

**JUNE 22, 2021 MINUTES** 

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

Commission President Commissioner Don Barnes called the Regular Commission Meeting to order at 2:00 p.m. via GoToMeeting Teleconference.

#### ANNOUNCEMENTS AND ROLL CALL

#### The following were present:

**Board Members**: Commissioner Don Barnes, President (via telephone)

Skip Novakovich, Vice-President (via telephone)

Thomas Moak, Secretary (via telephone)

**Staff Members:** Tim Arntzen, Chief Executive Officer (via telephone)

Tana Bader Inglima, Deputy Chief Executive Officer (via telephone) Amber Hanchette, Director of Real Estate and Operations (via telephone)

Nick Kooiker, Chief Finance Officer (via telephone)

Larry Peterson, Director of Planning and Development (via telephone)

Bridgette Scott, Executive Assistant

Lucinda Luke, Port Counsel (via telephone)

#### PLEDGE OF ALLEGIANCE

Commissioner Barnes led the Pledge of Allegiance.

#### APPROVAL OF THE AGENDA

<u>MOTION:</u> Commissioner Novakovich moved to approve the Agenda as presented; Commissioner Moak seconded. With no further discussion, motion carried unanimously. All in favor 3:0.

#### **PUBLIC COMMENT**

Terry Walsh, 2362 West 49<sup>th</sup> Avenue, Kennewick. Ms. Walsh is happy to hear that Mr. Arntzen and Ms. Mosely are working together on a plan for The Willows. Ms. Walsh stated working with the Port Commissioners and staff was an honor and privilege during her career with the City of Kennewick. When Ms. Walsh was approached to participate in the pattern language plan for that property, which included The Willows, and participated in the selection of future wine tenants, she was humbled. Ms. Walsh recently reviewed the resolution regarding grant funding for potential low-income housing in The Willows area. Ms. Walsh stated that was never included in the pattern language plan and in fact, we discussed housing for young professionals, retirees, and others that could financially support and promote the revitalization vision of the downtown. Ms. Walsh believes the Port actually relocated all of the low-income the tenants from The Willows specifically for the purpose of building a more vibrant community as it seeks a broader community vision. Additionally, when Ms. Walsh served as City staff, we worked to repurpose our street maintenance property toward a potential partnership with the Kennewick Housing Authority (KHA) for a housing project, which seemed like a more

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appropriate location. The four wineries signed agreements with the Port believing the Commissioners would continue to build on the great work that staff has done, along with the staff at the City. We showed them the vision of the pattern language document, we built trust, and we grew a partnership. Ms. Walsh would be disheartened if this Commission chose to change that vision without considering those integral partners, they all took a great chance with us. We need to honor our commitments and help grow the downtown and she is asking for the Commission's support in continuing that effort. Ms. Walsh understands that there have been requests to purchase property from others, to build brick and mortar buildings, which is exactly what we were looking for. What a wonderful legacy that would be. Ms. Walsh asked the Commission to please consider their decision to pursue future funding for future lowincome housing and instead explore an intricate integrated approach to bring people down to live in The Willows area that will support the businesses we have attracted. Ms. Walsh is concerned the Port will not be able to retain the tenants, who we worked so hard to attract. Ms. Walsh thanked the Commission for their thoughtful consideration of her request and although she is retired, it is the trust and partnership of the team that recruited the wineries to Columbia Gardens and the promise of continued growth and vibrancy, along with the Commission, Council, and staff that is (in the balance) and she is happy to assist in any way possible.

No further comments were made.

#### **CONSENT AGENDA**

- A. Approval of Direct Deposit and E-Payments Dated June 17, 2021 Direct Deposit and E-Payments totaling \$66,348.52
- B. Approval of Warrant Register Dated June 8, 2021Expense Fund Voucher Number 102980 through 103017 for a grand total of \$113,347.56
- C. Approval of Regular Commission Meeting Minutes June 8, 2021

<u>MOTION:</u> Commissioner Novakovich moved to approve the Consent Agenda; Commissioner Moak seconded. With no further discussion, motion carried unanimously. All in favor 3:0.

#### EMERGENCY DELEGATION UPDATE

Mr. Arntzen and Ms. Hanchette stated there is nothing to report for emergency delegation.

#### REPORTS, COMMENTS AND DISCUSSION ITEMS

- A. Kennewick Historic Waterfront District
  - 1. Adoption of Master Plan

Mr. Peterson presented Resolution 2021-12, potential adoption of the Kennewick Historic Waterfront District Master Plan for Commission consideration. Mr. Peterson stated this has been a 15-month process, and the Master Plan includes Makers responses to the 65 comments received from May 26-June 8, 2021, and a list of stakeholders. Mr. Peterson stated one change was made to the Master Plan which included minor modifications to a map on behalf of Gus Kittson, owner of KIE.

Commissioner Moak stated Makers referenced a boat ramp at Columbia Point and inquired if this is correct.

# **JUNE 22, 2021 MINUTES**

Mr. Peterson stated it should read East Columbia Park boat ramp, in which the Port contributed \$150,000 in 2005 for the boat launch and parking.

Commission Moak inquired if a clarifying comment that it was the City's project and the Port contributed to the project. Commission Moak stated assuming the Master Plan is adopted today, the Port has 18 months in this biennium and asked Mr. Peterson if he has thought about how the Port should move forward to capture some of the short-term goals and projects identified by Makers.

Mr. Peterson stated the adoption of the Master Plan allows the Port to move forward and contemplate private sector investment and/or interest in our properties and how we can respond, now that we have a vision. Mr. Peterson stated Vista Field will take considerable staff time and suggested using the Master Plan as a tool for the private sector and revisit potential projects in the fall.

Commissioner Barnes stated at the last Commission Meeting, Mr. Peterson stated the Master Plan calls for residential development, but it does not go into specifics regarding the demographics, income, or anything about potential residents. Commissioner Barnes stated by approving the Master Plan, the Port is not making any decisions regarding the specifics of any proposed project within the area of the Master Plan.

Mr. Peterson confirmed that that is the intent of the Master Plan and does not outline any specific projects for the area.

<u>MOTION:</u> Commissioner Novakovich moved to approve Resolution 2021-12 approving and adopting the Historic Waterfront District Master Plan; and ratify and approve all action by Port Officers and employees in furtherance hereof; and authorize the Port Chief Executive Officer to take all action necessary in furtherance hereof; Commissioner Moak seconded.

#### **PUBLIC COMMENT**

No comments were made.

#### Commission Discussion:

Commissioner Novakovich stated the Master Plan is excellent and builds on what the Port has been doing in the area. Commissioner Novakovich stated Commissioner Barnes and Mr. Peterson did an excellent job between distinguishing the approval of the Master Plan and the issues surrounding Resolution 2021-06. Commissioner Novakovich would like the Port to revisit Resolution 2021-06 and reconsider the Motion, considering the public comments we have received; however, that is a separate item. Commissioner Novakovich thanked Commissioner Barnes and Mr. Peterson for the clarification and stated he is fully supportive of this Motion.

Commissioner Moak stated the Port and Makers have been working on the Master Plan virtually for the past 15 months. During that time, Makers was able to engage stakeholders and the community, who were able to express their opinions about the Master Plan. The Commission heard from the public that the waterfront is a very important part of our Port, the City, and the

# **JUNE 22, 2021 MINUTES**

whole dynamic of Tri-Cities. This is a continuation of the 2005 Master Plan completed by Makers and Commissioner Moak sees this as an opportunity to move forward and be successful with this new Master Plan. Commissioner Moak is very pleased to second this Motion and approve the Master Plan.

Commissioner Barnes thinks this is an excellent plan and stated it has been a methodical process to advance the process and take public participation, and public input and comments during these challenging conditions. Commissioner Barnes commended staff and Makers for their efforts on the Master Plan and stated the result will serve the Port well, going forward. Commissioner Barnes is very pleased to be a small part of this process and the Master Plan.

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

Mr. Peterson stated the Columbia Point/Park typo was located in the Appendix and corrected the error.

#### B. Opportunity Fund

#### 1. Columbia Drive Traffic Calming - Parametrix Contract

Mr. Peterson stated in 2019, the Commission authorized staff to utilize the opportunity fund for a contract with Parametrix for traffic calming on Columbia Drive and approved an amendment for additional work for \$13,000. Mr. Peterson stated the City is requesting further data and he is requesting an additional \$15,000 for the contract. Mr. Peterson inquired if the Commission would like staff to continue with the traffic calming study on Columbia Drive and authorize staff to utilize the opportunity fund.

Commission Barnes is in favor of this and stated it would help our tenants and he believes the customers at the Columbia Gardens would appreciate this.

Commissioners Novakovich and Moak agree with Commissioner Barnes.

It is the Consensus of the Commission for staff to sign the \$15,000 Amendment for additional work on the Columbia Drive Traffic Calming project utilizing the opportunity fund.

#### PUBLIC COMMENT

No comments were made.

# C. Commissioner Meetings (formal and informal meetings with groups or individuals) Commissioners reported on their respective committee meetings.

#### D. Non-Scheduled Items

Mr. Arntzen thanked the Commission and Port staff for accomplishing the Historic Kennewick District Waterfront Master Plan. And the public, for participating in this plan over the last 15 months.

Commissioner Moak was pleased to see a new garbage can by the bus shelter at Columbia Gardens.

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#### **PUBLIC COMMENTS**

Jay Freeman, 16 West Kennewick Avenue, Kennewick. Mr. Freeman congratulated the Port on the passage of the Master Plan. We look forward to the development of the Master Plan and working with everyone to make that happen.

Boyce Burdick, 414 Snyder Street, Richland. Mr. Burdick announced that the Mid-Columbia Symphony will be performing a concert, Sunday, July 4, 2021, at the HAPO Stage at the John Dam Plaza in Richland. The concert begins at 6:00 p.m. and will feature patriotic music and music by American composers.

No further comments were made.

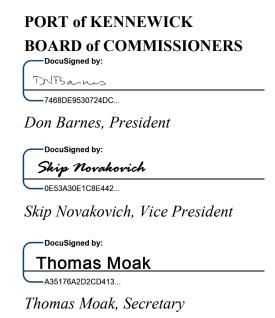
#### **COMMISSION COMMENTS**

No comments were made.

#### **ADJOURNMENT**

With no further business to bring before the Board; the meeting was adjourned 2:51 p.m.

APPROVED:



#### PORT OF KENNEWICK

#### **RESOLUTION No. 2021-12**

#### A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF KENNEWICK ADOPTING THE HISTORIC WATERFRONT DISTRICT MASTER PLAN

**WHEREAS,** MAKERS Architecture and Urban Design was contracted to assist the Port with preparation of the Historic Waterfront District Master Plan; and

**WHEREAS,** public input regarding the future redevelopment of the Historic Waterfront District was obtained throughout the planning process; and

**WHEREAS,** the Board of Commissioners has reviewed the Historic Waterfront District throughout the planning process; and

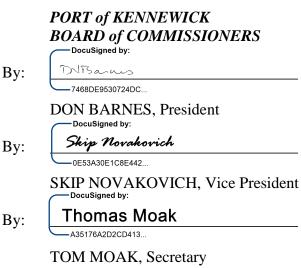
**WHEREAS,** the Board of Commissioners conducted a public hearing on June 8, 2021, with proper notification and legal advertisements placed, to receive public comments on the draft plan; and

**WHEREAS,** revision comments received through the public hearing process have been incorporated into the Historic Waterfront District Master Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Port of Kennewick Board of Commissioners hereby approves and adopts the Historic Waterfront District Master Plan as prepared and revised by MAKERS Architecture and Urban Design (Exhibit A).

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

**ADOPTED** by the Board of Commissioners of Port of Kennewick on the 22nd day of June, 2021.

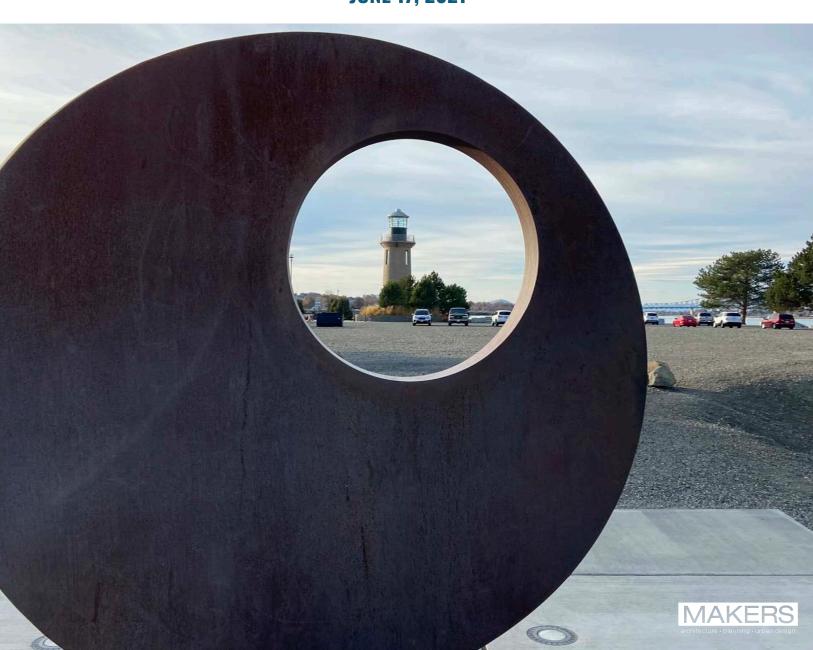


**PORT OF KENNEWICK** 

# HISTORIC WATERFRONT DISTRICT

**MASTER PLAN** 

**JUNE 17, 2021** 



# **ACKNOWLEDGMENTS**

#### **PORT OF KENNEWICK**

#### **COMMISSION**

Don Barnes, President Skip Novakovich, Vice President Thomas Moak, Secretary

#### **STAFF**

Tim Arntzen, Chief Executive Officer
Tana Bader Inglima, Deputy Chief Executive Officer
Larry Peterson, Director of Planning & Development
Amber Hanchette, Director of Real Estate & Operations

#### **PROJECT TEAM**

#### MAKERS ARCHITECTURE AND URBAN DESIGN

Julie Bassuk Erica Bush

Beth Batchelder

#### **ECONORTHWEST**

Matt Craigie Emily Picha

#### **PARAMETRIX**

Sam Nielson



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Figure 1. Port of Kennewick's Clover Island Marina

# INTRODUCTION



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

# **OVERVIEW & PURPOSE**

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

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

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

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

#### **ASSESS NEEDS**

EXISTING CONDITIONS

NEEDS ASSESSMENT

COMMUNITY VISIONING

# EVALUATE OPPORTUNITIES

DEVELOPMENT CONCEPTS
DRAFT RECOMMENDATIONS

# PRIORITIZE INVESTMENTS

PHASING CONSIDERATIONS
IMPLEMENTATION STRATEGIES

**MASTER PLAN** 

# PLAN ORGANIZATION

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

# **PROCESS**

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

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

The team developed the plan in three phases:

#### **ASSESS NEEDS**

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

#### **EVALUATE OPPORTUNITIES**

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

#### PRIORITIZE INVESTMENTS

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

# REGIONAL CONTEXT

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

The Tri-Cities (Richland, Kennewick, and Pasco) anticipates continued growth in population tied to a rising number of retirees and services associated with that population. If trends continue, nearly one-fifth of the Tri-Cities population would be older adults by 20301.

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

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

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

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

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

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



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



Figure 5. East Kennewick (Source: Google Map)

RICHLAND Columbia Rive KENNEWICK CLOVER **ISLAND** 

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

Port of Kennewick

# PROJECT ORIENTATION

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

#### **CLOVER ISLAND**

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

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

#### **COLUMBIA DRIVE**

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

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

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



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



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





Figure 9. Clover Island Inn



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



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



Figure 12. Trail around Duffy's Pond



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

# **KEY FINDINGS & ANALYSIS**

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

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

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

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

#### **PROJECT STAKEHOLDERS**

Port Commissioners and Staff

City of Kennewick Staff and Elected Officials

**Benton County** 

Ben-Franklin Transit

Historic Downtown Kennewick Association

Tri-City Regional Chamber of Commerce

**Hispanic Chamber of Commerce** 

Columbia Basin College

U.S. Coast Guard

U.S. Army Corps of Engineers

Local Businesses, Developers, and Architects

**Tourism and Historical Organizations** 

Community Recreation Groups

**Engaged Community Members** 

#### **COMMUNITY PRIORITIES**

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

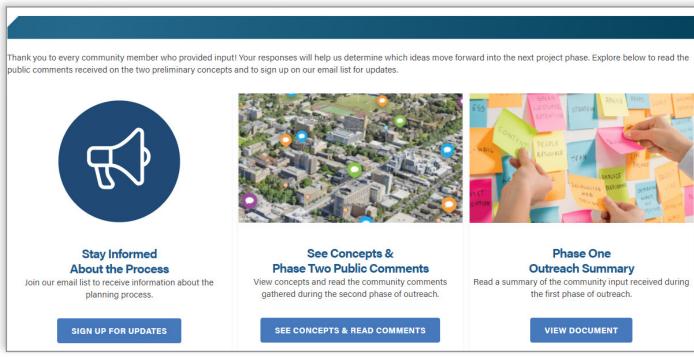


Figure 14. Example of community engagement tools used in project outreach (Source: Port of Kennewick)

#### **FAST FACTS**

2,365 unique website visitors

168 comments

137 survey responses



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

#### **IN-WATER INPUT**

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

## **OPEN HOUSES**

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

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

The community prioritized:

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



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

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

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

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



**CLOVER ISLAND WEST** 

Enhanced lighthouse plaza with covered event space and boutique hotel

- A Covered rentable event space
- B) Boutique hotel



#### CLOVER ISLAND CENTRAL

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

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



#### **CLOVER ISLAND EAST**

Destination with permanent performance space and viewpoint to Cable Bridge

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

# **HISTORIC WATERFRONT DISTRICT**



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



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

#### HORIZONTAL VS. VERTICAL MIXED-USE

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

# **ECONOMIC ANALYSIS**

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

#### **FINDINGS**

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



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

# **URBAN DESIGN PRINCIPLES**

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

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



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

# FEEDBACK IN ACTION

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

#### AN ACTIVE DISTRICT

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

#### RECREATION

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

#### A PLACE TO CALL HOME

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



# **PLAN OVERVIEW**



Figure 22. District nodes

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

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

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

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

#### DISTRICT-WIDE RECOMMENDATIONS

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

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

# **HOW TO USE THIS PLAN**

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

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

#### **OVERALL**

How well does the proposal:

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

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



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

#### SITE-SPECIFIC

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

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

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

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

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

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



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



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

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

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

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

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

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

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

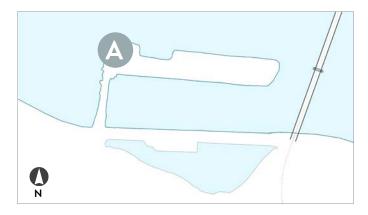


Figure 26. New development should help create a vibrant, welcoming activity hub around the wineries at Columbia Gardens



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

# **CLOVER ISLAND WEST**





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

## VISION

#### AN ACTIVE DISTRICT

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

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



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

#### RECREATION

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

## RECOMMENDATIONS SUMMARY

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



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



Figure 32. Recommended interim event space

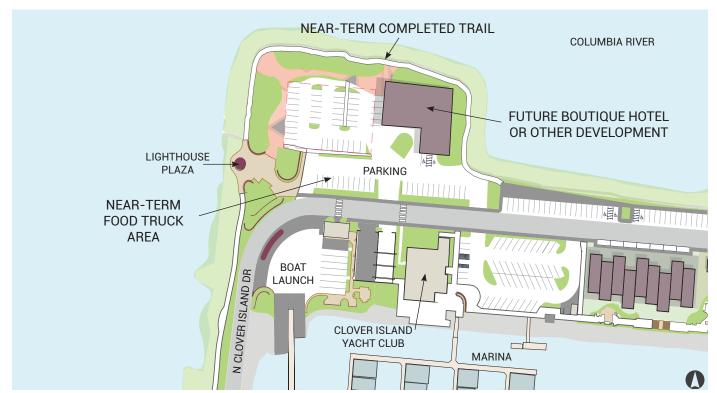


Figure 31. Clover Island West recommendations, private development may vary

# **CLOVER ISLAND CENTRAL**

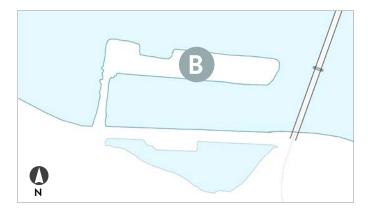




Figure 33. Casual dining opportunities oriented towards river views

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

#### VISION

#### AN ACTIVE DISTRICT

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

#### RECREATION

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



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

#### A PLACE TO CALL HOME

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

# RECOMMENDATIONS SUMMARY

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



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

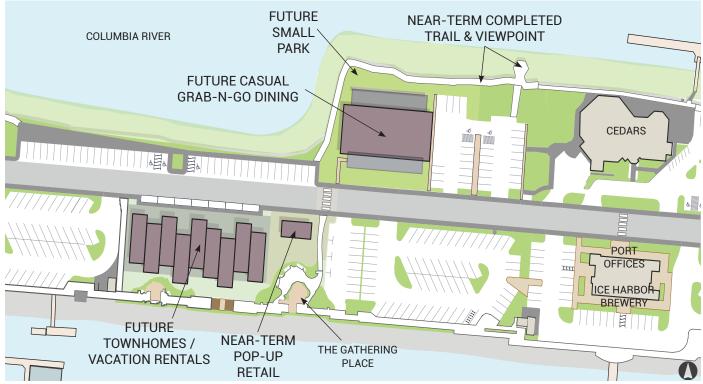
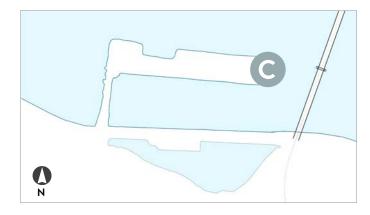
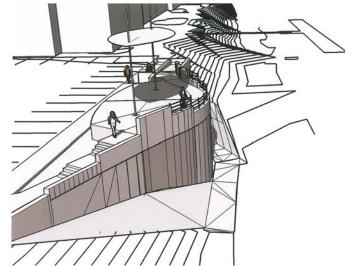


Figure 36. Clover Island Central recommendations, private development may vary

# **CLOVER ISLAND EAST**





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

# **VISION**

#### AN ACTIVE DISTRICT

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



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

#### RECREATION

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

## RECOMMENDATIONS SUMMARY

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

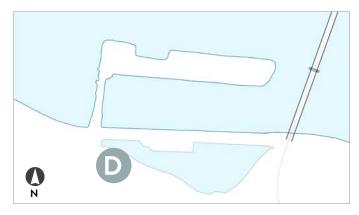


Figure 39. Workout stations could be placed along the pedestrian trail



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

# **COLUMBIA DRIVE WEST: THE WILLOWS**



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

# VISION

#### AN ACTIVE DISTRICT

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

#### **RECREATION**

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



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

#### A PLACE TO CALL HOME

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

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

# RECOMMENDATIONS SUMMARY

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

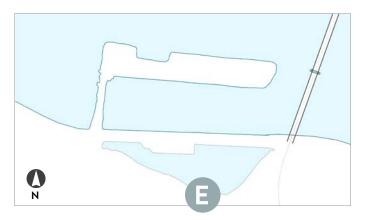


Figure 43. A surrounding plaza would complement the Veterans Memorial Christmas Tree



Figure 44. The Willows recommendations, private development may vary

# **COLUMBIA DRIVE CENTRAL: COLUMBIA GARDENS**



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

# VISION

#### AN ACTIVE DISTRICT

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



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

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

#### RECREATION

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

## RECOMMENDATIONS SUMMARY

- Market the site for private development of an indoor/ outdoor artisan market and food and beverageoriented establishments or other compatible use that builds out an activity hub. Distinguish project design and offerings from other similar planned development in the region.
- Continue to coordinate with USACE and the City to improve and protect Duffy's Pond ecology and function as a key district amenity.
- · Increase event programming and art installations.



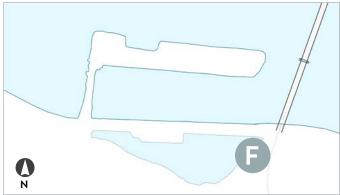
Figure 47. Artisan markets, such as San Francisco's Ferry Building provide space for local artists and vendors to sell their goods

- Support surrounding roadway improvements and work with the City to enhance the connection to historic downtown Kennewick.
- Invest in a quality trail system that integrates the node with other district areas, includes wayfinding and lighting to encourage use, and provides buffers where needed between private properties and public trail users.
- Partner with community organizations to create a play space.



Figure 48. Columbia Gardens recommendations, private development may vary

# **COLUMBIA DRIVE EAST: CABLE GREENS**



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

Cable Greens is a flexible-use area in the southeast

# **VISION**

#### AN ACTIVE DISTRICT

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

#### RECREATION

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



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

#### A PLACE TO CALL HOME

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

#### RECOMMENDATIONS SUMMARY

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



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

- Incorporate mature trees and other vegetation as a permanent buffer to SR 397.
- Support completion of the SR 397 traffic calming improvements.

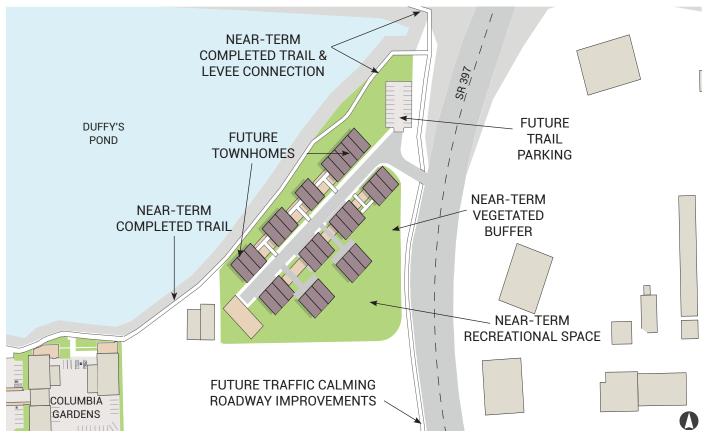


Figure 52. Cable Greens recommendations, private development may vary

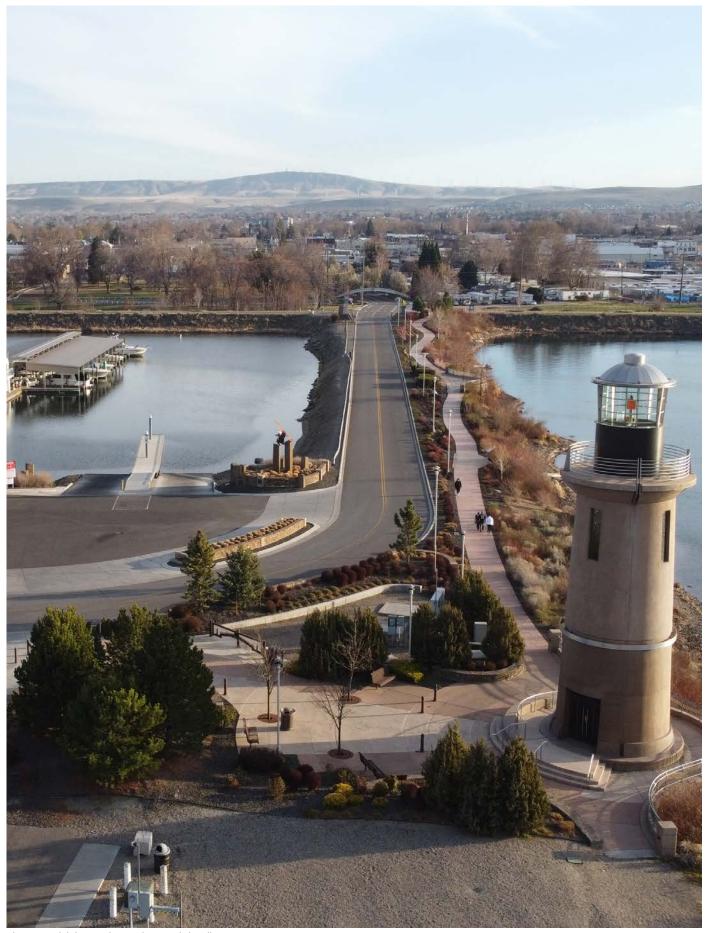


Figure 53. Lighthouse Plaza and restored shoreline

# PLAN IMPLEMENTATION



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

#### **OVERVIEW**

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

#### **KEY INVESTMENTS**

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

There are three critical sites to focus investments in the near term: the northwest corner of Clover Island, The Willows, and Columbia Gardens. Investments in these sites will act as catalysts for development of the surrounding parcels and attract greater numbers of users, support businesses, and activate the space. Interim activations are another low cost recommendation in the near term. They are a critical means of increasing awareness and generating excitement for the historic waterfront district. These "activations" can range from supporting pop-up seasonal retail, attracting various food trucks, hosting summer concerts, and programming a variety of events around Columbia Gardens' new artisan market or Clover Island's new events pavilion. The activations can be replaced with more permanent options as demand increases. These activities will build the district's reputation as a unique destination and attract developer and business interest in investing.



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

#### **BUILDING PARTNERSHIPS**

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

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

#### CITY OF KENNEWICK

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



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

#### **ALIGNED PROPERTY STRATEGY**

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

#### **RESOURCING PORT STAFF**

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

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

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

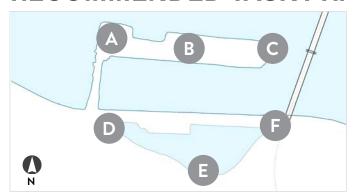


Figure 57. Event programming by local businesses can draw more patrons to support the thriving new development (Source: Columbia Gardens Wine and Artisan Village on Facebook)



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

#### RECOMMENDED TASK PHASING



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

PROJECT LOCATION			OJECT LEAD	PF	OJECT TYPE	PI	PROJECT CATEGORY			
A Clover Island West	<b>D</b> The Willows	Р	Port lead		- Marketing		Recreation			
<b>B</b> Clover Island Central	E Columbia Gardens	С	City lead	4	A Physical Improvement		Amenities/Activation			
C Clover Island East	F Cable Greens	0	Other party lead	Sail Sail	Coordination		Residential			
							General			

NE	AR TERM PROJECTS (2022-2026)	0	LEAD	COST (000)*	$\mathbf{A}_{\mathbf{A}}}}}}}}}}$	$\overline{\mathbb{Q}}$	
1	Create a marketing plan to attract near term private investment; assess resources needed and budget accordingly	All	Р				
2	Coordinate with City on plans for Washington St and Hwy 397	D/E/F	P/C				
3	Work with City on applicable design guidelines along Washington St and Columbia Dr	D/E/F	P/C				
4	Improve Duffy's Pond ecology to alleviate odor and stagnation	D/E/F	P/C				
5	Replace existing fixtures to meet design standards	All	Р				
6	Complete shoreline enhancements around Clover Island in partnership with the USACE	A/B/C	Р				
7	Improve Trails	All	Р				
	Continue pathway lighting around district pathways	All	Р	\$225			
	Install additional orientation signage and include district trail map	All	Р	\$75			
	Design and construct remaining trail sections (does not include shoreline restoration)	All	Р	\$250			
	Coordinate with interested parties to locate fitness stations, art, or other improvements along pedestrian pathways	All	P/0	\$50			
	Work with USCG to reroute street-side walkway in front of the station so that its adjacent to the street	B/C	P/0				
	Shield private properties with fencing around Duffy's Pond	D/E/F	Р	\$125			
	Obtain easement through athletic retail property	E/F	P/C/O				
	Complete trail around Duffy's Pond	E/F	P/C	\$75			
	Work with USACE on trail connection to levee	F	P/0				
8	Develop a playground in partnership with interested parties	Е	P/0	\$375			
9	Create picnic area, dog park, or other shared open space	F	Р	\$75			
10	Design and install an open-air covered event space and integrate with lighthouse plaza	Α	Р	\$1,250			
11	Develop space for food trucks	Α	Р				
12	Market for and support development of a pop-up retail/tackle shop on Clover Island	В	P/0				
13	Design and develop permanent event space adjacent to Clover Island Inn	С	Р	\$500			

Figure 59. District-wide task phasing

NE	AR TERM PROJECTS (CONTINUED)	$\odot$	LEAD	(000)*	$\bigcirc$	$\sqrt{nJ}$	
14	Market for retail, brewery, and food development that fosters community partnerships and aligns with economic recovery strategies	A/B/ C/E	Р				
15	Develop modular open-air artisan market and market to local artists; distinguish from similar projects in the area through design, offerings, and marketing	E	Р				
16	Design and develop river viewpoint to Cable Bridge	С	Р	\$250			
17	Market for residential development on Clover Island	В	Р				
18	Develop roadway and utilities, market for, and support private development of residential at The Willows	D	P/0	\$1,000			

#### **MEDIUM TERM PROJECTS (2027-2031)**

19	Develop central gathering space with spray park	В	Р	\$750		
20	Work with Clover Island Inn to continue waterfront walkway (does not include shoreline restoration)	B/C	P/0	\$250		
21	Develop pedestrian trail parking	D/F	P/0	\$300		
22	Support private development of a casual dining restaurant at Columbia Gardens	Е	0			
23	Market for additional Columbia Gardens retail and Cable Greens development	E/F	Р			
24	Plant new trees to replace existing trees	D	Р			
25	Develop celebratory plaza around Veterans Memorial Christmas Tree	D	Р	\$150		
26	Support private residential development on Clover Island	В	0			
27	Market for and support additional residential development at The Willows	D	P/0			
28	Market for residential development opportunities at Cable Greens	F	Р			

#### LONG TERM PROJECTS (2032-2041)

29	Work with Inn to incorporate requirements for improvements to exterior and dock access in lease renewal	С	0		
30	Market for and support private development of a boutique hotel or other development that accomplishes objectives	Α	P/0		
31	Support private development of a casual dining restaurant at Clover Island	В	0		
32	Enhance Columbia Gardens artisan market	Е	P/0		
33	Support private development of Columbia Gardens retail	Е	0		
34	Support additional residential development at The Willows	D	0		
35	Support private residential or commercial development at Cable Greens	F	0		

#### **ONGOING PROJECTS**

36	Work with Inn to upgrade exterior in alignment with design guidance	С	0		
37	Look for opportunities to acquire adjacent property	D/E/F	Р		
38	Market available parcels to attract development that achieves community vision	All	Р		
39	Market lighthouse event space for rentals	Α	Р		
40	Coordinate with Inn, wineries, and community organizations to increase district-wide event planning	С	Р		
41	Develop a district art plan and work with local artists on installations	All	P/0		

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

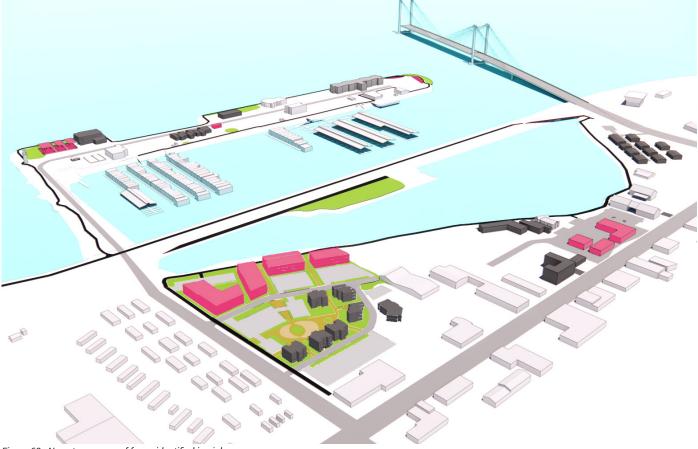


Figure 60. Near-term areas of focus identified in pink

#### **NEAR-TERM PROJECTS (2022-2026)**

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

- Create an activation plan for the district that focuses on developing key partnerships and jointly programming events in the district.
- Increase pedestrian scale lighting, wayfinding, and private property shielding on trails.
- Design and create a river viewpoint on Clover Island to the Cable Bridge, add workout stops or other focal points along the pedestrian pathway, and complete missing trail connections.
- Develop flexible retail spaces in Columbia Gardens around a community plaza and play area; and lease to a variety of artisans, makers, and local craftspeople.
- Develop park and recreation spaces including the viewpoint at the east end of Clover Island, activating the Cable Green site, and integrating the lighthouse plaza with the new covered event space.

- Market to attract a pop-up retail/tackle shop on Clover Island.
- Create entertainment spaces and event venues including the covered area at northwest corner and performance area at the east end of Clover Island.
- Market development parcels with a focus on The Willows and Columbia Gardens; evaluate proposals to ensure development achieves goals and vision.
- Support private development of housing or other compatible residential at The Willows.
- Continue to support roadway safety improvements in partnership with the City of Kennewick.

# MEDIUM-TERM PROJECTS (2027-2031)

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

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

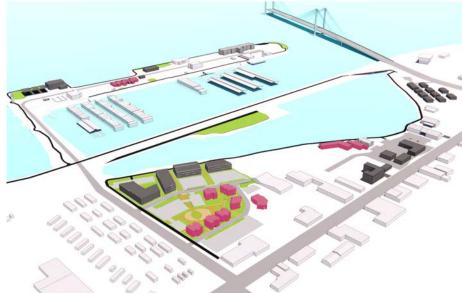


Figure 61. Medium-term areas of focus identified in pink

# LONG-TERM PROJECTS (2032-2041)

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

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

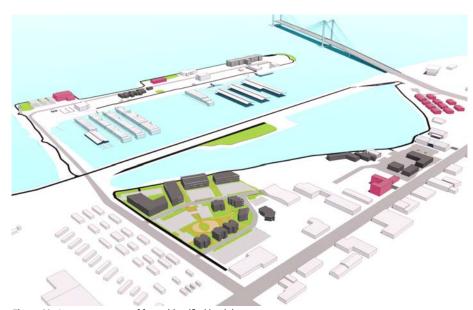


Figure 62. Long-term areas of focus identified in pink

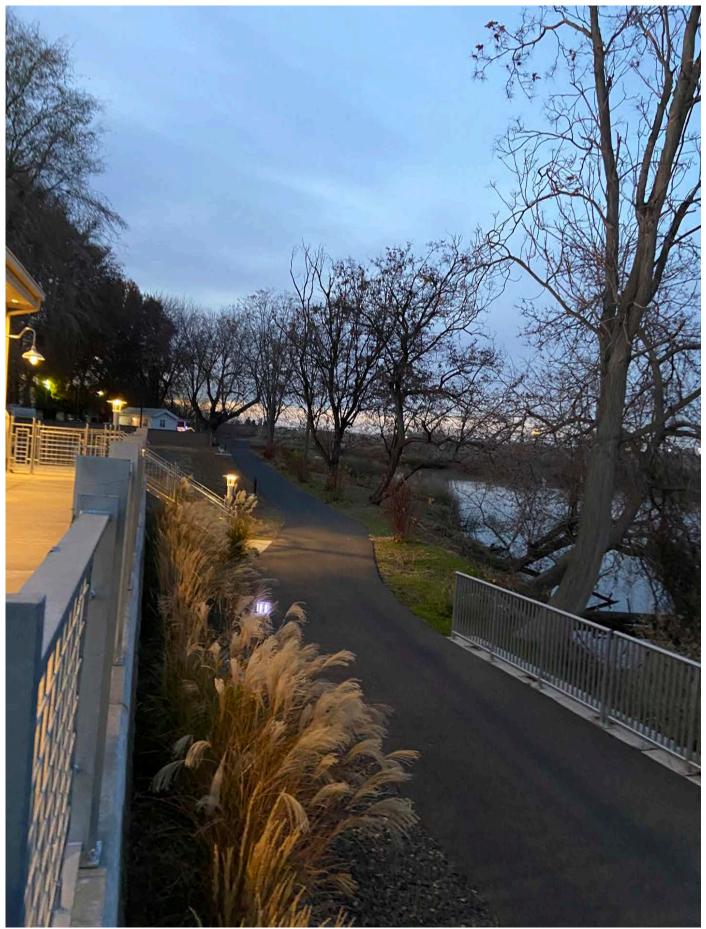


Figure 63. Pathway along the Columbia Gardens wine tasting rooms provides beautiful views of Duffy's Pond

# **DESIGN GUIDELINES**



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

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

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

#### **DISTRICT-WIDE GOALS**

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



Figure 65. Clustered buildings create a pedestrian friendly area



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



Figure 67. Townhouse articulation

The following pages present guidelines for:

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

#### **ARCHITECTURE**

#### **BUILDING ORIENTATION**

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

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

#### **BUILDING DESIGN**

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

#### **RESIDENTIAL AREAS**

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

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



Figure 68. Pedestrian pathways connecting townhomes



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



Figure 70. Seating provides areas for rest and relaxation



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



Figure 72. Lighting should highlight art features and landscaping



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

# PUBLIC PLAZAS AND GATHERING SPACES

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

#### FIXTURES & LANDSCAPE

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

#### **SEATING**

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

#### LIGHTING

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

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

#### **VEGETATION**

District landscaping and vegetation should adhere to the following:

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

#### **FENCES AND WALLS**

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

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



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



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



Figure 76. Suspended signs add visual interest



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



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

#### WAYFINDING AND SIGNAGE

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

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

#### RECREATION

#### TRAILS AND PATHWAYS

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



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

- Planting strips of a minimum four feet width are required between parking lots and pathways (see Figure 79).
- Maintain adequate space to accommodate pedestrian circulation where buildings must be sited directly adjacent to pathways.
- Sidewalks require a minimum five-foot width and a landscaped buffer from roadways.

#### **BIKE FACILITIES**

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

#### TRANSPORTATION

#### STREET GRID

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

- Locate public and/or private right-of-ways, connections, and open space to reflect the contextual block pattern.
- Establish an internal district roadway alignment that encourages slow driving speeds to support pedestrian safety and responsible enjoyment of the views and natural site elements. Road widths should be limited to a maximum of 24 feet.

#### **PARKING**

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



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

# A. ECONOMIC ANALYSIS

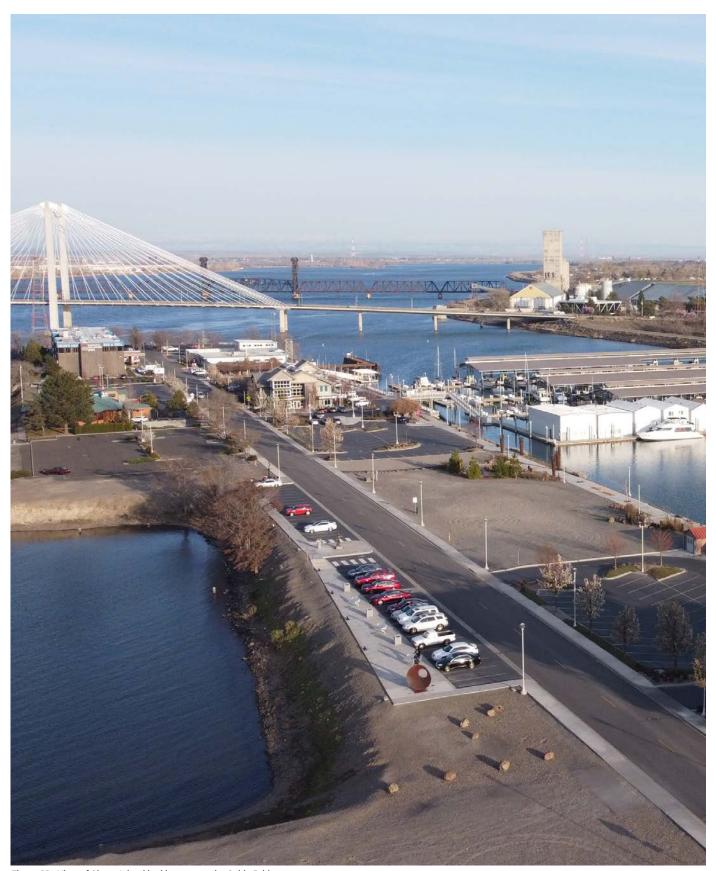


Figure 81. View of Clover Island looking east to the Cable Bridge  $\,$ 



DATE: October 19, 2020 TO: Julie Bassuk, MAKERS

FROM: Matt Craigie

SUBJECT: Port of Kennewick - Waterfront District Concepts - ECONorthwest Feedback

## Purpose and Context

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

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

This document presents our answers to these questions.

## Concept A: Activity Destination

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



#### What elements are likely to work?

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

#### Which elements raise concerns?

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

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

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

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

#### Short Term:

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

#### Longer Term:

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

### Concept B: Residential Hub

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



#### What elements are likely to work?

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

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

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

#### Which elements raise concerns?

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

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

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

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

#### Short Term:

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

#### Longer Term:

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

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

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

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# **B. PUBLIC ENGAGEMENT FEEDBACK**



Figure 82. Landscaped walkway adjacent to the Clover Island marina

# VIRTUAL ENGAGEMENT SUMMARY

#### **TARGETED DISCUSSIONS**

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

#### **OPEN HOUSES**

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





1

#### **OUTREACH SUMMARY**

# **COMMUNITY PRIORITIES**



#### WATER

Celebrate views, access, and connection to water



#### LOCAL AMENITIES

Retain and add amenities with a local focus



#### **SAFETY**

Address concern about blight and safety at night



#### **TRAILS & NATURE**

Complete and upgrade trails and support connection to nature



#### **PARKING**

Concern over increased vehicle and boat trailer traffic with more development



#### **LIVING & VISITING**

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

2

#### **OUTREACH SUMMARY**

# PLAN RESPONSES



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



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



TRAILS & NATURE

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





#### **OUTREACH SUMMARY**

# **PLAN RESPONSES**



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



**PARKING** 

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



LIVING & VISITING

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





4

# PHASE 1 - OUTREACH SUMMARY

#### **TARGETED DISCUSSIONS**

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

**TOTAL: 56 stakeholders** 

#### **OPEN HOUSE**

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



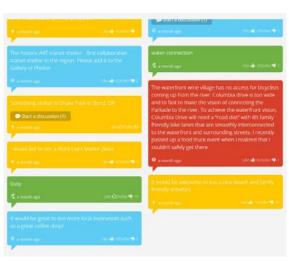
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# OPEN HOUSE #1



#### **MAP ACTIVITY**

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



#### **IDEAS WALL**

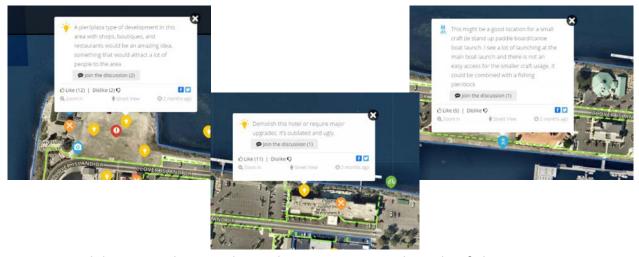
- 42% other (food, housing, recreation)
- 25% access & transportation
- 17% water activities
- 16% arts, culture, & local retail

6

**OPEN HOUSE #1** 

# MAP ACTIVITY HIGHLIGHTS

Clover Island Development Ideas



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

7

#### **OPEN HOUSE #1**

# MAP ACTIVITY HIGHLIGHTS

Columbia Drive Development Ideas

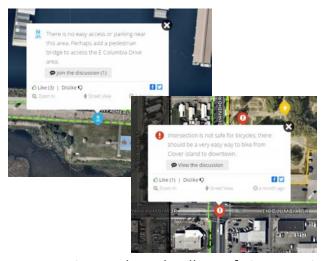


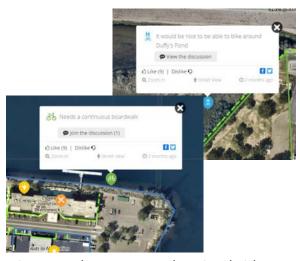
multi-use – commercial space – residential – BBQ pit – picnic spot – water feature

#### **OPEN HOUSE #1**

# MAP ACTIVITY HIGHLIGHTS

#### **Access Concerns**





continuous boardwalk – safe intersections – improved access – pedestrian bridge

0

# PHASE 1 OUTREACH TAKEAWAYS

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





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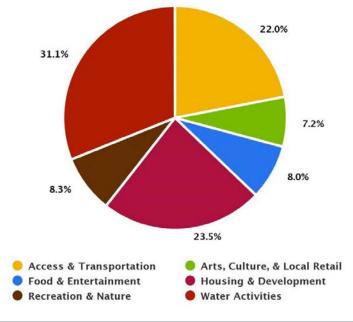
## OPEN HOUSE #2 - OUTREACH SUMMARY

#### **OPEN HOUSE**

- 523 unique visitors
- 63 comments
- 76 survey responses

#### **MOST POPULAR TOPICS**

- Water activities
- Housing and development
- Access and transportation

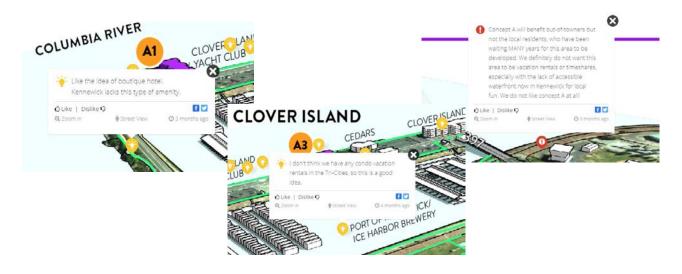


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#### **OPEN HOUSE #2**

# **CONCEPT FEEDBACK HIGHLIGHTS**

Concept A: Activity Destination

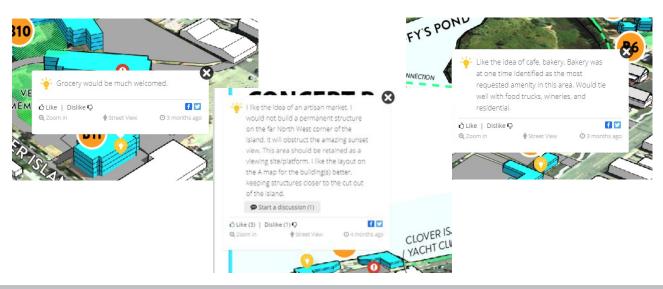


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**OPEN HOUSE #2** 

# CONCEPT FEEDBACK HIGHLIGHTS

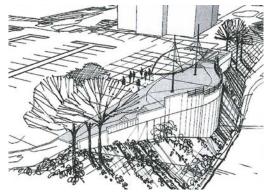
Concept B: Residential Community



#### **OPEN HOUSE #2**

# **TAKEAWAYS**

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





## OPEN HOUSE #3 - OUTREACH SUMMARY

#### **OPEN HOUSE**

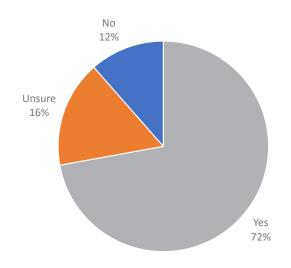
#### • 147 unique visitors

#### • 61 survey responses

#### **FINDINGS**

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

#### Proposed plan provides enjoyable activities



15

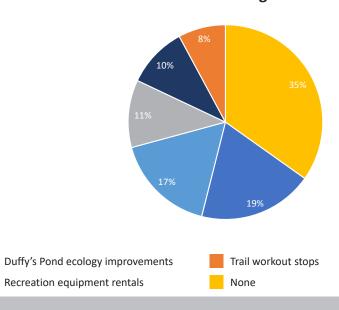
#### **OPEN HOUSE #3**

# **OUTREACH SUMMARY**

#### **Highest Priority Amenities**

# 11% 4% 49% Completed trails District design standards

#### **Amenities Causing Concern**



16

#### **OPEN HOUSE #3**

# TAKE-AWAYS

#### **Priority Amenities**

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

#### **Priority Development**

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





#### OPEN HOUSE #3

# TAKE-AWAYS

#### **Concerns**

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



