

**GRANDVIEW CITY COUNCIL
COMMITTEE-OF-THE-WHOLE
MEETING AGENDA
TUESDAY, MARCH 28, 2023**



PLEASE NOTE: The maximum occupancy of the Council Chambers is 49 individuals at one time. Access to exits must be kept clear to ensure everyone in the Chambers can safely exit in the event of an emergency.

This meeting will be held in person and will also be available via teleconference. For meeting information and instructions, please contact City Hall at (509) 882-9200.

COMMITTEE-OF-THE-WHOLE MEETING – 6:00 PM

PAGE

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENT** – At this time, the public may address the Council on any topic whether on the agenda or not, except those scheduled for public hearing. If you would like to address the Council, please step up to the microphone and give your name and address for the record. Your comments will be limited to three minutes.
- 4. NEW BUSINESS**
 - A. Housing Action Plan Update–Housing Needs Assessment – Byron Gumz, YVCOG Land Use Planning Manager 1-27
 - B. 2022 YVCOG Activities and Local Crime Lab Update – Vicki Baker, YVCOG Deputy Director 28
 - C. Resolution authorizing application to the Yakima County Supporting Investments in Economic Development (SIED) Board to fund the Wine Country Road and Higgins Way Improvement Project 29-54
 - D. ARPA New Business Grant 55-57
- 5. OTHER BUSINESS**
- 6. ADJOURNMENT**

The City of Grandview Committee-of-the-Whole and Regular Council Meetings scheduled for Tuesday, March 28, 2023 at 6:00 pm and 7:00 pm will be held in person and will also be available via teleconference.

Please join the meeting from your computer, tablet or smartphone.

Join Zoom Meeting

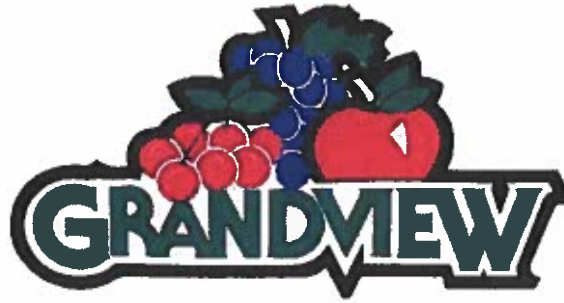
<https://us06web.zoom.us/j/86429230941?pwd=SDV5RDk3S25tbllTc1pJWXJMcUJJZz09>

To join via phone: +1 253 215 8782

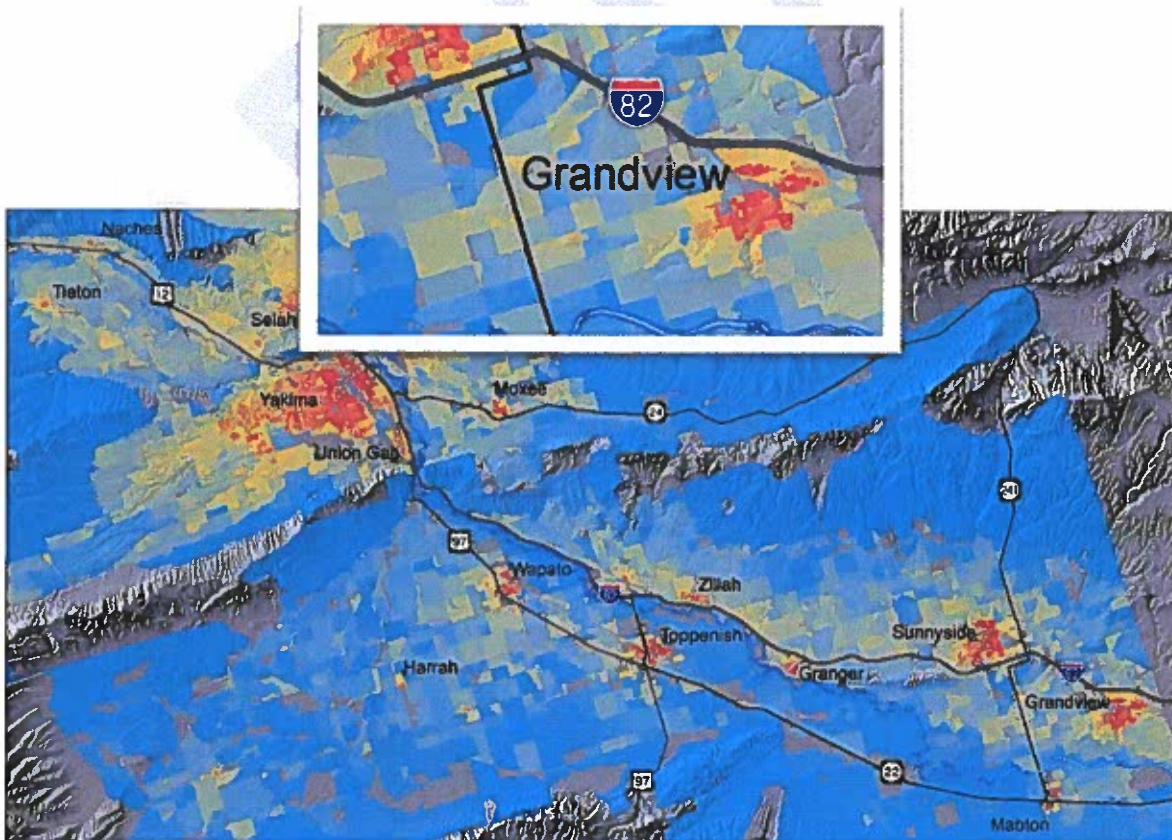
Meeting ID: 864 2923 0941

Passcode: 180915

City of Grandview



Housing Needs Assessment XXXXX 2023



City Of Grandview

HOUSING NEEDS ASSESSMENT

XXXX 2023

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INTRODUCTION

The City of Grandview has a Professional Service Contract with the Yakima Valley Conference of Governments (YVCOG) to develop a Housing Action Plan. This Housing Needs Assessment will help inform and guide the selection of actions to include in the Housing Action Plan.

The Housing Needs Assessment provides an evaluation of current housing supply and housing needs in Grandview, across the full spectrum of household types and income levels, by answering the following kinds of questions:

- Who lives and works in Grandview and what are their socioeconomic characteristics?
- What types of housing are available in Grandview?
- Are there any groups of people who are not able to find housing that is safe, affordable, and meets their household needs?
- How much housing, and what types of housing, are needed to meet current and future housing needs of Grandview residents?

The data for this analysis is primarily from the United States Census Bureau, with some coming from the Washington State Office of Financial Management and Yakima County. That data will be combined with information gathered through community engagement to develop a Housing Action Plan for the City of Grandview. The Housing Action Plan will identify goals and policies as well as opportunities to increase the housing supply and preferred type of housing based on community characteristics and anticipated needs.

KEY FINDINGS

- **Vacancy rates are low.** Vacancy rates for housing units are typically 1-2%. The desired vacancy rate for a city is 5%. This allows housing to be accessible to people of diverse needs and income brackets. Low vacancy rates limit housing options, resulting in an increase in competition for available units. With low supply and high demand, housing prices increase across all housing types.
- **Housing prices have risen faster than household income.** The average home sales price in Grandview has risen by **270%** between 2012 to 2022, from approximately \$110,000 to \$298,000. Over the same period, the median family income has only increased by **139%**. This indicates homeownership is getting further and further out of reach for many prospective buyers.
- **Households in Grandview are cost burdened.** **32%** of all households in Grandview were cost burdened. Cost-burdened households spend more than 30% of their available income on housing costs. This leaves less money available for other vital needs like food, transportation, clothing, and education. With rising housing costs, the number of cost-burdened households has almost certainly increased during the past few years.

- **Low-income households are disproportionately affected.** 77% of all households with incomes below 50% of the Grandview median family income are cost burdened. Conversely, only 16% of all households with incomes above 50% of the Grandview median household income are cost burdened.
- **Workers are traveling long distances to their jobs in Grandview.** Almost 20% of the employees in Grandview commute more than 50 miles from their home to a workplace in Grandview. Many of these workers may be living outside of Grandview due to housing affordability, or inability to find suitable housing in the city.
- **Grandview needs housing diversity.** Over 76% of all housing in the City of Grandview are single-family homes, including mobile homes. Increasing the diversity of housing options available increases housing supply and provides housing mobility for residents seeking more affordable housing that meets their current needs. For example, an empty nest household will be able to downsize to a one- or two-bedroom unit while staying in their community, creating vacant three- or four-bedroom housing for a growing family.

HOUSING TERMINOLOGY

This guidebook uses some terminology, acronyms, or data sources that may be unfamiliar. Here are some definitions.

Affordable Housing

The United States Department of Housing and Urban Development (HUD) considers housing to be affordable if the household is spending no more than 30 percent of its income on housing costs. A healthy housing market includes a variety of housing types that are affordable to a range of different household income levels. However, the term “affordable housing” is often used to describe income-restricted housing available only to qualifying low-income households. Income-restricted housing can be located in public, nonprofit, or for-profit housing developments. It can also include households using vouchers to help pay for market-rate housing (see “Vouchers” below for more details).

American Community Survey (ACS)

This is an ongoing nationwide survey conducted by the U.S. Census Bureau. It is designed to provide communities with current data about how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households. We use data from the ACS throughout this needs assessment.

Area Median Income (AMI)

This is a term that commonly refers to the area-wide median family income calculation provided by the federal Department of Housing and Urban Development (HUD) for a county or metropolitan region. Income limits to qualify for affordable housing are often set relative to AMI. In this report, unless otherwise indicated, AMI refers to the HUD

Area Median Family Income (HAMFI).

Cost Burden

When a household pays more than 30 percent of their gross income on housing, including utilities, they are “cost-burdened.” When a household pays more than 50 percent of their gross income on housing, including utilities, they are “severely cost-burdened.” Cost-burdened households have less money available for other essentials, like food, clothing, transportation, and medical care.

Household

A household is a group of people living within the same housing unit.²⁴ The people can be related, such as family. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household. Group quarters population, such as those living in a college dormitory, military barrack, or nursing home, are not considered to be living in households.

Household Income

The census defines household income as the sum of the income of all people 15 years and older living together in a household.

Income-Restricted Housing

This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to household at a designated income level.

Low-Income

Households that are designated as low-income may qualify for income-subsidized housing units. HUD categorizes families as low-income, very low-income, or extremely low-income relative to HUD area median family incomes (HAMFI), with consideration for family size.

Income Category	Household Income
Extremely Low-Income	30% of HAMFI or less
Very Low-Income	50% of HAMFI or less
Low-Income	80% of HAMFI or less

Median Family Income (MFI)

The median income of all family households in an area. Family households are those that have two or more members who are related. The median income of non-family households is typically lower than for family households, as family households are more likely to have more than one income-earner. Analyses of housing affordability typically

group all households by income level relative to HUD area median family income (HAMFI), which is calculated for the county or metropolitan region.

COMMUNITY PROFILE

Grandview is the midpoint between the cities of Yakima and the Tri-Cities of Richland, Pasco, and Kennewick, near the eastern border of Yakima County in south-central Washington State, in the heart of the Yakima Valley. The name Grandview comes from the views of both snowcapped Mount Rainier and Mount Adams dominating the horizon to the west and the Rattlesnake Hills and Horse Heaven Hills to the north and south, respectively.

The economy is agriculture based; with apples, cherries, concord and wine grapes, hops, asparagus, corn, wheat, dairy and other fruit and vegetable production supported by processing plants and cold storage facilities. Grandview is home to quality schools, the Yakima Valley College-Grandview Campus, numerous churches, and over 70 acres of community parks.

Population

Grandview’s population was 11,116 in 2019 and has been steadily growing, with a predicted population of 13,558 by the year 2040 (Figure 1). This forecasted number is taken from a combination of data sources: the Washington State Office of Financial Management (OFM) and Yakima County. OFM provides population growth numbers to individual counties. Yakima County then takes that number and assigns each city with a projected population each year over the next couple decades. The model used allows for a low-, mid-, and high-growth estimate. Yakima County’s preferred alternative uses the mid-growth estimate when calculating numbers, with population growth rates declining over time.

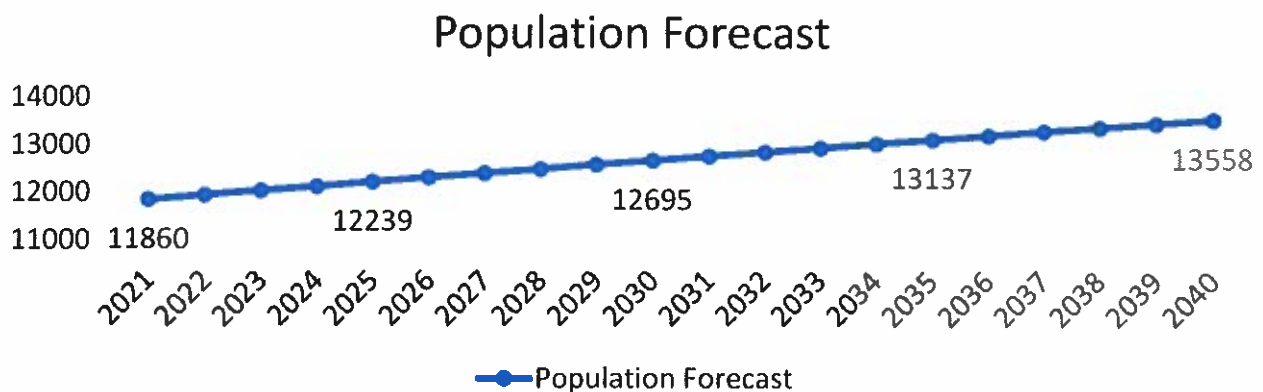


Figure 1: Source: Office of Financial Management (OFM) and Yakima County

In 2019, there were 11,116 people living in Grandview. 6,027 people, or 54% of the population, were between the ages of 20 and 64. The next largest population group

were 0 to 19 years of age. This group numbered 4,203 or 38% of Grandview’s population. 886 people, or 8% of the population was over the age of 65 (Figure 2).

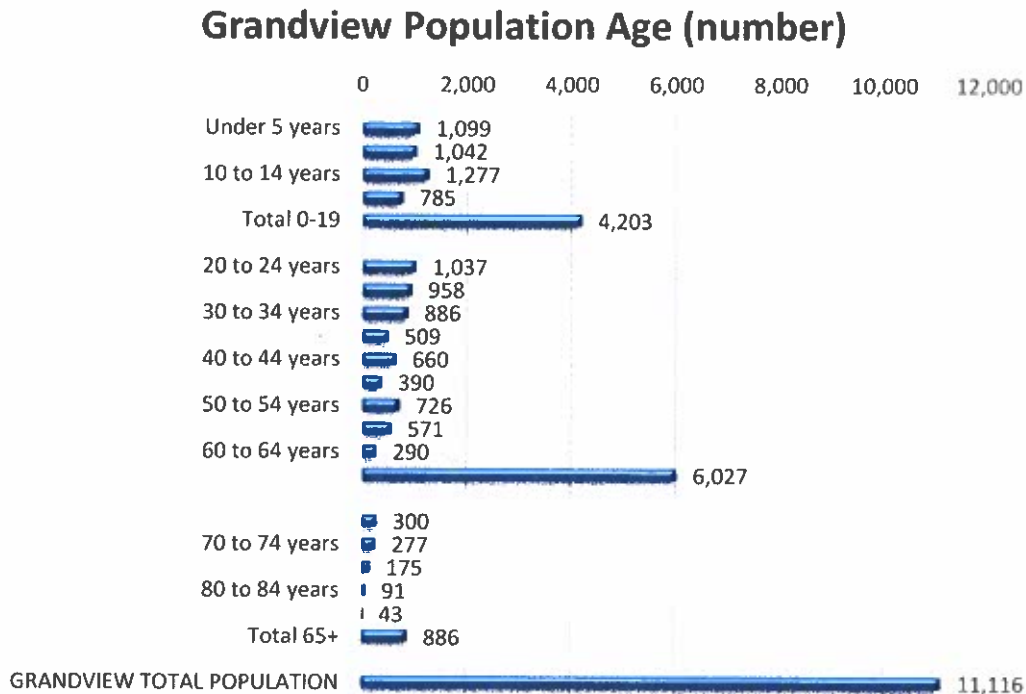


Figure 2: Source: United States Census Bureau (S0101)

GRANDVIEW HOUSEHOLDS: 3,322 TOTAL



Figure 3: Source: United States Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS)

Households

The US Census Bureau identified 3,166 occupied households in the City of Grandview in 2021. 51% of the households were owner occupied and the other 49% are occupied by renters (Figure 3). The number of people per household is arranged to reflect if they are 1-, 2-, 3-, or more than 4-person households. Almost 40% of the households in Grandview have four or more people living in them. The next highest number of occupancy levels for households are 2-person households, followed by 3-person households, and finally one-person households (Figure 4).

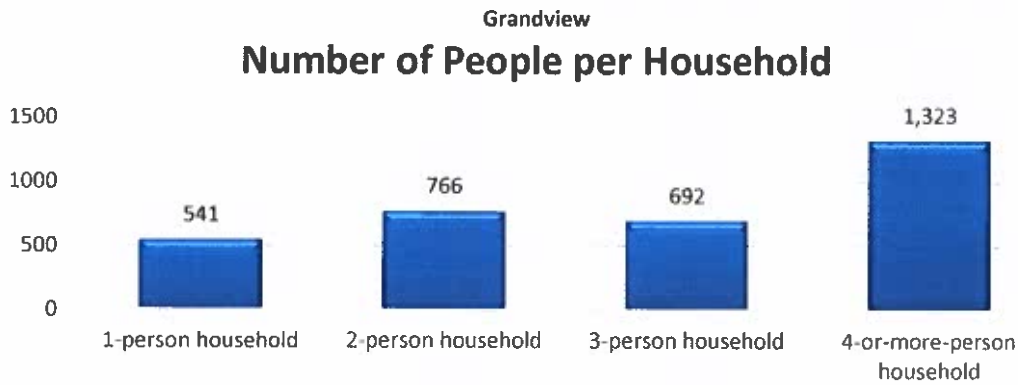


Figure 4: Source: United States Census Bureau (S2501)

Of the households in Grandview, most of the owner-occupied housing are 4-or-more-person households. Of the 1,323 households fitting that description, 748 are owned by the occupants. For 3-person households, the numbers are more evenly distributed at 315 owner-occupied houses to 377 renter-occupied households. For 2-person households the majority is again owner-occupied with 460 to 306 renter-occupied. And with 1-person households, the vast majority consist of renter-occupied houses with 362 compared to only 179 owner-occupied homes (Figure 5).

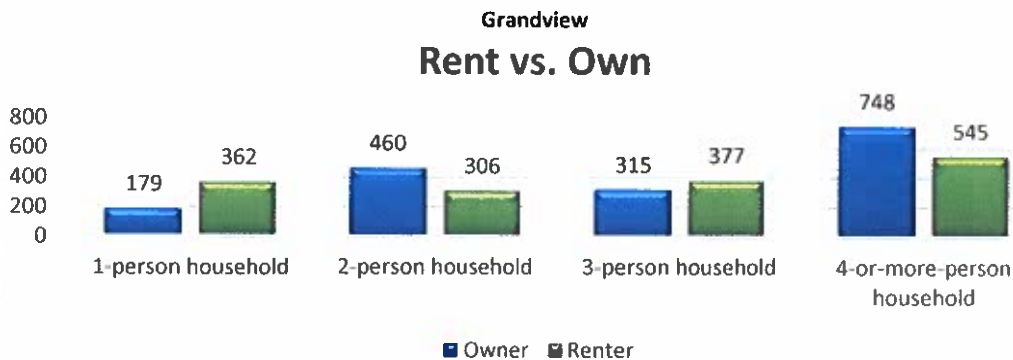


Figure 5

When considering housing units by number of bedrooms, we see a direct correlation with the number of individuals found in Grandview housing units. 3-bedroom housing units are the most common with 1,357 units, followed by 2-bedroom units with 1,196. Studios, 1-bedrooms, 4-bedrooms, and 5+ bedroom housing units are all represented by under 500 units.

Household Income and Cost-Burdened Households

Residents of Grandview represent a variety of income levels. The median household income for the city is \$50,444, with owner-occupied units having a slightly higher median income at \$61,084, and renter-occupied units having a slightly lower median income at \$45,309. A breakdown of the household incomes by bracket can be found in Figure 6.

In Grandview, many households experience a cost burden when it comes to housing. The most common group afflicted by a cost burden of 30% or 50% are those in the lower income brackets. Of those making less than 30% of AMI, 105 households are experiencing a cost burden greater than 30% of their monthly income, and 90 are experiencing a cost burden greater than 50% of their AMI. With only 295 households total within this income bracket, that means that 66% of households in that income bracket are experiencing a cost burden for housing. As can be seen on Figure 7, the majority of those experiencing this cost burden are renters.

Very low-income households experience a similar cost burden. For those households that fall between 30% and 50% of AMI, 385 are experiencing a cost burden greater than 30%, and 90 are experiencing a cost burden greater than 50% of their monthly income. Again, the percentage of these households that are cost burdened is high. Out of 580 households that fall within this income bracket, at 82%. However, a greater proportion of those within this income bracket own their homes (Figure 8).

For higher income households, the cost burden is less severe than what is seen with lower-income households. For households that range from 50% to 80% of AMI, 280 total households are cost burdened, with 30 households experiencing a cost burden

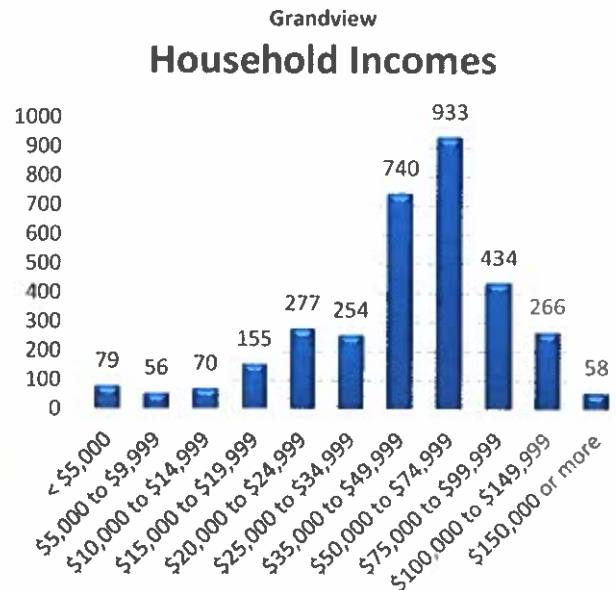


Figure 6

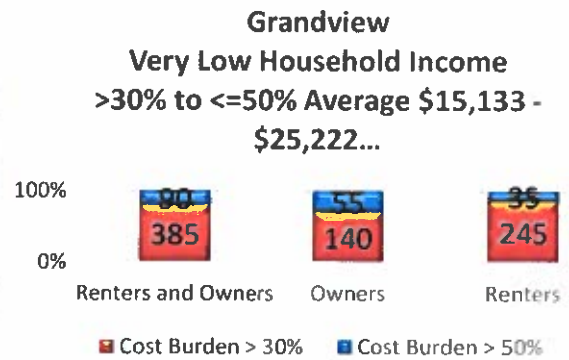


Figure 7

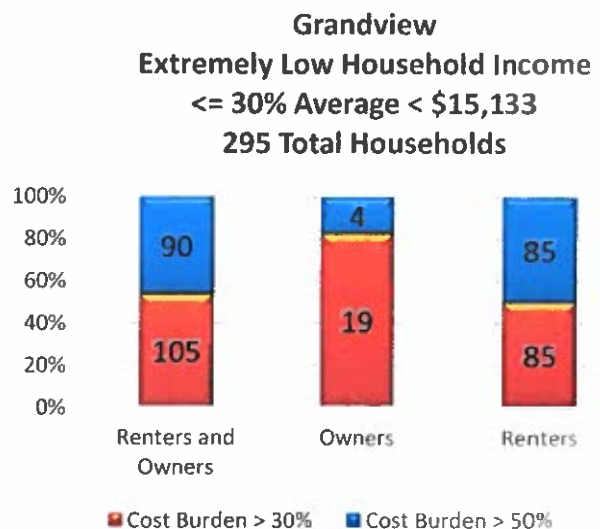


Figure 8

greater than 50%. The percentage of households in that income bracket is a bit smaller, however. Out of 690 households in that income bracket, only 40% are cost burdened, with owner-occupied households also comprising a larger percentage (Figure 9).

For households that fall into the 80% AMI bracket or above, the percentage drops further, with 16% of households between 80%-100% AMI being cost burdened, and only 2% of households above 100% AMI being cost burdened.

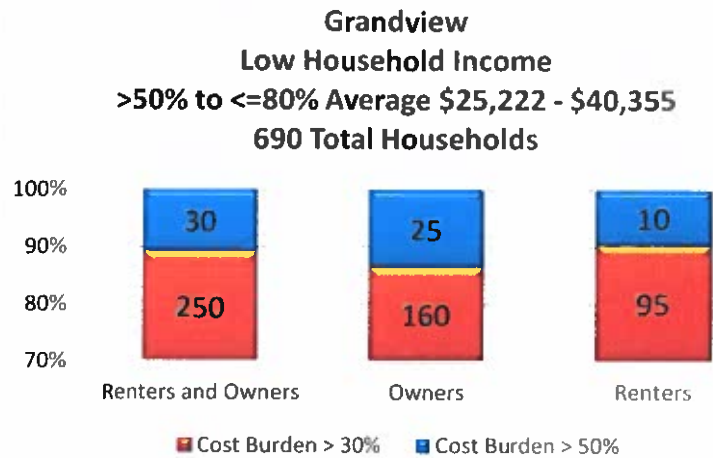


Figure 9

Residents with Special Housing Needs

A substantial portion of the population of Grandview require special housing needs. These needs can be a result of households that fall within one of the low, very low, or extremely low-income brackets, are individuals with disabilities, seniors who require assistance, and a variety of other reasons. While these specific housing needs are addressed in other sections of the Housing Needs Assessment, some general takeaways can be seen in Table 1.

Special Housing Need	Number of individuals/households	Percentage of overall individuals/households
Low, very low, extremely low income	1,773 households	56%
Population over the age of 65	752 individuals	8%
People with a disability	901 individuals	8.3%
People with self-care difficulty	233 individuals	2.4%
People with independent living difficulty	333 individuals	4.9%

Table 1: Source: ACS Table S1810

WORKFORCE PROFILE

Note: Some of the information used for this report was gathered in 2019, prior to the COVID pandemic. The pandemic had a significant impact on the economy, resulting in changes in employment and an increase in remote work. Future reports will reflect these changes. Additionally, projections in this report are based on existing data, and are a best guess as to future employment numbers.

Countywide Employment

In Yakima County, out of a labor force of approximately 137,157 (as of Oct 2022), 130,754 are employed, representing 4.7% unemployment, slightly higher than the 4.0% unemployment seen statewide. The median income in the county is \$31,950 for individuals, with the median household income being \$61,012. Inflation-adjusted per capita income in the county in 2020 was \$49,099, compared to the state rate of \$67,126 and the national rate at \$59,510. The primary industries for the county include agriculture, forestry and fishing (27.8%), health services (14.9%), local government (11.8%), retail trade (9.6%), and manufacturing (7.2%). Payroll for these industries generally reflects their share of the labor force, with agriculture, forestry, and fishing accounting for 22.5%, health services for 16%, local government for 14.6%, manufacturing for 8.9%, and retail trade for 7.7%.

The commuting time for the county averages 20.8 minutes, with about 20.3% of the working population of the county commuting over 30 minutes to their places of work. The most common means of transportation was driving in a car, truck, or van alone. 77% of the county's population travels to work in a vehicle alone, 12.5% of the population carpools, 1.8% of the population walks or rides a bicycle, and .1% of the population takes public transportation. 7.5% of the county does their work from home.

The poverty rate in the county in 2020 was 14.8%, higher than the state's average of 9.5% and the national average of 11.4%.

Source: Washington State Employment Security Department, Yakima County Profile and United States Census Bureau.

City Employment Trends

The employment trends for the City of Grandview largely reflect the current situation in the county, but there are some differences when it comes to top industries and income. The top industries in the city are Transportation/Warehousing (34%), Educational services (23%), Manufacturing (11%), Retail Trade (10%), and Agriculture (7%) (Figure 1). The median family income for individuals in the city is approximately \$27,586, with median household income being approximately \$52,500.

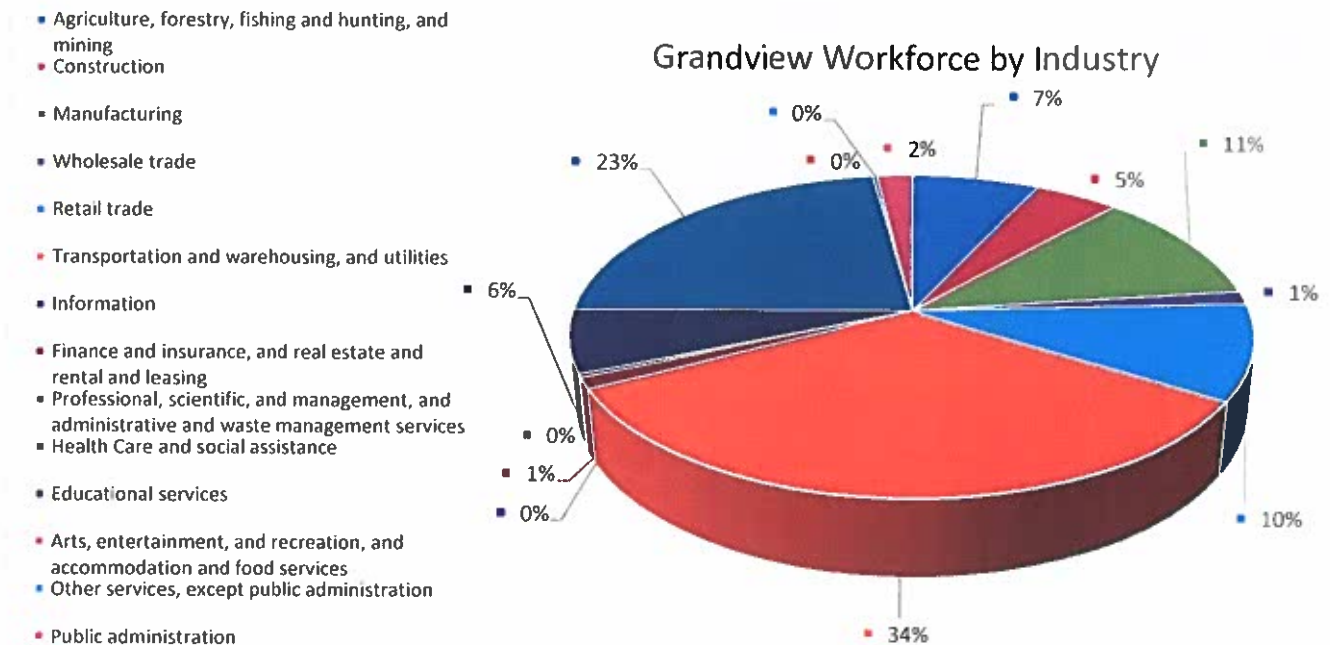


Figure 10: Employment by Industry in Grandview, 2021; Source: United States Census Bureau, 2021: ACS 5-Year Estimates Data Profiles, OnTheMap

The area has a favorable job-housing ratio of .933, within the preferable range of .75-1.5. However, this has not resulted in the workforce remaining in Grandview. As is seen county-wide, commuting to or from Grandview is common. Only approximately 55.5% of those working in Grandview have a commute time of less than 10 miles. Roughly 37.3% of the workforce commutes over 25 miles, with 19.9% commuting over 50 miles. A substantial number of people live in Grandview and are employed elsewhere, and the data also shows commute time is substantial here, too. Of those who live in Grandview, approximately 38.2% of those who work elsewhere have a commute of over 25 miles. Overall, more people leave Grandview for work than either live and stay in Grandview or come from beyond the city limits to work there (Figure 2). Only 22% of the people who work in Grandview live there, with 78% of those working there traveling from outside city limits. (Figure 3)

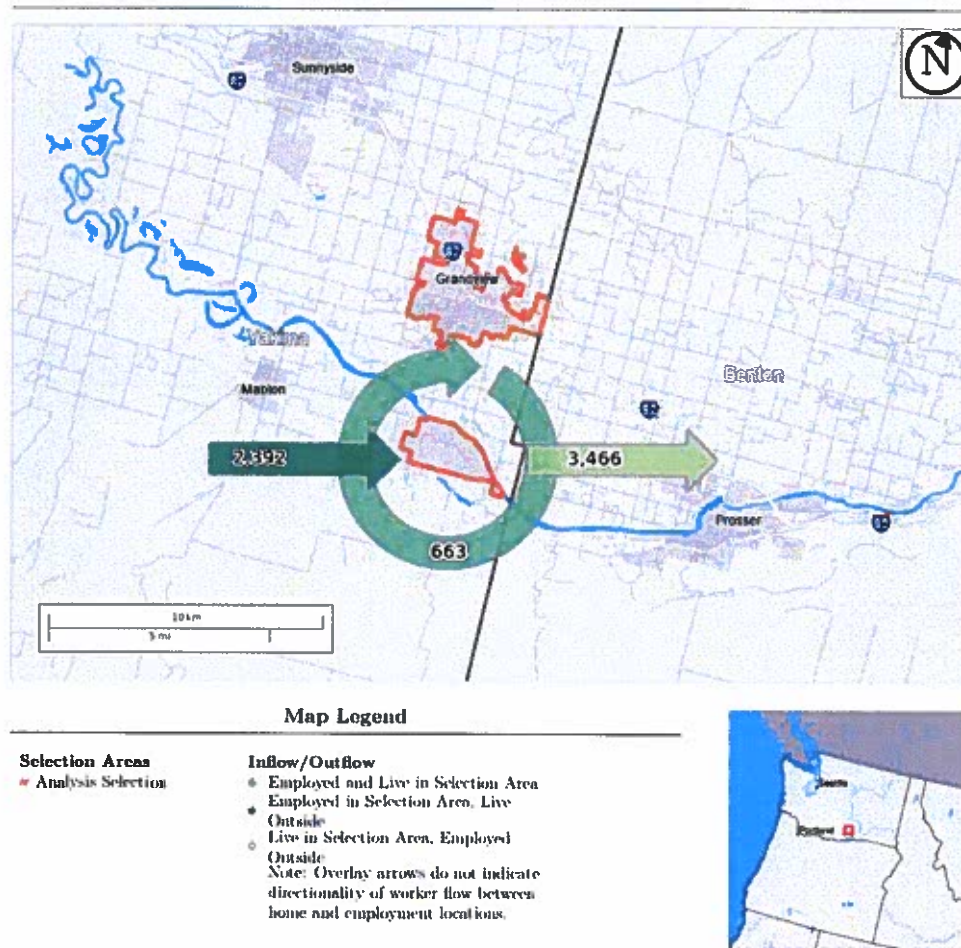


Figure 11: Inflow/Outflow Counts of All Jobs for Grandview, 2019; Source: United States Census Bureau, OnTheMap

Workforce in Grandview Living/Commuting

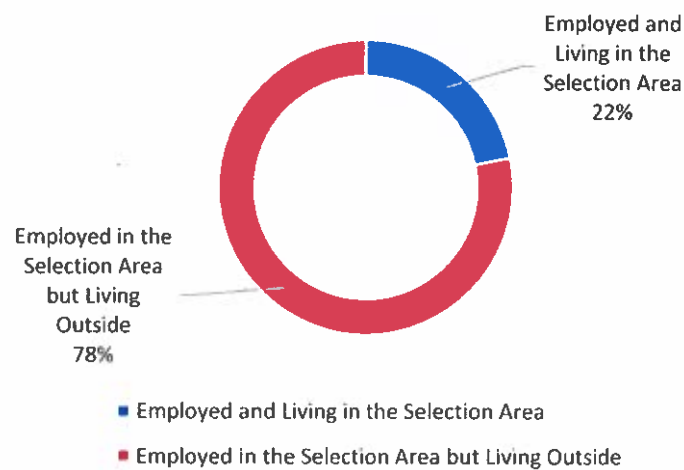


Figure 12: Workforce in Grandview Living/Commuting; Source: United State Census Bureau, OnTheMap

Employment Projections

The Washington State Employment Security Department maintains projected growth in industries on a regional basis. For non-farm labor, the city of Grandview falls into the South-Central region of the state, and so employment growth in the city is calculated by applying the presumed growth in the region to the breakdown in workforce by industry. Farm labor is calculated at the county level, and so that rate has also been calculated and included for the agricultural sector. The results can be found in Table 1 and can be used as a best guess for future growth within these industries in the city. The total number of workers can be found in the first column (2021), with projected jobs in the 2025 and 2030 columns.

Additional Jobs Predicted in 2025, 2030 in Grandview, WA			
	2021	2025 (Predicted)	2030 (Predicted)
<i>Total Jobs</i>	3055	3201	3294
<i>Transportation and warehousing</i>	967	1021	1041
<i>Manufacturing</i>	325	330	337
<i>Retail Trade</i>	276	288	293
<i>Agriculture</i>	203	213	223
<i>Educational services</i>	657	692	729

Table 2: Additional Jobs Predicted in 2025, 2030 in Grandview, WA; Source: Employment Security Department Employment Projections for South-Central Washington (Non-Agricultural) and for Yakima County (Agricultural), OnTheMap Data

HOUSING INVENTORY

Housing Supply Characteristics

Housing units in Grandview, WA are predominantly single detached units. Of the 3,321 units in Grandview in 2021, 63% of them are 1-unit detached. The next largest percentage is represented by mobile homes at 12%, and duplexes and multi-family units represent less than 5% each (Figure 1).

Housing Units by Type - Grandview

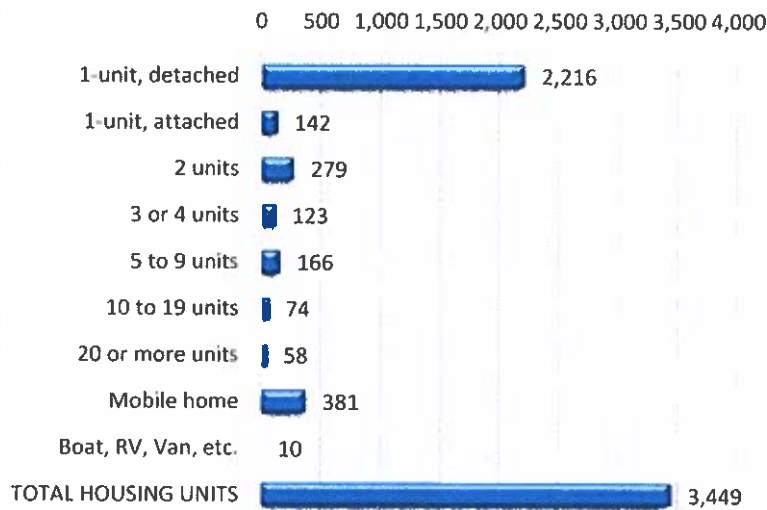


Figure 13: Source ACS Chart B25001

Housing Inventory by Bedrooms - Grandview

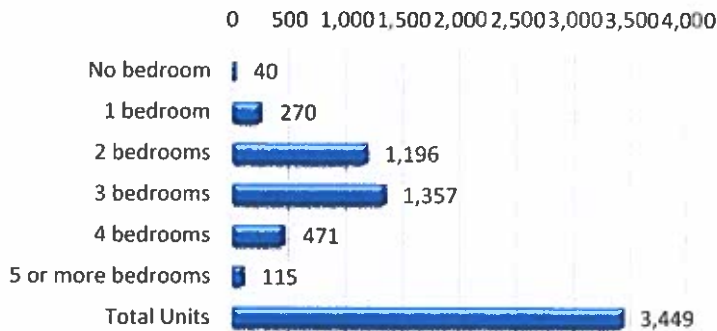


Figure 14: Source ACS Chart B25001

Tenure in Grandview is split relatively evenly between renter-occupied and owner-occupied houses with 1,567 renter-occupied units and 1,599 owner-occupied units. The average household size also does not vary much between renter-occupied and owner-occupied houses, with household size for owner-occupied units averaging 3.47, and renter-occupied units averaging 3.40. 155 units currently sit vacant, but this statistic is misleading (see Gap Analysis).

The largest proportion of housing units in Grandview are 3-bedroom housing units. Of the 3,321 units in Grandview, approximately 40% of them have 3-bedrooms, with 2-bedroom houses having slightly fewer at 35%. Only 7% of housing units in Grandview have 1 bedroom or fewer (Figure 2).

Subsidized Housing

Grandview currently has a number of options available for people with special needs, and people that fall within certain income brackets. Currently, there are approximately 265 units available for those who need some sort of assistance or qualify for subsidies. The majority of these units are available for people of low, very low, and extremely low income, which comprise approximately 56% of the households in Grandview. These unit types vary from apartments to single-family homes and may have various qualifications in addition to the income requirements, such as disabilities, senior status, and assisted living requirements. Subsidized housing makes up approximately 8% of the current housing in Grandview.

GAP ANALYSIS

The City of Grandview compares favorably to many of the communities in the state when it comes to housing availability, but still demonstrates a present and growing gap between available housing and what is required. Additionally, as construction has occurred the lowest income brackets are often left with fewer options for affordable housing. A low vacancy rate has made living in the city difficult for some, and this is projected to become worse in the coming years. This section will illustrate the gap that presently exists, present some rough forecasts on the development of this disparity, and describe the housing that will be required at various income levels within the city.

Current and Future Housing Disparity

The current population of the City of Grandview is estimated to be 10,894, occupying approximately 3166 households. The occupied households are split relatively evenly between owner-occupied homes and renter-occupied homes (Table 1). The overall vacancy rate for the city is approximately 5%, meeting the desired standard for vacancy. However, for owner-occupied homes, the vacancy rate is approximately 1.3%, whereas for rentals it is approximately 1.7%, both falling outside of the desired standard. The majority of the vacancy rate is classified as “Other Vacant,” which the census defines as “year-round units which were vacant for [other] reasons: For example, held for settlement of an estate, held for personal reasons, or held for repairs.” Other potential reasons include foreclosure, legal proceedings, preparation to rent/sell, storage, abandonment, or extended absence. While the vacancy rate falls within the desirable standard, the reality is that the vacancy rate is better reflected by the 1.3% and 1.7% rates that exist for owner-occupied and renter-occupied homes.

Vacancy			
Occupied	Vacant	Total	Vacancy Rate
3166	155	3321	5%
Vacancy Status			
For Rent	For Sale	Other Vacant	Total
27	21	107	155
Housing Tenure			
Owner Occupied	Renter Occupied	Total	
1599	1567	3166	
Additional Units Required to Meet 5% Vacancy			
Owner Occupied	Renter Occupied	Total	
59	49	108	

Table 3: Current Housing Vacancy in Grandview, WA (Source: ACS B25002, B25004, DP04)

Projections for future building do not indicate any narrowing of the gap that currently

exists between existing and required housing. By 2040, the population of Grandview is expected to reach approximately 12,016. With an average household size of 3.43, this will require an additional 327 housing units serving a variety of income levels. However, from 2010 to 2020, the average annual number of housing units constructed was only 13.7 housing units per year. If that trend continues, by 2040 there will be 247 new housing units, creating a deficit of 81 housing units. To reach the goal of 327 housing units by 2040, production must be increased by 24% annually (producing 18.2 housing units per year rather than 13.7).

Housing Disparity by Income Level

In Grandview, the population represents a broad spectrum of income levels, and in order to prevent these groups from being cost-burdened, housing needs to reflect that diversity. The median household income for the City of Grandview is \$52,500, with 80% of Annual Median Income (AMI) being \$42,000, 50% AMI being \$26,250, and 30% AMI being \$15,750. The percentage of the population of Grandview that falls within these income brackets can be seen in Figure 1, and their relative affordable housing limits can be seen in Table 2. The calculations in Table 2 were completed with the understanding that spending more than 30% of a household income on housing results in a household becoming cost-burdened.

Households by Income Level in Grandview, WA

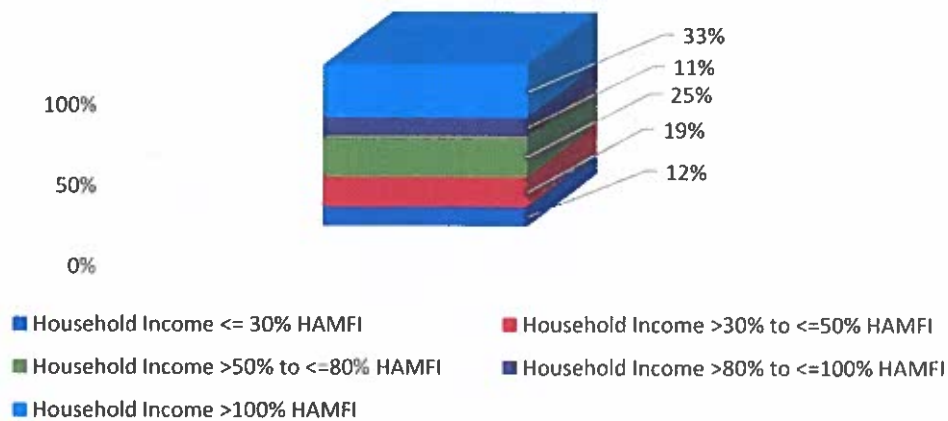


Figure 15: Income Levels in Grandview WA (Source: HUD's Office of Policy Development and Research)

Income Distribution	Annual Household Income	Affordable Monthly Rent	Affordable Home Value
100% AMI (Household Median Income)	\$52,500	\$1,312.50	\$247,891.00
80% AMI	\$42,000	\$1,260.00	\$198,313.00
50% AMI	\$26,250	\$788.00	\$123,946.00
30% AMI	\$15,750	\$473.00	\$74,367.00

Table 4: Affordable Monthly Rent and Home Value by Income Bracket

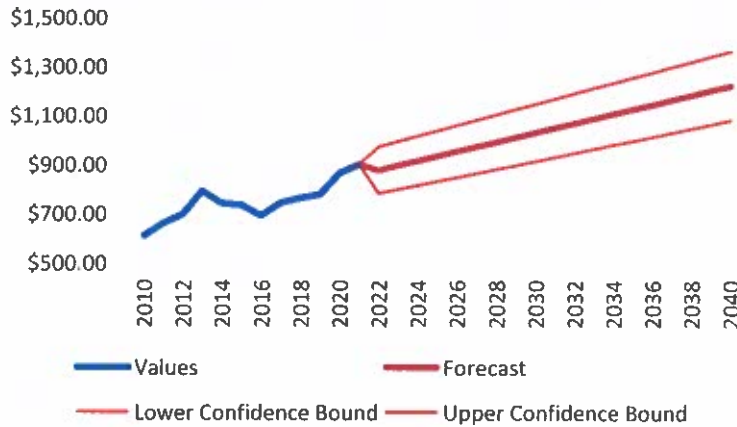


Figure 2: Historical and Projected Median Monthly Rent 2010-2040 (Source: ACS Table DP04)

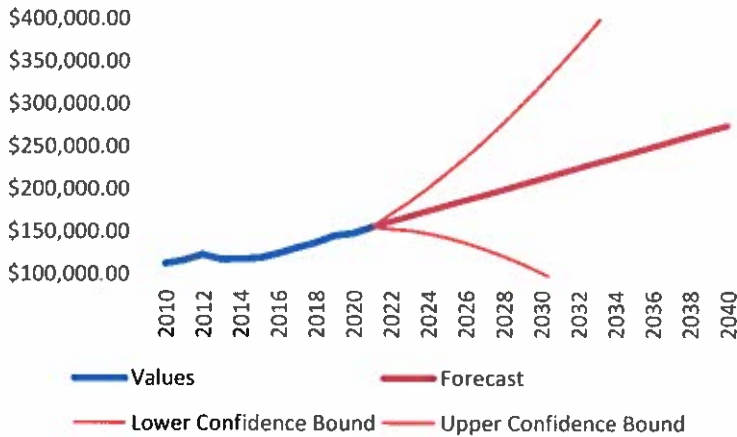


Figure 3: Historical and Projected Median Home Value 2010-2040 (Source: ACS Table DP04)

Based on current housing trends, options available to lower-income households are limited. The current median rental value (as of 2021) is approximately \$905/mo., exceeding the affordable monthly rent of people that fall below approximately 73% of median household income. Similarly, homes in Grandview have a median home value of \$155,400, exceeding the affordable home value for people who fall below approximately 68% of median household income. It should also be noted that home value calculations are done using assessor data, rather than fair market value from real estate sales.

Furthermore, for both monthly rent and home values, the median has been steadily increasing over the previous ten years and is forecasted to continue to increase. Figures 2

and 3 illustrate the projected increase in monthly rent and home value respectively. By 2030, median rent is projected to reach approximately \$1035/mo., with median home value reaching \$218,723. By 2040, rent is projected to reach \$1227/mo., with home values reaching \$275,720. This increase has been driven by increasing prices across the board, but also a decline in affordable units. From 2010 to 2021, the number of rentals available at less than \$500/mo. fell from 276 to 172, a 38% decrease. Similarly, the number of homes valued at less than \$150,000 fell from 1221 to 771, representing a 37% decrease. With approximately one third of the households in Grandview falling under 50% HAMI, this has put housing further and further out of reach, with projected housing following a similar trend.

Of the 327 housing units projected to be needed by 2040, 39 should be affordable to those falling into the 30% AMI income bracket or below, 61 should be affordable to those between 30% AMI and 50% AMI, 83 should be affordable to those between 50% AMI and 80% AMI, and 143 should be affordable to those at 100% AMI and above. Overall, 31% of new housing should be affordable to those households living at 50% AMI or below. An additional 36% of new housing should be affordable to those making 50%-100% of Grandview’s AMI, and 33% of new housing should be affordable to those making over 100% of Grandview’s AMI or above (Table 3).

Income Bracket	Number of Housing Units Required by 2040	Percentage of Overall Housing Unit Production
30% AMI	39	12%
50% AMI	61	19%
80% AMI	83	25%
100% AMI	37	11%
>100% AMI	106	33%
Total	327	100%

Table 5: Required Housing at Each Income Level by 2040 in Grandview, WA

HOUSING DISPLACEMENT RISK

Housing displacement risk is a complex issue that refers to the risk of being forced out of one's home or community due to various economic, social, or environmental factors. The consequences of housing displacement can be severe and long-lasting, often leading to homelessness, social dislocation, and economic hardship.

Economic forces, such as rising housing costs, gentrification, and redevelopment, are among the most common causes. As cities grow and prosper, land values increase, and property owners seek to maximize their profits by converting low-income housing into more expensive properties. This can lead to the displacement of low-income residents who can no longer afford to live in their communities.

Environmental factors can also play a significant role in housing displacement risk. Natural disasters, such as hurricanes, floods, and wildfires, can destroy homes and force residents to relocate. Climate change, including rising sea levels and increasing temperatures, is also exacerbating housing displacement risk by making some areas uninhabitable or too expensive to live in.

Social factors, such as discrimination and displacement due to political conflicts or war, can also lead to housing displacement. In some cases, marginalized communities are forcibly removed from their homes to make way for development projects or to create "safer" neighborhoods.

Homelessness, social dislocation, and economic hardship are common outcomes for those who are displaced from their homes. Displaced residents may struggle to find affordable housing in a new location or may have to leave behind important social

networks and support systems. Displacement can also disrupt educational opportunities for children and lead to lower educational outcomes.

The impact of housing displacement is particularly acute for vulnerable populations, such as low-income households and immigrants. These groups often face significant barriers to accessing affordable housing and may be more likely to experience housing displacement.

Addressing housing displacement risk requires a comprehensive approach that includes policy solutions, community engagement, and equitable development strategies to ensure that all residents have access to safe, affordable, and stable housing. It also requires investment in affordable housing and infrastructure to support sustainable communities.

Housing Displacement Risk Mapping - Methodology

The Washington State Department of Commerce has provided guidance on mapping displacement risk within communities. That guidance relies on information that isn't readily available to communities in Eastern Washington. Therefore, a replacement measurement has been identified as a means to assess displacement risk within our communities. That measurement is the Federal Agency for Toxic Substances and Disease Registry (ATSDR).

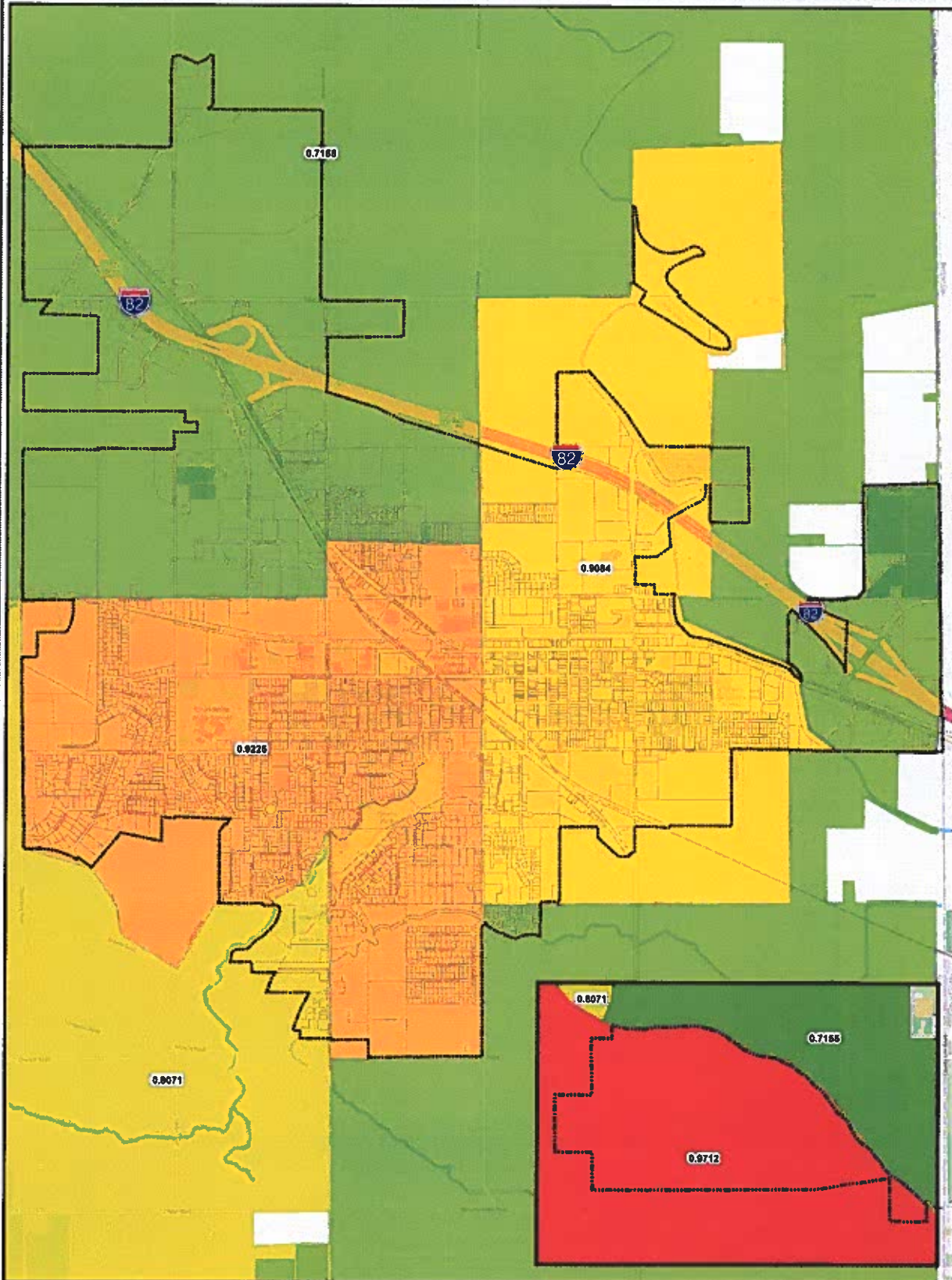
ATSDR has developed a mapping system for the Center for Disease Control and Prevention's (CDC) Social Vulnerability Index (SVI) that identifies communities that are likely to be at the highest risk for needing support during or after hazardous events. The SVI mapping uses many metrics that also illustrate displacement risk. Those metrics fall into four groups: Socioeconomic Status, Household Composition and Disability, Minority Status and Language, and Housing Type and Transportation. Those metrics combined result in an Overall SVI Value, which is used to gauge displacement risk.

The Overall SVI Value is a number that ranges from 0 to 1. A ranking of 0 means that there is low displacement risk, with 1 being a high displacement risk. The SVI mapping is broken down into Census Tracts.

Housing Displacement Risk - Grandview

There are four Census Tracts in Grandview, as can be seen on the map below. One area has an Overall SVI Value of 0.7155, meaning that displacement risk is moderately high. Two areas have Overall SVI Values of 0.9084 and 0.9225, with a very high displacement risk. The fourth area has an Overall SVI Value of 0.8071. The average Overall SVI Value for the City of Grandview is 0.8384, meaning that most of the population living in Grandview is at moderately high risk for displacement.

City of Grandview, WA Social Vulnerability Index - 2020



 Grandview City Boundary

LAND CAPACITY ANALYSIS

A Land Capacity Analysis (LCA) is a methodology conducted by counties and cities to determine the amount of vacant, developed, under-developed, and under-utilized lands. This process identifies the potential for land within a community's boundaries to accommodate anticipated housing growth, given its current zoning restrictions. This was done for Grandview by reviewing the Zoning Ordinance to determine which zoning districts allow for residential development, and then identifying which parcels were either developed, under-developed, or vacant. Maps and tables have been created showing the location of the parcels as well as the total land area for each classification.

Vacant lands are lands without any residential development located on them. Developed lands are lands with housing developed. Under-developed lands are lands that are large enough to be divided and more housing units built upon them. Under-utilized lands are lands that could be developed with a higher density than currently exists. An example of an under-utilized lot is one that has a single-family residence but can have a duplex placed upon it.

Grandview has four zoning districts that allow for residential development. The table below shows the breakdown of those zoning districts, their minimum lot sizes, and the resulting residential density shown as the number of dwelling units per net residential acre. The highest density possible is then used to determine the total density possible from the vacant lands remaining in each district to determine if there is enough land available to fulfill the needs for the predicted number of houses.

Zoning District	Minimum Lot Size	Density
R1S Single-Family Residential Suburban	10,000 for SFR	4 DU/NRA
R-1 Low Density Residential	7,500 for SFR	5.5 DU/NRA
R-2 Medium Density Residential	7,500 for SFR 8,000 for duplex	5.5 DU/NRA 11 DU/NRA
R-3 High Density Residential Zoning	7,500 for SFR 8,000 for duplex 3,000 for each unit up to 4-plex then 6,000 for each additional	5.5 DU/NRA 11 DU/NRA 9 DU/NRA

R1S Single-Family Residential Suburban

The R1 Residential District has a total of 1,726 parcels totaling approximately 333.4 acres. 78% of that area, or 259.3 acres is developed lands. Approximately 7% is vacant, with the remaining 15% under-developed.

The map below illustrates that location of the properties within Toppenish that are within the R1 Residential Zoning District and where they are located within the city. The largest area of undeveloped lands in Toppenish are in the area north of the railroad tracks. Unfortunately, that area is also currently mapped as FEMA 100-year Floodplain, which can limit the ability to achieve higher residential densities that may be desired in this zoning district.

Using the highest density allowed in the zoning district, vacant lands have the potential to accommodate an additional 230 housing units, based on a density of 10 dwelling units per net residential acre.

DRAFT

R-1 Low Density Residential

The R2 Residential District has a total of 68 parcels totaling approximately 73.7 acres. 84% of that area, or 61.5 acres is vacant lands. Approximately 11% is developed, with the remaining 5% under-developed.

The map below illustrates the relatively few parcels that are within the R2 Residential Zoning District and where they are within the city.

Using the highest density allowed in the zoning district, vacant lands have the potential to accommodate an additional 1,230 housing units, based on a density of 20 dwelling units per net residential acre.

DRAFT

R-2 Medium Density Residential

The B1 Local Business District has a total of 260 parcels totaling approximately 62.1 acres. 55% of that area, or 34.07 acres are developed lands. Approximately 36% is under-developed, with the remaining 9% vacant.

The map below shows the location of parcels within the B1 Local Business District. The developed lots are primarily located within the downtown core as well as East Toppenish Avenue. The vacant and under-developed lots are in the southwest area of the city near US Highway 97.

Using the highest density allowed in the zoning district, vacant lands have the potential to accommodate an additional 118 housing units, based on a density of 20 dwelling units per net residential acre.

DRAFT

R-3 High Density Residential Zoning

The B3 Professional Office District has a total of 16 parcels totaling approximately 5 acres. The lands are split between being developed or underdeveloped; there are no vacant lands within this zoning district.

The map below shows the location of parcels within the B3 Professional Office District. The lots are primarily located in the southwest area of the city north of US Highway 97, near South Elm Street and West 4th Ave.



Under-utilized Lots

Under-utilized lots were determined by identifying which lots are on lots large enough to allow for a duplex at a minimum, but currently have a single-family residence placed on them. The lot size needed to accommodate a duplex is 8,200 square feet or approximately 0.19 acres. The analysis shows that within the four districts that allow for residential development, there are 580 lots that are under-utilized. The total area is approximately 162 acres.

DRAFT

Anita Palacios

From: Jodi Smith <jodi.smith@YVCOG.org>
Sent: Friday, March 3, 2023 11:00 AM
To: Anita Palacios
Subject: YVCOG agenda item

CAUTION: External Email

Hello,
YVCOG Deputy Director Vicky Baker is requesting to be included on an upcoming City Council meeting agenda, please.

It will be informational - a summary of our 2022 activities, an update on the progress of the Local Crime Lab, and she will answer any questions the Council has. There are no materials to provide.

Would you let me know what date Vicki can present this information?

Much thanks,

Jodi W. Smith

Yakima Valley Conference of Governments
311 N. 4th Street, Suite 204
Yakima, WA 98901
509-574-1550
www.yvco.org

**CITY OF GRANDVIEW
AGENDA ITEM HISTORY/COMMENTARY
COMMITTEE-OF-THE-WHOLE MEETING**

ITEM TITLE Resolution authorizing application to the Yakima County Supporting Investments in Economic Development (SIED) Board to fund the Wine Country Road and Higgins Way Improvement Project	AGENDA NO.: New Business 4 (C) AGENDA DATE:
DEPARTMENT Public Works Department	FUNDING CERTIFICATION (City Treasurer) (If applicable)

DEPARTMENT DIRECTOR REVIEW

 Cus Arteaga, City Administrator/Public Works Director

CITY ADMINISTRATOR  **MAYOR**
 

ITEM HISTORY (Previous council reviews, action related to this item, and other pertinent history)

To improve the economic vitality of the County, the Yakima County Supporting Investments in Economic Development (SIED) Board is authorized to make grants and loans to political subdivisions to fund projects that support tangible or potential investments in public infrastructure.

ITEM COMMENTARY (Background, discussion, key points, recommendations, etc.) Please identify any or all impacts this proposed action would have on the City budget, personnel resources, and/or residents.

The City has determined that there is significant potential for private development, growth, and job creation within Grandview City limits on Wine Country Road and Higgins Way. The City wishes to submit an application to the Yakima County SIED Board for a grant/loan of up to \$2,000,000 to be used to fund public street and infrastructure improvements as mentioned above. The responsibility of repayment of funds will be the City and a private developer.

ACTION PROPOSED

Move a resolution authorizing application to the Yakima County Supporting Investments in Economic Development (SIED) Board to fund the Wine Country Road and Higgins Way Improvement Project to the March 28, 2023 regular meeting for consideration.

RESOLUTION NO. 2023-____

**A RESOLUTION OF THE CITY OF GRANDVIEW, WASHINGTON,
AUTHORIZING APPLICATION TO THE YAKIMA COUNTY SUPPORTING
INVESTMENTS IN ECONOMIC DEVELOPMENT (SIED) BOARD TO FUND THE
WINE COUNTRY ROAD AND HIGGINS WAY IMPROVEMENT PROJECT**

WHEREAS, to improve the economic vitality of the County, the Yakima County Supporting Investments in Economic Development (SIED) Board is authorized to make grants and loans to political subdivisions to fund projects that support tangible or potential investments in public infrastructure; and

WHEREAS, the Grandview City Council has determined that there is significant potential for private development, growth, and job creation within Grandview City limits on Wine Country Road and Higgins Way; and

WHEREAS, the City Council wishes to authorize application to the Yakima County SIED Board for grant and loan funds to be used to fund public street and infrastructure improvements as mentioned above; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRANDVIEW, WASHINGTON, as follows:

The Public Works Director is authorized to submit an application to the Yakima County SIED Board for a grant/loan of up to \$2,000,000, responsibility of repayment of funds will be on the City of Grandview and private developer, to fund public street and infrastructure improvements on Wine Country Road and Higgins Way.

PASSED by the **CITY COUNCIL** and **APPROVED** by the **MAYOR** at its regular meeting on March 28, 2023.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

Yakima County

**Supporting Investments in
Economic Development**

**Committed Private Business
Application for Funding**

Threshold Requirements

All questions must be fully answered in order to qualify as a complete application. If you need more space for an answer, please attach additional sheets as needed noting the corresponding section, for example "C2."

- Resolution.** A resolution or ordinance of the local governmental jurisdiction authorizing the *SIED* application is required.
- Project Costs.** Engineer cost projections for public project costs are required. *SIED* will not entertain requests for project cost overruns. For the success of your project, ensure project cost estimations are realistic.
- Local Match.** A local match of twenty (20) percent of the *SIED* request is required. Local match may be demonstrated as cash or in-kind contribution.
- Other Funding Sources.** In addition to *SIED*, identify which public sources were considered to fund this project. Indicate what the outcome was.
- Planning.** A statement is required from the planning jurisdiction relating to the type of public facility for which a *SIED* investment is sought.
- Permits.** All public and private permits must be received.
- Private project description.** Job creation and private sector financing must be evident.
- Contingency Agreement.** A complete Contingency Agreement (form included) is required for all projects. The Contingency serves as the first level of convincing evidence that the private sector development will occur.
- Acceptance of Reporting Requirements.** The County is required to report annual information on the use of *SIED* funds. A signed agreement (form included) to report the use of *SIED* funds must accompany the application.

Please submit application to:

Yakima County Development Association
PO Box 1387, Yakima, WA 98907-1387
(10 North 9th Street, Yakima WA 98901)

REQUEST FOR FUNDING (Funding is awarded 50% Loan and 50% Grant. No more than \$2,000,000 total award from SIED when loan and grant combined.)

Interest rates on loans are established when the County formally approves the project contract by using the County Interfund Loan Rate, as authorized by law. Loans are given for a term of 10 years and annual payments are made in equal amounts on June 1st of each year.

An interlocal agreement will be established between the County and the applicant specifying repayment dates and a loan amortization schedule. Loan payment installments are based on an ordinary annuity, compounded annually.

If an applicant needs additional flexibility on loan repayment schedules they can request a deferral. Interest on loans will continue to accrue from the date the contract is approved by the County, even if the applicant is granted a deferral on their first loan payment.

If an applicant requests a deferral of the first loan payment, the applicant must justify the request.

A SIED loan is a general obligation of the jurisdiction receiving the loan. With acceptance of a SIED loan, the jurisdiction agrees to the terms of the interlocal agreement regardless of the project which prompted the application for SIED funding.

Applicant: <u>City of Grandview</u>	Tax ID #: <u>91-6001437</u>
Contact: <u>Cus Arteaga</u>	Title: <u>City Administrator/Public Works Director</u>
Phone: <u>509-882-9200</u>	Email: <u>carteaga@grandview.wa.us</u>
Address: <u>207 W. Second St.</u>	City: <u>Grandview</u> Zip Code: <u>98930</u>
Resolution Number Authorizing this Application for SIED Funding: _____	
I hereby certify that the information given in this application to the Supporting Investments in Economic Development Board is true and correct to the best of knowledge and belief.	
Signature of Responsible Official: _____	
Printed Name and Title: <u>Gloria Mendoza, Mayor</u>	

Indicate the full terms requested for SIED consideration:

- Loan Terms Requested: 10
- A deferral of the first loan payment (up to five years): 2
- Total number of years for repayment: 12
- Please provide justification if requesting a deferral of the first loan payment:

The City of Grandview would like a two year deferral on the first loan payment so the private sector development activity being supported in this application has time to begin generating tax revenues for the City prior to making the first deferred loan payment.

- Please provide justification if a lower interest rate is requested:

Executive Summary

The SIED Advisory Board takes many factors into consideration when making recommendations for funding. This Project Summary highlights the main factors including: local match, funding from other sources, jobs created/retained, wage rates, jobs created/retained per SIED dollar invested, new private investment, and new tax revenues generated.

Project Title: Wine Country Road and Higgins Way Improvements

Date of Application: _____

Project Summary: Describe the public infrastructure project and the private development that will occur. Explain why the private development requires the public infrastructure project:

This project will bring needed domestic water, sanitary sewer, and public roadways to approximately 12 acres of land zoned as general commercial, inside the City of Grandview City Limits.

The project will construct water, sewer, and a new roadway north of Wine Country Road (WCR) near Higgins Way. The project will also complete sidewalk improvements along the north side of WCR and east side of Higgins Way.

The proposed project will allow the City of Grandview to extend its utility facilities into an area that currently is not served. This will allow for potential development to occur in this area. The construction of these improvements would be a major element in contributing to the success of developing this area because all of this land could be served by these improvements.

Indicate the Minimum Necessary Total Public Project Infrastructure Costs (no more than \$1,000,000 total award from SIED when loan and grant combined):

SIED Loan Requested: \$ 766,208
 SIED Grant Requested: \$ 766,208
 Local Match (20% of SIED request): \$ 383,104
 All Other Funding Sources: \$ 0
 Total Public Project Cost: \$ 1,915,520

Total Private Investment in Plant/Equipment: \$ 5,000,000
 Total Jobs Created/Retained: 60-65
 Median Wage: \$ 17.00- \$18.00 Average Wage: \$ \$17.50
 Fringe Benefits Offered: 2-4 Employees
 Estimated Assessed Value of the New Plant/Equipment: \$ 7,000,000-\$8,000,000
 Total SIED Request divided by Total Jobs Created/Retained: \$ 25,540
 Total Private Investment in Plant/Equipment divided by Total SIED Request: \$ 83,333

Other Benefits of the Public Infrastructure Project:

The public infrastructure project provides an opportunity for development of additional commercially zoned parcels in the City of Grandview at Exit 73 of I-82. The revenue that developments & businesses here would be able to provide is positive economic growth for the City of Grandview.

A. Public Sector Project

A1. List all funding sources for the public project and amount. Identify whether the amount has been provided or is being requested. Provide the status and date the funds were approved or the date that funds are expected to be approved:

SOURCE	STATUS	DATE	AMOUNT
SIED loan requested	Requested	4/20/23	\$ 766,208
SIED grant requested	Requested	4/20/23	\$ 766,208
City of Grandview	In Progress	3/28/23	\$ 383,104
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
Total project costs			\$ 1,915,520

Funding to complete the Public Project must be secured within one year of a SIED offer of financial aid

A2. Will this project upgrade an existing public facility or build a new one? Both

Describe the entire public facility project, including the parts that you are not asking SIED to fund.

A3. Specifically, for what element(s) of the public project are SIED funds requested?

SIED funding will be applied toward the water, sewer, and street improvements needed for developing surrounding parcels.

A4. Describe how the public facility project will enhance or encourage other development in the immediate area in addition to the direct development described in this application section C.

The public facility project will encourage the continuing economic development in the immediate area because the extension of utilities will make it a more attractive location for businesses to open. Development opportunities in these areas have been missed because private sector entities are looking for sites ready for immediate construction. Also, the cost of extending and tying into utilities near Bethany Road and Stover Road has been a deterrent to prospective businesses. The location of these commercial lots is quite appealing, right off of Interstate-82. A collection of businesses in this area would make it a prime location to stop for highway travelers.

A5. List all permits and environmental reviews required for the **PUBLIC SECTOR PROJECT** and give their current status (applied for, application being prepared, permit issued, etc.)

PERMIT	ISSUER	STATUS	ANTICIPATED COMPLETION DATE
SEPA	Port of Grandview	Completed	
Plans & Specs App er	City of Grandview	To Be Completed	8/23

Permits to complete the Public Project must be secured within six months of a SIED offer of financial aid

A6. If environmental permits are not required for the project (e.g., Shorelines Permit, Environmental Impact Statement, etc.), **please explain why they are NOT required.**

The completion of the SEPA process did not result in identification of mitigation measures that will become incorporated into the project.

A shoreline permit is not required as there are no shorelines within or near the project area. An Environmental Impact Statement is not required unless required by the funding agency.

A7. Estimated schedule for public project completion. Indicate the month and year when the activities listed have been, or will be, completed.

	ESTIMATED COMPLETION DATE (month/year)
Preliminary Engineering Report	N/A
Environmental Review	Completed
All Required Permits Obtained	6/23
Design Engineering	8/23
Land/Right-of-Way Acquisition	9/23
Prepare Bid Documents	8/23
Award Construction Contract	9/23
Begin Construction	10/23
Project Operational	4/24

A8. What other jurisdictions, such as counties, cities, port districts, tribes, state/federal agencies are involved in the planning, design, financing, construction or operation of this project?

Port of Grandview

Please explain how completion of the project is coordinated between other involved parties.

The Port of Grandview currently owns the property that is being sold for the proposed development.

A9. Will the SIED public facility project be totally maintained by the applicant? If not, whom? Please explain.

The City of Grandview will operate and maintain all improvements.

A10. How will this project impact utility rates and public services within the jurisdiction?

There will be no impact on utility rates or public services. This project will have a positive impact for the City as it will expand the City's facilities. The new water facilities will provide enough required fire flow to this area and the existing sewer lift station near Stover Road has enough capacity to serve a much larger area.

B. Financial Information of SIED Applicant

B1. Other public sources of funding for public economic development projects are listed below and must be investigated. In addition to SIED, identify which public sources were considered to fund this project. Indicate what the outcome was.

Federal Grant/Loan Programs:	YES	NO	OUTCOME
Economic Development Administration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not Timely
Rural Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
FASTACT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	_____
State Grant/Loan Programs:			
Transportation Improvement Board	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not Timely
Community Development Block Grant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not Timely
Public Works Trust Fund	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not Timely
Department of Ecology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not Eligible
CERB	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not Timely
RTPO/MPO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not Timely
Other	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other Funding Options:			
Revenue Bonds	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
General Obligation Bonds	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
LID	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
ULID	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	_____

B1 continued: Provide a narrative of the investigation of the above referenced funding sources and the outcomes:
The City of Grandview believes that SIED funds are the most efficient resource for this project because of the need for immediate funding availability.

B2. In the context of the local government's overall annual budget, explain the need for SIED assistance. If the applicant has budget reserves, please explain why these funds are not available for the project.

The City of Grandview budget is constrained by the rising costs associated with law and justice, other municipal service demands and loan repayments for existing loans. The City's existing budget for utilities and transportation improvements is limited and primarily focused on maintaining existing infrastructure. Without the requested SIED assistance, this infrastructure project will not be constructed.

B3. Identify funds (General Fund, Utility Fund, Property taxes, etc.) that are eligible to repay a SIED loan:

The City of Grandview Transportation, Water, and Sewer Funds are eligible to repay the SIED loan.

Will a revenue stream be generated that could repay a SIED loan outside of the system's normal operations and maintenance costs? If yes, please explain:

The improvements will generate property taxes for the City. Development of properties adjacent to the proposed project will, over time, generate new tax revenue in excess of operations and maintenance and the annual cost of retiring SIED loan debt. However, timing of development on a majority of the adjacent properties is unknown. As a result, timing of the additional revenue stream is also unknown.

B4. If the local jurisdiction is not financially contributing to the project, please explain why.

All efforts to complete this application and coordinate with the developer are being paid for by the City. The City will be responsible for all loan repayment not provided by the developer.

C. Private Sector Project Complete Section C and a Contingency Agreement for each private sector entity.

In order to show that a specific private investment is ready to occur, but will do so only if SIED assistance is made available to the applicant, SIED requires a signed Contingency Agreement(s) between the applicant and the private sector representative(s). If a developer is involved, there must also be a signed Contingency Agreement between the developer and the proposed tenant.

Private Sector Business: Grandview Truck Plaza LLC		
Contact: RamanDeep Malhi	Title: Member/President	
Phone: 360-201-8071	Email: ramanzira@hotmail.com	
Address: 8804 W. 5th Ave.	City: Kennewick	Zip Code: 99336

C1. Describe the private development that will be supported by the public infrastructure/facility project.

Buying 12 acres of Industrial property for Truck Stop/Plaza, Convenience store, Fuel Stations for Car & Trucks, Repair Shop, Truck Wash, Restaurant & Bar. This project will create many jobs and amenities for the Grandview Community.

C2. Explain why the private development requires the proposed public infrastructure improvements described in this application.

Infrastructure is required for the proposed project and the private sector Business Plan. Infrastructure consists of Domestic water, Sanitary Sewer, Streets, Sidewalks, Curb& gutters as well as conduit for telephone, power and broadband.

C3. Indicate the construction schedule (if applicable) for the proposed private sector project.

	(month/year)
Private Facility Construction Begins	August 2023
Private Facility Construction Completed	July 2024
Private Facility Operational	August 2024

C4. List all permits required for the ***PRIVATE SECTOR PROJECT*** and give their current status (applied for, application being prepared, permit issued, etc.)

PERMIT/ENVIROMENTAL REVIEW	ISSUER	STATUS	ANTICIPATED COMPLETION DATE
Phase 1	Port of Grandview	completed	Completed
SEPA	Port of Grandview	Completed	Completed
Building Permit	City of Grandview	Pending	September 2023
_____	_____	_____	_____
_____	_____	_____	_____

Permits to complete the Private Project must be secured within one year of a SIED offer of financial aid

C5. What private authorizations remain prior to proceeding with the proposed private development project?

Easements, Restrictions, Covenants, Site Plan Development

C6. Explain how the private sector is financing their capital investment in this project.

Initial Phase I of project will be using Cash Reserves. Phase II may require financing.

C6 continued: When will private sector financing be in place?

August of 2022

Please list financial references that can verify financing sources and capacity for this project.

Columbia Bank-Richland

C7. List the number of projected jobs to be retained and/or created by the firm as a direct result of the public infrastructure project supporting the private development. Retained jobs are defined as jobs that will be lost to the county if the public project is not completed.

Jobs must be expressed in Full Time Equivalents (FTEs) and wage data should exclude fringe benefits. Management positions should be indicated as an annual salary.

Job Description	# Of Jobs Retained (In FTEs)	# Of Jobs Created Year 1 (In FTEs)	# Of Jobs Created by Year 3 (In FTEs)	Current or initial Hourly Wages	Local Occupational Hourly Wages
Mgmt./Admin*		4	7	Salary	
Technical/Prof.		1	4	\$16.00- \$17.00	
Office/Clerical		2	7	\$16.00- \$17.00	
Production		5	10	\$16.00- \$17.00	
Sales		24	35	\$16.00- \$17.00	
Skilled Crafts		7	8	\$16.00- \$17.00	
Others		2	3	\$16.00- \$17.00	
Totals		44	74		

- a) How many of these positions are for seasonal work? Give response in FTE: 0
 b) What kind of fringe benefits does the company offer to regular full time employees?

Pending

C8. How were job projections developed? Explain how the projections are realistic.

The job projections are based on experience at other truck plaza, restaurants, convenience store facilities, hotel/motel.

should be reviewed by the appropriate City staff or consultants to identify site-specific environmental problems.

Policy 2.4 Adequate on-site disposal of surface water runoff shall be provided by all types of development.

Policy 2.5 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as is feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.

Policy 2.6 The City shall consider the impacts of new development on water quality as part of its review process and will require any appropriate mitigating measures. Impacts that may affect the quality of drinking water shall be a priority concern in such reviews.

GOAL 3: *To actively manage land use change and protect the City's character by developing City facilities and services in a way that directs and controls land use patterns and intensities.*

Policy 3.1 Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided.

Policy 3.2 New urban development shall be encouraged to locate first within the City limits, and second within the urban growth area where municipal services and public facilities are already present.

Policy 3.3 Development within the unincorporated portion of the urban growth area shall be encouraged to occur only on a limited scale to prevent inefficient use and distribution of public facilities and services. Urban development outside of the urban growth boundary shall be discouraged.

Policy 3.4 To facilitate planned growth, the City encourages combining and assisting in service areas such as fire protection, public transit, water/sewer, criminal justice and administration, where such combinations implement efficient, cost-effective delivery of such services.

Policy 3.5 Future land uses will be coordinated with the Transportation and Capital Facilities Elements of the Comprehensive Plan.

GOAL 4: *To pursue well-managed, orderly expansion of the urban area in a manner that is within the sustainable limits of the land.*

Policy 4.1 The future distribution, extent, and location of generalized land uses will be established by the Future Land Use Map contained within this plan.

Policy 4.2 Provide residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet future demand.

Policy 4.3 Ensure that new residential development makes efficient use of the existing transportation network and provides adequate access to all lots.

Need / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Source(s)
Bike/Pedestrian Path Development	2018-2020	\$450,000	Local Funds, CDBG, RCO
Country Park Chip Seal/Parking Lot	2016	\$23,000	Local Funds, CDBG, RCO
Benches for Swim Pool at Westside Park	2015	\$6,000	Local Funds, CDBG, RCO
Swim Pool Underwater Light Replacement at Westside Park	2015	\$3,000	Local Funds, CDBG, RCO
Courtyard at Community Center	2016-2017	\$8,000	Local Funds, CDBG, RCO

1. STP = FAST Act Surface Transportation Program, 2. TIB = Washington State Transportation Improvement Board, 3. = Public Works Trust Fund, 4. DWSRF = Washington State Drinking Water State Revolving Fund, 5. CDBG = U.S. Department of Housing and Urban Development Community Development Block Grant, 6. RCO = Washington State Recreation and Conservation Office.

XVII. GOALS AND POLICIES

This section presents the capital facilities goals and policies for the City of Grandview.

GOAL 1: *To actively manage land use change and protect the City's character by developing City facilities and services in a way that directs and controls land use patterns and intensities.*

Policy 1.1 Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided.

Policy 1.2 Development within the unincorporated portion of the urban growth area shall be encouraged to occur only on a limited scale to prevent inefficient use and distribution of public facilities and services, and to discourage rural development from becoming urban in nature outside of the urban growth boundary.

Policy 1.3 Planning for future capital facilities will be coordinated with the Land Use and Transportation Elements of the Comprehensive Plan.

GOAL 2: *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service standards below locally established minimum standards.*

Policy 2.1 New urban development shall be encouraged to locate first, within the City limits and second, within the urban growth area where municipal services and public facilities are already present.

Policy 2.2 Development shall be allowed only when and where all public facilities are adequate, and only when and where such development can be adequately served by essential public services without reducing the levels of service elsewhere.

GOAL 3: *To facilitate planned growth through combined services.*

Finance Plan

Grandview's Six Year Transportation Improvement Program (TIP) shows City of Grandview roadway projects and their associated financing. The current Six Year TIP for 2016-2021 is shown in Table, page 4-22. Potential funding sources for each improvement project are identified in Table 2-16 of the Capital Facilities Element.

VIII. GOALS AND POLICIES

GOAL 1: *To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.*

Policy 1.1 To maintain the City's character, Grandview adopts a level of service standard C for its arterial roadway facilities and services. Adoption of a level of service for transit will not occur until such time that a Public Transit Benefit Area (PTBA) is implemented and transit level of service definitions have been adopted.

Policy 1.2 The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted level of service standards. However, these necessary improvements in transportation facilities and services, or development of strategies to accommodate the impacts of development may be provided by the developer.

Policy 1.3 The City shall produce a financially feasible plan in the Capital Facilities Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy 1.4 The design and improvements to Grandview's transportation system should accommodate not only existing conditions, but projected growth based on realistic evaluation of the impact of national, state, regional, and local planning policies.

Policy 1.5 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.

Policy 1.6 The City should actively solicit action by the State and Yakima County to program and construct those improvements to State and County arterial systems which are needed to maintain the adopted level of service for arterials within Grandview.

Policy 1.7 The City shall require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of development. The City shall also explore with developers ways that new development can encourage van pooling, carpooling, public transit use and other alternatives and strategies to reduce single-occupant vehicle travel.

Policy 1.8 Coordinate land use and public works planning activities with an ongoing program of long-range financial planning, to conserve fiscal resources available to implement the Transportation Improvement Program (TIP).

Policy 1.9 Encourage the maintenance and safety improvements of Grandview’s existing roads as a priority over the creation of new roads, wherever such use is consistent with other objectives.

GOAL 2: *To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special needs populations and activities in the community.*

Policy 2.1 Develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services.

Policy 2.2 Implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to:

- a. Multimodal transportation alternatives
- b. Land use coordination
- c. Prioritized improvements

Policy 2.3 Integrate, coordinate and link the connections and transfer points between all modes of transportation.

Policy 2.4 Work with the Washington State Department of Transportation, Yakima County, and other local jurisdictions in adequately siting park-and-ride lots in the Grandview area.

Policy 2.5 Minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.

Policy 2.6 Encourage the location of bicycle racks at appropriate destination points, such as outside of downtown commercial businesses, parks, and schools.

Policy 2.7 Provide and promote the development of pedestrian and bicycle paths to schools, parks, and activity centers, as well as linkages between these paths.

Policy 2.8 The City shall include the need to accommodate bicycles safely in its management and design of the City street network, including designating bicycle routes throughout the City.

GOAL 3: *To recognize pedestrian movement as a basic means of circulation and to assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities.*

Policy 3.1 The City shall require developers to include sidewalks in new plats.

Policy 3.2 Grandview will promote the creation of a pedestrian-oriented downtown commercial area by:

- a. Creating an environment where development of pedestrian facilities is encouraged and automobile use is optional.
- b. Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.
- c. Encouraging side and rear yard parking areas by restricting parking lots in front of commercial businesses.

they are compatible with surrounding land uses.

Policy 1.5: New development shall be allowed only when and where utilities are adequate, and only when and where such development can be adequately served by essential public utilities, or provided by the developer, without significantly degrading level of service elsewhere.

Policy 1.6: Promote the joint use of transportation rights-of-way and utility corridors wherever possible.

Policy 1.7: To facilitate coordination of public and private trenching activities, notify affected utilities of construction, as well as maintenance and upgrades to existing roads, in a timely and effective manner.

Policy 1.8: Consider utility permits concurrent with proposals requesting service. Where possible, approve utility permits when the project to be served is approved.

Policy 1.9: Coordinate with adjacent jurisdictions to ensure consistency with each jurisdiction's utilities element and regional utility plans, and develop a coordinated process for siting regional utility facilities in a timely manner.

GOAL 2: *Minimize impacts associated with the siting, development, and operation of utility services and facilities on adjacent properties and the natural environment.*

Policy 2.1: Site utility facilities away from critical areas, or site them in a manner that is compatible with critical areas.

Policy 2.2: Electric power substations and similar facilities should be sited, designed and buffered as needed to fit in with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts.

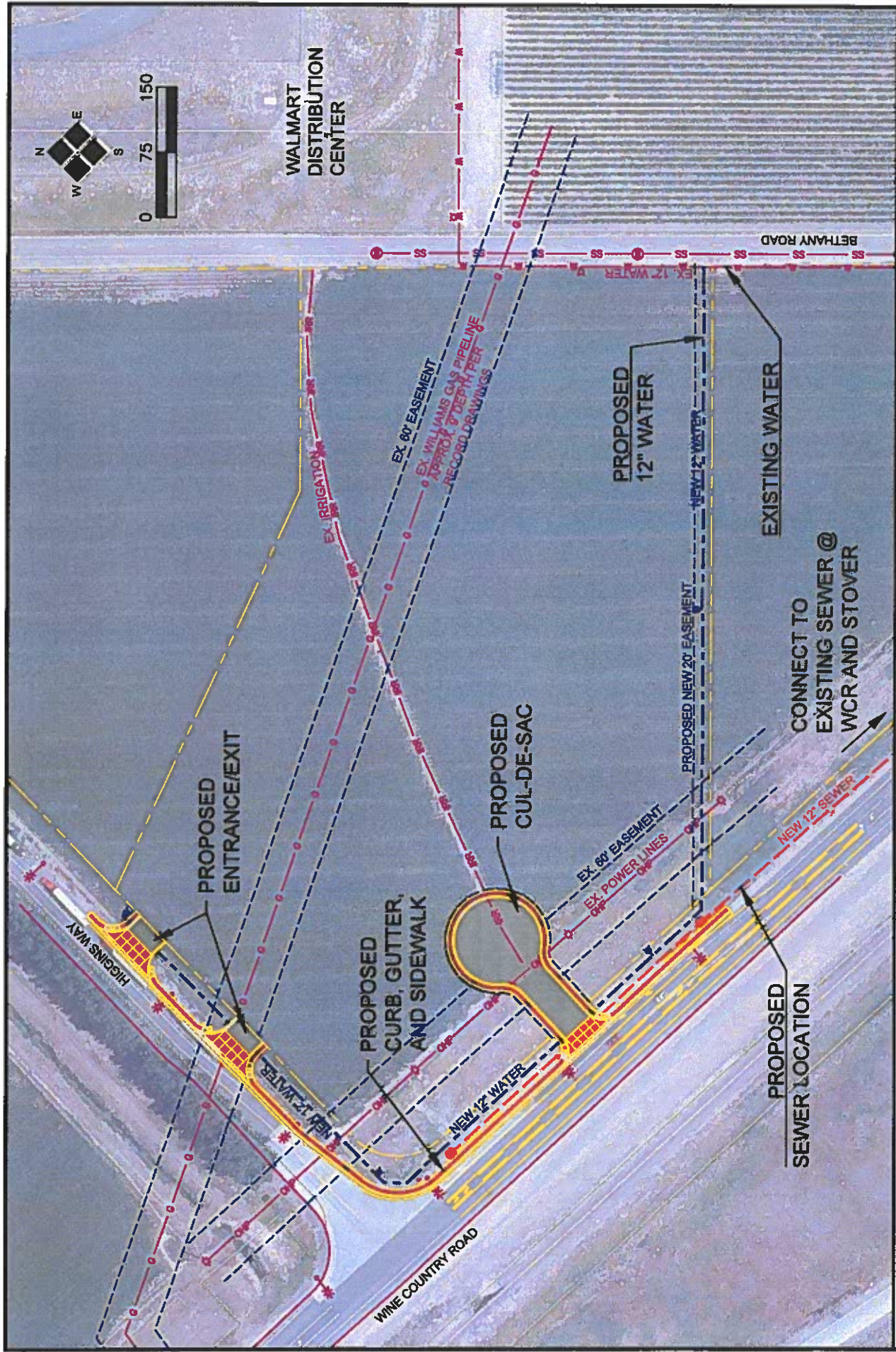
Policy 2.3: Cooperatively work with other agencies, surrounding municipalities and Yakima County during the siting and development of facilities of regional significance.

GOAL 3: *Develop an efficient utility system that supports the community vision (both public and private).*

Policy 3.1: Develop adequate rights-of-way and infrastructure improvements for future development through the planning process, including, but not limited to, public and private utilities.

Policy 3.2: Development within the unincorporated portion of the UGA should be encouraged to occur only on a limited scale to prevent the inefficient use and distribution of public facilities and services.

Policy 3.3: Utility extensions should be designed to provide service to the maximum area possible with the least length of extension.



CITY OF GRANDVIEW
 WINE COUNTRY ROAD AND
 HIGGINS WAY IMPROVEMENTS
 PROPOSED IMPROVEMENTS

03/17/23

2803 River Road
 Yakima, WA 98902
 509.966.7000
 Fax 509.965.3800
 www.hilacivil.com

HILA
 Engineering and Land Surveying, Inc.

C9. Will this project move existing jobs from another part of the county? If yes, please describe why the project cannot happen where the jobs are currently located.

No, This project will create new jobs.

C10. Will the private sector project offer expanded employment opportunities to disadvantaged or unemployed workers? How will the firm work to hire people from Yakima County?

Yes, the Private sector business will utilize the services of the local Work Source office and the Work Source Development Council to fill positions with qualified applicants as they become available.

Attachments

1. **Resolution:** A resolution or ordinance of the local governmental jurisdiction authorizing the *SIED* application.
2. **Plan listing the project:** Attach a copy of the section of the comprehensive plan or capital facilities plan that lists the public project.
3. **Site map of the area:** Identify the location of the site, public infrastructure and private development project (existing and/or proposed). Specifically identify where *SIED* funds are proposed to be used.
Materials must be reproducible in black and white and in 8 1/2 x 11 format.
4. **Engineering estimates supporting project costs:** Identify whether estimates are from preliminary engineering or design engineering work.
SIED will not entertain requests for additional funding if projections are insufficient
5. **Contingency agreement:** A complete Contingency agreement (form included) is required for all projects. The agreement serves as the first level of convincing evidence that the private sector development will occur.
6. **Business plan or year-end financial statements of the Private Sector Business:** Attach supporting information such as a business plan or year-end financial statements (financial statements may be unaudited). The entire *SIED* application is considered a public record; however, financial and commercial information provided by the private business is exempt from disclosure to the extent permitted by RCW 42.56.270 paragraph (4).
7. **Letters of support:** If applicable, please include any letters of support for this project from partners or others entities in the community.

SAMPLE CONTINGENCY AGREEMENT

1. PARTIES.

The parties to this Agreement are *THE APPLICANT* and *THE PRIVATE BUSINESS*.

ATTENTION: If a developer is involved in the project, the tenant must also be a party to this agreement or there must be an additional agreement between the developer and the tenant.

2. PURPOSE.

The purpose of this Agreement is to clarify the intentions of the parties regarding the completion of *THE PUBLIC FACILITIES PROJECT*. This section should also contain an explanation of the need for the public improvements.

3. BACKGROUND.

The purpose of this section is to provide a description of the public improvements, which can be referenced, thereafter, as "required public improvements."

4. AGREEMENT.

This section must contain the following:

- a) A statement that the applicant agrees to construct the required public improvements providing that SIED financing is approved.
- b) A statement by the business of the projected number of permanent, full-time jobs created and/or retained as a result of the public facilities project. (Attention: Job estimates identified here must equal those in Question C5.)
- c) A statement by the business of the estimated private capital investment.
- d) An agreement by the business to contact the local One-Stop Career Center, Job Service Center, or appropriate Community Based Organization for assistance in filling new positions.
- e) An agreement by the business to provide the applicant with employment and investment data as requested by SIED.
- f) If applicable, this section must also contain a list of any public and/or private contributions to the public facilities project, such as cash contribution or donated land.

5. CONTINGENCY.

This Agreement is contingent upon receipt of SIED funds by *THE APPLICANT* and is intended to meet the first level of convincing evidence of private development as required by SIED.

All parties must sign the Agreement.

Supporting Investments in Economic Development Reporting Form

Applicant: City of Grandview

Project Title: _____

Public Infrastructure Project: _____

Plan Containing the Project: _____

Total Spent on the Project: _____

Amount of SIED Funds (loan and grant) spent on the project _____

Estimated Number of Businesses Created or Retained by Project: _____

Estimated Number of Jobs Created or Retained by Project: _____

Instructions to Preparer:

1. List the public facility project.
2. Indicate where the project is listed (e.g., officially adopted county economic development plan, economic development section of the county's comprehensive plan, etc.).
3. List an amount of total expenditures related to the project.
4. List an amount of expenditures paid for by SIED funding.
5. The applicant must provide an actual or estimated number of businesses jobs that will be created, attracted, expanded or retained.
6. Documentation supporting this report must be made available upon request for audit purposes and public requests.

If awarded SIED funds, I hereby agree to annually report to the SIED Board the use of those funds according to the instructions above.

Signature of Responsible Official: _____

Printed Name and Title: _____

CITY OF GRANDVIEW
Wine Country Road and Higgins Way Improvements
Engineer's Opinion of Construction Cost

3/16/2023
PRELIMINARY

HLA Project No. 23007

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
Schedule A: Roadway Improvements						
1	Minor Change	1-04.4(1)	FA	\$15,000.00	1	\$15,000.00
2	Mobilization	1-09.7	LS	\$60,000.00	1	\$60,000.00
3	Project Temporary Traffic Control	1-10.5(1)	LS	\$70,000.00	1	\$70,000.00
4	Clearing and Grubbing	2-01.5	LS	\$15,000.00	1	\$15,000.00
5	Removal of Structures and Obstructions	2-02.5	LS	\$2,500.00	1	\$2,500.00
6	Unclassified Excavation Incl. Haul	2-03.5	CY	\$50.00	1,500	\$75,000.00
7	Crushed Surfacing Base Course	4-04.5	TON	\$30.00	1,080	\$31,800.00
8	Crushed Surfacing Top Course	4-04.5	TON	\$35.00	350	\$12,250.00
9	HMA Cl. 3/8-Inch PG 64H-28	5-04.5	TON	\$120.00	620	\$74,400.00
10	Storm Sewer Pipe 12 In. Diam.	7-04.5	LF	\$100.00	85	\$8,500.00
11	Underdrain Pipe Infiltration Trench System 12 In. Diam.	7-04.5	LF	\$150.00	350	\$52,500.00
12	Catch Basin Type 2 48 In. Diam.	7-05.5	EA	\$2,500.00	6	\$15,000.00
13	Catch Basin Type 1	7-05.5	EA	\$1,500.00	7	\$10,500.00
14	Shoring or Extra Excavation	7-08.5	LF	\$2.00	350	\$700.00
15	Select Backfill, as Directed	7-08.5	CY	\$50.00	50	\$2,500.00
16	Erosion Control and Water Pollution Prevention	8-01.5	LS	\$5,000.00	1	\$5,000.00
17	Cement Conc. Traffic Curb and Gutter	8-04.5	LF	\$20.00	1,780	\$35,200.00
18	Commercial Driveway Approach	8-14.5	EA	\$15,000.00	3	\$45,000.00
19	Cement Conc. Sidewalk 6-Inch Thick	8-14.5	SY	\$85.00	50	\$4,250.00
20	Cement Conc. Sidewalk 4-Inch Thick	8-14.5	SY	\$70.00	600	\$56,000.00
21	Cement Conc. Curb Ramp	8-14.5	EA	\$3,200.00	6	\$19,200.00
22	Illumination System, Complete	8-20.5	LS	\$15,000.00	1	\$15,000.00
23	Permanent Signing	8-21.5	LS	\$5,000.00	1	\$5,000.00
24	Pavement Markings	8-22.5	LS	\$15,000.00	1	\$15,000.00
Schedule A Subtotal						\$643,300.00
Contingency 15%						\$96,500.00
Schedule A Total Estimated Construction Cost						\$739,800.00
Design Engineering 15%						\$110,970.00
Construction Engineering 15%						\$110,970.00
Schedule A Total Estimated Project Cost						\$961,740.00
Assumptions:						
1.	Cul de sac and commercial approaches per Grandview Standards					
2.	Roadway section (0.5' HMA, 0.25' CSTC, 0.75' CSBC)					
3.	8' wide sidewalk					
4.	Existing roadway and subgrade has 12-inch depth					
5.	50 LF of infiltration trench per catch basin type 1					
6.	Catch basin every 300' ±					
7.	Street light - Add one in cut-de-sac and relocate one					
8.						
Schedule B: Water Improvements						
25	Minor Change	1-04.4(1)	FA	\$15,000.00	1	\$15,000.00
26	Mobilization	1-09.7	LS	\$25,000.00	1	\$25,000.00
27	Project Temporary Traffic Control	1-10.5(1)	LS	\$10,000.00	1	\$10,000.00
28	Clearing and Grubbing	2-01.5	LS	\$10,000.00	1	\$10,000.00
29	Shoring or Extra Excavation	7-08.5	LF	\$2.00	1,890	\$3,380.00
30	PVC Pipe for Water Main 12 In. Diam.	7-09.5	LF	\$110.00	1,650	\$181,500.00
31	D.I. Pipe for Water Main 8 In. Diam.	7-09.5	LF	\$200.00	40	\$8,000.00
32	Tapping Sleeve and Valve Assembly 12 In.	7-12.5	EA	\$5,000.00	1	\$5,000.00
33	Butterfly Valve 12 In.	7-12.5	EA	\$2,500.00	6	\$15,000.00
34	Hydrant Assembly	7-14.5	EA	\$4,500.00	4	\$18,000.00
35	Bollard	7-14.5	EA	\$800.00	8	\$6,400.00
Schedule B Subtotal						\$297,280.00
Contingency 15%						\$44,600.00
Sales Tax 8%						\$23,800.00
Schedule B Total Estimated Construction Cost						\$365,680.00
Design Engineering 15%						\$54,850.00
Construction Engineering 15%						\$54,850.00
Schedule B Total Estimated Project Cost						\$475,380.00
Assumptions:						
1.	Tie into water main in Bethany Road.					
2.	Developer to grant an easement along south property line.					
3.	Fire Flow Capacity = 3,000 gpm					
4.						
5.						
Schedule C: Sewer Improvements						
36	Minor Change	1-04.4(1)	FA	\$15,000.00	1	\$15,000.00
37	Mobilization	1-09.7	LS	\$25,000.00	1	\$25,000.00
38	Project Temporary Traffic Control	1-10.5(1)	LS	\$30,000.00	1	\$30,000.00
39	Clearing and Grubbing	2-01.5	LS	\$10,000.00	1	\$10,000.00
40	Manhole 60 In. Diam. Type 1	7-05.5	EA	\$8,000.00	1	\$8,000.00
41	Manhole 48 In. Diam. Type 1	7-05.5	EA	\$4,500.00	4	\$18,000.00
42	Shoring or Extra Excavation	7-08.5	LF	\$2.00	1,800	\$3,200.00
43	PVC Sanitary Sewer Pipe 12 In. Diam.	7-17.5	LF	\$120.00	1,800	\$192,000.00
Schedule C Subtotal						\$299,200.00
Contingency 15%						\$44,900.00
Sales Tax 8%						\$23,900.00
Schedule C Total Estimated Construction Cost						\$368,000.00
Design Engineering 15%						\$55,200.00
Construction Engineering 15%						\$55,200.00
Schedule C Total Estimated Project Cost						\$478,400.00
Schedule A, B, & C Subtotal						\$1,239,780.00
Contingency 15%						\$186,000.00
Sales Tax 8%						\$47,700.00
Schedule A, B, & C Total Estimated Construction Cost						\$1,473,480.00
Design Engineering 15%						\$221,020.00
Construction Engineering 15%						\$221,020.00
Schedule A, B, & C Total Estimated Project Cost						\$1,915,520.00

Supporting Investments in Economic Diversity (SIED) Board

Contingency Agreement

1. PARTIES

The parties to this Agreement are City of Grandview, whose address is 207 West Second Street, Grandview, WA 98930 and Grandview Truck Plaza, LLC, whose address is 8804 W. 5th Ave., Kennewick, WA 99336.

PURPOSE

In order to allow development to occur near the intersection of Wine Country Road (WCR) and Higgins Way, the WCR and Higgins Way project will construct water, sewer, and a new roadway north of WCR. The project will also complete sidewalk improvements along the north side of WCR and east side of Higgins Way. The proposed project will result in new commercial development and significant jobs for the City and region.

BACKGROUND

Required public improvements to be completed for this project include:

- A. *Wine Country Road and Higgins Road Improvement Project*
The project will construct water, sewer, and a new roadway north of Wine Country Road (WCR) near Higgins Way. The project will also complete sidewalk improvements along the north side of WCR and east side of Higgins Way.

AGREEMENT

The PARTIES do hereby agree as follows:

- A. The City of Grandview agrees to construct the required public improvements provided SIED financing is approved, and Developer loan re-payment agreement(s) are executed.
- B. Grandview Truck Plaza, LLC projects approximately 44 jobs may be created in the 1st year, and 30 more jobs may be created by the 3rd year.
- C. Grandview Truck Plaza, LLC anticipates the total private investment in the development project to be \$5,000,000.
- D. Grandview Truck Plaza, LLC agrees to contact the local One-Stop Career Center, Job Service Center or other Community based Organizations for assistance in filling new job positions.
- E. Grandview Truck Plaza, LLC agrees to provide the City of Grandview with employment and investment data as requested by SIED.
- F. The funding for this project anticipates a \$766,208 SIED Grant, a \$766,208 SIED Loan, and a 20% matching requirement of \$383,104. The \$383,104 match will be provided by the developer, Grandview Truck Plaza, LLC, in the form of cash.

CONTINGENCY

This Agreement is contingent upon receipt of the full SIED funding request by the City of Grandview.

City of Grandview	Date	Grandview Truck Plaza, LLC	Date
-------------------	------	----------------------------	------

Mayor

Designated Representative

City of Grandview
Wine Country Road and Higgins Way Improvement Project
Grandview Truck Plaza, LLC Development

**CITY OF GRANDVIEW
AGENDA ITEM HISTORY/COMMENTARY
COMMITTEE-OF-THE-WHOLE MEETING**

ITEM TITLE ARPA NEW Business Grant	AGENDA NO.: New Business 4 (D) AGENDA DATE: March 28, 2023
DEPARTMENT Council ARPA Committee	FUNDING CERTIFICATION (City Treasurer) (If applicable)

DEPARTMENT DIRECTOR REVIEW

City Administrator Cus Arteaga

CITY ADMINISTRATOR


 MAYOR


ITEM HISTORY (Previous council reviews, action related to this item, and other pertinent history)

In 2022, Council appropriated \$50,000 in ARPA funding to support five new business grants for anyone willing to either relocate and/or open a new business in Grandview.

ITEM COMMENTARY (Background, discussion, key points, recommendations, etc.) Please identify any or all impacts this proposed action would have on the City budget, personnel resources, and/or residents.

On March 16, 2023, the Council ARPA Committee met and reviewed the application from Cute Curvy Chely's Boutique. She is planning to take over a building lease from a current business located in the 200 block of Division to open her new store. She is currently working out of her home and the grant will help her meet her dream of owning her own store in Grandview.

ACTION PROPOSED

The Council ARPA Committee recommends that Council approve the \$10,000 new business grant request from Arasele Prieto to open the Cute Curvy Chely's Boutique in Grandview.

**2023 New or Relocating
Small Business
Grant Application**



Legal Name of Business: Cute Curvy Chely's Boutique		Proposed Opening Date: 5/5/2023
Business Owner's Mailing Address: 1725 RIVER RD #235 YAKIMA, WA 98902		
New Business Physical Location/ Address: SAME AS ABOVE		
UBI #: 004-910-356	City of Grandview Business License #:	Amount of Funds Requested: \$ 10,000
Applicant Contact: Arasiete Prieto (owner)		Phone: (509) 504-9152 Email: Cute.curvy.chelys.boutique@gmail.com
Provide a brief description of your business (products, services, etc.): My business sales trendy and basic clothing from a wide range of sizes. Small-4XL. ^{tees, pants,} ^{hats, glasses, etc.}		
<p>1. Provide a description of your plans to start or relocate your business to Grandview. Include any work that needs to be conducted to your new property or building, projected open date, number of employees and any other information that would be helpful for the committee to learn about your viability. Indicate what required licenses you need and have obtained. Also include projected sales/revenues for the first 6 months and the first year.</p> <p>I plan to open my first store downtown in Grandview. Work needed at the building painting, create dressing rooms. If I get approved I plan to open the business within the first 45 days. I plan to hire one or two employees. Licenses I currently have is my business licenses, I currently have approval to run business from home in Yakima, WA. I plan to obtain Grandview City business permits. I project my sales will be 3-5 thousand a month or more for the next 6 months to a year.</p>		

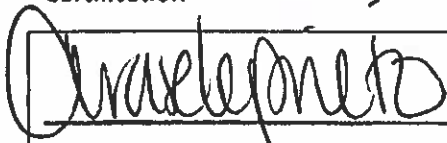
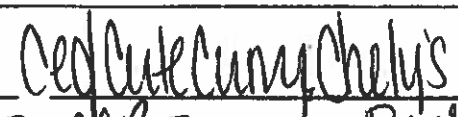

2. Provide a specific description on how you propose to spend grant funds to start your business or to relocate your business to Grandview. Describe any financial investments you are making for your new business. The review committee may ask you to provide further evidence of your financial capacity to start a new business.

I plan to use the money to pay first month, last month and deposit for my store location, money will be spent on purchasing new inventory for the store, paint job for location, store front sign, paint job and racks/shelves for store. Pay employees and buy other business necessities.

3. Provide a general schedule or timeline of when you plan to open, hire 100% of employees and be fully operational in providing your services or products to the public.

I plan to open May 5th 2023
location I plan to open my shop at is ready for me to move in & take over leave.
I plan to keep my business open Tues-Sunday, from 1pm-7pm.

Certification

		
Applicant Signature	owner - Title	Boutique Date

I certify that I understand these funds must be spent on ARPA activities as described in this grant application. I further understand that I must maintain records and information about how these funds were used. These records or information may be requested by the City of Grandview.

Submit application to: Matthew Cordray, City Treasurer mattc@grandview.wa.us
City of Grandview - 207 West Second Street - Grandview, WA 98930

Grants will be considered on a "first come, first serve basis".

Please read the grant guidelines to ensure your eligibility and that you meet all requirements.