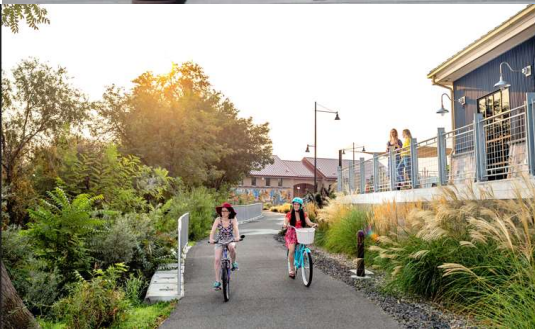


Port of Kennewick Amended Comprehensive Scheme



Prepared by Anchor QEA and White Bluffs Consulting

March 11, 2025 Resolution
2025-06



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INTRODUCTION

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

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

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

Comprehensive Scheme Process

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

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

Stakeholder and Public Participation

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

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

The Port held four public workshops in spring 2015 to receive public input on the focus and direction of the updated Comprehensive Scheme. Meetings were held in West Richland, Richland, and Kennewick. Additionally, the Port held a retreat in September 2016 focused on Comprehensive Scheme priorities, held workshops on updated plan elements, and conducted a public hearing in November 2016 to accept and consider additional public comment on the 2016 draft Comprehensive Scheme. The public meetings, retreat, workshops, and hearing were advertised extensively. Notes from the public meetings, retreat, workshops, and hearing are provided in Appendix B. This 2025 update includes the most recent information on applicable port approved master plans and priorities for Vista Field.

Port Mission and Goals

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

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

Consistent with Port Commission direction, for the next several years, the Port will focus on redevelopment projects for the Kennewick waterfront and Vista Field (PoK 2016). The Port will continue to own, manage, and maintain many of its other

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

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

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

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

Port History

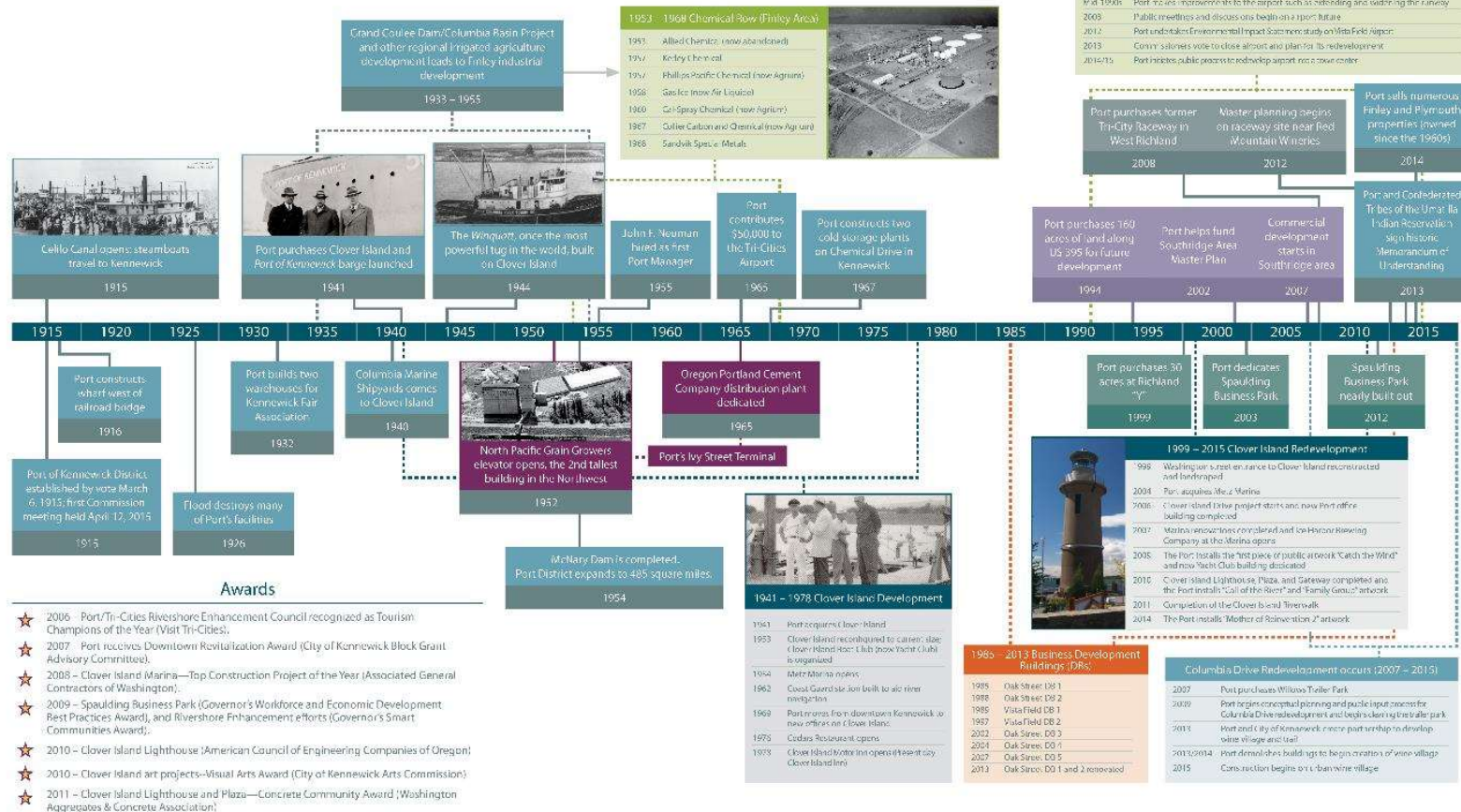
The Port was created in 1915. In 1916, the Port held a public hearing and adopted its first Comprehensive Scheme document, which needed voter approval before any funding could be expended. Included in the Comprehensive Scheme were modest proposed improvements to the Ivy Street Terminal, a suggested concept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

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

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

Port of Kennewick Highlights (1915 – 2015)

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



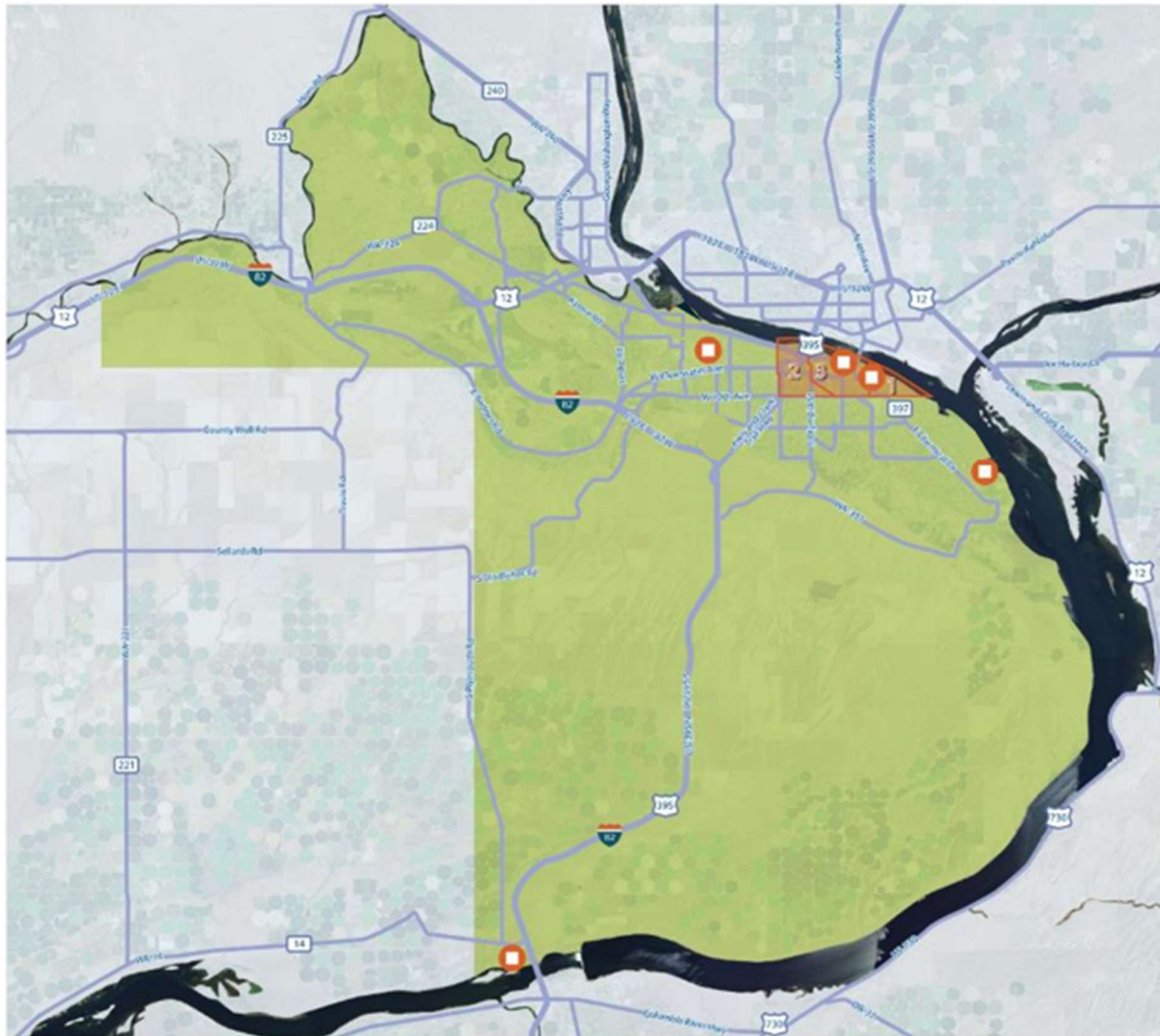


FIGURE 2. SITE MAP

Recent Transition to Urban Revitalization and Redevelopment

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

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

PORT URBAN REVITALIZATION AND REDEVELOPMENT PRIORITIES

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

Vista Field Redevelopment Area

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

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

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



FIGURE 3. VISTA FIELD REDEVELOPMENT AREA

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

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

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

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

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

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

City of Kennewick Historic Waterfront

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

Columbia Drive

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

The Columbia Drive area faces development challenges, including



FIGURE 4. COLUMBIA DRIVE URBAN REVITALIZATION AREA SITE MAP

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

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

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

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

Clover Island

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

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

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

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

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

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

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

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

Other Port Properties

Oak Street

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

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

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



Figure 5. OAK STREET SITE MAP

Vista Field Development Facilities

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



FIGURE 6. VISTA FIELD DEVELOPMENT FACILITIES SITE MAP

Finley Property (Twin Tracks and Hedges Lagoon)

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

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

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

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



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

Plymouth Waterfront and Island

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

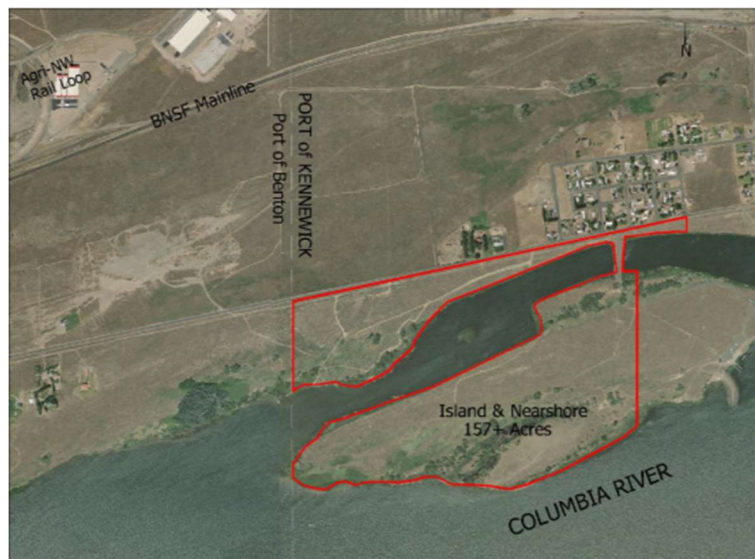


FIGURE 8. PLYMOUTH SITE MAP

REVENUES, EXPENSES, AND CAPITAL IMPROVEMENT PLAN

This section includes a summary of Port revenues, expenses, and Capital Improvement Plan for the next 10 years, along with a policy and process for evaluating future investment opportunities.

Current Revenues and Expenses

In 2015, the combined property tax revenue received from Port-owned properties in Kennewick, Richland, Benton County, West Richland, and Benton City amounted to \$3,669,499. The majority of that revenue (50.7%) came from property within the Port District in the City of Kennewick, followed by property owned in Richland (20.8%), Benton County (19.4%), West Richland (9%), and Benton City (0.044%).

Additional, ongoing Port revenues include operating income from industrial, building, and agricultural leases; operating income from marina leases; and interest income. The Port is also starting to receive funding from Benton County through the Rural County Capital Fund, which is a funding source of approximately \$3 million total, expected to be received by the Port as reimbursements for approved projects through 2023. Other revenues include land sales and grants, which vary year to year and by project. Average Port annual revenues in recent years have been around \$5 million.

Port expenses include general and administration expenses (e.g., salaries, benefits, and partner agency dues), general lease property operations and maintenance, building and equipment replacement, non-operational costs (Port funding provided to projects sponsored by Port partners), and marina operations and maintenance. Average annual Port expenses in recent years have been around \$3 million.

The difference between annual average revenues (\$5 million) and annual average expenses (\$3 million) is approximately \$2 million. This is the amount available on an average basis to support Port projects each year. As noted above, this amount can be supplemented by grants, property sales, and other funding sources.

The Port has developed cash-flow projections for the 2016 to 2026 period, as provided in Appendix E, Table E-1. This table projects beginning cash balances and reserves, less planned expenditures, including capital projects. The capital projects are summarized below and identified in Appendix E, Table E-2. The cash flow projection is based on current operations and current capital assets. A \$2.5 million reserve is also accounted for each year. This projection is reviewed regularly and updated, at least annually, by the Port. The Port develops a detailed 2-year operating budget. The current Port budget period will end December 31, 2016, and the next budget period is 2017 to 2018.

Capital Improvement Plan

The following capital improvements are planned at the various Port-owned properties, consistent with Port priorities, during the next 10 years:

- **Vista Field Redevelopment** – \$5.9 million in infrastructure and other improvements consistent with the master plan expected to be finalized in early 2017. Land sale revenues from Vista Field are being reinvested in Vista Field redevelopment.
- **Kennewick Waterfront Urban Revitalization** – \$2.9 million, including \$1.3 million to construct and maintain shoreline improvements at Clover Island, in partnership with USACE, and \$1.6 million to continue work at the Columbia Gardens site.
- **Return on Investment (ROI) Project** – \$6 million on one or more projects to bring in additional operating revenues for the Port.
- **Port Facilities Asset Replacement Program** – \$2.6 million (approximately \$250,000 per year) to support renewal and replacement of Port facilities, with specific projects identified in the Port 2-year operations budget.
- **Opportunity Fund** – \$500,000 (\$50,000 per year) for partnership opportunities. These will include funding requests for community programs or smaller community or Port projects emerging outside of the Port budgeting process. Once funding is allocated for a budgeting period, additional proposals will be considered during the next budgeting period.
- **Rural County Capital Funds Project** – \$1.2 million for an additional project to be funded through this source. This project will be identified in coordination with one or more development partners and selected consistent with the Process for Evaluating Future Investment Opportunities below.
- **Miscellaneous Capital** – \$570,000 for smaller capital expenditures, such as equipment, on Port properties that are expected to emerge during each 2-year budgeting period.

Total capital improvements for the 10-year period (2017 to 2026) add up to \$28.8 million. Table E-2 in Appendix E includes these capital projects on a 10-year timeline. The Capital Improvement Plan is expected to be reviewed annually and updated every 2 years by the Port. The latest version of the Port's Capital Improvement Plan is included by reference to the Comprehensive Scheme.

The extent of funding available for capital improvements varies substantially from year to year and depends on multiple sources of funds for implementation, as described in Port Revenues and Expenses above, and as outlined in the 2017 to 2026 One-time Revenues in Table E-2. The outside sources of revenue include grant funds from the state and federal government, local partnering agencies' contributions for economic development, and private contributions. The one-time revenues include expected land sales from Port properties. These outside revenues and property sales, when combined with the annual revenue available to the Port and less Port annual operating

expenses, provide the funds for capital improvements. As noted in Port Revenues and Expenses, the Port brings in approximately \$5 million annually, and has \$3 million in operating expenses, leaving approximately \$2 million per year, plus grants and funding from land sales and Rural County Capital Funding to fund capital improvements.

The Port will comprehensively evaluate capital improvements every 2 years in the budgeting process and review the plan annually, with adjustments made as necessary based on any changes in land sale or other assumptions, partner commitments, and other relevant information updates.

Capital Improvement Plan Assumptions

The Capital Improvement Plan serves as a long-term financial plan for the Port and is not a budget. A detailed 2-year budget is developed every 2 years.

The Port's Capital Improvement Plan is based on the following assumptions:

1. The Port obtains a bank loan in the amount of \$5 million in 2017 to help fund improvements for Vista Field redevelopment.
2. The projected land sales occur generally as assumed in timing and sales amount. Changes in land sales assumptions could substantially affect the project's implementation schedule.
3. The Port receives the full amount of Rural County Capital Funding (projected at \$2,950,000 through 2023) from Benton County.
4. The Port Commission adopts a policy on how to disburse funds from the "Opportunity Fund," which is a small funding amount set aside each year to support projects proposed by development partners.
5. The Port hires another maintenance technician and another staff person for Vista Field in 2018.
6. Operating revenues increase by at least 2% per year.
7. Operating expenses increase by no greater than 4% per year.
8. Non-operating expenses increase by no greater than 5% per year.
9. Property tax revenues increase by at least 4% per year.
10. The analysis does not factor in the acquisition of any additional properties by the Port. If the Port wanted to modify the Capital Improvement Plan by acquiring, for example, one or more additional properties, then other adjustments in the plan would need to be made to offset the impact. Similarly, as another example, delays in expenditures could also result in plan adjustments.

Process for Evaluating Future Investment Opportunities

Overview

Consistent with the Port Mission and Goals described above, including the referenced resolution (No. 2014-31) describing Port objectives for budget and financing goals for future Port projects, the Port Commission adopts the following additional policy as part of the 2016 Comprehensive Scheme update. The Port intends to use this process to identify, evaluate, prioritize, and implement its most

important future capital projects. The Port Commission recognizes the numerous opportunities regularly proposed for Port consideration must be balanced against available resources, including availability of staff and availability of financial resources. The main components of the Port's Capital Project Prioritization Policy are:

- *Project Identification* – Projects will be identified through various sources, including:
 - The adopted Comprehensive Scheme of Harbor Improvements
 - The adopted biennial budget and work plans
 - Discussions with jurisdictional partners and staff, and the public
- *Project Evaluation* – With the assistance of staff, the Port Commission will prioritize projects based on cost estimate evaluation, cost/benefit analysis, and public demand and other, less easily quantified factors, including jurisdiction priorities, emerging needs and opportunities, supplemental funding for projects partially funded, and public input received.

Organizational Considerations

Review will be conducted to evaluate if the project is consistent with the Port's mission and priorities established in the Comprehensive Scheme and associated documents adopted by reference.

Additional considerations would also include:

- Does the project meet an identified need?
- Does the project support Port, community, and/or private-sector economic development objectives?
- Does the project serve multiple user groups?
- Does the project foster or enhance a public/private or public/public partnership?

Fiscal Considerations

Fiscal considerations will also be reviewed as part of determining whether the Port will invest in future opportunities:

- What are the costs of the project, including initial costs, maintenance costs, and lifecycle costs?
 - How were costs calculated and by whom (finance director, Certified Public Accountant, Certified Financial Planner, economic planner, or others)?
- Does the Port have the financial and organizational capacity to undertake and manage the project?
- Can the project leverage public or private resources with other partners and funds to maximize benefits?
- Does the project have a positive ROI?
- Would the project increase the tax base, increase revenues to the Port, contribute to the vitality of the community, and help attract regional and national tourism?

Social/Environmental/Legal Considerations

Social, environmental, and legal considerations will also be reviewed:

- Is the community involved and supportive of this project?

- If the project is not implemented, will a strategic opportunity be lost?
- Is the project appropriate for the proposed site's natural systems, topography, and/or neighboring land uses?
- Are there potential adverse impacts associated with the project?
- Does the project comply with all federal, state, or local government laws or regulations?

Project Design, Planning, and Readiness

Design, planning, and project readiness considerations will also be reviewed:

- Does the site or project require extraordinary or unique purchase cost, architectural/engineering, or other efforts or commitments of financial or staffing resources?
- Is the project ready (e.g., design completed and permits in hand)?
- Is there a reasonably foreseeable user for the project (i.e. "bird in hand")?

Project Evaluation

Initial project screening shall begin with staff providing a brief description of each project. The Port Commission shall then review, evaluate, and rank each project based on the above criteria. High-priority projects shall be incorporated into the draft work plan.

FUTURE COMPREHENSIVE SCHEME REVISIONS

Future Comprehensive Scheme document review and update is planned every 5 years. The next comprehensive update is planned to begin in late 2027 and be finalized by the end of 2028.

Review and updates that result in more minor adjustments to certain elements of the Comprehensive Scheme are planned every 2 years, in parallel with the Port budgeting process, to incorporate new information and adjust strategy changes in redevelopment priorities and changes in policy that could occur. The updated budgets and Capital Improvement Plans will supersede the financial projections included in this 2016 Comprehensive Scheme, in effect amending the financial components of the Comprehensive Scheme every 2 years.

REFERENCES

PoK (Port of Kennewick), 2016. Port of Kennewick September 10, 2016 retreat meeting minutes.

Port of Kennewick Resolution No. 2017-19. A Resolution of the Board of Commissioners of the Port of Kennewick Amending its Comprehensive Scheme of Development and Harbor Improvements. Approved October 24, 2017.

City of Kennewick Ordinance No. 5731. An Ordinance Adopting the Vista Field Redevelopment Master Plan as a New Element of the Comprehensive Plan. Passed by the City of Kennewick City Council on December 12, 2017.

Port of Kennewick Resolution No. 2019-27. A Resolution of the Board of Commissioners of the Port of Kennewick Amending its Comprehensive Scheme of Development and Harbor Improvements. Approved October 29 2019.

Makers (Makers Architecture and Urban Design), 2021. Historic Waterfront District Master Plan.

An aerial photograph of a rural landscape, likely a farm or agricultural area. The image shows a grid of rectangular fields, some of which are planted with crops. There are several small buildings, possibly farmhouses or barns, scattered throughout the landscape. A road or path runs diagonally across the lower right portion of the image. The overall scene is a mix of open fields and small, isolated structures.

Appendix A

List of Abbreviations

LIST OF ABBREVIATIONS

AVA	American Viticultural Area
BNSF	Burlington Northern Santa Fe
CC	Commercial Community
CG	Commercial General
CLI	Commercial/Light Industrial
CM	Commercial Marina
Comprehensive Scheme	Comprehensive Scheme of Development
CTUIR	Confederated Tribes of the Umatilla Indian Reservation
DPZ	Duany Plater-Zyberk
GMA	Growth Management Act
IH	Heavy Industrial
IL	Industrial Light
ISI	Integrated Structures Incorporated
KID	Kennewick Irrigation District
MOU	Memorandum of Understanding
PNNL	Pacific Northwest National Laboratory
Port	Port of Kennewick
RCW	Revised Code of Washington
ROI	return on investment
UGA	Urban Growth Area
UP	Union Pacific
USACE	United States Army Corps of Engineers

VFDF	Vista Field Development Facilities
WESD	Washington State Employment Security Department



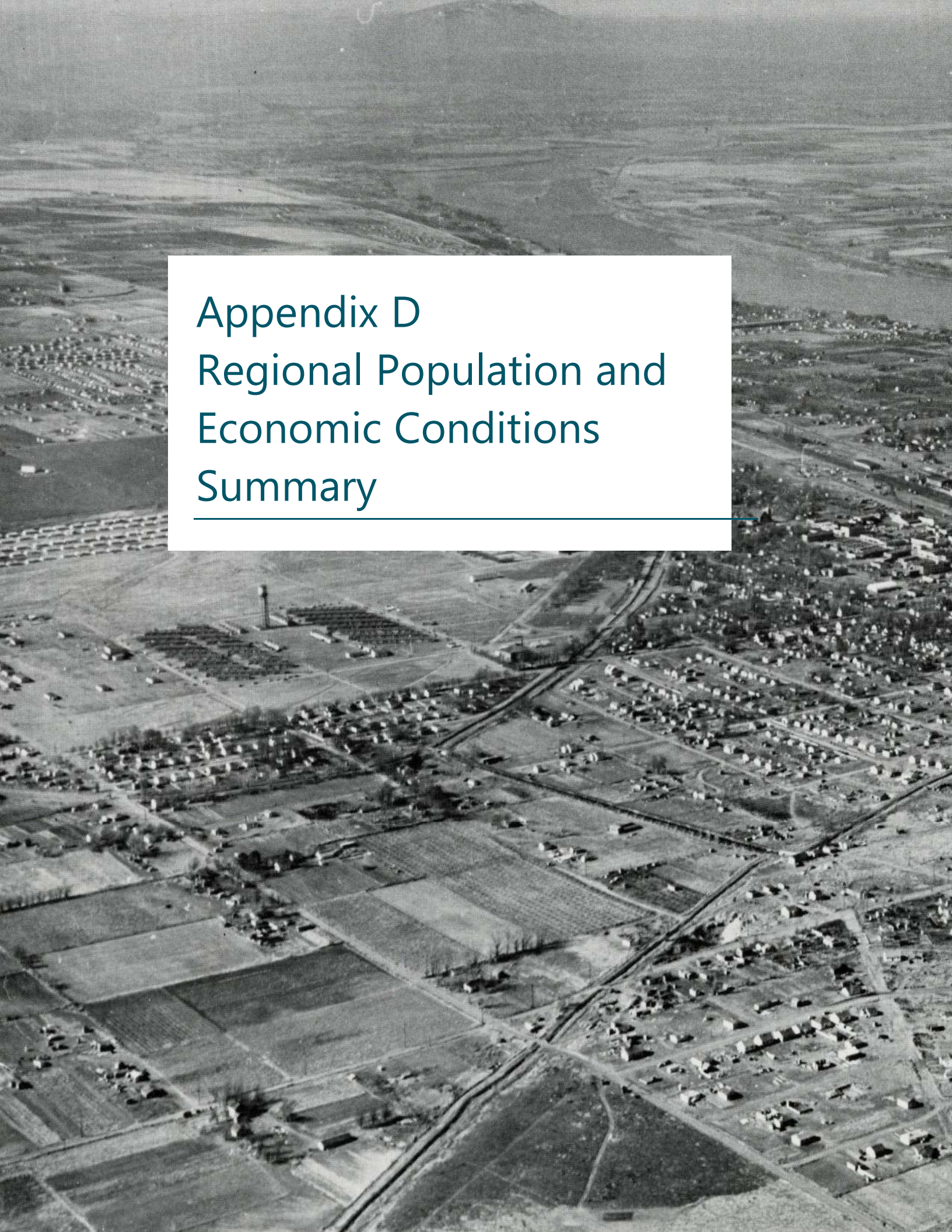
An aerial photograph of a rural landscape. The foreground and middle ground show a patchwork of agricultural fields, some with distinct patterns of crops or irrigation. A network of roads and a railway line are visible, crisscrossing the area. In the distance, a small town or village is nestled among more fields. The background features rolling hills under a clear sky. A white rectangular box is superimposed over the middle of the image, containing the title text.

Appendix B Partner, Public Meeting, and Port Commission Retreat Summaries

An aerial photograph of a coastal town and harbor. The town is built on a grid of streets, with numerous small houses and some larger buildings. A large body of water is visible in the upper left, and a river or inlet flows into the harbor. A prominent railway line runs diagonally across the town. The overall scene depicts a well-developed coastal community.

Appendix C

Port of Kennewick History Highlights

An aerial photograph of a rural landscape, likely in the mid-20th century. The terrain is divided into a grid of rectangular fields, some of which are planted with crops. Scattered throughout the landscape are numerous small, white, rectangular buildings, possibly farmhouses or small businesses. A prominent road or railway line runs diagonally across the lower half of the image. In the background, there are rolling hills and a body of water, possibly a reservoir or a large lake. The overall scene depicts a typical agricultural region.

Appendix D Regional Population and Economic Conditions Summary

INTRODUCTION

An important consideration for the Comprehensive Scheme of Development (Comprehensive Scheme update) for the Port of Kennewick (Port) is industry growth trends in the region. As a property owner and economic development entity, the Port strives to meet the needs of the business community and the broader general community by providing properties, infrastructure, and (where appropriate) facilities, which help support economic growth needs. In turn, providing these items leads to the creation of jobs and an expanded tax base. Population and economic growth trends help inform the planning for future opportunities. Although population growth is not directly related to economic growth, population trends will drive economic growth and economic needs over time. Economic growth trends highlight the industries creating jobs and where potential Port development opportunities might exist in the foreseeable future.

Methodology

In projecting population and economic growth trends, historical growth rates were reviewed and linear regressions developed. Population linear regressions were developed using the historical time frame of 2000 to 2010 using U.S. census data (U.S. Census Bureau 2010a, 2010b) and Washington State Office of Financial Management estimates from 2010 to 2015 (OFM 2015a). Regressions for economic growth were developed by identifying the ten largest growing subsectors of the Tri-Cities regional economy by North American Industry Classification System codes. Those industries were identified using Washington Employment Security Department (WESD) historical data between 2010 and 2015 (WESD 2015), and linear regressions were developed from those data to project jobs in those industries out to 2040. In all cases (employment and population), regressions that identified a range of outcomes were developed. On the low end of the range were growth numbers that are likely to be met or exceeded 95% of the time. Numbers in the middle are the expected growth value of jobs (50%) created. High-end growth numbers are those that can only be expected to be met or exceeded in 5% of all cases. These ranges were developed to provide the Port with a broad picture of what growth in the community and in the identified industries could look like at the high and low end, as well as what the expected results are projected to be.

Economic Overview of the Tri-Cities Region

For the past 70 years, the economy of the Tri-Cities region can be summed up in two words: atoms and agriculture. Agriculture was the most important industry in the region until the creation of the Hanford Site in the 1940s. The site maintains an important and stable role in the region today. Prior to 1940, farming was the basis of nearly the entire economy because the region grew through the growth in agriculture fueled by the Columbia Basin Project, which irrigates nearly 700,000 acres of land in the region. The growth in farming activity peaked in the

late 1960s and, though some growth has continued (particularly in wine grapes), the major boom era of agriculture effectively ended by the 1970s with the end of the Columbia Basin Project. That growth in arable farmland fueled growth in the value-added services sector for farm products, including that of chemical fertilizers such as Agrium, food processors such as Con-Agra Foods, and other agricultural support businesses. However, as the agricultural industry has reached maturity, the growth in those support businesses has also flattened. Since 1940, the overall economy of the Tri-Cities region, which the Port serves, has been driven by the atomic work at the Hanford Site and by agriculture throughout the region, including the growing of wheat, potatoes, apples, asparagus, and (most recently) wine grapes. The overall work-shed for the area stretches from Hermiston-Umatilla to the south, to the Prosser area to the west, to the Wallula region to the east, and ultimately to the Connell area 40 miles north. According to WESD historic seasonally adjusted data, there are 133,922 individuals in the regional Tri-City metropolitan area labor force as of March 2016; of those, more than 124,903 are employed (WESD 2016). This gives the region an unemployment rate of 6.7%, above the state average of 5.8%. The region was largely protected from the 2008 recession impacting the rest of the nation due to expenditures at the Hanford Site, and the push to complete the construction of a vitrification plant for treating nuclear waste at the Hanford Site. During the past 20 years, the growing and processing of wine grapes has become one of the most important economic drivers in the region. Currently, health care and professional services are also some of the biggest economic drivers in the economy, in addition to the Hanford Site.

Some of the major private employers in the area include Con-Agra Foods, the Battelle Memorial Institute (which operates the Pacific Northwest National Laboratory [PNNL]), Mission Support Alliance, CH2M Hill, Tyson Foods, Areva, Lampson International, and Simplot Fine Foods. Several hospitals serve the area including Trios Health (former Kennewick General Hospital), Kadlec Medical Center, and Our Lady of Lourdes, making the area a regional medical center. On the public side, companies such as the Benton and Franklin Public Utility Districts, Energy Northwest, and the U.S. Department of Energy dominate the overall economy. All three school districts, i.e., Kennewick, Pasco, and Richland, are also three major employers in the region.

Population

Population data show the broader Tri-Cities region (Benton-Franklin counties) is one of the strongest growing population areas in Washington. Between 2000 and 2010, the region grew by nearly 61,500 people (OFM 2015a), and estimates from the Office of Financial Management show population growth of more than 22,000 between 2010 and 2015 (OFM 2015b). Forecasting population growth in the region during the next 20 years shows the overall population of the Benton-Franklin county area growing from 275,740 in 2015 to between 290,000 and 524,000. Figure D-1 shows the population growth analysis in the area using the 2012 Growth Management Act (GMA) provisional population projections (OFM 2012, 2015b).

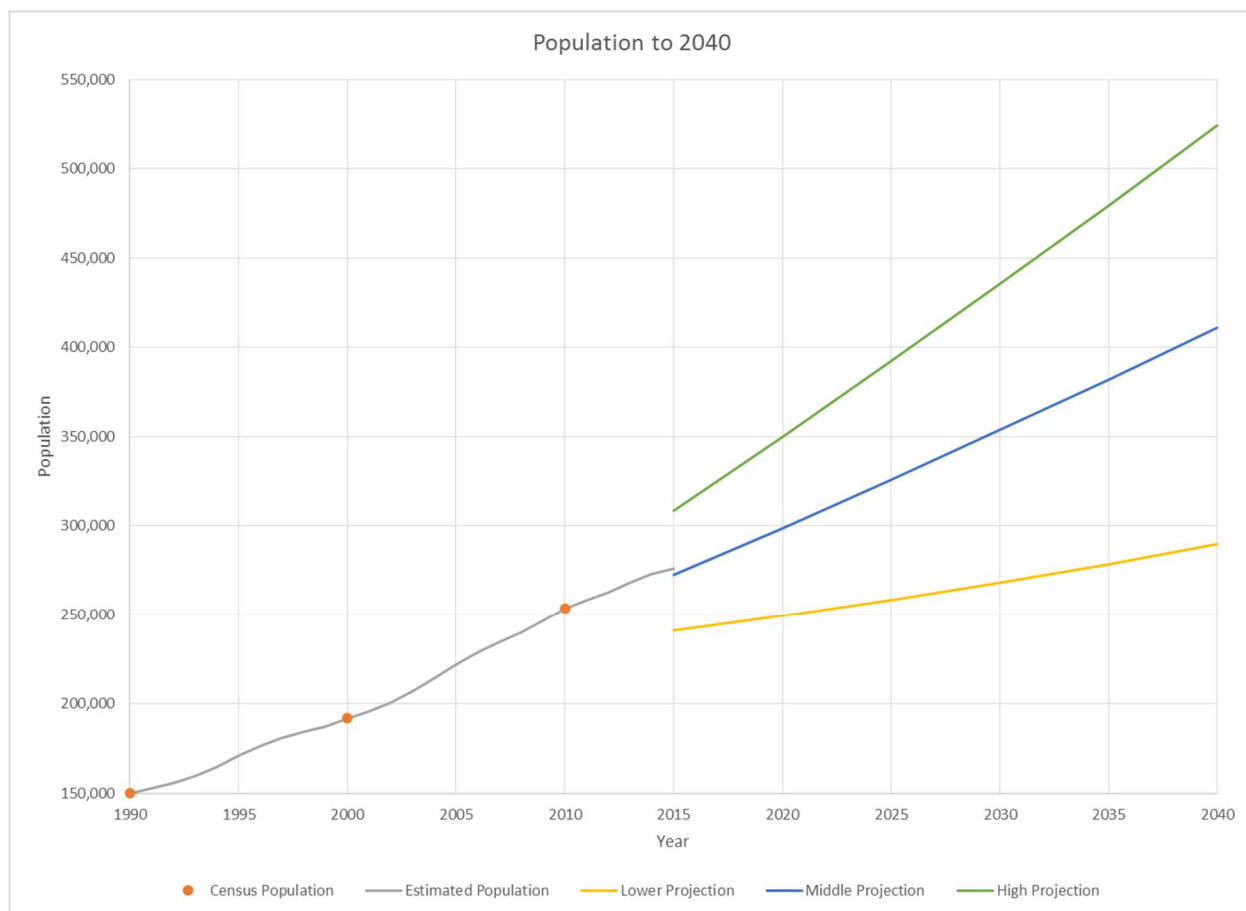


FIGURE D-1. POPULATION GROWTH REGRESSION ANALYSIS FOR THE TRI-CITIES REGION

As indicated, the Benton-Franklin county region has shown steady growth during the past 25 years, and there is no indication the growth will slow because the community continues to see significant activity at the Hanford Site, as well as growth in the broader community, including a continuing rise in the number of retirees moving into the region, which has driven the growth in the medical services industry and provides support for the retail, hospitality, and tourism sectors.

In Table D-1, Benton-Franklin County population growth is compared with other counties in the state. The annual average projected growth for Benton-Franklin counties exceeds that of all other counties in Washington for the expected growth, including neighboring Yakima and Walla Walla counties (OFM 2012).

TABLE D-1. BENTON-FRANKLIN COUNTIES POPULATION GROWTH COMPARED TO OTHER AREAS

County	Annual Average Percentage Growth 2010 to 2040		
	High	Expected	Low
Benton-Franklin	3.57%	2.07%	0.48%
Clark	2.31%	1.25%	0.00%
Grant	2.98%	1.84%	0.79%
King	1.65%	0.84%	0.22%
Pierce	1.61%	1.04%	0.29%
Spokane	2.06%	0.86%	0.22%
Walla Walla	1.17%	0.50%	-0.04%
Yakima	2.22%	1.03%	0.19%

Hanford Site Activities

One caveat to any growth projections for the region is the Hanford Site's remediation funding. Although not expected, if funding at the site significantly declined, it would affect employment in the region, adjusting it downward, which could delay timing of property investments and other development.

Hanford Site cleanup efforts do not take into account any job creation or loss related to work at the PNNL (Olds and French 2010). PNNL is the single largest employer in the Tri-Cities and provides an additional 4,000-plus jobs in the local economy.

However, history has shown that Hanford Site projects are often completed well after the original estimated completion date due to their complexity and the evolving regulatory environment in which the projects are delivered. The current vitrification plant provides a case in point. The plant (as originally scheduled) would be operating and processing nuclear waste in 2011. However, due to complications related to scope of work and budget constraints, the plant is now scheduled to go online in 2019 or later. These types of delays are consistent throughout the Hanford Site's cleanup history and should be considered in future development investment planning.

Agriculture Activities

The region has seen more growth in agriculture than all other industries throughout the past 10 years in terms of total job creation. Between 2005 to 2014, in Benton and Franklin counties, agricultural growth has outpaced all other industries, at 2.5% growth rate compared to 1.8% growth rate in all other industries (Suljic 2016). Agriculture grew rapidly in the 1960s and 1970s

as the Columbia Basin project was completed. That growth was not only in agricultural production, but also in the value-added areas such as food processing and the development of chemical fertilizers to support the growth of the industry. Between 2005 and 2014, agricultural employment increased from 9,352 jobs to 12,029 jobs. Major contributors to this growth are agricultural support activities, with 8%, and crop production with 0.9% employment growth rates (Suljic 2016).

Employment

One benefit the consistent growth in the region has brought to the community is consistent employment growth. According to WESD, total non-farm employment in the region has grown much faster than the state rate in the last decade, with an annual average growth rate of nearly 2.15%, compared to the state average of 1.07% (WESD 2016). Much of this growth has been fueled by work at the Hanford Site and by local government growth. Currently, the WESD is forecasting an annual average growth rate of 1.86% between 2013 to 2023 for Benton-Franklin counties, compared to a growth rate of .8% for the nation, and .79% growth for the state of Washington between 2018 and 2023 (WESD 2015; U.S. Census Bureau 2014).

The recession that began in 2008 moderated some of this projected growth. To date, Benton-Franklin counties have largely been passed over in the recession due to a large influx of government money into the Hanford Site.

WESD is forecasting all industries in Benton-Franklin counties to have a positive growth rate between 2014 and 2024. Short-term non-farm growth is projected at 1.9% between 2014 and 2019, and 1.31% between 2019 and 2024. Although all industries are projected to grow during the next 8 years, construction industry is projected to grow at a higher rate than all other industries in the short term at 2.99% between 2014 and 2019. But this will drop significantly to 0.81% in the long term between 2019 and 2024 due to an estimated slowdown of overall growth in the region. Table D-2 identifies top sectors.

TABLE D-2. TOP GROWTH INDUSTRY SECTORS AND GROWTH RATES IN THE REGION

Major Growth Sectors	Growth Rate Short Term (2014 to 2019)	Major Growth Sectors (2019 to 2024)
Construction	2.99	0.81
Financial, professional, and business occupations	2.58	2.13
Education and health care	2.26	1.8
Leisure and hospitality	1.9	1.6
Wholesale trade	2.31	1.06

Source: Suljic (2016)

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An aerial photograph of a rural landscape. The foreground and middle ground show a patchwork of agricultural fields, some of which are divided into smaller plots. There are several small clusters of buildings, likely farmhouses or small villages, scattered throughout the landscape. A network of roads and paths is visible, connecting the different areas. In the background, the terrain appears to level out, possibly leading to a larger body of water or a more developed area. The overall tone is sepia or aged, suggesting a historical or archival photograph.

Appendix E Cash Flow Projection and Capital Improvements Plan

TABLE E-1
PROJECTED CASH FLOW 2016 TO 2026

Summary of Cash Flow Before Beginning Cash and Capital		Beginning Cash 1/1	Less Net Capital and Land Revenues and Lease	Adjusted Ending Cash 12/31	Reserve (Less \$2.5M Contingency)
2016	\$957,000	\$10,675,000	\$(7,697,000)	\$3,934,000	\$1,434,000
2017	\$928,000	\$3,934,000	\$(2,217,000)	\$2,645,000	\$145,000
2018	\$1,489,000	\$2,645,000	\$(1,230,000)	\$2,905,000	\$405,000
2019	\$1,484,000	\$2,905,000	\$(1,468,000)	\$2,921,000	\$421,000
2020	\$1,476,000	\$2,921,000	\$(19,000)	\$4,378,000	\$1,878,000
2021	\$1,466,000	\$4,379,000	\$(722,000)	\$5,122,000	\$2,622,000
2022	\$1,453,000	\$5,122,000	\$(2,313,000)	\$4,262,000	\$1,762,000
2023	\$1,437,000	\$4,262,000	\$(882,000)	\$4,818,000	\$2,318,000
2024	\$1,418,000	\$4,818,000	\$(851,000)	\$5,378,000	\$2,878,000
2025	\$1,395,000	\$5,378,000	\$(1,322,000)	\$5,451,000	\$2,951,000
2026	\$1,369,000	\$5,451,000	\$(4,615,000)	\$2,205,000	\$(295,000)

Cash Flow Projection Assumptions:

- * Operating revenues are projected to increase at 2%.
- * Operating expenses are projected to increase at 4%.
- * Non-operating expenses are projected to increase at 5%.
- * Property taxes are projected to increase at 4%.
- * Accounts for net future land sales.
- * Accounts for future operation and maintenance on new projects in 2017 to 2026 capital budget (see Table E-2).
- * Analysis includes 2017 to 2026 capital project costs in Table E-2.
- * Analysis is based on current operations and current capital assets.

TABLE E-2: 2017 TO 2026 CAPITAL IMPROVEMENTS AT PORT PROPERTY

	17/18 Budget	19/20 Budget	21/22 Budget	23/24 Budget	25/26 Budget	Total
2017 to 2026 Capital Projects						
Vista Field	\$5,880,000 ^a	\$985,000 ^b	\$990,000 ^b	\$995,000 ^b	\$4,100,000 ^b	\$12,950,000
Clover Island Shoreline 1135	\$875,000	\$100,000 ^c	\$100,000 ^c	\$100,000 ^c	\$100,000 ^c	\$1,275,000
Kennewick Waterfront Revitalization (Clover Island/Columbia Drive)	\$1,100,000	\$500,000				\$1,600,000
Richland Island View Infrastructure	\$400,000	\$600,000		\$450,000	\$450,000	\$1,900,000
West Richland Racetrack	\$200,000	\$200,000	\$100,000			\$500,000
ROI Project/Consultant	\$700,000	\$1,400,000	\$1,950,000		\$1,950,000	\$6,000,000
Port Facilities (Asset Replacement Program)	\$550,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,550,000
Opportunity Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Rural County Capital Funds Project (TBD)	\$-	\$-	\$800,000	\$435,000	\$-	\$1,235,000
Miscellaneous Capital Projects	\$100,000	\$115,000	\$115,000	\$120,000	\$120,000	\$570,000
Total	\$9,905,000	\$4,500,000	\$4,655,000	\$2,700,000	\$7,320,000	\$28,780,000
2017 to 2026 One-time Revenues						
Vista Field	\$5,000,000	\$1,700,000	\$1,700,000	\$2,000,000	\$2,000,000	\$12,400,000
Rural County Capital Funds	\$1,450,000	\$600,000	\$600,000	\$300,000	\$-	\$2,950,000
Richland Land	\$-	\$-	\$-	\$-	\$500,000	\$500,000
West Richland Racetrack West	\$-	\$-	\$-	\$400,000	\$800,000	\$1,200,000
Richland/Keene Road	\$100,000	\$-	\$-	\$-	\$-	\$100,000
Columbia Drive	\$-	\$400,000	\$-	\$-	\$-	\$400,000
Southridge	\$-	\$2,000,000	\$1,000,000	\$-	\$-	\$3,000,000
Total	\$6,550,000	\$4,700,000	\$3,300,000	\$2,700,000	\$3,300,000	\$20,550,000

General note:

The source of capital improvement projects listed above for Clover Island is the Clover Island Master Plan (Makers 2005) and associated updates.

Specific notes:

a = Includes a \$5-million loan to be secured in 2017.

b = These are debt service payments and not for new infrastructure at Vista Field.

c = This includes ongoing maintenance for shoreline improvements.

N/A = not applicable

TBD = to be determined