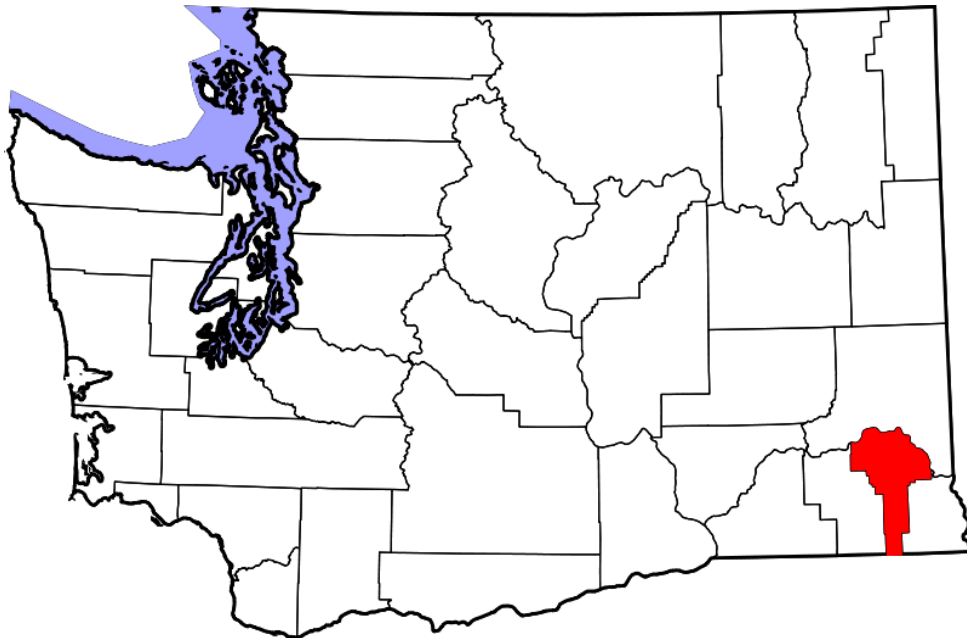


PORT OF GARFIELD COUNTY

COMPREHENSIVE PLAN **January 2025**



P.O. Box 788

Pomeroy, WA 99347

Phone: (509) 843-3740

email: tkeller@portofgarfield.com

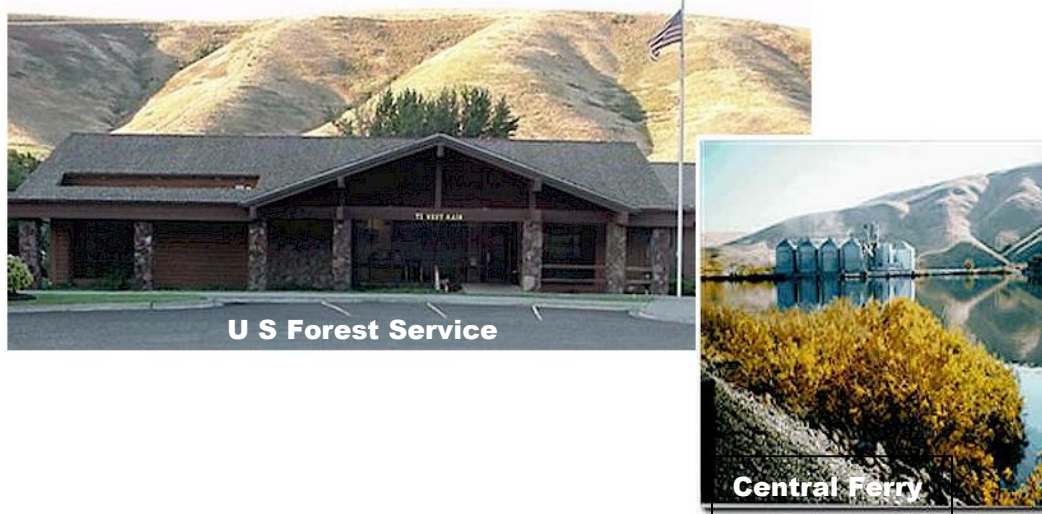
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CHAPTER I: INTRODUCTION

MISSION

It is the mission of the Port of Garfield to pursue Economic and Community Development, to promote tourism and to improve the District for Garfield County and its citizens.



PURPOSE OF A COMPREHENSIVE PLAN

The purpose of this Comprehensive Plan is to provide general guidance for the orderly development of lands owned and being developed by the Port of Garfield. This is a revised plan of development for the Port of Garfield. An attempt has been made to insure that this revised plan is concise, meaningful and easy to implement.

Although this plan is intended to be the guidelines of the future, it is certainly not intended to be inflexible, but rather one that could be adapted to meet real progress, needs and unforeseen conditions. The Growth Management Plan (GMP) for Garfield County must be used as a final directional device and in coordination with the Port's Comprehensive Plan.

It is the policy and intent of the Port of Garfield to observe and comply with the provisions of the Equal Opportunity laws and practices of the Federal Government and the State of Washington in the purchase of services, labor or contractual agreements of all kinds.

The preparation and filing of this plan is to comply with state law (RCW 36.70) to inform the public of the nature and extent of the Port of Garfield projects under consideration, and among

other things, to assist and encourage the public to participate in the planning for development and further development of the Port land, recreational projects, river port and industrial tracts.

In summary, Port Districts have a growing responsibility as the primary and, sometimes only, public economic development advocate in city and county area with comprehensive planning that results in real industrial and recreation development.

CHAPTER II: WASHINGTON STATE PORTS

HISTORY

Each of the 76 ports in Washington has its own characteristics. Ports range in size, the scope of their facilities and operations, and their locations—some are on water, while others are far inland.

Historically, private owners—primarily railroads—exercised monopolistic control over shipping rates and made arbitrary decisions about which products were allowed to pass across the wharves. In order to promote and protect all commerce, the state legislature responded in 1911 by authorizing the public ownership and management of Washington’s ports. The legislature passed an enabling act permitting the creation of public port districts. On a broad scale, ports engage in economic development activities. Ports are the only public agencies whose primary mission is to spur economic development. Ports do this by acquiring, developing, leasing or selling, operating, and maintaining facilities for all forms of transfer—air, land, and marine—in accordance with RCW 53.08. Ports can also participate in varying projects to promote tourism.

Washington’s early waterfront years were marked by a problem common to many states: private ownership of critical waterfront transportation facilities enabled a few private parties to charge monopoly prices for the use of important public harbor assets.

Waterfront monopolies in Washington were first broken in 1889 when the new state constitution provided that the beds of navigable waters belonged to the people and the Legislature could designate what places would be harbor areas. It also provided a system for leasing waterfront tide lands and uplands in those areas. In 1911 the Legislature enacted laws that allowed citizens to establish port districts and elect commissioners to administer the districts and oversee their development and operation. After this, the ports belonged to the public, and the people who used them were freed from the problems created by private monopolies.

Washington State districts were originally authorized to provide maritime shipping facilities and rail/water transfer facilities. Since then, many additional authorities have been granted to: build and operate airports (1941); establish industrial development districts (1955); develop trade centers (1967), and; develop economic development programs and promote tourism (1980s). While many port laws have changed since 1911, the most important provisions still remain. Because they are public, but must operate in a proprietary way much like private business, public ports are a special form of local government. Ports are still governed by state and federal laws.

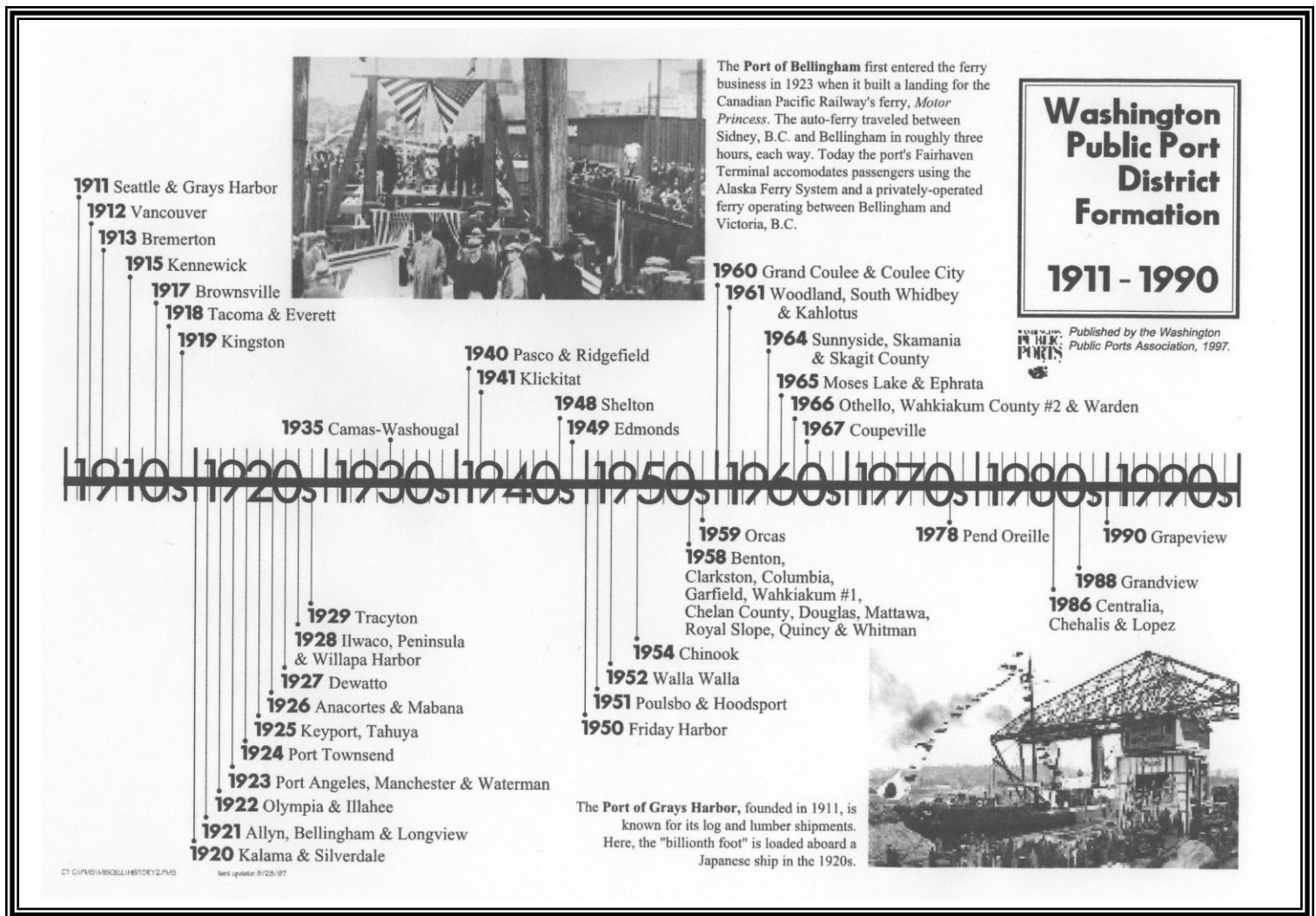
GOVERNING BODY

Port districts in Washington are unique: they are governed by an elected commission, independent of other local jurisdictions. Commissioners are elected to either four- or six-year terms; if there are five members of a commission, they hold office for four years. If there are three members, the term is six years. Commissioners may hold either district-specific or at-large positions, depending on port district policy.

Port commissions establish long-term strategies for a port district, and create policies to guide the development, growth, and operation of the port. They are also responsible for a port's annual budgets, approving tax levy rates, and hiring the professional staff members responsible for a port's daily functions.

HISTORY TIME LINE

This Washington port's history time-line was devised by the Washington Public Ports Association in 1997.



POWERS

The law allows port districts to develop facilities which provide services for economic development and transportation which in turn enhances the local economy.

- Provide facilities for all forms of transfer (air, land and marina) such as terminal facilities, airports, multi-use buildings, warehouses, elevators, canals, locks, tidal basins, rail and motor vehicle freight and passenger handling facilities and improvements needed for industrial and manufacturing activities with the district. (RCW 53.08.20 and others).
- Construct, purchase or maintain facilities and equipment needed for the freezing or processing of goods and agricultural products, etc. (RCW 53.08.20)
- Improve district lands by dredging, filling, bulk heading, providing waterways, or developing such lands for sale or lease for industrial or commercial development purposes. (RCW 53.08.060)
- Install industrial waste disposal, sewer, water and other utilities when not adequately provided by other governmental entities. (RCW 53.08.040)
- Improve any waterway, create new waterways, widen, deepen, or otherwise improve watercourses, bays, lakes or streams. (RCW 53.08.060)
- Install pollution abatement facilities for new or existing business firms and industries under certain conditions. (RCW 53.08.041)
- Develop and maintain public parks and recreational facilities as to more fully utilize boat landings, harbors, wharves and other facilities of the district. (RCW 53.08.260)
- Establish, operate, and maintain foreign trade zones with permission of the federal government construct and maintain warehouses and other facilities with the zone. (RCW 53.08.030)
- Fix, without right of appeal, the rates of wharfage, dockage, warehousing, and port and terminal charges upon all improvements owned and operated by the district. (RCW 53.08.070)
- Levy property taxes, subject to constitutional limitation and, buy, sell, or build properties to finance district operation. (RCW 53.36.020)
- Undertake and adopt comprehensive development plans for the district, including studies and surveys to assure the proper utilization of transfer facilities, land or other properties or utilities. (RCW 53.08.160)
- Exercise the right of eminent domain. (RCW 53.25.190)

- Make cooperative agreements with other ports, local, or state governmental bodies, thereby providing better services at lower costs. (RCW 29.34.010)
- Expend general funds for promotional hosting to attract industry or trade to use district facilities. (RCW 53.36.130)
- Establish local improvement districts within the district. (RCW 53.08.050)
- Tourism promotion authorized. (RCW 53.08.255)
- Acquire, construct, lease and operate rail services, equipment and facilities inside or outside the district. (RCW 53.08.290)
- Establish trade centers. (RCW 53.29.020)
- Create industrial development districts within a port district. (RCW 53.25.040)
- Build telecommunications infrastructure and provide wholesale telecommunications services. (RCWs 53.08.005, 53.08.370 and 53.08.380)

CHAPTER III: PORT OF GARFIELD HISTORY

FORMATION

On November 4, 1958 the citizens of Garfield County held an election to determine if a Port District was to be established. The voters of Garfield County approved the formation of the entire county into a port district and subsequently elected commissioners to serve. The following is the meeting minutes from the first meeting held at the Garfield County Courthouse on January 5, 1959.

January 5, 1959

The first meeting of the Garfield County Port Commissioners was an informal meeting held in part, in the auditor's office in the Garfield County Court House between 11:30 a.m. and noon, and in the offices of McCabe & McCabe attorneys for the Port Commission between 1:30 p.m. and 2:00 p.m..

At the Court house the three elected Commissioners were sworn in, in due form, and a one dollar filing fee was paid. An election was held at which time the following were elected: Don Johnson of Dist. No. 2, became the first President, Chris Wolf of Dist. No. 3 became the first Vice-President and Larry Brown of Dist. No. 1 was elected Secretary.

Time was taken for lunch with the meeting to resume at the office of Pat McCabe at 1:30 p.m. Several points were discussed, and it was found that instead of the Commissioners being elected for terms of 1, 2 & 3 years in Dists. No 3, 2 & 1 as the ballot had stated, the terms of office, by law, are to be; for Dist No. 3, 2 years; for Dist. No. 2, 4 years; and for Dist No. 1, 6 years.

It was also decided that the Port Commissioners, with their legal counsel, should make every effort to attend the meeting January 26, 1959 of the McNary Pool Association in Pasco.

Being no further discussion the meeting was adjourned at 2:00 p.m.

*Larry Brown
Secretary*

GOVERNING BODY

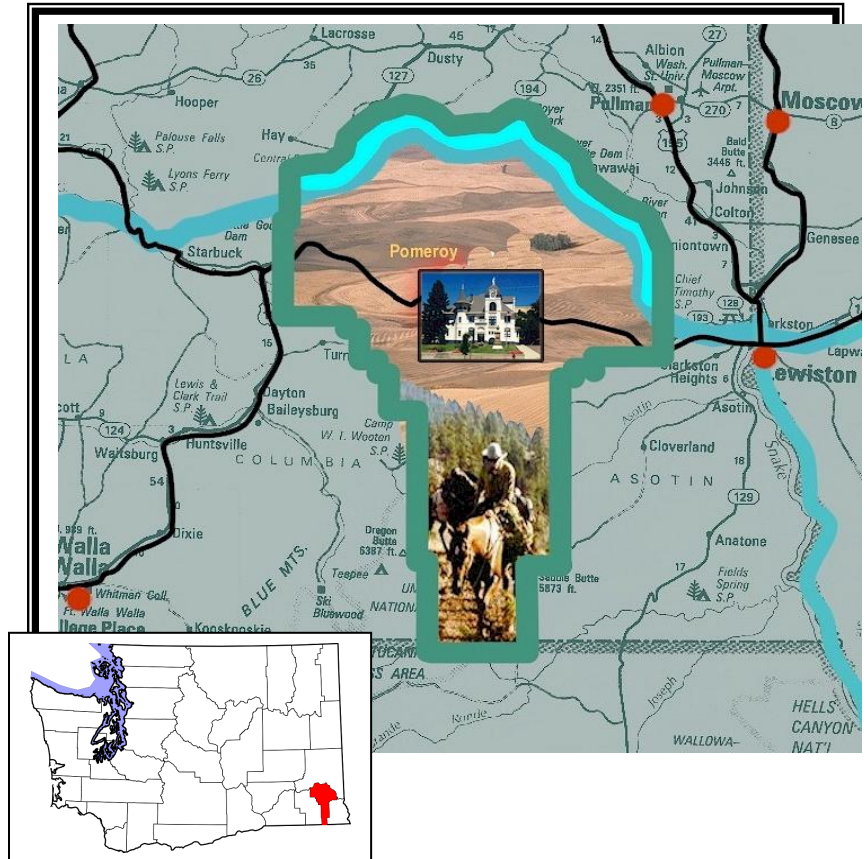
The Port of Garfield is governed by a three-member Port Commission board. All of the Commissioners are elected by voters within the county and all member serve for a 6-year term, staggering the terms every 2 years. The commission meets once a month to approve bills, set policies and make decisions about economic development.

The Commission sets policy and delegates authority for day-to day operations to the manager of the Port District.

LOCATION

The Port of Garfield encompasses the entire county of Garfield, which occupies some 714 square miles (457,000 acres) of land in southeastern Washington. Garfield County offers obvious opportunities for agricultural or forest product related industries plus providing an attractive alternative for industries desiring to locate in a rural environment.

The northern third of Garfield County is composed of level to moderately rolling terrain, frequently bisected by deep drainage courses. This land is generally fertile and well suited to the seed. This Palouse Hills plateau is considered to be the most productive wheat growing area in the world. The Blue Mountains, the southern third of the county, are a second major topographic region with the Snake River Canyon on the north as the third major feature.



State Route 12 crosses the county from east to west, linking Pomeroy, the county seat, to the Clarkston-Lewiston area to the east, and Dayton-Walla Walla-Tri-Cities to the west. Access from the north is provided by State Highway 127 which crosses the Snake via the bridge at Central Ferry, linking Garfield and Whitman County.

The Port District has three major sites. The DSP Site, the U. S. Forest Service administration facility and the Central Ferry Site. These sites will be discussed later in this document. The Port office is located at 141 West High Street.

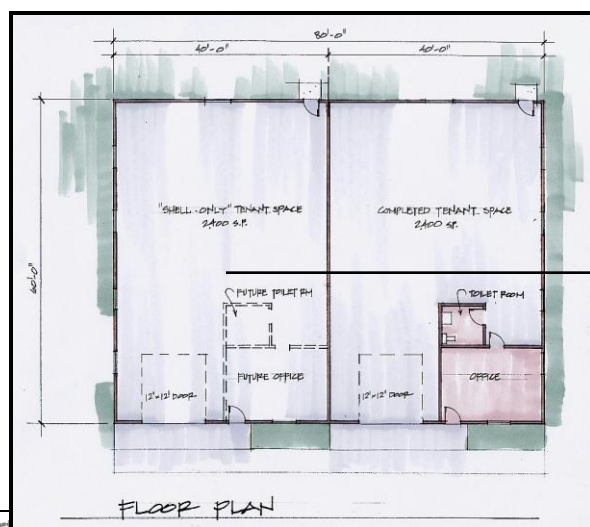
HISTORY TIMELINE

Since the formation of the Port of Garfield in 1958 the following are the history, planning and accomplishments for economic development in Garfield County.

- **1958** - The Port of Garfield was established.
- **1969** - Central Ferry Site was purchased from the Corps of Engineers for \$24,500. A total of 86 acres was acquired containing several flat acres bordering the Snake River while the remaining acres are located on a steep hillside.
- **1970** - Three acres were developed at the Central Ferry Site for the Pomeroy Grain Growers. The county's grain is mainly barged, so the co-op constructed their own elevators and leased the docks exclusively.
- **1979** - The Pomeroy West Site was purchased and contains 3.25 acres. Later this land was declared in the Federal Flood Plain, which does not allow Construction, so in 2005 the port designated this area to be the future site of a 16 unit RV Park
- **1984** - The Dye Seed Plant was purchased for \$400,000. This 33 acre parcel is west of Pomeroy, but within the city limits. Approximately half of the property has existing buildings, used for manufacturing and warehousing, and the remaining half is flat, unoccupied land, ready for development.
- **1984** - A 2.5 acre parcel was purchased for \$45,000 for the construction of a United States Forest Service Administration Building.
- **1986**- The U.S. Forest Service administration building was constructed for \$514,000, and consisted of 5,000 square feet. This facility houses the Pomeroy Ranger District.
- **1995** - Renovation of a 21,460 square foot manufacturing facility, giving the Port a turn-key manufacturing building. The project cost was approximately \$400,000 and funding was from CERB, USDA and the Port of Garfield.
- **1996** - An addition was made to the existing Forest Service facility of 5,000 square feet, making the building 10,000 square feet accommodating 60 full-time and 30 part-time employees. The cost was \$600,000 bringing the total cost of the facility to \$1.1 million.
- **2001** – A new access road and bridge that connects Highway 12 with the port's industrial property was started. Providing access, other than through residential areas, was needed to attract business to the county's only industrial site.



- **2005** - New access road and bridge was completed, connecting Highway 12 with the Port's industrial site, and also creating additional access to the baseball/softball fields. The road was financed by CERB, WSDOT, Port of Garfield, Shepherd Foundation, and Pacific Power and Light. The total cost for the project was \$600,000.
- **2006** - A four-story abandoned facility, adjacent to the new access road was demolished, readying the area for new development. The funding for this building was with a HUD grant and matching from the Port District. The total cost was \$107,000.
- **2006**- The Port of Garfield, City of Pomeroy, Garfield County and PEDC banded together to bring in wireless and DSL internet into the entire county.
- **2007** – CERB granted funding of \$16,500 with the Port matching \$16,500 to prepare a feasibility study to determine if a spec facility would be feasible on the Port's industrial site. The outcome was feasible if the port did not have to borrow more than \$256,000.
- **2007** – A loan of \$256,000 was granted to the port from CERB for a new spec facility. This facility was constructed on the industrial site adjacent to the new access road.
- **2008** – A new 4800 square foot spec facility was completed by the end of December 2008 or the beginning of 2009. The facility was divided into 2 units, each 2400 square feet. One unit is turn-key, and the other unit will be completed at a later date to suit a clients needs.



This 4800 square foot spec facility will be constructed on the DSP site.

Please see section on DSP.

- **2010** – Port land was leased to a private company to build a Recreational Vehicle park. The park was partially completed and operational.
- **2012** - Pataha Creek RV park was turned over to the Port District. The park sites were improved; picnic tables, landscaping, and a fence were added.
- **2014** – The bathroom/shower rooms were completed, along with a laundry room.
- **2016** – A mooring dolphin had broken off at Central Ferry and was replaced.
- **2017** – A second dolphin was replaced at Central Ferry.
- **2017** – A grant was received to begin paving central ferry, and design work was completed.

CHAPTER IV: PORT OF GARFIELD GOALS & POLICIES

As all Washington State Port Districts, the Port of Garfield operates within a two-tiered level of authority. The top tier is derived from the state's RCW's which enable the ports to pursue economic development projects that strengthen the economy of their region.

The second tier is derived through the comprehensive plan, which sets policies, goals and objectives used to attain specific economic development.

Goals, policies, and objectives are utilized to add flexibility to a plan by giving general directions for decisions to take, but not specific projects for achievement. At the same time, goals and objectives provide a measure for evaluating and monitoring progress toward a desired end.



The goals, policies and objectives section contains three distinct elements.

Goal Statement - A broad encompassing statement about a future attribute, trait, or condition to strive for.

Policy/Objective Statement - Specific target actions that will be taken toward achievement and a general course of action that will be pursued.

Findings - A concise extracting of information which gives the rationale behind each goal.

GOALS, POLICIES/ OBJECTIVES FOR DEVELOPMENT

GOAL #1 - Aid in the Diversification of the Economy of Garfield County, Through Retention, Expansion and Recruitment of Desired Businesses and Industries

Policies/Objectives:

1. Encourage economic development in Garfield County.
2. Identify compatible industries for Garfield County which would include, but not be limited to light manufacturing and agriculture related businesses.
3. Begin an active marketing program for the Port of Garfield which would acquaint business entities to Garfield County and the opportunities that it can offer in a business environment.
4. Identify weaknesses in Garfield County that would hinder economic growth, and work with the entities which can assist in reversing these problems.

5. Encourage housing developments
6. The Port wishes to retain, expand, and recruit industries and employers that have the following characteristics:
 - increase overall community economic well-being and stability
 - wages and other forms of compensation that will offer family wage jobs
 - diversify the County's economic base
 - encourages development in areas where infrastructure already exists or can be easily expanded
 - makes full use of the skills, knowledge, experience and abilities that exist within the local labor market
7. Encourage business expansion in new facilities instead of a lateral move.
8. Consider business partnerships with entities that contribute to the well-being of Garfield County as stated in Goal #1, Policy 6.

Findings for Goal #1:

- To promote Garfield County, effective marketing strategies must be developed to compete with other progressive economic development organizations.
- Because housing is limited, recruiting outside businesses will be difficult. The Port District, by law, cannot become actively involved with housing development, but can encourage housing developers and possibly help find funding sources and outside support.
- Because Garfield County is mainly an agri-based community, the majority of its economy is at the mercy of the ever fluctuating agriculture market; therefore job diversification is necessary to help promote economic growth by offering family-wage salaries.
- The Port should use as a guideline, the suggested types of companies listed in the Feasibility Study done in 2016.
- The Port should present the community's existing assets that serve to support community and economic development when marketing the area to desired industries.

GOAL #2 Continue Acquisition, Development and Management of Port Property and Facilities.
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Policies/Objectives:

1. Establish a leasing cost guideline of the Port facilities for new and established companies. The structure needs to be fair but flexible so as not to discourage growth.
2. Devise a long-range plan for infrastructure for all port properties.

3. Work with the county and zoning commissions to ensure all port land remain industrial.
4. Acquisition is consistent with Port's economic development mission. Continue toward acquisition of additional acreage wherever needed or invited for future Port expansion.
5. Site is or can be made marketable to desired employers or industries and disposed.
6. The Port may make targeted infrastructure investments, and when doing so would leverage additional resources, advance the economic position of the community, leverage investments by other economic development partners or result in some other clear economic benefit and is consistent with the Port's legal authority, mission, goals and policies.
7. Properties which are declared surplus real estate, after additional analysis and deliberation, may be brought back within the comprehensive plan.

Findings for Goal #2:

- Every business is unique and a flexible leasing plan must exist, but a master plan needs to be devised as a guideline while negotiating with companies.
- In order for the Port to continue its success, it must continue acquisition, development and management of all Port properties and facilities.
- Consider strategic real estate sales where the proceeds from the sale create opportunities for investment in other capital facilities.

GOAL #3: Encourage and Strive to Create Recreational and Tourism Opportunities in the District.

Policies and Objectives:

1. Work with organizations in the production and development of tourism materials for Garfield County as outlined in RCW 53.08.255.
2. Work with organizations in the community to assist and encourage the development of facilities that will promote tourism.
3. Assist in recruiting a motel developer in Garfield County.
4. Develop and manage tourism facilities which will encourage tourism in Garfield County.

Findings for Goal #3:

- There is year around recreation in Garfield County, but the opportunities for lodging are limited and needs to be expanded to retain visitors.

GOAL #4: Encourage a Balanced and Economical Multimodal Transportation System for Garfield County

Policies and Objectives:

1. Recognize all systems of transportation that are essential to Garfield County. Encourage and work in capacities necessary to keep these systems upgraded and operable. River transportation and trucking are especially essential to Garfield County.
2. Continue to oppose draw downs on the Snake River.
3. Continue to oppose the demolition of the dams on the Snake River.

Findings for Goal #4

- Barging on the Snake River is essential to Garfield County since the county is primarily a wheat and barley industry. Removal of the dams would be devastating to the county, forcing all grain to be shipped by truck to market.

GOAL #5: Encourage and Support in all Capacities the Upgrading and Development of Local Telecommunications.

Policies and Objectives:

1. Continue to look for creative ways to develop infrastructure, form partnerships, and link networks in order to provide affordable, state-of-the-art telecommunications opportunities.

Findings for Goal #5

- DSL and wireless was brought into the county in 2005, but technology continues to change and improve, so the port needs to pursue new innovations and state-of-the-art telecommunications.

GOAL #6: Strive to Develop a Working Relationship With Local Businesses and Economic Development Organizations.

Policies and Objectives:

1. Address local organizations so they have an understanding what the functions of a Port District are, and what the commissioners have designated for the future of the Port of Garfield.

2. Work closer with outside economic development organizations, such as neighboring Port Districts, Washington Public Ports, and SEWEDA.
3. Provide insight to the public that the Port District can be a link with business needs to agencies that can offer assistance.
4. Educate the public that the Port can help find funding sources for private business projects. The groups can include Chamber of Commerce, the Pomeroy Service Club or any interested group.
5. Keep the public educated about Port activities through the local newspapers and Port flyers.

Findings for Goal #6

- The community is not properly informed about the duties and projects of the Port of Garfield.

GOAL #7: Use Creative Lease Structure to Attract New, Expanding and Relocating Businesses

1. Lease and rent may be structured to act as incentives for new or expanding businesses or businesses relocating to the area.
2. Lease and rent rates may be structured to meet the specific needs of a prospect if the business meets one or more of the following criteria.
 - Will have or show the potential to increase the number and compensation levels of jobs
 - Demonstrates it will make a significant improvement in the local economy
 - Is a start-up or developing business
 - Is a desired industry as defined by Goal #1, Policy 6

Findings for Goal #7

- The Port recognizes that the structure of a lease is sometimes, by necessity, different when trying to attract or convince an entity to relocate to Garfield County.
- As part of the process for determining whether the Port should pursue creative lease structures for potential tenants, the Port should develop an analysis that helps the commission to understand the Port's return on investment for any lease being considered.

CHAPTER V: PORT SITES & DEVELOPMENT

The planning for the Port of Garfield consists of 86 acres of land at the Snake River, 36 acres at the west end of Pomeroy, but within the city limits, and the United States Forest Service administration facility, also located in the city at the west end of town. The purpose and intention of the Port of Garfield is to develop these lands to the greatest extent possible and orient planning toward the economic improvement of the county.

DYE SEED SITE

Size: 33 Acres

Location: Port Way connects SR-12, inside city limits at the west end of town. It is zoned industrial by the City of Pomeroy.

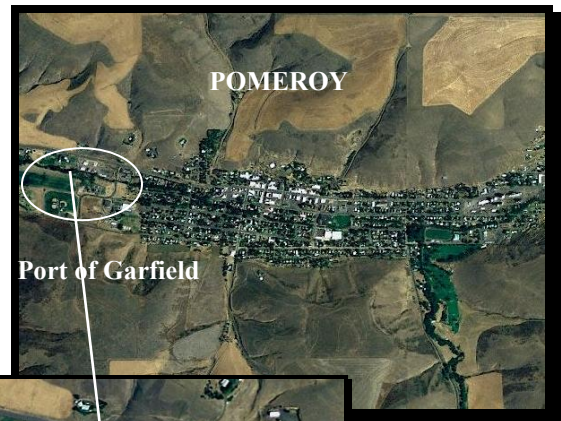
Utilities: City water, 6" mains with fire hydrants installed. Gravity sewers, plus underground or overhead electrical service as needed.

Acquisition: This acreage was purchased in 1986 from the Dye Seed Ranch in Pomeroy. This property originally was built for the Green Giant Cannery.

Purpose: This land was purchased for industrial and tourism development to help diversify the economy for Garfield County. This is the only major industrial development property available in the county.

Use and Occupancy: The east eight acres has been developed into three community ball fields, and the remaining twenty-five acres is occupied by existing facilities, and land ready for development.

Present Tenants: Dept. of Fish & Wildlife, Conveyor Technology, Ledgerwood Farms, Port of Garfield Office, and the United States Forest Service.



U.S.F.S. Shop



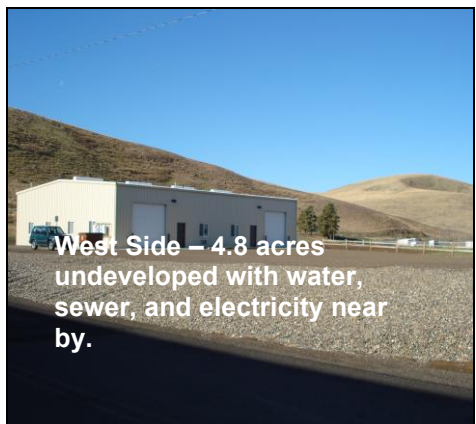
Ball Fields



Mini-storage

The facilities on the DSP compound include:

- 3,200 square foot shop leased by the United States Forest Service
- 21,460 square foot brick bldg..
- 9,525 square foot metal building attached to the brick building, used for storing farm equipment
- 15,600 square foot metal building
- 10 unit mini-storage & 11 unit storage bldg.
- 3 community ball fields
- 3 acres of flat undeveloped land on the east side with water, sewer and electricity on the property
- 4.8 acres of flat undeveloped land with water, sewer and electricity close by
- a new 4800 square foot spec facility with one half completed and occupied by a small manufacturer, the other build to suit



CENTRAL FERRY SITE

SIZE: 85.63 Acres

LOCATION: South bank of the Snake River on the west side of Hwy 127 (near Central Ferry Bridge). This property fronts on SR-127 for over 1000 feet.

WATER AND SEWER: is serviced by a well and a septic tank.

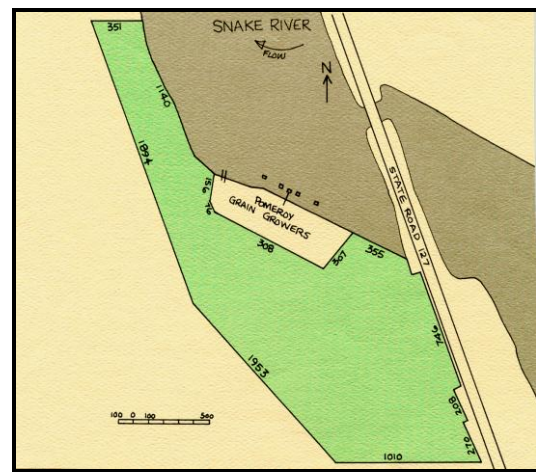
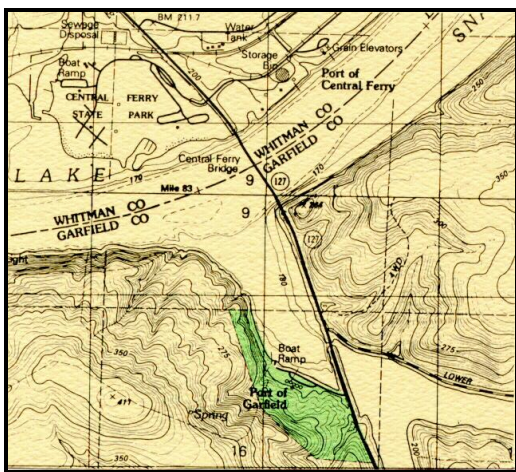
ACQUISITION: This property was purchased in October 1969 from the Corps of Engineers.

PURPOSE: This river property was purchased with the idea of barging grain to market.

USE AND OCCUPANCY: The Pomeroy Grain Growers lease the 3.5 acres where its grain elevators are located. The dock and dolphins that were constructed are leased exclusively to the Pomeroy Grain Growers. To the west of the leased property is a boat ramp and restroom for access to the Snake River for public use.

PRESENT TENANTS – Pomeroy Grain Growers

PROBLEMS AND CONSTRAINTS: Except for the 3.5 developed acres, the remaining land is on steep hillsides and will make it very difficult to develop.



POMEROY WEST SITE

SIZE: 3.25 Acres

LOCATION: Two blocks south of SR-12, inside city limits at the west end of town and north of the Dye Seed Plant Site. It is zoned industrial by the City of Pomeroy.

WATER AND SEWER: City water, with 8" mains and on the main sewer interceptor. It has underground or overhead electrical service as needed.

ACQUISITION: This land was purchased in 1979 from Ed Stanfill.

PURPOSE: This land was previously used for a mobile home park and was obtained for the purpose industrial development and recreation.

USE AND OCCUPANCY: The Port owns and operates a 20 Unit Recreational Park with full-hookups, 2 restroom/shower house with laundry facility.

PROBLEMS AND CONSTRAINTS: This property is now in the Federal Flood Plain and development is hindered. Re-mapping of the Federal Flood Plain is now in process.



This is a rendering of the lay-out of the RV park on Pomeroy West.

The restroom/shower house is not shown on this map. It is located in the long building, along with an eleven unit mini-storage.

UNITED STATES FOREST SERVICE ADMINISTRATION BUILDING



SIZE: 10,000 square feet on 31/2 acres.

LOCATION: West of Pomeroy in the city limits on SR-12.

WATER AND SEWER: Furnished by the City of Pomeroy.

ACQUISITION: The land was purchased in 1985 from the McGreevy Estate.

PURPOSE: The acreage was purchased for the sole purpose of building an administration building for the Pomeroy Ranger District in Pomeroy.

USE AND OCCUPANCY: The original 5,000 square feet was finished in October 1986. Because of the growing employment of the Forest Service, a second 5,000 square feet was added in 1993. The lease on this facility is for ten years, ending in 2003, and then in five years increments after September 2003.

PROBLEMS AND CONSTRAINTS: This facility is being considered for disposition by declaring it surplus. If the facility was purchased by a private party, the building would go on the tax rolls, and the proceeds from the building would aid the Port of Garfield in its efforts for economic development.

CHAPTER VI: PLANNED DEVELOPMENT AND IMPROVEMENTS

DYE SEED PLANT SITE

- Raze facilities that are no longer needed or can't be updated due to age, health or safety reasons.
- Maintain and upgrade current structures to meet criteria for leasing.
- Construct new industrial facilities as needed.
- Encourage a developer on the S.E. 3.5 acres.
- Identify funding sources and do preparatory work for infrastructure on DSP, including: roads, sewers, etc. for future construction projects.

POMEROY WEST SITE

- Possible parking for on-site clients.
- Site for non-permanent structures.

CENTRAL FERRY SITE

- Construct new small boat dock and new ramp
- Pave parking lot in boating area
- Add picnic tables for recreation near boating area
- If possible, find a company that can utilize the surrounding hillside.
- Maintain docks and dolphins for the Pomeroy Grain Growers

UNITED STATES FOREST SERVICE BUILDING

- Possibly surplus the facility, enabling the Port to use the proceeds from the sale for economic development.

CHAPTER VII: COMPREHENSIVE SCHEDULE

The capital development component of the Port’s Comprehensive Plan is known in the Washington State Port Law as a “comprehensive scheme of harbor improvement”. This element of the plan describes in general terms what major improvement to Port properties are planned and what new acquisitions are planned. A port may not make a major improvement or acquisition unless it is addressed in the comprehensive scheme.” (RCW 53.20.010)

SITE	IMPROVEMENT	ESTIMATED COSTS	ESTIMATED COMPLETION
DYE SEED PLANT	Construct new facilities	Unknown	As Needed
	245-A Port Way - Upgrade	Unknown	As Needed
	245-B – Complete “To Suit”	\$65K	Completed 2024
	Brick Bldg. – New Roof & Misc.	\$140K	
	Brick Bldg. Renovate for business		As Needed
	Loading dock		As Needed
	Bldg #2A – upgrade for manufacturing	\$50K - \$100K	As Needed
	Build new storage	\$100k - \$250K	
	Roads & Bridge		As Needed
CENTRAL FERRY	New dock and ramp design	\$100k - \$130K	
	Construction of new dock & ramp	\$700K-1.2 Million	
	Replace Dolphins	200K	2020
	Picnic area		
	Pave roads	\$420K	Completed 7/2018
	Acquire add'l land if needed	Unknown	
U. S. FOREST SERVICE	Declare Surplus & sell	Unkown	On going
	New Roof on Building	\$100K	Completed 8/2018
	Upgrade parking area(pave/stripe)		
POMEROY WEST	Pave RV park	\$70K	Unknown
	RV Dump station		
MISCELLANOUS	Acquire land for development	Unknown	As needed
	Broadband – Pomeroy & Pataha	Unknown	2020 and on
	Broadband - Countywide	Unknown	Unknown
	Acquire existing Bldgs. For dev.		Unknown
	Bike/foot paths		