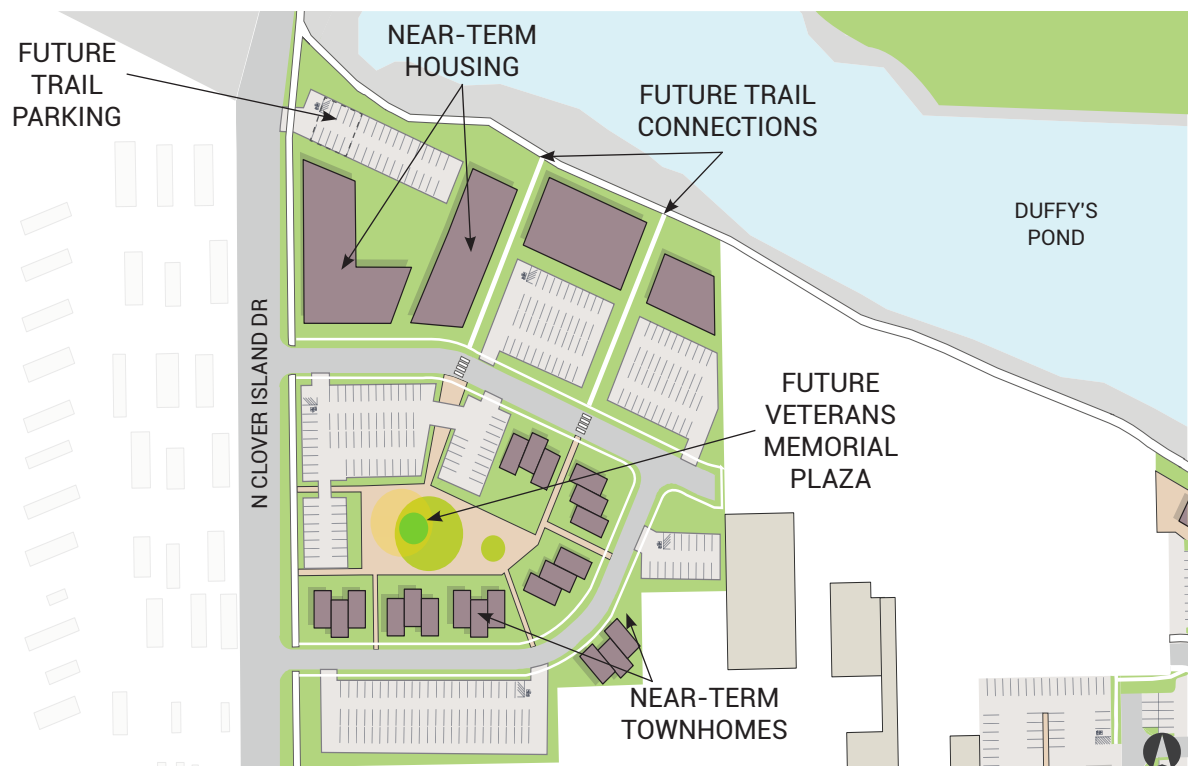
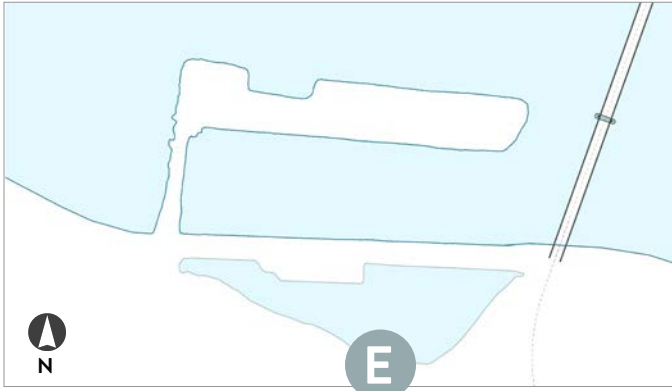


Figure 44. The Willows recommendations, private development may vary

# COLUMBIA DRIVE CENTRAL: COLUMBIA GARDENS



Columbia Gardens is a thriving center of visitor activity within the waterfront district. This property sits between private property and alongside the center of Duffy's Pond. Existing wineries with ample space for expansion serve as the catalyst for increased economic and social activities. A large mural by Andrew Reid creates a warm, welcoming tone for the area that celebrates the local culture. This portion of the district will benefit from the City of Kennewick's plans for traffic calming and safety improvements along both Washington Street and Columbia Drive.

## VISION

### AN ACTIVE DISTRICT

This node is a critical area for investment with potential to become a true district hub by adding amenities that support existing wineries, local artisans, and area farms.



Figure 45. Mid-Columbia Heritage Mural honoring the area's Latino history on display at the wineries (Artist: Andrew Reid)



Figure 46. Recommendations enhance the thriving winery setting with an artisan market, brewery, and play space



Columbia Garden's informal indoor/outdoor artisan market and new restaurants, winery tasting rooms, shops, brewery and taphouse, and farmers market create a bustling food district. A well-connected and high-quality pedestrian circulation network encourages afternoons and evenings exploring the district, visiting local businesses, and enjoying time with friends and family.

## RECREATION

The Duffy's Pond trail connects users of all ages and abilities to the district-wide trail system. A local sports equipment rental and bicycle repair shop serves district visitors and regional and local trail riders.

## RECOMMENDATIONS SUMMARY

- Market the site for private development of an indoor/outdoor artisan market and food and beverage-oriented establishments or other compatible use that builds out an activity hub. Distinguish project design and offerings from other similar planned development in the region.
- Continue to coordinate with USACE and the City to improve and protect Duffy's Pond ecology and function as a key district amenity.
- Increase event programming and art installations.
- Support surrounding roadway improvements and work with the City to enhance the connection to historic downtown Kennewick.
- Invest in a quality trail system that integrates the node with other district areas, includes wayfinding and lighting to encourage use, and provides buffers where needed between private properties and public trail users.
- Partner with community organizations to create a play space.



Figure 47. Artisan markets, such as San Francisco's Ferry Building provide space for local artists and vendors to sell their goods

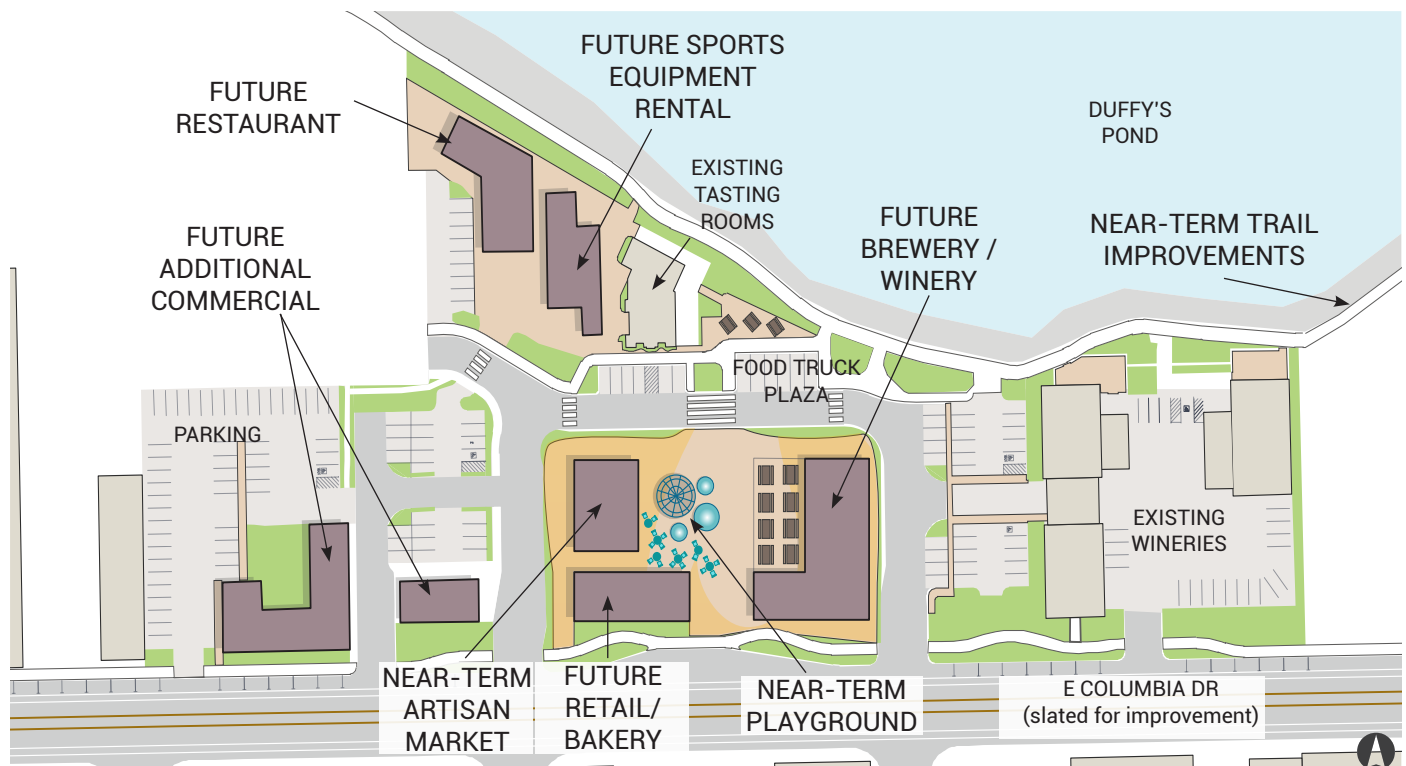
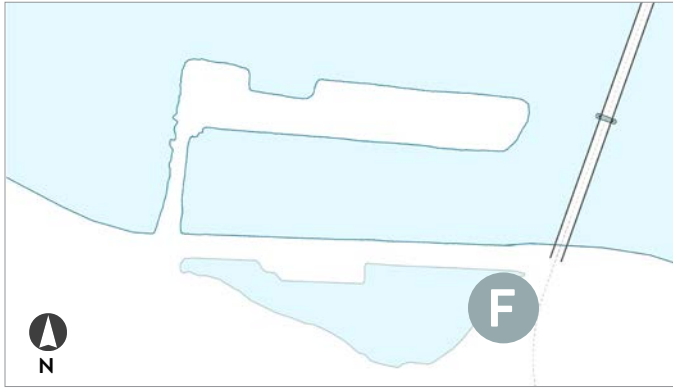


Figure 48. Columbia Gardens recommendations, private development may vary

# COLUMBIA DRIVE EAST: CABLE GREENS



Cable Greens is a flexible-use area in the southeast section of the district that is currently undeveloped. The City is strongly considering reconfiguring the free right-turn from State Route (SR) 397 onto Columbia Drive which will slow traffic and improve safety in the area.

## VISION

### AN ACTIVE DISTRICT

As Columbia Gardens evolves, development in this area has the potential to bring more customers and generate revenues to help support trail improvements and amenities throughout the district.

### RECREATION

Cable Greens will support pedestrians and bikers with an extensive trail network that connects the regional Sacagawea Heritage Trail to the Duffy's Pond trail and other district pathways. Parking for trail access will be provided. Interim use of the site could build upon the park-like setting with the addition of viewpoints into Duffy's Pond, a community dog park, and/or other interim activities or recreational uses.



Figure 49. Small townhomes next to the pedestrian trail would provide unique views of Duffy's Pond and the river



Figure 50. Recommendations include opportunities for residential or commercial development adjacent to Duffy's Pond at Cable Greens



## A PLACE TO CALL HOME

A future residential community will benefit from this unique setting and convenient location near regional highways and trails, Kennewick's historic downtown, the Columbia River, and the historic waterfront district's many amenities.

## RECOMMENDATIONS SUMMARY

- Market the site for private development of a residential community or other use compatible with the district vision.
- In the interim, consider installing a dog park, bicycle course, or other amenity to increase district visibility, use, and vibrancy. Weigh maintenance, liability, and expectations set by interim use proposals against potential benefits before moving forward.
- Secure easements along Duffy's Pond and complete the trail.
- Develop Duffy's Pond trail to connect with the Sacagawea Heritage Trail.
- Incorporate mature trees and other vegetation as a permanent buffer to SR 397.
- Support completion of the SR 397 traffic calming improvements.



Figure 51. Interim amenities, like art installations, could draw customers, showcase local artists, and add shade to a community plaza

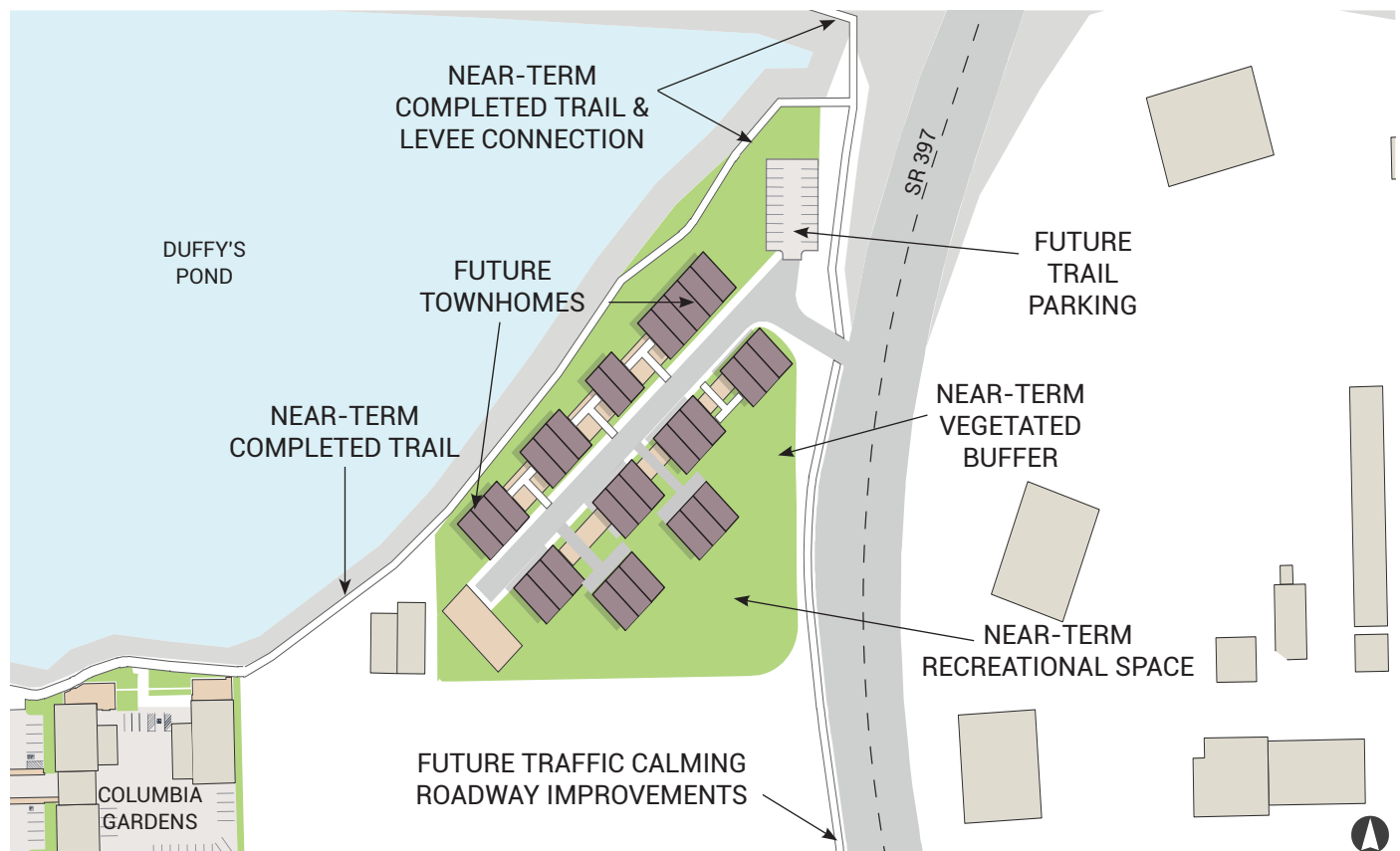


Figure 52. Cable Greens recommendations, private development may vary



Figure 53. Lighthouse Plaza and restored shoreline



# PLAN IMPLEMENTATION



Figure 54. Wiyákuktpa (a.k.a. The Gathering Place) on Clover Island, artists Rodd Ambrosion (bronze statues), Tim Park (casting), and Tim Norman (patina)

## OVERVIEW

The historic waterfront district is off to a great start, but it will take some key investments and event programming; commitment to building partnerships, interim activations, and marketing; an aligned property strategy; and adequately resourcing staff to achieve the community's vision. Design guidelines to help unify the district as recommendations are implemented over time are provided starting on page 41.

## KEY INVESTMENTS

The Port can generate momentum by making relatively low cost key investments that demonstrate its commitment to achieving the community's vision for the district and supporting post-COVID economic recovery.

There are three critical sites to focus investments in the near term: the northwest corner of Clover Island, The Willows, and Columbia Gardens. Investments in these sites will act as catalysts for development of the surrounding parcels and attract greater numbers of users, support businesses, and activate the space.

Interim activations are another low cost recommendation in the near term. They are a critical means of increasing awareness and generating excitement for the historic waterfront district. These "activations" can range from supporting pop-up seasonal retail, attracting various food trucks, hosting summer concerts, and programming a variety of events around Columbia Gardens' new artisan market or Clover Island's new events pavilion. The activations can be replaced with more permanent options as demand increases. These activities will build the district's reputation as a unique destination and attract developer and business interest in investing.





Figure 55. Partnering with community organizations to host events in the district will raise awareness and support businesses, such as this event where volunteers built trikes for tots in historic downtown Kennewick

## BUILDING PARTNERSHIPS

Coordinating with other governmental, business, and community partners will be critical to realizing the vision. The Port should continue to develop relationships with partners who will bring fun short-term activations to the space. For example, local businesses, like the Columbia Gardens wineries, Clover Island restaurants, or Clover Island Inn, can help with event programming; and recreational groups can help with trail improvements.

The Port should also create a district-wide art plan and partner with local artists to add art installations to new and existing development highlighting local history and culture. Cultivating these partnerships will be critical to increase visibility and build a sense of community ownership of the district.

## CITY OF KENNEWICK

The historic waterfront district and downtown Kennewick offer distinct experiences that complement each other, but the sites could be better linked. The Port should support the City's efforts to improve Washington Street and Columbia Drive to reduce traffic speed, improve comfort and safety for pedestrians and bicyclists, and further create a unique district identity. Further, the plan recommends the Port and City identify additional ways to partner to better connect the two areas and increase the economic vitality of both. These could include adopting design standards for the greater area, improving wayfinding, and adding safe and comfortable pedestrian and bicycle connections.



Figure 56. Partnering with the City to improve the safety, walkability, and aesthetics of Washington Street and Columbia Drive will increase the area's economic vitality and improve its link to downtown Kennewick



## ALIGNED PROPERTY STRATEGY

This plan recommends the Port retain ownership of current Clover Island property in recognition of the island's distinct environment and function as a community amenity. In addition, the Port should continue to evaluate acquiring additional property in the district as opportunities arise and develop disparate parcels according to the community's vision as conveyed within this plan.

## RESOURCING PORT STAFF

Finally, it will be important to adequately resource Port staff during the 15-year implementation time period so they can:

- Market available development parcels and ensure proposals achieve the plan's vision.
- Manage Port investments in the district.
- Develop partnerships and activate the space with expanded year-round programming.

The Port commission should consider this additional workload as they consider annual budgets and work plan priorities. They could potentially augment staff resources (e.g., add a part time position to coordinate event programming) or clarify priorities within existing resources to accomplish master plan recommendations.



Figure 57. Event programming by local businesses can draw more patrons to support the thriving new development (Source: Columbia Gardens Wine and Artisan Village on Facebook)

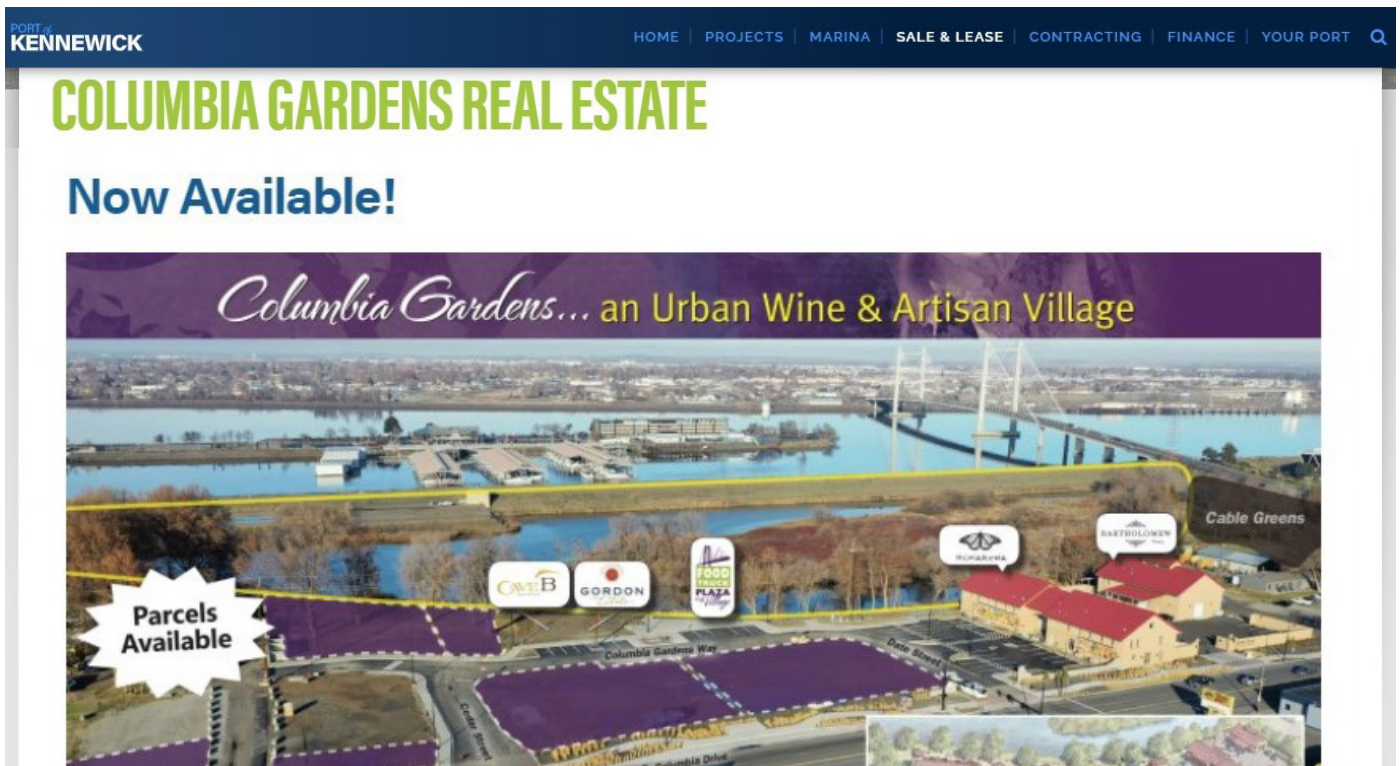
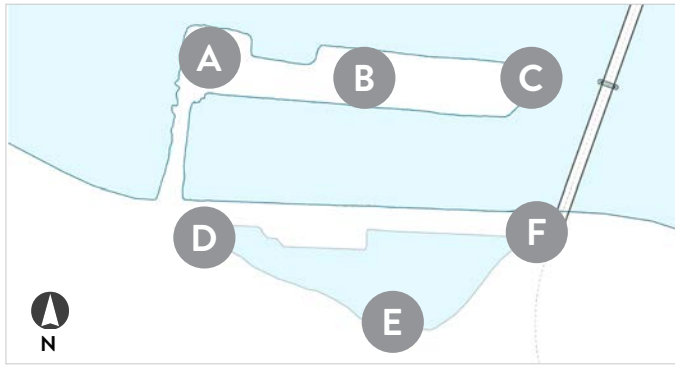


Figure 58. Increased staffing will better support marketing efforts that attract revenue-generating development, such as the Port's efforts for properties such as Columbia Gardens (Source: Port of Kennewick)

# RECOMMENDED TASK PHASING



To achieve the community's vision, this plan identifies near-, medium-, and long-term tasks to be accomplished. Each task notes the district location and task lead, whether Port, City, or other party. Recommendations are further classified as marketing, physical improvements, or opportunities for partnership and coordination. Rough order-of-magnitude (ROM) estimate of costs for Port-led physical improvement investments are also included with key assumptions on page 37. Tasks are further described in the Plan Overview chapter on page 17.

PROJECT LOCATION	PROJECT LEAD	PROJECT TYPE	PROJECT CATEGORY
<b>A</b> Clover Island West	<b>D</b> The Willows	<b>P</b> Port lead	Recreation
<b>B</b> Clover Island Central	<b>E</b> Columbia Gardens	<b>C</b> City lead	Amenities/Activation
<b>C</b> Clover Island East	<b>F</b> Cable Greens	<b>O</b> Other party lead	Residential
			General

NEAR TERM PROJECTS (2022-2026)			LEAD	COST (000)*			
1	Create a marketing plan to attract near term private investment; assess resources needed and budget accordingly	All	P				
2	Coordinate with City on plans for Washington St and Hwy 397	D/E/F	P/C				
3	Work with City on applicable design guidelines along Washington St and Columbia Dr	D/E/F	P/C				
4	Improve Duffy's Pond ecology to alleviate odor and stagnation	D/E/F	P/C				
5	Replace existing fixtures to meet design standards	All	P				
6	Complete shoreline enhancements around Clover Island in partnership with the USACE	A/B/C	P				
7	Improve Trails	All	P				
	Continue pathway lighting around district pathways	All	P	\$225			
	Install additional orientation signage and include district trail map	All	P	\$75			
	Design and construct remaining trail sections ( <b>does not include shoreline restoration</b> )	All	P	\$250			
	Coordinate with interested parties to locate fitness stations, art, or other improvements along pedestrian pathways	All	P/O	\$50			
	Work with USCG to reroute street-side walkway in front of the station so that its adjacent to the street	B/C	P/O				
	Shield private properties with fencing around Duffy's Pond	D/E/F	P	\$125			
	Obtain easement through athletic retail property	E/F	P/C/O				
	Complete trail around Duffy's Pond	E/F	P/C	\$75			
	Work with USACE on trail connection to levee	F	P/O				
8	Develop a playground in partnership with interested parties	E	P/O	\$375			
9	Create picnic area, dog park, or other shared open space	F	P	\$75			
10	Design and install an open-air covered event space and integrate with lighthouse plaza	A	P	\$1,250			
11	Develop space for food trucks	A	P				
12	Market for and support development of a pop-up retail/tackle shop on Clover Island	B	P/O				
13	Design and develop permanent event space adjacent to Clover Island Inn	C	P	\$500			

Figure 59. District-wide task phasing



## NEAR TERM PROJECTS (CONTINUED)



LEAD

COST  
(000)\*



14	Market for retail, brewery, and food development that fosters community partnerships and aligns with economic recovery strategies	A/B/C/E	P				
15	Develop modular open-air artisan market and market to local artists; distinguish from similar projects in the area through design, offerings, and marketing	E	P				
16	Design and develop river viewpoint to Cable Bridge	C	P	\$250			
17	Market for residential development on Clover Island	B	P				
18	Develop roadway and utilities, market for, and support private development of residential at The Willows	D	P/O	\$1,000			

## MEDIUM TERM PROJECTS (2027-2031)

19	Develop central gathering space with spray park	B	P	\$750			
20	Work with Clover Island Inn to continue waterfront walkway (does not include shoreline restoration)	B/C	P/O	\$250			
21	Develop pedestrian trail parking	D/F	P/O	\$300			
22	Support private development of a casual dining restaurant at Columbia Gardens	E	O				
23	Market for additional Columbia Gardens retail and Cable Greens development	E/F	P				
24	Plant new trees to replace existing trees	D	P				
25	Develop celebratory plaza around Veterans Memorial Christmas Tree	D	P	\$150			
26	Support private residential development on Clover Island	B	O				
27	Market for and support additional residential development at The Willows	D	P/O				
28	Market for residential development opportunities at Cable Greens	F	P				

## LONG TERM PROJECTS (2032-2041)

29	Work with Inn to incorporate requirements for improvements to exterior and dock access in lease renewal	C	O				
30	Market for and support private development of a boutique hotel or other development that accomplishes objectives	A	P/O				
31	Support private development of a casual dining restaurant at Clover Island	B	O				
32	Enhance Columbia Gardens artisan market	E	P/O				
33	Support private development of Columbia Gardens retail	E	O				
34	Support additional residential development at The Willows	D	O				
35	Support private residential or commercial development at Cable Greens	F	O				

## ONGOING PROJECTS

36	Work with Inn to upgrade exterior in alignment with design guidance	C	O				
37	Look for opportunities to acquire adjacent property	D/E/F	P				
38	Market available parcels to attract development that achieves community vision	All	P				
39	Market lighthouse event space for rentals	A	P				
40	Coordinate with Inn, wineries, and community organizations to increase district-wide event planning	C	P				
41	Develop a district art plan and work with local artists on installations	All	P/O				

\*Costs are planning level ROM estimates, in 2021 dollars, rounded, and provided to the nearest thousand developed in collaboration with Port of Kennewick staff. Please note, estimates were provided in May 2021, in the context of an extremely volatile pricing environment. All estimates should be verified when projects are selected for implementation. Construction estimates include a 50% mark up for soft costs, sales tax, and contingencies appropriate at the planning level. Estimates do not account for increased unit prices for small projects; packaging smaller projects together would likely be beneficial.

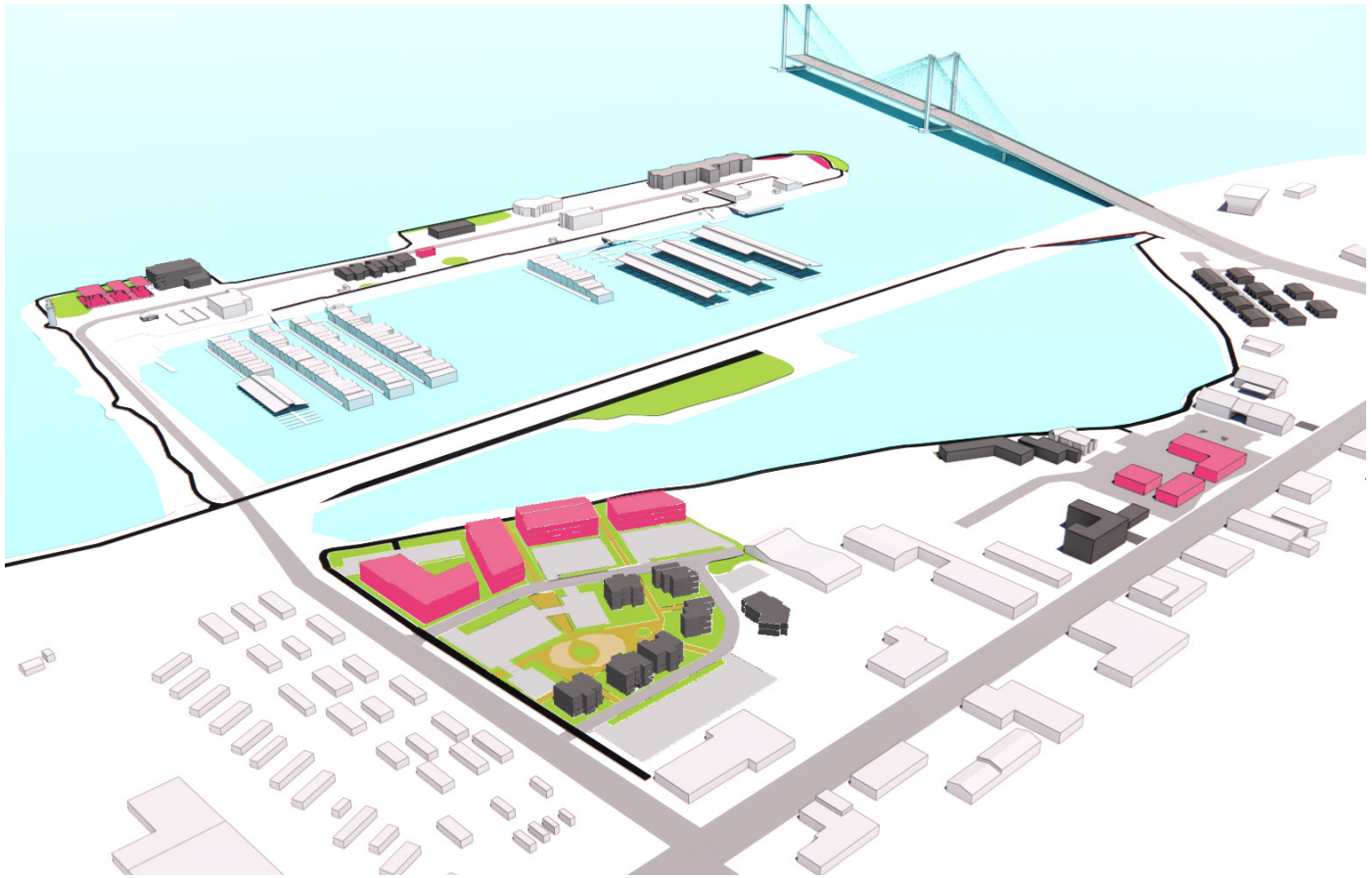


Figure 60. Near-term areas of focus identified in pink

## NEAR-TERM PROJECTS (2022-2026)

The short-term focus for the district is to raise awareness and create energy and excitement around all this area can become. Investments that attract people to the site should be prioritized. Near-term priorities are highlighted in Figure 60 and summarized below.

- Create an activation plan for the district that focuses on developing key partnerships and jointly programming events in the district.
- Increase pedestrian scale lighting, wayfinding, and private property shielding on trails.
- Design and create a river viewpoint on Clover Island to the Cable Bridge, add workout stops or other focal points along the pedestrian pathway, and complete missing trail connections.
- Develop flexible retail spaces in Columbia Gardens around a community plaza and play area; and lease to a variety of artisans, makers, and local craftspeople.
- Develop park and recreation spaces including the viewpoint at the east end of Clover Island, activating the Cable Green site, and integrating the lighthouse plaza with the new covered event space.
- Market to attract a pop-up retail/tackle shop on Clover Island.
- Create entertainment spaces and event venues including the covered area at northwest corner and performance area at the east end of Clover Island.
- Market development parcels with a focus on The Willows and Columbia Gardens; evaluate proposals to ensure development achieves goals and vision.
- Support private development of housing or other compatible residential at The Willows.
- Continue to support roadway safety improvements in partnership with the City of Kennewick.



## MEDIUM-TERM PROJECTS (2027-2031)

Once momentum has been built, it will be time to market additional areas of the site for private development with coordinated community amenities.

- Develop park and trail parking at The Willows and Cable Greens.
- Create a plaza around the Veterans Memorial Christmas Tree for celebrations.
- Develop residential on Clover Island and at The Willows, and a casual dining restaurant at Columbia Gardens.
- Market remaining development parcels with a focus on The Willows, Clover Island Central, and Columbia Gardens; ensure development achieves goal and vision.



Figure 61. Medium-term areas of focus identified in pink

## LONG-TERM PROJECTS (2032-2041)

Developing the Cable Greens site and adding a boutique hotel or other use that meets plan objectives on Clover Island West are longer-term focuses of the plan.

- Develop a casual dining restaurant on Clover Island and residential at The Willows and Cable Greens.
- Market remaining development parcels with a focus on Clover Island West and Columbia Greens; evaluate proposals to ensure development achieves goals and vision.
- Coordinate with Clover Island Inn on exterior improvements and dock access.

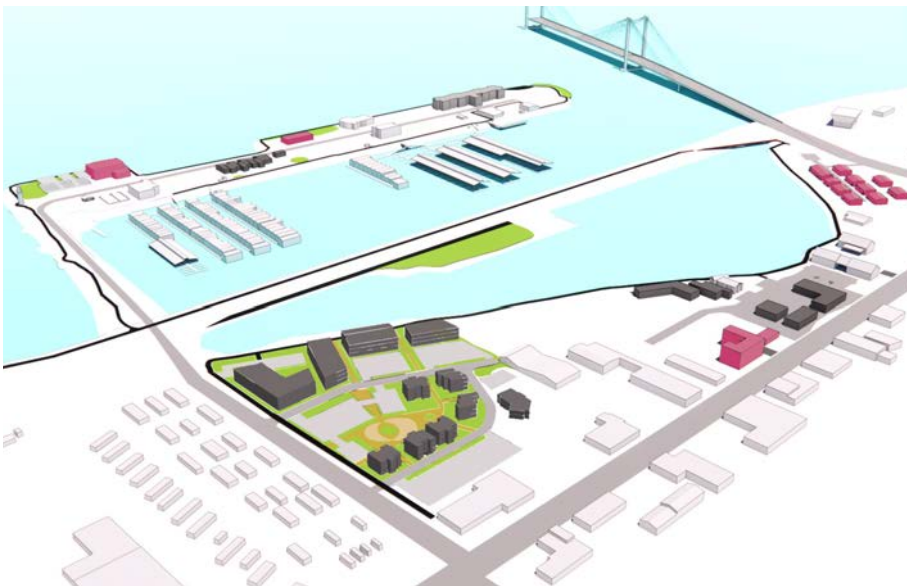


Figure 62. Long-term areas of focus identified in pink



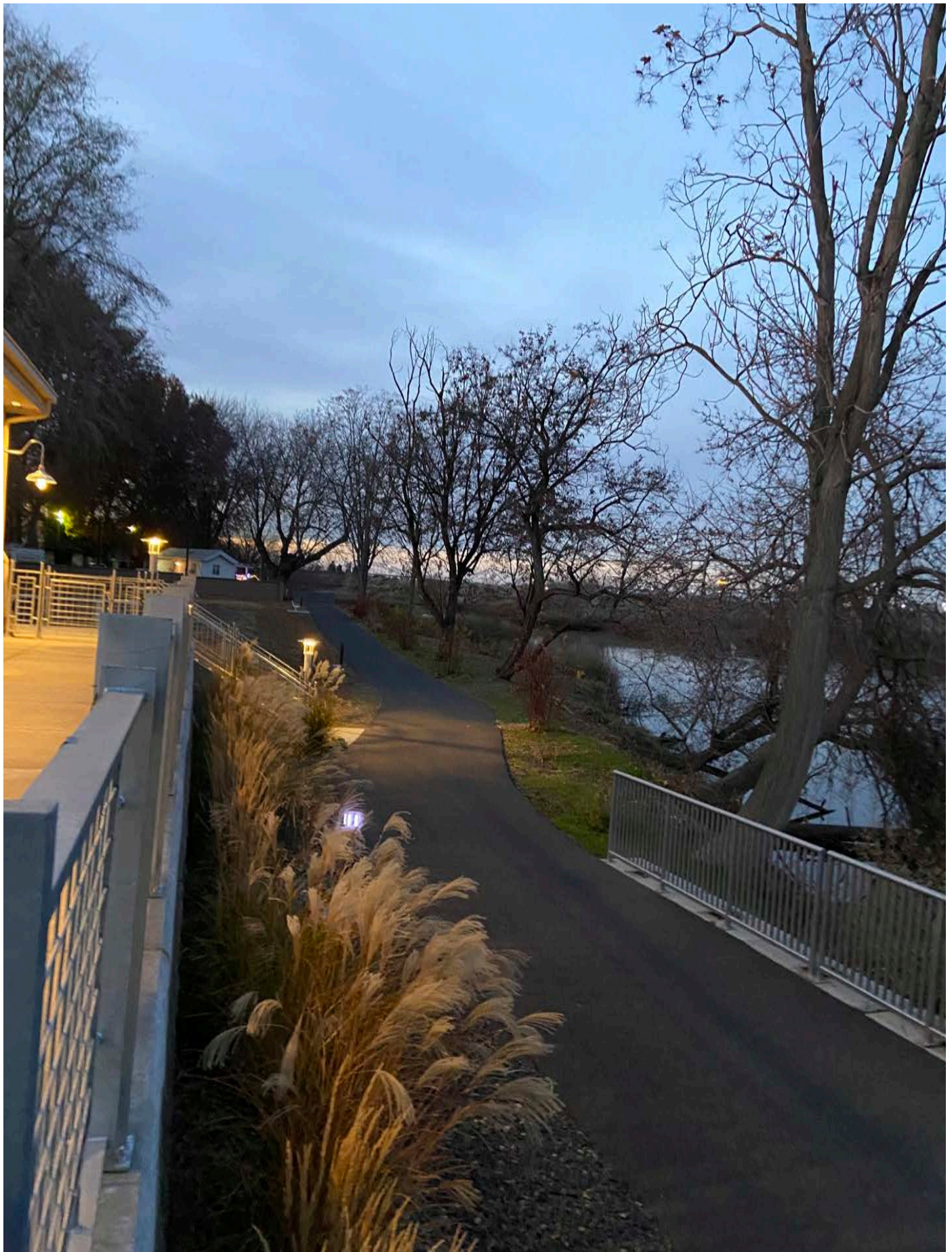


Figure 63. Pathway along the Columbia Gardens wine tasting rooms provides beautiful views of Duffy's Pond



# DESIGN GUIDELINES



Figure 64. The Food Truck Plaza provides space for people to enjoy the scenic interior waterfront (Source: Kim Fetrow Photography)

The historic waterfront district has two unique areas – Clover Island and the area along Columbia Drive. While Clover Island is heavily tied to the Columbia River, Columbia Drive is connected to the area's industrial past and historic downtown. Design guidelines will help unify new and existing development by creating a singular and coordinated identity.

Design guidelines define an area's look and feel to create a unique identity. The following guidelines are intended to celebrate the waterfront district's history, connection to water, and pedestrian focus. Rooted in the guidance established in the 2005 Clover Island Master Plan and the 2011 Willows Wine Village Pattern Language document, these updated guidelines reflect building styles that now extend to Port-owned parcels along Columbia Drive.

## DISTRICT-WIDE GOALS

- Maintain high quality craftsmanship using context sensitive building styles, design elements, and materials.
- Integrate local cultural and historical themes and artwork into building and site design where appropriate.
- Celebrate and enhance connections to the Columbia River and Duffy's Pond.
- Emphasize pedestrian-oriented buildings and site planning.
- Provide a year-round enjoyable pedestrian experience by incorporating design elements that respond to the region's specific environmental conditions. This includes protection from wind and snow in winter and access to shade, views of the water, and areas of respite in the summer.
- Accommodate all modes of transportation, including bicycles and transit, where available.



Figure 65. Clustered buildings create a pedestrian friendly area



Figure 66. Monarch's active interface at Columbia Gardens adjacent to the pedestrian trail with outdoor seating, low fencing, and landscaping



Figure 67. Townhouse articulation

The following pages present guidelines for:

- Architecture: building design and orientation, public plazas, and gathering spaces
- Fixtures and landscape: lighting, fencing, seating, vegetation, and wayfinding and signage
- Recreation: trails and pathways, and bike facilities
- Transportation: street grid and parking.

## ARCHITECTURE

### BUILDING ORIENTATION

Waterfront district buildings should be designed to create a visual and functional relationship with one another.

- Whenever possible, cluster multiple buildings to achieve a "village" environment and create opportunities for plazas and pedestrian areas (see Figure 65).
- When site constraints prevent clustering, establish a visual link between buildings with integrated landscape elements, such as trees and plantings, pathways, shared seating areas, public art, small pocket parks, and enhanced paving.
- Create active interfaces between buildings and predominant district pathways, plazas, and site features, such as Duffy's Pond. Include outdoor seating, trees and landscaping, pedestrian-scale lighting, and low, transparent fencing or walls, as appropriate (see Figure 66).
- Create a vibrant and pedestrian-oriented streetscape by including large storefront windows, awnings, and outdoor spaces for dining and other activities along main streets.
- Building frontage and setbacks should seamlessly integrate with the public realm.

### BUILDING DESIGN

The 2005 Clover Island Master Plan's architectural design guidelines for roofs, building exteriors, and windows remain the current standards.



## RESIDENTIAL AREAS

District housing guidelines complement those of district businesses, especially in mixed-use developments. Residential design guidelines address multiple housing options, encourage minimal setbacks, and specify landscaping with drought tolerant plantings.

- Place front windows to preserve privacy.
- Articulate façades with architectural elements such as porches and other entrance treatments, balconies, bay windows, and vertically divided building volumes.
- Create welcoming and safe multi-family or clustered housing through neighborhood site planning that avoids “turning its back” on the rest of the district.
- Landscaping should be used to soften the pedestrian environment around structures.
- Homes should front pedestrian pathways and provide access to the district’s trail system that meets the Americans with Disabilities Act (ADA) universal accessibility guidelines. When possible, homes should be oriented to maximize views of the Columbia River and Duffy’s Pond, and should be staggered to provide view corridors (see Figure 68).
- Neighborhoods should dedicate generous space to landscaping as both open space for play and gathering and vegetated areas with drought tolerant native plantings (see Figure 69).
- Walk-up units adjacent to a street should have a primary pedestrian entrance from the street sidewalk. Where individual units have access to the street sidewalk, private front yards should have small, low fences.
- Medium-density projects, such as proposed for The Willows, should be designed such that ground floor units have individual sidewalk entrances, and courtyard projects have at least one significant pedestrian entrance from the street sidewalk.
- Design intent should avoid unnecessary complexity and focus on how the building relates to and ties into the surrounding site and buildings.



Figure 68. Pedestrian pathways connecting townhomes



Figure 69. Generous landscaping and low lying walls can distinguish private and public areas.

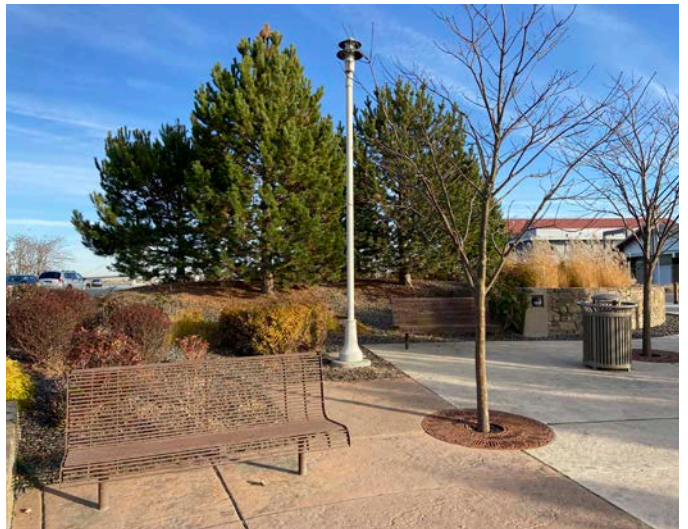


Figure 70. Seating provides areas for rest and relaxation





Figure 71. Downward facing lighting creates the feeling of a safe space to walk at night



Figure 72. Lighting should highlight art features and landscaping

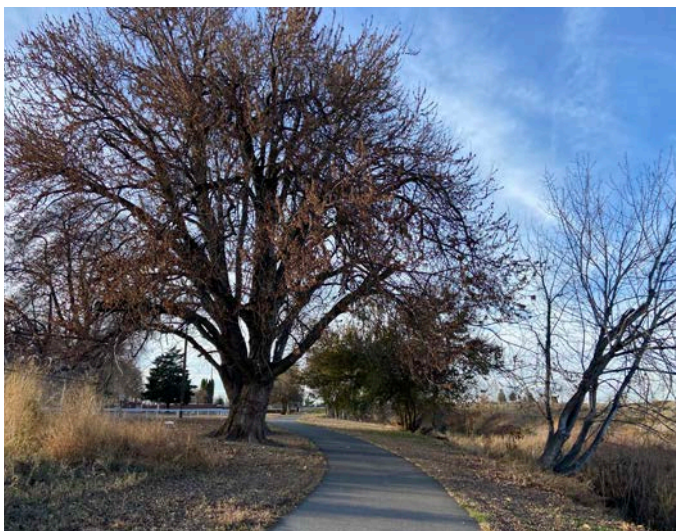


Figure 73. New development should incorporate existing, healthy mature trees where feasible

## PUBLIC PLAZAS AND GATHERING SPACES

- As stated in Building Orientation, buildings should orient toward plazas and gathering spaces and must feature pedestrian-oriented façades. Buildings facing the artisan market plaza in Columbia Gardens must include transparent windows or large glass doors along at least 75% of the façade.
- Plazas should include pedestrian-scale lighting, landscaping, and flexible seating options, and offer some protection from the elements.

## FIXTURES & LANDSCAPE

The historic waterfront district benefits from containing significantly more large trees than surrounding areas. Mature trees provide shade and local habitat, aid stormwater management functions, sequester carbon, and offer other relief from the built environment.

## SEATING

Integrate seating elements throughout the district to allow for rest and conversation, and maximize seating orientation toward significant views (see Figure 70).

## LIGHTING

The design, scale, and placement of outdoor lighting fixtures on buildings and in parking lots should be in keeping with the buildings' architectural style and should be consistent in design wherever possible.

- Incorporate smaller-scale, softer parking lot lights and minimize tall parking lot lights where feasible.
- Outdoor light fixtures mounted on building walls should be pedestrian scale and not exceed eight to 10 feet in height.
- Light fixtures should be directed downward and shielded so the light source is not visible to minimize glare and blind spots for passersby, according to crime prevention through environmental design (CPTED) standards.
- Light all pedestrian pathways to illuminate ground surfaces and draw attention to significant landscaping features, such as mature or significant trees, public art, and design details (see Figure 72).
- Lighting along pathways should be continuous to safely guide visitors throughout the district and to public transit stops and vehicle and bicycle parking.
- Encourage seasonal, holiday, and festival lighting as a large-scale attraction to the site.



## VEGETATION

District landscaping and vegetation should adhere to the following:

- Preserve and integrate existing healthy mature trees wherever possible.
- Where practical, new residential and commercial development should incorporate existing healthy mature trees in site and building designs, especially in areas of public open space (see Figure 73).
- Retain urban tree canopy by replacing mature trees that are removed due to development, condition, or age with similarly scaled trees at maturity, to be planted as near to the removed trees' location as possible (see Figure 74).



Figure 74. Some mature trees at Columbia Gardens may need to be replaced due to condition or age

## FENCES AND WALLS

The design and placement of fences, retaining walls, gates, arbors, footbridges, and other site features should relate to building architecture, site topography, and pedestrian experience.

- Fence and wall styles should be consistent along Duffy's Pond and around Clover Island.
- Fences and walls adjacent to commercial spaces should provide visibility to the surrounding site and preserve views of the water.
- Avoid the use of chain link fencing and long, monotonous fences or walls.
- Fences and walls should be set back differently at least every 10 feet, with landscaping in offset areas where appropriate.
- Fences or walls should not impede pedestrian routes or block lighting.
- Coordinate landscaping along fences and walls with the Port's street tree planting and maintenance scheme.

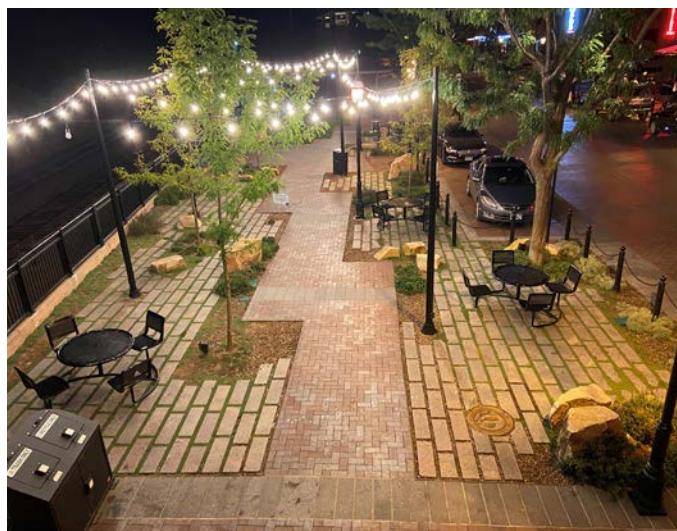


Figure 75. Lighting should highlight art features, landscaping, and public spaces



Figure 76. Suspended signs add visual interest





Figure 77. Bike parking can reflect the culture of the community



Figure 78. Updated wayfinding should be integrated at key entrance points into the district

## WAYFINDING AND SIGNAGE

Wayfinding orients visitors, welcomes, and increases feelings of comfort in a space. Wayfinding elements in the historic waterfront district should be designed to follow a consistent style and be easily identifiable.

- Display maps of the district at major entryways to highlight key points of interest and encourage exploration (see Figure 78).
- Orient signage throughout the district toward pedestrians, bicyclists, and slow-moving vehicles.
- Provide permanent, pedestrian-oriented window displays, awnings, and suspended signs to encourage meandering throughout the space and enrich the visual quality of the building (see Figure 76).
- Signage should be maintained to demonstrate a sense of pride and care that contributes to the vibrancy of the area. Unkempt signage can be confusing and detract from an area's appeal.

## RECREATION

### TRAILS AND PATHWAYS

- Pathways should retain a minimum width of five feet.
- Provide low-level bollard lighting, no more than 3½ feet in height, to reduce visual glare and light spill onto adjacent uses.



Figure 79. Pedestrian pathways buffered by planting strips provide a feeling of safety



- Planting strips of a minimum four feet width are required between parking lots and pathways (see Figure 79).
- Maintain adequate space to accommodate pedestrian circulation where buildings must be sited directly adjacent to pathways.
- Sidewalks require a minimum five-foot width and a landscaped buffer from roadways.
- Locate public and/or private right-of-ways, connections, and open space to reflect the contextual block pattern.
- Establish an internal district roadway alignment that encourages slow driving speeds to support pedestrian safety and responsible enjoyment of the views and natural site elements. Road widths should be limited to a maximum of 24 feet.

## BIKE FACILITIES

- Place bike racks throughout the district in well-lit, safe, and convenient locations to encourage bicycle use and appropriate securing of bicycles that avoids encroaching on private property.
- Bike rack design should allow for artistic elements and reflect the character of the area (see Figure 77).
- Install at least one publicly accessible bike pump station.

# TRANSPORTATION

## STREET GRID

The current configuration of the historic waterfront district lacks north-south oriented streets that could connect with the surrounding industrial area. The Port should work with the City to create more cross connections throughout the district and to downtown Kennewick.

## PARKING

- Create pedestrian-minded parking lots that eliminate safety conflicts with vehicles and add value to the district landscape.
- Delineate safe and accessible walkways for all ages and abilities with special pavement treatments, such as color, texture, and/or materials.
- Orient parking lot aisles to run perpendicular to the building's entry and allow pedestrians to walk parallel with moving cars. Look for opportunities to add separate pedestrian pathways within the parking aisles to minimize pedestrians' need to cross traffic and landscaped areas (see Figure 80).
- Create shared-parking regimes between businesses and other entities whose high-peak use occurs at different times of day and seasons.



Figure 80. New development should have walkways within parking areas that are accessible to all ages and enhanced with landscaping

# A. ECONOMIC ANALYSIS



Figure 81. View of Clover Island looking east to the Cable Bridge



DATE: October 19, 2020  
TO: Julie Bassuk, MAKERS  
FROM: Matt Craigie  
SUBJECT: Port of Kennewick – Waterfront District Concepts – ECONorthwest Feedback

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## Purpose and Context

MAKERS and ECONorthwest are assisting the Port of Kennewick with the creation of a master plan for their Historic Waterfront District properties. MAKERS has developed two preliminary concepts for the properties and is in the process of gathering feedback from the Port and the community. MAKERS asked ECONorthwest staff for our input on the following questions:

1. What elements of each concept are likely to work? Which elements raise concerns?
2. What recommendations do you have regarding phasing of development on the Port's properties?
3. Given the mix of uses presented in each concept, what incentives should the Port use to encourage new development?

This document presents our answers to these questions.

## Concept A: Activity Destination

This concept creates a destination spot with new things to do and places for visitors to stay.



- |  |   |
|--|---|
| <b>A1</b> Boutique hotel & event rentals   | <b>A7</b> Boardwalk connection to Sacagawea Trail                                       |
| <b>A2</b> Condo vacation rentals with art/gathering space  | <b>A8</b> Activity rentals (bicycle, scooter, kayak, peddle boat)                       |
| <b>A3</b> Activity cluster with shaded enjoyment area (grab & go cafe, retail, covered public space) | <b>A9</b> Activity cluster (brewery, arts, restaurant, winery)                          |
| <b>A4</b> Permanent performance space, lookout point, completed pedestrian pathway                   | <b>A10</b> Housing and vacation rental options around pond & courtyard enjoyment spaces |
| <b>A5</b> Cable Greens condos  | <b>A11</b> Future potential ped, bike, and vehicle connection                           |
| <b>A6</b> Completed Duffy's Pond Trail   |   |

### What elements are likely to work?

- **Retail/Maker Activity Cluster (A9):** The retail/quasi-industrial uses at A9 should continue to flourish once the pandemic has subsided. These uses make sense here and, from a market perspective, should be feasible in the near-term.
- **Repositioning Clover Island Inn:** The Port should work with the Clover Island Inn to maximize occupancy levels as the region comes out of the pandemic downturn. Pre-COVID, there were major shifts happening in the hotel business. "Flags"—hotel sub-brands—were changing rapidly in a response to generational changes in leisure and business travel. The Clover Island Inn might have been planning or considering a flag change to appeal to these changing preferences. The hotel's ownership may want to reposition the Inn to sync with the same visitors that would be drawn to the proposed area amenities, e.g., wine tourists, boaters/river users. In this way, the Port can leverage the hotel asset that is already present.

### Which elements raise concerns?

- **Permanent Performance Venue (A4):** A permanent performance space could be a necessity for Concept A. A frequently programmed venue that draws in visitors at least on a weekly basis for three seasons will be necessary to draw in the constant visitors that this concept will require. However, access and parking are major considerations for a performance venue.
  - Can parking for some of the uses on the island be shared during off-hours with concert goers?
  - With only one way on and off the island, are there off-island locations for concert goers to park and use a shuttle for access?
- **Commercial Cluster (A2, A3):** Clustering of commercial uses such as condo vacation rentals with art/gathering space (A2) and activity cluster with shaded enjoyment area (A3) could work well. However, since most visitors will drive and park at their



destination, businesses may struggle unless they have easy access points and adequate parking. The island's physical restrictions could inhibit the creation of a strong hub of activity. Since the island is long and linear, parking will most likely need to stay at surface level for the near to mid-term (i.e., subterranean parking is likely not physically possible and structured parking is cost prohibitive).

- **Residential Cluster (A10):** One issue with the off-island uses is that there does not appear to be a good way to build strong connections between each of the clusters. For example, the residential uses at A10 would be more appealing for prospective residents if they were closely tied with uses at A8 and A9. These connections should be explored to the extent possible with existing property ownership patterns.
- **New Boutique Hotel (A1):** The COVID-19 pandemic has decimated the hospitality industry, with plummeting occupancy levels and room rates. Despite the overall attraction of the Tri Cities region, new hotel developments will not be likely to pencil until at least the next market cycle (five years in the future). For this reason, hotels are going to remain unfavorable investments for years to come. In thinking about a potential new hotel, the Port should analyze (1) how a boutique hotel would differentiate itself from the Clover Island Inn and (2) how the two hotels would compete.

## What are phasing recommendations for development on the Port's properties?

### Short Term:

- **Permanent Performance Venue (A4):** A performance venue could be an early phase development. Even a temporary setup in a parking lot could go a long way to draw in visitor traffic and start to create more buzz about development on the island.
- **Outdoor Amenities (A6, A7, A8, A11):** The Port should seek ways to fund and develop those outdoor amenities—trails, Duffy pond improvements, etc.—during initial phases. This will help drive the appeal of residential uses.
- **Activity Cluster (A9):** The retail/quasi-industrial uses at A9 should continue to flourish once the pandemic has subsided. These uses make sense here and, from a market perspective, should be feasible in the near-term.

### Longer Term:

- **New Boutique Hotel (A1):** Hotels are rarely first or second phase projects, even in times with more favorable economic conditions. They need strong occupancy levels to survive and therefore usually only get built when the "there-there" is already present.
- **Residential Uses (A5 and A10):** Residential uses become much more appealing once the outdoor amenities are in place. Otherwise, it could be a hard sell for many prospective buyers/renters.

## Concept B: Residential Hub

This concept envisions the area evolving into a dynamic residential community with services and gathering spaces.



- |   |   |
|---|---|
| <b>B1</b> Artisan market (local food/craft vendors, entertainment)  | <b>B7</b> Boardwalk connection to Sacagawea Trail               |
| <b>B2</b> Unique island living condominiums                         | <b>B8</b> Recreation cluster (covered public space, bike shop)  |
| <b>B3</b> Amenity cluster (grab & go cafe, sports equipment rental) | <b>B9</b> Amenity cluster (cafe, bakery, casual dining)         |
| <b>B4</b> Performance space and open gathering space                | <b>B10</b> Residential around pond & courtyard enjoyment spaces |
| <b>B5</b> Cable Greens townhomes & vegetated buffer                 | <b>B11</b> Mixed-use with retail/grocery                        |
| <b>B6</b> Completed Duffy's Pond Trail                              | <b>B12</b> Future potential ped, bike, and vehicle connections  |

### What elements are likely to work?

- **On-island Housing (B2).** Condos on the island is a unique housing option with only a few true competitors in the region (e.g., Columbia Point). Seniors and river enthusiasts would be drawn to it. To support this residential use, consideration should be given to on-site and on-island amenities.
  - An important benefit of on-island housing is that residents will help "anchor" on-island commercial businesses and could generate off-peak hour activities.
- **Residential around Pond and Courtyard Enjoyment Spaces (B10).** In both concepts, it makes sense that new development in this area would be residential. A more achievable scale of residential development at this location would be the smaller multifamily pod buildings shown in Concept A. In addition, there are not mirrored uses across Clover Island drive or directly to the east of this property
  - **Additional Considerations:** To achieve higher multifamily densities, the Port might want to consider senior housing or assisted living facilities. The competition for these uses in the Tri-City area is unknown but likely the demographics are generally conducive to this type of use.

From an economics perspective, these uses can be profitable for landowners. They might even be able to work with a ground lease situation.

One downside of an assisted living or memory care facility would be that the residents are not likely to be able to leave the facility to support area businesses.

### Which elements raise concerns?

- **Artisan Village (Public Market) (B1).** While the Artisan village (B1) is an exciting concept, the Port should know that these projects are always economically challenging and even those that have been in use for years lack financial stability. That said, if public



markets are carefully planned and well supported, they can become major tourist attractions and valued community gathering places. Key threshold considerations include:

- **Building New vs. Repurposing a Building.** Building new is a financially challenging option, as none of these facilities can support a debt payment. The most successful public market in Eastern Washington is the [Pybus Market in Wenatchee](#). In that case, a preexisting building was repurposed for the market.
- **The Location.** Location could be a challenge from a transportation and access standpoint. Left-turning visitors to the market might create a slowdown or bottle neck with other island users. A more appropriate location could be adjacent to the existing amenity cluster (B9). This would build on energy of the existing retail and offer better ingress/egress via a traffic light on Columbia Blvd. (Of course, in this situation, it would not have the draw of being directly on the waterfront).
- **Mixed-Use Building (B11).** This should be considered as two buildings. While the Port does not control the building at the corner of Clover and Columbia, that is the most visible and desirable location for a larger retail building like a grocery store. Mixing a grocery store with upper floor retail is not only challenging from a financing/economics standpoint but also due to a floor plate and column spacing mismatch between uses. This type of development is usually only found in dense urban environments where high rents allow for its costly construction type.

## What are phasing recommendations for development on the Port's properties?

### Short Term:

- **On-island Housing (B2)** may be a viable near-term option with the right developer, especially given that this is such a unique site within the region.
- **Public Market (B1).** A two building concept would allow for phasing—one building is constructed first, and then as visitor volume and revenues increase, a second building could be constructed.

### Longer Term:

- **Residential around Pond and Courtyard Enjoyment Spaces (B10).** In both concepts, it makes sense that this area would be residential. However, residential at the scale shown in the renderings would only be possible in later phases of development.
- **Mixed-Use Building (B11).** Vertical mixed uses should only be considered for later phase projects, if at all. Vertical mixed-use is much more costly and difficult to finance. A horizontal mix of uses, say a condo building next to a coffeeshop, can offer the same use types without the same economic and financing issues. Many times, there is a demand for first floor retail in residential buildings. While in dense urban environments these spaces can live up to their promise of street activation, in almost all other locations they are difficult to lease and become financial burdens for developers.

## Given the mix of uses presented, what incentives should the Port consider using to encourage new development?

- **Opportunity Zone.** It appears that the Waterfront District is within a Federally designated Opportunity Zone. It is unclear what actual power this program will have to incentivize new development; however, it should be considered by new businesses and real estate projects.
  - The program allows private investors to defer, reduce, and in some cases, cancel out their capital gain taxes on specific investments. The program does have a graduated sunset, which encourages near-term investments.
  - Our assessment of this program as it impacts real estate development projects is that, in most cases, it does not tip the balance towards financial feasibility for a project that otherwise would not get funding. Rather, it layers an extra incentive on top of an already financially attractive project.
- **Reconsider Port Land Sale Policy.** One hurdle for new development that the Port needs to contend with is the impact that a "no land sale" policy has on prospective developments. In most situations, developers (and their investors) are unwilling to deal with a ground-lease encumbrance. Ground-leases make project financing and sale difficult. Ground-leases are most successful in growth-oriented markets (e.g., big cities). In this case, developers and investors are able to balance the multiple risks of a ground lease situation with the potential profit upside and confidence that they will be able to find a buyer in the future.
  - To counter the ground-lease impacts, the Port should offer generous ground-lease terms like low rates, deferred or "step up" payments, and long-term payment schedules with multiple options; they are already doing some of these things.
- **U.S. Treasury New Market Tax Credits.** This program provides private investors with federal tax credit for investments made in economically distressed communities. It appears that the Waterfront properties are [within an eligible census tract](#). Although these can be powerful funding tools for projects like a public market, these funds have been harder to access in recent years.
- **Washington State Grants.** The State has several grant programs that should be considered. The Port is familiar with some of these options. The State's Community Economic Development Board (CERB) grant program could assist with future planning efforts. Other state grants might be able to assist with infrastructure or public/private development deals, like the artisan market.
- **Federal Grants.** The Port is familiar with some, if not most available Federal grant programs. There are annual opportunities for grants from the U.S. Economic Development Administration (EDA), United States Department of Agriculture (USDA), and other Federal departments and bureaus. The Port should look out for new grant opportunities should another stimulus package get approved in 2021.



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## B. PUBLIC ENGAGEMENT FEEDBACK



Figure 82. Landscaped walkway adjacent to the Clover Island marina



# VIRTUAL ENGAGEMENT SUMMARY

## TARGETED DISCUSSIONS

- 12 individual interviews
- 6 group interviews
- 4 discussion groups
- **56** total stakeholders

## OPEN HOUSES

- 3 virtual open houses
- **2,365** unique users
- **168** comments
- **137** survey responses



1

## OUTREACH SUMMARY

# COMMUNITY PRIORITIES



### WATER

Celebrate views, access, and connection to water



### LOCAL AMENITIES

Retain and add amenities with a local focus



### SAFETY

Address concern about blight and safety at night



### TRAILS & NATURE

Complete and upgrade trails and support connection to nature



### PARKING

Concern over increased vehicle and boat trailer traffic with more development



### LIVING & VISITING

Add a boutique hotel and appropriately scaled and sited mixed-use residential

2

## OUTREACH SUMMARY

# PLAN RESPONSES



### WATER

- Increases areas that accommodate and encourage community gathering and recreation areas near water
- Provides additional river viewpoints



### LOCAL AMENITIES

- Adds eateries on Clover Island and at Columbia Gardens
- Builds an artisan market and pop-up retail to highlight local businesses



### TRAILS & NATURE

- Completes Clover Island and Duffy's Pond trails and connects to local trail network
- Enhances ecology of Duffy's Pond



Source: Kim Fetrow Photography



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## OUTREACH SUMMARY

# PLAN RESPONSES



### SAFETY

- Adds trail lighting and increases foot traffic for enhanced safety
- Continues to develop safe walkways and open spaces designed for all ages



### PARKING

- Designates parking around amenities and area trail network
- Increases signage to alternative launch at Columbia Park for peak weekends



### LIVING & VISITING

- Reduces scale of planned development and prioritizes retaining river views
- Benefits district with increased patrons and revenue



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# PHASE 1 - OUTREACH SUMMARY

## TARGETED DISCUSSIONS

- 12 individual interviews
- 6 group interviews
- 4 discussion groups

TOTAL: 56 stakeholders

## OPEN HOUSE

- 1,695 unique visitors
- 80+ people provided feedback
- 105 total comments



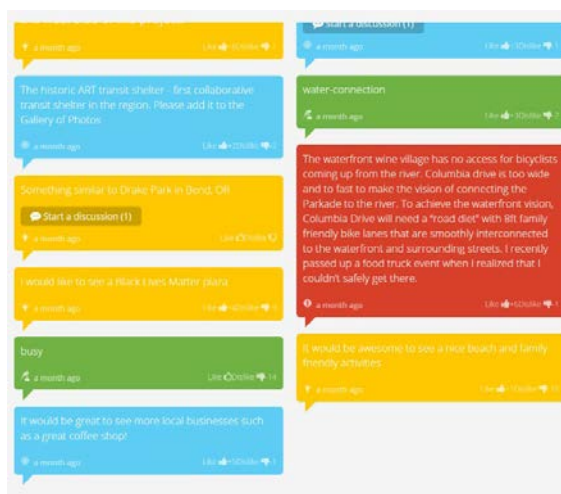
5

## OPEN HOUSE #1



### MAP ACTIVITY

- 31% - other (culture, retail, housing, recreation)
- 28% - water activities
- 23% - access & transportation
- 18% - food & entertainment



### IDEAS WALL

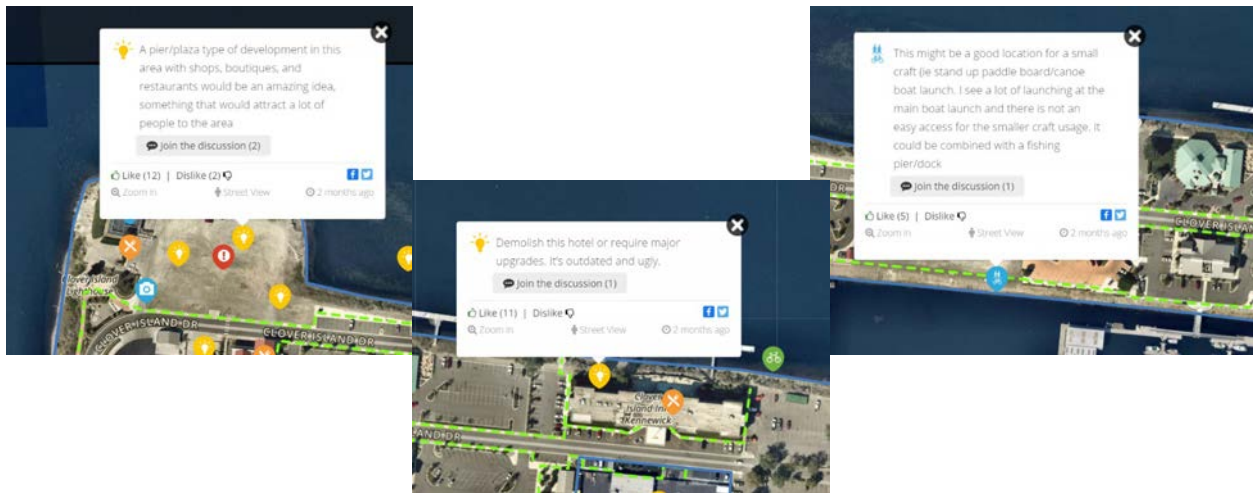
- 42% - other (food, housing, recreation)
- 25% - access & transportation
- 17% - water activities
- 16% - arts, culture, & local retail

6

## OPEN HOUSE #1

# MAP ACTIVITY HIGHLIGHTS

## Clover Island Development Ideas



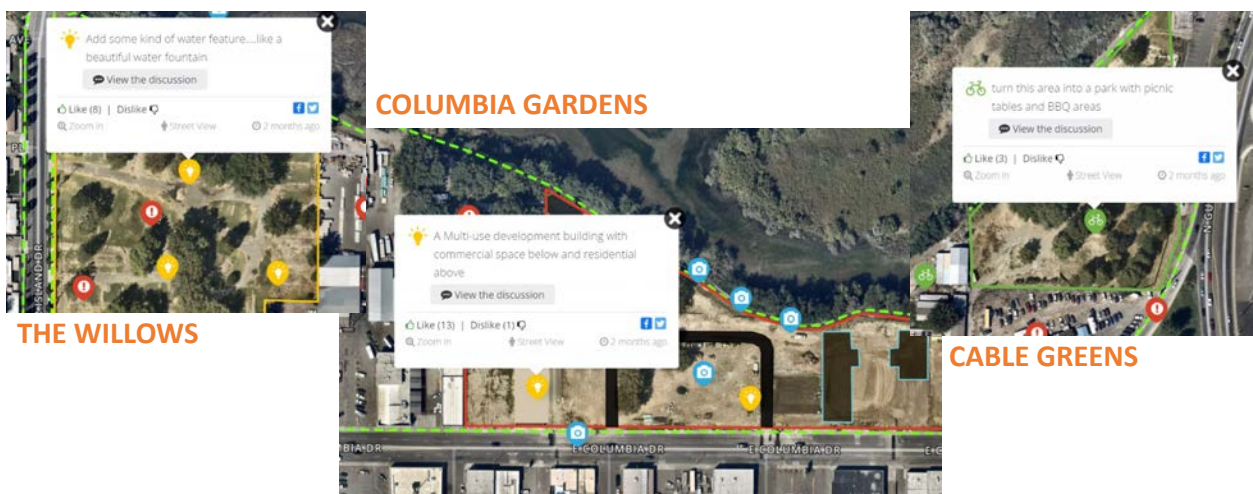
*Inn remodel – pier – shops – plaza – boutique – canoe launch – fishing pier – restaurant*

7

## OPEN HOUSE #1

# MAP ACTIVITY HIGHLIGHTS

## Columbia Drive Development Ideas



**THE WILLOWS**

**COLUMBIA GARDENS**

**CABLE GREENS**

*multi-use – commercial space – residential – BBQ pit – picnic spot – water feature*

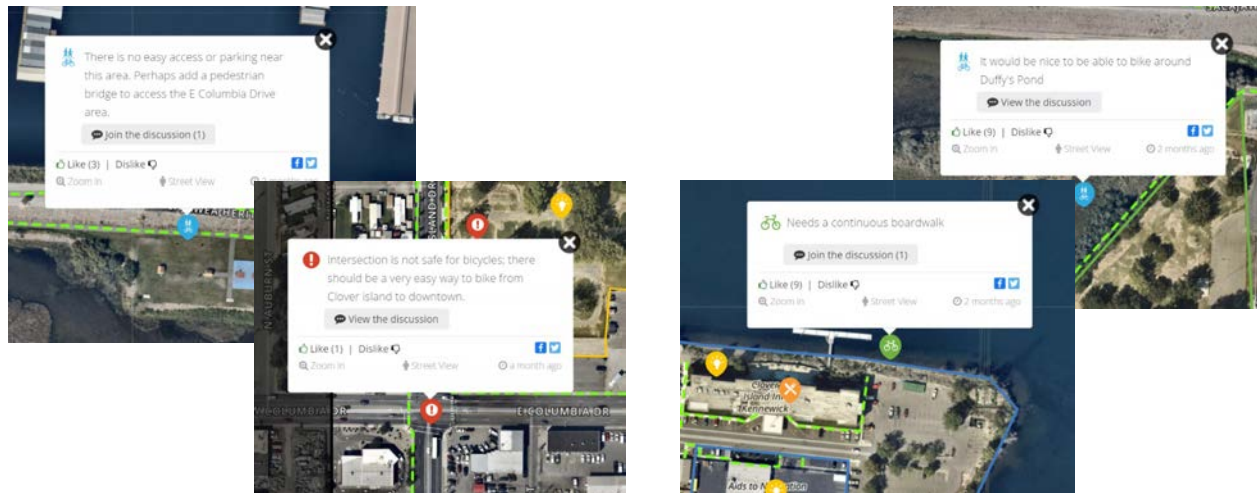
8



## OPEN HOUSE #1

# MAP ACTIVITY HIGHLIGHTS

## Access Concerns



*continuous boardwalk – safe intersections – improved access – pedestrian bridge*

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## PHASE 1 OUTREACH

# TAKEAWAYS

- Clover Island's views, lighthouse, and proximity to the river are main attractions
- Pedestrians and cyclists would benefit from completed trails and safety improvements
- The new wine village and food truck area attracts visitors, more amenities desired
- Blight and nighttime safety concerns can be deterrents to visitors and developers
- The variety of unique local businesses is *great* and there is appetite for more
- Island gets a lot of boat traffic and parking is limited during peak use periods



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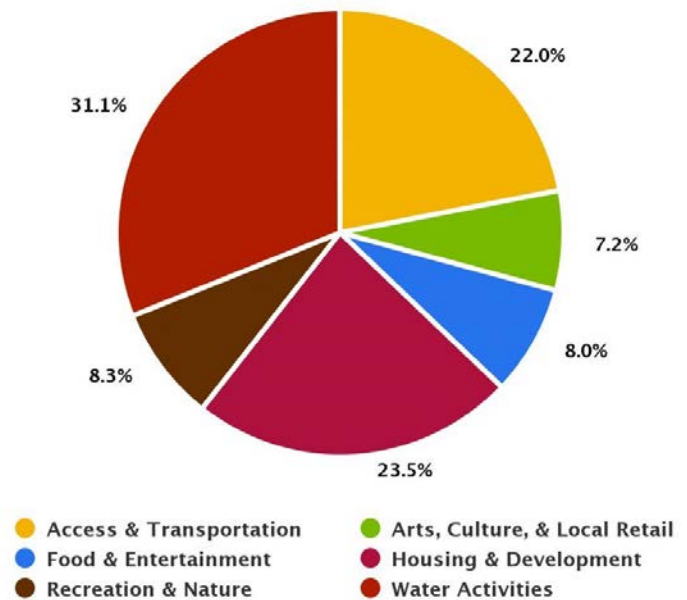
# OPEN HOUSE #2 - OUTREACH SUMMARY

## OPEN HOUSE

- 523 unique visitors
- 63 comments
- 76 survey responses

## MOST POPULAR TOPICS

- Water activities
- Housing and development
- Access and transportation

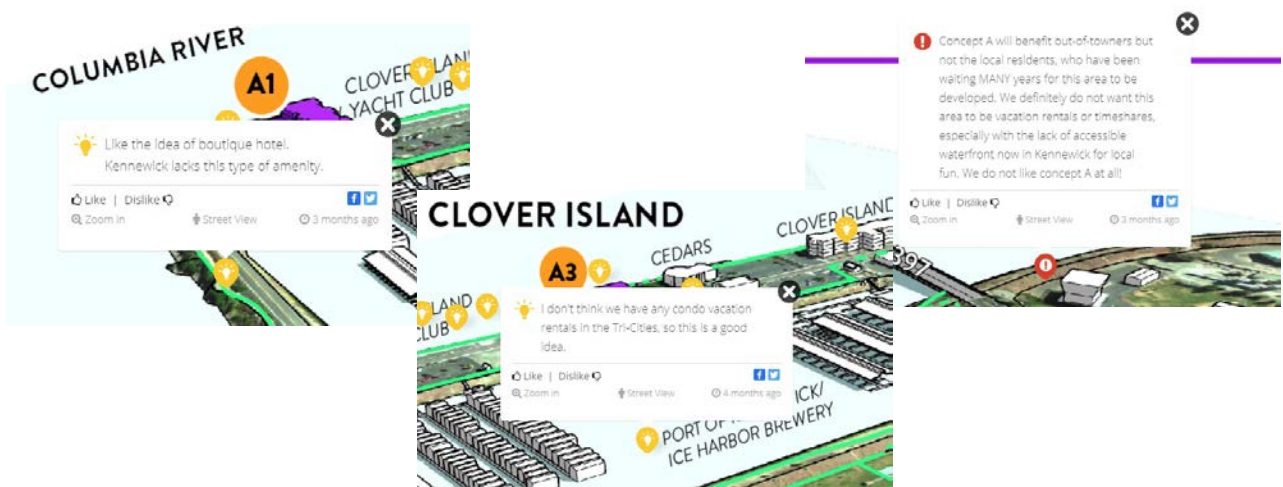


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## OPEN HOUSE #2

# CONCEPT FEEDBACK HIGHLIGHTS

## Concept A: Activity Destination



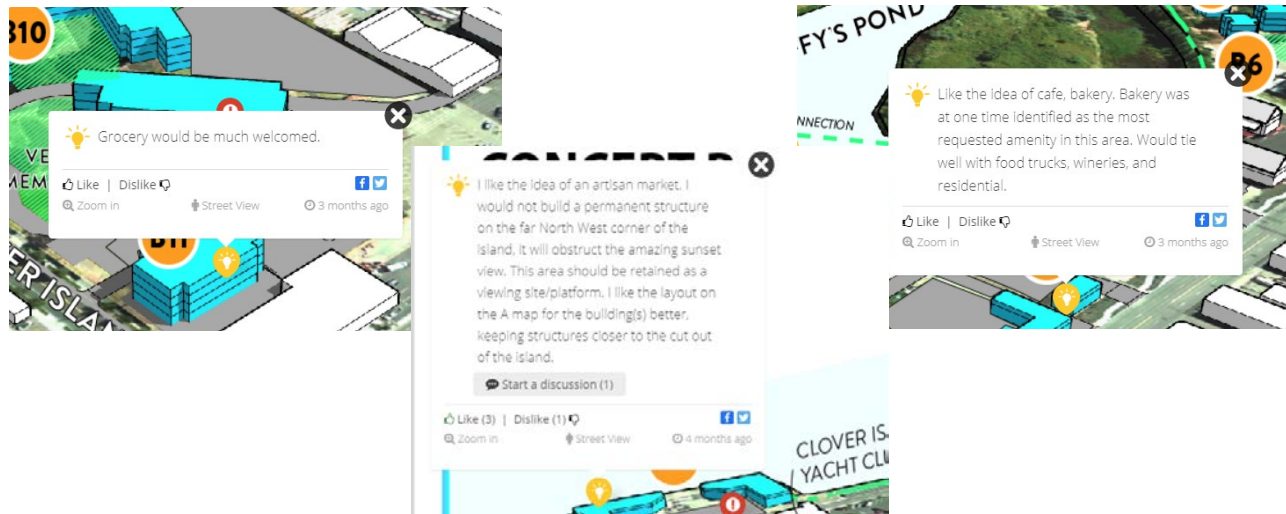
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## OPEN HOUSE #2

# CONCEPT FEEDBACK HIGHLIGHTS

## Concept B: Residential Community

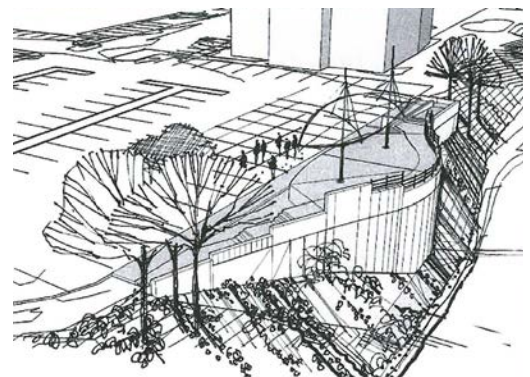


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## OPEN HOUSE #2

# TAKEAWAYS

- **Activation:** high level of interest in lively public spaces with amenities
- **Access:** improved trails and Duffy's Pond boardwalk are strongly desired
- **Amenities:** formal performance area and artisan market had the most positive feedback
- **Residential:** concern with the potential for blocked views and a perceived lack of vitality within residential areas



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# OPEN HOUSE #3 - OUTREACH SUMMARY

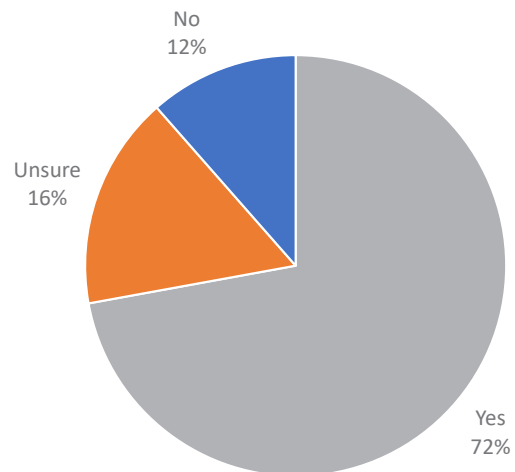
## OPEN HOUSE

- 147 unique visitors
- 61 survey responses

## FINDINGS

- 80% support a completed trail network
- 66% support adding community gathering spaces
- 70% support an artisan market

## Proposed plan provides enjoyable activities

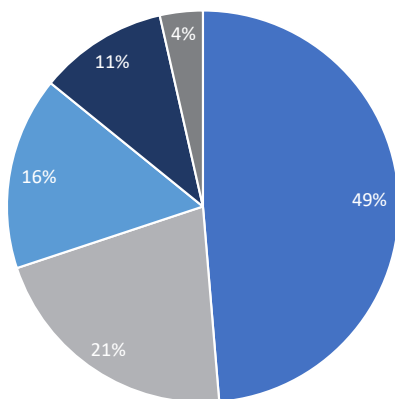


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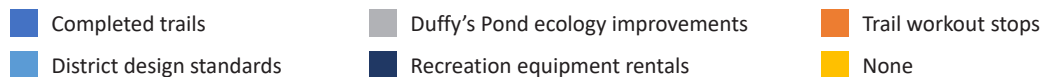
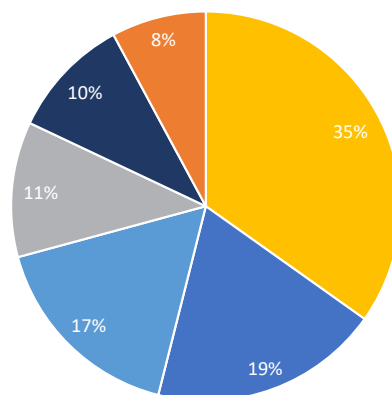
## OPEN HOUSE #3

# OUTREACH SUMMARY

## Highest Priority Amenities



## Amenities Causing Concern



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OPEN HOUSE #3

## TAKE-AWAYS

### Priority Amenities

1. Completed trail network
2. Improved Duffy's Pond ecology

### Priority Development

1. Additional shopping & local food spots near Columbia Gardens
2. Artisan market at Columbia Gardens
3. Improved Clover Island concert location



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OPEN HOUSE #3

## TAKE-AWAYS

### Concerns

1. Residential development that blocks views
2. Increased development and programming that impacts available parking
3. Uses that limit public access to the river and Duffy's Pond
4. Development that detracts from existing attractions like the lighthouse, and is not in scale with other development
5. Attractions that cater to tourism and neglect the desires of the local community



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## KENNEWICK WATERFRONT MASTER PLAN - STAKEHOLDER LIST

BUSINESS/ORGANIZATION		CONTACTS
<b>INDIVIDUAL INTERVIEWS</b>		
Don Barnes		Commission President
Thomas Moak		Commission Secretary
Skip Novakovich		Commission Vice-President
Cedars Restaurant	Doug & Carrie Lundgren	Owners
Clover Island Yacht Club	Dan Bunn	Commodore
Clover Island Inn	Mark Blotz	GM & 10% Owner
CTUIR - Confederated Tribes of Umatilla	Ted Wright PhD	Executive Director
USACE - Unites States Army Corps of Engi	Rebecca Kalamasz	Planner/Project Manager
U.S. Coast Guard ANT Station	Ben Gaines	Chief
City of Kennewick	Marie Mosley	City Manager
Engaged Citizen	Linda Esparza (Boomer)	
Kennewick City Council	Steve Lee	Mayor Pro-Tem
Benton County Commissioners	James Beaver	
<b>GROUP INTERVIEWS</b>		
<b>CLOVER ISLAND TENANTS</b>		
Construction Services Group	Mike Melling	Owner
Ice Harbor Brewery	Mike Hall	Owner
<b>COLUMBIA GARDENS TENANTS</b>		
Palencia Wine Co. & Monarcha Winery	Victor Palencia	Owner/Winemaker
Bartholomew Winery	Bart Fawbush	Owner/Winemaker
Gordon Estate Winery	Katie Gordon	Owner/Manager
Cave B Winery	Alfredo "Freddy" Arredondo	Owner
Swampy's BBQ	Ron Swanby	Owner
<b>City of Kennewick Staff</b>		
City of Kennewick	Rohana Carmichael	Economic Dev. Marketing Specialists
City of Kennewick	Emily Estes Cross	Economic Dev. Coordinator
City of Kennewick	Evelyn Lusignan	Gov & Public Affair Director
City of Kennewick	Greg McCormick, AICP	Community Planning Dir.
<b>Columbia Basin College</b>		
Columbia Basin College	Rebekah S. Woods	President
Columbia Basin College	Tyrone Brooks	VP Admin. Services
<b>Columbia Drive Businesses</b>		
Bunch Finnigan	John Bunch	Owner
Kennewick Industrial Electric	Gus Kittson	President
Columbia Fitness	OJ Fiander	Owner
<b>TOPICAL DISCUSSIONS</b>		
<b>Development and Design</b>		
Archibald & Company Architects	Jason Archibald	
Everstar Reality	Gayle Stack	
NIA Tri-Cities	Derrick Stricker	
Coldwell Banker - Tri-Cities	Rusty Morse	
Klein Griffith Properties	Andrew Klein	443-207-2709?
JMS Development (Osprey Pointe Develo	James Sexton	
Zepgon Investments	Jesus Zepeda	
Meier Architecture & Engineering	Thomas Kastner AIA	Senior Lead Architect
Arculus Design & Technical Services	Steven Mallory	
DKEI Professional Services	Devin Geisler	
<b>Government Partners</b>		
Benton County	Adam Fyall	Community Dev. Coord.
Benton-Franklin Council of Governments	Stephanie Seamans, CPA	Executive Director
Benton-Franklin Transit	Bill Barlow	Transit Planning Manager
Port of Pasco	Gary Ballew	Dir. Economic Dev. & Marketing
Benton PUD #1	Steve Hunter	Assistant General Manager
<b>Community</b>		
Diamond R Consulting	Ken Robertson	Chief Philologist
Latino Heritage Committee	John Lindeman	Co-Chair
E Benton County Historical Society	Christy Watts	Administrator
Visit Tri-Cities (Visitor & Convention Bure	Michael Novakovich	President & CEO
Historic Downtown Kennewick Partnershi	Stephanie Button	Executive Director
Tri-Cities Chamber of Commerce	Lori Mattson	President & CEO
Tri-Cities Hispanic Chamber of Commerce	Martin Valadez	President
Engaged Citizen	Ed Frost	
Engaged Citizen	Barbara Carter	
<b>Ecology &amp; Recreation</b>		
Alliance for Livable & Sustainable Commu	Alison Cable	TC Program Manager
Wheelhouse Community Bike Shop/Liber	David Spaulding	
Washington State Dept. of Ecology	Lennard Jordan	Senior Shoreline Planner
Washington State Recreation & Conserva	Alison Greene	Outdoor Grants Manager



MAKERS Order	ONLINE HEARING	Sorted Order	COMMENTS	Email Address/Name:	MAKERS Response
			<b>PLAN RELATED COMMENTS</b>		
1		1	I support mixed use development and mixed income housing but am concerned that it be done in a thoughtful way, not merely as an afterthought to possibly secure federal infrastructure funding. The redevelopment plan has been focused on improving the area and increasing the tax base, which needs to remain the focus.	julicat@charter.net	Thank you for your comment and your support for mixed use development and mixed income housing has been noted. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration for federal infrastructure funding at The Willows you reference. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project/use of federal infrastructure funding at The Willows.
3		2	I like the plan with the exception of more food trucks. Food trucks take up valuable parking spaces and do not provide the ambience you want in a valuable real estate area. If you can create a beautiful Riverwalk similar to San Antonio, it will draw people to retail stores and restaurants. Please don't settle. Food trucks do little to add value to our community. They have a role but please do not expand their current role in our community. We need a high-end open air restaurant at the waterfront similar to LuLu's. As for the architecture for the area, I highly recommend following a colorful European look similar to Passau, Germany. Water taxis could transport people to and from Clover Island when extra parking is needed for popular events. Rentals of non-motorized activities like paddle boards or paddle boats (similar to Catalina, CA) would add to the waterfront ambience. The Kennewick waterfront is a valuable piece of real estate that can upgrade our community. Do not settle for food trucks and picnic tables. Be patient. If you plan this correctly, restaurateurs and upscale retailers will be eager to be a part of the area.	jkur@att.net	Thank you for your comment. The inclusion of additional food trucks are a component of an overall phased approach to the development of this district. Food trucks provide an instant way to activate spaces that are in transition. The "Key Investment" section on page 33 notes near-term activations are intended to increase awareness and generate excitement, and can be replaced with more permanent options as demand increases. We recognize this is an important step to achieving the end goal of working with private developers to create an active district similar to other popular destinations. Recommendations to add restaurants, retail, and activities like paddle boats, are also included.
6		3	Accessibility is going to be a problem for the quality on public use. Foresight into the number of people wanting to experience the river, fireworks displays, boat races will be compromised over parking & open spaces .	Sweetpea50@comcast.net	Thank you for your comment. The Port is committed to continuing to provide public access throughout the historic waterfront district and keep the island accessible for events and activities. Waterfront walkways and numerous public spaces will always be open to the public.
7		4	The proposed partnership with KHA is not the best use of The Willows property and does not follow the wishes of the stakeholders and the majority of partners in the Historic Waterfront District Master Plan. As a member of Clover Island Yacht Club (CIYC), I contend that the club is a very important partner in the master planning for Clover Island. But nowhere is the club identified as such. The club's mission statement states: "The CIYC is organized for the purpose of promoting the development of interest in yachting and boating of all kinds on Washington State navigable waterways and to promote marine construction of all kinds and to further perform all services relative thereto including civic and social functions and to that end is dedicated to the promotion of a spirit of cooperation and fellowship on the part of the inhabitants of this area." The club's lease with POK gives us control of the best asset for Clover Island West. Our club house and the second floor are hugely under utilized for their potential. Using the ground floor as an event center and the second floor as the casual dining space would generate considerable income for the club and POK, eliminate the need for an event center on the NW corner and put parking for the whole island. Site the boutique hotel at The Willows where it won't take up valuable shoreline that public can't access. CIYC would need POK backing for a floating replacement club house to replace the current one.	mikegrimes8433@gmail.com	Thank you for your comments. The Yacht Club was considered a critical partner in development of this plan alongside all tenants of Clover Island and Columbia Gardens. Regarding the proposed partnership with KHA for development on The Willows, this master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.  Regarding your ideas for the Clover Island Yacht Club, expanding use of the existing structure for restaurant and events fits within the master plan vision and goals and the Port would be happy to consider this proposal. Please note, development of these amenities (within the yacht club building or elsewhere in the district) are envisioned as partnerships with significant private partner investment. There may also be impacts to current CIYC parking if this building is opened for public use. Regarding a future floating clubhouse, though in-water improvements were not within the scope of this master plan, it should be noted that significant permitting and cost challenges would be anticipated. The Port is open to exploring these ideas if these challenges could be overcome.
8		5	They should remove the Dike separating the marina and the pond and make a swimming area.	Rickfellows@gmail.com	Thank you for your comments. The vision of reconnecting Duffy's Pond to the Columbia River has been explored in the past and unfortunately the following challenges have been identified: 1) the levee regulates water level and breaching it would increase flooding risks to near-shore properties; 2) breaching the levee would introduce Columbia River water and endangered species into Duffy's Pond, triggering shoreline use prohibitions and regulations on properties that are currently exempt; 3) Property owner FEMA flood insurance rates would increase significantly and the opportunity to apply for federal relief after flooding would be nullified.
9		6	Please move forward with the plan as fast as possible. It is time to stop talking and get building. I hope to live in one of the townhouses!	georgia.taibert@yahoo.com	Thank you for your comment. The Port appreciates your support and involvement.
10		7	No multi story buildings. No neon. No housing to block off public access. Must have attractions for locals not just visitors. Whats with the wine obsession. Need more places to eat there. Souvenir shop would be good. But you really have to address parking issue. A dedicated BFT shuttle might work too.	Gibsonb74@yahoo.com	Thank you for your comment. The draft plan recommends a variety of uses to benefit both visitors and the community. The plan also focuses its recommendations on local businesses and providing opportunities that serve local residents. The wine tasting rooms have been a successful and valued amenity for many and building off of that energy with more diverse retail options will be critical. The proposed mixed-use district provides a diversity of uses to ensure the Port's economic resilience. This resilience includes on-site residential development that supports the surrounding amenities and increases the feeling of safety due to permanent users. Though multi-story developments are envisioned as appropriate for the area's zoning, draft recommendations ensure the public will retain continuous access to the waterfront and public spaces and protect views. Great suggestion about transportation and parking, a critical component to this area's success! We will add recommendations that a shuttle should be explored as usage of the area increases.
11		8	All of the planned amenities will not mean anything if nobody lives there. Development of affordable housing is essential for the vitality and successful growth of this area. I don't think a fancy hotel or upscale condo complex directly on clover island is good for the island itself.	Mgdoenges1@yahoo.com	Thank you for your comment. The master plan does emphasize residential development in order to add activity and bring customers to the area and generate revenue to support community amenities. It does not require any specific type but rather seeks to attract development that aligns with Port and district goals and serves Kennewick's residents and visitors. Use types are indicated to illustrate the vision and provide guidance to help the Port review development proposals.
12		9	If you look at most successful waterfront areas they have similar venues and attractions - Hotels, Restaurants, public gathering spaces, and small business shops (antiques, boutiques, home decor, etc.). We have a couple of these plus something a majority don't have, a marina. One town that has been successful (even after a historic fire gutted the waterfront dist.) is Bandon Oregon. We mirror that place and we will drive in the tourists, business meetings, and vacationers which only increases our revenues.	bluewake@msn.com	Thank you for your comment and great examples of successful waterfront districts.
15		10	Get er done! It's about time!!!	221625kmcabee@charter.net	Thank you for your comment. The Port appreciates your support and involvement.
16		11	Need more docks more room for boat parking. Update!!		Thank you for your comment. Though there is still some boat trailer parking provided, the master plan does reduce the boat trailer parking available on the west end of Clover Island and acknowledges this necessary trade-off to add activities that welcome all members of the public, better use this signature property, and generate revenues to fund community amenities such as the boat ramp. Though admittedly not as convenient for some, the Port has also provided a boat ramp with ample parking at Columbia Park, an approximately 5 minute drive from this location.  Regarding additional docks, though this plan's scope excluded in-water improvements, the Port has explored options for additional docks in the past and noted significant cost and permitting challenges.
18		12	Thank you for providing comments. This is an interesting area and it looks like a profitable plan. I am not originally from the Tri-Cities. I moved here in the 1980s. Personally, I have never liked the idea of expanding residential or commercial developments out beyond the shoreline of the river. I don't think it's esthetically pleasing. I think the edge of the shoreline should be preserved. This future plan with the new construction to be placed on the land seems like a fairly good addition to this area. Environmental provisions should be strictly enforced. My final opinion is to not build any new structures out into the Columbia River.	sonlander@aol.com	Thank you for your comment. The Port has been working with the U.S. Army Corps of Engineers to restore the shoreline around Clover Island and is in the process of completing this effort. The natural setting is what makes this site special and the Port agrees that its protection is of critical importance. This plan's scope excluded in-water improvements so no recommendations to add structures over the water are included.
20		13	This plan looks wonderful. I can't wait to see its completion! As Executive Director of The Arc of Tri-Cities, my only input would be requesting that there are allowances and accommodations for people with Intellectual and Developmental Disabilities, in addition to physical disabilities. Parking spots close to entrances, so people who may have a tendency to dart across parking lots without looking will be safe, and parking inlets for a quick drop off and pick up that are large enough for the Ben Franklin Transit Dial A Ride vehicles to easily navigate without blocking traffic (a good example is the parking lot at Fred Meyer in Richland on Wellsian).	cindy@arcotricities.com	Thank you for your comment. The Port agrees that accessibility challenges are important and we appreciate your suggestions of appropriate access measures.

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21	14		Sounds great! Any way to fit in paddle boat/SUP/kayak/etc. rentals. Boardwalk and fishing pier amongst the additional eateries and lodging would be awesome.	kennalyn10@hotmail.com	Thank you for your comment. Though the plan's scope did not include in-water facilities, when adding in-water recreation was explored in the past, it was noted that the fast river current creates significant safety issues. The plan does identify these activities as desirable in Duffy's Pond. A fishing pier might be possible once the Army Corps of Engineers shoreline restoration project around Clover Island is completed.
24	15		Where will boaters park their vehicles and trailers?	carlwalker56@gmail.com	Thank you for your comment. Though there is still some boat trailer parking provided, the master plan does reduce the boat trailer parking available on the west end of Clover Island and acknowledges this necessary trade-off to add activities that welcome all members of the public, better use this signature property, and generate revenues to fund community amenities such as the boat ramp. Though admittedly not as convenient for some, the Port has also provided a boat ramp with ample parking at Columbia Park, an approximately 5 minute drive from this location.
25	16		Kennewick needs to develop this area with upscale Condos and Hotels.	theinen@basinsod.com	Thank you for your comment. The economic analysis determined the current local market may not support high-end residential or near-term development of a hotel. The Port will consider all opportunities that align with the plan vision and goals.
26	17		Please make sure there is plenty of parking space.	Susanlopez1021@yahoo.com	Thank you for your comment. The plan seeks to provide adequate parking for all uses and create a balance of parking and amenity space.
27	18		This is repeating the mistakes of Vista Field and creating a tightly congested mess--(think future pandemics). There is not enough access and parking. The residential plans are not in alignment with use for the entire region instead of less than 0.003% if the population--also senior living will not fund the venues. DELETE ALL RESIDENTIAL Plans, especially on the island and include more hotels. Hotels do not need to be "boutique". You already removed residential in The Willows area--DO NOT PUT IT BACK! Add more parking. Clover Island Inn is fine--at least it has some character--unlike the new cookie cutter designs. Add more Restaurants. Summary: Delete Residential, add more Hotels, Restaurants and Parking. (I wonder why we keep trying to look like a Portland or Seattle compressed mess).	carik4895@gmail.com	Thank you for your comment. The master plan envisions residential development in order to add activity to the area and bring customers to Clover Island, Columbia Gardens, and downtown Kennewick. Residential uses (appropriate in scale for the area and designed to be welcoming and to protect views and water access) were identified by community members throughout the process as a means to increase activity, create a safer-feeling environment, and support district businesses. Residential was also identified by the market analysis as having the highest likelihood to be successfully implemented in today's market and the best opportunity to generate revenue to support construction and maintenance of the trails, gathering areas, and other amenities desired by the community. The master plan also identifies a desire for additional restaurants and hotel. Regarding your comment about deleting "boutique", the master plan does not legislate development specifics but rather seeks to attract development that aligns with Port and district goals and serves Kennewick's residents and visitors. Use types are indicated to illustrate the vision and provide guidance to help the Port review development proposals. "Boutique" was included to distinguish this hotel's market from the Clover Island Inn but isn't a requirement. The density of uses illustrated seeks to ensure an active and economically vital district at a density inappropriate for the context. Appropriate amounts of parking have been identified to support each development area.
31	19		On the west or east side of the island, we need a Hugh dock for swimming, and boating with considerable parking and shade structures	Oldarchitectmjb@aol.com	Thank you for your comment. Though the plan's scope did not include in-water facilities, when adding swimming areas was explored in the past, it was noted that the fast current creates significant safety and maintenance issues. A fishing pier might be possible once the Army Corps of Engineers shoreline restoration project around Clover Island is completed. Shade structures were noted as key in the master plan and have been recommended throughout the district.
32	20		Should of left the mini-golf course alone. In my opinion that would of been a great recreation activity for all .	dbowland588@gmail.com	Thank you for your comment. Unfortunately the mini-golf was closed by the owner due to lack of business and the property was offered for sale well before its purchase by the Port. The Port hopes to encourage more recreational uses in and around the district as development continues.
33	21		I am so excited too see all the new amenities coming to cover island! I love the idea of a concert venue and more boutique shopping and restaurants. I'm very hopeful that any new food and shopping that comes to the area is more unique and that in general, the area does not allow for these spaces to be filled with fast food or fast casual chains. The uniqueness of the space would be ruined with chipotle and Starbucks. I also really hate the idea of so much space being taken up by more housing. With space limitations already presented for parking and amenity use, adding housing would take up even more retail and parking space, and be an eyesore for tourists on clover island.	Kimberlynlouse@gmail.com	Thank you for your comments. The plan recommends including local businesses, similar to your sentiments and those of the community. Regarding your thought about residential, the master plan envisions residential development at a variety of locations in the district to add activity to the area and bring customers to Clover Island, Columbia Gardens, and downtown Kennewick. Residential uses (appropriate in scale for the area and designed to be welcoming and to protect views and water access) were identified by community members throughout the process as a means to increase activity, create a safer-feeling environment, and support district businesses. Residential was also identified by the market analysis as having the highest likelihood to be successfully implemented in today's market and the best opportunity to generate revenue to support construction and maintenance of the trails, gathering areas, and other amenities desired by the community. The master plan does not prohibit mixed-use or commercial development if a viable proposal that achieves the plan's vision and goals is brought forward.
34	22		Make it like nothing we have here. Local arts, music, something that works for families during the day but can switch to music entertainment at night.	ibellaphotography@gmail.com	Thank you for your comment. Your statement is in-line with what the Port is hoping to achieve in the area.
35	23		The plan looks like a nice use and development use of the Island and the waterfront area. BUT. Now go down and photograph the view you'll see across Columbia drive. Why would anyone want to go there for events of activities when across the street is an urban ghetto area. Your spending huge money on developing while the view you don't show in your pictures is a disaster. I use to live in that area of Kennewick and was run out by the cities obvious plan to make eastern Kennewick a ghetto where no city ordinances meant anything. Your waiting your money and time unless you get the city to clean up their ghetto they let develop with their blessing.	Pacube@msn.com	Thank you for your comment. The Port recognizes it has limited capacity to impact use outside of their property. The Port recognizes this area is uniquely positioned along the waterfront with many beautiful views and hopes to be a catalyst for further improvement in the area that benefits the community. The plan supports continued coordination with the City to add improvements and design guidelines to the area.
36	24		Need more handicapped parking	pbraun1770@hotmail.com	Thank you for your comment. Handicapped parking is desired and will be included per requirements.
38	25		Not thrilled about the boutique hotel idea for Clover Island West. I wasn't sure about the open air market but after seeing that plan I am more positive about it. I would like to keep residential and hotel living away from the river walks and the view of the river; okay on the south side of the levy.	barbaraash25@gmail.com	Thank you for your comments. The plan understands pedestrian access to views of the water is critical and includes viewpoints, pathway connections, and development guidelines so this is protected.
40	26		They should take advantage of the beautiful Columbia river. Build a casino, a restaurant, motels. Think about building a small theme park, or something new to attract other people along with the community right here. It would bring in tourists plus millions of dollars for tritices.	www.kimberlydumond6@gmail.com	Thank you for your comment. The draft plan does include restaurants and a future hotel; however, limited space and required parking precludes development at the scale of a casino or theme park.
39	27		The Willows development would be a great place to sell lots to people who would enjoy living close the water. The proceeds could be used to house the homeless in another area of town that wouldn't negatively impact local businesses. Let me know if you decide to sell lots.. I would be intrested in buying one.	gvtols@qq.com	Thank you for your comment and support for residential development at The Willows. As the plan is intended as a guidance document, it does not evaluate specific project proposals, including the current affordable housing proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
41	28		I am so excited to see new life coming to downtown Kennewick. I hope they can move quickly and make this reality. The longer it takes the less interested people will become. It would be great to bring new life and activities to teens and children in our area as well.		Thank you for your comment. That is a goal shared by the Port and a driving force behind the master plan.
42	29		The proposal for the Clover Island West area does not show adequate parking for users of the public boat launch across the street. This launch is used heavily by residents. The current gravel parking area is often heavily used for vehicles and trailers. Provisions should be made to allow adequate, safe parking for vehicles and boat trailers.	jswan93426@gmail.com	Thank you for your comment. The master plan does reduce the boat trailer parking available on the west end of Clover Island and realizes this is a necessary trade-off to add activities that welcome all members of the public, better use this signature property, and generate revenues to fund community amenities such as the boat ramp. Though admittedly not as convenient for some, the Port has also provided a boat ramp with ample parking at Columbia Park, an approximately 5 minute drive from this location.
43	30		I would love to see a fishing dock installed. We have an amazing river with lots of opportunities for fish and no way to really catch unless your rich and can afford a boat. Charge 8 bucks a head. Install it next to clover island in the calm water opposite if the marina and there you go. It'll be paid for and then some in a years time. If you had tournaments and stuff off them it'd be a great community activity and Bring all walks of life together. Who doesn't love to fish.	sageshinobi509@gmail.com	Thank you for your comments. This is a great idea! Though the plan's scope did not include in-water facilities, a fishing pier might be possible once the Army Corps of Engineers shoreline restoration project around Clover Island is completed.



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44		31	Condos in front of the Bay Area will be problematic, they will complain about boaters using the bay for recreation , not to mention that parking is limited.... There just is not enough room to add a possible 40-50 more vehicles for residents to the island at that location. A better option would be to put the condos at the east end of the island by the Hotel and move the concert venue in front of the bay.	Brian_achenbach@msn.com	<p>Thank you for your comment. A small amount of residential development (around 10 units) is envisioned in central Clover Island in order to add activity to the area and bring customers to Clover Island and the district. Residential uses (appropriate in scale for the area and designed to be welcoming and to protect views and water access) were identified by community members throughout the process as a means to increase activity, create a safer-feeling environment, and support district businesses. Residential was also identified by the market analysis as having the highest likelihood to be successfully implemented in today's market and the best opportunity to generate revenue to support construction and maintenance of the trails, gathering areas, and other amenities desired by the community. Parking for these units would be provided adjacent to or within this development and be well under the 40-50 spaces your comment references.</p> <p>Regarding the stage location, the Clover Island Inn has expressed interest in programming stage activities if adjacent to their hotel, which is why it is located at the east end of Clover Island. Adequate parking has been provided for all proposed and existing uses on Clover Island.</p>
46		32	Please consider traffic and children. Just a thought after southridge area experienced wreck a week. So access, young and old drivers. Pedestrian, bikes, Harley-Davidson s,visitors. Please consider generously roadways and signage. It's profitable in the long term. Too many wrecks on 68 in Pasco , Clearwater people avoid the area. I avoid southridge and am concerned still about the congestion. Atleast 4 elderly drivers have died locally from wrong way driving. One died at Anthony's in Richland drove into river. My huge concern. Thank you. Also litter, water quality climate centered landscaping. Don't underestimate the power of birds, fish and trees in Benton county.	Jamie_yardley@yahoo.com	Thank you for your comment. Plan recommendations include slow moving streets, a well-connected trail network for use by pedestrians and cyclists, and adequate signage. It also supports traffic calming improvements in the area currently being considered for implementation by the City. Your comments about connection to nature are noted and reinforce a theme we heard repeatedly from the community; the plan incorporates numerous spaces to allow people to connect with and appreciate nature. Shoreline restoration around Clover Island and recommendations to improve the ecology in Duffy's Pond are also included.
47		33	Is it possible to open up a waterway between the Columbia River into Duffy's Pond so that small boats could dock along the walking path and enjoy the food and recreation areas for an hour or so?	Kevin.grumbling@outlook.com	Thank you for your comment. This is an idea previously explored but not included due to the following: 1)The levee acts as a critical infrastructure to keep shoreline properties above water; breaching the levee could lead to flooding; 2) A levee breach would introduce Columbia River water and endangered species into Duffy's Pond, triggering new prohibitions and regulations on properties currently exempt; 3) Flood insurance rates would increase significantly and the opportunity for federal relief would be nullified.
48		34	Please no more residential housing from wine village to clover island. I would love to see it all as commercial use for tourists and the locals.	cuco2009@gmail.com	Thank you for your comment. The master plan envisions residential development at a variety of locations in the district to add activity to the area and bring customers to Clover Island, Columbia Gardens, and downtown Kennewick. Residential uses (appropriate in scale for the area and designed to be welcoming and to protect views and water access) were identified by community members throughout the process as a means to increase activity, create a safer-feeling environment, and support district businesses. Residential was also identified by the market analysis as having the highest likelihood to be successfully implemented in today's market and the best opportunity to generate revenue to support construction and maintenance of the trails, gathering areas, and other amenities desired by the community. The master plan does not prohibit mixed-use or commercial development if a viable proposal that achieves the plan's vision and goals is brought forward.
49		35	No residential!		Thank you for your comment. The master plan envisions residential development at a variety of locations in the district to add activity to the area and bring customers to Clover Island, Columbia Gardens, and downtown Kennewick. Residential uses (appropriate in scale for the area and designed to be welcoming and to protect views and water access) were identified by community members throughout the process as a means to increase activity, create a safer-feeling environment, and support district businesses. Residential was also identified by the market analysis as having the highest likelihood to be successfully implemented in today's market and the best opportunity to generate revenue to support construction and maintenance of the trails, gathering areas, and other amenities desired by the community. The master plan does not prohibit mixed-use or commercial development if a viable proposal that achieves the plan's vision and goals is brought forward.
1		36	Augustan Kittson, 113 East Columbia Drive, Kennewick. Mr. Kittson represents the family of Kittson LLC, which is a large landowner in the Columbia Gardens area. Mr. Kittson stated the map on page 17 shows the Port encroaching upon his property on the northwest side and the northeast side of 129 East Columbia Drive property. Mr. Kittson stated that is not property owned by the Port and asked the Port to correct the map.	Augustan Kittson	Thank you for the comment. The district site map will be corrected.
2		37	Carrie Lundgren, 3405 South Johnson Street, Kennewick. Ms. Lundgren, owner of Cedars Restaurant, is concerned about The Willows plan. Ms. Lundgren, a real estate investor and real estate agent for 31 years in the area, stated regardless of what type of housing is constructed, she does not think housing is the best use of that space. Ms. Lundgren does not think it serves the public very well as it is a prime recreational area that could be commercially developed for all of the community to enjoy regardless of their income or status, and we should keep it that way. Ms. Lundgren stated there are many other places to build residential housing and, in her opinion, that area needs to be a commercial retail area, for the benefit of the entire community.	Carrie Lundgren	Thank you for your comment. The master plan envisions residential development in The Willows in order to add activity to the area and bring customers to Clover Island, Columbia Gardens, and downtown Kennewick. Residential uses (appropriate in scale for the area and designed to be welcoming and to protect views and water access) were identified by community members throughout the process as a means to increase activity, create a safer-feeling environment, and support district businesses. Residential was also identified by the market analysis as having the highest likelihood to be successfully implemented in today's market and the best opportunity to generate revenue to support construction and maintenance of the trails, gathering areas, and other amenities desired by the community. Though the market analysis indicated current challenges, the master plan does not prohibit mixed-use or commercial development in this location if a viable proposal that achieves the plan's vision and goals is brought forward. Regarding your comment about The Willows project proposal currently under consideration, this master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.

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4	38	<p>Gret Crawford, 4808 W 21st Avenue, Kennewick. Ms. Crawford submitted a public comment via email, which was not included in the Agenda Packet. Ms. Crawford is calling to voice her concern and objection for the recent introduction of a change of course to the Port controlled Willows development area. Ms. Crawford is a local custom home builder, designer, and commercial developer. Ms. Crawford approached Mr. Arntzen and Ms. Hanchette earlier this spring with an associate, looking at this area for a development opportunity. We were interested in development opportunities in this area to bring vitality to this area of Kennewick and allow the general public a place to live, work, and play along our amazing public shores. Ms. Crawford would venture to guess that most everyone is in agreement that Kennewick's vast shoreline areas are sorely under-used and most everyone that she has ever talked to about it wasn't to see them utilized. Ms. Crawford believes in what the Port is trying to do to revitalize the area, along with our Historic downtown district, and it is worthy of commendation. Ms. Crawford's concerns would be that in our conversations about potential development in this area, there is still a dark cloud of uncertainty as to what the next steps are. There were questions about who would take the lead, private development, or Port; there were questions about how to price the parcels and when they would be available. Ms. Crawford feels like there is a lack of leadership and direction and when this came up that now The Willows was going to be looked at for homeless, veteran's housing, and that just confirmed it. The Vintners Square development has exciting possibilities, but there is a lack of information there as well. Ms. Crawford stated if this began in 2005, 16 years ago, and when Mr. Peterson was speaking, he talked about a development plan for the next 15-20 years. Ms. Crawford has lived in the area for over 30 years, and she knows our community wants something done sooner than that and private industry can come in and develop something sooner than that. Ms. Crawford believes there is a need for affordable housing for all, and for some of these groups especially, to keep our community safe, thriving and take care of our veterans, but it is not this location. Ms. Crawford does not believe this is the location for any single-family residences or townhome type private property. Ms. Crawford believes this could be a thriving public area with a mixed-use mixture of ground floor retail, food venues, with possibly housing located above those. Done correctly, the Port could still maintain the opportunity for the public to enjoy this waterfront area via the fabulous walking/biking trails and keep the Veterans Christmas tree and create a community experience that will draw people to our river shores, our downtown area and open up opportunities for retail, creative studios, and other expressions along our shores. Ms. Crawford recently spoke with Stephanie Button about the Downtown Association's vision for this area. The direct connection with The Willows, Clover Island, walking and biking trails and Vintner's Square was exciting and this change of direction in The Willows would destroy that area. Ms. Crawford is voicing her concern for the change of direction for The Willows development and offering her help in any way to make this an exciting area in Kennewick. Ms. Crawford is running for Kennewick City Council and is offering any help or direction in creating a whole community.</p>	Gret Crawford	<p>Thank you for your comment. The Port appreciates your support and involvement. The Port shares your vision for a vibrant community experience in the area. The master plan envisions residential development in The Willows in order to add activity to the area and bring customers to Clover Island, Columbia Gardens, and downtown Kennewick. Residential uses (appropriate in scale for the area and designed to be welcoming and to protect views and water access) were identified by community members throughout the process as a means to increase activity, create a safer-feeling environment, and support district businesses. Residential was also identified by the market analysis as having the highest likelihood to be successfully implemented in today's market and the best opportunity to generate revenue to support construction and maintenance of the trails, gathering areas, and other amenities desired by the community. Though the market analysis indicated current challenges, the master plan does not prohibit mixed-use or commercial development in this location if a viable proposal that achieves the plan's vision and goals is brought forward. Regarding your comment about The Willows project proposal currently under consideration, this master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>
WILLOWS/KHA SPECIFIC COMMENTS				
2	1	<p>I believe the idea of turning The Willows into homes for low-income and the homeless is one of the worst public planning ideas I've ever heard. That will destroy the entire attempt to revitalize that area. I'm a real estate investor and broker for the last 20 years. On a government official could think something like that made sense. No one in the private sector would ever do something so foolish. That area is extremely desirable (see the development happening in Pasco). Please for the love of God, don't be ridiculous. Low income housing shouldn't be located ON THE RIVER. It's the opposite of best-use strategy of land. Please share this message in its entirety at the meeting. Jared Fielding</p>	jaredfielding@gmail.com	<p>Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>
4	2	<p>We are writing to express our dismay and concern regarding the Port of Kennewick's decision to allow construction of low-income housing which had been paid for and removed previously to allow the proposed project in the premier Kennewick Historic Waterfront District. The Kennewick Master Plan for this area according to the Tri-City Herald is "A long-term vision for the waterfront near downtown Kennewick proposes bringing a mix of places to live, shop, and play to the area near Clover Island" and has been years in the making. This last-minute decision to allow low-income housing is not consistent with our communities vision for this location and will not be in the best interest of this prime retail and residential property. This is a unique piece of property and the community has worked years to bring this vision of a wine village, tourism, shopping, and walking paths to this area. This decision is unacceptable and we ask you to vote against the resolution and do not accept federal monies with conditions attached. As it was stated by Port Commissioner Mr. Novakovich in the Port meeting minutes on May 11, 2021 expressed his concern over the contradiction of the alignment of the vision of the KHW draft Master Plan and Resolution 2021-06 which may approve future infrastructure in The Willows and a partnership with the Kennewick Housing Authority (KHA). Novakovich asked if additional public outreach should be done for The Willows infrastructure project and discuss the potential direction the Port is going, which is a DRASTIC change The Makers is proposing. Commissioner Novakovich does not believe it is the right use for the project. The public comments read into the May 11, 2021 Port of Kennewick meeting by Ron Swanby and Andrew Klein, Klein Griffith Properties, LLC did a great job laying out the public and potential investor issues on this subject and need to be taken seriously if the Master Plan for the Kennewick Historic Waterfront District is to ever be fully realized. Thank you for supporting the wishes of the community, Port Commissioner Novakovich and not the short sightedness of a few Port of Kennewick Commissioners and others.</p>	mbutter104@charter.net	<p>Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>
5	3	<p>The commissioners need to follow their own mission statement "The Port of Kennewick is an economic development entity focused on developing assets to create sustainable family-wage jobs, build infrastructure and user-friendly transportation systems and enhance the quality of life within the port district." The Willows area needs to be developed within these guidelines, long term community growth and prosperity can be achieved. Changing mission goals for possible federal dollars is not in the best interest of the community.</p>	lvysteen@gmail.com	<p>Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>
13	4	<p>Please do not turn Willows back into low-income housing. There has to be other properties that can be developed for low-income housing. I would also like to see an area for botanical/gardens. This could be an area or more emphasis on strategic planting along the trails and walkways. Please consider use of 100% local construction forces including Prime Contractors, subcontractors and skilled workforce.</p>	washcowgirl@gmail.com	<p>Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>
14	5	<p>I am 100% against Low income housing in the Port District. This makes no sense at all after all the hard work to clean up that area and bring in businesses and revive downtown. This seems like a project based on grants or money. Our community deserves a waterfront area that is Safe, Clean and Nice for all. By bringing in Low income housing, this will not be accomplished. I am all for providing low income housing but, this is not the place to do it. What happened to the idea of condos in that area? That makes sense. I truly hope that the Port of Kennewick looks at the big picture. The master plan should include all and not just a select few.</p>	mark1jay1@icloud.com	<p>Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>
17	6	<p>Our concern is with the almost secret activities by the Port of Kennewick (POK) to suddenly change the strategy of improvements as described in the Kennewick Historic Waterfront District Master Plan to partnering with Kennewick Housing Authority to create low income and homeless housing in The Willows area without getting input from taxpayers and the businesses in that area, especially those that were created by recruitment to support upgrading to the properties. For years the POK has been spending money and publicizing efforts to make the Clover Island and Columbia Drive properties a desirable place to participate in water activities, dining, biking, hiking and potentially create desirable residential area(s). They have used such words as "family events, upscale, perhaps boutique businesses and hotel(s)." Housing homeless and low income people does not create a vision as sited in the much advertised plan for that area. We have all watched situations across the West where low income and homeless have moved in. Why would we (you) spend thousands of dollars to clear out low income, less desirable housing and replace it with the same or similar thing. Further, the City of Kennewick has already identified a location on 10th Avenue in Kennewick for such housing and it is more central and accessible to groceries, medical, schools, etc. We implore the POK Commissioners to vote against this change without gathering more supporting input from taxpayers.</p>	littlebear1945@hotmail.com	<p>Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>
19	7	<p>I am 100% against Low income housing in the Port District. This makes no sense at all after all the hard work to clean up that area and bring in businesses and revive downtown. This seems like a project based on grants or money. Our community deserves a waterfront area that is Safe, Clean and Nice for all. By bringing in Low income housing, this will not be accomplished. I am all for providing low income housing but, this is not the place to do it. What happened to the idea of condos in that area? That makes sense. I truly hope that the Port of Kennewick looks at the big picture. The master plan should include all and not just a select few.</p>	mark1jay1@charter.net	<p>Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.</p>



MAKERS Order	ONLINE HEARING	Sorted Order	COMMENTS	Email Address/Name:	MAKERS Response
<b>PLAN RELATED COMMENTS</b>					
22		8	This is NOT the vision that had been presented to the community or businesses of Kennewick for the Historic Waterfront District. The Port has spent millions of dollar to clean up and remove the low income house from the, Willows" area. I am a Kennewick resident and I am Adamantly opposed to The Willows project as an area for low income housing.	lmark1jay1@charter.net	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
23		9	What the POK has done to date has been top notch! The addition and development of Artisan Wineries and Restaurants will be a welcoming addition. Our concern is "The Willows", it doesn't seem to fit into the plan for improvements. The area had a previous "eye sore" and thank you POK for clearing that up. We feel a better location for TriCity homeless could be found. Thank you for your dedication to our community.	boatnbudds@yahoo.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
28		10	the plans for the inclusion of homeless shelters/housing in the development is wrongheaded and should be dropped.	tricitysolar@frontier.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
29		11	As a business owner and a resident of the tri cities for 30 yrs. I believe that the current new plan of changing the master plan to hold a new low income housing project in The Willows at clover island is the wrong approach to what the community wants in that area. A lot of people and businesses have spent time and money preparing for the future of this area and having that type of housing would not benefit the businesses at all in that area. there is even not a local grocery store etc. around that area. our community does need more of the proposed type of housing but that is not the area for it. some times free money (grants) aren't always the best solution to a problem especially when the community doesn't agree with it.	labet7007@gmail.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
30		12	We have been in this area for 22 years and watch lots of great change taking place on our waterfronts to make it more accessible, and gives our families and community a place to visit and share with each other. I understand that there are plans to build a low income housing in the planning are of the port of kennewick improvements. I feel like that is not the intent of the community to have this as part of our plan! Please use this as a voice to not go forward with plan to build low income housing.	laucead07@gmail.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
37		13	We feel the new direction of the Historic Waterfront District Master Plan is not consistent with the original. We were shocked and disappointed to learn that the Port commissioners were even considering low income or homeless housing in The Willows area. We are not opposed to the such housing but feel there are many other more appropriate areas to construct it. Such a proposal is unfair to the businesses and private enterprises in the area. They bought into the original concept of Clover Island developments and this new proposal negates all of the positive momentum and effects achieved thus far. We need developments and businesses that will encourage locals and visitors to look forward to what the island has to offer. We need to preserve the uniqueness and beauty of Clover Island for generations to come.	boerajp@gmail.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
45		14	If this area is just going to be developed in to low income housing, why was it not left as the trailer park that was there originally. The master plan has never show plans for low income housing in this area until now, at the very last minute in the comment period. How can you expect to bring in new businesses and generate the needed synergy for development, if you put a lot of low income housing in this area. The city of Kennewick agrees that they have plenty of other areas that can be developed for low income housing. This is a bad idea for this specific area of Kennewick.	Greg@onlinecomputer.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
50		15	Regarding your plan to put homeless housing in The Willows, please do not continue down this path! This is not the highest and best use of this critical property. Looking at how you are marketing the waterfront development, the homeless housing is in direct conflict with your plan. Do you really want it to be the first thing people see as the drive onto Clover Island? No doubt you will greatly reduce enthusiasm for future investment. Please pass on any funding that will ultimately result in only a perceived short-term benefit at the cost of future development. There will be no putting the Jeannie back in the bottle, so to speak. My family and I use the island amenities almost weekly. Please do not make it an unwelcoming place. Thank you for considering my input.	dratcliffe10@gmail.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
51		16	I am a boater and user of the Clover Island amenities. Why would you build a homeless development in such a prime location? You're going against your own original master plan. Apparently you have been contacted by other commercial developers and choose not to pursue something more in line with your master plan. What ever short-term financial incentives your receiving for this homeless housing development will be minor to the future revenue losses you'll experience from loss property value and stunted development. I, therefore, do not agree with the Port moving forward with this Homeless development plan! I'm struggling to even comprehend why you would even consider this!	theratchliffes@charter.net	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
52		17	This is not in the best interest of the wider TriCities community. This area should be developed for maximum recreational use and putting a homeless housing will drive down ability to use this area and feel safe for recreational purposes. Please, please rethink this. There are many other area a homeless shelter could be built. And there are a few commercial developers who are interested in developing this area consistent with	Kerryb22@charter.net	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
53		18	Port Commissioners have shown both incompetence and dereliction of their duties in their complicit acceptance to the proposed use of Port resources and property as a homeless shelter in connection with The Willows project. The mere fact they are considering it is of no shock considering they lack any foresight to the absolute potential of this area as a recreational destination. This is demonstrated by their inaction to their own commissioned studies recommendation to do minor improvements including an "actual stage" on the east end of the island. So, rather than consider proposed use for the greater good of the community as a whole, they seek short term compensation to construct housing for the homeless, which could be done anywhere else cheaper. If this housing is put in, increased crime, decreased property values and any hope for creating a safe recreation destination along the downtown Kennewick waterfront is lost. Port of Kennewick Commissioners are on notice. Your continued support of this plan will mark your ultimate removal from office and ability represents the interests of the community. Simply put, we do not support the planned use of The Willows as a homeless housing development project.	hadley_ryan@hotmail.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
54		19	Putting a homeless camp at the entrance to Clover Island is the WORST idea I have ever heard. Why would you destroy all the money you have invested in Clover Island and the surrounding area that way? I am totally opposed to this idea.	lVause01@yahoo.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
55		20	As a Business Owner and Boathouse Owner on Clover Island, I am very concerned with the joint project with the Housing Authority being proposed for The Willows. I do not think this is a good fit and does not follow community expectations for this recreational area.	calundgren61@hotmail.com	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
3		21	Mr. Blotz, General Manager/Partner of the Clover Island Inn, read from Resolution 2021-06, "appropriations funding received would be used for implementation of the project referenced above in support of a collaboration with the Kennewick Housing Authority (KHA) efforts to expand opportunities for affordable housing to serve individuals and families in transition from poverty following COVID, seniors, and homeless and at-risk veterans." Mr. Blotz stated as a business owner and manager on Clover Island, he is strongly opposed to any low-income housing at entrance of the island. Clover Island Inn employs about 50-60 employees, with an annual payroll of over \$1,000,000. Additionally, we bring in thousands of tourists and families per year, while bringing tens of thousands of dollars in hotel taxes and tourism money. Mr. Blotz understands the need for low-income housing in Kennewick, but he strongly feels it should not be at the entrance of Clover Island. Mr. Blotz has worked for Clover Island Inn for 17 years in. Why would we (you) spend thousands of dollars to clear out low income, less	Mark Blotz	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.

## Historic Kennewick Waterfront - Master Plan

Public Comments Received May 26, 2021 - June 8, 2021

(SORTED Plan vs. Willows/KHA specific)

Port of Kennewick  
June 22, 2021 @ 5:00pm

ONLINE HEARING	MAKERS Order	Sorted Order	COMMENTS	Email Address/Name:	MAKERS Response
			PLAN RELATED COMMENTS		
	5	22	Mr. Williams is a frequent user of Clover Island and earlier someone read specific language that was in a document from the KHA, which Commissioner Moak is a director of. The idea that there is not any record of how that property would be used in The Willows is absurd in his opinion. Mr. Williams reiterated that Commissioner Moak should abstain from any involvement in this discussion at all because of that conflict of interest. Mr. Williams believe that the plan use for low-income, no-income homeless, or otherwise is a bad choice for that specific location. Mr. Williams stated not that there isn't a need for it, but he also recognized that Ms. Mosley from the City of Kennewick has addressed that with the Port, just as recently as the last meeting. The City of Kennewick was working with the KHA and federal entities for a better location off 10th, where there are services such as grocery, retail, and medical services in close proximity. As you look at the waterfront in the Tri-Cities area and follow the waterfront through a public use, family friendly area through Columbia Park through Richland, and see Richland's waterline and how fantastic that looks with the hotels and private housing. The vision the Port is creating with The Willows is totally in conflict with anything else that you see along the waterline. Mr. Williams thinks it is a self-serving idea that the Port would do that, rather than for the public interest. Mr. Williams stated there are many voices that seem to be in agreement, that the plan that the Port has for the area, is directly in the wrong direction for public use and for public interest and stated it more self-serving than anything.	Mark Williams	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
	6	23	Jared Fielding, 3284 West Payette, Kennewick. Mr. Fielding has been a resident of the area since he was two years old and has spent a lot of time on Clover Island. Mr. Fielding has been a real estate investor for 23 years and real estate broker more than 10 years. Mr. Fielding stated Mr. Williams comments were correct and the idea of using that area for transitional use, low-income use, homeless use, is probably one of the worst uses for that area. Mr. Fielding stated that area is probably the most valuable land in the Tri-Cities and if you look at what Pasco and Richland have done, Kennewick looks to be sorely lacking in this area. Mr. Fielding stated the revitalization of the area has added an infusion of life to the downtown; however, by taking the project this direction runs the risk of running a knife through the heart of a whole lot of progress. Mr. Fielding strongly encouraged the Port to not go this direction and would much rather see the City of Kennewick lead this project or private money take will mark your ultimate removal from office and ability represents the interests of the community. Simply put, we do not support the planned use of The Willows as a homeless housing development project. This master plan, it should be noted that significant permitting and cost challenges would be anticipated. The Port is open to exploring these ideas if these challenges could be overcome.	Jared Fielding	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
	7	24	Jon Lindeman, 3205 West 46th Avenue, Kennewick. Mr. Lindeman has lived in Kennewick for over 30 years, but came from Winters, California which struggled until they figured out that wineries, restaurants, and unique places to go were the way to go. The Port is funded by taxpayers money, so projects like The Willows should be based on how many people use their public space and developments for economic development. The Willows, for retirement or low-income residential is a great idea but not a great place to put it. Mr. Lindeman agrees with many of the other speakers and all of their comments. For the Port to spend a lot of money on wineries at one end of this historic area and then in the middle of it, put something as low income is not appropriate. The full use of the area, it is a good idea but it's not a good place to put it, there are other places. Someone mentioned services earlier, you should be able to walk to the grocery store, you should be able to have doctors close by and that's not provided waterfront through a public use, family friendly area through Columbia Park through Richland, and see Richland's waterline and how fantastic that looks with the hotels and private housing. The vision the Port is creating with The Willows is totally in conflict with anything else that you see along the waterline. Mr. Williams thinks it is a self-serving idea that the Port would do that, rather than for the public interest. Mr. Williams stated there are many voices that seem	Jon Lindeman	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
	8	25	Kirk Williamson, 527 North Reed, Kennewick. Mr. Williamson of Benton Franklin Health Alliance offered a few thoughts and stated we do need housing of all types in this community. The research that the Alliance and its member organizations have done over time, tells us that there is a need, particularly for low-income housing. Mr. Williamson stated his only real point is that we do need housing throughout this community at every economic level. It is our understanding that the proposal for The Willows is not for separate facilities for low-income specifically, but more likely mixed-use with families of various income levels using the same facilities which, according to research that the Alliance has been able to do, indicates that it is a successful model across many parts of the country and the Alliance supports that.	Kirk Williamson	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
	9	26	Kate Lampson, 607 East Columbia Drive, Kennewick. Ms. Lampson represents Lampson International which has been in business for 75 years in the same location. We have seen very good changes on Clover Island over the years and we are very happy to see what the Master Plan holds in terms of clean up, development of infrastructure, and growth for private investment with the intent to create a vibrant waterfront area for our community to enjoy. While we continue to partner with local organizations to help solve homeless issues in our community, as our family and as our company has done for many years, we do not feel this is the right location for The Willows project.	Kate Lampson	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
	10	27	Boyce Burdick, 414 Snyder Street, Richland. Mr. Snyder stated apparently it is acceptable to developers to profit from the infrastructure provided by the Port of Kennewick through its Build Back Better Application for funding, but it is not appropriate for some 5% of the future residential users to be subsidized to some extent. Is the thinking here that the proposed housing and surroundings are too nice for these families or individuals, so let us sequester them on 10 <sup>th</sup> Avenue, where we will not have to deal with them. If the idea of such a low percentage of subsidized housing is so odious, then he thinks the Port of Kennewick should decline to accept the funding from the federal government.	Boyce Burdick	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
	11	28	Kathleen Sisson, 6306 West 16 <sup>th</sup> Avenue, Kennewick. Ms. Sisson supports the inclusion of the residential portion in the Master Plan and also supports that 5% of the units would be used for affordable housing that blend in with the rest of the project.	Kathleen Sisson	Thank you for your comment. This master plan is intended as a guidance document and does not evaluate specific project proposals, including the current proposal under consideration at The Willows. It provides a vision for the district and tools to assist the Port commission in evaluating proposed projects. Your comments have been provided to the Port for consideration in regards to the proposed project at The Willows.
56	1		Testing the waterfront page to see if this form submits.	tana@portofkennewick.org	N/A