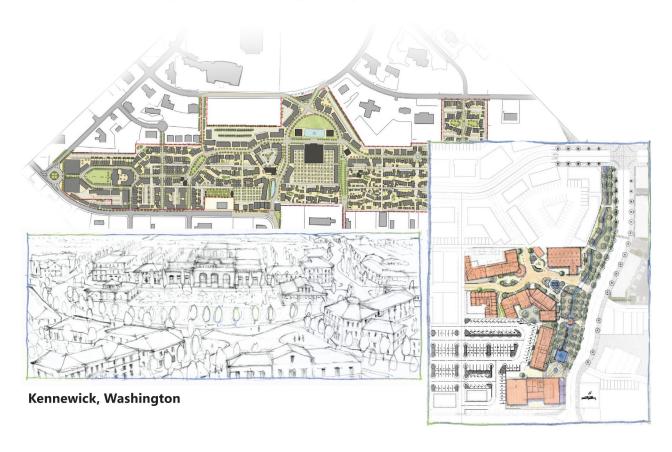
VISTA FIELD REDEVELOPMENT MASTER PLAN 2017

An opportunity initiated by the Port of Kennewick in collaboration with the City of Kennewick and guided by the citizens of the Tri-Cities.



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We believe great places add to the sum of human happiness...economically and environmentally resilient communities foster physical and social well-being."

- Duany Plater-Zyberk & Company

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City (City of Kennewick)

CTUIR (Confederated Tribes of the Umatilla Indian Reservation)

DPZ (Duany Plater-Zyberk & Company)

FEIS (Final Environmental Impact Statement with Integrated Economic Analysis)

LOS (Level of Service)

Port (Port of Kennewick)

SWCA (SWCA Environmental Consultants)

TSIE (Transportation System Impact Evaluation)

UMU (Urban Mixed Use)

VVTF (Vista Vision Task Force)

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EXECUTIVE SUMMARY

Transforming the 103-acre Vista Field into a vibrant, pedestrian-focused regional town center is no small task.

Vista Field is a former general aviation airfield located at the core of Tri-Cities, Washington, near the Columbia Center Mall, and adjacent to the City of Kennewick's (City) Vista Entertainment District, which includes the Three Rivers Convention Center and the Toyota Center.

The Port closed the airfield at the end of 2013, and runway closure activities commenced in early 2014. In the years since, the Port and its partners have been working diligently on every detail of the Vista Field Redevelopment Master Plan.

Following the airfield's closure, the Port began a multi-year effort to involve the public in the planning for the future of this very unique asset. This public involvement process utilized surveys; meetings; a pattern-language workshop; a week-long public charrette series; and a citizen oversight committee, to gather comprehensive input about what the community desired to see at the site. Through these efforts, citizens identified and advocated for Vista Field to become a lively, urban core. Small-scale city blocks with pedestrian-friendly neighborhoods, a mix of work and open spaces, restaurants, and shops were identified as essential elements.

The concepts and details included in the Vista Field Redevelopment Master Plan are the result of the community's substantial and valuable feedback, and the close collaboration between the Port, City of Kennewick, other partners, and the public throughout the planning process.

For several years, the Port and City have worked meticulously on every detail of the redevelopment to produce a functional versus conceptual master plan. Each section of the plan has been refined during public meetings with City departmental staff including Public Works, Planning, Police, Fire, and Economic Development.

These efforts tested original concepts and assumptions, and validated that the Vista Field concept is sustainable and will provide a positive return on investment for taxpayers.

The Vista Field model is very different from typical developments seen in many cities. As envisioned, Vista Field will be redeveloped using a New Urbanism model—a neighborhood-scale planning approach focused on mixed-uses, vibrant public spaces, private amenities, and multi-modal access.

Once complete, the site will have many distinctive features and look more like city blocks found within historic downtown areas; with diverse local businesses, cozy neighborhoods and public plazas. These types of town center developments, that meld cultures and bring vibrancy to communities, are sought after and the Port heard very clearly from citizens that this type of development is what they want.

Plans include a network of small-scale streets, focusing on walking, biking, public transit, and interconnecting a variety of neighborhoods within the development. Dotted with green spaces, waterways, pathways, civic buildings, and public facilities (such as an arts center), Vista Field will be filled with unique shops and local restaurants, cafes, and offices. There will be places for shopping and dining. There will be areas focused on entertainment and open public spaces. There will be areas that recognize and celebrate local history. And throughout, there will be a mix of residential options appealing to a variety of ages and incomes including single family homes, condos, multi-family housing, spaces for mother-in-law cottages, and even opportunities for places to live above and work below.

These features and amenities will foster visitation, entrepreneurial ventures, and a city-center lifestyle, as well as create new jobs, new living options, and develop civic amenities that everyone can enjoy.

This New Urbanism planning approach, requires revising City codes. The City has already undertaken modification of existing regulations and creation of new codes, which will allow Vista Field to evolve as intended by the community. This plan is based upon the ultimate adoption of those regulations.

Beyond establishing an urban core in the Tri-Cities, the redevelopment of Vista Field will add both taxpayer equity and value to this community and the broader region. The private sector also benefits. The site is projected to attract \$400,000,000 in private investment at full buildout. That new private development will generate more tax revenues to support police, fire, hospitals, and libraries, and other municipal services—without any increase in taxes or cost to existing taxpayers.

MASTER PLAN HIGHLIGHTS

New Urbanism concepts will transform Vista Field into a vibrant, walkable, bikeable, transit-oriented urban core for the Tri-Cities.

103-acre site 8 phases of development 1 community-driven design 4 years of public involvement featuring a citizen task force, pattern-language process, a charrette, public meetings, and surveys sidewalks and small-scale streets focusing on walking, biking, public transit, and inclusion of all modes of transportation 2.5-acre central plaza, 1-acre open parks, and smaller, hidden-gem public spaces 750,000 square feet of retail, office, service and entertainment uses privately-funded performing arts center by the Arts Center Task Force

residential units ranging from single

1.100 family homes on urban-sized lots to

condominium and apartments

The Vista Field Redevelopment Plan is broken into eight phases. The Port is following its customary practice of enhancing the community without asking for new taxes. Instead, the Port is focusing on fiscally sound development, following a pay-as-you-go approach, and working to leverage existing Port revenues and land sales, with stakeholder funding, grants, and private investment dollars.

The Vista Field Redevelopment Master Plan honors the community's vision for an urban place. The plan provides the framework for transformation of the former airfield land including identifying specific infrastructure (streets, water, sewer, electrical, fire-flows, traffic impacts, and storm drainage, etc.), program, design elements, and other ingredients of the final buildout. It is a strategic blueprint for implementation as much as it is a physical design of the urban development.



Proposed Phase 1 development, and showing the location for the privately funded Vista Arts Center (right).

INTRODUCTION

PROJECT OVERVIEW

The Port of Kennewick (Port) intends to redevelop the 103-acre former Vista Field Airport site, located in the City of Kennewick (City) at the geographic and commercial heart of the Tri-Cities, Washington, into a vibrant urban place. Redevelopment at Vista Field provides the unique strategic opportunity to create a special place in the core of the community.

This former municipal airport ceased operations in December 2013, yet the decades of airport operations effectively preserved the site for urban-scale development at a later time. That time has arrived.

The concepts and details included in this master plan are the result of substantial public input over a period of four years, and close coordination and partnership with the City to enable the community's vision to be realized. This master plan is essentially a summary of key elements from numerous citizen involvement meetings, planning sessions, site investigations, and economic and engineering documents generated since 2012.

Vista Field has unparalleled potential. The site is adjacent to the region's sports and convention venues, within 0.5 mile of the communities' commercial and hospitality center; and it benefits from well-established transportation and utility systems.

Deciding the redevelopment direction for the site was based upon several factors including citizen input, market considerations and environmental conditions. The urban place that the citizens requested not only fills a void in the Tri-Cities but also makes economic sense for the Port, City and private sector.

Based upon the proven principals of New Urbanism—which involves a planning methodology focused on adding vibrant public spaces, private amenities, and multi-modal access—the Vista Field development plan calls for public open spaces ranging from small hidden-gem areas to a 2.5-acre central plaza; nearly 1,100 residential units ranging from single family homes on urban sized lots to condominium and apartments; and approximately 750,000 square feet of retail, office, service and entertainment uses all tied together by a network of small-scale streets focusing on walkability and inclusion of all modes of transportation.

Typical master plan documents address land use and transportation issues in separate compartmentalized sections; however, redevelopment of Vista Field is not a typical project where these elements are segregated. New Urbanism development, upon which Vista Field is modeled, necessitates a different approach and perspective: where land use and transportation elements are carefully and strategically considered together.

Streets within Vista Field are to become more than just transportation conduits, they must be considered intrinsic to the public realm. Buildings are more than just a place to escape the elements, they must be connected in purpose and function to the public realm if successful placemaking is to occur.

Given the New Urbanism neighborhood-scale planning approach, revising City codes to allow for the community's concept of Vista Field is required. The City has already undertaken modification of existing regulations and creation of new codes, which will allow Vista Field to redevelop as envisioned by the community. This plan is based upon the ultimate adoption of those regulations.

Moreover, mixing land uses in Vista Field must be more than just authorized—land uses must be judiciously mixed to create vibrancy and avoid a perception that the sidewalk is rolled up at 5 p.m. Therefore, the City crafted the Urban Mixed Use (UMU) zoning district and adjusted other land use regulations to allow development as envisioned in this master plan. Beyond allowing numerous uses to intermix, special focus was directed to assure that the public realm along pivotal corridors becomes, and remains, attractive to pedestrians. This is accomplished by avoiding the typical street classification based upon intended vehicle volumes (arterial, collector, local). Instead, the plan identifies A and B streets, where land use regulations strive to assure A streets are lively and interesting public realms, while B streets allow for functional activities such as parking and utility service.

VISTA FIELD REDEVELOPMENT PLAN



A larger version of this image is on page 22.

HISTORY, PROCESS & PLAN CREATION

The Vista Field Airport started operations in the 1940s and continued under the ownership of the Kennewick Irrigation District and the City of Kennewick until 1991, at which time the Port purchased the airport and surrounding lands from the City. Two decades later, with users continuing to decline and expenses continuing to increase, the Port wrestled with the future of airport operations.

In September 2012, the Port decided to undertake a detailed analysis of the environmental and economic implications of several options including airport expansion, closure and redevelopment, and no change scenarios. The world-renowned firm Duany Plater-Zyberk & Company (DPZ) was selected to assist the Port with this task, and resulted in the March 8, 2013, Vista Field Final Environmental Impact Statement with Integrated Economic Analysis (FEIS).

Substantial stakeholder input occurred over a six-month period, culminating in a public hearing on April 13, 2013. At that hearing, the Port Commission unanimously decided that closure and redevelopment of the Vista Field Airport was in the best interest of the community. The redevelopment concept contained within the FEIS generated substantial public interest in the potential that Vista Field redevelopment offered. However, that early concept lacked the detail necessary for implementation.

The Port Commission set a course toward redevelopment of the site under the principles of New Urbanism, and decided the public should share in crafting the master plan. The Port first created a formal citizens advisory team, the Vista Vision Task Force (VVTF). This volunteer group was composed of individuals from multiple backgrounds including education, government, economic development, marketing, arts and entertainment, young professionals, real estate, finance, and transportation. VVTF members and the numerous citizens attending the task force meetings, helped refine and direct recommendations for redevelopment.

The Port Commission also decided that the redevelopment opportunity necessitated a public involvement and planning process unlike any previous efforts in the Tri-Cities. The Port again engaged the services of DPZ and its subconsultants, Parametrix and ECONorthwest, along with R. Gary Black of Integrated Structures Inc., to conduct a weeklong interactive design workshop.

On November 10, 2014, design began, with Gary Black leading a one-day pattern language process, which identified many crucial elements for inclusion in the master plan. DPZ then transitioned public involvement efforts into a five-day community design charrette that brought stakeholders and experts together to propose, evaluate, and refine concepts for the redevelopment within an open and actively engaged public process. The charrette sessions allowed rapid development, testing and refining of ideas with the participation of community members, as well as technical experts.

The draft charrette report was published on February 6, 2015, and circulated among the community and VVTF to ensure the draft plan incorporated the ideas expressed during the November 2014 sessions.

As of June 2015, the planning effort had evolved from a concept into a revised and viable draft master plan. A number of philosophical questions were explored during a summer 2015 work session, such as possibly transferring the entire project to the private sector for implementation; how housing for all economic levels would be assured; and what were the Port's expectations regarding project return on investment.

From fall of 2015 through summer 2017, the Port closely coordinated with the City to understand and evaluate potential impacts to the City's existing transportation and utility infrastructure. Also, discussions with the City's Community Planning Department helped identify code changes necessary to develop Vista Field as envisioned in the community-driven master plan. Additionally, because the Vista Field redevelopment was anticipated to be substantially different than traditional development patterns, the City's Fire and Police Departments were engaged to ensure a careful, thoughtful design from an emergency services perspective.

Indeed, since Vista Field development differs significantly from traditional projects undertaken within the Tri-Cities during the past 40-plus years, the Vista Field Master Planning effort sought strategic input from citizens, stakeholders, real estate professionals, financial sectors, and the City staff – not just as a regulator or utility provider – but as a true partner in transformative development.

This master plan and the supporting documents represent the outcome of extensive public involvement and years of collaboration with the City and other partners. The plan provides the frameworks for redevelopment of the airfield including infrastructure, program, design elements, and other ingredients of the final buildout. It is a strategic plan for implementation as much as it is a physical design of the urban development.

COLLABORATION & PLAYERS

Starting as a Port-driven question regarding the future of the airport, this effort quickly grew into a broad stakeholder discussion about the future of our regional community, and how Vista Field could address a previously identified major deficiency—the lack of an urban core.

Starting with the EIS in 2012, continuing through planning and the concept refinement process occurring in 2014 and 2015, then moving to the details consideration stage in 2016 and 2017, this effort is truly a community-driven project. Individuals from different backgrounds attended numerous meetings and continuously provided ideas on how Vista Field could become a special place; all volunteering their time to help guide the future of this community asset.

The Port and City have collaborated and worked diligently on every detail throughout the master plan development process to produce a functional versus conceptual plan. Each section of the plan has been refined during public meetings with City departmental staff including Public Works, Community Planning, Police, Fire, and Economic Development.

Without the energy and support of City Manager Marie Mosley, Mayor Steve Young, and Mayor Pro-Tem Don Britain, this unique redevelopment endeavor could have been lost to the details. Moreover, many City staff members (Fire Chief Vince Beasley, Police Chief Ken Hohenberg, Cary Roe, Greg McCormick, Anthony Muai, John Deskins, Terry Walsh, and Emily Estes-Cross) have been integral to shaping this plan.

In addition to the strong partnership with the City, this process and project have drawn the interest of multiple agencies focused on what development of an urban center could mean to the future growth, vibrancy, and economic sustainability of our region. These agencies include Arts Center Task Force, Ben Franklin Transit, Benton County, Kennewick Public Facilities District, Tri-Cities Chamber of Commerce, TRIDEC, Visit Tri-Cities, and Young Professionals of the Tri-Cities.

Attempting to list all those who participated would surely result in an unintended omission. However, special acknowledgement to the VVTF volunteer members including Chairman Rich Cummins, pattern language participants, and the 200-plus charrette participants is warranted, and for their participation, Port Commissioners and staff are grateful.

The Port Commission (Skip Novakovich, Thomas Moak and Don Barnes) extends its sincere thanks and appreciation to all who participated and provided their time, ideas, suggestions, input, and guidance during this multi-year master planning process. The broad consensus by those involved is that, it is far superior to plan with the community, rather than for the community.

DEVELOPMENT PLAN

PLAN PRINCIPLES - NEW URBANISM FOUNDATION

New Urbanism is a neighborhood-scale planning approach that is centered on vibrant public spaces, with adjacent private amenities that are easily accessible through a variety of modes of travel, especially walking. The layouts of these types of developments often follow traditional small-town patterns and characteristics, which appeal to a significant percentage of the population. There is a growing market demand for these developments, but very few New Urbanism options are currently available within the Tri-Cities.

The trend toward New Urbanism came as a response to perceived limitations of typical automobile-dependent development. While many people enjoy the benefits of automobile-based urban form, the patterns of 20th Century planning have tended to eliminate choice for many people, including the choice to enjoy a walkable, mixed-use neighborhood with close-by amenities and small-town livability. Too often the pattern of auto-dependent development is followed by traffic congestion, visual blight, chain-store homogeneity, and less active lifestyles in less livable neighborhoods. For many people, this represents a loss of what cities and towns offered to previous generations.

In practice, the design of New Urbanist communities generally includes the following characteristics:

- A small-scale network of streets, allowing easy walkability as well as slow, even driving with minimal congestion.
- Good connectivity at the edges, to allow percolation of traffic without major congestion points, and without freeway-like arterials that only accommodate fast-moving cars. (These can be integrated into the planning but require special treatment.)
- Walkable, convenient, attractive streets and public spaces, connected into a coherent system.
- Buildings that give the streets and other public spaces shape and definition, and provide activities at the edges.
- Placemaking that is, places for people to enjoy and spend time, rather than places meant to impress architects or solve purely technical problems (e.g. maximum speed for cars).
- Human-scale design, especially at the level of the streetscape, and the details and sequences of experiences that pedestrians enjoy.
- Mixed use—living, working and playing all in one area, instead of segregated zones that require automobile travel between them.
- Compactness, sufficient to allow convenient walking. This is often confused with density, which is a more abstract idea, and can be unpleasant when density is very high.
- Transportation choices, including walking, biking, public transit, and driving.
- Adequate parking, including on-street parking, but also ample provisions for walking, biking and transit.

- Accessibility for all, including disabled, young, elderly, poor, and other populations.
- A design approach that places primary emphasis on experiences at the street level, including a sense of enclosure, prospect views, elements that are in view at a distance along a street (socalled terminated vistas), and other elements of traditional urban design, which heighten the enjoyment of people in the neighborhood, especially pedestrians.

CHARACTER/PLACEMAKING

Character is a key element that must be established within Vista Field, but it must not be interpreted as a mandate that all buildings must have the same character. In fact, repetition and replication only serve to reduce character.

It is unexpected elements, such as a hidden courtyard, a crooked street, an oddly shaped building, a water feature, or an iconic art installation that develop the character of a place. Considering the vast size of the 103-acre site, and the surrounding land uses ranging from public facilities to the northwest and industrial uses to the southeast, Vista Field could and should contain multiple character areas, possibly taking cues from these surrounding uses.

Vista Field is intended to become the urban center of the Tri-Cities and tendencies to apply suburban strip mall, apartment, or single-family home treatments must be resisted. Not all lots will be rectangles, and not all front doors and walls will be parallel to the adjacent streets. Building setbacks can and hopefully will vary, with some businesses establishing café seating along the 10-foot-wide public sidewalks abutting the streets. Buildings may include unusual angles or overhangs. Irregular balconies may overlook the street below. All of these opportunities for unique elements are intentional, not an oversight in the UMU zoning. These elements are intended to help establish the character and soul of the place that is Vista Field.

Public open space is identified throughout the site, with a 2.5-acre central plaza located near its core, 1-acre open areas located at the southwest and northeast entrances, and 0.25-acre pocket parks sprinkled throughout. These open spaces will include improved elements appropriate for an urban area, such as fountains, plazas, trees, pathways, seating areas, and similar amenities. These open space areas are intended for heavy use by the public including the possibility of street fairs, small scale concerts, or community gatherings. These areas are not intended to become large grassy areas serving as supplemental sports fields, as those areas presently exist throughout the community. These open space areas are intended to become well-loved urban "outdoor rooms."

LAND USE

The Urban Mixed Use (UMU) district allows mixing of residential, commercial and entertainment uses, both vertically and horizontally, while requiring all off-street parking to be located behind the buildings. All rules, regulations and covenants are crafted with the focus on placemaking. Building height and setback restrictions are intentionally relaxed to allow greater flexibility, while assuring vehicle parking demands are addressed.

Implementation of the Vista Field Redevelopment Master Plan is not dependent upon structured parking to realize the density of development identified in the plan. Ample surface parking for vehicles is identified, however parking areas are located behind the buildings rather than in front of the buildings. This simple change results in A streets with no driveways along the frontage, which creates an uninterrupted public realm while also enhancing pedestrian safety. On-street parallel parking is included throughout most of the Vista Field site, and that parallel parking will be credited toward individual development project when determining required parking.

Land uses include a broad range of activities, while excluding uses only at either end of the spectrum such as large lot single-family homes, and warehousing and industrial activities. Allowed activities within Vista Field include residences ranging from single family homes on urban-sized lots to live-work spaces, townhomes, condominiums, and apartments, as well as commercial uses such as offices, service businesses, retail, hotels, restaurants, theaters, breweries, wineries, and distilleries.

Present allocation of those land uses throughout the 103-acre site results in nearly 1,100 residential units, approximately 750,000 square feet of commercial uses, public open spaces ranging from small hidden gem spaces to a 2.5-acre central plaza. Although the UMU zoning allows nearly unlimited combinations of land use configurations, a general tendency to cluster restaurant uses around the focal public spaces, and shielding but not isolating, single family homes from hectic activity was considered when drafting the land use layout plans. Sustainability of an urban area is dependent upon a significant mix of residential uses. The Port is mindful that as the project evolves and prospects arise, a blend of commercial and residential rooftops is critical for the success of the entire project.

An 800-seat privately-funded performing arts center and the necessary off-street parking are designed into the middle of the project. Situated directly across from the 2.5-acre central plaza and at the crossroads of the major north/south and east/west roads, this project, when developed, will serve as a main feature of Vista Field. Proximity to the Public Facilities District campus benefits both sites. The Grandridge Boulevard entrances are intended to focus attention onto the performing arts center, therefore building and site design that serve this purpose carry significant importance.

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LAND USE & BUILDING SIZE BY TYPE	TOTAL	
Residential Single Attached (small lots)	495	Units ¹
Residential Condo	250	Units ²
Residential Apartments (low-rise)	350	Units ²
Single Family Building (SF)	990,000	SF ¹
Residential Condo Units	250,000	SF ²
Residential Apartment (low-rise)	350,000	SF ²
Dwelling Units	1,095	Units
TOTAL Multi-Family Building (SF)	600,000	SF
Commercial – Retail	155,000	SF
Commercial – Restaurant	75,000	SF ³
Commercial – Grocery	60,000	SF
Commercial – Office	320,000	SF
Performing Arts Center	45,000	SF ⁴
Neighborhood Civic	40,000	SF
Educational	45,000	SF
TOTAL Commercial/Institutional Building (SF)	740,000	SF
TOTAL Building (SF)	2,330,000	SF
Park/Open Space by Phase (SF)	273,000	SF

SUMMARY

Total Residential Units	1,095	Dwelling Units
Total Multi-Family Buildings	600,000	sq. ft.
Total Commercial/Institutional (SF)	740,000	sq. ft.
Total Mixed Use Buildings	1,340,000	sq. ft.
Total Park	273,000	sq. ft. or 6.3 Acres

Notes:

- 1 Average 2,000 sq. ft.
- 2 Average 1,000 sq. ft.
- 3 Average 3,000 sq. ft.
- 4 30,000 sq. ft. footprint plus mezzanine

DESIGN CONTROLS

Vista Field is a novel and varied new district that must have a special architectural character. A cohesive approach to architectural form, as a framework for fine-grained variations of expression, will best promote the appeal and value of the district for all stakeholders. As a result of extensive workshops, meetings, other community planning processes, including a charrette, an architectural character has emerged with the following compelling features:

- 1. Traditional and pedestrian-scaled architecture. Vista Field is not meant to have overwhelming statement buildings, large-scale institutional facades, or aggressively contemporary structures. Instead a premium is placed on exacting details, plantings and support structures, spatial enclosures, and simple but well-appointed volumes (trim, details, rafter tails, corbels, etc.).
- **2. Eclectic architecture.** At the same time, the district needs to have variety and even quirkiness. Structures that are made from surprising materials, offbeat forms, and creative mixtures of materials demonstrating subtle and small, neighborhood-scale varieties, are encouraged.
- **3. Climate-appropriate architecture.** The district strongly encourages light-colored masonry forms, shading structures, courtyards with verandas, and structures that integrate water features.
- **4.** A sense of local context and history. Forms that reflect the culture of the region and the history of the site are encouraged.

To accomplish the goal of a cohesive yet varied architecture, the Port has developed several guidance documents for all designers, contractors and property developers. Those documents include:

- **1. Pattern Language.** This document was produced during the November 2014 community charrette and includes a number of desired large-scale features of the Vista Field district.
- 2. **Design Precedents Library.** This document was developed by the Port following the public sessions, and includes examples of design practices that are both highly favored as well as strongly discouraged.
- **3. Character Areas.** This document outlines the differences of character within the Vista Field district, as the architecture transitions from primarily commercial to residential areas, from civic to private, and from more intensely urban, active areas to less active areas.

In addition, the City requires conformance with a Design Standards document for the area, functioning as a form-based code. This document governs how buildings address the street, how parking is handled (generally at the rear of buildings), where entrances are located, and other basic planning and layout considerations. The City has established the Urban Mixed Uses (UMU) zoning code for the district, specifying allowable uses and its requirements.

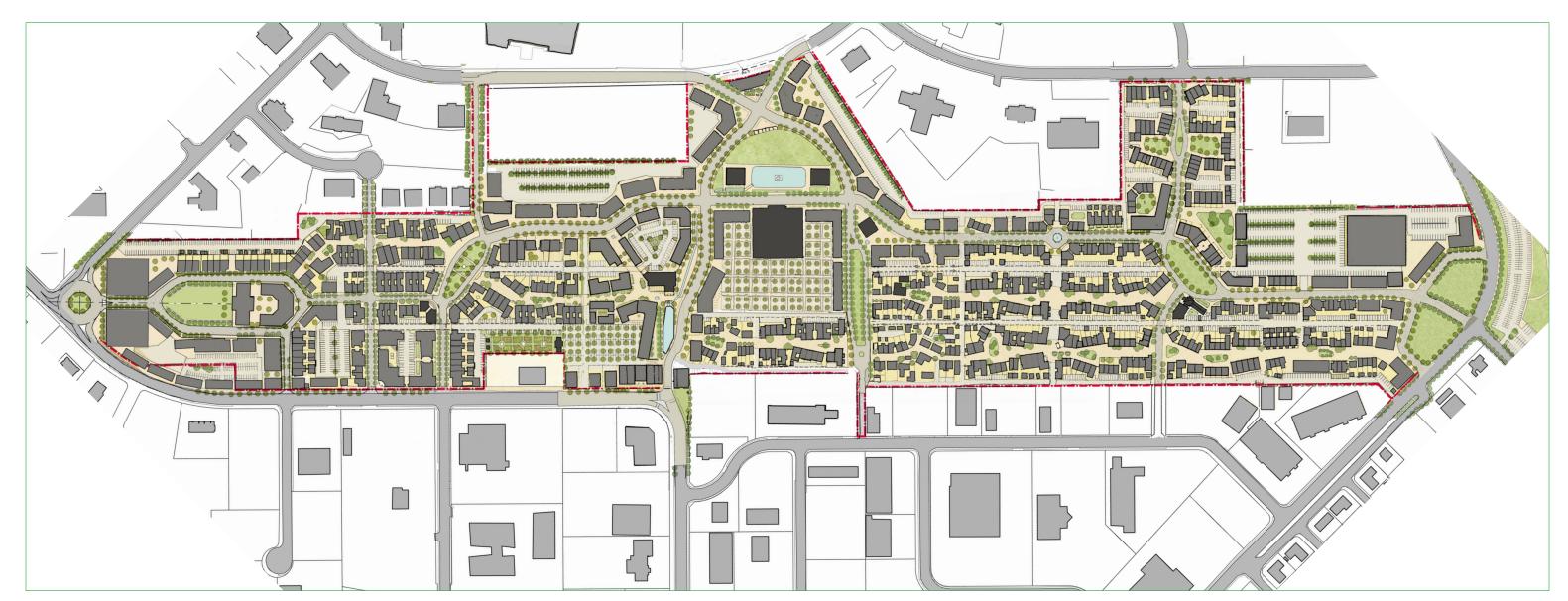
The Port has provided the Pattern Language, Design Precedents Library and Character Areas documents to help guide developers, designers and contractors to secure ready-approvals from the Port. All designs are subject to design review. The guides are intended to put everyone on the same page, and help the development process go smoothly for all parties.

The City will also review and approve all designs subject to the UMU zoning code and City-adopted Design Standards contained within the code. The Port can advise applicants on the requirements during the early planning stage, so the process is efficient for all concerned.

ARTIST'S RENDERINGS OF PROPOSED VISTA FIELD REDEVELOPMENT



Vista Field Full-Site Redevelopment Plan



Vista Field Full-Site Redevelopment Plan



Vista Field Southwest View



Vista Field Core



Vista Field Northeast View

TRANSPORTATION NETWORK

The road network within the Vista Field site includes public streets with differing levels of enhancement (A & B streets), private shared residential streets and private alleys. Design efforts intentionally slow vehicles allowing for safe bicycle travel on the roadways without the need for dedicated lanes. Slowly moving (20-to-25 miles per hour) traffic throughout the entire project with relatively short block spacing, results in a roadway that both bikes and vehicles can share and pedestrians can comfortably and safely cross. This slower moving design is also conducive to Ben Franklin Transit service as the acceleration and deceleration rates of transit buses have far less impact when all vehicles are moving at slow speeds.

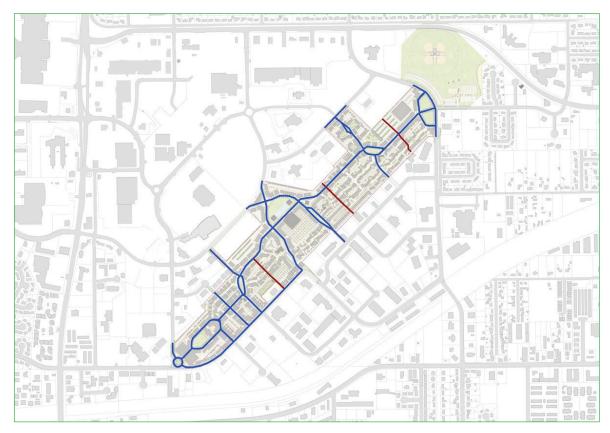
None of the streets in Vista Field are intended to provide a quick bypass from east to west or north to south. However, the multiple connections to the existing City street network do provide transportation options to travelers within the Vista Field area. The internal street network was designed following applicable national standards resulting in three-way and four-way stop sign intersections, with the occasional incorporation of a traffic circle (which are traditionally smaller than the modern roundabout), or divided roadway section.

Vista Field should be thought of as a destination, with multiple low-speed network paths through the new community. In other words, the street system forms a permeable grid, with multiple ways in and out. Because it is a low-speed zone with a permeable grid, Vista Field is a suitable locale for some unusual street design features that might not be considered appropriate in other locales. Traffic-calming street elements such as pedestrian tables, islands, and other features all tend to slow vehicle movement. Irregular street geometries are designed for low-speed traffic where it is acceptable and even desirable to have non-standard deflections, curb radii, intersection spacing, and similar features.

The A and B streets differ little in any way from each other when solely focused on the improvements (curb, gutter, sidewalk, pavement, and lighting) within the right-of-way. These are two-lane, two-way streets with parallel parking spaces adjacent to each lane, and sidewalks ranging from 8-feet to 10-feet in width. Street trees and street lighting are spaced at tighter intervals than along arterial streets in other city developments. These A and B streets will be dedicated to the City as public rights-of-way, assuring the key element of the public realm remains public.

The reason for distinguishing A and B streets relates to the land uses and the intended purpose of these public realms. Building setbacks, façade and parking locations are purposely controlled along A streets to allow a pleasant streetscape from all perspectives (vehicle, transit, bicycle, and pedestrian). The use of B streets provides for the necessary interconnectivity of the transportation network without the unrealistic approach that all streets be lined with building facades from corner to corner. The image on the following page identifies the A and B streets within Vista Field (A streets are blue, B streets are red).

VISTA FIELD ROAD NETWORK

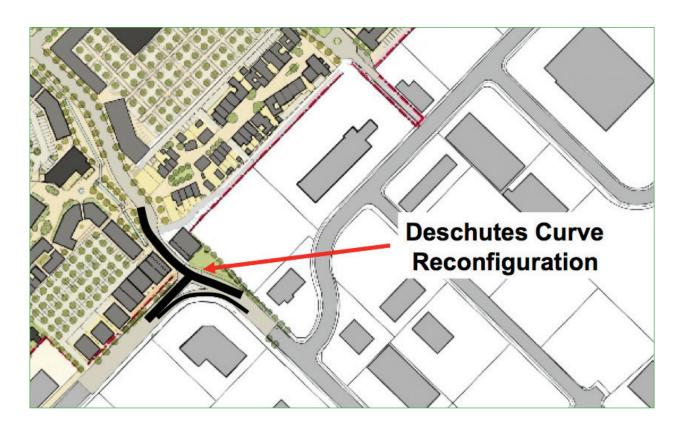


A streets are blue, B streets are red.

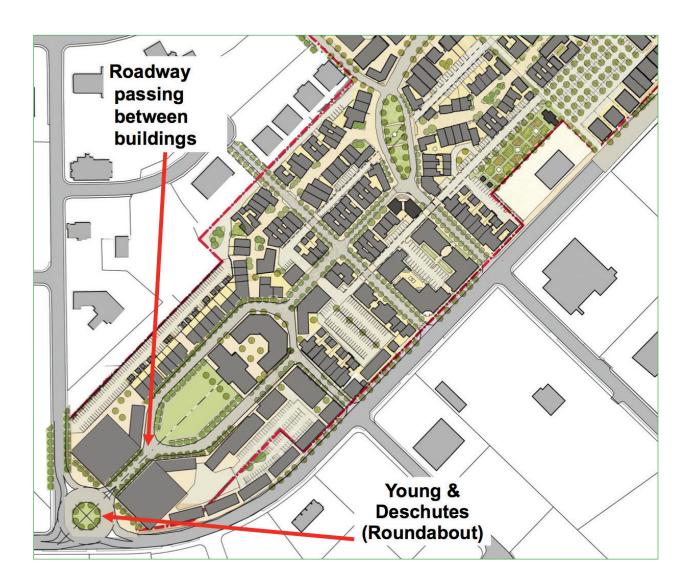
Notable connections to the abutting City streets include converting the 90-degree curve on Deschutes Avenue into a T intersection, installation of a large radius roundabout at the intersection of Deschutes Avenue and Young Street, establishing a four-way signalized intersection at Kellogg Street and Quinault Avenue, and connection to and reconfiguration of Grandridge Boulevard. Each proposed revision differs from the other, however, each has a specific purpose beyond simply allowing vehicle, bicycle, pedestrian and transit vehicle movement.

The remaining connections to the existing street network along Okanagan Avenue, Deschutes Avenue, Rio Grande Avenue, and the former Vista Field Airport office drive aisle from Grandridge Boulevard are still essential to the overall project, however the design of each connection is a typical street intersection.

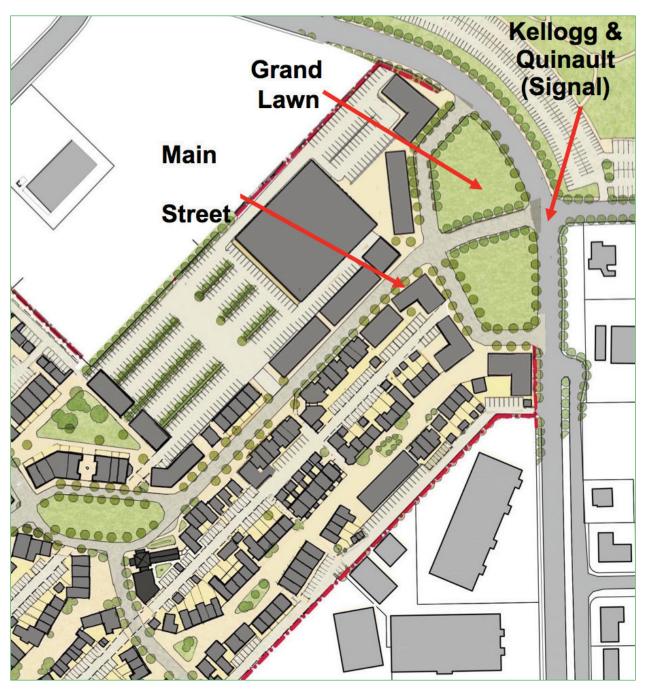
The proposed Deschutes Avenue T intersection design is both a cost-conscious design solution and a way to incorporate a sense of arrival into Vista Field. The new leg extending into Vista Field from the current curve will route vehicles and pedestrians between two existing aircraft hangar buildings, immediately giving a sense that something is different. This design serves to slow traffic transitioning from the standard 35-miles-per-hour street into Vista Field, and conversely provides a transition from the intentionally slower moving Vista Field street network back onto the traditional street system.



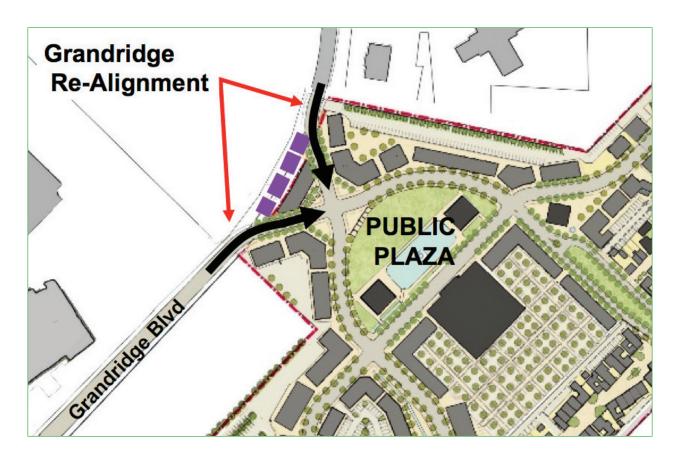
The large diameter roundabout at the Deschutes Avenue and Young Street intersection functions to move the existing and potential increased truck traffic, generated by existing industrial and warehouse uses, to the south of Vista Field while also providing a substantial gateway into the southwestern end of the project.



Signalization of the Kellogg Street and Quinault Avenue intersection allows connection to the existing transportation network, and provides another gateway site at the northeastern edge; all while enhancing safety of the entire area.



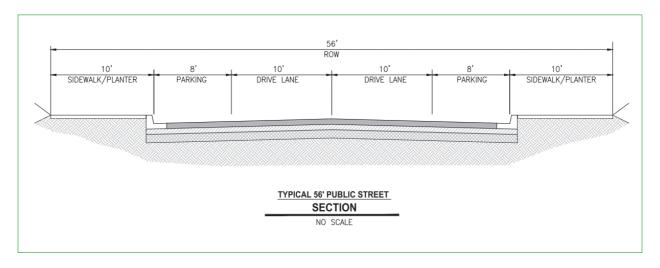
The connection to Grandridge Boulevard might appear simpler in nature than the three other site entrances, however this revision has the most intricate connection. Presently Grandridge Boulevard separates Vista Field from the City's Public Facilities District campus (Three Rivers Convention Center & Toyota Center) with a 30 mile per hour roadway. The new connection into Vista Field is more than just a driveway from Grandridge into the site. Grandridge Boulevard will be realigned and "pulled" into Vista Field, which is beneficial from a traffic movement standpoint and creates a linkage between the Public Facilities District and the urban district at Vista Field.



STREET DESIGN STANDARDS

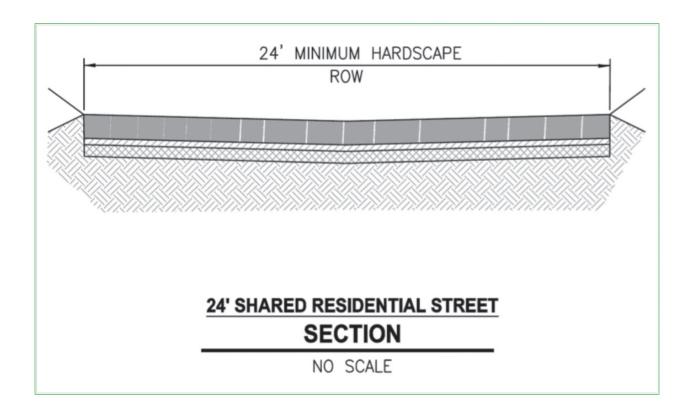
A and B streets consist of one, 10-foot travel lane in each direction; 8-foot parallel parking spaces adjacent each lane; and sidewalks ranging from 8-feet to 10-feet in width with street trees spaced at no more than 50-foot intervals. Basic intersection design elements such as 10-foot turning radii effectively slow traffic throughout the entire site.

Street lighting along the A and B streets is designed to provide adequate lighting for the roadway width and speed limits, yet differentiate Vista Field from other areas in the City. These light standards need not be elaborate (a quality which makes blending with abutting buildings less challenging). However, the scale must differ from the standard 35-foot cobra head pole typically used to light streets. Vista Field streetlights should be at heights between 16- to 20-feet and of such a design to further distinguish Vista Field as a special place.

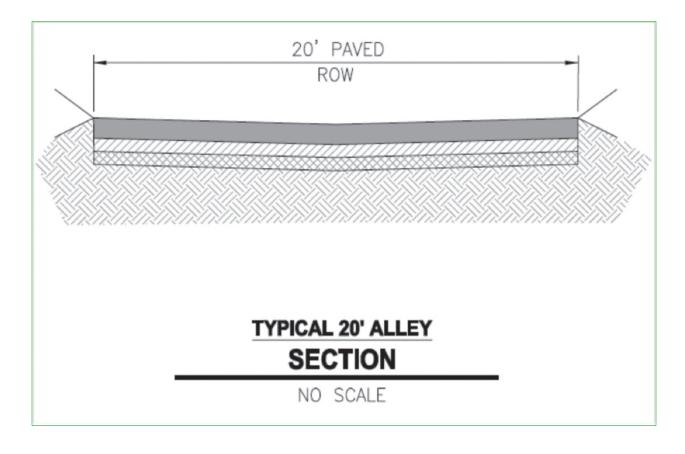


Shared residential streets are designed as informal meandering routes equally shared by all modes of transportation (vehicle, bicycle and pedestrian). The meandering design is best suited to the pedestrian, which forces vehicles to move very slowly through this atypical street. Although seemingly random in design, a minimum travel clearance of 20-feet is maintained to allow passage of emergency service vehicles.

The name, shared residential streets, was adopted for the Vista Field project and used predominately in residential areas in the master plan. However, a few enclaves of intermixed commercial and higher density residential uses are also served by this type of street. The surface treatment will include standard asphalt, concrete, pavers and stone, and lighting will be 6- to 10-feet in height. Additional lighting will be provided by the front lights on all structures abutting this type of street. Due to the varied nature of these shared residential streets they will be developed and maintained as private streets.



Alleyways are included within each block in the Vista Field Redevelopment Master Plan layout and serve a crucial, yet underappreciated role as both utility corridors and off-street parking lot access points. The alleys are essential to the overall layout; for without the alleys the prohibition of driveway access from the A streets would be impractical. The general design of the alley is a 20-foot-wide inverted asphalt section capturing all storm drainage thereby foregoing the need for curb and gutter improvements. Due to their unique nature, alleyways will be developed and maintained as private streets.



EMERGENCY SERVICES

The City Fire Department typically has access to wide streets with large radii intersections and spacious vehicle turn-around areas. However, the road network and design envisioned for Vista Field differs substantially from traditional street design, which necessitated discussion with the City Fire Department leaders to address needs related to emergency services and to ensure the new UMU zoning would not compromise public safety.

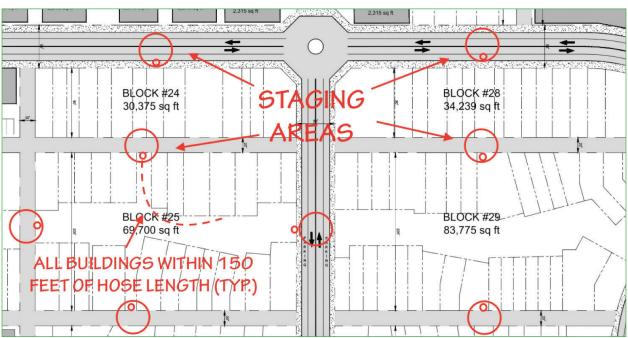
Upon detailed review of the street arrangement it was determined that the proposed network of interconnected roadways would actually aid emergency access by providing redundant travel paths. In fact, there will be no cul-de-sacs in Vista Field and block sizes are relatively small, especially when compared to the super-blocks surrounding the Vista Field district. The inclusion of alleyways throughout the site allow structure incidents to be attacked from multiple approaches. As a result, specific design requirements were incorporated to provide emergency responders with a much greater level of accessibility, even when lower speeds limits are applied to the local streets.

The key safety design considerations include:

- 1. All buildings shall be maximum 150-feet from a fire truck staging location as measured along streets, pedestrian passages, or other publicly accessible open space to the farthest corner of a building.
- 2. Fire truck staging areas shall be minimum 20-feet-wide in order to allow sufficient room for emergency workers to move around the fire truck with hoses and other emergency response equipment. Frequent intersections of streets, alleys, and shared streets allow for 20-foot-wide staging areas throughout the development.
- 3. The minimum 20-foot-wide staging areas can be the space between parked cars, buildings, landscaping, curbs, bollards, fences, or other immovable objects. They can also be at locations in which the emergency vehicle sets up in the middle of a two-way street or intersection for the duration of the emergency response.
- 4. Turning radii into side streets will meet local standards as measured from the driving lane of one street into the side street (not the actual radius of the street curb).
- 5. The rear access service alleys behind all private parcels, as well as fire truck accessible streets in the fronts, will provide full emergency response staging areas to all buildings within the maximum 150-foot distance.

SAFETY DESIGN FEATURES





PROJECT CONSIDERATIONS

ECONOMIC

The March 2013 FEIS contained an economic analysis prepared by ECONorthwest that identified upon full build-out Vista Field represented nearly \$500 million (2013 dollars) of investment. Some of that investment would be non-taxable (roads and utilities), however more than \$400 million was identified as adding to the community's taxable value. The estimates contained within the FEIS are based upon slightly higher densities (1,100 residents now versus 1,400), yet the overall positive impact remains basically unchanged. And furthermore, Vista Field at full build-out would represent less than 1 percent of the housing stock within the Tri-Cities.

The basic economic question is not whether the Tri-Cities could absorb another 1,100 residential units or 750,000 square feet of commercial space during the next 20 years. The question revolves around demand for product (housing & commercial space) significantly differently than what is currently available in the market. There is a growing market demand for this kind of development, but very little that is available at present within the Tri-Cities.

Vista Field is purposely different and the economic analysis concluded an unmet demand exists for different housing, commercial, office, hospitality, and entertainment opportunities. The public planning process during the last three years has only confirmed the community's deep interest in this locally unprecedented development.

The New Urbanism development model provides significant economic advantages to both the municipal service providers as well as those investing with the project. The density included in Vista Field yields more taxable square footage, utility customers, and revenue generation per acre, than typical suburban sprawl projects. This also translates to stronger interest from the development community as more can be developed on the same acre than in a suburban oriented project.

Additional analysis of the revenue implications is included in the ECONorthwest report dated December 5, 2016, and contained in Appendix B.

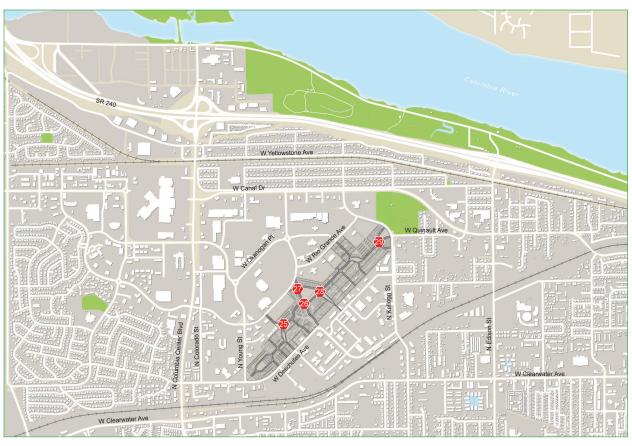
TRANSPORTATION IMPACT MITIGATION

Vista Field connections to the existing network at Grandridge Boulevard, Deschutes Avenue, Young Street and Kellogg Street, as well as the impacts to major off-site arterials such as Columbia Center Boulevard, Canal Drive, Clearwater Avenue, and State Route 240, were analyzed by Parametrix in close coordination with the City's Public Works Director and Traffic Engineer.

The Transportation System Impact Evaluation (TSIE) studied 22 offsite intersections in the surrounding area and two existing intersections abutting the site. The TSIE also identified likely impacts and developed mitigation solutions and approximate cost estimates, and allocated costs to the properties creating the identified impacts. Additionally, five internal intersections were analyzed to assure the proposed stop sign control at each of those intersections would be appropriate.



Transportation System Impact Evaluation Intersections Off-Site



Unsignalized

Transportation System Impact Evaluation Intersections On-Site

The analysis covered the full buildout of the 103-acre site and factored into consideration that the Vista Field project differs substantially from other auto-dependent developments in the community. The multimodal focus of New Urbanism projects such as Vista Field means consideration for pedestrian, bicycle and transit movement was incorporated into the overall analysis. Terms such as pass by (34 percent), diverted link (26 percent) and internal capture (13 percent) were applied when considering the transportation impacts Vista Field might pose upon completion.

Simply stated it is acknowledged that both residents and visitors may arrive at Vista Field by a mode other than a personal vehicle; and once at Vista Field, they may walk or peddle between places. This consideration is based upon data collected nationwide and supported by sound transportation engineering. This Level of Service (LOS) focused analysis identified impacts attributed to the redevelopment, and for the TSIE purposes, Vista Field was considered as being the first-half development (Phase 1), followed by a full buildout (Phase 2) of the site.

Early in the process, the City's Public Works Director and Traffic Engineer specified, as an unwavering requirement: the need to identify, address, and mitigate for potential, future, intersection failures caused by Vista Field development, thus prompting a Transportation System Impact Evaluation (TSIE) Report. A Vista Field Transportation Mitigation summary table (included in Appendix B and on the following page) synthesized the resulting data (LOS, proposed solution, cost estimates, and the mitigation percentages) into one comprehensive document. And although cost estimates are included, the true mutually determined elements are those mitigation solutions (signal, roundabout, turn lane, etc.) and percentages attributed to the Vista Field project. In addition, City staff recognized that it would be inappropriate to implement triggered mitigation too far in advance of likely impacts. Therefore, triggers for improvement are based upon LOS thresholds and not tied to arbitrary calendar deadlines or building permit counts.

New intersections, which would not exist except for Vista Field, require the Vista Field development to bear all of the associated costs. Examples of these situations are the Deschutes Avenue 90-degree curve conversion into a T intersection, Grandridge Boulevard realignment, and Young Street and Deschutes Avenue connection to the existing Rio Grande Avenue and Okanagan Place intersection.

PHASE 1 TRANSPORTATION SYSTEM IMPACT EVALUATION

	2035 Volumes		2	035 Op	eration	าร	Mitigation		AGREED MITIGA	ATION FACTORS	1				
											Estimated Total			Currently	
			%								Mitigation Cost	Port of Kennewick	Port of Kennewick	(2016) TIF	
	No Build	Build	Difference	No E	Build	В	uild	Mitigation	2035 O	perations	(\$)	(%)	(\$)	Eligible	<u>Notes</u>
Phase 1															
6 Columbia Center Boulevard & Grandridge Boulevard	4102	4573	10.3%	С	31	D	41		D	36					1
Eastbound	616	663	7.1%	D	52	D	55	-Add a WB left-turn lane	D	48					Add WB Left Tur
Westbound	384	646	40.6%	Е	64	E	78	-Signal modification	D	46	\$518,800	40%	\$207,520	Yes	Signal Modificat
Northbound	1463	1545	5.3%	С	22	С	29		С	33	\$510,000	40%	\$207,520	res	
Southbound	1639	1719	4.7%	С	22	С	33		С	31					
10 Colorado Street & Grandridge Boulevard	901	1365	34.0%												1
Eastbound	325	527	38.3%	Α	8	Α	9	-Restrict north-south movements to right-in /right-	Α	9					Striping/C-Curb
Westbound	234	496	52.8%	Α	8	Α	8	out only but allow east-west left and right-turns by	Α	8					
Northbound	216	216	0.0%	E	44	F	>300	placing curb along Grandridge	В	11	\$32,500	55%	\$17,875	Yes	
Southbound	126	126	0.0%	С	15	E	38	-Striping/C-curb	В	13					
23 Edison Street & Canal Drive	4581	5015	8.7%	D	48	E	58		D	39					1
Eastbound	1143	1328	13.9%	С	34	E	57	-Add a second eastbound left-turn lane	D	40					EB LT
Westbound	787	834	5.6%	С	25	D	36	-Add a southbound right-turn lane	С	34	#064000	250/	#24C200		SB RT
Northbound	920	981	6.2%	Е	61	E	76	-Signal modification	D	45	\$864,800	25%	\$216,200	No	Signal Modificat
Southbound	1731	1872	7.5%	Е	61	E	58	Signal modification	D	38					
New Intersection - Deschutes & Hangar area															1
Eastbound	Intersection v	vas not inclu	ded as a	Intersecti	on was no	ot included	as a	-New intersection with all-way stop control and							Intersection Retr
Northbound	study area in	tersection so	volumes	study are	a intersect	tion so op	erations	eastbound right-turn bypass lane.	\$325,000		\$325,000	100.0%	\$325,000	No	
Southbound	were not dev	eloped.		results we	ere not cal	lculated.		,							
								Subtotal Costs - Tier 1 (TIF Eligible)			\$1,416,100		\$441,595		-
OTES								Subtotal Costs - Tier 1 (Non-TIF Eligible)			\$325,000	1	\$325,000		
 Movements highlighted in yellow with text in red and bold exceed City LOS 								Subtotal Costs - Tier 1 (Total)			\$1,741,100	1	\$766,595		

- #2) Mitigation cost share calculations used critical approach volume difference (cells highlighted in bold and orange) as the basis for all intersections except roundabouts, which used the overall intersection volume difference. Instances of increased Port share due to impacts identified only in the "Build" scenario and/or when LOS failure in No-Build" scenario involved simple, less expensive solution;
- #3) Port Request Intersection identified as NO in the Currently (2016) TIF Eligible column be Reclassified as TIF Eligible AND City agreed to consider this request during upcoming TIF update;
- #4) Tier 1 and Tier 2 project listed by intersection mitigation priority.

COST ASSUMPTIONS (All costs estimates in 2016 dollars)

- Right-of-Way acquisition costs are included and assumed at \$12/SF
- Design costs are included and assumed to be 15% of construction costs
- Construction costs & construction management (including survey) assumed to be 15% of construction cost
 - One Lane Roundabout Construction Cost \$500,000
 - New Signal Construction Cost \$300,000
 - Adding New Approach Lanes Cost \$250,000
 - Adding Multiple New Lanes Per Approach Cost \$200,000

PHASE 2 TRANSPORTATION SYSTEM IMPACT EVALUATION

	20	2035 Volumes			2035 Op	eratio	ns	Mitigation	1			ATION FACTORS	Comments	1
	No Build	Build	% Difference	No	Build	В	Build	Mitigation	2035 Operat	Estimated Total Mitigation Costons (\$)		Port of Kennewick (\$)	Currently (2016) TIF Eligible	<u>Notes</u>
Phase 2										•				1
4 Columbia Center Boulevard & Quinault Avenue	5124	5669	9.6%	D	47	E	57							1
Eastbound	892	940	5.1%	E	74	E	74	-No mitigation proposed because the overall						EB Through
Westbound	626	756	17.2%	D	46	E	58	intersection and each individual approach are forecast		\$986,400	0%	\$0	Yes	WB Left Turn
Northbound	1693	1872	9.6%	D	40	D	49	to meet City LOS thresholds.		\$500,100	3,0			Signal Mod
Southbound	1913	2101	8.9%	D	42	E	57							
7 Columbia Center Boulevard & Deschutes Avenue Eastbound	4395 526	4840 564	9.2% 6.7%	C	30	D	40 49	110016		3 4 0				WB Left Turn
Westbound	653	853	23.4%	E	69		92	-Add a second WB left-turn lane		50				WB Right Turn
Northbound	1568	1691	7.3%	C	21	C	20	-Add a WB right-turn lane		\$677,600	25%	\$169,400	Yes	Signal Modificatio
Southbound	1648	1732	4.8%	C	23	C	30	1		3				Signal Wodincatio
14 Young Street & Deschutes Avenue	901	1349	33.2%			A	7			7				1
Eastbound	288	443	35.0%	A	8	A	7	-Install a roundabout	A	7				Install roundabou
Westbound	376	386	2.6%	na	na	A	6	a roundabout		6				
Southbound	237	310	23.5%	С	17	A	10	1		\$650,000	100%	\$650,000	No	
Southwestbound	0	210	100.0%	na	na	A	7	1	Α	7				
18 Kellogg Street & Quinault Avenue	1479	1821	18.8%			В	13		Α	0				1
Eastbound	0	273	100.0%	na	na	С	28	-Install a signal		1				Install Signal
Westbound	162	303	46.5%	F	87	С	27	1	A	0 4300,000	750/	#202 F00	.	
Northbound	674	643	-4.8%	na	na	А	6	1	В	\$390,000	75%	\$292,500	No	
Southbound	643	602	-6.8%	Α	10	Α	6		A	9				
19 Kellogg Street & Metaline Avenue	1240	1519	18.4%						A	7				
Eastbound	41	41	0.0%	D	29	F	75	-Install a signal		2				Install Signal
Westbound	105	199	47.2%	D	26	F	80			\$390,000	75%	\$292,500	No	
Northbound	534	572	6.6%	Α	9	A	9			0	1370	¥232,300	110	
Southbound	560	707	20.8%	Α	9	A	10			6				
20 Kellogg Street & Deschutes Avenue	1684	2141	21.3%	_			2.42			27				
Eastbound Northbound	410 569	529 771	22.5% 26.2%	В	52	В	242	-Install a signal		2 \$585,000	750/	¢420.750		Install Signal
Southbound	705	841	16.2%	na	na	na	na	1		2 \$585,000	75%	\$438,750	No	Integrate with Rail
	3678				_		44							1
21 Kellogg Street & Clearwater Avenue Eastbound	1048	4092 1066	10.1%	C B	33	C	29	Add a second southbound left true less		9				SB Left Turn
Westbound	1233	1318	6.4%	С	32	D	37	-Add a second southbound left-turn lane		17				Signal Modificatio
Northbound	348	404	13.9%	D	40	F	68	-Signal modification		\$453,800	20%	\$90,760	Yes	Signal Woullicatio
Southbound	1049	1304	19.6%	D	46	E	55	1		32				
24 Edison Street & Metaline Avenue	1806	2023	10.7%											1
Eastbound	100	223	55.2%	D	26	F	114	-Add a refuge area for left-turns from Edison St.	С	25				Striping Only
Northbound	725	772	6.1%	В	11	В	12	Add a refuge area for fert turns from Edison St.		2 \$26,000	55%	\$14,300	No	' ' '
Southbound	981	1028	4.6%	na	na	na	na	1		na \$20,000	3373	Ţ: 1/300		
								Subtotal Costs - Tier 2 (TIF Eligible)		\$2,117,800		\$260,160		•
NOTES								Subtotal Costs - Tier 2 (Non-TIF Eligible)		\$2,041,000		\$1,688,050		
	voood City I OC throat-	de											1	
Movements highlighted in yellow with text in red and bold e Mitigation cost share calculations used critical approach yolu	•							Subtotal Costs - Tier 2 (Total)		\$4,158,800		\$1,948,210		

- #2) Mitigation cost share calculations used critical approach volume difference (cells highlighted in bold and orange) as the basis for all intersections except roundabouts, which used the overall intersection volume difference. Instances of increased Port share due to impacts identified only in the "Build" scenario and/or when LOS failure in No-Build" scenario involved simple, less expensive solution;
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COST ASSUMPTIONS (All costs estimates in 2016 dollars)

- Right-of-Way acquisition costs are included and assumed at \$12/SF
- Design costs are included and assumed to be 15% of construction costs
- Construction costs & construction management (including survey) assumed to be 15% of construction cost
 - One Lane Roundabout Construction Cost \$500,000
 - New Signal Construction Cost \$300,000
 - Adding New Approach Lanes Cost \$250,000
 - Adding Multiple New Lanes Per Approach Cost \$200,000

Subtotal Costs - Tier 2 (Total)	\$4,158,800
TOTAL PROJECT COSTS (TIF Eligible)	\$3,533,900
TOTAL PROJECT COSTS (Non-TIF Eligible)	\$2,366,000
TOTAL PROJECT COSTS	\$5,899,900

\$701,755
\$2,013,050
\$2,714,805
Port
Total Mitigation
Cost Estimate

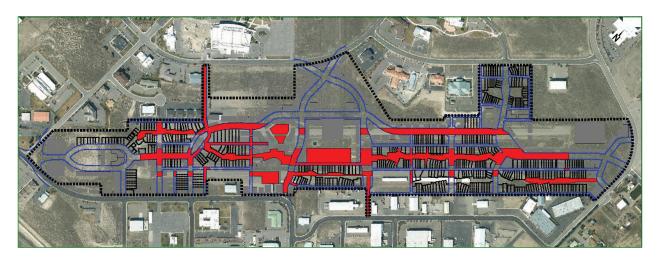
PAVEMENT REUSE

Originally conceived at the November 2014 charrette, the idea of reusing the pavement for streets, alleyways, and parking areas was investigated. Analysis prepared by the HDJ Design Group reviewed the pavement reuse concepts from both practical and feasibility perspectives. Runway and taxi lane base material, much of which was established rapidly in 1942/1943 for the U.S. Navy's purposes, does not comply with the current City criteria for public rights-of-way (design loads for commercial streets require supporting 100,000-plus pound emergency services vehicles, such as fire trucks).

However, the report recommends considering reuse of the pavement and base material when developing the new roads within Vista Field. Some of the materials used for taxi-lanes construction after 1970 may be suitable with crack sealing and overlays for utilizations in parking lots. Some of these taxi lanes could also potentially meet the criteria for retention in alleyways, however, the overall Vista Field design involves substantial excavation of the alley alignments for placement of utilities and storm drainage.

The existing 38-acres of asphalt surface cannot simply be reused in place with a simple crack and seal coat. But these existing pavement improvements are still an asset to the Vista Field redevelopment. Any material that is ground or pulverized, and reused on-site, is environmentally responsible and reduces costs by avoiding the import of new material; and reuse of the general alignment reduces costs associated with grubbing and grading raw land.

The map below highlights existing pavement alignments retained in the Vista Field redevelopment plan.



Vista Field Redevelopment Reuse of Runway & Taxi-Lane Alignments

HOUSING AFFORDABILITY

The Vista Field project involves approximately 1,100 residential units including rental apartments, condos with ownership options, and attached single family housing. The focus on placemaking adds value to the area when appropriately applied. As the vibrancy at Vista Field builds into a desirable urban center, the demand to live in the neighborhood and a corresponding escalation in values is anticipated. Inherent price variations would exist due to unit sizing; therefore, some range of options will exist. However, most urban areas have seen the values of desirable places escalate based upon place, not square footage of the unit, which can leave many out of the market.

Assuring all income spectrums have a place in Vista Field could mean less than maximum value is extracted from each square foot of residential construction. Market demands solely driving the type and size of each unit likely would result in sale and lease rates at the upper end of the current housing market range, well beyond the median household price point.

The mixed use nature of the New Urbanism model at Vista Field will integrate different unit types, sizes, and values, block by block and within each building. A separate silos mentality where all one of type of housing/price point is in Building A and another type/price point is in Building B is not what is being discussed and is contrary to the entire concept of mixing uses.

The Port Commission formally decided in its Resolution 2015-22 that steps should be taken to assure that housing within Vista Field is affordable to all within the community. Engineering a solution before housing disparity becomes a problem involves applying lessons learned from other urban communities. The solutions to this likely future problem have yet to be established, however this concern is identified and would be addressed as Vista Field blossoms.

CULTURAL & HISTORIC PRESERVATION

Cultural and historical preservation considerations at the site were addressed in the 2012/2013 FEIS process. The conclusion drawn at that time was further review and study was warranted before construction began. Therefore, in summer 2016, SWCA Environmental Consultants (SWCA), working in conjunctions with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), was tasked with completing a Cultural Resources Assessment of the Vista Field project area encompassing the entire 103-acre site. This effort involved identification and evaluation of significant archaeological, built environment, landscape, and traditional use resources. The assessment stated if any significant resources are found, the Port of Kennewick will assess potential project impacts, and offer recommendations for management or mitigation.

Background research initially included a review of recorded archaeological and built-environment resources in the project vicinity held by the Washington Department of Archaeology and Historic Preservation, as well as previous geotechnical studies conducted in the area. The CTUIR and the Yakama Nation were contacted to determine if they had concerns about cultural resources in or near the project area. The project historian also initiated a review of federal records on Vista Field held at the National Archives and Records Administration in Seattle; and visited various other repositories around the region, (including the University of Washington Libraries, Washington State Archives in Bellevue, Olympia, and Ellensburg, East Benton County Historical Society, Washington State University Tri-Cities, Benton County Assessor, and Mid-Columbia Libraries), to locate additional primary materials, photographs, maps, newspapers, and other materials related to the early ownership, land use, and historic development of the project vicinity.

SWCA partnered with the CTUIR Cultural Resources Protection Program to conduct an archaeological survey. The archaeological team conducted a pedestrian survey and excavation of 47 shovel probes between October 4 and October 6, 2016. Project staff recorded detailed notes on standard field forms of shovel probe content and sediments encountered. The probes contained very little cultural material, with all identified material occurring near the surface or within very disturbed soils.

No significant prehistoric or historic cultural remains were found. Elements of the airport that were less than 50 years old were also noted across the project area, including utility boxes, lighting fixtures, concrete footings, aircraft tie downs, and asphalt paving, but no evaluation was necessary.

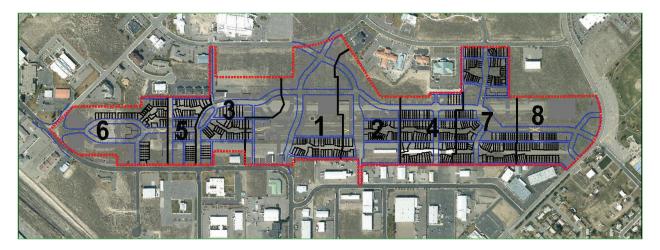
The SWCA architectural historian also visited the site to further assess historic buildings, structures, and features in the project area. The recorded structures included T-hangars (A and B), corporate hangars (A and B and C) as well as the remaining pieces of steel matting at the site (aircraft carrier practice flight deck). The steel matting is likely a rare example of a prototype matting field tested at a naval training facility. The matting was meant to be a portable feature at the site and has consequently been moved. Therefore, retaining elements of this resource in the current locations is not a concern. Also recorded, were portions of decommissioned Runway 2/20, which was originally built during World War II and was not included in the previous archaeological site form for Vista Field. None of the hangars were significant based on National Register of Historic Places criteria and the historian recommended them not eligible.

IMPLEMENTATION STRATEGIES

PHASING

Economic analysis of this project indicated full build-out of the site would occur over a 20-year period. Phasing of the project is necessary from both a capital availability and market demand perspective. And phasing is just as important from a vibrancy standpoint. Developing compact phases allows concentrating activities to a central area upon which the urban feel can be established. Opening up a large segment of the site could result in individual developments occurring sporadically throughout Vista Field without yielding an initial, interconnected urban feel.

The 103-acre site is envisioned as eight phases, with Phase 1 identified as being the core of the site. Rather than work towards the best piece over time, it was determined that building an urban place in a presently vacant area required selecting and investing in the segment that provides the best opportunity for vibrancy from the onset. The simple principle being that each and every subsequent development adds vibrancy to the neighborhood and builds momentum for the next development.



Vista Field Redevelopment Proposed Phasing

Starting Phase 1 in the middle of the property has many benefits. Essential cross-runway roadway and utility connections can be established from the onset, which will forever alter the feel of the entire Vista Field area. No longer will the runway and fencing be a mile-long barrier, which existed for 30 years before Columbia Center Mall was constructed in the early 1970s. Necessary utility connections, which establish redundant loops in the water system and secondary electrical service routes, are also a benefit of starting at the center of the site.

Phase 1 contains sites for public and quasi-public improvements identified as crucial in establishing an urban core. Sites for the eventual central plaza and gathering place, comprising approximately 2.5 acres, as well as areas for an urban water course, tying the remodeled aircraft hangars to the central plaza, are included in this phase. Additionally, the site for the privately-funded, 800-seat performing arts center (Vista Arts Center) proposed by the Arts Center Task Force is included in the Phase 1 development.

Proximity to desirable surrounding land uses is yet another benefit to starting in the core of the site. The daytime population of the nearly 600,000 square feet of industrial and warehouse uses directly to the southeast of the site, provides significant daytime populations in the immediate vicinity; affording great prospects for restaurants. Directly to the northwest, the Public Facilities District, when active, involves hundreds and at times thousands of people adjacent to Vista Field—creating options for those seeking experiences before, during and after events scheduled at the Three Rivers Convention Center/Toyota Center.

Another benefit of starting in the middle, is the flexibility to add subsequent phases building upon that established core. The phase map (see map on previous page), identifies logical expansion units, each building upon connections to Phase 1 and that existing street network. Although numbered from Phase 1 to Phase 8, the approximate boundaries should receive more consideration than the number assigned. Other than leapfrogging over vacant ground to start another phase, the development will progress from the center to the edges. However, the sequencing may be shifted to accommodate market demand. Surely lessons will be learned from each phase and then applied as the project evolves.

Due to the mixed-use nature of the underlying UMU zoning, each phase contains the potential for all types of uses. Segments of the site abutting existing, higher traveled roadways (southwest and northeast segment) are better positioned to accommodate commercial uses servicing both the Vista Field site and overall area. Other phases, with less prominent exposure, are oriented towards residential developments in varying densities. While some phases seemingly appear best suited and/or predetermined to become condo or apartment areas, it is important to remember an intermixing of uses is fundamental to the success of this urban project.

The land use table on the following page was generated based upon the overall site development scenario that was previously established being applied to the master site plan. The square footage and residential unit counts should be considered estimates, not absolutes.

LAND USE & BUILDING SIZE BY TYPE & PHASE

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	TOTAL	
Residential Single Attached (small lots)	45	60	55	105	40	50	85	55	495	Units 1
Residential Condo	50	20	10	15	25	50	50	30	250	Units 2
Residential Apartments (low-rise)	75	40	50	0	0	85	50	50	350	Units 2
Single Family Building	90,000	120,000	110,000	210,000	80,000	100,000	170,000	110,000	990,000	SF 1
Residential Condo Units	50,000	20,000	10,000	15,000	25,000	50,000	50,000	30,000	250,000	SF 2
Residential Apartment (low-rise)	75,000	40,000	50,000	0	0	85,000	50,000	50,000	350,000	SF 2
Dwelling Units	170	120	115	120	65	185	185	135	1,095	Units
TOTAL Multi-Family Building (SF)	125,000	60,000	60,000	15,000	25,000	135,000	100,000	80,000	600,000	SF
Commercial – Retail	35,000	15,000	10,000	0	5,000	40,000	10,000	40,000	155,000	SF
Commercial – Restaurant	20,000	15,000	10,000	0	0	15,000	5,000	10,000	75,000	SF 3
Commercial – Grocery	5,000	0	0	0	0	35,000	0	20,000	60,000	SF
Commercial – Office	100,000	75,000	20,000	5,000	5,000	65,000	30,000	20,000	320,000	SF
Performing Arts Center	45,000	0	0	0	0	0	0	0	45,000	SF 4
Neighborhood Civic	10,000	5,000	5,000	5,000	0	5,000	5,000	5,000	40,000	SF
Educational	25,000	0	0	0	0	20,000	0	0	45,000	SF
TOTAL Commercial/Institutional Building (SF)	240,000	110,000	45,000	10,000	10,000	180,000	50,000	95,000	740,000	SF
TOTAL Building (SF)	455,000	290,000	215,000	235,000	115,000	415,000	320,000	285,000	2,330,000	SF
Park/Open Space by Phase (SF)	100,000	30,000	41,000	3,000	1,000	24,000	22,000	52,000	273,000	SF

SUMMARY

Total Residential Units 1,095 Dwelling Units of which 495 are Single Family Dwelling Units **Total Multi-Family Buildings** 600 Multi-Family Dwelling Units 600,000 sq.ft.

Total Commercial/Institutional (SF) 740,000 sq.ft. **Total Mixed Use Buildings** 1,340,000 sq.ft.

Total Park 273,000 sq.ft. or **6.3 Acres** (does not include other open space plazas, community gardens, etc.)

Notes:

- 1 Average 2,000 sq. ft.
- 2 Average 1,000 sq. ft.
- 3 Average 3,000 sq. ft. 4 30,000 sq. ft. footprint plus mezzanine

FINANCING

The Port had considered simply obtaining necessary land use approvals and marketing the entire site to one master developer. However, after receiving recommendations from the VVTF, which were echoed by the public, the Port Commission concurred with the recommendation to proceed in the role of master developer. This decision required the Port to strategically sequence not only anticipated capital expenses associated with Vista Field redevelopment but also the impact of Port funded projects throughout the district. The Port positioned Vista Field as the number one priority when establishing districtwide planning and capital expenses for 2017 through 2026.

Phase 1 infrastructure, site amenities, and aircraft hangar remodel costs, are estimated at \$5 million. The Port is quite strong from a financial perspective with no existing debt and adequate reserves. However, the magnitude of the Vista Field improvements exceed the annual capital capabilities of the Port. The Port Commission had approached capital projects during the last decade with a pay-as-you-go approach, funding improvements only when financial resources became available, and the Port remains committed to that objective.

The Port concluded that initiating the Vista Field project required consideration of financing options. As a result, the Port is taking steps to secure the initial \$5 to \$7 million in estimated funding necessary to start the project. Beyond this initial financial investment, future Port-funded improvements at Vista Field will be dependent upon revenues obtained from the lease and/or sale of parcels improved in Phase 1.

Although this might seem to limit further expansion of the project, it truly functions to assure additional land is not brought online until warranted. This financial approach coincides with the phasing rationale of focusing development into a compact core and only expanding the project when development activity surpasses the availability of existing improved parcels.

Formation of a Business Improvement District or similar mechanism is another crucial component of the overall financing plan. Once completed, some improvements will be dedicated to the City (A & B streets) for perpetual maintenance, while other elements (water features, central plaza, custom lighting, and shared residential streets) would become the shared responsibility of all owners within the Vista Field area. Creating vibrancy in urban areas extends beyond the design of the streets and buildings, it also requires programming of the public spaces (live music, street festivals, art shows, family-oriented activities, etc.), and cooperative marketing is often necessary. This financing structure, separate from the Port, will be established in conjunction with developing Phase 1.

CONCLUSION

This Vista Field Redevelopment Master Plan honors the community's vision for an urban place, and provides a framework for transformation of the former airfield land into a walkable, bikeable, transitoriented town center with city-center-lifestyle amenities.

The concepts and details included in the master plan are the result of the community's substantial and valuable feedback, and a close collaboration between the citizens, Port, City of Kennewick, and Duany Plater-Zyberk & Company.

We are grateful for City staff's support and involvement in the planning process, and for their championing this unique development opportunity. City leadership and their staff worked cooperatively to evaluate potential impacts of the redevelopment vision; and then worked proactively to help create a viable plan long-term. Unquestionably, the master plan documents are stronger and more sustainable as a result of City involvement.

During the evaluation process, the Vista Field redevelopment concepts and assumptions were tested, and the Master Plan's sustainability validated. Consequently, it was ultimately determined that transforming the 103-acre Vista Field site will provide opportunities for positive returns to taxpayers and economic benefits to the region.

Appendix Documents Available Online at PortofKennewick.org/About/Vista-Field

APPENDIX A (Graphic-Based Resources)

- I. Vista Field Charrette Report (February 6, 2015), 110 pages
- II. Vista Field Project Pattern Language (February 9, 2015), 120 pages
- III. Design Precedents Library (September 16, 2016), 40 pages
- IV. Architectural Character Areas (September 16, 2016), 5 pages

APPENDIX B (Technical-Based Resources)

- I. Vista Field Transportation System Impact Evaluation Volume I (May 2016), 320 pages
- II. Vista Field Transportation System Impact Evaluation Volume II (May 2016), 66 pages
- III. Vista Field Cultural Resource Assessment (April 13, 2017), 75 pages
- IV. Vista Field Vision Scenario Impact Analysis (December 5, 2016), 10 pages
- V. Vista Field Master Plan Duany Plater-Zyberk & Company White Papers, 58 pages
- VI. Vista Vision Task Force Meeting Information (August 2014-May 2015), 125 pages
- VII. Vista Field Master Plan Comments Citizen Comments, 62 pages
- VIII. Vista Field Master Plan Comments Student Comments, 24 pages
- IX. Vista Field Pavement Reuse Analysis (June 11, 2015), 60 pages
- X. Vista Field Final Environmental Impact Statement Volumes I & II (March 8, 2013), 928 pages