



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

CALL TO ORDER

Commission President Skip Novakovich called the Commission meeting to order at 2:02 p.m. in the Port of Kennewick Commission Chambers located at 350 Clover Island Drive, Suite 200, Kennewick, Washington 99336.

The following were present:

Board Members: Skip Novakovich, President
Don Barnes, Vice-President
Gene Wagner, Secretary

Staff Members: Tim Arntzen, Executive Director
Tana Bader Inglima, Director of Governmental Relations & Marketing
Larry Peterson, Director of Planning
Bridgette Scott, Executive Assistant
Lucinda Luke, Port Counsel

PLEDGE OF ALLEGIANCE

Tom Moak led the Pledge of Allegiance.

PUBLIC COMMENTS

No comments were made.

CONSENT AGENDA

Mr. Novakovich commented Consent Agenda items are a number of items taken collectively in one motion to be approved or disapproved.

The consent agenda consisted of the following:

- A. Approval of Direct Deposit and Warrants Dated October 31, 2012**
Direct Deposit totaling \$27,703.76 and Expense Fund Voucher Numbers 33715 through 33719 totaling \$11,797.24; for a grand total of \$39,501.00.
- B. Approval of Warrant Registers Dated November 14, 2012**
Expense Fund Voucher Numbers 33720 through 33763 totaling \$64,210.51.
Construction Fund Voucher Numbers 3352 through 3357 totaling \$56,596.73.
- C. Approval to Endorse an Amendment to Washington's Energy Independence Act (I-937); Resolution 2012-53A (Clerk's Note: the Resolution was misnumbered.)**

MOTION: *Commissioner Barnes moved approval of the consent agenda as presented; Commissioner Wagner seconded. All in favor 3:0. With no further discussion motion carried unanimously.*



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

PRESENTATIONS

A. Citizen Feedback Regarding Public Participation, Tom Moak

Mr. Arntzen introduced former City of Kennewick Mayor, Tom Moak. Mr. Moak feels the Port is making an effort to provide greater transparency and shared a variety of suggestions for improvement.

B. Planning, Environmental and Economic Consulting Services for Future of Vista Field Airport Project, Michael Mehaffey of Duany Plater-Zyberk and Company (DPZ)

Mr. Peterson introduced Michael Mehaffey from DPZ. Mr. Novakovich stated he has received many positive comments through the process. Mr. Novakovich stated the Commissioners have stayed away from the process and have not been involved.

Mr. Mehaffey stated Duany Plater-Zyberk & Company is based in Miami. The DPZ team includes some of the top regional and national experts in aviation, economics, and environmental engineering, and none of the team is from, or has, previous ties to the Tri-City area. The goal of the public process is to bring together the key experts with the key stakeholders, and through effective collaboration, determine the best scenarios for Vista Field. DPZ will provide best information and alternatives possible to enable the Port and community to make the best choice.

Mr. Mehaffey stated the public engagement has been very positive to this point. Vista Field is a contentious issue; therefore it is very important to get the voices in the community on the record and understand the issues. DPZ began with a public scoping meeting on October 4, 2012 and culminated with the Charrette process last week. As part of the process, DPZ gathered comments in person and through emails by open invitation with the public. DPZ reached out to key agencies, businesses and other stakeholders and set up detailed interviews. Over 100 people have participated in the process so far, representing a wide range of interests and opinions. He stated there is a surprising level of agreement on key issues, concerns and priorities.

Mr. Mehaffey stated there are viable alternatives for keeping the airport open, as well as for closing and redeveloping the site. Each scenario will contain different costs and different benefits. DPZ believes only the community and Commissioners can decide through a fair and open process, which scenario is best.

The first job DPZ started was to research issues and work with the stakeholders to understand their issues and concerns. We started with a Scoping Meeting where key questions were asked and followed up with smaller breakout meetings looking at aviation issues, economic issues, urban planning issues, environmental issues and other general issues. DPZ met with key stakeholders including the City of Kennewick, surrounding business owners, the pilot community, Kennewick Irrigation District, Kennewick Public Facilities Board, Tri-Cities Visitor and Convention Bureau, state agencies, tribal leaders and many others. DPZ also met with members of the public, including those who support the airport and those who do not. Intensive media outreach was utilized, including advertisements, television interviews, and articles, to ensure the public is aware that this is a public process.



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

Please view "The Future of Vista Field, Report to the Port of Kennewick, Community Design Charrette" dated November 13, 2012 (Exhibit 1) for information about the presentation.

Mr. Mehaffy believes an exciting opportunity is obtainable, regardless of which alternative is selected. DPZ will provide two scenarios: 1) Keep and enhance alternative, and 2) Close and redevelop alternative. There are costs and benefits for each, to the Port and to the region. The analysis of the impacts will be provided in each case. The third, No Action alternative, is required as a "baseline" for the study. Under the no action alternative, the airfield would remain operating under the 2011 Master Plan. Mr. Mehaffy noted that planned private funding has not been forthcoming, and it is unknown where this revenue will come from. Though the No Action alternative is required under EIS procedures, almost no one expressed a desire for this alternative, and many objected to it.

Mr. Arntzen inquired if the public is comfortable with the process. Mr. Mehaffy has not heard from anyone that they did not like the process. In fact, most people commented they like it quite well. This is generally the case for Charrettes as they are an open collaborative process. Mr. Mehaffy stated DPZ does not have a dog in the fight; it is their job is to be fair.

Mr. Arntzen reiterated that he and Commissioners have not attended the public meetings. Mr. Wagner is very happy with the public input process and the work performed so far by DPZ.

Mr. Mehaffy reiterated that DPZ reached out to key stakeholders, agencies and business owners and others so that input was not just received from both sides who feel strongly. Other people advised DPZ on technical issues or other items that needed to be addressed. It is important to include people that want to speak up, because they the most committed people on the issue. Alternatively, DPZ also wanted to ensure other voices that are not as vocal are heard as well.

Mr. Barnes stated it is a relief to hear the consensus is that the current status of Vista Field is not acceptable because the Port has received criticism early on in the process because a study was just performed a few years ago and the Port has a Master Plan. Mr. Barnes reiterated what we are now hearing from the community is that the "slow death spiral" is not acceptable, and he concurs with this. This validates the fact that this new study is needed.

Mr. Mehaffy shared that when they came into the project they heard from the Port that there was a perception that no one is happy with the current situation. DPZ reviewed the circumstances independently and determined the synergies that are expected in the 2011 Master Plan, and the private sector development were not happening. The other efforts that people felt very strongly needed to happen to show a commitment, to show that the airport is going to be a terrific place and to really address that market, had not been done by the Port. Mr. Mehaffy stated that frankly, the Port has been criticized by stakeholders for going back and forth through the years; saying one thing and then another. DPZ has heard very clearly from stakeholders that they need a clear path forward and a commitment from the Port.



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

Mr. Novakovich stated he heard a presentation at the WPPA conference on EIS studies and the presenter stated she has never seen a no action alternative be implemented or recommended. Part of the no action plan was following the Master Plan that was put together by a citizens committee. The problem with the Master Plan is that it is up to the Port to fund everything and yet the Master Plan has a lot of unfunded and private sector funding measures. This is why it did not go forward: there was not the promised private investment and the Port did not raise taxes to fund the projects.

Mr. Mehaffy commented to be fair, the economic condition has been very difficult on the private side, but there is a widespread recognition that there is a very strategic opportunity. Whether it is kept open or closed, something needs to be done, status quo is not acceptable.

Ed Frost, 609 W. Albany Avenue, Kennewick. Mr. Frost enjoyed the process. He has one concern, about 125,000 people own the airport and he is not sure we heard from a lot of the people who will have to pay for the airport. We heard from a lot of people with very specific interest in the airport. Although everyone says get rid of the no action alternative, once the price tags are determined, the no action alternative may look better. He suggests the Commission reserve judgment and not remove the no action alternative off the table until the costs are determined and who will pay for it. No action may be what we can afford.

Mike White 1118 W. 22nd Avenue, Kennewick. Mr. White attended the Scoping Meeting and most of the Charrette process and was very impressed with DPZ's process. They were clearly open to getting the public's input and were not biased either way. He feels an excellent result will be achieved.

John Givens, 6116 W. 8th Avenue, Kennewick. Mr. Givens is a member of the Kennewick Public Facilities District. Mr. Givens thanked the Commission for the process. The process involves more than just the airport, it is a process that involves the area surrounding the airport, which includes the entertainment district and others. It is a process that as it develops, will take into consideration many groups, such as the City of Kennewick, Port, Kennewick Irrigation District, and the Kennewick Public Facilities District. He is hopeful the groups will work together for final development plan. Mr. Givens questioned the number of people who attended; he believes the 100 people included outreach as well as the people who attended the various meetings. Mr. Mehaffy confirmed. He asked for confirmation of the statement made by the UPS manager. Mr. Mehaffy confirmed the UPS manager stated UPS has outgrown Vista Field Monday through Friday because the plane they require to carry the volume of packages cannot land at Vista Field; but they do use the airport on Saturdays. Mr. Givens stated the Port recently sold a piece of property to Pacific Cataract and Laser Institute (PCLI) and that PCLI bought the property knowing that they would make the investment with no future promises of the airport being there. Mr. Givens asked for confirmation of that statement. Mr. Novakovich confirmed. Mr. Givens stated the community has had the belief for many years that there are two major businesses, PCLI and UPS, that if the airport were not there, they may relocate. He commented those beliefs were probably not factual. He is not for or against the airport, he just wanted to get statements on the record for clarity. He felt the process was great.



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

Mr. Arntzen reiterated there is an addendum to the Purchase and Sale Agreement with PCLI that made it clear that there were no guarantees for the longevity of the airport. He stated as we go through this process he feels the usage of the airport should be determined, as has been suggested by Mr. Frost on numerous occasions. Mr. Arntzen would like to know when someone says my business is airport dependant, is there a way to verify this. He feels the Port needs to secure better information about who is using the airport, how much they are using it, and for what purpose.

Mr. Novakovich commented that this is one of the reasons that the Commissioners commenced this study. The Port needs this information, as it was not available when the vote was taken to keep the airport open. Much more information has come forward since then and actual factual numbers are important. Mr. Frost has also asked the Port to track private investment at the airport. According to DPZ, there has not been any private investment.

Mr. Mehaffy stated the next phase of their work is to establish a baseline and get the numbers about where we are now. Mr. Mehaffy stated when they have conversations with people, some of them indicate if they are using the airport for business or convenience.

Tom Moak, 418 W. Kennewick Avenue, Kennewick. Mr. Moak attended some of the meetings and was impressed. He noticed there was a lot of politeness and working well together. He feels the consultants did a good job engaging people who had different viewpoints. He regrets that the Commission and staff did not attend some of the meetings. He understands reasoning, and perception, but believes it is important to see the process. Mr. Moak would like to see the City of Kennewick, the Port, Public Facilities District and pilots to work the details out together. These are important for the whole community. It would be great for the entities to work together hearing the same comments from the pilots or others, and build something greater than Vista Field. He feels the goal needs to be economic development and community development within the whole region. He feels both scenarios DPZ presented could be interesting for job creation. Mr. Moak feels the community will review the numbers for both scenarios and see which is more viable.

Mr. Novakovich commented whether Vista Field will become the finest aviation airport in the Northwest and it becomes something the Master Plan envisioned, or whether it is redeveloped, in either case it is an asset to the 125,000 people who own it and it will take collaboration and partnerships with either alternative.

Mr. Mehaffy commented that he views the process as teeing up the project for the next phase; which will on the collaboration of the entities. Mr. Mehaffy inquired if DPZ is on the right path with the scenarios. He would like to make sure at the completion of the report that the project is ready for the next step.

Ruth Swain, 300 Columbia Point Drive, Richland. Ms. Swain as a citizen is not in the port district, but she does work for the taxpayers of West Richland. More than 25 years ago the planning began for the vision of the riverfront. As a West Richland staff member, she is excited to see this process for the whole region. Ms. Swain believes tourism and jobs spur our



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

economy. She is hopeful the visions will have phases, not all or nothing. Being employed by the City of West Richland, when she hears economic impact studies, she is also interested in how the economic impacts will impact the other parts of the Port district.

Matt Taylor, 3006 W. 46th Avenue, Kennewick. Mr. Taylor inquired if the new sport aviation regulations for airplanes and pilots licenses were considered by DPZ, and if so, did you come to the conclusion that there will not be any impact on aviation. Mr. Mehaffy stated that is a significant market segment for aviation. The preliminary results show it could generate tourism, but not likely to generate a lot of economic impact because it tends to be a younger demographic who are interested. That is a different population than the business users.

Mr. Mehaffy stated Ruth Swain made an excellent point with regard to using incremental development. Although, the airport expansion is a bit more challenging in terms of incremental growth as the airport needs the amenities upfront to make it successful. It will be easier to phase the “close and redevelop” than the “expand” alternative.

Mr. Barnes values and places a high level of priority on the input DPZ has received from the public. He has not been involved in the sessions, and feels it is very important to get accurate input from the public for what they envision as the critical mass elements of the airport going forward. The close and redevelop alternative is less defined at this point, and could be phased. His concern is if we are putting the keep and enhance airport as the Taj Mahal of airports. Although, pilots envision and covet these improvements and would be wonderful to have; but at the same time we need a method of funding the improvements that is feasible, perceived as reasonable, and at the same time be an economic driver, creating jobs, helping the community go forward, and reaching the top of the page objectives that is held by the Port of Kennewick. As a Commissioner, he does not know which assets and attributes should be included in the keep and enhance alternative any better than the public. He believes the public input received by DPZ should define the assets and attributes. He will rely on DPZ to confirm that they received valid, accurate input from stakeholders; he believes that is the most critical element of the keep and enhance alternative.

Mr. Wagner commented he has been in this process many years. This is by far the most input he has received about the airport. Mr. Wagner shared his appreciation for the effort DPZ has made to reach the public and make themselves available to answer any questions the public may have. The meetings held by DPZ are very well documented and very important.

Mr. Novakovich agrees with Mr. Frost’s statement on participation; however, he is not sure what more could have been done to solicit additional citizen involvement. No matter which alternative goes forward, it will have to be funded, and it is going to be funded by the taxpayers of the district. Mr. Novakovich hopes the public will participate and share their thoughts because it is their airport; it is the taxpayer’s airport and they are the ones who will pay for it. Mr. Novakovich stated DPZ is doing a great job, keep up the good work. He is looking forward to the results, impacts and costs.



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

Recessed: 3:35 p.m. for approximately 5 minutes.

Reconvened: 3:43 p.m.

REPORTS COMMENTS AND DISCUSSION ITEMS

A. 2013 Committee Assignments

The Commission reviewed the committees; the final document will be finalized during the December 11, 2012 meeting.

B. Delegation of Authority

Mr. Arntzen briefly reviewed the current delegation of authority; he did not suggest any changes.

MOTION: *Commissioner Barnes moved approval of the Delegation of Authority as presented; Commissioner Wagner seconded. All in favor 3:0. With no further discussion motion carried unanimously.*

C. Port Presentation Schedule

Mr. Arntzen stated the Port typically gives presentations at the invitation of local service clubs. He stated Commissioner Barnes has been presenting this fall and Commissioner Novakovich will begin giving the presentations in 2013.

D. Cancellation of November 27, 2012 Regular Commission Meeting

The meeting will be cancelled due to the Thanksgiving holiday.

E. Cancellation of December 25, 2012 Regular Commission Meeting

The meeting will be cancelled due to the Christmas holiday.

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

Commissioners reported on their respective committee meetings.

G. Non Scheduled

1. Mr. Arntzen received a letter from Chuck Dawsey of the Benton REA, requesting Governor Inslee support the Red Mountain Transportation Project. The letter is being circulated to local officials for signature. The Commission is in consensus for the Commission President to sign the letter on behalf of the Port.

PUBLIC COMMENTS

John Givens, 6116 W. 8th Avenue, Kennewick. Mr. Givens stated in prior years he was the Director of the Port of Kennewick. During his tenure, the Port developed the Spaulding Business Park. He is very proud of the job this Port has done to develop it into a major employment base and a place the community can be proud of. He recalled some tough times in the beginning when the covenants and restrictions (CCRs) were set. There were businesses that wanted to move in that did not meet the CCRs. He views Vista Field as an opportunity, whether it is an airport or not, as being something the Commission will be just as proud of, similar to Spaulding Business Park. Good job.



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

NOVEMBER 13, 2012 MINUTES

No further public comments were made.

Mr. Novakovich anticipates the Executive Session to last approximately 40 minutes for Potential Litigation, per RCW 42.30.110(1)(i) and Personnel, per RCW 42.30.110(1)(g); with no action anticipated. Mr. Novakovich asked the public to notify Port staff if they will return after the executive session.

Mr. Novakovich recessed the meeting at 4:00 p.m. for approximately 1 minute.

Mr. Novakovich reconvened the meeting into Executive Session at 4:01 p.m. for 40 minutes.

EXECUTIVE SESSION

A. Potential Litigation, per RCW 42.30.110(1)(i)

B. Personnel, per RCW 42.30.110(1)(g)

Ms. Hancock exited the chambers at 4:41 to extend Executive Session 10 minutes.

The regular meeting reconvened at 4:51 p.m. with no action taken.

ADJOURNMENT

With no further business to bring before the Board; the meeting was adjourned at 4:51 p.m.


APPROVED:

PORT of KENNEWICK

BOARD of COMMISSIONERS


Skip Novakovich, President


Don Barnes, Vice President


Gene Wagner, Secretary

PORT OF KENNEWICK

RESOLUTION No. 2012-53A

A RESOLUTION OF THE BOARD OF COMMISSIONERS FOR THE PORT OF KENNEWICK ENDORSING AN AMENDMENT TO WASHINGTON'S ENERGY INDEPENDENCE ACT (I-937)

WHEREAS, the Energy Independence Act (EIA), requires qualifying utilities to incrementally increase the amount of eligible renewable resources to 15 percent by 2020 and to pursue all cost-effective conservation requirements starting in 2010; and

WHEREAS, the eligible renewable resources are narrowly defined to exclude existing hydropower, a clean renewable resource supplying over two-thirds of the electricity in the state of Washington; and

WHEREAS, many utilities' energy demands are not growing as projected or have declined due to the combination of successful conservation programs and the poor economy; and

WHEREAS, the EIA requires qualifying utilities to purchase specific eligible renewable energy resources or renewable energy credits even if the utilities don't need additional power; and

WHEREAS, the purchase of unneeded eligible renewable energy resources or renewable energy credits will have a detrimental impact on utility budgets and increase customer rates and negatively affect the economy; and

WHEREAS, a change in the law is needed to provide qualifying utilities the choice to avoid the purchase of unneeded renewable energy or renewable energy credits; and

WHEREAS, a change in the law could be made without changing the overall intent of the EIA, which is to encourage the use of conservation and the use of renewable energy resources; and

WHEREAS, a change in the law is needed to protect ratepayers of qualifying utilities from unnecessary additional costs which will result in unwanted rate increases and further encumber the economy.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Port of Kennewick hereby joins the efforts of the Tri-City Regional Chamber of Commerce and others in seeking a change in the Energy Independence Act that would allow utilities to delay buying power from eligible renewable sources until their demand grows enough that they need the additional power.

ADOPTED by the Board of Commissioners of the Port of Kennewick on November 13, 2012.

**PORT of KENNEWICK
BOARD of COMMISSIONERS**


SKIP NOVAKOVICH, *President*


DON BARNES, *Vice President*


GENE WAGNER, *Secretary*

The Future Of Vista Field

Report to the Port of Kennewick Community Design Charrette

November 13, 2012

D u a n y P l a t e r – Z y b e r k a n d C o m p a n y

Century West Engineering * ECONorthwest * Parametrix

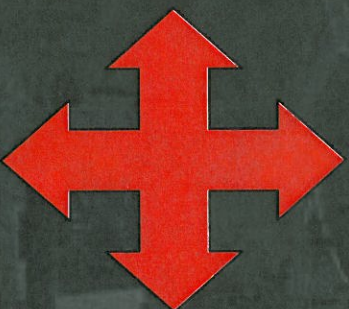
Our consultant team:

DUANY PLATER-ZYBERK & COMPANY

Project Management, Charrette, Scenario Design



*Aviation Engineering
Scenario Analysis*



*Economic Development
Scenario Analysis*

Parametrix

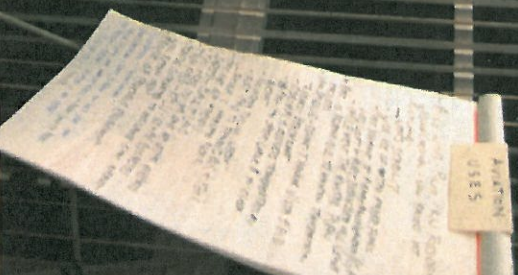
*SEPA and EIS Process
Scenario Analysis*

Public “Scoping Meeting,” October 4





Breakout discussion: Aviation issues (Century West)



Breakout discussion: Economic issues (ECONorthwest)





*Breakout discussion:
Environmental issues
(Parametrix)*

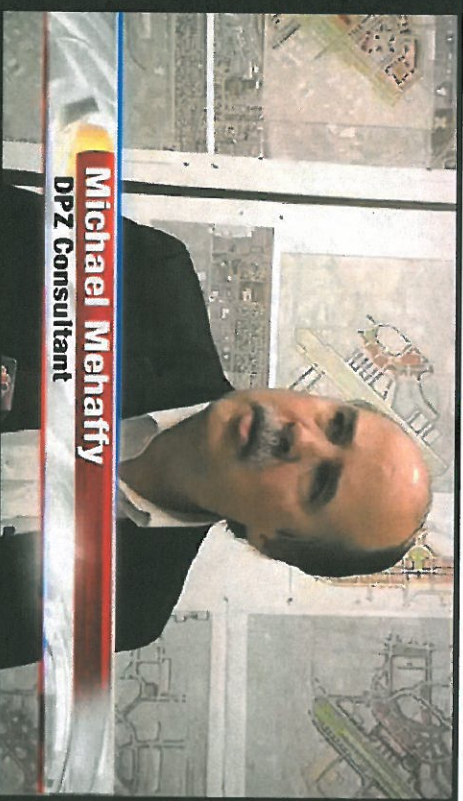


*Breakout discussion.
Planning issues
(DPZ)*

*Stakeholder interviews
(e.g. City of Kennewick)*



Media Outreach



KNDO REPORTER: “Now is your chance to tell the Port of Kennewick how you’d like to see Vista Field in the future.

“A consulting firm is studying whether to expand the airport or close it and develop the land for other uses. Some of the ideas include turning Vista Field into a premium airport in the Northwest that would include restaurants, shops and a walking path to the Three Rivers Convention Center and other areas of the entertainment district.

“Michael Mehaffy, DPZ consultant, says they will study the environmental and economic impacts of the suggestions and come back in January with recommendations.

“There are different ways you can go whether the airport is here or not here. We think a good decision could be made in either case. There are going to be different tradeoffs. These are the kind of things that only the community can decide.”



Some questions we have asked:

1. What is the current “baseline” of activities at Vista Field, and the current impacts – to the community, to the Port, and to the adjacent business owners?
2. What are optimum alternatives for enhancing the airport and/or enhancing associated development, and what would be the impacts from such an alternative?
3. What are optimum alternatives for a phased closure and redevelopment of the site, and what would be the impacts from such an alternative?
4. How do the alternatives compare on cost, impacts, feasibility? What are the community's preferred choices?



Some questions we have asked:

5. How can we, the consultant team, move beyond rear-view analysis, and help to create real opportunities for the region? e.g.

- Increased employment and economic activity
- A more sound fiscal footing for the district taxpayers
- Increased amenities and quality of life
- An end to controversy, and a largely shared positive vision for moving forward

This is our project goal!

An aerial, high-angle photograph of a city street. The street is wide and runs diagonally from the top left towards the bottom right. On the left side of the street, there are several large, multi-story buildings with flat roofs. Some of these buildings have a grid-like pattern of windows. There are also some trees and smaller structures interspersed among the larger buildings. On the right side of the street, there are more buildings, some of which appear to be residential or commercial. The overall scene is a dense urban environment. The image is in black and white, with a slightly grainy texture.

What We've Heard

Key Issues, Concerns, Priorities

The "Headline" Summary of Comments:

- 1. There is widespread agreement (on both sides of the particular question of closure) that there is an important opportunity to be seized. Many people would like to see better synergies in the area, and better amenities for the region.*
- 2. Whatever their other views, almost no one believes the current situation is acceptable.*
- 3. Many supporters of Vista Field want a full and fair examination of a robust scenario for the airport. Some of them have suggested it is not appropriate at this time to consider scenarios for closing the airport.*
- 4. Many who believe Vista Field should be closed want a careful consideration of costs and return on investment.*

1. Few people are happy with the status quo.

Example comments:

- The uncertainty has been bad for business*
- Not happy about paying for something that few use*
- There is a desire for more stability and certainty*
- Airport is not well managed*
- We would like to see an improvement of aesthetics*
- An opportunity is being missed*
- Maintaining the airport as is is not something anyone wants*

2. Some people believe Vista Field could and should be kept open and upgraded

Example comments:

- There is an opportunity to create a major new asset*
- Adjacent businesses use the airport for business activity, and more would do so if it was properly designed, built and managed*
- People depend on the airport for medical tourism, shopping, search and rescue, and other important economic and civic activities*
- Closing the airport would result in a loss of jobs*
- Closing the airport might result in major costs (expensive cleanup, liability etc.)*

3. Some people believe Vista Field should be closed and/or redeveloped

Example comments:

- Taxpayers are supporting a small group*
- Not the "highest and best use"*
- Question why a need for 3 airports*
- Why can't the airport be moved?*
- There is a perception of danger from aircraft*
- There is a concern about impacts such as noise and height restrictions*

4. There is widespread agreement on some key issues

Example comments:

- We need clear, real costs for alternatives*
- We need greater certainty and stability*
- We need opportunities to develop jobs*
- We need to know what are the impacts of the options, and how they can be mitigated*
- We need a final decision*

5. Many people agree on other key issues

Example comments:

- We should have a nice amenity for the region
- We should include mixed-use development
- We should have walkable attractions, like other cities do (e.g. green spaces, water features, etc)
- This site is the center of the Tri-Cities and should be a major amenity
- We should exploit the relationship to the Entertainment District, and to shopping
- This area is too fragmented at present
- Whatever happens should not be "more of the same"

6. Some people have raised other key technical issues

Example comments:

- Need to analyze traffic impacts (WSDOT)*
- Need to assess aviation issues (WSDOT-AD)*
- Need to look at cultural resources (DAHP)*
- Need to assess aviation market demand*
- Need to analyze costs and likely revenues*
- Need to look at cleanup requirements*

7. Some people have made other suggestions and/or requests

Example comments:

- Re-use the carrier decking*
- Consider making a museum of aviation*
- Consider developing more entry-level housing*
- Consider planting the field in vineyards, promoting a wine tourism theme*
- Take the opportunity to develop clean energy, high tech, medical and/or biotech*
- Take the opportunity to push Kennewick and the Tri-Cities to new levels of competitiveness and quality in development*

*A few quotes from emails and interviews:
(Pro airport keep-and-enhance)*

"Please do whatever is possible to renew this jewel of a facility."

"My determination is that the redevelopment option must be removed from further consideration."

"I have witnessed how the port of Kennewick has improved Clover Island marina and I think that the port can do the same with Vista Field..."

"...it provides visiting aviators and their passengers something that the other two airports cannot, instant access to the most concentrated area of entertainment and business services in the Columbia Basin."

*A few quotes from emails and interviews:
(Pro airport close-and-redevelop)*

"My opinion is that other development at the property would have significantly greater economic and social benefit to the port, the city, and the region than the airport would ever have."

"If the airport were closed and made available for development, you could have 100 acres at the center of the community developed into something special."

"A Young Professionals Group did a charrette here a few years ago that envisioned a central, walkable downtown [for the Tri-Cities]."

"We need more land for the Entertainment District"

*A few quotes from emails and interviews:
(Other areas of general agreement)*

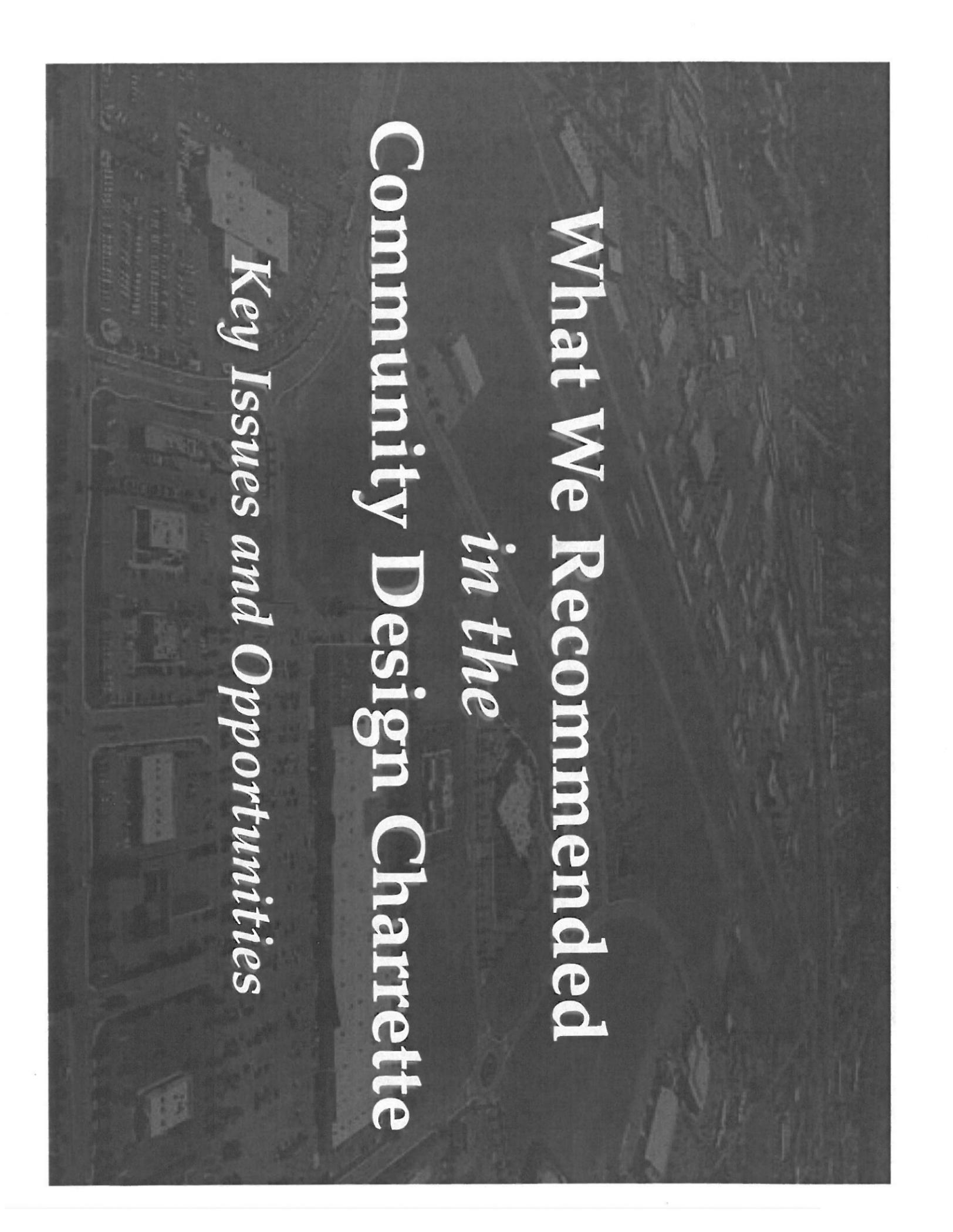
"The current 'slow death spiral' is not what anyone wants."

"It would be nice to have walkable amenities... mixed use"

"One of the real challenges is connectivity. [Perhaps you could still do] specialty retail, wineries, that kind of thing."

"Every community has opportunities to highlight or showcase what's great about their area, and should try and do so. Tri-cities is quite a ways behind the curve."

"We've got to build things that are going to generate businesses and jobs for this economy long-term... we need to create a very friendly and inviting area for visitors, while making an amenity for residents. We need to attract businesses..."



What We Recommended
in the
Community Design Charrette
Key Issues and Opportunities

1. There is indeed an exciting opportunity, regardless of which alternative is selected

- *This is the center of the Tri-Cities area*
- *There are opportunities to create economic synergies*
- *There are opportunities to create a regional amenity*
- *There are opportunities to exploit economic development of spinoff tech businesses, wine tourism, lifestyle assets that will facilitate business recruitment and job growth for "life after Hanford"*
- *There are opportunities to provide amenities that will be assets for business recruitment*
- *There are opportunities to set a new pattern of growth in a resource-constrained world (including money)*

2. We think we can readily identify two terrific scenarios

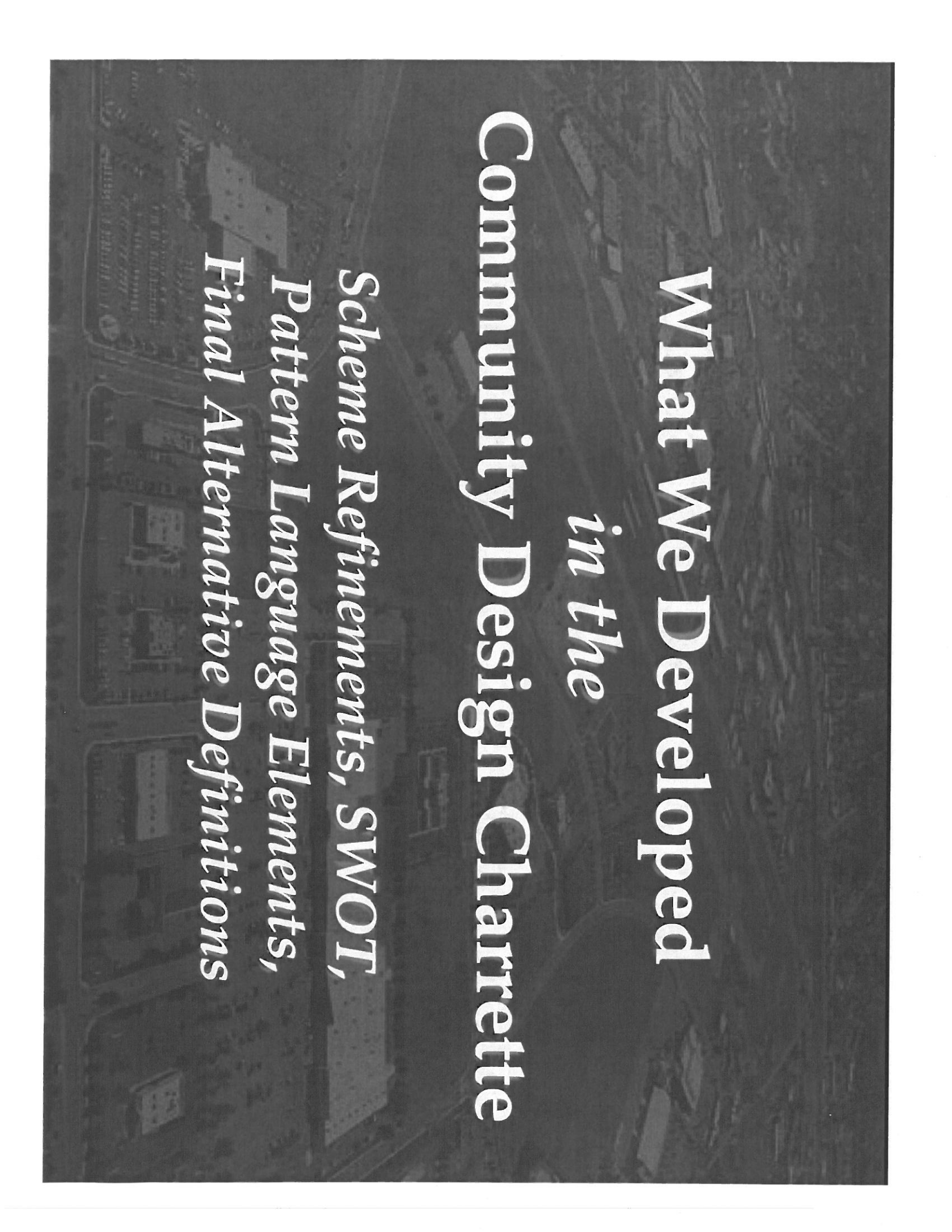
- A great keep-and-enhance alternative*
- A great close-and-redevelop alternative*
- Costs and benefits for each, to the Port and to the region*
- Analysis of the impacts in each case*
- The basis of a fair choice for the Port and/or for the electorate, based on their and your priorities*

3. We have refined two alternatives with their help and input, as well as other specifications, over the three day "charrette":

- Synergies with the Entertainment District, hospitality, retail, tech, light industrial, etc.*
- Amenities: green spaces, water features, walkable urban patterns, etc.*
- Amenities for a functional airport: FBO, etc.*
- Other parts of the report: a SWOT analysis, the start of a "pattern language" approach, additional opportunities, other impacts*

4. We began with an assessment of the current urbanization and its issues and opportunities, and we found:

- Connectivity issues (especially around the airfield)
- Issues of scale, especially for pedestrians
- “Mono-modal transportation” e.g. limiting choice to the car – a problem for the elderly, the poor, children, and others
- Opportunity to provide amenities of interest to convention-goers, young professionals, tourists
- Opportunity to provide amenities to be proud of

An aerial, black-and-white photograph of a city street grid, likely New York City, serves as the background. The streets are clearly visible, forming a dense pattern of rectangles. In the lower-left foreground, a small, dark silhouette of a person is walking across the frame, adding a sense of scale and movement to the scene. The overall tone is professional and urban.

What We Developed *in the* Community Design Charrette

*Scheme Refinements, SWOT,
Pattern Language Elements,
Final Alternative Definitions*

Interdisciplinary, public process



Breakout workshops



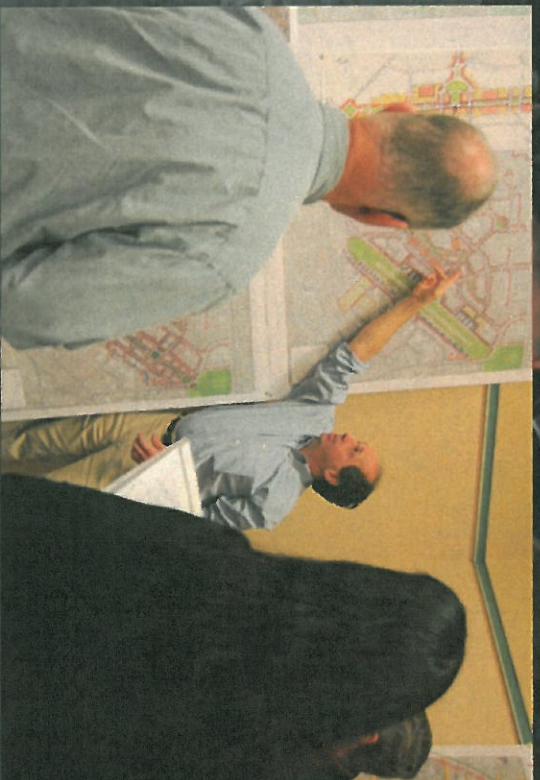
Technical briefings, site research



Drawings, "Pin-up Reviews"



Final presentation and comments



Sample comments:

"I think this has been a very good process."

"This is very exciting."

"I really like what you've done; I think you're headed in the right direction."

"I have heard nothing but extremely positive comments from the public on your work so far."

"SWOT" Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

Analysis of the airfield in continued/enhanced operation:

Strengths

Central location

Has no NPIAS requirements (through the fence etc. OK)

Synergies with medical, convention center, shopping, entertainment (mixed land use)

Is an existing asset (heavy duty runway, buildings etc)

Limited NIMBYs

Runway ideal for general aviation

Excellent flying conditions (both regional and local, i.e. little fog)

Excellent work force nearby



“SWOT” Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

Analysis of the airfield in continued/enhanced operation:

Weaknesses

*No FAA funding available
Limited runway length
Somewhat land-locked at present
Inadequate FBO, operations and management
Currently under-utilized
Aesthetics
Administrative lack of capacity
Limited financing capability*

"SWOT" Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

Analysis of the airfield in continued/enhanced operation:

Opportunities

Generally growing economy

Market growth in medical tourism, entertainment, shopping

Possible expanded market in business aviation, light sport aircraft

Possible aviation manufacturing, components

(business incubators, drones, other small mfg, tech)

Coordinated economic development strategy

Small inter-modal hub

Aviation training, e.g. Tri-Tec Skills Center



“SWOT” Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

Analysis of the airfield in continued/enhanced operation:

Threats

*Competition from other nearby fields (not a level playing field)
Negative reaction from neighbors to noise, liability from expansion
Negative political perceptions
Uncoordinated economic development in the area
Infrastructure limitations, capacity problems*



“SWOT” Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

Analysis of a redevelopment:

Strengths

Central location

*Single owner (no real debt), relatively easy to plan and develop
Synergies with medical, shopping, entertainment, regional center*

Limited grant liability

Existing infrastructure

Could be self-supporting (able to be phased)

Flat land, costs are lower

An aerial photograph of a city street grid, likely New York City, showing a river and a bridge. The image is dark and serves as a background for the text.

"SWOT" Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

Analysis of a redevelopment:

Weaknesses

- Poor connectivity*
- Limited size and shape*
- Limited infrastructure available now*
- Surrounded by fragmented development*
- Aesthetics*
- Closure costs*
- Mitigation needed for impacts (?)*
- Limited financing capability*

An aerial photograph of a city, likely New York City, showing a grid of streets and buildings. A river, possibly the Hudson River, flows through the city, and a bridge is visible in the background. The image is in black and white and serves as a background for the text.

"SWOT" Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

•Analysis of a redevelopment:

Opportunities

Generally growing economy

Market growth in many potential segments

(existing, plus town center commercial, residential etc)

Synergies with high tech, labs, educated work force, etc.

Great synergies with entertainment district

"SWOT" Analysis of both options (Strengths, Weaknesses, Opportunities, Threats)

Threats

*Potential loss of higher-paying manufacturing jobs,
replaced with lower-paying retail
Market competition from Southridge, other
developments (bond debt has to be repaid)
Complex, possibly negative political environment
(e.g. zero-sum perceptions among different cities)
Negative reaction from neighbors, stakeholders to
redevelopment ("NIMBYs")
Competition from other cities, regions
Limited capacity of surrounding infrastructure
Closure liability
Unknown redevelopment issues (cleanups, archaeology, etc.)*

An aerial photograph of a city landscape, showing a mix of urban development and open space. The image is in grayscale and serves as the background for the text.

Three Alternatives:

1. *Keep and enhance Vista Field.*
2. *Close and redevelop Vista Field.*
3. *Take no action.*

1. NO ACTION

Required as a “baseline” only. The airfield would remain under the 2011 Master Plan, with approx. \$2 million of Port expenditures, and approx. \$17 million of private expenditures.

Notes:

- * Planned private funding has not been forthcoming, and it is unknown where this revenue will come from*
- * Though required under EIS procedures, almost no one expressed a desire for this alternative, and many objected to it*

1. NO ACTION



2. KEEP AND ENHANCE (“Critical Mass” Option)

- * High-quality FBO facility that demonstrates clear long-term commitment to the airport and that caters to a wider community (market) of pilots**
- * Other airport amenities to establish an iconic identity: walking paths, landscaping, artwork, signage**
- * Additional offsite hangars with gates**
- * Framework for mixed use development, including streets, connection to Entertainment District, provisions for new businesses, synergies with existing businesses (medical tourism, shopping, wine tourism, etc)**

Pattern Language for "Keep and Enhance"

- *Welcoming Terminal and FBO*
- *Connection to Entertainment District*
- *Vineyard Theme*
- *Exciting Aesthetics*
- *Walkable Mixed Use*
- *Flex Cars and Bikes*
- *Walking Paths*
- *Shuttle Bus*
- *(And others to be developed...)*

Patterns from Advisory Committee et al

"One of the nicest airports/terminals in NW"

Mixed use amenities including restaurants, shops, retail

Terminal concierge services

Murals on courtyards

Car rental company

Each end of runway developed into walking paths

Reproductions of aircraft

Plane washdown area

Instrument Landing Approach

Weather station

Pilot lounge with a view

Pilot sleeping area

Airport manager office

Terminal amenities – tv, wifi, coffee, etc

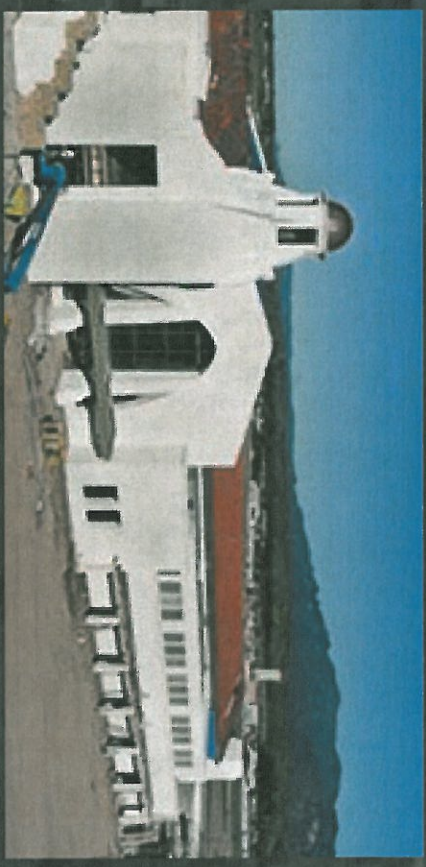
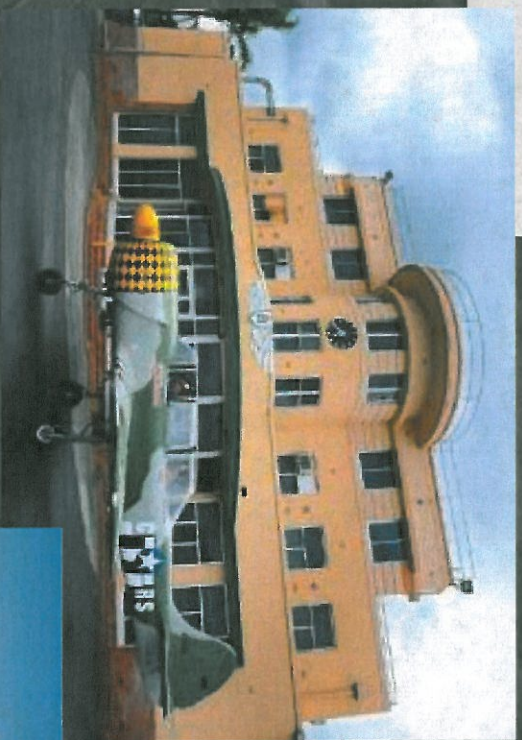
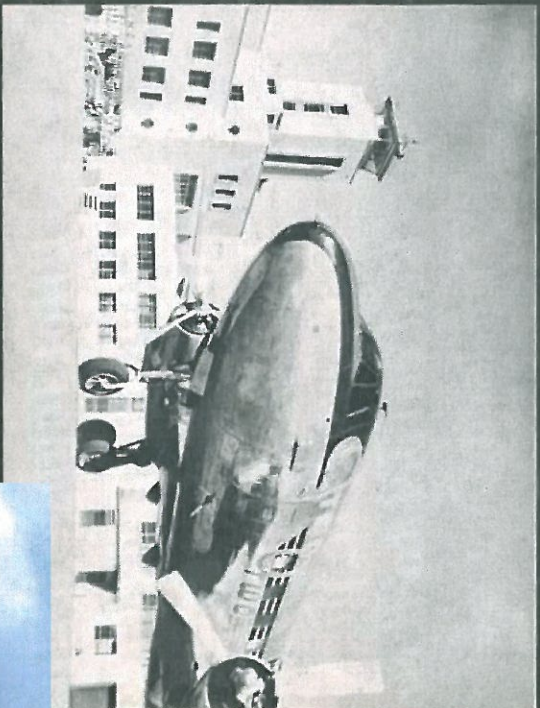
Golf carts to pick up pilots

Red carpet to terminal

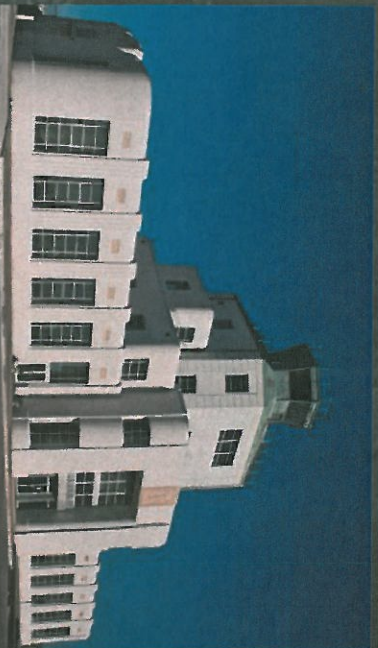
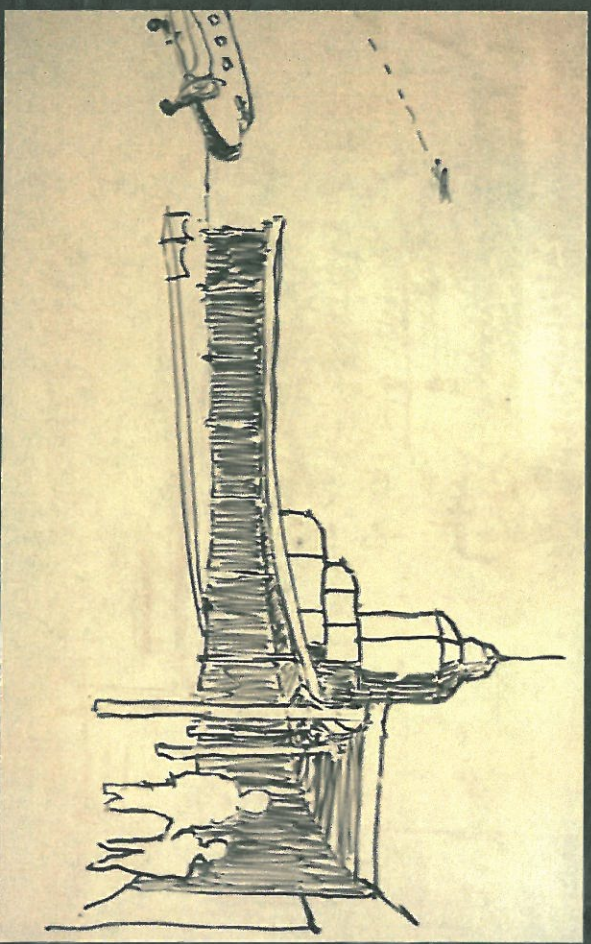
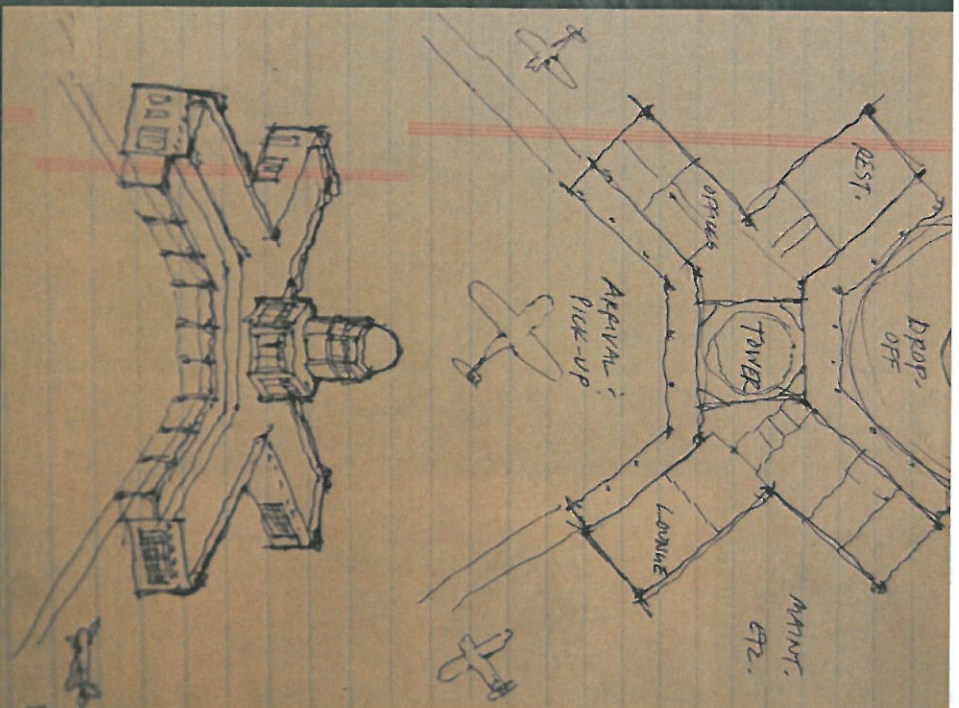
Landscaping

Artwork

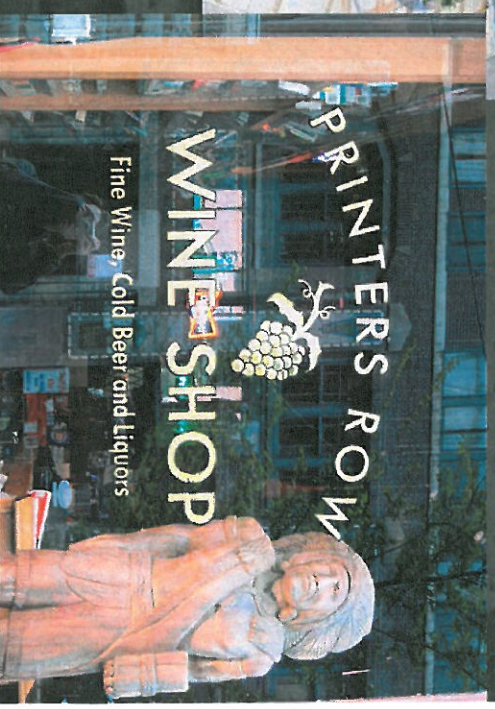
Welcoming Iconic Terminal and FBO



Iconic Terminal Concepts



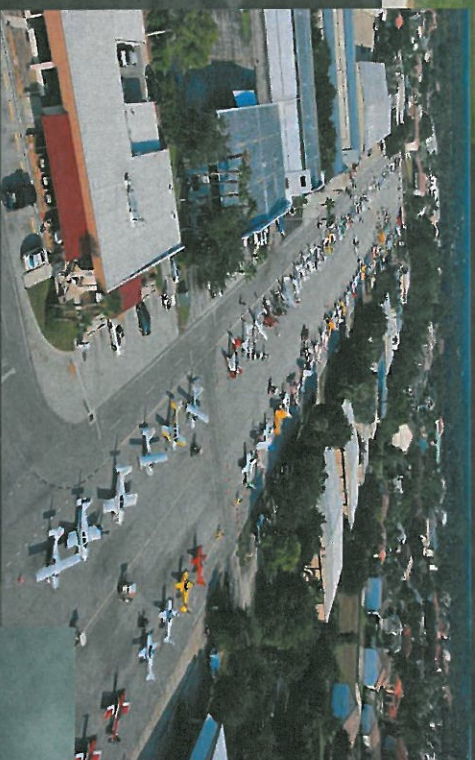
Amenities for visitors



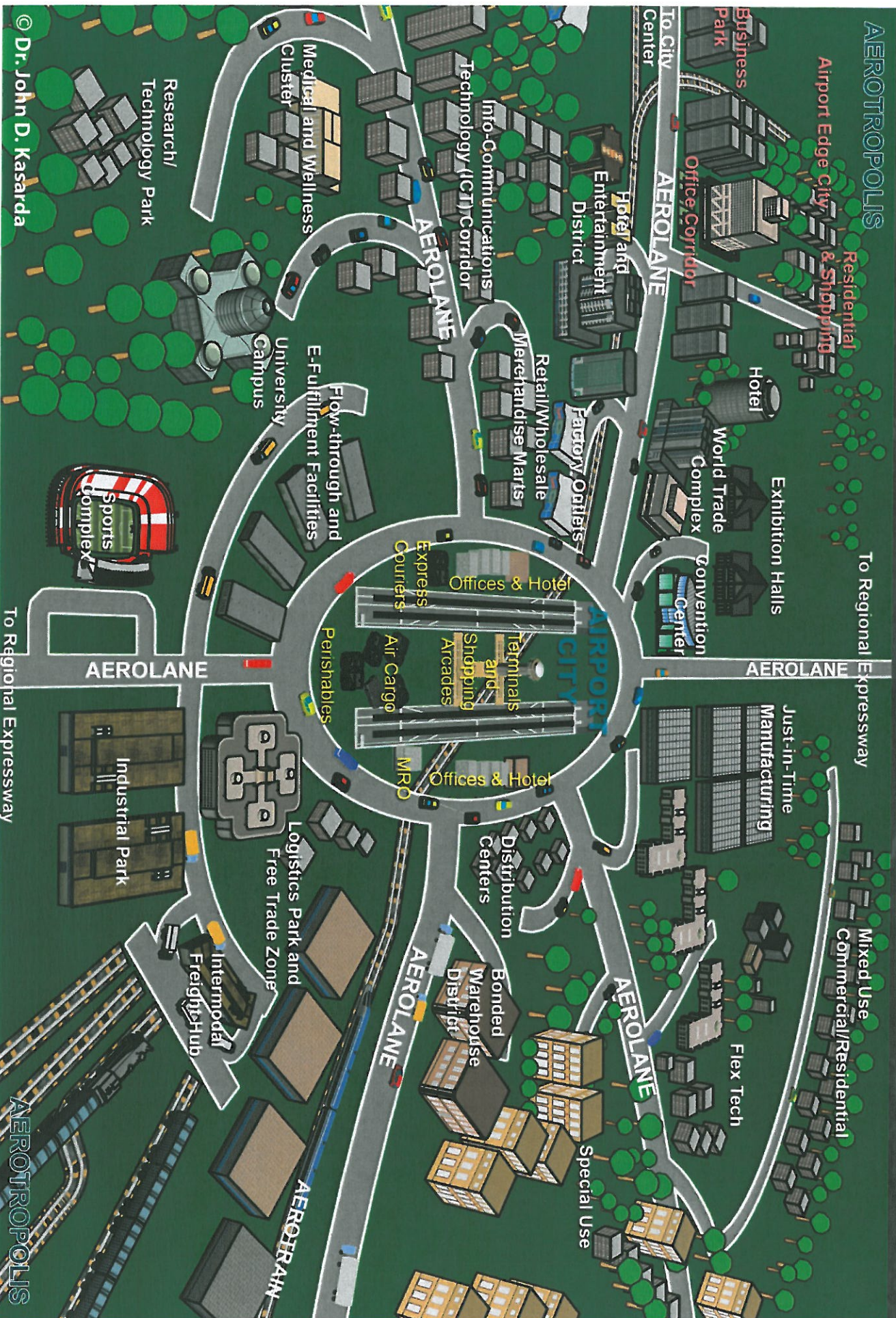
Aesthetic Concepts



Adjacent Mixed Use



"Mini-Aerotropolis"



“Mini-Aerotropolis”



Scottsdale, AZ



“Scottsdale Model” Study Concept



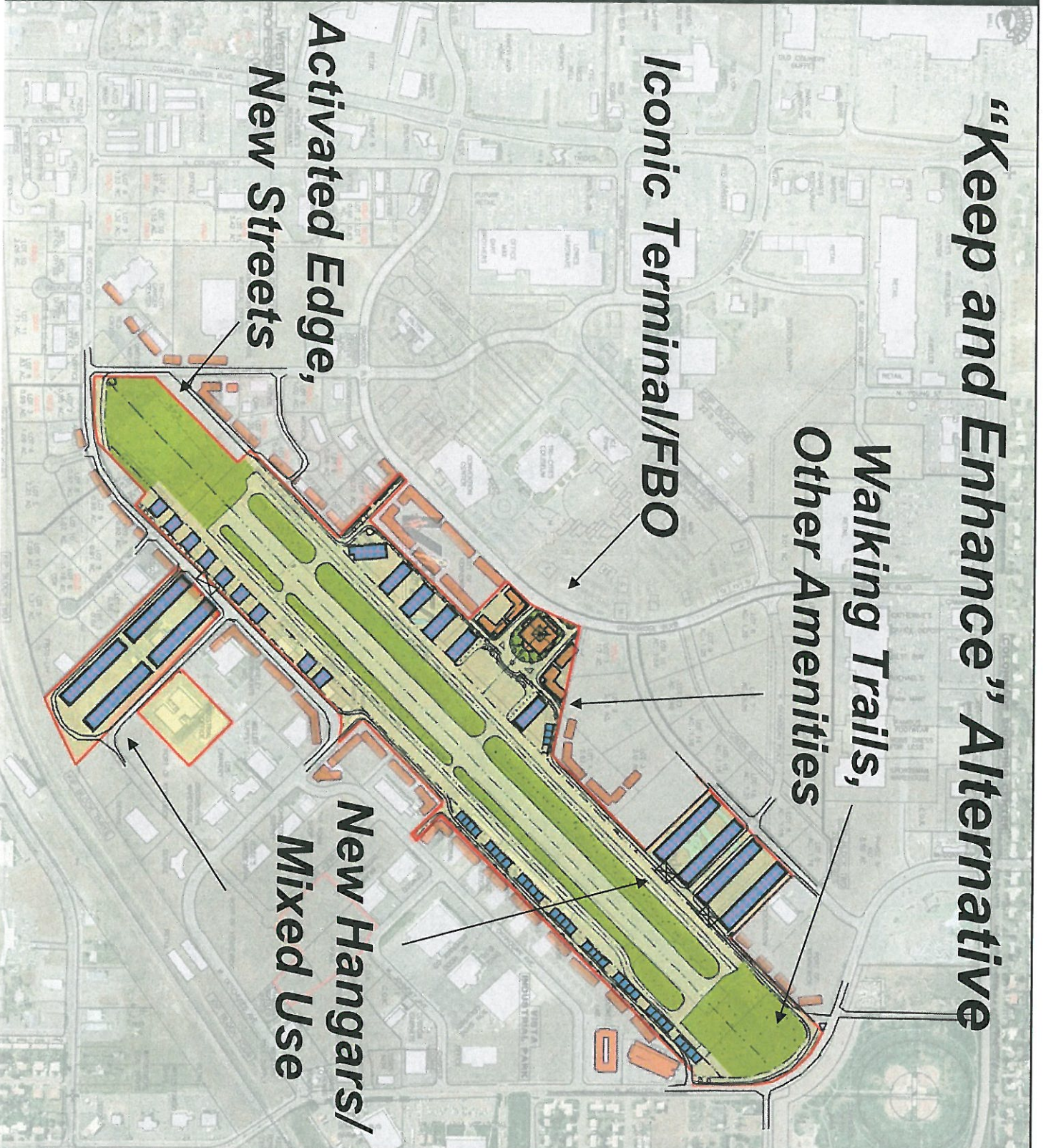
“Keep and Enhance” Alternative

***Walking Trails,
Other Amenities***

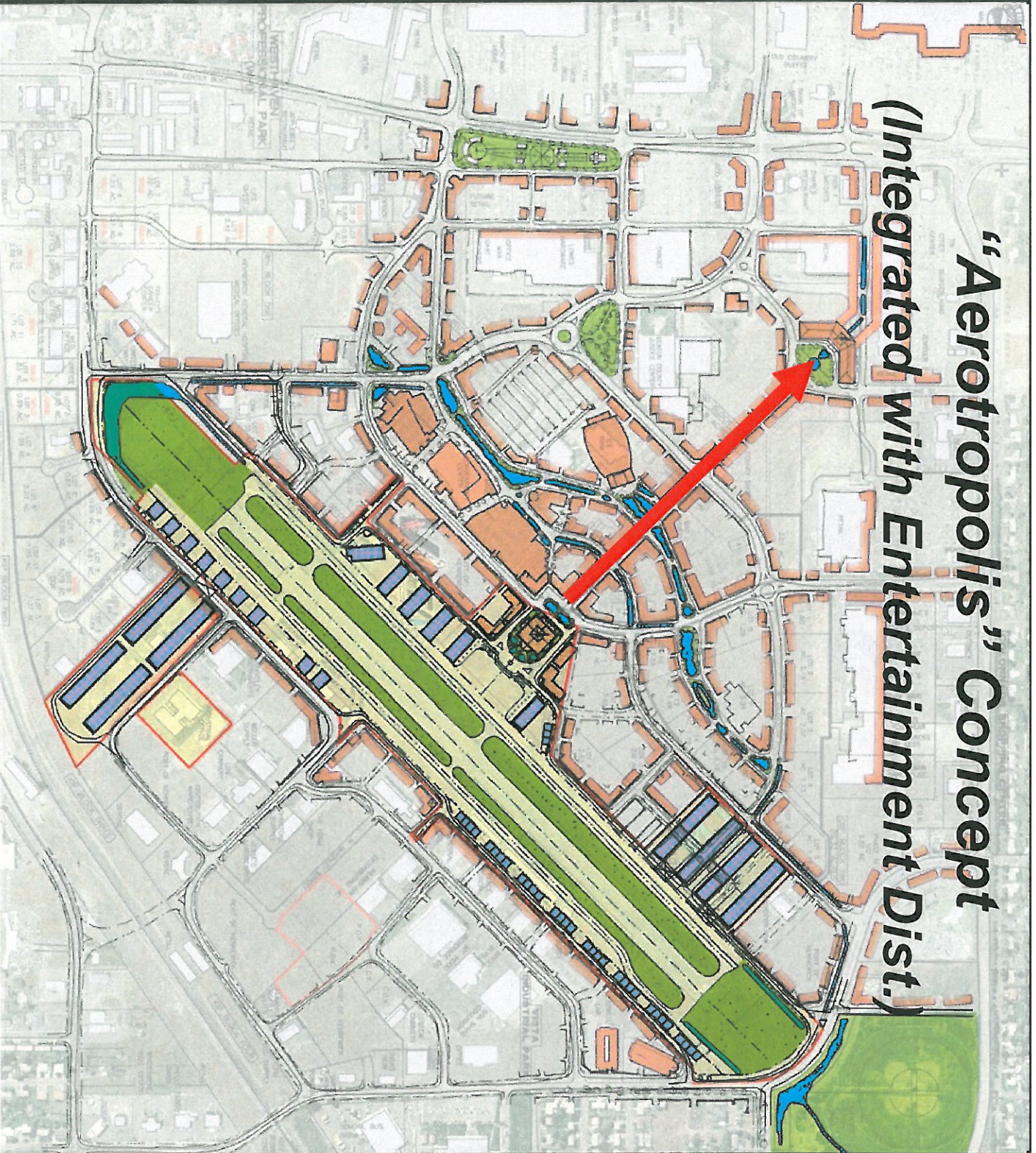
Iconic Terminal/FBO

***Activated Edge,
New Streets***

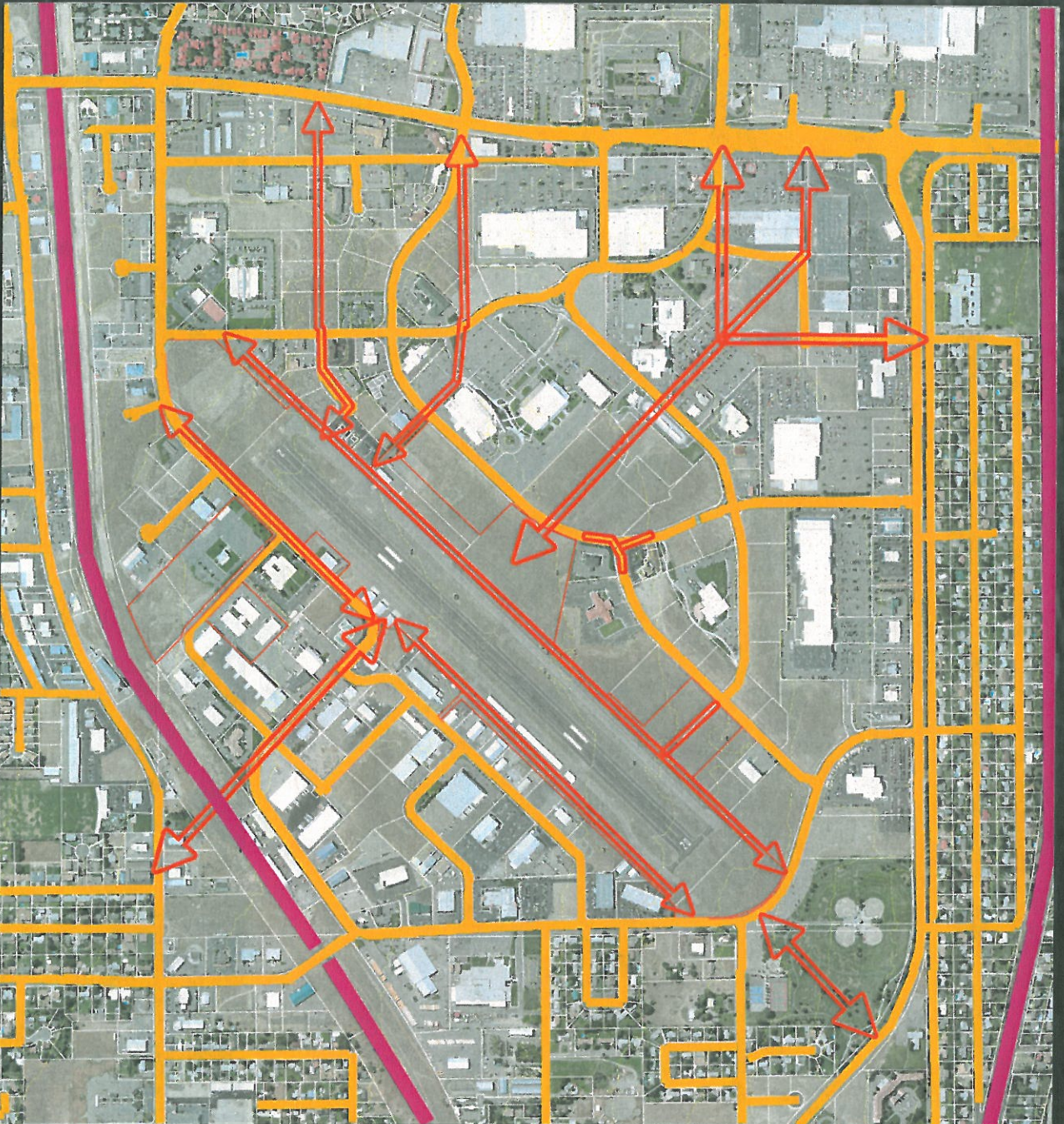
***New Hangars/
Mixed Use***



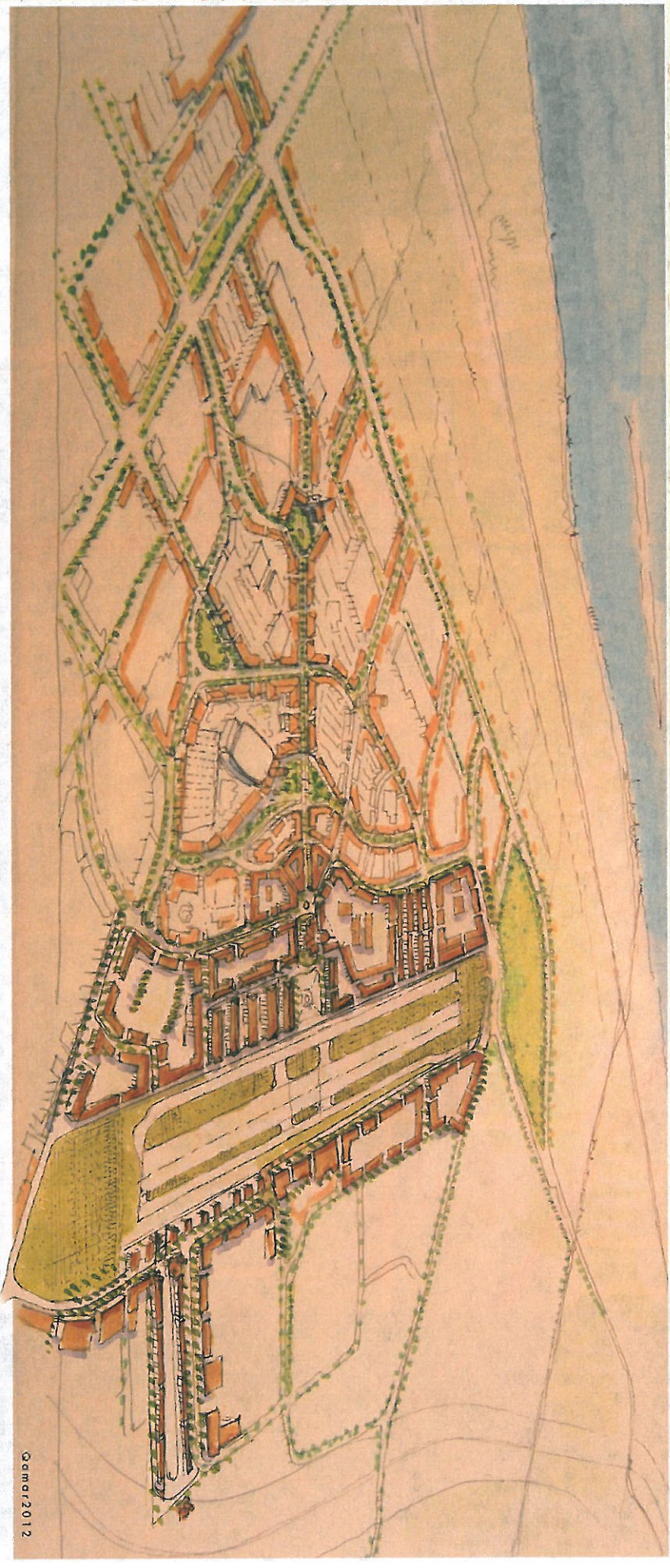
“Aerotropolis” Concept (Integrated with Entertainment Dist.)



Connectivity Challenges



“Bird's Eye View: Mini-Aerotropolis”



Qamr2012

3. CLOSE AND REDEVELOP

- * New mixed-use urban framework with improved connectivity to and through shopping, entertainment and flex industrial area (ability to exploit synergies)
- * A chain of new public open spaces: parks, plazas
- * Water features, civic amenities (possible "River Walk")
- * Phased closure and redevelopment, allowing growth of new mixed-use district (possible "downtown for the Tri-Cities")

Pattern Language for Close and Redevelop

- *Town Center*
- *TriCities DOWntown*
- *Walkable Mixed Use*
- *Public Squares and Parks*
- *River Walk*
- *Good Street Connections*
- *Entertainment District Extension*
- *Multi-Modal Transit*
- *(And others to be completed...)*

Town Center and Neighborhood Center Precedents (Orencia Station, OR)



Regional “Downtown”



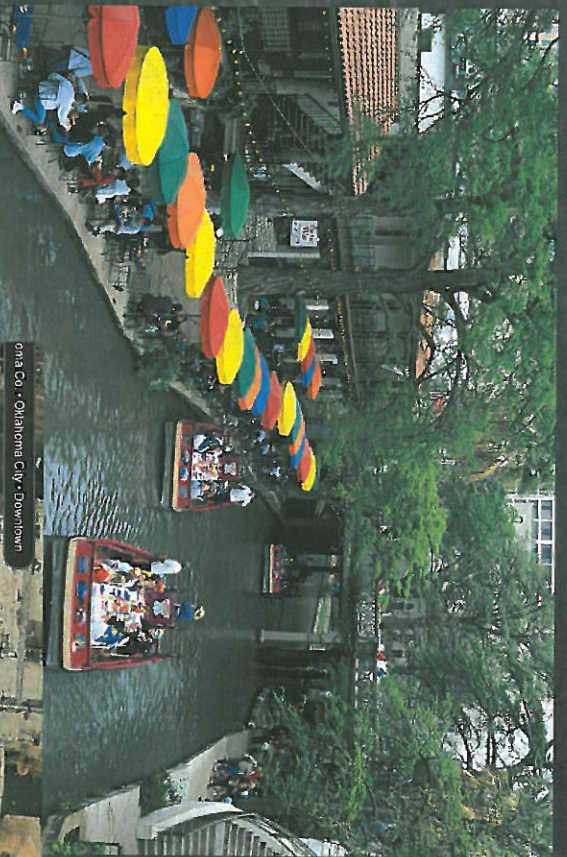
Santana Row, San Jose, California, United States

Address is approximate

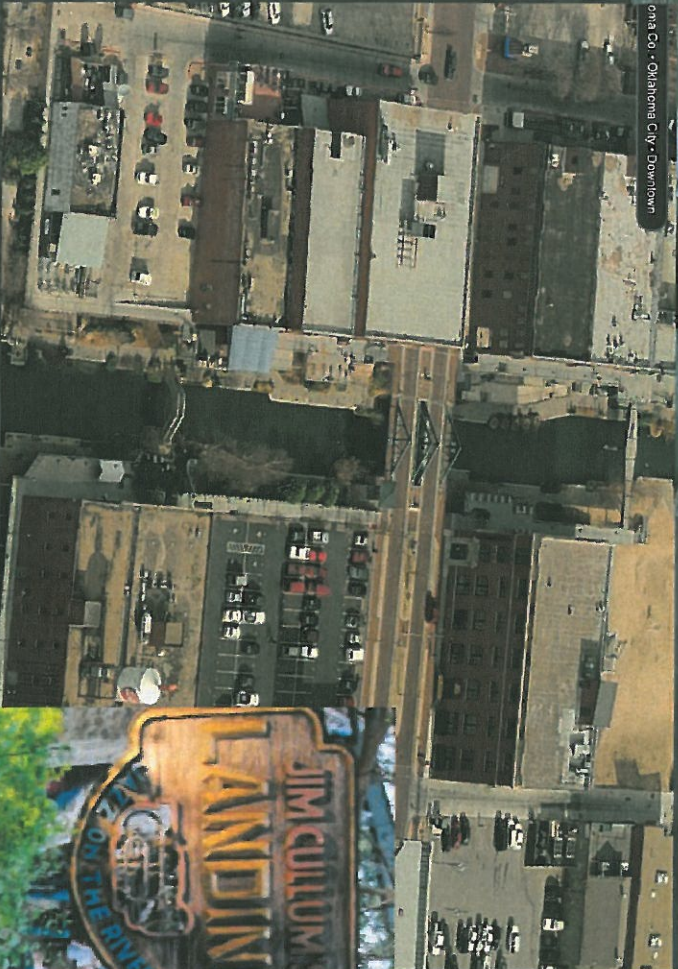
Photos

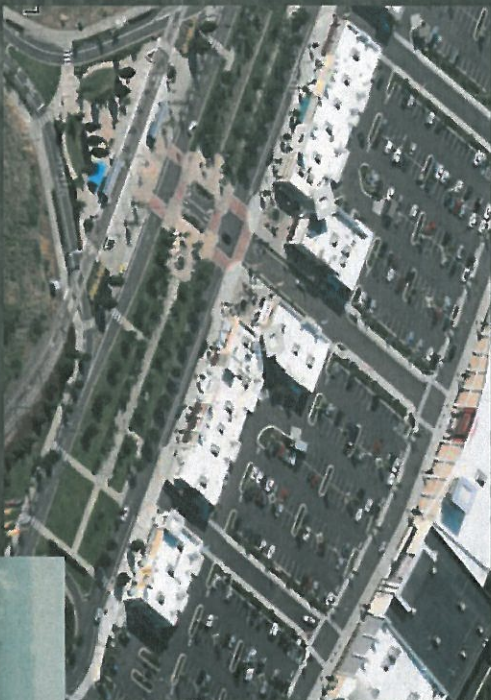


Attractive Amenities

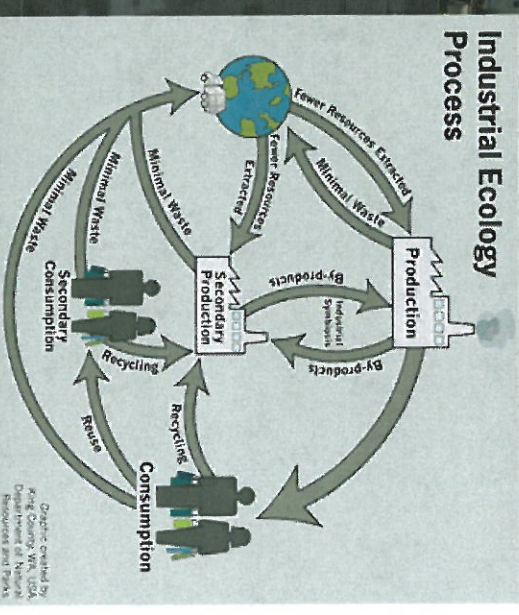


Oklahoma City - Downtown





**Creative Scenarios for Redevelopment
Town Center, mixed use, innovative
industrial co-location planning,
industrial ecology, "future-proofing"**







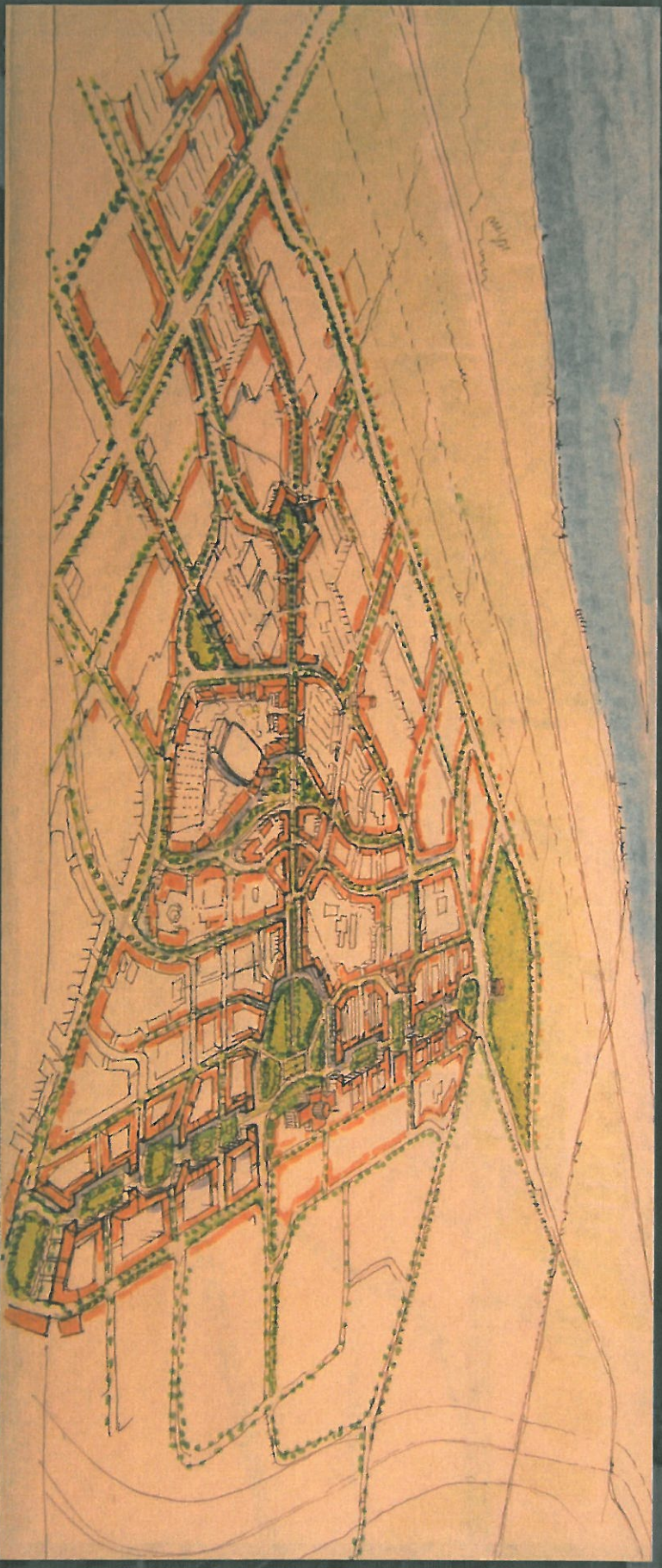
*Bird's Eye View of
"New Tri-Cities Downtown"*



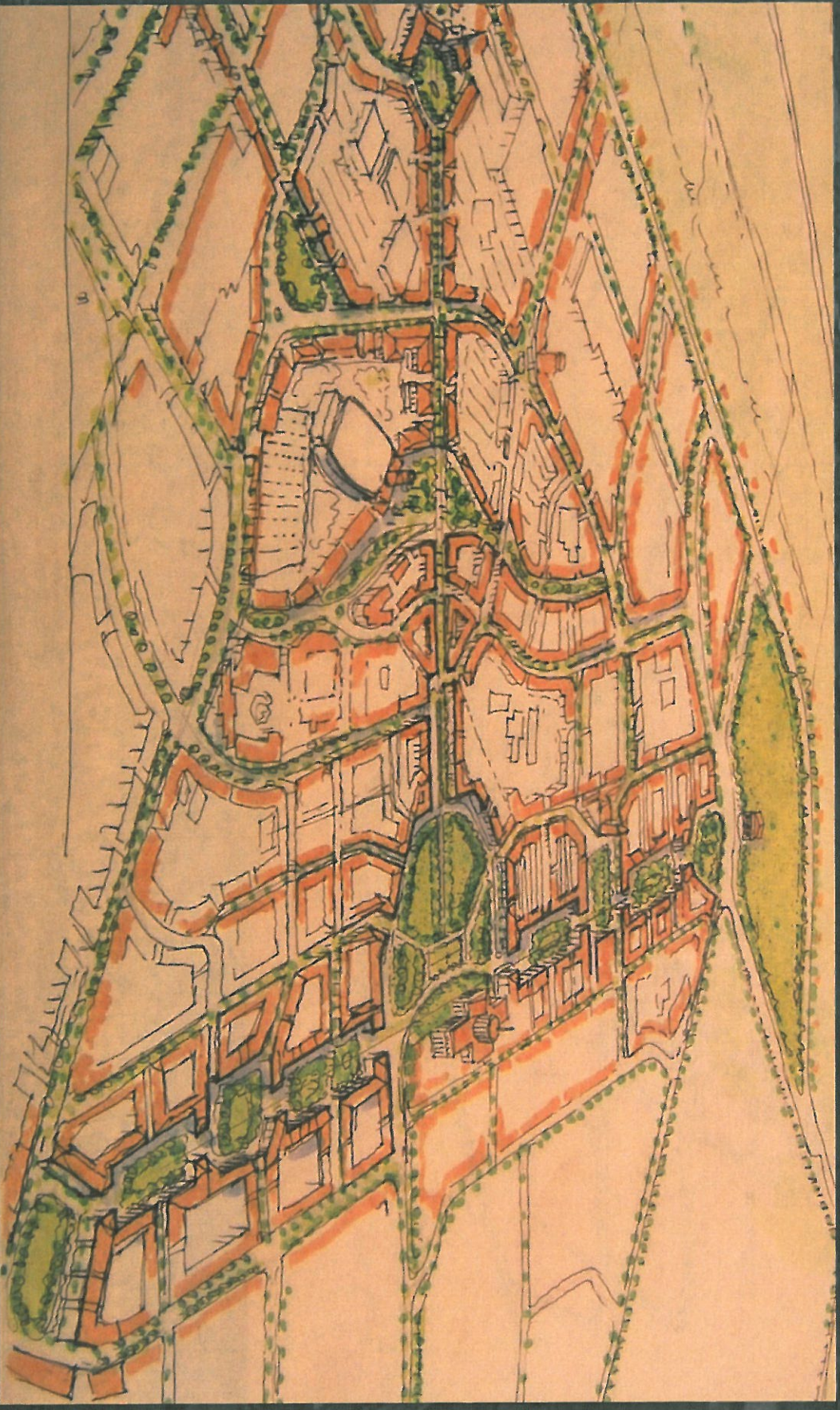
*Bird's Eye View of
"New Tri-Cities Downtown"*



Bird's Eye View of
"New Tri-Cities Downtown"



*Bird's Eye View of
"New Tri-Cities Downtown"*

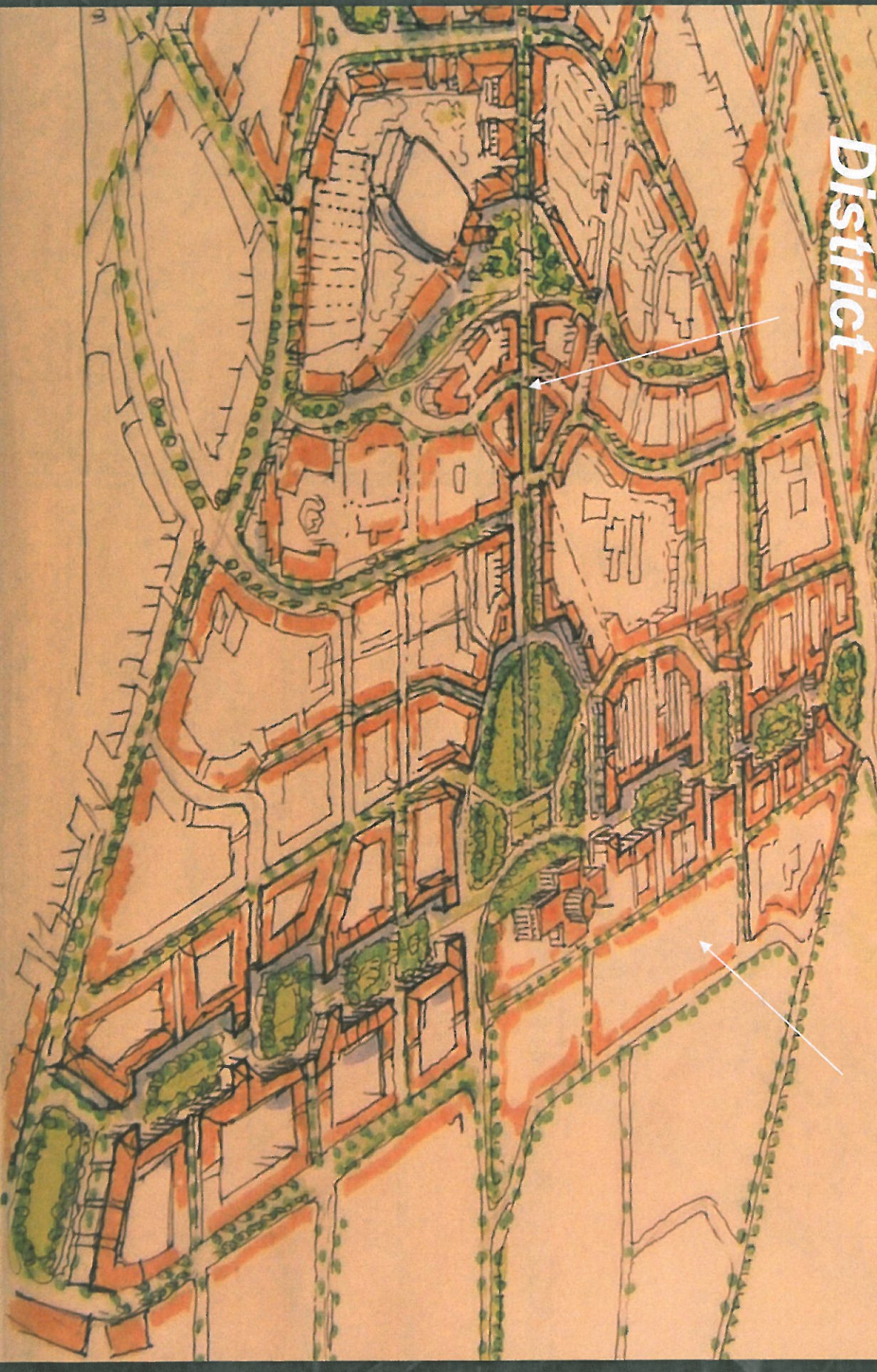


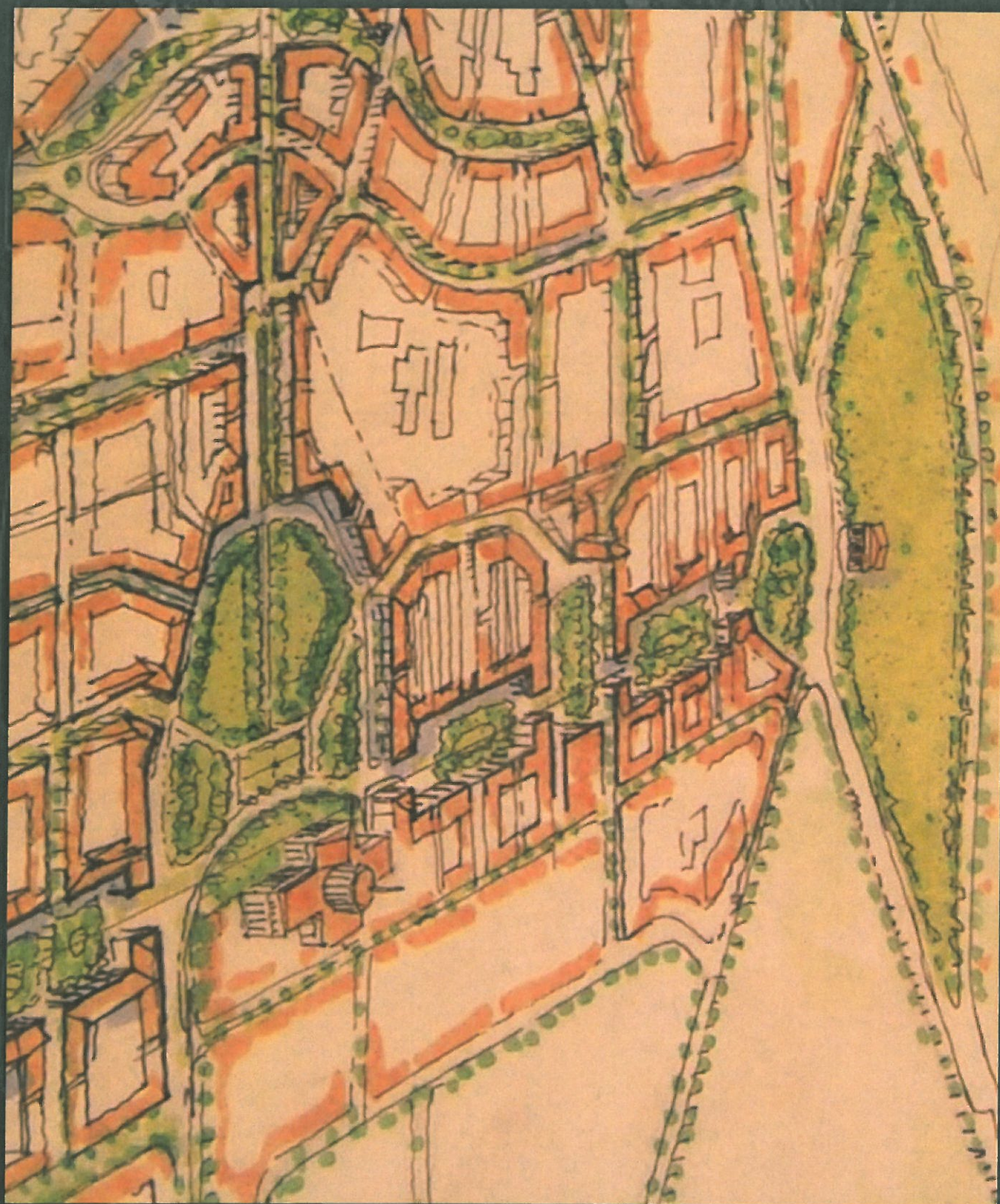


Vista Field Site

Entertainment
District

Vista Field Site





An aerial photograph of a city, likely San Francisco, showing a dense grid of streets and buildings. A river or bay is visible on the right side of the image. The image is in black and white and serves as a background for the text.

Three Alternatives:

1. *Take no action ("status quo").*
2. *Keep and enhance Vista Field.*
3. *Close and redevelop Vista Field.*

An aerial, high-angle photograph of a city street grid, likely in a downtown area. The streets are dark and form a dense pattern of rectangles. The text "Thank you!" is written in a large, white, sans-serif font, oriented vertically and centered over the middle of the image. The overall tone is dark and moody, with the white text providing a strong contrast.

Thank you!

