



# PORT OF KENNEWICK SPECIAL COMMISSION MEETING

DECEMBER 11, 2020 MINUTES

Commission Meeting recordings, with agenda items linked to corresponding audio, can be found on the Port's website at: <https://www.portofkennewick.org/commission-meetings-audio/>

Commission President Commissioner Don Barnes called the Special Commission Meeting to order at 1:00 p.m. via GoToMeeting Teleconference.

## ANNOUNCEMENTS AND ROLL CALL

The following were present:

**Board Members:** Commissioner Don Barnes, President (via telephone)  
Skip Novakovich, Vice-President (via telephone)  
Thomas Moak, Secretary (via telephone)

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

## PLEDGE OF ALLEGIANCE

Commissioner Moak led the Pledge of Allegiance.

## APPROVAL OF THE AGENDA

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

## PUBLIC COMMENT

No comments were made.

## PRESENTATION

### ***A. Vista Field Presentation – Land Use, Design & Market Policy Questions***

The full audio presentation can be found at:

<https://media.avcaptureall.com/session.html?sessionid=30c9d5ba-7549-4e46-ba1f-5291e1a711a8&prefilter=868,6042>

Mr. Peterson gave a brief history of Vista Field and introduced Elizabeth Plater-Zyberk, Matt Lambert, Michael Mehaffy and Laurence Qamar of DPZ Partners, Miami and Portland.

# PORT OF KENNEWICK SPECIAL COMMISSION MEETING

DECEMBER 11, 2020 MINUTES

Ms. Plater-Zyberk presented land use, design and market policy questions for Vista Field (EXHIBIT A).

*Commissioner Barnes recessed the Regular Commission Meeting at 2:24 pm and reconvened the meeting at 2:30 p.m.*

## PUBLIC COMMENTS

No comments were made.

## COMMISSION COMMENTS

No comments were made.

## ADJOURNMENT

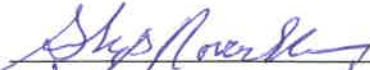
With no further business to bring before the Board; the meeting was adjourned 4:11 p.m.

**APPROVED:**

**PORT of KENNEWICK  
BOARD of COMMISSIONERS**



*Don Barnes, President*



*Skip Novakovich, Vice President*



*Thomas Moak, Secretary*

\*The December 11, 2020 Special Commission Meeting Minutes were Approved by the Port of Kennewick Commissioners on January 12, 2021 at the Regular Commission Business Meeting.

## Memorandum

To: Tim Arntzen, Executive Director  
From: Larry Peterson  
Date: December 11, 2020  
Re: Vista Field – Proposed format for Special meeting to receive DPZ recommendations on Land Use, Building Design & Marketing Questions

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The Special Commission meeting scheduled December 11, 2020 from 1:00pm-4:00pm is intended to solely focus on Vista Field matters, specifically responses from Duany Plater-Zyberk (DPZ) on the 70+ land uses, building design and marketing questions posed earlier this year. Intent is to hear the DPZ response and rationale and then Commission and DPZ engage in discussion.

**NO decisions are asked/expected at this meeting and in fact allowing these ideas to marinate over the upcoming month before the next Commission seems ideal.** This does not prohibit providing concrete direction on December 11<sup>th</sup> if the Commission feels strongly about an issue or two. Any decision would be in the nature of an informal consensus to be memorialized when the Commission provides official directions, ideally in late January or early February 2021.

Since the list of questions is extensive and the DPZ team is joining the meeting from out of state (and 3 time zones away) and this opportunity to have live dialogue is fairly limited; an informal time allocation type agenda is proposed. Three hours have been allocated for this meeting and the following schedule presumes 15 minutes will be required for the meeting mechanics (roll call, pledge, agenda approval) and the two sessions of public comment. The remaining 2 hours and 45 minutes could be allocated as follows:

- A)** 5 min. to 10 min. max: Peterson intro, confirmation of proposed meeting schedule format, brief 5-6 slides showing built/real world improvements;
- B)** 20 min. to 30 min max: DPZ walks thru General Land Use questions 1-30 with DPZ not reading each and every question but stating that questions “x-y” deal with issue “z” and DPZ suggests \_\_\_\_\_. Commission would ask about the DPZ responses and rationale as questions arise, provided the Commission moves along to the next section when the time allotment expires. Focused flexibility rather than a rigid “hard stop” might be best;
- C)** 20 min. to 30 min max: DPZ walks thru Architectural questions 31-47 following the grouping format from above, knowing concepts discussed will be shown visually at the end;
- D)** 20 min. to 30 min max: DPZ walks thru Marketing questions 48-74 following the grouping format from above;
- E)** 30 min. to 45 min max: DPZ walks thru 16-20 slides of conceptual design proposals which are posed in questions 44-47;
- F)** Remaining 20 min. to 70 min: Commission Q&A with DPZ team and revisiting any issue.

## **VISTA FIELD PHASE #1A: QUESTIONS AND RESPONSES BY DPZ TEAM**

### **September 22, 2020**

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## **I. GENERAL USE CONSIDERATIONS**

### **1. What does the Port want to see built and where?**

The Master Plan should continue to be the basic guide for use considerations. Each phase will require some adjustment, but care should be taken to maintain the designated locations of mixed-use, residential and civic, to avoid precluding opportunities that may take longer to appear than the phase suggests. For instance, the civic site, originally envisioned as the location for the performing arts center, should not be turned over to housing development while there is still ample developable area designated for housing.

We believe it will be important to set clear expectations with prototypes, standards, and guidelines; in addition to these, the recruitment and negotiation processes themselves present venues for underscoring these expectations.

A very wide recruitment effort (reaching many candidate developers) will be critical. It would be ideal to have a mix of, say, one big developer who can “step up” to do a catalytic project, several smaller developers, and a number of even smaller owner-operators (who might be local). Then the process of “curation” will be crucial – working with them to fit in and to establish a high “bar” for quality.

### **2. Should just a portion of the improved site be initially marketed to help establish a nucleus?**

### **3. If so, is starting adjacent to the hangars & Azure Drive a preference or mandate?**

Yes, it is important that each building effort is multiplied in effect by its partaking in a larger whole.

The hangars and Azure Drive nucleus is certainly the area with the most (initial) critical mass, with the greatest opportunity to leverage existing assets (e.g., the existing hangars and the new pavements and landscape). Enclosure of both sides of a portion of Crosswind Boulevard (between the hangars and Azure Drive), and both sides of Azure Drive should be the goal for the first phase in order to create the sense of completed “outdoor rooms”. These might need to be broken into two sub-phases.

### **4. What uses must be located on the very unique Azure Drive?**

### **5. What would be considered a success and/or failure on Azure Drive**

For Azure Drive, we recommend ground-floor commercial uses with office or residential use above as possible. These commercial uses could comprise “signature” amenity retail operators and restaurants. Also, side by side mix of uses is possible if locations of the different uses are carefully curated. For instance, the corner sites around the fountain are good locations for restaurant and retail, and one should refrain from putting housing in their stead. Adjacent to these most important sites, live/work uses can be placed as a way to encourage retail without requiring its unrealistic extension.

Success on Azure Drive might consist of 5 or 6 small buildings (party wall, 0 side setback preferred) grouped around the fountain and enclosing the street space. This would be a strong start/launch, creating a strong sense of place with a small (i.e. manageable) but complete development increment.

Failure would be exemplified by one or several large apartment complexes that fill the developable space but do not create a sense of place or contribute to the mix of activities desired for this area. A development increment that is too large should be avoided as completing it takes more time, is demanding of developer resources and market capacity and will result in a weaker sense of place.

**6. Is the water-feature ‘special’ therefore only certain uses should be allowed along the frontage?**

**7. If so, what are those uses?**

**8. What would be considered a success and/or a mistake/lost opportunity along the water feature?**

The water feature area is a special zone and needs careful consideration of elements allowed there.

We believe amenity retail and restaurant uses should be here, but this merits discussion, given developments in the retail industry pre- and post-COVID. It may be possible to start with live-work in such a way that the work ground level can transition to higher intensity retail in the future. Most important is a continuous building frontage designed to allow its ground floor uses to evolve and change over time. Single family houses, or apartment buildings without the ability to provide ground floor retail space, would be a mistake, for instance.

Other potential mistakes/lost opportunities include building to a low quality and/or developing in a manner that diffuses critical mass or that is too fast (i.e. compromising the ability to control quality.)

**9. How should the aim for vibrancy direct which permitted uses are sought, allowed and/or discouraged in the initial development area?**

**10. Is vibrancy measured use by use or upon the collective whole of the mix of uses?**

**11. If uses range on a 'vibrancy spectrum' what is the right mix of those uses to obtain the overall vibrancy for the area?**

**12. Does "landing" a certain type of use significantly help to achieve the vibrancy goal, and if so, what are examples of those uses?**

Vibrant street spaces are achieved both on the public horizontal ground and the vertical building faces. Building fronts on narrow lots with multiple tall narrow windows and shallow balconies, and ground floor stoops, porches or storefront windows evoke a vibrancy. On the ground plain, outdoor cafe seating, park benches, fire pits (gas fired), retractable canopies, etc. can attract people to gather and sit.

Vibrancy is measured both by use by use and upon the collective whole of the mix of uses. Optimizing what becomes available at a given time is important.

Imagining a 24-hour use cycle for instance, points to a mix of residential, work, convenience retail, restaurant, exercise, recreational, and even entertainment, uses to maintain a visible human presence as much as possible.

A mix of local "mom and pop" shops along with a well-selected and designed regional or even national anchor (refer to Seabrook and Orenco Station for good examples) can help attract customers as well as establish a local character.

**13. What are the needs and realistic expectations for residential in the first phase of development?**

**14. How many rooftops are needed to create an initial burst of life?**

**15. Is there a preferred residential type that generates and supports more vibrancy than another?**

**16. How should the live/work lots along Crosswind Blvd. be considered?**

Residential is also affected by the current COVID-19 uncertainty, but may be less affected than retail, since population is still growing, and there is a certain amount of retreat migration from urban centers to smaller cities and towns.

For this initial phase, a minimum number of rooftops is not needed to support retail, because there are many rooftops in the surrounding catchment area. The late Tony Goldman, developer of the Walls Wynwood (which Port representatives visited in Miami) used to say in answer to such a question: 16 properties and two restaurants. He meant that the 16 properties were a significant enough purchase of properties to bring the venue to the attention of other investors, and the two restaurants ensured a visible human presence. He also established a program of events, that evolved from an initial monthly event, to weekly and multiple weekly events. The residential

equivalent of the 16 properties might be 4 to 8 buildings that enclose an urban space (street or intersection) so that its intended character is evident.

Residential products should be as diverse a mix as possible. An initial mix of a small apartment building, several live-works, and several townhouses would contribute to the vibrancy that is sought. Initial small individual increments may be less efficient than later phases built in larger increments, but this helps to establish a level of quality and expectations that is important.

The live/work lots along Crosswind Blvd. should be built as soon as possible with quasi-commercial uses, and with as much control as possible by the Port.

**17. What are the realistic expectations for restaurants and specialty retail?**

**18. If/since the number of ‘viable’ restaurants is not endless, where should those restaurants be located to maximize vibrancy and viability?**

**19. What is a realistic number of restaurants and of what size (sf/seats) to create a vibrant cluster?**

**20. What is a realistic number of specialty retailers and of what size (sq. ft.)?**

Of course, the COVID-19 situation raises more uncertainty. However, it is reasonable to assume a small number of restaurants and specialty retailers will be encouraged by the adjacent open space of the water feature and the ability to be in a place and spaces that can accommodate the new needs. Working with existing restaurateurs, offering them a new venue, with some incentives, may be the way to proceed.

Focusing on the lunch-time market (second story office space may be appealing to businesses seeking a more controlled and separated environment), one might imagine a small grocery store with deli seating, a coffee shop with outdoor seating, and restaurants that welcome families. The initial restaurants should be located next to the water feature, and then around the fountain, with later restaurants wherever you can get them, adjacent to public spaces. We suggest at least three restaurants to begin, aiming for 1,500 - 3,000 SF each, with the ability to grow. Specialty retailers can be smaller.

There may be opportunity for business incubators in temporary programming for food trucks and open-air use of the hangars.

**21. Will restricted parking areas for business or residential units be allowed or will all parking be open/unrestricted?**

**22. Any Retail limitations on maximum occupancy in business?**

**23. What about retail restrictions?**

**24. Any Retail limitations/regulations on days/hours of operation?**

Parking should be allocated as leases/sales require but should not be space-specific and exclusive. Some 33-50% may be reserved for specific users. Unrestricted shared commercial parking should be open to all.

Retail operating hours, parking assignments and restrictions and other details should be negotiated and stipulated in lease agreements, enforced by landlord(s) and/or business districts or property owner associations. It may be desirable to have a commercial broker handling these deal points.

In terms of maximum occupancy, a large grocer may be the maximum size parameter.

Also important is coordinating hours of operation, to coincide with logical activity times. In other words, stores should be required to remain open for the dinner hour, implying a late morning or noon start of retail day. Aspects such as this raise the question of unified control, in relation to questions of sale or lease of property, and long-term quality control.

**25. Does the UMU zoning allow light manufacturing uses? (i.e., artisanal food, welding, pottery)?**

We recommend that these uses NOT be restricted by zoning, but only by negotiated sales and lease agreements.

**26. Will Phase 1A areas be defined for certain uses (residential, mixed use, retail, apartments, hotels)?**

The locations of uses should be related to the responses to the questions above: main street uses along Crosswinds Blvd. in front of the water feature with potential live works on the opposite side of the street (given today's retail climate; mixed uses along Azure Drive; residential uses along the woonerf street.

**27. Will there be building use requirements or preferences by floor?**

Retail should be focused on the ground floor. Other uses are likely dependent on market conditions.

**28. Now that the Arts Center Task Force has officially withdrawn from the project (*March 2020 letter acknowledging lack of funding*) what type of 'anchor use' should be sought/considered for the site across from the pond in Daybreak Commons?**

**29. If the Hangar/Azure Drive nucleus is deemed the core of initial development should this site be "reserved" for the second half of the first phase?**



**30. If so, should there be consideration given now to the type of ‘anchor use’ to be sought in the future or should this central site remain without preference to uses at this time?**

We believe it will be important to recruit another important anchor use here. It could be an important educational facility, government or civic building. If done very carefully (not a formulaic chain building), a hotel could be suitable. Its place in phasing may be influenced by its use, too. Most important is that this site retain its intended focus for a civic or public use, whether private, public or non-profit.

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## **II. ARCHITECTURAL CONSIDERATIONS**

**31. Should controls be specific, broad or absent?**

As noted previously, it will be important to set clear expectations with a simple but detailed “packet”, used to conduct effective and transparent developer recruitment and negotiation. This would be especially critical to avoid undue political interference and accusations of an unfair process.

**32. What is the desired architectural theme or is there purposely no theme?**

**33. If the architectural theme is undefined is there a style known to be unacceptable?**

**34. If so, what is that style or theme?**

**35. Should the building adjacent/in the immediate vicinity of the existing hanger buildings follow an “industrial chic” theme?**

**36. If so, what is a concise and practical definition of “industrial chic” and/or how could this expectation be explained?**

**37. Photos, rendering, examples of materials?**

It is important for the architecture to be carefully coordinated and controlled, allowing for creativity but within overall harmony. The design must strive for a level of quality and appeal that can only be achieved with specific design guidelines and controls.

We propose that several architectural character areas be delineated, with precise description of their varying character. This character can be rather eclectic, reflecting a unity of regional colors, materials and history, but with accents of innovations. Above all, principles of good design must reign.

The team proposes that the project would be well-served by a design guidelines document, advancing the previous work on “character areas” with more detailed specifications and prototypical elevations. A “design precedents library” can supplement this document, showing examples of good precedents to which

designers may aspire. The early document on “pattern language” is another resource for guidance.

We attach herewith an example of desirable precedents, illustrating the character we recommend for Phase 1A, including the Charrette drawings with other images we have discussed with you more recently. These show designs for the area adjacent to the hangars, the main street and mixed-use buildings, and residential types.

**38. Is there a different theme or expectation for structures designed for residential use along the woonerf (Azure Drive)?**

**39. Is there a preferred and/or unacceptable style for the live/work lots: duplexes, triplexes, cottage homes and single-family homes on small lots?**

**40. If so, what are those parameters?**

Yes, less industrial, less “main street commercial,” more traditional or vernacular character would be more appropriate for Azure Drive.

This is a high desert environment, in which a use of common desert materials such as stucco building walls, courtyards, stucco garden walls intermixed with wood porches and roof eaves would be most appropriate. The original Charrette renderings suggested this Desert Vernacular.

We note that “style” may be the wrong way of defining the issue. Rather, “character” is what is important, reflecting materials, colors and history of the region in an eclectic way, as well as the principles of good design composition.

A substantial number of these elements have already has been compiled and documented. Some of the parameters regard urban design goals (build-to-lines, no garage doors facing front, etc.) and others architecture (simple massing, no fake wood shingles, etc.) We recommend that these materials be completed and compiled as a development design guidelines document.

**41. Are there building designs and material usage trends that might be currently trendy but look to/have proven problematic and should be avoided?**

**42. If so, what are those trends?**

**43. What building design and/or materials have proven “timeless” in the urban setting?**

Yes, we strongly recommend a “timeless” approach that is less likely to look dated in coming years. Current fashions that, in our opinion, are likely to appear dated in coming years are strange jogs and bays, jutting roof angles, excessive use of glass (a particular problem for the climate), unsupported cantilevers, or too-generic stucco “imitation traditional” ...

By contrast, good quality traditional designs, simple vernacular buildings, and classically proportioned buildings have proven their value and durability and stood the test of time. These buildings include vertically proportioned openings, “base-middle-top,” and well-proportioned thick frames, among other characteristics. These should be delineated clearly in the guidance materials.

**44. Should/could DPZ and the Port work to establish multiple building facades in key locations for building footprints identified in the master plan?**

**45. Would this not be a route to help assure the tone is properly set or might this appear too rigid?**

**46. Would a private sector master developer provide such design specificity to potential builders within a mixed-use development?**

**47. If so, should the Port provide this type of direction?**

Yes, prototypical building facades can be useful in attaining the quality desired. DPZ could develop façade designs to illustrate the intention of a given program for a given area. Our illustrative designs have in the past often been used by the implementing developer and architects to establish character at the outset.

In our experience, many designers and builders actually prefer clear and specific design prototypes in place of vague review processes. Such prototypes might even be considered a facilitation of the initiating projects.

At Seabrook, a private development, Laurence designed the first +/- 35 house prototypes (four versions of ~9 house plans) that were the genetic material for the housing designed by others for years to come. Nonetheless, a great deal of variety has been achieved, yet with a unifying character. These were provided along with the historic precedents library, and a simple form-based code including a Regulating Plan, Frontage Types, and Code Diagrams.

Similarly, we recommend a simple form-based code that focuses upon regulations for frontages but is not overly descriptive of architectural style as such. This would be supplemented by sample elevations that guide (but do not mandate) stylistic features. Should applicants prefer some other features, they are welcome to propose those through the “collaborative design process” – but they begin with clear expectations of what is expected at the outset.

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### **III. MARKETING CONSIDERATIONS**

#### **48. How are the opportunities & expectations conveyed?**

With clear documents setting out extensive guidelines and examples. Then the “collaborative design process” can allow negotiation of specific unique features and variances but starting from clear expectations.

#### **49. How are the Port’s Use, Design & Layout Decisions Conveyed to the Builders?**

Through the guideline documents and visuals, and through an outreach process (e.g. sales and planning office on site, etc.)

#### **50. Are all improved lots/parcels/locations offered in the first round, or should properties around the core be offered while the others are reserved for a later offering?**

**51. If all improved properties are offered in the 1st round, what is the Port’s response to questions about timing and leveling of improvements in Daybreak Commons (2.5-acre central park/plaza) for those parties looking to invest and construct adjacent to this location?**

**52. Do improvements in Daybreak Commons need to be completed or just designed before adjacent parcels are marketed?**

**53. Does the Port need the land sale proceeds from the adjacent parcels to fund improvements in Daybreak Commons or can the improvements proceed the sale/lease of adjacent parcels?**

We recommend that the Port offer the specific properties around the core but entertain alternative proposals if they are made.

We do not advise allowing developers to develop random parcels haphazardly. We recommend proceeding methodically and in sequence starting from the hangars and proceeding to the “Daybreak Commons” area subsequently.

The Port should be ready to do the park improvements in Daybreak Commons, but if there emerge an interest by a developer in a larger area that could include installation of the park by that developer, that should be considered.

Funding through land sales would at the Port’s discretion. This being said, the Port needs to be prepared to “prime the pump”.

#### **54. Should there be a limitation on maximum parcel size, number of parcels, and size of building and/or number of units sold/leased to one entity?**

We hope there will be a limitation on building size. This should be discussed after the first building phase is underway, and an understanding of market conditions begins to emerge,

**55. Will there be a maximum number of parcels sold to one developer?**

**56. If so, what should be those thresholds?**

**57. Is there a minimum lot size or prohibition against the sale of individual improvement interior lots?**

For single developers doing multiple buildings, we recommend that they not do too many of the same character in one area. (For example, a large “ghetto” of apartments or houses all looking the same.) At the same time, we recognize that economies of scale will be important to developers, so it will likely be necessary to work through these issues to achieve a tradeoff. That said, special places of unified character (e.g., a mews court) should not be excluded.

These arrangements should be made by negotiation.

The Port might set limits on lot sizes, and then allow variances by an approval process. Some development proposals might do well with a larger volume, others would not.

**58. Will there be a maximum size sold for an apartment complex?**

**59. Maximum number of apartment units?**

**60. Maximum acreage for apartments?**

What is most important is that it be an urban development, i.e. on both sides of the street, and mixed in with other kinds of units – not an “apartment ghetto”. Quantity limits (minimum or maximum) can be set once the market conventions are better understood.

**61. Will there be maximum acreage sold for hospitality uses?**

Again, what is most important is that they are urban users, i.e. mixed in with other uses, and not formulaic “big box” hotels requiring a suburban setting of parking lots.

**62. Will national retailers be allowed in Phase 1A?**

We recommend that local businesses be prioritized, and that you discourage chains that will fail to provide distinctive ambience. However, Bob Gibbs often recommends a mix of local, regional and a few national retailers as long as they adhere fully to the form-based code. The advertising and marketing of regionals and nationals can attract customers.

**63. Will a developer have to identify the businesses & use before the Port agrees to sell a parcel?**

**64. What if that agreed upon use changes?**

**65. Will a change or use require Commission approval?**

**66. If so, for what period of time after closing would this oversight continue?**

That is not likely to be reasonable, but the sale or lease agreement can specify which kinds of uses are a) allowed, b) preferred, and c) prohibited. (In addition to the zoning code, of course.)

The question of change of uses needs to be covered in a sale or lease agreement. This should not involve the Commission, if it complies with the sale or lease agreement. A change to the sale or lease would presumably have to be approved by the Commission.

Governance needs to be established that is subsidiary to the Commission. For example, a building owner and landlord will manage leases. A Property Owners' Association will enforce Covenants, Conditions and Restrictions (CC&Rs). A business improvement district might enforce activities that affect common areas.

**67. Will incentives to builders/developers be offered?**

**68. If so, what are those incentives (Port, City, State Federal)?**

It is generally not recommended that the Port offer incentives, except as deal points in negotiations (e.g. reduced price of the land for certain improvements, etc). It is very helpful to get incentives for mixed-use development from other agencies. For example, there are various grants, tax credits, "feebates" and other incentives for desirable forms of development.

**69. Will there be an affordable housing requirement?**

**70. If so, how would that be regulated?**

This is a policy decision by the Port, but it must be understood that an affordable "set-aside" is usually a severe disincentive. We always recommend "natural affordability" through lower-cost and smaller home offerings. At the same time, there may be opportunities to negotiate with developers who are able to get affordable housing tax credits and other financing mechanisms. As these often have a minimum scale, their location should be carefully considered.

**71. What is the definition of "improved" lot or parcel?**

This would include infrastructure and horizontal development completed, ready for vertical development (and associated reconstruction of horizontal development as required, e.g. sidewalks).

**72. Should the Port only sell/lease improved lots within Phase #1 or should consideration be given to selling unimproved land abutting the recently install roads and utilities?**

In general, we recommend keeping the early phase compact and as complete as possible as soon as possible, following the principle of establishing early “critical mass.” However, if an opportunity came along to work with a larger developer who might “kick start” a large parcel, under certain circumstances that could be appropriate.

**73. Although avoiding site development costs, would the lower land values generate sufficient revenue to offset the traffic mitigation improvements the Port committed to fund per the City’s Development Agreement?**

The Port should do a pro forma study, but in general we think it makes sense to do the horizontal infrastructure and sell improved lots.

# VISTA FIELD

## Construction Status Overview

December 11, 2020

### Phase #1A

Road, Utilities & Water Feature



April 22, 2019



April 23, 2019



May 3, 2019





May 3, 2019





April 24, 2020





Sept. 29, 2020





July 15, 2020



July 15, 2020





Nov. 16, 2020





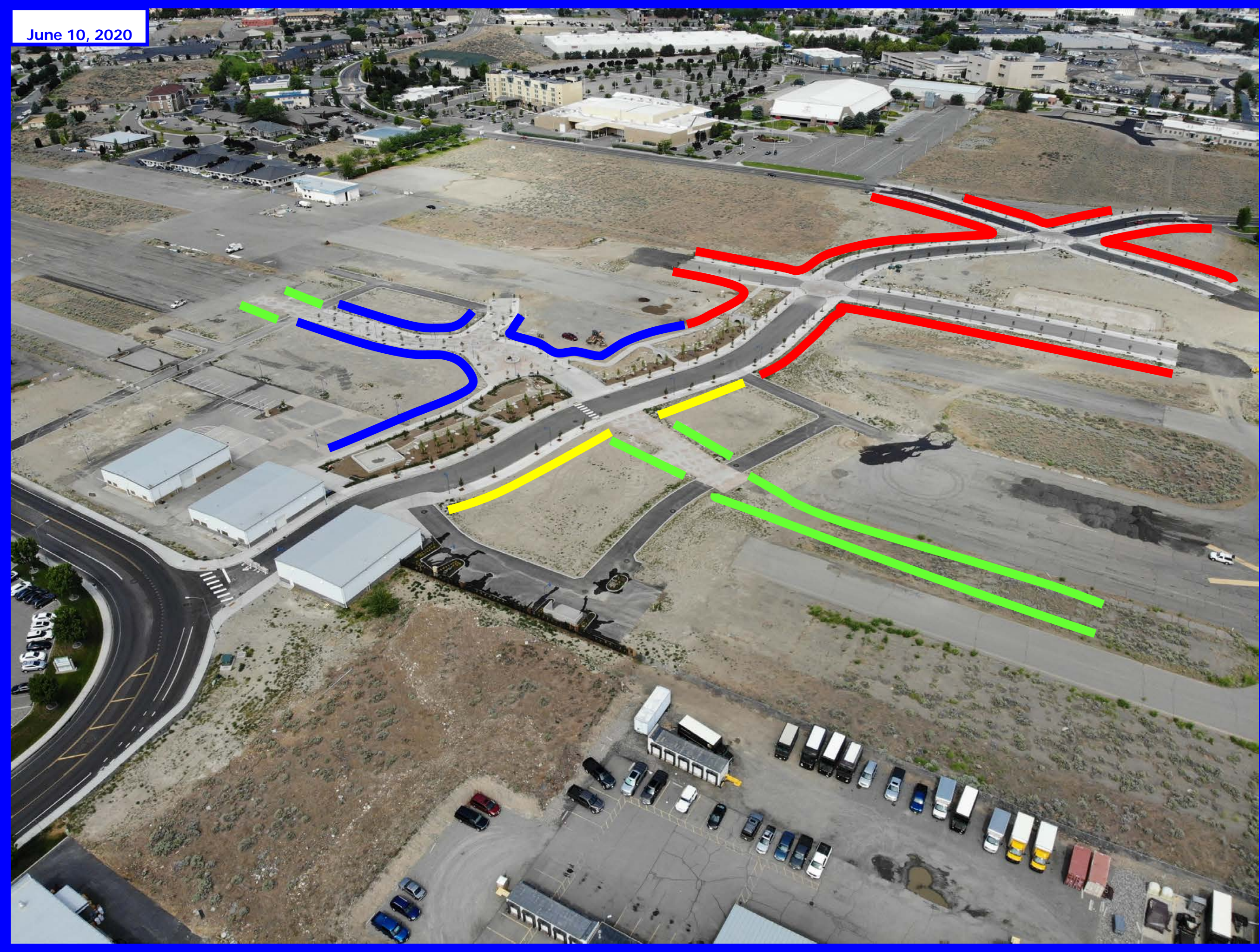
Nov. 16, 2020

Nov. 16, 2020





June 10, 2020





# Vista Field

## Land Use, Building Design & Marketing

### Phase One Building Design

December 11, 2020

DPZ CoDesign and Cascadia Team  
Port of Kennewick



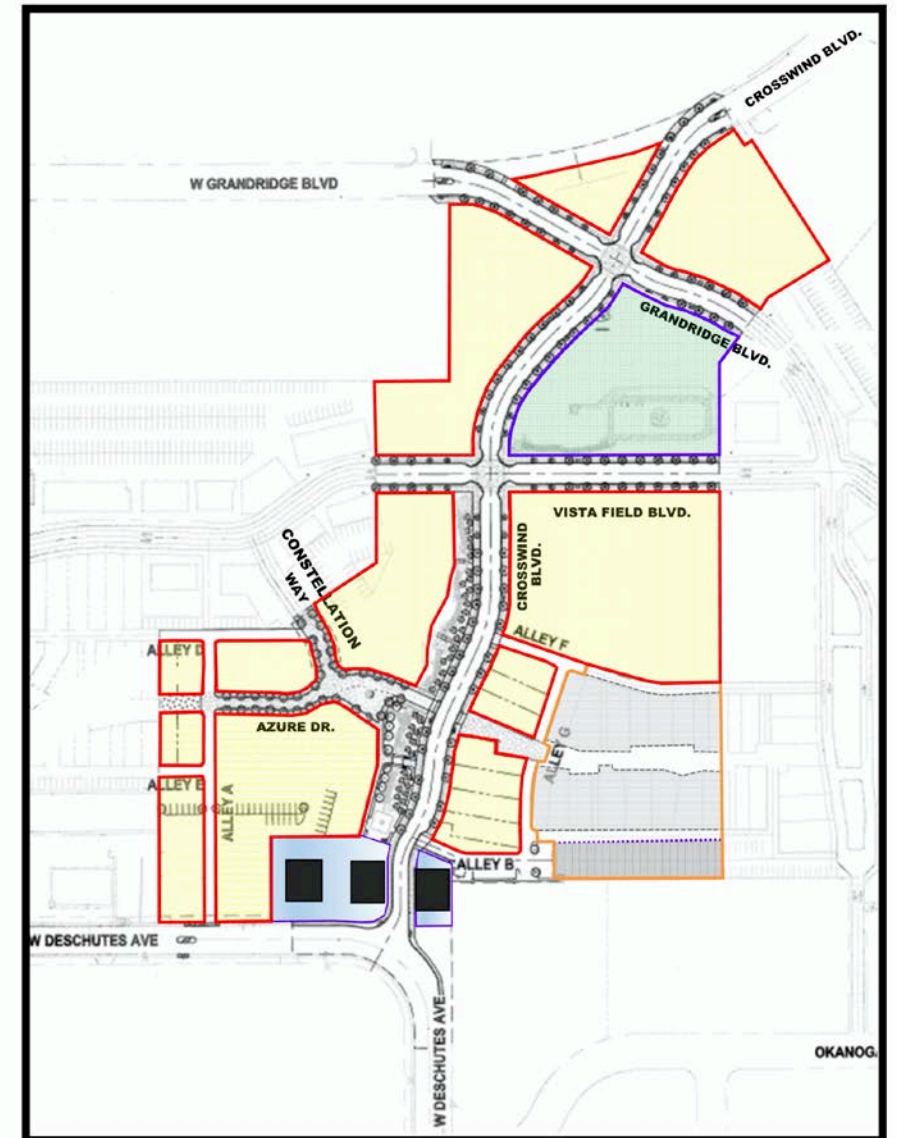
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Vista Field  
Port of Kennewick

Central District Plan Adjustment

Updated December 1, 2020  
March 29, 2018  
DPZ Cascadia

## VISTA FIELD Phase #1A Reference Map (April 24, 2020)



# Vista Field

## KEY MAP

1. "Main Street"

2. "Residential Type A"

3. "Live-Work Residential"

4. "Special Mixed Use"







Azure Drive



Water Feature

Crosswind Boulevard

Woonerf



# Vista Field Phase One Design Goals



- Inspiring first buildings
- Setting standard - predictable image and quality of design
- Balancing diversity and harmony in use and design (scale, character)
- Four market segments responsive to current context
  - Main Street – boulevard - realistic retail
  - Special Mixed Use – facing water feature – flexible, restaurants
  - Live-Work - facing water feature – services and professionals
  - Residential – woonerf – neighborly houses
- Investment return



# Main Street



- Locally oriented retail
- Continuous building frontage
- Individual bay identity
- One or two story
- Building base, middle and top
- Shopfront & signage guidelines
- High desert, industrial chic
- Owner tenant or build-to-suit, small entrepreneurial developer



# Main Street Design



- Tall ground level
- Large shopfront windows, clear glazing
- Recessed doors, clerestories
- Awnings or eyebrows allowed – not galleries or arcades
- Coordinated signage
- Building base, middle and top
- Durable materials: brick, stone, stucco, cement board, metal, wood
- Roofs: flat with parapet; double-pitch metal, tile or shingle; roof gardens encouraged



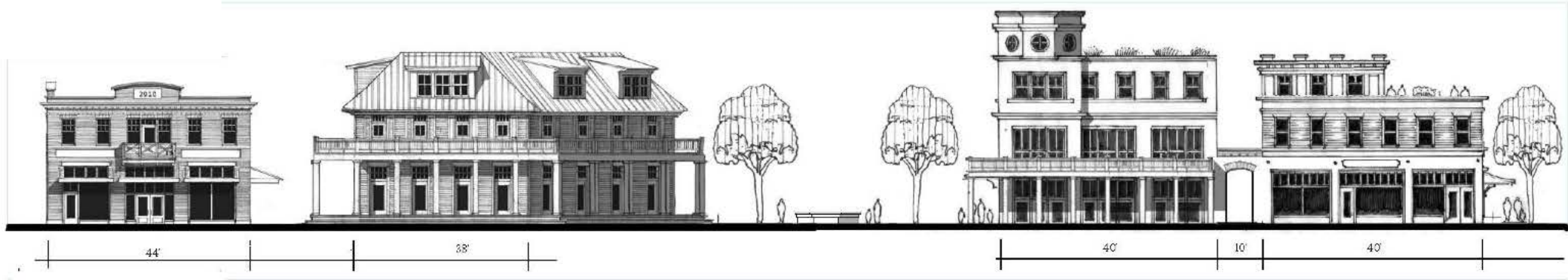
# Special Mixed-Use



- Water Feature and Azure Drive
- Commercial below, flexible uses above
- Priority - restaurants
- Aligned building frontage
- Two to three stories
- Varied heights and widths
- High desert, industrial chic
- Investor landlord



# Special Mixed-Use Design



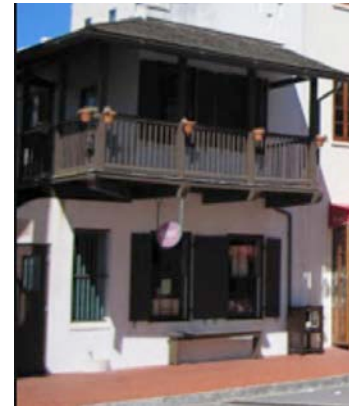
- Large and medium windows, clear glazing; punched openings above
- Recessed doors, clerestories
- Galleries, awnings, eyebrows, dormers allowed
- Tall ground level
- Coordinated signage
- Building base, middle and top
- Durable materials: brick, stone, stucco, cement board, metal and wood
- Roofs: flat with parapet; double pitch tile or metal; roof gardens encouraged



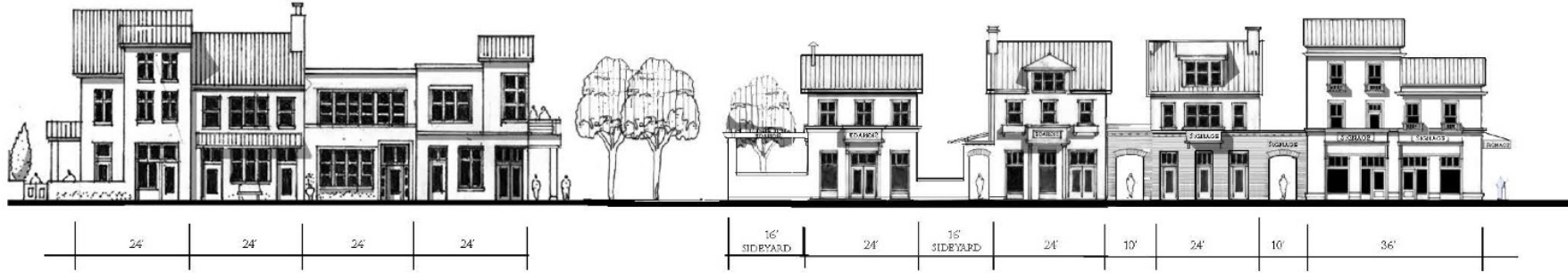
# Live Work



- Flexible use - business use below, residence above and behind
- Services and professionals
- Party wall, sideyard, free-standing
- Short front setback
- Rear lane auto entry
- High desert, industrial chic
- Small builder-developer, build-to-suit, owner-builder



# Live Work Design



- Ground floor at sidewalk level
- Variety of window types
- Combined or separate doors for work and live
- Small front setback – garden, seating, displays
- Small cantilevered blade signs
- Variety of materials: brick, stone, stucco, cement board, metal, wood
- Roofs: flat with parapet; double pitch metal, tile or shingle; roof gardens encouraged



# Live-Work Design



# Residential

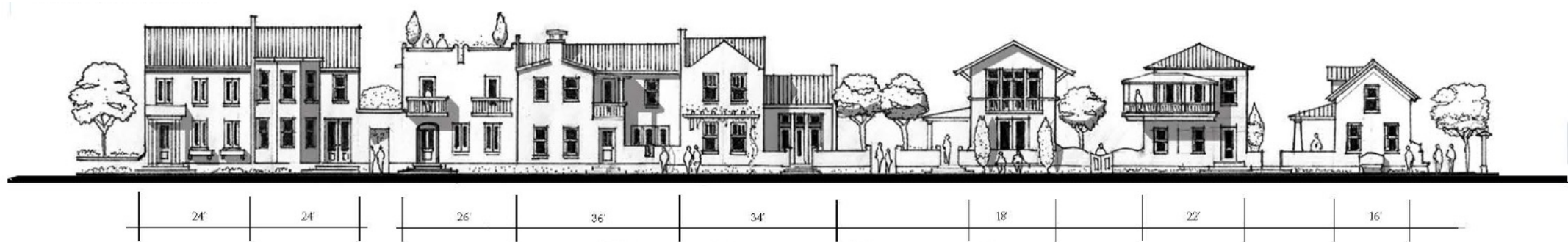


- Single family houses, townhouses, small 'mansion' apartments
- Party wall, sideyard, courtyard, free-standing
- Short front setback
- Rear lane auto entry
- High desert, bungalow, industrial chic, mission craftsman style
- Small builder-developer, build-to-suit, owner builder





# Residential Design



- Ground floor at grade or raised slightly
- Simple massing – aggregation provides complexity and interest
- Building base, middle and top
- Vertically proportioned windows - inset or bays
- Some variety of materials: brick, stucco, cement board, with metal, wood components
- Harmonious high-desert colors
- Roofs: flat with parapet; double pitch metal, tile or shingle

# Residential Design



GROUND FLOOR

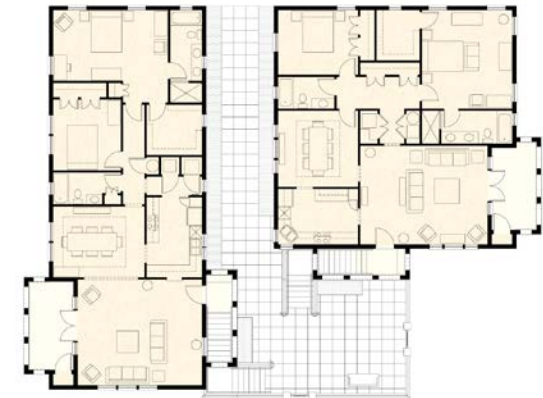


UPPER FLOOR

TYPICAL HOUSING CLUSTER



GROUND FLOOR

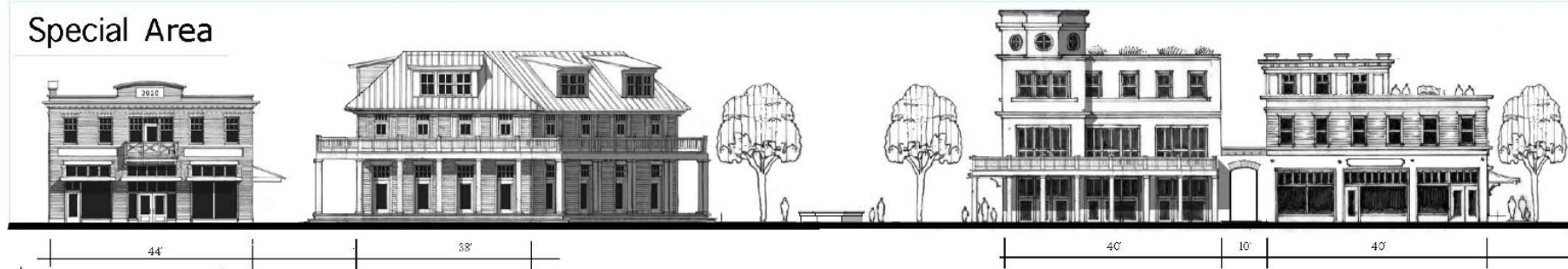


UPPER FLOOR

TYPICAL DUPLEX CLUSTER



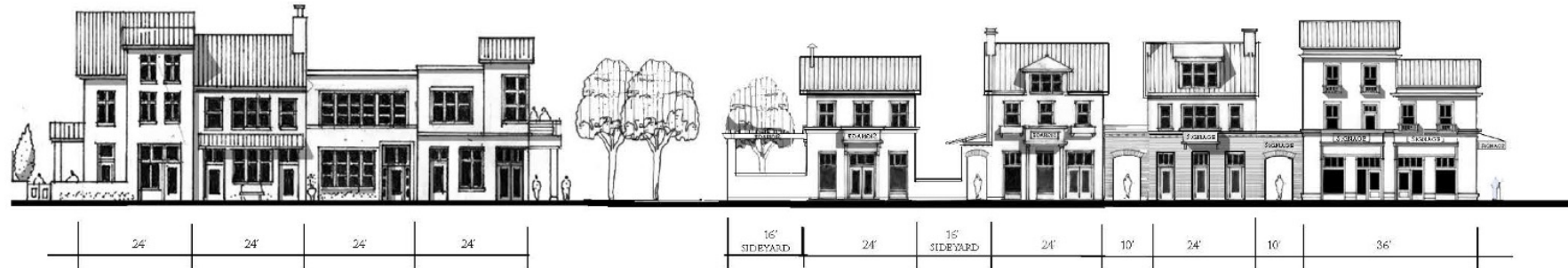
## Special Area



## Main Street



## Live/Work



## Residential



## VISTA FIELD - PHASE 1

### INSPIRATIONAL BUILDING FACADES

DPZ CO-DESIGN + QAMAR AND ASSOCIATES INC. + STRUCTURA NATURALIS INC.

DECEMBER 9, 2020

