



City Council Meeting Schedule November 2017

November 7, 2017
Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

November 14, 2017
Tuesday, 6:30 p.m.

WORKSHOP MEETING - CANCELLED (Due to lack of quorum)

November 21, 2017
Tuesday, 5:30 p.m.

WORKSHOP MEETING

1. Mid-Biennium Review
2. 2018 Property Tax Levy

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

November 28, 2017
Tuesday, 5:30 p.m.*

WORKSHOP MEETING - **Please note the time change*

1. Park Impact Fees
2. Small Cell Facilities Code Amendments
3. Vista Field Master Plan
4. City Manager's Accomplishments

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio Taped

November 2017
Updated 11/27/17

Council Workshop Coversheet



Agenda Item Number	1.	Meeting Date	11/28/2017
Agenda Item Type	Reports/Plans		
Subject	Park Impact Fees		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Employee & Community Relations		

Info Only	☐
Policy Review	☐
Policy DevMnt	☒
Other	☐

Summary

The City of Kennewick is currently in the process of updating its Comprehensive Parks and Recreation Plan. As part of this broader plan update, Council has asked staff to review and recommend the replacement of Park Mitigation Fees with a Park Impact fee.

During the last biennium a developer came forward with a plan to develop a mixed use building in Kennewick. The current mitigation fee calculation at the time of the request was based on assessed value of the developers property, which pushed the cost per unit to approximately \$1,500. Council directed staff to eliminate the fee for mixed use as based on the desire to encourage mixed use planning component for several areas in the City while staff secured a consultant to review the current zones and a Park Impact Fee structure.

A Park Impact Fee will create more flexibility moving from thirteen service areas to two service areas and allow for a longer project implementation period to explore grants and other matching fund opportunities. Staff has worked with the Studio Cascade and ECO Northwest to develop a Capital Facilities Plan and corresponding impact fees which would fund these projects at the 50% level.

The consultant will provide details of the plan and a proposed fee schedule.

Through

Terry Walsh
Nov 22, 11:24:10 GMT-0800 2017

Attachments:

Dept Head Approval

Terry Walsh
Nov 22, 11:24:13 GMT-0800 2017

City Mgr Approval

Marie Mosley
Nov 22, 14:07:29 GMT-0800 2017

City of Kennewick

Park Impact Fee Analysis

November 28, 2017

Erik Rundell

Michael Wilkerson, Ph.D.

§ Impact Fee Requirements

- § Statutory requirements
- § Key issues

§ Proposed Park Impact Fees

- § Assumptions
- § Rates by unit type

§ Impacts on Development

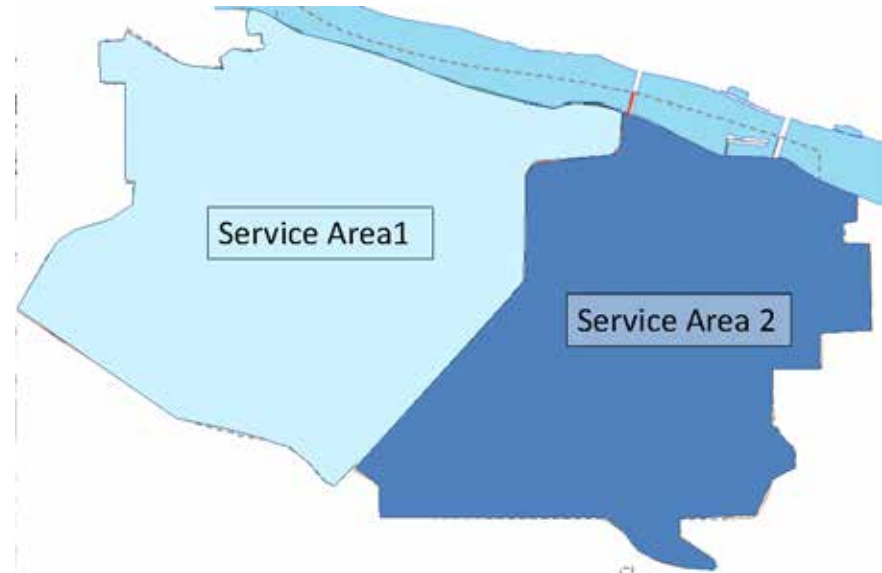
- § Comparison to neighboring cities
 - § All other Tri-Cities charge a parks impact fee
- § Impacts on development feasibility

- § How can impact fees be used?
- § Are there restrictions on projects funded by impact fees?
- § How much of future capital needs can impact fees pay for?
- § How are the fees collected and spent?

- § How do impact fees relate to SEPA mitigation requirements already in place?
- § Would a new development have to pay both a park impact fee and make a SEPA mitigation contribution?
 - § RCW 82.02.100 establishes that a person cannot pay duplicative fees for the same impact
 - § Projects can receive credits to their impact fee for dedications or fees paid through SEPA mitigation

- § Uses Effected
- § Service Areas
- § Future Capital Needs
- § Future Growth
- § Households Size
- § Adjustment Factor

Proposed Service Areas



Kennewick Average Household Size by Type

Unit Type	Population	Households	Average Household Size
Total	79,197	28,558	2.77
Single-unit	56,116	18,371	3.05
5 or more units	10,574	5,822	1.82
Mobile Home/Other	5,154	2,336	2.21

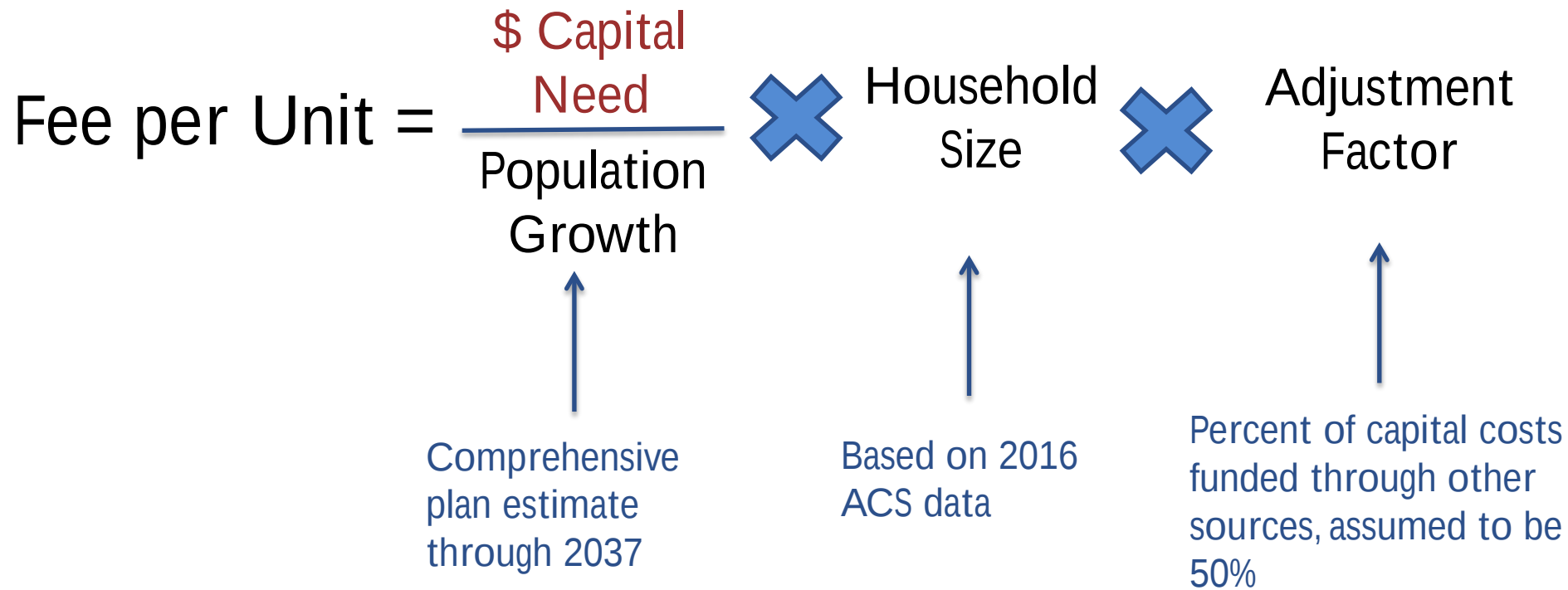
How are Impact Fees Calculated

$$\text{Fee per Unit} = \frac{\text{\$ Capital Need}}{\text{Population Growth}} \times \text{Household Size} \times \text{Adjustment Factor}$$

Comprehensive plan estimate through 2037

Based on 2016 ACS data

Percent of capital costs funded through other sources, assumed to be 50%



Proposed Fees

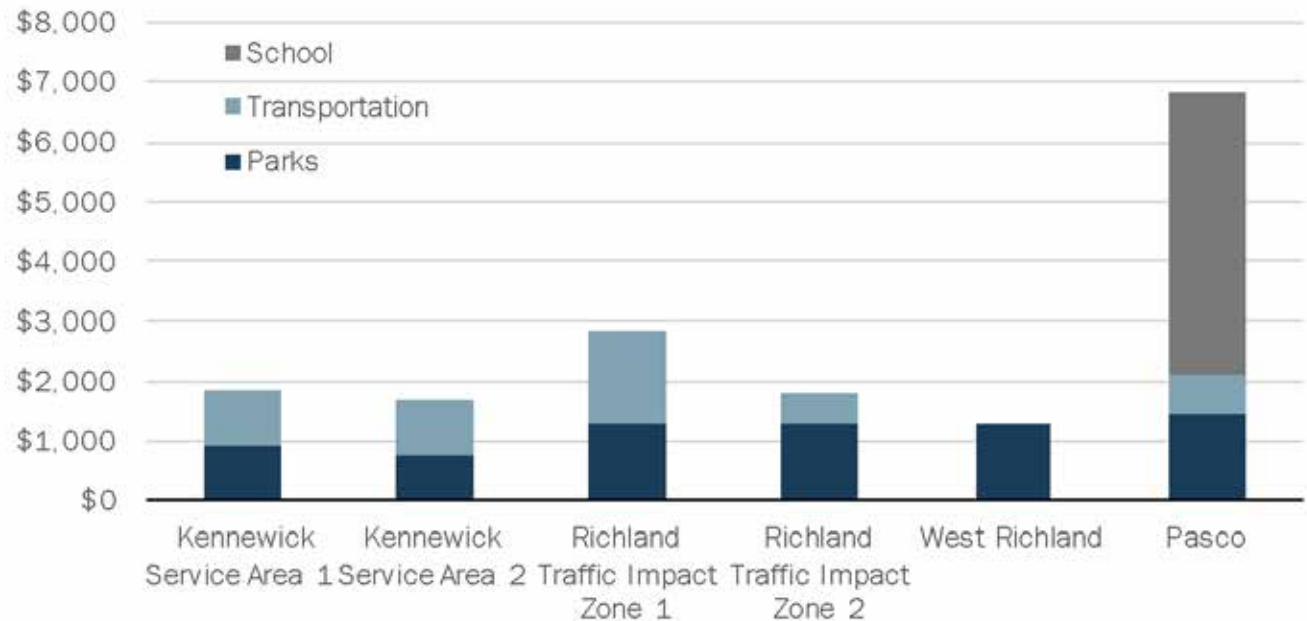
Unit Type	Capital Needs per Capita	HH Size	Adjustment Factor	Impact Fee/Unit
Service Area 1				
Single-Family Units	\$600.00	3.05	50.0%	\$920
Multifamily Units	\$600.00	1.82	50.0%	\$540
Mobile Home Units	\$600.00	2.21	50.0%	\$660
Service Area 2				
Single-Family Units	\$500.00	3.05	50.0%	\$760
Multifamily Units	\$500.00	1.82	50.0%	\$450
Mobile Home Units	\$500.00	2.21	50.0%	\$550

How does the proposed park impact fee compare to neighboring cities?

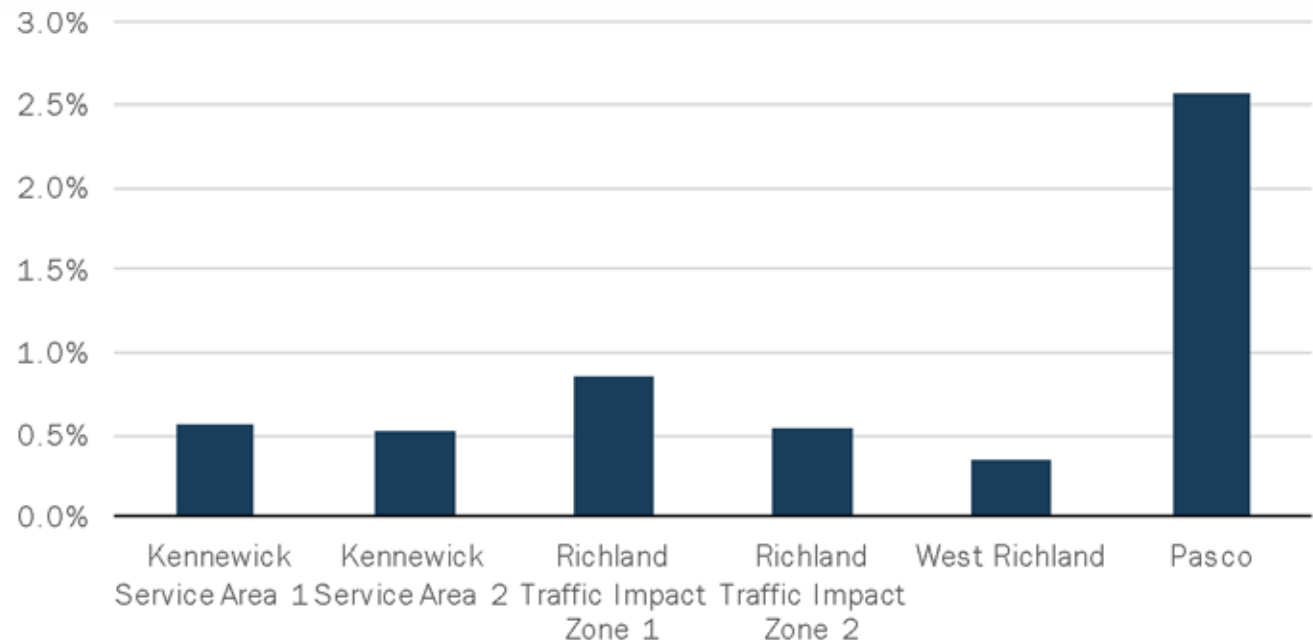
Unit Type	Kennewick		Richland	West Richland	Pasco
	Service Area 1	Service Area 2			
All units					\$1,420
Single Family Residential Unit	\$920	\$760	\$1,300	\$1,290	
Multifamily Residential Unit	\$540	\$450		\$645	
Townhomes and Duplexes			\$1,155		
Apartments 3-4 Units			\$1,005		
Apartments > 5 Units			\$815		
Mobile Homes	\$660	\$550	\$920		

Single family fee comparison to other cities

Total cost of
all impact
fees

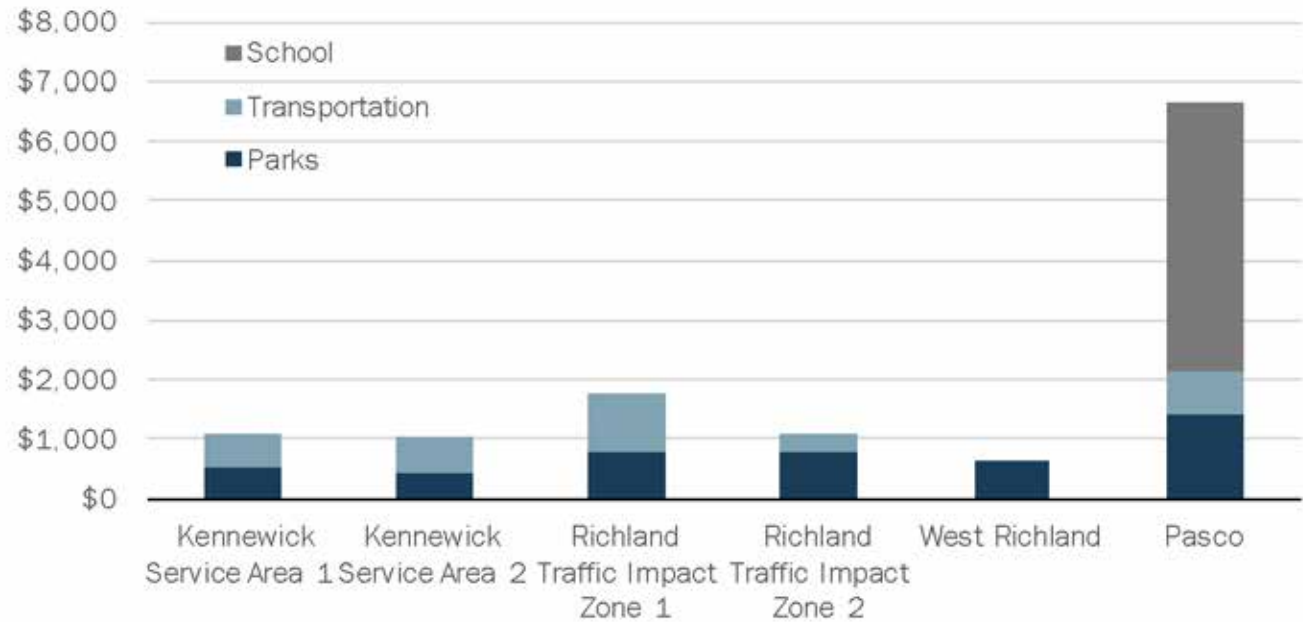


Park impact
fee % of new
construction
sales price

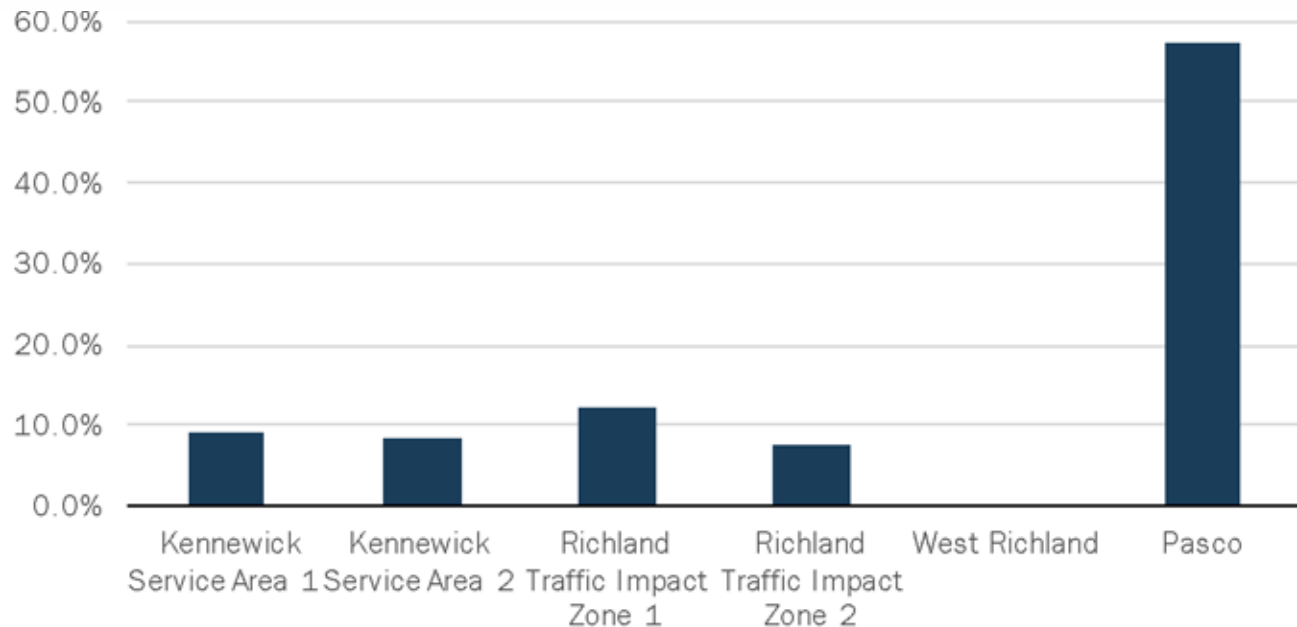


Multifamily fee comparison to other cities

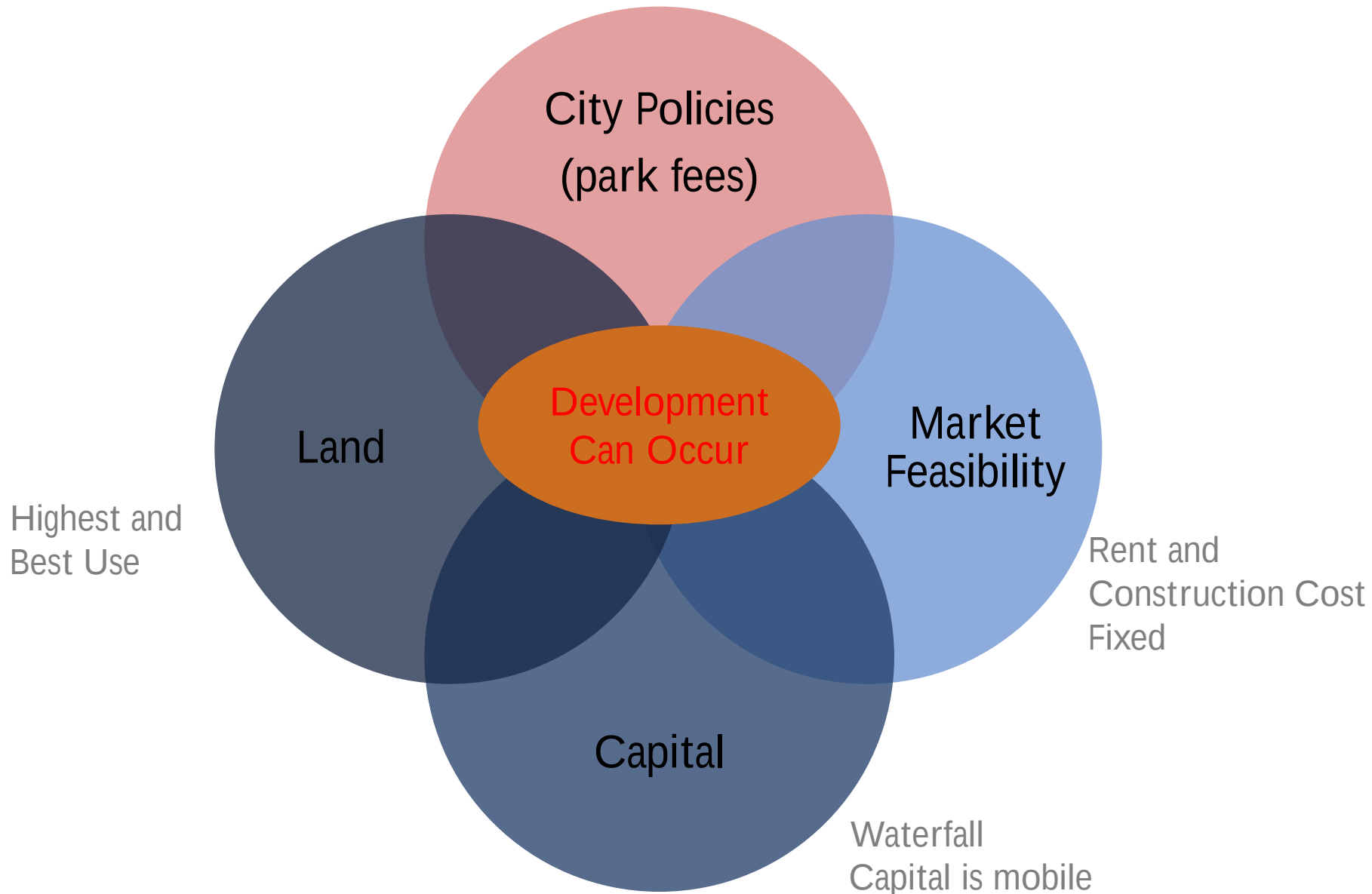
Total cost of
all impact
fees



Park impact
fee % of new
construction
annual rent



Understanding the Economics of Development

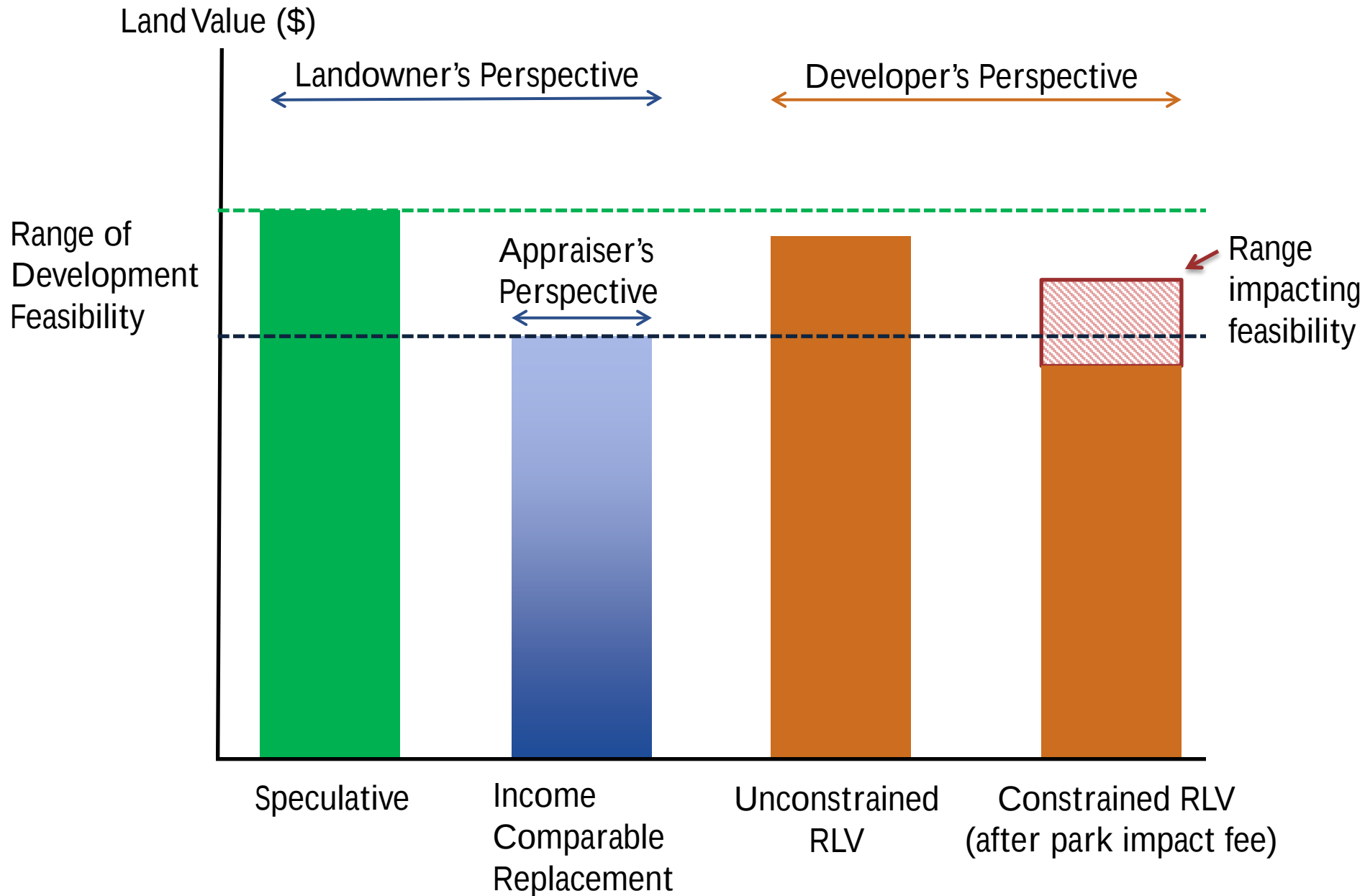


$$\text{RLV} = \text{Developer Maximum Land Budget}$$

Given a set of capital, construction, operating costs, and revenue assumptions



Land Value - Highest and Best Use



Implications for Development Feasibility in Kennewick

Single family units built since 2016

Average price = **\$331,000**

Average size = **2,250 SF**

Price per SF = **\$148**

Impact fee = **\$920**

Impact fee % of price = **0.3%**

Multifamily units built since 2000

Average monthly rent
for 2 bedroom = **\$1,208**

Impact fee = **\$520**

Cap rate = **6.4%**

Equivalent monthly
Income of impact fee = **\$3**

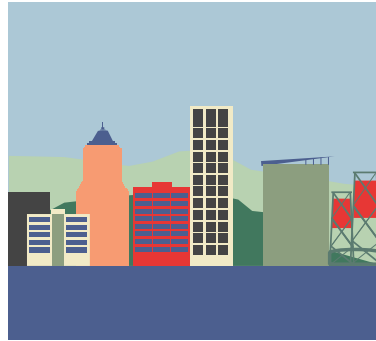
Impact fee % of average
2 bedroom unit
monthly rent = **0.3%**

ECONorthwest

ECONOMICS • FINANCE • PLANNING



Eugene



Portland



Seattle



Boise

Council Workshop Coversheet



Agenda Item Number	3.	Meeting Date	11/28/2017
Agenda Item Type	Ordinance		
Subject	Small Cell Facilities		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	City Attorney		

Info Only	☐
Policy Review	☐
Policy DevMnt	☒
Other	☐

Summary

The purpose of this presentation is to discuss small cell facilities, the future impact on the City, and discuss the next steps. Staff has previously provided Council an overview of the issues related to this topic. As Council may recall the City joined a consortium of cities in Washington represented by Ogden Murphy Wallace to draft model ordinances to accommodate the future deployment of small cell facilities in the right of way. Since that workshop counsel with Ogden Murphy Wallace have prepared several draft ordinances for council's review. Staff is proposing three ordinances to implement a process to review small cell franchise and permit applications. Elana Zana with Ogden Murphy Wallace will provide Council a review of the issues related to small cell facilities, discuss the legislation pending at the State and proposed changes at the federal level and lastly the key concepts addressed by the proposed ordinances.

Through

Bonnie Lanning
Nov 21, 16:55:47 GMT-0800 2017

Dept Head Approval

Lisa Beaton
Nov 21, 17:16:26 GMT-0800 2017

City Mgr Approval

Marie Mosley
Nov 22, 09:07:38 GMT-0800 2017

Attachments:

Small Cell Power Point
Ordinance 5733
Ordinance 5734
Ordinance 5735

Regulating Small Cells in the Right-of-Way

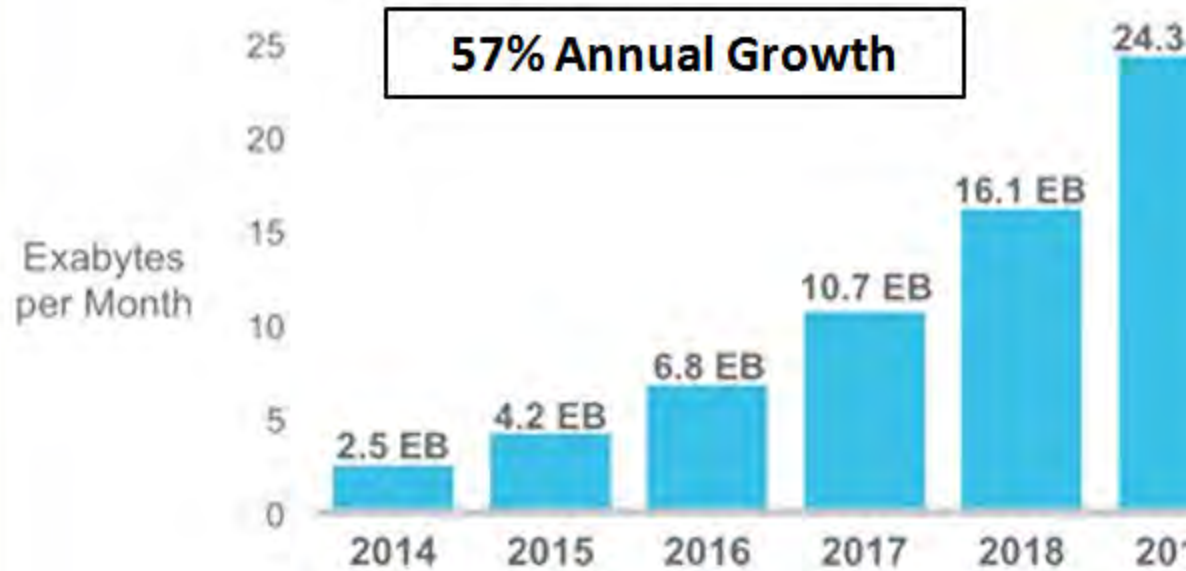


OMW

Scott Snyder
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(206) 447-7000

The “why” behind small cell.

- ✓ Deploy Macro Cells
- ✓ Add Capacity to Existing Sites
- ✓ **Deploy Small Cells**



Global Mobile Data Traffic Projected Growth

Source: Cisco VNI Mobile, 2014

Mobile Data Trends and Demand Drivers

84%

OF TODAY'S SHOPPERS USE THEIR
SMARTPHONE TO HELP SHOP IN-STORE

80%

MORE THAN **80%** OF VOICE
CALLS ORIGINATE INDOORS

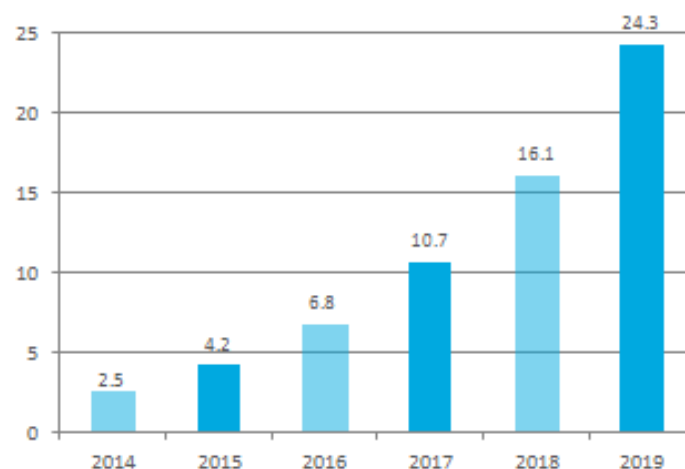
DATA CONSUMPTION

30 MILLION MB OF DATA ARE USED EVERY 5
MINUTES THROUGH MEDIA STREAMING

56%

OF MOBILE DATA IS
VIDEO

MOBILE DATA TRAFFIC (EB/MONTH)



U.S. MOBILE DATA USAGE

90%

OF HOUSEHOLDS USE
WIRELESS SERVICE

650%

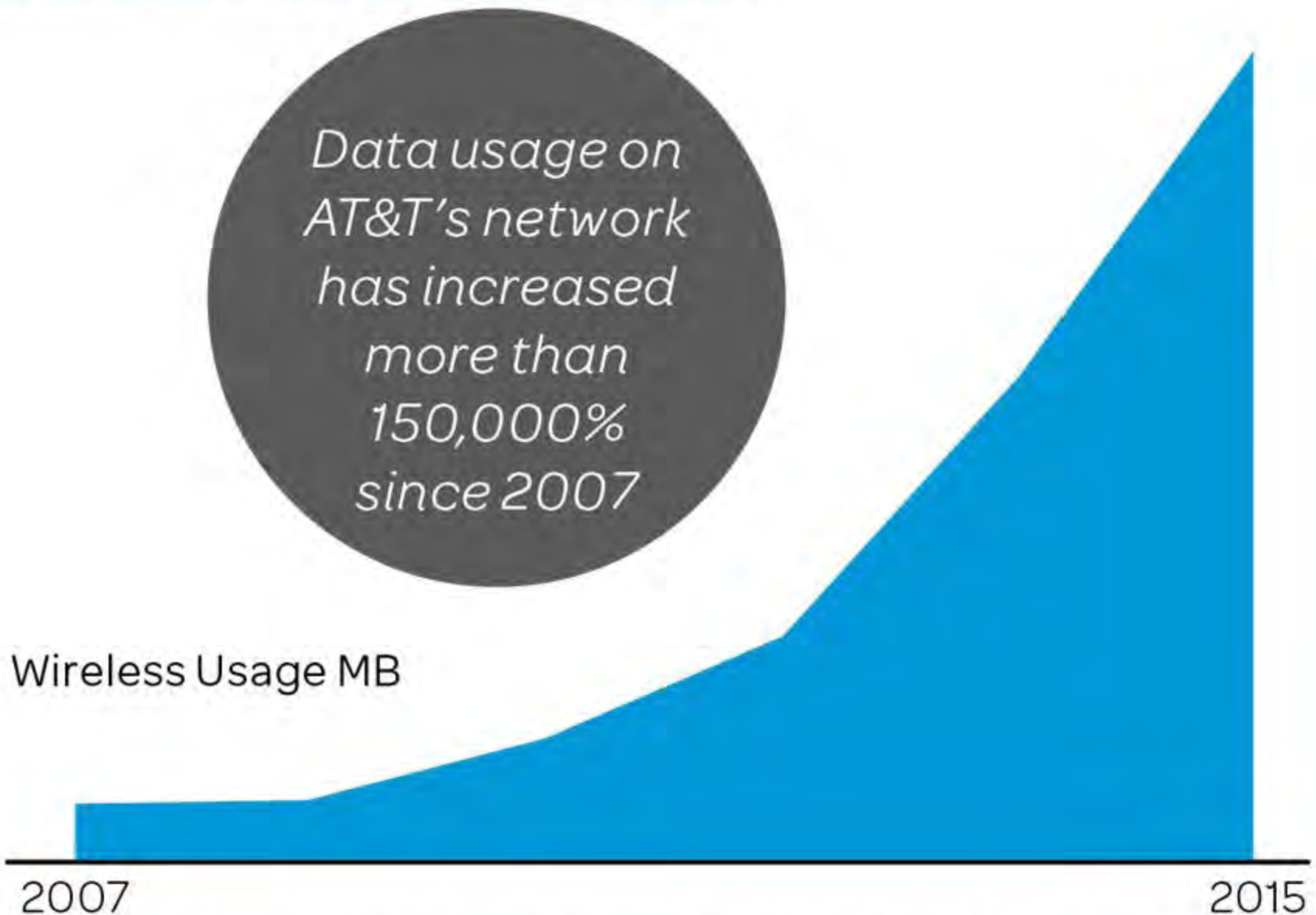
INCREASE EXPECTANCY OF
MOBILE DATA FROM 2014 TO 2018

Source: Cisco VNI Mobile, 2016

What the demand looks like on AT&T's network:

*Data usage on
AT&T's network
has increased
more than
150,000%
since 2007*

Wireless Usage MB



Different technology, different process

80 ft

Macro Cell

30 ft

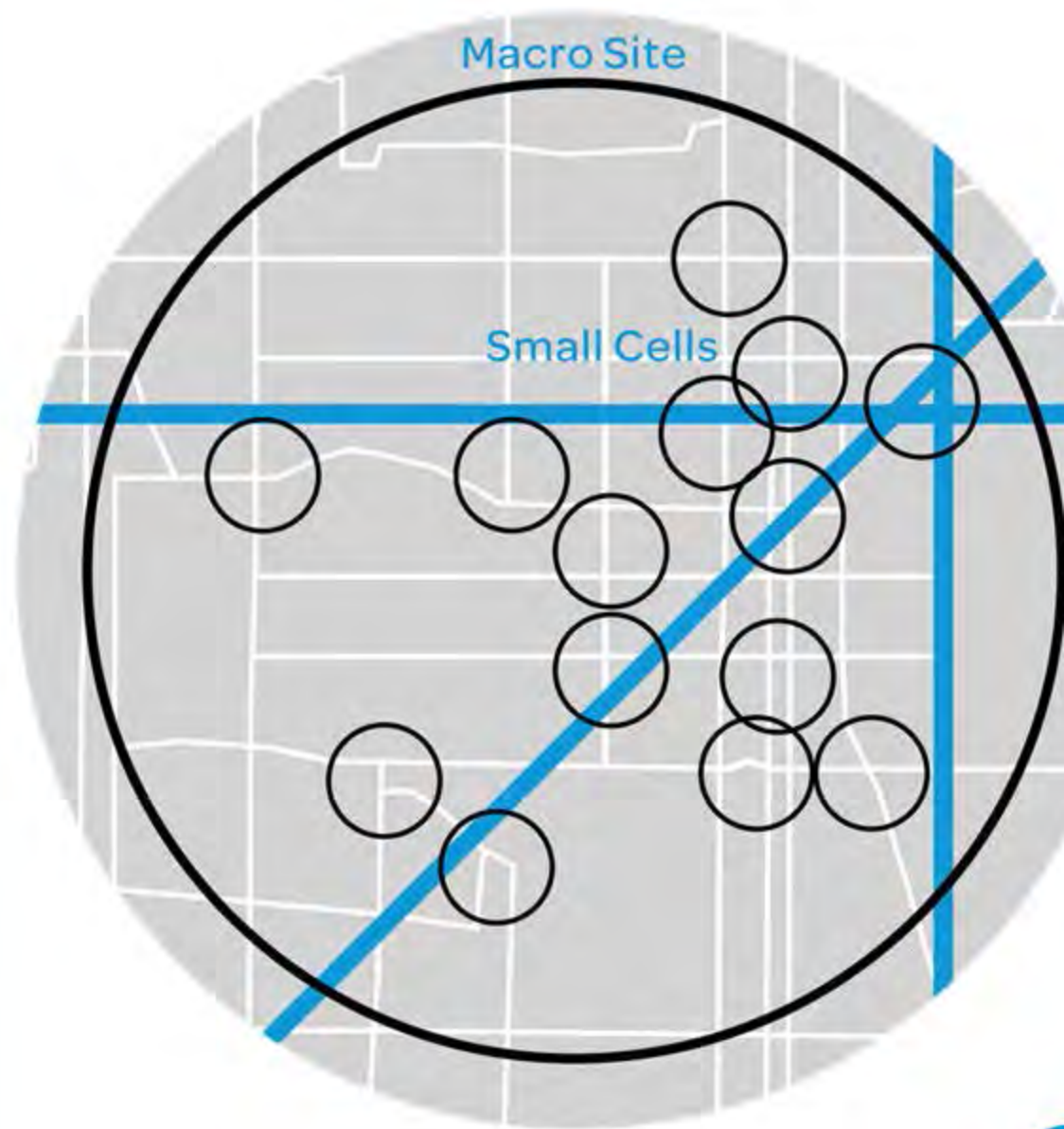
Small Cell

6 ft





Small cells can
densify our
network to
meet customer
demand



Definition of small cell facility - RCW 80.36.375

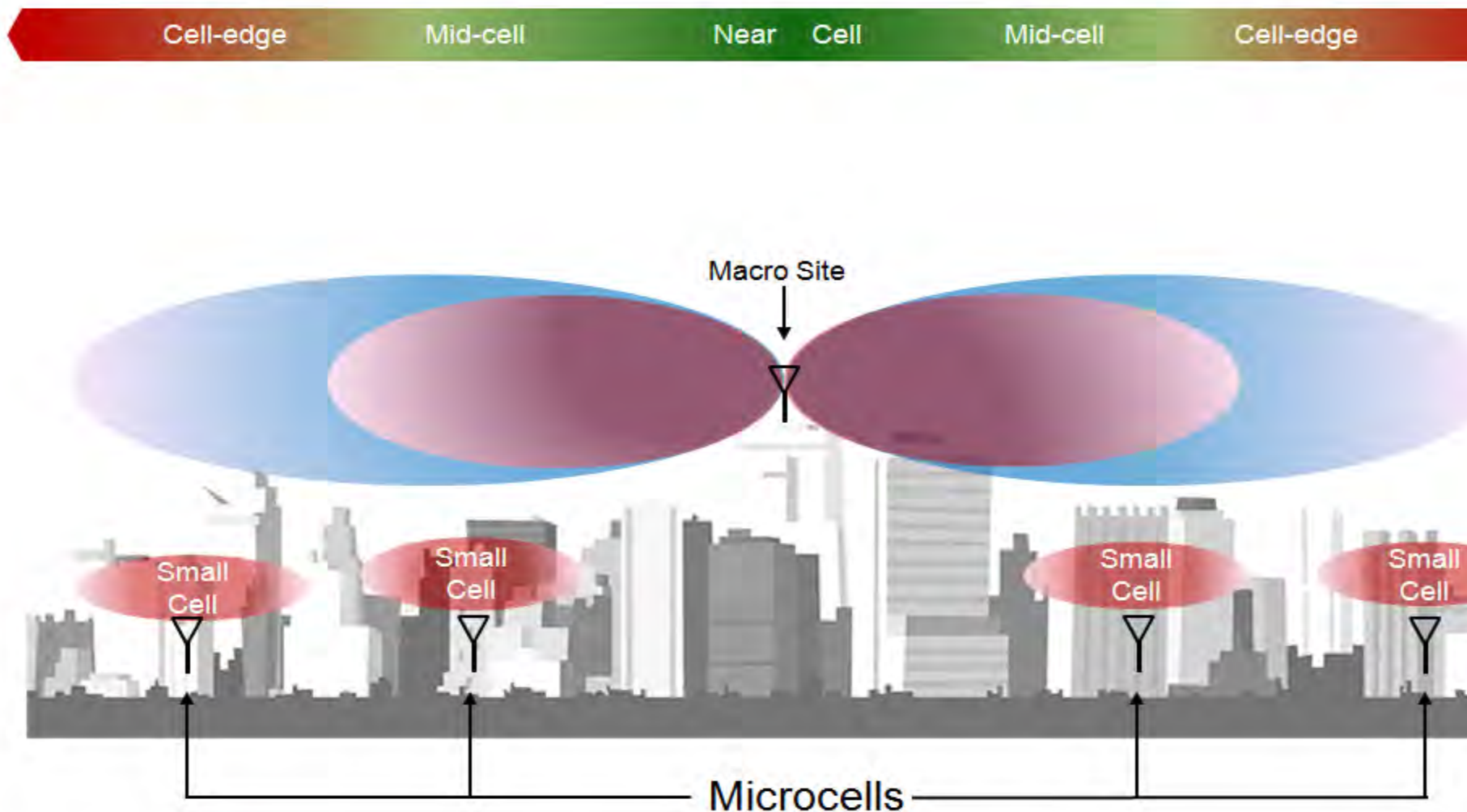
(d) "Small cell facility" means a personal wireless services facility that meets both of the following qualifications:

(i) Each antenna is located inside an antenna enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than three cubic feet

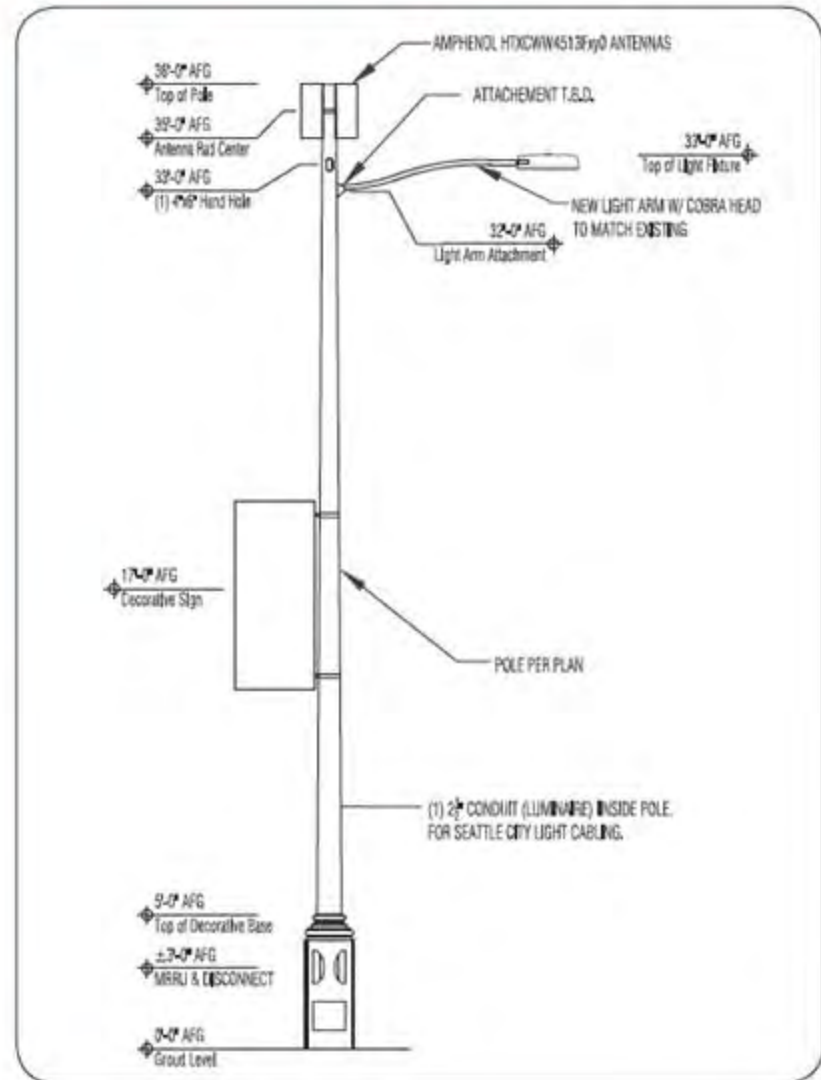
(ii) Primary equipment enclosures are no larger than seventeen cubic feet in volume. The following associated equipment may be located outside the primary equipment enclosure and if so located, are not included in the calculation of equipment volume: Electric meter, concealment, telecomm demarcation box, ground-based enclosures, battery back-up power systems, grounding equipment power transfer switch, and cut-off switch.



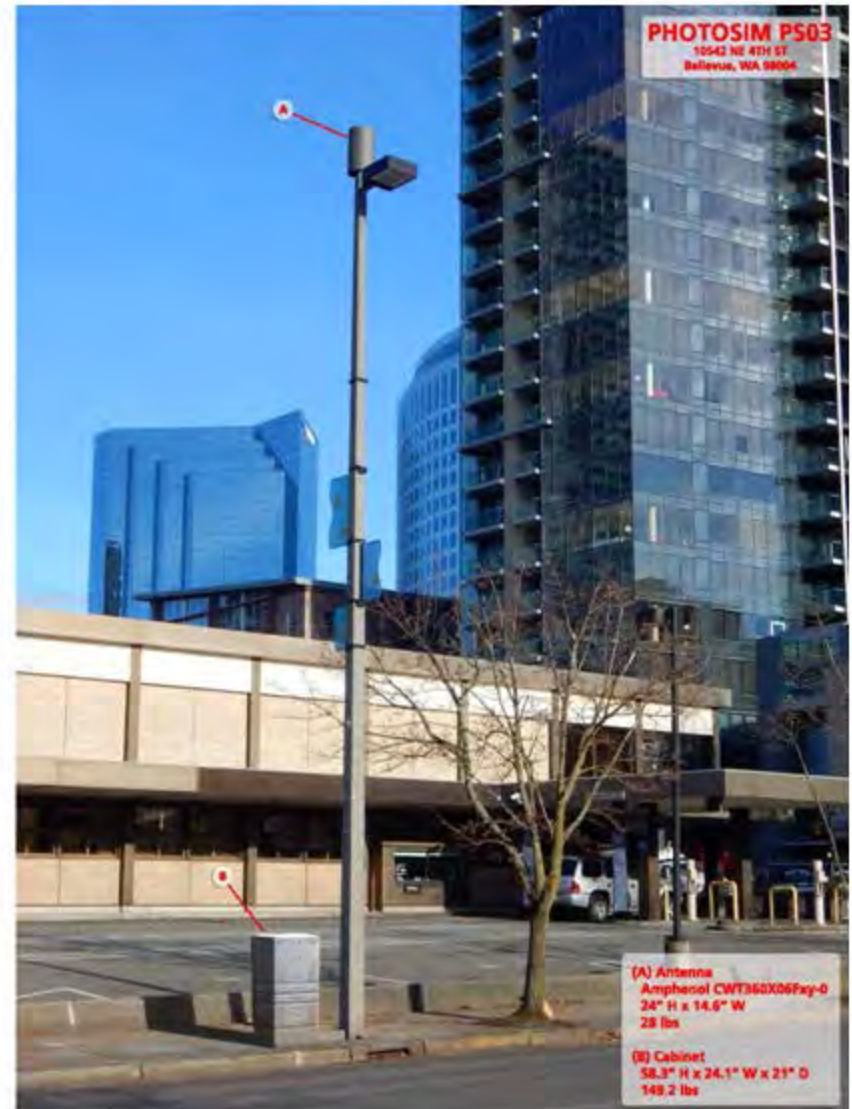
Macro vs Small Cell



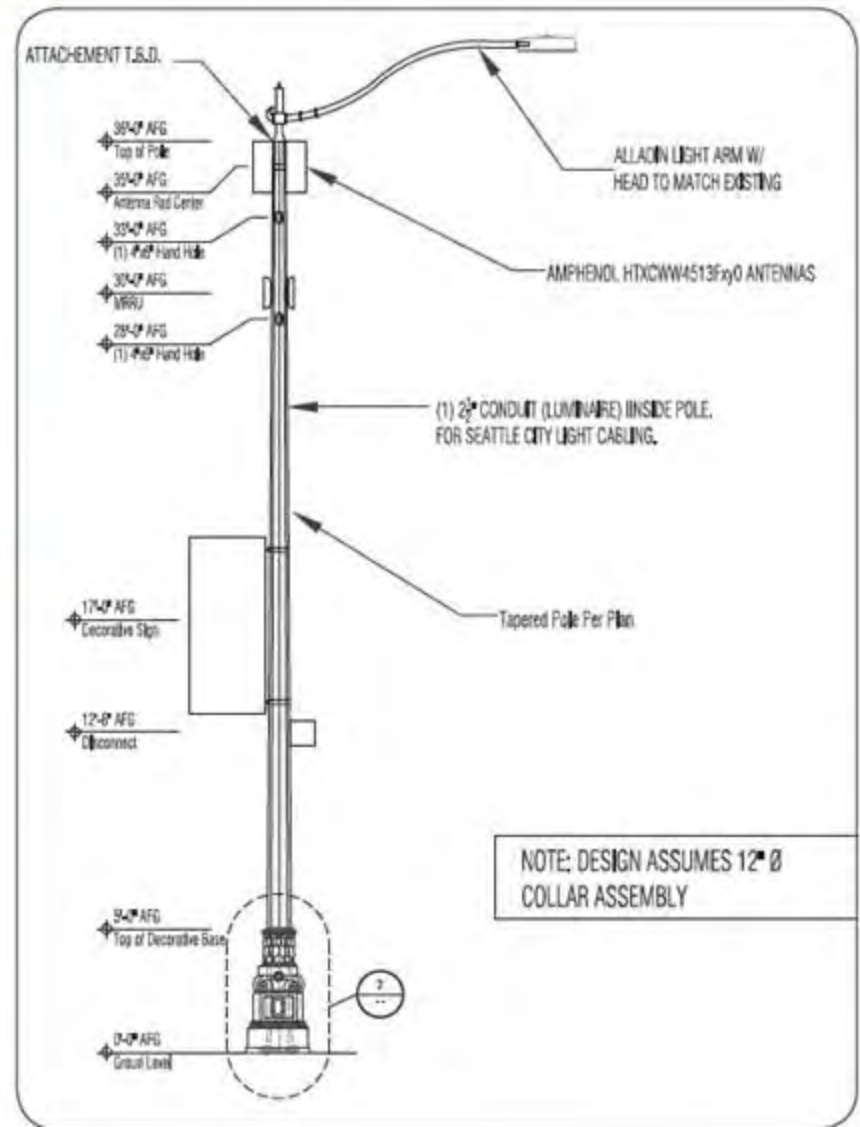
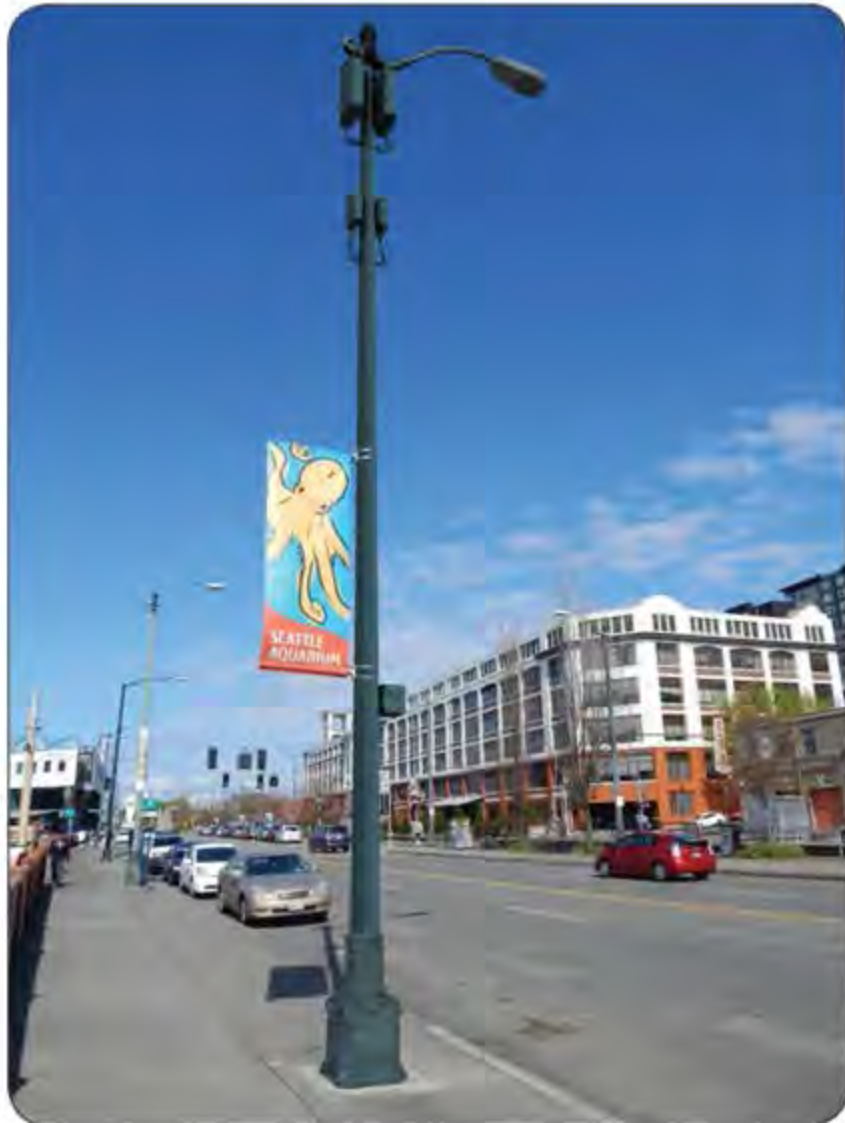
Small Cell Deployment: Simulation for Seattle (equipment in base)



Small Cell Deployment: Simulation for Bellevue (with cabinet)



Small Cell Deployment: Simulation for Seattle (pole mounted)



Small Cell - Is more than a Small Antenna Box



Antenna

Fiber & Coax Conduit

Power Conduit

New Fiber Service

Radios and Fiber
Termination Box in
a concealed shroud

Power Disconnect

Clearwire Microcell Application

- Clearwire deployment is similar to what is required for a 'small cell' on a power pole
- Typically, 'small cell' antennas would be smaller and battery back-up may be optional

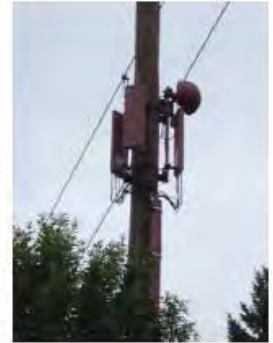


Fiber
Pedestal

Battery
Box

Power
H-frame

Radio
Unit



Clearwire
Antennas



Mobilitie FCC Petition

The Commission should adopt a declaratory ruling interpreting and clarifying Section 253(c) as set forth above.

- “Fair and reasonable compensation” means charges for rights of way application and access fees that enable a locality to recoup the costs reasonably related to reviewing and issuing permits and managing the rights of way. Additional charges or those not related to actual use of the right of way, such as fees based on carriers’ revenues, are unlawful.
- “Competitively neutral and nondiscriminatory” means charges imposed on a provider for access to rights of way that do not exceed the charges imposed on other providers for similar access. Higher charges are unlawful.
- Localities must disclose to a provider seeking access to rights of way the charges that they have previously assessed on others for access.

Mobilitie Proposed 120 ft Pole in Texas



FCC Public Notice

- Determining How Local Land-Use Regulations or Actions Affect Wireless Infrastructure Deployment
- Time Periods for Siting Applications
- Reconciling the “Effect of Prohibiting” standards of the Courts of Appeals
- Application Processing Fees & Charges for the Use of the ROW

WASHINGTON STATE LEGISLATURE

- Industry bill did not pass
(Rare state legislative win)
- New legislation in upcoming session –
Pressure on AWC to develop compromise bill
- Need to show cities are responding

DRAFT ORDINANCES

City of Kennewick

Revisions to Titles 4 and 5 (Federal Shot
Clocks and Franchise Requirements)

And

Interim Zoning Ordinance

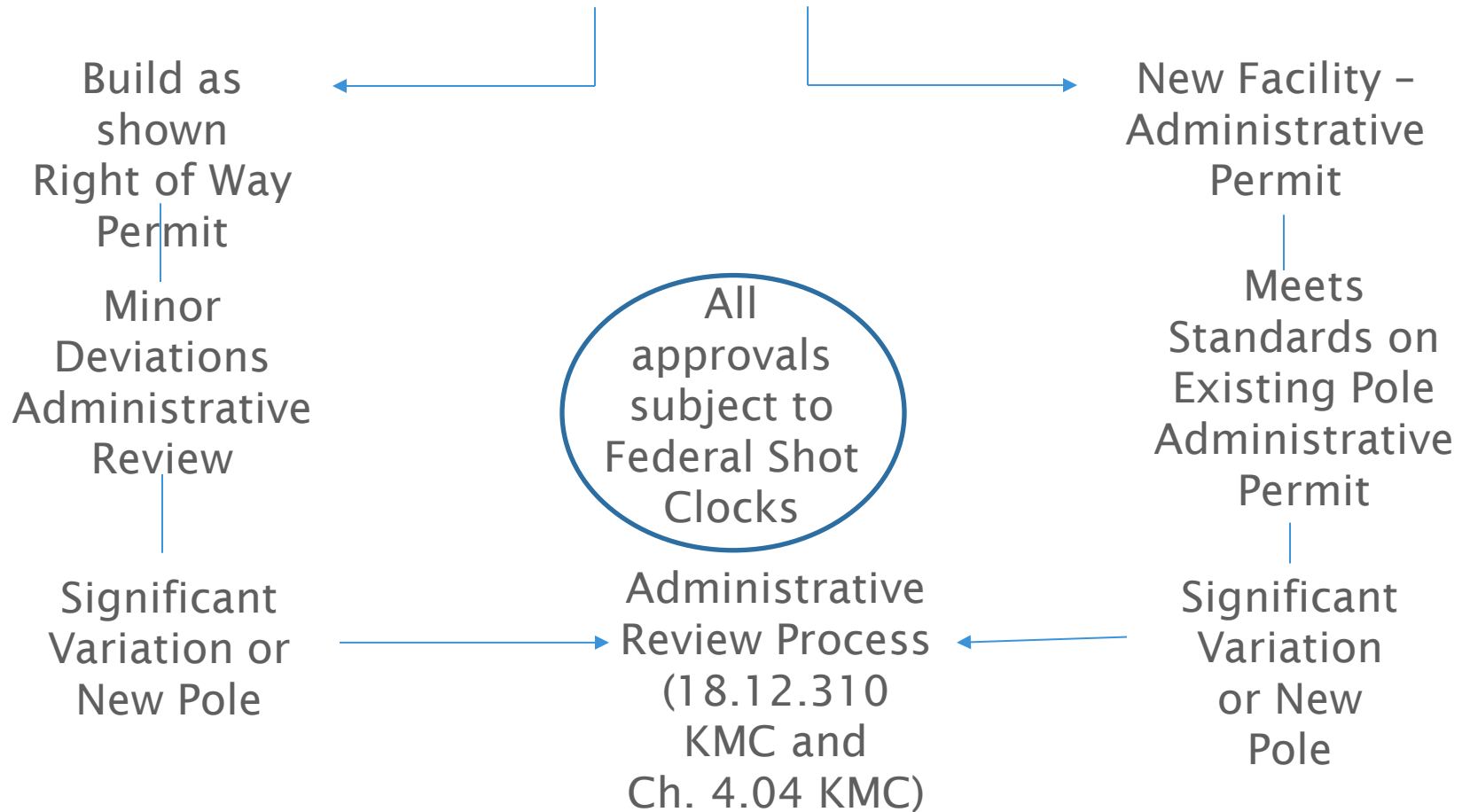
FRANCHISE – Exercise of Contracting Power

- 1) Courts defer to City Council
- 2) Stewards of the right-of-way

LAND USE

- 1) Federal shot clocks
- 2) Right-of-way use not a “Land Use Action” – Ch. 36.70C (GMA)
- 3) Reserve for tough situations
 - A. Undergrounded Areas
 - B. New Poles
 - C. Shorelines, Critical Areas

Approved Franchise



Franchise Application

1. Identify Location / Facility of Small Cells
2. Negotiate
3. 120 days to City Council
4. Legislative Act

SMALL CELLS – KEY CONCEPTS

1. Incorporate federal shot clocks. Ch. 4.16 KMC
2. Adopt franchise application process to tighten completeness review and provide for public comment. Ch. 5.20 KMC
3. Take advantage of court's deference to City Council legislative and contract powers. Ch. 5.20 KMC
4. Treat small cells in the rights-of-way like other utilities [not land use decisions – RCW 36.70B.160 and 36.70C.020(a).] Revision to Ch. 4.14 KMC

5. Encourage use of existing utility poles.
Discourage new poles. See, for example,
4.14.030(3) and 18.12.315 KMC
6. Retain existing macro tower provisions.
Section 18.12.310
7. Greatest Scrutiny: Gap in coverage/least
intrusive means:
 - a. New poles
 - b. Significant deviations from
standards.



CITY OF KENNEWICK
ORDINANCE NO. 5733

AN ORDINANCE RELATING TO SMALL CELL DEPLOYMENTS:
FRANCHISE AND SMALL CELL PERMIT AND FEDERALLY REQUIRED
REVIEW PERIODS AND ADDING A NEW CHAPTER 4.14 AND CHAPTER
4.16 TO THE KENNEWICK MUNICIPAL CODE

WHEREAS, Title 4 of the Kennewick Municipal Code addresses franchise procedures; and

WHEREAS, the deployment of small cells in the public right-of-way is a matter of importance to the City as the steward of the public rights-of-way; and

WHEREAS, the deployment of small cell facilities is necessary to provide the coverage which the citizens of the City require in order to carry on their personal and private business; and

WHEREAS, the Federal Communications Commission as well as federal law has established presumptively reasonable time limits known as “shot clocks” pursuant to regulations such as 47 USC Section 1455(a) and 47 CFR Section 1.40001; and

WHEREAS, federal and state law set time limits on the processing of applications for aspects of small cell deployment including franchising, permitting and eligible facilities requests; and

WHEREAS, the City Council deems it to be in the public interest to amend both its franchising provisions to expedite the franchising and deployment of small cells in conjunction with revisions to its zoning code and specifically Chapter 18.12; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF KENNEWICK WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. There is hereby added a new Chapter 4.14 to the Kennewick Municipal Code to read as follows:

CHAPTER 4.14

SMALL CELL DEPLOYMENT: FRANCHISE AND SMALL CELL PERMITS

SECTION:

4.14.010: Overview

4.14.020: Application

4.14.030: Review Process

4.14.040: Facilities Designated in the Franchise and/or Small Cell Permit Application

4.14.050: Small Cell Permit and Minor Deviations

4.14.060: Significant Deviations

4.14.070: Wireless Communication and Small Cell Deployment Facility Approvals and

Processes

4.14.080: Additional Review Procedures

4.14.090: Expedited Review

4.14.100: Compliance with State Processing Limitations

4.14.010: Overview: In order to manage its right-of-way in a thoughtful manner which balances the need to accommodate new and evolving technologies with the preservation of the natural and aesthetic environment of the City while complying with the requirements of State and federal law, the City of Kennewick has adopted this process for the deployment of small cell and microcell technology. Service providers who seek to utilize the public right-of-way for small cell deployment in order to provide wireless communication, data transmission or other related services to the citizens of the City must have a valid franchise to provide the specific service and a Small Cell Permit to deploy the technology. Entities with franchises who wish to utilize a small cell deployment to upgrade or expand their services shall utilize the processes set forth in this ordinance and implementing Small Cell Permits to deploy their technology and obtain design approval of specific installations. The Small Cell Permit process administers deployment under the franchise. An entity without a franchise shall apply for a franchise and adjunct Small Cell Permit which shall be processed concurrently as one Master Permit within the meaning of RCW 35.99.010(3) and 35.99.030. For entities with a valid franchise, see KMC 4.14.

(1) Nothing in this ordinance revises or diminishes the rights and obligations of an existing franchise.

(2) The term “small cell deployment” shall include the deployment of small cell facilities and small cell networks as those terms are defined by RCW 80.36.375. Small cell deployment elements which require SEPA review may utilize these processes only in conjunction with SEPA review.

(3) Definitions for terms used in this chapter can be found in KMC Chapter 4.16. (Ord. 5733 Sec. 1 (part), 2017)

4.14.020: Application: Applicants shall apply using the City’s franchise application form and submit a fee deposit commensurate with the estimated administrative costs of processing an application for a franchise. See Chapter 5.20 KMC for basic requirements. The fee deposit level shall be set by the Director of Public Works (“Director”). The Director and his or her designee shall coordinate review with the Planning Director with respect to deployments which require review under KMC 18.12.315. Phased development is permitted and an applicant is encouraged to specify at least the initial small cell deployment in its application. .

The following information shall be provided by all applicants for franchises seeking to utilize small cell deployment in addition to the information provided pursuant to Chapter 5.20 KMC. Existing franchisees who seek to utilize a small cell deployment to expand, assist or implement an existing franchise may provide the information as a part of a Small Cell Permit application for small cell deployment.

(1) **Designation of Facilities.** The application shall provide specific locational information including GIS coordinates of all facilities, and specify whether and where small cell facilities are to be located on existing utility poles including City-owned light standards (included in the definition of utility pole), or will utilize replacement utility poles, new poles, towers, and/or other structures. Conduit and/or ground-mounted equipment necessary for and

intended for use in the deployment shall also be specified regardless of whether the additional facilities are to be constructed by the applicant or leased from an infrastructure provider. Detailed schematics and visual renderings of the facilities shall be provided by the applicant. Failure to provide sufficient detail may result in a later finding of a significant change in the facility if the facility is not accurately shown on the originally approved franchise exhibit. Failure to specify elements may also result in the requirement that new or undocumented elements complete the approval processes detailed in this Chapter and/or KMC 4.16.

(2) Implementation. The rights granted under a franchise are implemented through the issuance of Small Cell Permits. The franchise application may be accompanied by one or more applications for a Small Cell Permit to deploy small cells. An initial franchise and all related Small Cell Permit applications shall be processed concurrently as one Master Permit. See RCW 35.99.010(3) for the definition of "master permit."

- (a) Up to twenty (20) sites may be specified in one Small Cell Permit application for processing. The Director may approve up to ten (10) additional sites in order to consider small cell sites within one logical service area in one application
- (b) Issuance of a Small Cell Permit to install a small cell deployment shall be contingent upon approval of a franchise or the possession of a valid franchise.
- (c) If more than one application for a Small Cell Permit is submitted by an applicant, they shall be considered in the order received. If multiple applications are submitted on the same date, the applicant shall indicate which application should be considered first. All Small Cell Permits which are submitted in conjunction with a franchise application shall be considered as one Master Permit.
 - (i) PROVIDED, HOWEVER, that an applicant with an existing franchise may, at the applicant's sole discretion, elect to utilize the expedited review process set forth in KMC 4.14.090.
 - (ii) Any element of a deployment which qualifies as either an Eligible Facilities Request or a collocation shall be specifically designated by the applicant and may be addressed separately by the Director in order to comply with the shot clocks established by federal law and KMC 4.16.
- (d) The Director may approve, deny or conditionally approve all or any portion of the sites proposed in the Small Cell Permit application.
- (e) Any application for a franchise or Small Cell Permit which contains an element which is not exempt from SEPA review shall simultaneously apply under Chapter 43.21C RCW and Chapter 4.08. See also KMC 4.08.
- (f) RF Certification. The applicant shall submit a sworn affidavit signed by an RF Engineer with knowledge of the proposed project affirming that the small cell deployment will be compliant with all FCC and other governmental regulations in connection with human exposure to radio frequency emissions for every frequency at which the small cell facility will operate. If facilities necessary to the Small Cell Deployment are to be provided by another franchisee, then the Small Cell Deployment in the initial franchise or in a subsequent Small Cell Permit shall be conditioned on an RF Certification showing the cumulative impact of the RF emissions on the entire installation.
- (g) Regulatory Authorization. Issuance of the Use Permit for the facilities shall also be contingent upon the applicant's provision of proof of FCC and other regulatory approvals required to provide the service(s) or utilize the technologies sought to

be installed. (Ord. 5733 Sec. 1 (part), 2017)

4.14.030: Review Process: The following provisions relate to applications for a franchise or Small Cell Permit for small cell deployments.

(1) **Review of Facilities.** Review of the site locations proposed by the applicant shall be governed by the provisions of 47 USC 253 and 47 USC 332 and applicable case law.

Applicants for franchises and the Small Cell Permits which implement the franchise shall be treated in a competitively neutral and non-discriminatory manner with other service providers utilizing supporting infrastructure which is functionally equivalent, that is, service providers whose facilities are similarly situated in terms of structure, placement or cumulative impacts. Franchise and Small Cell Permit review under this chapter shall neither prohibit nor have the effect of prohibiting the ability of an applicant to provide telecommunications services.

(2) **Concealment.** In any zone not designated by KMC 18.12.315(e)(3) for design review ("design review"), upon application for a Small Cell Permit or for facilities designated within a franchise, the City will permit small cell deployment on existing utility poles and replacement poles conforming to the City's generally applicable pole design standard adopted pursuant to KMC 18.12.315. Accordingly, small cell facilities installed pursuant to this concealment authorization may not be expanded pursuant to an Eligible Facilities Request.

(3) **Design Review.** Small cell deployment in Design Zones and Undergrounded Areas, as well as certain new or replacement facilities, are subject to design review. See KMC 18.12.315(2)(c) and (3)(c). (Ord. 5733 Sec. 1 (part), 2017)

4.14.040: Facilities Designated in the Franchise and/or Small Cell Permit Application:

Small cell deployments may be approved by reference to exhibits in an approved franchise. Approval of the franchise shall be deemed to approve the site and the design of small cell facilities set forth in the franchise. This approval is limited to the specific location, facility and design elements shown on the exhibits to the franchise. Any element not shown on an exhibit must be approved by the governing review processes listed in KMC 4.14.050, .060 and, when applicable, KMC 18.12.315. All facilities shall comply with the concealment standards adopted by the City in KMC 4.14.030(2) and/or KMC 18.12.315. An existing franchisee may, at its option:

- (1) Apply to amend the existing franchise to designate sites for small cell deployment, as well as approve the small cell facilities to be installed and the concealment measures to be utilized; and/or
- (2) Apply for a Small Cell Permit which may include:
 - (a) Small cell facilities to be installed on existing utility poles or replacement poles which do not exceed 10 feet in additional height, and which utilize the concealment option provided in KMC 4.14.030(2); and/or
 - (b) Small cell facilities to be installed on existing utility poles or replacement poles which do not exceed 10 feet in additional height, and which utilize the concealment option provided in KMC 4.14.030(2); and/or
 - (c) Small cell facilities which comply with generally applicable objective design standards adopted by the City in KMC 18.12.315(2)(b); and/or

- (d) Small cell facilities which require new utility poles or replacement poles which exceed 10 feet in additional height or installations in a Design Zone or Undergrounded Areas, utilize the design approval procedures set forth in KMC 18.12.315(5). (Ord. 5733 Sec. 1 (part), 2017)

4.14.050: Small Cell Permit and Minor Deviations.

(1) The Director shall review applications for Small Cell Permits for small cell deployments approved by a franchise or described in a concurrent franchise application. The Director may authorize minor deviations in the Small Cell Permit from the dimensional design and concealment technologies referenced in the exhibits to the franchise or design standards.

(2) A deviation in height of the pole of up to ten (10) feet above the height of the existing pole, by the franchise or from a design approved for a Design Zone may be permitted. Replacement poles may exceed the height of the existing pole by up to ten (10) feet.

(3) Deviations in the dimensions or volume of small cell facilities which do not exceed the cumulative total provided by the definition of a small cell facility in RCW 80.36.375 may be considered a minor deviation when an applicant replaces components of an existing, approved small cell facility. Similarly, the addition of antennae on a pole, not to exceed a cumulative total of six (6) cubic feet shall be considered a minor deviation. Provided, however, that in each instance the new or revised facilities shall not defeat the concealment features set by City's generally applicable pole design standard adopted pursuant to the franchise, and KMC 18.12.315.

(4) Small Cell Permits to install facilities including approval of minor deviations shall be processed within ninety (90) days of receipt of a complete application and final approval of a franchise, whichever occurs last.

(5) The decision of the Director to approve a Small Cell Permit with a minor deviation, if any, shall be final. (Ord. 5733 Sec. 1 (part), 2017)

4.14.060: Significant Deviations: Any request for significant deviations from the approved small cell facilities design designated in the franchise, Small Cell Permit or City's design standards shall be considered under the provisions of KMC 18.12.310 and if applicable, pursuant to the timelines established by Chapter 4.16 KMC. Unless authorized pursuant to KMC 4.14.050(2) an applicant seeking approval of a new pole or a replacement pole in a Design Zone or Undergrounded Areas designated by KMC 18.12.315(3)(a) shall be subject to the same review process. (Ord. 5733 Sec. 1 (part), 2017)

4.14.070: Wireless Communication and Small Cell Deployment Facility Approvals and Processes: Approval of a franchise, Small Cell Permit and/or other approval referenced in this chapter are conditioned on the following requirements:

(1) Satisfaction of applicable performance standards such as noise and light regulations.

(2) Comply with adopted design and concealment standards, applicable to replacement utility poles and new utility poles in a Design Zone or Undergrounded Areas.

(3) Obtain the written approval of the owner of any utility pole for the installation of its facilities on such utility pole. Approval of a franchise does not authorize attachment to City-owned utility poles or other structures.

(4) Unless specifically provided for in a franchise, obtain a lease from the City to

utilize the City's ground space for the installation of any new pole, a replacement utility pole over sixty (60) feet or to locate any new ground based structure, base station or other attendant equipment on City right-of-way or City property;

(5) Comply with all City construction standards and State and federal codes when operating in the right-of-way and obtain a required permit to enter the right-of-way.

(6) A franchise which includes a facility which is not exempt from SEPA review shall be processed in the provisions of Chapter 4.08 KMC.

(7) Small Cell facilities approved pursuant to this chapter shall be considered as an outright permitted use when located within the right-of-way. (Ord. 5733 Sec. 1 (part), 2017)

4.14.080: Additional Review Procedures: Wireless communication facilities in Critical Areas or Shorelines Management Zones are subject to review as provided in Chapters 18.58 et seq and 18.68 KMC. (Ord. 5733 Sec. 1 (part), 2017)

4.14.090: Expedited Review: An applicant, at its option, may opt for expedited review. Absent such a request, the City will process applications on a first-come, first-served basis, taking into account its resources and the federal shot clocks incorporated by Chapter 4.16 KMC. An applicant requesting expedited review may select a third-party consultant from a list established by the City through requests for qualifications or may propose an independent reviewing entity for review by the City. Such entity shall be engaged pursuant to a third-party contract. The applicant shall be responsible for paying all costs incurred in the expedited review process. Nothing herein shall be deemed to require an applicant to utilize expedited review. (Ord. 5733 Sec. 1 (part), 2017)

4.14.100: Compliance with State Processing Limitations: Review of franchise and Small Cell Permits shall comply with the provisions of RCW 35.99.030. Applications shall be reviewed, completeness determined and the timeframe tolled as provided in Chapter 5.20 and Chapter 4.16 KMC if applicable. (Ord. 5733 Sec. 1 (part), 2017)

Section 2. There is hereby added a new Chapter 4.16 to the Kennewick Municipal Code, to read as follows:

CHAPTER 4.16

FEDERALLY REQUIRED REVIEW PERIODS

4.16.010: Purpose

4.16.020: Definitions

4.16.030: Eligible Facilities Request

4.16.040: Collocation

4.16.050: New Wireless Communication Facilities

4.16.010: Purpose: Congress and the Federal Communications Commission ("FCC") have, pursuant to the authority granted by 47 USC 253(c) and 47 USC 332(a), required local governments to act on wireless communication facility applications within a reasonable period of time and have established time limits or "shot clocks" for local review. The Washington State

Legislature has also adopted similar limitations under the provisions of Chapter 35.99 RCW. Accordingly, the City adopts the following time limits for review of applications for Eligible Facility Requests, Small Cell Permits, and other approvals for service providers of telecommunication services. (Ord. 5733 Sec. 1 (part), 2017)

4.16.020: Definitions: For the purposes of this chapter as well as KMC 18.12.315, the following terms shall have the meaning ascribed to them below:

(1) “Antenna”: any exterior apparatus designed for telephonic, radio, data, Internet or other communications through the sending and/or receiving of radio frequency signals including, but not limited to, equipment attached to a tower, pole, light standard, building or other structure for the purpose of providing wireless services.

(2) “Antenna height”: the vertical distance measured from average building elevation to the highest point of the antenna, or if on a rooftop or other structure, from the top of the roof or structure to the highest point of the antenna. For replacement structures, antenna height is measured from the top of the existing structure to the highest point of the antenna or new structure, whichever is greater.

(3) “Approved small cell facility”: Any small cell facility that has received all required permits.

(4) “Base Station”: A structure or equipment at a fixed location that enables FCC-licensed or authorized wireless communications between user equipment and a communications network. The term does not encompass a tower as defined herein nor any equipment associated with a tower. Base Station includes, without limitation:

- (a) Equipment associated with wireless communications services as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.
- (b) Radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including Distributed Antenna Systems (“DAS”) and small cell networks).
- (c) Any structure other than a tower that, at the time the relevant application is filed (with jurisdiction) under this section, supports or houses equipment described in subparagraph (a) and (b) above that has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, even if the structure was not built for the sole or primary purpose of providing that support.

The term does not include any structure that, at the time the relevant application is filed with the City under this section, does not support or house equipment described in subparagraph (a) and (b) above.

(5) “Collocation”: The mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communication purposes.

(6) “Concealment elements”: Transmission facilities designed to look like some feature other than a wireless tower or base station or which minimizes the visual impact of an antenna by use of nonreflective materials, appropriate colors and/or a concealment canister.

(7) “Eligible Facilities Request”: Any request for modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base

station, involving:

- (a) Collocation of new transmission equipment;
- (b) Removal of transmission equipment; or
- (c) Replacement of transmission equipment.
- (8) "Eligible support structure": Any tower or base station as defined in this section, provided that it is existing at the time the relevant application is filed with the City.
- (9) "Equipment structure": A facility, shelter, cabinet or vault used to house and protect electronic or other associated equipment necessary for processing wireless communications signals. "Associated equipment" may include, for example, air conditioning, backup power supplies and emergency generators.
- (10) "Existing": A constructed tower or base station is existing if it has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, provided that a tower that has not been reviewed and reviewed because it was not in a zoned area when it was built, but was lawfully constructed, is existing for purposes of this definition.
- (11) "Microcells": Is defined in accord with RCW 80.36.375.
- (12) "Service provider": Is defined in accord with RCW 35.99.010(6). Service provider shall include those infrastructure companies that provide telecommunications services or equipment to enable the deployment of personal wireless services.
- (13) "Small cell" and "small cell network": Are defined in accord with RCW 80.36.375.
- (14) "Substantial Change": A modification substantially changes the physical dimensions of an eligible support structure if it meets any of the following criteria:
 - (a) For towers other than towers in the public rights-of-way, it increases the height of the tower by more than 10% or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty feet, whichever is greater; for other eligible support structures, it increases the height of the structure by more than 10% or more than ten feet, whichever is greater;
 - (b) For towers other than towers in the public rights-of-way, it involves adding an appurtenance to the body of the tower that would protrude from the edge of the tower more than twenty feet, or more than the width of the tower structure at the level of the appurtenance, whichever is greater; for other eligible support structures, it involves adding an appurtenance to the body of the structure that would protrude from the edge of the structure by more than six feet;
 - (c) For any eligible support structure, it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets; or, for towers in the public rights-of-way and Base Stations, it involves installation of any new equipment cabinets on the ground if there are no pre-existing ground cabinets associated with the structure, or else involves installation of ground cabinets that are more than 10% larger in height or overall volume than any other ground cabinets associated with the structure;
 - (d) It entails any excavation or deployment outside the current site;
 - (e) It would defeat the concealment elements of the eligible support structure; or
 - (f) It does not comply with conditions associated with the siting approval of the construction or modification of the eligible support structure or base station equipment, provided, however, that this limitation does not apply to any

modification that is non-compliant only in a manner that would not exceed the thresholds identified above.

(15) "Telecommunications service": Is defined in accord with RCW 35.99.010(7).

(16) "Tower": Any structure built for the sole or primary purpose of supporting any FCC-licensed or authorized antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixes wireless services such as microwave backhaul and the associated site.

(17) "Transmission equipment". Equipment that facilitates transmission for any FCC-licensed or authorized wireless communication service, including, but not limited to, radio transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply. The term includes equipment associates with wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

(18) "Utility pole": A structure designed and used primarily for the support of electrical wires, telephone wires, television cable, traffic signals, or lighting for streets, parking areas, or pedestrian paths. (Ord. 5733 Sec. 2 (part), 2017)

4.16.030: Eligible Facilities Request:

(1) Application Review.

(a) Application. The Director shall prepare and make publicly available an application form which shall be limited to the information necessary for the City to consider whether an application is an Eligible Facilities Request. The application may not require the applicant to demonstrate a need or business case for the proposed modification.

(b) Type of Review. Upon receipt of an application for an Eligible Facilities Request pursuant to this Chapter, the Director shall review such application to determine whether the application qualifies as an Eligible Facilities Request.

(c) Timeframe for Review. Within sixty (60) days of the date on which an applicant submits an application seeking approval under this Chapter, the Director shall approve the application unless it determines that the application is not covered by this Section.

(2) Tolling of the Time Frame for Review. The sixty (60) day review period begins to run when the application is filed, and may be tolled only by mutual agreement by the Director and the applicant or in cases where the Director determines that the application is incomplete. The timeframe for review of an Eligible Facilities Request is not tolled by a moratorium on the review of applications.

(a) To toll the timeframe for incompleteness, the Director shall provide written notice to the applicant within thirty (30) days of receipt of the application, clearly and specifically delineating all missing documents or information required in the application.

(b) The timeframe for review begins running again when the applicant makes supplemental submission in response to the Director's notice of incompleteness.

(c) Following a supplemental submission, the Director will notify the applicant within ten (10) days that the supplemental submission did not provide the information identified in the original notice delineating missing information. The

timeframe is tolled in the case of second or subsequent notices pursuant to the procedures identified in this subsection. Second or subsequent notice of incompleteness may not specify missing documents or information that was not delineated in the original notice of incompleteness.

(3) Determination that Application is not an Eligible Facilities Request. If the Director determines that the applicant's request does not qualify as an Eligible Facilities Request, the Director shall deny the application. To the extent additional information is necessary, the Director may request such information from the applicant to evaluate the application under other provisions of this Chapter and applicable law.

(4) Failure to Act. In the event the Director fails to approve or deny a request for an Eligible Facilities Request within the timeframe for review (accounting for any tolling), the request shall be deemed granted. The deemed grant does not become effective until the applicant notifies the Director in writing after the review period has expired (accounting for any tolling) that the application has been deemed granted. Both the applicant and the City may bring claims related to Section 6409(a) of the Spectrum Act to any court of competent jurisdiction. (Ord. 5733 Sec. 2 (part), 2017)

4.16.040: Collocation: Eligible collocations other than those defined as eligible facilities requests shall be processed within ninety (90) days of receipt of a complete application. The Director will notify the applicant within thirty (30) days of receipt of an application whether it is complete or if additional information is required. The term collocation shall not apply to the initial placement of a small cell facility on a utility pole or on any other base station or tower that was not constructed for the sole or primary purpose of an FCC licensed antenna and their associated facilities. (Ord. 5733 Sec. 2 (part), 2017)

4.16.050: New Wireless Communication Facilities: New wireless communications facilities shall be processed within 150 days of receipt of a complete application. The Director will notify the applicant within 30 days of receipt of an application whether it is complete or if additional information is required. (Ord. 5733 Sec. 2 (part), 2017)

Section 2. This ordinance shall be in full force and effect five days from and after its passage, approval and publication as required by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON this 5th day of December, 2017 and signed in authentication of its passage this 5th day of December, 2017.

STEVE C. YOUNG, Mayor

Attest:

ORDINANCE NO. 5733 filed and recorded in the office of the City Clerk of the City of Kennewick, Washington this 6th day of December, 2017.

TERRI L. WRIGHT, City Clerk

Approved as to form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

CITY OF KENNEWICK
ORDINANCE NO. 5734

AN ORDINANCE RELATING TO FRANCHISES FOR USE OF THE RIGHT-
OF-WAY AND ESTABLISHING AN EFFECTIVE DATE AND ADDING A
NEW CHAPTER 5.20 TO THE KENNEWICK MUNICIPAL CODE

WHEREAS, the City is in the process of revising code provisions relating to the use of the public right-of-way; and

WHEREAS, the City Council deems it to be in the public interest to adopt requirements for franchise applications to use the public rights-of-way, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. There is hereby added a new Chapter 5.20 to the Kennewick Municipal Code, to read as follows:

CHAPTER 5.20

FRANCHISE FOR USE OF THE RIGHT-OF-WAY

SECTIONS:

5.20.010: Franchise for Use of Right-of-Way

5.20.020: Definitions

5.20.030: Application – Contents

5.20.040: Fee Deposit

5.20.050: Completeness

5.20.060: Public Comment

5.20.070: Telecommunications Services – Time Period for Consideration

5.20.010: Franchise for Use of Right-of-Way: Purpose. The City Council as trustee of the City's public right-of-way has the authority to authorize right-of-way use by utilities and other entities in order to serve the public if an agreement consistent with state and federal law and the best interests of the city and its citizens can be reached. This chapter establishes application requirements for a franchise for the use of the public right-of-way, provisions for fee deposits and requirements for determining the completeness of applications for a franchise. (Ord. 5734 Sec. 1 (part), 2017)

5.20.020: Definitions: The following words and phrases shall have the meanings assigned for use in this chapter.

- (1) Director. The "director" is the City's director of public works.
- (2) Franchise. A "franchise" is the contractual authorization whereby a public utility

or other qualified service provider is granted permission to utilize the public right-of-way in order to provide services to the general public. A franchise is a master permit within the meaning of RCW 35.99.010(3).

(3) Public Right-of-Way. "Public right-of-way" means land acquired or dedicated for public roads and streets but does not include:

- (a) State highways;
- (b) Road dedicated for road, streets, highways not opened and not improved for motor vehicle use by the public;
- (c) Structures including poles and conduits located within the right-of-way;
- (d) Federally granted trust lands or forest board trust lands;
- (e) Lands owned or managed by the state parks and recreation commission;
- (f) Federally granted railroad rights-of-way acquired under 43 USC Section 912 and related provisions of federal law that are not open for vehicular use; or
- (g) Leasehold or city owned property to which the City holds fee title or other title and which is utilized for park, utility or governmental or proprietary use.

(4) Right-of-way Use Permit. A "right-of-way use permit" is an administrative permit issued to a franchisee to enter the right-of-way in order to exercise the rights granted under a franchise.

(5) Telecommunication Facilities. "Telecommunication facilities" are those facilities defined in RCW 36.99.010(2) and utilized by a provider in the provision of telecommunication service.

(6) Telecommunication Service. "Telecommunication service" is defined as provided in RCW 35.99.010(7) as the same exists or is hereafter amended. (Ord. 5734 Sec. 1 (part), 2017)

5.20.030: Application – Contents: The director is authorized to establish an application form or forms appropriate for telecommunications entities, public utilities and other qualified service providers to apply for a franchise. The form shall contain at a minimum:

- (1) Information identifying the applicant, its corporate or other organizational structure, and the agent or individual filling out the application.
- (2) Property and facility information including but not limited to:
 - (a) The nature of the application as an application for a new franchise, an application for renewal or amendment or an application for the transfer of a franchise.
 - (b) A description of the specific services that the applicant expects to provide within the City including whether the services will be provided to the general public, to commercial and/or residential customers or to other utilities and service providers.
 - (c) A general description of the facilities to be located in the right-of-way including but not limited to wireline facilities, cable service, telecommunications service facilities, conduits, pipelines, and other facilities appropriate to the specific utility or service providers' utilization of the right-of-way.
 - (d) Where appropriate, information relating to pole attachment or lease agreements with the owners of other facilities located in the right-of-way.
 - (e) Any licenses, certificates or authorizations required from the Federal Communications Commission, the Washington Utilities and Transportation Commission and any other federal or state agency with jurisdiction over the proposed activities to be conducted in the right-of-way.

- (f) Information relating to utility taxes including a description of the services provided and any and all state and local taxes which may apply.
- (g) The service area for which the franchise is requested, including a map of the area to be covered by the franchise and specific locations of the initial build out and, if known, proposes future build out locations including which proposed facilities will be underground, ground based and/or aerial.
- (h) Upon request from the City, financial statements prepared in accordance with generally accepted accounting principles demonstrating the applicant's financial ability to construct, operate, maintain, relocate and remove its telecommunications facilities. This provision shall not apply when prohibited by the Federal Telecommunications Act.
- (i) A list of all cities or towns in which the applicant holds a franchise.
- (j) Such other information as the director, in his/her discretion shall deem appropriate. (Ord. 5734 Sec. 1 (part), 2017)

5.20.040: Fee Deposit: The director shall establish a fee deposit based upon the nature of the facility. The fee deposit shall be per the master fee schedule adopted by resolution of the City Council and may be increased or decreased at the discretion of the director based upon preliminary information provided by the applicant prior to or contemporaneous with the filing of the application. The fee deposit shall be supplemented from time to time when the actual administrative costs authorized for collection by the City from the applicant pursuant to RCW 35.21.860 have been exceeded. Failure to make or supplement a deposit within 10 business days of notification of the need to supplement shall suspend processing of any application and toll any period established for review by this chapter or state or federal law as an incomplete application. Any unexpended portion of the deposit shall be returned to the applicant when the application has been approved or denied. (Ord. 5734 Sec. 1 (part), 2017)

5.20.050: Completeness. Completeness of the application shall be determined in accordance with KMC 5.20.050. Franchise and Small Cell Applications. The Director or his/her designee shall review an application for completeness and notify the applicant within thirty (30) days of submission whether the application is complete, provided, however, that an applicant may consent to a different completeness review period. A service provider may resubmit an incomplete application within sixty (60) days of notice by the Director. Failure to resubmit an application in a timely manner shall be deemed a withdrawal of that application. An applicant shall be notified in writing of the approval or denial of the application. No application shall be deemed complete without the fee deposit set by the Director. (Ord. 5734 Sec. 1 (part), 2017)

5.20.060: Public Comment: The City shall provide notice of a complete application for a franchise on the City's website with a link to the franchise application. This notice requirement shall also apply to existing franchisees applying for a Small Cell Permit for small cell deployment. The notice shall include an email contact and telephone number for the applicant to answer citizen inquiries. The applicant is encouraged to host informational meetings for the public regarding the deployment. The City shall post meeting notices, if any, for informational meetings on its website. These meetings are for the public's information and are neither hearings nor part of any land use appeal process. (Ord. 5734 Sec. 1 (part), 2017)

5.20.070: Telecommunications Services – Time Period for Consideration:

(1) Applications for a franchise for a telecommunications service shall be acted upon by the City within 120 days from the date the service provider files a complete application and fee deposit with the City except:

- (a) With the agreement of the applicant; or
- (b) Where the franchise requires action of the City Council and such action cannot reasonably be obtained within the 120-day period.

(2) The City shall act upon a request for a right-of-way use permit within 30 days of receipt of a complete application and permit fee, unless the applicant consents to a different time period or the applicant has not obtained a franchise or right-of-way use agreement from the City. (Ord. 5734 Sec. 1 (part), 2017)

Section 2. This ordinance shall be in full force and effect five days from and after its passage, approval and publication as required by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, this 5th day of December 2017, and signed in authentication of its passage this 5th day of December, 2017.

Attest:

STEVE C. YOUNG, Mayor

TERRI L. WRIGHT, City Clerk

ORDINANCE NO. 5734 filed and recorded
in the office of the City Clerk of the City of
Kennewick, Washington this 6th day of
December 2017.

Approved as to Form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

DATE OF PUBLICATION _____

CITY OF KENNEWICK
ORDINANCE NO. 5735

AN ORDINANCE OF THE CITY OF KENNEWICK, WASHINGTON, ADOPTING INTERIM LAND USE REGULATIONS AND OFFICIAL CONTROLS PURSUANT TO RCW 35A.63.220 AND RCW 36.70A.390 BY: (1) AMENDING CHAPTER 18.12 ZONING DISTRICT STANDARDS TO AMEND SECTION 18.12.310 WIRELESS COMMUNICATIONS FACILITIES TO INTEGRATE THAT CHAPTER WITH NEW SMALL CELL REGULATIONS; (2) AMENDING CHAPTER 18.12 TO ADD A NEW SECTION 18.12.315 RELATING TO SMALL CELL DEPLOYMENTS OUTSIDE OF THE PUBLIC RIGHTS-OF-WAY; (3) AMENDING SECTION 18.30.010 RELATING GENERALLY TO THE HEIGHTS OF BUILDINGS AND STRUCTURES TO INCLUDE FACILITIES DESIGNATED FOR ELECTRO MAGNETIC RADIATION TRANSMITTAL; (5) AMENDING SECTION 18.12.310 TO EXEMPT CERTAIN SMALL CELL FACILITIES LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY AND ELIGIBLE FACILITIES FROM THE COVERAGE OF THE CHAPTER, DECLARING AN EMERGENCY, ADOPTING FINDINGS AND ESTABLISHING AN IMMEDIATE EFFECTIVE DATE

WHEREAS, Section 18.12.310 KMC provides for bulk and review procedures applicable to the installation of wireless communications facilities in the various zones of the City; and

WHEREAS, contemporaneous with the consideration of this ordinance, the City Council enacted Franchise Chapter 1.40 of the Kennewick Municipal Code in order to provide Franchise requirements including provisions for the deployment of small cell facilities and most importantly to establish time limits known as “shot clocks” as required by federal laws such as 47 U.S.C. §1455(a) and 47 CFR 1.40001; and

WHEREAS, federal law and regulation sets time limits on the processing of applications for eligible facility requests to expand existing structures which do not substantially change the height or profile of the structures used to collocate wireless communications facilities; and

WHEREAS, eligible facilities requests which would not substantially change the height or profile cannot be denied and/or are deemed approved if not acted upon within sixty (60) days of the receipt of a complete application; and

WHEREAS, federal law imposes a ninety (90) day time limit or “shot clock” on consideration of applications for the collocation of wireless communications facilities on existing towers and base stations and a one hundred and fifty (150) day shot clock for the consideration of all requests to install new antenna support structures; and

WHEREAS, the City Council acknowledges that the growing use of smart phones and other personal wireless devices creates a substantial need for wireless data transmission and therefore deems it in the public interest to adopt the federal guidelines by separate contemporaneous action while integrating the provisions of such changes in the zoning code in order to ensure for the speedy review of applications; and

WHEREAS, the potential conflict between City land use review timelines and the preemptive federal shot clocks creates a time sensitive emergency requiring the use of an interim zoning ordinance; and

WHEREAS, the adoption of the contemporaneous franchise revisions and shot clocks requires integration with the City's zoning code in order to provide for design guidelines and processes to be used in the consideration of applications for eligible facilities requests as well as small cell deployment applications; and

WHEREAS, a public hearing was held on _____, 2017, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 18.12.310 of the Kennewick Municipal Code, be, and the same hereby is amended to read as follows:

18.12.310: Wireless Communication Facilities: The purpose of this section is to provide predictability to service providers in the permitting process and to allow for site development issues to be addressed through clear and objective siting criteria and development standards. Collocation on existing structures is strongly encouraged to allow for the increased need for wireless communication facilities while minimizing the adverse visual impacts of such facilities.

The following facilities are exempt from the coverage of this section: small cell facilities when located on existing utility structures within the public right-of-way Collocations and Eligible Facilities Requests. See KMC 4.16.020 for definitions applicable to this section and Chapter 4.16 for time limitations on such requests.

(1) Collocation of wireless antennas on existing structures is allowed in all zoning districts. The parent structure can be a cellular tower, building, public power line, light pole, other public utility structure, or any multiple-family structure of four units or more. Approval is subject to the following:

- (a) The addition of a wireless facility with antenna cannot extend more than 20 feet above the highest point of the parent structure.
- (b) The property owner must provide written permission and the total height of the parent structure must be provided to and approved by the city.
- (c) Location on single family, duplex and triplex dwellings is not permitted.
- (d) License agreements must be obtained if in a public right-of-way.
- (e) All antennas must be painted a neutral, non-reflective color that will blend with the surrounding landscaping and parent facility. Recommended shades are gray, beige, sand, taupe, or light brown. A color chip or other sample of the proposed color must be approved by the Planning Director.

- (f) All collocations of wireless antenna must comply with the noise standards contained in KMC 9.52.
- (g) The parent structure shall have been occupied or completed at least six (6) months prior to installation of the subject wireless facility and/or antenna.
- (2) Applications for collocations must include:
 - (a) The type and dimensions of proposed antenna.
 - (b) Written confirmation that upon abandonment of the site, the City of Kennewick will receive a copy of the notice supplied to FCC. The owner of the wireless facility will be responsible for removing the facility and accessory structures within 60 days of the receipt of that notice by the city. Written confirmation for each operational site is required by February 1st of every calendar year
- (3) New wireless communication facilities, as defined in KMC 18.09.2220 up to 55 feet in height, are permitted uses in all Commercial, Industrial, and Public Facility Districts except "CN" (Commercial, Neighborhood) Districts. The only type of tower allowed for wireless communication facilities are monopoles. New guyed towers or latticed towers are prohibited. New wireless communication facilities, other than collocated facilities, are prohibited in all other zoning districts. A site plan must be approved in accord with KMC 18.42.
- (4) An application for site plan approval of a new wireless telecommunication facility must include the following information in addition to that required as per KMC 18.42.110:
 - (a) The type and dimensions of proposed antenna.
 - (b) Written confirmation that upon abandonment of the site, the City of Kennewick will receive a copy of the notice supplied to FCC. The owner of the wireless facility will be responsible for removing the facility and accessory structures within 60 days of the receipt of that notice by the city. Written confirmation for each operational site is required by February 1st of every calendar year.
 - (c) A hold harmless agreement indemnifying the City of Kennewick from damage caused by structure failure of a wireless communication facility must be filed with the City for each new wireless communication facility site by the telecommunication provider.
- (5) The following development standards are required for site plan approval for new monopoles. These development standards do not apply to collocated facilities:
 - (a) No wireless communication facility may be located within 100 feet of any residential zoning district as measured from the base of the monopoles. Monopoles in Commercial, Industrial and Public Facility zones need only to comply with the setbacks required in the specific zone.
 - (b) All mechanical and technical appurtenances visible from a public street must be screened with a sight-obscuring fence at least six feet in height. Fencing must be provided around the base of the facility and any accessory buildings. The fencing material must be wood or masonry. Chain link fencing with inserted slats does not fulfill the sight-obscuring requirement. Electric fences and barbed wire are not permitted. A locking gate is required.

- (c) When wireless communication facilities are located on parcels of land that abut residentially-zoned parcels, a five-foot landscaped area is required outside of the fenced area of the site when there is an above-ground accessory building provided. Trees are to be provided at the ratio of one for each ten feet of fencing distance. Climbing evergreen shrubs or vines can be substituted for the required trees and must be planted at the ratio of one for each three feet of fencing distance. The ground cover must be live vegetative planting. All landscaping must be maintained as per KMC 18.21.
- (d) All wireless facilities must comply with the noise standards contained in KMC 9.52. (Ord. 5180 Sec. 1, 2007)

Section 2. There is hereby added a new Section 18.12.315 to the Kennewick Municipal Code to read as follows:

18.12.315: Wireless Communication Design Standards: In order to implement the purposes and policy set forth in the City's Comprehensive Plan, this Section provides design and review procedures for the wireless communications facilities qualifying as small cells. These provisions are intended to provide objective design criteria to assist in minimizing the visually obtrusive impacts which can be associated with wireless communications facilities and to encourage creative approaches in the location and construction of wireless communications facilities. See KMC 4.16.020 for definitions applicable to this section.

(1) **EXCLUSIONS.** The following antennas and related facilities are expressly excluded from the provisions of this chapter.

- (a) Amateur radio antennas and related facilities. See KMC 18.09.120.
- (b) Dispatch Communication Facilities of a Public Safety Entity.

(2) **SMALL CELL DEPLOYMENT.** small cell deployment includes small cell facilities, microcells and small cell networks. The following provisions establish design and concealment standards for wireless communications and in appropriate situations, criteria for the establishment of standards for small cell deployments, provided, however, that any small cell, microcell, or small cell network component which is not exempt from SEPA review shall comply with chapter 4.08 KMC.

- (a) Existing Utility Poles in Areas Other Than Design Zones and Undergrounded Areas. Eligible small cell facilities opting in under the provisions of KMC 4.14.030(2). Concealment shall be considered to have satisfied the design and concealment standards when installed on existing utility poles.
- (b) Small Cell Deployments on Existing Utility Poles Not Approved pursuant to a Franchise. Small cell deployments on existing utility poles which have not been approved as an exhibit to the franchise or as a minor deviation thereto, shall comply with these provisions. Except to the minimum extent necessary to fulfill its technological purpose, all antennas and supporting structures shall be concealed within a canister of the smallest possible dimension and volume necessary to house the antenna structure or in the alternative within a spatial volume of the same dimension. The small cell facility shall, to the full extent permitted under the state electrical code and the utilities' requirements be flush-mounted if feasible on the utility pole, **provided, however,** if the utility which owns the pole prohibits the location of a small cell facility within the

communication zone, the antenna portion of the small cell facility may be located on the top of the pole. In that event, up to ten (10) feet in height over the existing pole height or the height of a replacement pole as approved herein is permitted. The Director shall consult with the owner of the utility pole and applicant to determine the minimum height extension required for installation of the antenna. Flush-mount includes use of brackets that offset the inside edge of such equipment from the utility pole and be twelve (12) inches or less from the pole, except as otherwise required by the pole owner such as the National Electrical Code or similar regulation and when approved by the city.

- (c) Ground-Mounted Equipment; ADA Compliance Required. In Undergrounded Areas, Design Zones and where necessary to permit full use of the public right-of-way by pedestrians, bicycles and other users, all ground-mounted equipment shall be undergrounded in a vault meeting the City's construction standards. The location of ground-mounted equipment (to the extent undergrounding such equipment is not technologically feasible), a replacement pole and/or any new pole shall comply with the Americans with Disabilities Act (ADA), city construction standards, and State and federal regulations in order to provide a clear and safe passage within the public right-of-way.

- (d) Replacement Utility Pole – Street Lighting. With the express permission of the City, a replacement utility pole or a new utility pole may be permitted in the form of a new street light standard. The design of the street light standard shall be in accordance with adopted City construction standards when located outside of a Design Zone or in an undergrounded area. Replacement utility poles/street light standards located within a Design Zone shall conform to the adopted streetscape design standard for the Design Zone. Wherever technologically feasible, all equipment and cabling shall be internal to the replacement street lighting standard.

- (e) Undergrounded Area. In areas in which electrical and other utilities have been undergrounded, a service provider or infrastructure company desiring to locate any above-ground infrastructure in support of a small cell deployment shall submit a concealment element plan in accordance with the provisions of Section 5 below.

- (3) Designated Design Zones and Underground Districts.

- (a) Design Zones. The following zones are designated as Design Zones for the purpose of the application of the provisions of Chapter 4.14 KMC and this section.

- (i) Central Business District (CBD); and
 - (ii) Urban Mixed Use (UMU).

- (4) Review of Wireless Communications Facilities Other Than Small Cell Deployments. Other wireless communication facilities shall be reviewed pursuant to Section 18.12.310.

- (a) Federal Regulatory Requirements.

- (i) These provisions shall be interpreted and applied in order to comply with the provisions of federal law. By way of illustration and not limitation, any small cell facility which has been certified as compliant with all FCC and other government regulations regarding the human exposure to radio frequency emissions will not be denied on the basis of RF radiation concerns. See 4.14.020(2)(f).
 - (ii) Wireless communication facilities shall be subject to the following requirements to the extent that such requirements (i) do not unreasonably discriminate among providers of functionally equivalent services, and (ii) do not have the effect of prohibiting personal wireless services within the City.
- (b) Replacement Utility Poles and Monopoles. Monopoles, as well as facilities, including replacement poles, which are not exempt from SEPA review shall be processed under the provisions of Section 18.12.310 KMC.
- (c) Replacement, New Poles and Undergrounded Areas or Design Zones. Replacement poles over forty-five feet in height within the specific zone, new poles and facilities to be constructed in any undergrounded area or Design Zone are permitted only when the applicant establishes that:
 - (i) The small cell facility cannot be located on an electrical transmission tower or on a site outside of the public right-of-way such as a public park, public property, or in or on a non-residential use in a residential zone whether by roof or panel-mount or separate structure; and
 - (ii) The proposed facility complies with an approved Concealment Element Plan for the Undergrounded Area or Design Zone; and
 - (iii) The facilities shall also comply with critical areas requirements and SEPA.
- (5) Concealment Element Plan.
 - (a) Concealment Element Plan Required. Applications for proposed installations in Undergrounded Area and Design Zones which deviate for existing City design standards (or if the City has not created a design standard for that particular area) shall be required to submit a concealment element plan. Such plan shall include the design of the screening, fencing or other concealment technology for a base station, tower, utility pole, or equipment structure, and all related transmission equipment or facilities associated with the proposed wireless facility, including but not limited to fiber and power connections.
 - (b) Purpose of Concealment Element Plan, Generally. Concealment Element Plans should seek to minimize the visual obtrusiveness of installations using methods including, but not limited to, integrating the installation with architectural features or building design components, utilization of coverings or concealment devices of similar material, color and texture — or the appearance thereof — as the surface against which the installation will be seen or on which it will be installed.
 Other concealment element approaches may include, but not be limited to, use of architectural concealment products, fencing or screening materials, and where appropriate, landscape design, or any other camouflage strategies appropriate for the type of installation. Additionally, the use of a concealment support or device, such as a clock tower, steeple, flagpole, tree, street sign, or other applicable concealment structure may be approved.

The Director shall apply this section, as well as all design guidelines applicable in the Undergrounded Area or Design Zone in which an installation is proposed.

- (c) Review of Concealment Element Plan for Non-Substantial Change Collocations. Where a proposed collocation does not constitute a substantial change, a Concealment Element Plan shall be subject to ministerial review to ensure the proposed collocation does not defeat the concealment features approved as part of the initial installation at that location.
- (d) Review of Concealment Element Plan for Initial Installations and Substantial Change Collocations. For initial installations and substantial change collocations in Undergrounded Area and Design Zones, the Director shall conduct an administrative review pursuant to of Concealment Element Plans for compliance with this section and all applicable City design guidelines.

Section 3. Section 18.30 010 of the Kennewick Municipal Code, be, and the same hereby is, amended to read as follows:

18.30.010: Generally: Except as provided elsewhere, some structures may be erected which are higher than the limits established for the district in which they are located if they do not occupy more than 25 percent of the area of the lot and are at least 25 feet in all parts from every lot line; these include church spires, belfries, cupolas and domes, monuments, water towers, observation towers, flagpoles, ~~commercial radio and television transmission towers;~~ towers for the transmission of electromagnetic communication, outdoor theater screens, smokestacks, cooling towers, grain elevators, and other structures where the manufacturing process requires greater height; single poles or metal towers erected for the purpose of supporting aerials for radio transmission and receiving by licensed amateur radio operators if no portion of said aerial structure overhangs or extend over abutting property. (Ord. 5180 Sec. 1, 2007)

Section 4. Effective Date. For the Findings of Fact required pursuant to RCW 36.70A.390, the City Council hereby adopts the recitals set forth above. In addition, the City Council declares that an emergency exists that makes this ordinance necessary for the immediate protection of the public health, public safety, public property, or public peace. Failure of the City to adequately provide for review of small cell and other wireless communication facilities and correct conflicts between its code and the preemptive federal shot clock could deprive the City of its regulatory authority regarding certain wireless communication facilities. This ordinance shall, therefore, become effective immediately upon passage as provided in RCW 35A.12.130.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON this 5th day of December, 2017 and signed in authentication of its passage this 5th day of December, 2017.

STEVE C. YOUNG, Mayor

Attest:

ORDINANCE NO. 5733 filed and recorded
in the office of the City Clerk of the City of
Kennewick, Washington this 6th day of
December, 2017.

TERRI L. WRIGHT, City Clerk

Approved as to form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

Council Workshop Coversheet



Agenda Item Number	4.	Meeting Date	11/28/2017
Agenda Item Type	Presentation		
Subject	Vista Field Master Plan & Implementation		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Planning		

Info Only	☐
Policy Review	☐
Policy DevMnt	☒
Other	☐

Summary

Vista Field was constructed in the late 1930's/early 1940's and was used by the federal government during WWII to practice aircraft carrier landings and take-offs. The land was originally owned by KID; eventually transferred to the City of Kennewick and in 1991 conveyed to the Port of Kennewick (POK). The last day of operations of the airfield was December 31, 2013. In 2012 the POK engaged a consultant team to prepare an environmental impact statement on the airfield operations, on April 17, 2013 the POK Board of Commissioners voted to close the airfield at the end of 2013. In 2013 the POK hired the firm of Duany, Plater-Zyberk & Company (DPZ) to complete a master plan for the Vista Field property. The POK formed the Vista Vision Task Force as a part of the public outreach effort for the master plan. In 2014 a design charrette was conducted to engage the public in the planning for Vista Field. A Charrette Report was issued in 2015 and a draft master plan prepared in 2016. City staff and POK staff have been working closely for several months to prepare the Master Plan and implementation package for POK and City of Kennewick consideration.

The POK Commissioners adopted the Master Plan on October 24, 2107 and approved the Development Agreement at the same meeting. The Kennewick Planning Commission conducted the required public hearings on the Vista Field Redevelopment Master Plan, Comprehensive Plan Amendment, area-wide rezoning and development agreement. At the conclusion of the public hearings, the Commission voted unanimously to recommend to the City Council adoption of the Plan and implementation measures.

Through

Dept Head Approval

City Mgr Approval

Gregory McCormick
Nov 21, 16:41:58 GMT-0800 2017

Marie Mosley
Nov 22, 08:59:01 GMT-0800 2017

Attachments:

Presentation
Master Plan
Development Agreement

November 28, 2017

**Workshop: Vista Field Redevelopment
Master Plan And Implementation Package**

**CITY OF KENNEWICK
CITY COUNCIL**



Vista Field History

- ⦿ Built around WWII
- ⦿ Leased by US Gov't during WWII
 - Practice aircraft carrier T.O./Landings
- ⦿ Land Originally owned by KID
- ⦿ City of Kennewick acquired after war
- ⦿ Port of Kennewick - 1991
- ⦿ Last day of Operations – 12/31/13

Master Plan Background

- ◎ 2012-2013 – EIS Preparation
- ◎ 4/17/13 – Formal vote by POK to close
- ◎ 2013-2015 - Master Plan Process
 - Vista Vision Task Force
 - 2014 - Master Plan Design Charrette
 - 2015 - Charrette Report issued
 - 2016 - Draft Master Plan
- ◎ 10/24/17 – POK Adopts Master Plan
- ◎ 11/6/17 – Planning Commission Public Hearing

BOLDER, BRIGHTER, BETTER.



Featured Speaker

ANDRÉS DUANY, FAIA, CNU
DUANY, PLATER-ZYBERK & COMPANY (DPZ)

Our featured keynote speaker, Andrés Duany, is an internationally renowned architect whose work focuses on cities and regional planning. He and his wife, Elizabeth Plater-Zyberk, founded their practice

Duany, Plater-Zyberk & Company (DPZ) in 1980. Dedicated to research, their practice now has more than 200 plans in the process of implementation. Andrés and Elizabeth were founding members of the Congress for the New Urbanism, teach at the University of Miami and have co-authored five books including *Suburban Nation*, *The New Civic Art*, *The Smart Growth Manual*, *Garden Cities*, and *Landscape Urbanism and its Discontents*. DPZ has been selected by the Port of Kennewick to consult on the redevelopment of Vista Field, which will help create a bolder and brighter Tri-Cities.

2014 VISIT TRI-CITIES ANNUAL MEETING & TOURISM SHOWCASE

THURSDAY, NOVEMBER 6, 2014

4:00 P.M. – 7:00 P.M. | THREE RIVERS CONVENTION CENTER

VISIT TRI-CITIES MISSION

The mission of Visit TRI-CITIES is to promote, market and sell the region as a preferred destination to visitors. We will develop incremental visitation by promoting our destination products, programs and activities; the overall economic vitality of our communities and the quality of life of our citizens.

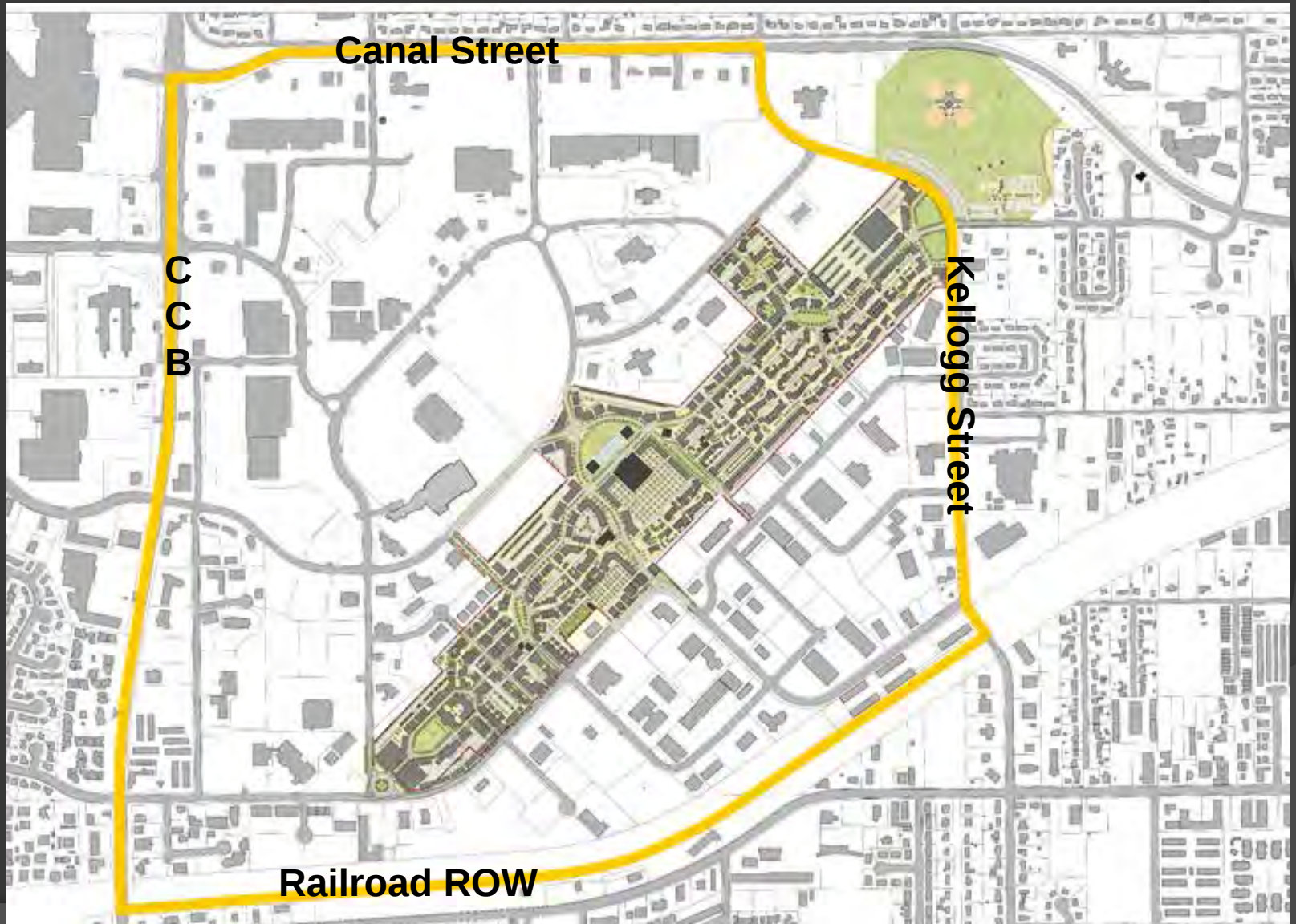
We gratefully acknowledge **WASHINGTON RIVER PROTECTION SOLUTIONS** for their sponsorship of the 2014 Visit TRI-CITIES Annual Meeting & Tourism Showcase.



**R.S.V.P. BY
OCTOBER 31, 2014**

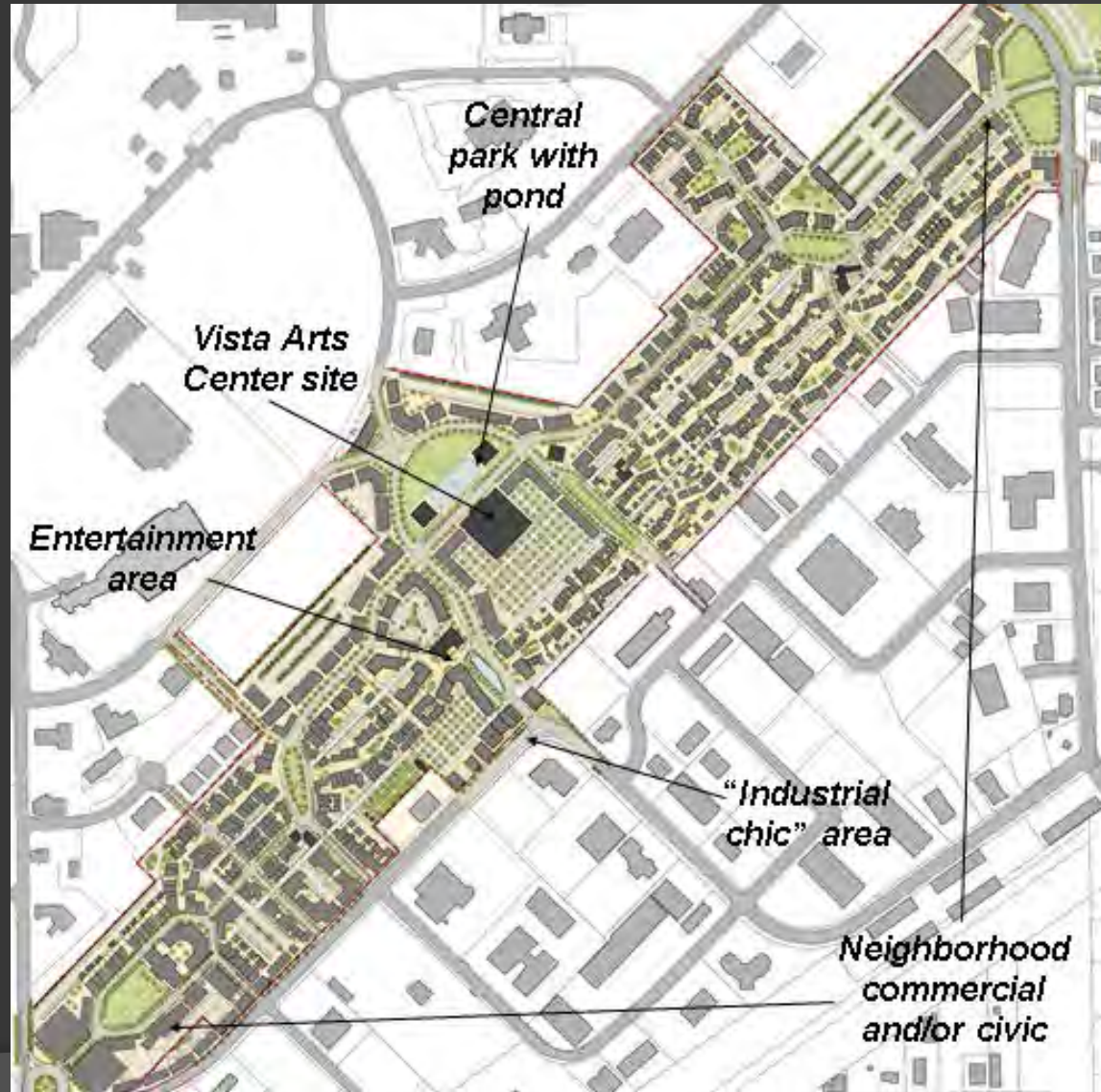
Contact us at (509) 735-8486
or email info@VisitTRI-CITIES.com

Vista Field Vicinity



Vista Field Plan Elements

- Placemaking
- Urban Streets
- Connectivity & Walkability
- Mixed Use
- Design Stds
- Buildings shielding parking
- Mitigation
- Infrastructure improvements
- Emergency Services addressed



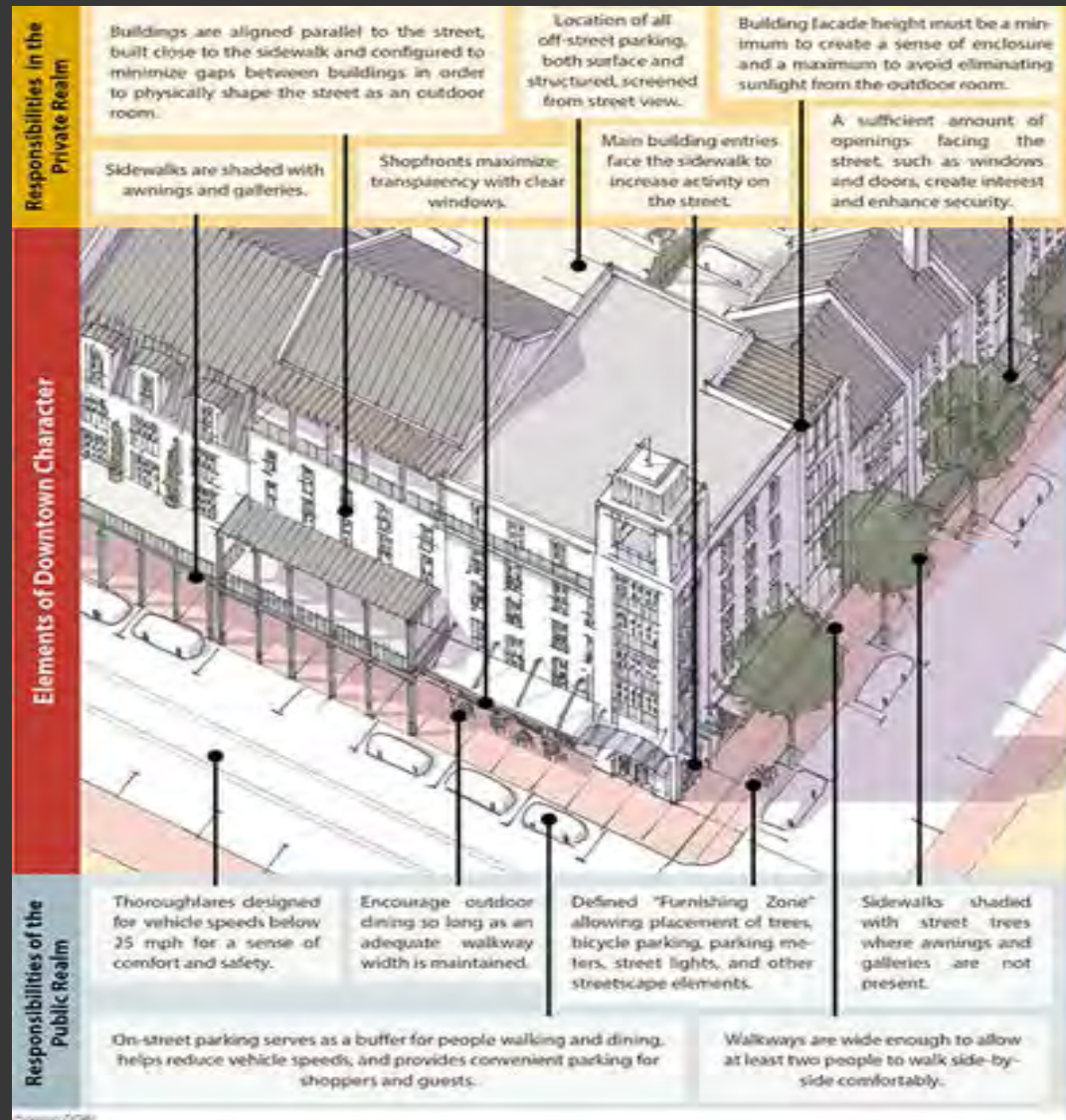
Basic Plan Principles

- ⦿ **Requires Mixed Use**
- ⦿ **Some Uses Prohibited**
- ⦿ **Emphasis: Pedestrian Orientation**
- ⦿ **Parking: Adequate but not abundant**
- ⦿ **Street Network: Grid with narrower travel lanes**

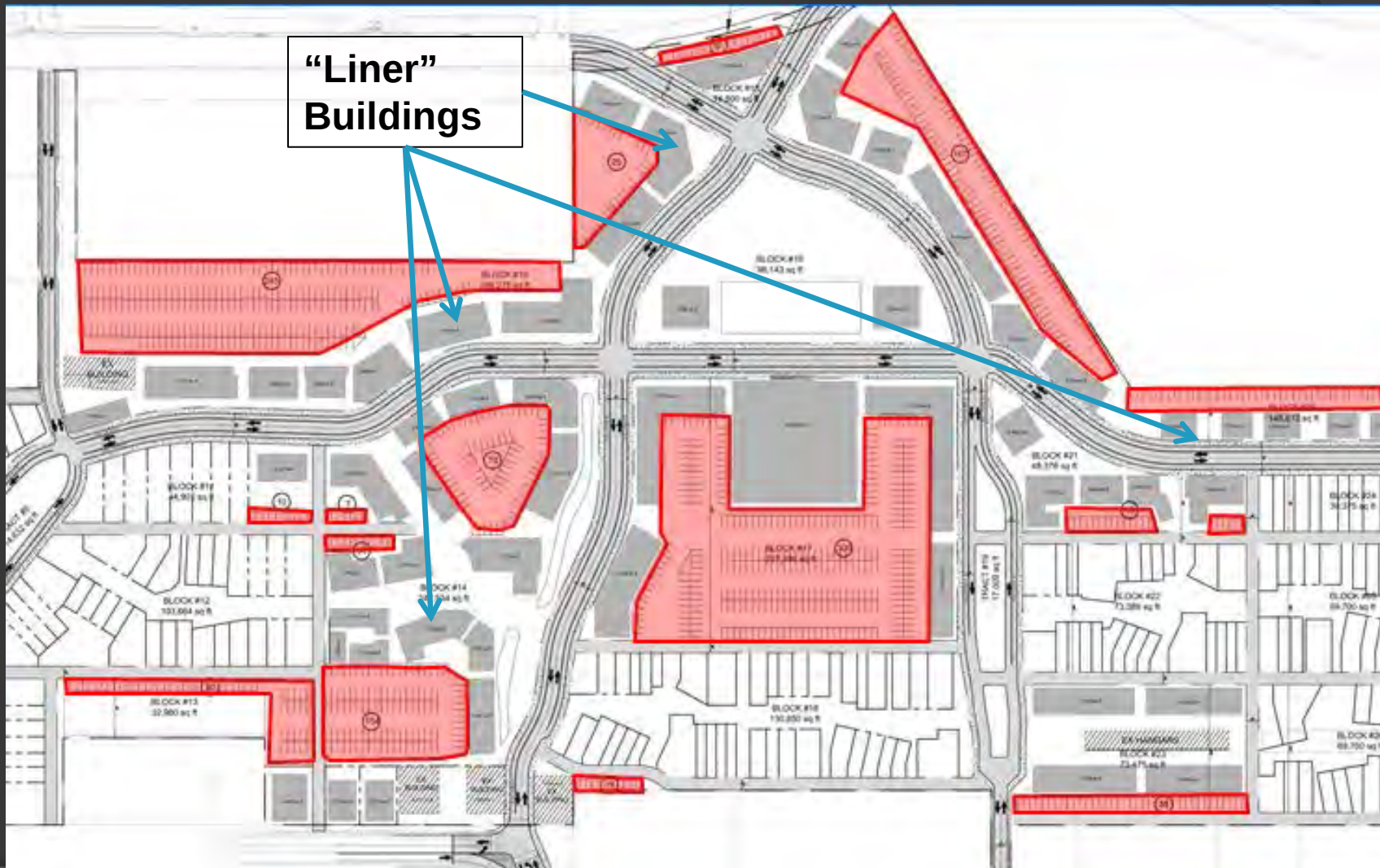
Plan Principles – Town Center

Elements of a “Town Center”

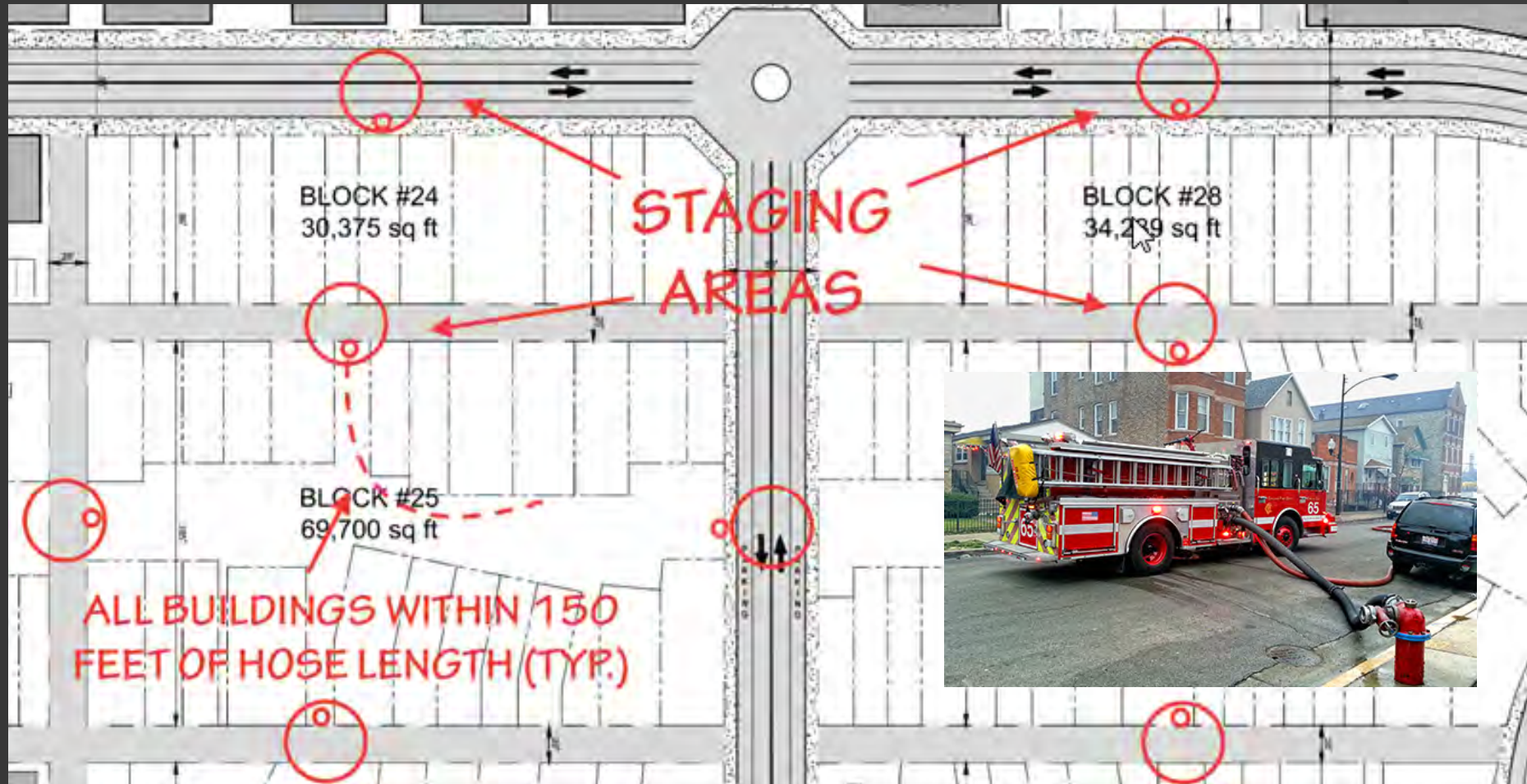
Public realm integral to private realm and vice-versa.



Plan Principles – Shielded Parking



Plan Principles – Fire Protection & Access



Street Design Elements



- ⦿ **Slow speeds**
- ⦿ **Narrow streets**
- ⦿ **Street trees**
- ⦿ **Street “furniture”**

Santana Row – San Jose, CA

Street Design Elements



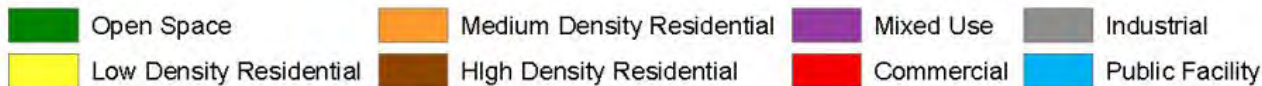
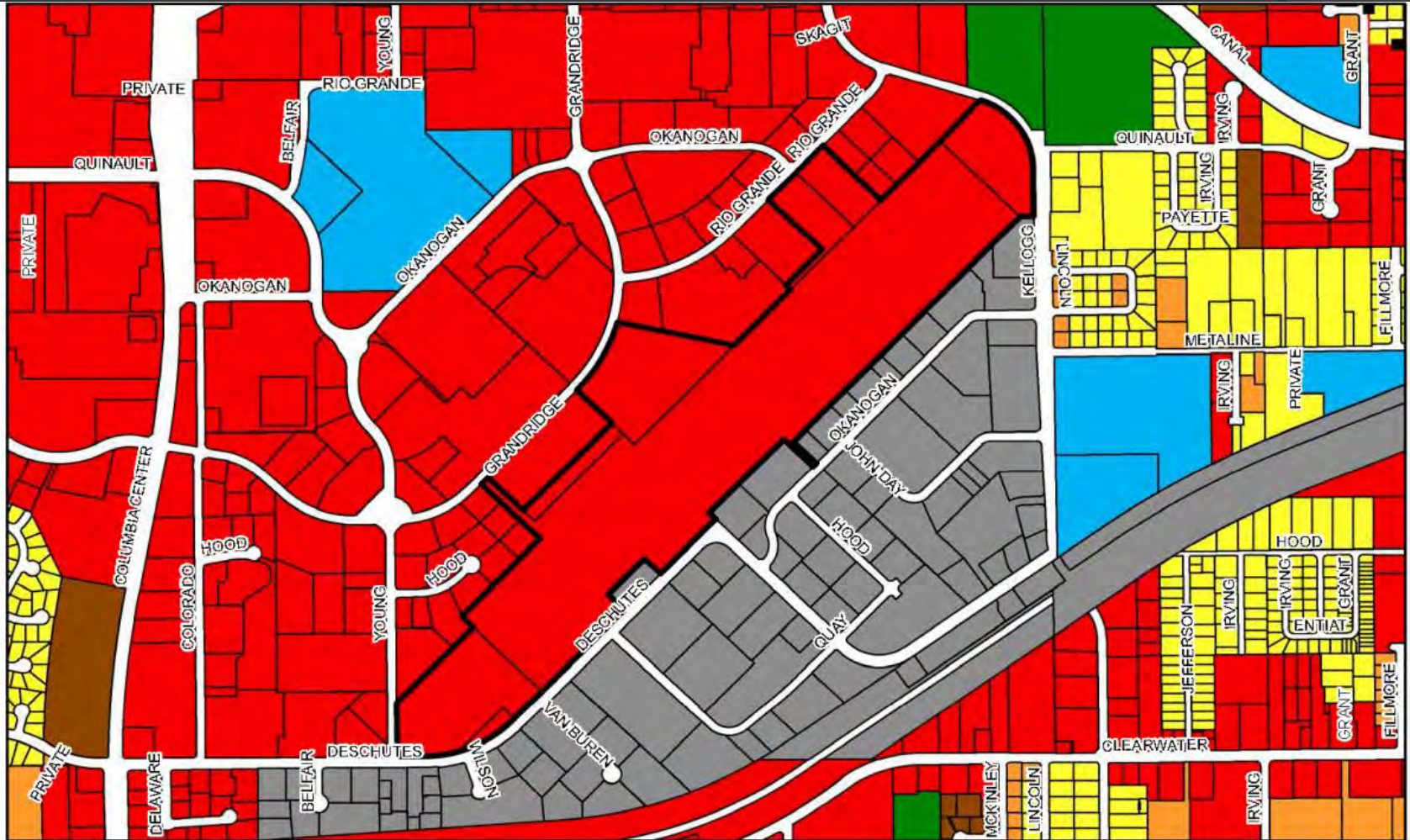
Orenco Station – Hillsboro, OR



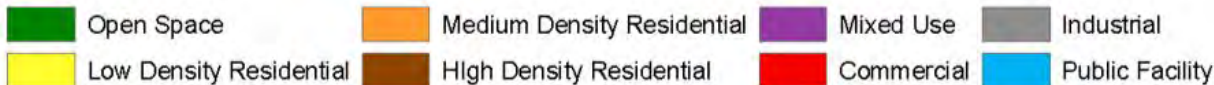
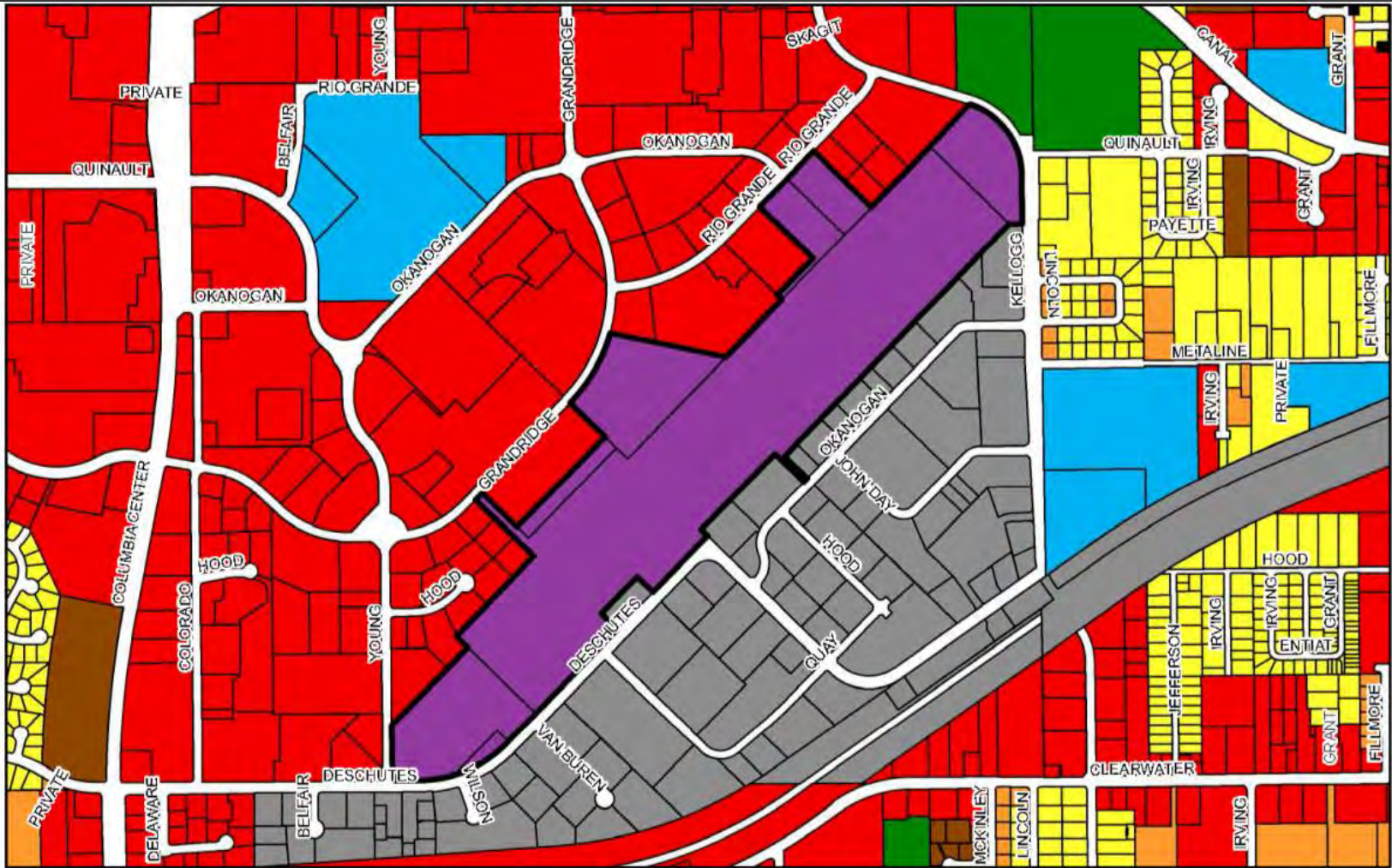
Implementation Measures

- ◎ **Comp Plan Land Use Map designation change**
- ◎ **Area-wide Rezone**
- ◎ **Development Agreement**

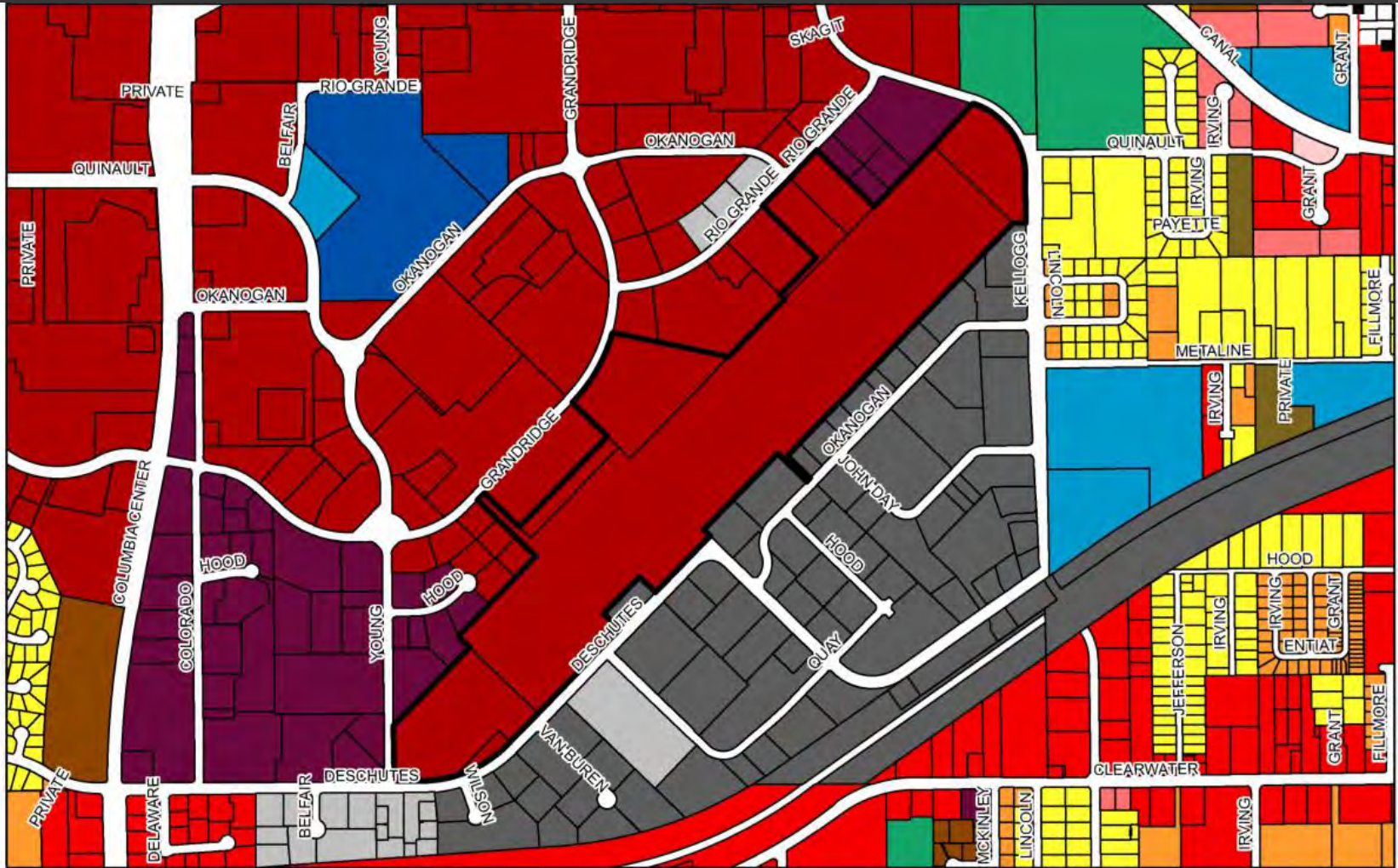
Current Land Use Map



Proposed Land Use Map



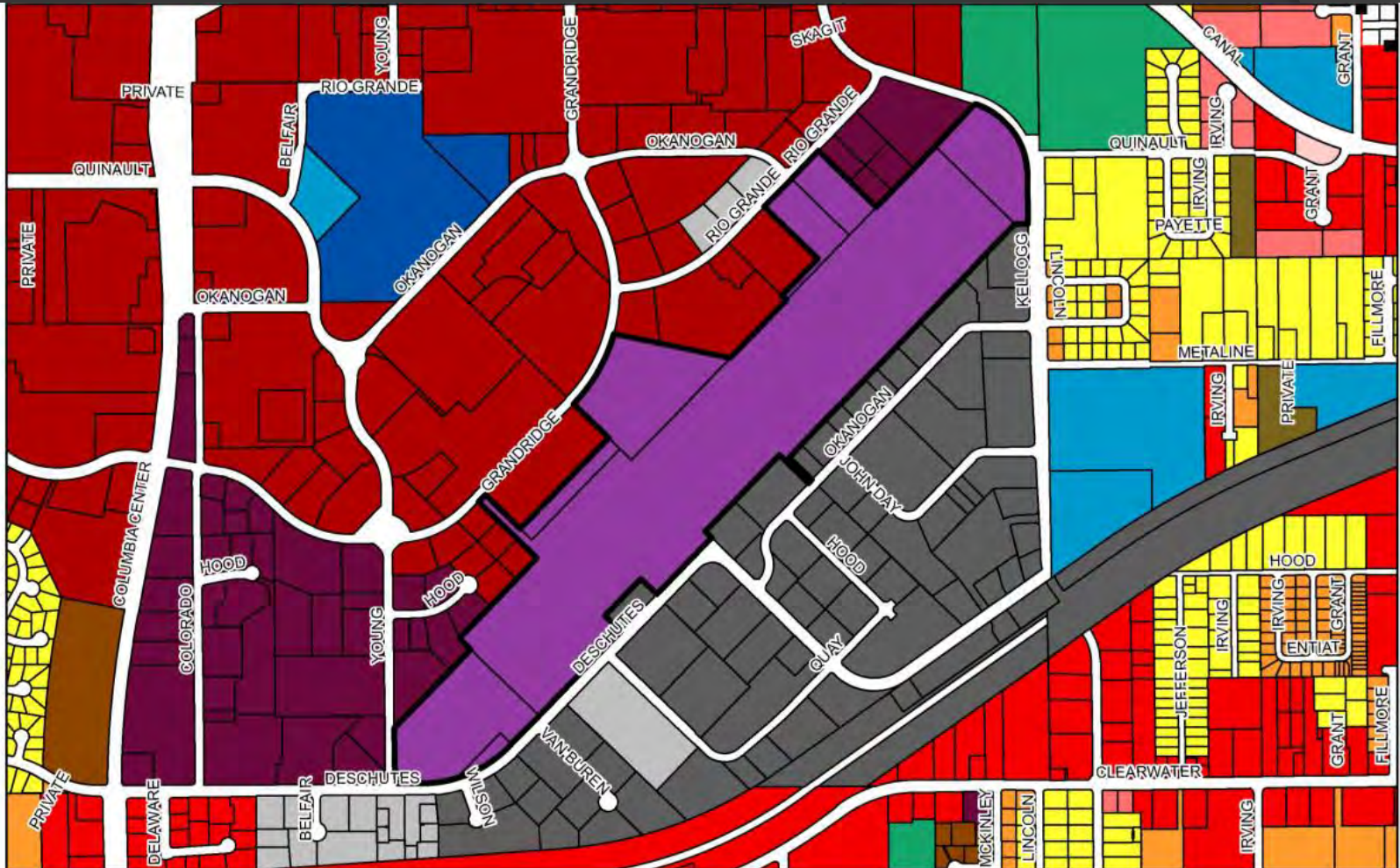
Current Zoning Map



BP	CN	CR-L	JF	PF	RL	RM-4-L	RS
CC	CO	IH	OS	RH	RM	RM-6	RTP
CG	CR	IL	OS-L	RH-L	RM-4	RMH	



Proposed Zoning Map



BP	CN	CR-L	JF	PF	RL	RM-4-L	RS
CC	CO	IH	OS	RH	RM	RM-6	RTP
CG	CR	IL	OS-L	RH-L	RM-4	RMH	UMU





Development Agreements

- **City Authorized by RCW 36.70B and KMC 18.48 to enter into Development Agreements**
- **Must set forth development standards and other provisions that shall apply to govern and vest the development, use and mitigation of the development**
- **Vesting and Term of the Agreement**
- **Public Hearing then Adoption by City Council**
- **Binding on Parties and their successors**

Vista Field Development Agreement

- **Urban Mixed Use Zoning Regulations**
- **Sign Code Provisions**
- **Off-Street Parking**
- **Term 10 years – Vesting Period**
- **Transportation Impacts Mitigation – per POK Traffic Impact Study**
- **Water System Improvements**
- **Stormwater Drainage Design**
- **Fire Protection Standards**



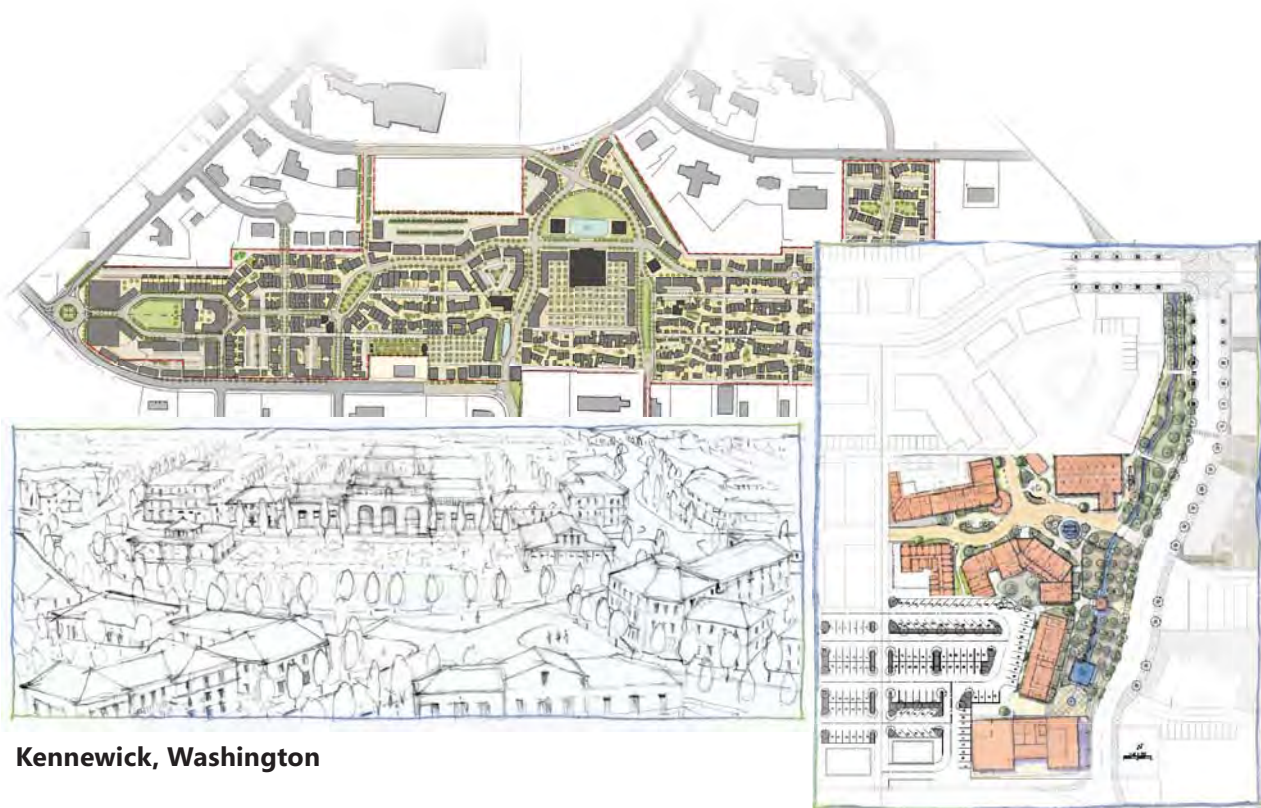
Next Step

- **12/5/17 – City Council Consideration/Adoption**



VISTA FIELD REDEVELOPMENT MASTER PLAN 2017

An opportunity initiated by the Port of Kennewick in collaboration with
the City of Kennewick and guided by the citizens of the Tri-Cities.



Prepared in partnership with
Duany Plater-Zyberk & Company
(Architects and Town Planners)

October 6, 2017

Primary technical assistance & direction provided by:

Duany Plater-Zyberk & Company (Architects and Town Planners)
Michael W. Mehaffy, Structura Naturalis Inc. (Planning Consultant)
Laurence Qamar, Qamar & Associates Inc. (Engineering Consultant)
Parametrix (Transportation Consultants)
ECONorthwest (Economic Analysis Consultants)
R. Gary Black, Integrated Structures Inc. (Construction Consultant)

Additional technical assistance provided by:

Confederated Tribes of the Umatilla Indian Reservation (Cultural Resources)
SWCA (Environmental Consultants)
Strategic Construction Management (Project Development Consultants)
HDJ Design Group, A Division of PBS (Design Consultants)



***We believe great places add to the sum
of human happiness...economically and
environmentally resilient communities
foster physical and social well-being."***

- Duany Plater-Zyberk & Company



STAKEHOLDER PARTICIPANTS

Port of Kennewick

Board of Commissioners

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

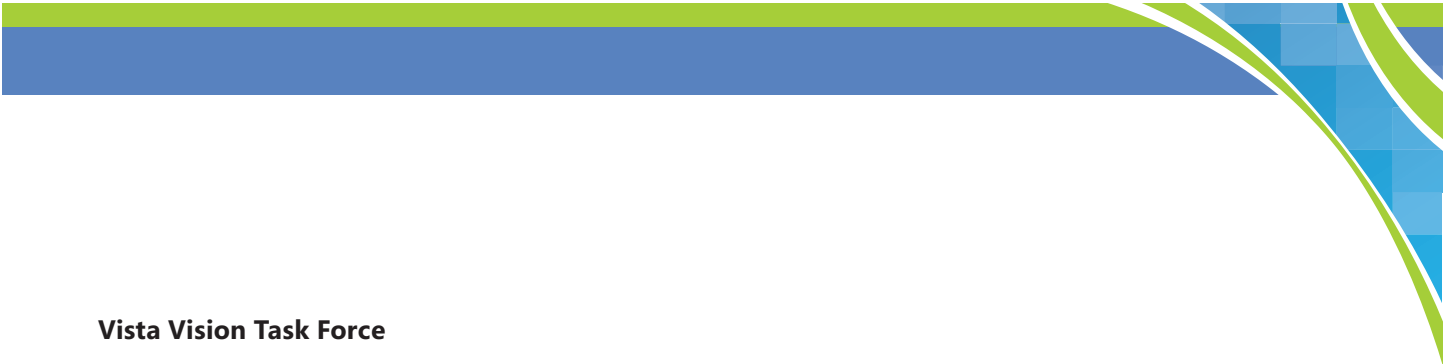
Tim Arntzen, Chief Executive Officer
Tana Bader-Inglima, Deputy Chief Executive Officer
Larry Peterson, Director of Planning & Development
Amber Hanchette, Director of Real Estate & Operations
Nick Kooiker, Chief Financial Officer/Auditor
Tammy Fine, Advisor/CPA, CFE
Michael Boehnke, Facilities Manager
Michael Melia, Maintenance Technician
Jennifer Roach, Accounting/Administrative Assistant
Bridgette Scott, Executive Assistant
Lisa Schumacher, Special Projects Coordinator
Kandy Yates, Office Assistant/Marina Manager

City of Kennewick

City Council

Steve Young, Mayor
Don Britain, Mayor Pro-Tem
Matt Boehnke, Councilman
Gregory Jones, Councilman
Paul Parish, Councilman
Bob Parks, Councilman
John Trumbo, Councilman

Marie Mosley, City Manager
Vincent Beasley, Fire Chief
Ken Hohenberg, Chief of Police
Cary Roe, PE, Public Works Director
Greg McCormick, AICP, Community Planning Director
Anthony Muai, AICP, Senior Planner
John Deskins, Traffic Safety Engineer
Terry Walsh, Economic Development Director
Emily Estes-Cross, Economic Development Manager



Vista Vision Task Force

Rich Cummins, Task Force President, Citizen at Large/Education
Don Britain, Task Force Vice President, City of Kennewick
Carl Adrian, TRIDEC
Jim Beaver, Benton County Commissioner
Kyle Cox, Citizen at Large/Young Professionals of the Tri-Cities/Mid-Columbia Libraries/Arts
Charlie Drader, Citizen at Large/Young Professionals of the Tri-Cities/Finance
Chuck Freeman, Kennewick Irrigation District
Ed Frost, Citizen at Large/Public Transportation
Traci Jao, Citizen at Large/Young Professionals of the Tri-Cities/Business Development
Barb Johnson, Columbia Center Mall/Kennewick Public Facilities District
Lori Matson, Tri-Cities Regional Chamber of Commerce
Vicki Monteagudo, Commercial & Residential Real Estate
Austin Neilson, Citizen at Large/Young Professionals of the Tri-Cities/Business
Justin Raffa, Citizen at Large/Young Professionals of the Tri-Cities/Arts
Steve Simmons, Citizen at Large/Business
Dennis Solensky, Ben Franklin Transit
Gary Spanner, Citizen at Large/PNNL/Economic Development
Derrick Stricker, Commercial Real Estate/Young Professionals of the Tri-Cities
Kris Watkins, Visit Tri-Cities
Kirk Williamson, Citizen at Large/Communications

Acronym/Second Reference List

City (City of Kennewick)
CTUIR (Confederated Tribes of the Umatilla Indian Reservation)
DPZ (Duany Plater-Zyberk & Company)
FEIS (Final Environmental Impact Statement with Integrated Economic Analysis)
LOS (Level of Service)
Port (Port of Kennewick)
SWCA (SWCA Environmental Consultants)
TSIE (Transportation System Impact Evaluation)
UMU (Urban Mixed Use)
VVTF (Vista Vision Task Force)

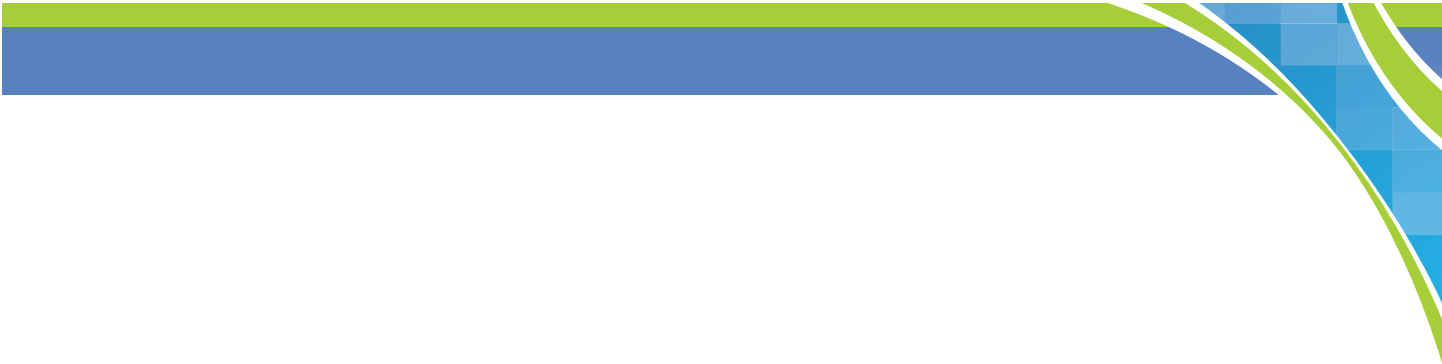


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EXECUTIVE SUMMARY

Transforming the 103-acre Vista Field into a vibrant, pedestrian-focused regional town center is no small task.

Vista Field is a former general aviation airfield located at the core of Tri-Cities, Washington, near the Columbia Center Mall, and adjacent to the City of Kennewick's (City) Vista Entertainment District, which includes the Three Rivers Convention Center and the Toyota Center.

The Port closed the airfield at the end of 2013, and runway closure activities commenced in early 2014. In the years since, the Port and its partners have been working diligently on every detail of the Vista Field Redevelopment Master Plan.

Following the airfield's closure, the Port began a multi-year effort to involve the public in the planning for the future of this very unique asset. This public involvement process utilized surveys; meetings; a pattern-language workshop; a week-long public charrette series; and a citizen oversight committee, to gather comprehensive input about what the community desired to see at the site. Through these efforts, citizens identified and advocated for Vista Field to become a lively, urban core. Small-scale city blocks with pedestrian-friendly neighborhoods, a mix of work and open spaces, restaurants, and shops were identified as essential elements.

The concepts and details included in the Vista Field Redevelopment Master Plan are the result of the community's substantial and valuable feedback, and the close collaboration between the Port, City of Kennewick, other partners, and the public throughout the planning process.

For several years, the Port and City have worked meticulously on every detail of the redevelopment to produce a functional versus conceptual master plan. Each section of the plan has been refined during public meetings with City departmental staff including Public Works, Planning, Police, Fire, and Economic Development.

These efforts tested original concepts and assumptions, and validated that the Vista Field concept is sustainable and will provide a positive return on investment for taxpayers.

The Vista Field model is very different from typical developments seen in many cities. As envisioned, Vista Field will be redeveloped using a New Urbanism model—a neighborhood-scale planning approach focused on mixed-uses, vibrant public spaces, private amenities, and multi-modal access.

Once complete, the site will have many distinctive features and look more like city blocks found within historic downtown areas; with diverse local businesses, cozy neighborhoods and public plazas. These types of town center developments, that meld cultures and bring vibrancy to communities, are sought after and the Port heard very clearly from citizens that this type of development is what they want.

Plans include a network of small-scale streets, focusing on walking, biking, public transit, and interconnecting a variety of neighborhoods within the development. Dotted with green spaces, waterways, pathways, civic buildings, and public facilities (such as an arts center), Vista Field will be filled with unique shops and local restaurants, cafes, and offices. There will be places for shopping and dining. There will be areas focused on entertainment and open public spaces. There will be areas that recognize and celebrate local history. And throughout, there will be a mix of residential options appealing to a variety of ages and incomes including single family homes, condos, multi-family housing, spaces for mother-in-law cottages, and even opportunities for places to live above and work below.

These features and amenities will foster visitation, entrepreneurial ventures, and a city-center lifestyle, as well as create new jobs, new living options, and develop civic amenities that everyone can enjoy.

This New Urbanism planning approach, requires revising City codes. The City has already undertaken modification of existing regulations and creation of new codes, which will allow Vista Field to evolve as intended by the community. This plan is based upon the ultimate adoption of those regulations.

Beyond establishing an urban core in the Tri-Cities, the redevelopment of Vista Field will add both taxpayer equity and value to this community and the broader region. The private sector also benefits. The site is projected to attract \$400,000,000 in private investment at full buildout. That new private development will generate more tax revenues to support police, fire, hospitals, and libraries, and other municipal services—without any increase in taxes or cost to existing taxpayers.

MASTER PLAN HIGHLIGHTS

New Urbanism concepts will transform Vista Field into a vibrant, walkable, bikeable, transit-oriented urban core for the Tri-Cities.

103-acre site

8 phases of development

1 community-driven design

4 years

of public involvement featuring a citizen task force, pattern-language process, a charrette, public meetings, and surveys

10-foot-wide

sidewalks and small-scale streets focusing on walking, biking, public transit, and inclusion of all modes of transportation

2.5-acre

central plaza, 1-acre open parks, and smaller, hidden-gem public spaces

750,000

square feet of retail, office, service and entertainment uses

800-seat

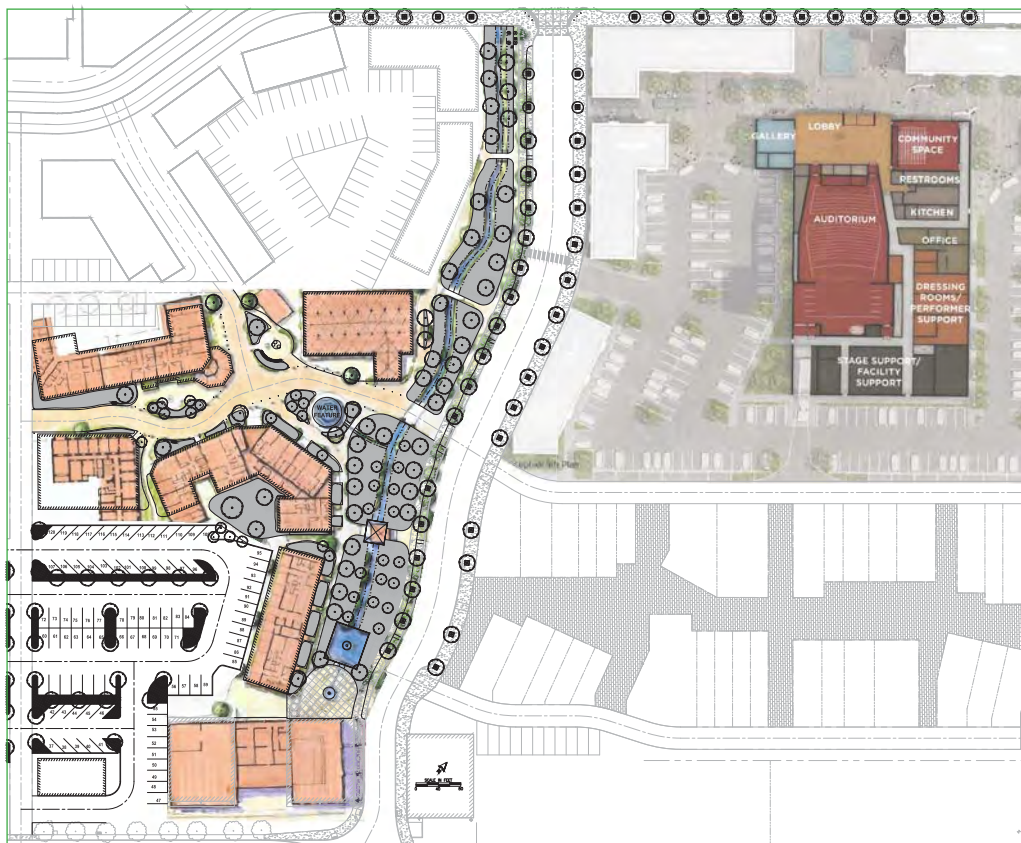
privately-funded performing arts center by the Arts Center Task Force

1,100

residential units ranging from single family homes on urban-sized lots to condominium and apartments

The Vista Field Redevelopment Plan is broken into eight phases. The Port is following its customary practice of enhancing the community without asking for new taxes. Instead, the Port is focusing on fiscally sound development, following a pay-as-you-go approach, and working to leverage existing Port revenues and land sales, with stakeholder funding, grants, and private investment dollars.

The Vista Field Redevelopment Master Plan honors the community's vision for an urban place. The plan provides the framework for transformation of the former airfield land including identifying specific infrastructure (streets, water, sewer, electrical, fire-flows, traffic impacts, and storm drainage, etc.), program, design elements, and other ingredients of the final buildout. It is a strategic blueprint for implementation as much as it is a physical design of the urban development.



Proposed Phase 1 development, and showing the location for the privately funded Vista Arts Center (right).



INTRODUCTION

PROJECT OVERVIEW

The Port of Kennewick (Port) intends to redevelop the 103-acre former Vista Field Airport site, located in the City of Kennewick (City) at the geographic and commercial heart of the Tri-Cities, Washington, into a vibrant urban place. Redevelopment at Vista Field provides the unique strategic opportunity to create a special place in the core of the community.

This former municipal airport ceased operations in December 2013, yet the decades of airport operations effectively preserved the site for urban-scale development at a later time. That time has arrived.

The concepts and details included in this master plan are the result of substantial public input over a period of four years, and close coordination and partnership with the City to enable the community's vision to be realized. This master plan is essentially a summary of key elements from numerous citizen involvement meetings, planning sessions, site investigations, and economic and engineering documents generated since 2012.

Vista Field has unparalleled potential. The site is adjacent to the region's sports and convention venues, within 0.5 mile of the communities' commercial and hospitality center; and it benefits from well-established transportation and utility systems.

Deciding the redevelopment direction for the site was based upon several factors including citizen input, market considerations and environmental conditions. The urban place that the citizens requested not only fills a void in the Tri-Cities but also makes economic sense for the Port, City and private sector.

Based upon the proven principals of New Urbanism—which involves a planning methodology focused on adding vibrant public spaces, private amenities, and multi-modal access—the Vista Field development plan calls for public open spaces ranging from small hidden-gem areas to a 2.5-acre central plaza; nearly 1,100 residential units ranging from single family homes on urban sized lots to condominium and apartments; and approximately 750,000 square feet of retail, office, service and entertainment uses all tied together by a network of small-scale streets focusing on walkability and inclusion of all modes of transportation.

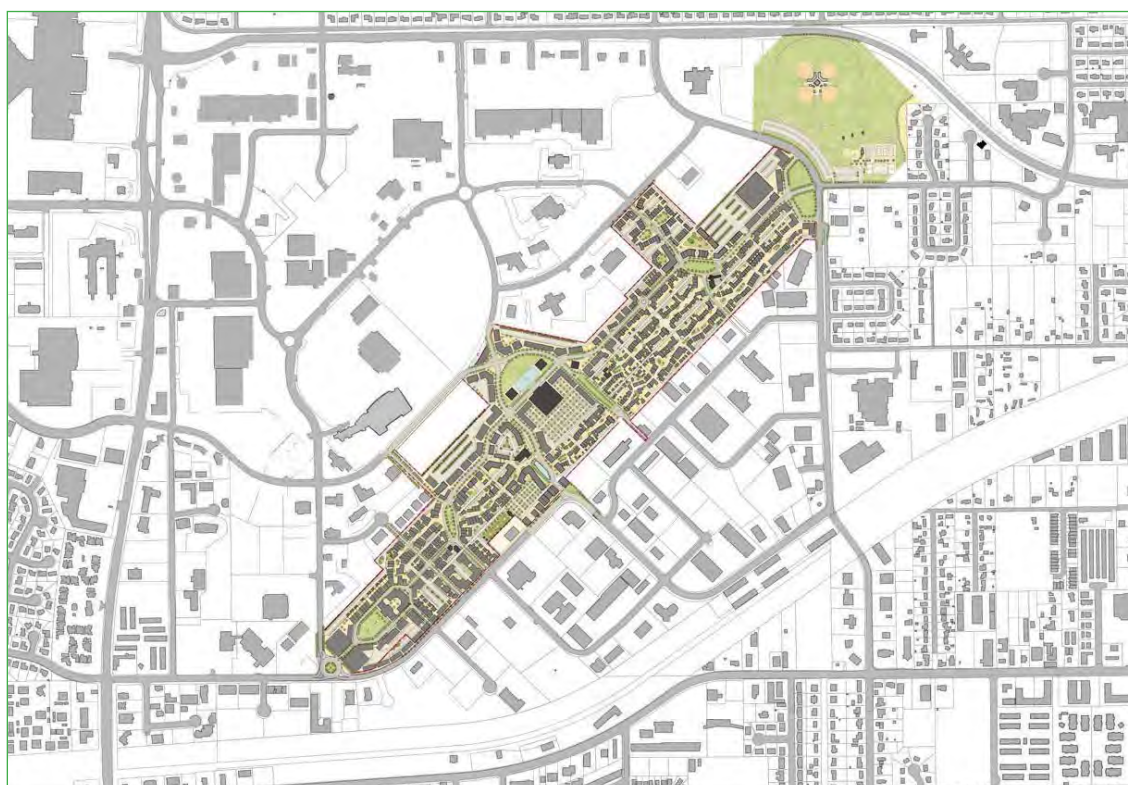
Typical master plan documents address land use and transportation issues in separate compartmentalized sections; however, redevelopment of Vista Field is not a typical project where these elements are segregated. New Urbanism development, upon which Vista Field is modeled, necessitates a different approach and perspective: where land use and transportation elements are carefully and strategically considered together.

Streets within Vista Field are to become more than just transportation conduits, they must be considered intrinsic to the public realm. Buildings are more than just a place to escape the elements, they must be connected in purpose and function to the public realm if successful placemaking is to occur.

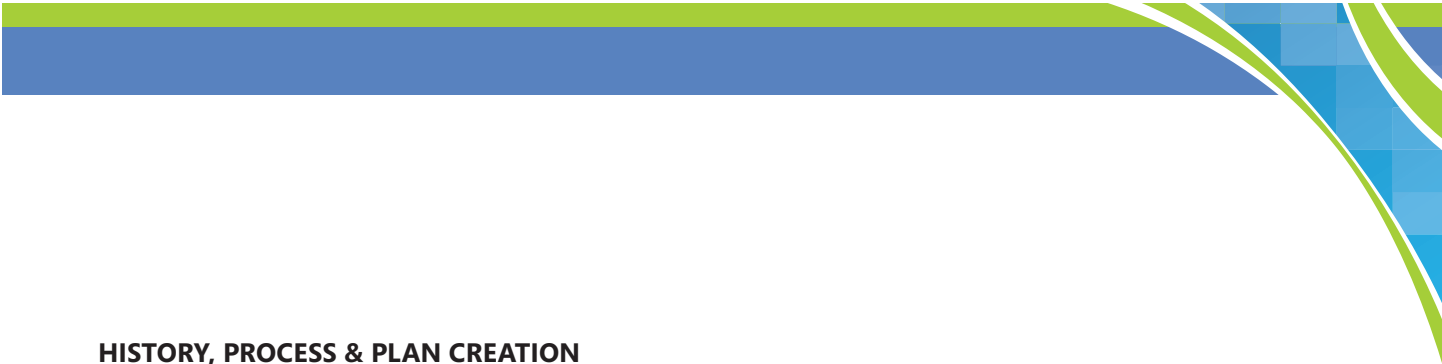
Given the New Urbanism neighborhood-scale planning approach, revising City codes to allow for the community's concept of Vista Field is required. The City has already undertaken modification of existing regulations and creation of new codes, which will allow Vista Field to redevelop as envisioned by the community. This plan is based upon the ultimate adoption of those regulations.

Moreover, mixing land uses in Vista Field must be more than just authorized—land uses must be judiciously mixed to create vibrancy and avoid a perception that the sidewalk is rolled up at 5 p.m. Therefore, the City crafted the Urban Mixed Use (UMU) zoning district and adjusted other land use regulations to allow development as envisioned in this master plan. Beyond allowing numerous uses to intermix, special focus was directed to assure that the public realm along pivotal corridors becomes, and remains, attractive to pedestrians. This is accomplished by avoiding the typical street classification based upon intended vehicle volumes (arterial, collector, local). Instead, the plan identifies A and B streets, where land use regulations strive to assure A streets are lively and interesting public realms, while B streets allow for functional activities such as parking and utility service.

VISTA FIELD REDEVELOPMENT PLAN



A larger version of this image is on page 22.



HISTORY, PROCESS & PLAN CREATION

The Vista Field Airport started operations in the 1940s and continued under the ownership of the Kennewick Irrigation District and the City of Kennewick until 1991, at which time the Port purchased the airport and surrounding lands from the City. Two decades later, with users continuing to decline and expenses continuing to increase, the Port wrestled with the future of airport operations.

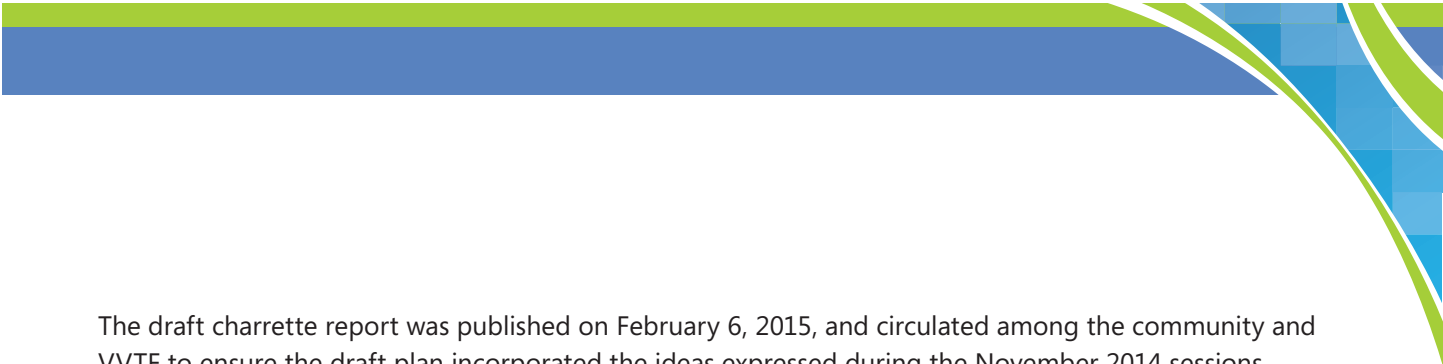
In September 2012, the Port decided to undertake a detailed analysis of the environmental and economic implications of several options including airport expansion, closure and redevelopment, and no change scenarios. The world-renowned firm Duany Plater-Zyberk & Company (DPZ) was selected to assist the Port with this task, and resulted in the March 8, 2013, Vista Field Final Environmental Impact Statement with Integrated Economic Analysis (FEIS).

Substantial stakeholder input occurred over a six-month period, culminating in a public hearing on April 13, 2013. At that hearing, the Port Commission unanimously decided that closure and redevelopment of the Vista Field Airport was in the best interest of the community. The redevelopment concept contained within the FEIS generated substantial public interest in the potential that Vista Field redevelopment offered. However, that early concept lacked the detail necessary for implementation.

The Port Commission set a course toward redevelopment of the site under the principles of New Urbanism, and decided the public should share in crafting the master plan. The Port first created a formal citizens advisory team, the Vista Vision Task Force (VVTF). This volunteer group was composed of individuals from multiple backgrounds including education, government, economic development, marketing, arts and entertainment, young professionals, real estate, finance, and transportation. VVTF members and the numerous citizens attending the task force meetings, helped refine and direct recommendations for redevelopment.

The Port Commission also decided that the redevelopment opportunity necessitated a public involvement and planning process unlike any previous efforts in the Tri-Cities. The Port again engaged the services of DPZ and its subconsultants, Parametrix and ECONorthwest, along with R. Gary Black of Integrated Structures Inc., to conduct a weeklong interactive design workshop.

On November 10, 2014, design began, with Gary Black leading a one-day pattern language process, which identified many crucial elements for inclusion in the master plan. DPZ then transitioned public involvement efforts into a five-day community design charrette that brought stakeholders and experts together to propose, evaluate, and refine concepts for the redevelopment within an open and actively engaged public process. The charrette sessions allowed rapid development, testing and refining of ideas with the participation of community members, as well as technical experts.



The draft charrette report was published on February 6, 2015, and circulated among the community and VVTF to ensure the draft plan incorporated the ideas expressed during the November 2014 sessions.

As of June 2015, the planning effort had evolved from a concept into a revised and viable draft master plan. A number of philosophical questions were explored during a summer 2015 work session, such as possibly transferring the entire project to the private sector for implementation; how housing for all economic levels would be assured; and what were the Port's expectations regarding project return on investment.

From fall of 2015 through summer 2017, the Port closely coordinated with the City to understand and evaluate potential impacts to the City's existing transportation and utility infrastructure. Also, discussions with the City's Community Planning Department helped identify code changes necessary to develop Vista Field as envisioned in the community-driven master plan. Additionally, because the Vista Field redevelopment was anticipated to be substantially different than traditional development patterns, the City's Fire and Police Departments were engaged to ensure a careful, thoughtful design from an emergency services perspective.

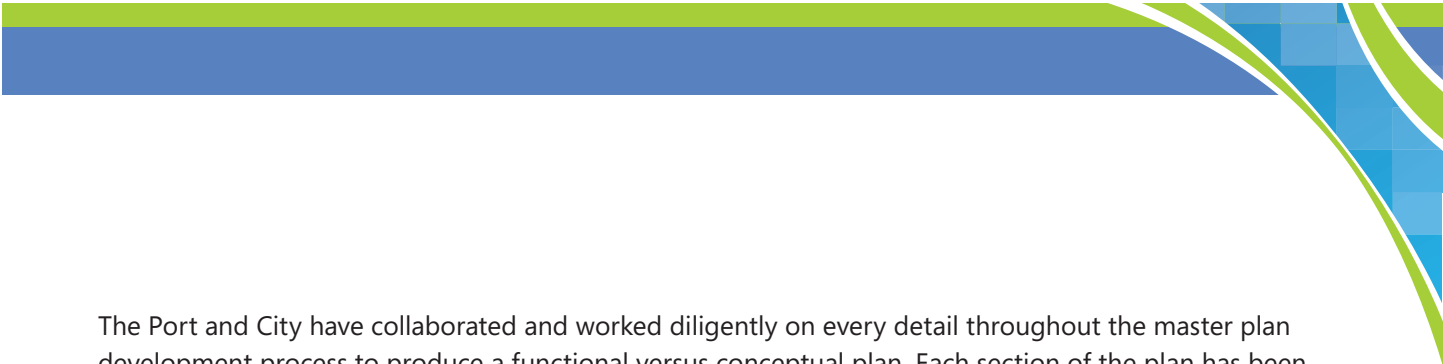
Indeed, since Vista Field development differs significantly from traditional projects undertaken within the Tri-Cities during the past 40-plus years, the Vista Field Master Planning effort sought strategic input from citizens, stakeholders, real estate professionals, financial sectors, and the City staff – not just as a regulator or utility provider – but as a true partner in transformative development.

This master plan and the supporting documents represent the outcome of extensive public involvement and years of collaboration with the City and other partners. The plan provides the frameworks for redevelopment of the airfield including infrastructure, program, design elements, and other ingredients of the final buildout. It is a strategic plan for implementation as much as it is a physical design of the urban development.

COLLABORATION & PLAYERS

Starting as a Port-driven question regarding the future of the airport, this effort quickly grew into a broad stakeholder discussion about the future of our regional community, and how Vista Field could address a previously identified major deficiency—the lack of an urban core.

Starting with the EIS in 2012, continuing through planning and the concept refinement process occurring in 2014 and 2015, then moving to the details consideration stage in 2016 and 2017, this effort is truly a community-driven project. Individuals from different backgrounds attended numerous meetings and continuously provided ideas on how Vista Field could become a special place; all volunteering their time to help guide the future of this community asset.



The Port and City have collaborated and worked diligently on every detail throughout the master plan development process to produce a functional versus conceptual plan. Each section of the plan has been refined during public meetings with City departmental staff including Public Works, Community Planning, Police, Fire, and Economic Development.

Without the energy and support of City Manager Marie Mosley, Mayor Steve Young, and Mayor Pro-Tem Don Britain, this unique redevelopment endeavor could have been lost to the details. Moreover, many City staff members (Fire Chief Vince Beasley, Police Chief Ken Hohenberg, Cary Roe, Greg McCormick, Anthony Muai, John Deskins, Terry Walsh, and Emily Estes-Cross) have been integral to shaping this plan.

In addition to the strong partnership with the City, this process and project have drawn the interest of multiple agencies focused on what development of an urban center could mean to the future growth, vibrancy, and economic sustainability of our region. These agencies include Arts Center Task Force, Ben Franklin Transit, Benton County, Kennewick Public Facilities District, Tri-Cities Chamber of Commerce, TRIDEC, Visit Tri-Cities, and Young Professionals of the Tri-Cities.

Attempting to list all those who participated would surely result in an unintended omission. However, special acknowledgement to the VVTF volunteer members including Chairman Rich Cummins, pattern language participants, and the 200-plus charrette participants is warranted, and for their participation, Port Commissioners and staff are grateful.

The Port Commission (Skip Novakovich, Thomas Moak and Don Barnes) extends its sincere thanks and appreciation to all who participated and provided their time, ideas, suggestions, input, and guidance during this multi-year master planning process. The broad consensus by those involved is that, *it is far superior to plan with the community, rather than for the community.*



DEVELOPMENT PLAN

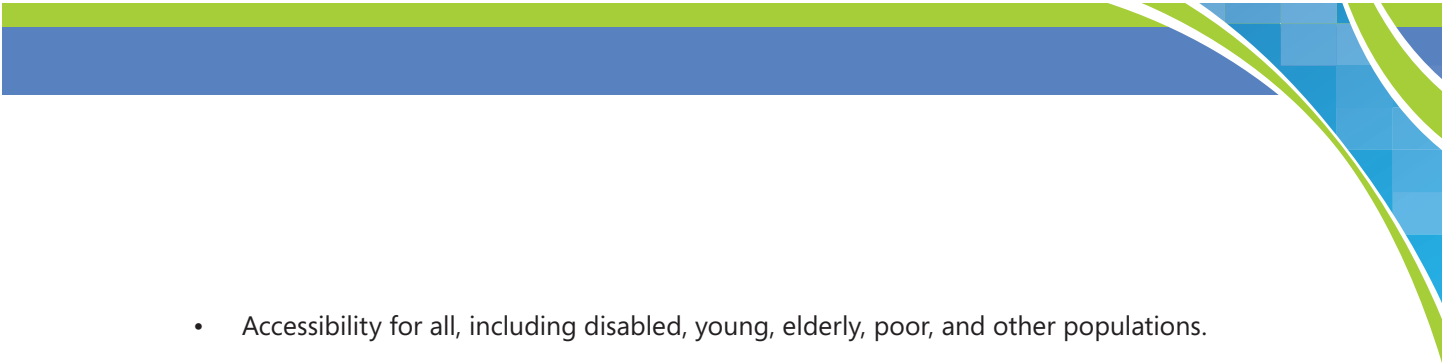
PLAN PRINCIPLES - NEW URBANISM FOUNDATION

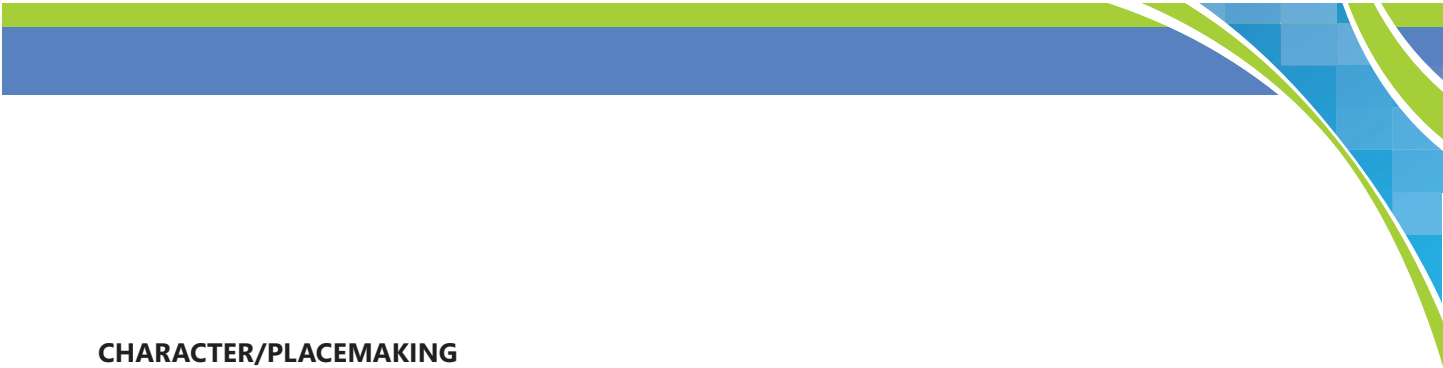
New Urbanism is a neighborhood-scale planning approach that is centered on vibrant public spaces, with adjacent private amenities that are easily accessible through a variety of modes of travel, especially walking. The layouts of these types of developments often follow traditional small-town patterns and characteristics, which appeal to a significant percentage of the population. There is a growing market demand for these developments, but very few New Urbanism options are currently available within the Tri-Cities.

The trend toward New Urbanism came as a response to perceived limitations of typical automobile-dependent development. While many people enjoy the benefits of automobile-based urban form, the patterns of 20th Century planning have tended to eliminate choice for many people, including the choice to enjoy a walkable, mixed-use neighborhood with close-by amenities and small-town livability. Too often the pattern of auto-dependent development is followed by traffic congestion, visual blight, chain-store homogeneity, and less active lifestyles in less livable neighborhoods. For many people, this represents a loss of what cities and towns offered to previous generations.

In practice, the design of New Urbanist communities generally includes the following characteristics:

- A small-scale network of streets, allowing easy walkability as well as slow, even driving with minimal congestion.
- Good connectivity at the edges, to allow percolation of traffic without major congestion points, and without freeway-like arterials that only accommodate fast-moving cars. (These can be integrated into the planning but require special treatment.)
- Walkable, convenient, attractive streets and public spaces, connected into a coherent system.
- Buildings that give the streets and other public spaces shape and definition, and provide activities at the edges.
- Placemaking - that is, places for people to enjoy and spend time, rather than places meant to impress architects or solve purely technical problems (e.g. maximum speed for cars).
- Human-scale design, especially at the level of the streetscape, and the details and sequences of experiences that pedestrians enjoy.
- Mixed use—living, working and playing all in one area, instead of segregated zones that require automobile travel between them.
- Compactness, sufficient to allow convenient walking. This is often confused with density, which is a more abstract idea, and can be unpleasant when density is very high.
- Transportation choices, including walking, biking, public transit, and driving.
- Adequate parking, including on-street parking, but also ample provisions for walking, biking and transit.

- 
- Accessibility for all, including disabled, young, elderly, poor, and other populations.
 - A design approach that places primary emphasis on experiences at the street level, including a sense of enclosure, prospect views, elements that are in view at a distance along a street (so-called terminated vistas), and other elements of traditional urban design, which heighten the enjoyment of people in the neighborhood, especially pedestrians.



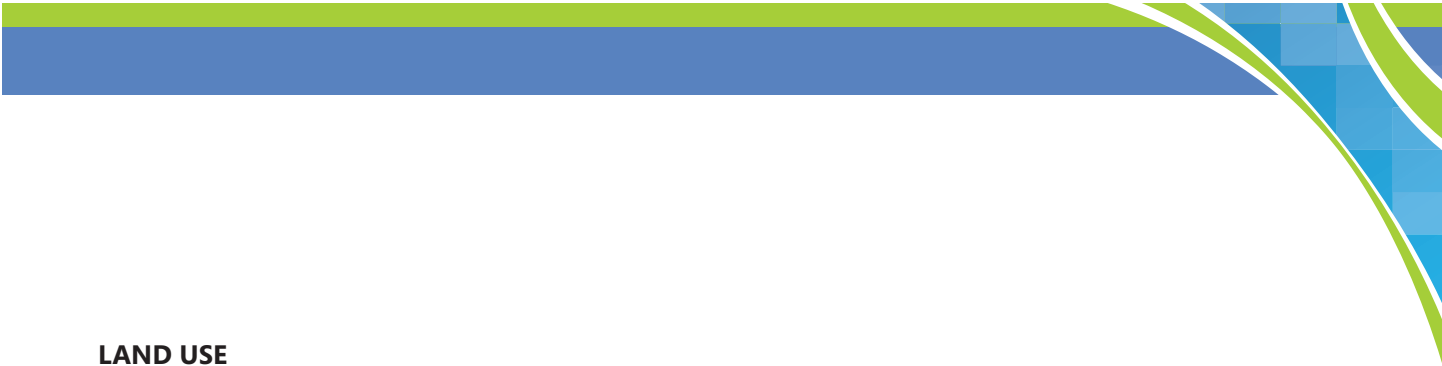
CHARACTER/PLACEMAKING

Character is a key element that must be established within Vista Field, but it must not be interpreted as a mandate that all buildings must have the same character. In fact, repetition and replication only serve to reduce character.

It is unexpected elements, such as a hidden courtyard, a crooked street, an oddly shaped building, a water feature, or an iconic art installation that develop the character of a place. Considering the vast size of the 103-acre site, and the surrounding land uses ranging from public facilities to the northwest and industrial uses to the southeast, Vista Field could and should contain multiple character areas, possibly taking cues from these surrounding uses.

Vista Field is intended to become the urban center of the Tri-Cities and tendencies to apply suburban strip mall, apartment, or single-family home treatments must be resisted. Not all lots will be rectangles, and not all front doors and walls will be parallel to the adjacent streets. Building setbacks can and hopefully will vary, with some businesses establishing café seating along the 10-foot-wide public sidewalks abutting the streets. Buildings may include unusual angles or overhangs. Irregular balconies may overlook the street below. All of these opportunities for unique elements are intentional, not an oversight in the UMU zoning. These elements are intended to help establish the character and soul of the place that is Vista Field.

Public open space is identified throughout the site, with a 2.5-acre central plaza located near its core, 1-acre open areas located at the southwest and northeast entrances, and 0.25-acre pocket parks sprinkled throughout. These open spaces will include improved elements appropriate for an urban area, such as fountains, plazas, trees, pathways, seating areas, and similar amenities. These open space areas are intended for heavy use by the public including the possibility of street fairs, small scale concerts, or community gatherings. These areas are not intended to become large grassy areas serving as supplemental sports fields, as those areas presently exist throughout the community. These open space areas are intended to become well-loved urban “outdoor rooms.”



LAND USE

The Urban Mixed Use (UMU) district allows mixing of residential, commercial and entertainment uses, both vertically and horizontally, while requiring all off-street parking to be located behind the buildings. All rules, regulations and covenants are crafted with the focus on placemaking. Building height and setback restrictions are intentionally relaxed to allow greater flexibility, while assuring vehicle parking demands are addressed.

Implementation of the Vista Field Redevelopment Master Plan is not dependent upon structured parking to realize the density of development identified in the plan. Ample surface parking for vehicles is identified, however parking areas are located behind the buildings rather than in front of the buildings. This simple change results in A streets with no driveways along the frontage, which creates an uninterrupted public realm while also enhancing pedestrian safety. On-street parallel parking is included throughout most of the Vista Field site, and that parallel parking will be credited toward individual development project when determining required parking.

Land uses include a broad range of activities, while excluding uses only at either end of the spectrum such as large lot single-family homes, and warehousing and industrial activities. Allowed activities within Vista Field include residences ranging from single family homes on urban-sized lots to live-work spaces, townhomes, condominiums, and apartments, as well as commercial uses such as offices, service businesses, retail, hotels, restaurants, theaters, breweries, wineries, and distilleries.

Present allocation of those land uses throughout the 103-acre site results in nearly 1,100 residential units, approximately 750,000 square feet of commercial uses, public open spaces ranging from small hidden gem spaces to a 2.5-acre central plaza. Although the UMU zoning allows nearly unlimited combinations of land use configurations, a general tendency to cluster restaurant uses around the focal public spaces, and shielding but not isolating, single family homes from hectic activity was considered when drafting the land use layout plans. Sustainability of an urban area is dependent upon a significant mix of residential uses. The Port is mindful that as the project evolves and prospects arise, a blend of commercial and residential rooftops is critical for the success of the entire project.

An 800-seat privately-funded performing arts center and the necessary off-street parking are designed into the middle of the project. Situated directly across from the 2.5-acre central plaza and at the crossroads of the major north/south and east/west roads, this project, when developed, will serve as a main feature of Vista Field. Proximity to the Public Facilities District campus benefits both sites. The Grandridge Boulevard entrances are intended to focus attention onto the performing arts center, therefore building and site design that serve this purpose carry significant importance.

LAND USE & BUILDING SIZE BY TYPE**TOTAL**

Residential Single Attached (small lots)	495	Units ¹
Residential Condo	250	Units ²
Residential Apartments (low-rise)	350	Units ²
Single Family Building (SF)	990,000	SF ¹
Residential Condo Units	250,000	SF ²
Residential Apartment (low-rise)	350,000	SF ²
Dwelling Units	1,095	Units
TOTAL Multi-Family Building (SF)	600,000	SF
Commercial – Retail	155,000	SF
Commercial – Restaurant	75,000	SF ³
Commercial – Grocery	60,000	SF
Commercial – Office	320,000	SF
Performing Arts Center	45,000	SF ⁴
Neighborhood Civic	40,000	SF
Educational	45,000	SF
TOTAL Commercial/Institutional Building (SF)	740,000	SF
TOTAL Building (SF)	2,330,000	SF
Park/Open Space by Phase (SF)	273,000	SF

SUMMARY

Total Residential Units	1,095	Dwelling Units
Total Multi-Family Buildings	600,000	sq. ft.
Total Commercial/Institutional (SF)	740,000	sq. ft.
Total Mixed Use Buildings	1,340,000	sq. ft.
Total Park	273,000	sq. ft. or 6.3 Acres

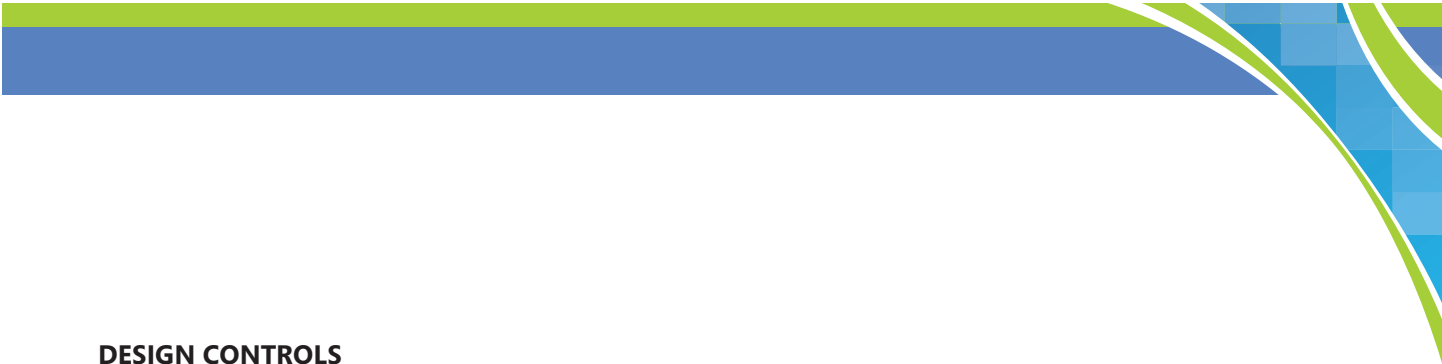
Notes:

1 Average 2,000 sq. ft.

2 Average 1,000 sq. ft.

3 Average 3,000 sq. ft.

4 30,000 sq. ft. footprint plus mezzanine



DESIGN CONTROLS

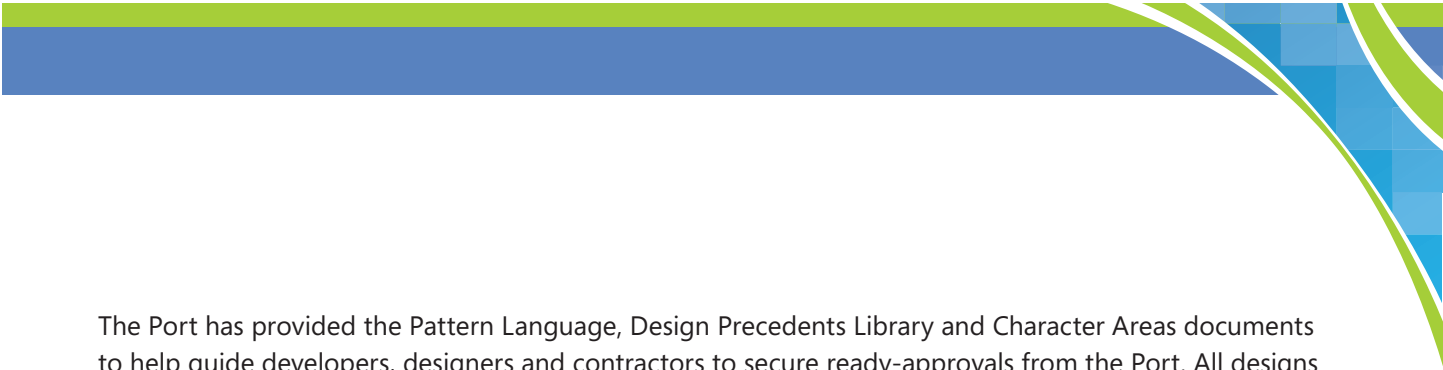
Vista Field is a novel and varied new district that must have a special architectural character. A cohesive approach to architectural form, as a framework for fine-grained variations of expression, will best promote the appeal and value of the district for all stakeholders. As a result of extensive workshops, meetings, other community planning processes, including a charrette, an architectural character has emerged with the following compelling features:

1. **Traditional and pedestrian-scaled architecture.** Vista Field is not meant to have overwhelming statement buildings, large-scale institutional facades, or aggressively contemporary structures. Instead a premium is placed on exacting details, plantings and support structures, spatial enclosures, and simple but well-appointed volumes (trim, details, rafter tails, corbels, etc.).
2. **Eclectic architecture.** At the same time, the district needs to have variety and even quirkiness. Structures that are made from surprising materials, offbeat forms, and creative mixtures of materials demonstrating subtle and small, neighborhood-scale varieties, are encouraged.
3. **Climate-appropriate architecture.** The district strongly encourages light-colored masonry forms, shading structures, courtyards with verandas, and structures that integrate water features.
4. **A sense of local context and history.** Forms that reflect the culture of the region and the history of the site are encouraged.

To accomplish the goal of a cohesive yet varied architecture, the Port has developed several guidance documents for all designers, contractors and property developers. Those documents include:

1. **Pattern Language.** This document was produced during the November 2014 community charrette and includes a number of desired large-scale features of the Vista Field district.
2. **Design Precedents Library.** This document was developed by the Port following the public sessions, and includes examples of design practices that are both highly favored as well as strongly discouraged.
3. **Character Areas.** This document outlines the differences of character within the Vista Field district, as the architecture transitions from primarily commercial to residential areas, from civic to private, and from more intensely urban, active areas to less active areas.

In addition, the City requires conformance with a Design Standards document for the area, functioning as a form-based code. This document governs how buildings address the street, how parking is handled (generally at the rear of buildings), where entrances are located, and other basic planning and layout considerations. The City has established the Urban Mixed Uses (UMU) zoning code for the district, specifying allowable uses and its requirements.



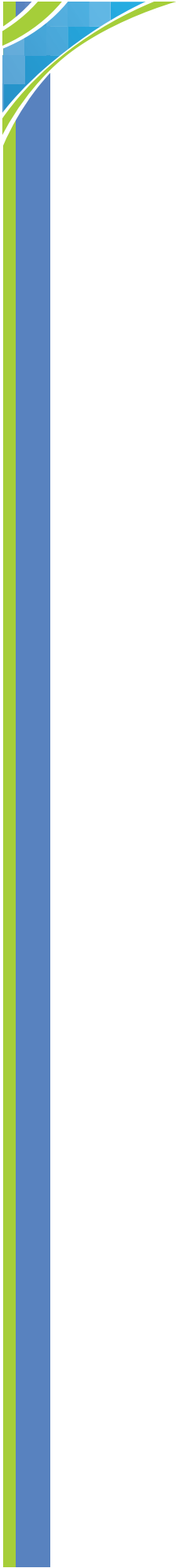
The Port has provided the Pattern Language, Design Precedents Library and Character Areas documents to help guide developers, designers and contractors to secure ready-approvals from the Port. All designs are subject to design review. The guides are intended to put everyone on the same page, and help the development process go smoothly for all parties.

The City will also review and approve all designs subject to the UMU zoning code and City-adopted Design Standards contained within the code. The Port can advise applicants on the requirements during the early planning stage, so the process is efficient for all concerned.

ARTIST'S RENDERINGS OF PROPOSED VISTA FIELD REDEVELOPMENT



Vista Field Full-Site Redevelopment Plan



Vista Field Full-Site Redevelopment Plan



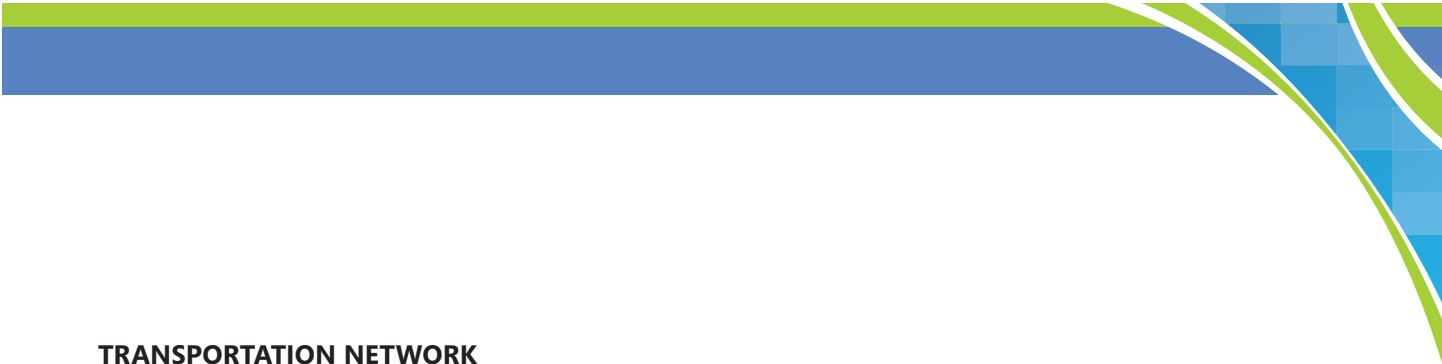
Vista Field Southwest View



Vista Field Core



Vista Field Northeast View



TRANSPORTATION NETWORK

The road network within the Vista Field site includes public streets with differing levels of enhancement (A & B streets), private shared residential streets and private alleys. Design efforts intentionally slow vehicles allowing for safe bicycle travel on the roadways without the need for dedicated lanes. Slowly moving (20-to-25 miles per hour) traffic throughout the entire project with relatively short block spacing, results in a roadway that both bikes and vehicles can share and pedestrians can comfortably and safely cross. This slower moving design is also conducive to Ben Franklin Transit service as the acceleration and deceleration rates of transit buses have far less impact when all vehicles are moving at slow speeds.

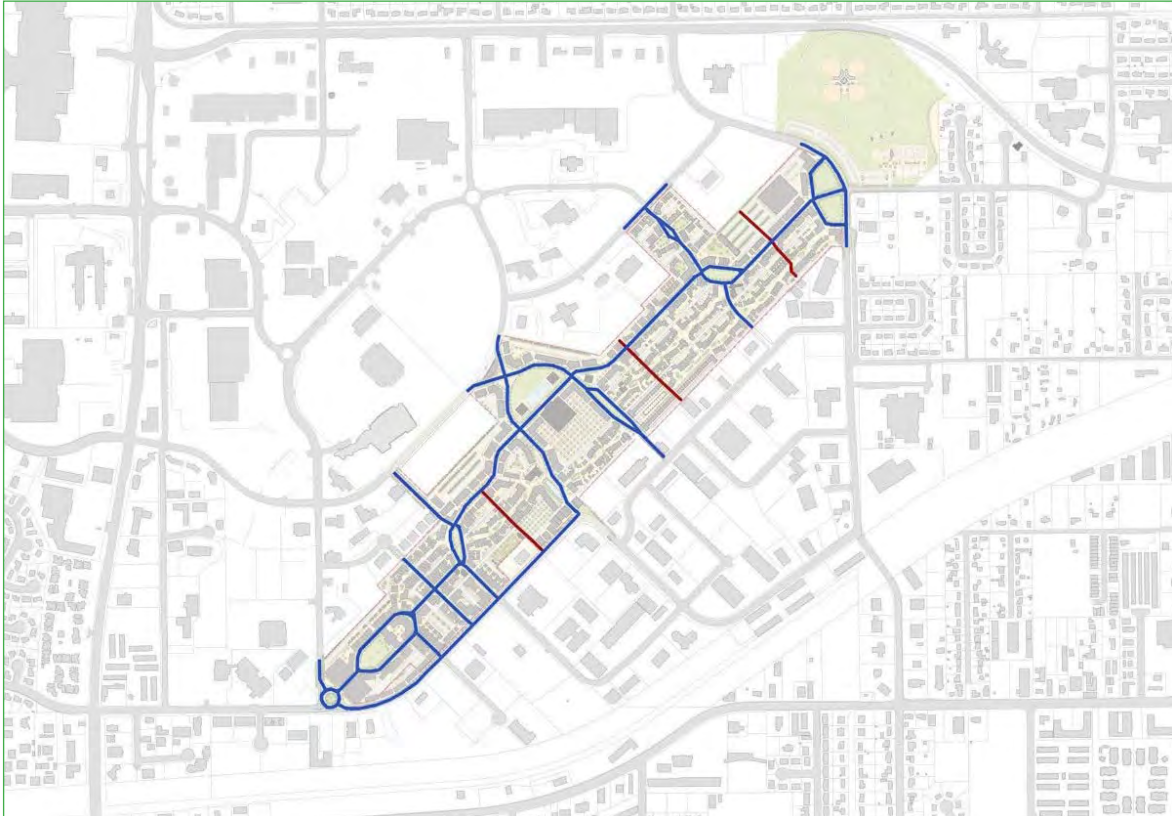
None of the streets in Vista Field are intended to provide a quick bypass from east to west or north to south. However, the multiple connections to the existing City street network do provide transportation options to travelers within the Vista Field area. The internal street network was designed following applicable national standards resulting in three-way and four-way stop sign intersections, with the occasional incorporation of a traffic circle (which are traditionally smaller than the modern roundabout), or divided roadway section.

Vista Field should be thought of as a destination, with multiple low-speed network paths through the new community. In other words, the street system forms a permeable grid, with multiple ways in and out. Because it is a low-speed zone with a permeable grid, Vista Field is a suitable locale for some unusual street design features that might not be considered appropriate in other locales. Traffic-calming street elements such as pedestrian tables, islands, and other features all tend to slow vehicle movement. Irregular street geometries are designed for low-speed traffic where it is acceptable and even desirable to have non-standard deflections, curb radii, intersection spacing, and similar features.

The A and B streets differ little in any way from each other when solely focused on the improvements (curb, gutter, sidewalk, pavement, and lighting) within the right-of-way. These are two-lane, two-way streets with parallel parking spaces adjacent to each lane, and sidewalks ranging from 8-feet to 10-feet in width. Street trees and street lighting are spaced at tighter intervals than along arterial streets in other city developments. These A and B streets will be dedicated to the City as public rights-of-way, assuring the key element of the public realm remains public.

The reason for distinguishing A and B streets relates to the land uses and the intended purpose of these public realms. Building setbacks, façade and parking locations are purposely controlled along A streets to allow a pleasant streetscape from all perspectives (vehicle, transit, bicycle, and pedestrian). The use of B streets provides for the necessary interconnectivity of the transportation network without the unrealistic approach that all streets be lined with building facades from corner to corner. The image on the following page identifies the A and B streets within Vista Field (A streets are blue, B streets are red).

VISTA FIELD ROAD NETWORK

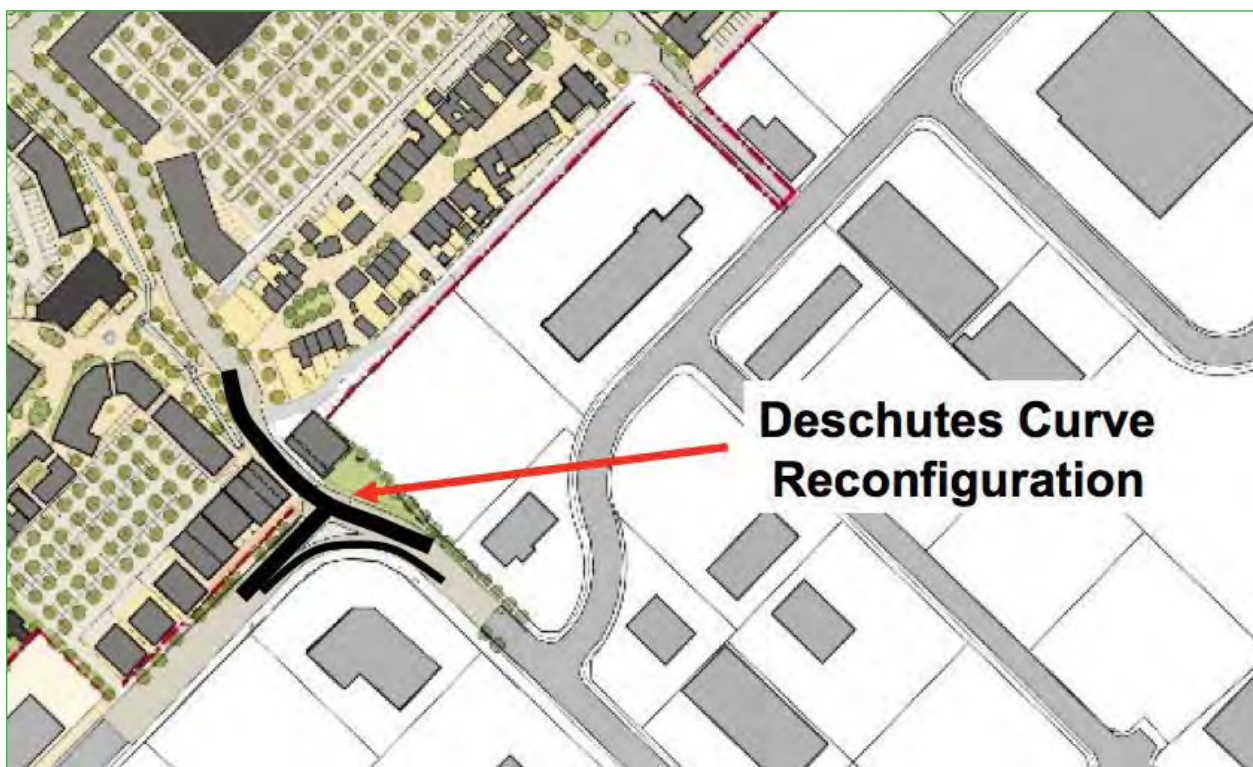


A streets are blue, B streets are red.

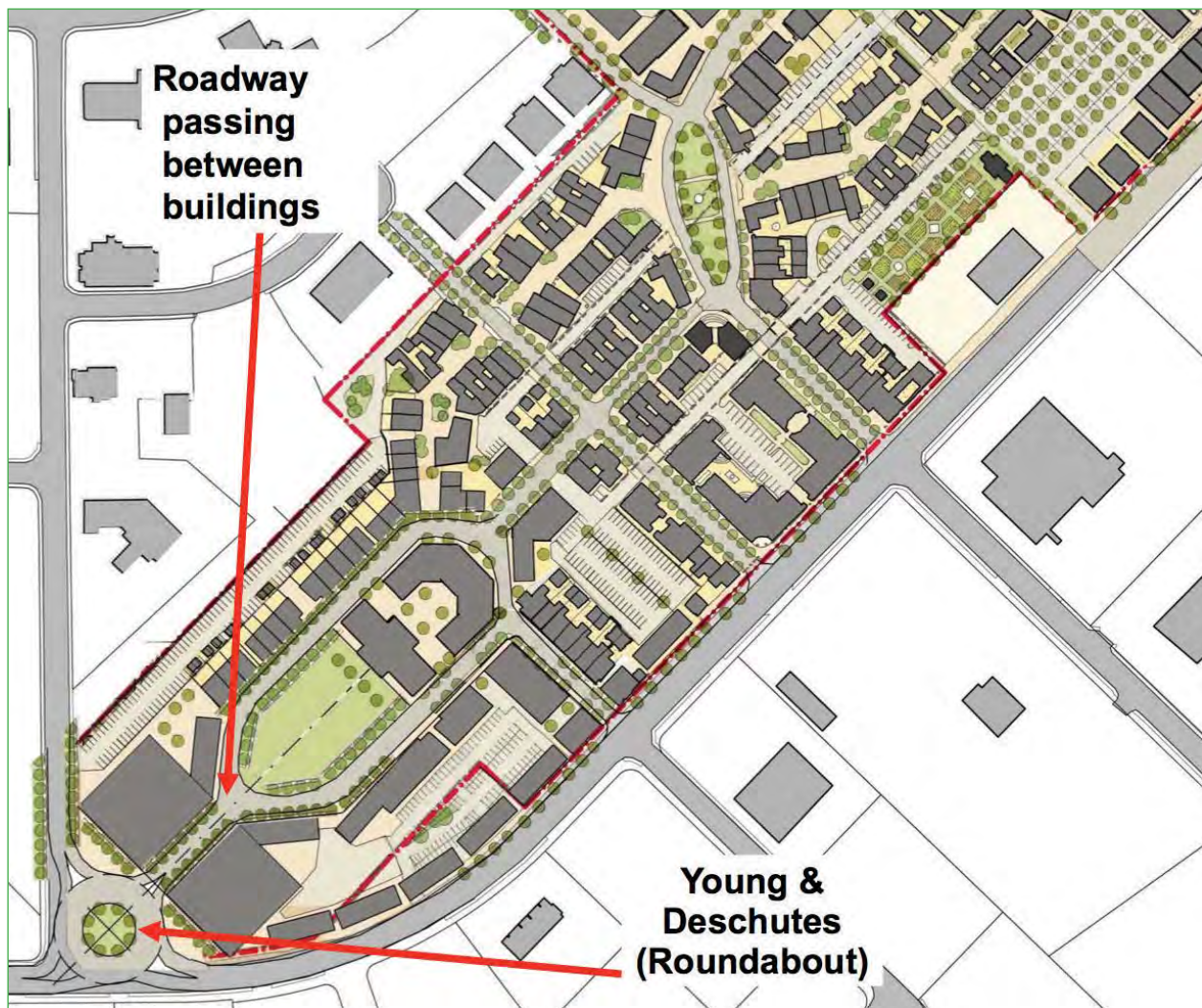
Notable connections to the abutting City streets include converting the 90-degree curve on Deschutes Avenue into a T intersection, installation of a large radius roundabout at the intersection of Deschutes Avenue and Young Street, establishing a four-way signalized intersection at Kellogg Street and Quinault Avenue, and connection to and reconfiguration of Grandridge Boulevard. Each proposed revision differs from the other, however, each has a specific purpose beyond simply allowing vehicle, bicycle, pedestrian and transit vehicle movement.

The remaining connections to the existing street network along Okanagan Avenue, Deschutes Avenue, Rio Grande Avenue, and the former Vista Field Airport office drive aisle from Grandridge Boulevard are still essential to the overall project, however the design of each connection is a typical street intersection.

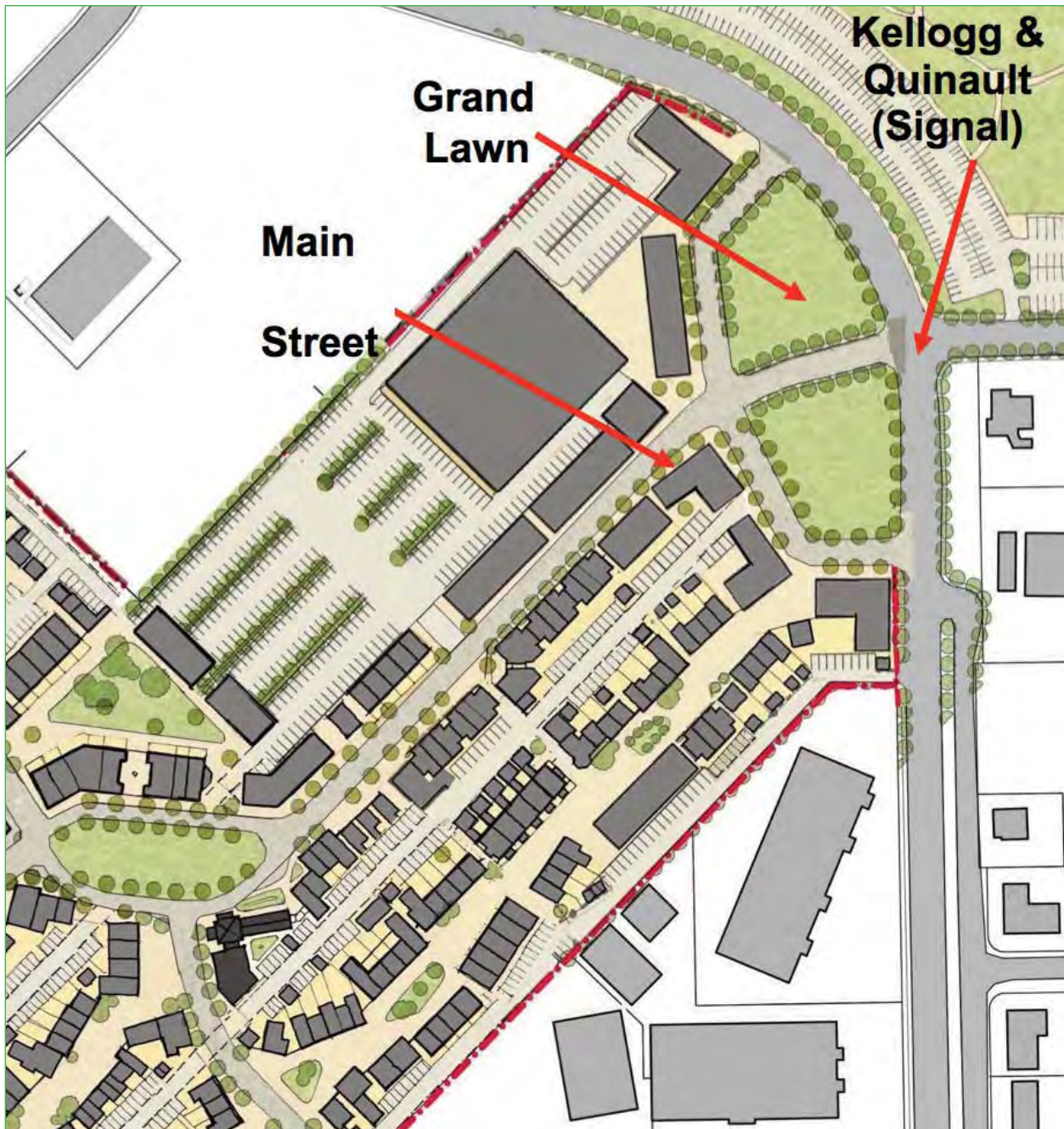
The proposed Deschutes Avenue T intersection design is both a cost-conscious design solution and a way to incorporate a sense of arrival into Vista Field. The new leg extending into Vista Field from the current curve will route vehicles and pedestrians between two existing aircraft hangar buildings, immediately giving a sense that something is different. This design serves to slow traffic transitioning from the standard 35-miles-per-hour street into Vista Field, and conversely provides a transition from the intentionally slower moving Vista Field street network back onto the traditional street system.



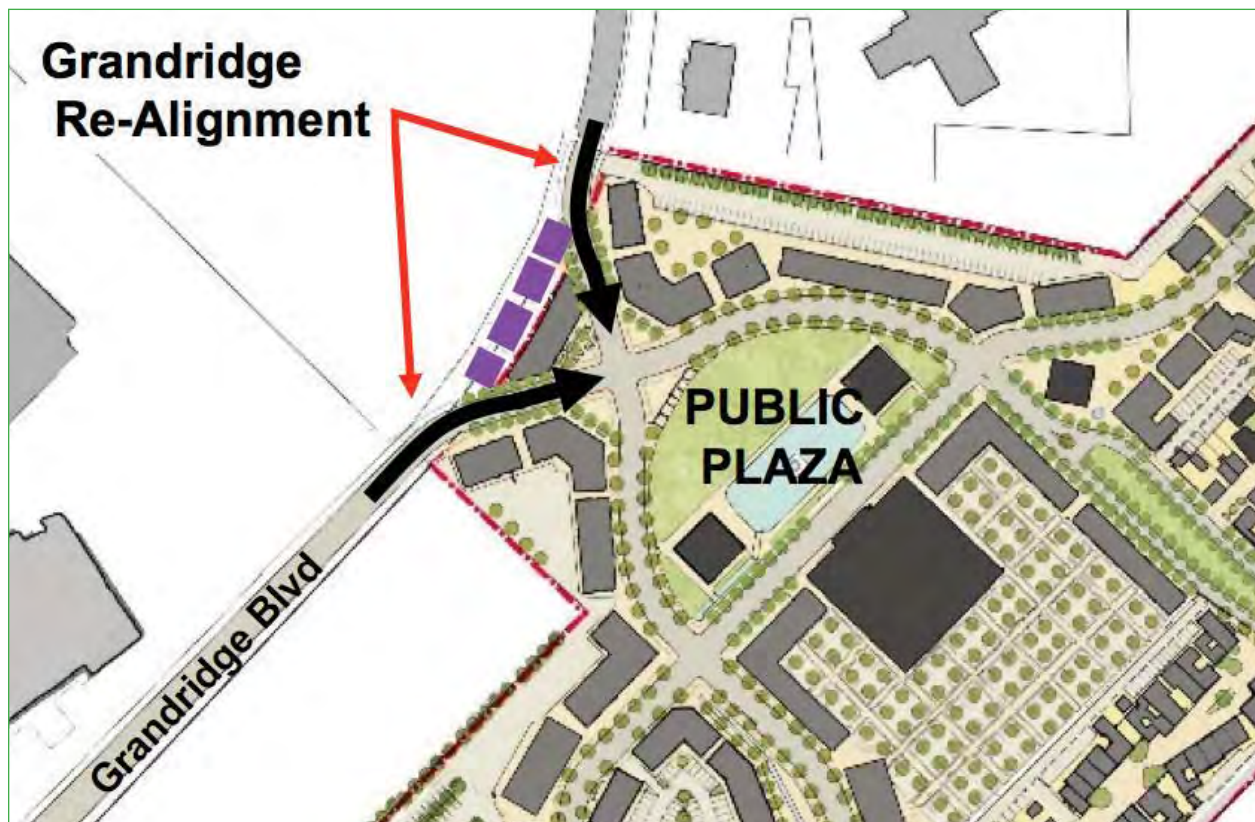
The large diameter roundabout at the Deschutes Avenue and Young Street intersection functions to move the existing and potential increased truck traffic, generated by existing industrial and warehouse uses, to the south of Vista Field while also providing a substantial gateway into the southwestern end of the project.



Signalization of the Kellogg Street and Quinault Avenue intersection allows connection to the existing transportation network, and provides another gateway site at the northeastern edge; all while enhancing safety of the entire area.



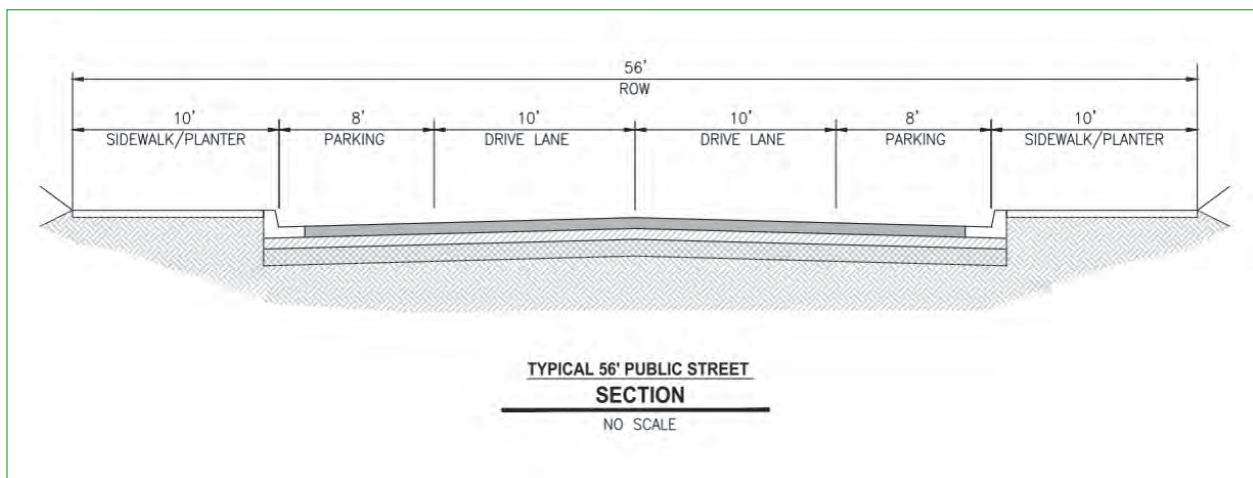
The connection to Grandridge Boulevard might appear simpler in nature than the three other site entrances, however this revision has the most intricate connection. Presently Grandridge Boulevard separates Vista Field from the City's Public Facilities District campus (Three Rivers Convention Center & Toyota Center) with a 30 mile per hour roadway. The new connection into Vista Field is more than just a driveway from Grandridge into the site. Grandridge Boulevard will be realigned and "pulled" into Vista Field, which is beneficial from a traffic movement standpoint and creates a linkage between the Public Facilities District and the urban district at Vista Field.



STREET DESIGN STANDARDS

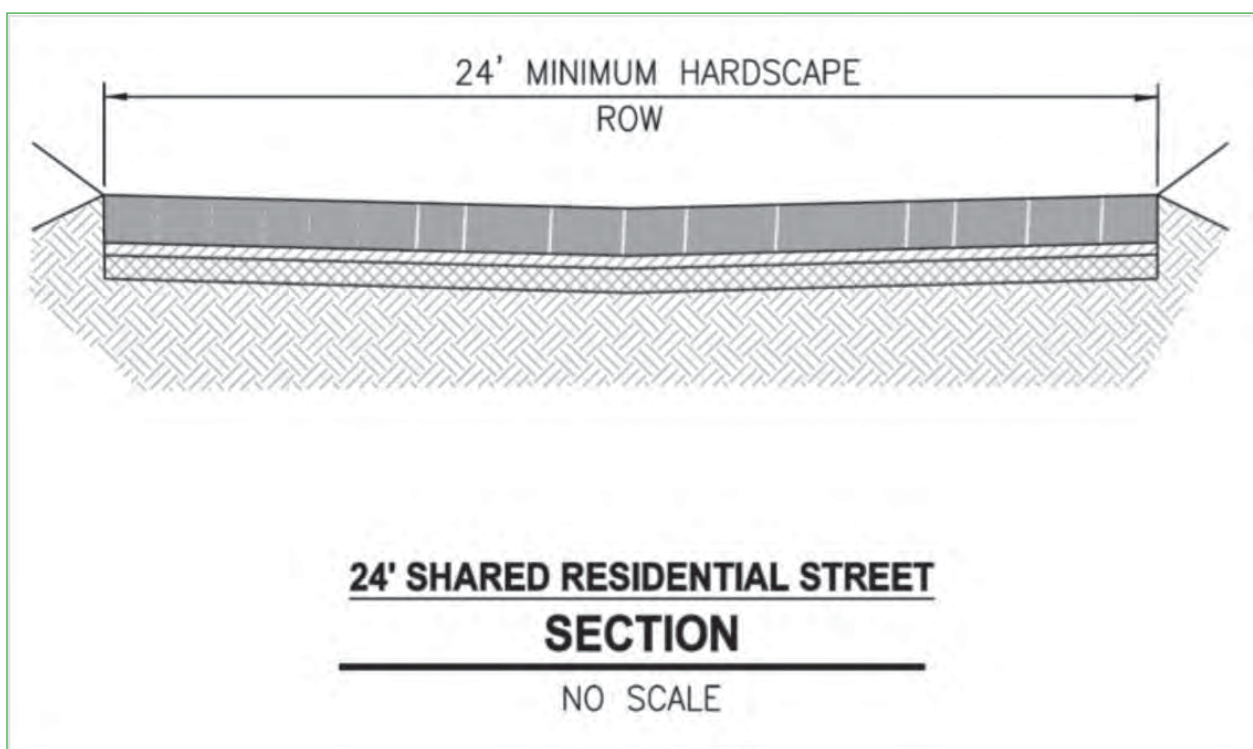
A and B streets consist of one, 10-foot travel lane in each direction; 8-foot parallel parking spaces adjacent each lane; and sidewalks ranging from 8-feet to 10-feet in width with street trees spaced at no more than 50-foot intervals. Basic intersection design elements such as 10-foot turning radii effectively slow traffic throughout the entire site.

Street lighting along the A and B streets is designed to provide adequate lighting for the roadway width and speed limits, yet differentiate Vista Field from other areas in the City. These light standards need not be elaborate (a quality which makes blending with abutting buildings less challenging). However, the scale must differ from the standard 35-foot cobra head pole typically used to light streets. Vista Field streetlights should be at heights between 16- to 20-feet and of such a design to further distinguish Vista Field as a special place.

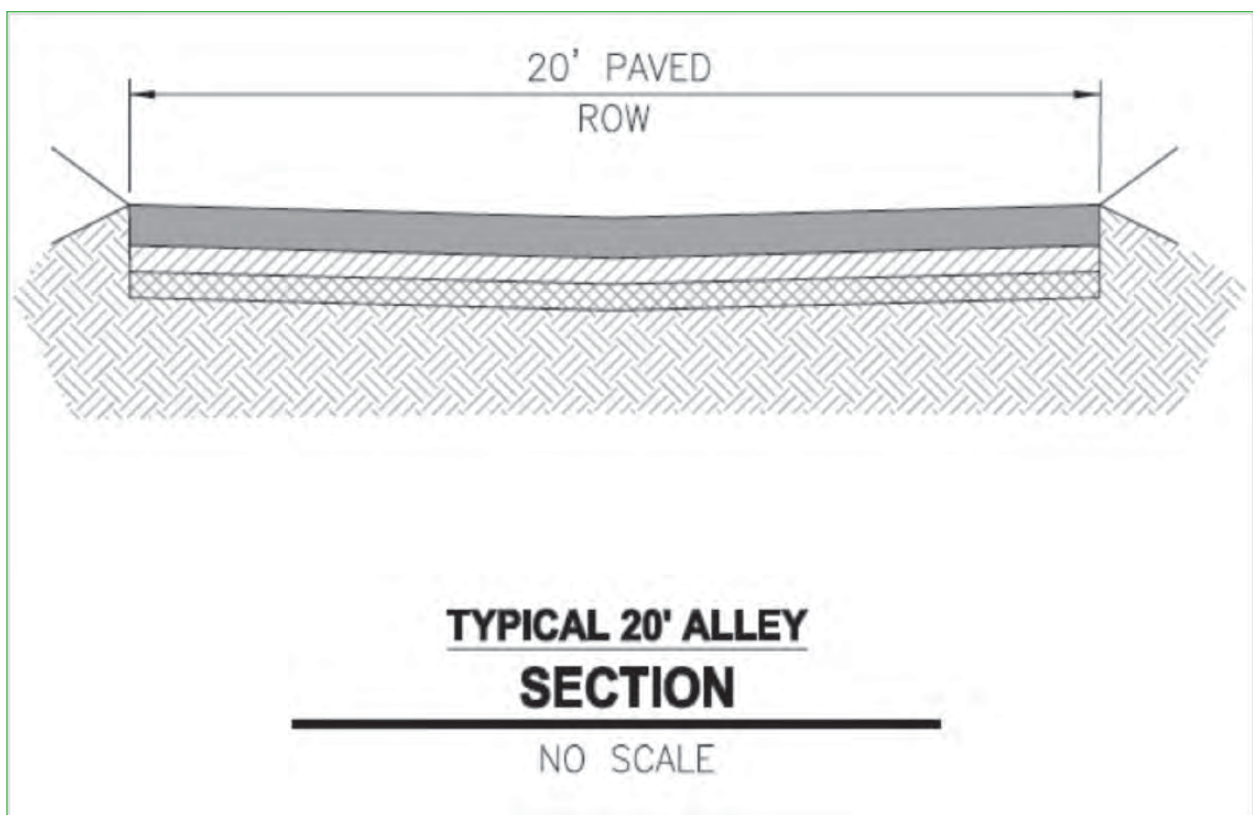


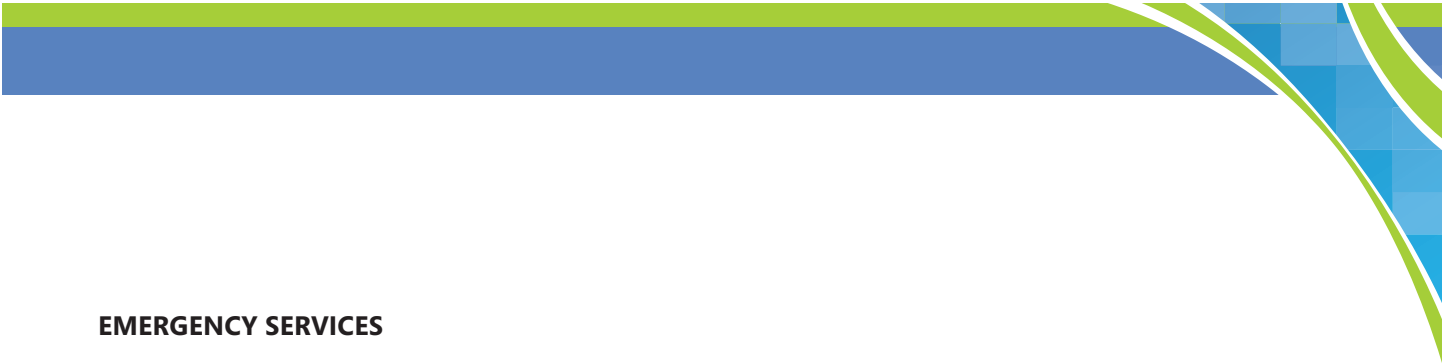
Shared residential streets are designed as informal meandering routes equally shared by all modes of transportation (vehicle, bicycle and pedestrian). The meandering design is best suited to the pedestrian, which forces vehicles to move very slowly through this atypical street. Although seemingly random in design, a minimum travel clearance of 20-feet is maintained to allow passage of emergency service vehicles.

The name, shared residential streets, was adopted for the Vista Field project and used predominately in residential areas in the master plan. However, a few enclaves of intermixed commercial and higher density residential uses are also served by this type of street. The surface treatment will include standard asphalt, concrete, pavers and stone, and lighting will be 6- to 10-feet in height. Additional lighting will be provided by the front lights on all structures abutting this type of street. Due to the varied nature of these shared residential streets they will be developed and maintained as private streets.



Alleyways are included within each block in the Vista Field Redevelopment Master Plan layout and serve a crucial, yet underappreciated role as both utility corridors and off-street parking lot access points. The alleys are essential to the overall layout; for without the alleys the prohibition of driveway access from the A streets would be impractical. The general design of the alley is a 20-foot-wide inverted asphalt section capturing all storm drainage thereby foregoing the need for curb and gutter improvements. Due to their unique nature, alleyways will be developed and maintained as private streets.





EMERGENCY SERVICES

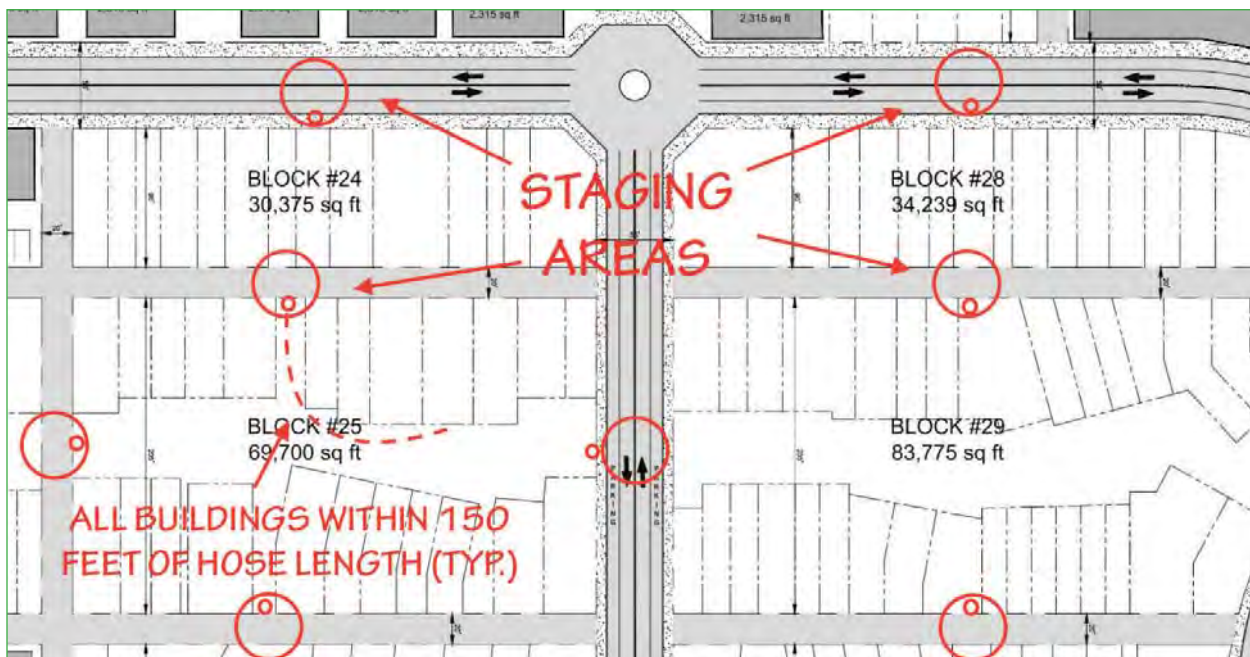
The City Fire Department typically has access to wide streets with large radii intersections and spacious vehicle turn-around areas. However, the road network and design envisioned for Vista Field differs substantially from traditional street design, which necessitated discussion with the City Fire Department leaders to address needs related to emergency services and to ensure the new UMU zoning would not compromise public safety.

Upon detailed review of the street arrangement it was determined that the proposed network of interconnected roadways would actually aid emergency access by providing redundant travel paths. In fact, there will be no cul-de-sacs in Vista Field and block sizes are relatively small, especially when compared to the super-blocks surrounding the Vista Field district. The inclusion of alleyways throughout the site allow structure incidents to be attacked from multiple approaches. As a result, specific design requirements were incorporated to provide emergency responders with a much greater level of accessibility, even when lower speeds limits are applied to the local streets.

The key safety design considerations include:

1. All buildings shall be maximum 150-feet from a fire truck staging location as measured along streets, pedestrian passages, or other publicly accessible open space to the farthest corner of a building.
2. Fire truck staging areas shall be minimum 20-feet-wide in order to allow sufficient room for emergency workers to move around the fire truck with hoses and other emergency response equipment. Frequent intersections of streets, alleys, and shared streets allow for 20-foot-wide staging areas throughout the development.
3. The minimum 20-foot-wide staging areas can be the space between parked cars, buildings, landscaping, curbs, bollards, fences, or other immovable objects. They can also be at locations in which the emergency vehicle sets up in the middle of a two-way street or intersection for the duration of the emergency response.
4. Turning radii into side streets will meet local standards as measured from the driving lane of one street into the side street (not the actual radius of the street curb).
5. The rear access service alleys behind all private parcels, as well as fire truck accessible streets in the fronts, will provide full emergency response staging areas to all buildings within the maximum 150-foot distance.

SAFETY DESIGN FEATURES





PROJECT CONSIDERATIONS

ECONOMIC

The March 2013 FEIS contained an economic analysis prepared by ECONorthwest that identified upon full build-out Vista Field represented nearly \$500 million (2013 dollars) of investment. Some of that investment would be non-taxable (roads and utilities), however more than \$400 million was identified as adding to the community's taxable value. The estimates contained within the FEIS are based upon slightly higher densities (1,100 residents now versus 1,400), yet the overall positive impact remains basically unchanged. And furthermore, Vista Field at full build-out would represent less than 1 percent of the housing stock within the Tri-Cities.

The basic economic question is not whether the Tri-Cities could absorb another 1,100 residential units or 750,000 square feet of commercial space during the next 20 years. The question revolves around demand for product (housing & commercial space) significantly differently than what is currently available in the market. There is a growing market demand for this kind of development, but very little that is available at present within the Tri-Cities.

Vista Field is purposely different and the economic analysis concluded an unmet demand exists for different housing, commercial, office, hospitality, and entertainment opportunities. The public planning process during the last three years has only confirmed the community's deep interest in this locally unprecedented development.

The New Urbanism development model provides significant economic advantages to both the municipal service providers as well as those investing with the project. The density included in Vista Field yields more taxable square footage, utility customers, and revenue generation per acre, than typical suburban sprawl projects. This also translates to stronger interest from the development community as more can be developed on the same acre than in a suburban oriented project.

Additional analysis of the revenue implications is included in the ECONorthwest report dated December 5, 2016, and contained in Appendix B.

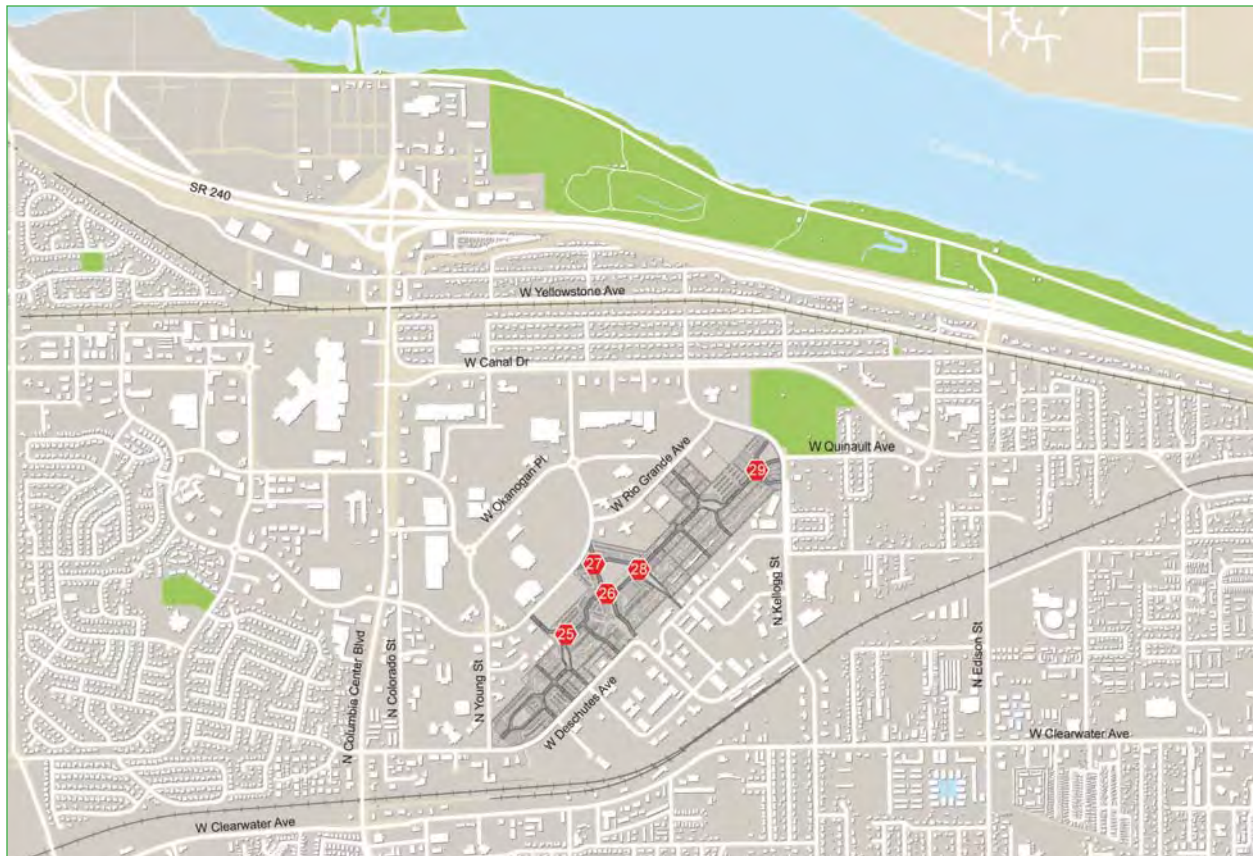
TRANSPORTATION IMPACT MITIGATION

Vista Field connections to the existing network at Grandridge Boulevard, Deschutes Avenue, Young Street and Kellogg Street, as well as the impacts to major off-site arterials such as Columbia Center Boulevard, Canal Drive, Clearwater Avenue, and State Route 240, were analyzed by Parametrix in close coordination with the City's Public Works Director and Traffic Engineer.

The Transportation System Impact Evaluation (TSIE) studied 22 offsite intersections in the surrounding area and two existing intersections abutting the site. The TSIE also identified likely impacts and developed mitigation solutions and approximate cost estimates, and allocated costs to the properties creating the identified impacts. Additionally, five internal intersections were analyzed to assure the proposed stop sign control at each of those intersections would be appropriate.



Transportation System Impact Evaluation Intersections Off-Site

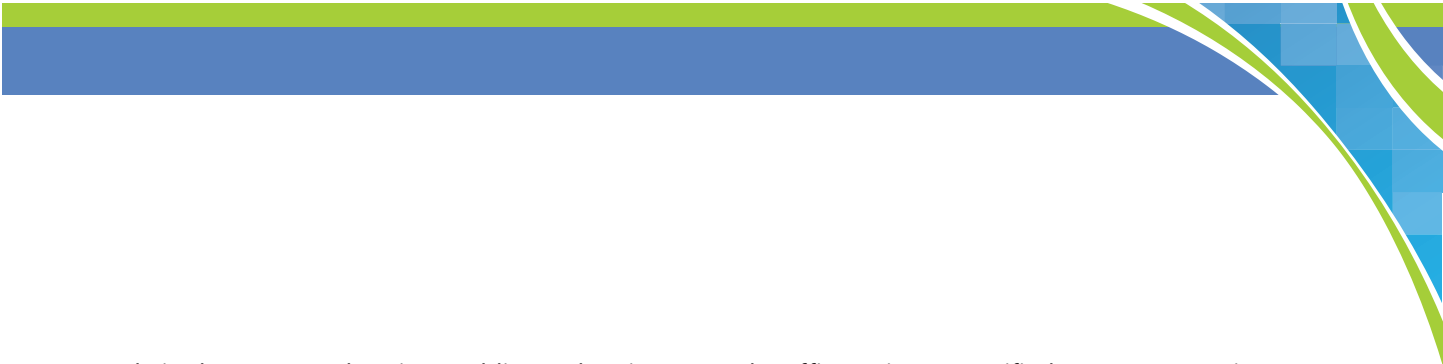


 Unsignalized

Transportation System Impact Evaluation Intersections On-Site

The analysis covered the full buildout of the 103-acre site and factored into consideration that the Vista Field project differs substantially from other auto-dependent developments in the community. The multimodal focus of New Urbanism projects such as Vista Field means consideration for pedestrian, bicycle and transit movement was incorporated into the overall analysis. Terms such as pass by (34 percent), diverted link (26 percent) and internal capture (13 percent) were applied when considering the transportation impacts Vista Field might pose upon completion.

Simply stated it is acknowledged that both residents and visitors may arrive at Vista Field by a mode other than a personal vehicle; and once at Vista Field, they may walk or peddle between places. This consideration is based upon data collected nationwide and supported by sound transportation engineering. This Level of Service (LOS) focused analysis identified impacts attributed to the redevelopment, and for the TSIE purposes, Vista Field was considered as being the first-half development (Phase 1), followed by a full buildout (Phase 2) of the site.



Early in the process, the City's Public Works Director and Traffic Engineer specified, as an unwavering requirement: the need to identify, address, and mitigate for potential, future, intersection failures caused by Vista Field development, thus prompting a Transportation System Impact Evaluation (TSIE) Report. A Vista Field Transportation Mitigation summary table (included in Appendix B and on the following page) synthesized the resulting data (LOS, proposed solution, cost estimates, and the mitigation percentages) into one comprehensive document. And although cost estimates are included, the true mutually determined elements are those mitigation solutions (signal, roundabout, turn lane, etc.) and percentages attributed to the Vista Field project. In addition, City staff recognized that it would be inappropriate to implement triggered mitigation too far in advance of likely impacts. Therefore, triggers for improvement are based upon LOS thresholds and not tied to arbitrary calendar deadlines or building permit counts.

New intersections, which would not exist except for Vista Field, require the Vista Field development to bear all of the associated costs. Examples of these situations are the Deschutes Avenue 90-degree curve conversion into a T intersection, Grandridge Boulevard realignment, and Young Street and Deschutes Avenue connection to the existing Rio Grande Avenue and Okanagan Place intersection.

PHASE 1 TRANSPORTATION SYSTEM IMPACT EVALUATION

Phase 1	2035 Volumes			2035 Operations			Mitigation		Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS		Currently (2016) TIF Eligible	
	No Build	Build	% Difference	No Build	Build	Mitigation	2035 Operations	Port of Kennebec (%)		Port of Kennebec (\$)			
6	Columbia Center Boulevard & Grandridge Boulevard												
	Eastbound	4102	4573	10.3%	C	31	D	41					
	Westbound	616	663	7.1%	D	52	D	55					
	Northbound	384	646	40.6%	E	64	E	78					
	Southbound	1463	1545	5.3%	C	22	C	29			40%	\$207,320	
10	Colorado Street & Grandridge Boulevard												
	Eastbound	901	1365	34.0%	C	22	C	33					
	Westbound	325	527	38.3%	A	8	A	9					
	Northbound	234	496	52.8%	A	8	A	8					
	Southbound	216	216	0.0%	E	44	F	100			55%	\$17,875	
23	Edison Street & Canal Drive												
	Eastbound	4581	5015	8.7%	C	15	E	38					
	Westbound	1143	1328	13.9%	D	48	E	58					
	Northbound	787	834	5.6%	C	34	E	37					
	Southbound	920	981	6.2%	E	61	E	76			25%	\$216,000	
New Intersection - Deschutes & Hagar area													
Eastbound	Intersection was not included as a study area intersection so volumes were not developed			Intersection was not included as a study area intersection so operations results were not calculated			New intersection with all-way stop control and eastbound right-turn bypass lane.						
Northbound											100.0%	\$325,000	
Southbound												No	

Notes

Add WB Left Turn Signal Modification

Striping/C-Curb

EB LT
SB RT
Signal Modification

Intersection Retrofit

NOTES

- Movements highlighted in yellow with text in red and bold exceed City LOS thresholds;
- Mitigation cost share calculations used critical approach volume difference (cells highlighted in bold and orange) as the basis for all intersections except roundabouts, which used the overall intersection volume difference. Instances of increased Port share due to impacts identified only in the "Build" scenario and/or when LOS failure in No-Build scenario involved simple, less expensive solution;
- Port Request Intersection identified as NO in the Currently (2016) TIF Eligible column be Reclassified as TIF Eligible AND City agreed to consider this request during upcoming TIF update;
- Tier 1 and Tier 2 project listed by intersection mitigation priority.

COST ASSUMPTIONS (All costs estimates in 2016 dollars)

- Right-of-Way acquisition costs are included and assumed at \$12/SF
- Design costs are included and assumed to be 15% of construction costs
- Construction costs & construction management (including survey) assumed to be 15% of construction cost
 - One Lane Roundabout Construction Cost - \$500,000
 - New Signal Construction Cost - \$300,000
 - Adding New Approach Lanes Cost - \$250,000
 - Adding Multiple New Lanes Per Approach Cost - \$200,000

PHASE 2 TRANSPORTATION SYSTEM IMPACT EVALUATION

Phase 2	Port of Kennebec	2035 Volumes			2035 Operations			Mitigation		Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS		Notes
		No Build	Build	% Difference	No Build	Build		Mitigation	2035 Operations		Port of Kennebec (%)	Port of Kennebec (\$)	
6	Columbia Center Boulevard & Quinault Avenue	5124	5669	9.6%	D	47	E	57					
		892	940	5.1%	E	74	E	74					
		626	716	17.2%	D	46	E	58					
		1693	1872	9.6%	D	40	D	49					
		1913	2101	8.9%	D	42	E	37					
7	Columbia Center Boulevard & Deschutes Avenue	4395	4840	9.2%	C	30	D	40					
		526	564	6.7%	C	34	D	49					
		653	853	23.4%	E	69	F	92					
		1568	1691	7.3%	C	21	C	20					
		1648	1732	4.8%	C	23	C	30					
14	Young Street & Deschutes Avenue	901	1349	33.2%	A	8	A	7					
		288	443	35.0%	A	8	A	7					
		376	386	2.6%	na	na	A	6					
		237	310	23.5%	C	17	A	10					
		0	210	100.0%	na	na	A	7					
18	Kellogg Street & Quinault Avenue	1479	1621	18.8%	na	na	B	13					
		0	273	100.0%	na	na	C	28					
		162	303	46.5%	F	87	C	27					
		674	643	-4.8%	na	na	A	6					
		643	602	-6.8%	A	10	A	6					
19	Kellogg Street & Metairie Avenue	1240	1519	18.4%	D	29	F	39					
		41	41	0.0%	D	29	F	39					
		105	199	47.2%	D	26	F	60					
		534	572	6.6%	A	9	A	9					
		560	707	20.8%	A	9	A	10					
20	Kellogg Street & Deschutes Avenue	1684	2141	21.3%	F	52	F	242					
		410	529	22.5%	F	52	F	242					
		569	771	26.2%	B	10	B	12					
		705	841	16.2%	na	na	na	na					
		3678	4092	10.1%	C	33	D	44					
21	Kellogg Street & Clearwater Avenue	1048	1066	1.7%	B	18	C	29					
		1233	1318	6.4%	C	32	D	37					
		346	404	13.9%	D	40	E	68					
		1049	1304	19.6%	D	46	F	95					
		1806	2023	10.7%	D	26	F	114					
24	Edison Street & Metairie Avenue	100	223	55.2%	D	26	F	114					
		725	772	6.1%	B	11	B	12					
		981	1028	4.6%	na	na	na	na					

NOTES

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- Mitigation cost share calculations used critical approach volume difference (cells highlighted in bold and orange) as the basis for all intersections except roundabouts, which used the overall intersection volume difference. Instances of increased Port share due to impacts identified only in the "Build" scenario and/or when LOS failure in No-Build" scenario involved simple, less expensive solution;
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- Design costs are included and assumed to be 15% of construction costs
- Construction costs & construction management (including survey) assumed to be 15% of construction cost
 - One Lane Roundabout Construction Cost - \$500,000
 - New Signal Construction Cost - \$300,000
 - Adding New Approach Lanes Cost - \$250,000
 - Adding Multiple New Lanes Per Approach Cost - \$200,000

TOTAL PROJECT COSTS (TIF Eligible)	\$3,533,900
TOTAL PROJECT COSTS (Non-TIF Eligible)	\$2,366,000
TOTAL PROJECT COSTS	\$5,899,900

Port	\$701,755
Total Mitigation Cost Estimate	\$2,013,050
	\$2,714,805

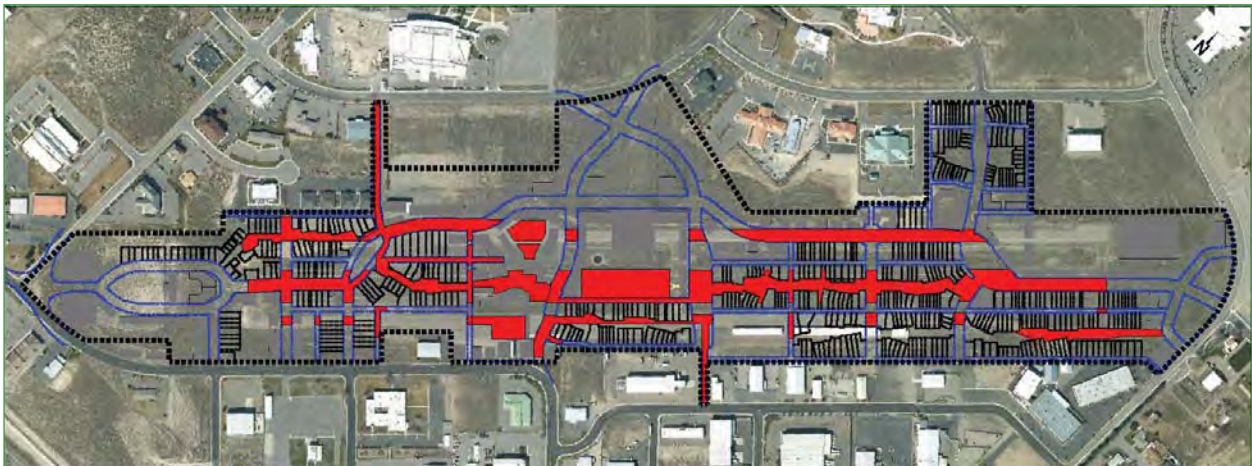
PAVEMENT REUSE

Originally conceived at the November 2014 charrette, the idea of reusing the pavement for streets, alleyways, and parking areas was investigated. Analysis prepared by the HDJ Design Group reviewed the pavement reuse concepts from both practical and feasibility perspectives. Runway and taxi lane base material, much of which was established rapidly in 1942/1943 for the U.S. Navy's purposes, does not comply with the current City criteria for public rights-of-way (design loads for commercial streets require supporting 100,000-plus pound emergency services vehicles, such as fire trucks).

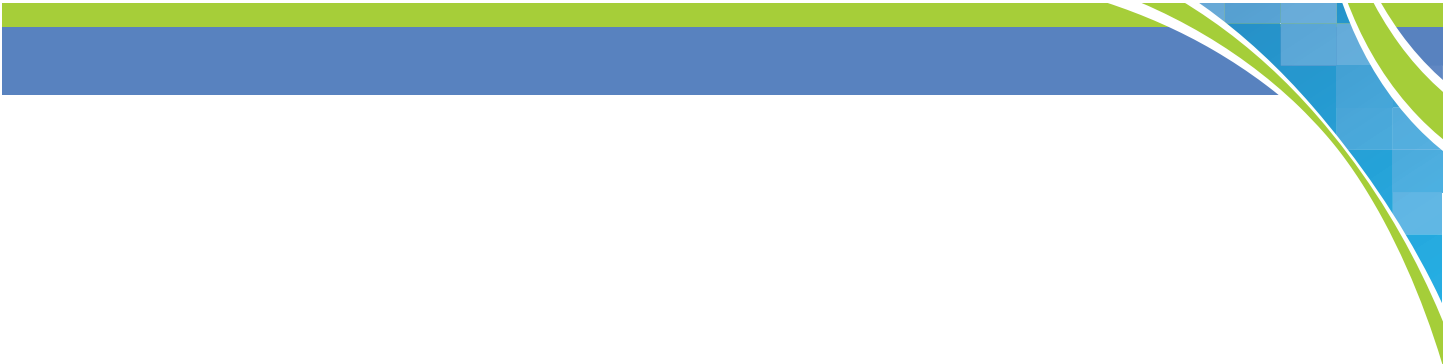
However, the report recommends considering reuse of the pavement and base material when developing the new roads within Vista Field. Some of the materials used for taxi-lanes construction after 1970 may be suitable with crack sealing and overlays for utilizations in parking lots. Some of these taxi lanes could also potentially meet the criteria for retention in alleyways, however, the overall Vista Field design involves substantial excavation of the alley alignments for placement of utilities and storm drainage.

The existing 38-acres of asphalt surface cannot simply be reused in place with a simple crack and seal coat. But these existing pavement improvements are still an asset to the Vista Field redevelopment. Any material that is ground or pulverized, and reused on-site, is environmentally responsible and reduces costs by avoiding the import of new material; and reuse of the general alignment reduces costs associated with grubbing and grading raw land.

The map below highlights existing pavement alignments retained in the Vista Field redevelopment plan.



Vista Field Redevelopment Reuse of Runway & Taxi-Lane Alignments



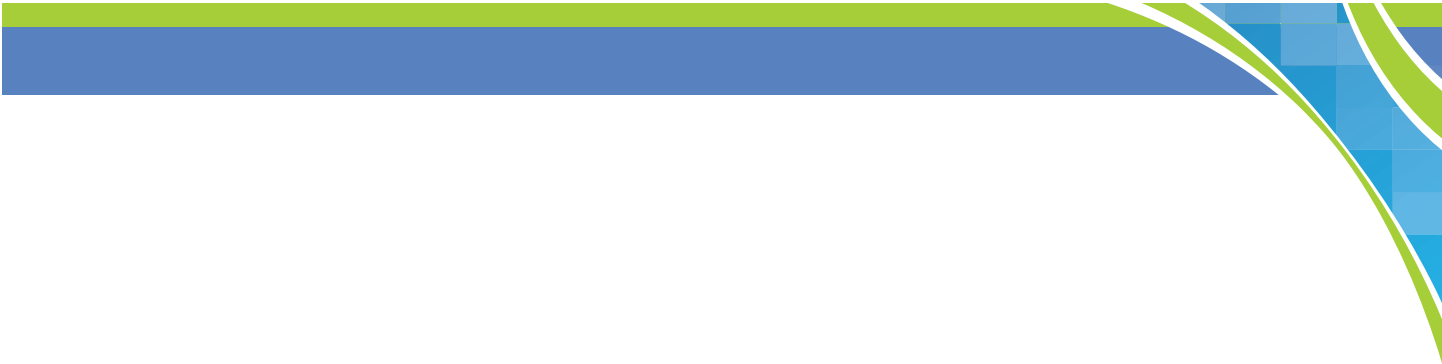
HOUSING AFFORDABILITY

The Vista Field project involves approximately 1,100 residential units including rental apartments, condos with ownership options, and attached single family housing. The focus on placemaking adds value to the area when appropriately applied. As the vibrancy at Vista Field builds into a desirable urban center, the demand to live in the neighborhood and a corresponding escalation in values is anticipated. Inherent price variations would exist due to unit sizing; therefore, some range of options will exist. However, most urban areas have seen the values of desirable places escalate based upon place, not square footage of the unit, which can leave many out of the market.

Assuring all income spectrums have a place in Vista Field could mean less than maximum value is extracted from each square foot of residential construction. Market demands solely driving the type and size of each unit likely would result in sale and lease rates at the upper end of the current housing market range, well beyond the median household price point.

The mixed use nature of the New Urbanism model at Vista Field will integrate different unit types, sizes, and values, block by block and within each building. A separate silos mentality where all one of type of housing/price point is in Building A and another type/price point is in Building B is not what is being discussed and is contrary to the entire concept of mixing uses.

The Port Commission formally decided in its Resolution 2015-22 that steps should be taken to assure that housing within Vista Field is affordable to all within the community. Engineering a solution before housing disparity becomes a problem involves applying lessons learned from other urban communities. The solutions to this likely future problem have yet to be established, however this concern is identified and would be addressed as Vista Field blossoms.



CULTURAL & HISTORIC PRESERVATION

Cultural and historical preservation considerations at the site were addressed in the 2012/2013 FEIS process. The conclusion drawn at that time was further review and study was warranted before construction began. Therefore, in summer 2016, SWCA Environmental Consultants (SWCA), working in conjunctions with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), was tasked with completing a Cultural Resources Assessment of the Vista Field project area encompassing the entire 103-acre site. This effort involved identification and evaluation of significant archaeological, built environment, landscape, and traditional use resources. The assessment stated if any significant resources are found, the Port of Kennewick will assess potential project impacts, and offer recommendations for management or mitigation.

Background research initially included a review of recorded archaeological and built-environment resources in the project vicinity held by the Washington Department of Archaeology and Historic Preservation, as well as previous geotechnical studies conducted in the area. The CTUIR and the Yakama Nation were contacted to determine if they had concerns about cultural resources in or near the project area. The project historian also initiated a review of federal records on Vista Field held at the National Archives and Records Administration in Seattle; and visited various other repositories around the region, (including the University of Washington Libraries, Washington State Archives in Bellevue, Olympia, and Ellensburg, East Benton County Historical Society, Washington State University Tri-Cities, Benton County Assessor, and Mid-Columbia Libraries), to locate additional primary materials, photographs, maps, newspapers, and other materials related to the early ownership, land use, and historic development of the project vicinity.

SWCA partnered with the CTUIR Cultural Resources Protection Program to conduct an archaeological survey. The archaeological team conducted a pedestrian survey and excavation of 47 shovel probes between October 4 and October 6, 2016. Project staff recorded detailed notes on standard field forms of shovel probe content and sediments encountered. The probes contained very little cultural material, with all identified material occurring near the surface or within very disturbed soils.

No significant prehistoric or historic cultural remains were found. Elements of the airport that were less than 50 years old were also noted across the project area, including utility boxes, lighting fixtures, concrete footings, aircraft tie downs, and asphalt paving, but no evaluation was necessary.

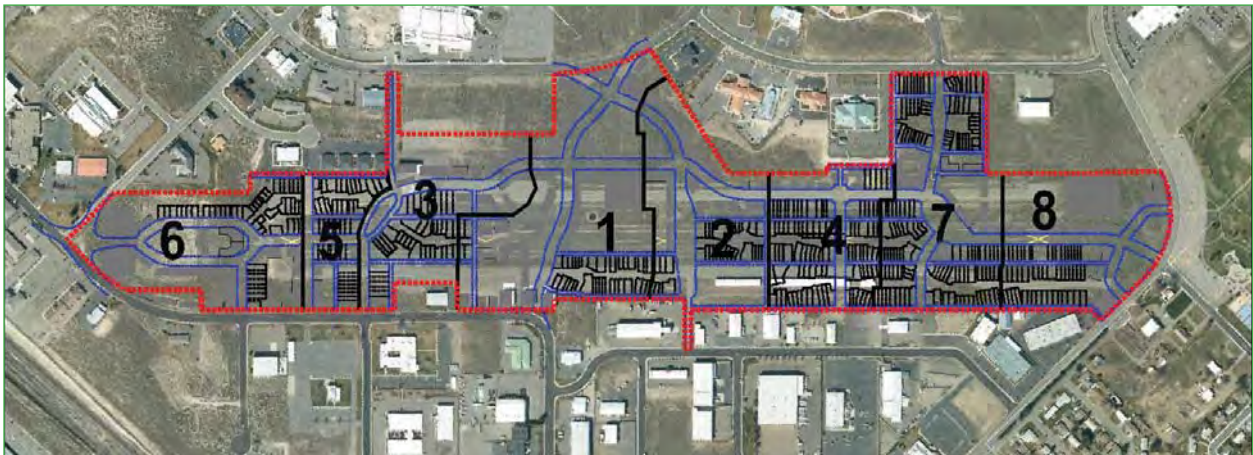
The SWCA architectural historian also visited the site to further assess historic buildings, structures, and features in the project area. The recorded structures included T-hangars (A and B), corporate hangars (A and B and C) as well as the remaining pieces of steel matting at the site (aircraft carrier practice flight deck). The steel matting is likely a rare example of a prototype matting field tested at a naval training facility. The matting was meant to be a portable feature at the site and has consequently been moved. Therefore, retaining elements of this resource in the current locations is not a concern. Also recorded, were portions of decommissioned Runway 2/20, which was originally built during World War II and was not included in the previous archaeological site form for Vista Field. None of the hangars were significant based on National Register of Historic Places criteria and the historian recommended them not eligible.

IMPLEMENTATION STRATEGIES

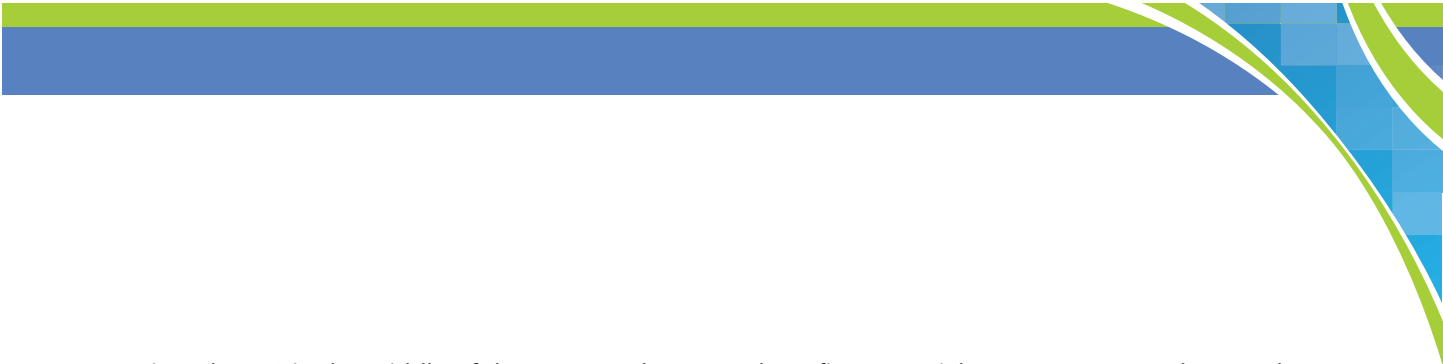
PHASING

Economic analysis of this project indicated full build-out of the site would occur over a 20-year period. Phasing of the project is necessary from both a capital availability and market demand perspective. And phasing is just as important from a vibrancy standpoint. Developing compact phases allows concentrating activities to a central area upon which the urban feel can be established. Opening up a large segment of the site could result in individual developments occurring sporadically throughout Vista Field without yielding an initial, interconnected urban feel.

The 103-acre site is envisioned as eight phases, with Phase 1 identified as being the core of the site. Rather than work towards the best piece over time, it was determined that building an urban place in a presently vacant area required selecting and investing in the segment that provides the best opportunity for vibrancy from the onset. The simple principle being that each and every subsequent development adds vibrancy to the neighborhood and builds momentum for the next development.



Vista Field Redevelopment Proposed Phasing



Starting Phase 1 in the middle of the property has many benefits. Essential cross-runway roadway and utility connections can be established from the onset, which will forever alter the feel of the entire Vista Field area. No longer will the runway and fencing be a mile-long barrier, which existed for 30 years before Columbia Center Mall was constructed in the early 1970s. Necessary utility connections, which establish redundant loops in the water system and secondary electrical service routes, are also a benefit of starting at the center of the site.

Phase 1 contains sites for public and quasi-public improvements identified as crucial in establishing an urban core. Sites for the eventual central plaza and gathering place, comprising approximately 2.5 acres, as well as areas for an urban water course, tying the remodeled aircraft hangars to the central plaza, are included in this phase. Additionally, the site for the privately-funded, 800-seat performing arts center (Vista Arts Center) proposed by the Arts Center Task Force is included in the Phase 1 development.

Proximity to desirable surrounding land uses is yet another benefit to starting in the core of the site. The daytime population of the nearly 600,000 square feet of industrial and warehouse uses directly to the southeast of the site, provides significant daytime populations in the immediate vicinity; affording great prospects for restaurants. Directly to the northwest, the Public Facilities District, when active, involves hundreds and at times thousands of people adjacent to Vista Field—creating options for those seeking experiences before, during and after events scheduled at the Three Rivers Convention Center/Toyota Center.

Another benefit of starting in the middle, is the flexibility to add subsequent phases building upon that established core. The phase map (see map on previous page), identifies logical expansion units, each building upon connections to Phase 1 and that existing street network. Although numbered from Phase 1 to Phase 8, the approximate boundaries should receive more consideration than the number assigned. Other than leapfrogging over vacant ground to start another phase, the development will progress from the center to the edges. However, the sequencing may be shifted to accommodate market demand. Surely lessons will be learned from each phase and then applied as the project evolves.

Due to the mixed-use nature of the underlying UMU zoning, each phase contains the potential for all types of uses. Segments of the site abutting existing, higher traveled roadways (southwest and northeast segment) are better positioned to accommodate commercial uses servicing both the Vista Field site and overall area. Other phases, with less prominent exposure, are oriented towards residential developments in varying densities. While some phases seemingly appear best suited and/or predetermined to become condo or apartment areas, it is important to remember an intermixing of uses is fundamental to the success of this urban project.

The land use table on the following page was generated based upon the overall site development scenario that was previously established being applied to the master site plan. The square footage and residential unit counts should be considered estimates, not absolutes.

LAND USE & BUILDING SIZE BY TYPE & PHASE

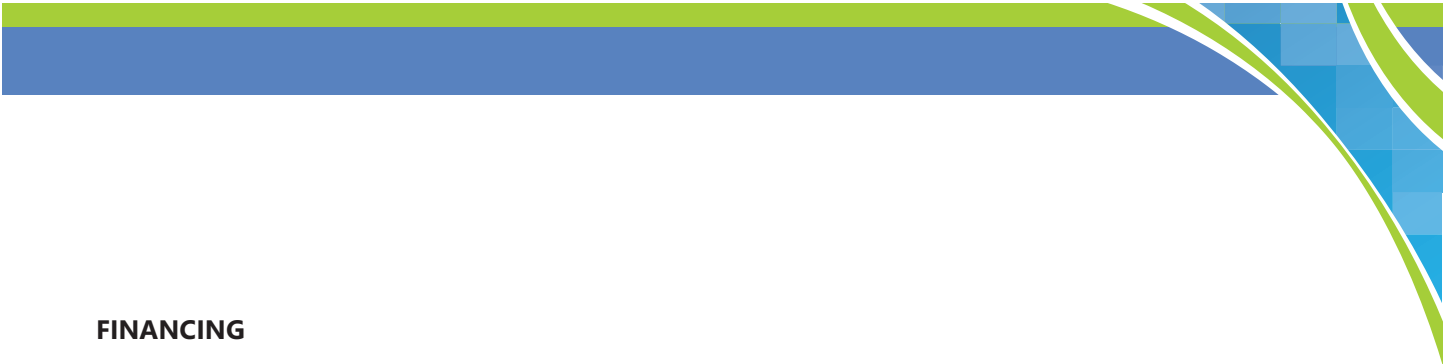
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	TOTAL		
Residential Single Attached (small lots)	45	60	55	105	40	50	85	55	495	Units	1
Residential Condo	50	20	10	15	25	50	50	30	250	Units	2
Residential Apartments (low-rise)	75	40	50	0	0	85	50	50	350	Units	2
Single Family Building	90,000	120,000	110,000	210,000	80,000	100,000	170,000	110,000	990,000	SF	1
Residential Condo Units	50,000	20,000	10,000	15,000	25,000	50,000	50,000	30,000	250,000	SF	2
Residential Apartment (low-rise)	75,000	40,000	50,000	0	0	85,000	50,000	50,000	350,000	SF	2
Dwelling Units	170	120	115	120	65	185	185	135	1,095	Units	
TOTAL Multi-Family Building (SF)	125,000	60,000	60,000	15,000	25,000	135,000	100,000	80,000	600,000	SF	
Commercial – Retail	35,000	15,000	10,000	0	5,000	40,000	10,000	40,000	155,000	SF	
Commercial – Restaurant	20,000	15,000	10,000	0	0	15,000	5,000	10,000	75,000	SF	3
Commercial – Grocery	5,000	0	0	0	0	35,000	0	20,000	60,000	SF	
Commercial – Office	100,000	75,000	20,000	5,000	5,000	65,000	30,000	20,000	320,000	SF	
Performing Arts Center	45,000	0	0	0	0	0	0	0	45,000	SF	4
Neighborhood Civic	10,000	5,000	5,000	5,000	0	5,000	5,000	5,000	40,000	SF	
Educational	25,000	0	0	0	0	20,000	0	0	45,000	SF	
TOTAL Commercial/Institutional Building (SF)	240,000	110,000	45,000	10,000	10,000	180,000	50,000	95,000	740,000	SF	
TOTAL Building (SF)	455,000	290,000	215,000	235,000	115,000	415,000	320,000	285,000	2,330,000	SF	
Park/Open Space by Phase (SF)	100,000	30,000	41,000	3,000	1,000	24,000	22,000	52,000	273,000	SF	

SUMMARY

Total Residential Units	1,095 Dwelling Units of which	495 are Single Family Dwelling Units
Total Multi-Family Buildings	600,000 sq.ft.	600 Multi-Family Dwelling Units
Total Commercial/Institutional (SF)	740,000 sq.ft.	
Total Mixed Use Buildings	1,340,000 sq.ft.	
Total Park	273,000 sq.ft. or	6.3 Acres (does not include other open space plazas, community gardens, etc.)

Notes:

- 1 Average 2,000 sq. ft.
- 2 Average 1,000 sq. ft.
- 3 Average 3,000 sq. ft.
- 4 30,000 sq. ft. footprint plus mezzanine



FINANCING

The Port had considered simply obtaining necessary land use approvals and marketing the entire site to one master developer. However, after receiving recommendations from the VVTF, which were echoed by the public, the Port Commission concurred with the recommendation to proceed in the role of master developer. This decision required the Port to strategically sequence not only anticipated capital expenses associated with Vista Field redevelopment but also the impact of Port funded projects throughout the district. The Port positioned Vista Field as the number one priority when establishing districtwide planning and capital expenses for 2017 through 2026.

Phase 1 infrastructure, site amenities, and aircraft hangar remodel costs, are estimated at \$5 million. The Port is quite strong from a financial perspective with no existing debt and adequate reserves. However, the magnitude of the Vista Field improvements exceed the annual capital capabilities of the Port. The Port Commission had approached capital projects during the last decade with a pay-as-you-go approach, funding improvements only when financial resources became available, and the Port remains committed to that objective.

The Port concluded that initiating the Vista Field project required consideration of financing options. As a result, the Port is taking steps to secure the initial \$5 to \$7 million in estimated funding necessary to start the project. Beyond this initial financial investment, future Port-funded improvements at Vista Field will be dependent upon revenues obtained from the lease and/or sale of parcels improved in Phase 1.

Although this might seem to limit further expansion of the project, it truly functions to assure additional land is not brought online until warranted. This financial approach coincides with the phasing rationale of focusing development into a compact core and only expanding the project when development activity surpasses the availability of existing improved parcels.

Formation of a Business Improvement District or similar mechanism is another crucial component of the overall financing plan. Once completed, some improvements will be dedicated to the City (A & B streets) for perpetual maintenance, while other elements (water features, central plaza, custom lighting, and shared residential streets) would become the shared responsibility of all owners within the Vista Field area. Creating vibrancy in urban areas extends beyond the design of the streets and buildings, it also requires programming of the public spaces (live music, street festivals, art shows, family-oriented activities, etc.), and cooperative marketing is often necessary. This financing structure, separate from the Port, will be established in conjunction with developing Phase 1.



CONCLUSION

This Vista Field Redevelopment Master Plan honors the community's vision for an urban place, and provides a framework for transformation of the former airfield land into a walkable, bikeable, transit-oriented town center with city-center-lifestyle amenities.

The concepts and details included in the master plan are the result of the community's substantial and valuable feedback, and a close collaboration between the citizens, Port, City of Kennewick, and Duany Plater-Zyberk & Company.

We are grateful for City staff's support and involvement in the planning process, and for their championing this unique development opportunity. City leadership and their staff worked cooperatively to evaluate potential impacts of the redevelopment vision; and then worked proactively to help create a viable plan long-term. Unquestionably, the master plan documents are stronger and more sustainable as a result of City involvement.

During the evaluation process, the Vista Field redevelopment concepts and assumptions were tested, and the Master Plan's sustainability validated. Consequently, it was ultimately determined that transforming the 103-acre Vista Field site will provide opportunities for positive returns to taxpayers and economic benefits to the region.

APPENDIX A (Graphic-Based Resources)

- I. Vista Field Charrette Report (February 6, 2015), 110 pages
- II. Vista Field Project Pattern Language (February 9, 2015), 120 pages
- III. Design Precedents Library (September 16, 2016), 40 pages
- IV. Architectural Character Areas (September 16, 2016), 5 pages

APPENDIX B (Technical-Based Resources)

- I. Vista Field Transportation System Impact Evaluation Volume I (May 2016), 320 pages
- II. Vista Field Transportation System Impact Evaluation Volume II (May 2016), 66 pages
- III. Vista Field Cultural Resource Assessment (April 13, 2017), 75 pages
- IV. Vista Field Vision Scenario Impact Analysis (December 5, 2016), 10 pages
- V. Vista Field Master Plan Duany Plater-Zyberk & Company White Papers, 58 pages
- VI. Vista Vision Task Force Meeting Information (August 2014-May 2015), 125 pages
- VII. Vista Field Master Plan Comments Citizen Comments, 62 pages
- VIII. Vista Field Master Plan Comments Student Comments, 24 pages
- IX. Vista Field Pavement Reuse Analysis (June 11, 2015), 60 pages
- X. Vista Field Final Environmental Impact Statement Volumes I & II (March 8, 2013), 928 pages

PORT OF KENNEWICK
Resolution No. 2017-17

***A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF THE PORT OF KENNEWICK ADOPTING THE MASTER PLAN FOR
REDEVELOPMENT OF THE VISTA FIELD PROPERTY***

WHEREAS, the former Vista Field Airport property in the City of Kennewick provides an economic development opportunity for the Port of Kennewick and the City of Kennewick; and

WHEREAS, DPZ Partners, were contracted to assist the Port with preparation of the Vista Field Redevelopment Master Plan; and

WHEREAS, public input regarding the future redevelopment of Vista Field was obtained throughout the planning process; and

WHEREAS, the Board of Commissioners has reviewed the Vista Field Redevelopment Master Plan throughout the planning process; and

WHEREAS, the Board of Commissioners directed the draft plan be forwarded to the City of Kennewick for review and comments which occurred on March 14, 2017; and

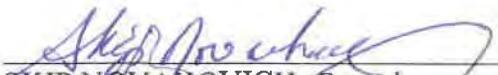
WHEREAS, the City of Kennewick provided review comments on June 19, 2017; and

WHEREAS, revision comments received from the City of Kennewick have been incorporated into the Vista Field Redevelopment Master Plan (Exhibit 1).

NOW THEREFORE, BE IT RESOLVED that the Port of Kennewick Board of Commissioners hereby approves and adopts the Vista Field Redevelopment Master Plan as prepared and revised by DPZ, Partners.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 24th day of October, 2017.

***PORT of KENNEWICK
BOARD of COMMISSIONERS***

By: 
SKIP NOVAKOVICH, *President*

By: 
THOMAS MOAK, *Vice President*

By: 
DON BARNES, *Secretary*

AFTER RECORDING RETURN TO:

City of Kennewick
210 W. 6th Avenue
Kennewick WA 99336
Attn: City Clerk

**CITY OF KENNEWICK AND PORT OF KENNEWICK
VISTA FIELD DEVELOPMENT AGREEMENT**

Abbreviated Legal Description:

Parcel 1: REAL PROPERTY LOCATED IN SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN;

Parcel 2: LOT 2, SHORT PLAT NO. 1333, in VOL. 1 OF SHORT PLATS, PAGE 1333;

Parcel 3: LOT 3, SHORT PLAT 3336, in VOLUME 1 OF SHORT PLATS, PAGE 3336;

Parcel 4: LOT 2, SHORT PLAT 3336, in VOLUME 1 OF SHORT PLATS, PAGE 3336;

Parcel 5: A PORTION OF PARCEL 3 OF RECORD SURVEY NO. 1-521;

Parcel 6: TRACT B OF RECORD SURVEY No. 2339; AND

Parcel 7: A PORTION OF PARCEL 7 OF RECORD SURVEY 1-522;

RECORDS OF BENTON COUNTY WASHINGTON; ALL LOCATED WITHIN THE CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON.

Tax Parcel Identification Numbers:

Benton County Assessor's Tax Parcels:

1-3299-100-0003-013

1-3299-101-1333-002

1-3299-101-3336-003

1-3299-101-3336-002

1-3299-100-0003-014

1-3299-300-0009-002

1-3299-300-0005-004

FULL LEGAL DESCRIPTION ATTACHED AT EXHIBIT A

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EXHIBITS TO THIS AGREEMENT

- Exhibit A: Vista Field Property Legal Description
- Exhibit B: Vista Field Property Parcel Map
- Exhibit C: Vista Field Master Plan 2017
- Exhibit D: Vista Field Master Plan - Layout
- Exhibit E: Vista Field Roadway Design Criteria Elements
- Exhibit F: Vista Field Redevelopment Project Transportation System Impact Evaluation (Part)
- Exhibit G: Fire Lane Access Intersection Triangle Example

**City of Kennewick and Port of Kennewick
VISTA FIELD DEVELOPMENT AGREEMENT**

1. DEVELOPMENT AGREEMENT. THIS VISTA FIELD DEVELOPMENT AGREEMENT (“Agreement”) is entered between the City of Kennewick, Washington, a Washington municipal corporation (“City”) and the Port of Kennewick, a Washington municipal corporation (“Port”). The City and Port are each a “Party,” and collectively the “Parties” to this Agreement. The Parties agree as follows.

2. VISTA FIELD PROPERTY. This Agreement applies to the Vista Field Redevelopment Area (the, “Property”). The Property is described in attached Exhibit A. A parcel map of the Property is attached as Exhibit B. All Exhibits to this Agreement are attached hereto and incorporated herein by this reference.

3. RECITALS AND FINDINGS.

3.1 The Port has approved a Master Plan to guide the redevelopment of Vista Field.

3.2 The City and the community has participated in development of Vista Field Master Plan including key elements related to land use planning, development standards, infrastructure and other improvements.

3.3 The Port and the City are authorized by law, including Chapter 36.70B RCW, to enter into a development agreement setting forth the development standards and other provisions to apply to development of the Property, all as set forth in this Agreement.

3.4 The Port enters this Agreement to provide certainty for the development community in the planning and redevelopment of the Property, including the funding and consideration received for meeting the development standards incident to the Vista Field Master Plan which are in excess of those necessary to facilitate Vista Field redevelopment alone.

3.5 The City and Port determine that this Agreement is appropriate to establish planning principles, development standards, and procedures in order to eliminate uncertainty in the redevelopment of Vista Field and to guide the orderly development of the Property, including the funding of improvements identified herein.

3.6 The City and Port each conducted public hearings in advance of approval of this Agreement as required by RCW 36.70B.200. And the City Council by ordinance and Port Commission by resolution each approved the Agreement and the associated Preliminary Plat.

4. VISTA FIELD MASTER PLAN AND ZONING.

4.1 **Approval of Vista Field Master Plan and Map.** The Vista Field Master Plan at Exhibit C and Vista Field Redevelopment Master Plan-Layout at Exhibit D are hereby adopted and approved and shall remain in effect and applicable to the Property during the Agreement Term.

4.2 **Urban Mixed Use Zoning Ordinance.** Kennewick Municipal Code 18.80, 18.12.010A.1, 18.12.010A.2, 18.12.010B.1, 18.12.010B.2, 18.12.030, 18.12.040, 18.12.250, 18.12.270, 18.12.280, 18.24.030, and

18.36.067 are incorporated by this reference and shall remain applicable to the Property during the Agreement Term.

5. TRANSPORTATION.

5.1 **Vista Field Roadway Design Criteria Element.** Exhibit E identifying the street plan and profile for roadways in Vista Field is hereby adopted and approved and shall remain applicable to the Property during the Agreement Term.

5.2 **Transportation System Impacts and Mitigation.** The Vista Field Redevelopment Project Transportation System Impact Evaluation (part) is attached as Exhibit F and incorporated herein by reference. The cost allocation table contained within Exhibit F outlining percentage impacts from Vista Field Development shall be applicable during the term of this agreement. Timing of improvements discussed herein shall be determined by those intersections which are close to exceeding the Level of Service (LOS) thresholds identified in Exhibit F. The following responsibilities and actions are deemed both necessary and appropriate to assure proper function of the transportation network within the Vista Field vicinity.

5.2.1 The City of Kennewick shall perform/collect bi-annual vehicle counts and other data at the locations identified in Exhibit F to determine intersection operation-levels of service to identify timing for transportation system improvements set out in Exhibit F for identified LOS.

5.2.2 The City currently has one, citywide Traffic Impact Fee (TIF) zone. The City is in the process of updating its Citywide Transportation System Plan. The Parties anticipate that upon conclusion of the study in 2018, the City will adopt additional TIF zones to include a zone which encompasses the Vista Field Property. The Parties also anticipate that several of the intersections identified in Exhibit F, will also be identified on a future City of Kennewick TIF eligible project list for that zone. As a result all TIF collected from development of the Vista Field Property will be applied to TIF eligible projects which mitigate the traffic impact of the Vista Field redevelopment. The Port and their successors and assigns agree to pay the TIF that is determined at the point in time a complete application for a development permit is filed with the City. The Port waives the requirement under RCW 82.02.080 that unexpended TIF paid for Property development is returned to the party paying the TIF, provided the funds are held by City for transportation improvements identified in Exhibit F.

5.2.3 The City may review and consider additional intersections within the TIF zone that includes the Vista Field Property as TIF eligible, that are not already identified in Exhibit F if consistent with standard engineering practices. However, TIF collected from development of the Vista Field Property shall be first applied to improvements identified in Exhibit F and then to subsequently identified TIF eligible projects within the Vista Field TIF zone.

5.2.4 The City will be responsible for the design and implementation of all offsite intersection improvements identified in Exhibit F. The City will notify the Port upon determination that an intersection is close to exceeding the LOS standards, and upon initiation of design work provide the Port with the Engineers' Cost Estimate prior to advertising the project for bid. The Parties acknowledge that assuming a given intersection listed in Exhibit F is on the City's TIF eligible project list for that zone, any TIF collected from the Vista Field Development will be utilized to offset the Port's proportionate share of the project costs as shown in the allocation table of Exhibit F. All TIF collected outside of the Vista Field Property but within that zone may be utilized to offset the City's proportionate share of the project costs. The remaining balance will be split between the Port and the City based upon the

allocation table found in Exhibit F. The Port agrees to pay to the City a 3% construction management fee to manage each capital project. The Parties agree the 3% will be calculated against the successful bid for each project. Upon City acceptance of project at substantial completion and written notification by the City to the Port, the Port shall reimburse the City for the Port's percentage (identified in Exhibit F) of the total project costs plus the administrative fee within forty-five (45) days.

5.2.5 The Port shall plan, design and implement all onsite transportation system improvements that are the Port's sole responsibility as shown in Exhibit F ("100%" in column 14), and such other transportation improvement's as may be required for which the City does not have responsibility to participate in funding under this Agreement.

5.2.6 The Port will be responsible for the design and implementation for all four (4) major entrances to Vista Field noted in the Vista Field Master Plan, to wit: (1) the North East entrance at Kellogg Street and Quinault Avenue; (2) the South West entrance at Deschutes Avenue and Young Street; (3) the Southern entrance at Deschutes Avenue; and (4) the Northern entrance at Grandridge Boulevard.

6. UTILITIES

6.1 **Stormwater System Improvements.** The storm water drainage systems shall be designed to locate all infiltration elements outside of roadway sections. Drywells and infiltration systems shall be located behind curb and gutter lines.

6.2 **Sewer System Improvements.** The City analyzed the existing City sewer system and determined the system within the vicinity of the Vista Field development is adequate to accommodate buildout of Vista Field as identified in the Master Plan.

6.3 **Water System Improvements.** The City analyzed the existing City water system and determined the system within the vicinity of the Vista Field development requires improvements to accommodate fire flows to support build out of Vista Field as identified in the Master Plan. The Parties agree that installation of the following improvements is necessary in conjunction with the first phase of development of the property. The Parties acknowledge that although listed separately, the water system improvements noted below may be constructed as a single project.

6.3.1 The City shall plan, design and implement the improvements identified in Agreement Section 6.3.2. The Port shall reimburse the City for 20% of the total project costs for each improvement. The estimated cost for the improvements is \$850,000 to \$1,000,000 (2017 planning-level cost estimates). However, the Port is obligated to reimburse the City for 20% of the actual costs of each improvement, but such Port reimbursement to City shall not exceed \$200,000 plus a 3% construction management fee to reimburse the City for managing the water system improvement projects noted below. The Parties agree the 3% fee will be calculated against the successful bid for projects.

6.3.2 The water system improvements under this Agreement Section 6.3 are:

- Installation of a pressure reducing valve (PRV) station in the vicinity of the intersection of Deschutes Avenue and Colorado Street connecting Pressure Zones 2 and 3.

- Upgrade the existing 8 inch diameter waterline with a 12-inch diameter waterline in Young Street from Deschutes Avenue to W. Okanogan Place.
- Upgrade the existing 8 inch diameter waterline with 12 inch diameter waterline in Colorado Street from Deschutes Avenue to Grandridge Boulevard.

6.3.3 The Port agrees to design and install a 12 inch diameter waterline along the main East West road connecting the water systems in Young Street to Kellogg Street. The Port agrees to design and install a 12 inch diameter waterline along the main North South road connecting Deschutes Avenue and Grandridge Boulevard.

7. CITY OF KENNEWICK DESIGN STANDARDS AND PARK IMPACT FEES.

7.1 Street and Access Design. The City acknowledges the Vista Field Street Design Criteria found in Exhibit E, deviates from the City's standard specifications, the City consents to the design criteria listed in Exhibit E, all other City standard specifications for streets not in conflict with this subsection shall apply. The following additional design standards apply.

7.1.1 The Port agrees to use a WB40 as the Design Vehicle for the design of the streets and intersections within Vista Field except as provided for in Section 7.1.2, below:

7.1.2 The Port agrees to use a WB50 as the Design Vehicle to design the streets and intersections around the primary routes to accommodate the "errant truck." The primary routes are considered to be the main East West road connecting Young Street to Kellogg Street, and the North South road connecting Deschutes to Grandridge.

7.1.3 All buildings shall be maximum 150 feet from a "fire truck staging location" as measured along streets, pedestrian passages, or other publicly accessible open space to the farthest corner of the building.

7.1.4 Fire truck staging areas shall be minimum 20 feet wide in order to allow sufficient room for emergency workers to move around the fire truck with hoses, and other emergency response equipment.

7.1.5 Turning radii into side streets shall meet City design standards as measured from the driving lane of one street into the side street (not the actual radius of the street curb).

7.1.6 Intersection of 20-foot fire lane access routes in alley locations shall require dedication of additional 5-foot by 5-foot triangle rights-of-way areas to assure safe and efficient circulation of emergency vehicles. See attached Exhibit G for an example of this requirement.

7.2 Park Impact Fees. The Parties acknowledge the City is updating its Park Comprehensive Plan which will divide the City based upon Levels of Service into several parks zones. The Parties anticipate the City will be adopting a Park Impact fee which will apply to both residential uses as well as mixed use developments within Vista Field. The Port and their successors in interest agree to pay the Park Impact fee determined by the City at the time a complete application for a development permit is submitted to the City.

8. VESTING.

8.1 Effect of Development Agreement on Subsequent Development Regulations.

Development regulations adopted subsequent to the Agreement Effective Date, shall not be applicable to Vista Field Property, except as otherwise provided in this Agreement or as may be required by subsequently adopted state or federal statutes.

8.2 Vested Rights. All regulations in existence on Agreement Effective Date shall be applicable to the development of the Property, including: those provisions of Chapters 36.70A (Growth Management) and 58.17 RCW (Plats, Subdivisions and Dedications), as supplemented by the design standards contained in Kennewick Municipal Code (KMC), including but not limited to KMC 18.80, and the sections KMC 18.12, 18.24 and 18.36 as referenced in Section 4.2, the Final Vista Field Redevelopment Master Plan, and other provisions of this Agreement attached hereto as Exhibits C, D, E, F and G; all applicable KMC sections, the City Comprehensive Plan, as well as all other City rules, regulations, standards and specifications applicable to Vista Field and in effect on the Agreement Effective Date. Unless otherwise stated herein with respect to Traffic Impact Fees and Park Impact Fees, this Agreement vests for the Port, its successors and assigns, and the Property to the regulations in effect on the Agreement Effective Date and as set forth herein for the term of this Agreement, and for the reasonable build-out period for improvements with building permits issued prior to the termination of the Agreement.

8.3 Exception to Vesting/Serious Threat to Public Health. In the event the City is faced with an unforeseen serious and immediate threat to public health, safety and welfare directly effecting Vista Field Property, the City may, upon notice to the Port, adopt new or different regulations applicable to the property than those established in this Agreement.

9. AGREEMENT TERM AND EFFECTIVE DATE. This Agreement shall take effect and be in force upon the last date of the signature of each Party to this Agreement, following the effective date of the City Ordinance approving this Agreement (the "Effective Date"). The Agreement term shall commence on the Effective Date and extend for ten (10) years (the "Agreement Term"). The Agreement Term may be extended by five-year extensions upon application by the Port and approval by City Council per KMC 18.48, until the Agreement is deemed no longer necessary by both parties.

10. MINOR PLAN MODIFICATIONS. The Parties acknowledge that refinement and further development of the Vista Field Master Plan and associated improvements may require modification during the Agreement Term. The Parties shall review and consider requests for minor modifications. Minor modifications require the consent of the City and the Port, which consent shall not be unreasonably withheld. For purposes of this Agreement Section 10, a "minor modification" is a modification in the Master Plan or applicable development regulations that do not require SEPA review.

11. GENERAL PROVISIONS.

11.1 Default. In the event either Party fails to perform the terms and provisions of this Agreement, which failure continues uncured for a period of sixty (60) days following written notice from the other Party (unless the Parties have mutually agreed in writing to extend this period) shall constitute a default under this Agreement. Any notice of default shall specify the nature of the alleged default and, where appropriate, the manner in which the alleged default may be satisfactorily cured. If the nature of the alleged default is such that it cannot be reasonably cured within the sixty (60) day period, then the

commencement of actions to cure the alleged default within the sixty (60) day period and diligent prosecution of such actions necessary to complete the cure of the alleged default, shall be deemed to be a cure within the sixty (60) day period. Upon a default of this Agreement that is not cured as provided above, the non-defaulting Party may institute legal proceedings to enforce the terms of this Agreement. If the default is cured, then no default exists, and the noticing Party shall take no further action.

11.2 Extension of Time for Performance. Notwithstanding anything to the contrary contained in this Agreement, neither Party shall be deemed to be in default where delays and performance or failures to perform are due to war, terrorism, insurrection, strikes or other labor disturbances, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, restrictions imposed or mandated by other governmental entities, enactment of conflicting state or federal laws or regulations, extended appeals by third parties or similar basis for excused performance which are not within the reasonable control of the party to be excused. Upon the request of either Party, an extension of time for such cause shall be granted in writing for the period of the forced delay, or longer, as may be mutually agreed upon.

11.3 Governing Law, Remedies and Venue. This Agreement shall be governed by the laws of the State of Washington. Either Party may, in addition to any other rights or remedies, institute an equitable action to cure correct, or remedy any default; enforce any covenant or agreement set forth herein; enjoin any threatened or attempted violation of the Agreement; enforce by specific performance the obligations and rights of the parties to this Agreement, or obtain any remedies consistent with the foregoing and the purpose and intent of this Agreement; provided, however, in no event shall either Party be entitled to recover from the other Party, either directly or indirectly "damages" in any legal or equitable action. Notwithstanding the foregoing, in the event of a dispute arising out of or relating to this Agreement, whether or not suit or other proceedings are commenced and whether in mediation, arbitration, at trial, on appeal or in administrative proceedings, the substantially prevailing Party shall be entitled to its costs and expenses incurred, including reasonable attorney's fees. Venue for any action shall be in the Superior Court for Benton County, Washington.

11.4 Dispute Resolution. The Parties shall attempt to resolve disputes through informal good faith negotiations. Either Party may declare an impasse in an informal negotiation, but only after thirty (30) days following commencement of negotiations.

11.4.1 Mediation. Either Party may request mediation before neutral mediator acceptable to both Parties. If a mediator cannot be selected by the Parties, any Party may apply to the Presiding Judge of the Benton County Superior Court for appointment of a mediator. The costs of the mediator shall be borne equally by each Party. Any mediation process shall not delay or preclude commencement of an action in Superior Court for emergency or temporary relief.

11.4.2 Arbitration. Disputes not resolved through negotiation or mediation may be resolved by arbitration upon mutual agreement of the Parties. Arbitration shall be before a single arbitrator. The decision of the arbitrator will bind all Parties. If an arbitrator cannot be selected by the Parties, any Party may apply to the Presiding Judge of the Benton County Superior Court for appointment of the arbitrator. The Parties shall share equally the fees and expenses of the arbitrator. The arbitration will be conducted under Chapter 7.06 RCW, and the Superior Court Rules for Mandatory Arbitration (MAR). Any matter not submitted to arbitration may be brought in Superior Court.

11.4.3 This Agreement Section 11.4 shall survive the Agreement Term and shall also apply to resolve any disputes between the Parties arising out of or relating to this Agreement or the transactions contemplated thereby.

11.5 **Construction.** This Agreement has been freely and fairly negotiated by the Parties hereto and has been reviewed and discussed by legal counsel for each of the Parties, each of whom has had the full opportunity to modify the draftsmanship hereof and, therefore, the terms of this Agreement shall be construed and interpreted without any presumption or other rule requiring constructional interpretation against the Party causing the drafting of the Agreement.

11.6 **Complete Agreement and Conflicts.** This Agreement sets forth the entire agreement of the Parties. This Agreement shall be construed as a whole. No amendment, change or modification of any provision of this Agreement shall be valid unless set forth in writing and signed by both Parties. To the extent of any conflict with any City development regulations which may otherwise govern the Property, the terms and conditions of the development regulations in effect on the Effective Date and this Development Agreement shall prevail.

11.7 **Waiver and Severability.** The failure of either Party to insist upon or enforce strict performance by the other Party of any of the provisions of this Agreement or to exercise any rights or remedies under this Agreement shall not be construed as a waiver or relinquishment of any extent of such Party's right to assert or rely upon any such provisions or rights in that or any other instance; rather, the same shall be and remain in full force and effect. The invalidity or unenforceability of any provision of this Agreement shall not affect the other provisions hereof, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

11.8 **Binding Effect.** This Agreement shall be recorded against the Property and shall run with the land. Subject only to the express conditions or limitations of this Agreement, the Agreement shall be binding upon and inure to the benefit of the respective successors and assigns of the Parties. Upon assignment of this Agreement or the conveyance of any parcel of the Property to which this Agreement is applicable, the assignee/grantee shall be deemed to assume all rights, obligations and liabilities set forth in this Agreement as they relate to such parcel.

11.9 **Cooperation.** Each Party shall take such action (including, but not limited to the execution, acknowledgement and delivery of documents) as may reasonably be requested by the other Party for the implementation or continuing performance of this Agreement. In the event of any administrative, legal or equitable action or other proceeding instituted by any person not a party to this Agreement challenging the validity of any provision of this Agreement, or any subsequent action taken consistent with this Agreement, the Parties shall cooperate in defending such action or proceeding to settlement or final judgment, including all appeals. Each party shall select its own legal counsel and retain such counsel at its own expense.

11.10 **Transfer or Assignment.**

11.10.1 The Port may assign or transfer all or any portion of its interests, rights, obligations or responsibilities under this Agreement, including all development approvals and all subsequent actions, to third parties acquiring an interest in the Property or any portion thereof, including, without limitation, purchasers, or long-term ground lessees of individual lots, tracts, parcels or any lots, homes or facilities comprising a portion of the Property.

11.10.2 Any such transfer shall not release Port from its obligations and responsibilities under this Agreement unless the City has consented to such transfer in writing. In the event of a request for consent to a transfer, the City's consent shall not be unreasonably withheld, conditioned or delayed. Provided, in the event City consent is obtained for a transfer, any transfer agreement or document may (i) release Port from obligations under this Agreement, including development approvals and any subsequent actions, that pertain to the portion of the Property being transferred, provided the transferee expressly assumes Port's obligations and responsibilities; (ii) transfer to the transferee all vested rights to improve that portion of the Property being transferred; and, (iii) may address any other matter deemed by Port or the City to be necessary or appropriate in connection with the transfer or assignment. Written notice of any proposed transfer or assignment for which consent from the City is sought shall be mailed to the City in the manner set forth in this Agreement at least thirty (30) days in advance of the proposed date of transfer. Failure of the City to respond within the thirty (30)-day period after receipt of a request by Port for such consent shall be deemed to be the City's approval of the transfer in question. All benefits and burdens to the Property are intended to and shall run with the land and shall be enforceable upon and for the benefit of subsequent owners and successors in interest to all or any portion of the Property.

11.11 **Effect of Development Agreement on City Rates and Fees.** Nothing in this Agreement shall prevent the City from modifying standard City-wide rates and fees applied equally throughout the City, and also applicable to Vista Field, during the term of this Agreement, unless specifically set forth in this Agreement.

11.12 **No Public Official Liability.** No provision of this Agreement and any authority granted by this Agreement is intended to create or result in any personal liability for any public official or employee or agent of the City or Port, nor shall any provision or provisions of this Agreement be construed to create any such liability.

11.13 **Notices.** Notices under this Agreement shall be in writing and, unless otherwise required by law, may be delivered (1) personally; (2) by U.S. mail, certified or registered; or (3) by a nationally recognized overnight courier service. Mailed notices shall be deemed effective on the third day after deposited as registered or certified mail, postage prepaid, directed to the other party at the address shown below.

Port: Chief Executive Officer
350 Clover Island Drive, Suite 200
Kennewick WA 99336

City: City Manager
210 W. 6th Avenue
Kennewick WA 99336

Couriered notices shall be deemed delivered when the courier's records indicate that delivery has occurred. Either party may change its address for notices by written notice to the other.

11.14 **Warranty of Authority.**

11.14.1 The Port hereby warrants to the City that the undersigned is authorized to execute this Agreement and to bind the port and the Property.

11.14.2 The City has authority under Chapter 36.70B RCW to enter this as a proper exercise of municipal police power and contract authority. This Agreement is entered into pursuant to such authority. The city warrants that the undersigned Mayor has authority and is authorized to enter into this Agreement.

IN WITNESS WHEREOF, the parties hereto executed this Agreement on the below dates.

CITY OF KENNEWICK

Steve Young, Mayor

DATE: _____
Attest:

City Clerk
Approved as to form:

City Attorney

PORT OF KENNEWICK


Skip Novakovich, Port Commission President

DATE: _____

EXHIBIT A – VISTA FIELD PROPERTY LEGAL DESCRIPTION

PARCEL 1

REAL PROPERTY LOCATED IN SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 32; THENCE NORTH 00°05'15" EAST, 891.82 FEET ALONG THE EAST LINE OF SAID NORTHEAST QUARTER; THENCE NORTH 89°54'25" WEST, 162.33 FEET TO THE SOUTHWEST CORNER OF LOT 2 OF SHORT PLAT NO. 1333 AS RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 1333, RECORDS OF BENTON COUNTY, SAID POINT IS ALSO AN ANGLE POINT IN THE NORTHERLY LINE OF BLOCK 1 OF THE PLAT OF VISTA INDUSTRIAL PARK AS RECORDED IN VOLUME 14 OF PLATS, PAGE 56, RECORDS OF BENTON COUNTY AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 45°11'01" WEST, 2042.89 FEET ALONG THE NORTHWESTERLY LINE OF SAID BLOCK 1 TO THE NORTHWEST CORNER OF THAT PARCEL SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2320, RECORDS OF BENTON COUNTY; THENCE SOUTH 44°48'56" EAST, 200.00 FEET ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL TO THE NORTHWESTERLY LINE OF OKANOGAN AVENUE; THENCE SOUTH 45°11'04" WEST, 30.00 FEET ALONG SAID NORTHWESTERLY LINE TO THE SOUTHEAST CORNER OF PARCEL "A" AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 1611, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 255.75 FEET TO THE MOST NORTHERLY CORNER OF SAID PARCEL "A"; THENCE SOUTH 45°11'04" WEST, 670.00 FEET ALONG THE NORTHWESTERLY LINES OF PARCEL "A" AND PARCEL "B" OF SAID SURVEY TO THE NORTHWEST CORNER OF SAID PARCEL "B"; THENCE SOUTH 44°48'56" EAST, 55.75 FEET ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL "B" TO THE NORTHWESTERLY LINE OF WEST DESCHUTES AVENUE; THENCE SOUTH 45°11'04" WEST, 494.70 FEET ALONG SAID NORTHWESTERLY LINE TO THE SOUTHEAST CORNER OF THAT PARCEL OF LAND SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2094, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 139.19 FEET TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE SOUTH 45°11'04" WEST, 323.30 FEET TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE SOUTH 44°48'56" EAST, 139.19 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL, SAID POINT BEING ON THE NORTHWESTERLY LINE OF WEST DESCHUTES AVENUE; THENCE SOUTH 45°11'04" WEST, 739.11 FEET ALONG SAID NORTHWESTERLY LINE TO A POINT IN THE EASTERLY LINE OF PARCEL 7 AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 522, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 700.00 FEET ALONG SAID EASTERLY LINE TO AN ANGLE POINT IN SAID LINE, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 4 OF THE PLAT OF WESTHAVEN BLOCK TWO ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 75, RECORDS OF BENTON COUNTY; THENCE NORTH 45°11'04" EAST, 700.00 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PLAT TO THE SOUTHEAST CORNER OF LOT 12 OF SAID PLAT; THENCE NORTH 44°48'56" WEST, 508.22 FEET ALONG THE EASTERLY LINE OF SAID PLAT TO THE NORTHEAST CORNER OF LOT 10 OF SAID PLAT, SAID POINT BEING ON THE

SOUTHEASTERLY LINE OF GRANDRIDGE BLVD.; THENCE NORTH 45°11'04" EAST, 60.00 FEET ALONG SAID SOUTHEASTERLY LINE TO THE NORTHWEST CORNER OF TRACT "A" AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2339, RECORDS OF BENTON COUNTY; THENCE SOUTH 44°48'56" EAST, 407.01 FEET ALONG THE SOUTHWESTERLY LINE OF SAID TRACT "A" AND TRACT "B" OF SAID SURVEY TO THE MOST SOUTHERLY CORNER OF SAID TRACT "B"; THENCE NORTH 45°11'04" EAST, 797.11 FEET ALONG THE SOUTHEASTERLY LINE OF SAID TRACT "B" TO THE MOST EASTERLY CORNER THEREOF; THENCE SOUTH 44°48'56" EAST, 101.21 FEET; THENCE NORTH 45°11'04" EAST, 700.00 FEET TO THE MOST SOUTHERLY CORNER OF PARCEL 3 AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 521, RECORDS OF BENTON COUNTY; THENCE CONTINUING NORTH 45°11'04" EAST, 2042.89 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL 3 AND THE SOUTHEASTERLY LINES OF SHORT PLAT NO. 1333 AND SHORT PLAT NO. 1644 AS RECORDED IN VOLUME 1 OF SHORT PLATS AT PAGES, 1333 AND 1644, RECORDS OF BENTON COUNTY TO THE MOST WESTERLY CORNER OF LOT 2 OF SAID SHORT PLAT NO. 1333; THENCE SOUTH 44°48'56" EAST, 700.00 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 2 TO THE TRUE POINT OF BEGINNING.

CONTAINS 69.90 ACRES.

PARCEL 2

LOT 2, SHORT PLAT NO. 1333, RECORDED IN THE OFFICE OF THE COUNTY AUDITOR IN VOL. 1 OF SHORT PLATS, PAGE 1333. CONTAINS 5.58 ACRES.

PARCEL 3

LOT 3, SHORT PLAT 3336, ACCORDING TO THE SHORT PLAT THEREOF RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 3336, RECORDS OF BENTON COUNTY, WASHINGTON
CONTAINS 2.85 ACRES

PARCEL 4

LOT 2, SHORT PLAT 3336, ACCORDING TO THE SHORT PLAT THEREOF RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 3336, RECORDS OF BENTON COUNTY, WASHINGTON
CONTAINS 3.14 ACRES

PARCEL 5

THAT PORTION OF PARCEL 3 OF RECORD SURVEY NO. 1-521 DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL 3; THENCE NORTH 45°11'04" EAST ALONG THE SOUTHEASTERLY BOUNDARY OF SAID PARCEL FOR 193.31 FEET; THENCE NORTH 77°09'37" WEST 361.22 FEET TO A POINT ON THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL 3; THENCE SOUTH 44°48'56" EAST ALONG SAID SOUTHWESTERLY BOUNDARY 305.40 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL 3; THENCE SOUTH 45°11'04" WEST, 700.00 FEET; THENCE NORTH 44°48'56" WEST, 101.21 FEET TO THE MOST EASTERLY CORNER OF TRACT "B" AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2339, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 406.52 FEET ALONG THE NORTHEASTERLY LINE OF SAID TRACT "B" AND TRACT "A" OF SAID SURVEY TO A POINT ON THE SOUTHEASTERLY LINE OF GRANDRIDGE BLVD., SAID POINT ALSO BEING ON THE ARC OF A 1031.00 FEET RADIUS CURVE (RADIUS POINT BEARS NORTH 44°49'51" WEST); THENCE NORTHERLY, 513.53 FEET ALONG THE ARC OF SAID CURVE AND ALONG THE SAID SOUTHEASTERLY LINE OF GRANDRIDGE BLVD. THROUGH A CENTRAL ANGLE OF 28°32'17" TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 3 COLONNADE BUSINESS PARK AS SHOWN ON BINDING SITE PLAN NO. 3386 AS RECORDED IN VOLUME 1 OF SURVEYS, PAGE 3386, RECORDS OF BENTON COUNTY; THENCE SOUTH 77°09'13" EAST (SOUTH 77°09'37" EAST, RECORD), 387.50 FEET ALONG THE SOUTHERLY LINE OF SAID RECORD OF SURVEY AND THE SOUTHWESTERLY LINE OF A PARCEL AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 3785, RECORDS OF BENTON COUNTY TO A POINT ON THE SOUTHWESTERLY LINE OF PARCEL 3 OF SAID RECORD SURVEY NO. 1-521; THENCE SOUTH 44°48'56"EAST, 305.72 FEET (305.40 FEET RECORD) TO THE POINT OF BEGINNING. CONTAINS 9.12 ACRES.

PARCEL 6

TRACT B OF RECORD SURVEY #2339 DESCRIBED AS FOLLOWS: THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: COMMENCING AT THE MOST WESTERLY CORNER OF A 10 ACRE PARCEL AS DEPICTED ON A SURVEY RECORDED UNDER AUDITOR'S FILE NUMBER 838693 AND FILED IN VOLUME ONE OF SURVEYS, AT PAGE 662, RECORDS OF SAID COUNTY. THENCE NORTH 45°11'04" EAST ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF A CITY STREET KNOWN AS GRANDRIDGE BLVD. 60.00 FEET. THENCE SOUTH 44°48'56" EAST 307.01 FEET TO THE TRUE POINT OF BEGINNING. THENCE NORTH 45°11'04" EAST 797.11 FEET. THENCE SOUTH 44°48'56" EAST ALONG THE NORTHEASTERLY LINE OF SAID 10 ACRE PARCEL 100.00 FEET. THENCE SOUTH 45°11'04" WEST 797.11 FEET. THENCE NORTH 44°48'56" WEST 100.00 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS, AND RESTRICTIONS OF RECORD AND IN VIEW.

CONTAINS 1.83 ACRES.

PARCEL 7

THAT PORTION OF PARCEL 7 OF RECORD SURVEY 1-522, AS ON FILE WITH THE BENTON COUNTY AUDITOR, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MONUMENTED INTERSECTION OF THE CITY STREETS KNOWN AS NORTH YOUNG STREET AND WEST

DESCHUTES AVENUE, SAID POINT BEING THE SOUTHWEST CORNER OF SAID PARCEL 7; THENCE SOUTH 89°16'47" EAST 30.00 FEET; THENCE NORTH 0°28'48" EAST 40.00 FEET TO THE INTERSECTION OF THE EASTERLY AND NORTHERLY RIGHTS-OF-WAY OF SAID STREETS RESPECTIVELY, AND THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 0°28'48" EAST ALONG SAID EASTERLY RIGHT OF WAY 347.50 FEET; THENCE NORTH 45°11'04" EAST 690.98 FEET TO A POINT ON THE EASTERLY BOUNDARY OF SAID PARCEL 7; THENCE SOUTH 44°48'56" EAST ALONG SAID EASTERLY BOUNDARY 600.00 FEET TO A POINT ON SAID NORTHERLY RIGHT-OF-WAY OF DESCHUTES AVENUE, SAID POINT IS NORTH 44°48'56" WEST 40.00 FEET FROM THE SOUTHEAST CORNER OF SAID PARCEL 7; THENCE SOUTH 45°11'04" WEST ALONG SAID NORTHERLY RIGHT-OF-WAY 250.00 FEET; THENCE NORTH 44°48'56" WEST 100.00 FEET; THENCE SOUTH 45°11'04" WEST 393.74 FEET TO A POINT ON SAID NORTHERLY RIGHT-OF-WAY, SAID POINT BEING ON A CURVE TO THE RIGHT, THE RADIUS POINT OF WHICH BEARS NORTH 15°29'00" WEST 780.00 FEET; THENCE WESTERLY ALONG SAID CURVE AND SAID NORTHERLY RIGHT-OF-WAY 220.59 FEET; THENCE NORTH 89°16'47" WEST ALONG SAID NORTHERLY RIGHT OF WAY 170.82 FEET TO THE TRUE POINT OF BEGINNING.
CONTAINS 9.87 ACRES.

EXHIBIT B – VISTA FIELD PROPERTY PARCEL MAP

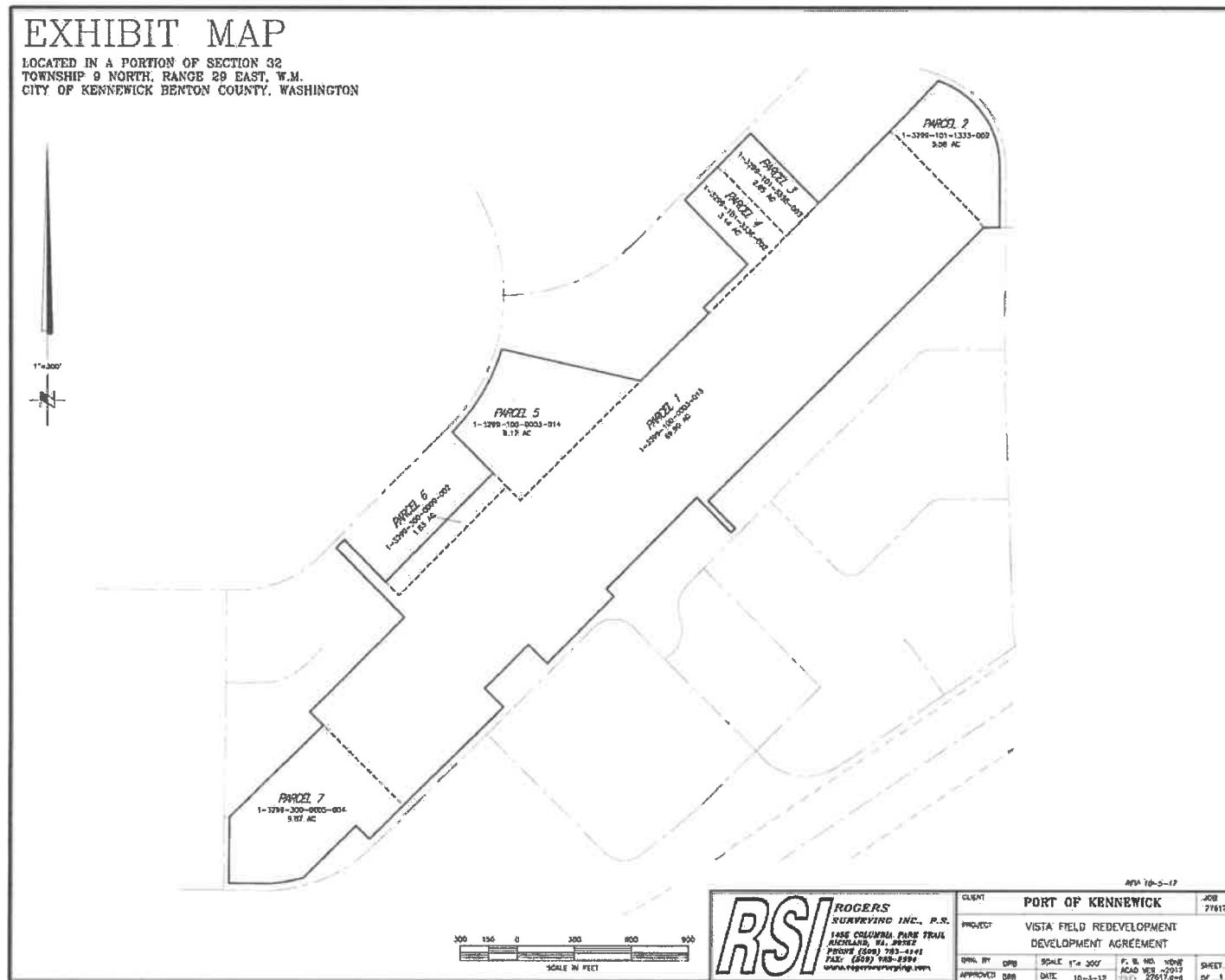


EXHIBIT C – VISTA FIELD MASTER PLAN 2017

EXHIBIT D – VISTA FIELD MASTER PLAN - LAYOUT

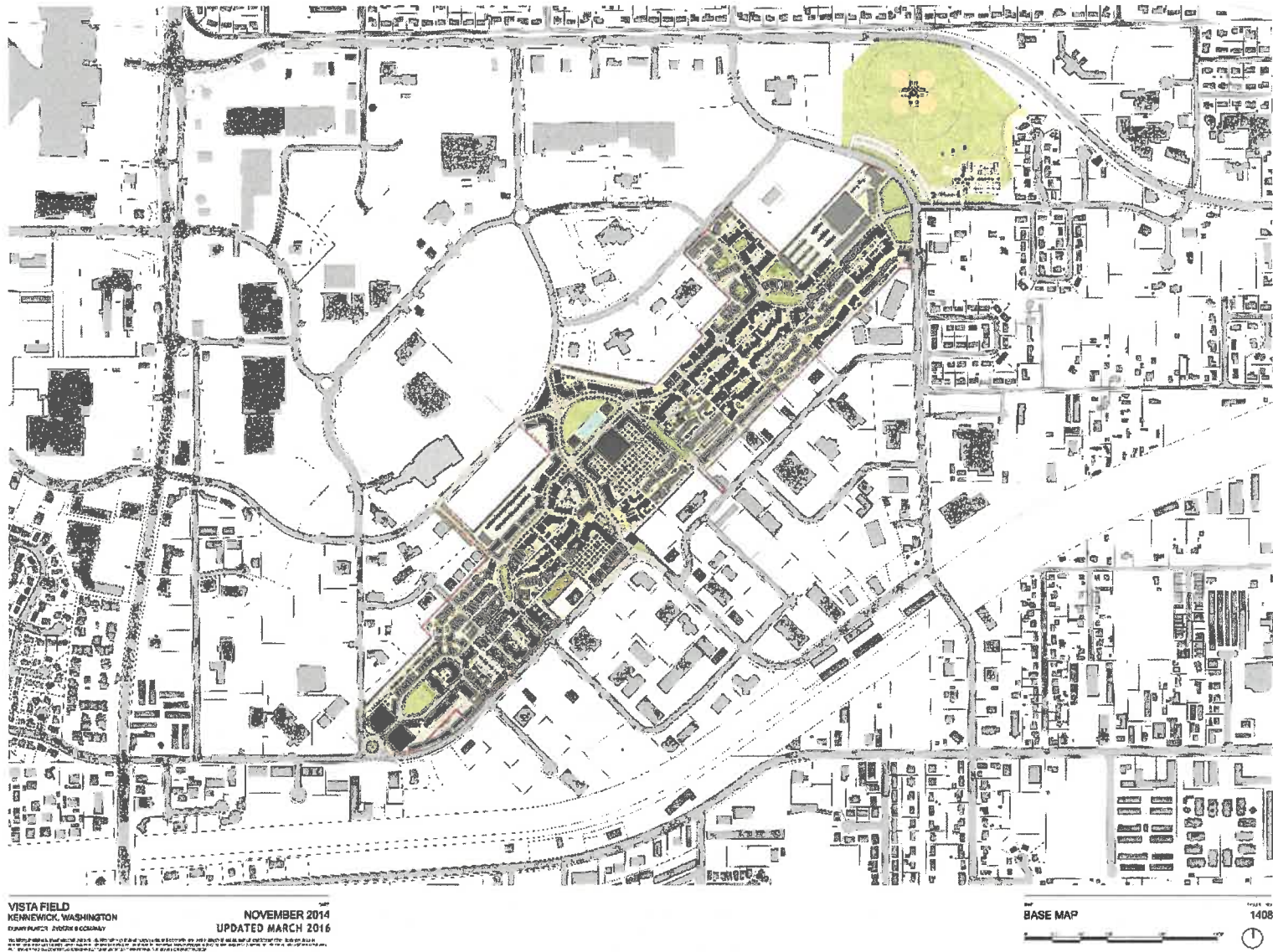


EXHIBIT E

Vista Field Roadway Design Criteria Elements

Street Types	
Commercial Street	36' feet curb to curb, 2-10' lanes, 2-8' parking lanes, Sharrows
Private Shared Residential Street/Woonerf	20 foot minimum
Private Alley	20 foot minimum.
Variants – i.e. one-way and median	20' min. width, 12' lanes/8' parking/8' Grasscrete, bike lanes to be Sharrows
Lane Widths	10' Minimum, 11' Minimum adjacent to a curb
Parking Lane width	8' Typical, 7' minimum
Bike Lanes	Sharrows and limited signage as appropriate
Bike Racks & Other Street Furniture	As needed between tree wells
Sidewalks	Typically 10' width scored concrete patterns
Right-of-Way	Back of Sidewalk
Street Trees	Columnar trees 4.5' from face of curb with 4' square tree wells Space accordingly (approximately 30' on center) to avoid impacting street light throw
Crosswalk Treatments	Signing, striping marks, Medians, Raised X-walk or Intersection, Curb Extensions, and Beacons all acceptable
Street Lighting	Decorative Lighting similar to 2017 Columbia Drive installations
Type	LED
Wattage	56 watts
Color Temperature	3,500K
Mounting Heights	16.5' total pole height
Spacing	120' (60' staggered across the street)
Baskets and/or Banners allowed?	Poles are designed to accommodate but not planned to install
Curb Returns	15' Typical, 5' minimum
Driveway Types Allowed	Special design details encompassing the 10' sidewalk coupled with City of Kennewick Std. Detail 2-10 (sheet 6 of 8) "Curb Tight Sidewalk Dropback Driveway"
Intersection & Commercial D/W Spacing	155' Typical, 105' Minimum. Propose using 75' spacing (center to center for areas with private alley/shared residential street/private alley
Intersections	NACTO raised intersections at key intersections including curb extensions, concrete paving, and bollards. Curb Extensions to be used on busiest intersections when possible after AutoTurn is run. Provide for future signal at Grandridge Intersection and South Deschutes entry by providing junction boxes and conduit.
Speed Limits	20 MPH. Set sight distance and spacing accordingly.
Parking	Parallel. If diagonal then consider use of back-in, Plan for pay parking and signage but try to avoid excess signage.
Minimum Horizontal Curve Radii	Probable is 175' Should be based on design vehicle using 10'lanes. Smaller radii when proven to work using AutoTurn with WB 40 design vehicle
Types of traffic control	AWSC, TWSC, Yield, No signage
Special Signage District	Street signage deviation for typical City standard allowed, provided compliance with NACTO standards
Traffic Calming Features Allowed	NACTO raised intersections, Traffic Circles, Chicanes, Curb Extensions, Neckdowns, Special Paving/Marking treatments
Turnarounds	Cul-de-sac and other designs as approved by PW & Fire Marshall

EXHIBIT F – Vista Field Redevelopment Project Transportation System Impact Evaluation VISTA FIELD TRANSPORTATION SUMMARY STANDARDS TABLE

VISTA FIELD REDEVELOPMENT PROJECT - TRANSPORTATION MITIGATION (March 8, 2016)

Cost Allocation Percentages & ROM Cost Estimates

(ALL PARTIES UNDERSTAND - Percentages are the AGREED Factor; Cost Estimates are "PLANNING LEVEL" ONLY)

		2035 Volumes			2035 Operations			Mitigation		Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS				
		No Build	Build	% Difference	No Build	Build	Mitigation	2035 Operations	Port of Kennewick (%)		Port of Kennewick (\$)	Currently (2016) TIF Eligible			
Phase 1															
8	Columbia Center Boulevard & Grandridge Boulevard	4102	4578	10.3%	C	31	D	41							
	Eastbound	616	663	7.3%	D	52	D	55	-Add a WB left-turn lane	D	36				
	Westbound	384	646	40.6%	E	64	E	78	-Signal modification	D	46	\$518,800	40%	\$207,520	Yes
	Northbound	1463	1545	5.3%	C	22	C	29		C	33				
	Southbound	1639	1719	4.7%	C	22	C	33		C	31				
10	Colorado Street & Grandridge Boulevard	901	1345	34.0%											
	Eastbound	325	527	38.3%	A	8	A	9	-Restrict north-south movements to right-in/right-out only but allow east-west left and right-turns by placing curb along Grandridge Blvd.	A	9	\$32,500	55%	\$17,875	Yes
	Westbound	234	496	52.8%	A	8	A	8		A	8				
	Northbound	216	216	0.0%	E	44	F	400		B	11				
	Southbound	126	126	0.0%	C	15	E	38	-Striping / C-curb	B	13				
23	Edison Street & Canal Drive	4581	5015	8.7%	D	48	E	58		D	39				
	Eastbound	1143	1328	13.9%	C	34	E	57	-Add a second eastbound left-turn lane	D	40	\$864,800	25%	\$216,200	No
	Westbound	787	834	5.6%	C	25	D	36	-Add a southbound right-turn lane	C	34				
	Northbound	920	981	6.2%	E	61	E	76	-Signal modification	D	45				
	Southbound	1731	1872	7.5%	E	61	E	58		D	38				
New Intersection - Deschutes & Harigar area															
	Eastbound	Intersection was not included as a study area intersection so volumes were not developed.			Intersection was not included as a study area intersection so operations results were not calculated.			-New Intersection with all-way stop control and eastbound right-turn bypass lane.		\$325,000	100.0%	\$325,000	No		
	Northbound														
	Southbound														
Note: Movements highlighted in yellow with text in red and bold exceed City LOS thresholds															

		2035 Volumes			2035 Operations			Mitigation		Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS		
		No Build	Build	% Difference	No Build	Build		Mitigation	2035 Operations		Port of Kennebec [%]	Port of Kennebec (\$)	Currently (2016) TIF Eligible
Phase 2													
4	Columbia Center Boulevard & Quinault Avenue	5124	5669	9.9%	D	47	E	57					
	Eastbound	892	940	5.1%	E	74	E	74	-No mitigation proposed because the overall intersection and each individual approach are forecast to meet City LOS thresholds.	\$986,400	0%	\$0	Yes
	Westbound	626	756	17.2%	D	46	E	58					
	Northbound	1693	1872	9.6%	D	40	D	49					
	Southbound	1913	2101	8.9%	D	42	E	57					
7	Columbia Center Boulevard & Deschutes Avenue	4395	4840	9.2%	C	30	D	40					
	Eastbound	526	564	6.7%	C	34	D	49	-Add a second WB left-turn lane				
	Westbound	653	853	23.4%	E	69	F	43	-Add a WB right-turn lane				
	Northbound	1568	1691	7.3%	C	21	C	20		\$677,600	25%	\$169,400	Yes
	Southbound	1648	1732	4.8%	C	23	C	30					
14	Young Street & Deschutes Avenue	901	1349	33.2%			A	7					
	Eastbound	288	443	35.0%	A	8	A	7	-Install a roundabout				
	Westbound	376	386	2.6%	na	na	A	6					
	Southbound	237	310	23.5%	C	17	A	10					
	Southwestbound	0	210	100.0%	na	na	A	7					
18	Kellogg Street & Quinault Avenue	1479	1821	18.8%			B	13					
	Eastbound	0	273	100.0%	na	na	C	28	-Install a signal				
	Westbound	162	303	46.5%	F	67	C	27					
	Northbound	674	643	-4.8%	na	na	A	6					
	Southbound	643	602	-6.8%	A	10	A	6					
19	Kellogg Street & Metairie Avenue	1240	1519	18.4%									
	Eastbound	41	41	0.0%	D	29	F	75	-Install a signal				
	Westbound	105	199	47.2%	D	26	F	80					
	Northbound	534	572	6.6%	A	9	A	9					
	Southbound	560	707	20.8%	A	9	A	10					
20	Kellogg Street & Deschutes Avenue	1684	2141	21.3%									
	Eastbound	410	529	22.5%	F	53	F	242	-Install a signal				
	Northbound	569	771	26.2%	B	10	B	12					
	Southbound	705	841	16.2%	na	na	na	na					
23	Kellogg Street & Clearwater Avenue	1678	4092	10.1%	C	33	D	44					
	Eastbound	1048	1066	1.7%	B	18	C	29	-Add a second southbound left-turn lane				
	Westbound	1233	1318	6.4%	C	32	D	37	-Signal modification				
	Northbound	348	404	13.9%	D	40	F	68		\$453,800	20%	\$90,760	Yes
	Southbound	1049	1304	19.6%	D	46	F	55					
24	Edison Street & Metairie Avenue	1806	2023	10.7%									
	Eastbound	100	223	15.2%	D	26	F	114	-Add a refuge area for left-turns from Edison St.				
	Northbound	725	772	6.1%	B	11	B	12					
	Southbound	981	1028	4.6%	na	na	na	na			\$26,000	55%	\$14,300

NOTES

#1) Movements highlighted in yellow with text in red and bold exceed City LOS thresholds;

#2) Mitigation cost share calculations used critical approach volume difference (cells highlighted in bold and blue) as the basis for all intersection except roundabouts which used the overall intersection volume difference. Instances of increased Port share due to impacts identified only in the "Build" scenario and/or when LOS failure in No-Build" scenario involved simple, less expensive solution;

#3) Port Request Intersection identified with pink hatch be Redefined as TIF Eligible AND City agreed to consider this request during upcoming TIF update.

#4) Tier 1 and Tier 2 project listed by Intersection mitigation priority

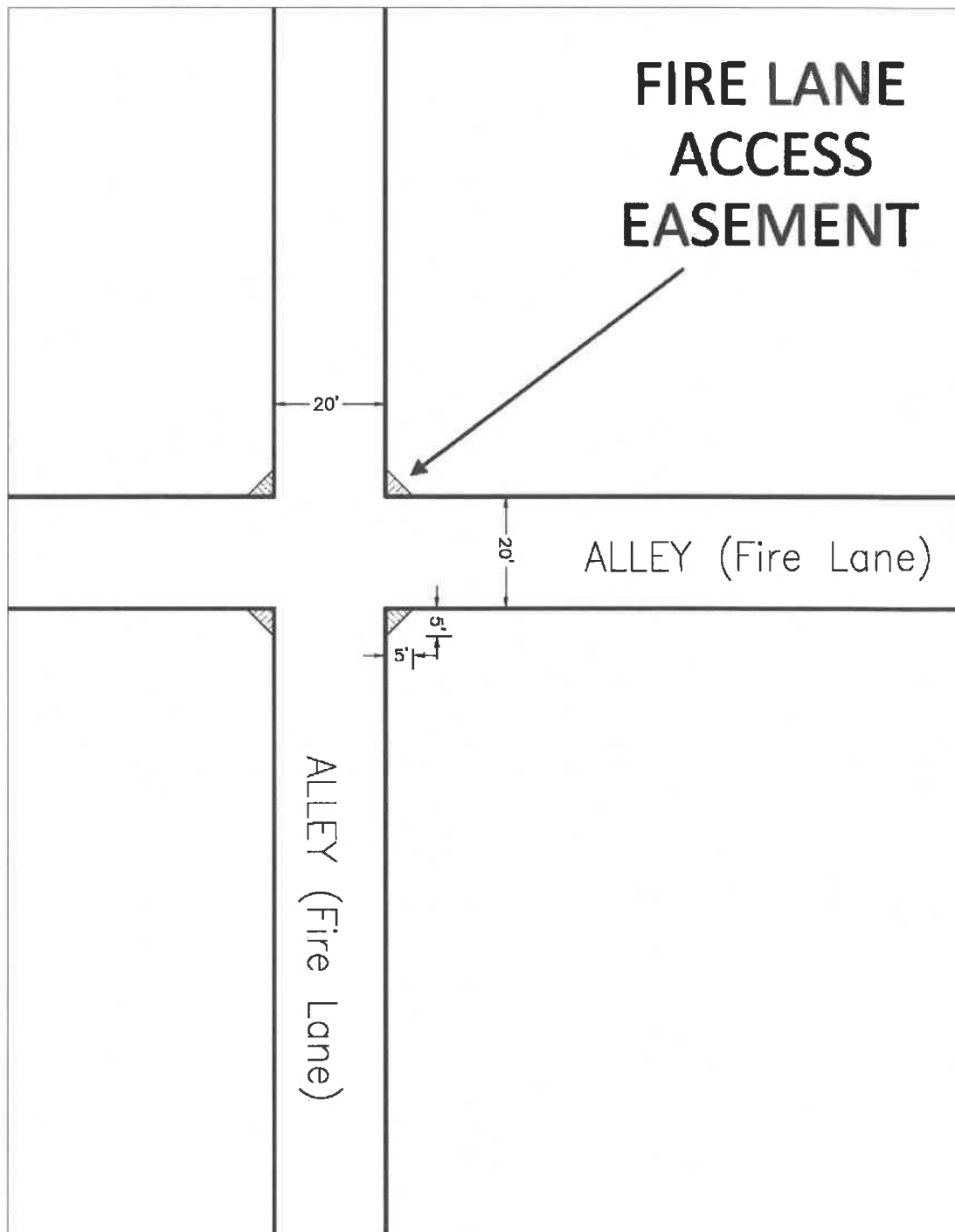
COST ASSUMPTIONS (All costs estimates in 2016 dollars)

- Right-of-Way acquisition costs are included and assumed at \$12/SF
- Design costs are included and assumed to be 15% of construction costs
- Construction costs & construction management (including survey) assumed to be 15% of construction cost
 - One Lane Roundabout Construction Cost - \$500,000
 - New Signal Construction Cost - \$300,000
 - Adding New Approach Lanes Cost - \$250,000
 - Adding Multiple New Lanes Per Approach Cost - \$200,000

TOTAL PROJECT COSTS (TIF Eligible)	\$3,533,900
TOTAL PROJECT COSTS (Non-TIF Eligible)	\$2,366,000
TOTAL PROJECT COSTS	\$5,899,900

\$701,755
\$2,013,050
\$2,714,805
PORT
Total Mitigation
Cost Estimate

Exhibit G – Fire Lane Access Intersection Triangle Example



PORT OF KENNEWICK
Resolution No. 2017-18

***A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF THE PORT OF KENNEWICK APPROVING A DEVELOPMENT AGREEMENT FOR
THE REDEVELOPMENT OF THE VISTA FIELD PROPERTY***

WHEREAS, the former Vista Field Airport property in the City of Kennewick provides an economic development opportunity for the Port of Kennewick and the City of Kennewick; and

WHEREAS, the Vista Field Redevelopment Master Plan contains significant deviations from current City of Kennewick regulations and practices; and

WHEREAS, providing certainty to the City, Port, citizens and development community will benefit all; and

WHEREAS, the City may authorize these deviations through the execution of a Development Agreement; and

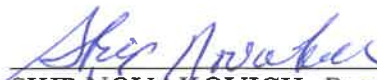
WHEREAS, the Port has worked closely with the City to establish a fair and equitable agreement allowing the redevelopment of Vista Field as initially envisioned during the November 2014 Charrette process; and

NOW THEREFORE, BE IT RESOLVED that the Port of Kennewick Board of Commissioners hereby approves the Vista Field Development Agreement (Exhibit 1).

ADOPTED by the Board of Commissioners of Port of Kennewick on the 24th day of October, 2017.

***PORT of KENNEWICK
BOARD of COMMISSIONERS***

By:


SKIP NOVAKOVICH, *President*

By:


THOMAS MOAK, *Vice President*

By:


DON BARNES, *Secretary*

Council Workshop Coversheet



Agenda Item Number	5.	Meeting Date	11/28/2017
Agenda Item Type	Reports/Plans		
Subject	City Manager 2017 Accomplishments		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	City Manager		

Info Only	☐
Policy Review	☒
Policy DevMnt	☐
Other	☐

Summary

The adopted 2017/2018 biennial budget was established based on Council's goals and priorities. The budget identifies strategies on how those goals and priorities will be implemented. Those strategies became the City Manager's performance goals for the biennium and the basis for the organization's performance management plan.

During the November 28th workshop, the City Manager's accomplishments for 2017 will be presented for Council's review and discussion. The City Council's five priority areas consist of Community Safety, Economic Development, Infrastructure and Growth, Quality of Life and Responsible Government.

Through

Dept Head Approval

City Mgr Approval

Attachments: Presentation

Marie Mosley
Nov 22, 14:00:18 GMT-0800 2017



Strategic Implementation Plan 2017 Accomplishments

November 28, 2017 Workshop



Priority Areas



*I want to be safe where I live, work
and play.*



Community Safety: Goals

Objective – Continue to Ensure the Safety of our Community by Maintaining Current Service Levels & Partnerships

- ✿ Criminal Justice Sales Tax Strategic Staffing Implementation
- ✿ Implement Strategic Staffing & Deployment Model for Fire Department
- ✿ Align Code Enforcement Program to Achieve Council's Objectives and Priorities
- ✿ Provide Recommendations to Address High Priority Capital Needs for the Fire Department



Criminal Justice Sales Tax Strategic Staffing Implementation

- ✿ Hired four additional officers in 2017 to continue our efforts to combat gang activity
- ✿ Replaced and upgraded the Police Department cameras & proxy card readers that provide for effective operations
- ✿ Less lethal Taser replacement and launcher program procurement & training completed
- ✿ Hired 4 cadets with 2 additional in process with start dates of mid-December
- ✿ Hired District Court Specialist



Implement Strategic Staffing & Deployment Model for the Fire Department

- ✿ Transition of Bi-County regional dispatch is in process and scheduled for full transition in 2018
- ✿ Fire & EMS records management system went live over the summer, 2017
 - ✿ Continue to evaluate data to determine the appropriate deployment model with station five being in operation for over a year
- ✿ Reviewed staffing plan recommendation with Council in November to fully staff station #6 by 2021
 - ✿ Ambulance Utility cost of service study results and recommendation approved on November 21, 2017



Align Code Enforcement Program to Achieve Council's Objectives and Priorities

- ✿ Implemented code revisions to include voluntary correction, violation of vacant land standards, indigence waivers
- ✿ Completed 4 new residential alteration express permits
- ✿ Hired the new one-stop customer service representative
- ✿ Implemented efficiencies:
 - ✿ User friendly website
 - ✿ Proactive notice on boarded up buildings
 - ✿ Enhanced partner relationships (KID, County, Weed Control Board)
 - ✿ Established processes to pursue abatement
 - ✿ Developed notification templates



Provide Recommendations to Address High Priority Capital Needs in Fire

- ❁ Secured land for Fire station #6
- ❁ Contract presented to Council in November to hire TCA to determine cost estimate, admin facility location & conceptual design for:
 - ❁ Remodel of Station #1
 - ❁ Rebuilding of Station #3
 - ❁ Building of Station #6
- ❁ Continue to review and evaluate bond market for appropriate timing to issue bonds
 - ❁ Recommendation will be provided to council in mid-2018



***I want a diverse and vibrant economy
in Kennewick.***



Economic Development: Goals

Objective – Support Existing Businesses and the Creation of Sustainable Family Wage Jobs

- ❁ Implementation of the Biennial Economic Development Marketing Plan and Partnership Facilitation
- ❁ Economic Development Public/Private Partnership Opportunities



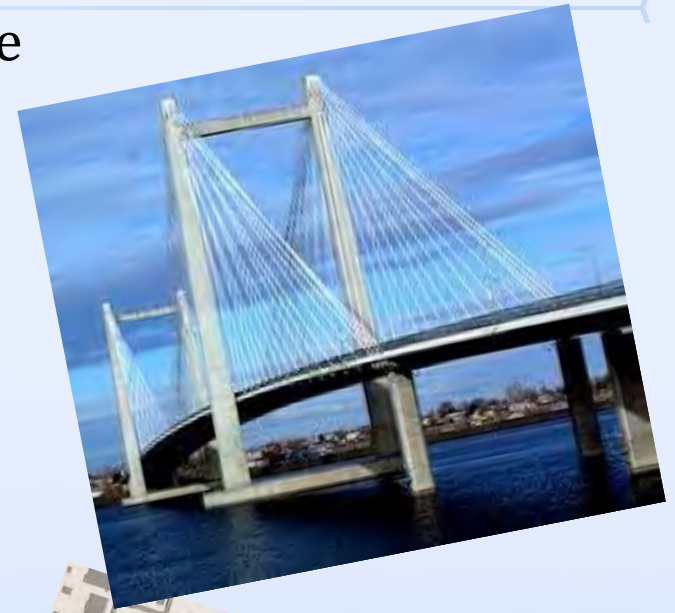
Implementation of the Biennial Economic Development Marketing Plan

- ✿ Hired full time economic development specialist & HR specialist
- ✿ Working on cost effective ways to address brewery effluent
- ✿ Collaboration with developers in Southridge to implement mixed use development
- ✿ Worked with TRIDEC and PUD to evaluate locations for 3 viable projects and reviewed 22 other prospects.
- ✿ Worked on Downtown Opportunities:
 - ✿ Beautification projects – Christmas Wreaths
 - ✿ Washington Street Connection (with Meier)
 - ✿ FUSE accelerator project options



Economic Development Public/Private Partnership Opportunities

- ✿ Worked with Port, CBC & County to secure \$2.1M in RCCF for the Urban Wine & Artisan Village
- ✿ Phase II Columbia Gardens partnership with the Port to include utilities, lights, area for food trucks
- ✿ Vista Field Master Plan, development agreement & area-wide rezone presented in December
 - ✱ Mixed use development standards adopted
- ✿ Wayfinding signage specifications are in process and first project will be downtown district sign
- ✿ Adopted sustainability plan-in conjunction with the comp plan adoption



I want a well-maintained City whose infrastructure keeps pace with growth.



Infrastructure and Growth: Goals

Objective – Maintain Existing Infrastructure and Build New Infrastructure to Support Economic Development & Expansion

- ❁ Strategic Funding and Implementation of the Sustainable Capital Plan
- ❁ Tie Land Use and Infrastructure Planning to Achieve Council's Strategic Goals in our Opportunity Centers
- ❁ Consider Blue Ribbon Committee Recommendations



Strategic Funding & Implementation of the Sustainable Capital Plan

- ✿ Opening of Bob Olson Parkway
- ✿ Transportation study in process for capital planning, traffic impact fee review & creation of zones
- ✿ Park impact fee study underway with recommendation presented in November
- ✿ Animal Control partnership continues with an update provided to Council in November
- ✿ Design in process for 10th Ave widening & Metaline widening – federal funding awarded; design in process



Tie Land Use & Infrastructure Planning to Achieve Council's Opportunity Center Vision

✿ UGA realignment:

- ✿ Meeting with potential partners involved in the UGA to collaborate on projects and timing
- ✿ Benton County working on regional de-designation of agricultural land
- ✿ Benton County is meeting with Futurewise on proposal and moving through a public process for adoption of their comp plan update

✿ Water Rate Study:

- ✿ Implemented W/S rates and prioritizing capital improvements to include AMR (currently in State capital budget)
- ✿ Continue to evaluate the municipal W/S contribution and provide recommendations
- ✿ Prioritize capital needs and determine appropriate method to fund and timing to implement



Consider Blue Ribbon Committee Recommendations

- ✿ Stormwater Rate Study:
 - ✿ Completed rate review and provided results to Council in July, 2017 with recommendation adopted on November 21, 2017
- ✿ Additional Considerations in preparation of biennial budget:
 - ✿ Pavement Preservation Sustainable Funding – potential Transportation Benefit District or other options
 - ✿ Washington State Survey & Rating Bureau review – fire insurance premium reduction
 - ✿ LEOFF I Utility Tax Rate – actuarial study to be completed in 2018



I want to enjoy access to a variety of amenities and opportunities in a safe environment.



Quality of Life Goals

Objective – Maintain Parks, Provide for Diverse Recreation Programs and a Well Planned Community

- ❁ Leverage Community Partnerships and Align our Service Delivery to Implement Council Goals and Priorities & Prepare for Future Growth Through Strategic Comprehensive Planning Efforts
- ❁ Implementation of a Comprehensive Customer Service Program that Provides for Increased Flexibility and Areas of Enhanced Service Delivery



Leverage Community Partnerships & Prepare for Growth

- ✿ Playground of Dreams
 - ✧ Community Outreach as part of the Park Comp Plan update
 - ✧ RFP and final candidate selection
 - ✧ Funding to begin building in 2018
- ✿ 10 year update to Comp Plan
 - ✧ Public Outreach and community partnership input
 - ✧ Approved by Council – June, 2017
- ✿ Greenway Maintenance
 - ✧ Position added in 2017 to support additional parks & greenway
 - ✧ Position in 2018 to focus on cross training, weeds and greenways



Implementation of Comprehensive Customer Service Program

* Creative Development Review Program:

- * Develop cross functional team consisting of Economic Development, Public Works, Planning, Building, Fire & Customer Service – establish a creative, flexible and cohesive team
- * Implement additional expedited review programs (residential alterations)
- * Cross Training between departments for most efficient operations
- * Quarterly meetings with developers and HBA on suggested modifications
- * Identify areas for creative, flexible solutions within the boundaries of local and State laws & requirements
- * Continuous process review



*I want a City government that is responsive,
responsible and fiscally accountable.*



Objective - Provide Exceptional Public Service, Transparency and a Sustainable Future

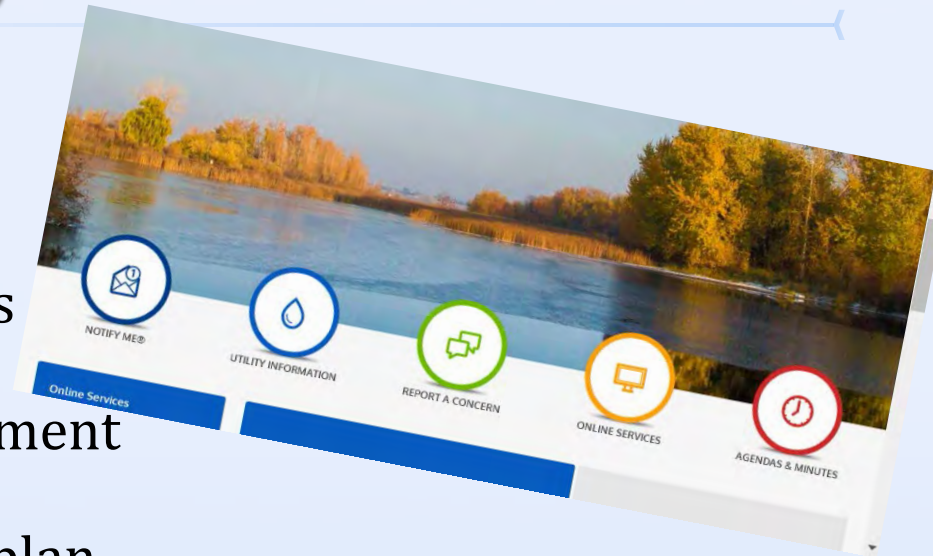
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Continue Implementation of the IT Strategic Plan

✧ IT Strategic Plan:

- ✧ Social media archive capacity complete
- ✧ Eden system replacement needs analysis
- ✧ Network infrastructure replacement
- ✧ Policy/procedure compliance – discovery and implementation plan
- ✧ Online codification – complete by Dec, 2017
- ✧ HR Onboarding – design & plan completed & implementation in 2018
- ✧ Fleet Maintenance – incorporated into Eden replacement project
- ✧ BIPIN – needs analysis and RFP has been issued for replacement system



Implementation of Efficiency & Effectiveness Measures

✿ Affordable Care Act:

- ✿ Negotiated all contract employees by 1/1/18
- ✿ Moved non-contract employees to Healthfirst 250 in January of 2016

✿ Columbia Park Conveyance:

- ✿ Working with Congressman Newhouse and other local agencies on full conveyance
- ✿ Continue to work on 60 acre conveyance and seeking community input through Park comp plan update

✿ Succession Planning:

- ✿ Working with departments and organization on succession planning program
- ✿ Evaluate opportunities within the organization and provide cross training



Ongoing Strategic Plan Implementation Measures

Strategic Work Plans:

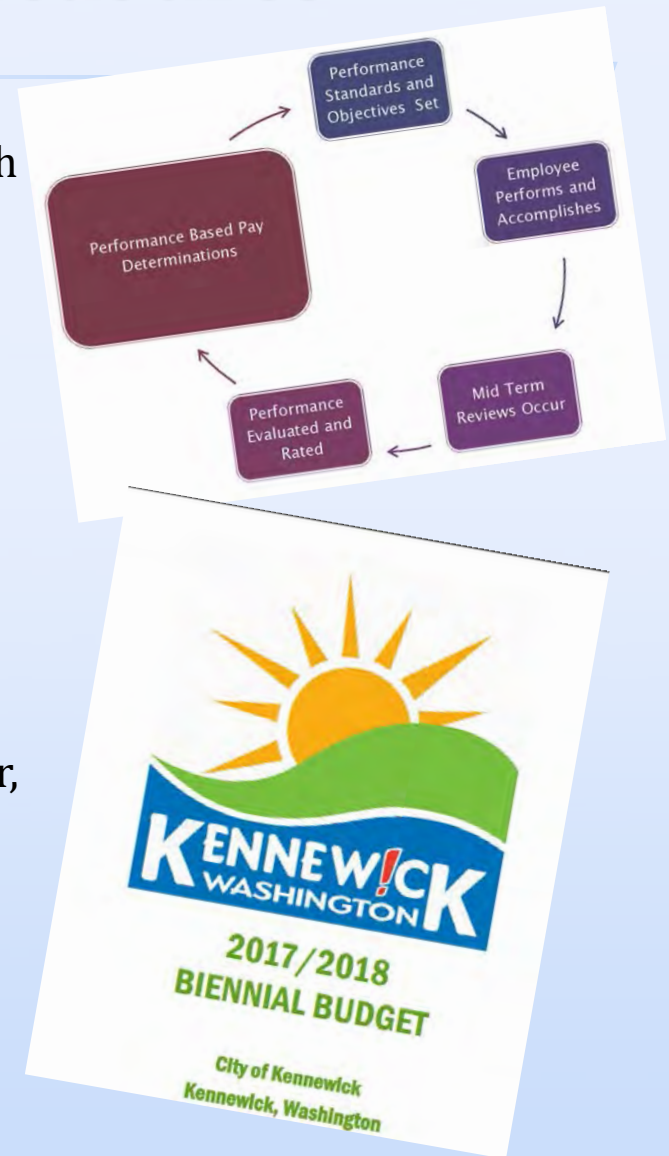
- ✧ Developed strategic work plans that were aligned with Council goals for Planning, Park & Recreation, Arts Commissions and Council Committees

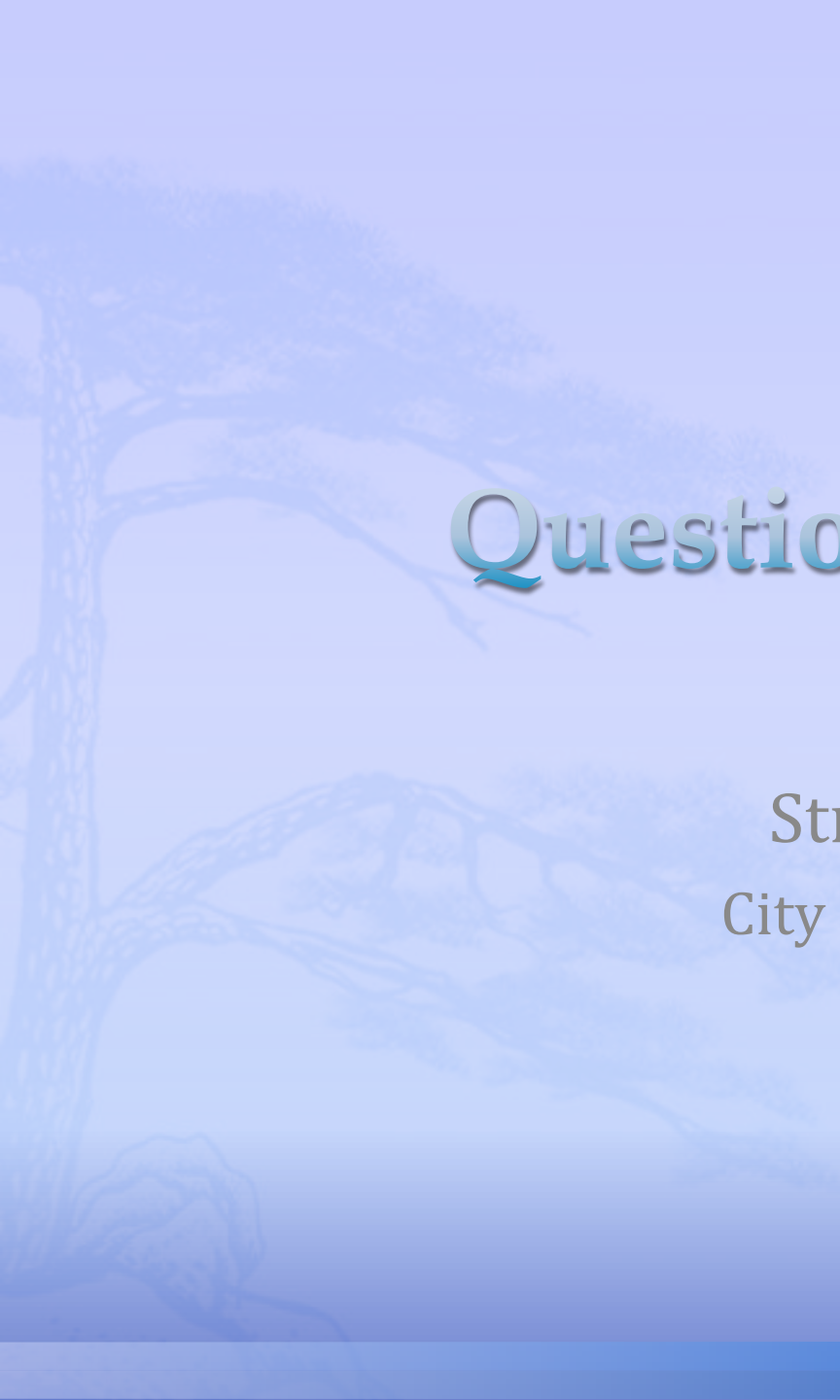
Communication:

- ✧ Continued Weekly or Bi-Weekly Meetings with Mayor, Mayor Pro-Tem & Councilmembers as requested
- ✧ Provided Leadership Team Reports to Council
- ✧ Provided periodic updates to organization on Implementation of the Strategic Plan and held department small group meetings with employees
- ✧ Continued to enhance various partnerships in the Community such as United Way, TRIOS, Port, Chamber, Visit-Tri-Cities, PFD, Boys & Girls Club, etc.
- ✧ Implemented a city-wide workplace safety program

Sustainable Budget:

- ✧ Implemented the 2017/2018 sustainable operating & capital biennial budget and will begin planning for the 2019/2020 biennium





Questions or Comments

Strategic Plan Implementation
City Manager 2017 Accomplishments





City Council Meeting Schedule December 2017

December 5, 2017
Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

December 12, 2017
Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. TRIDEC Update
2. Port of Kennewick Update
3. Kennewick Historic Downtown Update
4. Animal Control Authority

December 19, 2017
Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING - Cancel (tentative)

December 26, 2017
Tuesday, 6:30 p.m.

WORKSHOP MEETING - Cancelled

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio Taped

December 2017
Updated 11/14/17