

1. **CALL TO ORDER:**

- a. Roll Call/Pledge of Allegiance

2. **CONSENT AGENDA:** All matters listed within the Consent Agenda have been distributed to each member of the Kennewick Planning Commission for reading and study. They are considered routine and will be enacted by the one motion of the Commission with no separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the regular agenda by request.

- a. Approval of the Minutes dated October 16, 2017
- b. Approval of Agenda
- c. Motion to enter Staff Report(s) into Record

3. **PUBLIC HEARING:**

- a. Proposed Vista Field Redevelopment Master Plan

4. **VISITORS NOT ON AGENDA:**

5. **OLD BUSINESS:**

6. **NEW BUSINESS:**

7. **REPORTS, COMMENTS, OR DISCUSSION OF COMMISSIONERS AND STAFF:**

8. **ADJOURNMENT:**

**KENNEWICK PLANNING COMMISSION
OCTOBER 16, 2017
MEETING MINUTES**

CALL TO ORDER

Chairman Pacheco called the meeting to order at 6:30 p.m.

Commissioner Torelli led the Pledge of Allegiance.

Recorder Karen Tilton called the roll and found the following:

Present: Commissioners Rob Rettig, Anthony Moore, Charles Torelli, Chairman Ed Pacheco, and Vice Chairman Victor Morris.

Excused: Commissioner Clark Stolle

Unexcused: Commissioner Fraser Hawley

Staff Present: Greg McCormick, AICP Planning Director, Anthony Muai, AICP Senior Planner, Karen Tilton, Recorder

CONSENT AGENDA

- a. Approval of Minutes dated September 18, 2017
- b. Approval of Agenda
- c. Motion to enter Staff Reports into the Record

Commissioner Moore moved to accept the consent agenda. Vice Chairman Morris seconded the motion. The motion carried unanimously.

PUBLIC HEARINGS

Chairman Pacheco opened the public hearing at 6:33 p.m. for Change of Zone (COZ) 17-04, proposing to change approximately 0.61 acres of land generally located at 1328 S. Washington Street from Residential, Medium 6-1 (RM6-1) and Residential, Manufactured Home-6 (RMH-6) to Residential, Medium (RM).

Mr. Muai gave a brief overview of the staff report and presented a Power Point of the staff report. Staff recommends that the Planning Commission concur with the findings and conclusions contained in staff report Change of Zone 17-04 and recommend to City Council approval of the request.

Questions from Planning Commissioners of staff included: Number of existing parking lots; zoning for apartments, multi-family zoning; likelihood of additional zone changes in existing RM zoning districts.

Testimony of Applicant/Applicant's Representative:

Mark McLeod, owner
7103 W. Arrowhead Ave.
Kennewick, WA

Proposing a multi-family project to serve the east Kennewick area of Trios, Washington Elementary School, USPS; see a need for housing in this area.

Testimony in favor:

None

Testimony neutral or against:

Atanacio Arechiga
1324 S. Washington St.
Kennewick, WA

Live next door to project; originally told by owner that a house would be built, now it's apartments; it's a residential area with houses; will affect access to home with possible fence; apartments will affect value of the houses; don't want apartments there; want to make sure everything fits, it's my home.

Staff final comments:

None

Public Testimony for Change of Zone 17-04 closed at 6:47 p.m.

Vice Chairman Morris asked for a motion.

Commissioner Moore moved to concur with the findings and conclusions in staff report Change of Zone (COZ) 17-04 and forward a recommendation to City Council of APPROVAL of the request. Commissioner Torelli seconded the motion.

Planning Commission discussion:

None

The motion passed unanimously on a roll call vote.

VISITORS NOT ON AGENDA:

None

OLD BUSINESS:

Mr. McCormick said that this Change of Zone 17-04 will most likely go to City Council at their regular meeting on November 21st; there won't be another public hearing since it was held tonight by the Planning Commission, but there is a visitors section at the beginning of the City

Council meeting where you can comment about the agenda items. The agenda including the entire packet will be posted on the City's website.

NEW BUSINESS:

None

REPORTS, COMMENTS, OR DISCUSSION OF COMMISSIONERS AND STAFF:

Commissioner Torelli asked questions regarding the procedure when a planning commissioner disagrees with staff findings. Mr. McCormick explained the procedure for commissioners proposing different Findings of Fact when disagreeing with staff. Commissioner Torelli suggested a workshop meeting for further training on the procedures. Chairman Pacheco said the Planning Short Course training in Pasco a few years ago was very helpful; Mr. McCormick said we will request a training workshop in Kennewick and invite surrounding jurisdictions to attend.

ADJOURNMENT:

The meeting was adjourned at 6:55 p.m.



STAFF REPORT

VISTA FIELD REDEVELOPMENT MASTER PLAN

Date: November 6, 2017

To: City of Kennewick Planning Commission

From: Community Planning Department, Anthony Muai-AICP, Senior Planner

BACKGROUND

Vista Field Airport began operation around World War II. It was leased by the US government during the war and was used to practice take offs and landings on aircraft carriers. The airport was owned by the Kennewick Irrigation District and then the City of Kennewick (City) before being purchased by the Port of Kennewick (Port) in 1991. Over the next 20 years airport users declined while expenses increased leading the Port “to undertake a detailed analysis of the environmental and economic implications of several options including airport expansion, closure and redevelopment, and no change scenarios” (*Vista Field Redevelopment Master Plan, pg 11*). The Port ultimately decided to close Vista Field, in favor of the redevelopment scenario on April 17, 2013 by formal vote of the Board of Commissioners of the Port of Kennewick. The last day of operation at Vista Field was December 31, 2013.

Between 2013 and 2015 the Port conducted a robust public participation process to develop the Vista Field Redevelopment Master Plan. This process included intense collaboration between the Port and the City, guided by a vision established through a rigorous community involvement process that brought together citizens, community stakeholders, public agencies, private businesses and elected officials over the course of four years with over 200 participants during the charrette process alone. This effort has culminated in the adoption of the plan by the Port of Kennewick on October 24, 2017. The plan is now proposed to be adopted by the City of Kennewick and incorporated as part of the Comprehensive Plan per RCW 36.70A.130(2)(a).

PROPOSAL

This proposal is comprised of four parts: 1) adoption of the Vista Field Redevelopment Master Plan, 2) change of land use designation from Commercial to Mixed Use as part of the plan adoption, 3) rezoning of the property within the Vista Field Redevelopment Master Plan area from Commercial, Regional (CR) to Urban Mixed Use (UMU), and 4) approval of a development agreement between the Port and the City.

Master Plan

The Vista Field Redevelopment Master Plan envisions “a vibrant, pedestrian-focused regional town center” (*Vista Field Redevelopment Master Plan, pg 6*) by incorporating New Urbanism philosophies and designs. The aim of New Urbanism style development is to return to the pre-war pattern of development that included smaller block sizes, a focus on human interaction with each other and the developed environment and a mix of uses that cater to visitors and residents alike. Building design and development patterns seek to pull people from the car and into open by using wider sidewalks, narrower streets, plazas, parks and pedestrian furnishings.

Some of the key components of the plan include a focus on the pedestrian through 10-foot wide sidewalks, a 2.5 acre public plaza, small parks, ample retail space and an estimated 1,100 residential units.

Comprehensive Plan Land Use Designation

The proposed land use designation is Mixed Use. The Mixed Use land use designation was developed and adopted in 2015 with the adoption of the Bridge-to-Bridge/River-to-Railroad Revitalization Plan. There is purposely only one implementing zone: Urban Mixed Use (UMU). The purpose for this is to limit the areas where development like this can occur so that it is viable and able to achieve the cohesion and objective of the zone.

Zoning

The proposed zoning for the Vista Field Redevelopment area is Urban Mixed Use (UMU). This zone was created in October 2017 with the adoption of the Bridge-to-Bridge/River-to-Railroad Revitalization Plan implementation measures. This particular zone is a product of years of collaboration between the City and the Port to ensure that when it is adopted, it would fit both the Bridge-to-Bridge/River-to-Railroad Revitalization area as well as the Vista Field Redevelopment area.

The UMU zone allows for a wide range of uses including residential, retail, personal services and other compatible uses, many more than any one commercial zone. In addition, these uses are allowed to stand alone instead of having to provide a minimum of 20% of the use be commercial or residential or having to go through as site master planning process to show the integration. This allows residential development to occur alongside commercial development independently, with the design and development standards providing the framework to tie the uses and buildings together. Standards and guidelines to guide this type of development are contained in KMC 18.80: *Urban Mixed Use Design Standards*.

Development Agreement

The City and the Port are proposing to enter into a development agreement to provide certainty to the development community during the redevelopment process. The agreement establishes vesting for the zoning and development regulations at the time of approval. In addition it specifies the design criteria, identifies impacts and measures to mitigate impacts related to transportation; identifies improvements to the storm water, sewer and water systems; defines specific street and access design criteria; and addresses park impact fees.

CONCLUSION

The proposed Vista Field Redevelopment Master Plan has been established through years of planning and public participation. Adoption of the plan will provide for the redevelopment of Vista Field in a manner that has been thoughtfully planned and is backed by the community as demonstrated by the hundreds of participants in the planning process. It will guide development of this area as it transforms into the urban core of the Tri-Cities.

Regulatory Controls and Policies

- City of Kennewick Comprehensive Plan
- Kennewick Municipal Code Title 4
- Kennewick Municipal Code Title 18

Findings of Fact

1. The Vista Field Redevelopment Plan was developed between 2013 and 2017. The Board of Commissioners of the Port of Kennewick adopted the plan on October 24, 2015 by Resolution No. 2017-17.
2. The Vista Field Redevelopment Plan planning process included numerous agencies and individuals including several workshops, open houses and other planning processes used to obtain information to formulate policies, concepts and implementation strategies contained in the Plan.
3. The City of Kennewick adopted the Vista Field EIS and issued a Determination of Non-significance for the adoption of this plan and its incorporation into the City of Kennewick Comprehensive Plan.
4. Notices of the Public Hearing were emailed to parties of interest on October 25, 2017 and published in the newspaper on October 22, 2017.
5. Notice was sent to the WA State Department of Commerce requesting review of the plan on September 5, 2017.

Conclusions of Law

1. Approval will amend the City of Kennewick Comprehensive Plan land use map and incorporate the Vista Field Redevelopment Master Plan as an element of the Comprehensive Plan.
2. Approval will amend the City of Kennewick Zoning Map for 103 acres from Commercial, Regional (CR) to Urban Mixed Use (UMU).
3. A development agreement between the Port of Kennewick and City of Kennewick is proposed that address infrastructure improvements, vesting and impact fees.
4. Approval will implement Comprehensive Plan Urban Area Goal 2 and 4 and Policies 2.2, 2.3, 5.1, 5.2 and 5.3.
5. Approval will implement Comprehensive Plan Residential Goals 1, 2, 3 and 4 and Policies 1.2, 1.3, 1.5, 2.1, 4.1 and 4.2.
6. Approval will implement Comprehensive Plan Commercial Goals 1, 2, 3 and Policies 1.2, 2.1, 2.2, 2.3, 2.4, 2.5, 3.1, 3.4 and 3.5.
7. Approval will implement Comprehensive Plan Urban Design Goals 1, 2, 3, 5 and Policies 1.1, 1.2, 1.3, 1.5, 2.1, 2.2, 2.3, 2.4, 3.1, 3.2, 3.3, 5.1, 5.2 and 5.3.
8. Approval will implement Comprehensive Plan Housing Goals 1, 3 and Policies 1.3, 1.5, 1.6 and 3.1.
9. Approval will implement Comprehensive Plan Transportation Goals 1, 2, 4 and Policies 1.2, 1.4, 2.1, 2.2, 2.3, 2.4, 4.1, 4.2 and 4.3.
10. Approval will implement Comprehensive Plan Economic Development Goal 3 and Policies 3.3 and 3.4.
11. Approval will not negatively impact the public necessity, convenience or general welfare of the public.

Recommendation

Staff recommends that the Planning Commission concur with the findings and conclusions of the staff report and recommend that the City Council 1) adopt the Vista Field Redevelopment Master Plan; 2) designate the Vista Field Redevelopment area Mixed Use on the Comprehensive Plan Land Use Map; 3) rezone the Vista Field Redevelopment area Urban Mixed Use; and 4) approve the development agreement between the Port of Kennewick and the City of Kennewick related to the redevelopment of Vista Field.

Motion

- 1) I move to recommend approval of the Vista Field Redevelopment Master Plan to the City Council.
- 2) I move to recommend that the Vista Field Redevelopment area be designated Mixed Use on the Comprehensive Plan Land Use Map

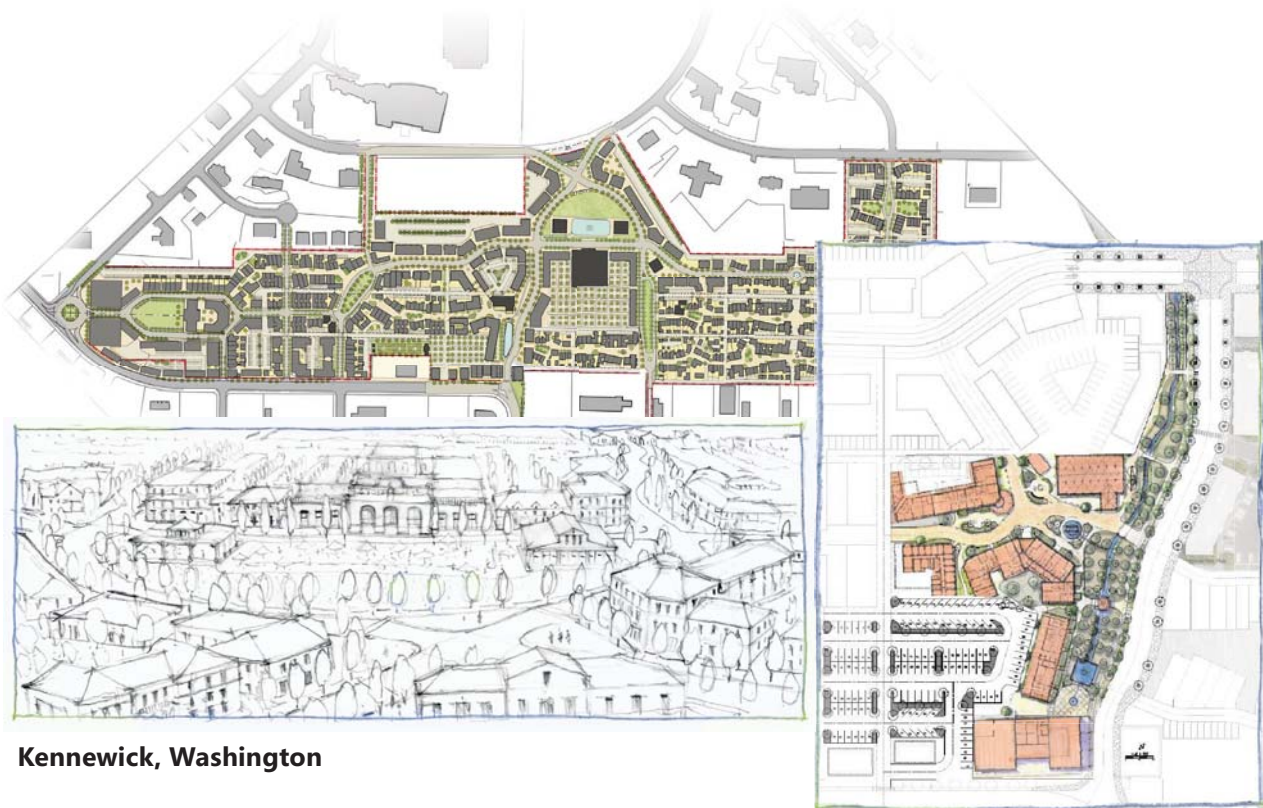
- 3) I move to rezone the Vista Field Redevelopment area from Commercial, Regional to Urban Mixed Use.
- 4) I move to adopt the development agreement between the Port of Kennewick and the City of Kennewick related to the redevelopment of Vista Field.

Exhibits

1. Vista Field Redevelopment Plan
2. Vista Field Redevelopment Plan Development Agreement
3. Existing Comprehensive Plan Land Use Map
4. Proposed Comprehensive Plan Land Use Map
5. Existing Zoning Map
6. Proposed Zoning Map
7. Adoption of Existing Environmental Determination and DNS
8. Letter of support from WA Department of Commerce

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.



Kennewick, Washington

Prepared in partnership with
Duany Plater-Zyberk & Company
(Architects and Town Planners)

October 6, 2017

Primary technical assistance & direction provided by:

Duany Plater-Zyberk & Company (Architects and Town Planners)
Michael W. Mehaffy, Structura Naturalis Inc. (Planning Consultant)
Laurence Qamar, Qamar & Associates Inc. (Engineering Consultant)
Parametrix (Transportation Consultants)
ECONorthwest (Economic Analysis Consultants)
R. Gary Black, Integrated Structures Inc. (Construction Consultant)

Additional technical assistance provided by:

Confederated Tribes of the Umatilla Indian Reservation (Cultural Resources)
SWCA (Environmental Consultants)
Strategic Construction Management (Project Development Consultants)
HDJ Design Group, A Division of PBS (Design Consultants)



***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



STAKEHOLDER PARTICIPANTS

Port of Kennewick

Board of Commissioners

Skip Novakovich, President
 Thomas Moak, Vice President
 Don Barnes, Secretary

Tim Arntzen, Chief Executive Officer
 Tana Bader-Inglima, Deputy Chief Executive Officer
 Larry Peterson, Director of Planning & Development
 Amber Hanchette, Director of Real Estate & Operations
 Nick Kooiker, Chief Financial Officer/Auditor
 Tammy Fine, Advisor/CPA, CFE
 Michael Boehnke, Facilities Manager
 Michael Melia, Maintenance Technician
 Jennifer Roach, Accounting/Administrative Assistant
 Bridgette Scott, Executive Assistant
 Lisa Schumacher, Special Projects Coordinator
 Kandy Yates, Office Assistant/Marina Manager

City of Kennewick

City Council

Steve Young, Mayor
 Don Britain, Mayor Pro-Tem
 Matt Boehnke, Councilman
 Gregory Jones, Councilman
 Paul Parish, Councilman
 Bob Parks, Councilman
 John Trumbo, Councilman

Marie Mosley, City Manager
 Vincent Beasley, Fire Chief
 Ken Hohenberg, Chief of Police
 Cary Roe, PE, Public Works Director
 Greg McCormick, AICP, Community Planning Director
 Anthony Muai, AICP, Senior Planner
 John Deskins, Traffic Safety Engineer
 Terry Walsh, Economic Development Director
 Emily Estes-Cross, Economic Development Manager

Vista Vision Task Force

Rich Cummins, Task Force President, Citizen at Large/Education
 Don Britain, Task Force Vice President, City of Kennewick
 Carl Adrian, TRIDEC
 Jim Beaver, Benton County Commissioner
 Kyle Cox, Citizen at Large/Young Professionals of the Tri-Cities/Mid-Columbia Libraries/Arts
 Charlie Drader, Citizen at Large/Young Professionals of the Tri-Cities/Finance
 Chuck Freeman, Kennewick Irrigation District
 Ed Frost, Citizen at Large/Public Transportation
 Traci Jao, Citizen at Large/Young Professionals of the Tri-Cities/Business Development
 Barb Johnson, Columbia Center Mall/Kennewick Public Facilities District
 Lori Matson, Tri-Cities Regional Chamber of Commerce
 Vicki Monteagudo, Commercial & Residential Real Estate
 Austin Neilson, Citizen at Large/Young Professionals of the Tri-Cities/Business
 Justin Raffa, Citizen at Large/Young Professionals of the Tri-Cities/Arts
 Steve Simmons, Citizen at Large/Business
 Dennis Solensky, Ben Franklin Transit
 Gary Spanner, Citizen at Large/PNNL/Economic Development
 Derrick Stricker, Commercial Real Estate/Young Professionals of the Tri-Cities
 Kris Watkins, Visit Tri-Cities
 Kirk Williamson, Citizen at Large/Communications

Acronym/Second Reference List

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)

TABLE OF CONTENTS

STAKEHOLDER PARTICIPANTS	3
ACRONYM/SECOND REFERENCE LIST	4
EXECUTIVE SUMMARY	6
INTRODUCTION	9 Project Overview 11 History, Process & Plan Creation 12 Collaboration & Players
DEVELOPMENT PLAN	14 Plan Principles – New Urbanism Foundation 16 Character/Placemaking 17 Land Use 19 Design Controls 21 Artist’s Renderings 26 Transportation Network 32 Street Design Standards 35 Emergency Services
PROJECT CONSIDERATIONS	37 Economic 38 Transportation Impact Mitigation 43 Pavement Reuse 44 Housing Affordability 45 Cultural & Historic Preservation
IMPLEMENTATION STRATEGIES	46 Phasing 49 Financing
CONCLUSION	50
APPENDIX A	51 Graphic-Based Resources
APPENDIX B	51 Technical-Based Resources

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

10-foot-wide

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

800-seat

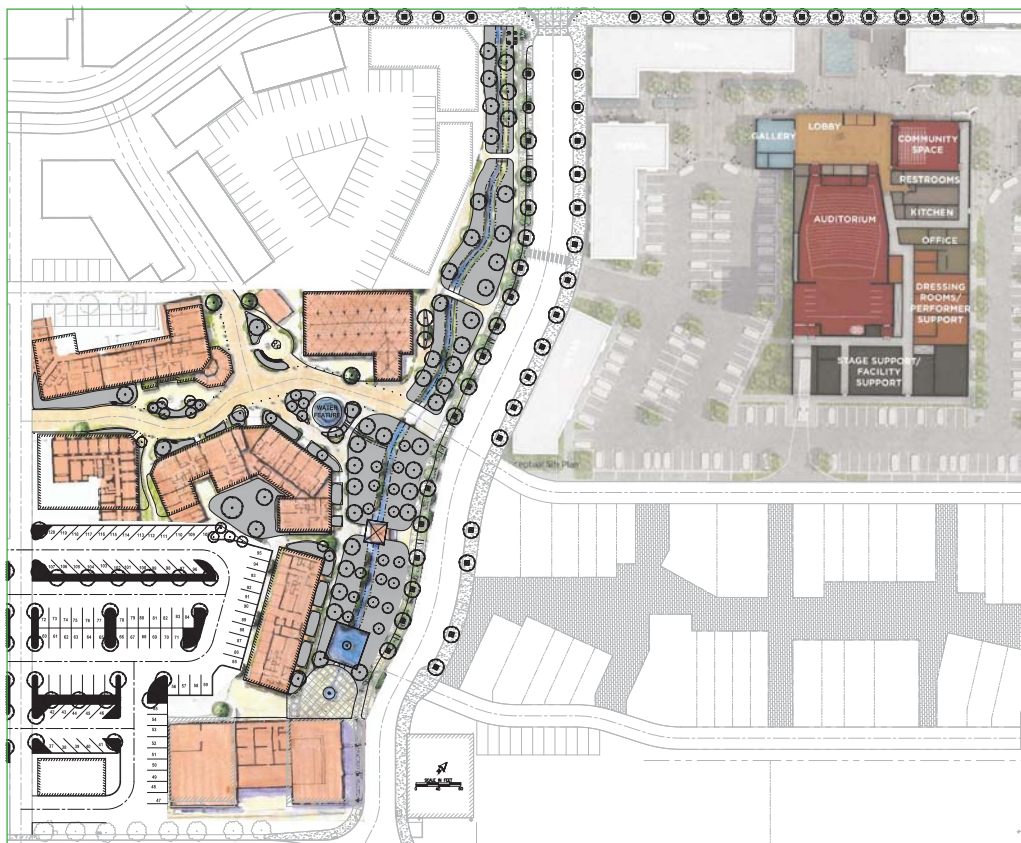
privately-funded performing arts center by the Arts Center Task Force

1,100

residential units ranging from single 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.

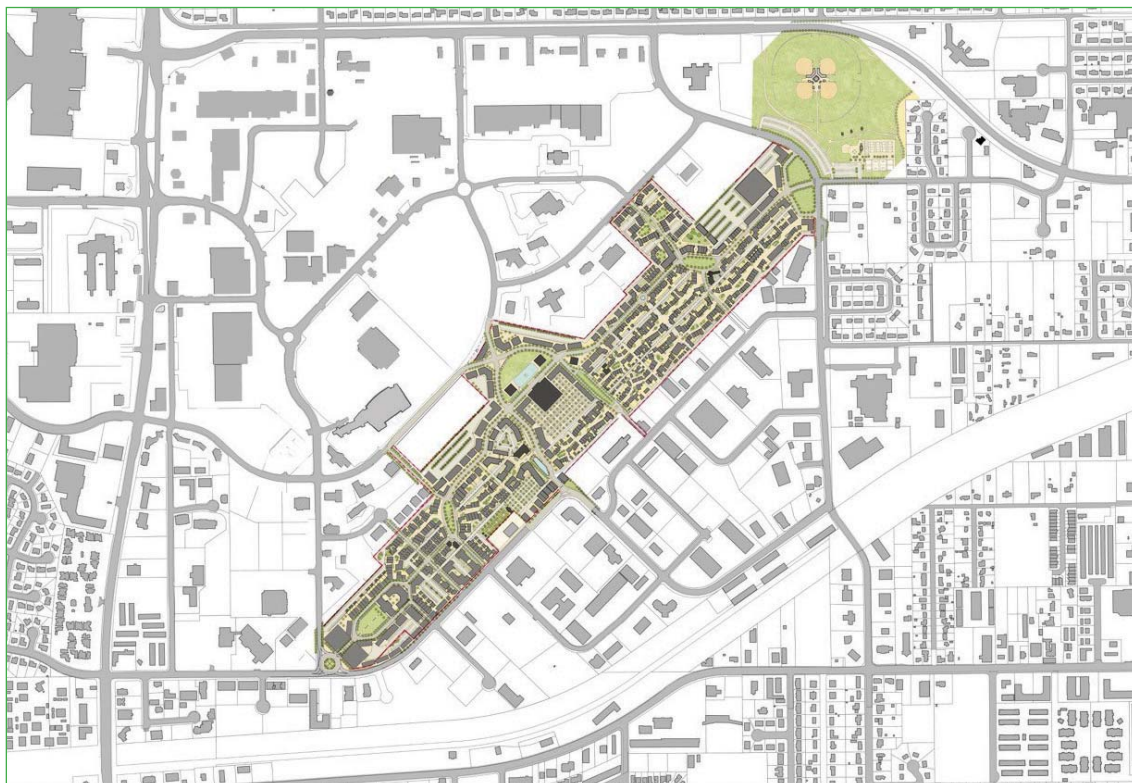
Typical master plan documents address land use and transportation issues in separate compartmentalized sections; however, redevelopment of Vista Field is not a typical project where these elements are segregated. New Urbanism development, upon which Vista Field is modeled, necessitates a different approach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

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.

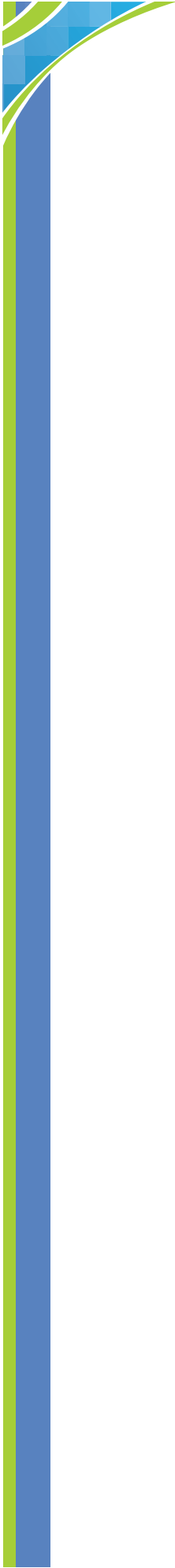
The Port has provided the Pattern Language, Design Precedents Library and Character Areas documents to help guide developers, designers and contractors to secure ready-approvals from the Port. All designs are subject to design review. The guides are intended to put everyone on the same page, and help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

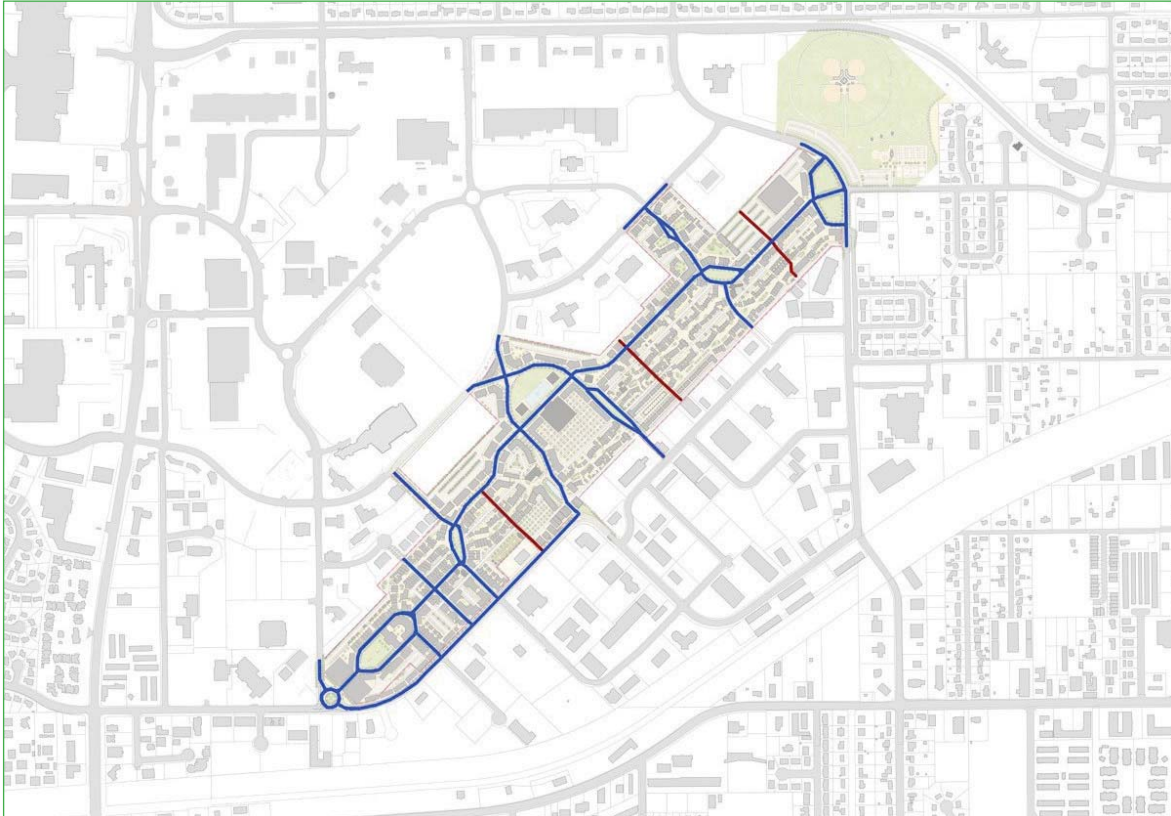
The road network within the Vista Field site includes public streets with differing levels of enhancement (A & B streets), private shared residential streets and private alleys. Design efforts intentionally slow vehicles allowing for safe bicycle travel on the roadways without the need for dedicated 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).

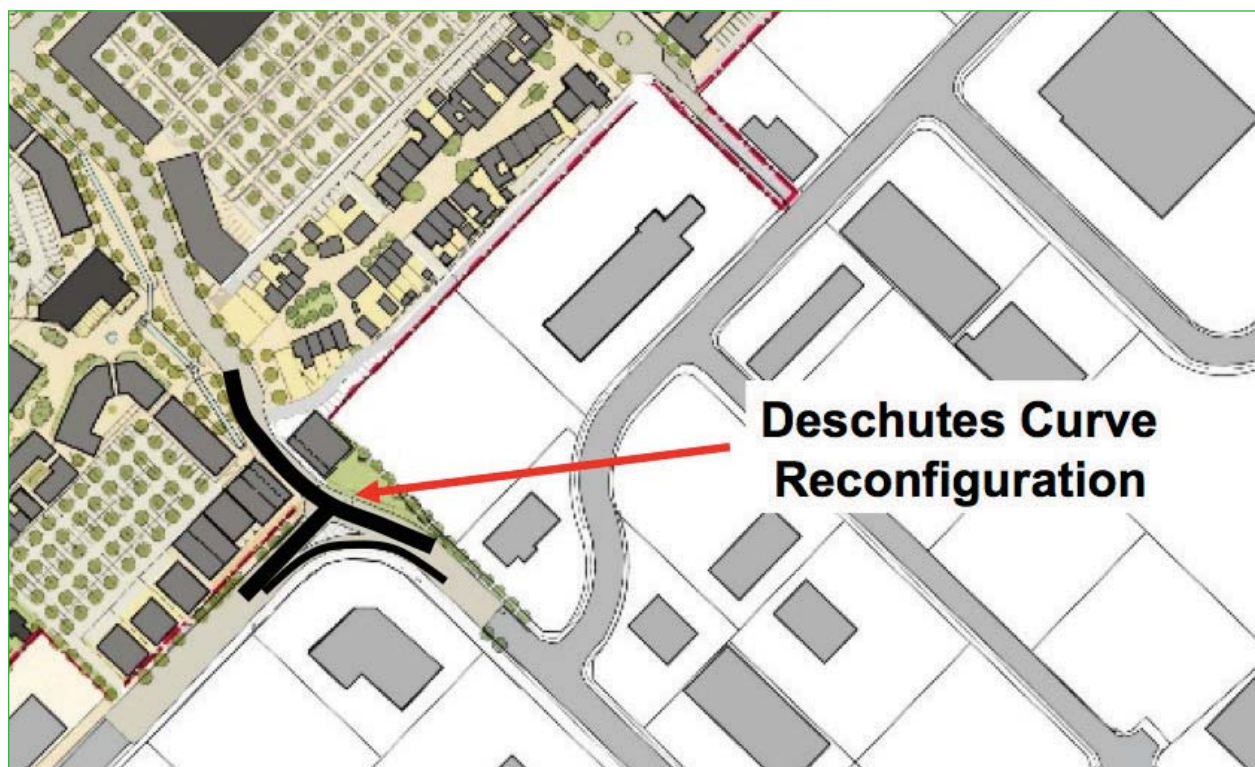
VISTA FIELD ROAD NETWORK

A streets are blue, B streets are red.

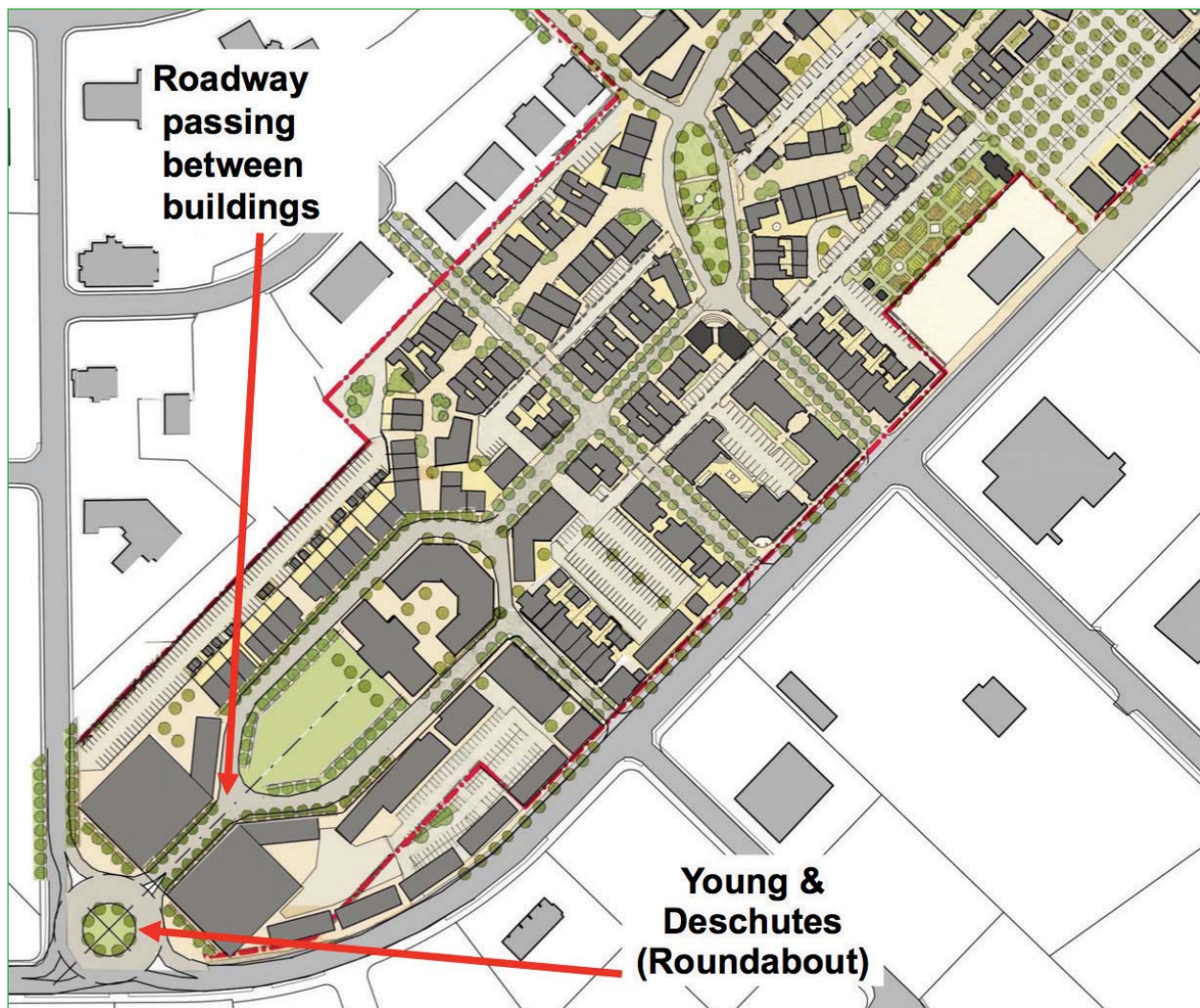
Notable connections to the abutting City streets include converting the 90-degree curve on Deschutes Avenue into a T intersection, installation of a large radius roundabout at the intersection of Deschutes Avenue and Young Street, establishing a four-way signalized intersection at Kellogg Street and 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.

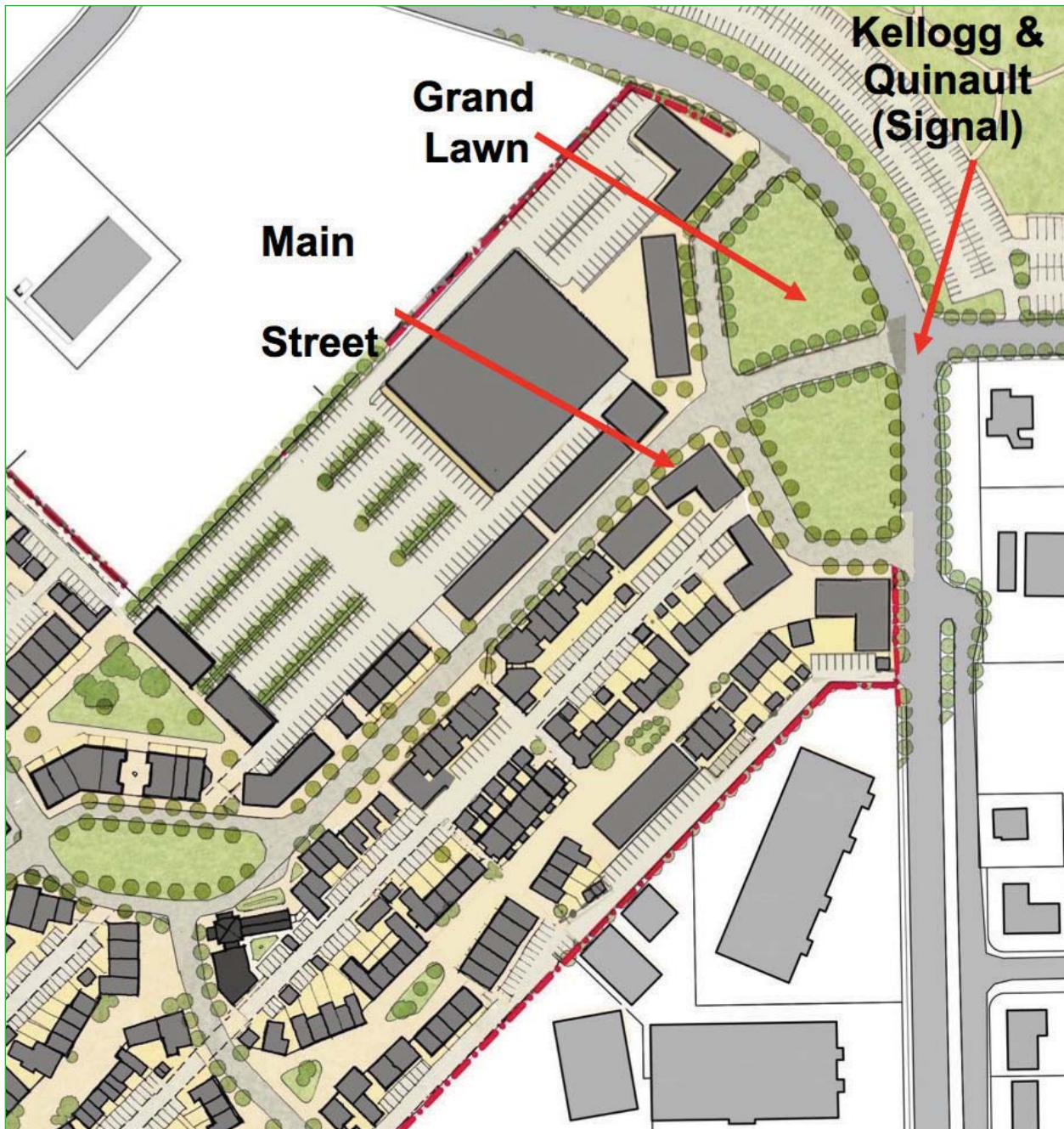
The proposed Deschutes Avenue T intersection design is both a cost-conscious design solution and a way to incorporate a sense of arrival into Vista Field. The new leg extending into Vista Field from the current curve will route vehicles and pedestrians between two existing aircraft hangar buildings, 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.



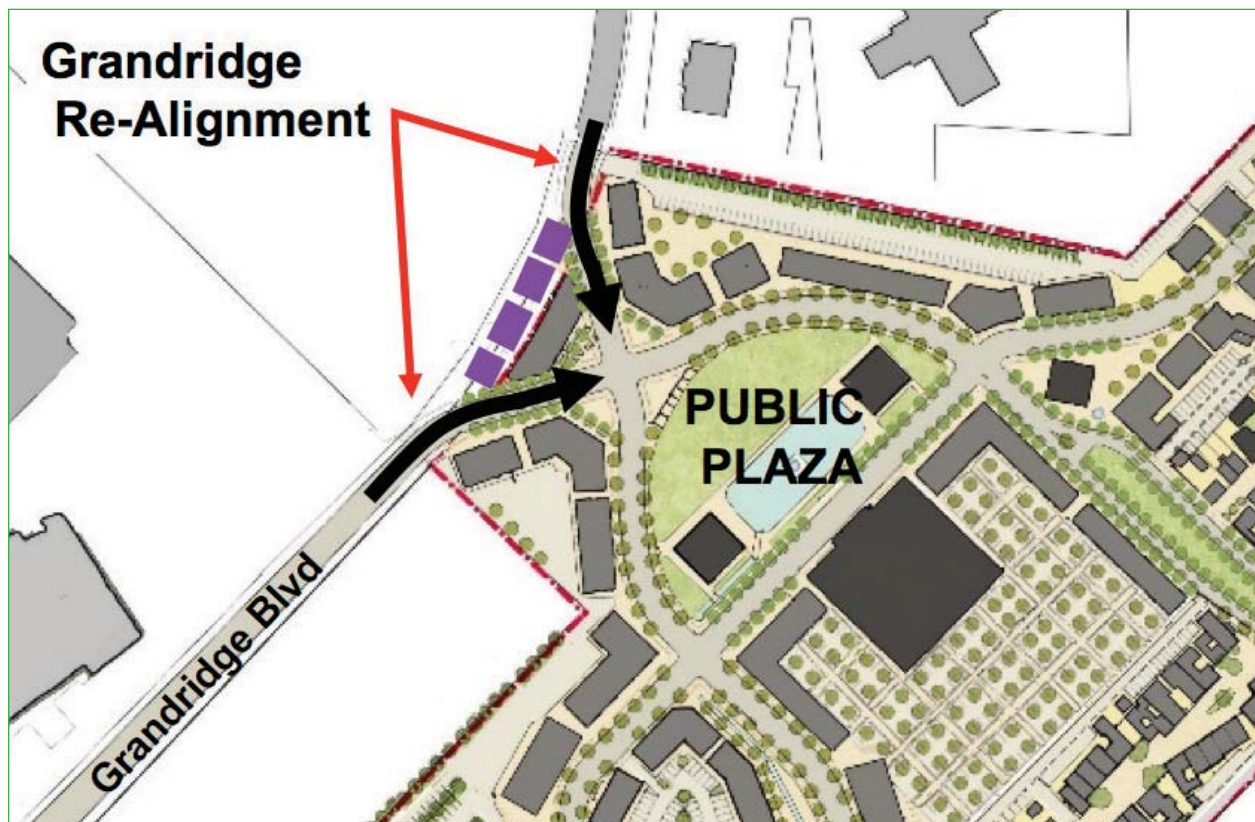
The large diameter roundabout at the Deschutes Avenue and Young Street intersection functions to move the existing and potential increased truck traffic, generated by existing industrial and warehouse uses, to the south of Vista Field while also providing a substantial gateway into the southwestern end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



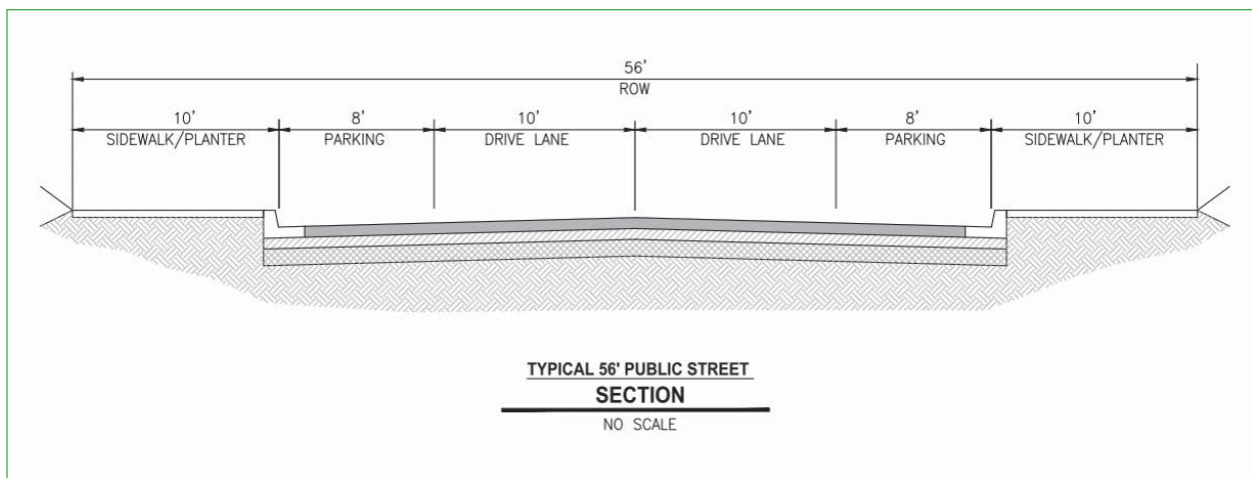
The connection to Grandridge Boulevard might appear simpler in nature than the three other site entrances, however this revision has the most intricate connection. Presently Grandridge Boulevard separates Vista Field from the City's Public Facilities District campus (Three Rivers Convention Center & 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

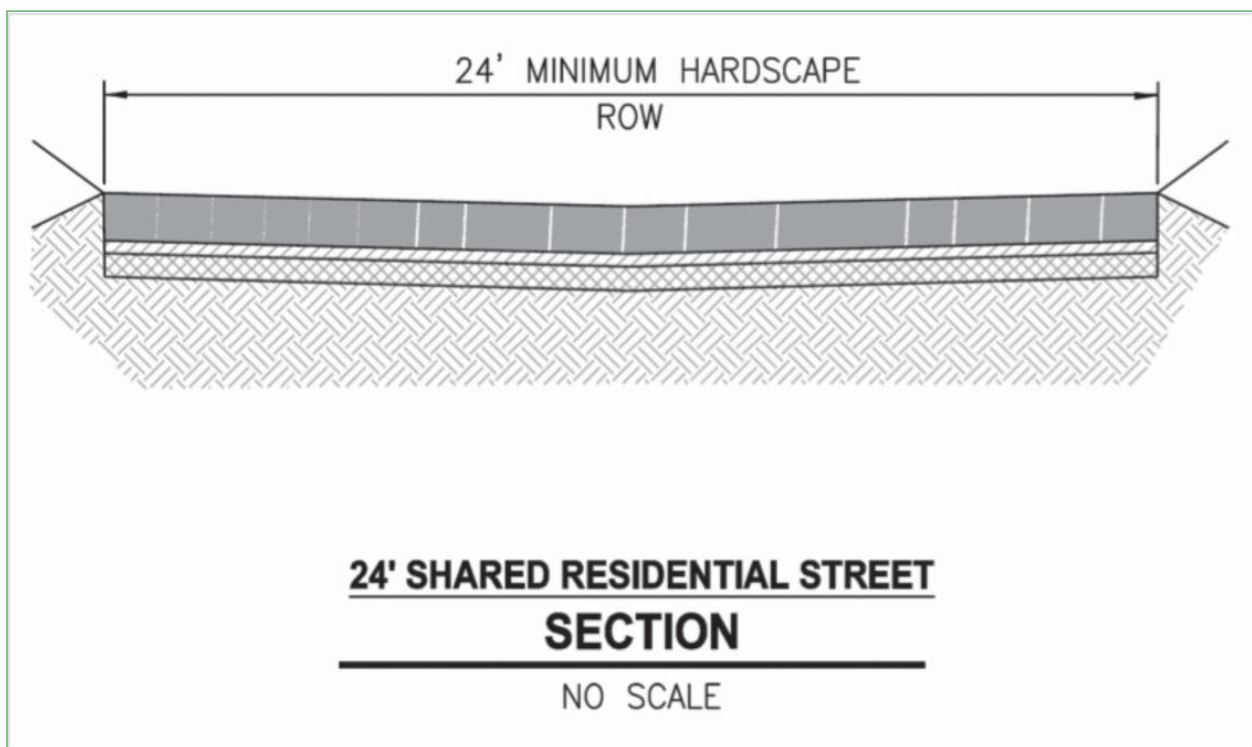
A and B streets consist of one, 10-foot travel lane in each direction; 8-foot parallel parking spaces adjacent each lane; and sidewalks ranging from 8-feet to 10-feet in width with street trees spaced at no more than 50-foot intervals. Basic intersection design elements such as 10-foot turning radii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

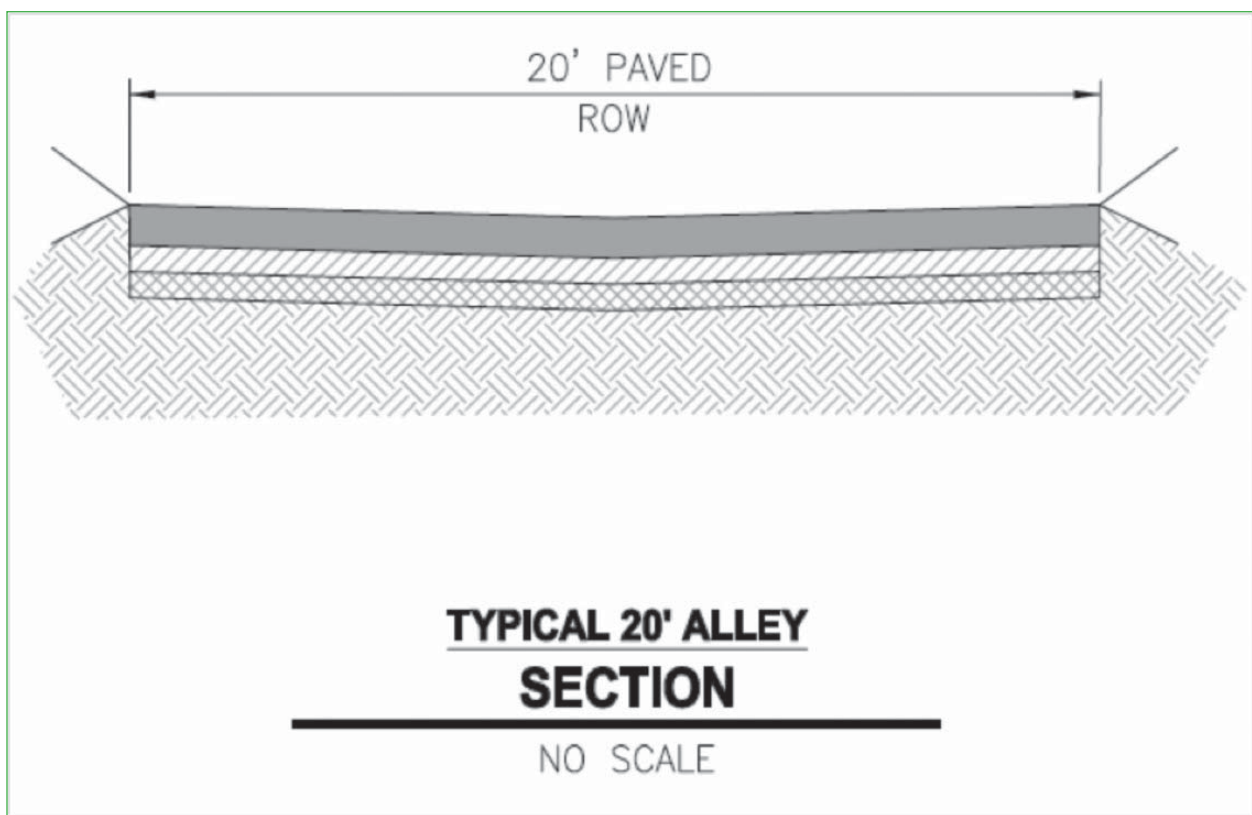


Shared residential streets are designed as informal meandering routes equally shared by all modes of transportation (vehicle, bicycle and pedestrian). The meandering design is best suited to the pedestrian, which forces vehicles to move very slowly through this atypical street. Although seemingly random 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

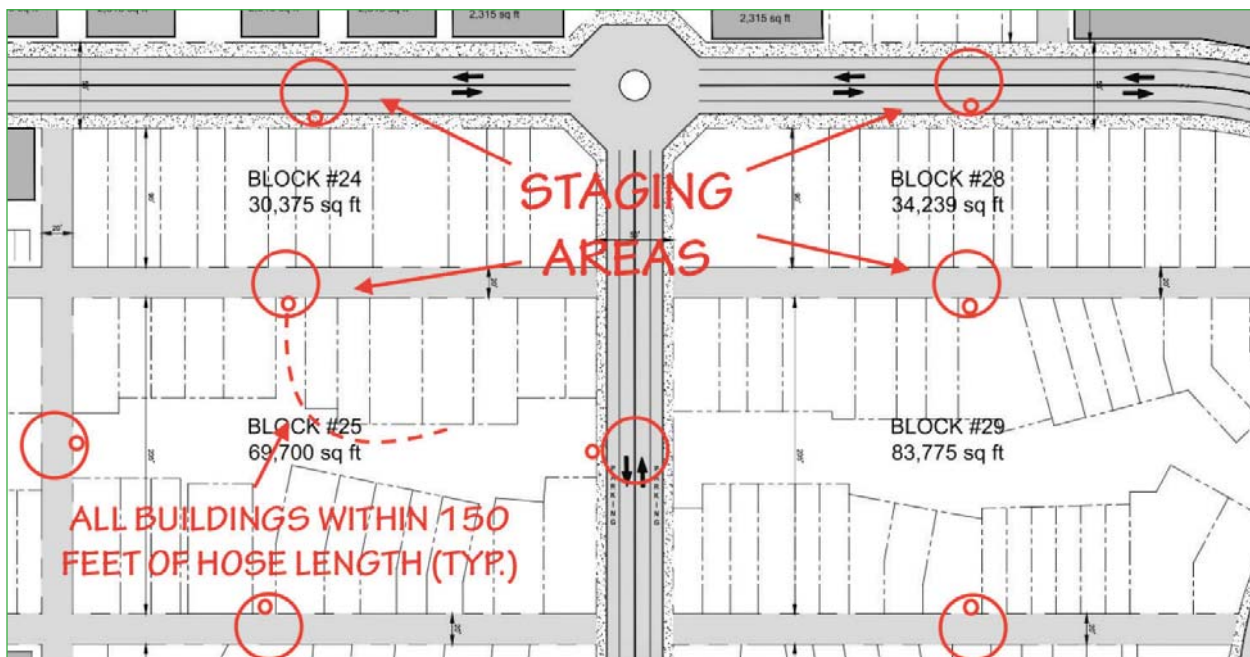
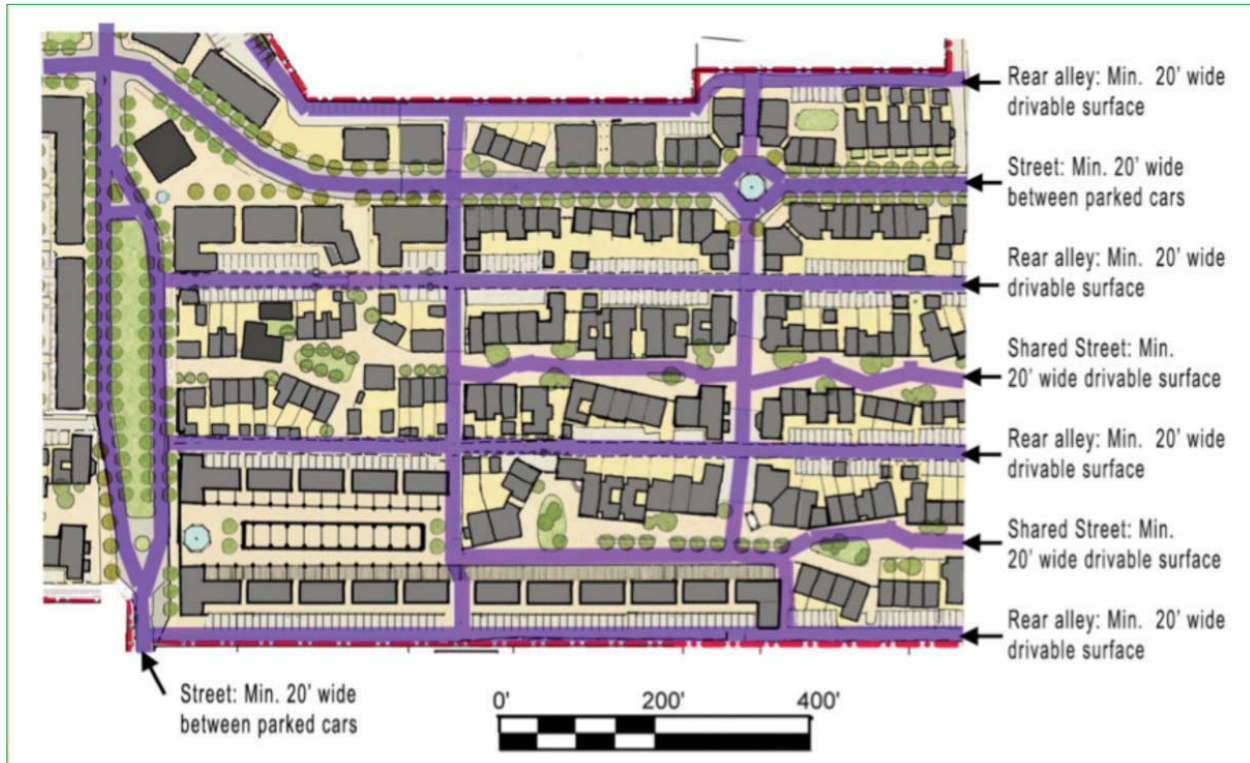
The City Fire Department typically has access to wide streets with large radii intersections and spacious vehicle turn-around areas. However, the road network and design envisioned for Vista Field differs substantially from traditional street design, which necessitated discussion with the City Fire Department 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.

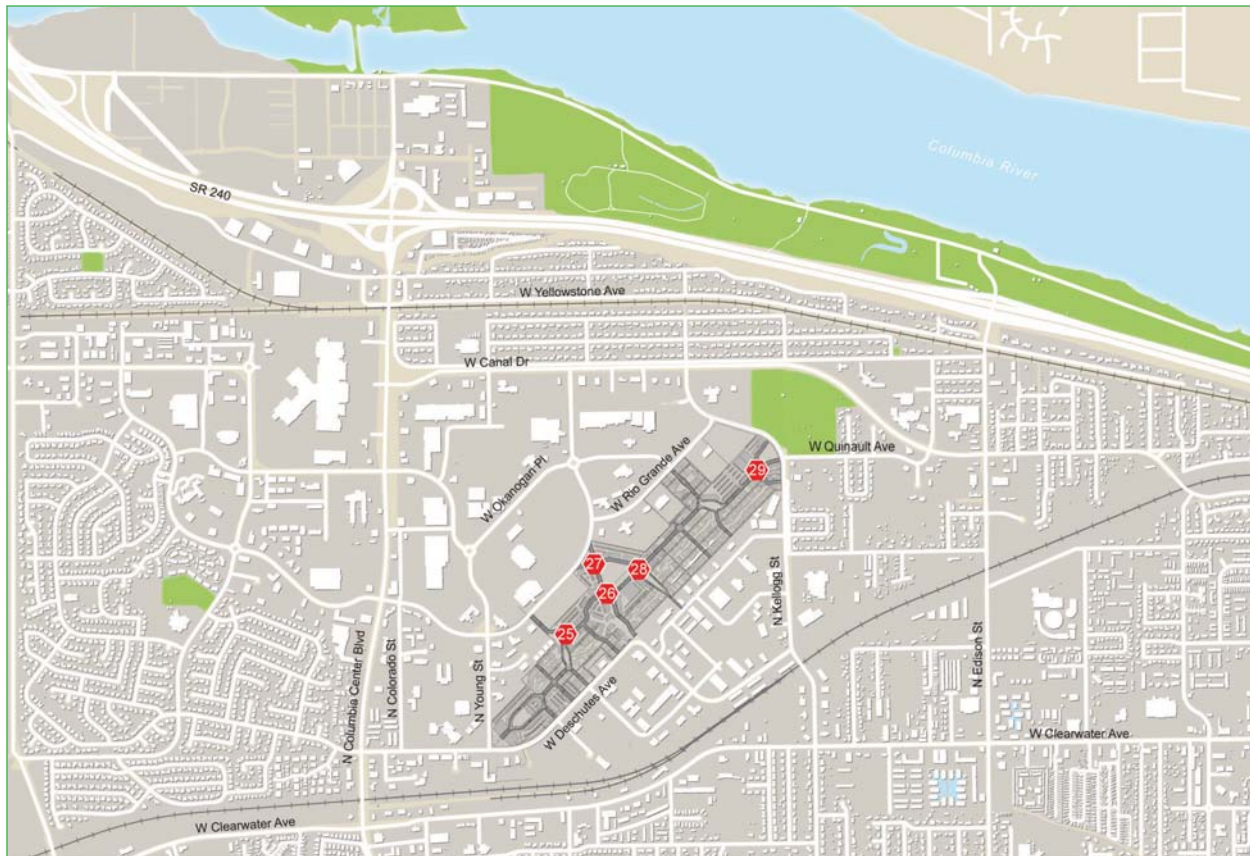
TRANSPORTATION IMPACT MITIGATION

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

Phase 1		2035 Volumes			2035 Operations			Mitigation		Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS		Currently (2016) TIF Eligible
		No Build	Build	% Difference	No Build	Build		Mitigation	Port of Kennebec (%)		Port of Kennebec (\$)		
6	Columbia Center Boulevard & Grandridge Boulevard	4102	4573	10.3%	C	31	D	41	D	36			
		616	663	7.1%	D	52	D	55	D	48			
		384	646	40.6%	E	64	E	78	D	46			
		1463	1545	5.3%	C	22	C	29	C	33	40%	\$207,520	Yes
		1639	1719	4.7%	C	22	C	33	C	31			
10	Colorado Street & Grandridge Boulevard	901	1365	34.0%	A	8	A	9	A	9			
		325	527	38.3%	A	8	A	9	A	8			
		234	496	52.8%	A	44	F	>300	A	11	55%	\$32,500	Yes
		216	216	0.0%	E	15	E	38	B	13			
		126	126	0.0%	C	15	E	38	B	13			
23	Edison Street & Canal Drive	4581	5015	8.7%	D	48	E	58	D	39			
		1143	1328	13.9%	C	34	E	57	D	40			
		787	834	5.6%	C	25	D	36	C	34			
		920	981	6.2%	E	61	E	76	D	45	25%	\$864,800	No
		1731	1872	7.5%	E	61	E	58	D	38			
New Intersection - Deschutes & Hangar area		Intersection was not included as a study area intersection so volumes were not developed.			Intersection was not included as a study area intersection so operations results were not calculated.			New intersection with all-way stop control and eastbound right-turn bypass lane.			100.0%	\$325,000	No
Eastbound													
Northbound													
Southbound													

NOTES

- #1) Movements highlighted in yellow with text in red and bold exceed City LOS thresholds;
- #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

Phase 2		2035 Volumes			2035 Operations			Mitigation		Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS		Currently (2016) TIF Eligible	
		No Build	Build	% Difference	No Build	Build		Mitigation	2035 Operations		Port of Kennebec (%)	Port of Kennebec (\$)		
4	Columbia Center Boulevard & Quinault Avenue	5124	5669	9.6%	D	47	E	57						
		892	940	5.1%	E	74	E	74						
		626	756	17.2%	D	46	E	58						
		1693	1872	9.6%	D	40	D	49						
		1913	2101	8.9%	D	42	E	57						
7	Columbia Center Boulevard & Deschutes Avenue	4395	4840	9.2%	C	30	D	40						
		526	564	6.7%	C	34	D	49						
		653	853	23.4%	E	69	F	92						
		1568	1691	7.3%	C	21	C	20						
		1648	1732	4.8%	C	23	C	30						
14	Young Street & Deschutes Avenue	901	1349	33.2%	A	8	A	7						
		288	443	35.0%	A	8	A	7						
		376	386	2.6%	na	na	A	6						
		237	310	23.5%	C	17	A	10						
		0	210	100.0%	na	na	A	7						
18	Kellogg Street & Quinault Avenue	1479	1821	18.8%	na	na	B	13						
		0	273	100.0%	na	na	C	28						
		162	303	46.5%	F	87	C	27						
		674	643	-4.8%	na	na	A	6						
		643	602	-6.8%	A	10	A	6						
19	Kellogg Street & Metairie Avenue	1240	1519	18.4%	D	29	F	75						
		41	41	0.0%	D	29	F	75						
		105	199	47.2%	D	26	F	60						
		534	572	6.6%	A	9	A	9						
		560	707	20.8%	A	9	A	10						
20	Kellogg Street & Deschutes Avenue	1684	2141	21.3%	F	52	F	242						
		410	529	22.5%	F	52	F	242						
		569	771	26.2%	B	10	B	12						
		705	841	16.2%	na	na	na	na						
		3678	4092	10.1%	C	33	D	44						
21	Kellogg Street & Clearwater Avenue	1048	1066	1.7%	B	18	C	29						
		1233	1318	6.4%	C	32	D	37						
		348	404	13.9%	D	40	E	68						
		1049	1304	19.6%	D	46	E	95						
		1806	2023	10.7%	D	26	F	114						
24	Edison Street & Metairie Avenue	100	223	55.2%	D	26	F	114						
		725	772	6.1%	B	11	B	12						
		981	1028	4.6%	na	na	na	na						
Subtotal Costs - Tier 2 (TIF Eligible)										\$2,117,800		\$260,160		
Subtotal Costs - Tier 2 (Non-TIF Eligible)										\$2,041,000		\$1,688,050		
Subtotal Costs - Tier 2 (Total)										\$4,158,800		\$1,948,210		
TOTAL PROJECT COSTS (TIF Eligible)										\$3,533,900		\$701,755		
TOTAL PROJECT COSTS (Non-TIF Eligible)										\$2,366,000		\$2,013,050		
TOTAL PROJECT COSTS										\$5,899,900		\$2,714,805		
												Port	Total Mitigation Cost Estimate	

NOTES

- #1) Movements highlighted in yellow with text in red and bold exceed City LOS thresholds;
- #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

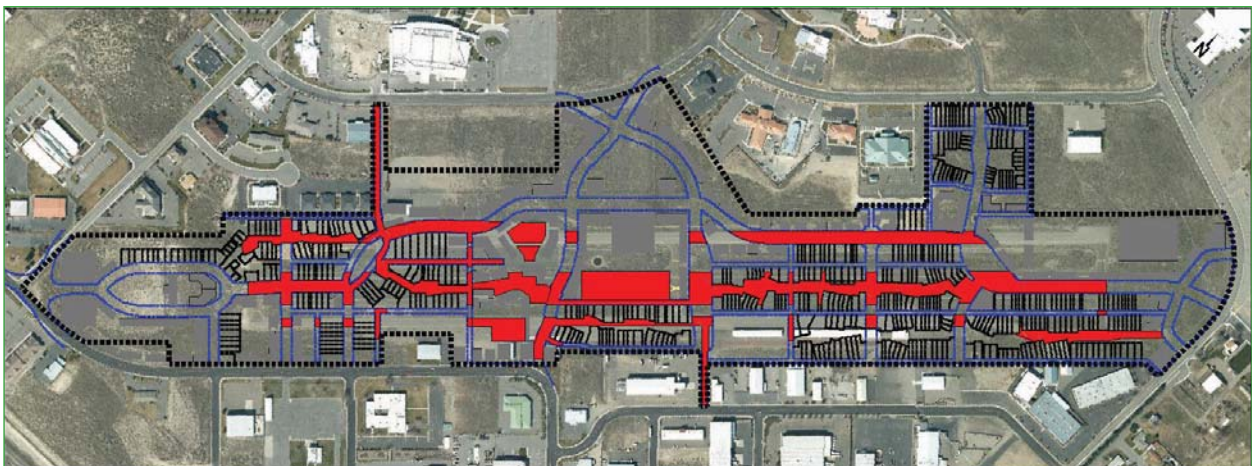
PAVEMENT REUSE

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 conjunction 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.

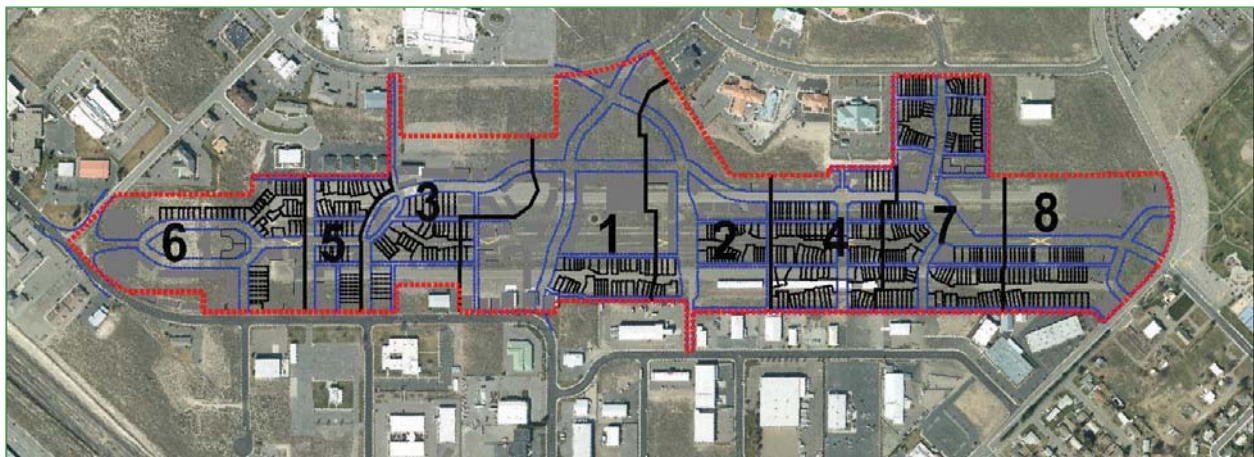
The SWCA architectural historian also visited the site to further assess historic buildings, structures, and features in the project area. The recorded structures included T-hangars (A and B), corporate hangars (A and B and C) as well as the remaining pieces of steel matting at the site (aircraft carrier 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	600,000 sq.ft.	600 Multi-Family Dwelling Units
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, transit-oriented 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

PORT OF KENNEWICK
Resolution No. 2017-17

***A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF THE PORT OF KENNEWICK ADOPTING THE MASTER PLAN FOR
REDEVELOPMENT OF THE VISTA FIELD PROPERTY***

WHEREAS, the former Vista Field Airport property in the City of Kennewick provides an economic development opportunity for the Port of Kennewick and the City of Kennewick; and

WHEREAS, DPZ Partners, were contracted to assist the Port with preparation of the Vista Field Redevelopment Master Plan; and

WHEREAS, public input regarding the future redevelopment of Vista Field was obtained throughout the planning process; and

WHEREAS, the Board of Commissioners has reviewed the Vista Field Redevelopment Master Plan throughout the planning process; and

WHEREAS, the Board of Commissioners directed the draft plan be forwarded to the City of Kennewick for review and comments which occurred on March 14, 2017; and

WHEREAS, the City of Kennewick provided review comments on June 19, 2017; and

WHEREAS, revision comments received from the City of Kennewick have been incorporated into the Vista Field Redevelopment Master Plan (Exhibit 1).

NOW THEREFORE, BE IT RESOLVED that the Port of Kennewick Board of Commissioners hereby approves and adopts the Vista Field Redevelopment Master Plan as prepared and revised by DPZ, Partners.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 24th day of October, 2017.

***PORT of KENNEWICK
BOARD of COMMISSIONERS***

By:


SKIP NOVAKOVICH, *President*

By:


THOMAS MOAK, *Vice President*

By:


DON BARNES, *Secretary*

AFTER RECORDING RETURN TO:

City of Kennewick
210 W. 6th Avenue
Kennewick WA 99336
Attn: City Clerk

CITY OF KENNEWICK AND PORT OF KENNEWICK
VISTA FIELD DEVELOPMENT AGREEMENT

Abbreviated Legal Description:

Parcel 1: REAL PROPERTY LOCATED IN SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN;

Parcel 2: LOT 2, SHORT PLAT NO. 1333, in VOL. 1 OF SHORT PLATS, PAGE 1333;

Parcel 3: LOT 3, SHORT PLAT 3336, in VOLUME 1 OF SHORT PLATS, PAGE 3336;

Parcel 4: LOT 2, SHORT PLAT 3336, in VOLUME 1 OF SHORT PLATS, PAGE 3336;

Parcel 5: A PORTION OF PARCEL 3 OF RECORD SURVEY NO. 1-521;

Parcel 6: TRACT B OF RECORD SURVEY No. 2339; AND

Parcel 7: A PORTION OF PARCEL 7 OF RECORD SURVEY 1-522;

RECORDS OF BENTON COUNTY WASHINGTON; ALL LOCATED WITHIN THE CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON.

Tax Parcel Identification Numbers:

Benton County Assessor's Tax Parcels:

1-3299-100-0003-013

1-3299-101-1333-002

1-3299-101-3336-003

1-3299-101-3336-002

1-3299-100-0003-014

1-3299-300-0009-002

1-3299-300-0005-004

FULL LEGAL DESCRIPTION ATTACHED AT EXHIBIT A

TABLE OF CONTENTS

	<u>Page</u>
1. DEVELOPMENT AGREEMENT	1
2. VISTA FIELD PROPERTY.....	1
3. RECITALS AND FINDINGS.....	1
4. VISTA FIELD MASTER PLAN AND ZONING	1
4.1 Approval of Vista Field Master Plan and Map.....	1
4.2 Urban Mixed Use Zoning Ordinance	1
5. TRANSPORTATION.....	2
5.1 Vista Field Roadway Design Criteria Element	2
5.2 Transportation System Impacts and Mitigation.....	2
6. UTILITIES.....	3
6.1 Stormwater System Improvements	3
6.2 Sewer System Improvements	3
6.3 Water System Improvements	3
7. CITY OF KENNEWICK DESIGN STANDARDS AND PARK IMPACT FEES.....	4
8. VESTING.....	5
8.1 Effect of Development Agreement on Subsequent Development Regulations	5
8.2 Vested Rights.....	5
8.3 Exception to Vesting/Serious Threat to Public Health	5
9. AGREEMENT TERM AND EFFECTIVE DATE	5
10. MINOR PLAN MODIFICATIONS.....	5
11. GENERAL PROVISIONS.....	5
11.1 Default.....	5
11.2 Extension of Time for Performance	6
11.3 Governing Law, Remedies and Venue	6
11.4 Dispute Resolution	6
11.5 Construction.....	7
11.6 Complete Agreement and Conflicts	7
11.7 Waiver and Severability	7
11.8 Binding Effect	7
11.9 Cooperation.....	7
11.10 Transfer or Assignment.....	7
11.11 Effect of Development Agreement on City Rates and Fees.....	8

11.12	No Public Official Liability.....	8
11.13	Notices.....	8
11.14	Warranty of Authority.....	8

EXHIBITS TO THIS AGREEMENT

- Exhibit A: Vista Field Property Legal Description
- Exhibit B: Vista Field Property Parcel Map
- Exhibit C: Vista Field Master Plan 2017
- Exhibit D: Vista Field Master Plan - Layout
- Exhibit E: Vista Field Roadway Design Criteria Elements
- Exhibit F: Vista Field Redevelopment Project Transportation System Impact Evaluation (Part)
- Exhibit G: Fire Lane Access Intersection Triangle Example

**City of Kennewick and Port of Kennewick
VISTA FIELD DEVELOPMENT AGREEMENT**

1. DEVELOPMENT AGREEMENT. THIS VISTA FIELD DEVELOPMENT AGREEMENT (“Agreement”) is entered between the City of Kennewick, Washington, a Washington municipal corporation (“City”) and the Port of Kennewick, a Washington municipal corporation (“Port”). The City and Port are each a “Party,” and collectively the “Parties” to this Agreement. The Parties agree as follows.

2. VISTA FIELD PROPERTY. This Agreement applies to the Vista Field Redevelopment Area (the, “Property”). The Property is described in attached Exhibit A. A parcel map of the Property is attached as Exhibit B. All Exhibits to this Agreement are attached hereto and incorporated herein by this reference.

3. RECITALS AND FINDINGS.

3.1 The Port has approved a Master Plan to guide the redevelopment of Vista Field.

3.2 The City and the community has participated in development of Vista Field Master Plan including key elements related to land use planning, development standards, infrastructure and other improvements.

3.3 The Port and the City are authorized by law, including Chapter 36.70B RCW, to enter into a development agreement setting forth the development standards and other provisions to apply to development of the Property, all as set forth in this Agreement.

3.4 The Port enters this Agreement to provide certainty for the development community in the planning and redevelopment of the Property, including the funding and consideration received for meeting the development standards incident to the Vista Field Master Plan which are in excess of those necessary to facilitate Vista Field redevelopment alone.

3.5 The City and Port determine that this Agreement is appropriate to establish planning principles, development standards, and procedures in order to eliminate uncertainty in the redevelopment of Vista Field and to guide the orderly development of the Property, including the funding of improvements identified herein.

3.6 The City and Port each conducted public hearings in advance of approval of this Agreement as required by RCW 36.70B.200. And the City Council by ordinance and Port Commission by resolution each approved the Agreement and the associated Preliminary Plat.

4. VISTA FIELD MASTER PLAN AND ZONING.

4.1 **Approval of Vista Field Master Plan and Map.** The Vista Field Master Plan at Exhibit C and Vista Field Redevelopment Master Plan-Layout at Exhibit D are hereby adopted and approved and shall remain in effect and applicable to the Property during the Agreement Term.

4.2 **Urban Mixed Use Zoning Ordinance.** Kennewick Municipal Code 18.80, 18.12.010A.1, 18.12.010A.2, 18.12.010B.1, 18.12.010B.2, 18.12.030, 18.12.040, 18.12.250, 18.12.270, 18.12.280, 18.24.030, and

18.36.067 are incorporated by this reference and shall remain applicable to the Property during the Agreement Term.

5. TRANSPORTATION.

5.1 **Vista Field Roadway Design Criteria Element.** Exhibit E identifying the street plan and profile for roadways in Vista Field is hereby adopted and approved and shall remain applicable to the Property during the Agreement Term.

5.2 **Transportation System Impacts and Mitigation.** The Vista Field Redevelopment Project Transportation System Impact Evaluation (part) is attached as Exhibit F and incorporated herein by reference. The cost allocation table contained within Exhibit F outlining percentage impacts from Vista Field Development shall be applicable during the term of this agreement. Timing of improvements discussed herein shall be determined by those intersections which are close to exceeding the Level of Service (LOS) thresholds identified in Exhibit F. The following responsibilities and actions are deemed both necessary and appropriate to assure proper function of the transportation network within the Vista Field vicinity.

5.2.1 The City of Kennewick shall perform/collect bi-annual vehicle counts and other data at the locations identified in Exhibit F to determine intersection operation-levels of service to identify timing for transportation system improvements set out in Exhibit F for identified LOS.

5.2.2 The City currently has one, citywide Traffic Impact Fee (TIF) zone. The City is in the process of updating its Citywide Transportation System Plan. The Parties anticipate that upon conclusion of the study in 2018, the City will adopt additional TIF zones to include a zone which encompasses the Vista Field Property. The Parties also anticipate that several of the intersections identified in Exhibit F, will also be identified on a future City of Kennewick TIF eligible project list for that zone. As a result all TIF collected from development of the Vista Field Property will be applied to TIF eligible projects which mitigate the traffic impact of the Vista Field redevelopment. The Port and their successors and assigns agree to pay the TIF that is determined at the point in time a complete application for a development permit is filed with the City. The Port waives the requirement under RCW 82.02.080 that unexpended TIF paid for Property development is returned to the party paying the TIF, provided the funds are held by City for transportation improvements identified in Exhibit F.

5.2.3 The City may review and consider additional intersections within the TIF zone that includes the Vista Field Property as TIF eligible, that are not already identified in Exhibit F if consistent with standard engineering practices. However, TIF collected from development of the Vista Field Property shall be first applied to improvements identified in Exhibit F and then to subsequently identified TIF eligible projects within the Vista Field TIF zone.

5.2.4 The City will be responsible for the design and implementation of all offsite intersection improvements identified in Exhibit F. The City will notify the Port upon determination that an intersection is close to exceeding the LOS standards, and upon initiation of design work provide the Port with the Engineers' Cost Estimate prior to advertising the project for bid. The Parties acknowledge that assuming a given intersection listed in Exhibit F is on the City's TIF eligible project list for that zone, any TIF collected from the Vista Field Development will be utilized to offset the Port's proportionate share of the project costs as shown in the allocation table of Exhibit F. All TIF collected outside of the Vista Field Property but within that zone may be utilized to offset the City's proportionate share of the project costs. The remaining balance will be split between the Port and the City based upon the

allocation table found in Exhibit F. The Port agrees to pay to the City a 3% construction management fee to manage each capital project. The Parties agree the 3% will be calculated against the successful bid for each project. Upon City acceptance of project at substantial completion and written notification by the City to the Port, the Port shall reimburse the City for the Port's percentage (identified in Exhibit F) of the total project costs plus the administrative fee within forty-five (45) days.

5.2.5 The Port shall plan, design and implement all onsite transportation system improvements that are the Port's sole responsibility as shown in Exhibit F ("100%" in column 14), and such other transportation improvement's as may be required for which the City does not have responsibility to participate in funding under this Agreement.

5.2.6 The Port will be responsible for the design and implementation for all four (4) major entrances to Vista Field noted in the Vista Field Master Plan, to wit: (1) the North East entrance at Kellogg Street and Quinault Avenue; (2) the South West entrance at Deschutes Avenue and Young Street; (3) the Southern entrance at Deschutes Avenue; and (4) the Northern entrance at Grandridge Boulevard.

6. UTILITIES

6.1 **Stormwater System Improvements.** The storm water drainage systems shall be designed to locate all infiltration elements outside of roadway sections. Drywells and infiltration systems shall be located behind curb and gutter lines.

6.2 **Sewer System Improvements.** The City analyzed the existing City sewer system and determined the system within the vicinity of the Vista Field development is adequate to accommodate buildout of Vista Field as identified in the Master Plan.

6.3 **Water System Improvements.** The City analyzed the existing City water system and determined the system within the vicinity of the Vista Field development requires improvements to accommodate fire flows to support build out of Vista Field as identified in the Master Plan. The Parties agree that installation of the following improvements is necessary in conjunction with the first phase of development of the property. The Parties acknowledge that although listed separately, the water system improvements noted below may be constructed as a single project.

6.3.1 The City shall plan, design and implement the improvements identified in Agreement Section 6.3.2. The Port shall reimburse the City for 20% of the total project costs for each improvement. The estimated cost for the improvements is \$850,000 to \$1,000,000 (2017 planning-level cost estimates). However, the Port is obligated to reimburse the City for 20% of the actual costs of each improvement, but such Port reimbursement to City shall not exceed \$200,000 plus a 3% construction management fee to reimburse the City for managing the water system improvement projects noted below. The Parties agree the 3% fee will be calculated against the successful bid for projects.

6.3.2 The water system improvements under this Agreement Section 6.3 are:

- Installation of a pressure reducing valve (PRV) station in the vicinity of the intersection of Deschutes Avenue and Colorado Street connecting Pressure Zones 2 and 3.

- Upgrade the existing 8 inch diameter waterline with a 12-inch diameter waterline in Young Street from Deschutes Avenue to W. Okanogan Place.
- Upgrade the existing 8 inch diameter waterline with 12 inch diameter waterline in Colorado Street from Deschutes Avenue to Grandridge Boulevard.

6.3.3 The Port agrees to design and install a 12 inch diameter waterline along the main East West road connecting the water systems in Young Street to Kellogg Street. The Port agrees to design and install a 12 inch diameter waterline along the main North South road connecting Deschutes Avenue and Grandridge Boulevard.

7. CITY OF KENNEWICK DESIGN STANDARDS AND PARK IMPACT FEES.

7.1 Street and Access Design. The City acknowledges the Vista Field Street Design Criteria found in Exhibit E, deviates from the City's standard specifications, the City consents to the design criteria listed in Exhibit E, all other City standard specifications for streets not in conflict with this subsection shall apply. The following additional design standards apply.

7.1.1 The Port agrees to use a WB40 as the Design Vehicle for the design of the streets and intersections within Vista Field except as provided for in Section 7.1.2, below:

7.1.2 The Port agrees to use a WB50 as the Design Vehicle to design the streets and intersections around the primary routes to accommodate the "errant truck." The primary routes are considered to be the main East West road connecting Young Street to Kellogg Street, and the North South road connecting Deschutes to Grandridge.

7.1.3 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 the building.

7.1.4 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.

7.1.5 Turning radii into side streets shall meet City design standards as measured from the driving lane of one street into the side street (not the actual radius of the street curb).

7.1.6 Intersection of 20-foot fire lane access routes in alley locations shall require dedication of additional 5-foot by 5-foot triangle rights-of-way areas to assure safe and efficient circulation of emergency vehicles. See attached Exhibit G for an example of this requirement.

7.2 Park Impact Fees. The Parties acknowledge the City is updating its Park Comprehensive Plan which will divide the City based upon Levels of Service into several parks zones. The Parties anticipate the City will be adopting a Park Impact fee which will apply to both residential uses as well as mixed use developments within Vista Field. The Port and their successors in interest agree to pay the Park Impact fee determined by the City at the time a complete application for a development permit is submitted to the City.

8. VESTING.

8.1 Effect of Development Agreement on Subsequent Development Regulations.

Development regulations adopted subsequent to the Agreement Effective Date, shall not be applicable to Vista Field Property, except as otherwise provided in this Agreement or as may be required by subsequently adopted state or federal statutes.

8.2 Vested Rights. All regulations in existence on Agreement Effective Date shall be applicable to the development of the Property, including: those provisions of Chapters 36.70A (Growth Management) and 58.17 RCW (Plats, Subdivisions and Dedications), as supplemented by the design standards contained in Kennewick Municipal Code (KMC), including but not limited to KMC 18.80, and the sections KMC 18.12, 18.24 and 18.36 as referenced in Section 4.2, the Final Vista Field Redevelopment Master Plan, and other provisions of this Agreement attached hereto as Exhibits C, D, E, F and G; all applicable KMC sections, the City Comprehensive Plan, as well as all other City rules, regulations, standards and specifications applicable to Vista Field and in effect on the Agreement Effective Date. Unless otherwise stated herein with respect to Traffic Impact Fees and Park Impact Fees, this Agreement vests for the Port, its successors and assigns, and the Property to the regulations in effect on the Agreement Effective Date and as set forth herein for the term of this Agreement, and for the reasonable build-out period for improvements with building permits issued prior to the termination of the Agreement.

8.3 Exception to Vesting/Serious Threat to Public Health. In the event the City is faced with an unforeseen serious and immediate threat to public health, safety and welfare directly affecting Vista Field Property, the City may, upon notice to the Port, adopt new or different regulations applicable to the property than those established in this Agreement.

9. AGREEMENT TERM AND EFFECTIVE DATE. This Agreement shall take effect and be in force upon the last date of the signature of each Party to this Agreement, following the effective date of the City Ordinance approving this Agreement (the "Effective Date"). The Agreement term shall commence on the Effective Date and extend for ten (10) years (the "Agreement Term"). The Agreement Term may be extended by five-year extensions upon application by the Port and approval by City Council per KMC 18.48, until the Agreement is deemed no longer necessary by both parties.

10. MINOR PLAN MODIFICATIONS. The Parties acknowledge that refinement and further development of the Vista Field Master Plan and associated improvements may require modification during the Agreement Term. The Parties shall review and consider requests for minor modifications. Minor modifications require the consent of the City and the Port, which consent shall not be unreasonably withheld. For purposes of this Agreement Section 10, a "minor modification" is a modification in the Master Plan or applicable development regulations that do not require SEPA review.

11. GENERAL PROVISIONS.

11.1 Default. In the event either Party fails to perform the terms and provisions of this Agreement, which failure continues uncured for a period of sixty (60) days following written notice from the other Party (unless the Parties have mutually agreed in writing to extend this period) shall constitute a default under this Agreement. Any notice of default shall specify the nature of the alleged default and, where appropriate, the manner in which the alleged default may be satisfactorily cured. If the nature of the alleged default is such that it cannot be reasonably cured within the sixty (60) day period, then the

commencement of actions to cure the alleged default within the sixty (60) day period and diligent prosecution of such actions necessary to complete the cure of the alleged default, shall be deemed to be a cure within the sixty (60) day period. Upon a default of this Agreement that is not cured as provided above, the non-defaulting Party may institute legal proceedings to enforce the terms of this Agreement. If the default is cured, then no default exists, and the noticing Party shall take no further action.

11.2 Extension of Time for Performance. Notwithstanding anything to the contrary contained in this Agreement, neither Party shall be deemed to be in default where delays and performance or failures to perform are due to war, terrorism, insurrection, strikes or other labor disturbances, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, restrictions imposed or mandated by other governmental entities, enactment of conflicting state or federal laws or regulations, extended appeals by third parties or similar basis for excused performance which are not within the reasonable control of the party to be excused. Upon the request of either Party, an extension of time for such cause shall be granted in writing for the period of the forced delay, or longer, as may be mutually agreed upon.

11.3 Governing Law, Remedies and Venue. This Agreement shall be governed by the laws of the State of Washington. Either Party may, in addition to any other rights or remedies, institute an equitable action to cure correct, or remedy any default; enforce any covenant or agreement set forth herein; enjoin any threatened or attempted violation of the Agreement; enforce by specific performance the obligations and rights of the parties to this Agreement, or obtain any remedies consistent with the foregoing and the purpose and intent of this Agreement; provided, however, in no event shall either Party be entitled to recover from the other Party, either directly or indirectly "damages" in any legal or equitable action. Notwithstanding the foregoing, in the event of a dispute arising out of or relating to this Agreement, whether or not suit or other proceedings are commenced and whether in mediation, arbitration, at trial, on appeal or in administrative proceedings, the substantially prevailing Party shall be entitled to its costs and expenses incurred, including reasonable attorney's fees. Venue for any action shall be in the Superior Court for Benton County, Washington.

11.4 Dispute Resolution. The Parties shall attempt to resolve disputes through informal good faith negotiations. Either Party may declare an impasse in an informal negotiation, but only after thirty (30) days following commencement of negotiations.

11.4.1 Mediation. Either Party may request mediation before neutral mediator acceptable to both Parties. If a mediator cannot be selected by the Parties, any Party may apply to the Presiding Judge of the Benton County Superior Court for appointment of a mediator. The costs of the mediator shall be borne equally by each Party. Any mediation process shall not delay or preclude commencement of an action in Superior Court for emergency or temporary relief.

11.4.2 Arbitration. Disputes not resolved through negotiation or mediation may be resolved by arbitration upon mutual agreement of the Parties. Arbitration shall be before a single arbitrator. The decision of the arbitrator will bind all Parties. If an arbitrator cannot be selected by the Parties, any Party may apply to the Presiding Judge of the Benton County Superior Court for appointment of the arbitrator. The Parties shall share equally the fees and expenses of the arbitrator. The arbitration will be conducted under Chapter 7.06 RCW, and the Superior Court Rules for Mandatory Arbitration (MAR). Any matter not submitted to arbitration may be brought in Superior Court.

11.4.3 This Agreement Section 11.4 shall survive the Agreement Term and shall also apply to resolve any disputes between the Parties arising out of or relating to this Agreement or the transactions contemplated thereby.

11.5 **Construction.** This Agreement has been freely and fairly negotiated by the Parties hereto and has been reviewed and discussed by legal counsel for each of the Parties, each of whom has had the full opportunity to modify the draftsmanship hereof and, therefore, the terms of this Agreement shall be construed and interpreted without any presumption or other rule requiring constructional interpretation against the Party causing the drafting of the Agreement.

11.6 **Complete Agreement and Conflicts.** This Agreement sets forth the entire agreement of the Parties. This Agreement shall be construed as a whole. No amendment, change or modification of any provision of this Agreement shall be valid unless set forth in writing and signed by both Parties. To the extent of any conflict with any City development regulations which may otherwise govern the Property, the terms and conditions of the development regulations in effect on the Effective Date and this Development Agreement shall prevail.

11.7 **Waiver and Severability.** The failure of either Party to insist upon or enforce strict performance by the other Party of any of the provisions of this Agreement or to exercise any rights or remedies under this Agreement shall not be construed as a waiver or relinquishment of any extent of such Party's right to assert or rely upon any such provisions or rights in that or any other instance; rather, the same shall be and remain in full force and effect. The invalidity or unenforceability of any provision of this Agreement shall not affect the other provisions hereof, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

11.8 **Binding Effect.** This Agreement shall be recorded against the Property and shall run with the land. Subject only to the express conditions or limitations of this Agreement, the Agreement shall be binding upon and inure to the benefit of the respective successors and assigns of the Parties. Upon assignment of this Agreement or the conveyance of any parcel of the Property to which this Agreement is applicable, the assignee/grantee shall be deemed to assume all rights, obligations and liabilities set forth in this Agreement as they relate to such parcel.

11.9 **Cooperation.** Each Party shall take such action (including, but not limited to the execution, acknowledgement and delivery of documents) as may reasonably be requested by the other Party for the implementation or continuing performance of this Agreement. In the event of any administrative, legal or equitable action or other proceeding instituted by any person not a party to this Agreement challenging the validity of any provision of this Agreement, or any subsequent action taken consistent with this Agreement, the Parties shall cooperate in defending such action or proceeding to settlement or final judgment, including all appeals. Each party shall select its own legal counsel and retain such counsel at its own expense.

11.10 **Transfer or Assignment.**

11.10.1 The Port may assign or transfer all or any portion of its interests, rights, obligations or responsibilities under this Agreement, including all development approvals and all subsequent actions, to third parties acquiring an interest in the Property or any portion thereof, including, without limitation, purchasers, or long-term ground lessees of individual lots, tracts, parcels or any lots, homes or facilities comprising a portion of the Property.

11.10.2 Any such transfer shall not release Port from its obligations and responsibilities under this Agreement unless the City has consented to such transfer in writing. In the event of a request for consent to a transfer, the City's consent shall not be unreasonably withheld, conditioned or delayed. Provided, in the event City consent is obtained for a transfer, any transfer agreement or document may (i) release Port from obligations under this Agreement, including development approvals and any subsequent actions, that pertain to the portion of the Property being transferred, provided the transferee expressly assumes Port's obligations and responsibilities; (ii) transfer to the transferee all vested rights to improve that portion of the Property being transferred; and, (iii) may address any other matter deemed by Port or the City to be necessary or appropriate in connection with the transfer or assignment. Written notice of any proposed transfer or assignment for which consent from the City is sought shall be mailed to the City in the manner set forth in this Agreement at least thirty (30) days in advance of the proposed date of transfer. Failure of the City to respond within the thirty (30)-day period after receipt of a request by Port for such consent shall be deemed to be the City's approval of the transfer in question. All benefits and burdens to the Property are intended to and shall run with the land and shall be enforceable upon and for the benefit of subsequent owners and successors in interest to all or any portion of the Property.

11.11 **Effect of Development Agreement on City Rates and Fees.** Nothing in this Agreement shall prevent the City from modifying standard City-wide rates and fees applied equally throughout the City, and also applicable to Vista Field, during the term of this Agreement, unless specifically set forth in this Agreement.

11.12 **No Public Official Liability.** No provision of this Agreement and any authority granted by this Agreement is intended to create or result in any personal liability for any public official or employee or agent of the City or Port, nor shall any provision or provisions of this Agreement be construed to create any such liability.

11.13 **Notices.** Notices under this Agreement shall be in writing and, unless otherwise required by law, may be delivered (1) personally; (2) by U.S. mail, certified or registered; or (3) by a nationally recognized overnight courier service. Mailed notices shall be deemed effective on the third day after deposited as registered or certified mail, postage prepaid, directed to the other party at the address shown below.

Port: Chief Executive Officer
350 Clover Island Drive, Suite 200
Kennewick WA 99336

City: City Manager
210 W. 6th Avenue
Kennewick WA 99336

Couriered notices shall be deemed delivered when the courier's records indicate that delivery has occurred. Either party may change its address for notices by written notice to the other.

11.14 **Warranty of Authority.**

11.14.1 The Port hereby warrants to the City that the undersigned is authorized to execute this Agreement and to bind the port and the Property.

11.14.2 The City has authority under Chapter 36.70B RCW to enter this as a proper exercise of municipal police power and contract authority. This Agreement is entered into pursuant to such authority. The city warrants that the undersigned Mayor has authority and is authorized to enter into this Agreement.

IN WITNESS WHEREOF, the parties hereto executed this Agreement on the below dates.

CITY OF KENNEWICK

Steve Young, Mayor

DATE: _____
Attest:

City Clerk
Approved as to form:

City Attorney

PORT OF KENNEWICK


Skip Novakovich, Port Commission President

DATE: _____

EXHIBIT A – VISTA FIELD PROPERTY LEGAL DESCRIPTION

PARCEL 1

REAL PROPERTY LOCATED IN SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 32; THENCE NORTH 00°05'15" EAST, 891.82 FEET ALONG THE EAST LINE OF SAID NORTHEAST QUARTER; THENCE NORTH 89°54'25" WEST, 162.33 FEET TO THE SOUTHWEST CORNER OF LOT 2 OF SHORT PLAT NO. 1333 AS RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 1333, RECORDS OF BENTON COUNTY, SAID POINT IS ALSO AN ANGLE POINT IN THE NORTHERLY LINE OF BLOCK 1 OF THE PLAT OF VISTA INDUSTRIAL PARK AS RECORDED IN VOLUME 14 OF PLATS, PAGE 56, RECORDS OF BENTON COUNTY AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 45°11'01" WEST, 2042.89 FEET ALONG THE NORTHWESTERLY LINE OF SAID BLOCK 1 TO THE NORTHWEST CORNER OF THAT PARCEL SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2320, RECORDS OF BENTON COUNTY; THENCE SOUTH 44°48'56" EAST, 200.00 FEET ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL TO THE NORTHWESTERLY LINE OF OKANOGAN AVENUE; THENCE SOUTH 45°11'04" WEST, 30.00 FEET ALONG SAID NORTHWESTERLY LINE TO THE SOUTHEAST CORNER OF PARCEL "A" AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 1611, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 255.75 FEET TO THE MOST NORTHERLY CORNER OF SAID PARCEL "A"; THENCE SOUTH 45°11'04" WEST, 670.00 FEET ALONG THE NORTHWESTERLY LINES OF PARCEL "A" AND PARCEL "B" OF SAID SURVEY TO THE NORTHWEST CORNER OF SAID PARCEL "B"; THENCE SOUTH 44°48'56" EAST, 55.75 FEET ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL "B" TO THE NORTHWESTERLY LINE OF WEST DESCHUTES AVENUE; THENCE SOUTH 45°11'04" WEST, 494.70 FEET ALONG SAID NORTHWESTERLY LINE TO THE SOUTHEAST CORNER OF THAT PARCEL OF LAND SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2094, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 139.19 FEET TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE SOUTH 45°11'04" WEST, 323.30 FEET TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE SOUTH 44°48'56" EAST, 139.19 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL, SAID POINT BEING ON THE NORTHWESTERLY LINE OF WEST DESCHUTES AVENUE; THENCE SOUTH 45°11'04" WEST, 739.11 FEET ALONG SAID NORTHWESTERLY LINE TO A POINT IN THE EASTERLY LINE OF PARCEL 7 AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 522, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 700.00 FEET ALONG SAID EASTERLY LINE TO AN ANGLE POINT IN SAID LINE, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 4 OF THE PLAT OF WESTHAVEN BLOCK TWO ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 75, RECORDS OF BENTON COUNTY; THENCE NORTH 45°11'04" EAST, 700.00 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PLAT TO THE SOUTHEAST CORNER OF LOT 12 OF SAID PLAT; THENCE NORTH 44°48'56" WEST, 508.22 FEET ALONG THE EASTERLY LINE OF SAID PLAT TO THE NORTHEAST CORNER OF LOT 10 OF SAID PLAT, SAID POINT BEING ON THE

SOUTHEASTERLY LINE OF GRANDRIDGE BLVD.; THENCE NORTH 45°11'04" EAST, 60.00 FEET ALONG SAID SOUTHEASTERLY LINE TO THE NORTHWEST CORNER OF TRACT "A" AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2339, RECORDS OF BENTON COUNTY; THENCE SOUTH 44°48'56" EAST, 407.01 FEET ALONG THE SOUTHWESTERLY LINE OF SAID TRACT "A" AND TRACT "B" OF SAID SURVEY TO THE MOST SOUTHERLY CORNER OF SAID TRACT "B"; THENCE NORTH 45°11'04" EAST, 797.11 FEET ALONG THE SOUTHEASTERLY LINE OF SAID TRACT "B" TO THE MOST EASTERLY CORNER THEREOF; THENCE SOUTH 44°48'56" EAST, 101.21 FEET; THENCE NORTH 45°11'04" EAST, 700.00 FEET TO THE MOST SOUTHERLY CORNER OF PARCEL 3 AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 521, RECORDS OF BENTON COUNTY; THENCE CONTINUING NORTH 45°11'04" EAST, 2042.89 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL 3 AND THE SOUTHEASTERLY LINES OF SHORT PLAT NO. 1333 AND SHORT PLAT NO. 1644 AS RECORDED IN VOLUME 1 OF SHORT PLATS AT PAGES, 1333 AND 1644, RECORDS OF BENTON COUNTY TO THE MOST WESTERLY CORNER OF LOT 2 OF SAID SHORT PLAT NO. 1333; THENCE SOUTH 44°48'56" EAST, 700.00 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 2 TO THE TRUE POINT OF BEGINNING.

CONTAINS 69.90 ACRES.

PARCEL 2

LOT 2, SHORT PLAT NO. 1333, RECORDED IN THE OFFICE OF THE COUNTY AUDITOR IN VOL. 1 OF SHORT PLATS, PAGE 1333. CONTAINS 5.58 ACRES.

PARCEL 3

LOT 3, SHORT PLAT 3336, ACCORDING TO THE SHORT PLAT THEREOF RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 3336, RECORDS OF BENTON COUNTY, WASHINGTON
CONTAINS 2.85 ACRES

PARCEL 4

LOT 2, SHORT PLAT 3336, ACCORDING TO THE SHORT PLAT THEREOF RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 3336, RECORDS OF BENTON COUNTY, WASHINGTON
CONTAINS 3.14 ACRES

PARCEL 5

THAT PORTION OF PARCEL 3 OF RECORD SURVEY NO. 1-521 DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL 3; THENCE NORTH 45°11'04" EAST ALONG THE SOUTHEASTERLY BOUNDARY OF SAID PARCEL FOR 193.31 FEET; THENCE NORTH 77°09'37" WEST 361.22 FEET TO A POINT ON THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL 3; THENCE SOUTH 44°48'56" EAST ALONG SAID SOUTHWESTERLY BOUNDARY 305.40 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL 3; THENCE SOUTH 45°11'04" WEST, 700.00 FEET; THENCE NORTH 44°48'56" WEST, 101.21 FEET TO THE MOST EASTERLY CORNER OF TRACT "B" AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 2339, RECORDS OF BENTON COUNTY; THENCE NORTH 44°48'56" WEST, 406.52 FEET ALONG THE NORTHEASTERLY LINE OF SAID TRACT "B" AND TRACT "A" OF SAID SURVEY TO A POINT ON THE SOUTHEASTERLY LINE OF GRANDRIDGE BLVD., SAID POINT ALSO BEING ON THE ARC OF A 1031.00 FEET RADIUS CURVE (RADIUS POINT BEARS NORTH 44°49'51" WEST); THENCE NORTHERLY, 513.53 FEET ALONG THE ARC OF SAID CURVE AND ALONG THE SAID SOUTHEASTERLY LINE OF GRANDRIDGE BLVD. THROUGH A CENTRAL ANGLE OF 28°32'17" TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 3 COLONNADE BUSINESS PARK AS SHOWN ON BINDING SITE PLAN NO. 3386 AS RECORDED IN VOLUME 1 OF SURVEYS, PAGE 3386, RECORDS OF BENTON COUNTY; THENCE SOUTH 77°09'13" EAST (SOUTH 77°09'37" EAST, RECORD), 387.50 FEET ALONG THE SOUTHERLY LINE OF SAID RECORD OF SURVEY AND THE SOUTHWESTERLY LINE OF A PARCEL AS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 3785, RECORDS OF BENTON COUNTY TO A POINT ON THE SOUTHWESTERLY LINE OF PARCEL 3 OF SAID RECORD SURVEY NO. 1-521; THENCE SOUTH 44°48'56"EAST, 305.72 FEET (305.40 FEET RECORD) TO THE POINT OF BEGINNING. CONTAINS 9.12 ACRES.

PARCEL 6

TRACT B OF RECORD SURVEY #2339 DESCRIBED AS FOLLOWS: THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: COMMENCING AT THE MOST WESTERLY CORNER OF A 10 ACRE PARCEL AS DEPICTED ON A SURVEY RECORDED UNDER AUDITOR'S FILE NUMBER 838693 AND FILED IN VOLUME ONE OF SURVEYS, AT PAGE 662, RECORDS OF SAID COUNTY. THENCE NORTH 45°11'04" EAST ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF A CITY STREET KNOWN AS GRANDRIDGE BLVD. 60.00 FEET. THENCE SOUTH 44°48'56" EAST 307.01 FEET TO THE TRUE POINT OF BEGINNING. THENCE NORTH 45°11'04" EAST 797.11 FEET. THENCE SOUTH 44°48'56" EAST ALONG THE NORTHEASTERLY LINE OF SAID 10 ACRE PARCEL 100.00 FEET. THENCE SOUTH 45°11'04" WEST 797.11 FEET. THENCE NORTH 44°48'56" WEST 100.00 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS, AND RESTRICTIONS OF RECORD AND IN VIEW.

CONTAINS 1.83 ACRES.

PARCEL 7

THAT PORTION OF PARCEL 7 OF RECORD SURVEY 1-522, AS ON FILE WITH THE BENTON COUNTY AUDITOR, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MONUMENTED INTERSECTION OF THE CITY STREETS KNOWN AS NORTH YOUNG STREET AND WEST

DESCHUTES AVENUE, SAID POINT BEING THE SOUTHWEST CORNER OF SAID PARCEL 7; THENCE SOUTH 89°16'47" EAST 30.00 FEET; THENCE NORTH 0°28'48" EAST 40.00 FEET TO THE INTERSECTION OF THE EASTERLY AND NORTHERLY RIGHTS-OF-WAY OF SAID STREETS RESPECTIVELY, AND THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 0°28'48" EAST ALONG SAID EASTERLY RIGHT OF WAY 347.50 FEET; THENCE NORTH 45°11'04" EAST 690.98 FEET TO A POINT ON THE EASTERLY BOUNDARY OF SAID PARCEL 7; THENCE SOUTH 44°48'56" EAST ALONG SAID EASTERLY BOUNDARY 600.00 FEET TO A POINT ON SAID NORTHERLY RIGHT-OF-WAY OF DESCHUTES AVENUE, SAID POINT IS NORTH 44°48'56" WEST 40.00 FEET FROM THE SOUTHEAST CORNER OF SAID PARCEL 7; THENCE SOUTH 45°11'04" WEST ALONG SAID NORTHERLY RIGHT-OF-WAY 250.00 FEET; THENCE NORTH 44°48'56" WEST 100.00 FEET; THENCE SOUTH 45°11'04" WEST 393.74 FEET TO A POINT ON SAID NORTHERLY RIGHT-OF-WAY, SAID POINT BEING ON A CURVE TO THE RIGHT, THE RADIUS POINT OF WHICH BEARS NORTH 15°29'00" WEST 780.00 FEET; THENCE WESTERLY ALONG SAID CURVE AND SAID NORTHERLY RIGHT-OF-WAY 220.59 FEET; THENCE NORTH 89°16'47" WEST ALONG SAID NORTHERLY RIGHT OF WAY 170.82 FEET TO THE TRUE POINT OF BEGINNING.
CONTAINS 9.87 ACRES.

EXHIBIT B – VISTA FIELD PROPERTY PARCEL MAP

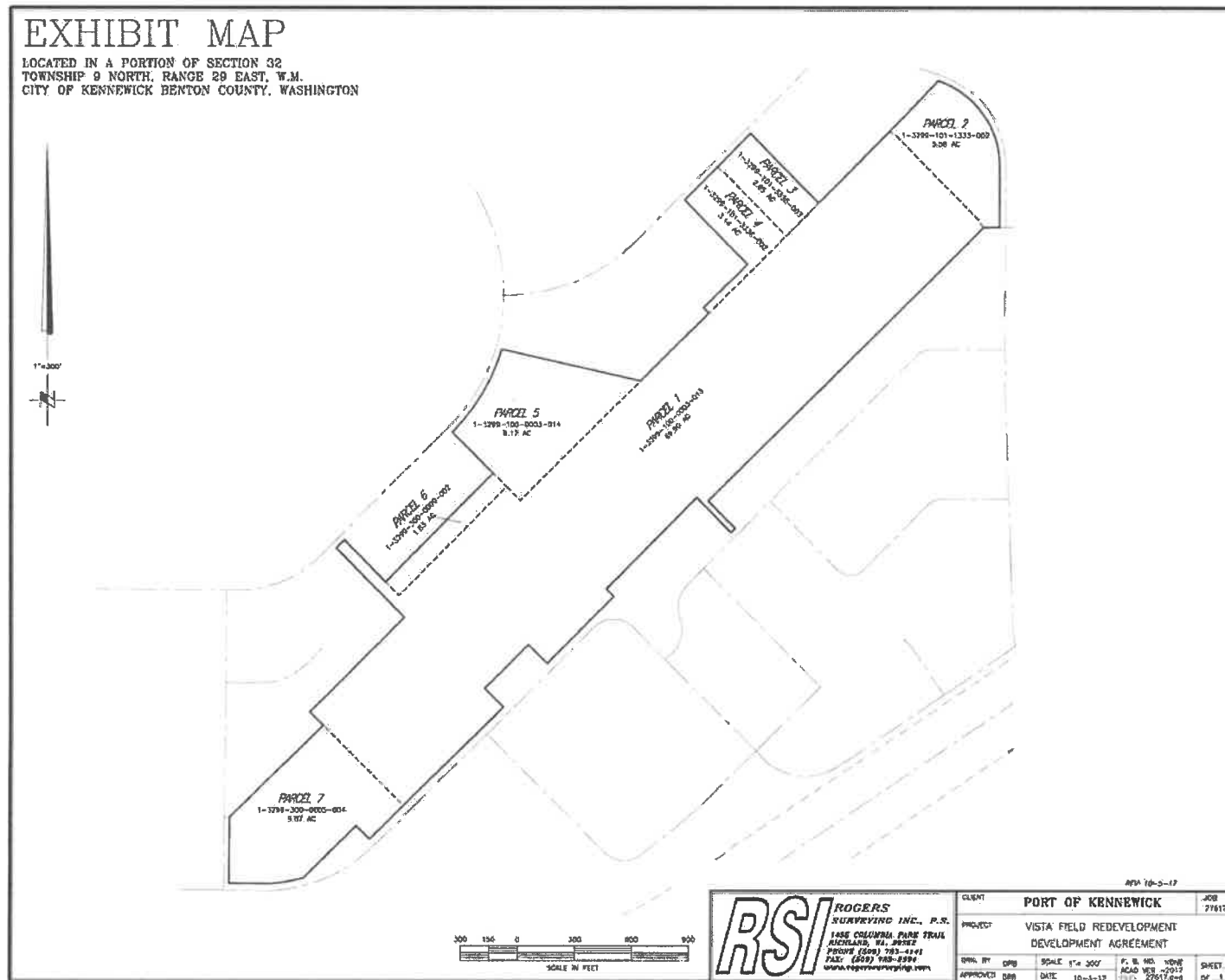


EXHIBIT C – VISTA FIELD MASTER PLAN 2017

EXHIBIT D – VISTA FIELD MASTER PLAN - LAYOUT

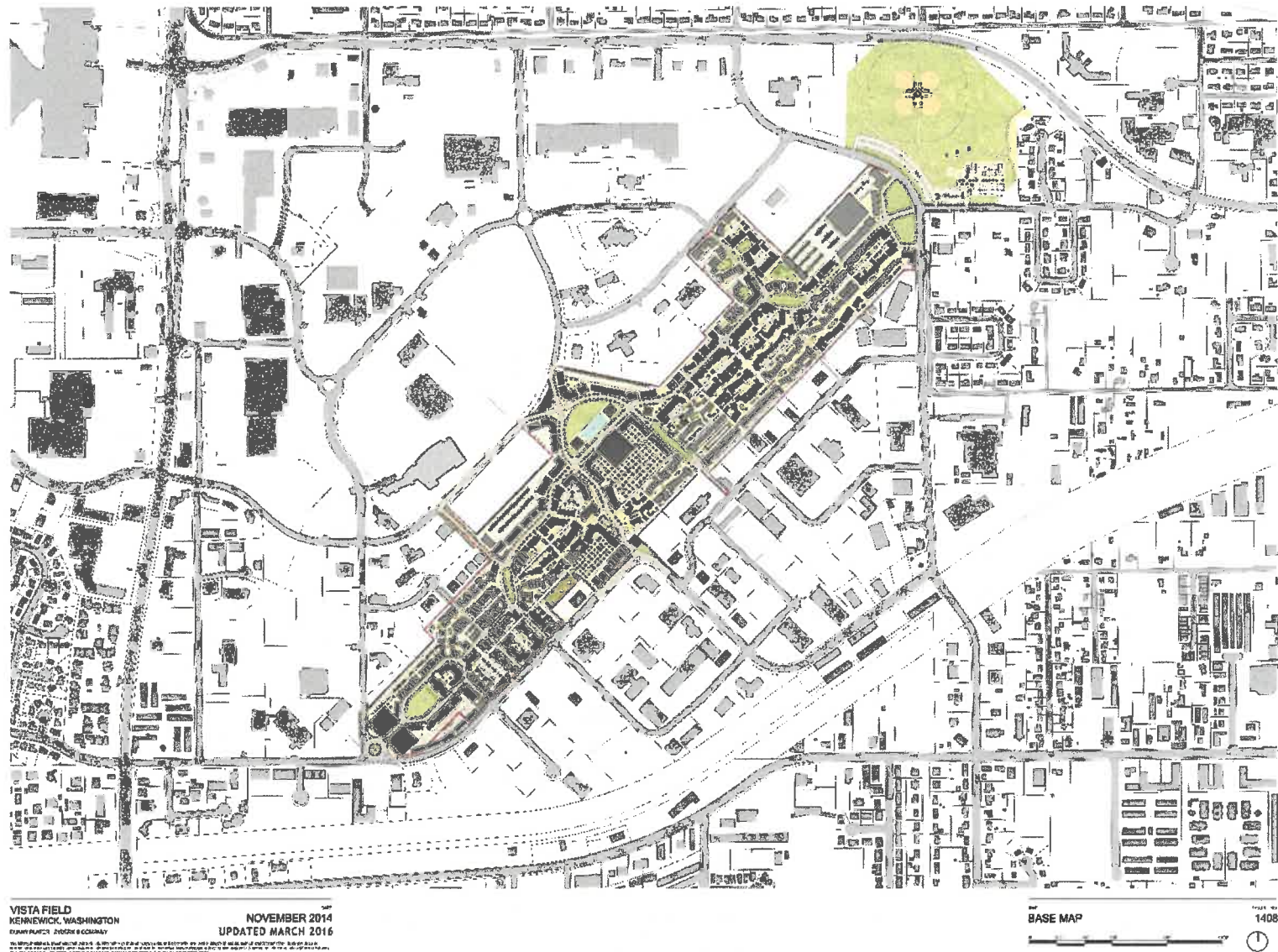


EXHIBIT E

Vista Field Roadway Design Criteria Elements

Street Types	
Commercial Street	36' feet curb to curb, 2-10' lanes, 2-8' parking lanes, Sharrows
Private Shared Residential Street/Woonerf	20 foot minimum
Private Alley	20 foot minimum.
Variants – i.e. one-way and median	20' min. width, 12' lanes/8' parking/8' Grasscrete, bike lanes to be Sharrows
Lane Widths	10' Minimum, 11' Minimum adjacent to a curb
Parking Lane width	8' Typical, 7' minimum
Bike Lanes	Sharrows and limited signage as appropriate
Bike Racks & Other Street Furniture	As needed between tree wells
Sidewalks	Typically 10' width scored concrete patterns
Right-of-Way	Back of Sidewalk
Street Trees	Columnar trees 4.5' from face of curb with 4' square tree wells Space accordingly (approximately 30' on center) to avoid impacting street light throw
Crosswalk Treatments	Signing, striping marks, Medians, Raised X-walk or Intersection, Curb Extensions, and Beacons all acceptable
Street Lighting	Decorative Lighting similar to 2017 Columbia Drive installations
Type	LED
Wattage	56 watts
Color Temperature	3,500K
Mounting Heights	16.5' total pole height
Spacing	120' (60' staggered across the street)
Baskets and/or Banners allowed?	Poles are designed to accommodate but not planned to install
Curb Returns	15' Typical, 5' minimum
Driveway Types Allowed	Special design details encompassing the 10' sidewalk coupled with City of Kennewick Std. Detail 2-10 (sheet 6 of 8) "Curb Tight Sidewalk Dropback Driveway"
Intersection & Commercial D/W Spacing	155' Typical, 105' Minimum. Propose using 75' spacing (center to center for areas with private alley/shared residential street/private alley
Intersections	NACTO raised intersections at key intersections including curb extensions, concrete paving, and bollards. Curb Extensions to be used on busiest intersections when possible after AutoTurn is run. Provide for future signal at Grandridge Intersection and South Deschutes entry by providing junction boxes and conduit.
Speed Limits	20 MPH. Set sight distance and spacing accordingly.
Parking	Parallel. If diagonal then consider use of back-in, Plan for pay parking and signage but try to avoid excess signage.
Minimum Horizontal Curve Radii	Probable is 175' Should be based on design vehicle using 10'lanes. Smaller radii when proven to work using AutoTurn with WB 40 design vehicle
Types of traffic control	AWSC, TWSC, Yield, No signage
Special Signage District	Street signage deviation for typical City standard allowed, provided compliance with NACTO standards
Traffic Calming Features Allowed	NACTO raised intersections, Traffic Circles, Chicanes, Curb Extensions, Neckdowns, Special Paving/Marking treatments
Turnarounds	Cul-de-sac and other designs as approved by PW & Fire Marshall

EXHIBIT F – Vista Field Redevelopment Project Transportation System Impact Evaluation VISTA FIELD TRANSPORTATION SUMMARY STANDARDS TABLE

VISTA FIELD REDEVELOPMENT PROJECT - TRANSPORTATION MITIGATION (March 8, 2016)

Cost Allocation Percentages & ROM Cost Estimates

(ALL PARTIES UNDERSTAND - Percentages are the AGREED Factor; Cost Estimates are "PLANNING LEVEL" ONLY)

		2035 Volumes			2035 Operations			Mitigation		Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS			Currently (2016) TIF Eligible			
		No Build	Build	% Difference	No Build	Build	Mitigation	2035 Operations	Port of Kennewick (%)		Port of Kennewick (\$)						
Phase 1																	
6	Columbia Center Boulevard & Grandridge Boulevard		4102	4573	10.3%	C	31	D	41		D	36	\$518,800	40%	\$207,520	Yes	
	Eastbound		616	663	7.3%	D	52	D	55	-Add a WB left-turn lane	D	46					
	Westbound		384	646	40.6%	E	64	E	78	-Signal modification	D	46					
	Northbound		1463	1545	5.3%	C	22	C	29		C	33					
	Southbound		1639	1719	4.7%	C	22	C	33		C	31					
10	Colorado Street & Grandridge Boulevard		901	1365	34.0%								\$32,500	55%	\$17,875	Yes	
	Eastbound		325	527	38.3%	A	8	A	9	-Restrict north-south movements to right-in/right-out only but allow east-west left and right-turns by placing curb along Grandridge Blvd.	A	9					
	Westbound		234	496	52.8%	A	8	A	8	-Striping / C-curb	A	8					
	Northbound		216	216	0.0%	E	44	F	>100		B	11					
	Southbound		126	126	0.0%	C	15	E	38		B	13					
23	Edison Street & Canal Drive		4581	5015	8.7%	D	48	E	58		D	39	\$864,800	25%	\$216,200	No	
	Eastbound		1143	1328	13.9%	C	34	E	57	-Add a second eastbound left-turn lane	D	40					
	Westbound		787	834	5.6%	C	25	D	36	-Add a southbound right-turn lane	C	34					
	Northbound		920	981	6.2%	E	61	E	76	-Signal modification	D	45					
	Southbound		1731	1872	7.5%	E	61	E	58		D	38					
New Intersection - Deschutes & Hangar area																	
	Eastbound		Intersection was not included as a study area intersection so volumes were not developed.			Intersection was not included as a study area intersection so operations results were not calculated.			-New Intersection with all-way stop control and eastbound right-turn bypass lane.				\$325,000	100.0%	\$325,000	No	
	Northbound																
	Southbound																
Note: Movements highlighted in yellow with text in red and bold exceed City LOS thresholds																	
										Subtotal Costs - Teir 1 (TIF Eligible)		\$1,416,100				\$441,595	
										Subtotal Costs - Teir 1 (Non-TIF Eligible)		\$325,000				\$325,000	
										Subtotal Costs - Teir 1 (Total)		\$1,741,100				\$766,595	

		2035 Volumes			2035 Operations			Mitigation			Estimated Total Mitigation Cost (\$)	AGREED MITIGATION FACTORS		Currently (2016) TIF Eligible	
		No Build	Build	% Difference	No Build	Build		Mitigation	2035 Operations	Port of Kennewick (%)		Port of Kennewick (\$)			
Phase 2															
4	Columbia Center Boulevard & Quinault Avenue	5124	5669	9.6%	D	47	E	57							
	Eastbound	892	940	5.1%	E	74	E	74	-No mitigation proposed because the overall intersection and each individual approach are forecast to meet City LOS thresholds.	\$986,400	0%	\$0	Yes		
	Westbound	626	756	17.2%	D	46	E	58							
	Northbound	1693	1872	9.6%	D	40	D	49							
	Southbound	1913	2101	8.9%	D	42	E	57							
7	Columbia Center Boulevard & Deschutes Avenue	4395	4840	9.2%	C	30	D	40							
	Eastbound	526	564	6.7%	C	34	D	49	-Add a second WB left-turn lane	C	34	\$677,600	25%	\$169,400	Yes
	Westbound	653	853	23.4%	E	69	F	82	-Add a WB right-turn lane	E	60				
	Northbound	1568	1691	7.3%	C	21	C	20		C	20				
	Southbound	1648	1732	4.8%	C	23	C	30		C	33				
14	Young Street & Deschutes Avenue	901	1349	33.2%			A	7		A	7				
	Eastbound	288	443	35.0%	A	8	A	7	-Install a roundabout	A	7	\$650,000	100%	\$650,000	No
	Westbound	376	386	2.6%	na	na	A	6		A	6				
	Southbound	237	310	23.5%	C	17	A	10		A	10				
	Southwestbound	0	210	100.0%	na	na	A	7		A	7				
18	Kellogg Street & Quinault Avenue	1479	1821	18.6%			B	13		A	10				
	Eastbound	0	273	100.0%	na	na	C	28	-Install a signal	B	11	\$390,000	75%	-\$292,500	Na
	Westbound	162	303	46.5%	F	67	C	27		A	10				
	Northbound	674	643	-4.8%	na	na	A	6		B	10				
	Southbound	643	602	-6.8%	A	10	A	6		A	9				
19	Kellogg Street & Metairie Avenue	1240	1519	18.4%						A	7				
	Eastbound	41	41	0.0%	D	29	F	75	-Install a signal	B	12	\$390,000	75%	\$292,500	Na
	Westbound	105	199	47.2%	D	26	F	80		A	10				
	Northbound	534	572	6.6%	A	9	A	9		A	6				
	Southbound	560	707	20.8%	A	9	A	10		A	6				
20	Kellogg Street & Deschutes Avenue	1684	2141	21.3%						C	27				
	Eastbound	410	529	22.5%	F	52	F	242	-Install a signal	D	48	\$585,000	75%	\$438,750	Na
	Northbound	569	771	26.2%	B	10	B	12		B	12				
	Southbound	705	841	16.2%	na	na	na	na		C	28				
21	Kellogg Street & Clearwater Avenue	3678	4092	10.1%	C	33	D	44		C	33				
	Eastbound	1048	1066	1.7%	B	18	C	29	-Add a second southbound left-turn lane	C	29	\$453,800	20%	\$90,760	Yes
	Westbound	1233	1318	6.4%	C	32	D	37	-Signal modification	D	37				
	Northbound	348	404	13.9%	D	40	F	68		C	34				
	Southbound	1049	1304	19.6%	D	46	F	55		C	32				
24	Edison Street & Metairie Avenue	1816	2023	10.7%											
	Eastbound	100	223	55.2%	D	26	F	114	-Add a refuge area for left-turns from Edison St.	C	25	\$26,000	55%	\$14,300	No
	Northbound	725	772	6.1%	B	11	B	12		B	12				
	Southbound	981	1028	4.6%	na	na	na	na		na	na				

- NOTES
- #1) Movements highlighted in yellow with text in red and bold exceed City LOS thresholds;
- #2) Mitigation cost share calculations used critical approach volume difference (cells highlighted in bold and blue) as the basis for all intersection 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 with pink hatch be Redefined 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

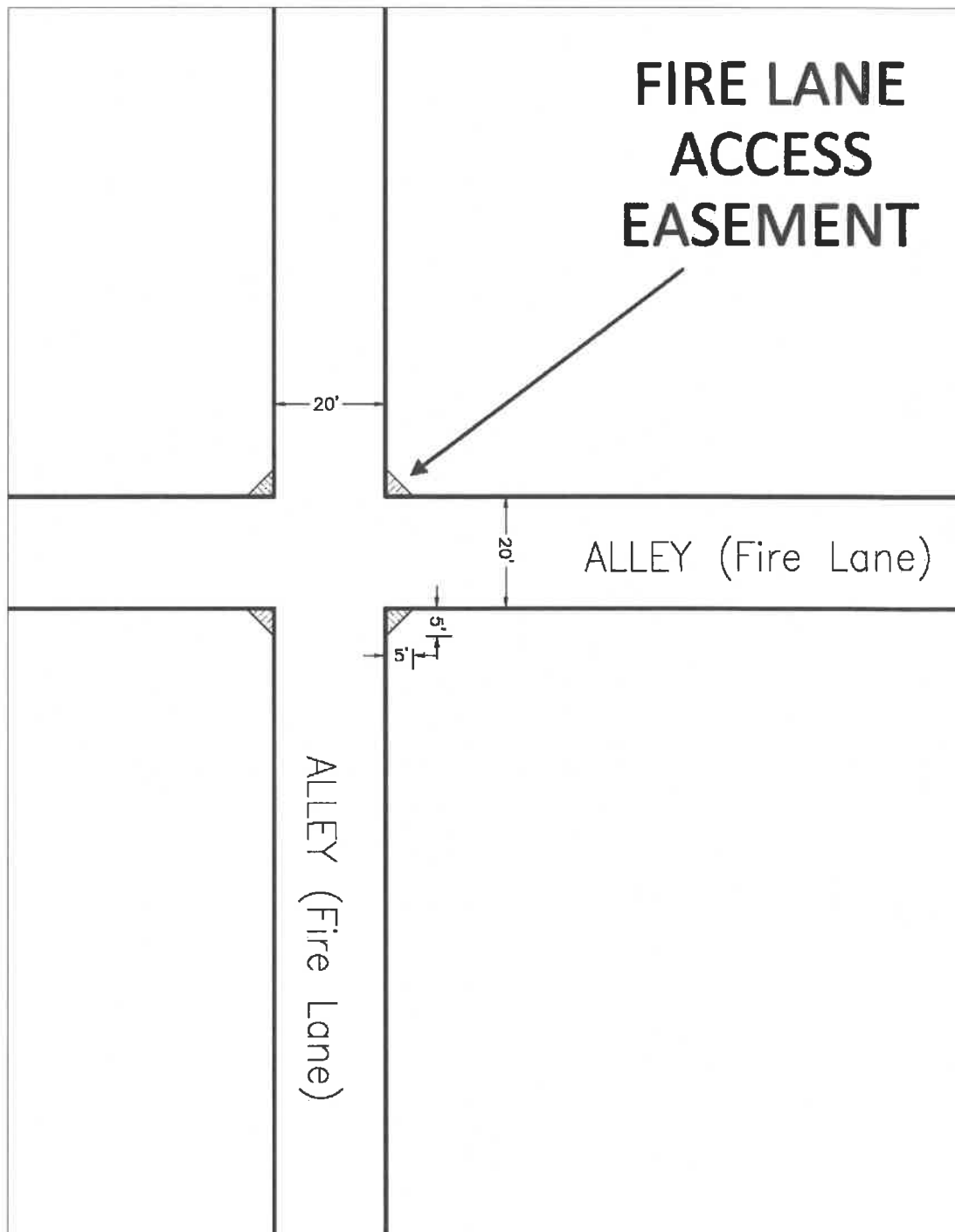
COST ASSUMPTIONS (All costs estimates in 2016 dollars)

- 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

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

Exhibit G – Fire Lane Access Intersection Triangle Example



PORT OF KENNEWICK
Resolution No. 2017-18

***A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF THE PORT OF KENNEWICK APPROVING A DEVELOPMENT AGREEMENT FOR
THE REDEVELOPMENT OF THE VISTA FIELD PROPERTY***

WHEREAS, the former Vista Field Airport property in the City of Kennewick provides an economic development opportunity for the Port of Kennewick and the City of Kennewick; and

WHEREAS, the Vista Field Redevelopment Master Plan contains significant deviations from current City of Kennewick regulations and practices; and

WHEREAS, providing certainty to the City, Port, citizens and development community will benefit all; and

WHEREAS, the City may authorize these deviations through the execution of a Development Agreement; and

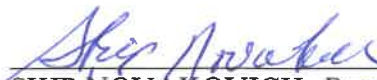
WHEREAS, the Port has worked closely with the City to establish a fair and equitable agreement allowing the redevelopment of Vista Field as initially envisioned during the November 2014 Charrette process; and

NOW THEREFORE, BE IT RESOLVED that the Port of Kennewick Board of Commissioners hereby approves the Vista Field Development Agreement (Exhibit 1).

ADOPTED by the Board of Commissioners of Port of Kennewick on the 24th day of October, 2017.

***PORT of KENNEWICK
BOARD of COMMISSIONERS***

By:


SKIP NOVAKOVICH, *President*

By:


THOMAS MOAK, *Vice President*

By:


DON BARNES, *Secretary*

Exhibit 3

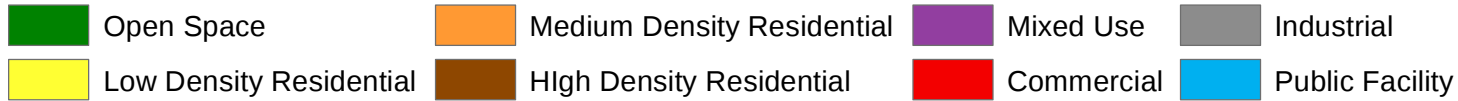
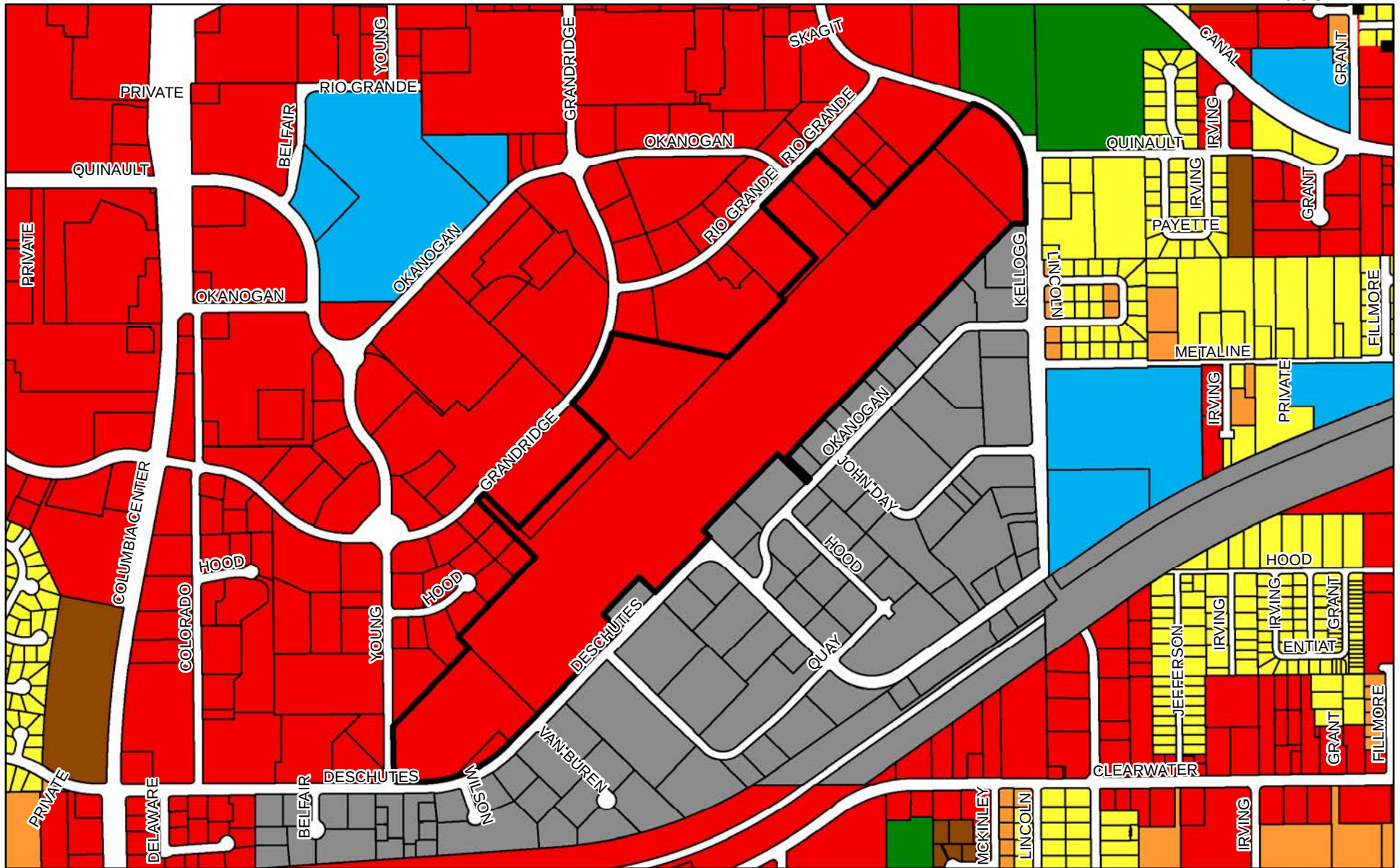


Exhibit 4

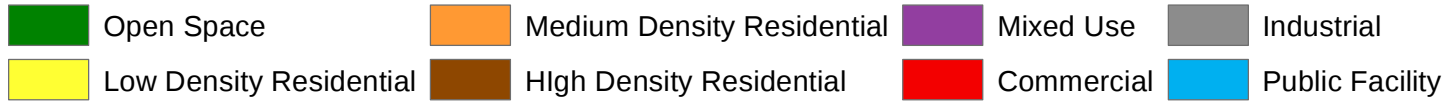
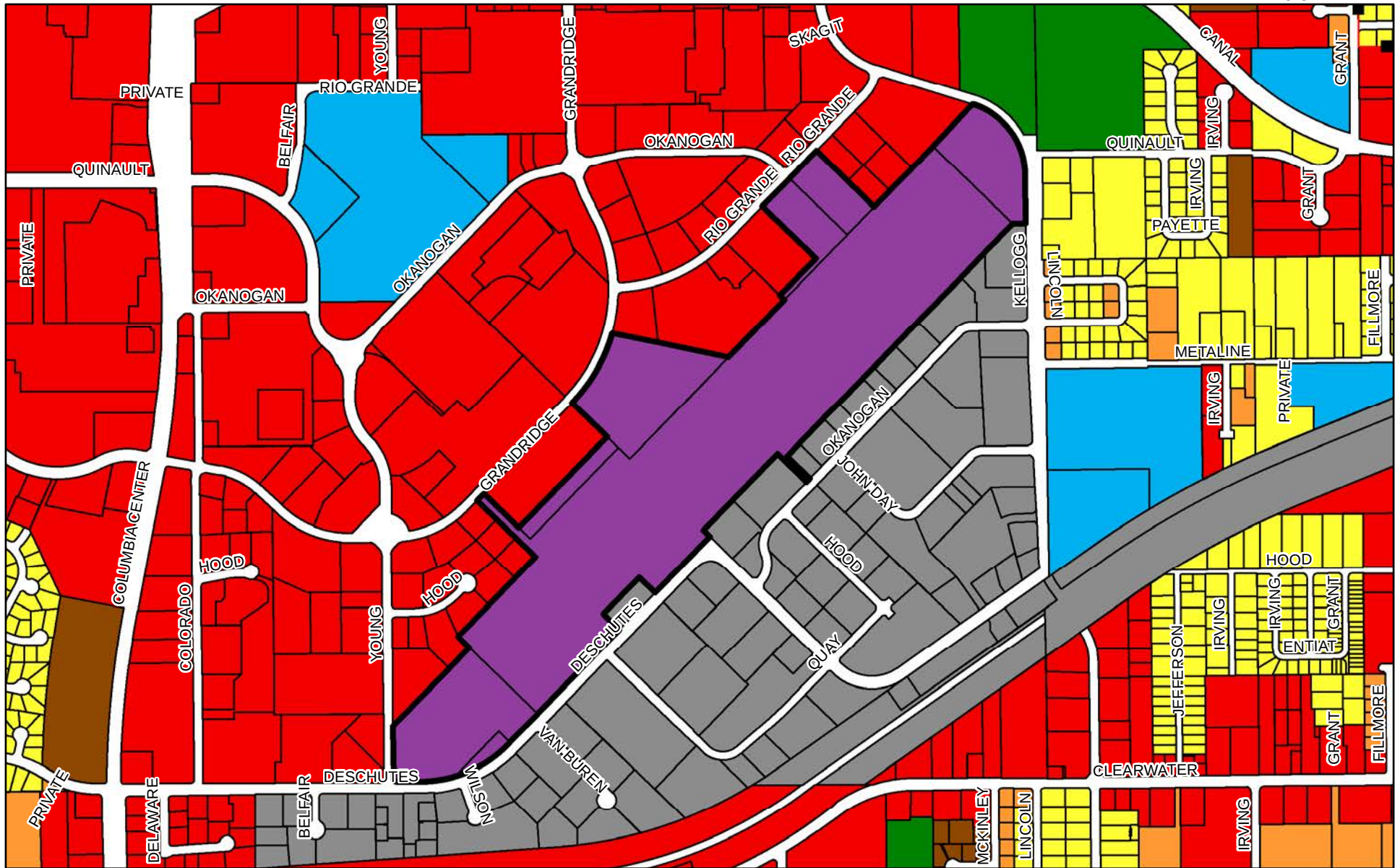
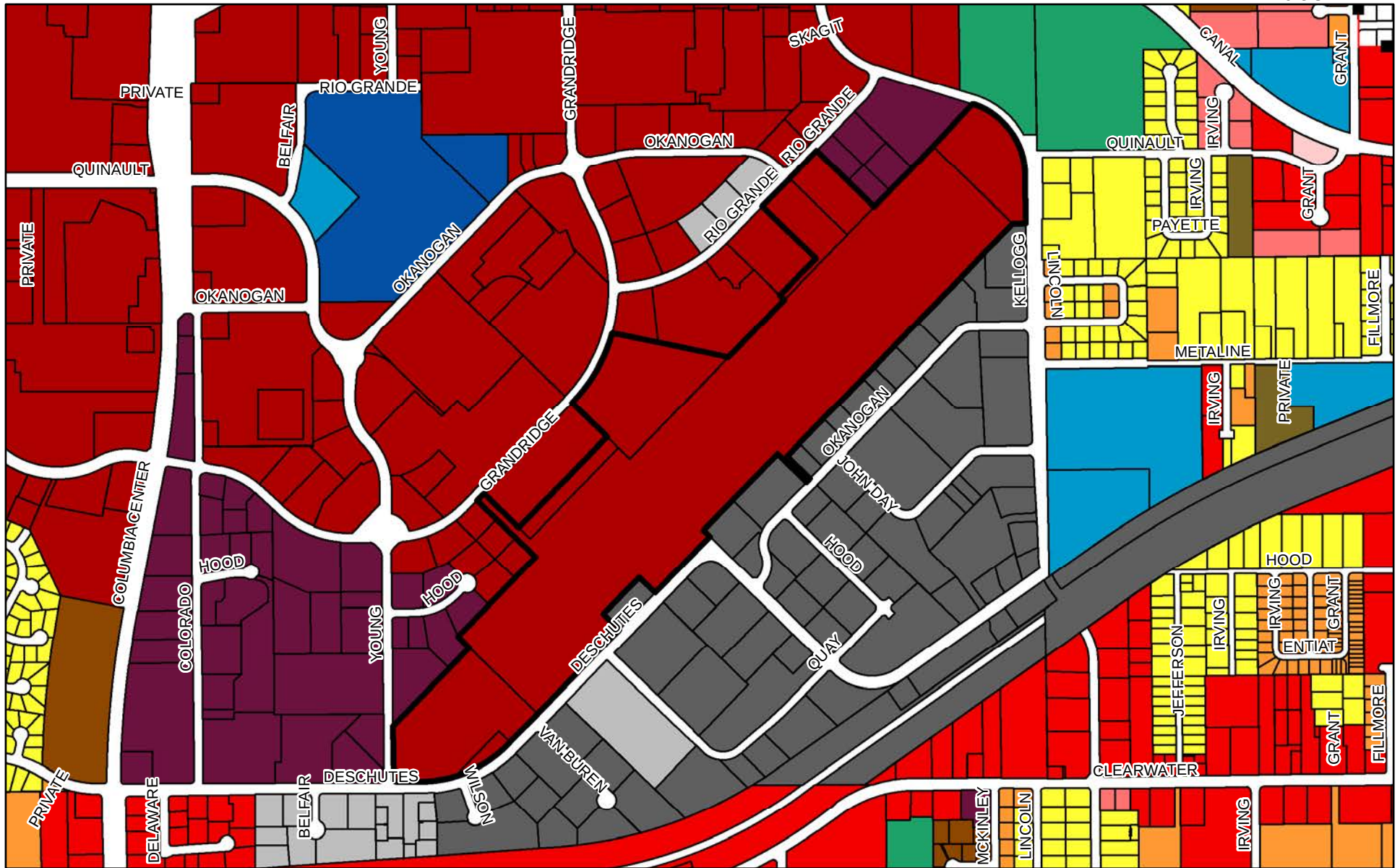
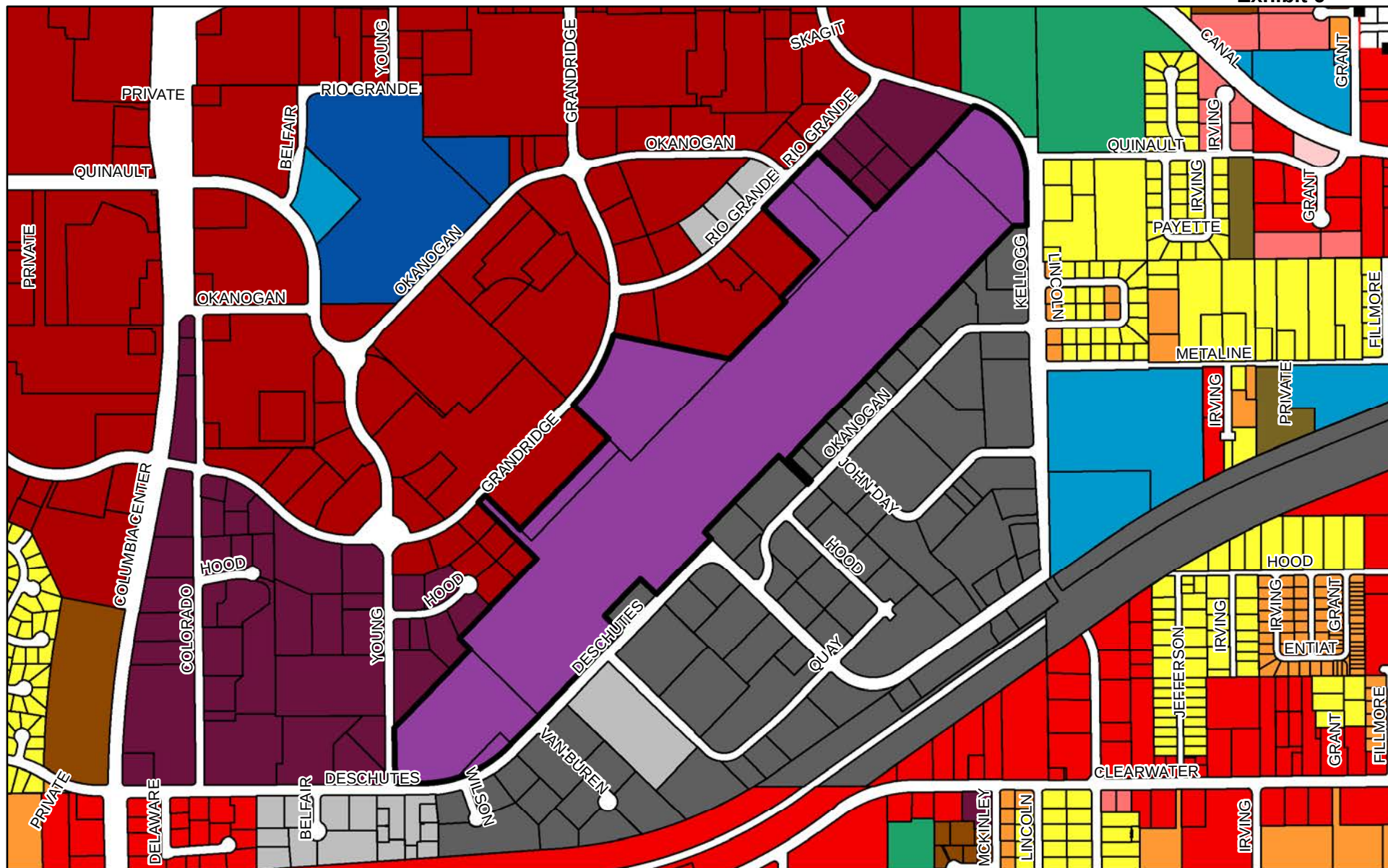


Exhibit 5



BP	CN	CR-L	JF	PF	RL	RM-4-L	RS
CC	CO	IH	OS	RH	RM	RM-6	RTP
CG	CR	IL	OS-L	RH-L	RM-4	RMH	





BP	CN	CR-L	JF	PF	RL	RM-4-L	RS
CC	CO	IH	OS	RH	RM	RM-6	RTP
CG	CR	IL	OS-L	RH-L	RM-4	RMH	UMU





Exhibit 7
Community Planning Department

210 West 6th Avenue
Kennewick, WA 99336
Phone: (509) 585-4280
cedinfo@ci.kennewick.wa.us

**DETERMINATION OF NONSIGNIFICANCE AND
ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT**

Description of current proposal: The City of Kennewick proposes to adopt the Vista Field Redevelopment Master Plan, including land designations and zoning

Proponent: City of Kennewick, WA

Location of current proposal: Former site of Vista Field Airport, generally the southeastern half of Section 32, Township 9 North, Range 29 East.

Title of document being adopted: Vista Field EIS

Agency that prepared document being adopted: Port of Kennewick

Date adopted document was prepared: January 10, 2013

Description of document (or portion) being adopted: Environmental Impact Statement for the redevelopment of Vista Field. The document looked at 3 alternatives: status quo; expanding airport use; and redevelopment. Ultimately the Port decided to close the airport and move towards redevelopment.

If the document being adopted has been challenged (WAC 197-11-630), please describe: N/A.

The document is available to be read at: <http://portofkennewick.org/uploads/flipbook/airport/>

Determination: The City of Kennewick has determined that this proposal does not have a probable significant adverse impact to the environment. Application for other required permits may require further review under SEPA procedures.

☐ There is no comment period for this DNS.

☒ This DNS is issued under WAC 197-11-340(2); the lead agency will not act on the proposal for 15 days from the date below. Comments must be submitted by: September 15, 2017.

We have identified and adopted this document as being appropriate for this proposal after independent review. The document meets our environmental review needs for the current proposal and will accompany the proposal to the decision-maker.

Name of Agency adopting document: City of Kennewick

Contact person, if other than responsible official: Anthony Muai, AICP

Phone #: (509) 585-4386

Responsible Official: Gregory McCormick, AICP

Position/Title: Community Planning Director

Phone #: (509) 585-4463

Address: 210 West 6th Avenue, P.O. Box 6108, Kennewick, WA 99336

Date: September 1, 2017 Signature: _____



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

October 3, 2017

Mr. Anthony Muai, AICP
Senior Planner, City of Kennewick
210 W. 6th Avenue
Kennewick, Washington 99336

RE: Adoption of the Vista Field Redevelopment Master Plan

Dear Mr. Muai:

Thank you for sending Growth Management Services notice of intent to adopt the Vista Field Redevelopment Master Plan. We received your materials on September 5, 2017 and processed them with Material ID 24090.

We would like to express our support for the Vista Field Redevelopment Master Plan. The City's collaboration with the Port of Kennewick included extensive public outreach and the Master Plan incorporates the community's vision for new development opportunity in the heart of Kennewick. The draft Plan reflects many of the planning goals of the Growth Management Act, including those regarding urban growth, reducing sprawl, economic development, citizen participation, and efficient multimodal transportation systems.

The Port's analysis indicates that the project will add hundreds of millions of dollars to the community's tax base while meeting a demand for new housing and commercial needs. The design principles supporting pedestrian-scaled architecture that is eclectic, climate-appropriate, and sensitive to local context is a great avenue to promote economic development through placemaking. We appreciate the project's focus on compact design and its emphasis on connectivity, walkability, and a variety of housing options. This focus will help ensure that the City responsibly invests in public facilities and infrastructure over the next 20 years while leveraging those investments already made in infrastructure near the city center.

Mr. Anthony Muai, AICP

October 3, 2017

Page 2

If you need any additional technical assistance on these issues, feel free to contact me at william.simpson@commerce.wa.gov or (509) 280-3602. We extend our continued support to the City of Kennewick in achieving the goals of growth management, and we wish you success as you implement the community's vision for Vista Field.

Sincerely,



William Simpson, AICP
Senior Planner, Growth Management Services
Washington State Department of Commerce

WS:lw

cc: Greg McCormick, AICP Director of Community Planning, City of Kennewick
Larry Peterson, Director of Planning & Development, Port of Kennewick
Mark Barkley, Assistant Director, Local Government Division
Mark McCaskill, AICP, Managing Director, Growth Management Services
Dave Andersen, AICP, Eastern Region Manager, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services