

## **AGENDA**

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

Tuesday, April 10, 2018  
2:00 p.m.

- I. CALL TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. APPROVAL OF AGENDA**
- IV. PUBLIC COMMENT** *(Please state your name and address for the public record)*
- V. CONSENT AGENDA**
  - A. Approval of Direct Deposit and ePayments Dated April 3, 2018
  - B. Approval of Warrant Register Dated April 10, 2018
  - C. Approval of Regular Commission Business Meeting Minutes March 27, 2018
- VI. PRESENTATION**
  - A. Anti-Harassment Training (LUCY)
- VII. REPORTS, COMMENTS AND DISCUSSION ITEMS**
  - A. Columbia Drive Update
    - 1. Columbia Gardens Way - Bid Update (LARRY)
  - B. Vista Field (LARRY/TIM)
    - 1. DPZ Memo
    - 2. Consideration of a Project Labor Agreement
  - C. Oak Street Land Sale Proposal (AMBER)
  - D. City of West Richland (TIM)
  - E. Opportunity Fund (TIM)
    - 1. List of Potential Projects
  - F. Commissioner Meetings (formal and informal meetings with groups or individuals)
  - G. Non-Scheduled Items
- VIII. PUBLIC COMMENT** *(Please state your name and address for the public record)*
- IX. EXECUTIVE SESSION**
  - A. Minimum Price, per RCW 42.30.110(1)(c) *(Ask public if they are staying, and if not, where they can be located if the Executive Session ends early.)*
- X. ADJOURNMENT**

***PLEASE SILENCE CELL PHONES***



# PORT OF KENNEWICK REGULAR COMMISSION MEETING

**DRAFT**

**MARCH 27, 2018 MINUTES**

## **CALL TO ORDER**

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

### **The following were present:**

**Board Members:** Thomas Moak, President  
Don Barnes, Vice-President  
Skip Novakovich, Secretary

**Staff Members:** Tim Arntzen, Chief Executive Officer  
Tana Bader Inglima, Deputy Chief Executive Officer  
Amber Hanchette, Director of Real Estate and Operations  
Nick Kooiker, Chief Financial Officer/Auditor  
Larry Peterson, Director of Planning and Development  
Lisa Schumacher, Special Projects Coordinator  
Bridgette Scott, Executive Assistant  
Lucinda Luke, Port Counsel

## **PLEDGE OF ALLEGIANCE**

Commissioner Barnes led the Pledge of Allegiance.

## **APPROVAL OF THE AGENDA**

***MOTION:*** Commissioner Novakovich moved to approve the Agenda as presented; Commissioner Barnes seconded. With no further discussion, motion carried unanimously. All in favor 3:0.

## **PUBLIC COMMENT**

No comments were made.

## **CONSENT AGENDA**

- A. Approval of Direct Deposit and E-Payments Dated March 19, 2018***  
Direct Deposit and E-Payments totaling \$55,236.56
- B. Approval of Warrant Registers Dated March 27, 2018***  
Expense Fund Voucher Number 39932 through 39964 for a grand total of \$51,245.96
- C. Approval of Regular Commission Business Meeting Minutes March 13, 2018***

***MOTION:*** Commissioner Barnes moved for approval of Consent Agenda as presented; Commissioner Novakovich seconded. With no further discussion, motion carried unanimously. All in favor 3:0.

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## OLD BUSINESS

### **A. *Interlocal Agreement between Port of Kennewick and City of Kennewick regarding the Hanford Area Economic Investment Fund Advisory Committee (HAEIFAC) Grant;***

Ms. Bader Inglima stated the Port and City of Kennewick recently received a Hanford Area Economic Investment Fund Advisory Committee (HAEIFAC) grant to support Columbia Gardens Phase II infrastructure project. HAEIFAC collectively awarded the Port and City \$150,000 (\$75,000 each) and before the Commission is an Interlocal Agreement related to disbursement of the HAEIFAC grant funds whereas the City agrees to assign its \$75,000 grant allocation to the Port so that the Port (as fiscal agent) may be reimbursed for expenses incurred related to the project.

## PUBLIC COMMENT

No comments were made.

**Motion: *Commissioner Novakovich moved to approve Resolution 2018-04 adopting the attached Interlocal Agreement between the Port of Kennewick and City of Kennewick related to HAEIFAC grant to support infrastructure for the Columbia Gardens Wine Village Phase II and authorize the Port's Chief Executive Officer to take all action necessary to execute and implement the Interlocal Agreement and HAEIFAC Grant Document; Commissioner Barnes seconded.***

### ***Discussion:***

*Commissioner Novakovich thanked Port and City staff for working on the joint HAEIFAC application for infrastructure for Phase 2 of Columbia Gardens and ultimately obtaining the funds. Commissioner Novakovich appreciates the work and effort of staff.*

*Commissioner Moak thanked Ms. Bader Inglima and staff for taking care of all the minute details and preparing the application and completing the ILA for approval.*

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

## REPORTS, COMMENTS AND DISCUSSION ITEMS

### **A. *Columbia Drive***

Mr. Peterson reported that construction plans for Columbia Gardens Phase 2A are complete and ready for advertisement on Sunday, April 1, 2018. Contractors will be able to pull the plans on April 2, 2018 and bid results will be due on April 19, 2018 at 2:00 p.m. Mr. Peterson stated the bid package includes: the loop road (Date Street and Cedar Street Extensions and Columbia Gardens Way), trail access, landscaping and wall along Columbia Drive, the gateway approach, 30 parking spaces, 6 food truck spaces and plaza, and utilities and one alternative is included for a 300 foot screening wall adjacent to the mobile home park. Mr. Peterson stated the construction project time frame is four months, with a one week lull, to allow for the installation and celebration of the Latino Heritage Mural Project. Following completion of Phase 2A construction, Phase 2B, which includes the tasting room building, and parking lot along Cedar Street Extension will be ready for bid in late August, with an estimated completion of April 2019.

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Commissioner Moak inquired why the bidding for Phase 2B cannot begin until Phase 2A is completed.

Mr. Peterson stated that it is due to sequencing and timing. As Phase 2A is winding down, the Port can bid Phase 2B, because contractors are looking for work for fall and winter and the cost of lumber typically goes down in September. Additionally, the Interlocal Agreement the Port has with the City requires bidding Columbia Gardens Phase 2B before Vista Field.

## ***B. Vista Field Update***

### ***1. DPZ Work Session Briefing***

Mr. Peterson and Mr. Arntzen met with Lizz Plater-Zyberk and Senen Antonio from DPZ, Michael Mehaffy, Laurence Qamar, and Sam Neilson from Parametrix in New Orleans last week. The team worked for two days with the objective to complete the last details of the construction documents. Mr. Peterson stated the team addressed the following items during the work session:

- Pop-Up Retail:
  - Provides services necessary for a Cluster of Food Trucks and Pop-Up retailers;
  - Cluster complements activity in and around water feature and planned hangar renovations;
- Pedestrian Bridge Detail:
  - Utilize simple yet tasteful design, possibly incorporating runway decking into bridge decking & roof cover;
  - Consider inclusion of continuous seating on the bridge and use LED lighting to create interesting shadow patterns;
- Public Park (Phase #2):
  - Shifting water feature pond to center on adjacent roadway rather than centering on the “Scissors” intersection;
  - Implementation involves engineering teams tweaking plans to reflect DPZ suggestion; impact to design and construction cost projected to be minimal;
- Street Names:
  - Consider “Branding” before selecting a theme for street names;
  - Concept involves three-tier hierarchy of crossing, axis and alley names with a loose connection to a common theme;
- Landscaping Details:
  - Landscape elements around water feature encourage usage of the area rather than just viewing;
  - Inclusion of features for children in one quadrant of the landscape area adjacent the water feature;
  - Consideration of fixed chess board or bocce ball area proposed with review of area needed and probable use pending (trial balloon);
- Street/Pathway Details:
  - Utilize interesting, affordable and repeatable materials and design;
  - Woonerf and Espanola Way areas concrete scoring pattern to form large tiles with color suggestion of dark grey or dark brown;

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- Site furnishing match color of street lights (dark blue) and simple design blends in rather than jumps out (simple is elegant, cost effective and easy to replicate);
- Other miscellaneous items:
  - Modification proposed to Woonerf between Vista Arts Center (V.A.C.) site and UPS distribution facility to enhance desirability of Woonerf and address parking implications when V.A.C. shifted to create the Art Walk;
  - Utilized variation of alignment originally conceived at the November 2014 Charrette when the V.A.C. was proposed near the FBO area served as the inspiration for the proposed revision.

Mr. Peterson stated Ms. Plater-Zyberk presented Mr. Arntzen and the Port with the book, *The New Pioneers: How Entrepreneurs Are Defying the System to Rebuild the Cities and Towns of America* by JP Faber, with the forward written by Andres Duany. Additionally, the team took a field trip to DPZ affiliated neighborhoods in New Orleans and Ocean Springs in Biloxi Mississippi. The neighborhoods were constructed after Hurricane Katrina and are an example of potential housing for Vista Field.

Mr. Arntzen thanked Mr. Peterson for his thorough presentation and capturing the activities from the work session. Mr. Arntzen expressed his concern when the creative team deconstructed the plans on Wednesday; however, by Thursday, the group had come together and now the plan is better than ever. Mr. Arntzen stated DPZ is world-renowned and the Port was fortunate that they chose to work on Vista Field and they requested that the Port maintain focus on Vista Field. Furthermore, DPZ stressed longevity and though the Commission and staff will change, to allow the project the requisite amount of time to grow to its full potential. Mr. Arntzen stated their request was valid and indicated projects can go sideways at any time and it is up to the Commission and staff to remain focused. Mr. Arntzen stated DPZ also discussed programming and entertainment to create vibrancy and excitement at Vista Field. Mr. Arntzen believes the Port will need to look at various options to assist in programming, such as hiring a contractor.

Lastly, at the April 10, 2018 Commission Meeting, Mr. Arntzen will present a significant memo which outlines the remaining 15% of the recommended plans from DPZ. Mr. Arntzen expressed his appreciation to the Commission for allowing staff the opportunity to meet with DPZ one last time to finalize Vista Field plans and stated the work session was very beneficial.

Commissioner Barnes thanked Mr. Arntzen and Mr. Peterson for the update and stated it reassuring that DPZ was able to examine the plans and make recommendations for the final 15%. Commissioner Barnes stated in 2013 the Port made the decision to close the airport and redevelop Vista Field, and throughout, DPZ has been involved. Commissioner Barnes stated it is important for the Port to continue to listen to DPZ, as circumstances change and allowing them time to review the plans was imperative. Commissioner Barnes is pleased the Port is on the right track and stated the work session was well worth the time and effort. Commissioner Barnes stated it is essential that the Port, as an organization, stay focused and stay away from distractions that take away time and resources, and may cause us to go off course.

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Commissioner Novakovich stated this was a tremendous opportunity and he is looking forward to the April 10, 2018 Commission Meeting. Commissioner Novakovich reiterated the importance of focusing on the redevelopment, to not second guess our decisions, and to continue moving forward towards construction of Phase 1. Commissioner Novakovich thanked staff for making the trip and stated the Port has done an awesome job partnering with DPZ.

Commissioner Moak stated the review process with DPZ was imperative and he appreciated the way Mr. Peterson laid out the presentation. Commissioner Moak indicated that at some point, this Commission and staff will no longer be at the Port and hopefully we have set the foundation for future Commissioners, as previous Commissioners have done for us. The Port's primary focus has been trying to redevelop Vista Field; however, we still have other projects that are important, such as Columbia Drive and Clover Island, but we have been able to maintain our focus while working on Vista Field. Unfortunately, sometimes the little things take up more time than the big projects, but the staff and Commission remain committed to Vista Field, a signature project of the Port. Commissioner Moak believes the examples of the New Orleans and Biloxi housing would work well in Vista Field and it is important to have small, affordable options available and still be attractive to development. Commissioner Moak understands the Port's position on programming, but the vision and atmosphere of Vista Field calls for it and it is important to add programming into the budget. Our team has devoted a significant amount of time, effort, and vision to Vista Field and the public has believed in the Port's vision.

Mr. Arntzen indicated staff will begin reviewing the 2019-2020 Budget in the next few months and encouraged the Commission to review the Work Plan and Budget with the possibility of bolstering the budget for Vista Field.

2. ***Special Meeting April 19, 2018: Infrastructure Unveiling of Phase 1 Plan and Renderings***  
Ms. Bader Inglima presented the "save the date" flyer for the Special Commission Meeting on April 19, 2018; Infrastructure Unveiling of Phase 1 Plan and Renderings. The meeting will take place at the Bechtel Boardroom at the Tri-Cities Business and Visitor Center at 6:00 p.m. Ms. Bader Inglima stated the Special Meeting will focus on the following: Phase 1 illustrations, the Port's infrastructure investment, and opportunities for private investment, finances, budget and next steps. Ms. Bader Inglima reported the Port distributed a media release on March 26, 2018, and today, shared the save the date flyer with the Vista Field email database. Additionally, Ms. Bader Inglima sent the flyer to the following entities: the Alliance for Livable and Sustainable Communities, Port contractors, all of the local Chamber of Commerce offices, TRIDEC, Visit Tri-Cities, Washington Public Ports Association and our jurisdictional partners.

Commissioner Moak inquired if there will be additional paid advertising.

Ms. Bader Inglima planned on leveraging social media and the public relations value with the *Journal of Business* and the *Tri-City Herald*. Ms. Bader Inglima anticipates that all of our local broadcast partners will attend the Special Meeting to interview the Commission and staff. Ms. Bader Inglima anticipates the Port will have good opportunities to leverage media.

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

Commissioners reported on their respective committee meetings.

**D. Non Scheduled Items**

1. Commissioner Novakovich received a notice from the Benton Franklin Council of Governments (BFCOG) that Rebecca Crowley from Senator Patty Murray's office will be available to meet with BFCOG on April 2, 2018 to discuss various projects. Commissioner Novakovich stated if there were any Port projects that the staff or Commission would like him to take forward to the BFCOG and Ms. Crowley, please email me.
2. Commissioner Moak would like to see a strategic meeting planned for the 2019-2020 Budget, to discuss re-allocating resources and how to handle non-priority items. Commissioner Moak believes it is difficult to prepare and plan the vision for the Port in a Regular Commission Meeting.
3. Ms. Scott reported the WPPA Spring Conference will be held in Vancouver, Washington, May 9-11, 2018. Ms. Scott stated if you are interested in attending, please email her.
4. Ms. Bader Inglima recently submitted a nomination for the WPPA Spring Awards for a Creative Partnership Award for Columbia Drive in partnership with the City of Kennewick, Benton County and Columbia Basin College. The Creative Partnership Award is very similar to the Governor's Smart Communities Award for Columbia Drive, which the Port received in 2017. Ms. Bader Inglima stated previously the Port received the WPPA Community Outreach, acknowledging the 2014 Vista Field Charrette process.

Ms. Bader Inglima reported that the Latino Heritage Mural Committee (LHMC) met March 23, 2018 to discuss the planning process for the May 23, 2018 Celebration. The LMHM would like to start the event at 2:00 p.m. with music and socializing, then follow at 2:30 p.m. with formal festivities and speeches. Ms. Bader Inglima conveyed the Committees' gratitude to the Port Commission for their continued support on this project and acknowledging the contributions of the Latino community.

5. Mr. Arntzen presented *New Pioneers; How Entrepreneurs Are Defying the System to Rebuild the Cities and Towns of America* by JP Faber. The book focuses on a world where there are no building codes, no licensing requirements, only the desire to build something better. One chapter focuses on Cottage Square, in Ocean Springs, Mississippi and we were fortunate enough to tour that neighborhood.

Mr. Arntzen met with Commissioner Novakovich earlier today and discussed what to communicate to interested parties who would like to purchase land on Clover Island. Mr. Arntzen conveyed that selling land on Clover Island should be addressed as part of the Master Plan refresh process. Mr. Arntzen has contacted Julie Bassuk, from Makers Urban Design and Architecture, the firm that completed the Clover Island Master Plan in 2005. Mr. Arntzen would like Ms. Bassuk to make a presentation to the Commission regarding a Master Plan refresh. Mr. Arntzen suggested easing into Clover Island planning in 2018, and consider it a priority for 2019.

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Commissioner Moak stated it should be conveyed that not selling land on Clover Island has been a policy for 50 years, and it is not a decision the Commission takes lightly and needs due consideration.

6. Ms. Luke commended the Commission and staff on the Vista Field process and is excited to see where it goes.

## **PUBLIC COMMENTS**

No further comments were made.

## **COMMISSIONER COMMENTS**

No comments were made.

## **ADJOURNMENT**

With no further business to bring before the Board; the meeting was adjourned 3:35 p.m.

***APPROVED:***

**PORT of KENNEWICK  
BOARD of COMMISSIONERS**

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*Thomas Moak, President*

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*Don Barnes, Vice President*

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*Skip Novakovich, Secretary*

## Memorandum

To: Tim Arntzen & Port Commissioners  
From: Elizabeth Plater-Zyberk  
Date: April 5, 2018  
Re: Vista Field Project Meeting, March 21-22, 2018

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The following memo summarizes the Vista Field design details discussed with Port staff during a two day work session. DPZ team members including Senen Antonio, Michael Mehaffy, Laurence Qamar and myself meet with Tim Arntzen and Larry Peterson and the project engineer Sam Nielson to refine the details of the upcoming Phase #1A improvements.

Following are items discussed, and decisions made **in bold**. Drawings will be completed by the DPZ team (MWM as point person, LQ working to complete, SA and EPZ to review and/or revise before sending to TA/LP). From there they will be routed to SN to complete construction documents as appropriate. To stay on schedule, construction drawings need to be turned into the city by the first of May, so plan and detail changes/recommendations from DPZ are requested by early April.

Prior to the meeting, TA listed key decisions he would like to make in the meeting:

1. *Pop-Up Retail.* **We decided to include pop-up retail along the watercourse in Phase 1a, at the edge of the future buildings.** We proposed 10-12 users. We discussed a model of curating these users, to be done by a contractor or other entity besides the Port. This needs research by Port staff.
2. *Pedestrian Bridge Details.* **We drew a sketch at the workshop, a more developed version of which is attached herewith.** The structure will re-use the carrier decking, and include benches and railings. The structure may include an optional roof structure. Please refer to the attached drawing/layout for more details.
3. *Drivable Woonerf crossing of the watercourse.* **We drew a sketch at the workshop, a more developed version of which is attached herewith.** This needs to be designed as a cohesive part of the waterway that appears bridge-like, although merely a culvert beneath. A suggested surface treatment was wood cast/board-marked concrete in horizontal bands. Please refer to the attached drawing for more details.
4. *Public Park (PH II).* **All agreed that the pond needs to be centered to the park. All agreed that trees should be added to the park,** if their location and final grade can be determined.
5. *Street Names.* **All agreed that the main NW-SE street should be named Runway (except LP), and the main NE-SW street should be named Crosswind.** (They may be named “boulevard” or “avenue” if the City requires it.) Additional streets can be named for various terms for winds/clouds/air (NW-SE), and airplane/aviation/flight themes (NE-SW). This will help with wayfinding. They should also have a hierarchy, {LP thought} related to orientation with 3-4 crossing being primary; 5-6 on runway/taxi-lane alignment being secondary & 10-12 alleys being tertiary {not

just a suffix hierarchy} i.e. ~~lane, street, drive, avenue etc.~~ The above being said, all agreed that the street naming should be part of a larger branding strategy that also includes the logo, wayfinding and signage standards, public art, etc.

6. *Landscaping Details.* **All agreed that trees will be added to the extent of the watercourse (but not other landscaping, except in Phase 1A). All agreed that the Phase 1A area will receive extensive landscaping, including ornamental grasses, ground covers, and other materials. There will also be lighting added to this area.** (Note: The current plan calls for using the same street lights in the plaza so we need direction if this is not the case.) **All also agreed on initial details for the retaining walls (radius top) and steps of the water feature, as well as the “natural banks”.** Please refer to the attached drawing for more details.

7. *Street/Pathway Details.* **All agreed that drivable surfaces (in woonerfs and “Española Way”) will be concrete, scored in a “tortoise shell”/cyclopean stonework pattern and color. Also considered was a bid alternate to replace the integral color with an integral stone aggregate.** The color may be a medium gray, or light brown, for a subtle difference from the normal sidewalk concrete. **All agreed that sidewalks will also be concrete, with a radial/gridded scoring pattern perpendicular to the path shape. One or both surfaces may be sandblasted, especially to expose the stone aggregate.** (This should be tested by the selected contractor prior to proceeding, with a price for adding.) All agreed that other areas will have a specification of decomposed granite, rolled with tackifier, at ¼ minus specification. The selected contractor is to specify this cost and/or an alternate to save cost if available (e.g. locally available basalt), with a sample test section furnished for final selection.

Other items also discussed and/or decided included city street details: We understand these are set except for the pattern of the concrete at the center of the intersections. Coloring of the central concrete (possibly the same as the woonerfs) such that the white pedestrian crossing markings that are applied to blacktop elsewhere on the streets can be applied (and visible) at the intersections was discussed. We suggested introducing geometric patterns for these intersection centers; sample designs will be provided.

8. *Woonerf to east.* **All decided that the existing woonerf next to the UPS site will be shifted to the northwest, aligning with the “Española Way”.** A second parking area to the south will accommodate some of the PAC parking. Additional residential and/or live-works may line this space at the current entrance to the woonerf. **All decided that there may be small cottages (tiny homes) in this area, and/or in another alternate area to the west.** This will be drawn and finalized promptly, per the routing outlined above. (The POK will need to review with the PAC group.)

9. *Additional activities in the area.* **All decided that there should be additional offerings of informal events and activities as part of Phase 1A.** These will also need to be “curated” by someone at the Port and/or by other partners of the Port. These will need to be drawn up as part of the process identified above.

10. *Logo.* We discussed logo ideas and gravitated toward a cloud and/or aviation theme. (No final decision was made; see 5. Street Names above.)

11. *“Curation.”* We discussed the need for a person who can help to identify and recruit various users and programming activities. As part of possible early activation strategies, the following were discussed:

- Opening Vista Field to the public even in the interim/sooner than later, as a park-like setting with dog walking trails, skate parasailing and biking on the runways, picnic areas with a few newly planted trees, etc. Tempelhof was cited as a precedent in this regard.
- Allocating a small budget to create a strong “placemaking” ambience, especially at the grand opening, e.g. inexpensive painting, lighting, signage, and other elements.

12. *Small cottages.* We toured the small cottages and “cottage square” in Ocean Springs, MS, and examined the potential for a similar development at Vista Field. This seems possible and appealing. (No final decision was made.) See photos attached.

13. *Detailing.* We discussed the kind of detailing that is helpful for windows, trim, brackets etc., and the very helpful example of the Faubourg Lafitte Housing by UDA and Michael Willis Architects in New Orleans. See photos attached. We also discussed a more regionally and climatically appropriate variation, e.g. more of a “high desert” character.

14. *Design controls.* We examined other precedent projects regarding their specifications for materials, colors etc., as well as sample “pattern books” of specific design elements. This will be a complement to the guideline and precedent materials already provided, and will help to assure the best possible outcome in the “collaborative design process.” **It was agreed that MM and LQ will assemble some prototype material and a proposed budget for this scope of work (design standards and pattern book) and send to TA and LP for review and/or approval.**

15. *Builder recruitment.* We discussed the timing for approaching builders, and the relative desirability of local versus non-local builders who may be more experienced with New Urbanist type projects. We agreed there is a need for both, and the time may be right to reach out to qualified builders to explore possible deal structures, locations etc.



*ABOVE. Tim Arntzen examining the houses at Cottage Square, MS.*



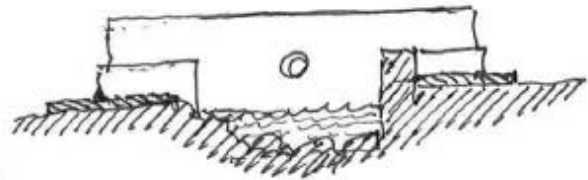
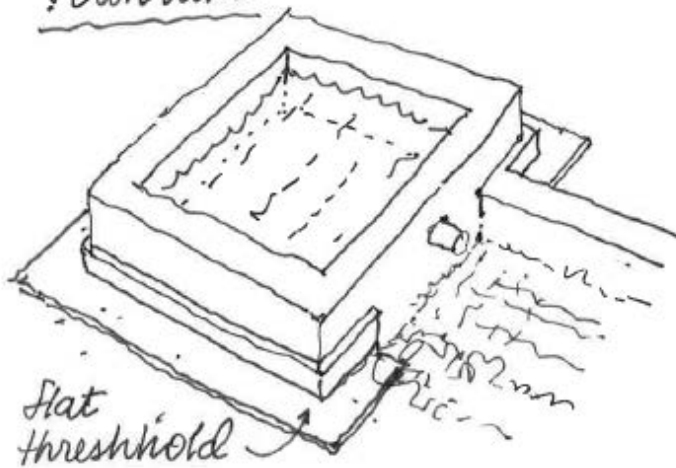
*ABOVE: Tim Arntzen examining the good-quality detailing at the Faubourg Lafitte affordable housing project, New Orleans.*

**ADDITIONAL TOPICS DISCUSSED:**

At the start of the meeting, LP and TA reviewed the milestones already achieved in the entitlements process with the City. Those include:

- Negotiated key issues with the City. Successfully approved master plan with the City that is the first time they have agreed to such progressive ideas.
- Master Plan and Development Agreement approved by Port and City. Neither side can change for 10 years. “Monumental achievement ”
- Transportation System Impact Evaluation - TSIE - Key piece.
- Public works specifications of the design have been approved.
- Zoning is in place and can’t be taken away.
- 750K sf of commercial
- City upsizing water lines to allow sprinkling of buildings.
- No maximum density.
- ~1,000 residential units build out
- \$6-6.5M for first phase allocated for horizontal infrastructure by the Port. Not for buildings. Financed from a \$5M loan. City contributions to other Port project allows allocation of \$1M cash additionally. Time working with the County possibly for maybe \$1/2M.
- Vertical Metal objects: trash cans, street lights, bollards, benches will need to be specified but should blend into the built environment (simple with dark colors potentially the same as the light poles).
- Scoring of the sidewalks was slightly changed to a 2-4-6 pattern.
- Raised intersections - described above.

## Fountain:

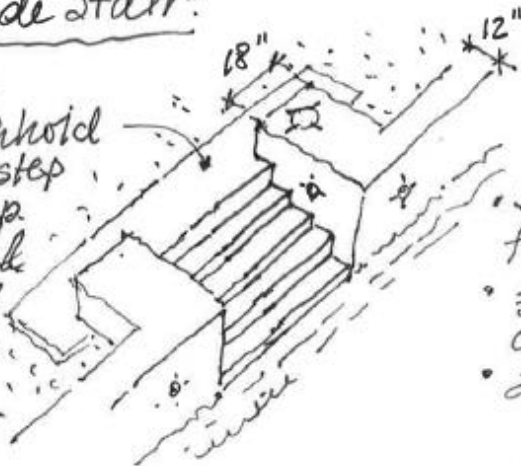


## North Elevation:

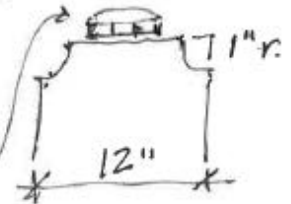
(instead of gap that may be unattractive when water not flowing, pipe centered on closed basin is suggested.  
pipe - terra cotta or theme metal

## Wall-side Stair:

flat threshold at top step to keep gravel away from stairs

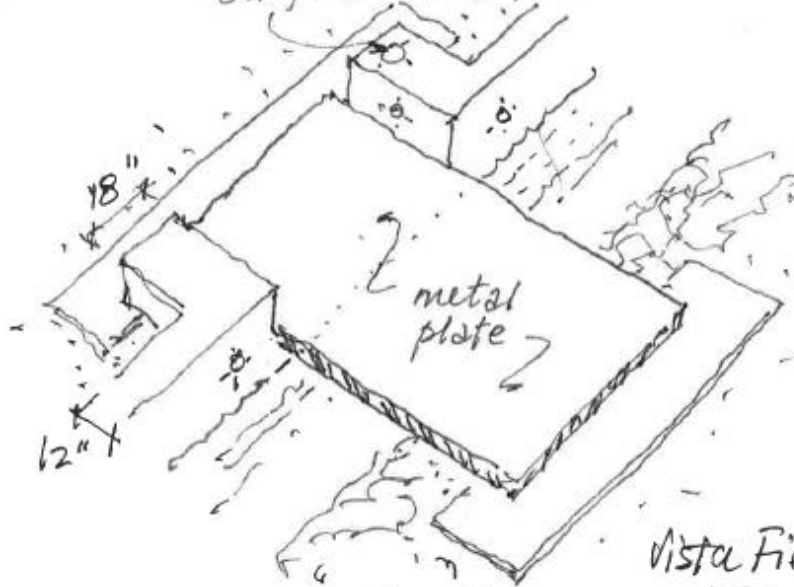


- step lights equi-distant from corners
- flat top wall or with carved corners
- airfield lamps?



## Pedestrian Bridge:

flat threshold both sides - stone or concrete

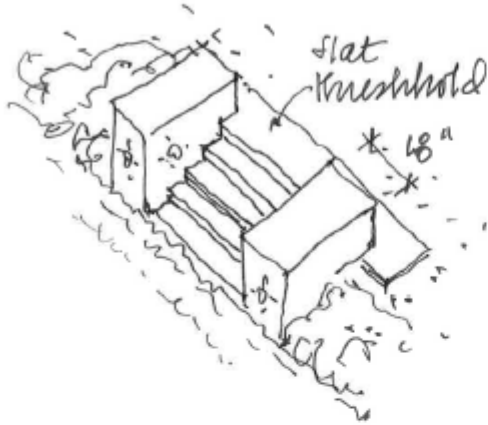


Vista Field

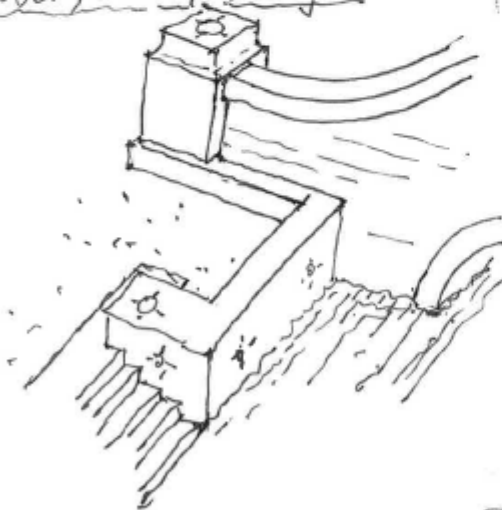
DP2

3.23.18

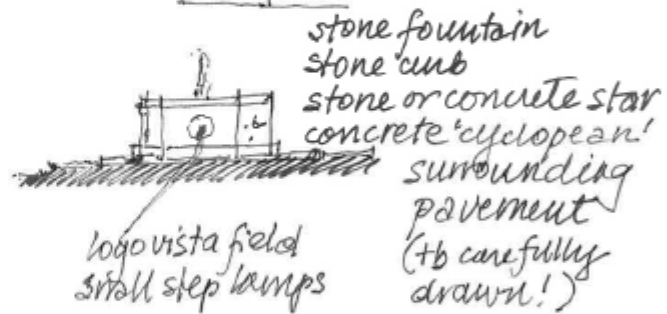
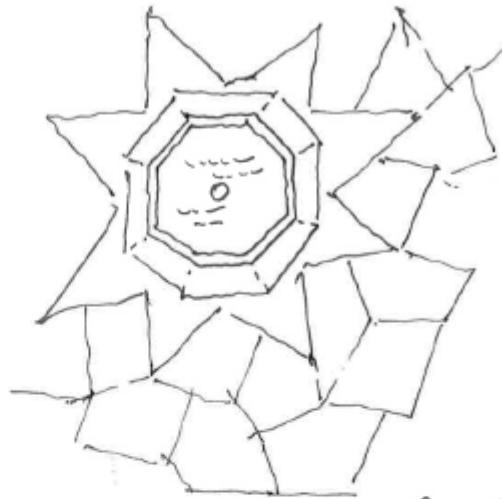
### Natural-side Stair:



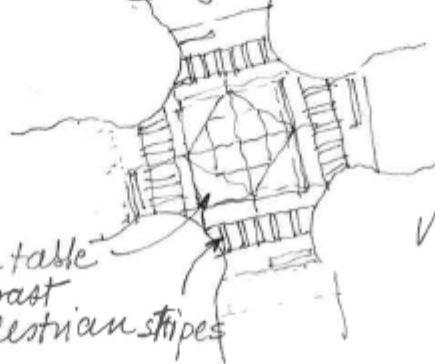
### Wall, Post & Bridge:



### Espanola Way Fountain:



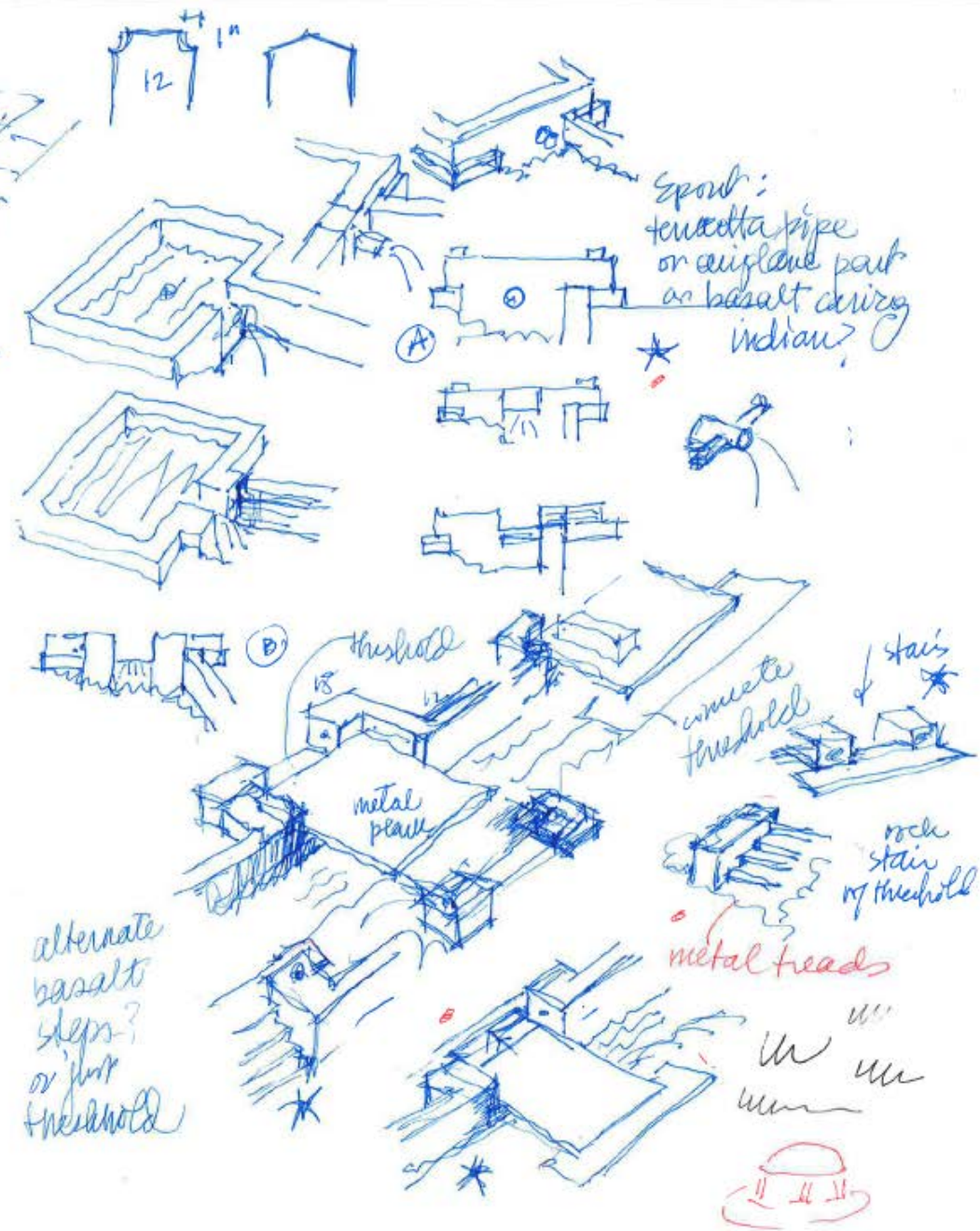
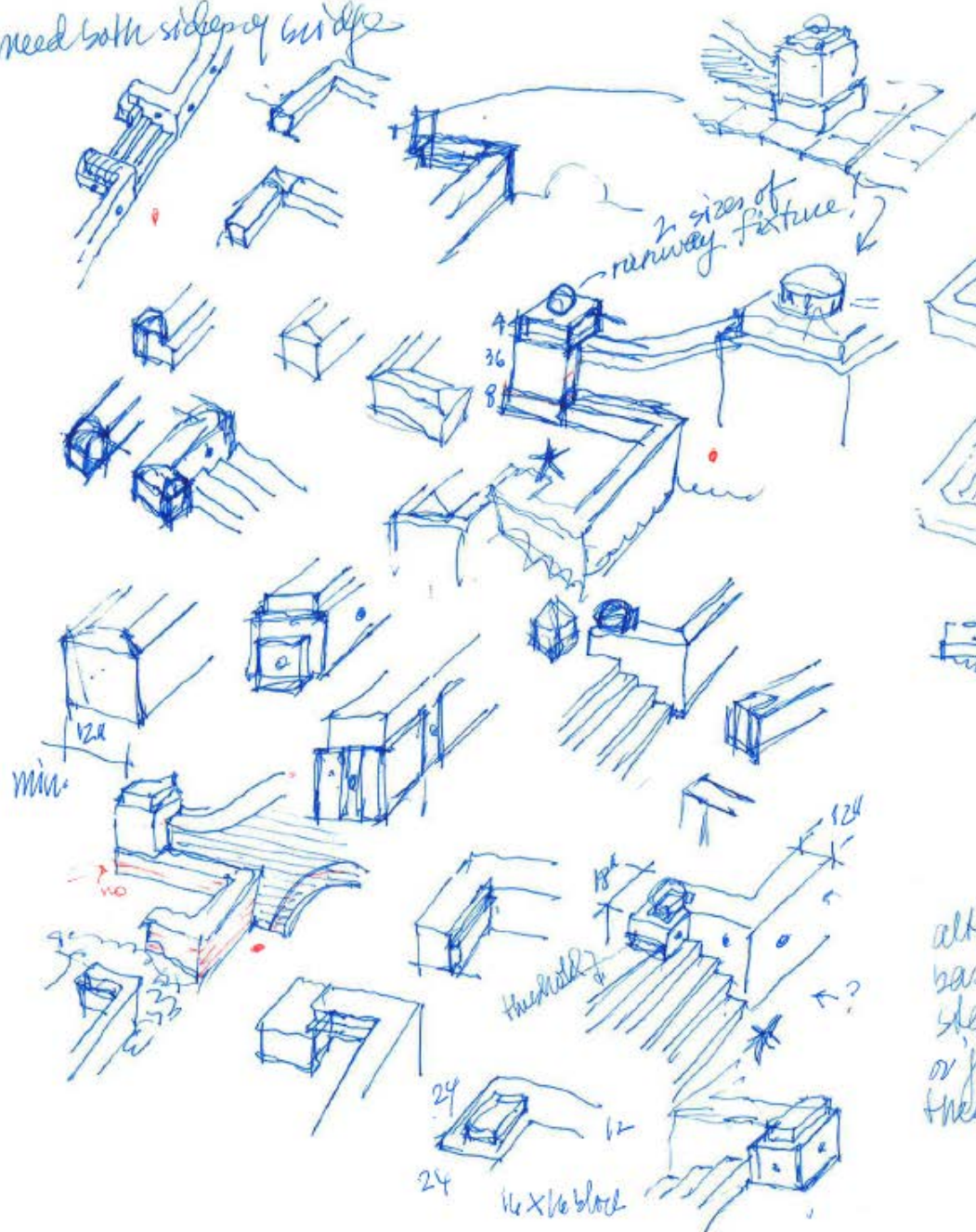
### City Street Intersection:

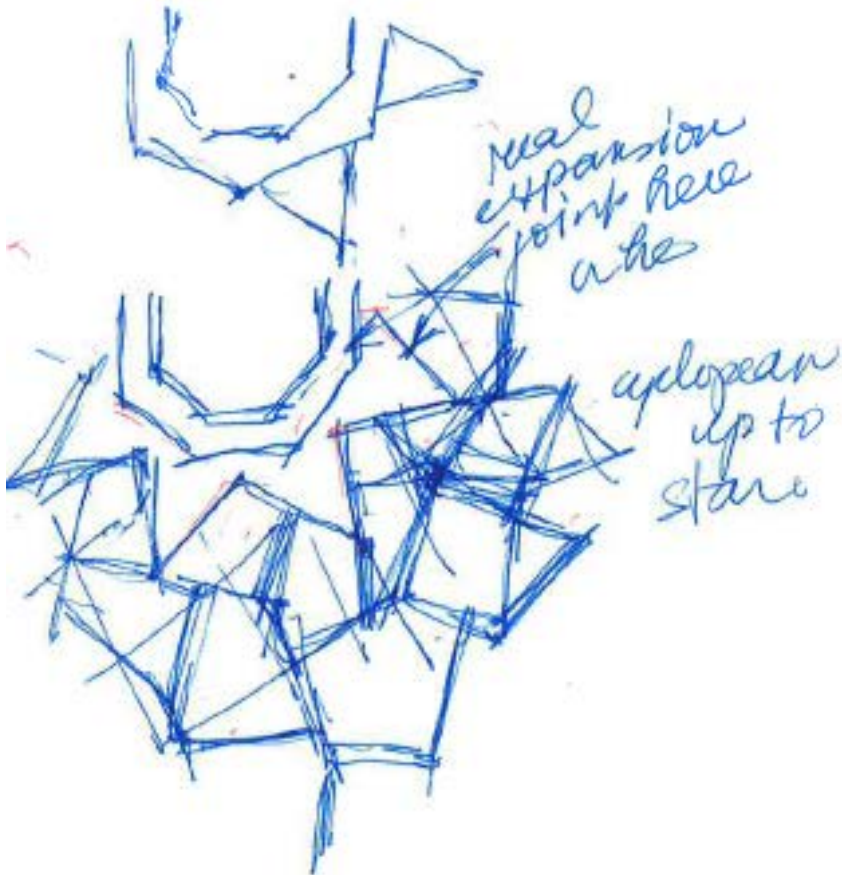
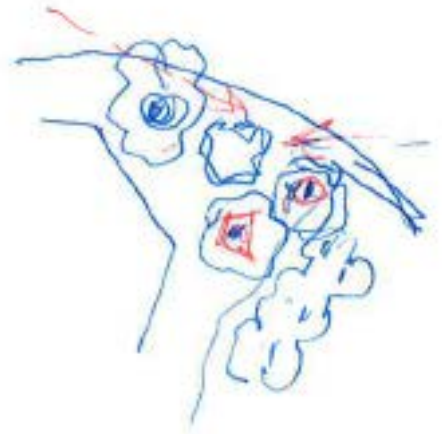
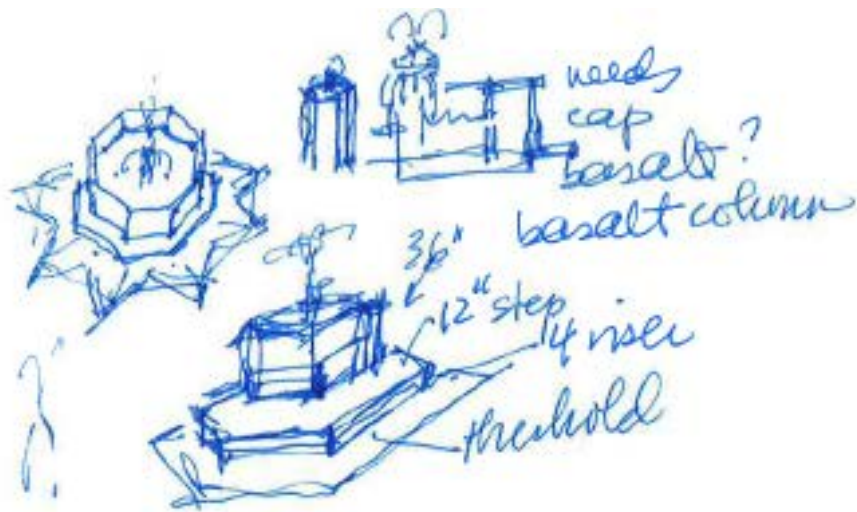


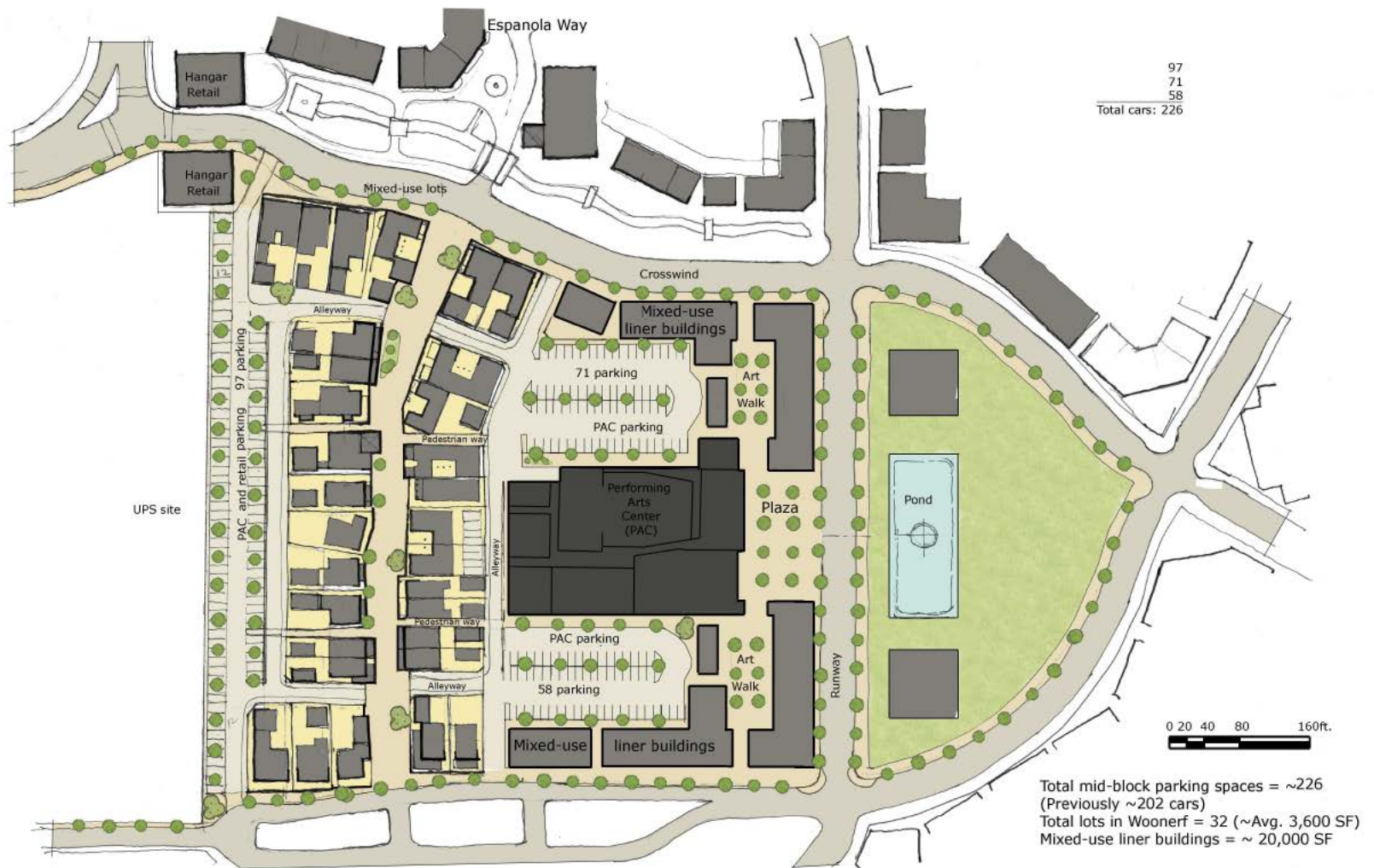
scored concrete table  
colored to contrast  
with applied pedestrian stripes

Vista Field  
DP2  
3.23.18

→ need both sides of bridge







Vista Field  
Port of Kennewick

Central District Plan Adjustment

March 29, 2018  
DPZ Cascadia

## MEMORANDUM

To: Port Commission

From: Tim Arntzen, CEO

Date: 04/06/2018

Re: Vista Field Project Labor Agreement

Attachment: DPZ E-Mail

I was recently contacted by a local union representative who asked whether the port would bid Vista Field area construction pursuant to a Project Labor Agreement (PLA). I have also talked briefly to others about PLAs. Because I personally and professionally have no experience with PLAs, I have copied information from the **Congressional Research Service** related to PLAs. "*Pros and Cons of Using Project Labor Agreements*", by John Moran, Principal Analyst (November 2, 2011). Hopefully this information will be helpful to the commission:

As I understand it, a PLA is a collective bargaining agreement that applies to a specific construction project and lasts for the duration of the project. Essentially, it guarantees the project will use union labor. Governments can require PLAs. Also, private sector companies may choose to enter into PLAs for a specific project or series of projects. That way any contractor interested in submitting a bid knows the job will require union labor.

A PLA generally specifies the wages and fringe benefits to be paid on a project, and it usually includes binding procedures to resolve labor disputes. PLAs typically include a provision barring unions from striking and contractors from locking out workers. A PLA generally requires (1) contractors to hire workers through a union hiring hall or (2) employees to become union members after being hired. A PLA applies to all contractors and subcontractors on a project.

There is considerable debate between the opponents and proponents of PLAs. Opponents say PLAs are anti-competitive and increase costs. Proponents say they ensure decent wages, a quality workforce, and timely completion of projects within budget.

### Pros;

Proponents of PLAs argue that the agreements have several advantages, including that they:

- provide uniform wages, benefits, overtime pay, hours, working conditions, and work rules for work on major construction projects;
- provide contractors with a reliable and uninterrupted supply of qualified workers at predictable costs;
- ensure that a project will be completed on time and on budget due to the supply of qualified labor and relative ease of project management;
- ensure no labor strife by prohibiting strikes and lockouts and including binding procedures to resolve labor disputes; and

- may include provisions to recruit and train workers by requiring contractors to participate in recruitment, apprenticeship, and training programs for women, minorities, veterans, and other under-represented groups.

#### Cons:

Opponents argue that PLAs have several disadvantages, including that they:

- increase costs by mandating union wages and work rules and inhibiting competition;
- are anti-competitive because nonunion contractors may choose not to bid because either their members would be required to join a union if the contractor wins the bid or the contractor would not be able to use its own workers if the PLA required hiring through the union hiring hall;
- are inherently unfair to nonunion contractors and nonunion employees;
- hinder the use of nonunion contractor training programs that may operate more efficiently and are job specific, instead of union apprenticeship programs of a fixed duration; and
- are unnecessary because of existing prequalification procedures that screen contractors that bid on public projects (i.e. state prevailing wage law).

Current port policy (Custom and Practice) is to bid its construction contracts (infrastructure and buildings) according to state prevailing wage law. Prevailing wage is generally higher than non-prevailing wage (i.e. private sector wage). In selling land, the port allows the purchaser to develop the land according to best economic practices (i.e. non-prevailing wage law). There is no requirement that the private developer follow prevailing wage law. In most cases, the private development costs substantially less than the port prevailing wage development.

#### **Question Presented:**

Should the port bid Vista Field area development according to Custom and Practice or should the port adopt a new policy requiring Vista Field construction to be bid according to a Project Labor Agreement?

#### **Analysis:**

If the commission directed Vista Field development be conducted according to a PLA, what would the terms of the PLA encompass?

#### Applicability.

It is conceivable that a PLA could apply to all Vista Field area development, public and private. A few questions are:

Port Development. Assuming the commission approved a PLA development process, would it impact the port's infrastructure construction and development costs (higher or lower costs)? Would it increase or decrease the number of potential bidders?

Third Party Development. Would a PLA bid requirement apply to port infrastructure only, or would it to apply to land transferred by the port to third parties (e.g. residential and commercial lots; Vista Arts Center)? How might third party developers view a PLA?

PLA Consistency with Charrette Process.

The Vista Field planning process (including the charrette) guides Vista Field's development. In the charrette, DPZ championed the notion of cutting red tape, lean development and streamlining regulations. DPZ advocated making the Vista Field building process open and available to all. What impact, if any, would a PLA have on the Vista Field core concepts?

Timeliness.

Currently, at Commission's direction, port staff and consultants are working at full speed to finalize Vista Field construction plans; to submit them for city review; to determine costs, and to bid phase one infrastructure by this fall. And PLAs are complicated. The port has extensive experience bidding projects, large and small according to Custom and Practice, but not according to a PLA. Should the commission direct the CEO to pursue a PLA, staff and consultants would need time to familiarize themselves with that process and its requirements. Staff and consultant resources would need to be assigned to the PLA process, impacting the current "full speed ahead" approach with respect to plan review and bidding.

Please instruct me whether you want the Vista Field construction process to be:

(a) implemented according to Custom and Practice (e.g. prevailing wages on port-bid construction; no land transfer requirements) or;

(b) implemented according to a project labor agreement.

**From:** [Tim Arntzen](#)  
**To:** [Tana Bader-Inglima](#)  
**Subject:** FW: Follow-up to meetings  
**Date:** Thursday, April 05, 2018 9:24:38 AM  
**Attachments:** [Vista Field NOLA Meeting Notes \(04-05-2018\) .docx](#)

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**From:** Elizabeth Plater-Zyberk [mailto:epz@dpz.com]  
**Sent:** Wednesday, April 04, 2018 3:36 PM  
**To:** Tim Arntzen <TA@portofkennewick.org>  
**Cc:** Larry Peterson <LPeterson@portofkennewick.org>; Laurence Qamar <l.qamar@comcast.net>; Michael Mehaffy <michael.mehaffy@gmail.com>; Senen Antonio <senen@dpz.com>  
**Subject:** Follow-up to meetings

Dear Tim,

I understand that a proposal has been made to require all construction at Vista Field to be performed by union-only contractors, and that you have asked us to give our recommendation on possible cost impacts.

First of all, we have to stress that we are not experts on local cost issues and impacts.

Second, we do not wish to meddle in local political issues, and we would defer to the members of the community who participated in the charrettes as much better placed to decide this kind of issue than we are.

Having said that, as a general rule, we would normally recommend that any bidder that is able to provide a qualified low bid, certainly including a union shop, should be able to do so.

At the same time, a restriction on qualified bidders always raises the possibility of increased cost, and this is no less true for a union-only requirement. Such a restriction may make it more difficult to achieve some of your affordability goals for the project.

I welcome any questions you may have.

Lizz PlaterZyberk

Elizabeth Plater-Zyberk, FAIA  
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**DPZ CoDESIGN**  
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