



Agenda
City Council Workshop Meeting
Tuesday, March 28, 2017
City Hall Council Chamber | 505 Swift Boulevard

City Council Workshop - 6:00 p.m. (City Hall Council Chamber)

Agenda Items:

- I. Regional Wayfinding and Signage Program (40 minutes)
 - Joe Schiessl, Parks and Public Facilities Director
2. TRIDEC Update on the Status of the U.S. Army Corps of Engineers Land Conveyance Initiative (15 minutes)
 - Carl Adrian, Brad Fisher, Gary Peterson
3. Transportation Grant Opportunities (30 minutes)
 - Pete Rogalsky, Public Works Director

Adjournment

Richland City Hall is ADA accessible with special parking and access available at the entrance facing George Washington Way. Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the City Council Workshop by calling the City Clerk's Office at 942-7388.



COUNCIL WORKSHOP COVERSHEET

Council Date: 03/28/2017

Department: Parks & Public Facilities

Key Element: Key 6 - Community Amenities

Subject:

Regional Wayfinding and Signage Program (40 minutes)

Summary:

The Cities of Richland, West Richland, Kennewick and Pasco; Benton and Franklin Counties; the Ports of Kennewick and Benton; and Visit Tri Cities have contracted with MERJE - a signage consultant to create a regional wayfinding signage program for the Tri-Cities. The effort is intended to provide directions to various points of interest throughout our area in a coordinated visual presentation. Tonight's workshop is an opportunity to view the work product and discuss potential next steps with MERJE and other stakeholders. Other funding partners may be in attendance at the meeting.

Attachments:



COUNCIL WORKSHOP COVERSHEET

Council Date: 03/28/2017

Department: City Manager

Key Element: Key 5 - Natural Resources Management

Subject:

TRIDEC Update on the Status of the U.S. Army Corps of Engineers Land Conveyance Initiative (15 minutes)

Summary:

TRIDEC plans to provide an update on the status of the U.S. Army Corps of Engineers Land Conveyance. Doc Hastings, Brad Fisher, Gary Peterson and Carl Adrian have been at the forefront of this initiative. They will share a video and also discuss the response by the U.S. Corps of Engineers to Congress on this topic.

Attachments:

- I. Columbia River Shoreline Project Update

**Community Update and Status Report
On Re-Conveying 34 Miles of Columbia River Shoreline
From the Corps of Engineers, to the Tri-Cities Community**

From Brad Fisher, Doc Hastings and Gary Petersen

July 27, 2016

We are happy to report to you that there continues to be an increasing number of Tri-City organizations that have been stepping up to support the effort to re-convey the roughly 34 miles of Columbia River shoreline that runs through our community.

Elected officials of the following organizations represent the more than 275,000 individuals living in our area.

These entities have either passed resolutions, or provided letters of support, encouraging the effort to have Congress pass language requiring the Corps of Engineers to return to our community, the property and easements along both sides of the Columbia River that they have held for some 68 years. To be factual, some of the following organizations have been much more enthusiastic than others, but all have supported moving ahead.

Benton County
Benton PUD
City of Kennewick,
City of Pasco
City of Richland
Columbia Basin College
Columbia Basin Racquet Club
Franklin County
Pasco Chamber of Commerce
Phyllis Meyers Tennis Association
Port of Pasco
State Representatives: Larry Haler, Maureen Walsh, and Terry Neeley
Tri-Cities Regional Chamber of Commerce
Tri-City Association of Realtors
Tri-City Water Follies Association
TRIDEC
Visit Tri-Cities
Washington State Senators: Sharon Brown and Mike Hewitt
Washington State University-Tri-Cities
Property (Dock) Owners

Several of these community organizations supported the cost of an in-depth analysis by K&L Gates law firm that examined the legal history, acquisition authority and federal processes for the McNary Dam Levee System. This legal review included an extensive review of existing law, primarily focused on the Water Resources Development Act (WRDA), which does grant the Corps authority through a 1996 Congressional revision; to transfer levees and property to local communities. However, WRDA

provisions authorize transfers without compensation ONLY for park and recreational purposes. Transfers under WRDA for use other than recreation require a fair market value payment to the Corps.

WRDA is also what is called a 'Federal Action' which mandates extensive (and expensive) legal steps for the Corps and the community such as: National Environmental Policy Act (NEPA), Endangered Species Act, National Historic Preservation Act, and more.

Several attempts have been made to transfer small parcels (30-60 acres) of Corps property – primarily in Columbia Park. The City of Kennewick's attempts under WRDA have been costly and time intensive from 1996 to the present – a 20-year history.

K&L Gates analysis concluded, and recommended, that the Tri-City community consider developing new legislation authorizing the conveyance (reconveyance) of land along the river shore of the McNary reservoir, back to the communities. "Specific direction from Congress is needed to break the bureaucratic hold of the Army Corps so that after sixty years, the Tri-Cities can be reconnected with the Columbia River."

As a result of the K&L Gates analysis, we have been working closely with Congressman Dan Newhouse and his staff to develop draft Congressional language that would grant authority for these properties to be conveyed back to the communities, at little or no cost (fee-simple), somewhat similar to the 1641 acres of the Hanford Site that DOE conveyed to TRIDEC and our community last September.

This new authorizing language will be in recognition that land acquired by the Corps between 1948 and 1954 is a 'mixed bag' of properties acquired through direct transfer, condemnation, or direct purchase. For example, the entire City of Richland was owned by the Federal Government up until 1958. The Corps wouldn't have paid for any Richland properties when the Corps was simply protecting (providing flood control) land the Federal Government already owned.

The intent of the draft language will also be to grant waiver to any Federal conditions, limitations, costs and deed restrictions related to the land conveyance, such as those related to the National Environmental Policy Act (NEPA). This waiver recognizes that any future transfers from the Cities or Counties will require communities to 'follow the law' and complete NEPA and all other Federal Requirements, when and if parcels of the land might be further sold or transferred to other entities.

To the three of us, bringing these properties back into local control will eliminate what clearly appears to be discretionary administrative processes currently completely controlled by the Corps. The existing land transfer process under WRDA puts the Army Corps fully in charge of any transfer process, and placing any restrictions thereon. Such actions under WRDA and the Corps require that all costs be borne by the communities themselves, including payment for Corps staff time.

When new legislation is passed, it will be our local communities that then can work through the zoning requirements and future uses of the property.

The residents of our community will be able to have direct input, through our City Councils and County and/or Port Commissioners, on how this riverfront property can best be maintained and improved for public access and recreation.

Through the past several months we have determined that the cities of Kennewick, Pasco and Richland currently pay nearly \$2 million/year collectively to maintain the parks, levees and trails along the Columbia River, on property that is completely owned by the Corps of Engineers. The Corps pays nothing for maintenance costs to the parks; and yet, the cities are required to obtain approval from the Corps to replace downed or damaged trees, replace sprinkler systems, or meet stringent Corps

directions to not clean up or remove any areas (particularly through Columbia Park) of what we will call 'wild vegetation.' Spraying insecticides or herbicides on any of these areas is heavily restricted by the Corps.

The three of us need to be very clear that we have NO intent for the river shore to become wall-to-wall condominiums; nor do any of the three of us have any connection to property developers; nor do we have any public authority to even make such claim! We do, however, hope and desire that the Tri-Cities community itself can regain control and responsibility for our Columbia River frontage; improve and enhance existing parks and recreational capabilities, and simply make our river front attractive again.

We feel that everyone in our community should visit the Port of Pasco building on Osprey Point directly adjacent to the Columbia River, just to see what CAN be done when the community has responsibility for the shoreline.

To us, the question is simple:

- 1) Do nothing, and let the Corps-controlled rivershore continue to deteriorate; or
- 2) Gain legislation returning the 34 miles of shoreline to the community, allowing long-term improvements and enhanced public enjoyment.

We are available to answer questions, or share any further updates.

Sincerely

Brad Fisher
Doc Hastings
Gary Petersen

Tri-Cities Rivershore Enhancement – and the Corp of Engineers.

Facts – Since 1948 the Corp of Engineers controls:

- **18 miles of shoreline on Richland/Kennewick side of the River**
 - ~8 miles of which has levees
- **16 miles of shoreline on Pasco side of the River**
 - ~4 miles of which has levees
 - **Total = Some 32-34 miles of shoreline in both Franklin and Benton Counties; ~12 miles of levees** (3 different reports have the length on both sides of the river as either 32 miles, or 34 miles)
- Three Cities (Richland, Kennewick and Pasco) have been paying for all maintenance of parks and trails since about 1998 (nearly \$2 million/year); and at least 5 major studies have been done from 1988 to present; all have highlighted the advantages the Riverfront could provide to the Tri-Cities!
- **SIX U.S. dams have been built upstream of Tri-Cities since 1948, plus three Canadian dams** (see last page)

TIMELINE

1948 –

- Columbia River Flood – caused extensive damage from Trail, British Columbia to Astoria, Oregon; and completely destroyed the City of Vanport – 2nd largest city in Oregon.
- Corp of Engineers built some of the existing levees (dikes) along the Columbia River through Richland, Pasco and Kennewick during this flood.
- 1948 flood also was instrumental in development of the Columbia River Treaty between U.S. and Canada (signed by President Eisenhower & Prime Minister Diefenbaker in 1961)

1952 – 1954

- Corp of Engineers began building the McNary Dam
- Corp purchased some land along McNary Pool in Pasco, Richland & Kennewick on both sides of the river to protect against the coming McNary Pool.
- Corp built additional levees for the McNary Dam and Pool based on the “unregulated flood of record.”
 - Largest Columbia River ‘flood of record’ occurred in **1894** – NO dams on the Columbia River at that time. This flood became the **Standard Project Flood (SPF)** of record for the Columbia River. The 1894 flood was classified as larger than the 1948 flood.
 - The 1894 flood was used by the Corp for building levees behind what was to become the McNary Pool behind the Corp of Engineers built McNary Dam.
 - Urban levees built by the Corp in 1952 were designed to a height of 8 feet ABOVE the SPF (of 1894).

1988 –

- **TCVCB & Council of Governments** identified Rivershore Enhancement as a community goal. Through two State grants totaling \$70k, a contract was let to Naramore-Baine-Brady and Johanson (NBBJ) of Seattle to develop a Rivershore master plan.

- **“Columbia River shoreline is a treasured resource that could greatly benefit the Tri-Cities”** -- parks, trails, beaches, & boating would enhance economic development as would some commercial and residential development.
- “minimum” option recommended would be to lower all the levees by 3 or 4 feet
- “maximum” option would be to lower levees by 8 to 10 feet
- Corp notified Kennewick that if they didn’t maintain Columbia Park, the Corp would close the park (padlock it?) (Brad Fisher was Mayor of Kennewick)

1992 – (4 years later)

- Corp of Engineers completed a Reconnaissance Report on the McNary Dam Levee System (Tri-Cities Levees).
 - Report designed to see if there was federal interest in lowering and/or beautifying the levees.
 - This Corp study showed the levees were constructed with as much as “10 to 12 feet of freeboard.”
 - And, study showed there was “no federal interest in lowering or beautifying the levees.” (there was no Federal funding to support lowering)

1996 --

- Local government offices were successful in getting Congressional action on Water Resource Development Act (WRDA) that was revised in 1996
- TCVCB secured DOE “3161” funding from TRIDEC, and established the Tri-Cities Rivershore Enhancement Council (TREC). These funds also supported The **2nd Major Rivershore Enhancement Study (completed in 1997!)**.
- Bones of “Kennewick man” were found during Water Follies in 1996.

2004-2008 --

- After WRDA bill passage, local govts. Formally signed a “Non-Standard Parks and Recreation Lease” with the Corp in **2004 – 8 years after WRDA was signed!**
- In **2005 PASCO** was allowed to lower 1¼ miles of levee (levee 12-1) by ~6 feet – at a cost of **\$1.4 million** – which included new pumps, a paved trail, benches and landscaping.
- In **2004/2005 KENNEWICK** was allowed to lower 1 ½ miles of levee (levee 5D) at a cost of **\$1.7 million** – with drainage pumps, paved trail, benches, covered picnic tables and landscaping improvements.
- In **2008 RICHLAND** lowered ~ ¼ mile of levee north of Howard Amon Park by ~10 feet (*cost of this not readily available in Corp documents—Walt Kirkpatrick apparently paid for part of this when starting to build Waterford Place*).
- Kennewick, Pasco, Richland and the 3 Ports (Kennewick, Pasco, Richland) celebrate completion of the Sacagawea Heritage Trail, a majority of which is located along the top of the levees.

Dams Added to the Columbia River

Since the 1948 Flood

(Upstream of Tri-Cities)

Chief Joseph Dam	1955
Rocky Reach Dam	1961
Priest Rapids Dam	1961
Wanapum Dam	1963
Wells Dam	1967
Keenleyside Dam (<i>British Columbia</i>)	1968
Mica Dam (<i>British Columbia</i>)	1973
Libby Dam (Montana)	1975 (<i>feeds into Canada 1st</i>)
Revelstoke Dam (<i>British Columbia</i>)	1984

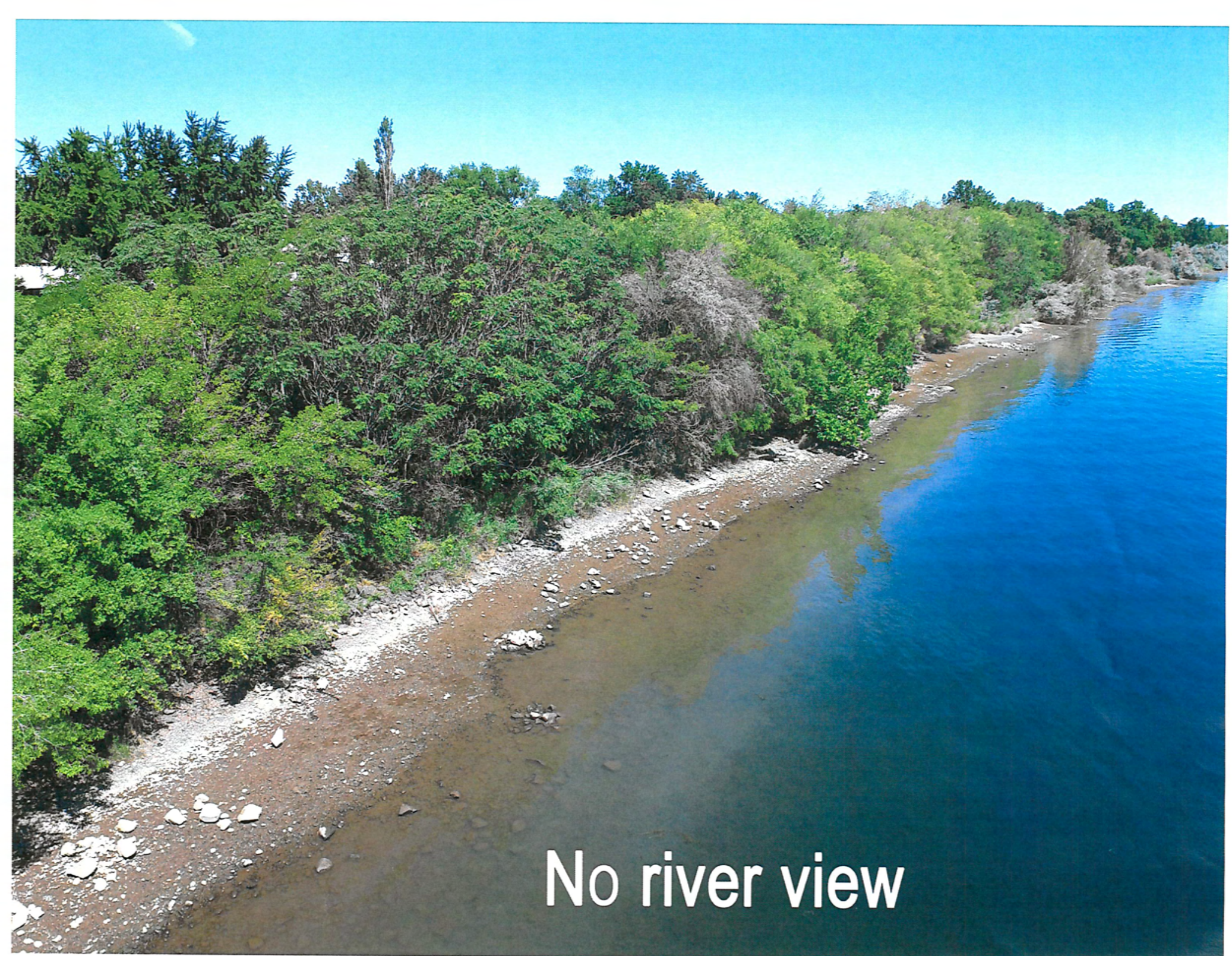








sections of over growth



No river view



No river ac

A photograph of a lake with a rocky, tree-lined shore. In the foreground, the blue water has small ripples. In the middle ground, a group of four people in kayaks is on the water. The background shows a dense forest of green trees on a rocky bank. The sky is clear and blue.

Unusable shoreline



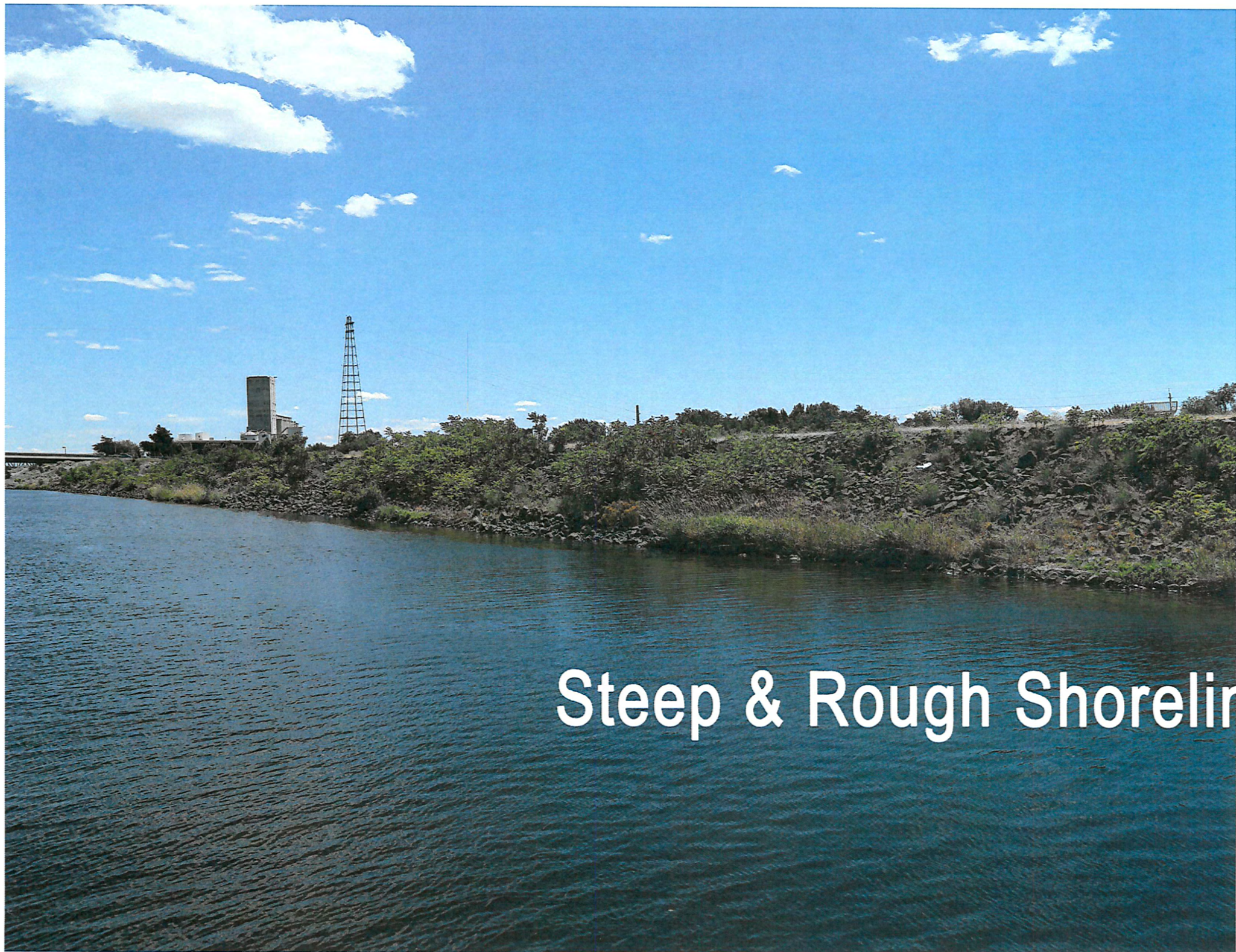
Discarded Concrete chunks

Behind Benton-Franklin Transit



Dumped Concrete at Clover Island





Steep & Rough Shoreline



COUNCIL WORKSHOP COVERSHEET

Council Date: 03/28/2017

Department: Public Works

Key Element: Key I - Financial Stability & Operational Effectiveness

Subject:

Transportation Grant Opportunities (30 minutes)

Summary:

Public Works Director Pete Rogalsky will present on transportation grant opportunities.

Attachments: