

# **AGENDA**

***Port of Kennewick  
Regular Commission Business Meeting  
Port of Kennewick Commission Chambers  
350 Clover Island Drive, Suite 200, Kennewick, Washington***

Tuesday, August 13, 2013  
2:00 p.m.

**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. PUBLIC COMMENT** *(Please state your name and address for the public record)*

**IV. CONSENT AGENDA**

- A. Approval of Warrant Register Dated July 24, 2013
- B. Approval of Direct Deposit and Warrants Dated July 31, 2013
- C. Approval of Warrant Registers Dated August 14, 2013
- D. Approval of Commission Meeting Minutes Dated April 9, 2013
- E. Approval of Commission Meeting Minutes Dated April 23, 2013
- F. Approval of Commission Meeting Minutes Dated July 23, 2013
- G. Approval to Surplus Property; Resolution 2013-18

**V. PRESENTATION**

- A. Valerie Smith, Young Professionals Tri-Cities Charrette

**VI. NEW BUSINESS**

- A. International Economic Development Council (IEDC) Membership
- B. Community Development Strategy (CEDS) Project Prioritization Process; Resolution 2013-19

**VII. REPORTS, COMMENTS AND DISCUSSION ITEMS**

- A. Benton PUD Discussion
- B. CTUIR Salmon Walk
- C. West Richland UGA
- D. Miscellaneous Administrative Matters
  - 1. Policy Manual Update
  - 2. Records Archiving
  - 3. A/E Contract Template
  - 4. Routine Maintenance Projects
  - 5. Revamping General Ledger Codes and Working with SAO to Update BARS Coding
- E. Commissioner Meetings (formal and informal meetings with groups or individuals)
- F. Non-Scheduled Items

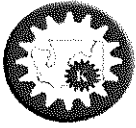
**VIII. PUBLIC COMMENT** *(Please state your name and address for the public record)*

**IX. EXECUTIVE SESSION, if necessary** *(Ask public if they are staying, and if not, where they can be located if the Executive Session ends early.)*

- A. Real Estate, per RCW 42.30.110(1)(c)

**X. ADJOURNMENT**

***PLEASE SILENCE CELL PHONES***



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 9, 2013 MINUTES

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## CALL TO ORDER

Commission President Skip Novakovich called the Commission meeting to order at 2:00 p.m. in the Port of Kennewick Commission Chambers located at 350 Clover Island Drive, Suite 200, Kennewick, Washington 99336.

### The following were present:

**Board Members:** Skip Novakovich, President  
Don Barnes, Vice-President  
Gene Wagner, Secretary

**Staff Members:** Tim Arntzen, Executive Director  
Tana Bader Inglima, Director of Governmental Relations & Marketing  
Tammy Fine, Director of Finance/Auditor  
Larry Peterson, Director of Planning & Development  
Bridgette Scott, Executive Assistant  
Lucinda Luke, Port Counsel

## PLEDGE OF ALLEGIANCE

Commander Cobb led the Pledge of Allegiance.

## PUBLIC COMMENT

No comments were made.

## CONSENT AGENDA

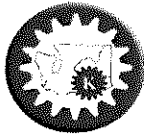
The consent agenda consisted of the following:

- A. *Approval of Direct Deposit and Warrants Dated March 29, 2013***  
Direct Deposit totaling \$27,745.88 and Expense Fund Voucher Numbers 34215 through 34219 totaling \$11,177.64; for a grand total of \$38,923.52.
- B. *Approval of Warrant Registers Dated April 10, 2013***  
Expense Fund Voucher Numbers 34220 through 34250 totaling \$50,632.59.  
Construction Fund Voucher Number 3409 through 3410 totaling \$33,089.97.
- C. *Approval of Correction to Commission Meeting Minutes Dated March 8, 2010***

**MOTION:** *Commissioner Wagner moved approval of the consent agenda; Commissioner Barnes seconded. With no further discussion motion carried unanimously. All in favor 3:0.*

## PRESENTATIONS

- A. *Tri-City Regional SWAT Incident Commanders: Scott Child, Kennewick Police Department and Mike Cobb, Richland Police Department***  
Commanders Child and Cobb are incident commanders for the local Special Weapons and Tactics Team (SWAT), which includes Pasco, Kennewick, Richland and Benton County. SWAT assists the police in special circumstances, such as a person barricaded in a building or an armed person. SWAT has many tools that regular officers do not. The chance of solving a



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 9, 2013 MINUTES

---

situation without loss of life or serious injury is greatly enhanced because of the tools and tactics that are deployed. SWAT officers are also highly trained and state certified.

Commanders Child and Cobb stated the training was provided to the Tri-Cities Regional SWAT team, as well as officers from the Yakima Police Department and Flathead County, Montana. The training was performed under the umbrella of the Washington State Tactical Officers Association, which provides state-wide training for all SWAT teams.

Commander Cobb stated the specific purpose of the training was to teach officers to breach walls and doors, both interior and exterior, with the least amount of explosives. The former Chieftain Motel and Apartments had many different types of structures and doors. A video illustrating the breaching training was shown.

Commanders Child and Cobb stated the opportunity to undergo this training never would have happened without the support and partnership from the Port of Kennewick. This training increases the safety of officers and can make the difference between an officer going home at the end of an operation, or not. The training also increases the safety of the citizens. Commanders Child and Cobb shared their appreciation for the Port's contribution and gift of a life saving opportunity.

Ms. Bader Inglima commented the Chieftain buildings were acquired vacant and were slated for demolition, which provided the rare opportunity for destructive training.

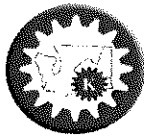
***B. Robert Hodgman, Aviation Senior Planner, WSDOT Aviation***

Mr. Hodgman gave a presentation outlining the Washington State Aviation System, aviation forecast, metropolitan areas, metropolitan airport comparison and additional information about how airports can make money. The presentation provides additional information to the comments Mr. Hodgman provided through the Vista Field EIS process.

Mr. Hodgman stated WSDOT recognizes that the Port is at the end of a very long and involved process and is at the point of issuing a decision. WSDOT respects all the work that has been done and is not here to revisit that.

Mr. Hodgman commented at the state-level, he has the distinct advantage of being able to see the entire aviation system. Washington State has 136 public use airports; 64 airports are included in the National Plan of Integrated Airport Systems (NPIAS); and 72 airports are not in the NPIAS system. Non-NPIAS airports rely on local funding and state grants. Mr. Hodgman pointed out that Port districts own and manage 33 airports in Washington.

Mr. Hodgman explained the aviation system is a transportation system, like a main street or highway, and is not a source of revenue. Airports provide a service, like a park. Mr. Hodgman reviewed the benefits that airports may provide, including transporting people, supporting industry, protecting people and resources, supporting research and recreation.



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 9, 2013 MINUTES

---

The FAA projects continued growth between two and three percent per year for the next 20 years. Large (commercial) airports will grow faster than small airports. If we have a growth industry and anticipated increased demand, why would we want to see a reduction in capacity?

The four major metropolitan areas in Washington State, including the Portland airport, were reviewed. The four major metropolitan areas have a commercial airport and several small airports in the area. Mr. Hodgman commented as the population in an area grows, the number of aircraft also grows. He stated as the volume of commercial traffic increased, the general aviation traffic decreased. General aviation migrates to the next airport. As a community grows, the commercial flights grow. Airports have a given amount of capacity; when capacity is pressed, general aviation migrates to another airport.

He understands there is a desire to potentially transform the airport into commercial space; but stated once an airport is gone, it is gone. Finding a parcel or series of parcels for a new airport is very challenging.

Mr. Hodgman reviewed the Federal Aviation's presentation "How Airports Make Money and What's New in Compliance."

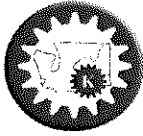
Mr. Ed Keenan inquired how many airports are in the State that are located in a downtown area within easy walking distance to hotels, etc. Mr. Hodgman mentioned Felts Field is not necessarily downtown; however, it is an airport with revenue producing amenities.

**C. *Michael Mehaffy, Duany Plater-Zyberk and Company (DPZ)***

Mr. Mehaffy represents DPZ and their consultant team, and is the project manager for the Vista Field alternatives study and environmental impact statement. Mr. Mehaffy is here to address the issues related to the continued airport operation raised by Washington State Department of Transportation, Aviation Division.

Mr. Mehaffy stated the team was very pleased to speak with WSDOT Aviation about this process early in the scoping process to get their perspective and guidance. They were also invited to comment on the draft Vista Field EIS. Mr. Mehaffy believes the team shares a lot of the same perspective on this issue.

At the outset of a planning process, Mr. Mehaffy stated that their planning philosophy is always to try to keep any resource that already exists; and find ways to develop what it offers. Too often, what happens in the planning world is a sort of "blank slate" approach that results in the loss of important heritage, resources, or expensive mistakes made with new plans, or both. Mr. Mehaffy feels when airports are discussed and are part of the regional infrastructure system, this is doubly true. He stated we all know that small airports are being closed, just as smaller schools and post offices are being closed. This kind of closure has implications that need to be considered carefully to try to make the most economically competitive, connected, livable, healthy cities for the 21st Century. What is at stake isn't just a matter of "efficiency" in the narrow sense.



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 9, 2013 MINUTES

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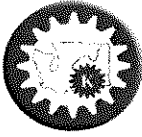
The DPZ team made a major effort to plan an aggressive keep-open scenario, and develop the best possible plan for success. DPZ had an extensive stakeholder and public involvement process. Over one hundred stakeholders participated in the alternatives development process, including WSDOT Aviation and six other agencies. They also had an open planning process, with extensive opportunity for comment and challenge by all parties. The conclusions of the process were issued in the draft EIS and comments were invited from anyone who wished to do so. A total of 124 comments from a total of 87 individuals and 5 agencies were received.

Mr. Mehaffy feels the keep-open scenario is terrific, and termed it a “mini-aerotropolis.” The scenario had some great regional benefits. It was an ambitious plan, but DPZ does believe it can succeed. But, their professional opinion is that this, or any such successful scenario, cannot be done cheaply, and that the serious limitations of Vista Field will require a considerable public investment to overcome. Among the limitations evaluated and extensively discussed during the process are a short 4,000 foot runway that cannot be expanded; a highly competitive market with three other very competitive airports within close driving distance; and an inability to secure federal funding for needed improvements. At the same time, the process of relying on private-sector participation, for whatever reason, has just not proved successful in overcoming the airport's clearly under-performing status to date.

DPZ concluded that a real “step change” was needed to make the airport a success, and that was what was represented in the Expansion Alternative. Mr. Mehaffy stated he reported at a previous meeting that they learned from the comments to the draft EIS, that most of the members of the aviation user community who had supported and participated in the expansion alternative have now moved away from supporting it. This is apparently based on what DPZ concluded was the required public investment. Mr. Mehaffy believes a number of suggestions have been made that a far less expensive scenario might be successful, and the Commission has been urged to consider this. Speaking for the consultant team, Mr. Mehaffy reported they went through a very long, thorough and open process, and it is their professional judgment that there is simply no evidence to believe this is the case. It is in fact their professional conclusion, based on the weaknesses and the threats that they have uncovered during this process, that such an action would almost certainly keep Vista Field in an under-performing role that will continue to drain the Port of operating and opportunity costs, while delivering very little benefit to the region as a whole.

Mr. Mehaffy stressed the team's belief that closing an airport is something that should be done very rarely, only after very careful consideration, and after an exhaustive evaluation of the alternatives. On that point DPZ does agree with WSDOT Aviation. DPZ also greatly appreciates WSDOT Aviation's stated support of the alternatives study process, as well as the comments and guidance they provided during the process. DPZ is pleased to have Robert Hodgman's advice and perspective during the process in particular. Mr. Mehaffy especially appreciated Mr. Hodgman's comment during the scoping period that “The decision has got to come from the community leadership and look at the facts.”

Mr. Mehaffy stated the facts coming out of this process are pretty clear now. An exhaustive analysis has identified a path to keeping open the airport, but apparently because of the public



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 9, 2013 MINUTES

---

expenditure required, it is regrettably not one that appears to have any community support at this time. At the same time, DPZ cannot in good conscience recommend the “No Action” alternative since it does not solve any of the problems that have plagued this airport for decades. However, DPZ does note that there seems to be a sizable stakeholder constituency that has concluded that the redevelopment scenario is also a responsible, viable alternative, and one with its own set of compelling advantages. In our professional opinions, it appears that viable alternatives for the airport are limited and most stakeholders apparently have come to that same conclusion.

Mr. Novakovich stated after listening to the presentation it appears the only way to make Vista Field as economically viable as possible, is to do the major expansion without taking any shortcuts.

Mr. Mehaffy stated it is the only scenario that DPZ identified through a very exhaustive process. He commented there may be other alternatives possible, but DPZ has gone through as exhaustive a process as possible.

Mr. Novakovich inquired if the expansion alternative is a combination of what the public shared with DPZ and what the economic development team feels is necessary to make the airport economically viable. Mr. Mehaffy confirmed it was a combination of what the stakeholders had made very clear in the past what was needed for success and their professional judgment of what is needed for success; in many cases the opinions overlapped.

## REPORTS COMMENTS AND DISCUSSION ITEMS

### ***A. Special Joint Commission Meeting April 17, 2013 with Confederated Tribes of the Umatilla Indian Reservation (CTUIR)***

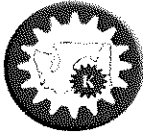
A Special Joint meeting with the CTUIR will be held Wednesday, April 17, 2013 at 10:00 a.m. in the Clover Island Yacht Club Building, 104 Clover Island Drive, 2nd Floor, Kennewick. The purpose of the meeting is to discuss economic development partnerships and tour Clover Island and Columbia Drive properties.

### ***B. Special Commission Meeting April 17, 2013 to conduct a Public Hearing to receive public input on alternatives for amendment, if any, to the Port's Comprehensive Scheme of Development and Harbor Improvements***

A Special Commission Meeting will be held in the Bechtel Board Room at the Tri-Cities Business and Visitors Center, 7130 W. Grandridge Boulevard, Kennewick, Washington on Wednesday, April 17, 2013 at 7:00 p.m., or as soon thereafter as possible, to conduct a Public Hearing to receive public input on alternatives for amendment, if any, to the Port's Comprehensive Scheme of Development and Harbor Improvements (commonly known as Comp Scheme) related to Vista Field, including:

No Action Alternative. This alternative is required as a “baseline” for study under the SEPA process.

Expansion Alternative. Under this alternative the airport would be kept in operation, and expansion and enhancement would be undertaken to create a viable general aviation airport,



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 9, 2013 MINUTES

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together with a financially-sustainable level of new supporting uses;

Redevelopment Alternative. The airport would see a phased closure and redevelopment of the Port's property into a range of alternative (e.g., mixed) uses; all as set out in greater detail in the Vista Field Planning, Environmental and Economic Analysis with Integrated Impact Statement (EIS), which is available at the Port of Kennewick office at 350 Clover Island Drive Suite 200, Kennewick, Washington and online at: <http://portofkennewick.org/uploads/flipbook/airport/>

The Comprehensive Scheme is the long-term work plan for all Port properties. The hearing is arranged so the Commission can make a decision whether or not to take action on amending the Comp Scheme with respect to Vista Field. The Commission may wish to amend the Comp Scheme to allow the expansion or redevelopment of the airport, or choose to take no action and not amend the Comp Scheme. All three alternatives are possibilities, two of them would amend the Comp Scheme and one would not.

Public comments will be received during the Public Hearing; however, per the Port's Policy, they will be limited to three minutes per speaker to allow everyone to have an opportunity.

Mr. Arntzen stated Mr. Peterson, Director of Planning & Development will give a 5-10 minute introduction on the major issues of the EIS and give an overview of the three alternatives. Mr. Arntzen will briefly review how the three alternatives would be managed by the Port. The Commissioners will discuss and debate the alternatives following the public comments and may or may not take action.

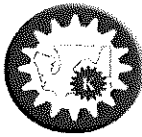
Mr. Arntzen stated the community feels the EIS process has been thorough, and feels there may be a little issue fatigue. The community is beginning to wonder how many hearings the Port needs to have to resolve this issue.

Mr. Novakovich feels the Commission is tasked with studying all the information, listening to the comments and making a decision; and that a decision needs to be made next week without any delay. Mr. Wagner agrees it is time to make a decision.

Mr. Barnes feels the process has been very thorough and professional. DPZ has done an excellent job of gathering information from the community and provided the draft report in early February. Mr. Barnes stated this is a very complicated process and commended Mr. Arntzen. Mr. Barnes is looking forward to considering and debating the information and feels the Commission needs to do the right thing for the community.

Mr. Arntzen suggested he prepare 5-10 items for each alternative in a fair and neutral fashion. The documents will be provided to the Commission and will be available to the public. The comments are intended for assisting lively discussion. He feels the public would like to have some understanding of how and why each Commissioner reached their conclusion and what points they found most significant.

Mr. Mehaffy suggested the Commission review the public testimony and comments in the Final



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 9, 2013 MINUTES

---

EIS, as DPZ thoroughly investigated and responded to each one.

Ms. Luke stated the process is legally adequate and goes above and beyond the legal procedure. Mr. Novakovich shared that he heard positive comments today from the Richland Rotary about how the Port has kept this process open and included everyone in the process.

Mr. Arntzen stated there has not been an opportunity for Commissioner discussion because that would violate the open public meetings act. He reiterated the Commission does not have to make a decision on April 17; although he does not feel it would be fair to consider any new alternatives because they have not been vetted with the three alternatives.

Mr. Barnes reiterated Mr. Mehaffy commented during his presentation that there is no evidence to suggest that a cheaper enhancement alternative exists.

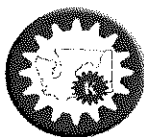
**C. *Commissioner Meetings (formal and informal meetings with groups or individuals)***

Commissioners reported on their respective committee meetings and presentations.

**D. *Non-Scheduled Items***

1. Ms. Bader Inglima shared photos of the demolition of The Chieftain Motel and Apartments. A substantial amount of money was budgeted for demolition and asbestos removal and was included in this year's budget. We found efficiency in using Port staff for the demolition and recycled some materials. Permits were received from the City of Kennewick and the Benton Clean Air Authority. Mr. Peterson shared his appreciation for the Benton Clean Air Authority issuing an urgency permit.
2. Renovation of Oak Street Development Building 1 and 2 is underway. Mr. Peterson would like to take each Commissioner individually through the properties.
3. Ms. Fine will provide a cost savings update at a future meeting.
4. Ms. Fine and Ms. Luke spoke with Ramsey Ramerman last week. Mr. Ramerman is one of the leading attorney's in public records and open government. When discussing the public records process, it was apparent that the Public Records Act has a lot of unknowns. A lot of government agencies are trying to figure it out individually. Ms. Fine and Ms. Luke may assist Mr. Ramerman in developing rules and regulations for the Public Records Act in association with the Attorney General's Office for presentation to the state legislation. Ms. Fine suggested a committee be formed to develop rules and regulations implemented where the legislation has the base laws to follow and a citizen's advisory committee would set up rules regulations that would fit for the whole state. Ms. Fine will investigation some options and feels that instead of each government agency trying to implement a paperless system, why can't we work with State Archivist and other agencies to try to find some statewide system. It is pretty costly for everyone is implementing their own. If the State Archivist has the records, the public can contact them for all records requests. Ms. Fine believes this may be a big benefit to public, port and all government agencies. One the whole, it will save the public a lot of money. Ms. Fine has contacted the State Auditor's office about creating a BARS code to track the costs.
5. The Tri-City Herald gave a "thumbs up" opinion for inviting the public to comment on the future of Vista Field on April 6, 2013.
6. On March 31, 2013 the Tri-City Herald offered their editorial related to Vista Field. A few





# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

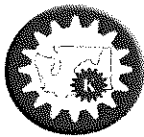
APRIL 9, 2013 MINUTES

comments were "...closing Vista Field makes most sense for Tri-Cities....the good fight has been fought, but it is time to move on....Vista Field has become a perk for a handful of users, not a community of aviators...Vista Field has not become what the Port envisioned when it decided to continue airport operations in 2010..." Mr. Arntzen feels these snippets capture the essence of editorial.

7. The Tri-City Herald covered the residents at the Kennewick's Clover Leaf Trailer Park; basically the headline said they were given a short notice to vacate. This is the group of private investors that bought the Jessernig property near the Blue Bridge and is rapidly clearing the property. This is brought up because this Port Commission went through a similar process when we bought the Willows Trailer Park. Mr. Arntzen stated the purchase of a trailer park is difficult. Mr. Arntzen believes the law requires a one year notice; however, the Port gave three years and held evening meetings with the tenants. There are some growing pains with the Kennewick Clover Leaf Trailer Park. He would like to make it clear to the community that that project is a separate development and is not associated with the Port.
8. Mr. Arntzen received an email from Marty Conger with Battelle; they are doing the Tri-Cities Evolution, which wants to push consolidation. Mr. Arntzen believes the City of Kennewick does not feel it is something they want to fully support. The Port needs to meet with jurisdictional partners before committing to the committee. In addition, they will most likely request funding. Mr. Novakovich attended the first meeting just to see what it is. He already sent his comments into them and suggested it be disbanded. Mr. Barnes inquired what the role of the Port would be and how we could participate. Mr. Novakovich stated the original consolidation group has disbanded and this is the new group. Mr. Novakovich will provide an update after attending the meeting. Mr. Barnes would like to attend a meeting as well, but will attend a different meeting from Mr. Novakovich.
9. Mr. Arntzen received an email from City of Kennewick City Manager Marie Mosley. She received the letter sent by Mr. Arntzen outlining the things the Port and City would do in the Bridge to Causeway area. Ms. Mosley and Mr. Arntzen agreed that the form of the letter is something that could move forward. Ms. Mosley indicated in her email that she brought it to the budget and administration committee and everything looks workable, and that she will present it to her council. Mr. Arntzen stated the Port's commitment would be to sign the second phase of the contract with Integrated Structures Inc. (ISI) regarding the central portion of the property on Columbia Drive and complete the site and master planning. The City would also hire ISI to do research and develop a plan for discharging winery effluent into the municipal system. The City of Kennewick will also secure easements to complete the trail around Duffy's Pond. The City and Port will work collectively to update a code amendment for the City zoning code in that area of town. Ms. Mosley and Mr. Arntzen feel their electorate bodies will look favorably on this agreement.

## PUBLIC COMMENTS

Ed Kennan, 5504 W. 11<sup>th</sup> Avenue, Kennewick. Mr. Keenan inquired what intent the Commission had when they passed Resolution 2010-06 in 2010 that said the airport would stay open. We did a plan, which had several steps in it, two steps were to have companies come in and improve the area around, two of them did; so we worked out that part of the plan. What we needed was a few things: an FBO – the FBO was tried and it failed, you never tried again. This is something you promised the



# REGULAR COMMISSION MEETING

**PORT OF KENNEWICK**

**DRAFT**

**APRIL 9, 2013 MINUTES**

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community...that we are going to go and do. Mr. Mehaffy said we would never get that much private investment into the airport. Someone tried to build a hangar and never could get a go on that and finally moved out. The reason he moved out is because he wanted a new hangar for himself before he died. When we come to the meetings here, and you talk about many things, Mr. Kennan watches the Commissioner's faces and when Clover Island is mentioned – you smile; lighthouse – you smile; boating – you smile; mention airport – you can read it in your faces that you never supported it. You never gave it the support that was promised. You found \$225,000 for 1,000 pieces of paper, whether good or bad, it is still \$250 per page. You could find money for that, but you couldn't find money for the airport. You made us a promise. I hope you will keep the airport – just based on your word.

No further public comments were made.

## **ADJOURNMENT**

With no further business to bring before the Board; the meeting was adjourned at 4:13 p.m.

***APPROVED:***

**PORT of KENNEWICK  
BOARD of COMMISSIONERS**

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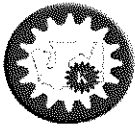
*Skip Novakovich, President*

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*Don Barnes, Vice President*

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*Gene Wagner, Secretary*



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 23, 2013 MINUTES

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## CALL TO ORDER

Commission President Skip Novakovich called the Commission meeting to order at 2:00 p.m. in the Port of Kennewick Commission Chambers located at 350 Clover Island Drive, Suite 200, Kennewick, Washington 99336.

### The following were present:

**Board Members:** Skip Novakovich, President  
Don Barnes, Vice-President  
Gene Wagner, Secretary

**Staff Members:** Tim Arntzen, Executive Director  
Tana Bader Inglima, Director of Governmental Relations & Marketing  
Tammy Fine, Director of Finance/Auditor  
Larry Peterson, Director of Planning & Development  
Bridgette Scott, Executive Assistant  
Lucinda Luke, Port Counsel

## PLEDGE OF ALLEGIANCE

Shirley Hankins led the Pledge of Allegiance.

## PUBLIC COMMENT

Victor Epperly, 8930 W. Canyon Place, Kennewick. Mr. Epperly attended the two public meetings at the PUD and at the Tri-Cities Visitor and Convention Bureau, and can't help observe that they were evening meetings. He commented that many people cannot attend afternoon meetings and hopes the Commission might reconsider the time meetings are held. Mr. Epperly suggested deleting "including airport users" in Resolution 2013-11 as he feels it is an affront and has a hard time believing closing the airport is a benefit to the airport users. Mr. Epperly shared information regarding the Bellevue Airport and the associated parking. Mr. Epperly researched the City of Kennewick's website regarding annual amendments to Comp Plan Amendment applications. He suggested using commercial zoning when submitting the application. He encouraged the Port in their path forward to have an advisory committee to determine how much the Port would receive if the property was sold on an as-is, where-is condition, with Port imposed conditions, as compared to the cost of constructing the infrastructure.

No further comments were made.

## CONSENT AGENDA

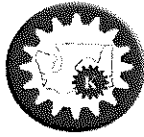
The consent agenda consisted of the following:

**A. *Approval of Direct Deposit and Warrants Dated April 15, 2013***

Direct Deposit totaling \$21,775.88 and Expense Fund Voucher Numbers 34251 through 34254 totaling \$4,130.85; for a grand total of \$25,906.73.

**B. *Approval of Warrant Registers Dated April 24, 2013***

Expense Fund Voucher Numbers 34255 through 34266 and 34268 through 34287 and 34289 through 34305 totaling \$143,852.22.



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 23, 2013 MINUTES

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Construction Fund Voucher Number 3411 through 3415 totaling \$67,946.79.

**MOTION:** *Commissioner Barnes moved approval of the consent agenda; Commissioner Novakovich seconded. With no further discussion motion carried unanimously. All in favor 3:0.*

## PRESENTATIONS

### **A. Columbia River Cowboy Gathering, Leo Bowman**

Mr. Bowman shared the 10<sup>th</sup> anniversary of the Columbia River Cowboy Gathering was held April 11, 2013. This year's gathering honored Mark Blotz of Clover Island Inn.

### **B. Benton City Development, Mike Grimes**

Mr. Grimes spoke with Mayor Lloyd Carnahan and Commissioner Novakovich about developing a parcel near the Kiona-Benton City exit, which would include a hotel, strip mall and a gas station/convenience store. Mr. Grimes briefly reviewed the project and commented the project will bring jobs to the area.

Sunny Parsons, of Beaver Creek LLC, has developed property along the I-5 corridor and buys and develops property with the right demographics. Mr. Parsons indicated the property is 3.8 acres. He has not done a project in the Tri-Cities and has never worked with a Port or City on a project, but would look forward to the opportunity. Mr. Novakovich commented it would be beneficial to the community if development occurs.

Mr. Arntzen stated the process of working with the Port is handled on a case by case basis. The Port will work with the jurisdiction and determine if there is an opportunity for the Port to support the project.

Ms. Shirley Hankins, 1637 Mallory Square, Richland. Ms. Hankins feels this piece of property, which is on the edge of the Port's jurisdiction, will become very valuable as development of the Red Mountain Interchange occurs. It amazes her how little Benton City receives from tax dollars. The hotel would help Benton City, AVA and West Richland buy providing tax dollars and increasing tourism for Red Mountain Wineries.

Mr. Lloyd Carnahan, Mayor of Benton City, feels this is a great opportunity if it develops. Benton City has been looking forward to getting a hotel for the last 15 years. Benton City has spent over \$800,000 getting sewer and water to the property. He stated approximately 17,000 cars travel the highway each way every day; with 9,000 going in and out of Benton City.

## NEW BUSINESS

### **A. Vista Field; Resolution 2013-11**

Mr. Arntzen stated the Port Commission approved Resolution 2013-10 on April 17, 2013 which amended the Port's Comprehensive Scheme of Harbor Improvements (Comp Scheme) to adopt Vista Field Airport Alternative Two, "Redevelopment" as identified in the Final Economic Impact Study (FEIS). The Port Commission desires to provide additional direction to the Executive Director to assist in implementing Resolution 2013-11 and the Commission deems that additional direction is in the best interest of the public. Mr. Arntzen suggested the



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 23, 2013 MINUTES

Commission give Mr. Peterson the authority to turn in an application for the uses called out in the FEIS.

Mr. Peterson stated there are approximately six land use designations in the City's Comp Plan. Currently, the airport is designated as "public facility" which allows airports and hospitals. A "commercial" designation would seem the most logical, and would allow the uses identified in Alternative Two: commercial, retail and residential on floors two and above; fine tuning may be needed at a later date. The concept plan suggests uses consistent with the commercial designation of the City's Comp Plan. Mr. Peterson recommends commercial zoning for the application.

Mr. Peterson stated the EIS serves a purpose beyond helping with the decision on the future of the airport. It also addresses land use related decisions, the environmental aspects of traffic, vegetation, circulation, and housing; the FEIS will be used as the base line document.

Mr. Barnes inquired once the initial application is submitted if it limits the Port and if it could be amended if needed. Mr. Peterson responded the application can be amended by the Planning Committee or the City Council as long as the applicant concurs. There will be a Planning Commission workshop in late May; a public hearing in August, and forwarding recommendations will be forwarded to the City Council for their Public Hearing in September.

Mr. Barnes is pleased that the DPZ study is able to be used for this process. He feels the next logical step would be to work with the City of Kennewick to amend the Comp Plan consistent with what is proposed for the site.

**MOTION:** *Commissioner Barnes moved approval of Resolution 2013-11 which provides additional direction to the Port Executive Director related to closure and redevelopment of the Vista Field airport; additionally the Executive Director is hereby directed to perform all action he deems necessary, or appropriate, to implement the purpose and intent of this resolution; Commissioner Wagner seconded. With no further discussion motion carried unanimously. All in favor 3:0.*

## REPORTS COMMENTS AND DISCUSSION ITEMS

### A. *Commissioner Meetings (formal and informal meetings with groups or individuals)*

Commissioners reported on their respective committee meetings and presentations.

### B. *Non-Scheduled Items*

1. Mr. Peterson reported the Oak Street Development Building #2 interior is being framed.
2. Columbia Drive. After the SWAT team trained at the Chieftain Motel and Apartments, the Port of Kennewick maintenance crew demolished 10 of the buildings; leaving the ones with asbestos. The property looks substantially different and Mr. Peterson will share before and after photographs of Columbia Drive, as well as the cost savings and comparison, at a future meeting. The Port will go through the bid process and contract with a company who specializes in asbestos removal.
3. Mr. Arntzen read a letter to the Commission from the directors and himself regarding their decision on Vista Field. (EXHIBIT 1) The Commission is grateful for the letter and shared



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 23, 2013 MINUTES

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their appreciation for staff and the unbiased information prepared for their consideration.

## PUBLIC COMMENTS

Victor Epperly, 8930 W. Canyon Place, Kennewick. Mr. Epperly feels a master plan development should be done by the private sector instead of the Port so the onus is on them to build according to the master plan. He also hopes the Commission considers selling the land as soon as possible under this master plan, with respect to getting property to the private sector and paying taxes. With the master plan, through the planned development permit with the City, it becomes a contract with the City under their zoning ordinance. He also requested the Commission consider selling the property in conjunction with KID's property, so it is all in the same master plan; the property could then be looked at as a unit. Mr. Epperly feels the KID and Port could benefit from the sale of the property and a common master plan.

Jose Chavallo, 5912 Quinault Avenue, Kennewick. Mr. Chavallo stated Port staff has done a great job. He is interested in what the future will bring for the Tri-Cities.

No further public comments were made.

Mr. Novakovich anticipates the Executive Session to last approximately 25 minutes for Potential Litigation, per RCW 42.30.110(1)(i); with no action anticipated. Mr. Novakovich asked the public to notify Port staff if they will return after the executive session.

Mr. Novakovich recessed the meeting at 2:51 p.m., for approximately 10 minutes.

Mr. Novakovich reconvened the meeting into Executive Session at 3:01 p.m.

## EXECUTIVE SESSION

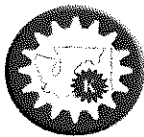
### *A. Potential Litigation, per RCW 42.30.110(1)(i)*

Ms. Fine exited the chambers at 3:25 p.m. to extend the Executive Session 20 minutes.

Ms. Fine exited the chambers at 3:45 p.m. to extend the Executive Session 10 minutes.

Ms. Fine exited the chambers at 3:55 p.m. to extend the Executive Session 10 minutes.

The regular meeting reconvened at 4:05 p.m. with no action taken.



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

APRIL 23, 2013 MINUTES

---

## ADJOURNMENT

With no further business to bring before the Board; the meeting was adjourned at 4:06 p.m.

### ***APPROVED:***

**PORT of KENNEWICK  
BOARD of COMMISSIONERS**

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*Skip Novakovich, President*

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*Don Barnes, Vice President*

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*Gene Wagner, Secretary*

APRIL 23, 2013 MINUTES  
EXHIBIT 1

April 19, 2013

Dear Commissioners:

Thank you for the leadership you have shown throughout the Vista Field EIS process. We commend each of you for the tough decision you were tasked with making. It did not go unnoticed that as elected officials you took your responsibility to taxpayers extremely seriously, and that each of you struggled long and hard to determine which use of Vista Field provided the greatest benefit to the entire port district. Your attention to the myriad details and consideration of all facets of the alternatives was evident in the deliberative process undertaken during your vote.

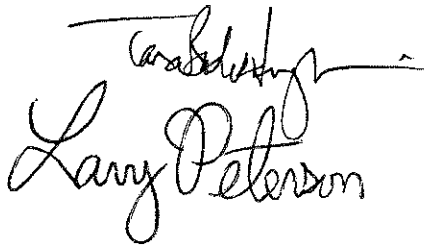
We appreciate that as Commissioners, you intentionally remained separated from the process until the EIS was completed; demonstrating not only a quality of leadership, but an understanding of the importance of an open and transparent process.

Please know how proud the staff is to work for Commissioners who are stewards of the public's resources; hold themselves to the highest standards of conduct; and are truly committed to championing economic benefit for the district.

The staff looks forward to implementing the Commission's directives and we thank you again for all you are doing for the citizens of Port of Kennewick.

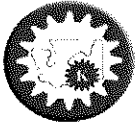
Sincerely,

  
Tim Arntzen and staff

  
Larry Peterson

  
Tammy Fine





# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

JULY 23, 2013 MINUTES

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## CALL TO ORDER

Commission President Skip Novakovich called the Commission meeting to order at 2:00 p.m. in the Port of Kennewick Commission Chambers located at 350 Clover Island Drive, Suite 200, Kennewick, Washington 99336.

### The following were present:

**Board Members:** Skip Novakovich, President  
Don Barnes, Vice-President  
Gene Wagner, Secretary

**Staff Members:** Tim Arntzen, Executive Director  
Tana Bader Inglima, Director of Governmental Relations & Marketing  
Tammy Fine, Director of Finance & Auditor  
Amber Hanchette, Director of Real Estate & Operations  
Larry Peterson, Director of Planning & Development  
Bridgette Scott, Executive Assistant  
Lucinda Luke, Port Counsel

## PLEDGE OF ALLEGIANCE

Larry Peterson led the Pledge of Allegiance.

## PUBLIC COMMENTS

Mark Blotz, 5727 W. Victoria, Kennewick. Mr. Blotz, General Manager of Clover Island Inn, reported that 1,200 people attended the Sawyer Brown concert. The newly expanded Willows parking lot was utilized. Sawyer Brown posted "Kennewick, Washington, Ya'll made every travel mile worth it. If anyone is looking for a great place to visit, check out Clover Island." on their Facebook page. Mr. Blotz thanked the Port for their support.

Cameron Shoemaker, 33004 S. Gerards Road, Kennewick. Mr. Shoemaker is a tenant at the Clover Island Marina. He inquired what the Port's issue is exactly with having an ice machine on the dock near his slip. Mr. Novakovich stated the Public Comments session is to receive public comments; the Commission does not encourage back and forth conversation with the public during this time. Mr. Novakovich suggested Mr. Shoemaker make an appointment with Mr. Arntzen as staff handles the day-to-day operations, whereas the Commissioners set policy.

No further comments were made.

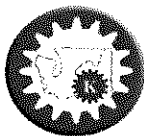
## CONSENT AGENDA

The consent agenda consisted of the following:

**A. *Approval of Direct Deposit and Warrants Dated July 15, 2013***

Direct Deposit totaling \$23,356.44 and Expense Fund Voucher Numbers 34552 through 34555 totaling \$4,028.35; for a grand total of \$27,384.79.

**B. *Approval of Warrant Registers Dated July 24, 2013***



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

JULY 23, 2013 MINUTES

Expense Fund Voucher Numbers 34556 through 34619, totaling \$149,808.60.

Construction Fund Voucher Number 3442 through 3445 totaling \$42,919.53.

**C. Approval of Commission Meeting Minutes Dated March 26, 2013**

**D. Approval of Special Commission Meeting Minutes Dated April 17, 2013**

**E. Approval of Commission Meeting Minutes Dated July 9, 2013**

**MOTION:** *Commissioner Wagner moved approval of the consent agenda; Commissioner Barnes seconded. With no further discussion motion carried unanimously. All in favor 3:0.*

## REPORTS, COMMENTS AND DISCUSSION ITEMS

### **A. Clover Island**

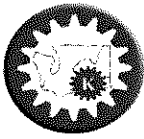
Mr. Peterson commented the island has been very busy recently: weddings in the lighthouse plaza, photography sessions, and families using bike paths. Mr. Arntzen feels the public has adopted the island as their own and they are taking care of the island. Mr. Arntzen has heard from a number of people that the island is very busy, and he is impressed with how well things are going on the island. Businesses are making investments to advertise the island and sprucing up their businesses. The businesses are doing well and Ice Harbor has expanded their hours to serve breakfast during the weekend and Clover Island Inn is offering tandem bicycles for customers' use. As nice as the island is, he would like to project out three to five years and is hopeful to see the same type of activity on Columbia Drive.

### **B. Commissioner Meetings (formal and informal meetings with groups or individuals)**

Commissioners reported on their respective committee meetings. Mr. Barnes stated the Tri-Cities Visitor and Convention Bureau Board recently adopted a Tourism Strategic Plan. He feels the Plan aligns with some Port goals and objectives. He suggests the Commission approve a resolution adopting and supporting the Plan. Mr. Novakovich would like the Commission and staff to review the Plan before a resolution is prepared.

### **C. Non-Scheduled Items**

1. The final walk thru to generate a punch list for Oak Street Development Building #2 is scheduled for July 31, 2013. The Port has already received interest in the new space. Development Building #1 is expected to be complete early to mid-September. The buildings are approximately 17,000 square feet each and have three office spaces. After nearly 30 years, the buildings are needed to be improved and are now ADA compliant. The buildings will provide the space for a business to grow to the next step and graduate out of Port space. Mr. Novakovich commended Mr. Peterson and staff for an excellent job. The buildings will be attractive and professional and will be a benefit to tenants moving in.
2. Ms. Hanchette stated the new security software upgrade for the Port of Kennewick office and Clover Island Marina was scheduled for July 22, 2013. Staff mailed two notices to the tenants requesting their assistance in providing their card identification numbers, as Port staff must individually reactivate each card. About half of the tenants met the deadline, so it was extended to Monday, July 29, 2013.
3. Clover Island Marina. Mr. Arntzen stated a large number of people in the marina shared their appreciation of the Port enforcing the rules. Staff is looking for ways to improve the marina. It is very successful, has a low vacancy rate and generates a positive cash flow.
4. The Commission discussed possible projects for the 2014 Work Plan. Some projects may



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

JULY 23, 2013 MINUTES

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include: demolishing old Port building near the lighthouse; the wine village on Columbia Drive; the Village at Island Harbor, a bioreactor for wine related effluent in West Richland, and a joint meeting with West Richland.

Mr. Barnes stated the Port needs to find a tenant for the second floor at the Clover Island Yacht Club and feels the public is looking for more visible progress on Columbia Drive.

Mr. Novakovich feels the Port should attend International Economic Development Council (IEDC) conventions, as they offer much beneficial training. Ms. Fine will investigate the membership fee.

The Port of Kennewick's 100<sup>th</sup> anniversary will be in 2015. Planning for the event should begin in 2014. This may also be a good time for the Port to re-brand.

Vista Field will also need to be addressed without excluding other projects. Mr. Barnes would like to continue advancing the project, but we need to make sure it is done properly and with public support. The Commission is in consensus to hire a firm to help with planning and advancing the Vista Field property.

A Community Advisory Committee (CAC) could be formed to assist in advancing the Vista Field project. Mr. Arntzen believes the Port is contractually responsible for the repayment of \$240,000 of grant funds to WSDOT, Aviation. In addition, an appraisal is necessary for Mike Shannon's hangar.

Red Mountain and/or Red Mountain Interchange.

Asset Replacement Program. Port properties, such as the Ag Engineering building and Vista Field Development Building #2 are aging. The Port should maintain what we have that is revenue generating and incubator space.

Mr. Barnes would like to see the Port continue to pursue selling properties commensurate with the Comp Scheme.

Plymouth. Mr. Peterson stated the CTUIR had expressed interest in having the Corps of Engineers the Port's island property at Plymouth. One third of that island is already owned by the Corps.

Mr. Arntzen suggested the Port identify opportunities within the City of Richland. Staff has been working with the City of Richland on possible land purchases.

5. Ms. Bader Inglima stated the Commission requested she speak with the Corps of Engineers to determine if they are interested in partnering with the Port on shoreline renovations. We have heard that they have received some funding from the federal government to pursue a possible 1135 project for Clover Island. Ms. Bader Inglima will work with them to develop a scope of work and investigate if the Port wants to pursue the 1135 program. An environmental assessment is a first requirement; we will not know what the cost will be until the scope is developed. The Corps will perform an initial environmental assessment and if investing Corps funds will significantly



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DRAFT

JULY 23, 2013 MINUTES

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improve the endangered species habitat by making improvements to Clover Island, then implementation is a 75/25 split. The Port would match 25%; and the Port is hoping to get credit for the funds already spent on shoreline improvements.

5. Mr. Arntzen commented one of the items in the Local Revitalization Financing (LRF) Interlocal Cooperative Agreement relates to Southridge revitalization area. The document states the City will work with the Port to fund public infrastructure and public amenities on Clover Island and the Columbia Drive Cable to Causeway areas as appropriate over the next seven years. The Agreement was signed July 28, 2009 by Bob Hammond and Mr. Arntzen along with the elected bodies of each entity. The Agreement could be helpful with the planning Columbia Drive and Clover Island areas.

## PUBLIC COMMENTS

Leo Bowman, 230 Silverwood Court, Richland. Mr. Bowman stated he was the lead Commissioner for Benton County on the SR397 intertie road and Piert Road project. The Port of Kennewick was very active and supportive of those activities. The main reason that he was supportive of the project was safety and to open up industrial economic development, family wage jobs. He believes it is a great opportunity to create jobs in Finley. He feels the Port's Finley properties should be used for industrial use and factories.

No further public comments were made.

## ADJOURNMENT

With no further business to bring before the Board; the meeting was adjourned at 3:31 p.m.

**APPROVED:**

**PORT of KENNEWICK  
BOARD of COMMISSIONERS**

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*Skip Novakovich, President*

---

*Don Barnes, Vice President*

---

*Gene Wagner, Secretary*

***PORT OF KENNEWICK***

**RESOLUTION 2013-18**

***A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE  
PORT OF KENNEWICK AUTHORIZING THE PORT EXECUTIVE DIRECTOR  
TO SELL AND CONVEY SURPLUS PROPERTY***

**WHEREAS**, the Board of Commissioners of the Port of Kennewick met this 13th day of August, 2013, a quorum of the Commissioners being present; and

**WHEREAS**, from time to time it is necessary to surplus items no longer needed for Port District purposes; and

**WHEREAS**, RCW 53.08.090 provides that the Port Commissioners may authorize the Port Executive Director to sell and convey property of less than \$10,000 in value; and

**WHEREAS**, that prior to each such disposition of Port property, the Port Executive Director is directed to present to the Commission an itemized list of the property and to make written certification that the listed property is no longer needed for Port District purposes; and

**NOW, THEREFORE, BE IT RESOLVED** by the Port of Kennewick Commissioners to authorize the Port Executive Director to surplus Port property no longer needed for Port purposes which has a value of \$10,000 or less as attached in "Exhibit A"; and

**ADOPTED** by the Board of Commissioners of Port of Kennewick this 13th day of August 2013.

***PORT OF KENNEWICK  
BOARD OF COMMISSIONERS***

By: \_\_\_\_\_  
SKIP NOVAKOVICH, *President*

By: \_\_\_\_\_  
DON BARNES, *Vice President*

By: \_\_\_\_\_  
GENE WAGNER, *Secretary*

**RESOLUTION 2013-18**  
**"EXHIBIT A"**

<b>Asset</b>	<b>Disposition</b>	<b>Property Description</b>	<b>Date In Service</b>	<b>Cost</b>
<b>8</b>	Broken	Dremel Engraver	3/25/2003	20.53
<b>9</b>	Broken	Craftsman toolbox	5/2/2003	135.22
<b>25</b>	Broken	Wheelbarrow	3/23/2004	43.28
<b>44</b>	Broken	Paper Shredder	2/9/2009	300.00
<b>92</b>	Broken	Olympus Camera	5/23/2007	249.49
<b>94</b>	Broken	Makita Grinder	3/26/2009	115.26
<b>106</b>	Broken	HP 8500 Plus Printer	7/7/2011	292.40
<b>130</b>	Broken	Husky 6021 P Lawnmower	6/6/2012	207.89
<b>131</b>	Broken	Husky 6021 P Lawnmower	6/6/2012	207.89
<b>132</b>	Broken	Husky 6021 P Lawnmower	6/6/2012	207.89
<b>133</b>	Broken	Husky 6021 P Lawnmower	6/6/2012	207.89
<b>330</b>	Obsolete	Mas90 Accounting Software	7/22/1997	3,708.53
<b>706</b>	Broken	Gateway 700XPC Computer	4/30/2002	1,852.09
<b>789</b>	Obsolete	Autocad Software	12/14/2004	4,147.38
<b>913</b>	Broken	HP Office Jet 7400 printer	12/31/2006	487.34
<b>1043</b>	Broken	HP Office Jet 6500 AIO	10/30/2009	154.10
<b>1046</b>	Broken	HP Office Jet Printer	12/31/2009	314.06

# **Port of Kennewick Vista Field Charrette Report**

**Presented By  
Young Professionals of Tri-Cities**

**Tuesday, August 13, 2013**

**Contents**

Charrette Report.....3

Visioning Discussion .....4

Final Thoughts ..... 10

Charrette Visioning Discussion & Survey Questions: ..... 11

Survey Question Responses:..... 12

Charrette Visioning Discussion Pictures..... 17

Charrette Visioning Project Pictures ..... 30





## Charrette Report

On Wednesday June 26<sup>th</sup>, 2013 the Young Professional of the Tri-Cities in collaboration with the Port of Kennewick hosted a Charrette to ignite development visions for the area known as Vista Field.

The Charrette was well attended by 23 young professionals representing different industry sectors including public, private, and entrepreneurial businesses, and individual interests from citizens wanting to get involved in the development of the Tri-Cities. Also in attendance were Larry Peterson, Port of Kennewick Development Director, current Port Commissioners Skip Novakovich, President and Dan Barnes, Vice President (Port Commissioner's attendance did not coincided), and two Port Commissioner hopefuls, Leo Bowman and Danette Layne. The civic leaders assisted in answering questions about Vista Field, and engaged in the visioning discussion.

To get things started the facilitators asked pre-decided questions of the attendees (*The list of questions is attached and sent out in survey form to the YPTC membership*). In an effort to glean as much out of this group in a short period of time, the Charrette rules were to "keep things positive", and "anything goes!" This proved to allow individuals' creativity and enthusiasm to shine throughout the night.

The following report is a summary of the group visioning discussion, small-breakout group project ideas, and the closing group discussion & presentations. In conclusion of the event, all attendees were given rating stickers to assign to their favorite ideas and concepts. We tallied those votes and ranked the best of the night and indicated them below with green comment boxes.

## Visioning Discussion

The atmosphere was vibrant & exciting and the visioning discussion produced great ideas such as the following:

- Mixed-use development.

***The mixed-use concept generated seven #1 votes and is the basis for our Vision for Vista Field.***

- Pedestrians only!
  - No driving through area.
  - Instead use:
    - Trolley, light rail, peditaxis, golf cart taxis
  - Offsite parking.
  - Walkability around Vista Field should be:
    - Less than 1 mile
    - Less than 36 blocks in the Pearl District, like D.C.'s Mall

***The pedestrian only concept generated many votes, and was discussed throughout the evening. This concept is what the Young Professionals think will set Vista Field apart from other "downtowns" and developments in the region.***

- Place for young professionals
  - Shared space concept & incubator spaces
    - Storefront studio with attached apartment for upcoming artists and entrepreneurs.
  - Rock climbing, bowling/lucky strike, or movie theater that does dinner and drinks too (21+ only area)
  - Night life/breweries/wine bars/Performing arts and/or cultural museum
  - Off leash dog park
  - Townhouses/condos (walkability)
  - Center place for wine experience, tasting rooms, contemporary
  - Wifi hot-spot (area-wide free wireless internet access)
- Positive Regional Impacts.
  - Drawing people out from convention center events & Toyota Arena (i.e. dinner before hockey, or drinks after Fever Football)
  - Connect to the Columbia Center Mall & river trails
- Saving energy and using light with Solar panel trees, and using sun as focal point in design

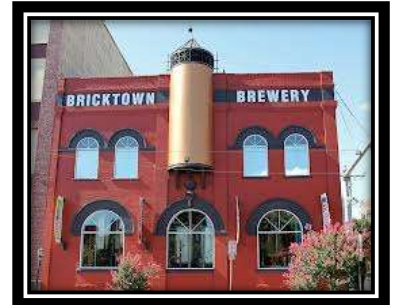
***Utilizing the 365 days of sunlight that the Tri-Cities region has to offer generated many votes and is a common theme throughout the development proposals in this report.***

## Districts for the creation of a “destination development”:

- Bricktown, Oklahoma City (water canals, fountains, paths, nice lighting, ice cream shop & café, carriage rides, beer wagons and rickshaws)

*The Bricktown concept generated multiple votes and therefore is something the young professionals would really like to see located at Vista Field.*

Pictures 1-8 Bricktown, Oklahoma



- Themed Destinations like Disneyland, Leavenworth, Universal Studio's City Walk, McMenamin's, Mackinaw Island, MI (no cars allowed on the Island); checklist of requirements/zoning/design guidelines.



Picture 9 McMenamins



Picture 10 Brewery Patio



Pictures 11 City Walk, Universal Studios



Pictures 12 City Walk, Universal Studios



Picture 13 Leavenworth, WA Bavarian Themed Town



Picture 14 Leavenworth, WA Bavarian Themed Town



Picture 15 Leavenworth, WA Bavarian Themed Town



Picture 16 Mackinaw Island, MI Historical Tourist-Oriented Town



Picture 17 Mackinaw Island, MI Historical Tourist-Oriented Town





**Picture 18 Mackinaw Island, MI Historical Tourist-Oriented Town**



**Picture 19 Main Street at Disney World, Orlando FL Amusement Park Theme**



**Picture 20 Main Street at Disney World, Orlando FL Amusement Park Theme**



**Picture 21 Main Street at Disney World, Orlando FL Amusement Park Theme**

## Visually/Aesthetically Pleasing

- Tiered park concept to create a visual attraction, fountains, palm trees
- Socially inviting outdoor seating
  - Buildings should have indoor/outdoor amenities, and have an open-air feel with patio seating.



Picture 22 Restaurant patio seating on the street



Picture 23 Garage doors create the open-air feeling of being outside

- Vertical places and spaces
  - Air control tower for viewing and restaurant/bar space (like the space needle)

*This idea generated five #1 votes meaning it is something the young professionals would really like to see as a focal point at Vista Field.*



Picture 24 Arlanda Airport Stockholm Sweden



Picture 25 Tower of the Americas San Antonio, Texas



Picture 26 Tower of the Americas San Antonio, Texas

- Utilizing rooftops:



**Picture 27 Rooftop Mini Golf**

- Sky-bridges, and balconies

What happens in inclement weather?

- Events around types of weather (i.e. tree lighting, ice rink, lights)
- Heaters, garage doors, water misting machines in the summer, retractable windows
- Retractable roof on concert/theater venue (similar to the Mariner's Safeco Field)

### **Things we do not want to see come to Vista Field:**

- Big Box Stores
- Bad Stigmas (i.e. Hooters, strip clubs, adult video stores, adult movie theaters)
- No strip malls
- No duplication of stores or activities that would kill/shut down other similar uses in the Tri-Cities
- No vehicles
- Do not want to see playgrounds & no parks because the Tri-Cities has enough parks/playgrounds (botanicals, grassy areas and sculptures are okay though)
- No obnoxious signs, or overuse of “discount” & “sale” signage in store fronts or on sidewalks (Need to have good ordinances to maintain theme consistency and design guidelines that include signage requirements)

### **Final Thoughts**

In conclusion, representatives from the Young Professionals will present this report, and our Charrette findings to the Port of Kennewick Commissioners at one of their upcoming Board meetings. It is our intent to see our ideas become reality as the Port continues the discussion and implementation of the development of Vista Field. YPTC and the YPTC Board would like to thank the Port for giving us this opportunity to be involved in planning the future of the Tri-Cities!



## Charrette Visioning Discussion & Survey Questions:

The following is a list of questions that was intended to engage participant's creativity, and generate ideas for how the area known as Vista Field should be redeveloped.

- General Demographic Questions:
  - Name
  - Employer
  - Email Address
  - Length of Tri-Cities Residency
  - Age
- List communities that you have lived in.
- Is there a place that you've visited that felt very unique? What makes it unique? Did it have a "sense of place"? What specifically about this place did you like?
- What are some places you have visited recently that made you feel excited, energized, and engaged? Or a specific development that made you think "I wish my town had something like this". Describe this area. What attributes were present in this area (i.e. safe, clean, availability of services, lots of outdoor restaurants and public spaces etc)? What attributes of the above area(s) were present (i.e. safe, clean, availability of services, lots of outdoor restaurant and open spaces, etc.)?
- What were the transportation circulations of your aforementioned places?
  - Lots of parking so everyone has a place for their individual vehicle at every destination (Auto dominant/suburbs)?
  - A mixture of parking, biking and walking (like a small-downtown)?
  - All walkable, once you are there you never need a vehicle?
  - A mixture of public transit, buses, automobiles, bicycles, and pedestrian?
  - While visiting, how did you traveled around the area?
- Where do you see yourself living in the next 5, 10, 15 years?
- What do you like most about Kennewick and the Tri-Cities? What qualities can we expand on?

## Survey Question Responses:

### General Demographic Information:

- Total Number of Responses from Online Survey:
  - 13
- Gender:
  - Male – 3
  - Female – 10
- Age:
  - 25-29 – 2
  - 30-34 – 6
  - 35-39 – 3
  - 40+ - 2
- Length of Residency:
  - 0-5 Years – 4
  - 6-10 Years – 1
  - 11-15 Years – 1
  - 16-20 Years – 2
  - 21-25 Years – 2
  - 30+ Years – 3

### Question 1 – List other communities that you have lived in:

- |                       |                      |                     |
|-----------------------|----------------------|---------------------|
| • Bellingham, WA – 2  | • Scottsdale, AZ     | • Las Vegas, NV     |
| • Bothell, WA         | • Siloam Springs, AR | • Oklahoma City, OK |
| • Ellensburg, WA      | • Lake Forest, CA    | • Eugene, OR        |
| • Issaquah, WA        | • Pasadena, CA       | • Portland, OR – 3  |
| • Monroe, WA          | • San Diego, CA      | • Knoxville, TN     |
| • Seattle, WA - 3     | • Machias, ME        | • San Marcos, TX    |
| • Shoreline, WA       | • Kansas City, MO    | • Park City, UT     |
| • Snohomish, WA       | • Springfield, MO    | • Lynchburg, VA     |
| • Spokane, WA         |                      |                     |
| • Tacoma, WA          |                      |                     |
| • Vancouver, WA       |                      |                     |
| • Walla Walla, WA - 2 |                      |                     |

Question 2 – List communities that you have lived in our visited that you felt were unique:

- Calgary, Alberta, Canada
- Granville Island, Vancouver, BC, Canada
- Victoria Island, BC, Canada
- White Rock, BC, Canada
- London, England, Europe
- Paris, France, Europe
- Amsterdam, Netherlands, Europe
- San Diego, CA - 2
- Durango, CO
- Steamboat Springs, CO
- Telluride, CO
- Washington, DC
- Coeur d'Alene, ID
- Louisville, KY
- Bigfork, MT
- Missoula, MT
- New York City, NY
- Ashland, OR
- Eugene, OR
- Portland, OR
- Seaside, OR
- Sun River, OR
- Austin, TX
- Park City, UT
- Provo, UT
- Charlottesville, VA
- Bellingham, WA – 2
- Issaquah, WA
- Leavenworth, WA
- Belltown, Seattle, WA
- Greenlake Neighborhood, Seattle, WA
- Poulsbo, WA
- South Hill, Spokane, WA
- Walla Walla, WA

Question 3 – What makes the above community/communities unique?

- Great local hiking, good restaurants with unique atmosphere.
- Good laid back culture.
- Lots of downtown shops, restaurants, classy bars to walk around.
- Large cities with plenty of historic sites, museums, theaters, shopping, transportation, colleges, and outdoor recreation areas close.
- Historic, lively, cultural downtown area.
- Nice bay area parks with walking paths.
- Quaint downtown areas with locally owned shops and eateries.
- Walkable, close proximity between housing, dining and entertainment.
- Easy access to community transport.
- Variety of housing options (apartments, rental homes, homes to purchase, etc.).
- Sense of community.
- Love the "main streets" that they offer. They offer a one stop shop area that includes places to shop, eat, play, drink and relax. Whether it is during the day with your family or at night with friends. You can spend the whole day there. You do not have to get in and out of your car. They also offer high and low end price points.
- San Diego has revitalized their downtown with a new ballpark and re-vamped the Gas Lamp District.
- Eugene is a sports-craving town, but also embraces the outdoors and has an active downtown scene.
- Calgary also has a strong entertainment district, which joins up with Olympic Park.
- All have utilized their waterfront property very well
- Walkable areas/entertainment venues/ unique restaurants/live music.
- A "downtown" feel with multiple outdoor shopping, eating, and entertainment options. More of a strip mall affect with coffee shops, wine shops, restaurants, etc.
- They were all unique--all have their own flavor and culture. A drawing factor common among each of them, however, is an area(s) of town that especially portrayed that culture or flavor of the entire city, with things to do and see and experience.

- These communities emphasize and integrate arts and culture-theatre, performing arts, galleries, studio space, variety of restaurants, public spaces, etc.
- They are walkable and/or have great public transportation.
- Dutch culture is very family oriented- most businesses are closed on Sunday and only open only after 6p on Thursdays.
- Fun and diverse with plenty of outdoor activities.

Question 4 – List any places that you have visited recently that made you feel excited, energized and engaged.

- |                     |                         |                         |
|---------------------|-------------------------|-------------------------|
| • Los Cabos, Mexico | • Lahaina, HI           | • Park City, UT         |
| • Phoenix, AZ       | • Coeur d’Alene, ID - 2 | • Belltown, Seattle, WA |
| • Scottsdale, AZ    | • Sand Point, ID        | • Leavenworth, WA       |
| • Anaheim, CA       | • Indianapolis, IN      | • Poulsbo, WA           |
| • San Diego, CA     | • Kansas City, MO       | • Seattle, WA           |
| • Denver, CO        | • Cannon Beach, OR      | •                       |
| • Littleton, CO     | • Corvallis, OR         |                         |
|                     | • Portland, OR - 2      |                         |
|                     | • Seaside, OR           |                         |

Question 5 – What attributes of the above area(s) were present?

- Outdoor restaurants, safe and clean.
- Safe, easy transportation from parking areas.
- Super environmentally friendly.
- Outdoor parks and shopping areas, clean and safe.
- Lots of activities and gathering spaces (in & out).
- Small town community feel but big city vibe.
- Walkable, unique dining/entertainment experiences.
- Safe, clean, lots of outdoor restaurants.
- Variety of shops, restaurants, public spaces.
- Variety of restaurants and breweries.

Question 6 – List any developments that made you think, “I wish my town had something like this.”

- I wish we had a sweet boardwalk that was developed along the river for dining/walking around. Aside from Clover Island, Kimos, and Anthony's there isn't much on the river. A large boardwalk on the Columbia, art galleries, restaurants, classy bars/pub, wine tasting rooms, lots of outdoor seating, marina for boating access!
- Wish we had a real museum and science center. Would love to have more than one shopping mall in the Tri-Cities. Need a community pool/recreation area/park like the ones in Portland.
- Charge for using plastic bags at grocery store. Bike rentals friendlier bike paths. Although the transit has great bus stops, it would still take me an hour to get to work on the bus and I would be an hour late due to the time it starts. When driving is about a 10 minute drive.
- Outdoor amphitheater, Manito Park (lots of plants, named, ideas for your own yard), central area to walk around with lots to see.

- The lynchpins of any future entertainment district at Vista Field is going to revolve around a vibrant and \*NEW\* Toyota Center. Also, a future PAC will only aid in the future development. Once those are a part of the region's master plans, the city planners can learn a lot from the cities listed above.
- Walkable area with restaurants, etc. I love 4th street live in Louisville KY & downtown mall in Charlottesville, VA <http://www.4thstlive.com/> <http://www.downtowncharlottesville.net/>.
- A unique wine bar like Purple Cafe in Seattle and a central region with all of the above developments.
- The ocean! :) I love the art galleries and specialty shops.
- I would like to see a non-profit professional theatre (2 performance spaces) connected to galleries, wine bars/brew pubs, restaurants, public spaces, shops, public art. I have worked on this for a couple of years and lots of folks like the idea but getting the next step- board members for a 501(c)3- has been difficult.
- I wish that the Tri-Cities had one "district" that we could call a "Downtown" for all three of the cities. Creating a "Downtown" style shopping and entertainment district at Vista Field is what the Tri-Cities desperately needs and is currently lacking. There isn't one centrally located district that people want to go hang out at for hours.

Question 7 – What identifying features were present in the above area(s) i.e. landmarks, sculptures, etc.)?

- Usually bodies of water make for great atmosphere. Lets make entertainment along the Columbia our feature.
- Space Needle, Pacific Science Center, Nike running path, Oregon Museum of Science & Industry. These communities also make use of their recreation areas and waterfront (i.e. easy parking, restroom availability, well maintained, etc.).
- Conservatory (greenhouse), interesting landscaping to walk around (not just open grass and goose poop as far as the eye can see). Mobile vendors encouraged (food trucks, etc.).
- Park City has moose sculptures throughout town, general atmosphere that this type of location you would imagine provides, each have parks in the same area or nearby, again offering something for everyone and a variety of cultural offerings as well.
- Walkable, pedestrian friendly.
- Brick walkways, art pieces, a place to feel comfortable walking throughout.
- Art, water feature, cool downtown/old town area.
- Fountains, landscaping and brick buildings.

Question 8 – Where do you see yourself living in the next 5, 10, 15 years?

- Tri-Cities, WA – 9
- Hopefully I will be moved with my daughter to a place where there are more activities other than eating out.
- I hope here, with that said I hope it continues in the path of growth. I have seen tremendous growth throughout the years, but it needs to continue in that direction. All parties need to have a say in what is best for this city a handful of individuals cannot determine what may or may not be best, this is why I am happy to be part of this process.
- Eastern Washington
- Somewhere in the northwest, either in Walla Walla or Portland.

Question 9 – What do you like most about Kennewick and the Tri-Cities?

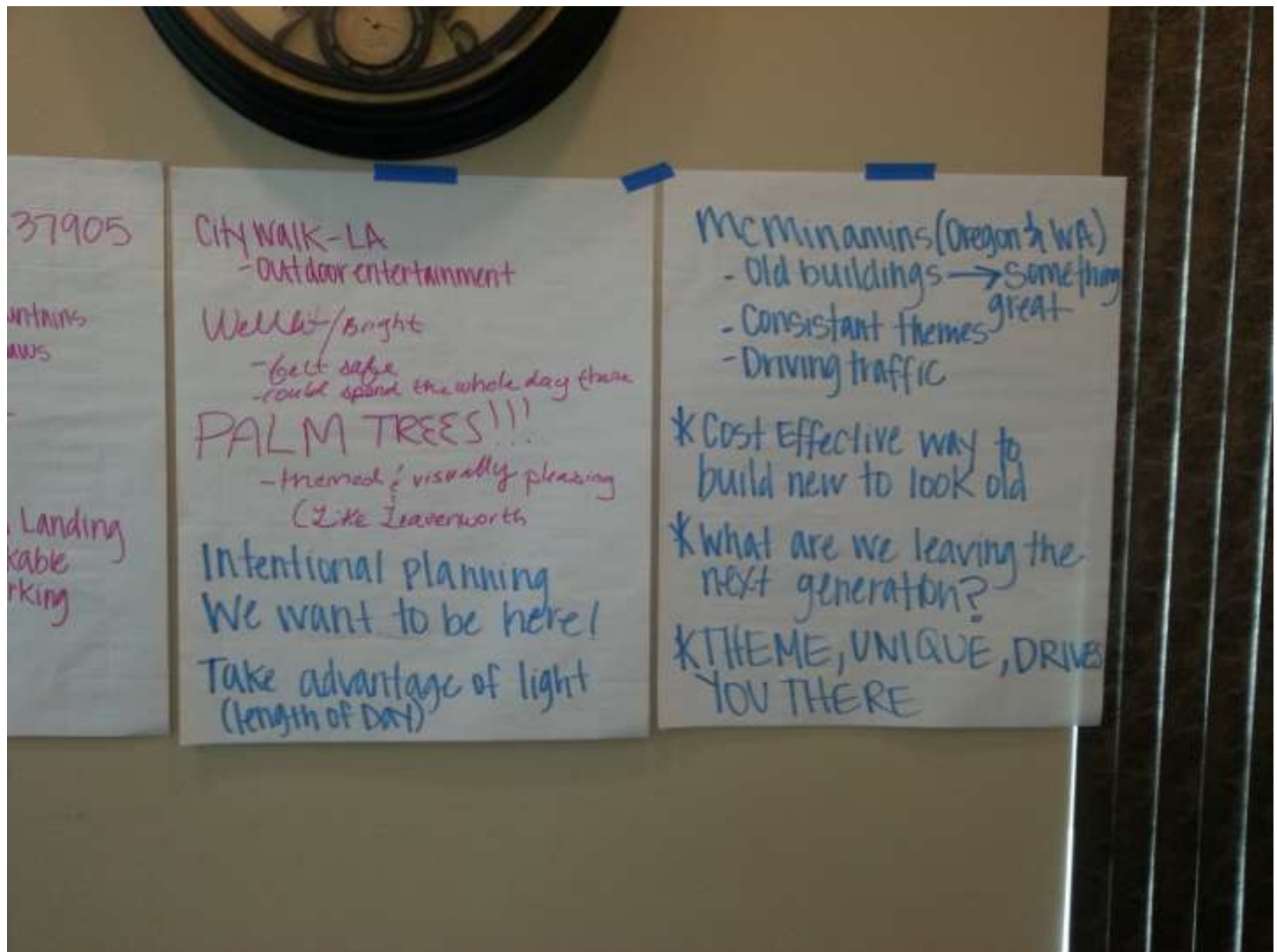
- Good weather, beautiful river, easy travel to Portland, Seattle, Spokane, Idaho, Montana. Long golf season.
- Schools are good. Very safe community. No better place to raise a family.
- Abundance of restaurants, not a fan of Columbia Park - Richland Parks are better, river, cheap living
- The cleanliness and tall buildings of the city.
- The ease of travel within the cites and at the airport and climate. I also like the outdoor activities that we have available and parks.

- Easy to get around, able to get to most of what I need quickly.
- That we are growing and seeing a variety of businesses moving in, not just box stores and chain restaurants.
- Low cost of living, nice weather, small-town feel, safe with good schools.
- Big town amenities with small town feel & weather.
- The current developments and the potential to do more. Love our wine industry and recreational opportunities.
- The river, friendly people, long twilight hours in the summer.
- Kennewick has done a much better job of integrating public art into the city. Richland and Pasco.
- I like that Kennewick currently has the most for shopping and dining.

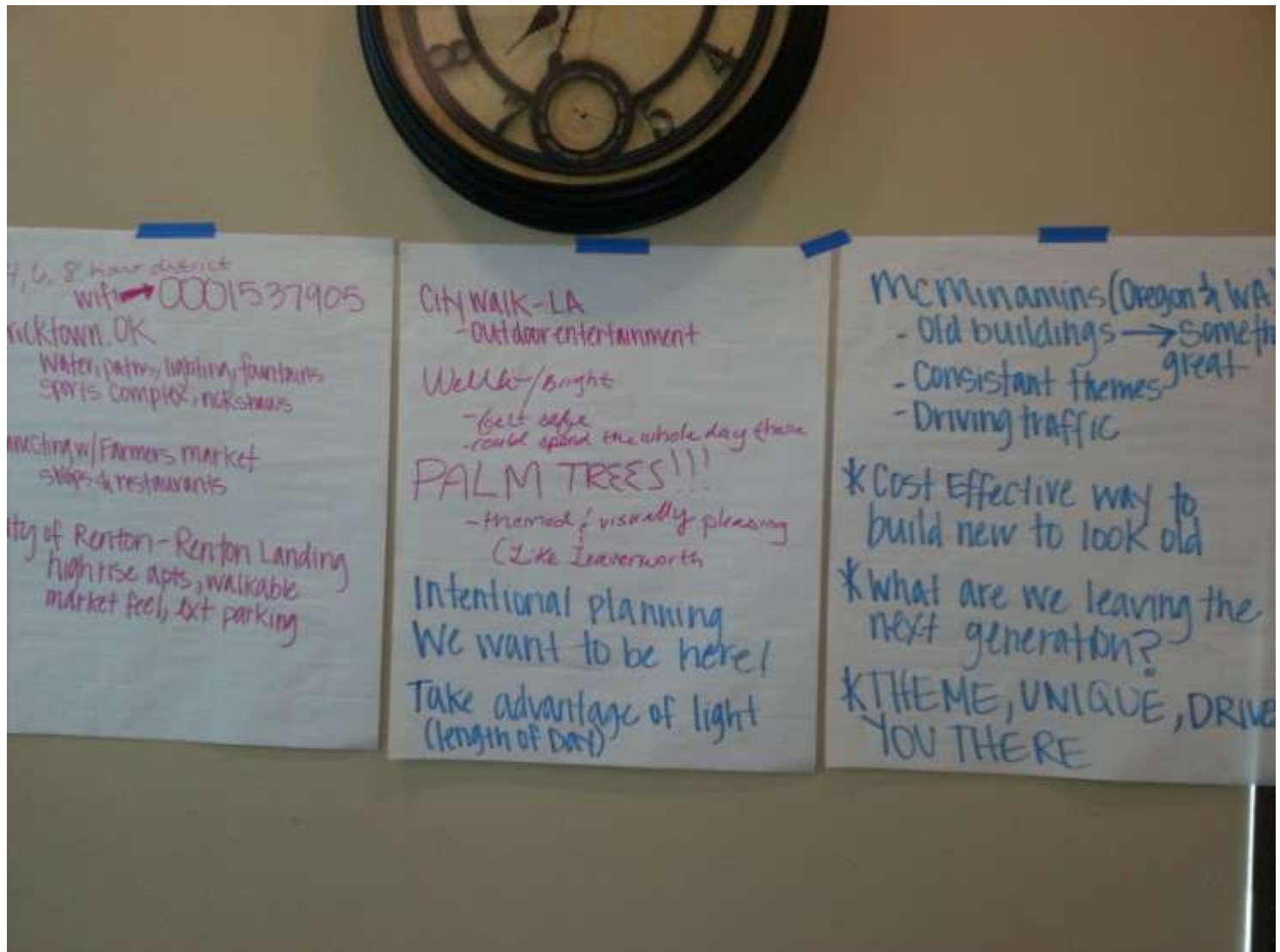
Question 10 – What qualities can we expand on?

- Golf courses! Prices are way high compared to Spokane and courses are limited. We could use a public course near Badger, Benton City, and West Pasco. Or even between W. Richland and Benton City. Somewhere scenic near new wine development and host professional tournaments to draw attention.
- Kennewick's river front is a rough stone that could be a diamond if someone took care of it (i.e. added bathrooms and decent grass and shore access).
- More opportunities for working moms to engage in the community and with other working moms, kids activities.
- We can create more family friendly outdoor spaces that are near shopping and entertainment. The spaces we have are not easily accessed by foot. You have to drive to outdoor spaces or eateries or shopping, can't just go to one place and have all three.
- I wish things were better for getting around without a car. My husband and I live in Kennewick park which is walkable to the mall, Costco, Carmike, etc but the streets are so busy and sidewalks are right along the streets it isn't pleasant to walk and I'd never ride a bike to get around. I wish I could move around more freely without a car.
- Environments to take visitors when they are in town. We boast about golf, wine and the river which we all do enjoy, but it is not always feasible to do these for a given amount of reasons. I think it is great what we have done and continue to do at Clover Island and what we continue to do with downtown. This is an opportunity for a "city center."
- If the Tri-Cities is ever going to evolve and do big things within the State, the thinking and acting as 3-4 separate cities needs to go away and we need to start acting like one big area, which we are. We become immensely more powerful and marketable within the State and region when that happens.
- Our history/culture (geeky/nuclear/techie/agriculture/awesomeness).
- A central downtown region with wine tasting rooms, a cafe/deli, coffee shops, unique boutiques, great lighting and walking areas...and a Nordstrom.
- The river, the casualness of the area (not too uppity), science and technology.
- We can do a better job of providing art and culture for our population; we shouldn't need to go to Portland, Seattle or Spokane as the first choice for art and culture. Vista Field can become the cultural center of south central Washington. It can be strong enough to bring people FROM Seattle, Portland and Spokane to spend their money here.
- Creating diversity and something unique here in the Tri-Cities. Great people live in the Tri-Cities and I would like a fun place for all age groups to gather, shop and be entertained. I would like to utilize the nice weather we have and create more outdoor shopping and dining.

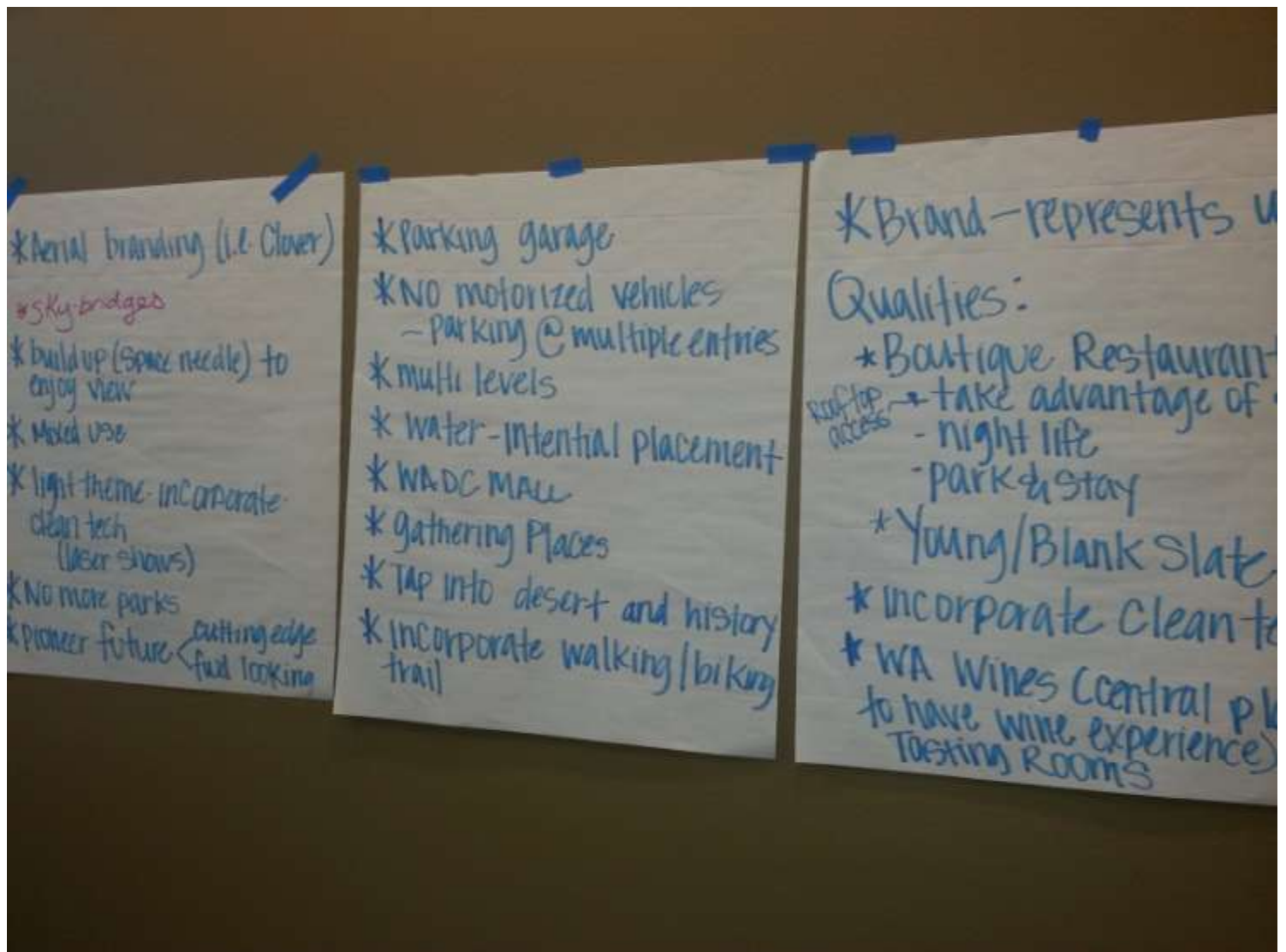
## Charrette Visioning Discussion Pictures











\* parking garage

\* NO motorized vehicles  
~ parking @ multiple entries

\* multi levels

\* water-intentional placement

\* WADC MALL

\* gathering Places

\* Tap into desert and history

\* Incorporate walking/biking trail

\* Aerial branding (i.e. Clover)

\* Sky-bridges

\* build up (space needle) to  
enjoy view

\* Mixed use

\* light-theme-incorporate  
clean tech  
(laser shows)

\* No more parks

\* Pioneer future < cutting edge  
fwd looking

- \* Vehicles
- \* Parks because it has to have (botanical, sculpture OK) (lots of parks already)
- \* Good Ordinances that maintain theme/consistency
- \* NO bad signs



City Walk - LA

- Outdoor entertainment

Well lit / Bright

- felt safe

- could spend the whole day there

PALM TREES!!!

- themed & visually pleasing

(Like Leavenworth)

Intentional planning

We want to be here!

Take advantage of light  
(length of Day)

Duplication of stores  
activities that would kill  
others in TC's

Shared spaces for musicians  
& artists ("pay to play" option)

Artists housing  
(Tilton Arts Community)

Don't Want

- \* Box Store
- \* less retail / more variety
- \* Bad Stigmas (i.e. hooters)  
Strip clubs
- \* no play grounds
- \* no strip malls
- \* maintain connectedness
- \* NO DUPLICATION

What happens in bad weather?

\* build into planning

\* Events around types of weather

tree lighting, ice rink, lights

- heaters, garage doors  
mistifiers, retractable  
windows



\* 4, 6, 8 hour district  
wifi →

0001537905

#1

Bricktown, OK

• •

Water, paths, lighting, fountains  
Sports complex, rickshaws

Connecting w/ Farmers market  
shops & restaurants

City of Renton - Renton Landing  
high rise apts, walkable  
market feel, ext. parking

Wifi - hotspot

• •

\* Brand - represents us

Qualities:

- \* Boutique Restaurants
  - take advantage of sun
  - night life
  - park & stay

Roof top  
access

\* Young/Blank Slate

\* Incorporate Clean tech

\* WA Wines (central place  
to have wine experience)  
Tasting Rooms

- McMinnamins (Oregon & WA)
  - Old buildings → something great
  - Consistent themes
  - Driving traffic

\* Cost Effective way to build new to look old

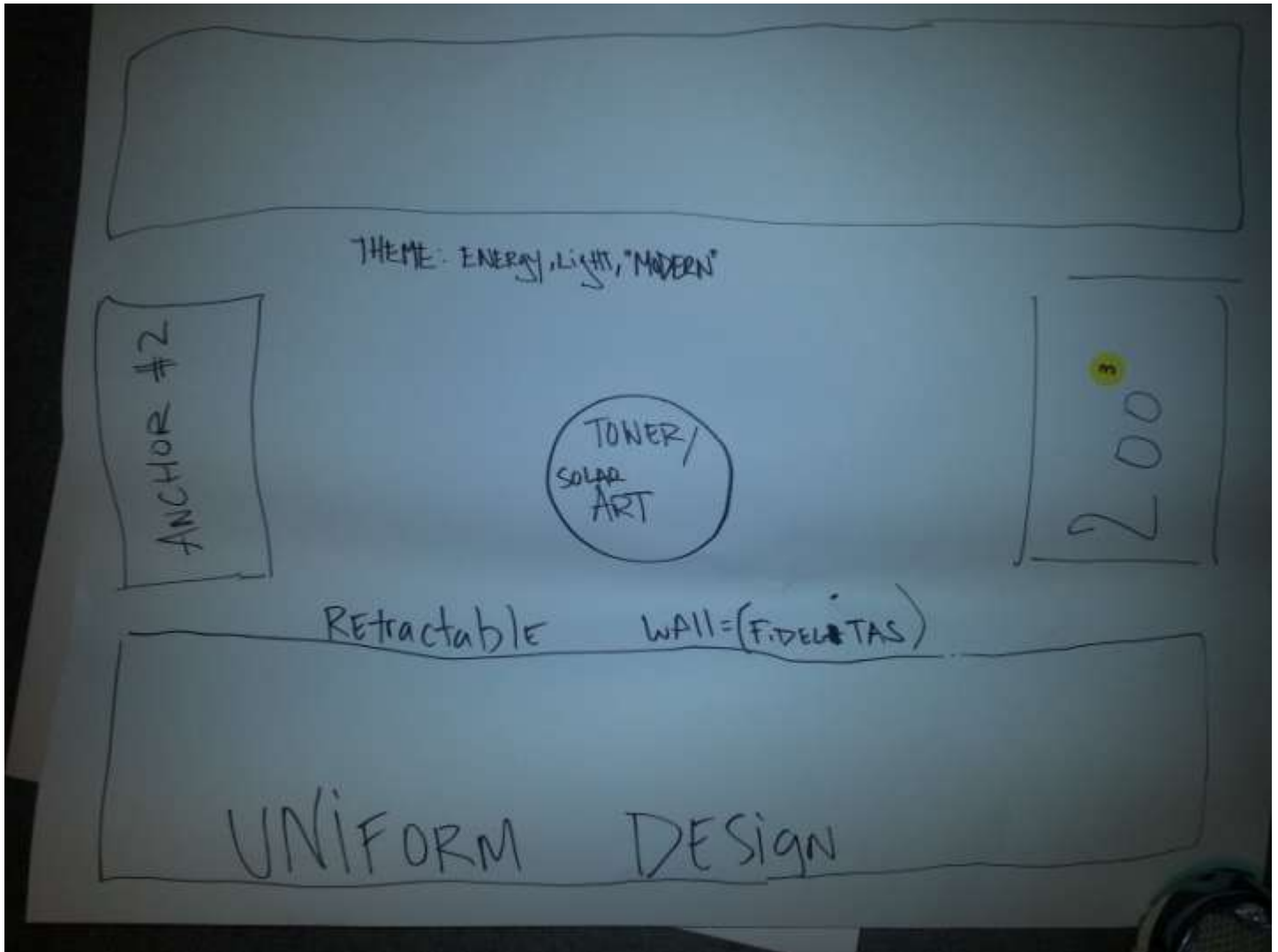
\* What are we leaving the next generation?

\* THEME, UNIQUE, DRIVES YOU THERE

## Charrette Visioning Project Pictures













OCTOBER 2012 (2008 PHOTOS)

\* trolley (on wheels)  
track-free

"Airfield District"

\* Outdoor Seating  
\* "Brick" Facades

\* 40's Vibe  
Signage  
"Hanford"

\* Keep runway  
area

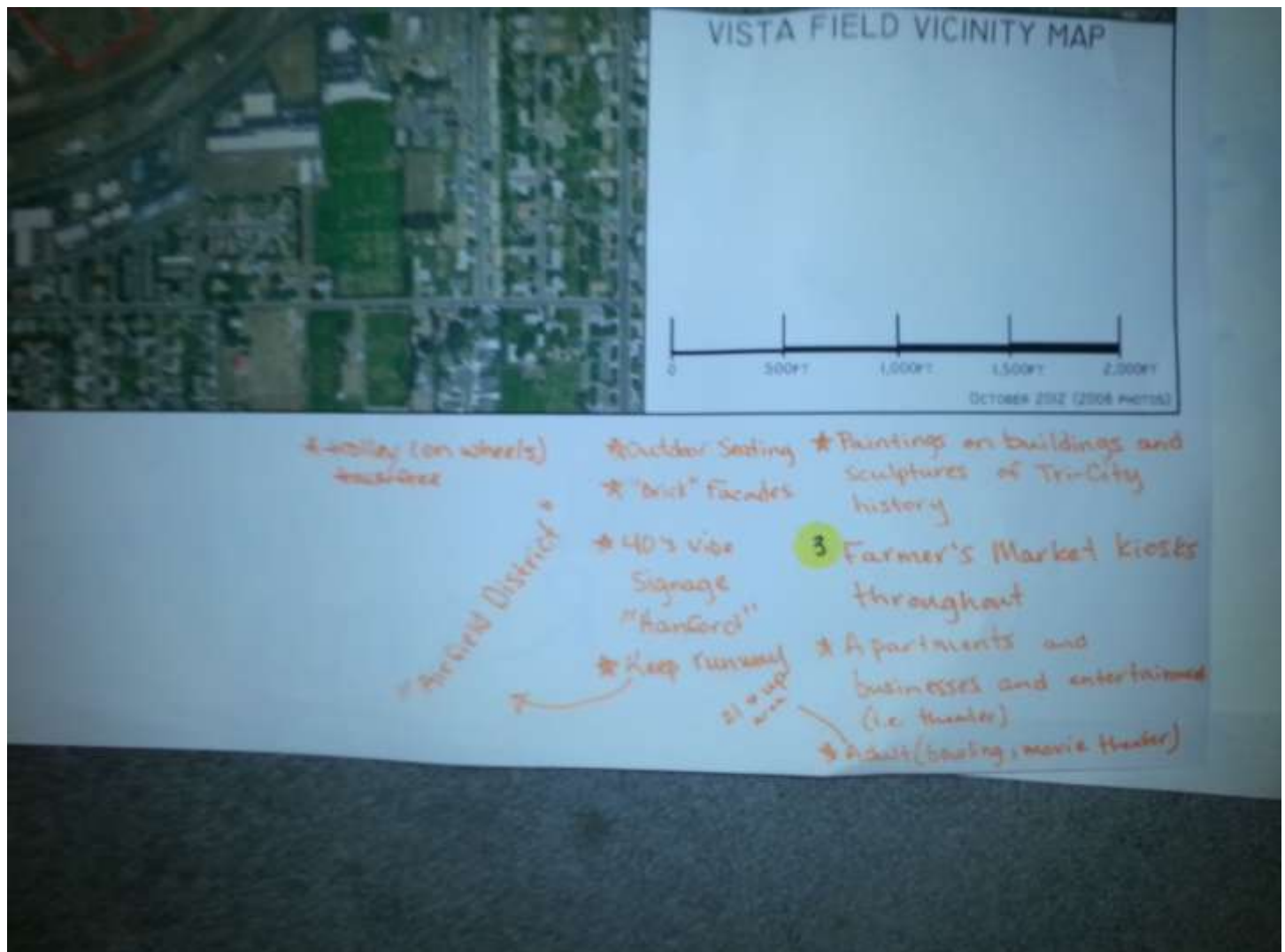
3

\* Paintings on buildings and  
sculptures of Tri-City  
history

Farmer's Market kiosks  
throughout

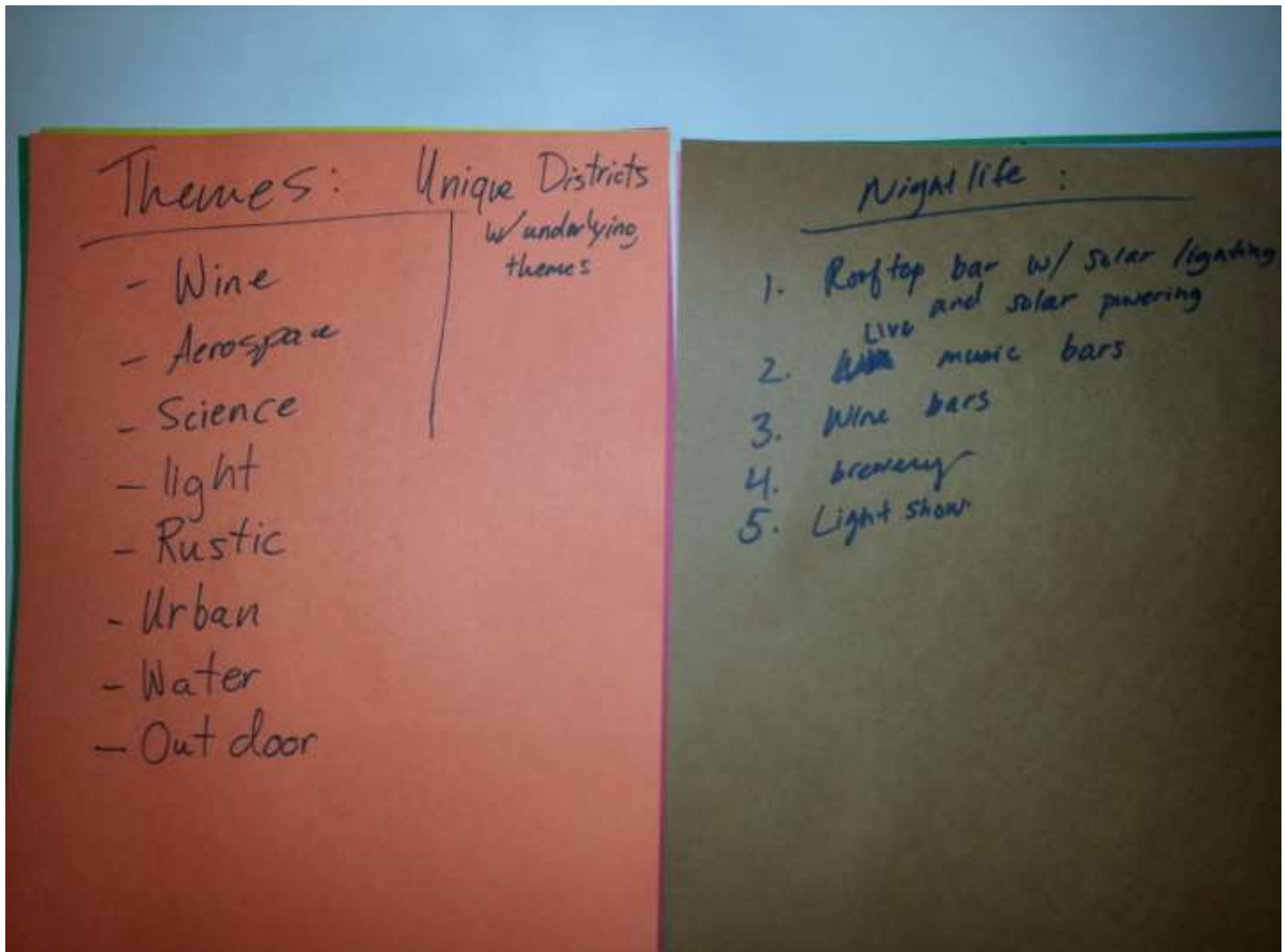
\* Apartments and  
businesses and entertainment  
(i.e. theater)  
\* Adult (bowling, movie theater)













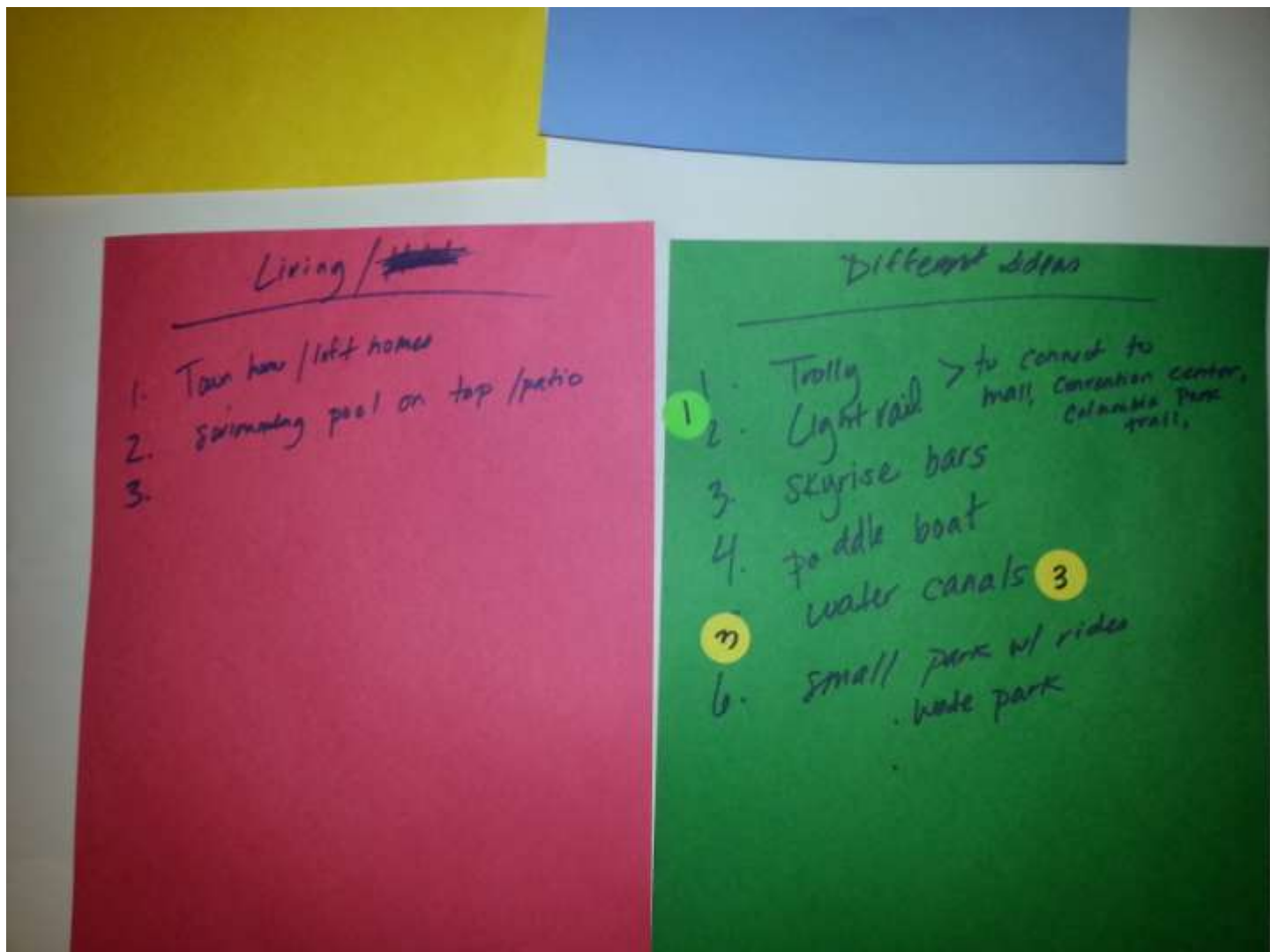
## Entertainment District:

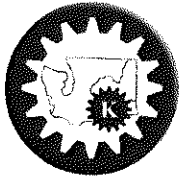
2

1. Outdoor/indoor multi purpose performing art center.
2. Ice skating/roller skating area
3. Rock climbing area
4. Museum - Airplane  
- Wine
5. Museum - Science
6. IMAX

## Retail/Shopping/Health

1. Gym
2. Health providers:  
Salons/Drs office/Chiropractor
3. Market store
- 4.





## AGENDA REPORT

**TO:** Port Commission

**FROM:** Tana Bader Inglima, Director of Govt. Relations & Marketing

**MTG DATE:** August 13, 2013

**AGENDA ITEM:** Community Development Strategy (CEDS) prioritization process

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- I. REFERENCE(S):** Resolution 2013-19 attached.  
2012 CEDS Project Profile (for information only)
- II. FISCAL IMPACT:** No immediate impact. Matching Funds would be required ONLY if future grant funding can be secured; if staff is successful in securing future grants, port match would most likely not be required before 2015, allowing time for budgeting/project prioritization.
- III. DISCUSSION:** The Benton Franklin Economic Development District of the Council of Governments is in the process of preparing the Annual Report of Comprehensive Economic Development Strategy (CEDS) for 2013. CEDS is a process that the Council of Governments uses to help it prioritize projects that are interested in seeking funding from the U.S. Economic Development Administration (EDA) and other sources. Having a project rank high on the CEDS listing demonstrates community need; and helps demonstrate to potential funding sources that there is regional support for the project. Last year the Commission authorized staff to submit a Wine Village Development Building project for the Port's Columbia Drive neighborhood as our priority project. And even though our project ranked very high on the CEDS prioritization listing, there wasn't any EDA funding available.

It would be fairly simple to update and resubmit this same project for CEDS again this year. I wanted to bring this to the Commission for a couple reasons: first, to ensure that this is still something that you are interested in pursuing. AND also because an approved resolution is required authorizing staff to submit a project for the CEDS process.

- IV. STAFF RECOMMENDATION:** Approve Resolution 2013-19, authorizing us to submit the Wine Village Development Building for the CEDS process this year.
- V. ACTION REQUESTED OF COMMISSION:**  
*Motion:* I move approval of Resolution 2013-19, authorizing staff to submit a wine village development building profile to be included in the Annual Report of the Comprehensive Economic Development Strategy (CEDS) for 2013; which commits a Port match of approximately \$1,016,483 to construct such building should a source of grant funding be secured; and does further authorize port staff to pursue federal/state funding sources as available for this project.

# PORT OF KENNEWICK

## RESOLUTION No. 2013-19

***A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF KENNEWICK AUTHORIZING APPLICATION FOR A PROJECT TO BE LISTED IN THE ANNUAL REPORT OF THE COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS) FOR 2013, AND TO SEEK FUNDING FROM THE ECONOMIC DEVELOPMENT ADMINISTRATION (EDA) AND/OR OTHER FEDERAL OR STATE SOURCES.***

**WHEREAS**, the Benton Franklin Economic Development District is in the process of preparing the Annual Report of Comprehensive Economic Development Strategy (CEDS) for 2013; which includes a section describing and prioritizing local and regional projects seeking funding from the U.S. Economic Development Administration (EDA); and

**WHEREAS**, CEDS priority projects may also be considered for funding from other federal or state sources and the EDA and U.S. Department of Agriculture (USDA) require a review of project proposals for their agency; and

**WHEREAS**, the Port's Work Plan already calls for the port to: focus on waterfront development/redevelopment; provide additional development building space throughout the port district; realize and support economic development opportunities with the wine and tourism industry; begin A&E work on the Wine Village; and leverage partnerships and grant opportunities; and

**WHEREAS**, the Annual Report of the Comprehensive Economic Development Strategy for 2013 is a critical step in prioritizing projects for potential future funding; and

**WHEREAS**, submission of grant applications requires Commission approval by resolution and the CEDS process requires a formal document indicating commitment of the matching funds;

**NOW, THEREFORE; BE IT RESOLVED** that the Port of Kennewick Board of Commissioners does hereby approve Resolution 2013-19, authorizing staff to submit a wine village development building profile to be included in the Annual Report of the Comprehensive Economic Development Strategy (CEDS) for 2013; which commits a Port match of approximately \$1,016,483 to construct such building should a source of grant funding be secured; and does further authorize port staff to pursue federal/state funding sources as available for this project.

**ADOPTED** by the Board of Commissioners of the Port of Kennewick this 13<sup>th</sup> day of August, 2013.

**PORT OF KENNEWICK  
BOARD OF COMMISSIONERS**

By: \_\_\_\_\_  
SKIP NOVAKOVICH, *President*

By: \_\_\_\_\_  
DON BARNES, *Vice President*

By: \_\_\_\_\_  
GENE WAGNER, *Secretary*



# **BENTON - FRANKLIN ECONOMIC DEVELOPMENT DISTRICT COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY PROJECT PROFILE**

Agency Responding: Port of Kennewick

Contact Person: Tim Arntzen

Address: 350 Clover Island Drive, Suite 200 Kennewick, WA

Project Short Title: Port Wine Village Development Building Construction

## **I. Project Description:**

This project is about expanding small business incubation opportunities in the community. The project will construct a new wine-focused business development building on property owned by the Port of Kennewick's (Port) in the proposed Willows Wine Village, near the recently renovated Clover Island waterfront.

The Willows Wine Village development building construction would provide space for business startups in the area until they are of sufficient size to expand into other, privately held facilities. This facility would be approximately 12,000 square-feet, and be divided into four bays. The initial focus would be on supporting wine industry development but other businesses could also utilize the space if compatible. Potential supporting winery businesses that could locate in the facility include cooperages, wine storage, testing laboratories, bottling and/or labeling or other support facilities.

The Kennewick development building would provide users with increased flexibility and support a broader array of start-up winery and related smaller light industrial businesses.

## **II. Project Status:**

☒ Conceptual State      ☐ Planning Complete      ☐ Engineering complete

## **III. Project Data:**

1. *Comprehensive Economic Development Strategy. (Briefly describe how the project addresses the region's priorities for economic development. Attach additional sheets if necessary.)*

The new Willows Wine Village building will provide opportunity for entrepreneurial startups to have affordable space with shared facilities and equipment within the heart of Washington's wine country. It supports economic diversification goals and objectives relating to expanding and attracting new enterprises and industries, and builds upon public and private sector investments throughout the Columbia Valley (that includes the Yakima, Red Mountain, and Walla Walla viticultural areas), which has become known as an international wine tourism destination. It is expected that the type of businesses that could locate in the facility would support the development and growth of the manufacturing, viticulture and tourism businesses in the area--which are identified as an important industry clusters in the CEDS.

*2. How does the project support the location of a new industry to the region and/or expand or support existing industry?*

The new development building would help to expand the wine industry cluster in the region by providing space for wine-related product exports, winery production suppliers, and other potential support businesses.

The Willow Wine Village will support entrepreneurial efforts, and it will build upon efforts to diversify Tri-Cities employment and grow the wine industry and tourism for the region. During the past three decades, the local wine industry has expanded from a few dozen wineries to more than 650 wineries statewide (200 of those wineries are located within a one-hour drive of the Tri-Cities area). In addition, the number of guest rooms in the local area has increased by 64% from 2,030 rooms in 1990 to 3,585 rooms in 2012; with another 612 guest rooms currently in planning for the Cities of Richland and Kennewick [Source: Tri-Cities Visitor & Convention Bureau].

There is strong demand and growing interest in wine production, wine-related light manufacturing, bottling, barrel repair, warehousing space, and other services which could be made available locally in support of Washington's expanding wine and wine-tourism industries.

Given the prime location adjacent to Kennewick's historic waterfront, the Willows Wine Village would offer an opportunity to bring the wine industry to the waterfront, creating a unique tourism destination. Such mixed-use, commercial waterfront development and enhancement was identified as a priority by the regional community in the Tri-Cities Rivershore Enhancement Council 2012 Rivershore Master Plan.

*3. How does the project support other high priority project(s) and/or economic strategies in the region?*

These development buildings support regional goals related to:

- Growth and expansion of agri-business, including viticulture and winery production, and support services. In particular it builds on the regional efforts by local governments (county, city, Port, Benton REA) and TRIDEC to support the significant private wine-related development efforts occurring in the region.

- Promoting wine tourism, building on Tri-Cities Visitor & Convention Bureau and Washington Wine Commission tourism promotion efforts.
- Building on the wine and enology programs at WSU Tri-Cities, Columbia Basin College, Walla Walla, and Yakima. This space would offer young entrepreneurs affordable space to practice their craft; keeping them in the area, and enabling them to start new wineries or develop the wine-industry support businesses and services which are often out-sourced to California.
- Continuing to build and diversify our regional economy by promoting expansion of economic clusters and strategies. The Willow Wine Village will complement efforts to diversify, revitalize, and connect historic downtowns with the waterfront (Kennewick and Pasco); an effort which began with the Pasco Farmer's Market, recent art installations, and development of the regional, Sacagawea Heritage Trail. The Willows Wine Village is in close proximity to the regional Kennewick and Pasco's historic business districts, and adjacent to the Columbia River. Offering expanded light industrial development spaces would provide more flexible small business development options for this area, and provide additional opportunity for diversifying the regional tourism and export economies.

#### 4. *How does the project address the priorities espoused by EDA?*

Collaborative Regional Innovation – The development of the local wineries and viticulture business has grown into a supported wine-related development cluster comprised of light-industrial, agriculture, restaurants and tourism businesses. This development fits into the larger regional trend of related development in the larger Columbia Basin, extending up the Yakima Valley and to Walla Walla.

Expanded business development space fits well with the long-term projected growth trends and supports some of the key needs identified by our development partners to help continue growth in the area (HDR 2008).

Public/Private Partnerships – Business development facilities are a partnership with the Port providing the upfront public investment to stimulate and provide opportunity for additional private sector investment.

National Strategic Priorities – Sustainable agricultural and winery production processes are being implemented at many of the region's wineries. The new business development facility will support these sustainable practices by incorporating energy conservation measures into the design.

Global Competitiveness – Wineries and wine related tourism is a high-growth industry, and Washington State effectively competes globally. Additional, flexible business development space can help strengthen the number and type of businesses that support the local wine and viticulture, and tourism businesses; allowing the community to further capture market share in these targeted industries.

Environmentally Sustainable Development – See response to “National Strategic Priorities” above.

Economically Distressed and Underserved Communities – Many of the workers in agriculture and viticulture are from economically disadvantaged, minority (primarily Hispanic) populations; and many of the workers in light industrial applications are from economically disadvantaged, minority populations in the region. Continued growth and expansion of winery and viticulture businesses, and the opportunity for additional light industry development space will provide increased opportunity for jobs to these segments of the local population.

5. *Project construction schedule (estimation-providing funds are available)*

Start Date: January 2013 (Design)

Completion Date for Oak Street development building renovation: June 2013

Completion Date for Vista Field development building renovations: Dec. 2013

Completion Date for Willows Wine incubator construction: Nov. 2014

6. *Project Employment (estimate number of jobs created).*

- # of construction jobs to be filled by (date) 33 by Sep 2013
- Short-term jobs retained/created 40 to be filled by (date) Dec 2015
- Long-term jobs retained/created 80 to be filled by (date) Dec 2018
- Minority employment created 44 jobs (% of total) estimate 35%

7. *Estimates Based Upon Wine Incubator Feasibility Study and other projections*

**NEW DEVELOPMENT BUILDING**

A	B	C	D
Company or Industry type	Jobs Retained/ Created	Private Capital Investment(\$)	Investment Date
Winery support services: bottling, barrel storage, testing, labeling and/or marketing, and distribution	40	\$5 million	2015 – 2016
Specialty products packaging/distribution	10	\$.5 million	By 2017
Tourism related (commercial growth)	20	\$2 - 3 million	2015 to 2022
Specialty fabrication	10	\$1.5 million	By 2018

8. *Project Funding (estimate proposed uses and sources of funds for the project).*

Asterisk (\*) the amounts listed in the source columns if they are available now.

Cost	Amount	Source		
		Federal	State	Local
Planning/Engineering	\$ 206,250			\$ 206,250*
Land Acquisition				
Construction	\$1,527,716	\$1,016,483		\$556,233*
Machinery/Equipment	\$ 254,000			\$ 254,000*
Other				
<b>Total</b>	<b>\$2,032,966</b>	<b>\$1,016,483</b>		<b>\$1,016,483*</b>

9. Project Matching Funds: Available \$1,016,483 \*

Not Available \_\_\_\_\_

Source \_\_\_\_\_

\*Attach resolution of commitment

10. Additional Information/Comments:

The Port of Kennewick Board of Commissioners have approved a Resolution of Commitment and authorization to seek additional grant funds, which is attached.

*Reference*

HDR Engineering. 2008. *Wine Incubator Feasibility Study for Port of Kennewick – Technical Memorandum*, August 2008.

**BENTON-FRANKLIN COUNCIL OF GOVERNMENTS**

Please return this form to the Benton-Franklin Council of Governments, P.O. Box 217, Richland, WA 99352