

1. Agenda

Documents:

[JUNE 1, 2015 PLANNING COMMISSION WORKSHOP AGENDA.PDF](#)

2. Presentation

Documents:

[JUNE 1, 2015 - VISTA FIELD REDEVELOPMENT PRESENTATION.PDF](#)



KENNEWICK PLANNING COMMISSION

Notice of Planning Commission Workshop Meeting

The Kennewick Planning Commission will meet June 1, 2015, at 6:30 p.m. in the Kennewick City Hall Council Chambers, 210 W. 6th Ave for a workshop meeting.

(Workshop agenda below)

The Community Planning Department is pleased to inform you that all Planning Commission agendas, minutes and current meeting packet information are available to you through the City of Kennewick website:

www.go2kennewick.com

If you have comments or questions – please contact:

Gregory McCormick, AICP
Planning Director

509-585-4463

Workshop Agenda

1. Larry Peterson, Port of Kennewick – Vista Field Redevelopment Plan

Port of Kennewick

Vista Field Redevelopment

**Master Planning Progress Update
to the
Kennewick Planning Commission
June 1, 2015**



PORTofKENNEWICK
Open for Business!



VISTA FIELD REDEVELOPMENT

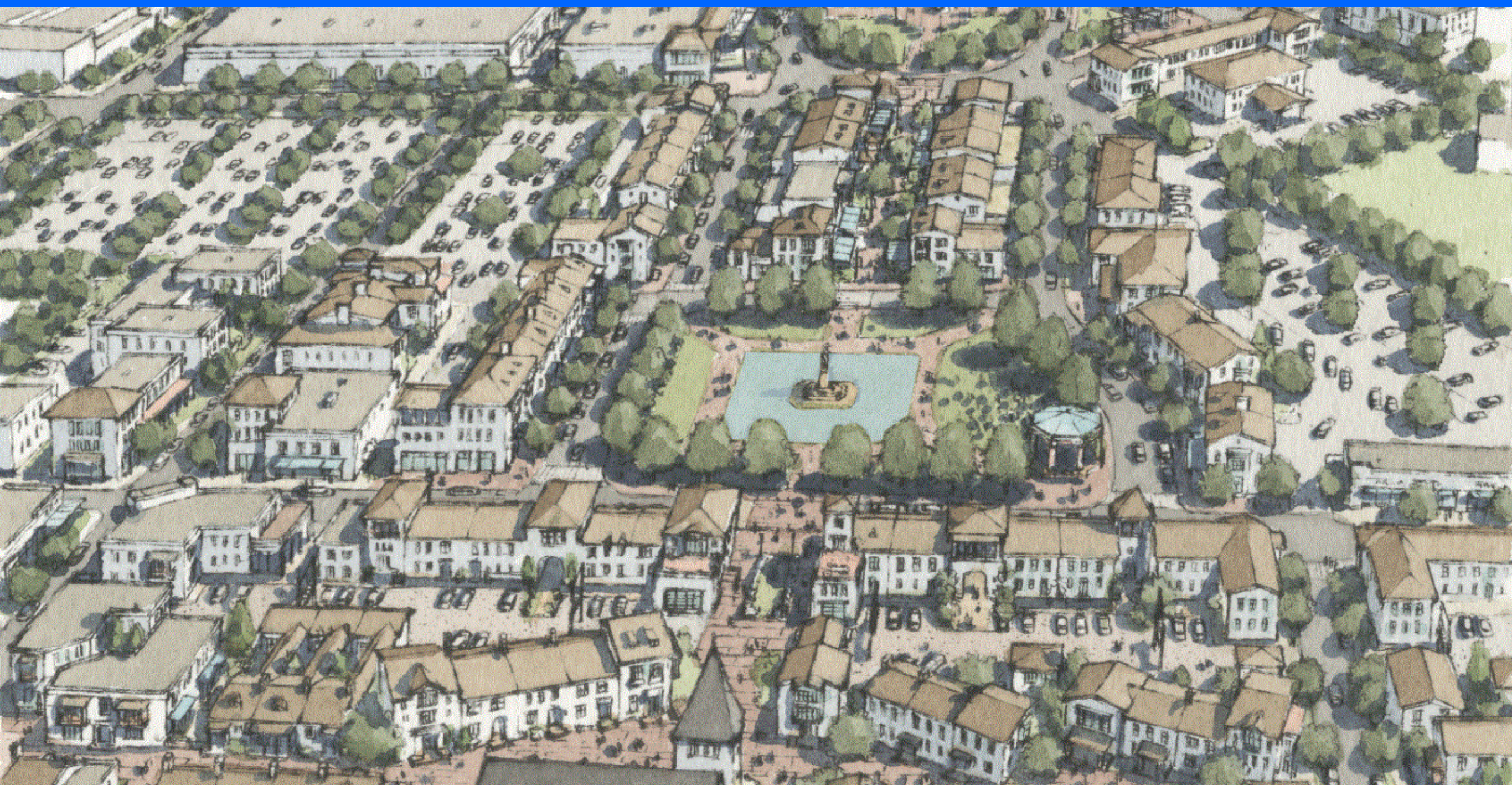
The UNIQUE Opportunity

- ❑ Site Located at the Commercial & Geographic CENTER of the Tri-Cities;
- ❑ 700,000+ s/f Columbia Center Mall Located ½ Mile away;
- ❑ Regional Shopping & Hotel Cluster Located in Immediate area (w/in ¾ mile);
- ❑ 6,000 seat Coliseum & Regional Convention Center Adjacent;
- ❑ 103 Contiguous Acres under Single “Debt Free” Ownership;
- ❑ 50+ Adjacent Acres under other Government entity Ownership (Partnerships);
- ❑ Located between 2 Freeway Interchanges;
- ❑ Municipal Utilities Sufficient to serve Redevelopment Surround the Site;
- ❑ Phase 1 Environmental Assessment Completed with “Clean Bill of Health”;
- ❑ Flat Land with NO Slope, Soils, Vegetation challenges;
- ❑ Zoning currently Allows Mixed use development (min/max of 80/20 mix);
- ❑ Council & Planning Commission have indicated Strong Support for Additional Changes & Revisions at the Project Evolves;

VISTA FIELD REDEVELOPMENT

The UNIQUE Opportunity

- ❑ Public Support NOT Opposition for Redevelopment;
- ❑ Public Asking/Demanding Creation of an Urban Core;
- ❑ Ingredients well aligned for “Place Making”
- ❑ Port Focused more on 20-year Outcome than Payment Today at Closing Table;
- ❑ Port Realizes Redevelopment will Only Occur with Substantial Private Sector Involvement;
- ❑ Private Sector Success (PROFIT) is Good for the Project;
- ❑ Public will Ultimately decide if the Project is Successful;



VISTA FIELD

Charrette II Report * DRAFT February 6, 2015

Duany Plater-Zyberk & Company
Prepared for The Port of Kennewick
Charrette: November 10-15, 2014

2014 charrette – working together to make a joined-up plan



Ownership map... a challenge to a “joined-up plan”



Ownership map... a challenge to a “joined-up plan”



Scale of Vista Field area compared to downtown Seattle (!)



Scale Comparisons

Portland, Oregon

Portland's block size, at only 200' x 200', is even smaller than that of Seattle. As a result, Portland's downtown is famously walkable, and popular with many visitors. By comparison, the Vista Field area block size is currently approx. 1,000' x 1,000', or **over 25 times larger**. This large block size has a major negative impact on walkability, a core feature of the most popular and vibrant mixed-use districts.

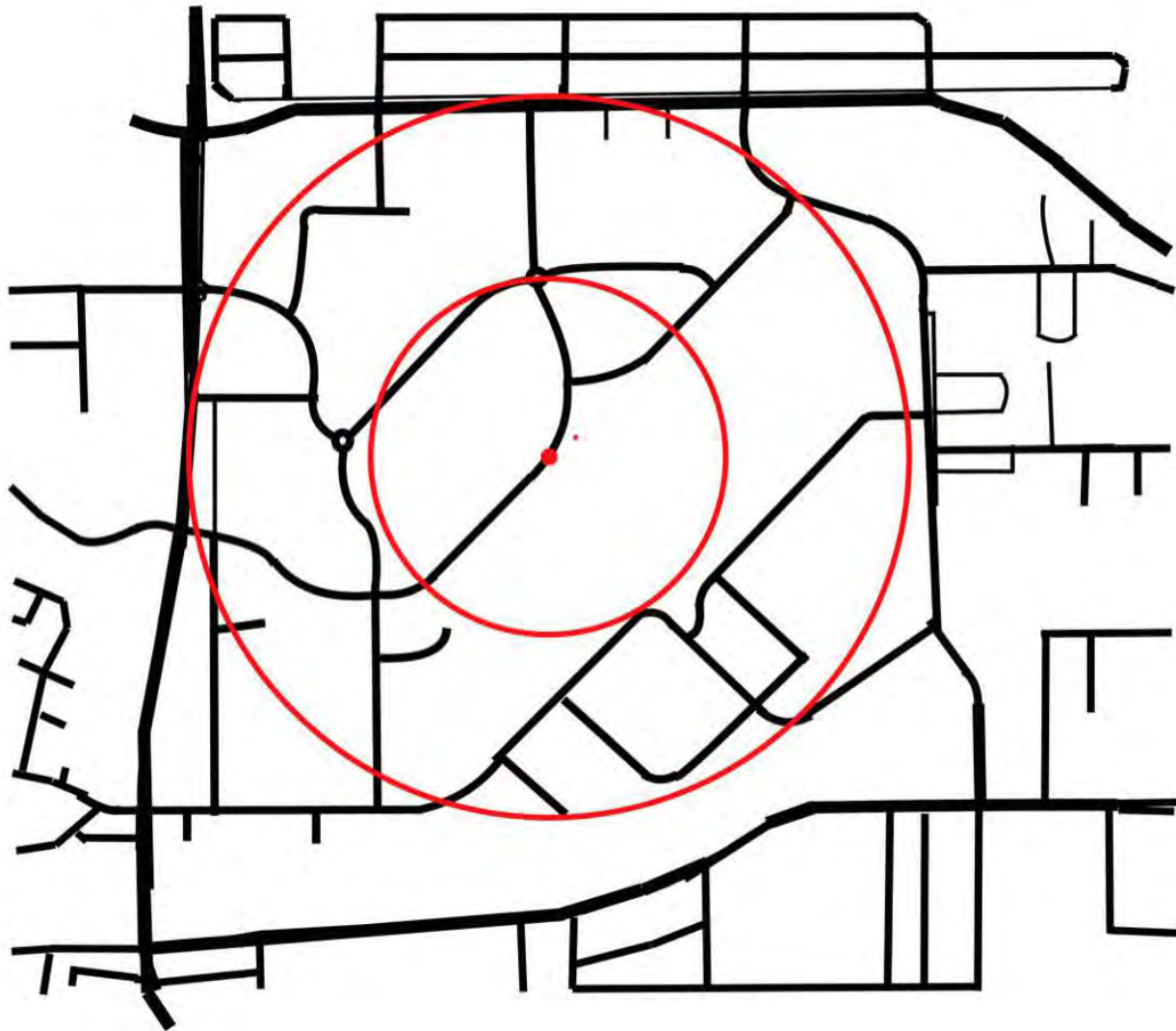
Portland and Seattle also have other features that contribute to walkability, including narrower streets, on-street parking, and buildings that line the streets with interesting architectural details and varied uses. Many popular new mixed-use districts also include these features. The new Vista Field development plan integrates a number of these desirable features as well.



Population: 583,776 (2010)
Density: 4,375/mi²

0' 200' 400' 800'

The bigger problem is the vicinity's “superblock” pattern

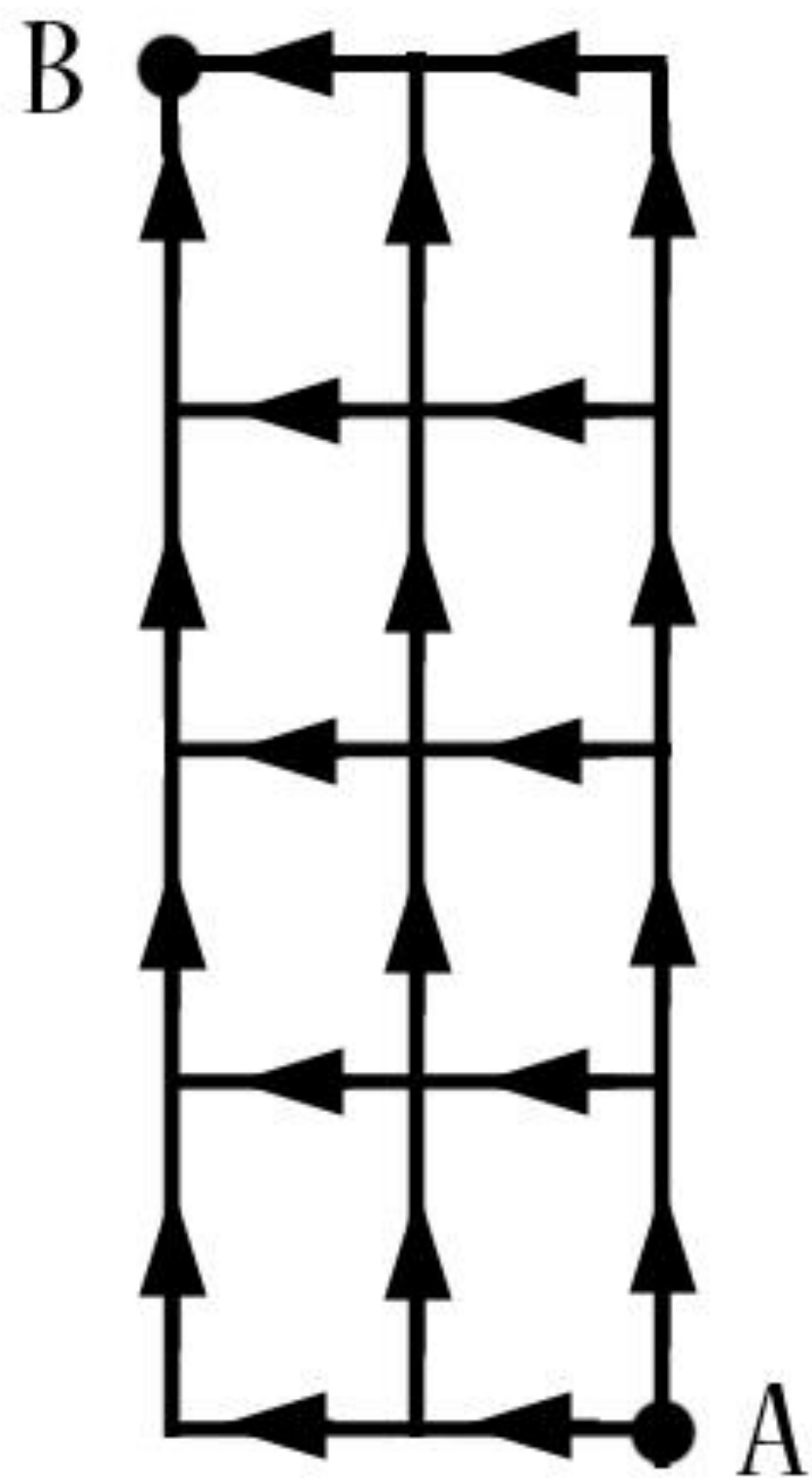


Vista Field vicinity

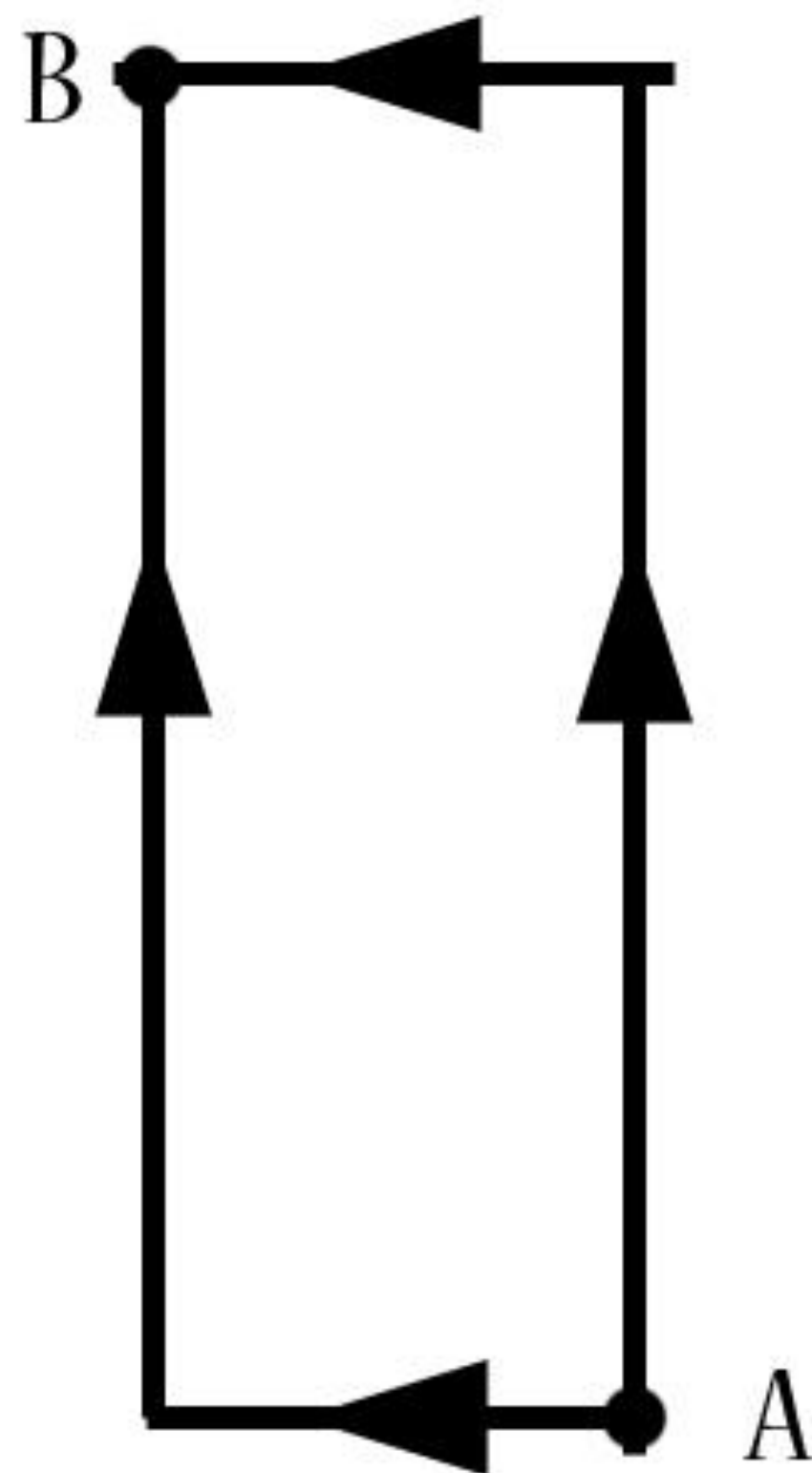


*Downtown Portland
(same scale!)*

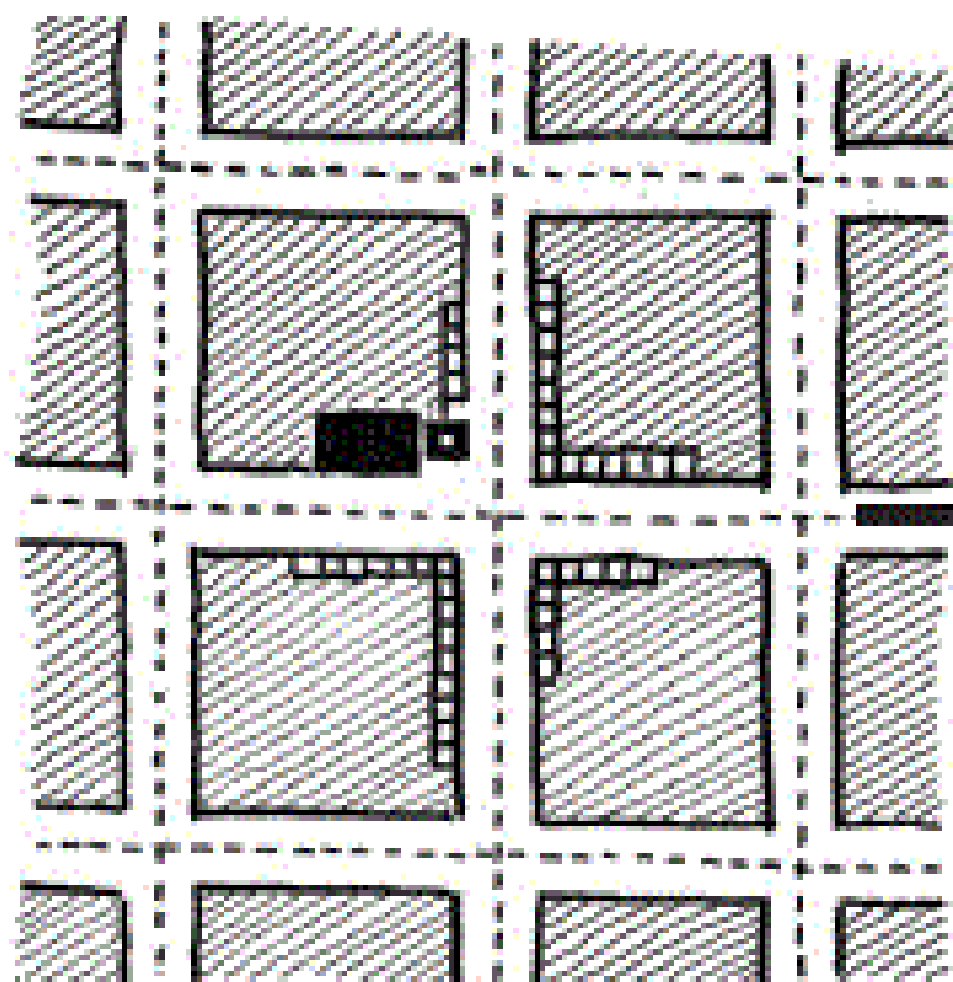
(Not the Port's issue... but perhaps we can work together to address?)



A Street Network:



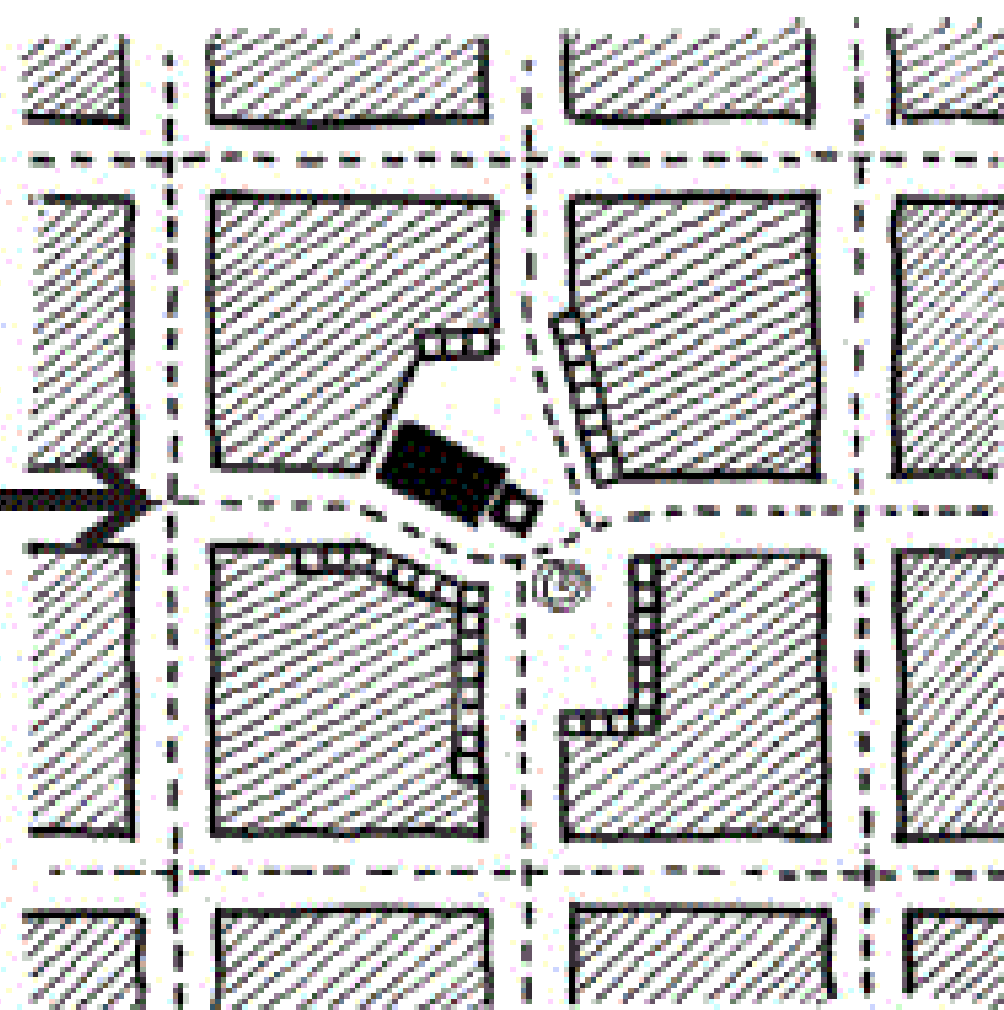
An Arterial System:



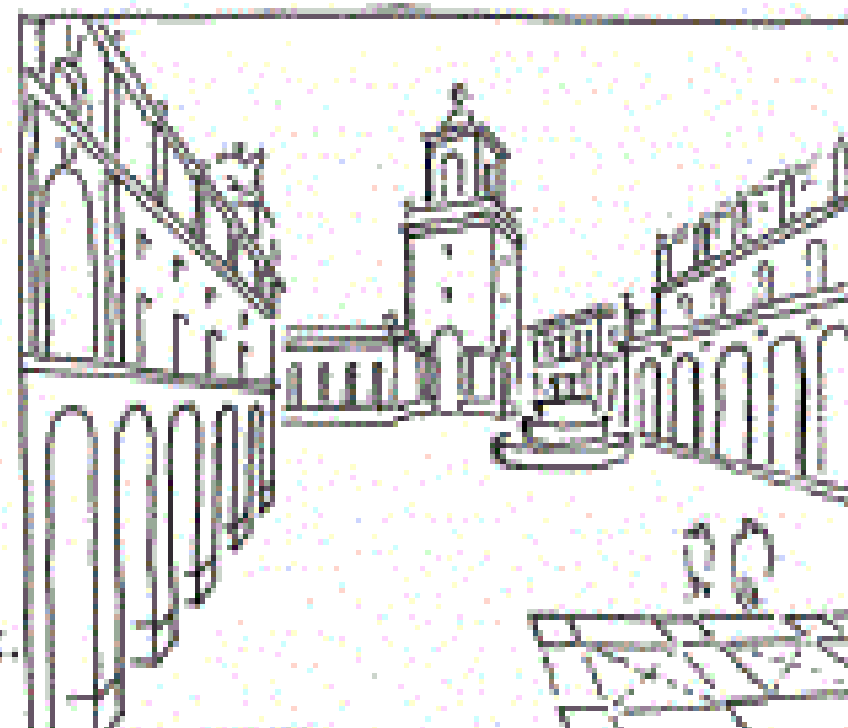
THE OLD FOUR CORNERS U.S.A



L.K.
09



THE NEW URBAN PIAZZA U.S.A



L.K.
09





River

240

Railroad

Gage Blvd

Canal Dr

Columbia Center Blvd

Grandridge Blvd

Center Pkwy

Grandridge Blvd

Kellogg St

Edison Street

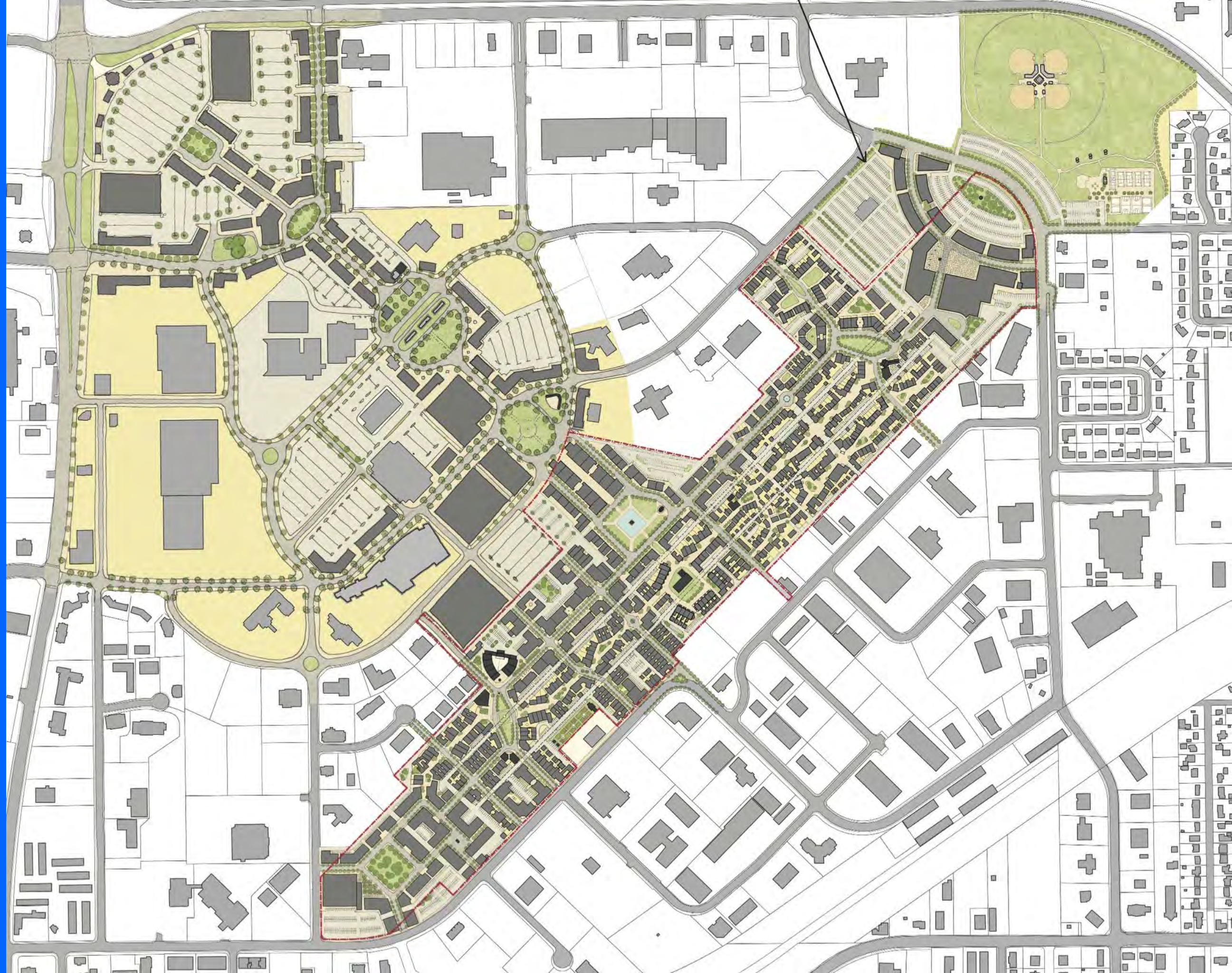
Step toe Street
No connections to Steptoe

Deschutes Ave

Railroad

Clearwater Ave

Google



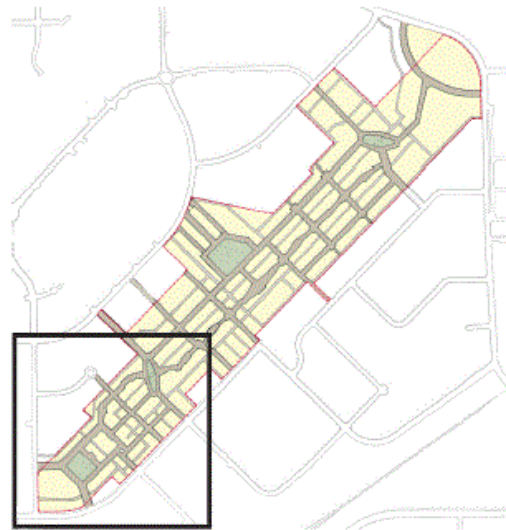
2014 Illustrative Master Plan Proposal

Sector 1 Detail

Sector 1, at the southwest corner of the property, features a central green (1) enclosed by a major commercial node with a potential grocery store (2) and/or other significant anchors. Unlike other large-format stores in the Tri-Cities, the front of the grocery and other retail businesses face the public green, and the bulk of parking is at the rear, screened with by buildings.

Further to the northeast, multi-family residential blocks have buildings that come up to the street edge and accommodate some of their parking within their interiors, while other parking occurs on the street. Proceeding north, these blocks give way to mixed single-family attached residential, live-works, and commercial uses.

Aligning with the centers of these blocks is an alley structure (3) that provides a "service band" – that is, it includes utilities, waste disposal, service delivery, garage access, and extra parking. This service band provides for a system of inexpensive utilities that are easily accessed for maintenance, and that are visually screened from the fronts of buildings and public spaces. (For more detail see pages 58-61.)



- 1 Public Green
- 2 Grocery Store
- 3 Service Band

- Private Lots
- Existing Building
- Building
- Civic Building
- Civic Green
- Sidewalk/Pedestrian Street
- Alley/Parking

0' 50' 100'



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.

2014 Illustrative Master Plan Proposal

Sector 1 Character Pegs

"Character pegs" are examples of the character drawn from other successful projects. They are not meant to be taken as literal examples, but the general character they exhibit is what is intended for the new area.

These precedents include other DPZ team projects in Texas, Florida and Oregon.

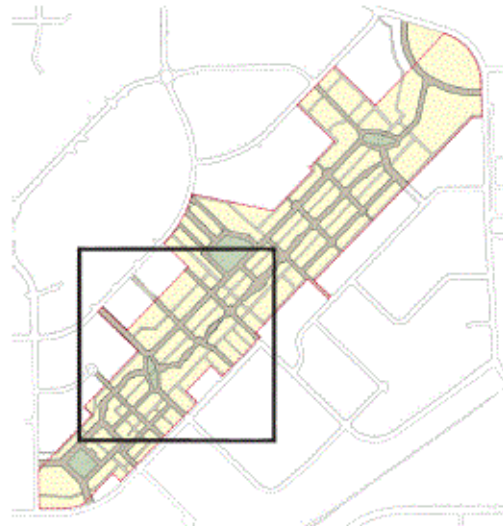


2014 Illustrative Master Plan Proposal

Sector 2-3 Detail

Sectors 2 and 3 show the mix of commercial, residential and civic uses, organized along two main street axes. The public green (1) is a crossroads of the pedestrian streets (tan color) and the more typical vehicular streets (gray color). To the north of this green is a potentially important civic site; this plan shows the proposed "Stage One" Performing Arts Center (see page 75 for more detail).

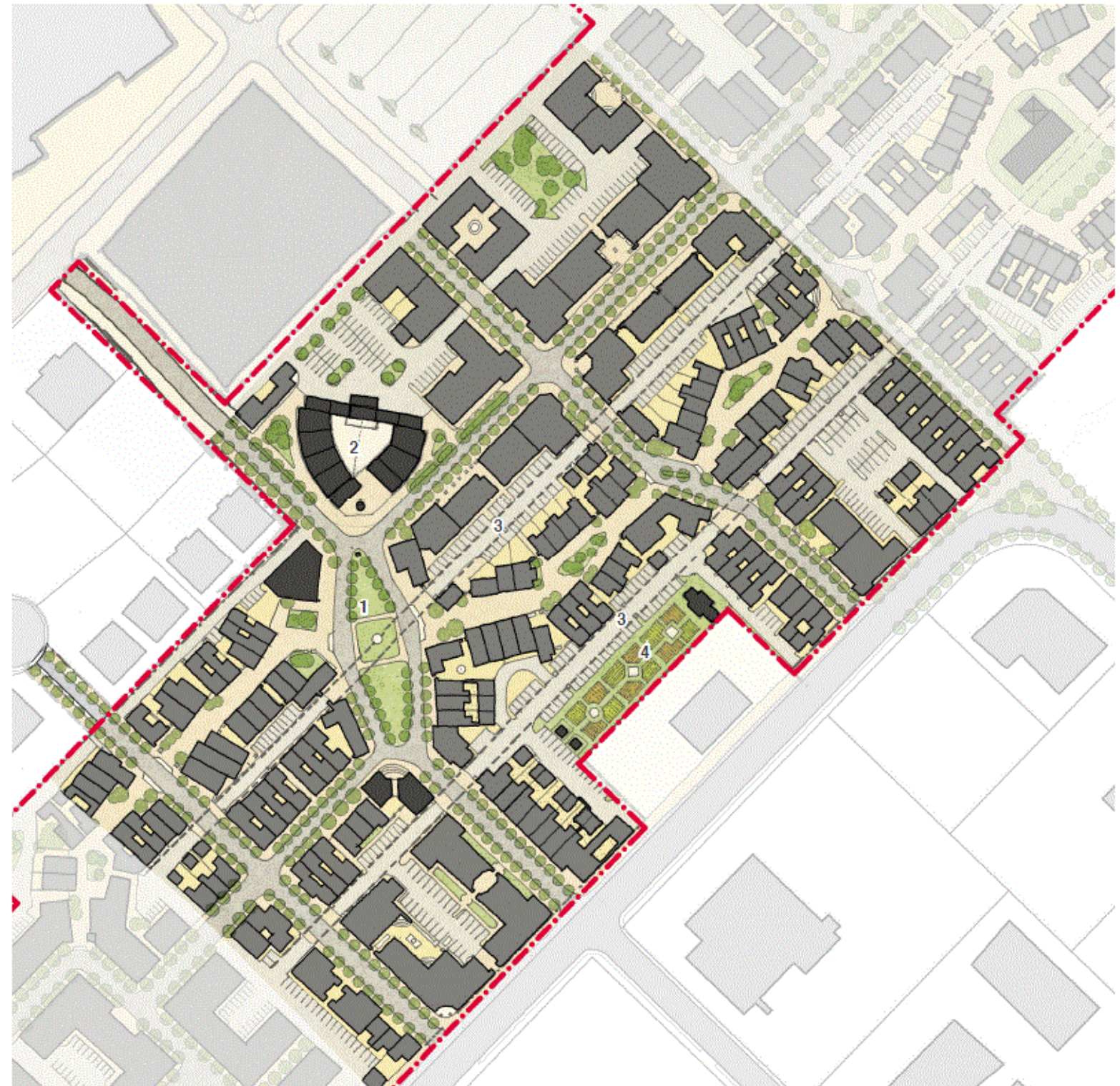
Also parallel to the street axes is the service band (3) providing utilities, waste disposal, service delivery, garage access and parking. Community gardens are also visible at the lower right.



- 1 Public Green
- 2 "Stage One" Performing Arts Center
- 3 Service Band
- 4 Community Gardens

- Private Lots
- Existing Building
- Building
- Olivo Building
- Olivo Green
- Sidewalk/Pedestrian Street
- Alley/Parking

0' 50' 100'



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.

2014 Illustrative Master Plan Proposal

Sector 2-3 Character Pegs

These DPZ projects in Colorado and Florida show an eclectic mix of architecture, a "picturesque" street type, and a fine-grained mix of public and private spaces, including gardens, pathways, streets and squares.



2014 Illustrative Master Plan Proposal

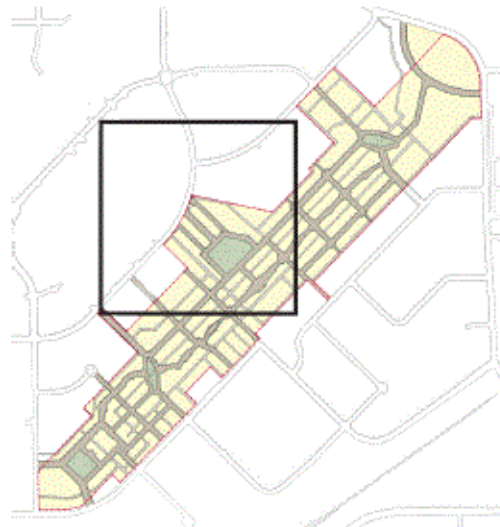
Sector 4 Detail

Sector 4 forms the central part of the Vista Field development, and the key connection to the northwest, the convention center, and shopping areas. This area may serve as the first phase of development, depending on pending cooperative arrangements with the Kennewick Public Facilities District and the City of Kennewick.

At the center, a public green (1) offers the ability to host community music events, festivals, sport events, and other activities. Adjacent spaces are suitable for seasonal markets, arts facilities, street fairs, a potential outdoor skating pond, and other elements called for by stakeholders (dependent on feasibility).

To the northwest, several blocks of restaurants, shops, and galleries form a key "market street" (2), and a connection to the convention center. This area is a vibrant node of evening activities for the region.

As in other sectors, parking is accommodated in shielded parking lots behind "liner" buildings, or on the street.



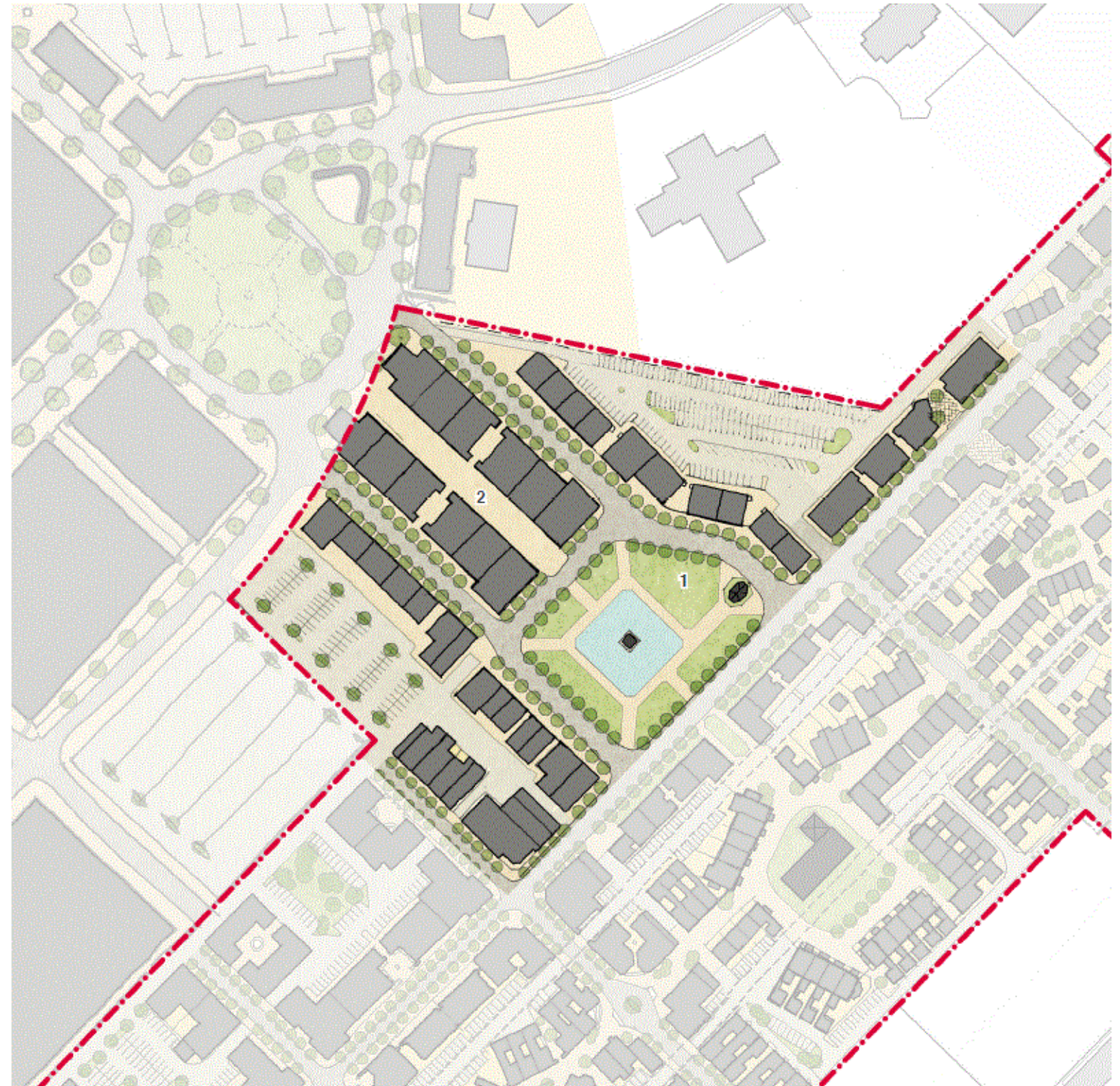
- 1 Public Green
- 2 Market Street

- Private Lots
- Existing Building
- Building
- Olvio Building
- Olvio Green
- Sidewalk/Pedestrian Street
- Alley/Parking

0' 50' 100'



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.







2014 Illustrative Master Plan Proposal

Sector 4 Character Pegs

These projects show the character of the intimate but lively retail and restaurant blocks, and the larger public green with ample space for a variety of activities.



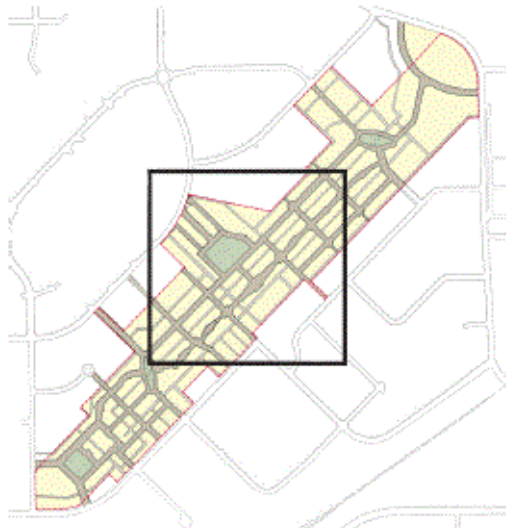


2014 Illustrative Master Plan Proposal

Sector 5-6 Detail

In the center is a public plaza space with a community building or chapel. This public space forms a terminating view from the picturesque streets that continue from Sectors 2 and 3. Behind these streets, the service bands (alleys) continue.

Further to the southeast is the existing industrial area, which is accessed through several vehicular connections.



- 1 Public Green with Chapel or Community Center
- 2 Service Band

- Private Lots
- Existing Building
- Building
- Olivo Building
- Olivo Green
- Sidewalk/Pedestrian Street
- Alley/Parking



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.



2014 Illustrative Master Plan Proposal

Sector 5-6 Character Pegs

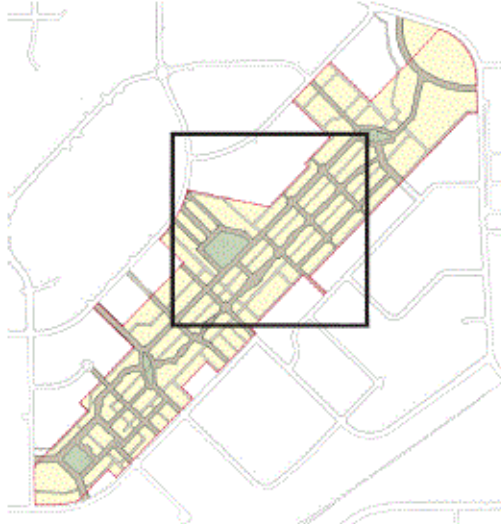
These precedents show the character of the retail streets, interspersed with small public spaces and "capillary courtyards" (see the Pattern Language).



2014 Illustrative Master Plan Proposal

Sector 7 Detail

This sector continues the street network, with a small public green (1) as well as the service band (2) through a typical mixed-use neighborhood. To the north-west, a main street continues from the large public green in Sector 4.5, and 6, fronted by ground-floor commercial, office, civic uses, and multi-family residential uses above.



- 1 Public Green
- 2 Service Band

- Private Lots
- Existing Building
- Building
- Olivio Building
- Olivio Green
- Sidewalk/Pedestrian Street
- Alley/Parking



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.



2014 Illustrative Master Plan Proposal

Sector 7 Aerial View

This overview drawing shows how Sector 7, like other mixed-use residential sectors, includes a mix of small apartment buildings, courtyard-style rowhouses, live-work rowhouses, commercial and civic buildings.

The streets curve and open into small "pocket parks," while the alleys run straight, following the alignment of the existing runway and taxiways.



2014 Illustrative Master Plan Proposal

Sector 8-9 Detail

Sectors 8 and 9 continue the street network and the service band through picturesque streets with small greens. A perpendicular street enters the "panhandle" area to the northwest, and provides a gateway to the existing Rio Grande Avenue.



- 1 Public Green
- 2 Service Band

- Private Lots
- Existing Building
- Building
- Olivo Building
- Olivo Green
- Sidewalk/Pedestrian Street
- Alley/Parking



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.

0' 50' 100'



2014 Illustrative Master Plan Proposal

Sector 10 Detail

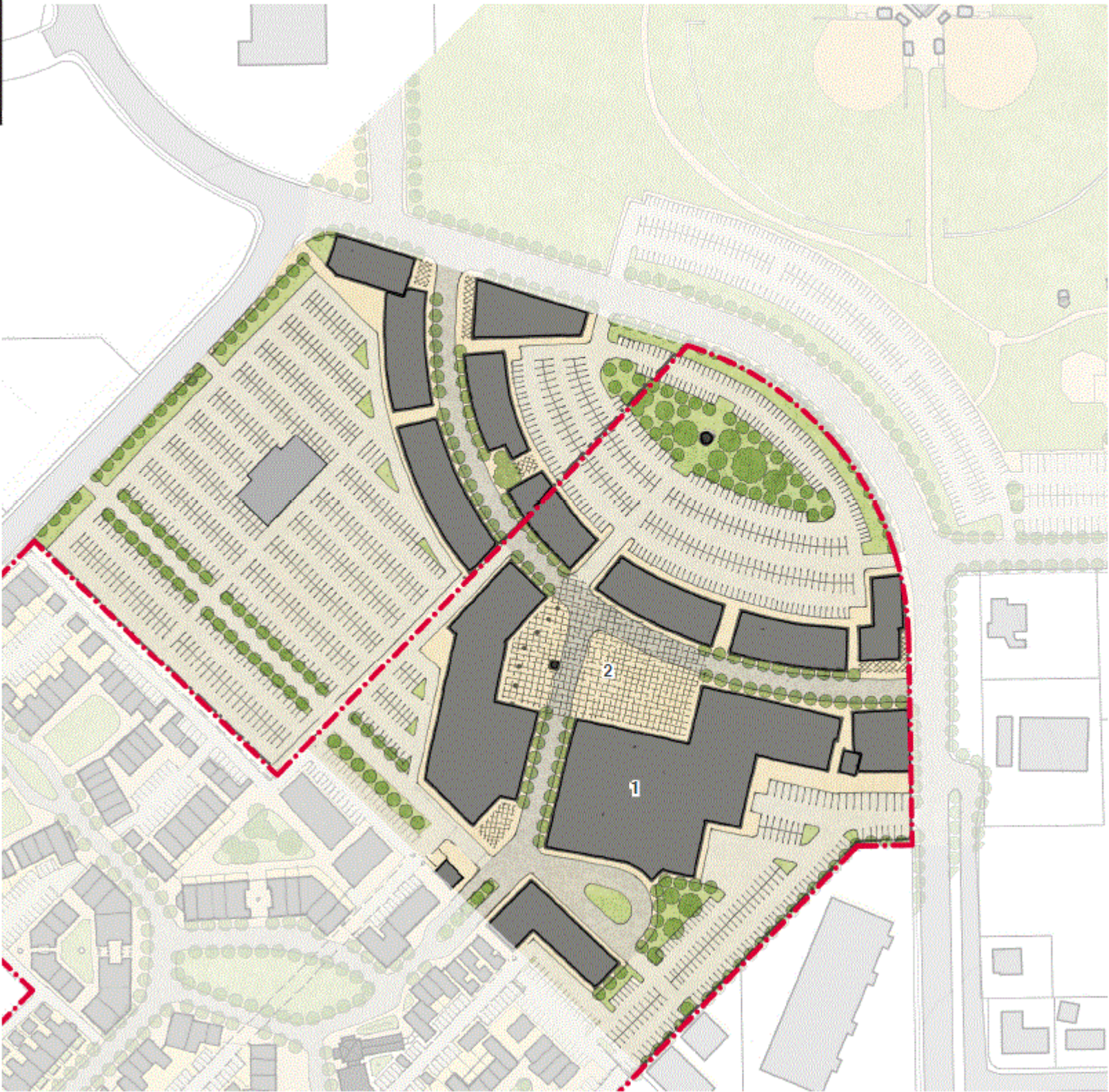
Sector 10 comprises the northeast end of the property, adjacent to Lawrence Scott Park. It forms another commercial and civic node, with a major civic use such as a possible second, larger Performing Arts Center (1) located on a major plaza (2). The square is at the center of a new curving street lined with commercial buildings. Parking is primarily behind the buildings, with some on-street parking.

This sector also accommodates a large amount of parking (provided within blocks and behind buildings) in anticipation of the demand generated by the PAC and other commercial uses in this sector.



- 1 Performing Arts Center
- 2 Plaza

- Private Lots
- Existing Building
- Building
- Olive Building
- Olive Green
- Sidewalk/Pedestrian Street
- Alley/Parking



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.

0' 50' 100'



2014 Illustrative Master Plan Proposal

Sector 10 Character Pegs

These precedents show an eclectic mix of cultural facilities, shops and markets, public spaces and public art.



2014 Illustrative Master Plan Proposal

Proposed Offsite Improvements

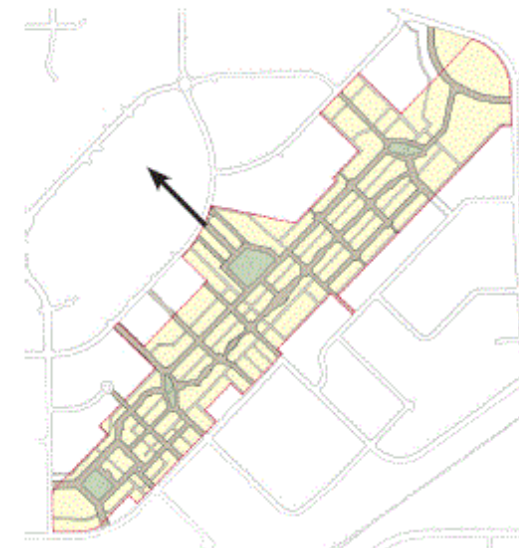
This drawing shows one way that the area to the northwest of Vista Field might be developed in a compatible character providing valuable connectivity to Vista Field, and providing mutual benefits to the convention center complex as well.

A new "gateway" at the high-traffic corner of Columbia Center Boulevard and Canal Drive draws visitors in to the heart of the district, flowing through a series of attractive civic spaces and greens.

The spine of this new northwest connective axis is pedestrian-friendly as well as bike- and transit-friendly. It passes through the current transit mall, and adjacent to the convention center.

Another pedestrian-friendly street passes in front of the convention center, perpendicular to the main spine, and intersects it at an attractive new civic green. A part of the convention center fronts onto this beautiful new civic space.

The new streets are designed to tie the area together, and to provide the most appealing, competitive package for the entire district.



- 1 Public Green
- 2 Market
- 3 Bus Terminal
- 4 Convention Center
- 5 Existing Hockey Arena

- Private Lots
- Existing Building
- Building
- Office Building
- Office Green
- Sidewalk/Pedestrian Street
- Alley/Parking

0' 100' 200' 400'



Note: Offsite connections to be coordinated with adjacent property owners, or modified as required.



THE ROTH
CONVENTION CENTER

AMERICANS

Illustrative Infrastructure and Transportation

Thoroughfare Assignments

This drawing shows the scheme of thoroughfare types, which are shown in more detail on the following pages.

The black line is the main commercial street, which follows the existing alignment of the north taxiway.

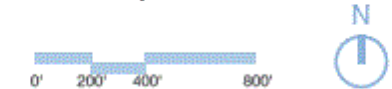
Green lines show other through streets.

Blue lines show low-speed "woonerf" streets, allowing a safe mix of cars and pedestrians (see p. 67).

Red lines show alleys and parking field corridors. These streets also accommodate utility lines.

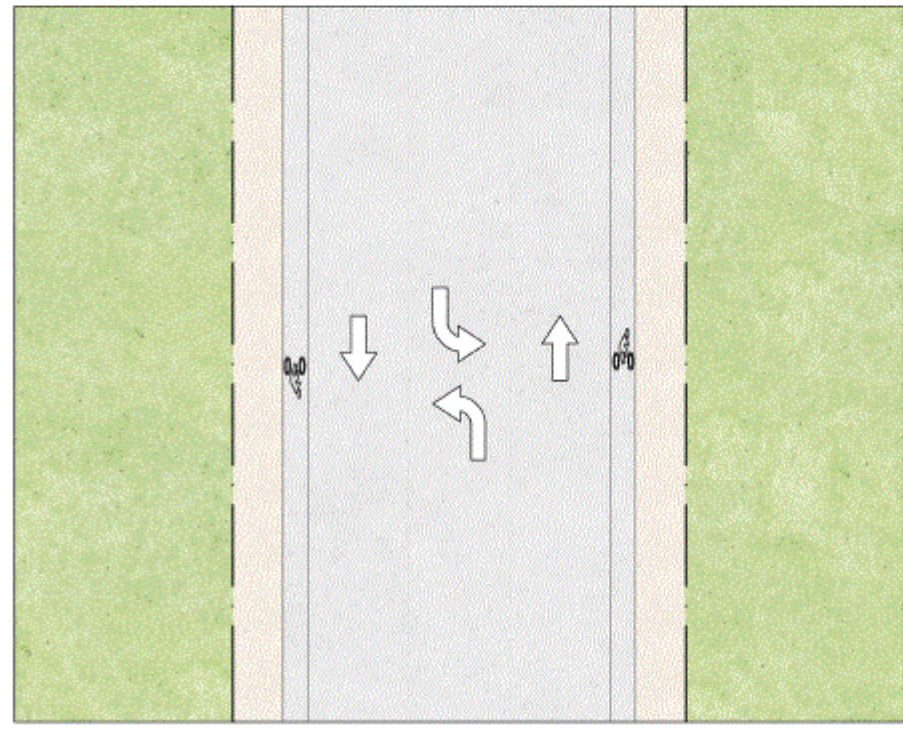
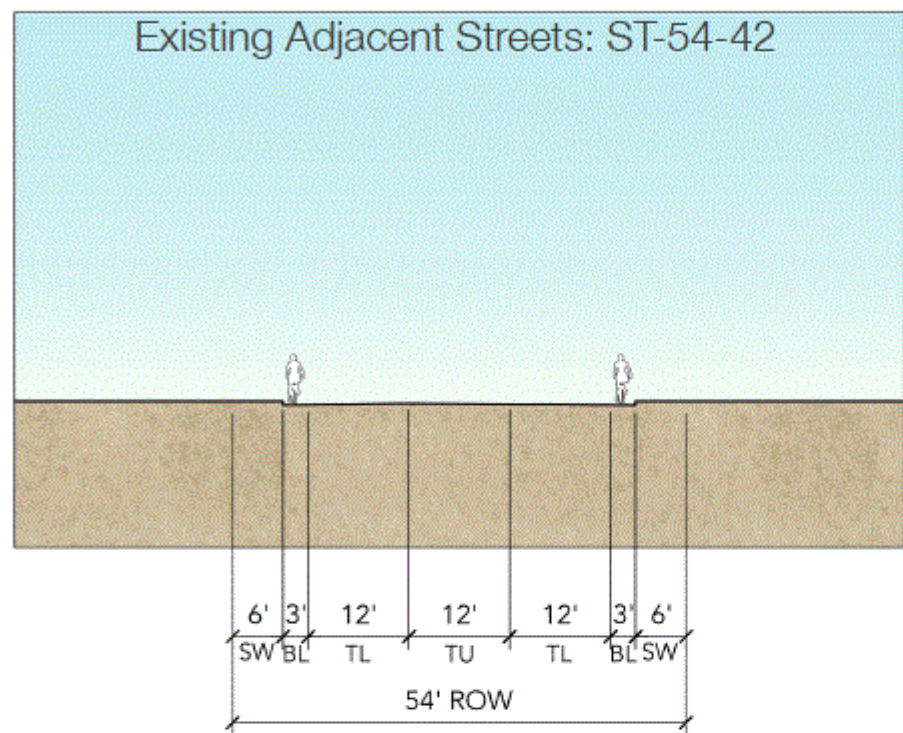
The street labels provide the right-of-way width and the paved area width. For example, ST-88-55 is a street with 88 feet of right-of-way and 55 feet of paved area.

- Commercial Street ST-88-55
- - - Special Commercial Street ST-88-60
- Through Street ST-70-32, ST-70-34
- - - Special Through Street ST-78-44
- Woonerf or Partial Woonerf
- Alley AL-24-24

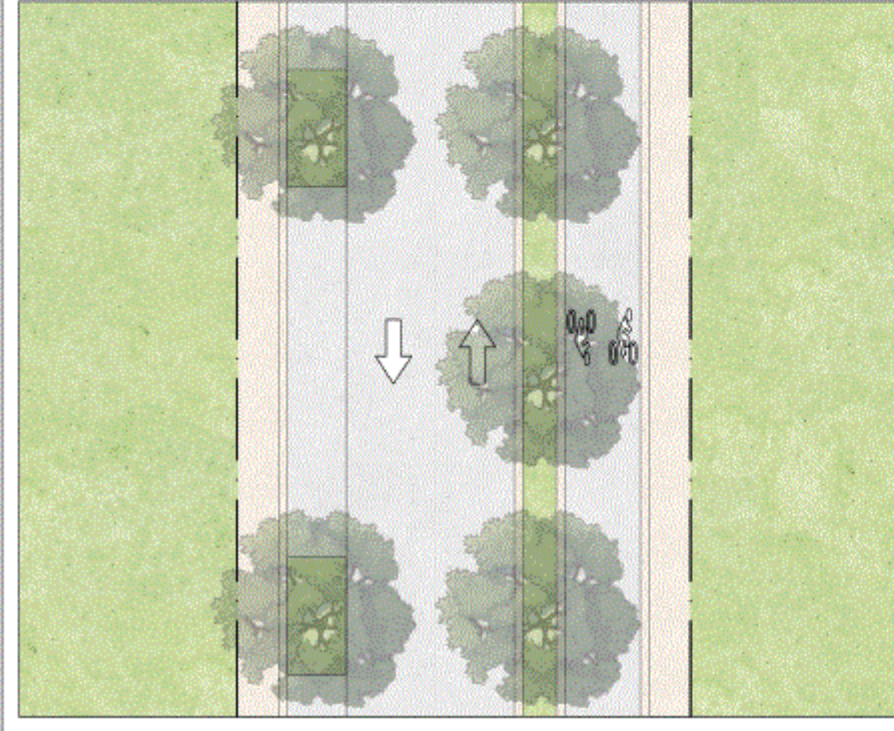
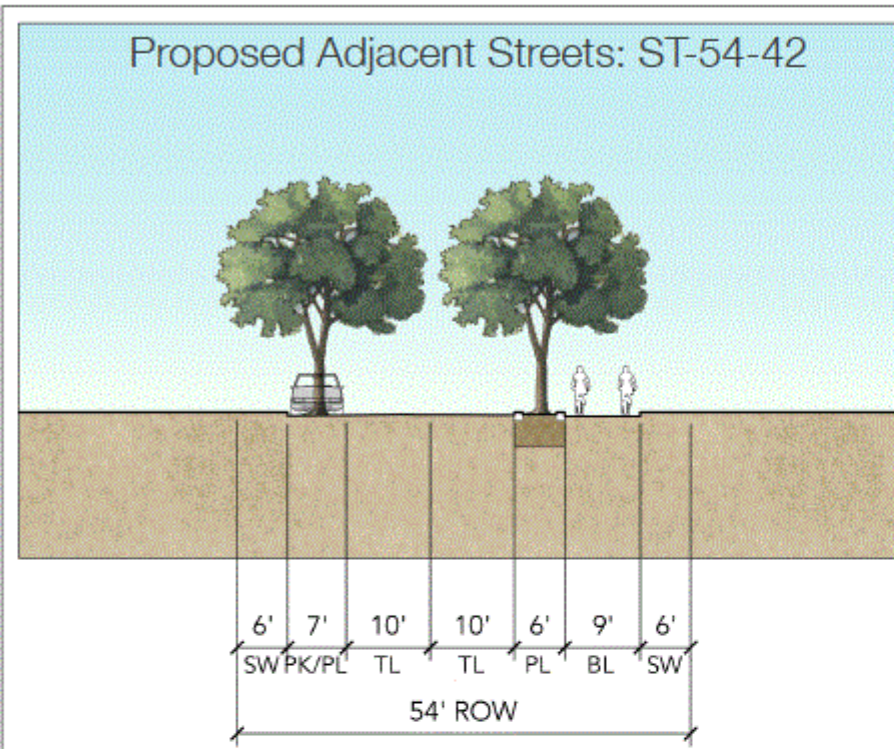


Illustrative Infrastructure and Transportation Street Sections

Existing Adjacent Streets: ST-54-42



Proposed Adjacent Streets: ST-54-42



Adjacent streets surrounding the Vista Field site are very wide and not friendly to pedestrians. The design team discussed with area stakeholders the opportunity to modify these streets to become more pedestrian-friendly. Alterations could include adding street trees, on-street parking and bike lanes. These alterations could result in a more walkable, attractive, competitive region for the Tri-Cities.

Illustrative Infrastructure and Transportation

Street Sections

These streets are designed to allow fluid movement of vehicles, while remaining safe and attractive to pedestrians. Their design specifications comply with professional standards including the Institute of Transportation Engineers' manual, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" (2010).

KEY:

SW = Sidewalk

PL = Planting Strip

PK = Parking Zone

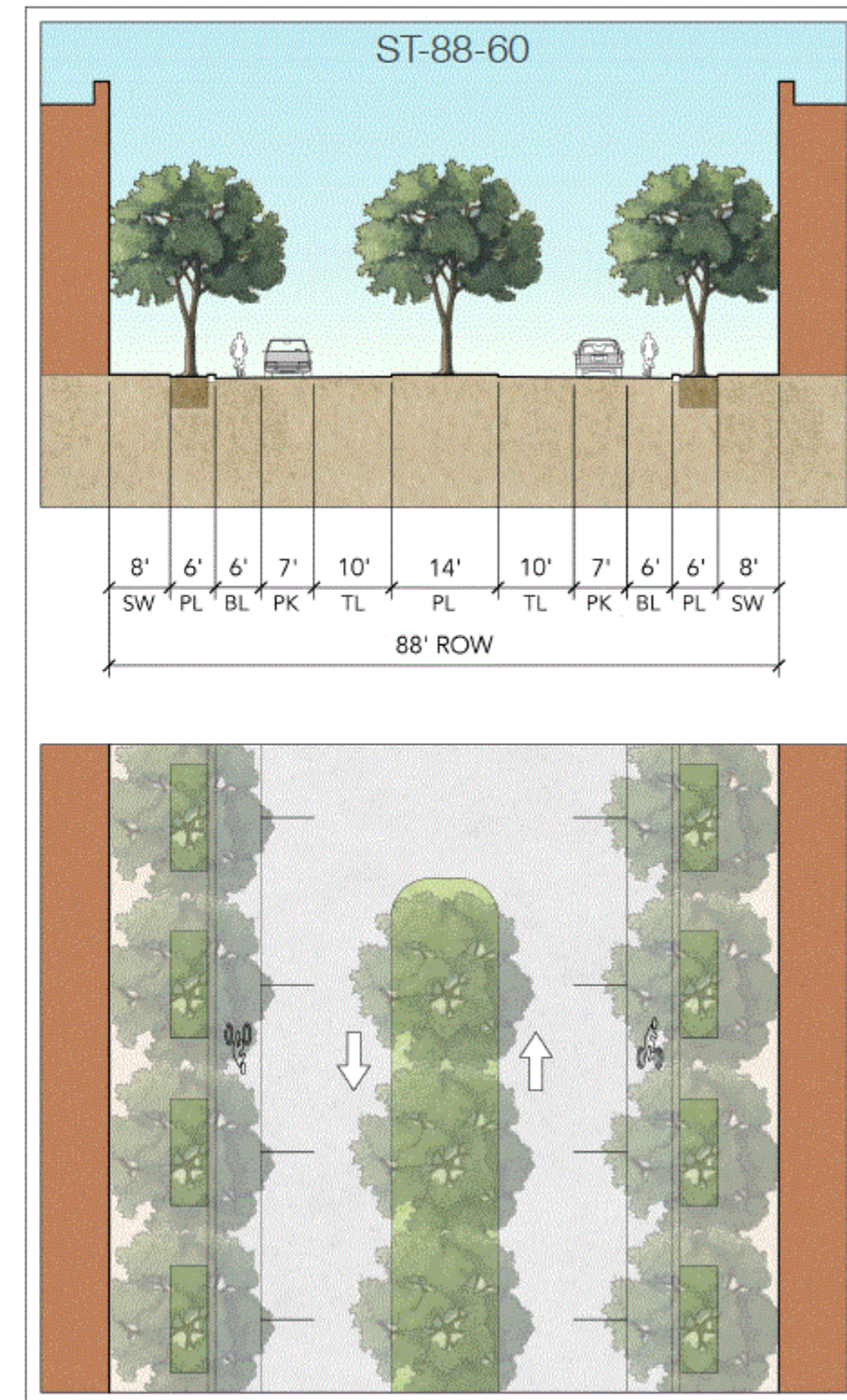
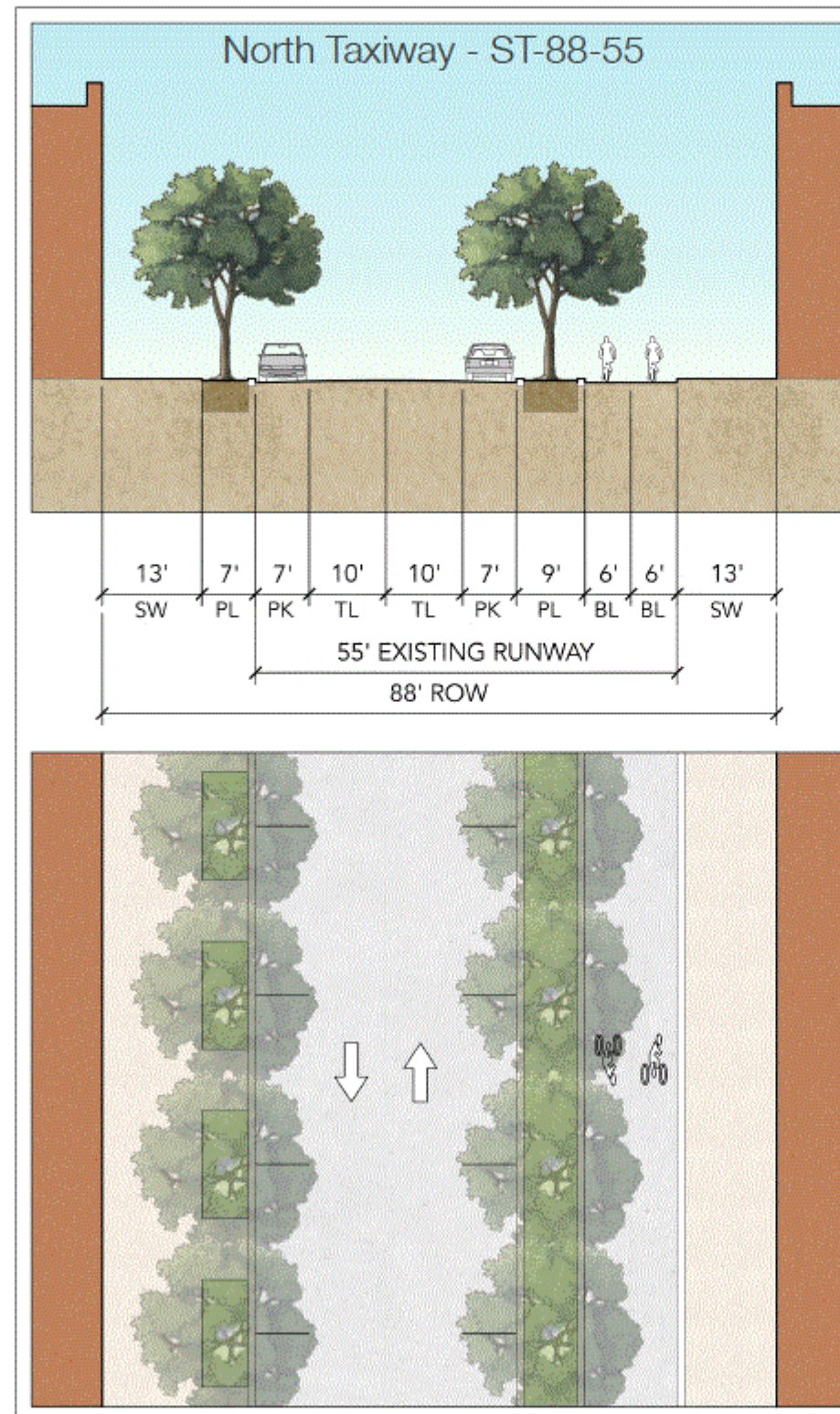
TL = Travel Lane

BL = Bike Lane

TU = Turn Lane

ROW = Right of Way

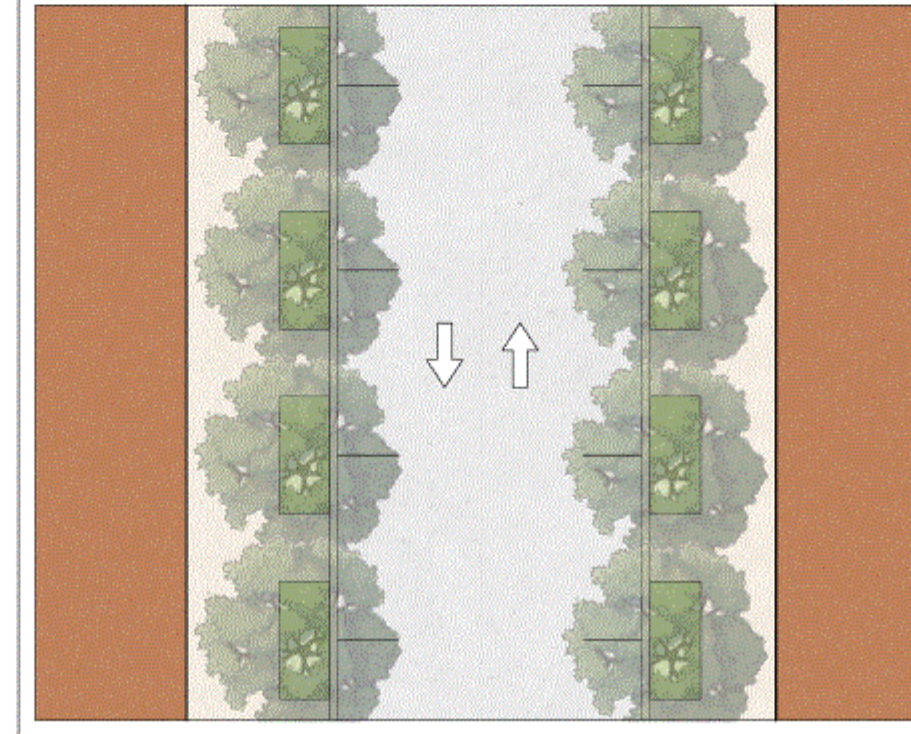
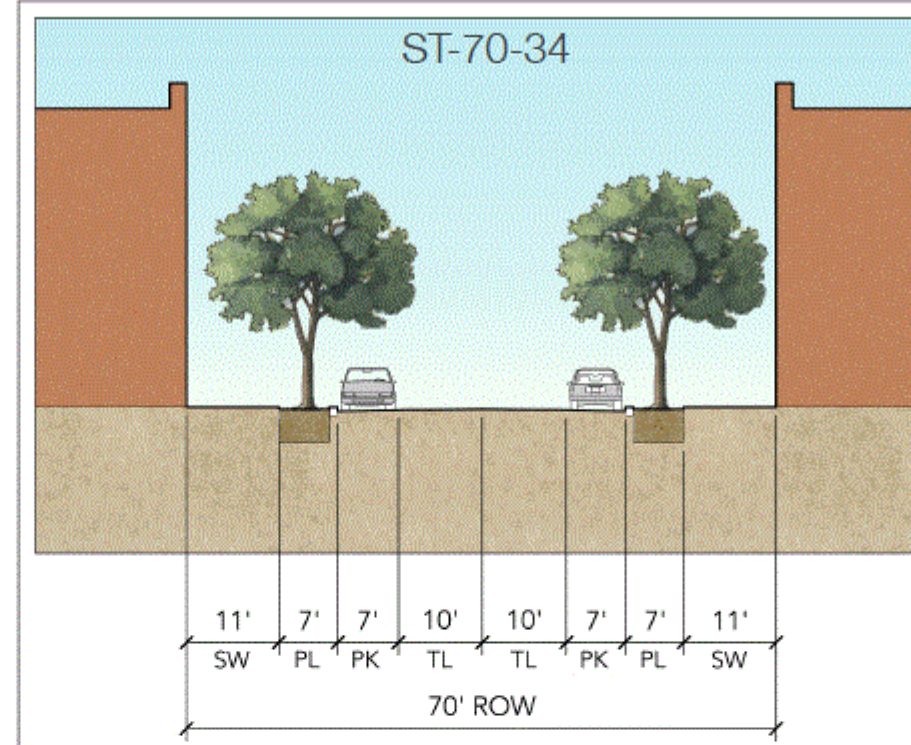
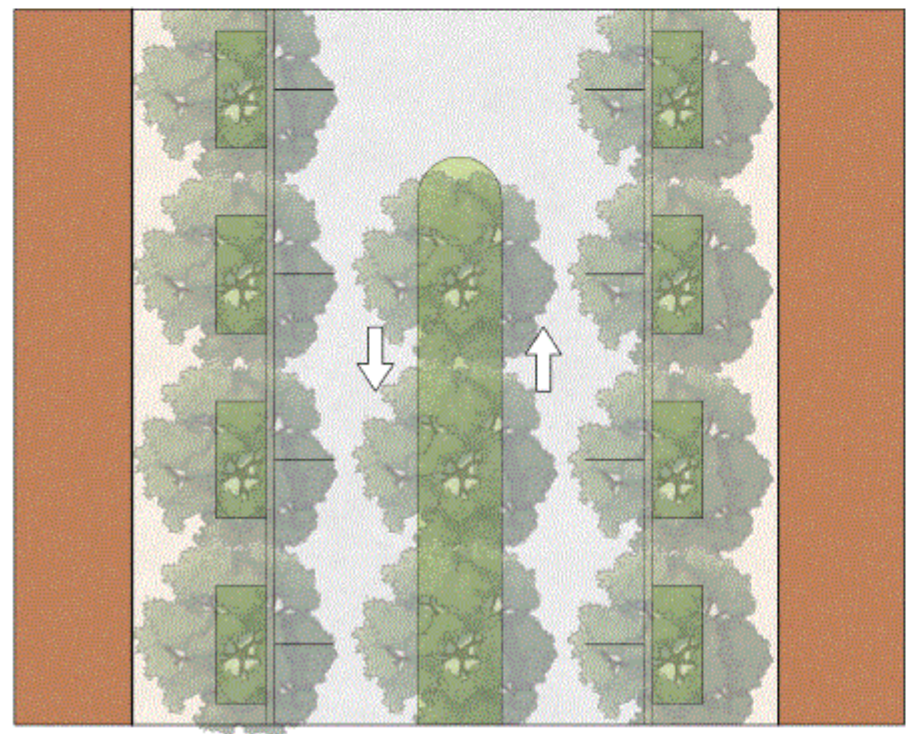
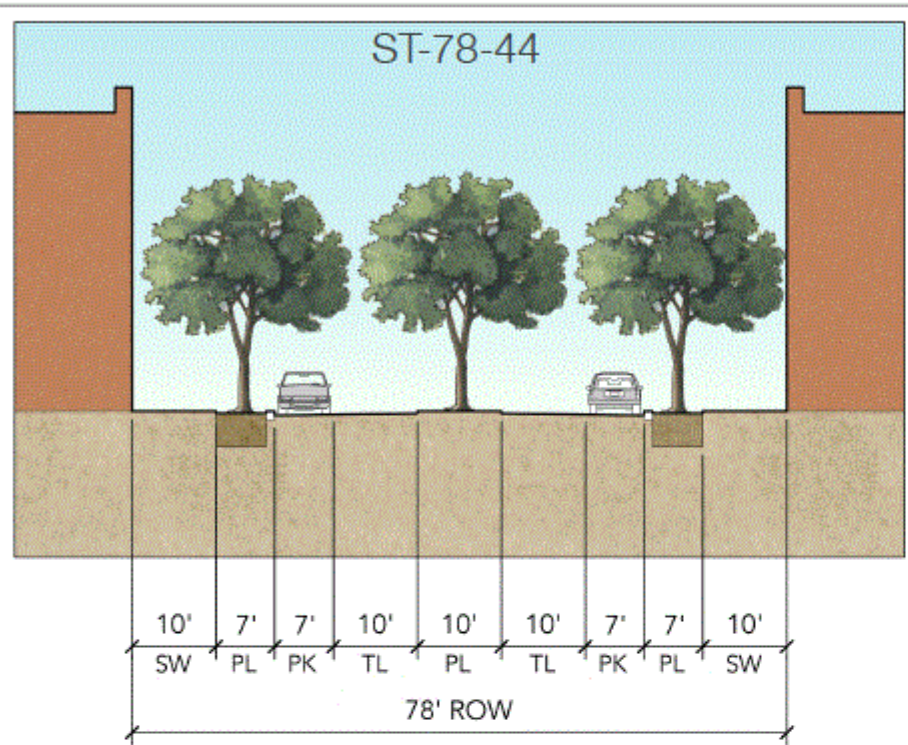
Woonerf = a special low-speed zone that includes low-speed cars, bikes, pedestrians and a mix of pocket parks, seating and other amenities.



Illustrative Infrastructure and Transportation

Street Sections

Street dimensions vary based on the position of the street relative to the location within the neighborhood. The most active commercial and civic areas include wider sidewalks, bicycle lanes and generally wider rights-of-way. Quieter and more residential areas have narrower sidewalks and rights of way.

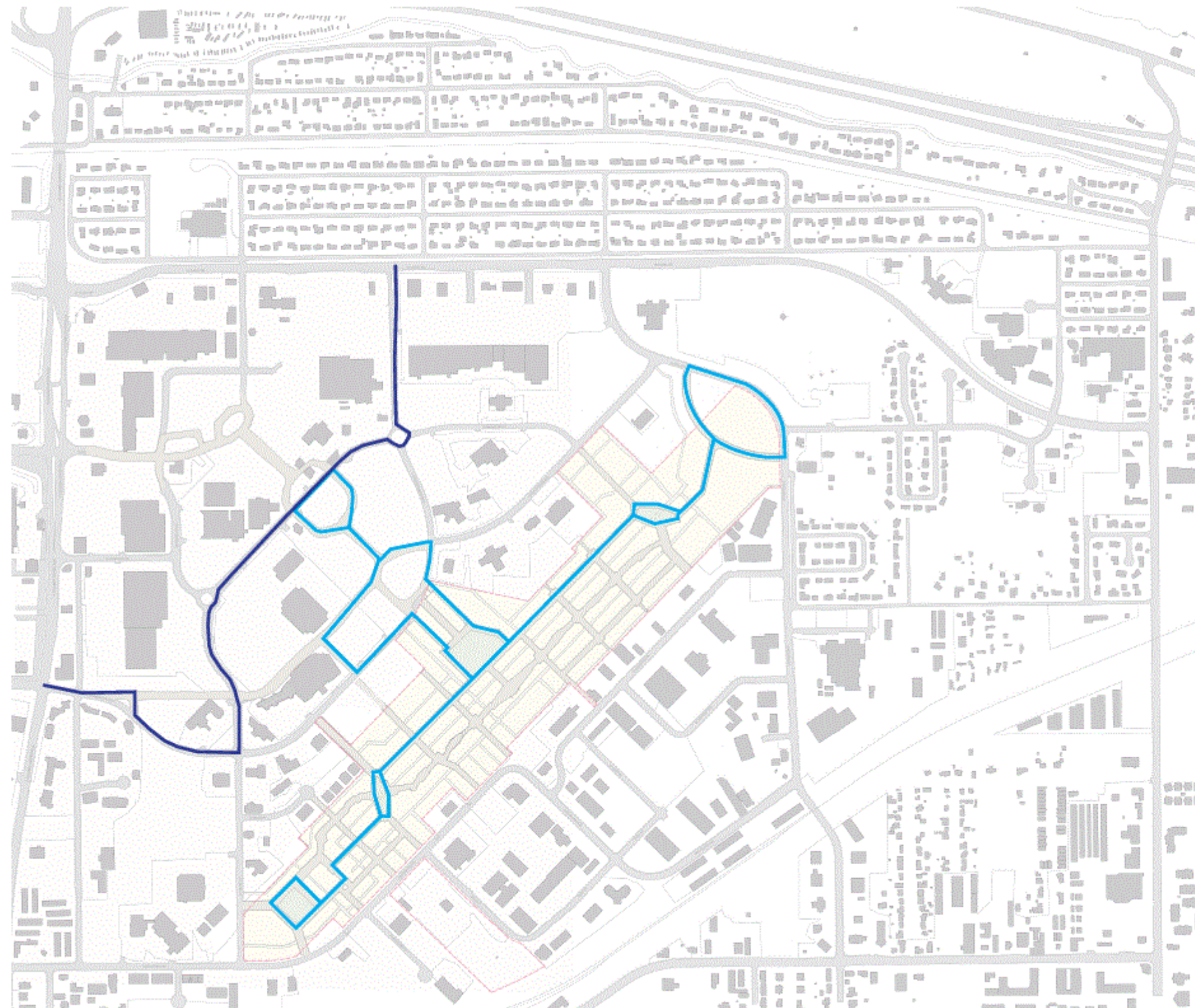


Illustrative Infrastructure and Transportation

Bus Transportation

Currently there is one major bus transit mall located to the Northwest of Vista Field, adjacent to the Benton County Justice Center. The design proposes a "circulator" that would run through the major streets of the project and connect to the transit mall.

In addition, the team proposes a larger review of connectivity with consideration of a shuttle service to link convention-goers with regional destinations (downtowns of Kennewick, Pasco and Richland; the Reach District; the river; etc.). Charrette attendees also discussed the possibility of a "river taxi" service to provide a richer experience of the Columbia River and to link its destinations.



Existing Bus Route
Circulator Bus

0' 200' 400' 800'

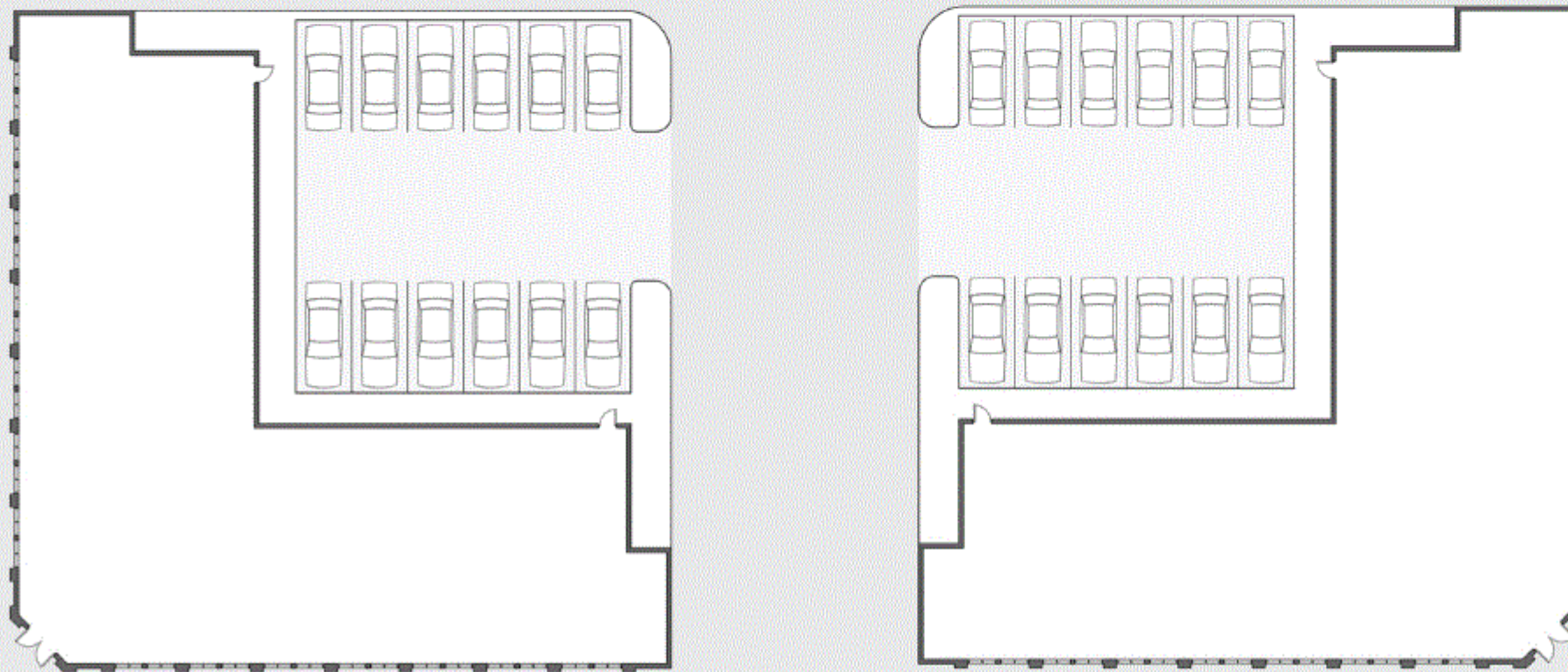


DRAFT 02/06/15 © 2015 DUANY PLATER-ZYBERK & COMPANY

Architectural Character

Commercial Liner

Commercial buildings form "liners" around parking in the rear, with street-friendly facades in the front. The buildings themselves screen parking.



0' 4' 8' 16'
0' 8' 16' 32'

Architectural Character

Portland Apartment

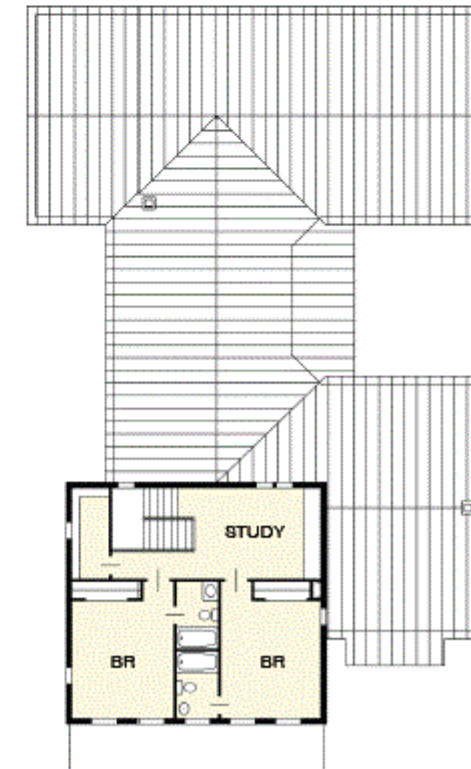
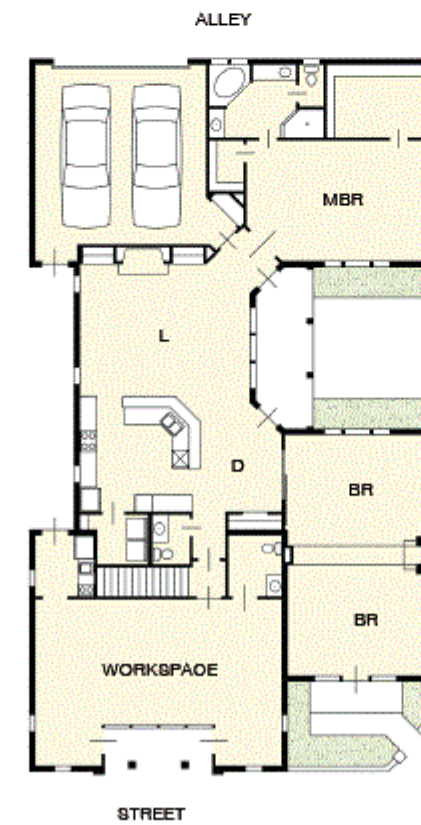
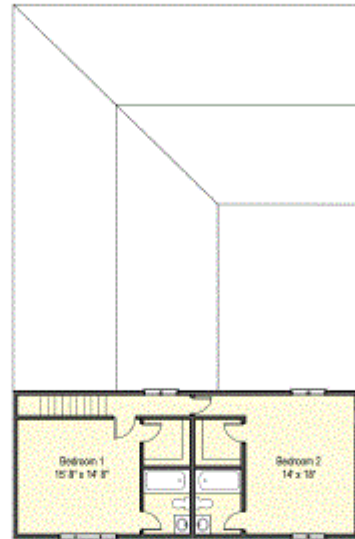
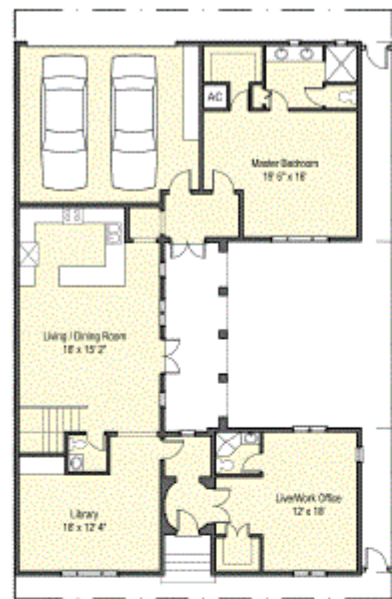
The Portland Apartment is a relatively low-cost multi-family building that does not require an elevator. The ground floor features accessible and visitable residences, as well as a visitable common room for residents living upstairs in non-accessible units.



Architectural Character

Live Work Units

A new and often popular kind of home, known as a "live work," combines residential space with office or commercial facilities. Both are owned by a single owner within a single fee-simple structure. The work spaces can be small retail shops, service-oriented offices, and even small restaurants and specialty food services (e.g. selling coffee, ice cream, etc.).



ALLEY



STREET



ALLEY



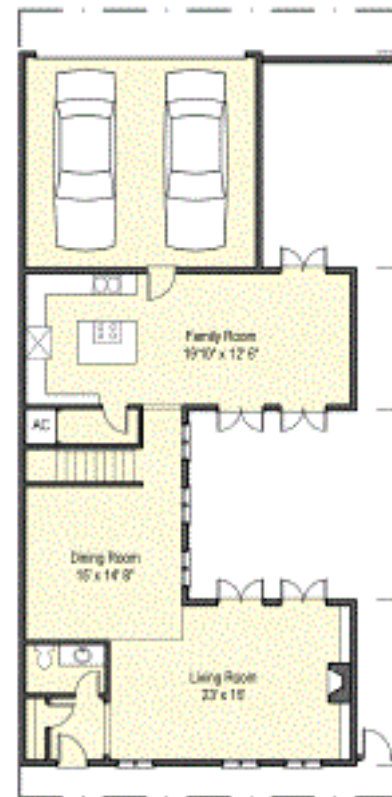
STREET

ALLEY

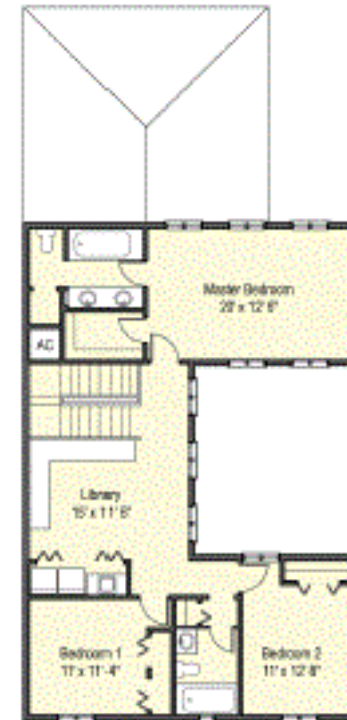


STREET

ALLEY



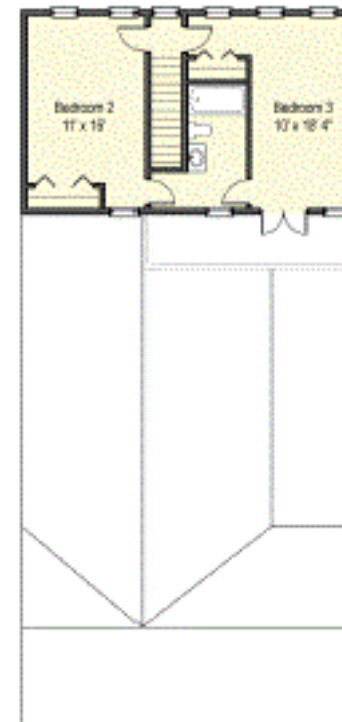
STREET



ALLEY



STREET



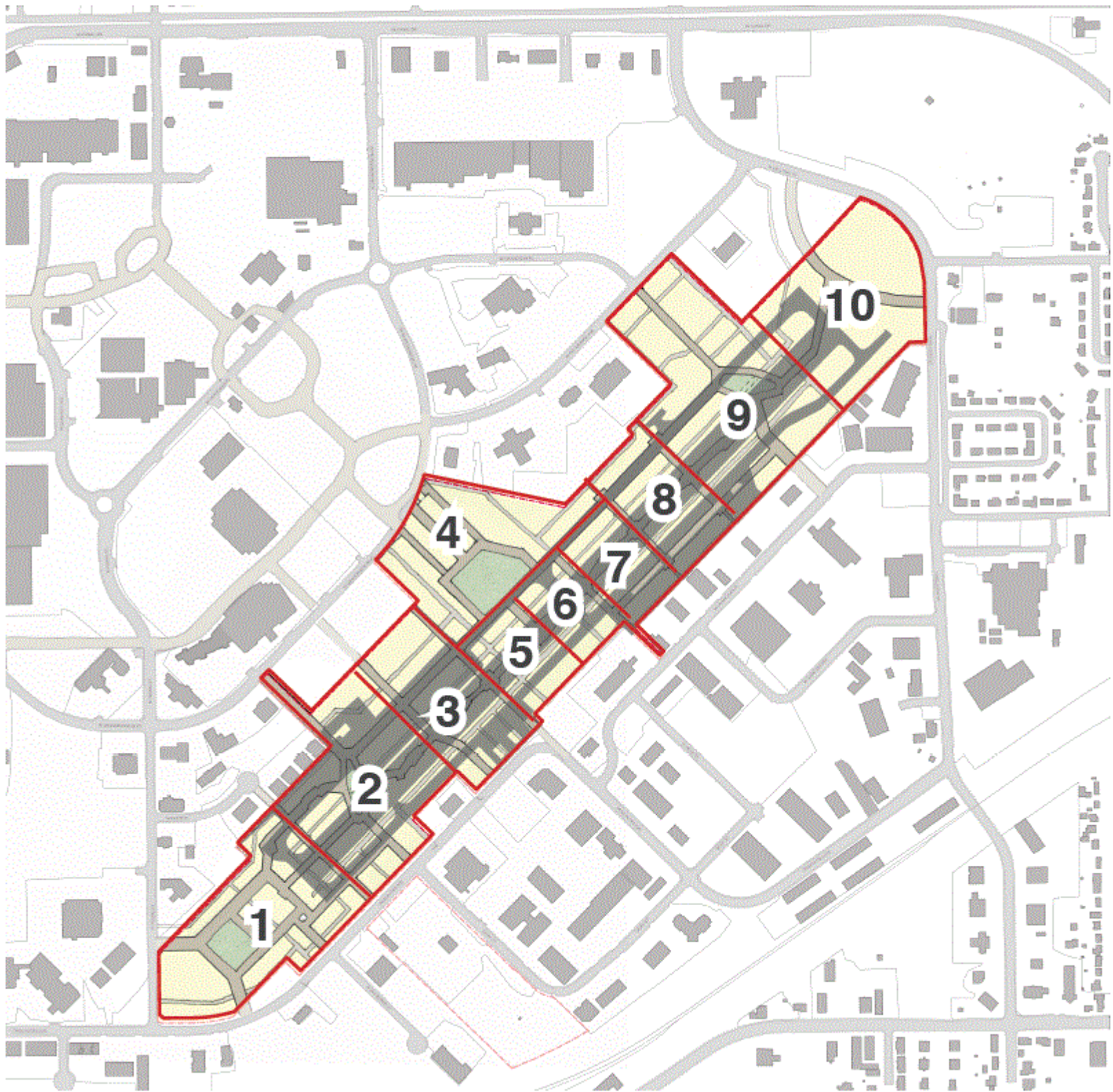
Implementation

Phasing Plan

The actual phasing sequence will depend upon a number of factors that are not yet determined. However, the modules that will form the phasing plan have been identified. A possible phasing sequence is as follows:

- First Phase..... Sector 2
- Second Phase... Sector 3
- Third Phase..... Sector 4
- Fourth Phase..... Sector 1
- Fifth Phase..... Sector 5
- Sixth Phase..... Sector 6
- Seventh Phase.. Sector 7
- Eighth Phase..... Sector 8
- Ninth Phase..... Sector 9
- Tenth Phase..... Sector 10

A key recommendation is to proceed with adjacent phases, so that at every stage of development, the completed neighborhood does not feel fragmented or half-built. This will generally mean that development proceeds with adjacent phases, with only rare cases where a development activity "leapfrogs" over to a disconnected phase.





Before (top) and after (bottom): A "road diet" for a street that includes narrowing lanes, adding on-street parking, bringing buildings and activities to the edge, and providing spaces for pedestrians. Photo: City of Overland Park, Kansas

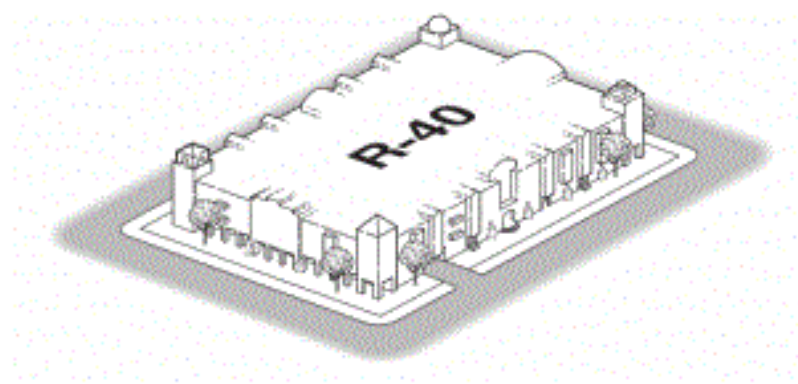
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



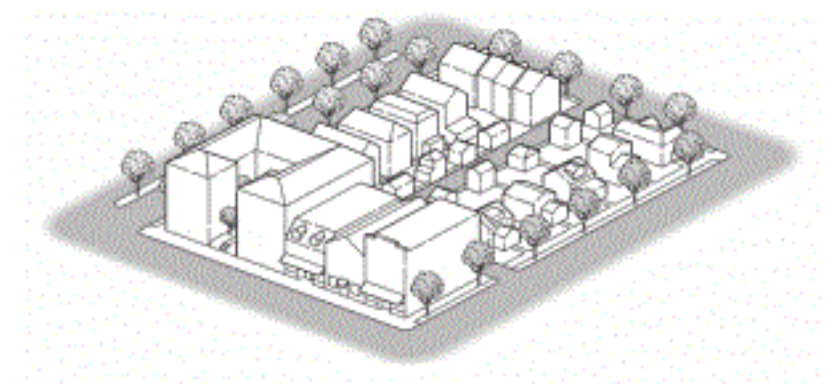
Zoning Design Guidelines

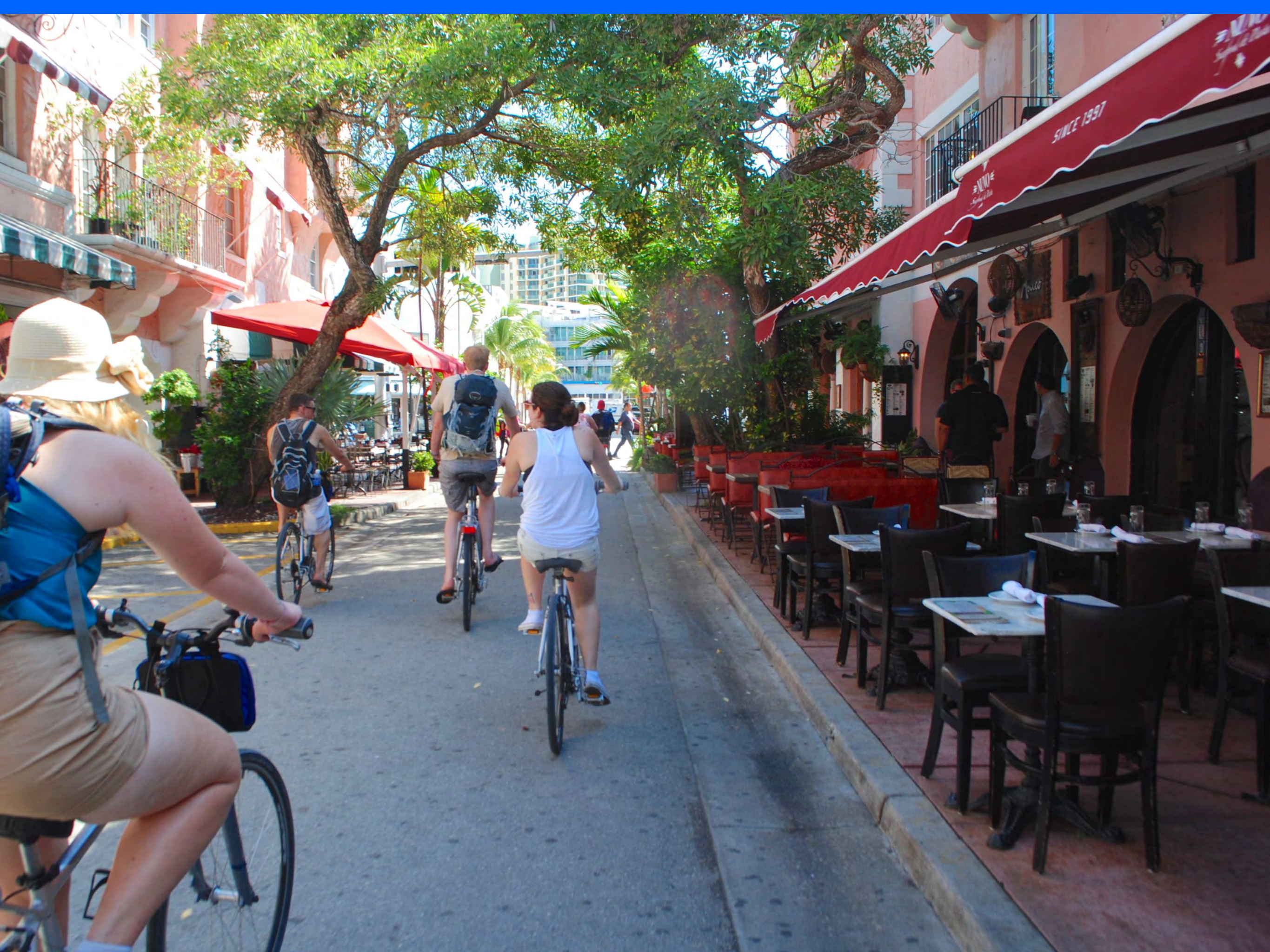
Conventional zoning requirements, plus frequency of openings and surface articulation specified



Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.





2014 charrette – creative but feasible ideas from limited resources



