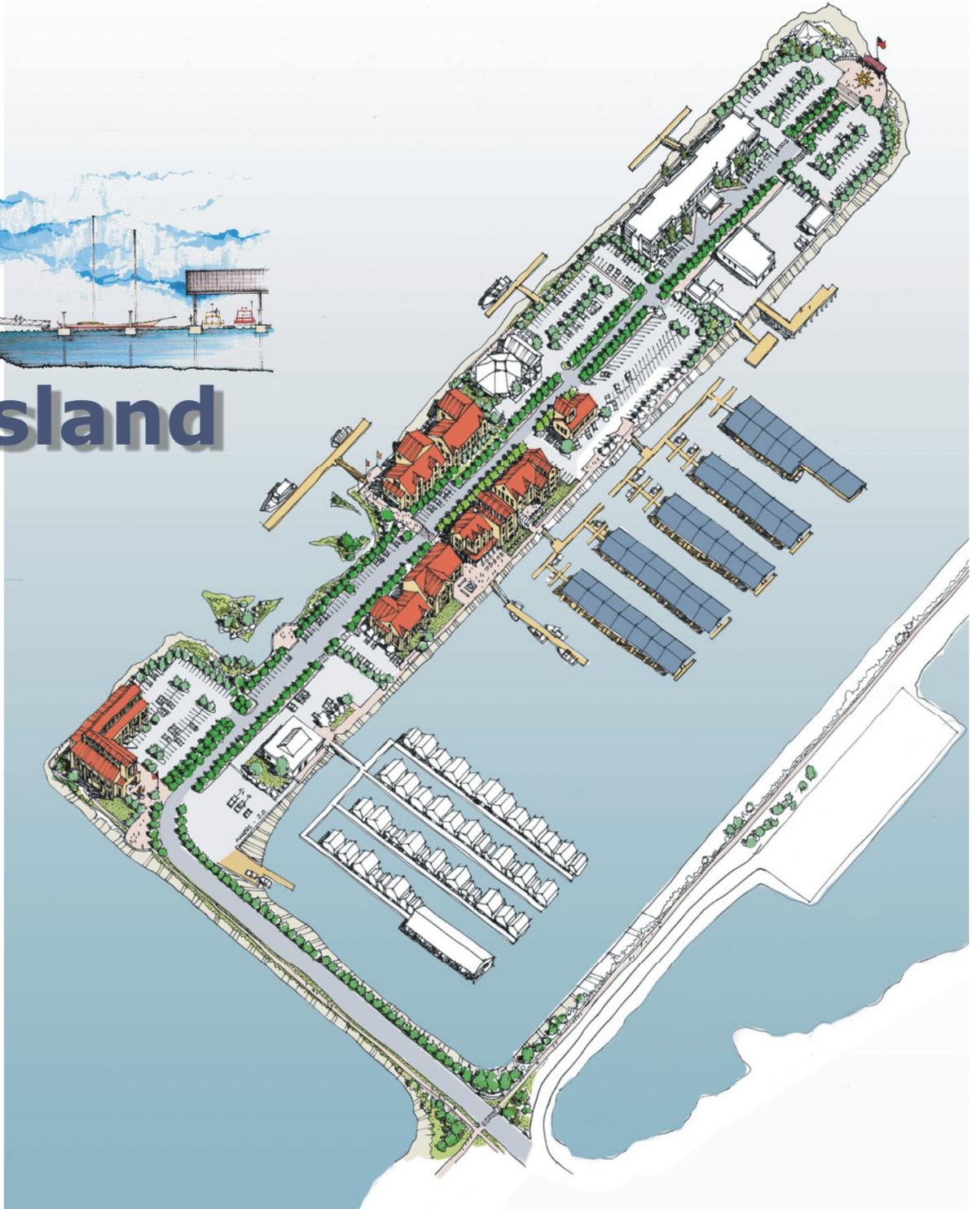
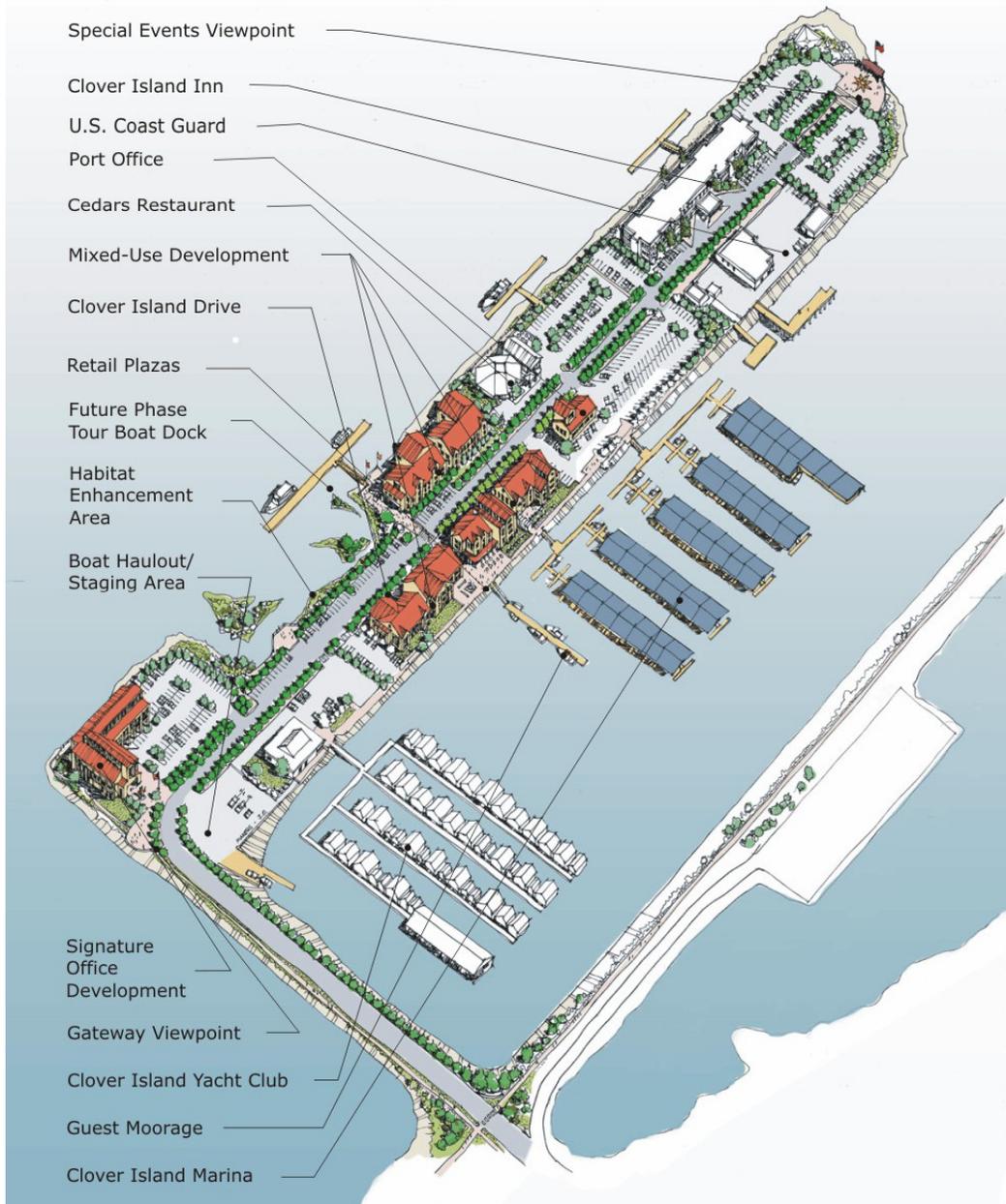




Clover Island Master Plan





Clover Island Master Plan

**Prepared for the Port of
Kennewick**

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INTRODUCTION



Purpose and Objectives

ted in the northeastern portion of the City of Kennewick, near the city's historic downtown and Columbia Drive areas. The existing Clover Island site was created by placing fill on the highest part of the 162-acre original island and raising it to an approximate elevation of 352 feet mean sea level. This created about 16 acres of property 12 feet above the 340-foot ordinary high water elevation of the McNary Pool when it was raised in late 1953.

In October 2002, MAKERS architecture and urban design was retained by the Port of Kennewick to complete a Master Plan for Clover Island based on the Port of Kennewick Commissioners' goals summarized on the following page.



Clover Island, Kennewick, WA

Aerial Photo 1942 Pre-McNary



Clover Island, Kennewick, WA

Aerial Photo 1951



Clover Island, Kennewick, WA

Aerial Photo 1952



Clover Island, Kennewick, WA

Aerial Photo 1953

Figure 1. Clover Island's Evolution

Commissioners' Master Plan Goals

Build on the island's positive attributes.

- Prioritize water-dependent uses, including moorage and boating activities.
- Maintain an island waterfront theme.
- Encourage a variety of uses or activities that draw the community and visitors.

Consider the island within its larger community context.

- Recognize Clover Island as a community resource and Kennewick city icon.
- Coordinate with bridge-to-bridge and river-to-rail planning.
- Support revitalization of downtown Kennewick.

Have realistic economic performance and funding expectations.

- Plan for self-sustaining uses that pay their maintenance and operating expenses.
- Base private investment on a realistic demand analysis.
- Maximize the use of existing funding sources for project implementation.

Involve the community in the planning process.

- Reach out to stakeholders and Port District residents early in the process.
- Provide ongoing opportunities for community input in all project planning phases.
- Work with a Citizens Advisory Committee (CAC).

Target the Master Plan for completion by year-end 2003.



Clover Island, Kennewick, WA

Aerial Photo 1997

Figure 2. Clover Island, 2003

A Unique Opportunity

Today Clover Island boasts several businesses, supports the boating community with its yacht club and marina, and is home to the U.S. Coast Guard's Aids to Navigation Team Kennewick. But a visit to the site confirms, the island is underutilized and its overall appearance does not represent a premier Port facility. Clover Island is realizing only a fraction of its potential.

The Port of Kennewick Commission has an opportunity to:

- Transform Clover Island into a showcase river-shore development site.
- Support tourism and economic development, while bringing new customers to the island's existing tenants.
- Become Kennewick's front door to the river.

The Opportunity

This lofty vision for Clover Island is not overly ambitious. In fact, the time is right for the Port of Kennewick to position Clover Island to achieve its potential.

- The Tri-Cities region is growing; the local economy will generate demand for housing, office, retail, and marina development on the island.
- There is growing interest and support for investment in and around downtown Kennewick.
- The Port of Kennewick's current financial position will support funding the infrastructure needed to entice private investment to the island.

Implementing the Master Plan will benefit the City of Kennewick, the Port of Kennewick district, and the surrounding region.

Benefits to the City

Clover Island development, as envisioned in the master plan:

- Is a cornerstone of bridge-to-bridge river-to-rail development as envisioned in the UDAT planning process.
- Supports downtown Kennewick revitalization efforts.
- Provides the premier boat moorage facility in the Tri-Cities region.
- Reconnects the port district's and region's citizens with the river by providing opportunities to stroll, fish, and enjoy its river views.
- Enhances the aesthetic and habitat quality of the shoreline.

Benefits to the Port

Clover Island development, as envisioned in the master plan:

- Supports the Port's mission to provide sound economic growth opportunities that create jobs and improve its citizens' quality of life.
- Supports the Commissioners stated goals for the planning process, which are summarized on Page 2.
- Will be a signature project for the Port of Kennewick.
- Exemplifies the Port's genuine desire to collaborate with the community by working with a Citizens Advisory Committee (CAC). The CAC brought an invaluable, varied, and balanced community perspective to the plan.
- Anticipates City cooperation in regards to parking and height allowances. If approved by the City, these allowances create the opportunity to develop a mixed-use waterfront village. They increase project feasibility by: a) allowing an efficient building layout intended to increase the private sector's interest in the project, b) allowing increased building height which will result in greater land values and ground-lease return to offset the port's investment in island infrastructure and public amenities.
- Can be permitted. The City of Kennewick staff supports the project and is committed to working with the Port towards plan implementation. Other permitting agencies will also likely support this project as it enhances shoreline habitat and does not significantly adversely impact the environment.

The Challenge

Transforming Clover Island will require the Port Commission's leadership to implement the key recommendations contained within this Master Plan. It will require:

- Port investment in the public amenities and infrastructure described in the plan.
- Working with the private sector development community through an RFP process to develop the island's uplands. Upland development of the island is vital to achieving its potential, allows the project to be self-sustaining, and protects against it becoming a drain on the Port's budgets or its tax payers.
- Updating a survey of the island and carefully siting new development to safeguard future parking capacity, development feasibility, and view corridors.
- Port investment in rebuilding Clover Island Marina. This project supports the boating community and creates a signature marina on the mid-Columbia.
- Applying the master plan's design standards to control building development siting and quality while ensuring a coordinated look and feel on the island.

INTRODUCTION

Community Involvement

The CAC played an important role in developing the Clover Island Master Plan. Made up of 16 active tenant stakeholder, citizen, agency, and government representatives from within the Kennewick Port District or surrounding municipalities, the CAC provided overall planning guidance to the Port Commission and planning team (See the acknowledgements for a list of CAC members). The CAC met seven times in 2003 to establish recommendations for the Master Plan and review its progress. The development priorities of the CAC are summarized below:

- **Include:** Boating and other water-oriented activities, a mix of uses, residential development in an appropriate mix, and joint-use parking options.
- **Protect:** Water views, public access to the shoreline, and shoreline conditions.
- **Enhance:** Aesthetics and landscaping, shoreline, entrance and interior road, and the connection to downtown.
- **Support:** The levee lowering project and downtown development plans.



Figure 3. CAC Input Meeting Activity

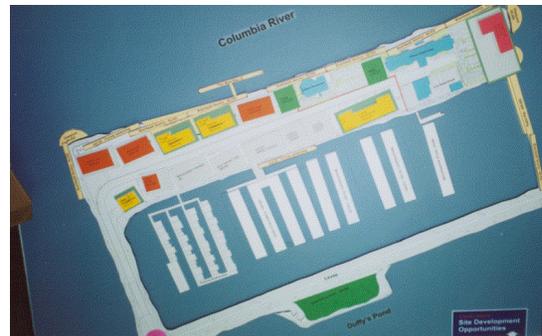
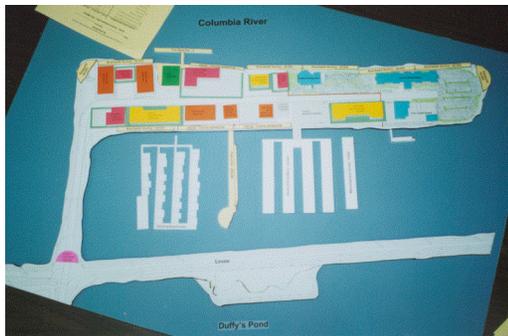


Figure 4. CAC Input Meeting Results

At a CAC retreat in December 2003, the attending members formulated a letter to the Port Commission summarizing their recommendations. The letter in its entirety is in Appendix A; the main points of the cover letter are included below.

- Develop Clover Island as a community showcase in the three-rivers region to support tourism and economic development.
- Include housing as an integral part of a balanced, mixed-use development.
- Pursue private sector partnerships and creative financing to reduce the amount of upfront Port investment and allow the plan to support the Commission's stated goal of *generating a self-sustaining project that does not become a drain on the Port's budget or its tax payers.*

The project team also held community meetings (summarized in Appendix B) to determine the desires and concerns of the public and conducted interviews with the following island tenants, stakeholders, and local interests:

Tenants

- U.S. Coast Guard
- Clover Island Inn
- Cedars Restaurant
- Metz Marina (now the Clover Island Marina, owned by the Port of Kennewick)
- Clover Island Yacht Club (1 meeting, 1 briefing)

Stakeholders and Others

- Downtown Kennewick & Columbia Drive Association
- City of Kennewick (4 meetings)
- Local development interests
- Adjacent property owners
- Army Corps of Engineers
- Washington Department of Fish & Wildlife
- NOAA Fisheries
- Confederated Tribes of the Umatilla Indian Reservation (invited)

Regulatory Framework

New development on Clover Island will require approval by the City of Kennewick and numerous regulatory bodies such as the Corps of Engineers, Washington Department of Fish and Wildlife, and NOAA Fisheries.

The Port and the project planning team met with the City of Kennewick at four meetings to discuss current City plans, zoning, environmental review, and other coordination items that might be associated with development on Clover Island. These discussions are summarized below:

Current City Plans

The redevelopment of Clover Island conforms with the City's Comprehensive Plan. Most City plans have anticipated Clover Island's redevelopment for some time. Those City initiatives which do relate to Clover Island include:

- **Bridge-to-Bridge River-to-Rail.** A Downtown Kennewick and Columbia Drive Association-sponsored, City and Port-supported study project that occurred in the fall of 2003. This project, called a UDAT (Urban Design Assistance Team), brought a team of planners, designers, and economists to Kennewick for an intensive planning program focusing on the area along Columbia Drive between the Cable and Blue Bridges. Its intent is to chart a concept for the long-range improvement of the "Bridge-to-Bridge River-to-Rail" area (see Figure 5). Mixed-use development of Clover Island was recommended as a first phase project critical to the success of upgrading the UDAT study area. A summary of UDAT findings was published early in 2004.
- **Levee Lowering.** The Corps of Engineers recently agreed that the levee that separates Kennewick from the Columbia River could be lowered up to six feet without increased flood danger. This lowering would improve views of the River and add width to the levee top for a pedestrian/bicycle trail along the waterfront. This project is seen as a benefit to Clover Island.

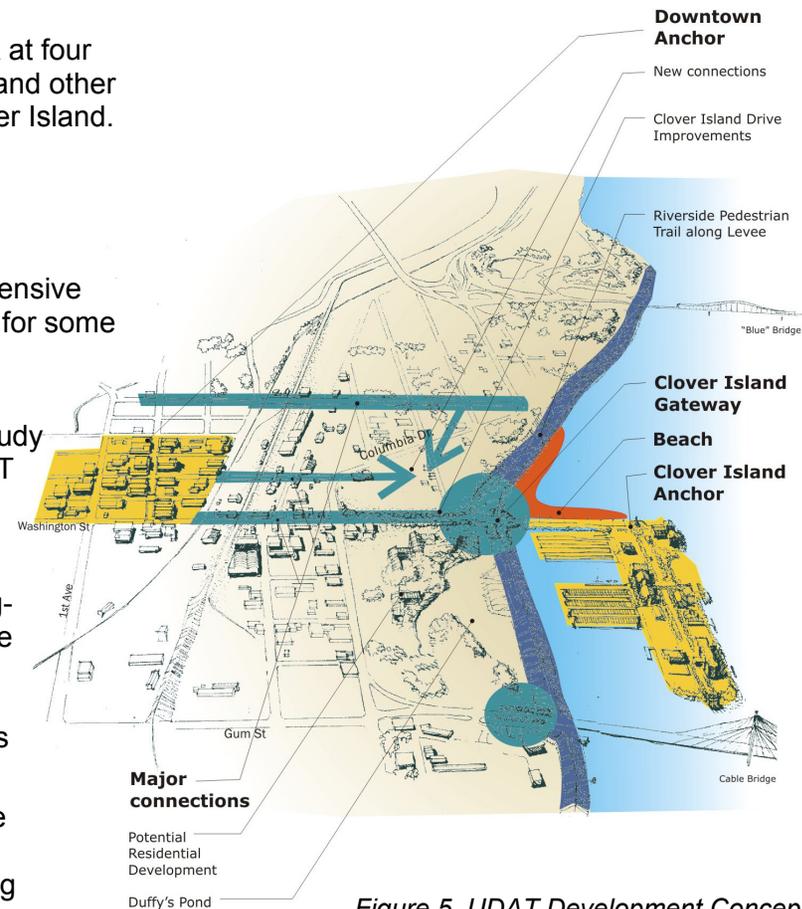


Figure 5. UDAT Development Concept

Zoning/Shoreline Master Program

Clover Island is currently zoned CM (Commercial Marina). This zoning classification is consistent with the uses and development types being planned for Clover Island, providing for water oriented recreational uses such as marinas and docks, multi-family residential uses, overnight accommodations, and a variety of commercial uses, including offices and retail establishments.

The only significant issue is the need for a change which allows new buildings to exceed 35 feet in height allowed in the CM zone.¹ A height limit variance would be required, for example, by a three-story office building with a gabled roof. This sort of construction is anticipated, and a height variance or zoning change will be needed to allow financially viable building projects.

Standards and Guidelines

The building planning and parking standards, guidelines and assumptions used to develop the master plan are based on the City of Kennewick municipal code.

- **Parking.** The master plan assumes joint-use parking reductions of up to 15 percent as allowed in the Kennewick municipal code. Parking requirements are assumed to be:
 - Residential 1.0 space per sleeping unit
 - Office 2.5 spaces per 1,000 square feet
 - Marina 0.5 spaces per slip (assumed, code is not specific)
 - Retail 2.5 spaces per 1,000 square feet
 - Hotel 1.0 space per sleeping unit plus support space
 - Restaurant 1.0 space per 4 seats
- **Building heights.** The following building types may require a building height variance.
 - Mixed-use 3 stories with gabled roof, minimum roof slope 4:12.
 - Office: 4 stories

¹ It appears the Shoreline Master Program defers to the City's Zoning Code to set Shoreline Zone building height limits.

INTRODUCTION

Views and Public Access

The City will continue to monitor Clover Island planning to ensure that it allows sufficient public access opportunities and view corridors/viewpoints from the island's roadway system.

Shoreline Enhancement

On March 20, 2003, the Port and planning team met with representatives from the Corps of Engineers, Washington Department of Fish and Wildlife, and NOAA Fisheries. The purpose of this meeting was to discuss potential environmental and permitting issues associated with this project. The resulting shoreline enhancement parameters incorporated into the master plan are summarized below.

1. The most favorable areas for habitat restoration appear to be the levee face along the boat basin, at the island's eastern terminus, and miscellaneous shoreline improvements at the island's perimeter. Habitat restoration on Clover Island could include:
 - Reshaping the levee face in the boat basin or other island shoreline segments to provide a complex shoreline configuration.
 - Reducing the number of cavities along the shoreline where predators may lurk. This means infilling the spaces between large rip-rap rocks with gravel or 6-inch cobbles.
 - Upgrading the vegetation along the shoreline to provide some shade, leaf litter, and insects for food.
2. The impacts of new marina development can be largely avoided by keeping floats and covered areas 40 feet away from the shoreline and minimizing over-water coverage.
3. The impacts of a shoreline boardwalk can be largely avoided by not projecting the path or boardwalk structure over the ordinary high water mark.
4. Over-water shading prevents vegetation growth and can create predator habitat. The master plan limits over-water coverage to marina structures and water-dependent uses.



Figure 6. The island's eastern end is eroding. Habitat restoration should be incorporated along with erosion control measures.



Figure 7. There is potential to upgrade the appearance and quality of shoreline habitat around the island's perimeter.

PLAN OVERVIEW



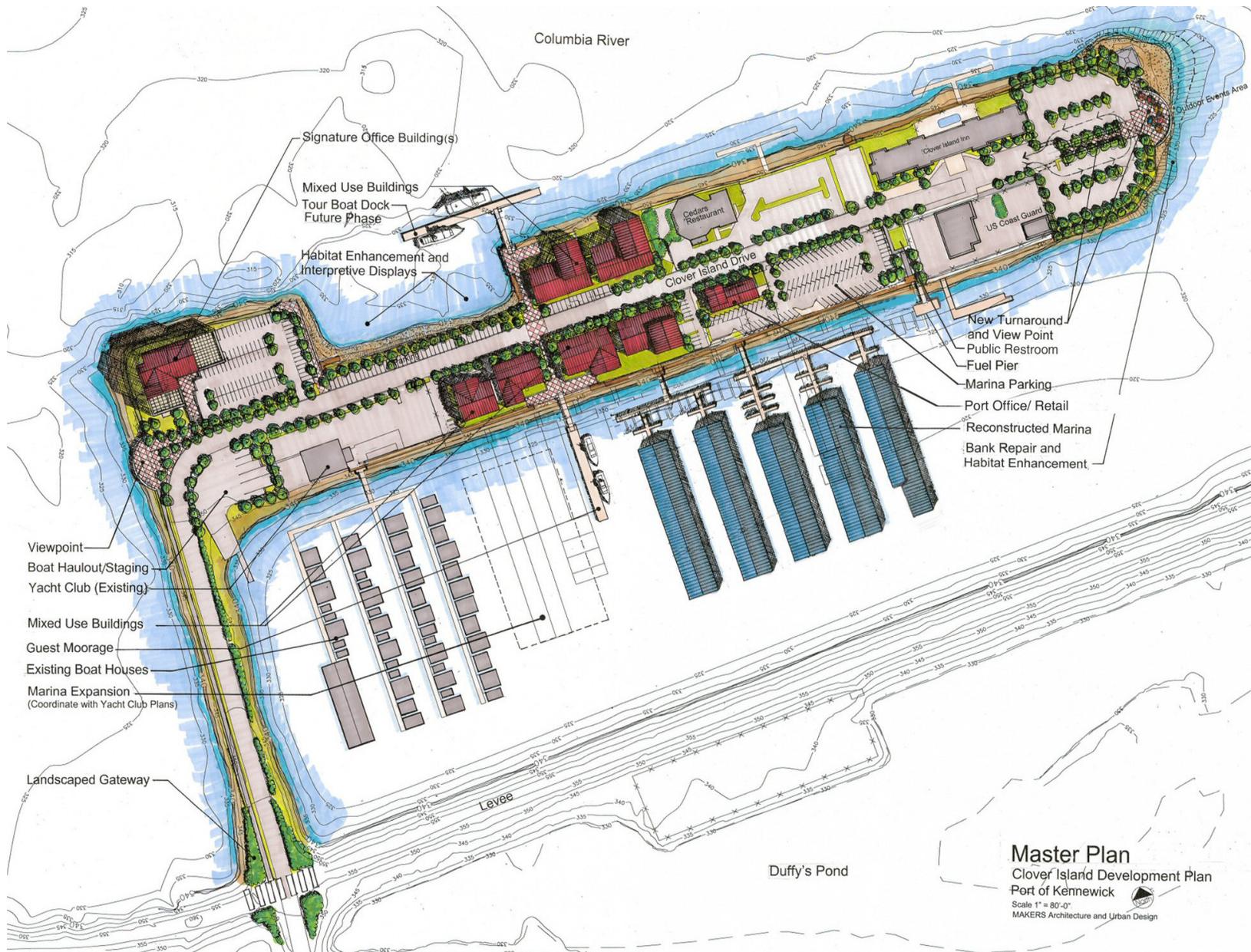


Figure 8. Master Plan

Plan Organization

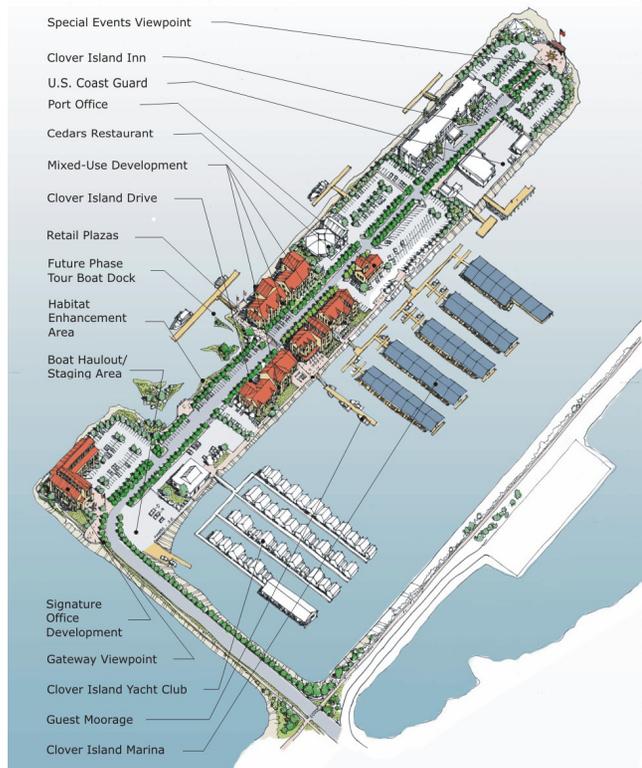


Figure 9. Master Plan Overview

The Clover Island master plan illustrated on the facing page meets the goals of the Port Commission and incorporates the priorities and recommendations of the CAC and community. The plan's features are described in more detail in the following Master Plan sections, organized around the following elements:

- A coordinated system of public amenities and island infrastructure.
- A viable mix of upland uses that will support an active upland environment.
- In-water uses that support the island's waterfront character and boating heritage.

Each of these elements is a key component to successful development of Clover Island.

PLAN OVERVIEW

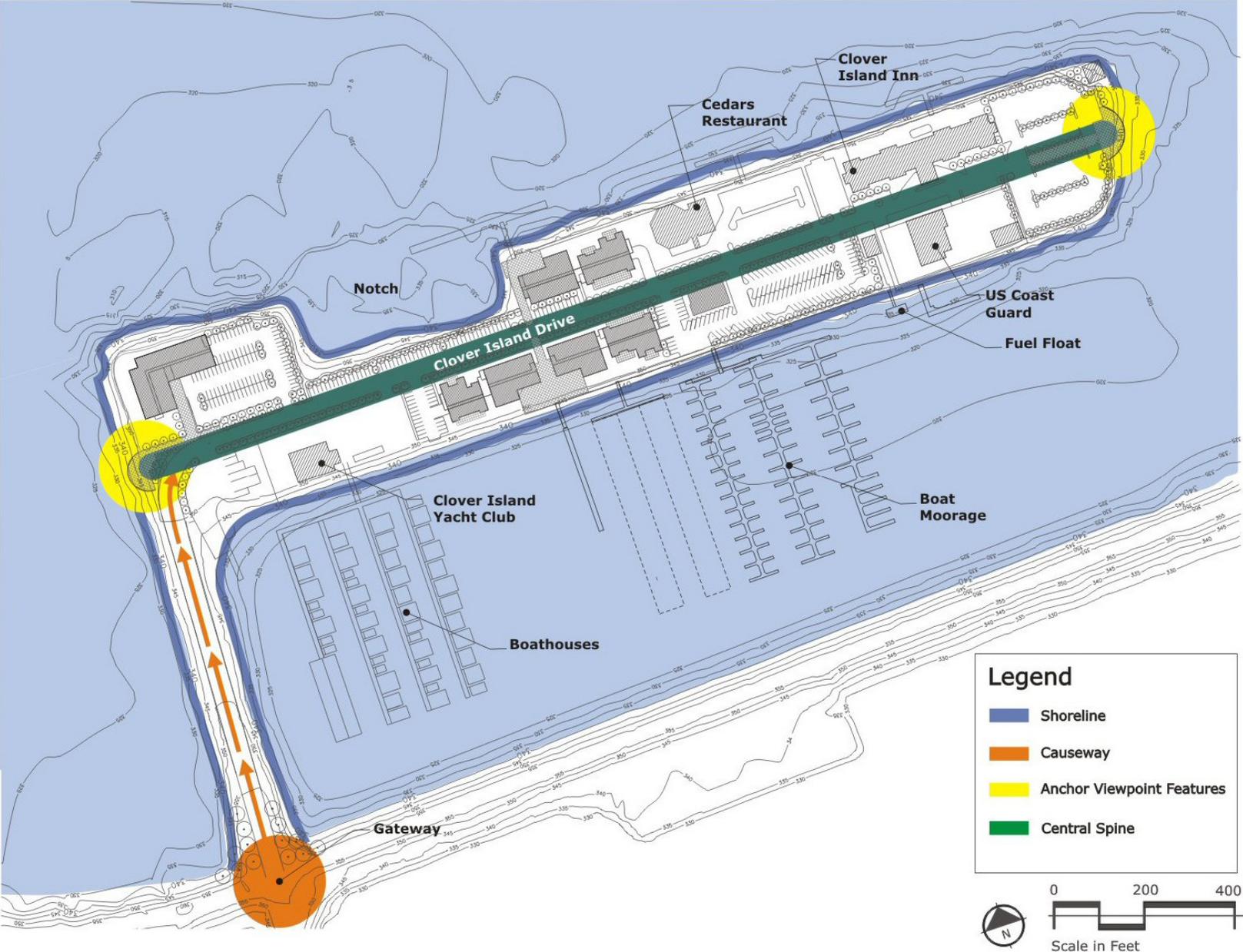


Figure 10. Site Features

Concept

In addition to its unique island setting in the Columbia River, Clover Island is characterized by three features: The causeway, which is the island's access gateway and physical connection to the mainland, its approximately one mile of shoreline, which is the island's most significant natural feature and most versatile public access amenity, and Clover Island Drive, its organizational and functional spine. From both a functional and urban design perspective, the creative exploitation of these features forms the framework around which this Master Plan is structured.



Figure 11. View of Clover Island Drive

PUBLIC AMENITIES AND ISLAND INFRASTRUCTURE



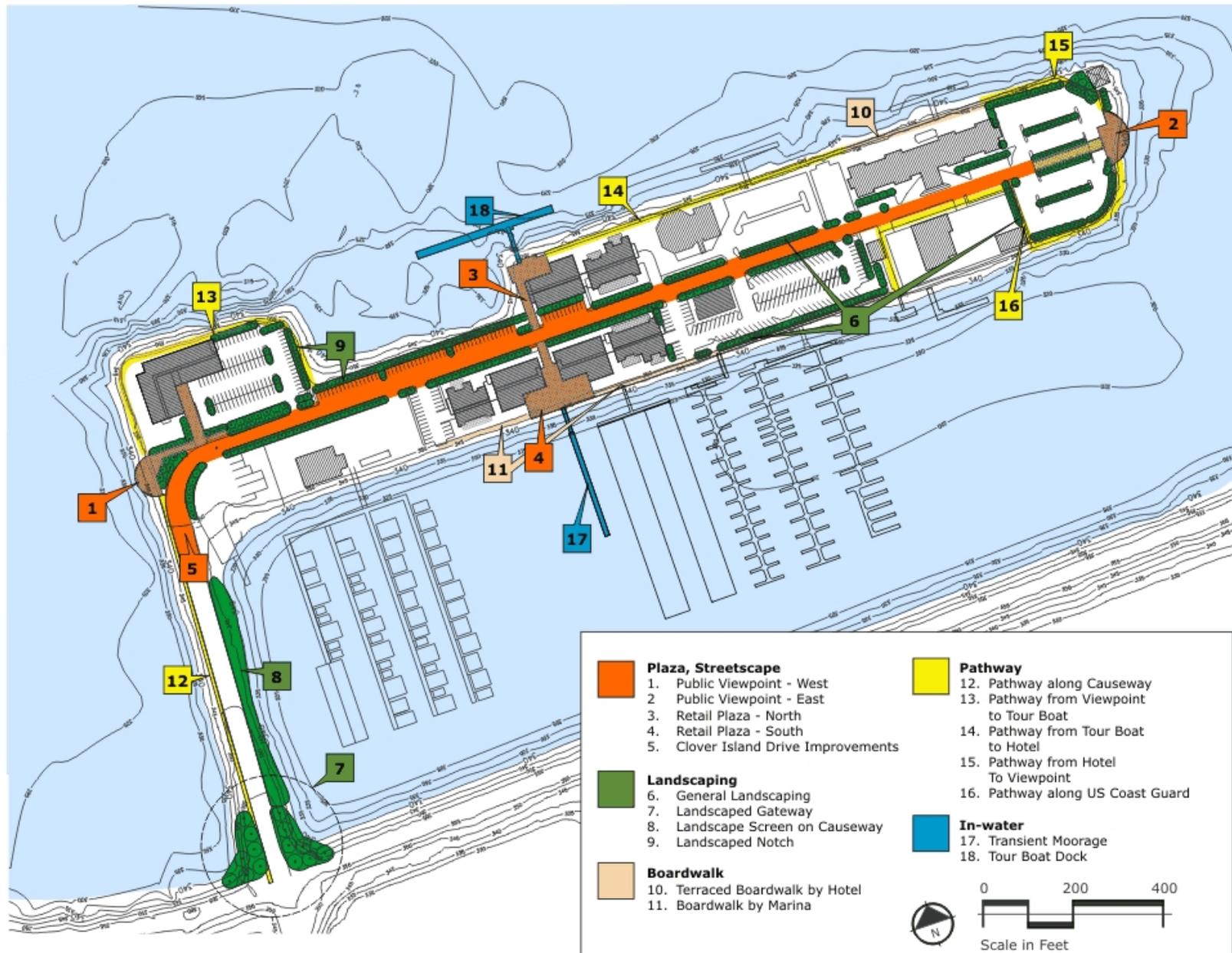


Figure 12. Recommended Clover Island Public Amenities

Overview

The Master Plan includes the following public amenity and infrastructure projects.

1. **Pathway System** (*Approximately 3,500 feet landscaped pathway, approximately 1,200 feet structured boardwalk*)
2. **Gateway Feature**
3. **Pedestrian Improvements to Clover Island Drive** (*Approximately 2,100 feet*)
4. **Viewpoints (2)** (*Approximately 15,000 square feet*)
5. **Retail Plazas (2)** (*Approximately 9,000 square feet*)
6. **Public Access and Interpretive Area in the Notch**
7. **Shoreline Enhancement**
8. **Transient Moorage Dock** (*Approximately 200 feet*)²

These projects were developed over several CAC and community meetings; they are illustrated below and discussed in detail on the following pages.

As the plan is developed, it should be kept in mind that the public amenities proposed are not merely cosmetic; they are intended to provide three distinct functions:

- To provide community access to the island and its shoreline areas.
- To provide the infrastructure and physical connection improvements needed to attract and support new development and existing Clover Island tenants.
- To provide open spaces and support facilities that bring people to the island for events such as street fairs, boating or wine country thematic events, or special holiday events (e.g., lighted boat parade). Although these spaces and facilities provide the setting, it is the people who will make the island a fun place to be.

² This public amenity is discussed in the In-Water Uses chapter.

Pathway System

A feature of the plan's public access component is a system of pathways and boardwalks around the perimeter of the island that provide continuous waterfront access opportunities for the public. The island's pathway system consists of three components, summarized below and described in detail in the design guidelines chapter. These are:

- **Pathways.** These are informal, paved walkways constructed above the bank at the water's edge. The pathways are approximately five feet wide, with low-level lighting. New shoreline vegetation is installed on the top part of the bank adjacent to the pathway.

A pedestrian walkway with shoreline plantings and low-level thematic lighting is also recommended along the west side of the Causeway. The west side location takes best advantage of river views and connects directly to Viewpoint West, Clover Island Drive, and the proposed perimeter pathway system.

- **Boardwalk.** Boardwalks are recommended where adjacent development does not allow sufficient space for pathway construction. The boardwalk is constructed on a structure over the shoreline bank but not extending over water. The design is kept open and the walkway narrow (approximately five feet wide) to facilitate light penetration under the walkway. Light penetration under the walkway allows shoreline planting to be installed under the boardwalk and along the water's edge.
- **Terraced Pathway.** At some locations it may be more economical to construct a terraced pathway instead of a boardwalk. The viability of a terraced pathway will depend on review by environmental agencies; however, all components of the pathway terraces should be constructed well above the high water mark.

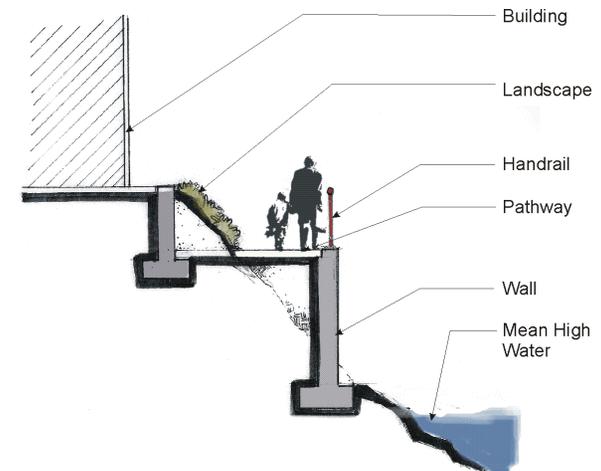


Figure 13. Terraced Pathway Section

PUBLIC AMENITIES AND ISLAND INFRASTRUCTURE

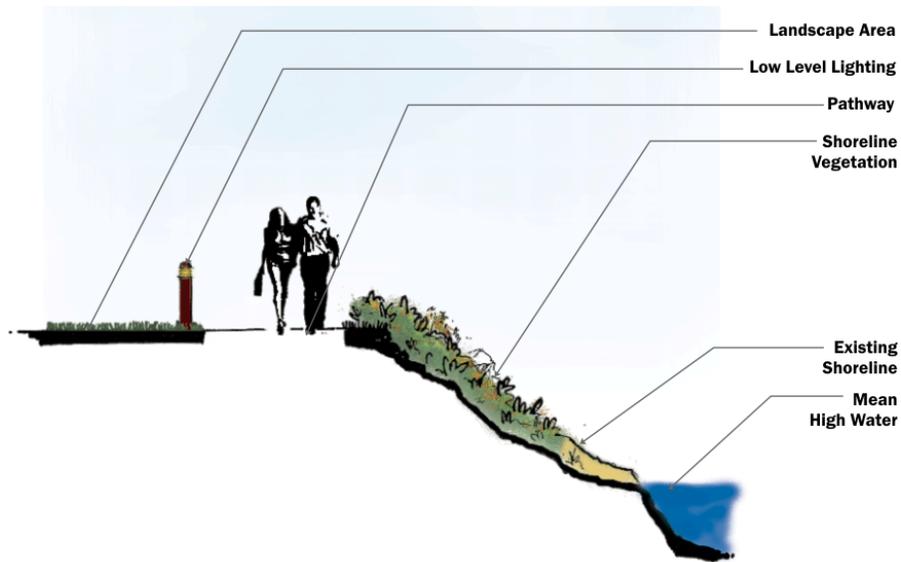


Figure 14. Pathway Section

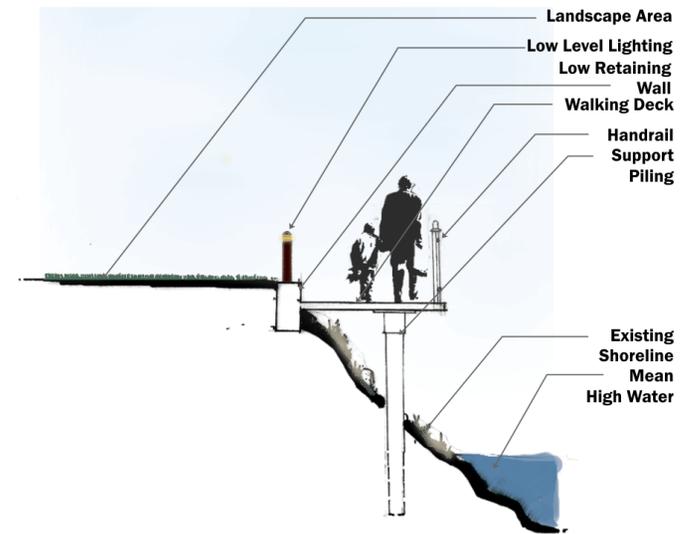


Figure 15. Boardwalk Section

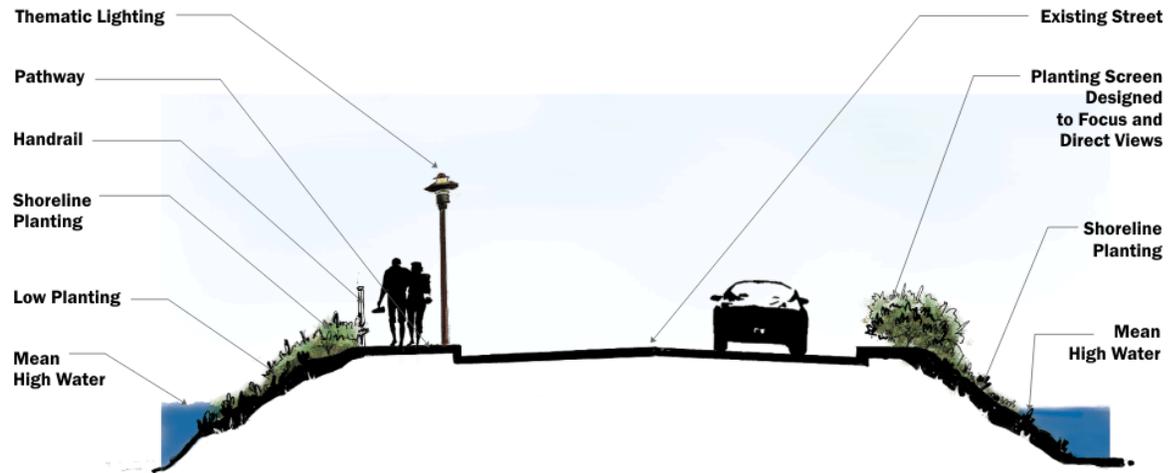


Figure 16. Causeway Section

Gateway Feature

A new gateway landscape feature will be installed at the levee crossing, as illustrated in Figure 17. This feature will signify the entry to Clover Island and encourage pedestrians and bikers on the levee pathway to enter the island and island.

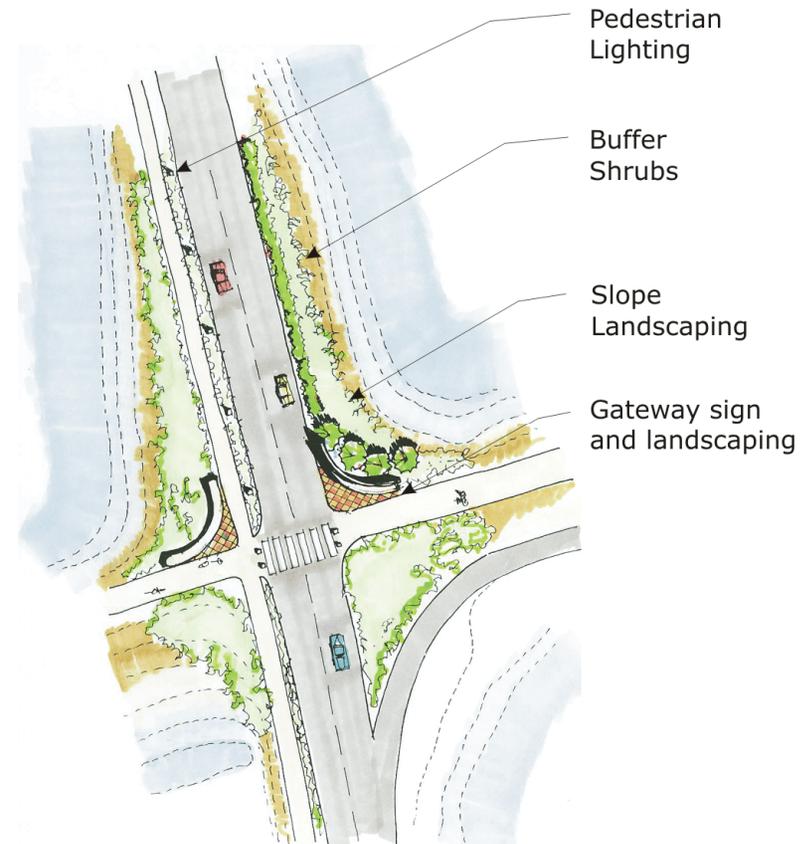


Figure 17. Site Plan of Gateway Feature

Clover Island Drive

Figure 18 indicates the plan's concept for Clover Island Drive. This concept envisions Clover Island Drive as the island's landscaped, lighted, multipurpose spine. The roadway:

- Connects the island's viewpoint areas with a continuous, walkable boulevard.
- Becomes an easily recognizable icon visible from the Cable Bridge and other viewpoints.
- Creates a signature pedestrian boulevard along the full length of the drive that includes pedestrian sidewalks, landscaping, and lighting.
- Is Clover Island's main access and circulation feature.

When in place, Clover Island Drive will become the organizational and circulation spine supporting all of the island's activity areas.

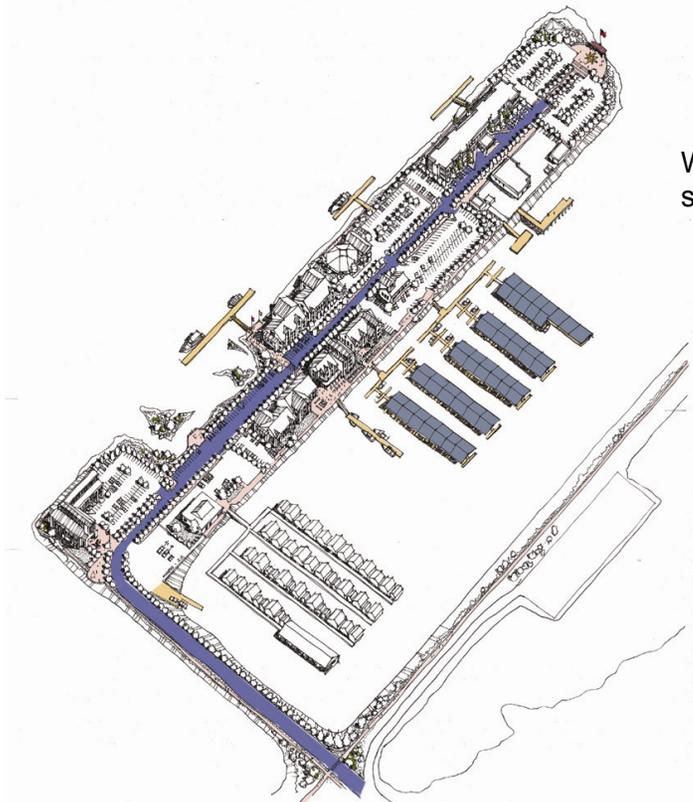


Figure 18. Clover Island Drive, the Island's Multi-Purpose Organizational Spine

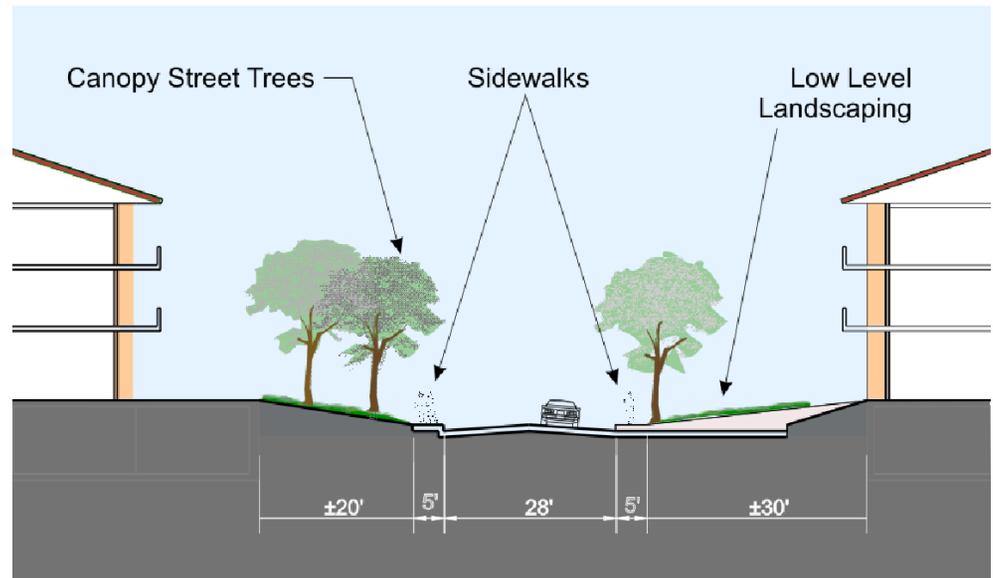


Figure 19. Clover Island Drive Typical Section

Viewpoints

The Clover Island plan contains two major public viewing points: Viewpoint East, a special-event viewpoint, and Viewpoint West, the gateway viewpoint. Both viewpoints are connected by Clover Island Drive. The three elements work together as the island's signature coordinated public feature. When in place, these three components become the visual—as well as functional—concept that defines the island's image.

Viewpoint East is a special-use feature area. It will incorporate:

- A new walkway connection to the Clover Island Inn.
- A public gathering area suitable for special outdoor events, such as event displays, a reception, a Friday night barbeque, an outdoor summer bar, or other similar events.
- Potential access to a restored, enhanced shoreline at the east end of the island.
- Connections to the island's pathway and boardwalk system.

Viewpoint West is the island's gateway feature. It incorporates special lighting and public art features and acts as an introductory forecourt that supports a signature office building located at the west end of the island. It is also the termination point for the Causeway path and shoreline improvements and is an integral part of the island's pathway and boardwalk system.

Where appropriate and feasible, shaded resting areas should be included within the public plaza areas of both viewpoints.



Figure 20. Viewpoint West (Gateway Viewpoint)

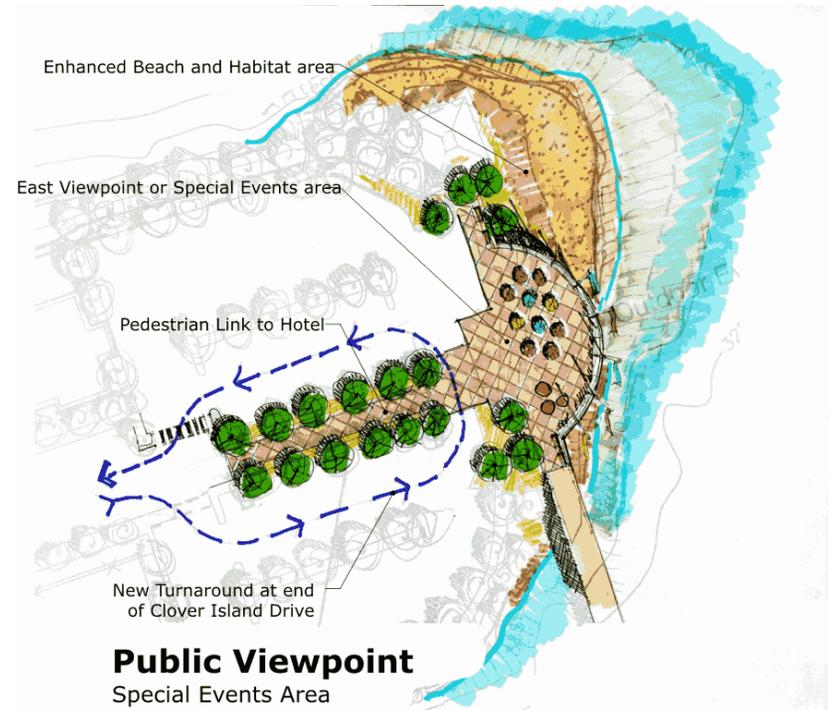


Figure 21. Viewpoint East (Special Event Viewpoint)

Retail Plazas

A key component in the development of a mixed-use building concept on Clover Island is the two public open spaces referred to as Retail Plaza North and Retail Plaza South. Both open spaces are connected by a paved, landscaped pedestrian street (Clover Island Drive), allowing both to work as a combined open space unit. Both plazas would also be designed to work with and support the adjacent buildings and their retail/commercial spaces.

Retail Plaza North is oriented to river views and for observing the Notch, planned for a landscaped/interpretive redesign. The plaza would also be the access point for a potential tour boat dock and could act as a waiting/gathering place for tour patrons. The tour boat connection would also support retail shop, deli, or potential restaurant uses in the adjacent buildings.

Retail Plaza South is focused on marina activities and is the connection to a transient moorage pier. The adjacent mixed-use buildings could house marine retail, food, deli, or commercial services.

Both plazas could be used for boating, special event displays, or in support of other Clover Island events. Both spaces also connect to the island's perimeter pathway and boardwalk system and should include shaded resting areas, where feasible.

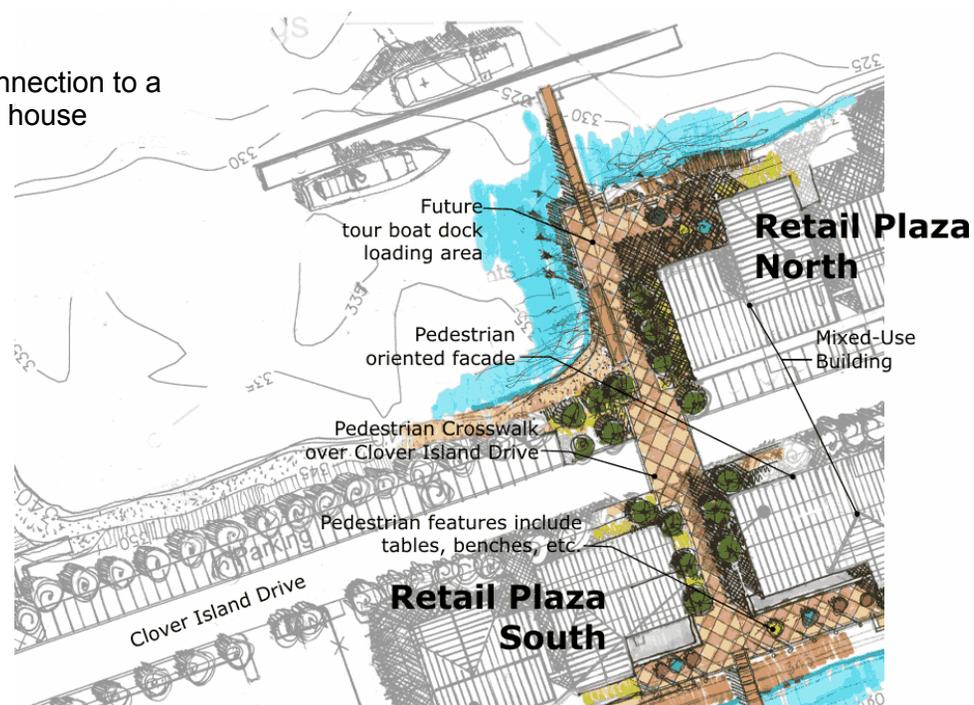


Figure 22. Concept for Retail Plazas

The Notch



Figure 23. Clover Island's "Notch"

The inset area in the northwest corner of the island, referred to as "The Notch," has received considerable discussion during the master planning process. The Notch area is a remnant of the city's old water filtration system. This system was abandoned a number of years ago, and The Notch remains as a shallow water indentation in the island's northern shore approximately 1-1/3 acres in area.

Several Notch reuse options were evaluated, including filling, over-water construction, deepening for small boat berthing, public beach, and landscaping with interpretive habitat improvements. Filling the site for development was not selected because of limited support from the CAC and community and because a Corps of Engineers representative indicated any fill would need to support a water-dependent use. Uses involving dredging or over-water construction were considered too expensive for the benefit they provided and could be difficult to permit. Creating a shallow-water beach area in The Notch was felt to be a potential policing, maintenance, and safety problem and had little support.



Figure 24. Eastern Washington Riparian Vegetation

The consensus of the planning team, CAC, community participants, and the Port Commission has been to consider The Notch as a habitat/public access interpretive area. The Master Plan includes improving The Notch area with landscaping and treating the shoreline with additional planting and habitat improvements as mitigation for Port projects that impact the environment. This will promote a more natural setting with an interpretive component. The plan also provides a public access pathway at its perimeter.

PUBLIC AMENITIES AND ISLAND INFRASTRUCTURE

As a future phase project, the Port should pursue grant funding and enhance the natural wetland features of this site to improve the fish and wildlife habitat.

Habitat enhancement of The Notch could include:

- Shoreline reshaping using strategic cutting and filling to create a sinuous shoreline with points, inlets, and islands, and a mosaic of water depths to provide diverse habitat niches for fish and wildlife.
- Combining emergent wetlands and open water areas with a vegetated riparian zone to create the desired habitat to attract fish and wildlife.
- Providing public access through a system of trails and viewpoints to accommodate wildlife viewers. One element of this system could be a pedestrian bridge over The Notch or a portion of it.

Once established as a wildlife haven, the area could become a regional attraction for bird watchers.

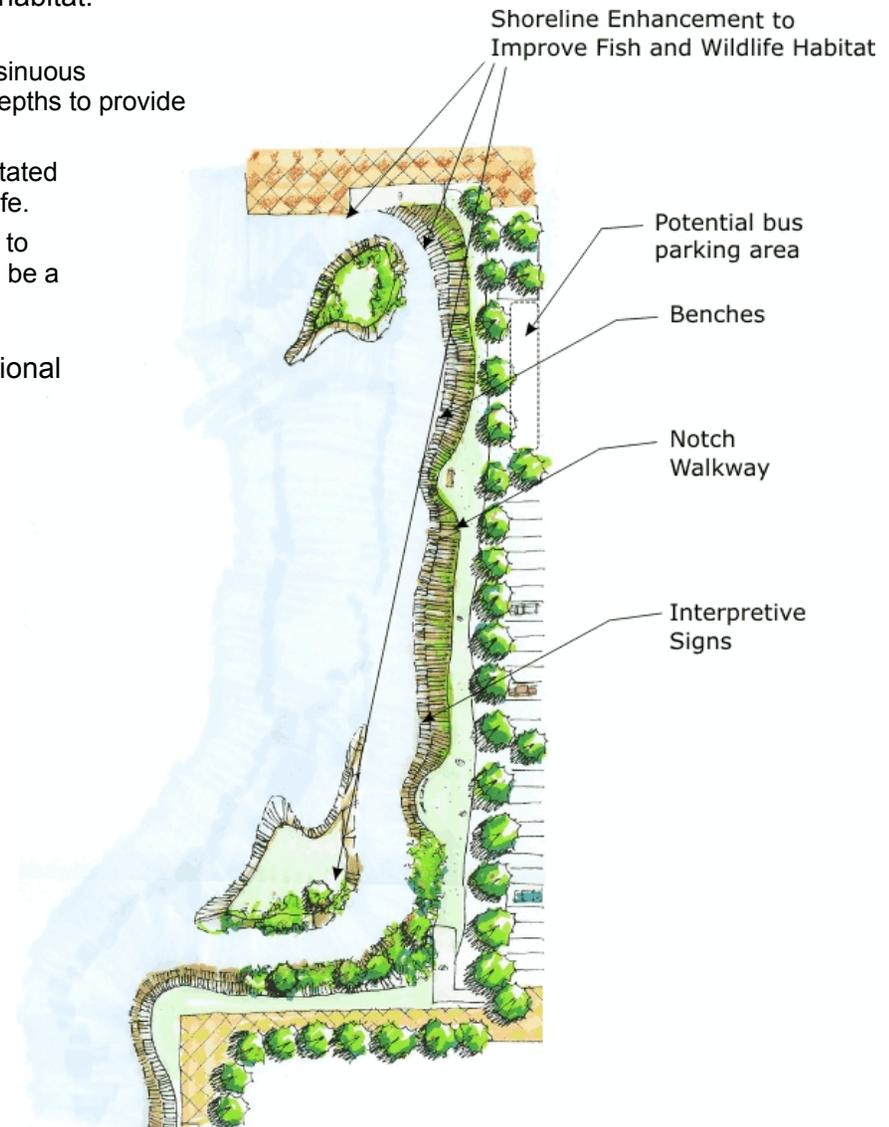


Figure 25. Concept for The Notch

Shoreline Enhancement



Figure 26. Shoreline Improvement Areas

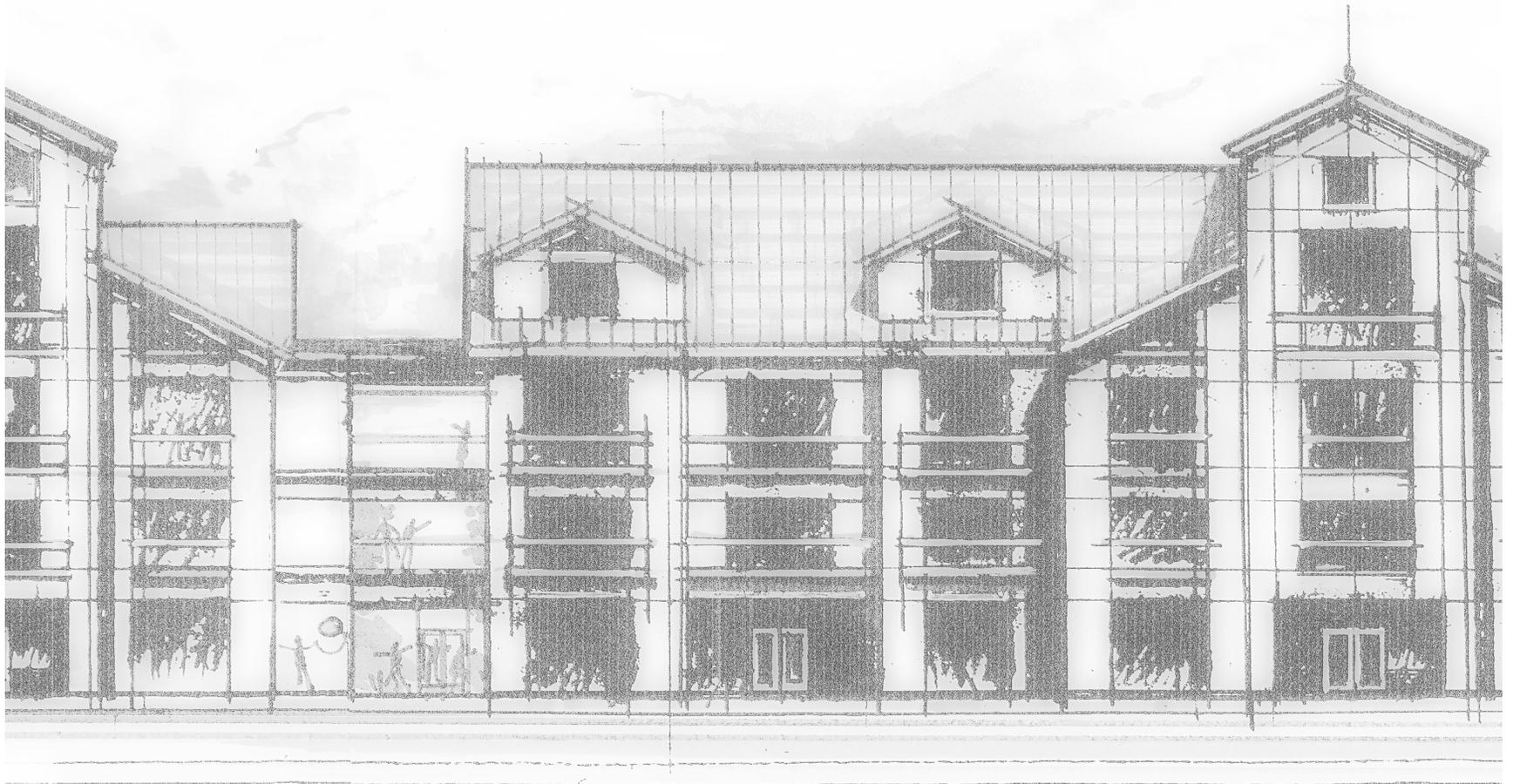
Shoreline improvement projects would not only provide mitigation, if required, for marina projects, but would also beautify the Clover Island's shoreline. The most favorable areas for habitat restoration appear to be at the island's eastern terminus, but miscellaneous shoreline improvements could also occur anywhere around the island's perimeter.

Options for shoreline enhancement include the following:

- NOAA Fisheries has required shoreline re-vegetation with native trees and shrubs as mitigation for most in-water projects such as those proposed for Clover Island. Shoreline reshaping may be necessary for successful planting in some areas. Re-vegetation is the least expensive mitigation option and it beautifies and protects the shoreline while providing benefits for fish and wildlife.
- Removing rubble around the island could improve the aesthetics, but caution must be exercised because some of the rubble presently functions as erosion control. Removal of rubble may require installation of fill to retain shoreline slope. The primary mitigation value of the rubble-removal option is the reduction of smallmouth bass habitat, but that would only be the case for rubble removed from below the waterline.
- The filling of interstitial spaces between large rocks with smaller gravels and cobbles to eliminate predator habitat has been proposed previously. The agencies consider this a viable mitigation option. Covering rubble with such material could also improve esthetics.

Restoration of shoreline conditions on the east end would require the combination of the previous three elements. Re-contouring of the slope would be necessary to provide a substrate for a viable re-vegetation plan. Rubble would need to be removed or buried. Armoring with large, angular rock would be necessary to prevent erosion, and the filling of the interstitial spaces between those rocks would be necessary. In general, shoreline treatments that minimize erosion should be selected.

UPLAND USES



Existing Tenants

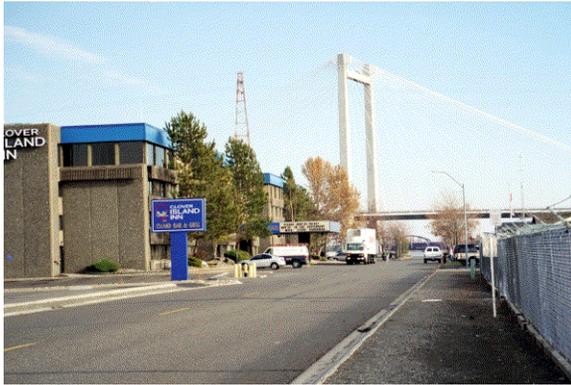


Figure 27. Clover Island Inn



Figure 28. Cedars Restaurant

The Port owns a majority of Clover Island, with the exception of the U.S. Coast Guard's approximately $\frac{3}{4}$ -acre site near the island's southeast corner and the Corps of Engineers' parcel located in island's northwest corner. The Port is in the process of purchasing the Corps site through a federal Port and Industrial Use Authority program³.

Clover Island currently supports the following tenants. The Master Plan assumes continued inclusion of these tenants.

- Clover Island Inn
- Cedars Restaurant
- The Clover Island Yacht Club
- The U.S. Coast Guard (owned by the Coast Guard)

³ This mechanism of federal property transfer limits future uses of the northwest corner of this island to commercial or non-residential facilities or purposes.

Potential Future Tenants

As illustrated in Figure 30, there are approximately 7 acres available for future development on Clover Island. The planning process devoted significant effort to analyzing potential tenant mixes and discussing the pros and cons of various options for development of these areas with the Port staff, Commission, and CAC. An integral piece of this analysis was determining the potential market demand for a variety of individual and mixed uses over the next 20 years.



Figure 29. Potential Building Illustration



Figure 30. Upland Development Sites

Upland Market Analysis

In a March 2003 *Clover Island Highest & Best Use Study*, BST Associates estimated likely demand on Clover Island by researching local and regional trends, key real estate indicators, and recent similar projects. BST's key findings and estimate of likely retail/restaurant, office, lodging, and residential development on Clover Island are summarized below:

Retail

There are issues affecting retail development on Clover Island. These include:

- Lack of multi-directional access from the waterfront property to surrounding population centers.
- Competition from neighboring shopping areas (especially downtown Kennewick and Columbia Center).
- Seasonality of marina and other tourist and recreation activities, which focus this type of activity into the period from May through September or October.

As a result, retail opportunities on Clover Island will likely be limited to the following uses:

- **Convenience/Food Store.** A convenience store serving local residents, office workers, boaters, and other visitors. Size range: 1,500 to 2,000 square feet.
- **Restaurant.** A 4,000 to 5,000 square foot restaurant offering additional service to residents and visitors.
- **Café/Deli.** A café or deli to address the limited opportunities for breakfast and lunch on Clover Island. Estimated size: 2,500 square feet.
- **Miscellaneous Retail.** A gift shop, clothing store, or service retail store. Size range: 3,000 to 4,500 square feet.
- **Marine Retail.** A marine retail store serving the local boating community. Size range: 1,200 to 2,000 square feet.

Lodging

The potential opportunity for an additional lodging facility at Clover Island is not considered highly probable. The existing Clover Island Inn is currently being upgraded to improve occupancy rates and average room rates. It is expected to continue to capture the island's lodging traffic for the foreseeable future.

Office

The opportunities for commercial office space development at Clover Island appear to be positive. The market analysis indicated that between 80,000 and 120,000 square feet of commercial office space could be developed over a ten-year period. This would represent capturing approximately 7 to 11 percent of non-Hanford-related demand and 30 to 44 percent of the projected office demand for the City of Kennewick.

The amenities associated with Clover Island (waterfront views and access to the shoreline, the mooring, waterfront environment) would be attractive to potential office tenants. These users would likely require suites of between 1,500 and 3,000 square feet, which would imply a need for multi-tenant buildings. In addition, there is some opportunity to attract a larger anchor tenant, such as a sizable professional service firm, high-tech firm, financial firm, or regional service center.

Residential

Condominiums. This survey projects that the City of Kennewick could experience growth of approximately 28 condo units per year in the period from 2000 to 2010, or a total of 280 units. This assumes that Kennewick will continue to account for approximately 40 percent (or slightly more) of the multi-family unit development in the Tri-Cities.

The opportunity for sale of condos at Clover Island appears particularly attractive. Waterfront sales have been strong in the recent past at Columbia Point, and the supply of competitive areas is limited. Clover Island could absorb 100 to 125 units over a ten-year period (10 to 15 units per year), accounting for approximately 36 to 45 percent of condo development in Kennewick.

It is assumed that the island's units may be slightly smaller than the product currently on the market, ranging in size from 900 to 1,500 square feet per unit.

Apartments. The opportunity for development of apartments on Clover Island appears attractive from a demand perspective **but is less certain from a financial standpoint due to the area's low rental rates.** This analysis estimates that Clover Island could develop 80 to 90 apartment units over a ten-year period.

Residential Development on the Island

The inclusion of residential development on Clover Island was a hotly debated topic during the planning process. After much discussion of the potential pros and cons, the CAC recommended the Port *include residential development* as an integral part of a balanced mixed-use development on Clover Island (see Appendix A). The CAC recommendation was primarily based on the following factors:

- Residential development will likely be the highest revenue generator for the Port; this use will provide a return on the Port's investment in island infrastructure and public amenities and is considered responsible stewardship of public monies.
- Island residents will support existing and future retail and restaurant businesses.
- Residential development requires less parking than office or retail uses and will help improve the image and efficient use of Clover Island.
- Island residents will provide 24-hour security and activity on the island.
- Residential development will likely have the quickest timeline for development.

There were a number of concerns regarding the feasibility and desirability of condos on the island. These concerns and the Master Plan's recommendations to address them are summarized below:

Concern 1. The banking community will not finance construction or purchase of condos on leased land. Although there is no guarantee that lenders will finance condos on Clover Island, financing of for-sale products on leased land occurs on school district, tribal, and state-owned land throughout Washington State. Issuing a Request for Proposal (RFP) to determine private developer and lender interest in this product type poses no risk to the Port and should be explored.

The CAC also believes the Port should consider the option of selling specific development parcels if the sale is necessary to meet Commissioner and CAC goals for the project. The sale would need to be coordinated with appropriate use restrictions and controls over future resale (See upland use recommendations).

- Concern 2: Condos smaller than 1,200 square feet are an unusual product for the tri-cities.** Again, issuing an RFP to determine private developer interest in this product type poses no risk to the Port. The final developer approved will define actual unit mix and size.
- Concern 3: Residents will “take over” the island or exert more influence than other tenants.** The Port should institute a structured decision-making processes to keep a single stakeholder from having an unduly large influence.
- Concern 4: Allowing residential development on Clover Island will not be popular in the community.** Although residential development on Clover Island was not a popular option in the past, this use was connected to a large project that directed significant public investment toward increasing the island’s size for residential development. The current Clover Island plan represents the best utilization of the island’s existing footprint. The CAC, which represents a cross-section of community members and opinions, firmly supports residential development as a critical component for generating return on the Port’s investment in island infrastructure and its public amenities.

Port Office/Retail

The existing Port office building on the northwest corner of Clover Island is undersized. It does not meet current work place standards, nor can it support the Port's future responsibilities as an industrial property, marina, and airport manager. It also occupies a premier development site. After exploring several sites, the Port Commission voted in 2003 to build a new Port Office on Clover Island. The planning team analyzed two primary options for constructing a new Port office on Clover Island:

- **Construct a port-financed stand-alone office building convenient to the marina docks with first-floor retail tenants.** A stand-alone building could be ready for Port occupation fairly quickly, would generate immediate activity on the island, and could establish the architectural and quality standard for future development.
- **Partner with the Private-sector to locate in a fee-owned portion of a new signature office building or a new mixed-use facility adjacent to the public plaza.** Locating the Port office within a new building would encourage development by guaranteeing an anchor tenant. However, due the size and complexity of the project, this project may take some time to implement and would require continued use of the existing office or an interim port-office location.

The Port staff and Commission have selected Port-financed construction of a stand-alone office building. Based on preliminary office programming, this facility would be approximately 9,100 square feet. The first floor would include retail and a marina office. The second floor would include the Port offices and Commission meeting room. A preliminary space breakdown is shown in Figure 32 on the facing page.



Figure 31. Existing Port Office Building

Building Summary

Total Ground Floor Area	4,420 square feet
Total Second Floor Area	4,700 square feet
Total Building Area	9,120 square feet

Second Floor (Port Offices)

Office Space	Area (SF)
Private Offices	778
Commissioners Chambers	600
Lobby/Reception/Front Desk	484
Open Work Area/Filing/Office Machines	1,660
Small Conference Room	177
Break Room	177
Restrooms	180
Mechanical/Maintenance/Elevator	200
Stair Towers	444
Total Second Floor Area	4,700

Ground Floor

	Area (SF)
Rental/Retail	3,005
Harbormaster Office	186
Entry/Lobby	230
Restrooms	360
Mechanical/Elevator	195
Stair Towers	444
Total Ground Floor Area	4,420

Figure 32. Port Office Preliminary Space Breakdown

Upland Uses Recommendations Summary

The Master Plan recommends the following in regards to upland uses:

1. Pursue mixed-use development on parcels as laid out and sited in the Master Plan. Mixed-use development supports the goals of the Port Commission and the Clover Island CAC by:

- Increasing the level of activity and use of the site.
- Helping to establish Clover Island as a destination.
- Providing new infrastructure improvements that support the island's existing tenants.
- Returning the Port's investment in infrastructure and public amenities.

Siting of initial phase development on Clover Island will be critical to ensuring the success of the overall plan. Careful siting will maximize parking on the site, affect the feasibility of development on surrounding parcels, and protect view corridors, as illustrated in Figure 33.

2. Keep the island's development sites flexible and solicit developer proposals. As it is largely dependent on private market investment, the ultimate combination of future upland tenants on Clover Island is difficult to predict. Maintaining maximum flexibility in regard to future potential uses (although not in building siting) will attract the maximum developer interest and offer the Port the maximum number of options.

3. Position and market the northwest corner of the island for Signature Office(s) development. This use is appropriate under the Corps of Engineers Port and Industrial Land Use deed restrictions. This site is also uniquely suited to large office development (one large or possibly two smaller buildings) because of its unique shape and relatively-large size.

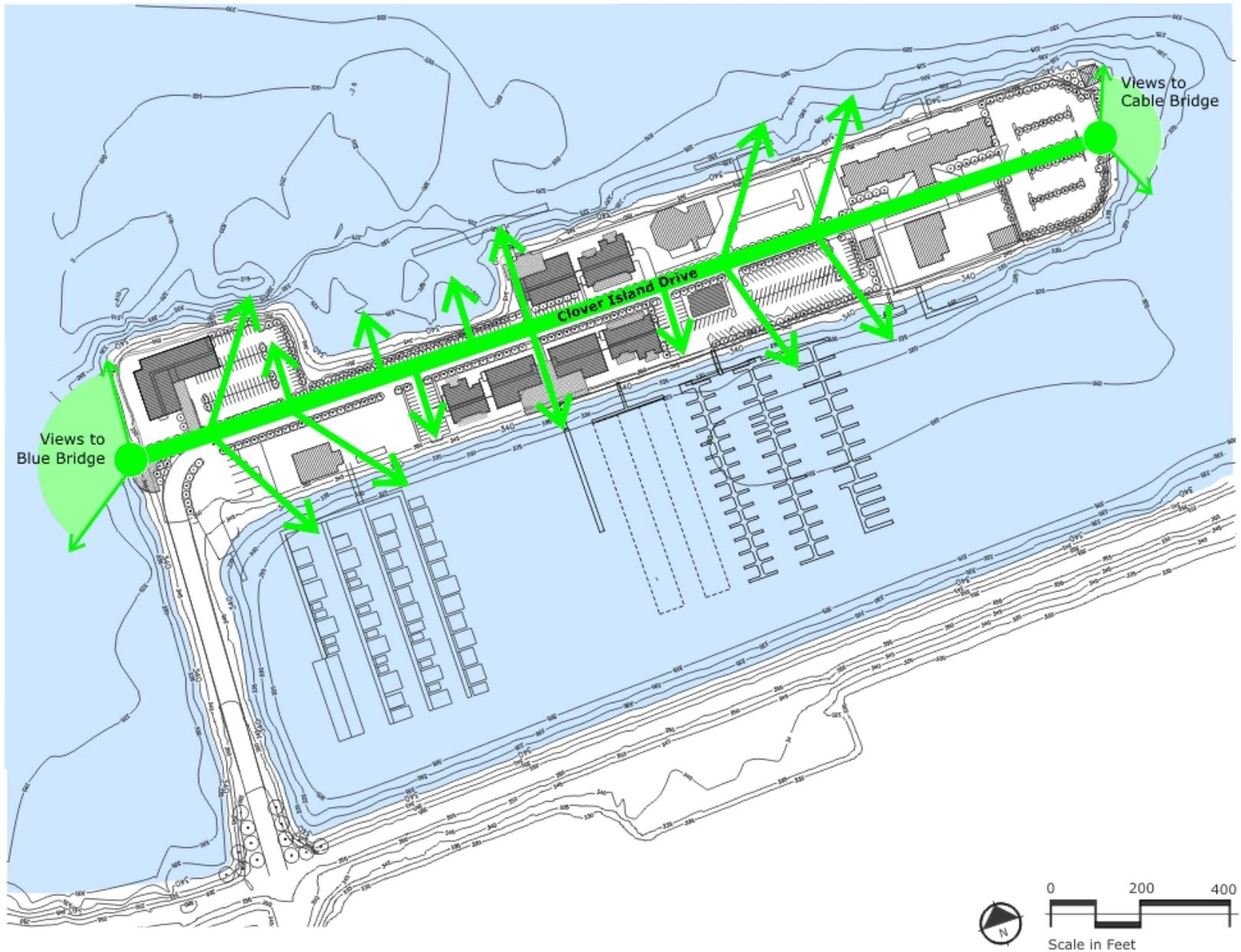
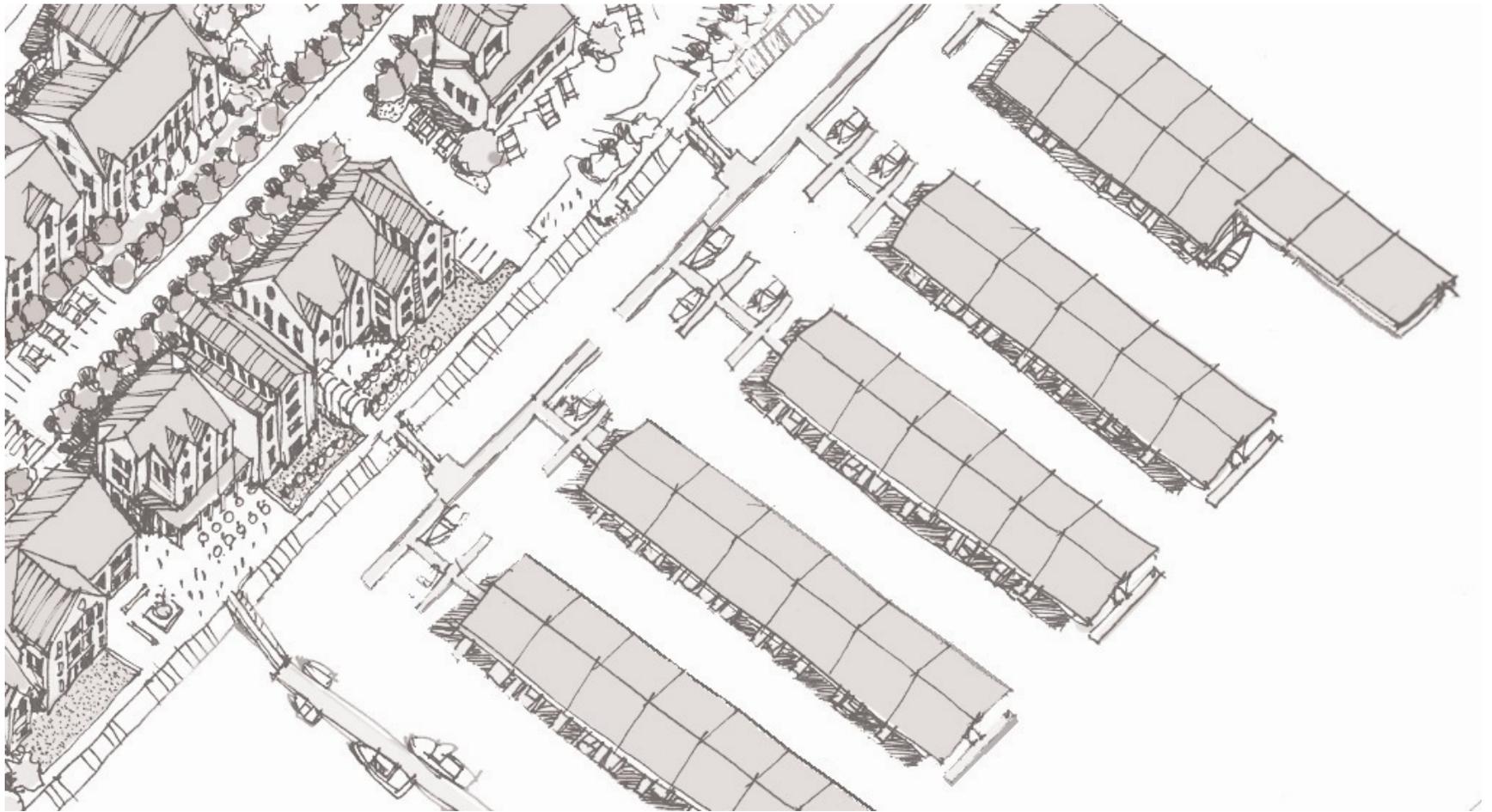


Figure 33. Master Plan View Corridors

UPLAND USES

4. **Require retail or professional office uses facing the island's retail plazas.** This requirement will support the pedestrian-and-public access orientation of these areas.
5. **Encourage and give preference to development proposals that maximize development square footage (within appropriate and sensitive design).** Maximizing development will improve the destination potential of the island, support economic development, and return the public's investment in the island's infrastructure.
6. **Provide for the construction of public amenities and infrastructure on the island through either:**
 - Negotiating a fair ground-lease rate that provides a reasonable return on the Port's investment in island infrastructure and public amenities, or
 - Discounting the ground-lease rate in exchange for an appropriate contribution to construction of infrastructure and public amenities.
7. **Ensure the quality and coordinate the look of future development using the master plan's design guidelines and architectural standards.**
8. **Consider selling development parcels where necessary to meet Commissioner and CAC goals for the project;** include appropriate use restrictions and control the future resale of the parcels.
9. **Construct a Port office and retail building of approximately 8,500 square feet sited as shown in the Master Plan.** Be discriminating in Port office/retail building design as it will establish the island's theme and building standards. Recognizing the catalyst effect Port office construction could have on private sector investment, the CAC recommends that, once Clover Island is developed, the Port relocate off the island to provide this catalyst to another developing area.

IN-WATER USES



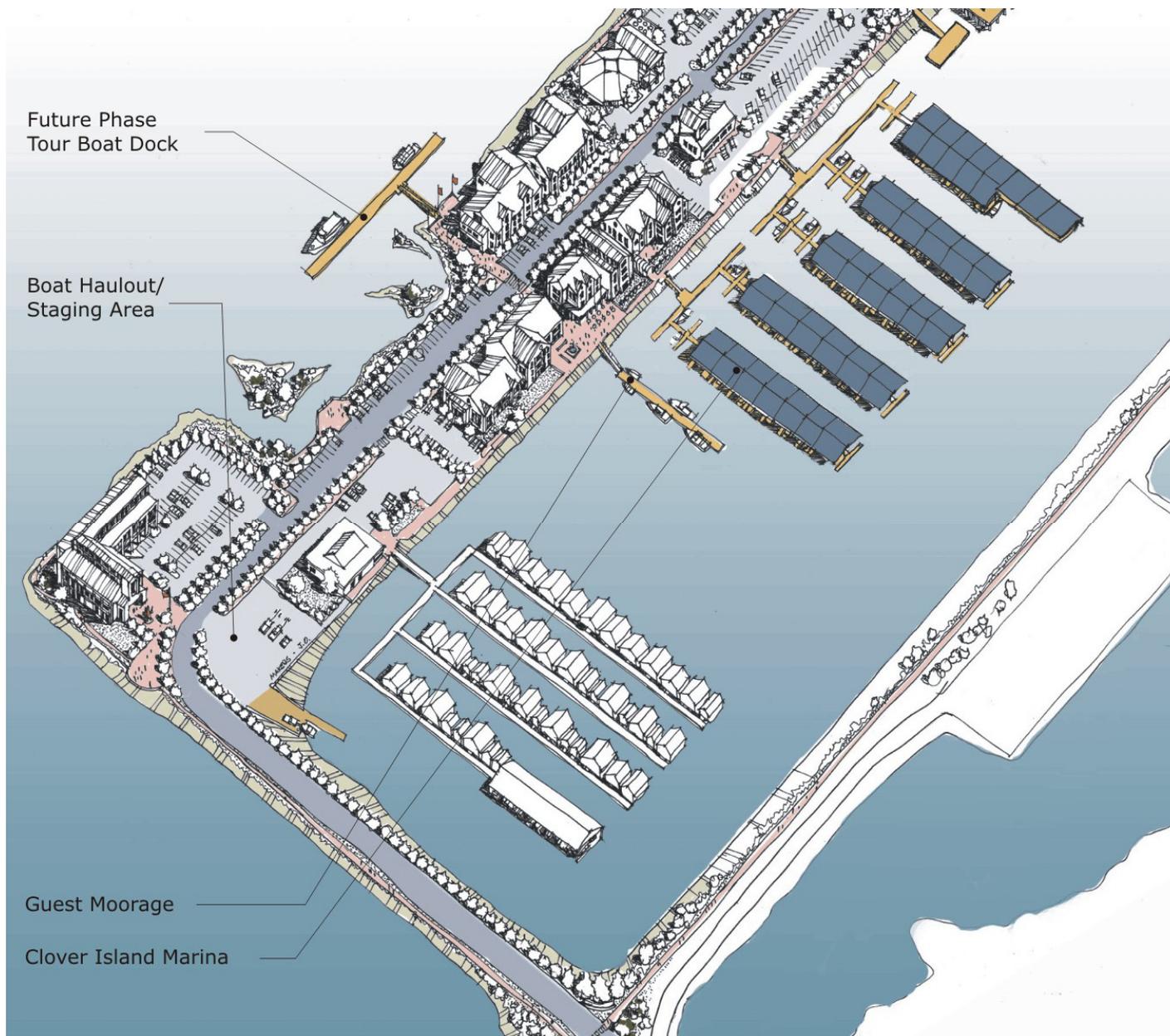


Figure 34. In-Water Uses

Marina

Existing Conditions

The following summarizes the condition assessment of Clover Island Marina (formerly Metz Marina) prepared by Peratrovitch, Nottingham & Drage, Inc., engineers. The purpose of the condition review was to assess current marina conditions and establish a baseline from which future planning can proceed.

The key conclusions of this survey are:

- The entire marina is showing significant signs of wear and age. There are maintenance issues that should be addressed immediately and other issues that can only be addressed by a major replacement project.
- The immediate work is considered to be necessary to keep the marina operating while planning, design, and permitting work is under way for the replacement of the existing structures. This maintenance work includes the repair of broken or loose structural components to stabilize existing structures and address obvious deterioration. It includes:
 - Replacing broken, loose, or warped decking.
 - Replacing missing bracing, bolt connections, and damaged columns.
 - Employing a testing agency to verify proper operation of existing electrical circuit breakers and grounding.
- The long-term issues at the marina include:
 - The need to replace all electrical systems to meet current code and marina operating standards.
 - The incorporation of a fire suppression system.
 - Upgrading gangways and access to meet new ADA requirements.
 - Addressing code compliance conditions for meeting snow load requirements, meeting wind load standards, and eliminating conditions that could obstruct walkways or create trip hazards.



Figure 35. Existing Boathouses and Covered Moorage at the Clover Island Marina

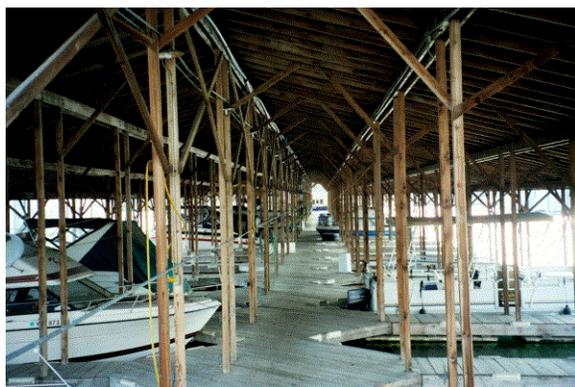


Figure 36. Covered Moorage at the Clover Island Marina

IN-WATER USES

The basic finding is that it would not be cost effective to upgrade the existing facility. The recommendation is to replace all floats and to begin planning, design, and permitting work immediately.

Marina Market Analysis

The marina market analysis prepared by BST Associates was completed in May 2003 as part of their Clover Island Highest and Best Use Study.

BST's marina market assessment is based upon a review of current supply and demand and other market factors, economic and real estate conditions, and trends in the region, the City of Kennewick and the Tri-Cities; physical and regulatory settings; and discussions with property owners, stakeholders, and other knowledgeable persons (realtors and developers, among others).

The adjacent tables present a total and net forecast of demand for slips in the Tri-Cities and at Clover Island by the year 2020. The forecast is based on the boating demand forecasts compared with available slips (existing as well as those planned at the Richland Yacht Club, which are assumed to be in place by 2005). As shown, there are no additional slips required under the low forecast scenario, 208 additional slips under the high forecast scenario, and 82 slips under the medium forecast.

It should be noted that this forecast is based on existing rate structures and boating participation rates; it also assumes that moorage will be covered.

Tri Cities Slip Demand Forecast

Year	Actual	Forecast		
		Low	Med.	High
2002	258			
2005		194	230	279
2010		213	268	342
2015		230	304	402
2020		246	340	466

Demand for Net Additional Slips on Clover Island

Year	Forecast		
	Low	Med.	High
2005	(64)	(28)	21
2010	(45)	10	84
2015	(28)	46	144
2020	(12)	82	208



Figure 37. Recent Snow Load Impacts at the Clover Island Marina



Figure 38. Port of Edmonds Covered Moorage

Marina Reconfiguration

New marina development on Clover Island supports the goals of the Port Commission and the Clover Island CAC by:

- Supporting water-dependent and boating uses on Clover Island, and
- Helping to create a “destination” at Clover Island.

The planning process analyzed several reconstruction alternatives based on the following criteria:

- Ability to meet future customer demand and accommodate existing tenants
- Facility quality and expected life
- Estimated construction cost
- Estimated net revenue
- Amount of over-water coverage.⁴

The Port Commission selected the preferred slip mix option illustrated in Figure 39 and listed in the table below based on its flexibility to meet future demand and modest increase in amount of water area covered. After evaluating a number of different construction systems, they also selected a concrete dock/metal roof system similar to that constructed at the Port of Edmonds. This facility will be one of the top quality marinas on the mid-Columbia and should last approximately 40 years.

The proposed marina will be constructed in two phases. The first phase is currently being designed; its layout contains one dock of 30-foot fingers, one dock of 35-foot fingers, and one dock with 40-foot fingers. Four 60-foot slips are included at the end of the dock with the 40-foot fingers. Fairways between the docks are sized at a minimum of 1.5 times the longest slip width. In addition, there is a 488-foot transient dock to be used for temporary boathouse moorage.

⁴ Over-water coverage is a critical project characteristic evaluated by permitting agencies. Projects that decrease or only moderately increase over-water coverage are looked on more favorably than projects that create significant additional shaded area.

IN-WATER USES

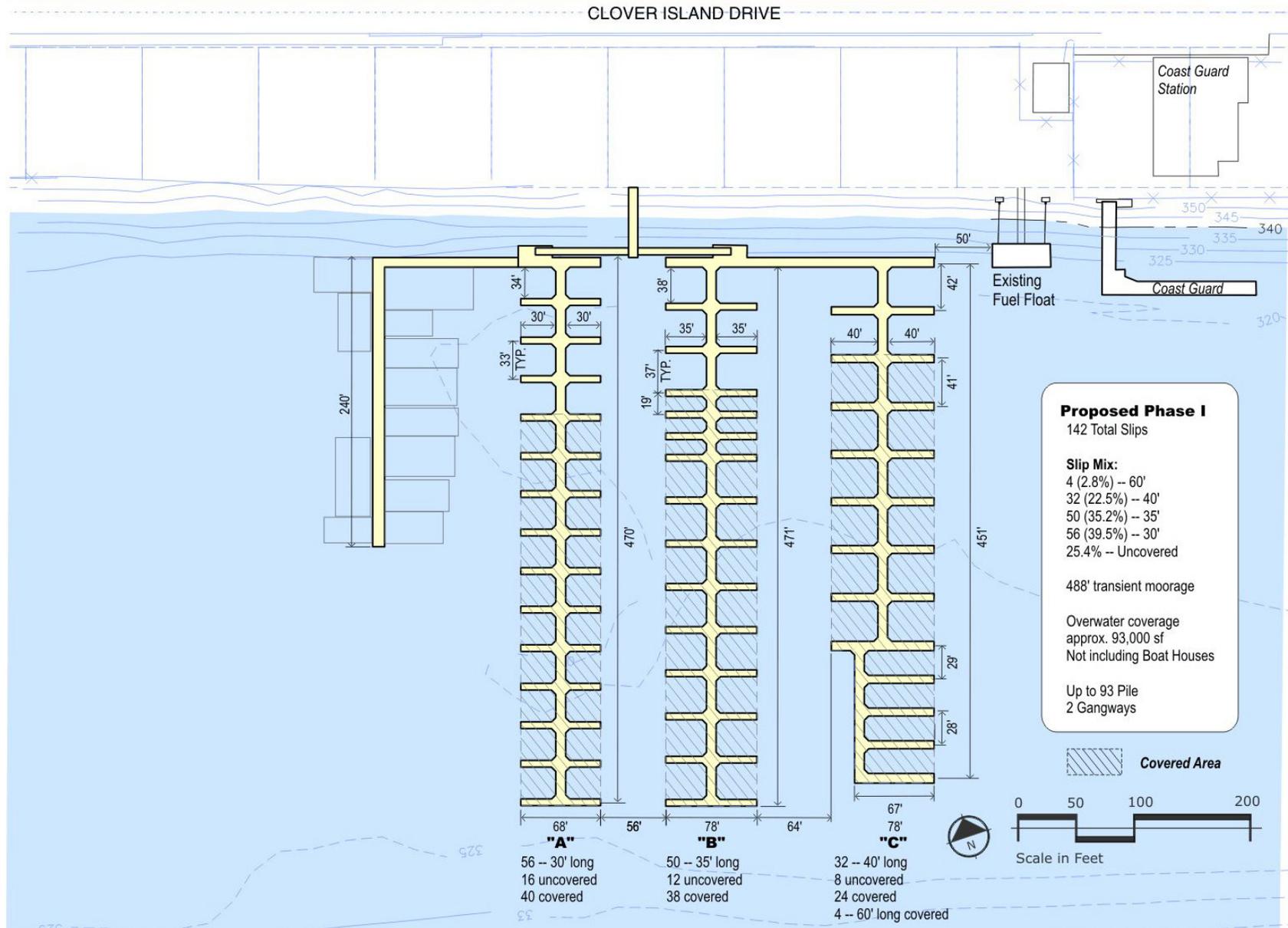


Figure 39. Phase 1 Marina Layout

The first phase moorage layout includes 142 slips plus side-tie moorage at the end of each dock. Additional side-tie moorage for small craft is provided on the island-side of the float structures.

Slip Length (LF)	Existing Mix	First Phase Marina Reconstruction
23 feet	68	
27 feet	68	
28 feet	4	
30 feet		56
35 feet		50
40 feet		32
60 feet		4
Total	140 slips + 24 boathouses	142 slips
Over-Water Coverage	105,500 square feet	93,000 square feet ⁵

The marina will be constructed to minimize disruption to the Port’s existing tenants.

The layout of the second phase of marina construction has not been determined in order to allow for flexibility to re-evaluate the slip mix. In addition, a 200-foot by 14-foot transient moorage float providing 400 feet of side-tie moorage will be constructed with grant funding. This dock is accessible from the public retail plaza, will be open to the public, and can be used for fishing and marina viewing.

⁵ Not including boathouses.

IN-WATER USES

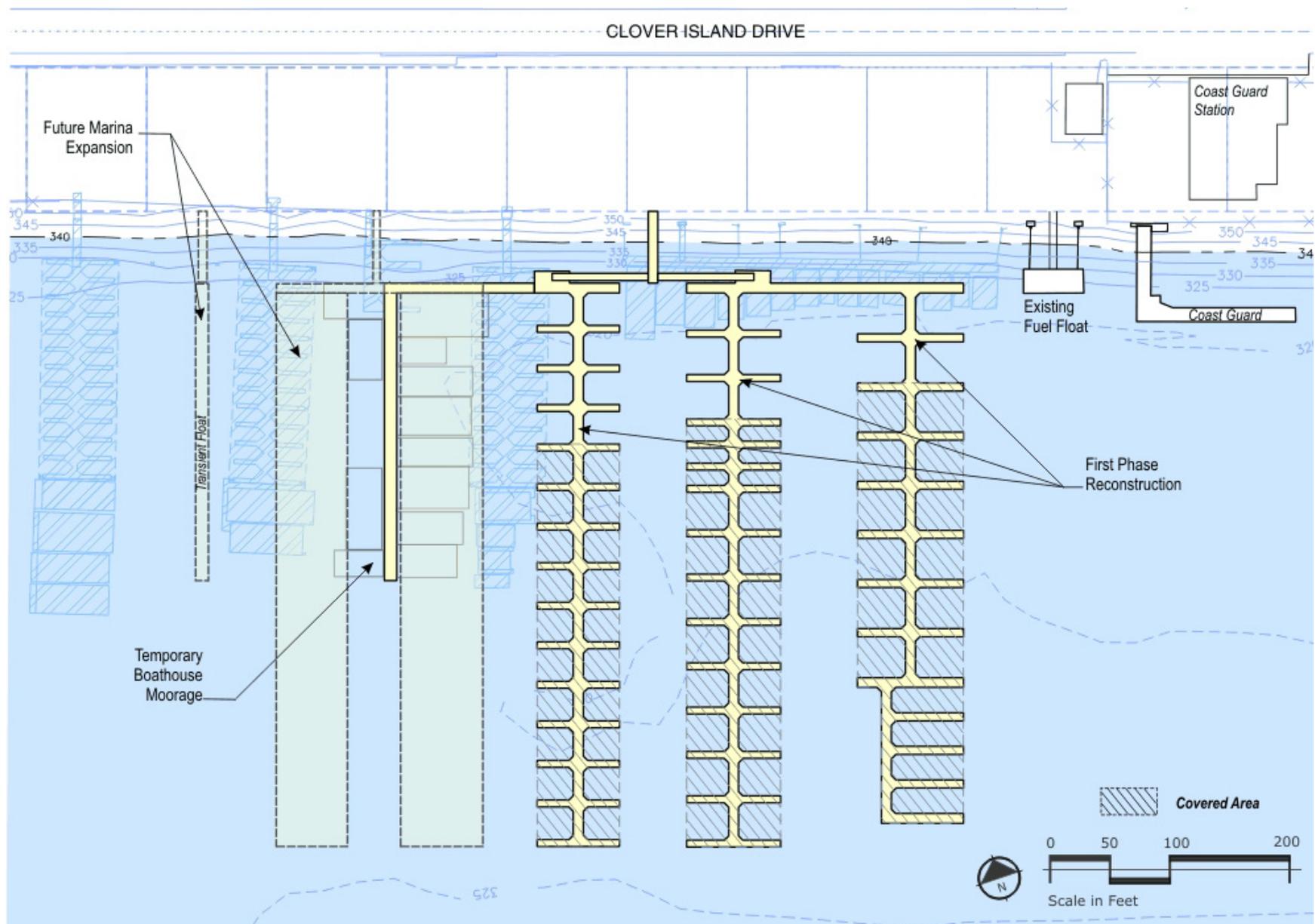


Figure 40. Marina Construction Phasing

Boat Haulout and Staging



Figure 41. Example Boat Launching Systems

As there are limited opportunities for boat haulout with adjacent repair staging areas in the Tri-Cities, the planning team analyzed the pros and cons of providing this service on the island. The team analyzed a variety of travel lifts, self-propelled submersible hydraulic trailers, submersible hydraulic trailer and tractors, and leased crane alternatives based on the following criteria:

- Service provided
- Likely island location
- Estimated construction cost
- Estimated operational costs and net revenue

At the conclusion of this analysis the Port selected the 35-ton hydraulic yard trailer/tractor option for further analysis. This option requires either repair or reconstruction of the existing deep-water boat ramp and would locate boat staging at the head of the island just west of the Clover Island Yacht Club.

The planning team's engineers (PND), working with local divers, completed an on-site inspection of the deep-water ramp in December 2003⁶. The purpose of this analysis was to determine potential methods and costs to upgrade or replace the facility to support a 35-ton hydraulic yard trailer. An informal summary of this analysis is included below:

- The deep-water ramp is 20 feet wide and extends approximately 42 feet offshore. The in-water portion of the ramp is comprised of four 20-foot by 10-foot concrete panels.
- One of the concrete panels was cracked all the way through and across the 10-foot dimension.
- Significant and substantial voids exist under all offshore panels, with voids becoming more significant farther off shore.
- In the worst places, the voids under the panels extend more than 6 feet back from the edge of the ramp and are up to 15 feet deep.

⁶ The slope and depth of the existing shallow ramp are insufficient for hydraulic trailer use; therefore, this ramp was not inspected.

IN-WATER USES

- Conditions seem to indicate that the voids are being created primarily through sloughing of the bank and the motion of the underwater slope on the east side.
- There are risks associated with continued use of the ramp. The ramp should be closed to the general public, and tenant use should be at their own risk.
- The potential exists to repair the ramp; however, the method and cost to do this repair are undetermined at this time. PND will review and describe potential repair and/or replacement options and the associated order-of-magnitude costs in their report. However, it is likely that any method to repair the ramp will not guarantee a load rating that will weather repeated use and heavy loads over time; i.e., it is possible that at some point in the future heavy load use may damage the repaired ramp. If repairs are undertaken, the engineers will recommend the Port establish a periodic ramp inspection schedule.

As is stated in their letter (Appendix A), the CAC could not reach consensus on whether to provide boat haulout and staging services on Clover Island, on an acceptable location for this facility, or whether it was up to the Port to “work this issue” to a satisfactory conclusion.

Based on the CAC’s discussions and planning/engineering analysis, this plan presents the following options for Clover Island boat haulout and staging:

- **Do not include an upgraded boat haulout and adjacent repair staging area on the island.** This option is based on the likely cost to repair or replace the ramp, the expected net revenue loss from this operation, and concern that a repair facility is not the highest and best use for Clover Island land. This option assumes the existing boat ramp will be repaired for emergency, tenant, and Coast Guard use only, with very limited boat trailer parking available.
- **Pursue a permit for and set aside the area adjacent to the existing boat ramp for potential future boat haulout and staging;** partner with the Clover Island Yacht Club or a private sector entity to fund in-water and upland construction and haulout equipment. This is an arrangement currently being pursued by the Port of Umatilla and Umatilla Yacht Club.

- **Construct a boat haulout and adjacent repair staging operation as a marine-oriented service on Clover Island available for public use.** Any boat haulout and repair facility constructed on Clover Island should adopt Best Management Practices for operation and comply with all applicable stormwater compliance and permit conditions. Likely permitting conditions for this facility would include constructing a wash pad(s) drainage system equipped with a valve that can be switched from stormwater to sanitary when in use. An oil/water separator should be installed to treat wash water prior to its release to the sanitary system. Perimeter landscaping should be included to help screen this facility.

Note: The Port Commission has decided to repair the deep-water ramp and construct an adjacent repair staging area just west of the Clover Island Yacht Club. This facility is currently in the design phase.

Tour Boat Dock

There is a potential to provide a tour boat dock supporting tour boats that cruise the Columbia and Snake Rivers. It is unknown at this time if the market for this use is sufficient enough to support this facility, especially considering the recent completion of a similar tour boat facility in Richland. This project has been included in the plan as a potential future phase project.

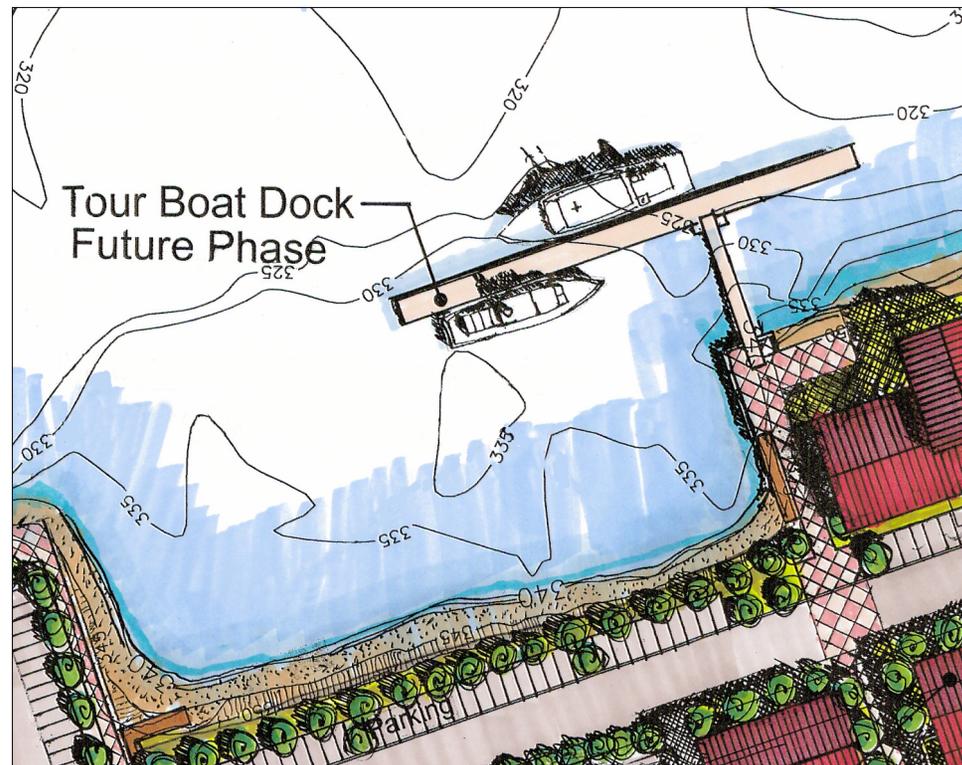


Figure 42. Future Phase Tour Boat Dock

In-Water Uses Recommendations Summary

Boating and marine activities are unique to the island's use and history and are an integral part of its image. In support of water-related activities on Clover Island, the Plan recommends the following in regards to in-water uses on Clover Island.

- 1. Construct a quality marina that strives to be the premier facility on the mid-Columbia.** Advantages of this approach are that it will attract customers, highlight the island's unique character, draw the general public to the island, spur upland development, and require less maintenance. Disadvantages of this approach are the costs associated with constructing a quality facility.
- 2. Begin marina design/permitting as soon as possible.** There can be long and unpredictable delays in receiving the permits required for in-water construction; in addition, "fish windows" limit in-water construction activities to approximately three months per year. This plan assumes permits will be submitted in 2004 to allow for the first phase of marina construction by 2006.
- 3. Permit the slip mix with the maximum over water coverage likely to be desired by the Port.** Once the permits are obtained, constructing a mix with less over-water coverage would likely be approved with minimal conditions; trying to expand the amount of over-water coverage after work begins could require starting over in the permit approval process.
- 4. Build the marina in phases.** Phasing the project will allow for mid-project review of the slip mix and spread the construction costs out over several years.
- 5. Consider developing a quality standard for the marina and exploring opportunities to partner with the private sector.** This sharing of development and operating costs could improve the project's financial performance.

IN-WATER USES

- 6. Set a policy regarding boathouses as soon as possible.** Accommodating existing boathouses on the end of the new docks can be incorporated into marina design, but, this should be taken into account early in the project's design phase. Providing long-term permanent moorage for boathouses that meet the design standards included in the Master Plan will likely either decrease the amount of new covered moorage allowed, or require additional environmental mitigation.

Consider partnering with the yacht club to expand their moorage east of their boathouses and west of the transient moorage pier. The Port should also work with existing tenants and the CI Yacht Club to explore opportunities for yacht club accommodation of boathouses that meet the plan's quality parameters and appropriate environmental standards.

- 7. Select one of the boat haulout and staging options described on Page 46;** considering the potential costs and benefits of providing a boat haulout and staging facility on Clover Island. (The Port Commission has decided to construct a boat haulout and adjacent repair staging area.)
- 8. Consider a tour-boat dock as a potential future phase project.**

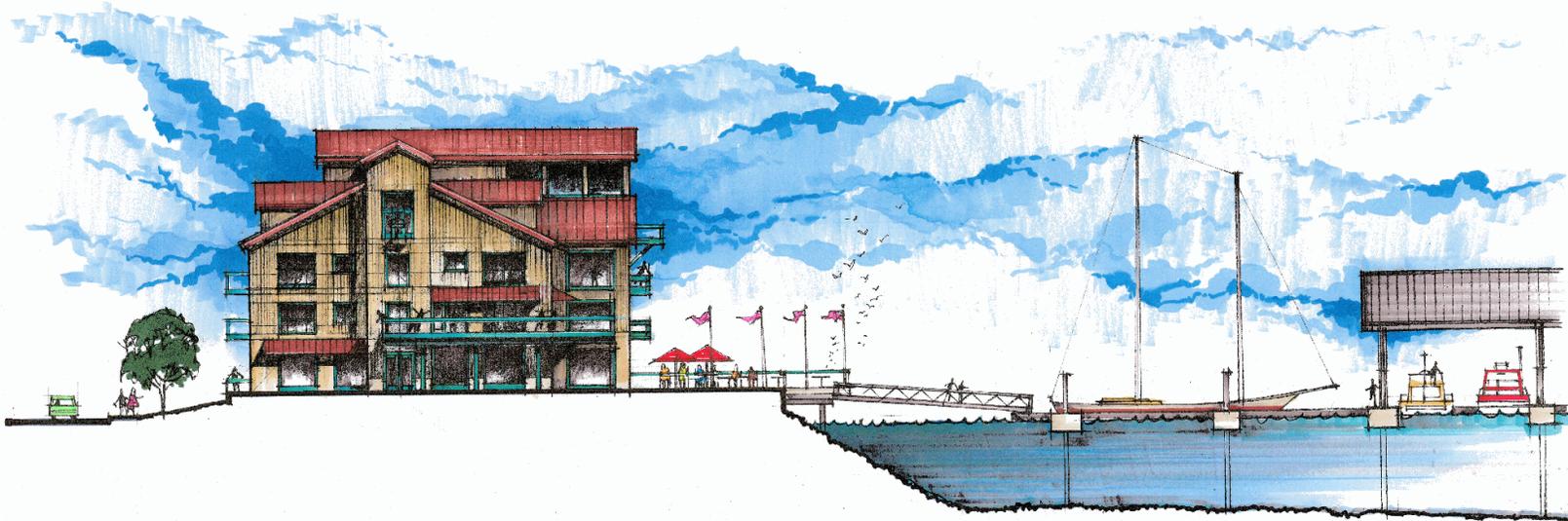
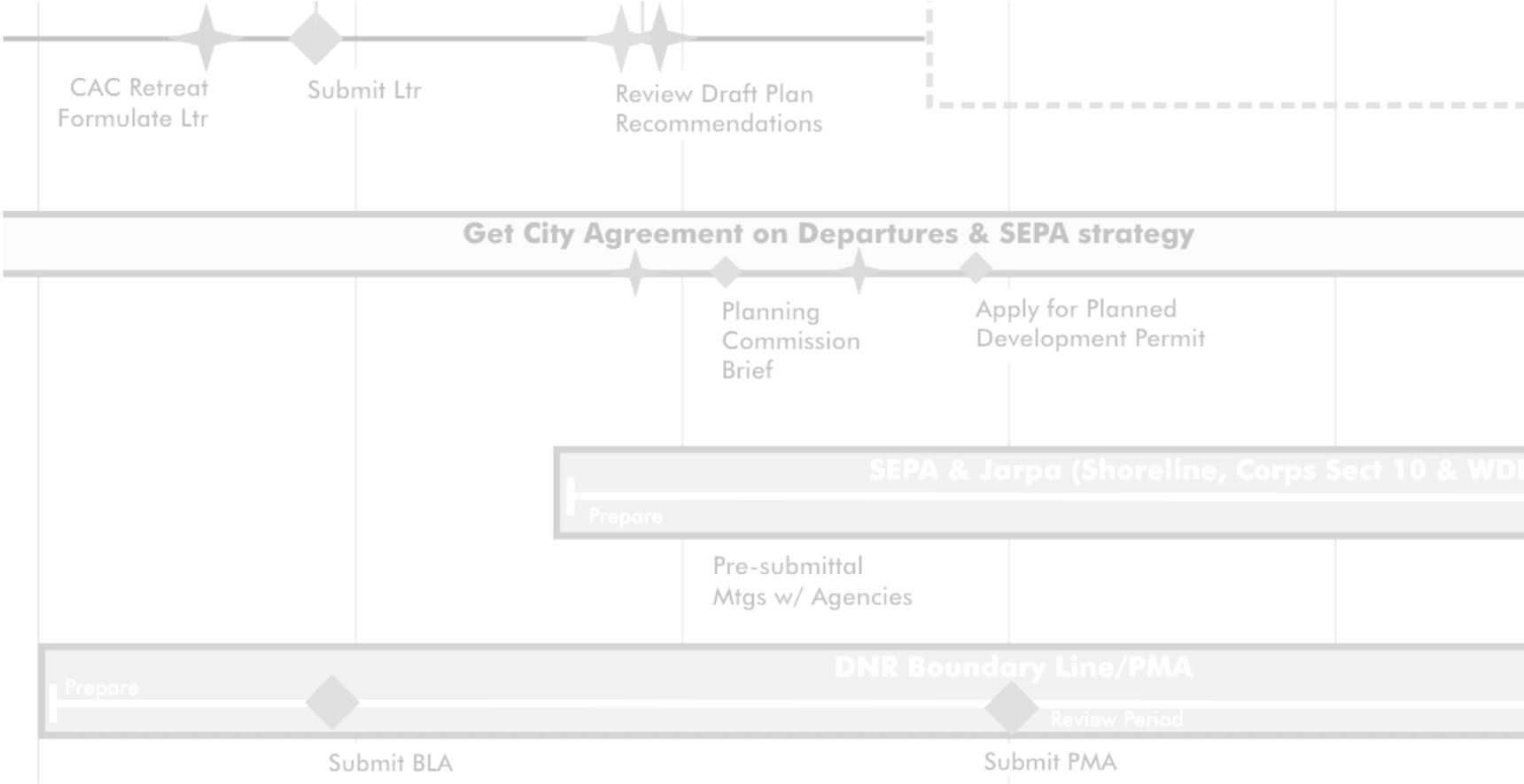


Figure 43. Commercial Plaza and Clover Island Marina Section

PLAN IMPLEMENTATION



Overview

The development projects for Clover Island have been preliminarily scheduled for implementation over the next eight years. This phasing accounts for funding and permitting time tables, and plans construction schedules accordingly. The resulting project phases are as follows:

Permitting and Design (Next Step) Projects	Jan.-June 2004	July-Dec. 2004
Boat Haulout Analysis Completed	●	
CAC and Community Meetings	●	
Marina and Port Office Design Begins	●	
Master Plan Completed		●
Developer RFP		●
City Coordination		●
City Approves Planned Development		●
SEPA and JARPA; Shoreline, Sect 10, 404, 401 Permits Submitted		●
Port Management Agreement Submitted		●

Project Phasing

	Estimated Cost	Phase I (2004-2005)	Phase II (2006-2008)	Phase III (2009+)	Future Phase
Upland Projects					
West public view point/lighthouse	\$416.5K	●			
Pathway along causeway	\$76K	●			
Environmental enhancement of the shoreline	\$250K	●			
Landscape screen on causeway	\$23K	●			
Landscape gateway	\$80K	●			
Port office/retail building	\$1.4M	●			
Clover Island Drive improvements	\$247K		●		
Clover Island Drive utilities upgrades	\$150K		●		
Pathway along US Coast Guard	\$69K		●		
Upland support parking lot	\$100K		●		
East public view point	\$405K		●		
Pathway from tour boat dock to east viewpoint	\$91K		●		
Boardwalk by hotel	\$140K		●		
Retail plaza south	\$174K		●		
Retail plaza north	\$246K		●		
Demolish existing Port office	\$30K		●		
Pathway from west viewpoint to tour boat dock	\$111K		●		
Fish and wildlife habitat enhancement of the Notch	Grant Funding				●
Total Upland Projects	\$4,008,500				

	Estimated Cost	Phase I (2004-2005)	Phase II (2006-2008)	Phase III (2009+)	Future Phase
In-Water Projects					
Boat work yard area	\$75K	●			
Hydraulic trailer/truck	\$65K	●			
Truck or loader to pull trailer	\$30K	●			
Ramp repairs	\$50K	●			
Demolition of existing buildings (Metz)	\$40K	●			
Clover Island Marina (replace existing)	\$4.1M	●			
Marina parking lot	\$273K	●			
Boardwalk by marina	\$592K	●			
Transient moorage dock (Port 25%; balance by grant)	\$125K			●	
Clover Island Marina expansion	\$1.5M				●
Tour boat dock	\$583K				●
Total In-Water Projects	\$7,433,000				
All Projects					
Upland Projects	\$4,008,500				
In-Water Projects	7,433,000				
Total Projects	\$11,441,500				

DESIGN STANDARDS



Intent



Figure 44. Positive Attribute: Local Granary Architecture

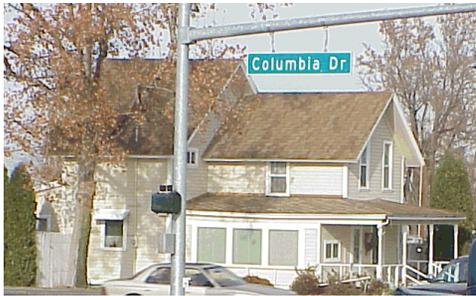


Figure 45. Positive Attribute: Local Historic Architecture



Figure 46. Positive Attribute: Unique Island Setting

The intent of the following guidelines is to describe a practical/desirable development character for Clover Island and to create an environment that is inspired by local Kennewick and Tri-Cities building traditions, while conveying an appropriate waterfront image.

Design Theme

The Port of Kennewick, Clover Island tenants, and the CAC have expressed a desire to upgrade the character of the island around a theme that is built on and enhanced by the positive attributes of both the island and the larger community. These attributes include:

- A unique island setting on the Columbia River.
- A visual link to historic local architecture, including granaries, mills, and early Kennewick residences.
- The island's close proximity to downtown.
- A mix of water-dependent, water-related, tourism, and business uses.

This theme is primarily an architectural one, modeled after the area's historic waterfront architecture. However, it may be appropriate to incorporate a Sacagawea/Lewis & Clark interpretive element, especially if either interacted with the island. If included, interpretive elements should augment the primary interpretive centers already in or planned for the region.

Design Objectives

Based on these attributes, planning participants developed design objectives to serve as a frame of reference for the Clover Island Master Plan and design standards. Future development on Clover Island should:

- Maintain an island waterfront theme inspired by local historic architecture.
- Provide for a variety of uses or activities that invite visitors to the island.
- Protect water views and access to the water.
- Ensure that access to the island is physically inviting, with a gateway and easy pedestrian access.
- Set a high priority on public access along the shoreline.
- Protect and enhance the shoreline environment.
- Emphasize the island's proximity to downtown Kennewick by encouraging appropriate development on adjacent lands.
- Minimize the impact of parking and service areas on the island's character.
- Encourage high-quality, multi-story buildings that contribute to the architectural character and economic vitality of the island.
- Include appropriate safety measures, such as barriers on island edges and posted life jacket information.

Additionally, all development proposals must conform to the provisions of the City of Kennewick's Municipal Code, including zoning and Shoreline Master Program requirements (detailed in the Regulatory Framework portion of the Introduction).

In addition to meeting the design objectives, future development on Clover Island should endeavor to incorporate the Site Planning, Building Design, Public Spaces and Roadways, and Plaza and Streetscape Design Elements design standards that follow. Specific projects may deviate from the suggested standards if they meet the design objectives and are approved by the Port of Kennewick.



Figure 47. Objective: Provide Inviting Pathways



Figure 48. Objective: Create Vibrant Outdoor Spaces that Invite Visitors



Figure 49. Objective: Encourage High-Quality, Multi-Story Buildings

DESIGN STANDARDS

Site Planning

The organization and siting of new development in the Clover Island Master Plan is based on the desire to create focal points of activity, a network of pathways, and view corridors that retain the opportunity for water views from Clover Island Drive. Key site planning requirements and guidelines include:

- New buildings shall be sited consistent with the Clover Island Master Plan. This will protect future development feasibility and view corridors.
- Surface parking lots associated with new development are prohibited on sites directly adjacent to the planned retail plazas.
- Buildings adjacent to the planned retail plazas must feature pedestrian-oriented facades. Such facades shall include transparent window or storefront coverage along at least 75 percent of the façade facing the plaza, weather protection at least 4 feet in width along at least 75 percent of the façade facing the plaza, and at-grade building entrances to each business located adjacent to the retail plaza.
- Service areas should be located to minimize the visual impacts on the streetscape and pedestrian environment.

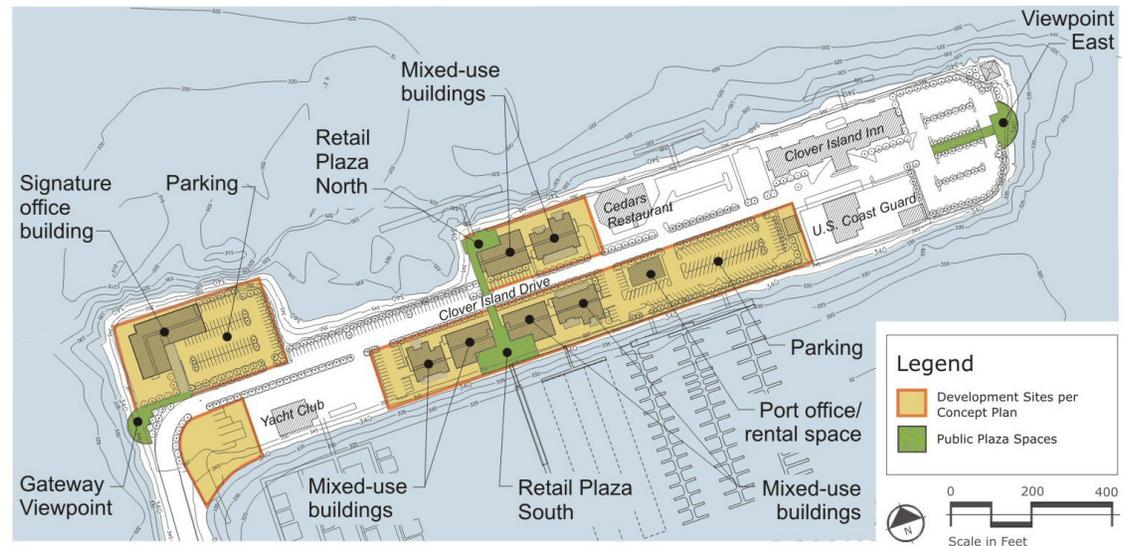


Figure 50. Illustrating Key Site Planning Elements of the Clover Island Plan Concept

Building Design

Character and Form

The desired character of new buildings should draw inspiration from local historic architecture, such as granaries, mills, and early Kennewick residences (see design theme section). These architectural prototypes are notable for their functionally efficient character, their incorporation of unique architectural elements such as steeply pitched gable and dormer roof forms, and their use of traditional construction materials. The guidelines below provide specific recommendations for relation to this architectural form through the use of individual building elements, including roofs, exterior walls, materials, windows, and building color.

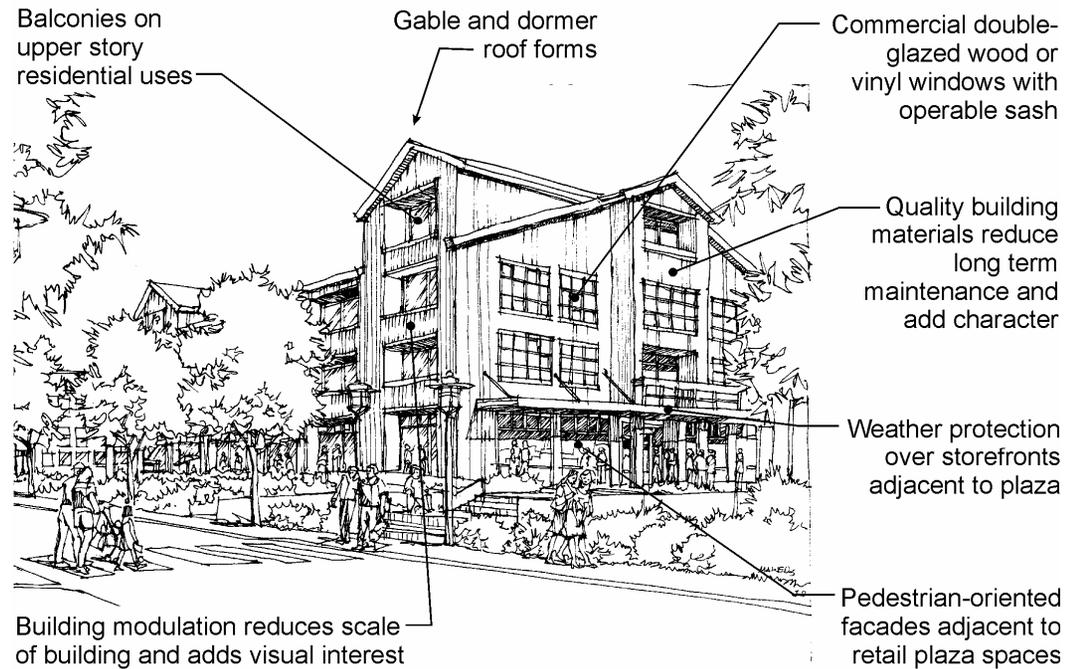


Figure 51. Illustrating Desired Building Elements



Figure 52. Example Roof Form

Roofs

Required roof forms and features include:

- **Form:** Gabled roof with dormers. The required minimum roof slope is 4:12, although a steeper roof slope is preferred.
- **Modulation:** Gabled dormers are encouraged to lend variety to the buildings, add visual interest, and provide additional usable space in the buildings' attic spaces. The maximum width of a roofline without modulation (a gabled dormer, for instance) shall be 75 feet for commercial buildings and 50 feet for buildings containing residential uses.
- **Material:** Metal roofs are preferred.
- **Color.** See Building Color section.
- **Overhangs.** Significant eave overhangs are recommended for protection from weather elements. The recommended minimum eave overhang is 15 to 18 inches.

Marina roofs should be designed to accommodate easy snow removal.

Exterior Walls Materials and Design

The recommended wall material is wood bevel siding, stucco, or cement board applied per the manufacturer's specifications and in combination with painted wood trim and/or galvanized sheet metal. Concrete unit masonry with a split face or ground face block is acceptable for smaller support buildings, pump stations, public restrooms, etc., with floor areas of less than 500 square feet.

Great care should be given to the first phase of building construction, which will establish a baseline for future architectural and building material character. All following buildings will need to be sympathetic in the use of similar building forms and construction materials.

Windows and Window Openings

Commercial-grade double-glazed wood or vinyl windows with operable sash are recommended. Projected and bay windows are also acceptable options.



Figure 53. Example Window Form

DESIGN STANDARDS

Building Modulation

Building modulation (using setbacks, box windows, dormers, etc.) is encouraged to reduce the visual scale of new construction and add visual interest to the building. Specifically, the maximum length of a wall without horizontal modulation of at least 3 feet shall be 20 feet.

Avoid Blank Walls

Due to the highly visible character of Clover Island, untreated blank walls (walls without entry way, fenestration or other significant openings) visible from Clover Island Drive, public open spaces, and pathways are prohibited.

Treatment of Service Elements

Service elements, such as dumpsters, loading docks, etc., visible from the street, pathways, public open spaces, and parking lots shall be screened with an enclosure that blends with the architecture of the adjacent building. For example, dumpster enclosures should utilize permanent and durable materials and should include landscaping around the perimeter to soften their appearance as necessary. Care should also be taken in siting dumpsters and enclosures to lessen noise and odor impacts on adjacent structures or residential areas.

Signage

Automobile-oriented signs typically found on commercial strips can be overpowering and obtrusive to the pedestrian environment. Large, freestanding pole signs should be prohibited on Clover Island since they are oriented towards automobiles traveling at high speeds. New signs should be small in scale, oriented to the pedestrian, and integrated with the building design. Signage should contribute positively to the image of Clover Island.

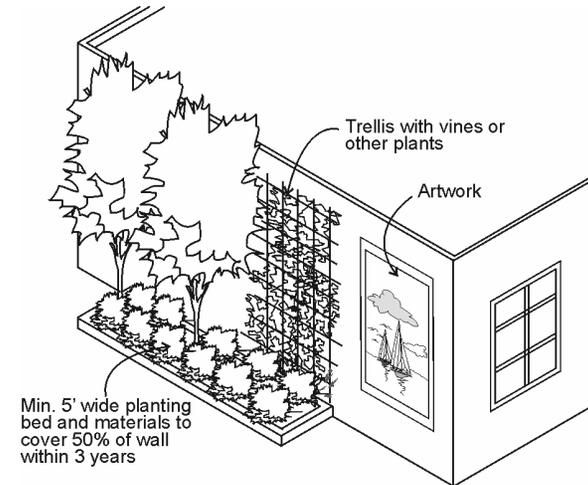


Figure 54. Possible Methods to Treat Blank Walls

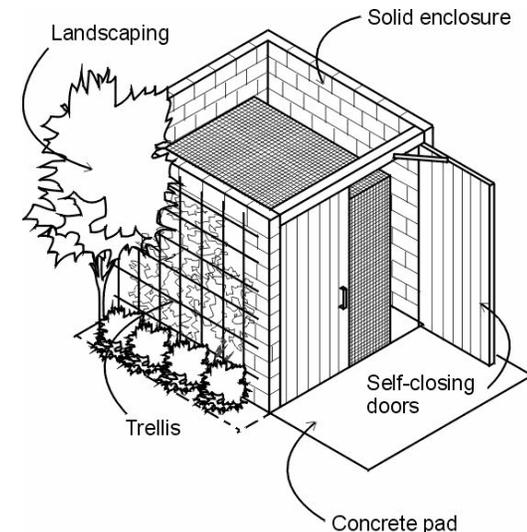


Figure 55. Service Element Enclosure Example

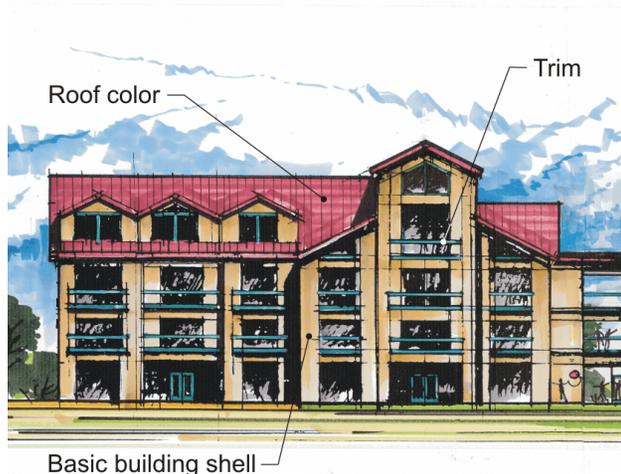


Figure 56. Areas of Building Color

Building Color

Buildings shall use earth tones for the basic building shell (at least 70 percent of the building shell, excluding the roof). Recommended colors include:

Building Shell/Base Coat

- Light to medium gray
- Tan
- Ivory
- Ochre
- Light Brown

Building Trim/Windows and Downspouts

- White
- Powder coat gray

Roofs

- Clay-tile red
- Gray/galvanized
- Blue (marina)

Site Fixtures

- Galvanized
- Power coat gray
- Powder coat blue/gray

Boathouse Maintenance Guidelines

Based on their over-water coverage, new boat houses will not be allowed in Clover Island Marina. Existing boathouses shall be maintained in good structural and visible condition. Specifically, boathouses shall meet the following standards:

- Boathouse structures must meet local building code requirements.
- Boathouses must meet local electrical code requirements.
- Floatation elements must be encapsulated within the boathouse.
- Damaged, rusty, stained, or moldy siding must be cleaned, repaired, or replaced.
- Roofs must be secured to the walls typical of industry standards.
- Boathouse structures must be secured sufficiently to the dock.

Boathouses may also need to conform to local, state, and federal permitting agency requirements and additional requirements that may be imposed by the Port by resolution in the future.



Figure 57. Boathouses to Be Maintained in Good Structural and Visible Condition.

Public Spaces and Roadways



Figure 58. Pathway Example

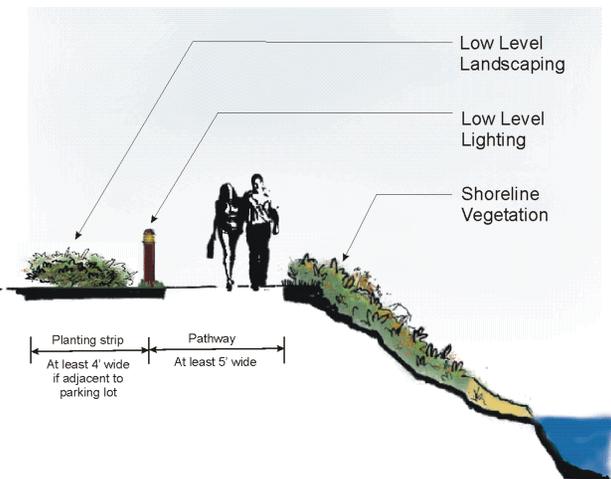


Figure 59. Pathway Section

Island Pathways

A feature of the plan is a system of pathways and boardwalks that provides continuous, attractive waterfront access opportunities throughout the island. The pathway and boardwalk system includes the following components:

Pathways. These are informal, paved walkways constructed above the bank in proximity to the water's edge. Specific guidelines include:

- Minimum width is 5 feet.
- Low-level bollard lighting, no more than 3½ feet in height, should be provided to reduce visual glare and impacts on adjacent uses.
- New shoreline vegetation should be installed on the top part of the bank to act as a buffer and pedestrian barrier between the pathway and the top of the bank. Native plant species are preferred.
- Planting strips a minimum of 4 feet in width are required between parking lots and the pathway.
- Where buildings must be sited directly adjacent to the pathway, a specific design plan shall be prepared which provides adequate area for pedestrian circulation. A combination of pathways, boardwalks, or terraced walkways may be used to create pleasant, barrier-free access in these areas.

DESIGN STANDARDS

Boardwalk. Boardwalks are recommended where adjacent development does not allow sufficient space for pathway construction. Specific guidelines include:

- The boardwalk may be constructed as a structure extending over the shoreline bank but not extending over water. The impacts of a pathway or boardwalk can be largely avoided by not projecting the path or boardwalk over the ordinary high water mark. (see regulatory framework)
- Boardwalk design should be kept open and the walkway narrow (approximately five feet wide) to allow light penetration under the walkway. Light penetration under the walkway allows shoreline plantings to be installed under the boardwalk and along the water's edge.
- Low-level lighting, no more than 3½ feet in height and consistent with that installed along pathways, should be used.
- As an alternative, the boardwalk could be terraced, as shown in Figure 61.

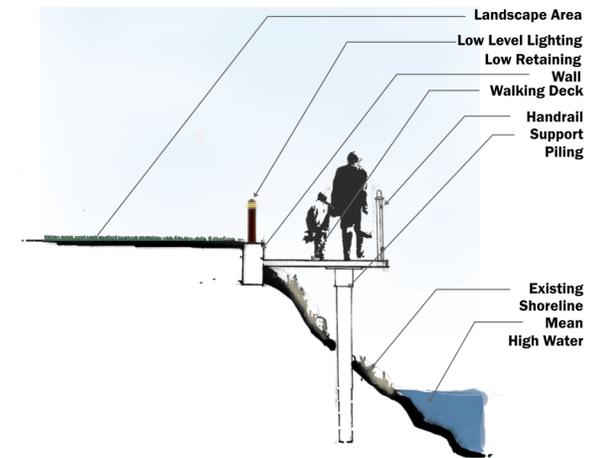


Figure 60. Boardwalk Section

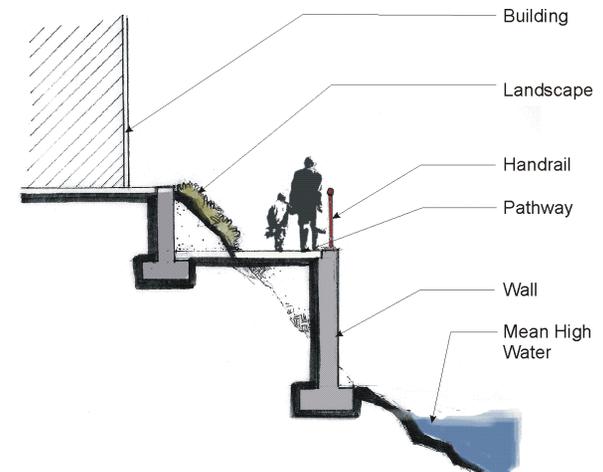


Figure 61. Terraced Boardwalk Section

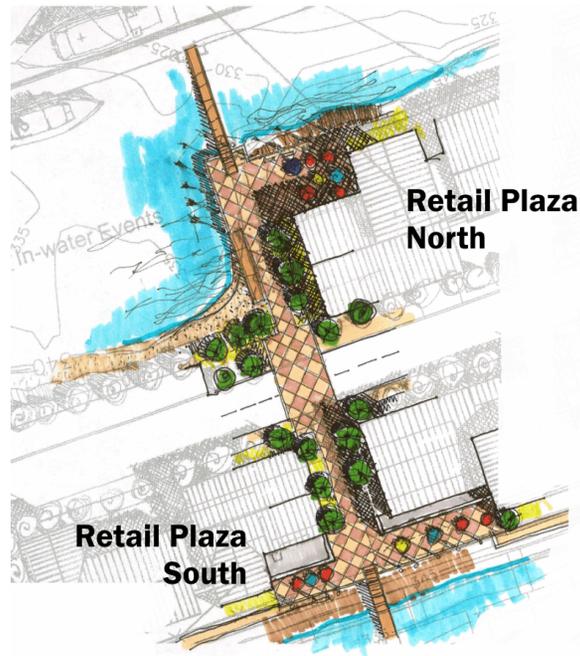


Figure 62. Retail Plazas

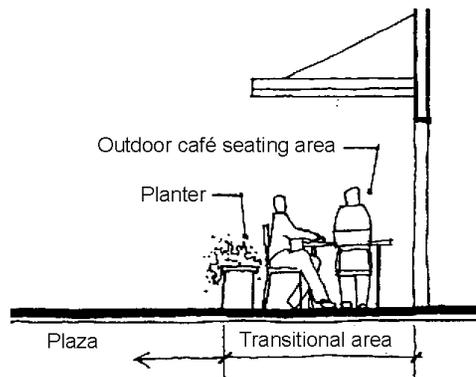


Figure 63. Transition Zone Along Building Edge

Public Plaza Spaces

Key components in the development of the mixed-use building cluster proposed near the center of the island are the two public plaza spaces called Retail Plaza North and Retail Plaza South. The plazas are connected by a paved and landscaped pedestrian corridor, allowing both to work as a combined open space unit. Both plazas shall be designed to work with and support the adjacent buildings and their retail/commercial spaces.

Retail Plaza North shall be oriented to river views and activities on the river and within the adjacent area referred to as the “Notch.” The plaza would also be the access point for a potential future cruise boat dock where it would act as a waiting/gathering place for tour patrons.

Retail Plaza South is focused on marina activities and is the connection to a transient moorage pier. This plaza should focus on its marina/boating connection.

Specific standards and guidelines for these plazas include:

- Buildings adjacent to the retail plazas must feature pedestrian-oriented facades. Such facades shall include transparent window or storefront coverage along at least 75 percent of the façade facing the plaza, weather protection at least 4 feet in width along at least 75 percent of the façade facing the plaza, and at-grade building entrances as appropriate to each of the businesses located adjacent to the retail plaza.
- The design of the plaza shall encourage river/marina views.
- A transition zone or buffer along the building edge to provide outdoor seating and/or a planted buffer should be considered. This zone could be marked with a change in paving material or color.

Roadways

Causeway to Clover Island. As currently planned, the access roadway remains in its existing alignment. Proposed roadway improvements include:

- A new gateway landscape feature to be installed at the levee crossing to signify the entry to Clover Island.
- A pedestrian walkway (approximately 5 feet in width) with shoreline plantings (preferably no taller than 24 inches above the walkway surface to maintain views) and low-level thematic lighting (consistent with other pathway lighting) along the west side of the Causeway.
- Landscape plantings on the east side of the Causeway to screen views of the boat staging and ramp area and to direct views west toward the river.

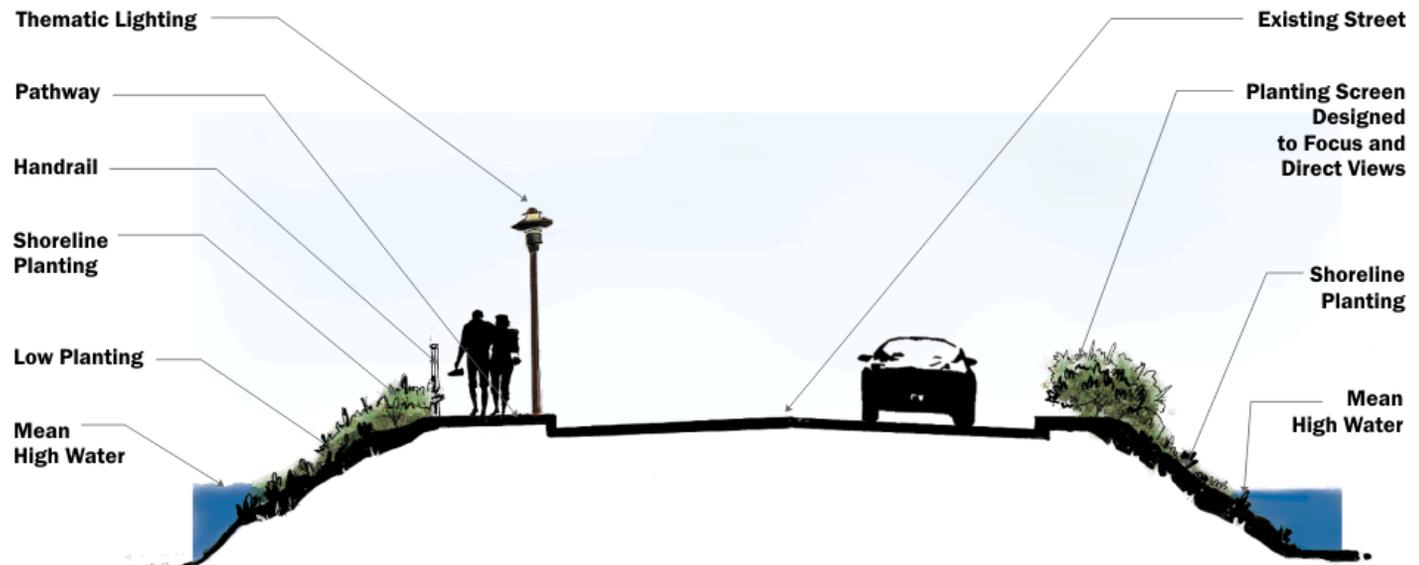


Figure 64. Causeway Section

Clover Island Drive. Clover Island Drive is envisioned as the island’s multipurpose landscaped, lighted center around which all island features are organized. The roadway connects the two key island viewpoint areas with a continuous, walkable boulevard that is an easily recognizable icon visible from the Cable Bridge and other viewpoints. The section drawing below highlights the Drive’s key design features.

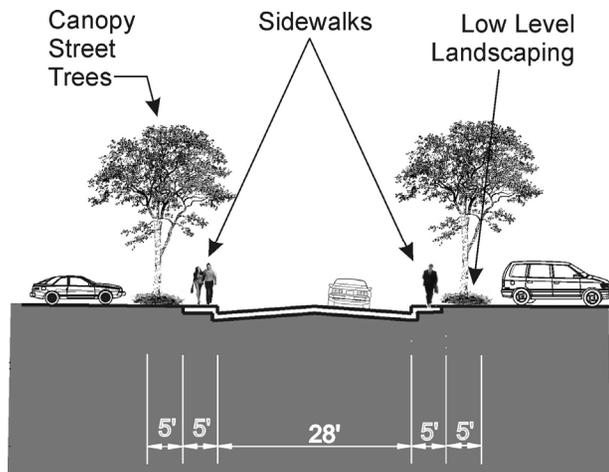


Figure 65. Concept for Clover Island Drive adjacent to Parking Areas

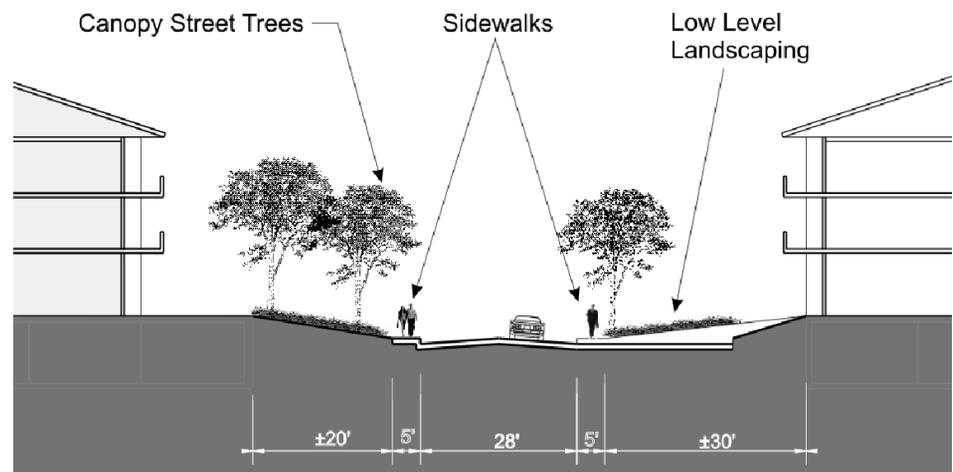


Figure 66. Concept for Clover Island Drive Adjacent to Buildings

Public Viewpoints

The Clover Island plan contains two major public viewing points: Viewpoint East will be a special-event viewpoint, while Viewpoint West will be the gateway viewpoint. Both viewpoints are connected by a landscaped, relighted, and upgraded Clover Island Drive. The three elements will work together as a coordinated multipurpose public feature to which all island buildings, activities, or public uses are connected.

Viewpoint East is proposed as a special-use feature area. It should incorporate:

- A new paved walkway link between the Clover Island Inn and the view point.
- A public gathering area suitable for special outdoor events. This could include a covered shelter or gazebo structure that acts as a focal point and provides weather protection for viewpoint users and special activities.
- Potential access to a restored, enhanced shoreline at the eastern end of the island.
- Connections to the island's pathway and boardwalk system.
- Reconfiguration of the existing vehicular turnaround to improve access and circulation.

Viewpoint West is the island's gateway feature. It should incorporate special lighting and a significant public art feature, and act as the island's introductory forecourt. The viewpoint also provides a visual plaza for the proposed signature office building site located at the eastern end of the island. It is also the termination point for the Causeway and gateway improvements and is an integral component of the island's pathway and boardwalk system.

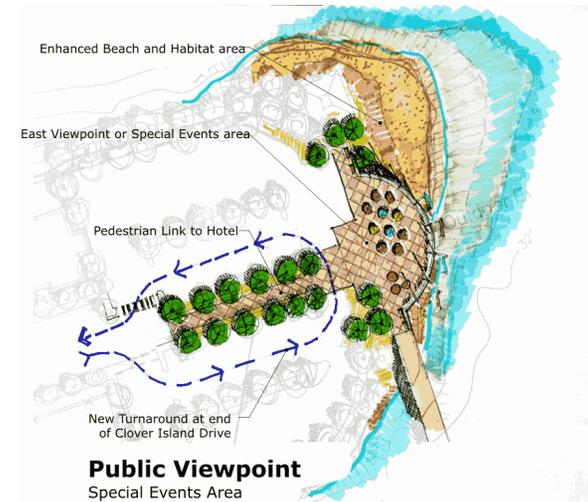


Figure 67. Concept for Viewpoint East



Figure 68. Concept for the Gateway Viewpoint

Plaza and Streetscape Design Elements



Figure 69. Recommended Street Light (left) and Pathway Bollard Light (above)



Figure 70. Special Paving Example

Lighting Recommendations

Street Lights: Extend the new streetlights on the Causeway throughout the island. Lights should be placed to conform with local standards for roadway lighting levels. The recommended color is gray/silver/metallic.

Plaza Lighting: The public open spaces should maintain average surface lighting levels of 2- to 4-foot candles. Utilize the street lights above, as needed for recommended sidewalk lighting levels and viewpoint plazas. The height of such lights should be reduced to a maximum of 12 feet, or as appropriate to the scale of the plaza or space. The fixtures should be sited to minimize light glare and the impacts on views from the plaza spaces and adjacent buildings to the water.

Pathway and Boardwalk Lighting. The recommendation is for metal bollard fixtures with integral lighting (concrete bollards with integral lighting may be substituted with approval). Special attention should be given to ensuring vandal resistance in the bollard's design. Integral post-mounted lights are also options for pier and boardwalk areas. The recommended color is gray/silver/metallic.

Special Pavement Areas

The retail plazas, public viewpoints, and other key pedestrian open spaces should utilize a coordinated pavement design. Interlocking modular concrete pavers are recommended for durability, cost, and visual effect. The recommended primary color is grey, to be used in conjunction with patterns of concrete bonding and/or colored pavers.

Site Furniture and Fixtures Recommendations

Seating Guidelines: One linear foot of seating (at least 16 inches deep) should be provided for every 50 square feet of public open space, including the retail plazas and public viewpoints. Seating may include movable chairs, benches, low seating walls, steps, or, if properly designed, a planter edge or edge of a fountain.

Benches. Metal benches with powder coating finishes are recommended for character and durability. The recommended color is gray/silver/metallic.

Trash Cans and Support Features. Use metal trash receptacles that complement the benches. The recommended color is gray/silver/metallic.

Clearance Bollards. For clearance bollards and special separation or vehicular delineation bollards, use concrete-filled steel pipe, either embedded in concrete or with a built-down base. The recommended color is solar yellow.

Railings and Handrails. Metal pipe handrails are considered the prototypical railing types for marine and ship-related railings and are recommended here. Metal mesh panel railings are acceptable for boardwalks, walkways, and piers.



*Figure 71.
Recommended
Bench Types*



*Figure 73. Recommended Railings/
Handrails*



*Figure 72. Recommended
Trash Receptacles*

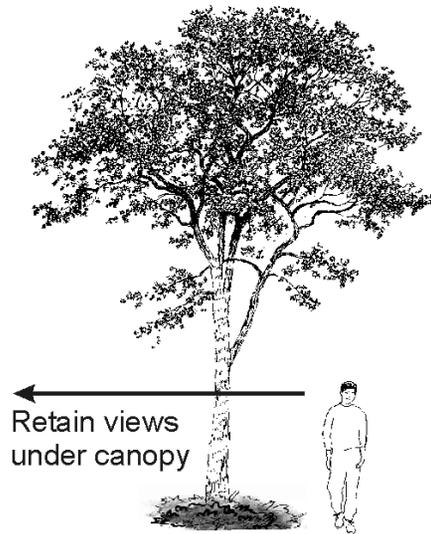


Figure 74. Provide Canopy Trees that Maintain Views Underneath



Figure 75. Examples of Attractive Low-Level Plantings

Landscape Plantings

This plan does not contain specific recommendations for landscape materials or plant species types. The plan’s major planting concepts include:

Clover Island Drive Street Trees. Deciduous trees with a round, branching pattern are recommended to promote visual impact and provide summer shade, yet allow views under the canopy. Trees with bright fall color are also preferred.

Groundcover Plantings. Use low-maintenance groundcovers and shrubs at street edges and within planting strips adjacent to the sidewalk. Shrubs that reach a mature height of approximately 2 feet are recommended to retain views towards the river from the street and sidewalk. Where appropriate, lawns are recommended.

Parking Areas. Use trees similar to those proposed for Clover Island Drive, which can provide shade, soften the appearance of the parking lot, and allow for views under the canopy towards the water. Trees and groundcover plantings similar to those used for the vehicular streets are recommended.

Pathway Plantings. Plant shrubs and low, leafed plants along pathways. As along sidewalks and in parking lots, limit the height of shrubs to 2 feet to retain views towards the water.

Shoreline Plantings. Utilize native shrubs and grasses to soften the shoreline.

APPENDICES

Appendix A: CAC Letter to Commissioners

APPENDICES



CLOVER ISLAND CITIZENS ADVISORY COMMITTEE

December 31, 2003

Port of Kennewick Commissioners
101 Clover Island Drive
Kennewick, WA 99336

RE: Clover Island Master Plan
Citizens Advisory Committee Recommendations

Dear Commissioners Hanson, Olson, and Wagner:

The Clover Island Master Plan Citizens Advisory Committee (CAC) convened seven times in 2003 to discuss a variety of issues impacting Clover Island development. This letter summarizes CAC recommendations at this stage in Clover Island master planning. It is our hope that the letter will help the Port of Kennewick realize Clover Island's unique potential as an asset to the Port district and Kennewick, Richland, West Richland and Pasco communities.

The Committee would like to emphasize the following recommendations for Clover Island development:

- **Develop Clover Island as a community showcase in the Three Rivers region to support tourism and economic development.**
- **Include housing as an integral part of a balanced, mixed-use development.**
- **Pursue private sector partnerships and creative financing to reduce the amount of upfront Port investment and allow the plan to support the Commission's stated goal of *generating a self-sustaining project that does not become a drain on the Port's budget or its taxpayers.***

These recommendations and others are included in the following pages of this letter, organized around these topics: Public Benefit, Island Image, Water-Related Activities,

Port of Kennewick Commissioners
December 31, 2003
Page 2

Upland Uses, and Port Investment and Financing. Please consider the CAC's recommendations in formulating the Clover Island Master Plan. Thank you for your consideration.

Sincerely,

Clover Island Master Plan Citizens Advisory Committee*

Donna Noski
Ed Frost
Ken Silliman
Paul LaRiviere

Hal Bury
Rita Mazur
James Hempstead

Mike Macon
Mark Showalter
Max Sloan

* These 10 CAC members met on Saturday, December, 13, 2003 to develop these recommendations.

PUBLIC BENEFIT

The CAC believes Clover Island to be a valued community asset and recommends the Port pursue the following:

- Invest in uses and public amenities that appeal broadly to the community and provide a variety of activities oriented toward all ages.
- Allow for a variety of ways for the public to access and enjoy the island, including walking, viewing, picnicking, etc. Include amenities such as landscaping, interpretive displays, shaded areas, viewpoints and open space.
- Enhance the existing shoreline environment and utilize the “notch” as a special water enjoyment area. Enhance the notch area aesthetically and as shoreline habitat while providing public access to its perimeter.
- Enhance the island's relationship to its surroundings and downtown Kennewick by: 1) coordinating with other planning efforts, 2) working to improve connections and signage, 3) encouraging appropriate development on adjacent lands, and 4) supporting levee-lowering.
- Create an asset for tourism and economic development that will complement rivershore enhancement efforts throughout the Three Rivers region.
- Develop a project consistent with the commission’s goal of realistic economic funding expectations that:
 - Has self-sustaining improvements that pay for their yearly maintenance and operation or are justified as a public benefit.
 - Maximizes the use of existing funding sources and mechanisms for project implementation.
 - Explores alternative funding sources if required while avoiding additional taxes without voter support.
- Generate excitement around the project by illustrating its amenities so the community understands how the general public will benefit from the Port’s investments.
- Inform the public about the plan through a variety of means, including mainstream media vehicles that reach a larger population such as television and radio, brochures, presentations to cultural and civic organizations, and website updates.

ISLAND IMAGE

The Clover Island Master Plan should be organized around a vision that generates excitement and results in a cohesive image in the community. The CAC recommends the Port include the following strategies in its Master Plan in order to upgrade Clover Island's image and implement this vision:

- Create design standards/guidelines that will guide and ensure future development quality.
- Organize the design standards/guidelines by imparting a coordinated identifiable design character to future development by selecting a specific architectural theme that reflects local character, including the use of native local plants where appropriate.
- Treat Clover Island Drive as a unifying design element by improving its sidewalks and landscaping and lighting. Take special care to install lighting that creates an attractive organizational spine as the island centerpiece.
- Invest Port dollars in high-quality projects that create an inviting environment.
- Enhance the island's entrance with a more prominent, well-designed entry feature and signage.
- Improve pedestrian access from Columbia Drive.
- Keep parking from dominating the island.
- Ensure that the island is pedestrian-friendly in look and in actuality.

WATER-RELATED ACTIVITIES

The CAC recognizes boating and marine activities are unique to the island's use and history and are an integral part of its image. In support of water-related activities on Clover Island, we recommend the Port do the following:

- Recognize water-related uses as a high priority,
- Provide adequate permanent and transient moorage.
- Constructing new moorage is unlikely to generate a positive return for the Port on its investment, although it will generate net annual revenues that cover yearly operating and maintenance expenses. The Port should develop a quality standard for the project that must be adhered to, and then partner with the private sector to share development and operating costs.
- There are limited opportunities for boat launching and adjacent repair staging areas in the Tri-Cities. This use is unlikely to generate a positive return for the Port on its investment and will likely not pay for its operating and maintenance costs.

- The CAC agreed this service is necessary, but did not reach consensus on its location. Some felt that if a suitable spot could not be found nearby or adjacent to the island, efforts should be made to include a repair area on the island. There was also not consensus on how close “nearby” should be. Some felt it should not be by or behind the dike (in the present Corps laydown yard area); and some believe that “nearby” could be anywhere within the Tri-Cities area.
- Consensus was also not reached on whether it is up to the Port to “work this issue” to a satisfactory conclusion, and not pass it off to another organization, such as the City of Kennewick. Some felt it is up to the boating community and private sector to make accommodations for a boat repair area.
- It was agreed the Port should maintain its ramp facility on Clover Island.
- To address the needs of the permitting process and the concerns of the boating community, set a Port policy regarding boathouses at the marina as soon as possible. Work with existing tenants and the CI Yacht Club to explore opportunities for yacht club accommodation of boathouses that meet quality parameters the Port has established.

UPLAND USES

Attracting new quality upland development to Clover Island will improve the island’s image and will provide a cash flow to reimburse the Port’s investment in public amenities and infrastructure. The CAC recommends the Port institute the following policies and strategies to guide upland development on Clover Island:

- Keep all upland development areas flexible to allow for multiple upland development opportunities.
- Include residential development on the island, integrated appropriately with other uses and preserving the island’s overall marine-orientation. Island residents would add to the vitality of Clover Island by:
 - Keeping the island active and providing security 24 hours a day
 - Patronizing Clover Island retail and services
 - Subsidizing investment in public amenities
 - Requiring less parking than office or retail uses
- If residential uses occur on the island, consider instituting decision-making processes to keep this stakeholder group from having an unduly large and inappropriate influence over the island’s future.
- Insure there is some retail development on the island, recognizing its limited potential due to the Island’s location, one-road access and lack of visibility.
- Pursue City-approval of multi-story development exceeding 35’ as a means of promoting economic viability.

- Due to the high economic value of the island, the CAC recommends that the Port office not be located there over the long term. The Port office could function as an excellent starter tenant to set the look and quality standard on the island.

PORT INVESTMENT AND FINANCING

The CAC has been briefed on the expected cost of projects identified during the master planning process and recommends the Port pursue the following investment and financing strategy:

- Multiple sources of funding will be required to implement this project. The CAC encourages the Port to explore creating financing alternatives. All options should be considered to enable the Port to leverage its investment, including but not limited to:
 - Sharing island development costs between the Port and private sector, with the private sector constructing new buildings and the Port constructing infrastructure and leasing land.
 - Wherever possible, reduce the Port's investment with grant funding.
 - Consider selling select properties on the island if that sale is an essential step in creating development.
 - Forming other creative partnerships with other entities on all parts of the development.
- Allocate Port investment throughout the island in a balanced manner that benefits the entire Port district (or doesn't put undue financial requirements on the entire Port district).

Appendix B: Public Meetings Summary

The following public outreach meetings have informed Clover Island master planning:

Public Meetings #1 and #2: Visual Preference Survey

Two initial public meetings were conducted on November 19 and 20, 2002, to solicit input on the character of development and type of amenities the public would prefer to see on Clover Island. The images and tabulations on this and on the opposite page describe the meeting attendees' responses to various public amenity types and building sizes and styles. These preferences are used as starting points for planning the island's redevelopment.

	IMAGE	RATING: 1-5 (5 = Highest)
A	Wooden boardwalk through natural habitat 	3.3
B	Multi-story waterfront buildings & walkway 	2.4
C	Paved access to moorage piers 	4.3
D	Walkway and landscaping 	4.4
E	Large scale sculpture & water feature 	1.1

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	IMAGE	RATING: 1-5 (5 = Highest)
F	Vertical glass art & pedestrian walkway 	2.0
G	Pavement design 	3.0
H	Sidewalk mosaic & iron gateway 	2.3
I	Pedestrian Shelter 	3.7
J	Interpretive signage & sculpture 	2.8
K	Wooden walkway & overlook 	3.2

	IMAGE	RATING: 1-5 (5 = Highest)
L	Viewpoint over water 	2.3
M	Pedestrian view tower 	1.3
N	Mixed-use waterfront development 	3.4
O	Mixed-use waterfront development 	1.9
P	Housing surrounding a natural water feature 	2.1
Q	Covered moorage 	4.1

Public Meeting #3: Public Amenities and Land Use

The purpose of Public Meeting #3 was to review concept plans for Clover Island with the goal of defining a preferred land use and public amenities direction for the island's redevelopment. The meeting built on the original public meeting's visioning preferences, on input received at CAC meetings #1 and #2, and from tenant meetings and a Yacht Club briefing held on May 6, 2003. Also incorporated into the discussion were a summary of the market analysis prepared by BST Associates and the ongoing review of potential environmental issues affecting the project.

Public Amenities Prioritization

The attendees were asked to rank (prioritize) their preferences for public amenities in an exercise similar to the preference exercise prepared for the third CAC meeting. The results of that exercise are tabulated to the right.

Land Use Discussion

A number of Clover Island Yacht Club members, Metz Marina moorage customers, and other local boaters attended this meeting. Discussion involved the following items:

- **Boat Lift and Repair/Staging Area.** Several attendees felt the island, as a boating center, needed to have lift capability for boats up to and over 40 feet, plus area for wash-down and repair staging. Phase III of the Master Plan will review this need and recommend if this use should be on-site or nearby.
- **Boat Ramps.** Ramp access for island tenants should be retained.
- **Marina Expansion.** Plan for marina expansion with adequate parking and upland support areas. Also plan to support larger boats when the marina is rebuilt and updated.
- **Residential.** Some attendees felt residences should be built off-island and more island property retained for boat repair, parking, and marina support.
- **Parking.** There was some concern about joint-use parking and its potential effect on security at the Yacht Club.

Public Meeting #4: Draft Master Plan Review

An open house and draft Master Plan presentation was held at the Clover Island Inn on February 2, 2004. The purpose of Public Meeting #4 was to review the draft Master Plan and its primary recommendations.

The draft plan's goals, concept, details, implementation, and design standards were presented. Attendees were encouraged to view the numerous displays and comment either at the meeting or by email. These comments, along with draft plan comments received by the CAC, the Port Commission, and the City of Kennewick Planning Commission, were documented, and the draft Master Plan was updated as described in Appendix C.



Figure 76. Community Members Discussing Issues at Public Meeting #4.

Appendix C: Response to Draft Submittal Comments

Cmt #	Forum	Page	Para./Line	Commenter	Comment	Response
1.	01/23/04 Commission Meeting (C)	52	4th line from bottom	?	Construction of the gateway feature should be sooner than what is shown on the schedule (Phase II) and coordinated if possible with the City's levee improvements.	Landscape gateway project moved to Phase I. <i>[Based on recent discussions with City staff, the Port realizes the City's levee project will most likely go to bid in late 2004; the Port should attempt to coordinate with the City's project but may not be able to obtain the appropriate permits in time.]</i>
2.	C	41 - 42		Commissioner Hanson	He would hate to see the boat slips undersized.	The Port is currently working with boating stakeholders and consultant engineers to finalize their preferred marina slip size, dock configuration, and boathouse phasing plans. This preferred plan will be incorporated into the final Master Plan.
3.	C	na		Arntzen	Tim provided a letter with recommendations. These have been separated and included as comment #s 4 – 13.	na
4.	C	na		Arntzen	Decide whether or not to permit condos	This is a Commission decision; no change was made to the Master Plan.
5.	C	na		Arntzen	Revisit policy regarding lease of land v. sale of land.	Commission decision
6.	C	na		Arntzen	Pursue height variance	No change made to report; however, MAKERS will help the Port with its height variance request in the planned development permit application that will be submitted to the City of Kennewick.
7.	C	51, 53		Arntzen	Accelerate marina design, permitting and construction	Marina construction project moved to Phase I; no change made to design/permitting as this is recommended as soon as possible (p. 51).
8.	C	52 – 53		Arntzen	Pursue (subject to available funding) accelerated construction of the: a. Gateway, on a timeline and in a manner consistent with the levee lowering b. West viewpoint with lighthouse viewing structure c. Boardwalk areas adjacent to marina d. Causeway landscaping screening e. Boat repair facility f. Port office/retail building	a. Project moved to Phase I. b. East and west viewpoints projects will be split into two; west will remain in Phase I. A budget for a lighthouse viewing structure has been provided by the Port of Kennewick and included in this project's cost estimate. c. Boardwalk moved to Phase I. d. Landscape screening moved to Phase I. e. Boat haulout facility moved to Phase I. f. No change to the port office building (already in Phase I)
9.	C	23		Arntzen	Use the notch area for mitigation	Text added to page 23 (paragraph 3) noting this potential

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Cmt #	Forum	Page	Para./Line	Commenter	Comment	Response
10.	C	62		Arntzen	Formulate boathouse design standards and relocation policy (including purchases on willing seller basis)	Boathouse relocation/purchasing polices are a Commission decision; however, the report recommends the Commission set a boathouse policy as soon as possible on p. 50 and includes boathouse maintenance design standards on p. 62.
11.	C	na		Arntzen	Do not sell the marina (it will generate cash flow)	Commission decision
12.	C	38		Arntzen	Be discriminating in Port office/retail building design (it will establish the island theme and building standard)	Text added to this effect on p. 38 (number 9)
13.	C	na		Arntzen	Establish a funding policy (cash versus debt)	Commission decision
14.	C	41 – 44		Commissioner Wagner	Add a boathouse dock next to the Clover Island Yacht Club lease site.	See response to comment #2.
15.	C	3	Last sentence	Commissioner Olson	Implementing the Master Plan will benefit the City of Kennewick, and the Port of Kennewick- district and surrounding region.	Edit incorporated.
16.	C	4	4 th bullet	Commissioner Olson	Reconnects Kennewick's the port district's and region's citizens with the river by providing opportunities to stroll, fish, and enjoy its river views	Edit incorporated
17.	C	7	Add a bullet	Commissioner Olson	Confederated Tribes of the Umatilla Indian Reservation (invited)	Edit incorporated
18.	C	27	Last bullet	Commissioner Olson	Metz Marina, which the port will obtain <u>Clover Island Marina, which the Port took over in January 2004.</u> Plans to develop this property are included in this plan.	Edit incorporated
19.	C	51 – 52		Commissioner Olson	Add the following projects to Phase I: a. Demolition of existing buildings/Metz site and Port office (add costs for these items) b. Separate out east and west viewpoints. West viewpoint should be done early; east one later c. Landscape screen on causeway & gateway project should move to Phase I d. The "boardwalk by marina" upland project (page 52) should be listed next to the Clover Island Marina docks A-E and marina parking lot in-water projects (page 53)	Edits incorporated (also see response to comment #8)
20.	02/2/04 CAC Meeting (CAC)	na		Rettig	The hotel owners are willing to make cosmetic changes to the building façade to match the island theme. They are also evaluating from an engineering design standpoint the viability of a balcony and first floor bar at the east end that would provide views.	Great!

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Cmt #	Forum	Page	Para./Line	Commenter	Comment	Response
21.	CAC	21 – 22		general discussion	It was suggested that the west viewpoint be extended to the northwest corner of the island.	The west viewpoint actually already connects / extends to this corner via the perimeter pathway; the graphic on p. 21 was updated to identify this. Some additional area for seating/viewing at the northwest corner was also incorporated.
22.	CAC	na		Rettig	MAKERS has done an excellent job and reflected the concerns of the CAC in the master plan. They have answered all of his concerns and included some of the important things -- lighting, cleaning up the shoreline, and establishing a theme. He thinks the plan's a winner.	Great! Thank you.
23.	CAC	38		Frost	The CAC recommendation of not having the Port office on Clover Island <u>long-term</u> is not included in the Upland Uses section.	CAC recommendation has been added to the Port Office discussion on p. 38.
24.	CAC	na		Frost	He appreciated the attitude of the consultants who were able to take and give information and advice to people who didn't know much about the island as it can be hard to educate people about what goes into a plan of this type.	Thank you.
25.	CAC	na		Showalter	Are boathouses going to be addressed in the permitting phase?	The Port's plans for boathouses will be addressed in permitting (the master plan will summarize the Port's plans for boathouse phasing – please see response to comment #2)
26.	CAC	47		?	Clarify that the boatyard will be available for public use.	Clarified (p. 47)
27.	02/02/04 City of Kennewick Planning Commission Meeting (CoK)	67	Figures 64 and/or 65	Commissioner Rasp	Separating the street from buildings and parking areas with landscaping and sidewalks is in conflict with City design standards just adopted.	This is correct; however, those standards relate to single-family residential areas -- Clover Island development will be of a significantly different character. [During discussion, other City Commissioners seemed to agree the residential standards should not apply.]
28.	CoK	67	Figures 64 and/or 65	Commissioner Spaulding	He is concerned about isolating people from the buildings with the wide landscape strip.	This is a good point; however, the distance from the buildings and the sidewalk was programmed to provide handicapped access to the buildings first floors which are estimated to begin about 5 feet above street level. One benefit of this distance is that it provides separation/privacy for first floor units if these buildings are developed with residential uses.
29.	CoK	na		Commissioner Spaulding	Can the partially underground parking level go 1-2 feet farther down to create a more gradual slope from the sidewalk to the building?	It is difficult to predict how far down it will be possible to build underground without a survey and geotechnical investigation. For planning purposes, 5' was assumed based on anecdotal evidence obtained during various island projects. This will be refined when a site survey and geotechnical work are complete – programmed for 2004. <i>Borings and test pits dug early in 2004 found water at depths ranging from 12 feet to 14.5 feet.</i>

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30.	CoK	na		Commissioner Neuenschwander	She liked the plan's public access (UDAT process highlighted its importance). She also encouraged the Port to do habitat improvement early in the process as citizens would likely support it.	Overall shoreline environmental enhancement moved to Phase I of the project; environmental enhancement of the notch is pending grant funding and included as a future phase.
31.	CoK	24		Commissioner Neuenschwander	Would like to see a walkway put over the notch (bridge)	Added a recommendation for the Port to considering constructing a bridge across the notch (or a portion of the notch) on p. 24.
32.	CoK	21 – 22		Commissioner Neuenschwander	Suggested including more shaded-resting areas on the island.	Added a recommendation to incorporate shaded-resting areas where appropriate into the retail plazas and viewpoints on p. 21 – 22.
33.	CoK			Commissioner Neuenschwander	Is there a place for a small bus to park?	Yes, near the notch area. This potential has been noted on the graphic on p. 24.
34.	CoK			Commissioner Neuenschwander	Will the Port retain ownership of the public improvements like the west and east end viewpoints and notch improvements in perpetuity?	The Port of Kennewick has designated the public viewpoints and notch to public access as described in the master plan. Using these areas to support other functions would require amending the plan and involve a public process; this flexibility is believed important as public and Port priorities may change.
35.	CoK	Figure 8		Commissioner Neuenschwander	Are there / where are the public restrooms?	Yes there are; these have now been identified on the site plan (fig 8, backside of p. 10). The Port is also considering including public restrooms in the new Port Office/retail building.
36.	CoK	na		Commissioner Spaulding	Is there adequate water and sewer service to the island?	Yes, the Port believes there is adequate water and sewer service to support the improvements as envisioned by the Master Plan.
37.	CoK	2		Commissioner Spaulding	The Commissioners' goals statement is good; these should be important guiding principles for future development requests for proposals.	Thank you.
38.	CoK	9		Commissioner Littrell	Will the height of the proposed buildings require a zoning change? Will the Port face similar problems as the City had with the Veterans Memorial in Columbia Park because of height restrictions on the shoreline?	Exceeding the height limitation of 35' will be required for some of the proposed buildings. This request will be handled through the City's planned development permit process. Rick White responded that Clover Island is designated differently than Columbia Park [Columbia Park is zoned Public Reserve-- Clover Island is Commercial Marina; Columbia Park's shoreline designation is Conservancy-- Clover Island is Urban.]

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39.	CoK	20	Last prgrph	Commissioner Rasp	that supports a signature office building located at the west end of the island.	Corrected.
40.	CoK	na		?	Will the hotel be changing its roof line to be consistent with the roof line specified for future buildings? Will the hotel have the opportunity to expand upward?	Probably not on both counts. Modifying the roof line would not likely be cost effective.
41.	CoK	30		Commissioner Neuenschwander	The plan says the boating season is from May through October; she believes this would be longer if people had a place they can pull into and have a cup of coffee.	Good point; boater-oriented services on Clover Island should encourage more boaters to stop there, both during and outside the primary boating season. The plan provides over 21,000 square feet of first floor retail space in the mixed-use buildings appropriate for this use.
42.	CoK	na		Rick White	Concerned about the look of signage in the development.	A signage section has been added to the Design Guidelines chapter (p. 60).
43.	02/03/04 Community Meeting (CM)	55		Wayne Daily – property owner	Suggested a historic theme drawing on Sacagawea Trail and/or Lewis & Clark.	Added text to this effect on p. 55. The theme selected for development on Clover Island is primarily an architectural one and felt to be more appropriately modeled after the area's historic waterfront architecture rather than Lewis & Clark/Sacagawea. However, it may be appropriate to incorporate a Sacagawea/Lewis & Clark interpretive element, especially if either interacted with the island. Interpretive elements on the island should augment the primary interpretive centers already in or planned for the region.
44.	CM	na		Michaud – Yacht Club member; prior owner of the Wheelhouse Restaurant, Pasco	Include a casual restaurant that caters to boaters and kids near the new marina	A casual restaurant would be a great addition to Clover Island; the plan provides over 21,000 square feet of first floor retail space in the mixed-use buildings appropriate for this use.
45.	CM	45 – 47		Nisbett & Ticknor – boat launch users	Would like the Clover Island boat launch to remain open to the public because of its protected and central location. The east Columbia Park launch is often crowded with jet skiers.	Please see response to comment #47.
46.	CM	43		Nisbett & Ticknor	Would also like to see more transient slips to bring additional traffic to the island and more people to fish.	The plan contains over 400 lineal feet of transient moorage, believed to be more than adequate to accommodate the transient demand.

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Cmt #	Forum	Page	Para./Line	Commenter	Comment	Response
47.	Via e-mail	45 – 47		Nisbett	<p>Sir/Madam,</p> <p>I had the pleasure of attending the Clover Island Development meeting last night at the Clover Island Inn. While I am very impressed with the plan as a whole, a vast improvement over the previous (Sue Frost) plan I have a major concern over the future of the boat launch facilities on the island. It was made apparent that the Port plans to ban use of the ramp by the general public. As it was stated that the ramp is not only to be retained but a half million dollars to be spent on improving it, my question would have to be "improving it for whom"? If the answer is the Clover Island Yacht Club then I have a serious issue with Port (ie. taxpayer) money going to provide exclusive facilities for a private club. If the club wants it's own launch ramp, then they can pay for the improvements and also pay the Port for leasing the ramp. In addition, this boat ramp is one of very few in the Tri-Cities that offers (virtually) Jet Ski free launching facilities, if any of you have tried to use any other ramp around here during the summer you will know what I am referring too.</p> <p>Please consider my points as you make final decisions regarding the future of Clover Island.</p> <p>Sincerely, Gareth Nisbett -- Kennewick resident 17 years / Boat owner 25 years Owner Northwest Fiberglass (boat repair) 12 years</p>	<p>Unfortunately, continuing to provide the trailer parking on the island required by a public boat launch would preclude most of the master plan's recommendations. In anticipation of needing to close the Clover Island public boat launch, the Port of Kennewick contributed significantly to the City of Kennewick's public launch at the east end of Columbia Park and to the City of Richland's public launch at the west end of the park. The plan does include revamping the existing ramp to provide boat haulout and adjacent repair staging. This service will be fee-based and could be privately- or publicly- managed; its operational concept has not yet been worked out by Port Operations. This service will be open to paying customers (not for exclusive island-tenant use). The ramp will also be available for island-tenant / U.S. Coast Guard emergency use.</p>
48.	CM	9		Martin, Lauman, Peterson	<p>Concerned about the amount of parking provided for boaters in particular. Marina parking should be nearby and convenient for loading and unloading boats.</p>	<p>CAC and community members involved in the planning process prioritized "joint-use" parking and wished to avoid large empty lots, or "seas of parking. The plan tries to balance parking and development on the island's limited area; it incorporates parking to meet City requirements at a level consistent with that provided at other marinas. Adequate boater loading / offloading areas are also included near the dock access ramps.</p>
49.	CM	44		Martin - boathouse owner	<p>Concerned about boathouse timeline.</p>	<p>Please see response to comment #2.</p>
50.	CM	Figures 9 - 18		Lauman	<p>The gas dock is not properly drawn on the plan.</p>	<p>Corrected.</p>
51.	CM	9		Lauman	<p>Concerned about the amount of parking, which ultimately will affect the desirability of the marina.</p>	<p>Please see response to comment #48.</p>
52.	CM	na		Lauman	<p>Would like casual dining to be available.</p>	<p>Please see response to comment #44.</p>

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Cmt #	Forum	Page	Para./Line	Commenter	Comment	Response
53.	CM	na		Allen (Columbia Basin Dive Rescue)	Include safety measures in the plan; for example, barriers keeping people from driving off the island and posted lifejacket information.	Good suggestion; considerations such as these should be included as the recommended projects are designed; text added to this affect on p. 56.
54.	CM	25		Allen	Analyze and select shoreline treatments that minimize erosion.	Included text to this affect on p. 25.
55.	CM	21		Allen	Likes the idea of a beach.	There is an “enhanced beach and habitat area” included on the east end of the island (p. 21). (Creating a beach area in The Notch was also considered; but, stakeholders felt this would be a potential policing, maintenance, and safety problem.)
56.	CM	na		Allen	Design marina roofs to accommodate easy snow removal.	Good suggestion; considerations such as these should be included as the recommended projects are designed; text added to this affect on p. 59.
57.	CM	na		Jesernig – adjacent property owner	The size of the project should be increased. Ideas for adding to the size of the island include: a) adding a vertical seawall at or above the water line on the island’s river side and filling in the area to create an additional 20’ of property. This new area could be used for parking and the walkway could be shifted to be over water. This also gets rid of the weed problem; b) adding a couple feet to the island’s south side; c) extending the boat ramp toward the dike and gaining more landside for other uses; d) including “floating shops” along the dike. Environmental rules for over water coverage in this area should consider that it has been flooded by the dam.	Per Port Commission instructions, the planning team did not explore options to increase the size of the island, except within “the notch” area. Filling the notch was not selected because of limited CAC and community member support and because a Corps of Engineers representative indicated any fill would need to support a water-dependent use that could not be accommodated elsewhere on the island. In general, creating new land was also considered too expensive for the potential benefit it would provide.
58.	CM	na		Holder – Pasco	Restore the aquatic environment to Duffy’s Pond by engineering a solution to improve depth and flow. Consider adding a fountain.	Several options to improve Duffy’s Pond were considered during the early planning phases including improving its river-flow and habitat function. However, as this area is not owned by the Port, the Commission chose to focus planning resources within its property boundaries. The Port hopes to coordinate with the City, Corps of Engineers, and other property owners to improve this area in the future --- check out the recently published Bridge to Bridge River to Railroad Plan for some good Duffy’s Pond improvement ideas.
59.	CM	na		Holder	This area is the historic center of Northwest tribes’ southern winter range. Reference or acknowledge tribal and Lewis & Clark history on the island.	Please see response to comment #43.

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Cmt #	Forum	Page	Para./Line	Commenter	Comment	Response
60.	CM	32 – 33		Youngs	There should not be any housing on the island because it is too small. These residents will soon “own” the island and limit his ability to come “get a beer”.	Inclusion of housing was a hotly debated topic during the planning process; please see the discussion on p. 32 – p. 33 for a summary of this issue.
61.	CM	9		Youngs	Parking under the buildings will most likely not work.	Please see response to comment #29.
62.	CM	na		Youngs	The Port should own the Corps laydown yard and Duffy's Pond area.	Please see response to comment #58.
63.	CM	23 – 24		Youngs	The Port should fill in the notch to provide parking.	Please see response to comment #57.
64.	CM	41 – 42		Coie – (Yacht Club member)	The new marina should include more slips in the 35' and 40' range.	Please see response to comment #2.
65.	CM	9		Coie	Concerned about the feasibility of basement parking.	Please see response to comment #29.
66.	CM	45 – 47		Coie	The boat maintenance/haulout area is a good feature and can be hidden with trees.	Thanks. Including perimeter landscaping around this facility has been added to the text on p. 47.
67.	CM	na		Esters & Johnson	Would like to see Duffy's Pond improved.	Please see response to comment #58.
68.	Via Letter	45 – 47		Kenfield	I'm very excited to see the improvements, but as a boat owner with a slip it would be nice to have a lift available for boats to pulled in and washed like car wash facilities available! Maybe in the future and good luck & best wishes.	Constructing a boat repair/haulout facility on Clover Island has been included as a phase 1 project in the master plan (see response to comment #8). As currently envisioned, this will include a wash pad(s) facility.
69.	Via E-mail	41 – 42		Norman – (Yacht Club member)	Hi Linda, Having looked over the plans, I wanted to share a thought with you on the marina layout. In Portland at Columbia Crossings, they have options for moorage. Double slips the most inexpensive, and single the most expensive. Add to that the length of the boat and the boater can make the choice if they wish to pay the price for the single slip. Anyway, on the coast they are putting in nothing but double slips. I just don't know if this area is ready for the abruptness of sharing a slip, but enter the money difference and the adaptability will come quicker or the additional money layout. Anyway, just a thought, as I saw your contact on the bottom of the flyer for tonight's meeting. As a boater, we appreciate all the port is doing	Please see response to comment #2.
70.	Via Telephone – Oct 2004	Through-out		Port of Kennewick	Various edits including updating Clover Island Marina's layout, removing Metz Marina references and clarifying naming for boat haulout area	Incorporated
71.	Via Telephone December 2004	Through-out		Port of Kennewick	Remove all references to underground or partially depressed parking	Incorporated