

Port of Douglas County Comprehensive Scheme of Harbor Improvement Plan

Adopted December 22, 2015

Prepared for:



Prepared by:



CONTENTS

INTRODUCTION.....	1
PORT BACKGROUND.....	3
REAL ESTATE OVERVIEW	9
PROGRAMS AND INITIATIVES.....	14
PORT OWNERSHIP AREAS	18
• AREA 1: PANGBORN MEMORIAL AIRPORT.....	20
• AREA 2: PANGBORN AIRPORT BUSINESS PARK.....	22
• AREA 3: MANSFIELD AIRPORT	23

- AREA 4: WATERVILLE AIRPORT26
- AREA 5: ORONDO RIVER PARK.....29
- AREA 6: PORT OFFICE BUILDING32

CAPITAL IMPROVEMENT PLAN34

FIGURES

FIG. 1 - PODC LOCATION.....3

FIG. 2 – PODC DISTRICTS.....5

FIG. 3 - ALIGNING KEYSTONE DOCUMENTS8

FIG. 4 – PORT OWNERSHIP LOCATIONS.....10

FIG. 5 – PANGBORN AIRPORT AND BUSINESS PARK.....19

FIG. 6 – MANSFIELD AIRPORT25

FIG. 7. - WATERVILLE AIRPORT28

FIG. 8.- ORONDO RIVER PARK.....31

FIG. 9. PORT OFFICE BUILDING33

TABLES

1. LAND USE OF OWNERSHIP AREAS11

2. AGGREGATE LAND USE ACREAGES12

3. ESTABLISHED INDUSTRIAL DEVELOPMENT DISTRICTS13

4. CWICC CIP34

5. PANGBORN AIRPORT BUSINESS PARK CIP34

6. MANSFIELD AIRPORT CIP35

7. WATERVILLE AIRPORT CIP36

8. ORONDO RIVER PARK CIP37

9. MISCELLANEOUS CIP38

INTRODUCTION

PURPOSE OF A PORT COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

The purpose of a Comprehensive Scheme of Harbor Improvements (CSHI) is to inform the public of the nature and extent of anticipated port improvements and their corresponding capital expense. The term “scheme” generally connotes a conceptual plan rather than a detailed analysis.

By state law (Revised Code of Washington [RCW] Chapters 53.20) a CSHI must be developed and approved prior to expenditure of port funds for *improvements* supporting property development. Therefore, the required content of a CSHI primarily consists of a generalized discussion and inventory of the Port’s existing and planned physical assets and improvements rather than a policy document or planning study. CSHIs need not include detailed construction plans, and other items such as salaries, the cost of engineering, surveying and data collection are specifically exempt from inclusion in a CSHI. A CSHI is differentiated from a strategic plan, which is often derived from a financial perspective and is more policy-driven.

A Comprehensive Scheme of Harbor Improvements must include the following:

- A general statement of objectives
- A map of Port-owned lands
- An inventory and description of existing port facilities
- A description of planned improvements
- A capital improvement plan

PUBLIC INVOLVEMENT

Ports are required to conduct a public hearing prior to adoption of a CSHI. Notice of the hearing must be published once a week, for two consecutive weeks, in a newspaper of general circulation in the port district, and at least ten days prior to the hearing date.

Future improvements are required to be made in substantial accordance with the CSHI, unless the port commission has officially changed the plan following a public hearing.

The Port conducted a public hearing on November 24th, 2015 which was continued to 9:00 am, Tuesday December 22nd, 2015. Notice of the hearing was published on November 5th and November 12th in the Douglas County Empire Press.

PUBLIC HEARING COMMENTS

Although there was public in attendance at both hearing dates, no comments were received.

CONSISTENCY WITH OTHER PLANS

The Port of Douglas County (PODC) approved its first CSHI in 1961. Since then, the Port has periodically amended its CSHI to accommodate changing conditions and opportunities. This CSHI incorporates and supersedes all past documents. It has been aligned with the Port's Strategic Plan that was approved in late 2014. Additionally, the Port approved the Orondo River Park Comprehensive Plan in 2014, which is incorporated into this CSHI by reference. It is the intent of the Port that the CSHI be reviewed and updated annually, ensuring consistency between it and the Port's capital budget.

PORT BACKGROUND

The Port of Douglas County is a county-wide port district located in North Central Washington. As a “*leader in service*”, the PODC has served the citizens of the County for over 50 years and has been responsive to the ever-changing needs of its residents and the local economy.

Today, the Port’s emphasis is focused on creating opportunities for private business and industry expansion to provide the kind of job opportunities that allow employees to be contributing members of the community.

Figure 1. Port of Douglas County Location



PORT GOVERNANCE

As a special purpose, Municipal Corporation authorized under Washington State statutes, the Port of Douglas is governed by a three member, non-partisan, Board of Commissioners. Each commissioner is elected from a distinct district (consistent in configuration to the County Commissioner Districts) and serves a six-year term. The three Commissioner terms are staggered so that only one position is up for election every two years.

The Commissioners at the time of this CSHI adoption are:

- Jim Huffman, District #1
- Alan Loeb sack, District #2
- Mark Spurgeon, District #3

The county is divided into three commissioner districts as shown in figure 2.

PORT HISTORY

The PODC was formed in 1958 as a result of a county-wide vote of the people. The original focus of the Port was to facilitate and develop in-water infrastructure that would enable upriver navigation along the Columbia River, beyond the hydroelectric dams in the region. However, federal funding was never made available for this purpose and the Port redirected its efforts to providing infrastructure and resources that promoted industrial and economic development, commerce, trade, and tourism.

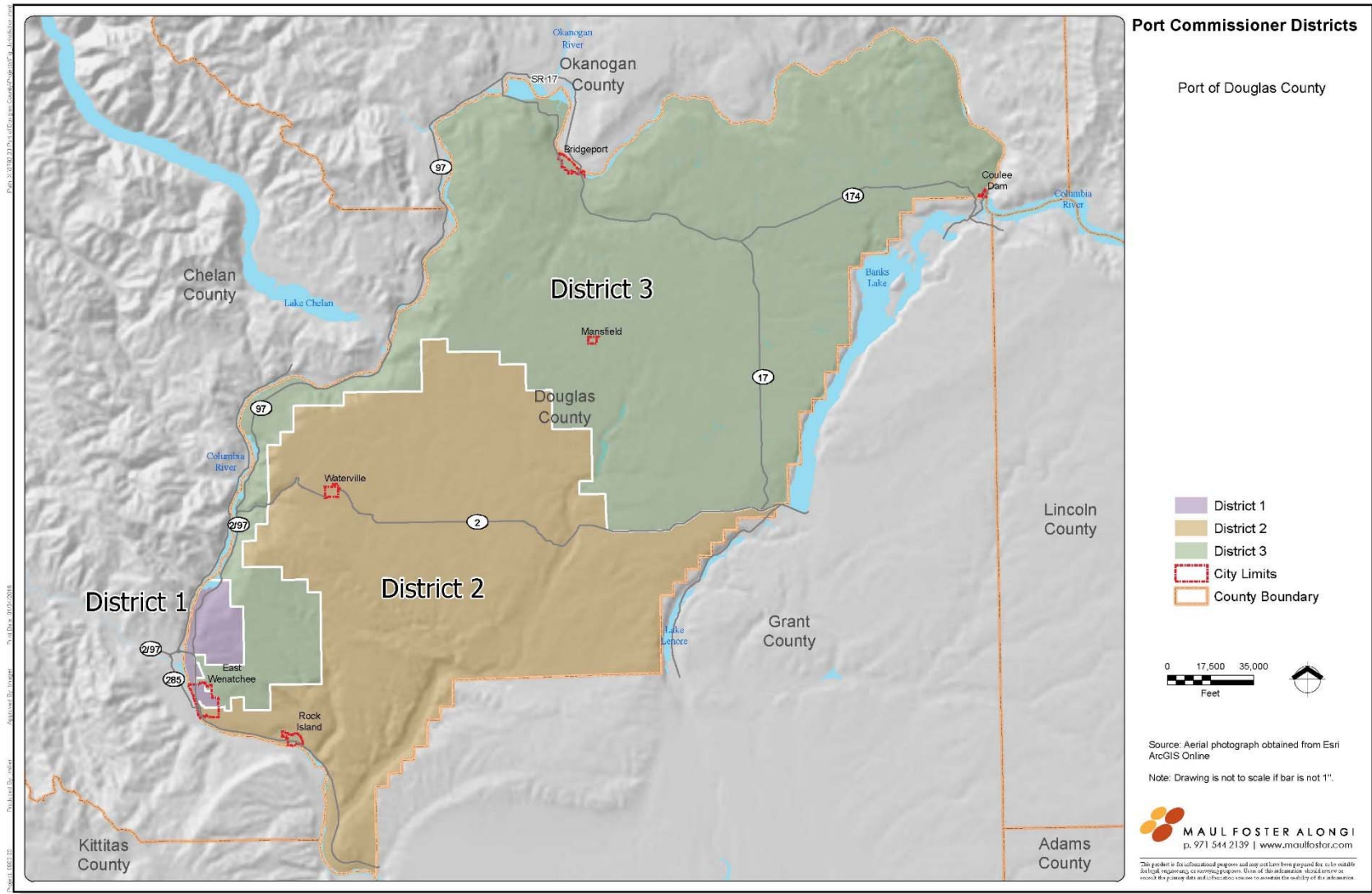
In 1964 the Port purchased its first property along the Columbia River, located north of the Orondo community. Orondo River Park (ORP) was dedicated in 1974 and shortly thereafter the adjacent property to the north was purchased to allow expansion of the Park by the Chelan County Public Utility District.

In 1974, the Port also accepted the Port of Chelan County's offer of joint ownership in Pangborn Memorial Airport (EAT). The Port's role at EAT is to take the lead in developing the non-aviation lands on the airport property for general industrial activity to diversify and

increase revenues. At EAT, the Port also owns and manages the Central Washington Interagency Communications Center Building (CWICC) and continues to facilitate, market and maximize industrial development at Pangborn Airport Business Park.

In December of 1995, the PODC accepted ownership of the Waterville and Mansfield general aviation airports from Douglas County. The transfer was made to allow the Port to promote and improve both airports for aviation, industrial and commercial use. After significant initial investment in upgrading aviation related improvements and utility infrastructure at both airport properties; the Port continues to maintain and operate these facilities with a goal of decreasing expenses and increasing revenues.

Figure 2. Port of Douglas County Commissioner Districts



The following mission statement, values and goals derive from the recently adopted Port Strategic Plan

MISSION STATEMENT

The Port is a **leader in service** to the community, collaborating with businesses, local governments, community groups, and schools to build and maintain a **sustainable economy** that supports our vibrant community.

VALUES

The Port's values define the beliefs and ideals that the Port subscribes to as it delivers on its mission – in essence, how the Port does its work.

1. The Port continuously examines where it can be most effective in developing and supporting a strong, diverse, and resilient local economy.
2. The Port values open and transparent dialogue with the community and fosters collaboration among diverse stakeholders. It welcomes public input and operates under the framework of a “we” atmosphere.
3. The Port places a premium on productive interagency relationships to carry out regional objectives.
4. The Port is mindful of its dedication to community building while balancing the need for the Port's own financial stability. In that sense the Port balances its mission in serving the community with its need for resources.
5. The Port retains experienced professional staff and embraces a mutually supportive relationship between the Port Commission and Port staff to effectively carry out its programs and manage its facilities.

PORT GOALS

The Port established four foundational goals in its Strategic Plan. The arc of these goals directs the course of the Port as the Port fulfills its mission and defines, in general terms, what it aspires to accomplish in the medium- and long-terms.

Economic Prosperity for High Quality of Life

Build community through economic prosperity. Attract private investment, as that is what creates living-wage jobs. Provide community amenities that increase the attractiveness of the region for the purpose of expansion, retention, diversification, and recruitment of businesses.

Infrastructure for a Thriving Economy

Ensure that there is adequate and appropriate infrastructure investment to support a growing and prosperous economy. This investment includes traditional transportation (i.e., Pangborn) and utility infrastructure, as well as intellectual and information capital.

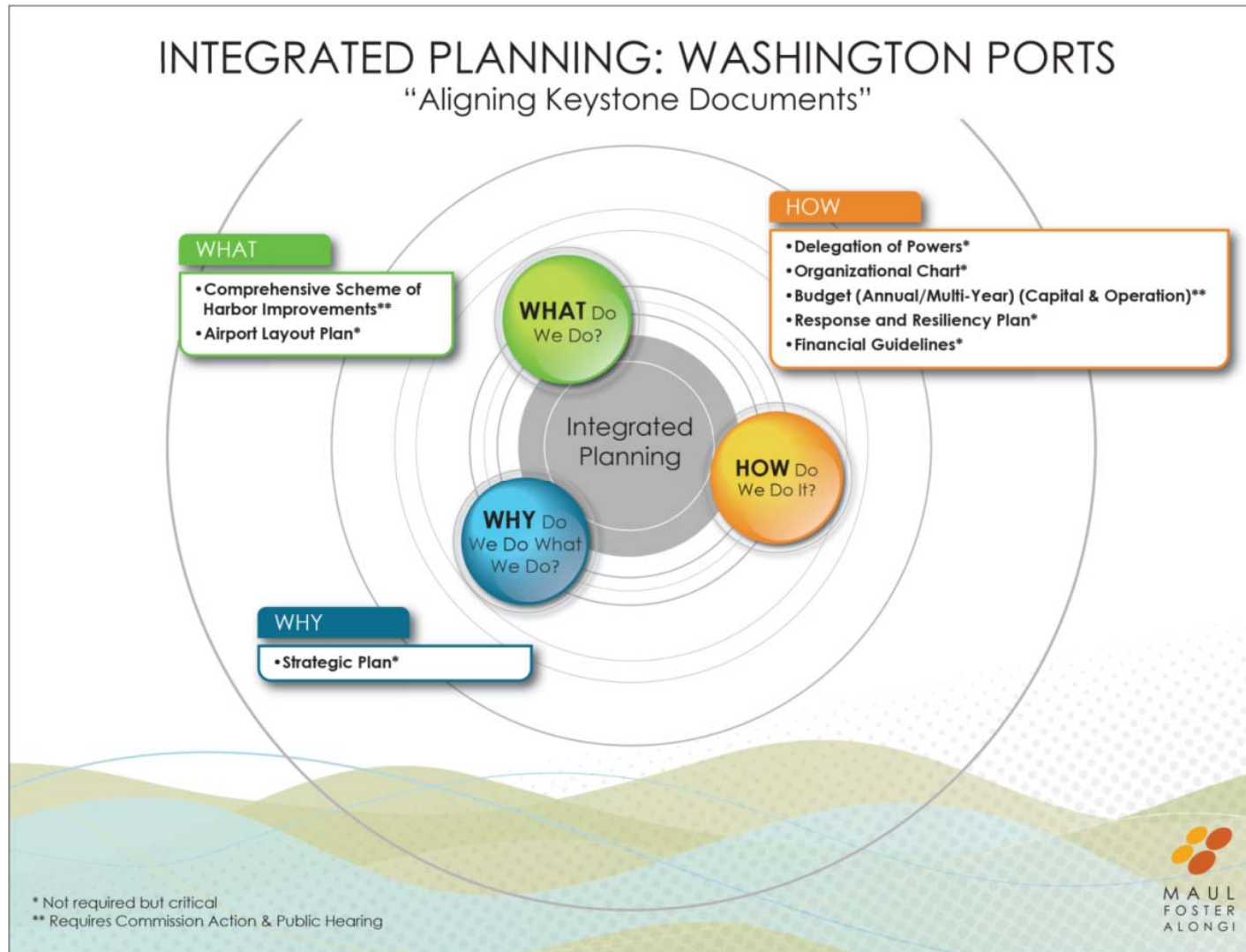
Partnerships for a Competitive Region

Serve as a convener for agencies, communities and business. Facilitate partnerships that result in enhancing the area's competitive advantage. Build on the core competencies of the Port and its partner agencies.

Use of Real Estate for Financial Viability

Develop revenue-producing assets that financially support the Port's efforts to promote and encourage economic development, provide infrastructure, and build community.

Figure 3. Aligning Port Keystone Documents



REAL ESTATE OVERVIEW

The Port of Douglas County (PODC) owns (or co-owns) approximately 794 acres of real estate throughout the County. The vast majority (73%) of that real estate is utilized in the management of 3 airports together with aviation related operations and businesses located at Pangborn, Waterville and Mansfield.

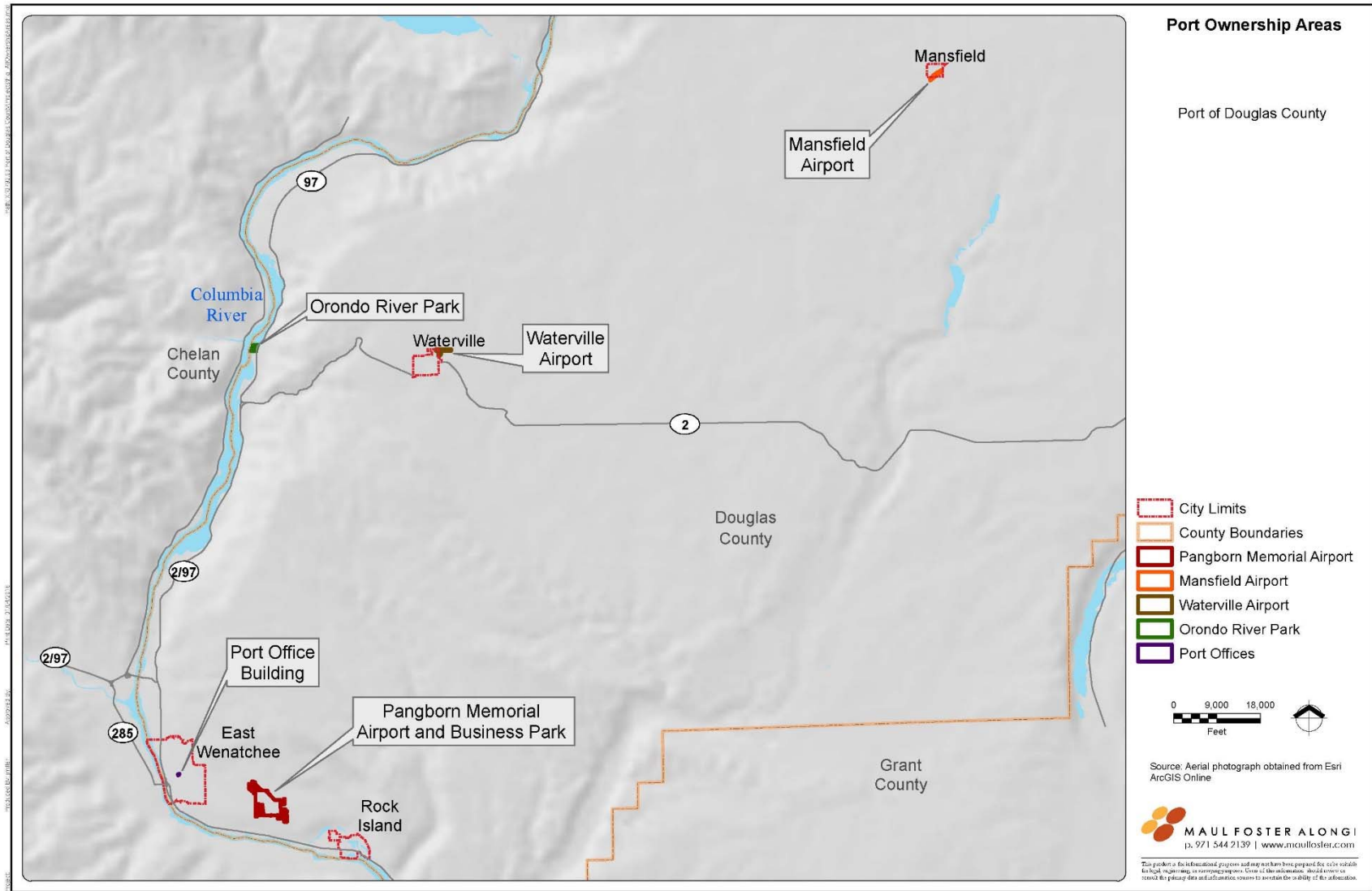
While aviation is currently a major component of the PODC holdings, the Port's current emphasis is on actively pursuing investigation, acquisition and development of revenue producing assets to bolster job creation, while enhancing Port revenues.

In an effort to increase general industry in Douglas County and to diversify its revenue, the Port took the initiative to develop the Pangborn Airport Business Park (PABP), located on the south west corner of the Pangborn Memorial Airport property. PABP is intended for general industrial uses, as well as aviation-related uses, and is approximately 70 acres in size with a full range of public infrastructure available to accommodate new development.

PORT PROPERTIES

Within this CSHI Port properties are inventoried and referred to as "Port Ownership Areas." These Ownership Areas are meant to serve a specific Port use or development function, and often consist of several contiguous parcels. Ownership Areas are planned for in the aggregate, but may often be realized in development phases or through individual property development. The locations of the current Port Ownership Areas throughout the County are shown on Figure 4, page 10.

Figure 4. Location of Port Ownership Areas



OWNERSHIP AREA LAND USE

The amount of land and respective land use within each ownership area is estimated in the following table.

Table 1. Land Use of Ownership Areas

Ownership Area	Land Use	Acreage
1 Pangborn Memorial Airport	Aviation	461.5
	Airport Industrial	45.2
	Recreation/Open Space	75.3
	Rural	6.1
	SUBTOTAL	588.1
2 Pangborn Airport Business Park	Airport Industrial	10.3
	Industrial	49.3
	Rights of Way/Public Facilities Tracts	10.4
	SUBTOTAL	70.0
3 Mansfield Airport	Aviation	23.2
	SUBTOTAL	23.2
4 Waterville Airport	Aviation	28.58
	Open Space	6.8
	SUBTOTAL	35.38
5 Orondo River Park	Recreation/Open Space	23.9
	SUBTOTAL	3.9 (land area) 20 (submerged)
	TOTAL	730.18
6 East Wenatchee Office	Office (Port Office)	0.79 (leased)

LAND USE SUMMARY

The following summarizes the combined land use acreage within all Port Ownership Areas. More detailed information is found within the descriptions of the individual Ownership areas.

Table 2. Aggregate Land Use Acreages

Aggregate Land Use	Acreage
Aviation	513.28
Airport Industrial	55.5
General Industrial	49.3
Rural	6.1
Recreation /Open Space	106.
TOTAL ACREAGE	730.18

INDUSTRIAL DEVELOPMENT DISTRICTS

Over the years, the PODC has established several industrial development districts (IDDs) on Port owned properties. When an IDD is formed, Ports have the option to exercise additional powers in regard to infrastructure development, tax revenues and financing. The Port can also exercise its power of eminent domain in certain circumstances. (See RCW 53.25) .The following industrial development districts (IDDs) have been established by the PODC.

Table 3. Established Industrial Development Districts

Industrial Development Districts	Resolution No.	Date Approved
Pangborn Memorial Airport (2 areas)	95-25	11.9.1995
Waterville Airport	96-18	4.10.1996
Mansfield Airport	96-18	4.10.1996

PROGRAMS AND INITIATIVES

The programs and initiatives listed below are largely based on the tactics for achieving the planned strategies the Port identified in the *Port of Douglas County Strategic Plan (2014)*. The planned strategies are critical to the success of the Port's operations. They serve as a roadmap to help guide and communicate the Port's goals in specific terms.

REAL ESTATE

The Port has determined the necessity to expand their existing real estate portfolio and to pursue revenue-producing assets that financially support the Port's efforts to promote and encourage economic development, provide infrastructure, and build community. An expanded real estate portfolio helps to increase earned revenues (non-tax base) to minimize the burden on tax payers and fuel the Port's economic development programs.

An industrial inventory conducted in 2015 determined that there is an adequate supply of existing zoned

industrial property to serve future County needs. However, PODC presently has only a small reserve of "shovel ready" property remaining at the Pangborn Airport Business Park for those general industrial clients needing **smaller sized parcels**.

INDUSTRIAL OPPORTUNITIES

East Wenatchee /Pangborn Industrial Service Area Opportunities:

- For smaller to medium size industrial tenants, consideration should be given to expanding shovel ready industrial inventory within the Pangborn Industrial Service Area (PISA).
- As the infrastructure improves, the Port should continue to assess acquisition of additional properties for viable, large, industrial users within the east/northeastern portion of the PISA.
- The Port should consider additional building acquisition or build-to-suit possibilities for prospective tenants.

The remaining industrial inventory is located throughout the County within the incorporated towns and their urban growth areas. The available supply of zoned land should be sufficient to satisfy localized demand. Some properties are appropriately zoned but not “shovel ready”. Other properties are identified for future industrial use in comprehensive plans but are not zoned.

- The Port should continue working with local officials to assure that local demand for shovel ready industrial space is being satisfied.

ROCK ISLAND PROPERTY

One substantial area of industrially zoned property is located within the Urban Growth Area that encompasses the City of Rock Island. This industrial property is uniquely situated between a major state highway and the Columbia River with the BNSF mainline running through the property. It constitutes a rare opportunity for regional industrial expansion or a specialty use such as an intermodal (barge/rail/truck) facility for the storage, handling and transfer of goods and materials. Major portions of this industrial inventory are now abandoned and may be in need of environmental remediation from past use.

Redevelopment of this underutilized property can be critical to revitalizing blighted areas and improving the quality of life within the Rock Island Area.

- The Port should work with City officials to develop an acquisition and/or redevelopment strategy for these properties.
- The Port could also consider formation of an Industrial Development District and Redevelopment Opportunity Zone for this area.

COMMERCIAL EXPANSION AND JOB GROWTH OPPORTUNITIES

The Port is currently undertaking a Master Site Plan/Planned Action EIS that presents tremendous opportunities for the entire Region. The study area, located within the East Wenatchee urban growth area, lacks infrastructure and a cohesive land use plan.

- Partial intent for project is to help collaborate and facilitate development of necessary infrastructure and/or property assembly and acquisition in this “North End” mixed use commercial development project.

The Port continues to pursue additional initiatives that are identified in the Strategic Plan, including activities generally categorized around marketing and planning. Additionally, the Strategic Plan outlines financial strategies and initiatives that are to be pursued by the Port.

MARKETING

- Undertake a rebranding and community outreach effort regarding the PODC's mission, goals, and current activities.
- Undertake an active and aggressive local outreach program to the employment sector.
- Develop an outbound marketing strategy for inbound investment, targeting both industry and geographic areas through proactive solicitation.
- Launch a marketing campaign for leasable properties.
- Increase occupancy at PABP and other industrial properties with an emphasis on light industrial and manufacturing facilities.

PLANNING

- Act as a data clearinghouse that supports and develops community building in Douglas County and provides valuable information for both community stakeholders and inbound investments.
- Lead and participate in defining the “region” and “quality of life.”
- Convene representatives from regional agencies to shape partnerships that build on the core competencies of each agency.
- Continue coordinated targeted assessments (such as the “North End Planning Study) of infrastructure availability, capacity, and needs.
- Conduct an analysis to repurpose the existing rural general aviation facilities.

FINANCE

- Conduct a series of specific analyses that would be of value to the greater community as it pursues economic development evaluating work force, property availability, competitiveness, and job creation of development.
- Encourage dialogue between local and state agencies to build partnerships to creatively fund and build needed infrastructure.
- Facilitate the expansion of transportation infrastructure and other capital facilities for key market sectors.
- Support locational development opportunities, including those in smaller, rural communities.
- Determine the market demand for a new Port-constructed “facility for lease.”
- Update and revise budget to include net profits/losses from each specific major asset and program.
- Analyze maintenance approach effectiveness.
- Explore opportunities to achieve a break-even status for ORP.
- Support ongoing efforts of partners in the region to increase recreation opportunities.

PORT OWNERSHIP AREAS

Area 1: Pangborn Memorial Airport

Area 2: Pangborn Airport Business Park

GENERAL DESCRIPTION

The largest ownership area of the Port consists of two distinct areas; the Pangborn Memorial Airport (EAT) and Pangborn Airport Business Park (PABP). Located within the Pangborn Industrial Service Area, these ownership areas are located approximately five miles east of the City of East Wenatchee.

SITE CONDITIONS

Jurisdiction: Douglas County

Total Area: 658.7 acres

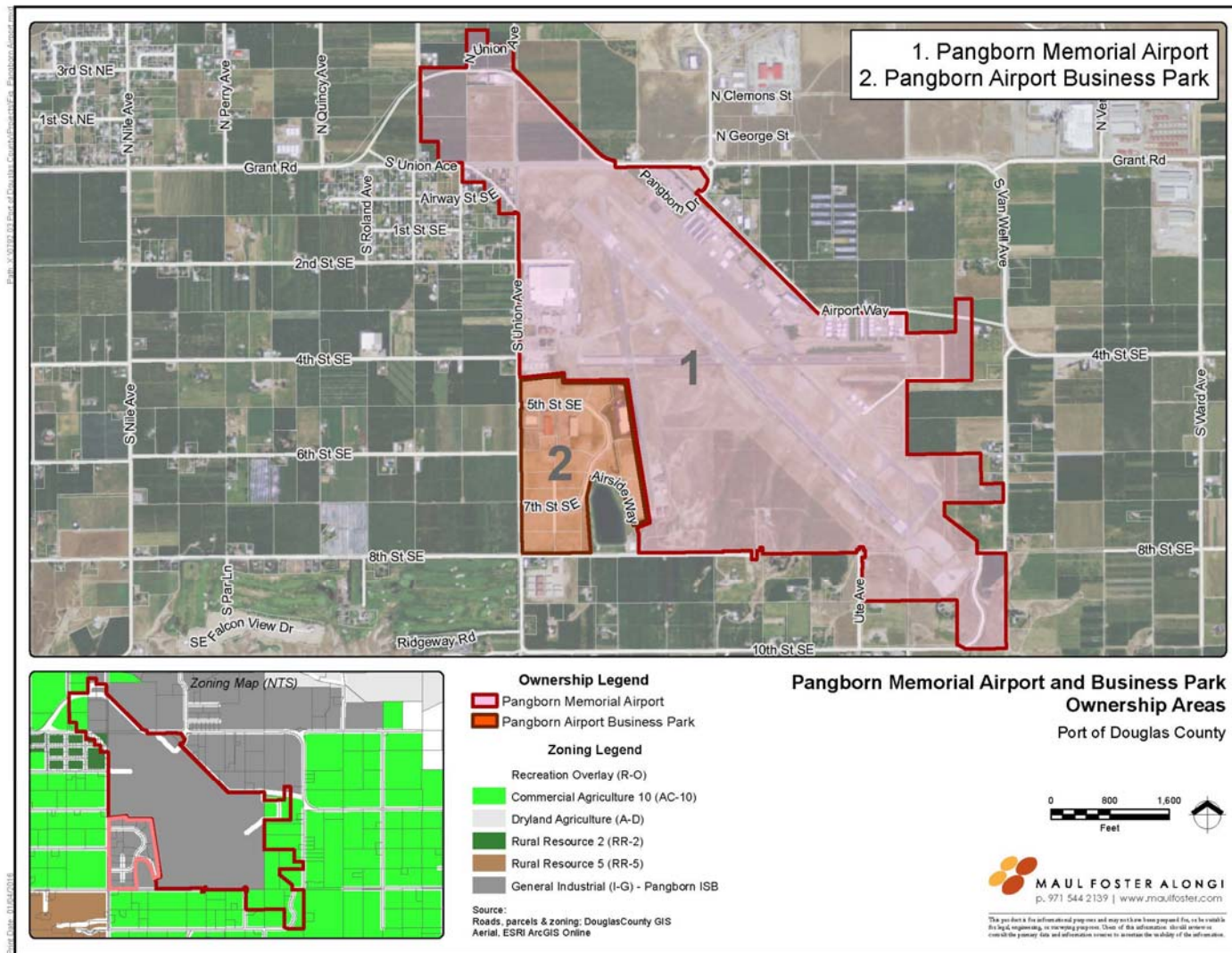
Utilization: General and commercial aviation; Industrial uses

Zoning: General Industrial (I-G), Commercial Agriculture 10 (AC-10), Rural Resource 5 (RR-5)

UTILITIES

The majority of the overall ownership area is served with public facilities consisting of roads, power, high speed fiber optics, domestic and irrigation water and stormwater facilities, and the westerly portion of the area is also served with sanitary wastewater facilities and natural gas. Other than the terminal building, the remainder of the east side/airfield side of the ownership area relies on individual septic systems.

Figure 5. Pangborn Airport and Business Park



AREA 1: PANGBORN MEMORIAL AIRPORT

Pangborn Memorial Airport (EAT) provides necessary facilities for aviation, airport-dependent uses and other industrial businesses. EAT is jointly owned by the PODC and Port of Chelan County (POCC) at 31% and 69%, respectively. The PODC is primarily responsible for diversifying revenue to the Airport through development of non-aviation properties, while the POCC is responsible for operations at the Airport.

EAT has been in operation since 1941 originally under the ownership of the City of Wenatchee. Northwest Airlines began the first commercial air service to and from EAT in 1945. The City transferred ownership to the Port of Chelan County (POCC) in 1965.

As of January, 1974, the POCC quit claim ½ interest in Pangborn Field to the PODC. The two Ports have co-funded expenses at the airport, whether operating or capital, that aren't covered by revenue generated by the airport. Initially, the share of funding provided by each port was calculated annually on a prorated basis of each Port's ability to levy taxes in their respective districts. Beginning in the late 1980's, that prorated basis was set at 70% from POCC and 30% from PODC,

reflecting the average prorated share of the port district tax levied in the two-County area.

The Port of Douglas continues to actively support Pangborn Memorial Airport through financial contributions (both for M&O and for the runway extension project), as well as development and leasing of the Pangborn Airport Business Park lots (described below). Payment of lease revenues generated at the Business Park that are made by PODC to the Airport are in addition to the direct contribution of the Port to the Airport's budget.

EAT spans approximately 598 acres and is composed primarily of an airfield, passenger terminal, and airport related industrial space. Property in the planning area is classified as either *airside* or *landside*. *Airside* functions facilitate aircraft movement and include runways, taxiways, airfield lighting, and navigational aids for general and commercial aviation planes. Commercial air service is provided by Horizon Air, a regional carrier and a subsidiary of Alaska Airlines. *Landside* facilities are the ground-based facilities that support the aircraft and pilot/passenger handling functions. Landside

facilities at EAT include a terminal building, aircraft storage and maintenance hangars, aircraft parking aprons, and support facilities such as fuel storage, automobile parking, and roadway access. Most of the airport is zoned I-G; however, Port-owned properties located to the northwest and southeast of the main runway area are zoned AC-10 and contain operational farms. The AC-10 zone land owned by the Port is intended to provide a buffer between the airport and surrounding commercial and residential areas.

One primary tenant within the airport property, located on the east side at 3796 Airport Way, is the Central Washington Interagency Communication Center (CWICC). The CWICC began operations in the spring of 1992. Because of a need to substantially expand their footprint, the PODC sold revenue bonds in 2003 to construct the building that currently houses CWICC. The facility serves as a wildland fire dispatching center for the following agencies: The Southeast Region of Department of Natural Resources, Okanogan-Wenatchee National Forest, Bureau of Land Management and Mid-Columbia River National Wildlife Refuges. Collectively CWICC's area covers 22,520,959 acres, with protection of 7.5

million acres encompassing 17 counties, comprising about 50% of the State of Washington.

Existing Improvements

Pangborn Memorial Airport presently has the following improvements:

- Runway 12/30 (7,000 feet in length)
- Runway and taxiway lighting
- Weather and navigation aids
- Passenger Terminal
- Four aircraft parking aprons
- Hangar space
- Four refueling stations (2 aboveground and underground)
- Terminal parking
- The "CWICC" Facility

Intended Improvements

The PODC intends to make facility repair and maintenance improvements to the CWICC building in the near future.

AREA 2: PANGBORN AIRPORT BUSINESS PARK

In an effort to diversify and increase the revenue sources supporting the Airport, the PODC began construction of the Pangborn Airport Business Park (PABP) in the late 1990s. Since that time the Port has invested over \$6.5 million in developing the Business Park, making lots available for lease for industrial and aviation related uses that have a full range of urban services (roads, public water and sewer, stormwater, power, high speed fiber and natural gas).

PABP helps to support the Port's broad goal of improving the economy for our region, in addition to supporting the Airport, which is an important transportation and economic facility for our communities.

The PABP is available for both airport dependent and general industrial use. The PABP consists of approximately 70+ acres and includes three airside lots ranging from three to nearly five acres in size, along with 17 landside lots that range from two to four acres. The largest airside lot is occupied by Executive Flight, Inc., and the largest landside lot is an 8.1 acre lot occupied by Coca-Cola Bottling, Inc.

As of October 2015, fourteen general industrial parcels totaling almost 37 acres remain vacant, while slightly more than 5 acres is available in two parcels on the airside of the PABP.

The binding site plan and public infrastructure were completed in early 2014 and further infrastructure improvements at the PABP aren't anticipated beyond those necessary for accommodating specific tenants. The PODC intends to purchase an existing building (the 3310 building), and renovate/expand it to support business expansion efforts of the existing tenant.

Existing Improvements

- 50.3 acres development-ready landside lots (17 parcels) (32.46 acres vacant)
- 10.3 acres development-ready airside lots (3 parcels)

Intended Improvements

- Purchase of the "3310 Building"
- Normal Maintenance and Repair Activities
- Signage and Landscaping Improvements

AREA 3: MANSFIELD AIRPORT

GENERAL DESCRIPTION

Mansfield Airport is a general aviation airport located adjacent to the southern town limits, about $\frac{1}{4}$ of a mile south of the town's center. The Mansfield Airfield was first used as a landing area in 1950 and was owned by Douglas County until 1996, at which point the property was transferred to the PODC.

There are presently no permanently based aircraft at the airfield, although during the summer months there is an occasional short term presence of agricultural and personal transportation aircraft.

Port ownership is limited primarily to the 23-acre airfield area and the few buildings on the airport are privately owned. Industrial zoned land surrounds the airfield property. PODC hopes to improve this airport both in terms of infrastructure and development as warranted. (See intended improvements.)

SITE CONDITIONS

Jurisdiction: City of Mansfield

Total Area: 23.2 acres

Utilization: General Aviation

Zoning: General Industrial (I-G)

UTILITIES

The Douglas County PUD provides electrical service to the Mansfield Airport, and the Town of Mansfield has public water and sewer service nearby.

EXISTING IMPROVEMENTS

- One asphalt runway
- Aircraft parking apron with nine aircraft tie downs
- Four existing privately owned structures on leased PODC property.

INTENDED IMPROVEMENTS

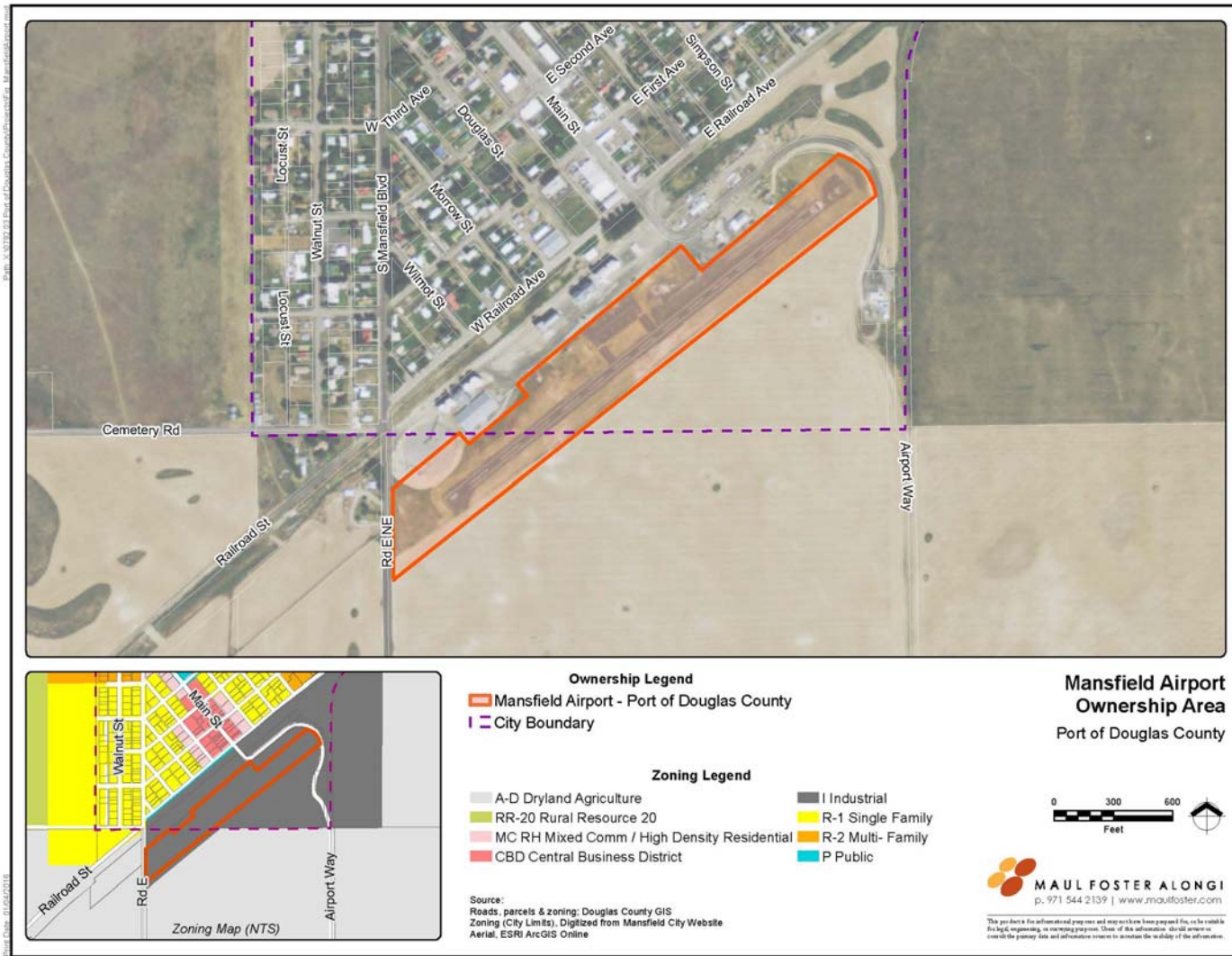
Based on the Mansfield Airport Layout Plan and Narrative Report (2007), the PODC anticipates possible future improvements and construction as follows: These improvements will primarily be grant supported.

- Potential Building Acquisition
- Widen Runway*
- Relocate agricultural operations area*
- Construction Taxiway A*
- Develop Terminal Area*
- Improve Vehicle Entry*
- Turf Aircraft Area*
- Pavement Maintenance Projects

- Airport Fuel System
- Runway Lighting Improvements
- Development in the area north of the runway including a welcome center structure, vehicle parking, and a visiting aircraft temporary parking area

*These improvements were included in the 2012-2016 project lists in the *Mansfield Airport Layout Plan* (2007).

Figure 6: Mansfield Airport



AREA 4: WATERVILLE AIRPORT

GENERAL DESCRIPTION

The Waterville Airport is located in the northeast corner of, and adjacent to, the Waterville city limits. Waterville is the seat of the Douglas County government.

The property has been used as a landing area since 1924. It was owned by Douglas County until 1996 at which time the airport property ownership was transferred to the PODC.

The airport facilitates general aviation and is typically utilized by agricultural aircraft and light-sport aircraft. All structures on the PODC's airfield property are privately owned and on leased property.

SITE CONDITIONS

Jurisdiction: Town of Waterville

Total Area: 35.4 acres

Utilization: General Aviation

Zoning: General Industrial (I-G)

UTILITIES

Electrical service is provided by the Douglas County PUD, and the Town of Waterville has sewer service nearby. Public water is provided by the Town of Waterville and Johnson Air Service is connected to Waterville's water system but installed a private septic system in 1993.

EXISTING IMPROVEMENTS

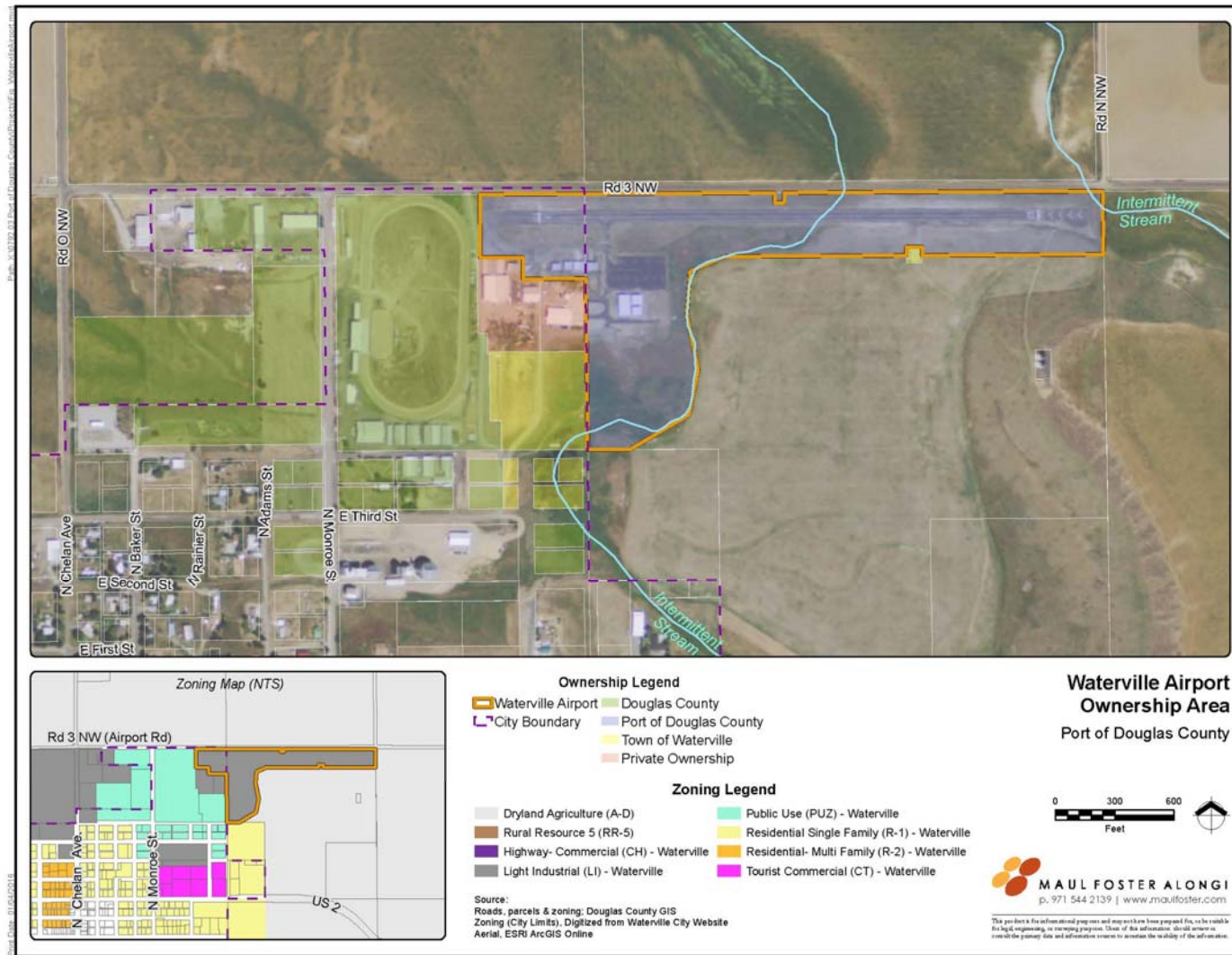
- One asphalt runway
- Two taxiways
- One aircraft parking apron with four parking spaces
- Tie downs
- Eight structures, seven hangars and the Johnson Air Service building are privately owned and on property leased from the PODC.

INTENDED IMPROVEMENTS

Based on the Waterville Airport Layout Plan and Narrative Report (2007), PODC anticipates that improvements and maintenance will be required for the paved surfaces in 2016. As the current leases expire and new leases are negotiated, PODC will consider the need for improvements to existing hangars. Planning for future development of the airport will also be conducted. These improvements will primarily be grant supported.

- Runway and taxiway improvements
- Pavement Maintenance
- Hangar Planning and reconstruction
- Electrical improvements

Figure 7: Waterville Airport



AREA 5: ORONDO RIVER PARK

GENERAL DESCRIPTION

The Orondo River Park (ORP) ownership area consists of almost 24 acres, of which approximately 4 acres is useable land area; the remainder is submerged. ORP is located on the eastern shoreline of the Columbia River, about three miles north of the community of Orondo. The park features RV and tent camping, boat launching and dock facilities, as well as a boat fueling facility and concessions. The fueling facility is the only one on the Columbia River/Lake Entiat Reservoir between Rocky Reach Dam and Wells Dam.

ORP is jointly owned by the Port of Douglas County and the Chelan County Public Utility District. Under terms of an agreement reached in 1979, the Port manages the property. PODC has utilized a variety of management methods over the decades (port operated, 3rd party concession agreements). Since 2012 park operations have been contracted with 3rd party concessionaires, including Recreation Resource Management from 2012 thru 2014 and the current operator, CAN Management.

SITE CONDITIONS

Jurisdiction: Douglas County

Total Area: 23.9 acres

Land area: 3.9 acres

Water area: 20 acres

Zoning: Rural Resource 5 (RR-5)

Utilization: Outdoor Recreation

UTILITIES

Electricity is supplied by the Douglas County Public Utility District, and the restroom building is connected to an on-site septic system. The Port also has developed and maintains a seasonal Class B public water system that provides domestic water to the RV hook-ups and to the restroom and concession trailer.

EXISTING IMPROVEMENTS

- RV and tent camping
- Swimming facilities
- Boat launching and dock facilities
- Boat fueling facility
- Concessions

INTENDED IMPROVEMENTS

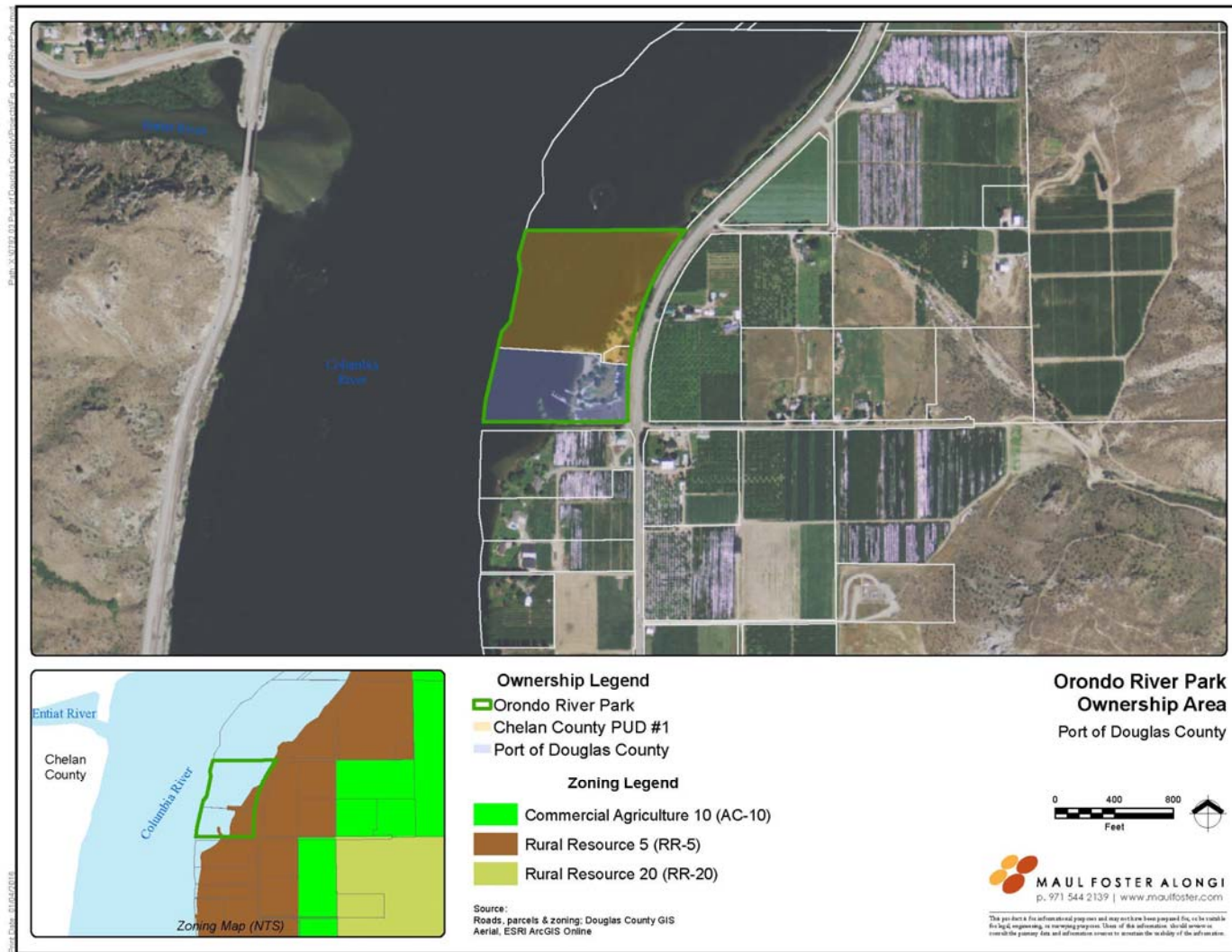
The following improvements are anticipated in the future, however, implementation is dependent upon grant funds and/or financial contribution on the part of Chelan County PUD:

- Floating Restroom *
- Marine Piling Replacement*

- RV Site Improvements*
- Marina Expansion (fuel dock and launch)*
- Debris Boom
- Hard Surface All RV Sites
- Day Use BBQs
- Replace Concession Structure
- RV Dump Station
- Swim Buoy Line
- Amenity improvements

**These improvements were identified as multi-year priority projects in the Orondo River Park Comprehensive Plan (2014).*

Figure 8: Orondo River Park



AREA 6: PORT OFFICE BUILDING

GENERAL DESCRIPTION

Formerly located at the Pangborn Memorial Airport, the PODC's main administrative office is now located on leased property at 455 6th Street NE, just east of Eastmont Avenue in East Wenatchee. The Port leases the bottom floor of the building (daylight basement construction), which is approximately 2800 square feet. There is an associated parking area with 13 parking spaces, including one ADA accessible space.

SITE CONDITIONS

Jurisdiction: City of East Wenatchee
Total Area: 0.79 acres
Zoning: Office High Residential (R-H)
Utilization: PODC Main Administrative Office

UTILITIES

This site has a full range of urban services, with power supplied by the Douglas County PUD, water from East Wenatchee Water District, sewer from Douglas County Sewer District, as well as a full range of privately owned telecommunications utilities.

INTENDED IMPROVEMENTS

A monument sign is anticipated to be constructed in 2016. No other facility improvements are planned.

Figure 9: Port Office Building



CAPITAL IMPROVEMENT PLAN

Table 4: CWICC CIP

Central Washington Interagency Communication Center	Short Term (2016-2019)	Long-Term (2020 - Beyond)
Improvements to the CWICC Facility	\$12,500	
Normal Maintenance and Repair	TBD	
TOTAL	\$12,500	

Table 5: Pangborn Airport Business Park CIP

Pangborn Airport Business Park	Short Term (2016-2019)	Long-Term 2020- Beyond)
Building Acquisition (3310 bldg)	\$1,600,000	
Building Reconstruction (3310 bldg)	\$2,400,000	
Normal Maintenance and Repair	TBD	
Vegetation Replacement	\$3,000	
Replace PABP Monument Sign @ Grant/Union	\$15,000	
Rehab Sign @ Union/5 th Street SE	\$10,000	
TOTAL	\$4,028,000	

Table 6: Mansfield Airport CIP

Mansfield Airport		Short-Term (2016-2019)	Long-Term (2020 and beyond)
Widen Runway			\$ 300,000
Relocate Ag Area			\$ 5,000
Construction Taxiway A			\$ 75,750
Develop Terminal Area			\$ 175,000
Improve Vehicle Entry			\$ 20,000
Turf Aircraft Area			\$ 10,000
Pavement Maintenance Projects		\$49,750	\$60,000
Airport Fuel System			\$70,000
Runway Lighting Design			\$ 15,500
Runway Lighting Construction			\$155,000
Purchase Existing Building		\$2,200	\$ 10,000
TOTAL		\$51,950	\$896,250
ALLOCATIONS	PODC	\$ 4,688	Funding TBD
	WSDOT/AD	\$47,262	

WSDOT/AD: Washington State Department of Transportation/Aviation Division

Source: Mansfield Airport Draft CIP provided by the PODC

Table 7: Waterville Airport CIP

Waterville Airport		Short-Term (2016-2019)	Long-Term (2020 and Beyond)
Pavement Surface Maintenance		\$ 66,350	\$72,000
ALP Update			\$ 42,000
Electrical Improvements (Runway Lighting Design)			\$ 15,500
Electrical Improvements (Lighting Construction)			\$153,600
Hangar Planning			\$ 5,000
Hangar Reconstruction			TBD
Road Construction			TBD
TOTAL		\$66,350	
ALLOCATIONS	PODC WSDOT/AD	\$ 3,318 \$63,032	TBD

WSDOT/AD: Washington State Department of Transportation/Aviation Division

Source: Waterville Airport Draft CIP provided by the PODC

Table 8: Orondo River Park CIP

Orondo River Park	Short-Term	Long-Term
Floating Restroom	N/A	\$ 230,000
Marine Piling Replacement	N/A	\$ 52,000
RV Site Improvements	N/A	\$ 20,000
Marina Expansion (fuel dock and launch)	N/A	\$ 435,000
Debris Boom	N/A	\$ 55,000
Hard Surface All RV Sites	N/A	\$ 25,000
Day Use BBQs	N/A	\$ 2,500
Replace Concession Structure	N/A	\$ 20,000
RV Dump Station	N/A	\$ 25,000
Swim Buoy Line	N/A	\$ 38,000
Normal Maintenance and Repair	TBD	
TOTAL	N/A	\$ 902,500

*PODC anticipates funding sourced primarily from grants and Chelan County PUD participation

Source: *The Orondo River Park Comprehensive Plan (2014)*

Table 9: Miscellaneous CIP

Miscellaneous	Short-Term	Long-Term
Monument Sign for Admin Building	\$6,000	
IT Replacements @ Admin Building	\$14,000	
Phone System @ Admin Building	\$1,500	
	N/A	
	N/A	
	N/A	
	N/A	
	N/A	
	N/A	
	N/A	
TOTAL	\$21,500	