



Together we are

ONE KENNEWICK

2017-2037



A 20 Year Plan for a Connected and Sustainable Future





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TABLE OF CONTENTS

Table Of Contents	ii		
List Of Maps	ii		
Section One: Intro+Vision	4		
Vision Statement	5		
Summary	6		
Background.....	6		
Physical Setting.....	6		
History	7		
Population	8		
Amendments To Comprehensive Plan	10		
Implementation.....	10		
Comprehensive Plan & Budget Decisions	10		
Coordination With Benton County.....	11		
Public Participation.....	11		
Section Two: Land Use.....	13		
Introduction	14		
Urban Areas	17		
Land Use Inventory.....	17		
Natural Open Space, Trails And Parks	19		
Lands For Public Purposes.....	21		
Mineral Resource Lands	22		
Urban Area Goals + Policies	24		
Critical Areas And Shorelines	26		
Critical Areas.....	26		
Review Process	28		
Wetlands.....	30		
Fish And Wildlife Habitat Areas	32		
Frequently Flooded Areas.....	32		
Critical Aquifer Recharge Areas	33		
Geologically Hazardous Areas.....	33		
Mitigation Sequencing.....	34		
Shorelines.....	35		
Special Policy Goals.....	35		
Additional Goals To Guide Implementation	36		
Policies For Environmental Designations	37		
Critical Areas And Shorelines Goals + Policies	39		
Residential	41		
Adequate Public Facilities And Services	43		
Written Findings For Proposed Subdivisions	44		
Residential Goals + Policies	45		
Commercial.....	47		
Commercial Land Inventory	48		
Declining Commercial Areas	49		
Strip Commercial Developments	49		
Commercial Design Standards	50		
Commercial Goals + Policies	50		
Industrial.....	52		
Industrial Land Inventory	52		
Industry And Transportation.....	54		
Environmental Regulations	54		
Industrial Goals + Policies.....	54		
Property Rights	56		
Property Rights Goals + Policies.....	56		
Urban Design	57		
Design.....	57		
Environment And Sustainability.....	62		
Urban Design Goals + Policies	62		
Essential Public Facilities	65		
Definitions	66		
Difficulties In Siting.....	66		
Identify Facilities	66		



Inventory Of Existing Essential Public Facilities.....	68	Introduction	166
Siting Process.....	72	Local Planning – Economic Development	169
Essential Public Facilities Goals + Policies	75	Population	170
Section Three: Housing	80	Labor Force.....	170
Introduction.....	81	Quality Of Life.....	173
Inventory & Analysis.....	83	Partnerships	175
Preservation, Improvement & Development.....	87	Primary And Secondary Jobs	176
Housing For All Economic Segments	88	Redevelopment And Revitalization.....	177
Accessory Dwelling Units	89	Economic Development Goals + Policies	178
Housing Goals + Policies	89	Section Eight: Appendices	179
Section Four: Capital Facilities Plan	92		
Introduction.....	93		
Capital Facilities Inventory	94		
Capital Facilities Planning.....	99		
Financing Plan.....	105		
Implementing The Plan	115		
Capital Facilities Planning References	117		
Capital Facilities Goals + Policies	117		
Section Five: Utilities.....	124		
Introduction.....	125		
General Location And Capacity	127		
Future Needs	129		
Section Six: Transportation	135		
Introduction.....	136		
Level Of Service Standards	143		
Highways Of Statewide Significance	145		
Policy For Transportation Concurrency.....	146		
Transportation Goals + Policies	160		
Section Seven: Economic Development	165		



LIST OF TABLES

Table 1: Land Use Implementation by Zoning	15
Table 2: Land Use Inventory	19
Table 3: Acres per Capita - Capital Facilities (public facilities and schools).....	22
Table 4: Exempt Uses.....	29
Table 5: Wetland Rating Categories	31
Table 6: Geologically Hazardous Areas.....	34
Table 7: Management Policies.....	38
Table 8: Zoning to Implement Residential Land Use	43
Table 9: Kennewick Goals & Countywide Planning Policies	44
Table 10: Commercial Land within the Urban Growth Area 2016.....	48
Table 11: Zoning to Implement Comprehensive Plan.....	49
Table 12: Industrial Lands in Urban Growth Area.....	53
Table 13: Zoning to Implement Comprehensive Plan.....	54
Table 14: Essential Public Facilities.....	74
Table 15: Housing Units in 2016 (WA State Office of Financial Management)	83
Table 16: Number of Households in 2015 (U.S. Census)	85
Table 17: Projected Housing Needs	86
Table 18: Age of Kennewick Housing Units by Number and Percent in 2016	87
Table 19: Medium Income by Household Type 2015	88
Table 20: Inventory of Fire Facilities.....	98
Table 21: Level of Service.....	102
Table 22: Proposed Capital Facilities	107
Table 23: Functional Street Classification.....	142
Table 24: Miles of City Streets	143
Table 25: LOS Definitions	144
Table 26: Levels of Service.....	144
Table 27: Level of Service for Transportation Concurrency	146
Table 28: Land Use Categories – TAZ (Kennewick).....	148
Table 29: Kennewick Land Use by Acres - 2016.....	149
Table 30: City of Kennewick Projected Population Growth.....	150
Table 31: Major Projects.....	154



Table 32: 2015 High School Graduation Rates	171
Table 33: Kennewick Employment Status – 2015*	171
Table 34: Top Six Employment Groups in the Tri-Cities	172
Table 35: Community Partner Agencies	176

LIST OF MAPS

Map 1. Future Land Use Map	78
Map 2. Sewer System	120
Map 3. Water System	121
Map 4. Drainage Conditions	121
Map 5. Recreation Areas	123
Map 6. Irrigation Districts	134
Map 7. Traffic Volume	164





SECTION ONE: INTRO+VISION



VISION STATEMENT

An exceptional quality of life, premier infrastructure, and sustainable vision make Kennewick an attractive place to live, do business and visit. Kennewick is welcoming, safe, family-friendly and features a variety of housing options, employment opportunities, and community activities and services. We are inclusive and value diversity, civic engagement and community partnerships. We encourage walkable and bikeable neighborhoods and convenient access throughout the city. Kennewick will continue to lead the way in creating a vibrant community and economy for generations to come.

"Vision leads to proper planning and proper planning leads to successful completion."

Farshad Asl

SUMMARY

Kennewick's Comprehensive Plan "Together, we are ONE KENNEWICK" represents the City's efforts to determine its future. Through the comprehensive plan and the comprehensive planning process, we envision our City as being better in the future than it is today. We plan so that we can apply long-range perspective to the hundreds of everyday decisions that are made by administrative staff, our boards, commissions and Council. Through the comprehensive plan, we seek to integrate the various public issues that make our community a great place to be a part of. Through our goals and policies we try to influence physical, social and economic forces and shape the community in a defined direction. We know that by doing this we effectively and efficiently leverage public monies and resources to meet citizen expectations. While we cannot predict the future, we can attempt to shape the type of community in which we live, work, and play. The Kennewick Comprehensive Plan functions as the City's statement of how it will meet the challenges posed by growth in the 21st century.

The Comprehensive Plan is intended to guide growth and change in Kennewick over the next 20 years. The future described in the Plan cannot be achieved all at once. Over the life of the Plan, growth will likely occur more slowly at times and more rapidly at other times. This growth will occur in somewhat different patterns and sequences than is currently foreseen. The best a comprehensive plan can be is a well-educated guess about how to accommodate people and conditions that cannot be known in advance, only anticipated.

An effective comprehensive plan must be flexible enough to succeed within a range of likely conditions and must be adjusted as those conditions are monitored and evaluated, while maintaining a steady aim at the ultimate goals. A comprehensive plan is not a static document. In order to remain a useful planning and decision making tool, it must be updated regularly to reflect the changing conditions of the city and region.

BACKGROUND

PHYSICAL SETTING

Kennewick is fortunate to be situated in an area that offers spectacular views of the Horse Heaven Hills to the south, Rattle Snake Mountain to the west, the Columbia River to the north and the broad plains of the Columbia Basin and Blue Mountains to the east. These natural features are valued because it emphasizes the region's identity with our three rivers (Yakima, Snake and Columbia), the agricultural industry and the desert lying just outside our irrigated



boundaries. These features are what define our community physically and naturally.

HISTORY

Planning for the future requires a good understanding of how our community has grown and changed in the past. The following discussion provides that backdrop as a context for subsequent chapters.

Our region is a desert split by three rivers. The region has a peculiar and beautiful quality about it that disguises the difficulty that ancient peoples and early settlers dealt with in order to make the Columbia Basin home. Some of the earliest evidence of human habitation in the Columbia Basin dates to 10,000 years BC. This early habitation was comprised of native peoples that used the region for fishing and gathering plant foods and roots.

Because of the area's mild weather and the availability of river water and grazing land, early Native American tribes gathered in the Kennewick area for winter quartering and as a convenient area for the trading of goods and food. Their horse herds grazed on the surrounding hillsides, and fishing brought relative prosperity to the tribes that frequented the area.

"Someone's sitting in the shade today because someone planted a tree a long time ago."

Warren Buffett



In the early 1880's, the towns of Pasco and Kennewick were platted so that the Northern Pacific Railroad had a location to forge the Snake and Columbia Rivers with a railroad bridge. This opened the way for settlers and the supporting irrigation companies and cooperatives to begin business.

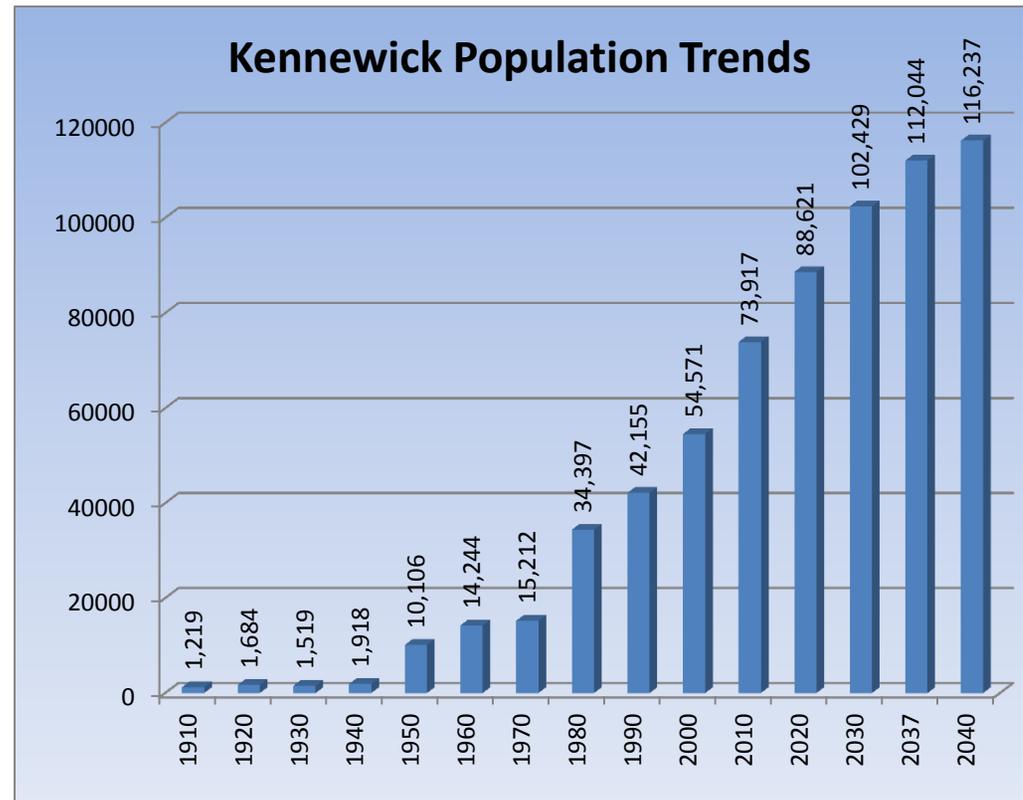
In the early 1940's, the area's identity would change forever. This was when the US Army Corp of Engineers decided to use the White Bluff and Hanford areas as home for the Manhattan Project. In a short time, the population of Benton and Franklin Counties boomed to nearly 70,000. This investment in industrial buildings, roadways, railroads and electrical transmission lines formed a basis for the area's economy that still comprises the core economic force today. Although Kennewick was a very small city when it was incorporated in 1904; it has been chosen for residency by many of the employees in the area's industries and service sector jobs. Kennewick is now the largest community of the Tri Cities.

POPULATION

Since Kennewick was an agricultural area until the 1940's, the rate of growth was steady, relatively slow, and originated from a very small population base. However, the 1940's brought phenomenal growth to the city as the influx of Hanford workers and families not only arrived, but stayed. Kennewick went from a population of 1,900 people in 1940 to a population of 10,100 in 1950. Since that time, the population growth averages approximately 2.0% a year. It is a very uneven population growth, and any line chart is filled with spikes and valleys that indicate the direct effect that federal programs have on the city's population.

Kennewick in particular and the Tri Cities in general, have had the advantage of being a “melting pot” for families of many different origins throughout the United States due to their involvement with the original Hanford Project, and the subsequent scientific missions that the Hanford Area supports. Kennewick has a relative youthful population – about 12% of the population is 65 years of age or older and 28% is under the age of 18.

As part of the Growth Management Act, the Washington State Office of Financial Management (OFM) has provided Benton County with a population estimate for a period ending in the year 2037. For planning purposes, the countywide population estimate was distributed on an existing percentage basis to the various cities and unincorporated areas within Benton County. Kennewick's official population forecast is a total of 112,044 in the incorporated area by the year 2037. Current 2016 state population estimate within the incorporated area is 79,120. Kennewick provides water and sewer services to approximately 2,300 Benton County residents within its urban area boundaries. It is easy to picture a scenario where those residents will be annexed by 2037, which will account for additional population growth.





The population of Kennewick has grown dramatically since its incorporation in 1904. The following table shows the actual ten-year U.S. Census count since 1910. The Office of Financial Management (OFM) population determinations for the years between census counts are listed from 1990. The OFM population determinations are estimates based on new housing construction, occupancy rates, special population counts, and annexations; which are announced each year on or about July 1.

Year	Population	Growth Rate %
1910*	1,219	
1920*	1,684	
1930*	1,519	
1940*	1,918	
1950*	10,106	
1960*	14,244	
1970*	15,212	
1980*	34,397	
1990*	42,155	
1991	42,780	1.48
1992	44,490	4.0
1993	45,110	1.39
1994	46,960	4.1
1995	48,130	2.49
1996	48,010	-0.25
1997	49,090	2.25
1998	50,390	2.65
1999	51,696	2.59

Year	Population	Growth Rate %
2000*	54,751	5.91
2001	55,780	1.88
2002	56,280	0.9
2003	57,900	2.88
2004	58,970	1.85
2005	60,410	2.44
2006	61,770	2.25
2007	62,520	1.21
2008	65,860	5.07
2009	67,180	1.97
2010*	73,917	10.03
2011	74,665	1.01
2012	75,160	0.66
2013	76,410	1.64
2014	77,700	1.66
2015	78,290	0.75
2016	79,120	1.06

AMENDMENTS TO COMPREHENSIVE PLAN

A comprehensive plan is a dynamic, living document requiring constant evaluation and revisions. GMA requires that all comprehensive land use plans and development regulations be continually reviewed and evaluated by the city or county that adopted them. The City will update the Plan annually in order to keep this document current with the community's vision and the City Council's policy direction. In addition to updating chapters, such as Capital Facilities, the public will also be notified that a comprehensive plan amendment process will be taking place. Individual requests will be considered during the annual update process.

Kennewick will conduct major updates to the Comprehensive Plan consistent with Benton County's update schedule as specified by the Growth Management Act (RCW 36.70A.130).

IMPLEMENTATION

A comprehensive plan is the first step toward realizing the City's vision. The vision is achieved when the comprehensive plan is implemented. Kennewick's implementation program is comprised of a combination of short-term and long-term actions. Short-term actions include the approval of comprehensive plan amendments and rezones that match the City's vision; updates to the City's development regulations that reflect the goals and policies of the Plan.

Other actions include the annual update of the City's six year Capital Improvement Program, which describes the street, park, and surface water utility projects the City intends to build. There are also long-term actions including subarea planning, monitoring, evaluating, and amending the Comprehensive Plan as conditions change; and developing a capital investment program that allocates resources to projects that will spur the City's development in the direction envisioned in the Plan.

COMPREHENSIVE PLAN & BUDGET DECISIONS

The Capital Improvement Program correlates funding sources to pay for needed improvements while identifying projects for specific revenues such as the optional ½% sales tax, ½% real estate excise tax, and the 5% admissions tax. This budgeting process encourages long-range decision-making. It is guided by the following specific policies adopted by City Council to ensure consistency between the Capital Improvement Program, the Comprehensive Plan, and the biennial budget process.

- Ensure Kennewick's land use and infrastructure elements are internally consistent.
- Reassess Kennewick's land use plan periodically to ensure consistency between capital facility needs and financing.

- Use adopted level of service standards, operating criteria and/or performance standards to evaluate capital facility needs.
- Base capital facility needs on employment and population projections developed by the City in conjunction with County and State estimates.
- Update the CIP in conjunction with the annual Comprehensive Plan process.
- Ensure that necessary capital facilities are provided as required by the City's concurrency ordinance.

The Capital Improvement Program (CIP) is reviewed for consistency with the City of Kennewick's Comprehensive Plan. All projects within the CIP are located within the adopted urban growth boundary and all projects are in conformance with land uses shown on the Comprehensive Plan Land Use Map.

COORDINATION WITH BENTON COUNTY

In all instances, comprehensive plan amendments will be analyzed in relation to overall coordination with other applicable city programs and efforts, and overall benefits to the city and/or region at large. To this end, all amendments will be sent for a 60-day review to the Benton County Planning Department at the same time as the review is conducted by the Washington State Department of Commerce.

PUBLIC PARTICIPATION

The State Growth Management Act requires every jurisdiction planning under GMA to establish a public participation program. The GMA's planning goal encourages the involvement of citizens in the Comprehensive Planning process (Goal 11, RCW 36.70A.020). The public participation procedure under GMA enhances the Open Public Meeting Act and the State's Planning Enabling Act (RCW 36.70). Statutory deadline for GMA related actions for Benton County jurisdictions is June 30, 2017. However, for "early and continuous public participation", the program needs to be established first.

The City of Kennewick undertook several strategies to gather public and stakeholder input on Comprehensive Plan priorities, including an online survey, Community Open House, and meetings with various





stakeholder groups. The survey and Open House were advertised through direct email to over 7,500 city residents, and through social media channels and traditional media. The survey, open from April 22 through May 31, 2016, was filled out by a total of 568 people. Twenty-five people attended the Open House held on May 2, 2016. A Spanish version of the survey was also created and promoted with the English-version survey, but did not receive any responses.

In addition to broad public outreach, a workshop on the Comprehensive Plan Update was held at a joint meeting of the Kennewick City Council and Planning Commission, on April 12, 2016, and attended by approximately 30 elected and appointed officials, city staff, and members of the public. The workshop included background and requirements of the Plan Update, as well as exercises to gather input on Plan topics.

Further, individual meetings with agencies and community stakeholders were held to ask about key topics and issues that could be addressed in the comprehensive plan as well as the best way to engage the community in the update. These stakeholders included: the Tri-Cities Hispanic Chamber of Commerce, Port of Kennewick, TRIDEC, Visit Tri-Cities, Tri-Cities Chamber of Commerce, Young Professionals of Tri-Cities, and Home Builders Association of the Tri-Cities. The community engagement process identified several priorities for the plan, which will be addressed within the individual plan elements.



Section Two:

LAND USE



INTRODUCTION

The purpose for the Land Use Element of the Comprehensive Plan is to identify the general distribution of the diverse land uses within Kennewick and its urban growth area. The accompanying Land Use Map shows the existing and proposed land areas for residential, commercial, industrial, open space, and public facility use. Kennewick implements various land uses through zoning designations as shown in the table below.

A major component of the Growth Management Act (GMA) and the Comprehensive Plan is the designation of urban growth areas. These are areas currently beyond the City boundaries but within defined geographical areas in which the City is expected to grow. Planning does not stop at the urban growth areas but continues with appropriate provisions for build-out scenarios. Kennewick's urban growth areas should not be thought of in terms of "boundaries" or "limits to growth", but in terms of "timing". Services will need to be planned for these areas at an acceptable level and in a financially responsible manner.

The Capital Improvement Plan (CIP) is the document used to prioritize the needs of the City for infrastructure and other capital needs, both within the City and beyond. The City must walk a delicate line between the financial ability to provide services at an urban density level and providing an appropriate supply of land uses for new development. The desired result is to provide a greater market choice in lands for development while allowing for the maximum accountability for public funds needed to provide for existing and planned urban areas.

The Land Use element of the Comprehensive Plan addresses urban areas, critical areas and shorelines, residential lands, commercial lands, industrial lands, property rights, urban design and essential public facilities.

Table 1: Land Use Implementation by Zoning

Land Use Category – Comprehensive Plan	Zoning to Implement Land Use Category - Title 18
Low Density Residential (5 units per acre max)	RS, RL, RMH
Medium Density Residential (13 units per acre max)	RM, HMU, RTP
High Density Residential (27 units per acre max)	RH
Mixed Use	UMU
Commercial	CN, CO, CBD, CAR, CC, CR, CG, CM, HMU, BP
Industrial	BP, IP, IL, IH
Public Facility	PF, JF
Open Space	OS, PF

STATUTORY REQUIREMENTS UNDER GMA

The Growth Management Act (GMA) establishes Land Use as a mandatory element of a comprehensive plan, per Chapter 36.70A.070(1) RCW, which must include the following primary components:

- Population densities;
- Building intensities; and
- Estimates of future population growth.

Additionally, GMA states that the Land Use Element should:

- Provide for protection of the quality and quantity of groundwater used for public water supplies;
- Consider utilizing urban planning approaches that promote physical activity;
- Identify lands useful for public purposes;
- Identify open space corridors within and between urban growth areas;
- Review drainage, flooding, and stormwater run-off in the area; and
- Include policies to designate and protect critical areas.

The Growth Management Act creates a mandatory framework for several other planning principles and techniques used in the Land Use Element, which include:

- Establishment of a City of Kennewick Urban Growth Area;
- Consistency with the Countywide Planning Policies for Benton County;
- Consistency between the Land Use Element and the City's land use and development regulations.

These requirements are met in this Element within the background information, goals and policies, and/or the Land Use map. More specific policies for various topics are found in later chapters of the Comprehensive Plan.

GMA also contains 13 statewide planning goals in RCW 36.70A.020. Several of those goals relate to the City's Land Use Element and include the following:

- (1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- (12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- (13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

COUNTYWIDE PLANNING POLICIES

Every county planning under GMA is required to work with cities to develop countywide planning policies (CPPs) to guide development within the county, both in urban growth areas (UGAs) and non-UGA areas. Benton County adopted updates to the CPPs in January 2017. These policies guide a number of aspects of development. For example, according to WAC 36.70A.150, the county and jurisdictions within it are required to work together to identify areas of shared needs for public facilities. This would also include lands for public purposes.

The Benton Countywide Planning Policies (CPPs) contain several policies to promote continuous and orderly development. The provision of public services to development requires the use of future population estimates to determine the future facilities and



land requirements needed. The City of Kennewick, working in cooperation with Benton County created a formula for identifying land area per capita for uses ranging from residential to industrial and commercial when sizing UGAs. A process to determine the projected population for the next 20 years is also contained in the CPPs. This follows the policy of Benton County – Planning Policy No. 2 - requiring that countywide projected populations shall be allocated among jurisdictions for purposes of land use planning.

URBAN AREAS

A major portion of the Comprehensive Plan and the Growth Management Act is the provision and designation of Urban Growth Areas. Urban Growth Areas (UGAs) are those areas beyond a city's jurisdictional boundaries that have been designated by the County, in consultation with the City, for future growth and eventual annexation into the City.

The function of an urban growth area is to allow the City to accommodate its 20-year population projection so that financial resources are spent in the most effective way as the city expands and services are provided. Population growth should occur in urban areas. Urban growth areas should be thought of as boundaries that regulate timing for City services.

UGAs require urban governmental services such as water, sewer, transportation, and other infrastructure to be available at the time of annexation or prior to development. The City of Kennewick has to walk a delicate line between the ability of its financial base to adequately serve certain urban densities with adequate services while providing an appropriate supply of land for new growth. Priorities for the extension and provision of utilities and capital improvements will be established based on the Capital Improvement Plan and the Capital Facilities Plan. Parkland, open space, trails, green belts, and schools are necessary ingredients for quality of life issues and need to be planned for and included as the City develops.

Several topics are pertinent to the entire urban area and are discussed in this section.

LAND USE INVENTORY

Kennewick's land use inventory is based on the Benton County Countywide Planning Policies (CPPs) formula for determining urban growth area (UGA) sizes. The formula uses the following nine (9) different land use types:

- Residential land per capita; (or DU)
- Parks and Recreational area per capita;
- Public Facilities lands (fire stations, jails, etc.,) per capita;
- Schools lands per capita;



- Commercial lands per capita, or per employee;
- Industrial/Manufacturing lands per capita;
- Open Space (golf courses, etc.) per capita;
- Public Service lands required for transportation network, easements and R.O.W.s per DU;
- Undevelopable lands (critical areas including steep slopes, wetlands, habitat, etc.)

These land use types are further broken down into two basic categories: “developed lands” and “buildable lands”. Kennewick defines these categories are defined in the following manner:

Developed lands: Parcels with assessed improvement value greater than \$10,000 not classified as underdeveloped or Public.

Buildable lands: Parcels that are classified as “Vacant” or “Underdeveloped” with the market factor applied.

Vacant lands: Parcels that have no structures or have improvement values under \$10,000 (not including lands that are identified as having mobile homes).

Underdeveloped lands: Parcels with structures and improvement value that could be furthered developed or redeveloped.

- *Low Density Residential parcels* – Parcels larger than four times the minimum lot size.
- *Medium and High Density Residential/Commercial/Industrial/ Mixed Use* – Parcels with an assessed improvement value to land value ratio (ILR) less than 0.5



Table 2: Land Use Inventory

Use Category	Total Acres	Developed Lands (acres)	Buildable Lands (acres)	Acres Needed for 2037 Pop. Projection	Deficit/ Surplus (acres)
Residential	10,477.5	6,356.4	4,121.1	2645.1	1,476.0
<i>Low Density Residential</i>	<i>8,206.1</i>	<i>4,815.2</i>	<i>3,390.9</i>	<i>2,003.7</i>	<i>1,387.2</i>
<i>Medium Density Residential</i>	<i>1,842.7</i>	<i>1,126.0</i>	<i>716.7</i>	<i>468.6</i>	<i>248.1</i>
<i>High Density Residential</i>	<i>428.6</i>	<i>415.1</i>	<i>13.5</i>	<i>172.7</i>	<i>-159.2</i>
Commercial	1,982.1	1,335.1	647.0	1,982.1	91.5
Industrial	787.5	462.3	325.2	1,099.7	-774.5
Parks and Recreation	241.9	241.9	0.0	100.7	-100.7
Public Facilities	324.5	324.5	0.0	135.0	-135.0
Schools	237.5	194.2	43.3	80.8	-37.5
Open Space	1,564.1	1,564.1	0.0	650.9	-650.9
Public Service	77.2	77.2	0.00	12.4	-12.4
Subtotal	15,692.3	10,555.7	5,136.6	5,280.1	-143.5
Market Factor (25%)	---	---	-1,284.2	---	-1,284.2
Critical Areas Credit	---	---	0	259.0	-259.0
Total	15,692.3	10,555.7	3,852.4	5,539.1	-1,686.7

NATURAL OPEN SPACE, TRAILS AND PARKS

Natural open space, trails, and parks add to the amenities of urban living. To offer varied recreational opportunities while providing additional parkland per capita, the City requests that all new developments address the issue of providing open space. This can be accomplished with parkland dedication, designation of lands for open space, or the availability of open space areas in commercial areas. Master planned areas such as Hansen Park and Southridge have identified land for open space and parks as a method to protect critical areas and provide this necessary requirement.



OPEN SPACE CORRIDORS

Kennewick's open space corridors connect with those of Richland in two locations: at the Columbia River shoreline at the western end of Columbia Park and at the Amon Wasteway on W. Clearwater Avenue. The open space corridors in Kennewick include lands that can be used for recreation, such as parks and golf courses, wildlife habitat areas, trails, lands unsuitable for development, and identified critical areas and the connections between them.

INVENTORY OF OPEN SPACE CORRIDORS

Open space corridors throughout Kennewick and the urban growth area include lands currently designated Open Space on the Comprehensive Plan land use map, irrigation district rights of way and facilities and critical areas such as wetlands, steep slopes, and fish and/or wildlife habitat conservation areas that are identified as residential, industrial, or commercial on the land use map. Various segments of the primary open space corridor, approximately 15 miles in length, are identified starting at the northwest corner of Kennewick:

- East in Columbia Park along the Columbia River from the Richland/Kennewick shared boundary to the Cable Bridge (Gum St/SR-397);
- South from Hwy 395 and Canal Drive through the Tri-City Country Club Golf Course to S. Vancouver Street;
- Southwest through the Zintel Canyon pathway starting at the southwest corner of S. Vancouver Street and W. 7th Avenue past W. 10th Avenue, W. 27th Avenue, and through Canyon Lakes Golf Course to Hwy. 395, south of W. 36th Avenue;
- West of Hwy 395 through the Southridge Subarea Planning region generally east-west on parallel paths of linear parkways connected by north-south linear parks aligned with the steep slopes;
- Northwest from Southridge through S. Clodfelter Road to Amon Wasteway; and
- North along Amon Wasteway across W. Clearwater Avenue to Richland's shared boundary with Kennewick located south of the Burlington Northern and Santa Fe railroad track.

Additional, shorter branches of open space corridors lead away from the primary open space corridor identified above. Most of these branch corridors are composed of steep slopes south, southeast and southwest of the City.

Additional open space corridors will be added to the City inventory.

MAP OF OPEN SPACE CORRIDORS

An Open Space Corridors map has been prepared showing the corridors listed above in the inventory. It was prepared using the Comprehensive Plan land use map to identify areas presently designated as Open Space. The maps prepared for the Critical Area

Ordinance, identifying the locations of wetlands, aquifer recharge areas, steep slopes, habitat conservation areas, and frequently flooded areas, were layered on the Comprehensive Plan map. It was expected that there would be a distinct correlation between those areas designated as Open Space on the land use map and one or more of the defined critical areas. Steep slopes correlated more precisely with the areas already identified as Open Space. The accompanying map shows the Open Space Corridors in green, highlighted with brown indicating areas with steep slopes.

LANDS FOR PUBLIC PURPOSES

Lands for public purposes are broadly defined as those lands needed to accommodate public facilities and to provide the public with government services. These government services may be funded by a government entity, such as a city or county, or provided by private companies with public service contracts or franchises. Lands for public purposes are specifically defined as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools, and any other public uses.

Lands for public purposes also include lands defined for essential public facilities such as solid waste facilities, jails, state educational facilities, and transportation facilities. Separate guidelines are established for the provision of such facilities since they are often difficult to site and have unique siting requirements.

STATUTORY REQUIREMENTS UNDER GMA

According to WAC 365-195-430, each city and county preparing a comprehensive land use plan under GMA is required to identify lands useful for public purposes. RCW 36.70A.150 requires a jurisdiction to establish a list of acquisitions that is needed with a timeframe and budget for acquiring such lands. The six-year Capital Improvement Program for the City of Kennewick is used to establish priorities and revenue sources and is updated on a biennial basis. All projects identified in the CIP are located within the adopted urban growth boundaries of the city. All projects are in conformance with land uses shown on the City's adopted land use planning map. Additional information regarding capital facilities can be found in the Capital Facilities Element of the Comprehensive Plan.



CITY AND SCHOOL COORDINATION

As the City grows and population increases, more school capacity will be needed. Land use applications for residential development are routinely sent to Kennewick School District #17 for their review and comments. This gives District #17 the opportunity to respond regarding anticipated future school enrollments, bussing, or other issues that will impact their operations. Early acquisition of school sites is desirable to both the School District and the City in order to



identify concurrency with transportation and other infrastructure needs. New City parks and schools should be encouraged to locate adjacent to each other for more versatility with larger spaces and efficiency of maintenance.

Bussing has altered the perception that schools define a neighborhood. It still is desirable for school sites to be easily and safely accessible within a neighborhood. It is preferred that elementary schools serve a half-mile radius and middle schools serve a one-mile radius from the school site.

PROJECTED NEEDS

The Washington State Office of Financial Management estimates Kennewick’s 2016 population at 79,120. The 2037 population estimate of 112,044 for Kennewick suggests that additional lands for public purposes are likely to be needed. According to the 2016 land use table, 562 acres of land are developed and used for capital facilities (public facilities and schools). There are 43.3 available acres of undeveloped land identified for capital facilities.

Table 3: Acres per Capita - Capital Facilities (public facilities and schools)

Year	City Population	Acres designated for Capital Facilities	Developed Acres	Undeveloped Acres	Per Capita Use: Developed Acres
2016	79,120	562	518.7	43.3	.0066

Year	Population Increase from 2013-2034	Per Capita Use	Acres Needed for Development with Increased Population	Undeveloped Acres Remaining
2037	32,924	.0066	+215.9	0(-172.6)

MINERAL RESOURCE LANDS

STATUTORY REQUIREMENT

Mineral resource lands are natural resource lands primarily devoted to the extraction of minerals or that have known or potential long-term commercial significance for the extraction of minerals.

Each city and county planning under the Washington State Growth Management Act (GMA) is required to designate natural resource lands where appropriate, and adopt development regulations to assure the conservation of agricultural, forest, and mineral



resource lands (*RCW 36.70A.060, RCW 36.70A.170*). Jurisdictions need to designate mineral resource lands that are not already characterized by urban growth and that have long-term significance for the extraction of minerals.

In order to classify mineral resource lands, cities and counties are required to consult with the Department of Natural Resources. Lands from which extraction of mineral occurs or can be anticipated shall be identified and classified as mineral resource lands (*WAC 365-190-070*).

Classification criteria shall be established according to the state guidelines in *WAC 365-190-070*. Areas shall be classified as mineral resource lands based on geologic, environmental, and economic factors, existing land uses, and land ownership. Cities and counties should classify lands with long-term commercial significance for extracting at least the following minerals: sand, gravel, and valuable metallic substances. Other minerals may be classified as appropriate. Classification should be based on the maps and information provided by the Washington State Department of Natural Resources and United States Bureau of Mines.

INVENTORY ANALYSIS

Benton County Comprehensive Plan mineral resource map designates mineral resource lands within Benton County. Two locations within and near Kennewick's urban growth boundary identified in this map contain major high-grade sand and gravel deposits. These locations are:

- South of Kennewick, south of 27th stretched as far as south Finley area.
- East Kennewick, east of Oak St., at the Benton Franklin fairground.

The south Kennewick gravel pit is located beyond the City's urban growth boundary. The northern portion of the Oak Street gravel pit at the fairground site is owned by the City. Benton County owns the southern portion of the gravel pit. It has been closed for mining. No other site in Kennewick is known to have long-term commercial significance for mining.

The Washington State Geological Survey (USGS) and Washington State Department of Natural Resources (DNR) index of Washington Mining Operations by County do not indicate any existence of mineral resource lands or mining operations within the City's urban growth boundary.

Based on this, the City determines not to allow mining within its UGA unless mineral resource lands of long-term commercial significance are identified by the Department of Natural Resources.



URBAN AREA GOALS + POLICIES

GOAL 1: Phase out existing agricultural zoning within the City and urban growth boundary.

POLICIES

1. Initiate pre-zone and zone changes to eliminate agricultural zoning within the City and UGA.

GOAL 2: Encourage growth within the Urban Growth Area.

POLICIES

1. Support annexation where infrastructure and services allow for urban densities.
2. Promote new growth consistent with the Comprehensive Land Use Map, the Capital Facilities Plan and the Capital Improvement Plan.
3. Encourage compact development patterns within the UGA that can be efficiently served by public facilities.

GOAL 3: Analyze the SW and SE directions of the existing UGA for future expansion.

POLICIES

1. Analyze the area south of Interstate 82 for the possibility of expanding the industrial land base.

GOAL 4: Add parkland, open space, recreational trails, and green-belts as the City develops.

POLICIES

1. Whenever possible, locate new city parks adjacent to public schools.

GOAL 5: Coordinate land uses and development regulations between the City and other jurisdictions. Increase interaction with other agencies and Benton County as we continue to fill out the UGA.

POLICIES

1. Provide additional regulatory tools (e.g., flexible development standards, infrastructure financing tools, latecomers agreements) to accommodate unique circumstances that arise as the City grows.



2. Pursue efforts to fully implement the City's development regulations within the UGA.
3. Discourage incompatible land uses from locating near or adjacent to each other.

URBAN AREA IMPLEMENTATION

CHANGE OF ZONES AND PRE-ZONES

- KAC 10-40-010 Type 3

DEVELOPMENT PERMITS

- KAC 10-40-030 Change-of-Zones
- KAC 10-40-040 Change-of-Pre- Zones

APPROVAL OF PLAT

- KMC 17.10.080(3) Land For Park Purposes
- KMC 17.13.130 / KMC 17.100.010 Dedication of Land for Park Purposes

COORDINATION OF SCHOOL & PARK SITES

- KMC 17.100.040 School and Park Sites to Abut.
- Kennewick Comprehensive Park and Recreation Plan

OPEN SPACE

- KMC 18.12.010 A.2 Table of Residential Site Development Standards.
- Kennewick Comprehensive Park and Recreation Plan.

ANNEXATIONS

- KAC 6-08 City Clerk: Annexations
- KAC 10-60 Annexations: Procedures & Process



- Resolution No. 02-21
- RCW 35A.14.300 – Annexations for Municipal Purposes

SEWER & WATER EXTENSION

- Resolution No. 02-21

CRITICAL AREAS AND SHORELINES

The City's existing Critical Area Ordinance (CAO) and Shoreline Master Plan (SMP) serve to protect and enhance Kennewick's environmentally critical areas and shoreline. They are vital to the ecological functioning of our region and are protected under GMA. This section reflects the City's major CAO and SMP policies. The detailed development regulations consistent with this section are to be adopted as part of the KMC Title 18.

Development in, or near, critical areas may pose a threat to clean water, vital fish and wildlife habitat and the public health, safety, and general welfare. Kennewick has a responsibility to identify critical areas and to establish methods to protect their ecological functions using the Best Available Science.

The Columbia River is a natural resource shared not only by the Tri-Cities but the region, area, and adjacent states. It is the responsibility of the City to protect, restore, and preserve this valuable natural resource while enjoying the benefits of immediate proximity to the river. Public rights to navigation must be maintained, as well as two unique environmental objectives: no net loss of shoreline ecological functions, and restoration over time. To accomplish this, the Shoreline Master Plan is the primary resource and is supplemented with the Critical Areas Ordinance.

CRITICAL AREAS

Critical areas are defined as wetlands, areas of critical recharging effect on aquifers used for potable water (aquifer recharge areas), fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. These critical areas represent a variety of ecosystems providing necessary biological and physical functions. At the same time, critical areas can present threats to human safety and to public and private property.

Some beneficial functions and values provided by critical areas include protection of water quality, protection of fish and wildlife habitat; ground water recharge, erosion control, support of nutritional relationships for fish and wildlife, flood management, protection from landslide hazards, aesthetic opportunities, and recreation.

STATUTORY REQUIREMENT UNDER GMA

According to RCW 36.70A.170, each city preparing a comprehensive land use plan under GMA is required to identify critical areas within their jurisdiction and adopt regulations for protection while accommodating reasonable use of private property.

PURPOSE STATEMENT FOR CRITICAL AREAS ORDINANCE

The Critical Areas Ordinance is designed to implement the goals, policies, guidelines, and requirements of the City of Kennewick Comprehensive Plan and the Growth Management Act. The stated purpose is “to designate and classify ecologically sensitive and hazardous areas and to protect these areas and their functions and values, while also allowing for reasonable use of private property”.

BEST AVAILABLE SCIENCE USED

Counties and cities in Washington planning under GMA are required to use the Best Available Science (BAS) when developing policies and development regulations to protect the functions and values of critical areas (WAC 365-195). Determining what qualifies as the best available science is very often difficult. References for BAS are included in Appendix A of the Critical Areas Ordinance.

BAS involves adopting information from local, state, or federal natural resource agencies that are appropriate for local circumstances; consultation with a qualified scientific expert or team to assess applicability to the local critical area; and determination if a person is a qualified scientific expert. A qualified scientific expert has professional credentials or certifications, advanced degrees, years of experience in the specific field, and/or peer-reviewed publications or other professional publications.

A clearly defined process must be followed to determine if information meets the criteria of best available science. Following are characteristics of a valid scientific process:

- Peer review – Data is reviewed by people who are identified as qualified scientific experts in the specific field and have published in a refereed scientific journal.
- Methods – Methods to obtain information are clear, can be replicated, and are standard for that specific scientific field.
- Logical conclusions/reasonable inferences – Reasonable assumptions are used and supported by other studies, are logical, and support the data. Gaps have been adequately explained.
- Quantitative analysis – Statistical or other appropriate quantitative methods are used for analysis.
- Context – Assumptions, analytical techniques, data and conclusions are appropriately used in the correct context.
- References – Assumptions, techniques for analysis, and conclusions are referenced with citations to current, relevant, and credible literature in the specific scientific field.



Nonscientific information is sometimes presented as scientific. There are several sources of information that may be informative and applicable to a specific critical area but would not be considered scientific because they do not meet the above criteria. These sources are:

- Anecdotal information: Observations that are not part of a rigorous scientific process.
- Non-expert opinion: Opinion of a person who is not a qualified expert in the specific scientific field in question.
- Hearsay: Information repeated from others.

REVIEW PROCESS

Near critical areas in identified buffers

KMC 18.58.080 of the Critical Areas Ordinance establishes 200 feet from a critical area as the trip point for review by the City of Kennewick. This width is the maximum buffer size recommended for wetlands and shorelines by the Washington State Department of Ecology.

Specific buffer widths are established for other critical areas. Riparian habitat area buffers are recommended by the Washington State Department of Fish & Wildlife and are based on the stream type. Buffers for erosion or landslide hazard areas are established by the height of the adjacent slope, or 50 feet, whichever is greater. Recommended buffers for wetlands are based on the wetland category, the intensity of impacts, and the wetland functions.

The process for critical areas review is established in KMC 18.58.130(1). The Planning Director has the authority to waive the requirement for a report or other information when there are critical areas within or adjacent to the project area but will not be negatively affected by the project. This means that the functions or values of the critical area will not be disturbed. In order to receive the waiver, the proposal must comply with the requirements established in KMC 18.58.130(2). A summary of the decision by the Planning Director will be included in any staff report or decision made on the underlying permit for the proposed project.

Reasonable Use of Land to Avoid Takings

If application of the Critical Areas Ordinance would deny all reasonable use of property, the owner may apply for an exception pursuant to KMC 18.58.120 of the Critical Areas Ordinance. This section is designed to provide for the reasonable use of private property when impacted by a critical area. The applicant has the responsibility to submit evidence in support of their application and to provide sufficient information to aid in decision-making by the Planning Director.

Limited Exemptions

Eleven exemptions to the Critical Areas Ordinance are allowed if they are otherwise consistent with local, state, and federal laws.

Table 4: Exempt Uses

USES	DEFINITION
Emergencies	Activities necessary to prevent immediate threat to public health, safety, or welfare, or pose immediate damage to private property
Operation, maintenance or repair	For existing structures, infrastructure improvements, utilities, public or private roads, dikes, levees, or drainage systems
Passive outdoor activities	Recreation, education, scientific research such as fishing, hiking, and viewing wildlife that does not degrade critical area
Permit requests with prior critical area review	Critical areas have been addressed in another approval, no changes in potential impact, no new information available, permit has not expired, & compliance with conditions on prior permit have been met
Modification to existing legal structures	Due to fire, flood, or act of nature within 6 months of such damage & issue of a building permit & do not extend further into critical area or buffer
Activities within improved right-of-way	Utility facilities, lines, pipes, mains, equipment, etc. located within improved portion of public right-of-way or city authorized private roadway except those altering a wetland or watercourse such as culvert or bridge
Public & private pedestrian trails	Unless located in wetlands or fish & wildlife habitat conservation areas
Vegetation removal activities	Removing & controlling invasive plants or noxious weeds, removal of hazardous trees, or measures to control fire, halt disease or damaging insects
Chemical applications	Herbicides, pesticides, organic or mineral-derived fertilizers, or other hazardous substances in accordance with state & federal laws
Minor site investigative work	Necessary for land use submittals such as topographic surveys, soil work, percolation tests, etc.
Navigational aids and boundary markers	Construction or modification of navigational aids & boundary markers



WETLANDS

Wetlands are land areas inundated or saturated with surface water or ground water at a frequency and duration to support vegetation adapted to life in saturated soil conditions. Wetlands in Kennewick are designated in accord with the *Washington State Wetland Identification and Delineation Manual*.

Kennewick contains few wetlands and the most significant ones have been evaluated using the Ecology Rating System. A map showing wetlands is on file in the City of Kennewick Community Planning Department.

Table 5: Wetland Rating Categories

Category	Definition	Criteria
Category I	Wetlands that meet one or more of the following criteria:	<ul style="list-style-type: none"> • Documented habitat for federal or state endangered or threatened fish, animal or plant species, • High quality native wetland communities, • Wetlands of exceptional local significance.
Category II	Wetlands not defined as Category I and meet one or more of the following criteria:	<ul style="list-style-type: none"> • Documented habitats for state sensitive plant, fish or animal species, • Wetlands containing plant, fish or animal species listed as priority species by Dept. of Fish and Wildlife, • Wetland types with significant functions that may not be replicated through creation or restoration, • Wetlands with significant habitat value of 22+ points on the habitat rating system, • Documented wetland of local significance.
Category III	Wetlands that do not satisfy Category I, II, or IV and show a moderate level of functions	<ul style="list-style-type: none"> • Vernal pools that are isolated, and wetlands with a moderate level of functions
Category IV	Wetlands with the lowest level of functions, are often heavily disturbed, and meet the following criteria:	<ul style="list-style-type: none"> • Hydrologically isolated wetlands less or equal to 1 acre in size, have only 1 wetland class, and are dominated (80% or more) by a single-non-native plant species, • Hydrologically isolated wetlands less or equal to 2 acres in size, have only 1 wetland class, and are covered (90% or more) by non-native plant species.
Category V	Wetlands found in ditches, ponds, canals, etc. intentionally constructed for agricultural uses; or wetlands accidentally created from irrigation water and meet all the following criteria:	<ul style="list-style-type: none"> • Located above the floodplain, • No primary association with rare, threatened, or endangered species, • Water only from irrigation runoff or leakage.

FISH AND WILDLIFE HABITAT AREAS

Conservation and management of priority habitats and species, including anadromous fisheries, is regulated through KMC 18.63 of the Critical Areas Ordinance. The priority habitats and species are identified by the Washington State Department of Fish and Wildlife. The priority habitats and species within the Kennewick area are listed in Appendix B of the Critical Areas Ordinance.

FREQUENTLY FLOODED AREAS

There are two types of flood areas in Kennewick. Floodways are defined as the channel of a stream and adjacent land areas which carry and discharge the floodwater or flood flows of any river or stream associated with a regulatory flood. Flood fringes are land outside the stream's floodway but subject to periodic inundation associated with a regulatory flood.



Regulatory floods have a peak discharge with a one percent (1%) probability of being equaled or exceeded in any given year, as calculated by the Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA). The regulatory flood shall include the "one-hundred-year flood" as shown on the flood insurance rate map prepared by FEMA.

The approximate locations of frequently flooded areas are shown on the Critical Areas Map, on file in the Community Planning Department of the City of Kennewick. This citywide map was prepared using the Flood Insurance Rate Maps (FIRM) prepared by FEMA.

Additional information regarding frequently flooded areas is found on community panel maps prepared by FEMA for the National Flood Insurance Program. These are available in the Community Planning Department and are used to identify flood zones. Zone A is an area of 100-year flood with base flood elevations and flood hazard factors undetermined. Zone B are areas between the 100-year flood and 500-year flood, or certain areas subject to 100-year flooding with average depths less than one foot, or where the contributing drainage area is less than one square mile, or areas protected by levees from the base flood.

KMC Chapter 18.66 Flood Damage Prevention is intended to prevent flood damage and maintain community eligibility in the National Flood Insurance Program. It is reviewed periodically by FEMA through the Washington State Department of Ecology.



CRITICAL AQUIFER RECHARGE AREAS

Potable water for the City of Kennewick comes from the Columbia River and two aquifer collectors located in Columbia Park. Critical aquifer recharge areas supplying the collectors contain specific geologic conditions affecting infiltration rates. Potential contamination of ground water requires that the wellheads will be protected. In Kennewick, the wellhead protection area is the ten-year time of ground water travel to the wellheads.

The location and extent of critical aquifer recharge areas are shown on the Critical Aquifer Recharge Areas Map on file in the Community Planning Department of the City of Kennewick. This map will be used as reference for the City, project applicants, and property owners.

General performance standards for aquifer recharge areas are included in the Critical Areas Ordinance. Activities may only be permitted if the proposed activity will not adversely affect recharging of the aquifer and contaminants will not enter. Proposed activities must comply with all water protection requirements and recommendations of Federal, State, and local agencies. Proposals must be designed and constructed for erosion control and surface and stormwater management requirements in the current City regulations.

Additional regulations for critical aquifer recharge areas are the City of Kennewick Construction Standards (KMC 5.56) and the City of Kennewick Wellhead Protection Plan.

Specific Performance Standards for critical aquifer recharge areas are also provided in the Critical Areas Ordinance. Storage tanks, vehicle repair and servicing, and water reuse projects must all conform to local building codes and specific requirements included in KMC Section 18.60.050.

Prohibited uses in the critical aquifer recharge areas are landfills and underground injection wells. Landfills include hazardous or dangerous waste, municipal solid waste, special waste, wood waste and inert and demolition waste landfills.

GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas are those areas that are susceptible to erosion, sliding, earthquakes, or other geological events. These areas pose a threat to the health and safety of citizens, and possibly to adjacent lands. There are five specific types of geologically hazardous areas.

Table 6: Geologically Hazardous Areas

Geologically Hazardous Areas	Identified or Mapped by Agency	Definition
Erosion hazards	U.S. Department of Agriculture-Natural Resources, Conservation Service (USDA - NRCS)	Moderate to very severe rill and inter-rill erosion, Slopes greater than 15%
Landslide hazards	U.S. Department of Agriculture Natural Resources, Conservation Service (USDA – NRCS), Department of Ecology, Department of Natural Resources, U.S. Geological Survey	Subject to landslides due to a combination of geologic, topographic, and hydrologic factors such as bedrock, soil, slopes, structures, or hydrology
Seismic hazards		Subject to severe risk of damage from ground shaking, slope failure, settlement, soil liquefaction, lateral spreading, or surface faulting
Extreme slope hazards	Southridge Master Plan - JUB	Severe erosion potential and high probability of slope failure & landslide occurrence, Slopes greater than 25%
Other geological events		Mass wasting, debris flows, rock falls, differential settlement.

MITIGATION SEQUENCING

Proposed development should avoid impacting critical areas. Mitigation sequencing identifies preferred options to use when the proposed activity cannot be avoided or minimized to cause the least amount of impact. Mitigation sequencing is listed in the order of preference.

1. Avoiding the impact by not taking a certain action;
2. Minimizing the impact by limiting the degree of the action, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
4. Minimizing or eliminating the hazard by restoring or stabilizing using approved engineering or other methods;
5. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the proposed action;

6. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; or
7. Monitoring the impact and taking appropriate corrective measures.

Specific mitigation measures for wetlands and geologically hazardous areas are included in the Critical Areas Ordinance.

SHORELINES

The Shoreline Master Program, contained in KMC 18.68 *Shoreline Management*, protects Shorelines of the State. The Shoreline Master Program was prepared with two guiding premises; no net loss of ecological function of the shoreline and restoration of the shoreline functions over time.

STATUTORY REQUIREMENTS UNDER GMA

RCW 36.70A.480 requires that Shoreline Management Plan goals and policies are included in the Comprehensive Plan and that they are consistent with each other.

PURPOSE STATEMENT FOR SHORELINE MANAGEMENT PLAN

Unlike the Critical Areas Ordinance, there are separate purpose statements for each of the three Environmental Designations in the Shoreline Management Plan.

The purpose of the Aquatic environment is to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark. The purpose of the Clover Island High-Intensity environment, only applicable to Clover Island, is to provide for high-intensity water-oriented commercial, industrial, and transportation uses while at the same time, protecting and restoring existing ecological functions in degraded areas. The purpose of the Urban Conservancy environment is to protect and restore ecological functions of open space, flood plains and other sensitive lands when they exist in urban and developed settings, while allowing numerous compatible uses.

SPECIAL POLICY GOALS

Special policy goals for all Shorelines of the State have been established by the State and are applicable to the Kennewick shorelines. They are listed in the order of preference for implementing Kennewick's shoreline regulations.

1. Recognize and protect state-wide interest over local interest;



2. Preserve the natural character of the shoreline;
3. Result in long-term over short-term benefit;
4. Protect the resources and ecology of the shorelines;
5. Increase public access to publicly-owned areas of the shorelines;
6. Increase recreational opportunities for the public on the shorelines;
7. Promote and enhance public interest;
8. Protect public rights of navigation;
9. Preserve and protect culturally significant features; and
10. Provide, when feasible, all necessary accommodations to enhance the participation and enjoyment of persons with special needs.

ADDITIONAL GOALS TO GUIDE IMPLEMENTATION

Goals specific to Kennewick's Shoreline Management Plan have also been developed. These are in addition to the special policy goals for all Shorelines of Statewide Significance. They will be used to guide implementation of KMC 18.68 *Shoreline Management* and are as follows:

Economic development

Economic development will be encouraged in the shoreline. There will be an emphasis on water-oriented commercial and recreational uses that provide orderly development on Clover Island and adjacent areas that will accentuate and enhance the Columbia River.

Public access

Public access will be improved on Clover Island to designated areas of the Columbia River for recreational purposes. New areas along the dike and Duffy's Pond will be provided to the public for fishing and viewing purposes. Whenever feasible, new development should provide access to the dike with pedestrian and bicycle bridges across the drainage canal.

Recreation

The recreational facilities of the shorelines will be enhanced. Recreational uses on Clover Island should be planned to complement existing and proposed developments. Develop recreational facilities along the dike areas to enhance the dike and provide recreational diversification.



Circulation

Circulation to the dike areas, Duffy's Pond, and to the Clover Island causeway should be improved for ease of access and should include adequate off-street parking facilities to serve the people who will be using these areas for recreational and commercial purposes.

Shoreline use

Assure that the various land uses are compatible and aimed toward maximum utilization of the shoreline without diminishing the quality of the environment. Shorelines abutting the dike area should take advantage of the Columbia River and should be oriented in a manner to coordinate waterfront uses.

Conservation

Enhance the aesthetic characteristics of the dike, Duffy's Pond, and Clover Island areas and take necessary steps to conserve the natural setting of these shoreline areas.

History, scientific, and cultural

Establish certain areas on Clover Island and dike that will have a cultural, educational, historical or scientific value and protect these areas in a proactive and substantive way.

Flood prevention

Assure that, whenever feasible, steps are taken to prevent and/or minimize the risk of flood and associated flood damages to property and land uses.

POLICIES FOR ENVIRONMENTAL DESIGNATIONS

Parallel shoreline environments of aquatic, urban conservancy and high-intensity use divide the shorelines into different sections generally running parallel to the shoreline. Specific management policies that apply to these environmental designations are listed in the following table.

Table 7: Management Policies

Environmental Designation	Management Policies
Aquatic	New over-water structures are allowed only for water-dependent uses, public access, or ecological restoration.
	The size of the new over-water structures should be limited to the minimum necessary to support the structure’s intended use.
	In order to reduce the impacts of shoreline development & increase effective use of water resources, multiple uses of over-water facilities are encouraged.
	All developments & uses on navigable waters or their beds shall be located & designed to minimize interference with surface navigation, to consider impacts to public views, & to allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration.
	Shoreline uses shall be designed & managed to prevent degradation of water quality & alteration of natural hydrographic conditions.
Urban conservancy	First priority in shorelines uses will be given to those uses that preserve the natural character of the area or promote preservation of open space, flood plain or sensitive lands either directly or over the long term. Uses that provide long-term benefit will be preferred over uses that provide short-term benefit. Uses that result in restoration of ecological functions will be allowed if the use is otherwise compatible with the purpose of the environment and the setting.
	No net loss of shoreline ecological functions as a result of new development shall be allowed. All new development shall comply with standards pertaining to shoreline modifications [KMC 18.68.120(3)], vegetation conservation [18.68.110(2)(f)(iii)] and water quality [18.68.110(2)(g)(iii)].
	All new development shall comply with all applicable standards set forth in KMC Chapters 15 (Buildings & Construction), Chapter 17 (Subdivisions) and Chapter 18 (Zoning) and all state and federal requirements.
	The location & design of new development should provide for public access and public recreation opportunities whenever feasible & when significant ecological impacts can be mitigated.
	Water-oriented uses shall be given priority over non water-oriented uses. For shoreline areas adjacent to commercially navigable waters, water-dependent uses shall be given highest priority.

High-intensity	<p>First priority in shoreline uses shall be given to water-dependent uses. Second priority shall be given to water-related and water-enjoyment uses. Non water-oriented uses should not be allowed except as part of mixed-use developments. Non water-oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline.</p>
	<p>Full utilization of existing urban areas should, whenever feasible, be achieved before further expansion of intensive development is allowed.</p>
	<p>Multi-family & multi-lot residential & recreational developments shall provide public access & joint use for community recreational facilities.</p>
	<p>Access, utilities, & public services shall be made available & adequate to serve existing needs &/or future residential development.</p>
	<p>No net loss of shoreline ecological functions as a result of new development shall be allowed. Where applicable, new development shall include environmental cleanup & restoration of the shoreline to comply in accordance with any relevant state & federal law.</p>
	<p>Whenever feasible, visual & physical public access to shorelines shall be required as provided for in WAC 173-26-221(4)(d). Wherever feasible, the location, design & construction of development impacting the shorelines will take into consideration aesthetic objectives such as location & size of signage, appropriate development siting, screening & architectural standards, & maintenance of natural vegetative buffers.</p>
	<p>All new development shall comply with all applicable standards set forth in KMC Chapters 15 (Buildings & Construction), Chapter 17 (Subdivisions) and Chapter 18 (Zoning) and all state and federal requirements.</p>

CRITICAL AREAS AND SHORELINES GOALS + POLICIES

GOAL 1: Protect the public and personal property from effects of landslides, steep slope failures, erosion, or flooding.

POLICIES

1. Continue to classify, designate and protect geologically hazardous areas as identified in the critical areas ordinance.
2. Protect life and property from flooding and erosion by directing development away from flood hazard areas.



GOAL 2: Protect the unique environmental elements of the critical areas and shoreline.

POLICIES

1. Protect critical areas and the shoreline using the Critical Areas Ordinance and the Shoreline Master Plan.
2. Use Best Available Science (BAS) to protect critical areas and shorelines and their environmental functions.
3. Preserve and protect anadromous fish, and threatened, endangered and candidate species as identified by federal and state agencies.
4. Existing natural resources should be conserved through regulatory and non-regulatory means that may include regulation of development within the shoreline jurisdiction, ecologically sound design, and restoration programs.

GOAL 3: Regulate or mitigate activities in or adjacent to critical areas or the shoreline to avoid adverse environmental impacts.

POLICIES

1. Support no net loss of ecological function of the shoreline and require restoration over time.
2. Strengthen cooperation between agencies with jurisdictions over critical areas and shorelines.

GOAL 4: Encourage and support public access to the shoreline for recreational purposes.

POLICIES

1. Provide physical and visual public access to shorelines and provide recreational and viewing areas where feasible.
2. Ensure that new developments along the shoreline are in compliance with public access requirements of Kennewick's Shoreline Master Program.

GOAL 5: Preserve and protect culturally significant features found at the shoreline or in critical areas

POLICIES

1. Identify, preserve, and protect culturally significant features found at the shoreline or in critical areas.

CRITICAL AREAS AND SHORELINES IMPLEMENTATION

CRITICAL AREAS & SHORELINE PROTECTION

- RCW 36.70A.170 Natural Resource Lands and Critical Areas
- WAC 365-195-410 Critical Areas
- WAC 365-195-900 & 920 Best Available Science
- KMC 17.24 Techniques for Natural Resource Protection
- KMC 18.58 Critical Areas – General Provisions
- KMC 18.59 Critical Areas – Wetlands
- KMC 18.60 Critical Areas – Critical Aquifer Recharge Areas
- KMC 18.61 Critical Areas – Frequently Flooded Areas
- KMC 18.62 Critical Areas – Geologically Hazardous Areas
- KMC 18.63 Critical Areas – Fish and Wildlife Habitat Conservation Areas
- KMC 18.66 Flood Damage Prevention
- KMC 18.68 Shoreline Management

RESIDENTIAL

Residentially zoned areas in the city comprise approximately seventy (70) percent of the total land use. These residential zoning districts include low density single-family residential zoning with minimum 7,500 square foot lots, medium density multi-family residential zones with a maximum of 13 units per acre, high density multi-family residential zones with a maximum of 27 units per acre, and manufactured homes on individual lots or in manufactured home parks. Standard planning practice is to use graduated residential densities in zoning and subdivisions to minimize conflicts associated with a wide range of densities and housing types.

Development standards are designed for individual zoning districts and establish parameters (maximum building height, building setbacks, and lot sizes) to be used in subdivisions.

Census information indicates that Kennewick is mirroring national trends in terms of family composition. Two parent, multiple children households comprise approximately one-third of our population, while single parent, single child households and households with no children comprise the other two-thirds. This has profound impacts on the types of residential homes and densities we seek to provide as we look towards providing needed housing for our future.



STATUTORY REQUIREMENTS UNDER GMA

Development regulations are limits placed on land use activities by the City and include planning tools such as zoning ordinances, critical areas ordinances, shoreline master plans, subdivision ordinances and other requirements that are contained in the Kennewick Municipal Code. Development regulations are defined in WAC 36.70A.030(7) and must be consistent with the Comprehensive Plan goals and policies.

RCW 36.70A.020 (1) and (2) requires that development should only be encouraged in urban growth areas where adequate public facilities and services exist or where they can be provided in an efficient manner; and that sprawl will be discouraged in undeveloped land. Sprawl is defined as low-density residential development spread over a large area.

RCW 58.17.110 says that a proposed subdivision will not be approved unless the jurisdiction makes written findings that appropriate provisions have been made for public health, safety, and general welfare. This also includes open spaces, drainage ways, streets or roads, alleys, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other planning features that assure safe walking conditions. The public use and interest must be served by the platting.

WAC 365-195-825 (4) validates the requirement in RCW 58.17.110 for providing written findings for adequate services and levels of service.

SUBDIVISION CODES CONSISTENT WITH COMPREHENSIVE PLAN

A GMA requirement for consistency requires that subdivision codes and regulations are consistent with the Comprehensive Plan. A GMA mandate for concurrency affects subdivision approval by requiring that water, sewer, and transportation facilities and appropriate service levels be provided at the time of development.



CONSISTENCY

GMA requires that the Comprehensive Plan must be internally consistent for objectives, goals, policies, text, and maps.

Consistency is both horizontal (external) and vertical (internal). Horizontal consistency applies to adjacent jurisdictions such as Benton County, through the County-wide Planning Policies (CWPP), the City of Richland, and the City of Pasco.

Vertical consistency means that all development regulations within the City of Kennewick are consistent with each other. These include the Comprehensive Plan, Zoning (Title 18), Subdivisions (Title 17), the Critical Areas Ordinance, the Shoreline Master Plan, and all other city regulations as contained in the Kennewick Municipal Code and other adopted plans such as the Park & Recreation Plan and the Wellhead Protection Plan. A complete listing of adopted plans is included in the bibliography of the Comprehensive Plan.

The following table illustrates consistency with zoning and the Comprehensive Plan Land Use Map. There are three residential density categories designated on the Comprehensive Plan Land Use Map. The zoning districts used to implement these residential land use categories are shown in the following table.

Table 8: Zoning to Implement Residential Land Use

Land Use Category – Comprehensive Plan	Zoning to Implement Land Use Category Title 18
Low Density Residential (minimum 7,500 square foot lots)	RS, RL, RMH
Medium Density Residential (up to 13 units per acre)	RM, HMU, RTP
High Density Residential (up to 27 units per acre)	RH

*Maximum density for commercial districts is 27 units per acre as part of mixed use developments.

Residential subdivisions are guided by the specific regulations for each of these zoning districts as contained in KMC, Title 18: Zoning. KMC, Title 17: Subdivisions, contains specific regulations for the design, submittal, and approval process of residential and other subdivisions. These specific regulations include general provisions, platting, design and construction, condominiums, and land dedications.

ADEQUATE PUBLIC FACILITIES AND SERVICES

For cities planning under GMA, there are numerous planning concepts that must be met. Two concepts apply specifically to residential development:



- Development will be encouraged only in urban areas where adequate public facilities and services exist or can be provided in an efficient manner
- Inappropriate conversion of undeveloped land into sprawling, low-density development will be reduced.

These concepts are incorporated into the Benton County-wide Planning Policies under Policy #1 and goals in the Kennewick Comprehensive Plan.

Table 9: Kennewick Goals & Countywide Planning Policies

Benton County Planning Policies #1	Kennewick Goals
1. Urban Growth. Encourage development in urban areas where adequate public facilities exist or can be provided in a cost efficient manner.	Land Use Residential Goal # 2: Provide appropriate public facilities supporting residential areas. Land Use Residential Goal # 4. Encourage residential development in urban areas where service can be provided.
2. Avoid sprawl. Avoid the inappropriate conversion of undeveloped land into low-density development, lacking adequate services, injurious to ground and surface water quality, destructive to the area’s agricultural lands base, and less than cost effective relative to public service costs.	Land Use Residential Goal # 3. Provide a variety of residential densities with a minimum density target of 3 units per acre as averaged throughout the urban area.

WRITTEN FINDINGS FOR PROPOSED SUBDIVISIONS

GMA and RCW require that findings of approval for subdivisions be specifically listed in writing as part of the record of the subdivision approval process. KMC Section 17.10.080, Provisions for Public Health, Safety and Welfare, requires that the City, through the City Council “will inquire into the public use and interest proposed to be served by the establishment of the subdivision and dedication”.

Plats are reviewed to determine if they are in compliance with the Comprehensive Plan, comprehensive water plan, utilities plan, and comprehensive Park & Recreation Plan, and any other issues necessary to determine if the plat should be approved. As stated in KMC Section 17.10.080, the subdivision application should address the following issues to the satisfaction of staff and the City Council:



- Public health, safety & general welfare,
- Open spaces,
- Drainage ways,
- Streets, alleys, and other public ways,
- Transit stops,
- Potable water supplies,
- Sanitary wastes,
- Parks & recreation,
- Playgrounds,
- Schools & school grounds, and
- Sidewalks.

RESIDENTIAL GOALS + POLICIES

GOAL 1: Provide for attractive, walkable, and well-designed residential neighborhoods, with differing densities and compatible with neighboring areas.

POLICIES

1. Maintain residential zoning regulations that offer a similar graduation in building scale and bulk.
2. Require multi-family housing to incorporate architectural forms and features compatible with the surrounding neighborhood. Features that promote compatibility include landscaping, setbacks, rooflines and building forms that reduce the appearance of bulk.
3. Require that multi-family structures be located near a collector street with transit, or near an arterial street, or near a neighborhood center.
4. Use natural and man-made features to separate different residential densities.
5. Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

GOAL 2: Provide appropriate public facilities supporting residential areas.

POLICIES

1. Ensure provision of parks, schools, drainage, transit, water, sanitation, infrastructure and pedestrian in new residential developments.
2. Encourage irrigation service throughout residential areas, when available, to support and maintain healthy landscaping.
3. Deny residential developments if concurrency is not met for transportation, water, and sewer, or appropriately condition.



GOAL 3: Promote a variety of residential densities with a minimum density target of 3 units per acre as averaged throughout the urban area.

POLICIES

1. Establish and implement maximum densities in the City’s residential zoning categories.
2. Residential Low Density: Place lands constrained by sensitive areas, those intended to provide transition to the rural area, or those appropriate for larger lot housing within the Residential Low Density land use designation to allow for a range of lifestyles.
3. Residential Medium Density – Place areas that can support high-quality, compact, urban development with access to urban services, transit, and infrastructure, whether through new development or through infill.
4. Residential High Density – Designate land for Residential High Density (HD) where access, topography, and adjacent land uses create conditions appropriate for a variety of unit types, or where there is existing multi-family development.

GOAL 4: Provide more housing opportunities near commercial, transit and employment.

POLICIES

1. Locate the highest density residential areas close to shops and services and transportation hubs.
2. Encourage residential development within commercial areas.

RESIDENTIAL IMPLEMENTATION

PUBLIC FACILITIES

- KMC 17.10.080 Provisions for Public Health, Safety and Welfare
- KMC 17.20 Design and Construction
- KMC 17.100.010 Dedication of Land for Park Purposes

DESIGN STANDARDS

- KMC 5.56 Public Works Construction Standards
- KMC 13.08 Street Names
- KMC 18.75 Residential Design Standards

IRRIGATION

- KMC 17.20.060 Provisions for Irrigation

CONCURRENCY

- KMC 4.12.055 Permit Concurrency

JOINT DEVELOPMENT

- KMC 17.100.040 School and Park Sites to Abut

RESIDENTIAL ZONING

- KMC 18.12.010 A.1 Residential Use Table
- KMC 18.12.010 A.2 Table of Residential Site Development Standards

COMMERCIAL

A city needs a variety of commercial areas. In addition to large regional commercial areas, residential neighborhoods need to have an option of smaller, more convenient commercial areas available for everyday needs. These could be within a short driving distance or ideally, within walking distance.

Numerous commercial zones are provided in Kennewick. Commercial, Regional (CR) zoning districts are for commercial uses to serve the entire region. The allowed uses in a Commercial, General (CG) zoning district are to provide heavy commercial use with wholesaling and warehousing, while Commercial, Community (CC) districts are designed to provide a diverse selection of uses in new commercial areas. Commercial Business District (CBD) districts accommodate a wide variety of uses that compliment Historic Downtown Kennewick. Commercial, Neighborhood (CN) districts are planned to provide day-to-day shopping and services. Commercial, Office (CO) zoning districts are designed as ideal locations for professional and business offices, medical offices and clinics, with other uses such as research facilities and laboratories. The Commercial, Marina (CM) zoning district is designed for water-oriented commercial and recreational uses and applies only to Clover Island. The Historic, Mixed Use (HMU) zoning district, located west of Historic Downtown Kennewick, provides a stable living environment for residents and businesses choosing to locate in an historic area with small-scale commercial and non-retail uses. Business Park zoning districts (BP) are provided for technical or industrial parks with professional and technical offices, light industry, and other similar uses.



COMMERCIAL LAND INVENTORY

Kennewick’s commercial land is shown in red on the Comprehensive Plan land use map. The land use inventory is updated yearly. The land use inventory includes the entire urban area. Total acres for developed and undeveloped commercial lands are shown in the following table.

Table 10: Commercial Land within the Urban Growth Area 2016

Developed Land in Acres	Vacant/Underdeveloped Land in Acres	Total by Acres
1,335.1(67%)	647.0 (33%)	1,982.1 (100%)

PROJECTED COMMERCIAL NEEDS

A general rule of thumb is to have 12 to 15 acres of commercial land for every 1,000 people in a community. Kennewick currently has roughly 17 acres of developed commercial land for every 1,000 people in the city limits. While slightly higher than the general rule of thumb, Kennewick acts as the retail hub for close to 500,000 people reaching from SE Washington, NE Oregon and as far north as Moses Lake and southern Grant and Adams Counties. Using Kennewick’s existing figure, an anticipated population increase to 112,044 in 2037 (from 79,120 in 2016) would require commercial land available for an additional 32,924 people. Using the ratio of 16.9 acres for each 1,000 increase in population ($32.924 \times 16.87 = 555.43$), 556 acres of undeveloped commercial land is needed.

In 2016 there are roughly 647 acres of undeveloped and underdeveloped commercial land within the current Urban Growth Area. Subtracting the 20-year estimated need of 556 additional commercial acres from the 647 undeveloped and underdeveloped commercial acres indicates that at the present rate there is adequate commercial land for new growth through the next twenty years with an anticipated surplus of 91 acres.

COMMERCIAL ZONING TO IMPLEMENT LAND USE DESIGNATION

There are eight commercial zoning designations available to implement the commercial land use category. Each parcel of commercial land has both a land use category as shown on the Comprehensive Plan land use map and a specific zoning designation for implementation.

Table 11: Zoning to Implement Comprehensive Plan

Land Use Category	Zoning to Implement
Commercial	KMC 18.12.010 B.2: Table of Non-Residential Site Development Standards. (Commercial, Neighborhood; Commercial, Office; Central Business District; Commercial, Community; Commercial, Regional; Commercial, General; Commercial, Marina; Historic, Mixed Use; Business Park District)

DECLINING COMMERCIAL AREAS

Commercially zoned districts often exhibit a cycle of prosperity and then decline as competition for locations are developed. Contributing factors such as demographic changes, accessibility, and commercial competition are all factors that lead to declining commercial areas.

HUD financial assistance, administered through the Community Block Grant Fund, is an invaluable source for improvements in declining commercial areas. HUD establishes guidelines for assistance, and once those are met, a community is in a position to leverage additional private investments for the re-development area.

Merchant associations can be vital in revising commercial areas. A good example is the Historic Downtown Kennewick’s inclusion in the Main Street program to enhance the prosperity of the downtown and preserve its history. The Main Street program, sponsored by the National Trust for Historic Preservation, has four major components of design, economic restructuring, organization, and promotion.

STRIP COMMERCIAL DEVELOPMENTS

Strip commercial developments are the consequence of America’s dependence on the automobile. They cause a haphazard linear development pattern along major roads with increasing number of curb cuts. Numerous curb cuts cause conflicts between vehicles exiting and accessing from the businesses and vehicles running on the street. Research indicates a higher risk of pedestrian or bicycle crashes at curb cuts or intersections. These are not supportive of a good business environment for Kennewick.

With commercially zoned land lining many of the major arterials in Kennewick, it is difficult, but not impossible, to prevent the proliferation of strip malls. Kennewick’s commercial land use policies are intended to promote good business environment by clustering businesses into commercial centers and reducing automobile dependence. Appropriate zoning, shared access and parking, effective landscaping, and strategic location of buildings can all be techniques for developing clustered commercial centers rather

than linear strip development. Kennewick Administrative Code traffic guidelines restrict curb cuts to one per site in most cases. Shared access and shared parking reduces costs to the developer while reducing the potential for accidents.

COMMERCIAL DESIGN STANDARDS

KMC 18.78 Commercial Design Standards provides design regulations for commercial areas in Kennewick. The standards aim to establish a quality environment for businesses. Objectives of the standards are to promote quality and creativity in design, promote economic vitality with a good business environment, provide simplicity and clarity of the regulations, and offer flexibility and options for the business community.

The design principles should focus on the safety and vitality of the community in order to create a livable pedestrian friendly environment. The design should also recognize that compatibility with the surrounding area, environmental sustainability, efficiency in the delivery of public infrastructure, and variety and creativity in design are important aspects to implement the design standards.

COMMERCIAL GOALS + POLICIES

GOAL 1: Revitalize declining commercial areas.

POLICIES

1. Provide technical and financial support to commercial areas.
2. Monitor trends in Kennewick's job centers and consider land use changes, if needed, to maintain the vitality of these centers.

GOAL 2: Sustain and enhance viable commercial areas.

POLICIES

1. Encourage a mixture of commercial, office, and residential uses within commercial centers to support day and evening activities for all ages.
2. Encourage the integration of inviting publicly accessible open spaces that enhance the character and livability of commercial and mixed use centers.
3. Integrate pathways and trails that improve linkages between Downtown and surrounding neighborhoods.
4. Encourage compatible commercial activities to concentrate near each other.
5. Encourage joint-use internal and external access.

GOAL 3: Create a balanced system of commercial facilities reflecting neighborhood, community, and regional needs.

POLICIES

1. Provide commercial areas sized and scaled appropriately for the neighborhood or community.
2. Enhance compatibility with adjacent residential neighborhoods with landscaping, screening, and superior building design.
3. Provide for Neighborhood Commercial centers in strategic locations to serve surrounding neighborhoods, while minimizing impacts to the surrounding residential uses.
4. Support mixed residential/commercial development in all Commercial districts in a manner that is compatible with nearby uses.
5. Vertical mixed use should be encouraged; the location of retail sales and services should predominately be on the ground floor with residential or more retail or services above.

COMMERCIAL IMPLEMENTATION

FINANCIAL SUPPORT

- CDBG Funds
- KAC 16.44 Housing and Urban Development Programs

KENNEWICK MUNICIPAL CODE

- KMC 18.12.010 B.2 – Table of Non-Residential Site Development Standards

ACCESS AND PARKING

- KAC 13.46.050(2) Access Design & Placement
- KAC 13.46.090 Access Innovation
- KAC 13.46.199 Number of Driveways Per Parcel
- KAC 13.50.070 Optional Driveway Design
- KMC 18.36 Off-Street Parking



DESIGN AND SITE STANDARDS

- KMC 18.12 Zone Districts and Standards
- KMC 18.21 Landscaping
- KMC 18.24 Signs
- KMC 18.39 Outdoor Lighting
- KMC 18.78 Commercial Design Standards

INDUSTRIAL

It is important for Kennewick to have a supply of available and industrially zoned land in for immediate purchase or transfer. This land should be located in areas that include suitable transportation routes, utilities and public facilities. The Capital Improvement Program is the primary means to guide the provision of transportation and public facilities for this purpose.

The dominant economic player in the Tri-City area is Hanford, with its supporting industrial, commercial and service base. Kennewick, like the other cities in the area, has identified the need to diversify its industrial base in order to lessen reliance on this potent, but highly erratic resource. In order to accomplish this, there needs to be a focus on attracting, creating, and retaining industrial areas and activity in the City. It is generally true that expansion of the existing industrial base is more cost effective and simpler than actually recruiting new industry. However, both are necessary and desirable.

STATUTORY REQUIREMENTS UNDER GMA

RCW 36.70A.070(1) requires that land for industrial use will be discussed in the categories of general distribution and location. There are no other statutory requirements.

INDUSTRIAL LAND INVENTORY

Kennewick's land use inventory is updated yearly. The land use inventory is prepared for the entire Urban Growth Area. The totals for industrial lands are shown in the following table.

Table 12: Industrial Lands in Urban Growth Area

Developed Land by Acres	Undeveloped Land by Acres	Total Industrial Land by Acres
462.3 (59%)	325.2 (41%)	787.5 (100%)

PROJECTED INDUSTRIAL NEEDS

Kennewick’s current Industrial land makes up about 5% of the City’s total land base. This is a significant difference when compared to Richland and Pasco who have 17% and 36% respectively. Due to the great difference between Kennewick and the other two cities, a goal of 15% of the land base to be designated as Industrial land by 2029 has been established.

A total of 15% of the City’s land base designated as Industrial land would amount to 2,360 acres. The land use inventory indicates there are 462 acres of developed land and 325 acres of undeveloped land designated for industrial use projecting a need for 1,573 acres by 2029.

Industrial land shown on the Comprehensive Plan land use map is located primarily in four areas.

- Former Vista Field area
- Clearwater corridor, north side, from Columbia Center Boulevard to W. 10th Avenue
- Northeast part of Kennewick from east of SR 397 along railroad tracks north of historic downtown
- Junction of SR 395 and I-82 on north side (Southridge Area)

Land has also been identified south of Interstate 82 for future industrial growth. This area has been designated as Urban Reserve. This area has also been included in the City’s Water and Sewer Comprehensive Plans for several years as part of the 50 year planning area.

INDUSTRIAL ZONING TO IMPLEMENT LAND USE DESIGNATION

There are four industrial zoning designations available to implement the industrial land use category. Each parcel of industrial land has a land use category, as shown on the Comprehensive Plan land use map, and specific zoning to implement it.

Table 13: Zoning to Implement Comprehensive Plan

Land Use Category	Zoning to Implement
Industrial	KMC 18.12.010 B.2 Table of Non-Residential Site Development Standards. (Business Park District; Industrial Park District; Industrial, Light District; Industrial, Heavy District)

INDUSTRY AND TRANSPORTATION

Kennewick is located where air, water, and interstate transportation modes are all readily available. Since transportation costs directly affect the economic ability of industry to market and transport goods, these systems are necessary to a viable and financially stable industrial base.

ENVIRONMENTAL REGULATIONS

Industrial uses generally require manufacturing, rendering, or chemical processes in the creation of final products. These processes can create undesirable by-products or have adverse effects on the environmental quality of the city. Implementation of SEPA is site-specific and evaluates potential effects of proposals to air quality, water quality, and land. Specific SEPA regulations are contained in KMC 4.08 State Environmental Policy Act.

The negative effects of noise, odor, and lighting in industrial zoning districts are additional issues that must be addressed and regulated by the City. The Kennewick Municipal Code provides the legal and regulatory guidelines for protection using locally developed standards.

INDUSTRIAL GOALS + POLICIES

GOAL 1: Encourage the development of a diverse industrial base with family wage jobs.

POLICIES

1. The Capital Improvement Program will designate areas for improvement of utilities and transportation systems within industrial areas to help attract and retain industrial development and jobs.
2. Encourage industrial locations near appropriate transportation, utilities, and other public facilities.
3. Protect industrial lands from encroachment by incompatible land uses, which would reduce the economic viability of industrial lands.



GOAL 2: Limit adverse effects associated with industrial uses.

POLICIES

1. Regulate environmental consequences of industrial uses with the State Environmental Policy Act (SEPA) and the Kennewick Municipal Code.
2. Minimize adverse effects of industrial uses adjacent to less intensive zones with buffers of natural or man-made features.

GOAL 3: Maintain an adequate amount of industrial land within the City Limits and the Urban Growth Boundary.

POLICIES

1. Designate at least 15% of Kennewick's entire land base (City Limits and UGA) as Industrial land by 2029.
2. Work with the Port of Kennewick to secure lands for industrial use consistent with the City's and Region's industrial land needs.
3. Target industrial lands that meet all industrial market sectors, including both flexible spaces for light industrial and larger spaces for heavy industry.

INDUSTRIAL IMPLEMENTATION

INDUSTRIAL LANDS & INFRASTRUCTURE

- Capital Improvement Program (CIP)
- Kennewick Economic Development Strategic Plan

ENVIRONMENTAL PROTECTION

- KMC 4.08 State Environmental Policy Act
- KMC 9.48 Nuisances
- KMC 9.52 Noise
- KMC 18.39 Outdoor Light Fixtures

ZONING

- KMC 18.12.010 B.2 Table of Non- Residential Site Development Standards

BUFFERS

- KMC 18.12.010 B. 2 Table of Non- Residential Site Development Standards.
- KMC 18.21 Landscaping

PROPERTY RIGHTS

The protection of private property rights is a fundamental element of Washington State law. Numerous court cases have established a predictable path for municipalities to follow in the property rights issue. A further element of this discussion is the timely and fair processing of permits submitted for land use decisions. Kennewick currently enjoys a substantially reduced processing time relative to other communities within the State. The majority of land use applications are processed well within the time frames established in the Kennewick Administrative Code and in conformance with regulatory reform measures contained in ESHB 1724, adopted in 1995.

RCW 36.70A.370 states that there will be an orderly, consistent process that enables state and local governments to evaluate proposed actions to guarantee that they do not result in an unconstitutional taking of private property. Governments that are required to plan under GMA are to follow the process that has been established.

WAC 365-195-725 deals with the constitutional provisions of the comprehensive plan adoption process.

PROPERTY RIGHTS GOALS + POLICIES

GOAL 1: Use existing Washington State case law as a guide for protection of private property rights.

POLICIES

1. Conform to applicable state and local law regarding timely processing; permit coordination and SEPA/land use permit integration.
2. Follow the Attorney General's recommended process to avoid unconstitutional takings of private property.

PROPERTY RIGHTS IMPLEMENTATION

PROCESSING

- KMC 18.42 Land Use Permits
- KMC 18.51 Amendment and Appeal
- KMC 18.54 Administration and Enforcement
- KAC 10-12-010 Procedure Charts
- KAC 10-100 Appeals

STATE GUIDELINES

- Attorney General's Recommended Process for Evaluation of Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property.
- WAC 365-195-725 Constitutional Provisions
- RCW 36.70A.370 Protection of Private Property

URBAN DESIGN

Urban design is a key component for a community's livability. It guides the community's vision into a physical reality. Kennewick takes a holistic approach in urban design where elements of the Comprehensive Plan are consistent with urban design goals and policies, and every project is viewed with respect to the larger context of the community's vision. The Urban Design Element will apply to the three dimensional aspects of the built environment such as buildings, streets, sidewalks, open spaces, and plazas. It also addresses other urban issues such as circulation and connectivity, sustainability, neighborhoods and districts.

DESIGN

Kennewick strives to implement quality design through private and public projects. A quality design combines aspects of architecture, landscape architecture, and environmental design. It encourages creativity, safety, compatibility and sustainability in the design. Site and building design are the fundamental steps to create an attractive built environment. The city's adopted residential and commercial design standards provide basic guidelines for developers to achieve quality developments. In general, these standards offer direction in the following areas: building compatibility, location and orientation, access, parking, site landscaping, architectural features, environmental protection, safety and security, and streetscape design.

"Architecture is the very mirror of life. You only have to cast your eyes on buildings to feel the presence of the past, the spirit of a place; they are the reflection of society."
I.M. Pei

The city aims to achieve quality design in citywide civic projects such as, public buildings and plazas, streetscape and corridor development, public art, parks, and open spaces. High quality design in public projects will set the standards for Kennewick and will generate further quality developments by the private sector.

Public art is an important component of a designed environment. Public art such as sculptures, reliefs, murals, and art pieces can transform the character of an area. Kennewick promotes artworks of local artists in public places. Public art in Kennewick can be reflective of local history and culture, and should be consistent with the character of the area where it is being placed.



PEDESTRIAN FRIENDLY ENVIRONMENT

With the growth in the Tri-City area, it is important for Kennewick to become a vibrant and livable community in the region in order to make it the prime destination. While vehicular mode of transportation is important for the City's growth, a pedestrian-friendly environment would increase the City's livability. Comfortable and safe pedestrian movements will make Kennewick a more attractive place for living and working.

All urban design goals and policies, and the commercial and residential design standards are geared towards creating a pedestrian friendly community. Mix of uses, smaller block size, mid-block connection, safe walkways between businesses and parking lots, safe pedestrian crossing, network of paths and trails throughout the City, good transit system, building orientation and design for human scale, usable open spaces and plazas – are all major considerations for promoting an attractive pedestrian friendly environment in Kennewick.

Streetscape is one of the most important aspects for creating a pedestrian friendly environment. Separation of sidewalks from streets, wider sidewalks, street trees and landscaping, sidewalk paving pattern, lighting, and safe cross-street connections will promote a safe and pedestrian-friendly streetscape environment. Traffic calming measures such as landscaped medians, pedestrian crossings, roundabouts, and speed bumps also enhance the safety of pedestrian movements.

CIRCULATION AND CONNECTIVITY

Kennewick's circulation system is designed for vehicular, pedestrian, bike and transit traffic. It is composed of a network of streets, street-crossings, sidewalks, bike routes, pedestrian trails, and walkways. All of these are intended to connect with each other in order to create a continuous and cohesive circulation pattern throughout the city.

The goal for circulation and connectivity is aimed to increase accessibility to major destinations throughout the City for all sectors of people. It aims to offer more than a single choice of movement for people by including multi-modal connections of vehicular, bike, pedestrian, and transit system. Establishing connections between open spaces and parks through pedestrian and bike trails is also part of the City's connectivity goal.

One of the objectives for efficient circulation is to ensure that all arterial and collector streets run throughout the City without any discontinuity. It would also maintain the continuity of the sidewalks along with the roads. The City prioritizes the connectivity between the major destinations. This includes vehicular and pedestrian connections between neighborhoods and schools, between retail businesses, and between parks and other major public amenities. The City works closely with the private sector in order to create an efficient circulation pattern within the business and residential environment. This will be achieved by promoting transit, providing walkways, reducing block sizes, allowing through-block pedestrian connections for big blocks, and creating more thorough roads than cul-de-sacs and dead ends.



PUBLIC PLACES

Public places in Kennewick include parks, plazas, playgrounds, sidewalks, and open spaces. It also includes private spaces that are dedicated for public use. The character of public spaces can be different based on their types and uses. Public places can be formal in urban plazas, semi-formal in urban parks, and informal in open spaces and passive parks. Public places offer important civic nodes for Kennewick. They offer places for recreation and interaction, thereby promoting the sense of community.

Kennewick maintains safety, usability and easy accessibility for all public places. The City aims to implement Crime Prevention through Environmental Design (CPTED) principles in public places to ensure safety. One way to implement the CPTED principles is to put more uses around the public places, and orient buildings towards public places in order to create an interactive, safe, "eyes on the street"



environment. Paths and trails that connect with major streets should be designed to make them visible and easily identifiable. Access to the waterfront and other recreational areas will also be maintained and enhanced for public use.

Public plazas should be located near the major street intersections, gateways and business centers to serve as urban breathing spaces. In major locations, public places can be integrated with landmark structures, such as architecturally significant building design, sculpture, and art works. Public places should have amenities based on the types of usages. For instance, parks and plaza areas should have benches, lighting and similar amenities. Parks usually have additional amenities such as play areas, playgrounds, picnic areas, and public restrooms. Neighborhood parks are located near the residential neighborhoods and schools to meet the neighborhood demand for recreation.

DISTRICTS

Districts are generally created by peoples' perception which identifies the sense of being "inside of" an area, and where a person can associate him/herself with some common identifying features. Usually this perception is derived from some tangible features such as homogeneity of physical aspects, and non-tangible features such as ethnic mix or demographic patterns. Kennewick recognizes the importance of intangible features in the neighborhoods, and seeks to establish the tangible aspects, such as physical characteristics and boundaries for the neighborhoods.

Districts in Kennewick are predominantly residential, commercial, or a mix of both. Even each residential district can be broken down into neighborhoods with each having its own unique characteristics. It is important to identify this uniqueness for each district. Kennewick's urban design policies encourage mixed-use developments and neighborhood-based retail to serve the residential neighborhoods. A cohesive existence of different districts needs to be maintained by creating appropriate transition between the districts. Transition from commercial to residential districts can be done by softening the district boundaries with adequate landscaping, open spaces and buffers.

Commercial districts in Kennewick are comprised of various retail and office activities. A vibrant, business-friendly commercial environment is important for Kennewick's economic vitality. This can be achieved by public and private investments and appropriate design. The City's Commercial Design Standards have been established to promote well-designed, pedestrian and business friendly commercial districts in Kennewick.

Preserving and establishing the characters of residential neighborhoods are given prime importance in Kennewick. The Residential Design Standards guide the general design criteria for both single and multi-family residential developments. Residential districts may be further enhanced and established through neighborhood planning processes.

Besides residential and commercial districts in Kennewick, others such as the Entertainment District and Downtown Historic District carry immense significance for Kennewick's economy. Kennewick works with other stakeholders to establish distinctive characteristics for each of these. The Convention Center, Coliseum and Ice arena in the Entertainment District have created a regional entertainment hub. Memorandum of Understanding between the City and Kennewick Irrigation District, the other major property holders in the area, has been adopted to identify the district's characteristics, design goals and objectives. The City is working with the Historic Downtown Kennewick Partnership (HDKP) to revitalize the downtown area. The City also takes part in the Main Street program to revitalize the Downtown area. The Bridge-to-Bridge River-to-Railroad area has been established north of Downtown. Some conceptual design and visioning was done for this area by the Urban Design Assistance Team in conjunction with some of the property owners and stake-holders in 2003. This consists of the waterfront area between the Blue Bridge to Cable Bridge west to east, and the railroad to the south. This effort was aimed to reconnect the Columbia River with the Downtown, and to add more riverfront amenities for Kennewick's Downtown. The City recognizes the importance of this area and the efforts that have been made in the visioning process. The City plans to take a closer look at this area and aims to partner with all public and private stakeholders in order to develop a subarea plan for this area.

LANDSCAPING

Landscaping is one of the most important features for creating a nice urban environment. It should positively enhance the built environment and urban spaces, and integrate the man-made environment with the natural environment. It is important for landscaping to be reflective of local features, climate and vegetation. Given the hot-arid climate in the Tri-City area, native landscaping and planting is recommended. Since water conservation is important, selection of native plants that require less water for healthy maintenance is preferred.

Xeriscape is highly encouraged in Kennewick as a method of landscaping. On one hand it represents the dry climate identity of the area, and on the other hand it conserves water. The City will implement these landscaping principles in the design of public parks and open spaces in order to encourage private property owners to implement similar landscaping principles.

Selection of trees that offer shade in hot summer days is important for this area. The City plans to emphasize street corridor characteristics with appropriate street trees and streetscape options. The residential and commercial design standards establish the streetscape standards for commercial and residential streets. These design standards and the Kennewick Municipal Code have also established the landscaping guidelines for residential and commercial developments, parking lots, walkways and open spaces.



ENVIRONMENT AND SUSTAINABILITY

Kennewick is rich in natural resources, having mountains to the south and west, the Columbia River to the north, and located in a three-river (Yakima, Snake and Columbia) basin. These natural features emphasize Kennewick's identity. The City recognizes the value of natural resources as a tool for quality development.

Kennewick maintains a balance between built and natural environment. The balance is implemented through the conservation of energy and utility consumption, efficiency in the construction, and sensitivity to the ecology. The urban design policy recognizes that economic development should not occur at the cost of environmental debilitation. In order to utilize environmental resources for development, consideration will be given to preserving important view corridors, creating visual and physical access to the Columbia River, and preserving critical areas, shorelines and open spaces.



Preserving natural resources is one of the major goals of the City. Kennewick recognizes its unique natural setting as a resource for the community's well-being and aims to preserve its natural environment. Kennewick has developed a Sustainability Program to *"Proactively make sustainability decisions as good stewards of the public and consider the long term effects of our business practices and how those decisions affect our citizens and the environment."* (City of Kennewick Sustainability Program, Mission Statement)

Kennewick's Sustainability Program compiles policies and practices from various city plans into one document where Kennewick's sustainable practices can be viewed in whole.

URBAN DESIGN GOALS + POLICIES

GOAL 1: Create an attractive, lively, pedestrian friendly and visually cohesive urban environment for Kennewick.

POLICIES

1. Provide a strong role for good design, addressing streetscape, landscape and building design in new and redeveloped projects through design guidelines and code.
2. Promote public arts programs through education, artwork in public places and private partnerships.
3. Use public projects as demonstrations of good design and catalysts for development.



4. Enhance the appearance, image and design character of the downtown. Apply Main Street and historic preservation principles for downtown improvements.
5. Establish and enhance unique residential, commercial and other districts with appropriate transition between them; encourage distinctive architectural features in the districts and gateways.
6. Ensure safety and cleanliness of public spaces.
7. Use signage and wayfinding to enhance the urban environment.

GOAL 2: Improve connectivity with an efficient and multimodal circulation pattern and pedestrian-friendly design of streetscapes.

POLICIES

1. Improve streetscape and corridor design for safe and pedestrian- friendly environments.
2. Develop a multimodal network of bike, pedestrian and vehicular system.
3. Include clearly visible and accessible walkways and parking areas to building entrances and within and between developments as a part of site design.
4. Reduce the visual impact of parking lots and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.

GOAL 3: Create public and semi-public places for public use and interaction.

POLICIES

1. Promote, improve and preserve public places in the form of urban plazas, parks, and open spaces.
2. Improve pedestrian and vehicular accessibility to Kennewick’s waterfront and recreational areas.
3. Pursue strategic public/private partnerships with large developments to leverage high quality public space integrated with new development.



Goal 4: Protect the City's natural assets - canyons, ridgelines, hilltops, waterfront and view corridors that give Kennewick its unique identity.

POLICIES

1. Encourage green building design, energy efficient construction, xeriscape landscaping, utility conservation and other sustainable development measures.
2. Encourage the creation of iconic visual reference points in the community through innovative site and building designs.
3. Use environmental and urban design review of development projects to avoid or mitigate impacts to identified scenic features.

GOAL 5: Strengthen residential neighborhoods, downtown, commercial and industrial districts.

POLICIES

1. Promote strong and diverse neighborhoods that offer a mix of various uses, and linkages with other neighborhoods, shopping areas and public facilities.
2. Support sub-area plans to achieve planned and quality development including the Bridge-to-Bridge River-to-Railroad area.
3. Partner with both public and private stakeholders in the sub-area planning processes.

URBAN DESIGN IMPLEMENTATION

SITE, BUILDING AND STREETScape DESIGN

- KMC 18.75, 18.78 - Residential and Commercial Design Standards
- City of Kennewick Standard Specifications and Details for Municipal Public Works Construction - standard drawing numbers 2-1 through 2-5 (KMC 5.56.030(7) and 5.56.040)
- Crime Prevention Through Environmental Design principles

LANDSCAPING AND OPEN SPACES

- KMC 18.21: Landscaping
- Shoreline Master Plan
- Xeriscape landscaping principles

- City's recommended tree listing
- Parks and Recreation Plan
- Columbia Park Master Plan

DISTRICTS AND NEIGHBORHOODS

- Clover Island Master Plan
- Bridge-to-Bridge/River-to-Railroad Revitalization Plan
- Community Development Block Grant for downtown façade improvements
- Vista Entertainment District Concept Plan
- Southridge Sub-Area Plan
- Hansen Park Sub-Area Plan
- Metaline Neighborhood Plan

ESSENTIAL PUBLIC FACILITIES

Essential Public Facilities (EPF) offer important services to public and are essential for a community. Examples of EPF are, solid waste handling facilities, jails, airports, and other state and regional transportation facilities. Essential Public Facilities can be offered at local, regional, county or state government levels. It can also be operated by a private entity while offering services to the public. Each of these facilities has different types of difficulties in the siting process.

Difficulties in siting are associated with finding the suitable and appropriate location due to the perceived or real environmental, economic, or social impacts. Some common issues are the size of the facility, location, adverse impact such as noise, odor, pollution, traffic impact, aesthetics and health and safety concerns. Locating the facilities in areas consistent with the Comprehensive Plan would address many of the adverse impacts. For instance, some facilities would not be allowed to be located in the known hazardous areas such as in the flood plains, or environmentally sensitive areas. However, perceived impacts, if not substantiated by real facts, cannot be the sole reason for not locating a facility where it is most suitable.

In Kennewick, siting of such facilities will be based on careful review of the facility, its necessity, impact mitigation, regional fair share and consistency. If appropriate land use designations and zoning are not in place, Comprehensive Plan Amendment and



Change of Zone processes will take place in order to review and address land use and zoning issues. Appropriate land use and zoning for each use type has been indicated in the facilities table. A strong public involvement and notification process will take place in conjunction with the location process of the Essential Public Facilities within a community.

DEFINITIONS

Essential Public Facility (EPF) can be defined as a public or privately operated facility providing public services or publicly funded services that is difficult to site due to, but not limited to its environmental, economic, or social impacts; and that meets the Growth Management Act definition of Essential Public Facility (EPF) at RCW 36.70A.200.

According to RCW 36.70A.200, Essential Public Facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

State or regional transportation facilities as defined in RCW 47.06.140 includes the interstate highway system, interregional state principal arterials including ferry connections that serve statewide travel, intercity passenger rail services, intercity high-speed ground transportation, major passenger intermodal terminals excluding all airport facilities and services, the freight railroad system, the Columbia/Snake navigable river system, marine port facilities and services that are related solely to marine activities affecting international and interstate trade, and high-capacity transportation systems serving regions as defined in RCW 81.104.015.

DIFFICULTIES IN SITING

Difficulties in siting are associated with finding the suitable and appropriate location due to the “perceived” or real environmental, economic, or social impacts. Some common issues for the difficulties in siting are the size of the facility, location, and adverse impact such as noise, odor, pollution, traffic impact, aesthetics and health and safety concerns.

Most of the time, the perception of adverse impacts raises public opposition when service providers consider locating such type of facilities. However, in *Department of Corrections v. City of Kennewick*, 86 Wn. App. 521 (1997), court inferred that unsubstantiated fears are not relevant to the siting issues. No local comprehensive plan or development regulation may preclude the siting of Essential Public Facilities (RCW 36.70A.200(5)).

IDENTIFY FACILITIES

The City will identify Essential Public Facilities based on the definition mentioned in this document and the services these facilities provide to public. Services to the public provided by the government, substantially funded by the government, contracted for by the

government, or provided by private entities subject to public service obligations will be considered for identifying Essential Public Facilities.

Cities can establish their own local criteria for the identification of Essential Public Facilities, focusing on the public need for the services involved. There are three sources Kennewick will consider to identify and update its list for Essential Public Facilities – the City, the County and the State.

(A) The City list. This is a list of local essential facilities, adopted by the City of Kennewick. According to the Revised Code of Washington, it is irrelevant to this listing that a facility may be funded by or operated by the state or another public or private entity other than the City. The critical concern is that the facility be needed locally. The local listing would include the following facilities:

- Substance abuse facilities
- Mental health facilities
- Group homes providing inpatient care
- Solid waste handling facilities

(B) The Countywide list. This is a list of Essential Public Facilities of a countywide or regional nature, made part of or pursuant to the countywide planning policies adopted by counties in consultation with cities.

The county listing would include the following:

- Correctional facilities
- Solid waste management facilities of regional nature

Benton County comprehensive plan and County Wide Planning Policy (CWPP) does not indicate any new county Essential Public Facilities to be located within the Kennewick city limits.

(C) The State list. This is the list of essential state public facilities that are required or likely to be built within the next six years maintained by the Office of Financial Management (OFM).

The Office of Financial Management's list does not indicate any new Essential Public Facility planned within the City's Urban Growth Area (UGA). The only mention is the Kennewick Crime Laboratory operated under Forensic Laboratory Services Bureau (FLSB) of the Washington State Patrol. This is located outside the UGA, south of Kennewick near SR 395.

In general, the following State essential facilities are identified in RCW 36.70A.200 and RCW 47.06.140:



- State education facilities
- State airports
- State or regional transportation facilities such as:
 - Interstate highway system
 - Interregional state principal arterials
 - Intercity passenger rail services
 - Freight railroad system
 - Marine port facilities and services that are related solely to marine activities affecting international and interstate trade, and
 - Columbia/Snake navigable river system.
- State correctional facilities
- Secure Community Transition Facilities (SCTF)

INVENTORY OF EXISTING ESSENTIAL PUBLIC FACILITIES

Based on the definition of Essential Public Facilities, following facilities are currently existing and operating within the city limits.

CITY FACILITIES

Solid Waste Management Facilities

Kennewick works jointly with Benton County and the Cities of Richland, West Richland, Prosser and Benton City to address solid waste issues. Solid waste issues are addressed in the **2006 Benton County Comprehensive Solid Waste Management Plan**, which provides a long-term approach to solid waste management in the region. The Plan Update was prepared under the direction and guidance of the Benton County Solid Waste Advisory Committee (SWAC). The SWAC was formed in 1994. The SWAC draws its membership from elected county and city officials, other public and private entities within the Benton County area. The current plan was adopted in mid-2007.

City of Kennewick maintains its solid waste management system mainly through Waste Management Kennewick (WMK). Waste Management Kennewick provides solid waste and recycling services. Kennewick does not have any solid waste landfill within the



City limits. The City's solid waste is transferred through Waste Management Kennewick to Columbia Ridge Landfill in Arlington, Oregon.

The WMK transfer station is located at 2627 S. Ely Street in Kennewick. The facility is open to the public Monday through Saturday. There is solid waste disposal at the transfer station as well as a recycle buyback center. Recyclables are also collected from residences and businesses, as well as debris from construction and demolition projects. All recyclables are taken to Clayton Ward Recycling in Kennewick. All other waste is taken to Columbia Ridge. No sorting is done.

Kennewick's household hazardous wastes have been disposed of at the Richland Landfill Household Hazardous Waste (HHW) Facility near Highway 240 (Vantage Highway) through an inter-local agreement signed in 1993 between the cities of Kennewick and Richland, and Benton County. A fire at the Richland landfill on July 4, 2010 burned this facility which has ended acceptance of HHW at this facility. The facility does accept used motor oil and antifreeze. This shared permanent facility stored, sorted and properly disposed of household hazardous wastes. The household hazardous wastes received in this facility included paints, polishes, cleaning products, thinners, solvents, pesticides, herbicides, fertilizers, household batteries, aerosols, used motor oil, antifreeze, drain openers, car batteries, brake fluid, gasoline, car wax, transmission fluids and any product with a caution and warning label. The WMK transfer station also has a satellite household hazardous waste collection site that takes waste to the Richland Landfill, however, the satellite facility only accepts paint, used motor oil and antifreeze.

Inert Landfill

The City of Kennewick operates a street and storm waste decontamination facility at S. Ely Street and West 19th Avenue and an inert landfill located at 1300 S. Yew, immediately east of the Benton-Franklin Fairgrounds. Both the decontamination facility and the inert landfill are operated through permits issued by the Department of Ecology and the Benton-Franklin Health Department.

The decontamination facility is where street sweeping and vector waste from storm drain cleaning are taken. After the waste has been decontaminated and tested, the then inert waste is taken to the City's inert landfill. The waste is screened at that time to remove general litter, such as paper, plastic bags, etc., that would be collected during street sweeping and cleaning activities. The litter waste is taken to the Waste Management Transfer Station or the Richland Landfill for normal disposal. The remaining inert waste, which is mainly sand and gravel, is separated (with the screening process). Much of the sand material is recycled into road sanding product for the following winter weather. Excess materials are used to fill the inert landfill.

The City has an agreement with the Benton County Road Department and the Washington State Department of Transportation to let them use the facilities for their street waste programs (WSDOT - local highways only). The City has chosen not to offer the use of



these facilities and services to any private parties or other activities to keep the source of materials coming into the site controlled. This greatly reduces the possibility of a serious contamination being introduced.

In-Patient Facilities

Mental health facilities – Kennewick General Hospital (KGH) does not provide inpatient facilities for mental health patients.

Department of Social Health Service's (DSHS) Mental Health Service Division offers mental health care facilities through their authorized community mental health agencies. For Greater Columbia region, the services are coordinated through the Greater Columbia Behavioral Health's regional office. The office is located on Edison Street at the intersection of Canal Drive (101 N. Edison).

In Kennewick, community mental health agencies authorized by DSHS are, Department of Human Services (7202 W Deschutes Ave.), Lutheran Community Services Northwest (3321 W. Kennewick Ave., Kennewick, WA) and Benton-Franklin Counties Crisis Response Unit (2635 W Deschutes Ave.). The Crisis Response Unit coordinates with Carondelet in Richland, Detox Center at Pasco, and KGH ER regarding transfer or medical evaluation of a person.

Substance abuse facilities – Kennewick General Hospital does not provide inpatient facilities for substance abuse. In Kennewick, they are usually offered in group-homes or are coordinated with facilities mentioned above.

Group homes offering inpatient facilities such as substance abuse facilities and mental health facilities are randomly distributed throughout the city. They are permitted as a residential use according to the Zoning Ordinance of KMC and state regulations.

COUNTY FACILITIES

Benton County already has the following county-wide facilities in Kennewick. No new facilities have been mentioned or determined to be located in Kennewick according to the planning policies of Benton County.

Justice Facilities (District Court and Jail) – 7320 W Quinault
Juvenile Justice Center – 5606 W. Canal Place

STATE FACILITIES

Interstate Hwy, I-82 borders the southwest edge of the City.

Interregional State Principal Arterials SR 240, SR 395 and SR 397. SR 240 runs from the northwest city limits to SR 395, SR 395 runs from the southern city limits to the Franklin County line, and SR 397 runs on the northeast and the east sides of the City. These also fall under the category of Highways of Statewide Significance (HSS). Improvements to the HSS routes are to be considered priority for funding by the Washington State Transportation Commission.



Intercity Passenger Rail Service

The Amtrak station is located in Pasco. Amtrak shares the track with BNSF. The westbound route between Pasco and Portland goes through the northeast part of Kennewick on the Washington side of the Columbia River.

The Freight Railroad System (BNSF, Union Pacific).

Kennewick's mainline rail freight service is provided by the Burlington Northern Santa Fe (BNSF) and Union Pacific railroads.

The BNSF railway maintains approximately eight miles of mainline track within Kennewick and a complex of side tracks. Each intersection of mainline track with a city street is either signalized or grade separated. Most side track intersections are not signalized. The BNSF currently has an average of six trains per day. With the improvement of the Stampede Pass and increased shipping at the Ports of Tacoma and Seattle the number of trains using this corridor could increase to as high as 20 trains per day. This impacts the six remaining at-grade crossings in Kennewick. Columbia Center Boulevard crossing was the one expected to have greater impact due to the existing heavy vehicular traffic. To reduce the impact, City of Kennewick worked with BNSF and raised funding from several state agencies in order to undertake a project to separate the grades between the railroad and the Columbia Center Boulevard. The project is known as "Columbia Center Boulevard BNSF Grade Separation Project" and was finished in 2005. The project creates a below grade track for the BNSF at this crossing. There are two other potential grade separation projects, one at Edison Street and the other one in the Downtown area.

BNSF owns two buildings in Kennewick. The old depot building (in the old Downtown Kennewick area) is used by railroad train crews, but has no public use. The other building is leased to a non-railroad related private business. BNSF also owns and maintains the Columbia River Railroad Bridge (between Pasco and Kennewick).

The Port of Kennewick owns one track segment in Kennewick. This segment, from Bruneau St. to the Harvest States property on Columbia Drive is a dual track segment located in the east side of the Cable Bridge. The port maintains the track lines and ties, along with switches and crossing. According to the Port of Kennewick, currently rail cars visiting the site supply their needs with barge potentials; Ash Grove Cement Company is one of the major users of this facility.

The Union Pacific Railroad has approximately eight miles of industrial track in the City, with seven signalized crossings. There are no maintenance shops or storage buildings inside the City.

The Port of Benton owns approximately 1-1/2 mile of industrial track and siding within the City of Kennewick limits. Rail cars are currently exchanged at the junction of the UPRR lead and the Port of Benton lead between Tri-City and Olympia Railway and BNSF and UPRR. The Port of Benton provides no rail service to customers in Kennewick.



The Columbia/Snake Navigable River System

The Columbia-Snake River System is an important inter-modal commercial transportation network for the state extending to the Pacific Ocean. The system includes eight dam and lock complexes allowing the numerous barge lines serving the river system to transport commodities to and from locations throughout the world. Several barge companies currently offer service to the Tri-Cities area with specialized barges that handle a wide variety of cargo. A fully operational container-handling terminal is operated at the Port of Pasco. The terminal is also served by BNSF railroad.

There is a single (private) barge service within the city limits that is located to the southeast of the cable bridge near the Port of Kennewick track segment. This marine terminal accommodates grain shipments to Portland which are reloaded onto ocean bound vessels serving the Pacific Rim. This is served by Shavers Transportation. Tidewater Barge Lines does not own or operate facilities in Kennewick. Grain-grower and supplier, Harvest States Cooperatives is one of the main users of this barge facilities.

Marine Port Facilities and Services that are related solely to marine activities affecting international and interstate trade are integrated with the Columbia/Snake navigable river system. Clover Island, owned by the Port of Kennewick has US Coast Guard's Aids to Navigation station.

Secure Community Transition Facilities (SCTF).

Benton County and its jurisdictions are currently not subject to state preemption requiring locating more SCTF. Currently Washington State Department of Correction's (DOC) Tri-Cities Work release site is located at 524 E Bruneau Ave.

It is a minimum-security facility with a capacity for 24 male and 6 female offenders. This was opened in June of 1999. It is the only state owned work release that is solely staffed by the Department of Corrections employees. It is a single level, 12,500 square foot building on 1.37 acres, located one block south of the Columbia River in east downtown Kennewick.

SITING PROCESS

The Planning Director, based on the criteria below, will determine if the facility is an Essential Public Facility. Some Essential Public Facilities may not pose any siting difficulties beyond those associated with commercial or public developments. If the facility does not present siting difficulties, it will be relegated to the normal siting process applicable to a facility of its type. If the facility does present siting difficulties, it should be subjected to the siting process as discussed below.

DETERMINING ESSENTIAL PUBLIC FACILITIES

A facility shall be considered as Essential Public Facilities for review and siting if one or more of the following characteristics apply:

- Facility meets the Growth Management Act definition of Essential Public Facilities.
- The facility is in the city, county or state list of Essential Public Facilities as described in the Comprehensive Plan's Essential Public Facilities element.
- It provides services to the public, there is a need for the service and there are difficulties in siting due to one or more of the following:
 - The facility requires a type of site for which there are few sites available.
 - The facility can only be located near another public facility.
 - The facility has proven or anticipated adverse environmental and economic impacts to the surrounding community.
 - There have been difficulties in the past in siting these types of facilities.

If the facility does not present siting difficulties, and does not fit to the criteria above, it should be relegated to the normal siting process.

REVIEW CRITERIA

Review shall be combined with the permitting process. However, some review shall be required prior to the permitting process, such as finding the appropriate location for the facility.

- **Applicability.** Review shall determine the need of the facility in the light of established level of service. It shall review whether such facility already exists and the service level is adequate or can be accommodated in an existing facility.
- **Consistency with the Comprehensive Plan.** Facilities shall be consistent with the Comprehensive Plan land use map and policies. Facilities, if provided through a special district plan, the special districts plan must also be consistent with the Comprehensive Plan.
- **Multi-jurisdictional approach and CWPP.** The facility needs to be consistent with the County-Wide Planning Policies. Inter-agency review shall be required if the facility is of a statewide, countywide or regional nature.
- **Location.** Review of alternative sites for appropriate location and regional fair share considerations.
 - Facilities shall be allowed in the zoning districts according to the Essential Public Facilities table.
 - Review and compare between several alternative sites within the City if it is a City provided Essential Public Facility.
 - Consider several alternative sites in other jurisdictions as well if the facility is a state or county Essential Public Facility providing services of regional nature.

- **Impact and mitigation.** Identify the potential impacts of the proposed facility. Impacts shall be identified in the most comprehensive manner to include social, environmental and economic impacts. Measures shall be taken to mitigate the adverse impacts such as noise, odor, pollution, traffic, aesthetics and health and safety concerns.
- **Cost-benefit analysis.** The facility’s financial impact on the City shall be analyzed. If analysis shows that it would cause a disproportionate financial burden for the community, an agreement shall be required among jurisdictions to mitigate the adverse financial burden when the facility offers regional services.
- **Case-by-case approach.** Director of the Community Planning or person of a similar responsibility may add additional review process if required due to the unique nature of the facility. Conditions shall be added in each case to mitigate the adverse impacts and to make the facility compatible with the affected area. All the issues that make the specific facility difficult to site shall be appropriately addressed and mitigated.
- **Public involvement.** The public shall be notified according to the statutory requirements. Public meetings shall be conducted by the applicant before the public hearing to address public concerns.

PERMITTING

Permitting process will begin only after the Director of Community Planning or person of a similar responsibility reviews and determines that the facility meets the requirements mentioned in the first two steps of the siting process.

Fundamental land use planning choices in the comprehensive plan and development regulations shall serve as a foundation of the project review. The facility needs to be in conformance with the Comprehensive Plan land use designation and zoning code prior to the permitting process.

Table 14: Essential Public Facilities

Facility Use	Specific zoning	Comp. Plan Land use	SEPA	Other jurisdictions involved	Special Criteria
<i>Local</i>					
Solid waste handling facilities	PF, IL, IH	Public Facility, Industrial	Yes	DOE, DOH	Per City’s adopted Solid Waste Management Plan
Wastewater treatment facilities	PF, IL, IH	Public Facility, Industrial	Yes	DOE, DOH	Per City’s adopted Water and Sewer Plan
In-patient facilities in hospitals Mental Health and/or Substance Abuse	PF, CO, CC, CR, CG	Public Facility, Commercial	Yes	DOH, DSHS	
Group homes (as in-patient facilities)	Per zoning code	Per zoning district	TBD	DOH, DSHS	Must be in compliance with the category definition



State and County					
State and local correctional facilities	JF	Public Facility	Yes	DOC, DOH, DSHS, County	Distance from school
Secure community transition facilities (i.e. work release)	JF	Public Facility	Yes	DOC, DSHS	RCW 71.09.285-71.09.342
State/regional transportation facilities	N/A	N/A	Yes	WSDOT, DOE, RTPO	
Airports	PF	Public Facility, Industrial	Yes	FAA, WSDOT, DOE, RTPO	Land use compatibility
State education facilities (2 and 4 yr college)	BP, PF, OS	Public Facility, Open Space	Yes	HECB, SBCTC	

DOE - Dept. of Ecology; DOH - Dept. of Health; DOC - Dept. of Correction; DSHS - Dept. of Social Health Services; WSDOT - Washington State Department of Transportation; RTPO - Regional Transportation Planning Organization; FAA - Federal Aviation Authority; HECB - Higher Education Coordinating Board; SBCTC - State Board for Community and Technical Colleges.

ESSENTIAL PUBLIC FACILITIES GOALS + POLICIES

Goal 1: The comprehensive plan or development regulations shall not preclude the siting of Essential Public Facilities.

POLICIES

1. Follow the procedures for siting of Essential Public Facilities consistent with the Land Use Element of the Comprehensive Plan.
2. Allow Essential Public Facilities of regional and statewide importance where they are demonstrated to promote efficiency and environmental protection, and distribute economic benefits/burdens throughout the region or county.

Goal 2: The location of Essential Public Facilities shall be compatible with the land use plan and policies.

POLICIES

1. Site Essential Public Facilities in Kennewick consistent with the County Wide Planning Policies (CWPP).
2. Social, environmental and economic impacts shall be identified and mitigated. Measures shall be taken to limit the adverse impacts of noise, odor, pollution, traffic, aesthetics, and health and safety concerns. An application shall be denied if it fails to mitigate the impacts.
3. Essential public facilities should be equitably located throughout the City, county and state. No jurisdiction should absorb a disproportionate share.

Goal 3: Identify and site Essential Public Facilities in coordination with local and regional planning goals.

POLICIES

1. Identify, review and update the Essential Public Facilities list periodically based on local, county and state lists and definitions.
2. Coordinate among jurisdictions in order to develop consistent and cost-effective programs that avoid duplication of effort and gaps in program activities.
3. Participate in the Benton Franklin Council of Governments to facilitate planning regional transportation facilities and infrastructure improvements that serve Essential Public Facilities.

ESSENTIAL PUBLIC FACILITIES IMPLEMENTATION

SITING CONSISTENCY, LOCAL AND REGIONAL

- PROCESS IN THE TECHNICAL DOCUMENT AND IN THE ESSENTIAL PUBLIC FACILITIES TABLE
- BENTON COUNTY COUNTYWIDE PLANNING POLICY 11, 12, 13 AND 14
- BENTON-FRANKLIN COUNCIL OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN
- KENNEWICK SEWER SYSTEM PLAN
- SEWER & WATER EXTENSION – KENNEWICK RESOLUTION NO. 02-21
- BENTON-FRANKLIN SOLID WASTE MANAGEMENT PLAN

SEPA AND ENVIRONMENTAL

- KMC 4.08: SEPA
- KMC 18.66: FLOOD DAMAGE PREVENTION
- KAC 10-16: SEPA

COMPREHENSIVE PLAN AMENDMENT AND CHANGE OF ZONE

- KAC 10-40-010: TYPE 3
- DEVELOPMENT PERMITS
- KAC 10-40-030: CHANGE OF ZONE

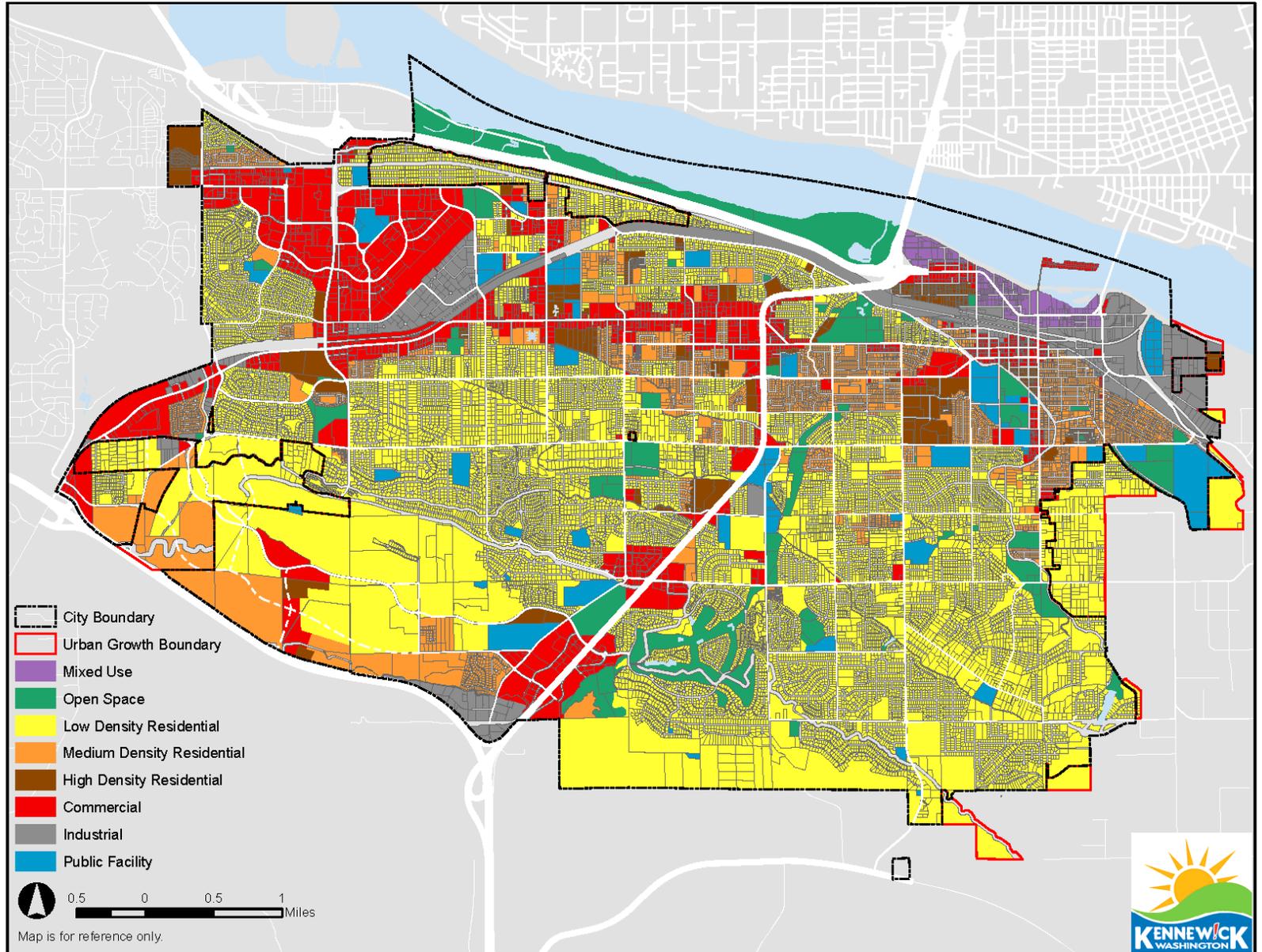


- KAC 10-40-060: COMPREHENSIVE PLAN AMENDMENTS

PERMITTING

- KMC 4.12.040: PERMIT PROCESS – SCOPE OF REVIEW
- KMC 4.12.050: PERMIT PROCESS – PROJECT CONSISTENCY
- KMC 18.33: AIRPORT HAZARD ZONING
- KMC 18.42.110: SITE PLAN PERMITS
- KMC 18.66.060(2)(E): CRITICAL FACILITIES
- KAC 10-30-050: SITE PLAN PERMITS
- KAC 10-30-020: CONDITIONAL USE PERMITS
- ESSENTIAL PUBLIC FACILITIES REVIEW PROCESS AND REVIEW TABLE

Map 1. Future Land Use Map







Section Three: HOUSING

INTRODUCTION

Shelter is one of the basic needs of human beings. Helping to provide safe and affordable housing is one of the primary responsibilities of government. The Kennewick Housing Element is concerned with the wellbeing of people, and establishing neighborhood identity and stability so that people can live, socialize, and prosper in a harmonious and peaceful manner.

A variety of housing types are needed to reflect the diverse requirements of our community. There is a need for single-family homes on individual lots, apartments, manufactured homes, housing for the disabled and other special needs populations, and attached and detached units on individual lots.

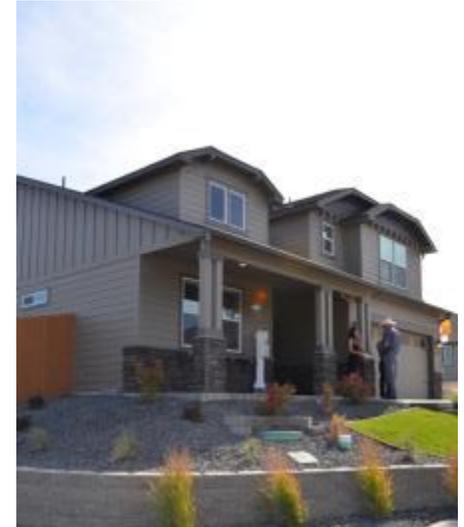
STATUTORY REQUIREMENTS UNDER GMA

The housing section of the Comprehensive Plan is a required element designed to ensure the vitality and character of established neighborhoods and new neighborhoods. It must be consistent with the Benton County-Wide Planning Policies as required in RCW 36.70A.210. Pursuant to RCW 36.70A.100, the Comprehensive Plan of each city and county must be coordinated and consistent with each adjacent jurisdiction.

Statutory requirements addressing various housing types are written to allow for housing diversity and to ensure that affordable housing is available. Accessory dwelling units (ADUs), sometimes also called mother-in-law apartments or granny apartments, are to be allowed in all single-family residential areas as per RCW 36.70A.400 and RCW 43.63A.215. Manufactured housing cannot be regulated differently than site built housing and may not be discriminated against in any way pursuant to RCW 35.21.684.

GMA requires that the Comprehensive Plan include an inventory and analysis of current and projected housing needs based on anticipated population growth and must include specific ways to meet requirements for future housing needs for residents of all income levels. The housing plan must identify sufficient land for all housing types from government-assisted housing to multi-family housing, single-family housing, and group homes and foster care facilities (RCW 36.70A.070). Goals, policies and objectives for preserving and improving existing housing must also be included pursuant to RCW 36.70A.070.

All state jurisdictions are prohibited from treating residential structures occupied by people with handicaps differently than similar residential structures occupied by



people without handicaps, regulated by RCW 36.70A.410, Washington Laws Against Discrimination and the Federal Fair Housing Act, as Amended. Family daycare providers for twelve or less children are to be allowed in all residential and commercial zones as per RCW 36.70A.450.

GMA contains 13 state-wide planning goals (RCW 36.70A.020) that serve as a policy framework for counties and cities to utilize in preparing and/or updating local comprehensive plans. State-wide Planning Goal 4 relating to housing states:

(4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

COUNTYWIDE PLANNING POLICIES

The policies and goals within the Housing Element of the Kennewick Comprehensive Plan are consistent with the applicable County-Wide Planning Policies as shown below:

Policy #15: The County and cities within shall work together to provide housing for all economic segments of the population. All jurisdictions shall seek to create the conditions necessary for the construction of affordable housing, at the appropriate densities within the cities and County. The following actions should be accomplished:

- a. Jointly quantify and project total county-wide housing needs by income level and housing type (i.e. rental, ownership, senior, farm worker housing, group housing.)
- b. Establish a mechanism whereby the housing efforts/programs of each jurisdiction address the projected county-wide need.
- c. Address the affordable housing needs of very low, low and moderate income households, and special needs individuals through the Comprehensive Housing Affordability Strategy (CHAS).
- d. Develop design standards for implementation within the Comprehensive Plan with special attention to be given to the residential needs of low to moderate income families.

INVENTORY & ANALYSIS

EXISTING HOUSING UNITS

An inventory of housing units reported by the 2016 Washington State Office of Financial Management when the Kennewick population was 79,120 is shown in the following table:

Table 15: Housing Units in 2016 (WA State Office of Financial Management)

Housing Type	Number	Percent of Housing Type
1-Unit	19,267	63.0%
2-Unit	1,060	3.5%
3 & 4-Unit	1,532	5%
5 or More Unit	6,712	22%
Manufactured Homes	2,002	6.5%
Total	30,573	100%

Both the largest number and greatest percentage of homes in Kennewick are single-family homes. There are 19,267 units that comprise 63% of the total housing units. The next largest numbers of residential units are attached units ranging from duplexes to apartment complexes with 9,304 units. These comprise 30.5% of the total housing units.

PUBLICLY ASSISTED HOUSING IN THE TRI-CITIES

There are a variety of assisted affordable housing options available in the Tri-Cities. HUD and the State of Washington (Washington State Housing Trust Funds and Washington State Housing Finance Commission Tax Credits) subsidized housing programs have generated an inventory of housing, primarily in Kennewick and Pasco. The vast majority are family units with several projects with both family and disabled units.

There are two housing authorities in the Tri-Cities. The Kennewick Housing Authority (KHA) has recently taken over the assets of the dissolved Richland Housing Authority. The Housing Authority of the City of Pasco and Franklin County (HACPFC) operates housing programs on the north side of the Columbia River. Together they provide over 1,900 lower income households with affordable housing assistance, including project-based and tenant-based programs.



There are 470 Public Housing units operated by the housing authorities (280 by HACPFC and 190 by KHA). An additional 374 affordable housing units developed through other project-based financing programs provide much needed housing, 68 by HACPFC and 182 by KHA. A total of 720 subsidized project-based units are available for residents of the two-county area. This includes the 32-unit Nueva Vista project which was recently built with Housing Trust Funds and Benton/Franklin local funds. Not included is a 38-unit farmworker housing complex under construction by the HACPFC that will be ready for occupancy in 2015 in addition to 68 units of existing nonsubsidized farmworker housing.

While there are a few large developments available to low and moderate income seniors and persons with disabilities, the majority of projects are in smaller developments designated for families. Deep subsidies are used in a few projects such as the recently developed 32-unit Nueva Vista project which designates 50% of the units family households with incomes under 50% of area median income and 50% of the units for homeless persons. State Housing Trust Fund and Tax Credit projects under the Washington State Housing Finance Commission (WSHFC) are the primary financing mechanisms used for the non-public housing projects. Local HOME and other local funding sources make up the rest.

NOTE: An inventory of affordable housing is included in the *2015-2019 Tri-Cities Consortium Consolidated Plan*.

HOUSEHOLDS IN 2010

The *2015 American Community Survey* identifies the numbers of households in Kennewick by type and the percentage of change from 2010 to 2015.

Table 16: Number of Households in 2015 (U.S. Census)

	2015	% Change from 2010-2015
Non-Related Households		
Single	6,586	-6%
Small (2-4 people)	2,161	+27%
Large (5+ people)	0	-100%
Total	8,747	+0.1%
Family Households		
Small (2-4 people)	15,468	+3%
Large (5+ people)	3,634	+4%
Total	19,102	+3%
Total Households	27,849	+2%
Average Household Size	2.8	

PROJECTED HOUSING NEEDS

The City is planning for a population increase of 32,924 by 2037. This increase is determined by subtracting the actual 2016 OFM population of 79,120 from the anticipated 2037 population of 112,044.

The Comprehensive Plan Land Use Map identifies three major residential types and densities. These are Residential, High (up to 27 units per acre); Residential, Medium (up to 13 units per acre); and Residential, Low (minimum 7,500 square foot lots).

In order to plan for the future growth of Kennewick, it is necessary to anticipate the amount of land that will be needed to accommodate population growth.



This has been done by calculating the amount of developed land per person within the city limits. This per capita figure has been calculated for each land use designation. The amount of land needed for the projected growth within the City is then derived by multiplying the per capita ratio by the increase in population. The following table shows residential acres needed by 2037. A similar table was prepared for Kennewick’s 2011 and 2013 applications to modify the Urban Growth Boundary of the City.

Table 17: Projected Housing Needs

Residential Density	New Acres Needed by 2037	Vacant/Underdeveloped Acres from Land Use Table 2016	Anticipated Surplus after 2037 by Acres
Low Density	2,004	3,391	1,387
Medium Density	469	717	248
High Density	173	14	-159
Total	2,646	4,122	1,476

The table compares the needed acres in each residential density with the vacant and underdeveloped acres that were available in December 2016. The last column on the right side indicates surplus or deficit acres, if any, that would be expected in 2037 with no addition, changes, or elimination of residential land in each of the three categories.

This table shows that there is enough land in the low and medium-density land use categories (3,391 acres and 717 acres, respectively) for the anticipated growth to 2037 since only 2,004 acres are needed for low-density and 469 acres are needed for medium density.

The table also shows that the high-density category is not adequate to support the current anticipated need. By 2037, 173 acres are needed for high density residential development. There are 14 undeveloped acres currently designated for this type of residential development. 159 additional acres are needed by 2037 to break even if this anticipated need proves to be accurate. One way to meet the demand of high-density land could be to change the zoning of some of the surplus low and medium density to high density.

Future low- and medium density residential development is anticipated to occur at a slightly higher density than has occurred in the past due to the growth in this area. Even with this, the City will need to establish policy to address the anticipated deficit of high-density land for development during the next 20 years.

PRESERVATION, IMPROVEMENT & DEVELOPMENT

Deteriorated housing causes a ripple effect throughout a neighborhood and city. Public and private programs are needed to restore and maintain housing in good condition before disinvestment or age destroys the viability of the neighborhood.

Table 18: Age of Kennewick Housing Units by Number and Percent in 2016

Total Housing Units	Built 2000-2016	Built 1980-1999	Built 1960-1979	Built 1940-1959	Built 1939 or Earlier
30,573	6,588 (21%)	6,661 (22%)	12,566 (41%)	4,231 (14%)	527 (2%)



The City supports preservation of the existing housing stock whenever possible. Goal 2 of Housing encourages preservation of the existing housing stock through public and private investments. This goal is implemented with two specific policies: the City supports the Historic Preservation Commission and private efforts to preserve local historic residential properties.

The *Tri-Cities Consortium Consolidated Plan* includes several goals and strategies encouraging preservation, improvement and development of housing. The Plan encourages revitalizing neighborhoods and areas and increasing community awareness of lead-based paint hazards. The Plan further suggests that encouraging businesses providing assistance to at-risk residential areas or to areas with existing conditions of degradation and/or blight would help local economic development efforts.

Community Development Block Grants (CDBG) are designed to provide decent housing, provide suitable living environments, and expand economic opportunities, primarily for low-and moderate-income people.

Specific programs for preservation and improvement of residential units administered by the City of Kennewick are listed below:

- COMMUNITY HOUSING DEVELOPMENT ORGANIZATIONS (CHDO) ACTIVITIES – (HUD): Kennewick will provide required HOME CHDO Project funds through the Tri-Cities HOME Consortium to target projects that develop ownership units of households with 80% or less of area median family income.
- HOMEOWNERSHIP PROGRAM – HOME – (HUD): Down payment loans for lower-income buyers with less than 80% of median income for use throughout the city.

HOUSING FOR ALL ECONOMIC SEGMENTS

Low income is defined as any household that has a total income of less than 50% of the area median family income as established annually by HUD. Moderate income is defined as a total household income from 50% to 80% of the local area median income as established annually by HUD.

Kennewick receives grants from the U.S. Department of Housing and Urban Development (HUD) to help meet identified community development and housing needs. Specific needs for families and individuals with low or moderate incomes, at less than 80% of the median income of the area, are a priority concern. The 2015 American Community Survey indicated the median income for Kennewick households as \$51,661. The median income by family size and household type is shown in the following table.

Table 19: Medium Income by Household Type 2015

Household Type	Median Income
Families	\$58,892
Families with children < 18 years	\$44,191
Families headed by female, no husband	\$24,129
Non-related households	\$34,976
Female living alone	\$26,420
Male living alone	\$36,289
Male 65+ living alone	\$36,460
Female 65+ living alone	\$27,388

Source: 2015 American Community Survey – www.census.gov

To qualify for this grant money, Kennewick must prepare a Five Year Consolidated Plan. This is a locally developed plan, prepared jointly with Richland and Pasco, which identifies local needs, resources, priorities and strategies. The *2015-2019 Tri-Cities Consortium Consolidated Plan* serves four functions:

1. Serves as planning document built on public participation;
2. Serves as the application for HUD funds (CDBG and HOME);

3. Identifies local priorities; and
4. Describes five-year strategy to implement HUD programs.

ANNUAL ACTION PLAN

In addition to the *2015-2019 Tri-Cities Consortium Consolidated Plan*, the *Annual Action Plan* serves as the application for funding for CDBG and HOME programs from HUD. This plan identifies activities and programs that will occur from January 1 through December 31 of each program year. It identifies the amount of grant funding each city anticipates for the year, describes the priority programs and activities established in the *Consolidated Plan*, and provides benchmarks and goals to measure achievements during the year. HOME (Investment Partnerships Programs) are designed to strengthen public-private partnerships, expand decent, safe, and affordable housing.

ACCESSORY DWELLING UNITS

Any Washington city over 20,000 in population is required to allow accessory dwelling units in single-family residential zones. Locally determined regulations may be adopted by local legislative action.

Locally established guidelines for providing accessory apartments in a detached, single-family dwelling are listed in KMC 18.12.020 Accessory Units. Requirements state that the accessory apartment may be attached or detached from the main living unit, one unit must be owner-occupied, and an additional off-street parking space for the accessory apartment will be provided. Square footage for detached accessory dwelling units is limited to 40% of the square footage of the main unit or 800 square feet, whichever is less.

HOUSING GOALS + POLICIES

Goal 1: Support and develop a variety of housing types and densities to meet the diverse needs of the population.

POLICIES

1. Recognize manufactured homes as an important component of the single-family housing market and regulate them in the same way as site-built homes.
2. Support special needs housing within a variety of residential environments.

3. Allow residential developments such as condominiums, zero lot lines, accessory apartments and other innovative housing techniques.
4. Promote development of senior housing in proximity to needed services.
5. Provide for housing choices in designated mixed use centers where infrastructure is more readily available or can be improved with regional and local funds.
6. Maintain Design Guidelines to ensure new residential development is consistent with the character of existing neighborhoods.

Goal 2: Encourage preservation of the existing housing stock through public and private investments.

POLICIES

1. Pursue abatement of dilapidated residential structures that cannot be preserved.
2. Support the Historic Preservation Commission and private efforts to preserve local historic residential properties.
3. Rehabilitate qualified homes using HUD funds.
4. Encourage preservation, rehabilitation and redevelopment of existing housing stock and support neighborhood based improvement efforts.

Goal 3: Promote affordable housing for all economic segments of the community.

POLICIES

1. Promote affordable infill residential construction through flexibility in development techniques.
2. Explore the use of density bonuses, parking reductions, multi-family tax exemptions, and permit expediting to encourage the development of housing affordable at below market-rate.
3. Promote homeownership opportunities for households of all incomes.
4. Work with other jurisdictions and organizations, including the Kennewick Housing Authority and non-profit housing developers, to address the need for housing to be affordable to low and very low-income households.



IMPLEMENTATION

SPECIAL NEEDS HOUSING

- IBC – Chapter 11, Housing for Persons with Disabilities
- KMC 18.12.010 A.1 Group Living
- 2015-2019 Consolidated Community Development & Affordable Housing Plan
- Benton & Franklin Counties Continuum of Care Plan For the Homeless
- Tri-Cities Analysis of Impediments to Fair Housing 2011-2015

HISTORIC PRESERVATION

- KMC 18.57 Historic Preservation



Section Four:

CAPITAL FACILITIES PLAN



"The time to repair the roof is when the sun is shining."

John F. Kennedy

INTRODUCTION

The Capital Facilities Plan (CFP) is a key component for local government planning that addresses services that are essential to a community and its ability to accommodate growth. These services are vital to the health, safety and general welfare of the community at large. Planning for these services enables Kennewick to ensure that adequate public facilities will be available consistent with the City's future land use plan, long-term vision and adopted service levels. By evaluating the need for services in conjunction with the future land use plan, Kennewick is able to make fiscally responsible decisions with the future in mind.

In its delivery of services to citizens, Kennewick seeks to:

- maintain best management practices for all facilities at all levels of operations;
- take necessary steps to accommodate demands of growth on capital facilities;
- consider economic constraints of financing capital facilities;
- offer equitable distribution of physical and financial resources; and
- make environmentally conscious decisions.

GROWTH MANAGEMENT ACT

RCW 36.70A.030(12) defines "Public facilities" as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

The Washington State Growth Management Act (RCW 36.70A.070) requires that comprehensive plans address capital facilities in the following manner:

- Inventory of the existing facilities
- Forecast of the future needs for at least 20 year planning period
- Proposed location and capacities of the future needs
- Six-year financing plan, and
- Reassessment of the land use plan

Capital Facilities Planning Cycle



In addition to the Capital Facilities Plan Element, Kennewick uses various adopted functional plans, the Transportation Improvement Program, the Capital Improvement Program and the Transportation Element of the Comprehensive Plan to meet the requirements of GMA as they relate to capital facilities.

COUNTYWIDE PLANNING POLICIES

The Washington State Growth Management Act also requires consistency between Kennewick's capital facilities goals and policies and the Benton County Countywide Planning Policies. Of specific concern are policies 1, 3, 4 and 5 of the Countywide Planning Policies.

CAPITAL FACILITIES INVENTORY

This section discusses the capital facilities that are provided by the City of Kennewick, with the exception of public educational facilities. The capital facilities that are provided by the City have their own specific comprehensive plans that examine the particular service in great detail. They include locations, capacities and future improvements for the specific public facility. These plans are

adopted by reference to meet capital facilities element requirements of GMA. Because of this, the discussion of each capital facility within the City's Comprehensive Plan will be brief. More specific information is contained in the associated plan for each capital facility discussed in this element.

WATER

Kennewick provides drinking water to approximately 80,986 residents within the city limits and Urban Growth Area (UGA). Kennewick is the sole provider of drinking water with the exception of some private and community wells. The source of this drinking water comes from two (2) Ranney collectors and the Columbia River which is then treated at the City's Water Treatment Plant. Kennewick's water utility distributes water from these sources through a system twelve (12) storage facilities, 409 miles of pipe, ten (10) booster pump stations serving six (6) water pressure zones with over 23,800 connections to the system.

The Cities of Kennewick, Richland, West Richland and Pasco have engaged in efforts for a regional approach to water supply. These four cities have developed a Regional Water Supply Plan to supplement their planning efforts and have been successful in acquiring a regional water right permit.

The Cities of Kennewick and Richland have jointly developed and maintained a 16-inch metered water main intertie between their respective water systems. This intertie is located at the southwest intersection of Gage Boulevard and Steptoe Street. The purpose is to assure availability of an emergency water supply from one system to the other should either system fail.

The City's adopted Water System Plan can be consulted for more detailed information about existing and planned facilities, service standards and program operations.

SANITARY SEWER SYSTEM

The city of Kennewick is the sole provider of sanitary sewer services within the city limits and the adjoining urban growth area. 76,410 people are served by Kennewick's sanitary sewer system which serves an area of 20,047 acres or over 31 square miles. The system is comprised of 272 miles of gravity pipelines and 15 pumping stations. Gravity pipelines range from six (6) inches in diameter to 36 inches in diameter. An estimated 10,500 people within the service area currently utilize on-site septic systems to dispose of their wastewater.





Kennewick's sewer and wastewater system is composed of two basic steps: collection and treatment. Wastewater collection provides for the collection and treatment of the community's wastewater. There are fifteen (15) sewage lift stations throughout the collection system. Sewage lift stations are used to collect sewage from low elevation sewer drainage areas and pump the sewage up to the main sewer collection system, so the sewage can gravity flow to the wastewater treatment plant.

The city's adopted general sewer plan can be consulted for more detailed information about existing and planned facilities, service standards and program operations.

SURFACE AND STORM WATER FACILITIES

The city's storm water and drainage system is comprised of 6,138 catch basins in a network of 83 miles of piped storm sewers and open ditches, and three regional outfalls to the Columbia River. Incorporated with this regional drainage system, the city owns and operates an additional 2000 public infiltration facilities (drywells), and associated inter-conveyance pipes, that accepts 75% of the areas surface water discharges. The drainage system also contains one local detention pond, three local retention facilities, and four regional storm water detention/water quality treatment facilities. The city-owned surface water facilities are complemented by numerous on-site infiltration facilities constructed by the landowners of commercial and residential developments, and private streets.

In addition to the city-owned facilities, several major drainage facilities are owned and operated by the army corps of engineers including:

- About six-mile of levees along the south shore of Columbia River (Lake Wallula)
- Stabilization of the level of Wallula Lake through operation of McNary Dam
- The Zintel Dam, and
- A regional pump station at Duffy's Pond

Benton County also operates Elliot Lake detention facility located in southeast Kennewick.

The city's drainage system is integrated with three or four tiers of irrigation canals, owned and operated by Kennewick and Columbia Irrigation Districts. These canals provide regional detention during the high rainfall events, by collecting the excess surface water runoff when the capacity of local drywell is exceeded. This integrated operation helps prevent localized flooding throughout the city.

The city's adopted comprehensive stormwater plan can be consulted for more detailed information about existing and planned facilities, service standards and operation levels.



PARKS

Kennewick parks and recreation system is divided into neighborhood districts. The City of Kennewick currently owns and maintains 26 developed city parks, one regional park, and a 1.5-mile riverfront linear park in addition to city right-of-ways, two golf courses, and 164+ acres of natural open spaces throughout the city.

The total area of these 26 developed parks is 558 acres. There are 13 park districts/zones in the urban growth area, seven west of highway us-395, and six east of us-395. The overall condition of the existing facilities is considered good. Some sites require some renovation and compliance with the Americans with Disabilities Act (ADA). New construction and renovations are addressing this issue. The remainder of the improvements are identified and addressed in the Parks and Recreation Comprehensive Plan.

Some of the open spaces in Kennewick are currently not designated as parkland and have not been included in this inventory, although they offer recreational value to the community and has been identified as critical area in the Kennewick Comprehensive Plan and Critical Area Ordinance. Many of such areas are currently being preserved as open space.

Kennewick's school sites owned by the Kennewick school district also offer open space and playfields for adjacent residents. However, Kennewick's Parks and Recreation programs have not utilized non-city grounds for specific programs. In several places, park sites have been located adjacent to the school site.

The city offers recreational programs on a year-round basis in an attempt to meet the demand of the community. In addition to general recreation programs, the parks and recreation department provides senior citizen programs and activities at the senior center located at the Keewaydin Park.

The city's adopted Parks and Recreation Comprehensive Plan can be consulted for more detailed information about existing and planned facilities, service standards and operation levels.

FIRE & EMERGENCY MEDICAL SERVICES

The City of Kennewick Fire Department (KFD) is City-owned and operated, and employ's 84 personnel. KFD provides fire suppression services, Emergency Medical Services (EMS) and fire prevention, investigation and code enforcement services for the City of Kennewick. KFD also provides Advanced Life Support (ALS) EMS services to a 300 square mile area of rural Benton County Fire District #1. Additionally, KFD provides mutual and automatic-aid assistance in support of community emergency response needs with other adjacent departments and fire districts including Richland Fire Department, Pasco Fire Department, Benton County Fire Protection District #1 (comprised of areas located between Finley and Badger Canyon), and Benton County Fire Protection District #6 (stretching roughly 30 miles south of Kennewick, near the Washington-Oregon border). In 2015, KFD responded to a total of 9,365 calls (3,535 Advanced Life Support, 2,154 Basic Life Support, 1,081 Other EMS, and 2,595 Fire).



KFD currently operates out of five (5) fire stations located within the 28.1 square miles of the City. In addition to our five fire stations, the City of Kennewick jointly owns and operates a central training facility with Benton County Fire District 1, located at 1811 S. Ely Street. The facility was constructed in 2004 using a combination of agency personnel and contractors. This facility consists of an administration building with a large classroom and offices, a three-story fire training tower, and a two-story support building.

The Department has several long-standing programs in place to help mitigate emergency incidents. These include mutual and automatic aid agreements between local jurisdictions and local communities, and the Pre-Hospital Mass Casualty Incident (MCI) plan. The city also has joint purchase and equipment share agreements in place with the City of Richland and Benton County Fire District 1.

Table 20: Inventory of Fire Facilities

FACILITY NAME	YEAR BUILT	APPARATUS BAYS	EQUIPMENT IN SERVICE	NORMAL STAFFING
Station #1	1977	4	2-Type 1 Engines, 1-ALS Medic Unit, 1-Utility Pick-up	3
Station #2	1994	4	1-Type 1 Quint, 2-ALS Medic Units, 1-Type 3 Engine, 1-Command Vehicle	6
Station #3	1979	3	1-Type 1 Engine, 1-ALS Medic Unit	3
Station #4	1994	2	1-Type 1 Engine, 1-ALS Medic Unit	3
Station #5	2016	4	1-Type 1 Engine, 1-ALS Medic Unit	3
Fire Training Center	2004	None	2 – Command Vehicles	3
Fire Prevention Division (City Hall)	2015	None	3 - Command Vehicles	5
Fire Administration Offices (KPD)	2015	None	2 - Command Vehicles	3



POLICE AND LAW ENFORCEMENT

The City of Kennewick's police department is city-owned and operated. There are 97 commissioned officers and 14 support personnel. The Department covers the corporate city limits with all areas beyond served by the Benton County Sheriff's Office. The three county islands within Kennewick city limits are also served by the sheriff's office.

The Police Department is located south of City Hall at 211 W. 6th Ave. This new building was opened in May of 2008. The building contains offices and meeting rooms only, with court services provided by the County facility. Police calls for service decreased from 109,555 in 2008 to 89,971 in 2015. During the same time period the city's population has grown to 79,120.

SCHOOLS

The Kennewick School District (KSD) serves the City of Kennewick by providing primary and secondary education services. KSD boundaries cover over 299 square miles and serve not only Kennewick, but portions of Richland and Unincorporated Benton County. Currently there is one (1) pre-school, fifteen (15) elementary schools, five (5) middle schools, three (3) high schools and six (6) alternative and choice schools serving the residents of the district. As of October 1, 2016 total enrollment was 17,795 students.

The Kennewick School Districts Capital Facility Plan can be consulted for more detailed information including a detailed inventory of facilities, program standards, future facility needs and funding for new facilities.

CAPITAL FACILITIES PLANNING

GROWTH PROJECTIONS

The population of Kennewick's 20-year urban growth area is expected to reach 112,044 by the year 2037. This would be a 41% increase of the city's existing population of 79,120. It is important to ensure that Kennewick has adequate land inventory to accommodate the additional 32,924 people in terms of both land use and infrastructure needs. Providing adequate infrastructure begins with public facilities and ensuring that they are in place at the time of development or there is a financial commitment in place to provide them, and that they provide adequate service to the new and existing residents and businesses. This is referred to in GMA as "concurrency" and "level of service" (LOS).

The Capital Facility Plan is updated annually with the Comprehensive Plan. The Capital Improvement Plan (CIP) is updated biennially with the city's budget, though amendments to the CIP may often occur throughout the biennium. This ensures that the city is prioritizing funding for needed infrastructure projects to support growth as well as maintenance and upgrades to ensure the desired levels of service for existing residents and businesses.



CONCURRENCY

Local governments are responsible for ensuring that adequate public facilities are in place to serve new growth. These public facilities must be able to provide an acceptable level of service to new growth without diminishing service to existing users below acceptable levels. This is referred to as “concurrency” in GMA. GMA requires concurrency for transportation facilities and encourages local governments to consider concurrency requirements for other public facilities. Two options are available to meet concurrency and LOS requirements; 1) facilities must be in place at the time of development; or 2) a financial commitment is in place to complete the improvements or strategies within six-years.

The City of Kennewick has categorized Capital Facilities for concurrency and financing purposes in the following manner:

CATEGORY 1 - DEFINITION

A public facility or service owned and operated by the city of Kennewick that is in place at the time when the impact occurs. For transportation, there is at least a financial commitment in place to provide the service within six (6) years. All category 1 capital facilities are subject to city of Kennewick GMA concurrency requirements.

Category 1 capital facilities are sewer, streets and water.

CATEGORY 2 - DEFINITION

A public facility or service, owned and operated by the city of Kennewick, which is not required to be either in place or have a financial commitment at the time of development, and for which goals and policies have been adopted, six-year capital facilities have been planned, and funding needs have been projected.

Category 2 capital facilities are emergency medical services, fire protection services, parks, police services and stormwater facilities.

OTHER SERVICES

Other non-city owned facilities such as irrigation water, telephone, cable, electricity and natural gas services are discussed in the Utilities Element of the Comprehensive Plan. Although an important factor for growth, these utilities have not been included in the capital facilities list for concurrency and no level of service standards have been established for them. The City has, and will continue to work with these service providers to ensure that the residents receive acceptable levels of service as growth occurs.

SCHOOLS

The Kennewick School District (KSD) operates under specific state guidelines for serving the community. Similar to the city, KSD maintains a capital facilities plan that inventories existing facilities, projects future needs and identifies funding to serve growth.



LEVEL OF SERVICE (LOS)

The City establishes certain Levels of Service (LOS) standards in order to ensure that adequate facilities are available at a consistent level. LOS describes the amount, type or quality of facilities that are needed to meet the City's desired standard. Because these levels of service dictate the quality of the facilities that the community desires, they can be raised or lowered to meet the desires of the community. LOS is closely tied with concurrency requirements in that in order to meet concurrency requirements, the impact of growth on existing facilities must be such that the LOS does not drop below the adopted standard. This means that new growth is responsible for bearing the weight its impacts by upgrading or installing facilities to keep the LOS at or above the adopted standard.

The City has established mandatory LOS for "category one" facilities. This includes transportation, water and sewer. Transportation LOS is discussed into greater detail under the Transportation Element. The City's LOS standards for "category two" facilities serve as a tool to monitor the existing service and forecast future needs. This includes fire response, EMS, law enforcement, parks, schools and stormwater.



Table 21: Level of Service

Facility or Service	Level of Service
Domestic water	170 gallons per capita per day
Domestic sewer	120 gallons per capita per day
Commercial or Industrial Water & Sewer	Per Water & Sewer System Plan
Stormwater detention	25 year storm
Transportation	<ul style="list-style-type: none"> • <u>Signalized Intersections (Existing)</u> - Level of Service “D”, Level of Service “E” for intersections along Columbia Center Blvd. • <u>Unsignalized Intersections or Driveways (Minor Street Approach)</u> - Level of Service “E” • <u>Signalized or Unsignalized Intersection with Second Site Access Point within ¼ mile having a LOS “D” or better”</u> - Level of Service “F”
Fire response	6 minutes response time for 90% of events
Emergency medical response	5 minutes response time for 90% of events
Law enforcement	1.30 officers per 1000 population
Park Land	3 acres of parkland per 1,000 population
Schools	As established by the kennewick school district capital facilities plan: <ul style="list-style-type: none"> • <u>Elementary school (K-3)</u>: 102 square feet/student; 22 students/class • <u>Elementary school (4-5)</u>: 102 square feet/student; 25 students/class • <u>Middle school (6-8)</u>: 116 square feet/student; 28 students/class • <u>High school (9-12)</u>: 141 square feet/student; 28 students/class

FIRE AND EMERGENCY RESPONSE

Demand for services naturally increases as the population and land area increases, resulting in more buildings, open undeveloped properties and risks of all types. Additional factors that impact the supply and demand for quality services include legislative requirements, personnel, water supply, insurance ratings, public education, and equipment.



Between 2013 and 2015, the number of fire and EMS calls responded to by the Kennewick Fire Department (KFD) increased by 15.7%. It is projected that fire and EMS call volumes will continue to grow at a steady rate, commensurate with the growth and development of the City. As the City's size and population continues to grow, the demand for quality emergency medical and fire services will also continue to increase.

Washington State Legislature requires all substantially career fire departments to set standards and specify performance measures relating to fire suppression operations, emergency medical operations, and special operations to ensure city fire departments are adequately keeping up with increasing demands. In abiding by these requirements, KFD has adopted measurable service-level objectives for each of the major service components provided by the department. When utilized in conjunction with population, transportation, and economic development data, this information can be essential in evaluating existing fire station locations, aiding in the planning of additional stations, and determining the locations where additional stations are most needed.

Personnel needs are dictated by the tasks involved to safely fight fires, perform rescues, and run ambulances. The current preferred staffing level is 19 personnel across 5 stations, with a minimum staffing level of 17. The station housing the ladder truck will have a minimum of 5 personnel; all other stations will have 3. The on-duty Battalion Chief adds one additional person per shift. There is a direct correlation between the number of stations and personnel required to operate them. As more stations are added within the department, additional personnel will be required as well.

The availability of an adequate water system is critical in determining a community's firefighting ability. If an uninterrupted supply of water cannot be maintained on a fire, complete structures may be lost, or the fire may extend beyond the capabilities of the emergency personnel to control it. Consequently, the City's water supply capability also plays a large role in the cost of annual insurance premiums for residential and business owners. Some basic factors in evaluating a city's water system include: locations of fire hydrants, types and styles of hydrants, water pressure, size and age of water mains, pumping capability, requirements for pumping versus gravity feed, water storage capability, and the overall maintenance and reliability of the system.

The Washington Surveying and Rating Bureau evaluates our municipal water system pertaining to storage quantities and sustained capacity to receive, control, and deal with fire emergencies. Fire insurance premiums are then determined based on the insurance class for the area. On a scale of one to ten (one being the highest, and ten meaning no fire protection available), the City of Kennewick is currently ranked at a Class 4 insurance rating. It is anticipated that WSRB will re-evaluate KFD and the City of Kennewick during this coming year. It is also expected that KFD will maintain its Class 4 rating; KFD's goal is to improve our rating.

Additionally, as the City maintains a focus on economic development, infrastructure and growth, the need and demand for fire prevention, code enforcement and public education continues. In March 2015, KFD established its Fire Prevention, Investigation and Code Enforcement Division. Since that time, this team of Certified Fire Inspectors has conducted hundreds of new and existing

business inspections throughout the City, as well as performed hundreds of plan reviews and inspections related to construction projects. As more and more businesses come into the City, the need to ensure safety by inspecting for code compliance will continue to grow. KFD's Fire Prevention Division has also been instrumental in assisting hundreds of our local elderly community members with smoke alarm and battery replacement, as well as handling numerous public education events throughout the community and schools. As the population grows, the need for fire prevention services and public education will also continue to increase.

Firefighting apparatus and equipment are traditionally composed of pumping engines, aerial ladders, and rescue vehicles. The Kennewick Fire Department currently has four fire engines, one quint (pumper/aerial), two reserve engines, one wildland engine, six ambulances and eight command/support vehicles. Funding must be available for necessary replacement, repairs and maintenance of existing apparatus and equipment, as well as for the purchase of new engines, medic units and equipment required to open and operate additional stations.

PROPOSED FACILITIES

The distribution or spacing of fire stations involves geographically distributing first due resources for all risk initial intervention. These station locations are needed to assure rapid deployment to minimize and terminate routine emergencies. Distribution can be evaluated by the percentage of the jurisdiction covered by the first-due units within adopted public policy service level objectives.

To meet adopted service level objectives the following future station locations are recommended:

- Bob Olson Parkway and Sherman St. (*land purchased in 2016*)
- SE Kennewick between 27th Ave, Gum St, Oak St. and 45th Ave.

It would also be wise for the city to secure land near Ridgeline Dr. and W. 10th Ave. for future city facilities. This would include 2 acres for future fire department needs.

POLICE AND LAW ENFORCEMENT

As populations and land area increase, demands for all governmental services, including police services and protection naturally increase. Provision of police protection to any urban area is dictated by established standards at the federal, state, and local levels. The Kennewick Department Policies and Procedure Manual attempts to conform to established standards of the Washington State Sheriff's and Chief's association.





There are several methods to determine the ideal number of commissioned personnel to most effectively service a community, but the ratio method is the most common. In 2015 the state-wide average was 1.24 officers per thousand. Currently, the ratio of commissioned law personnel in Kennewick is 1.23 per thousand population. Kennewick has a level of service standards of 1.30 commissioned officers per thousand population. Eight (8) additional officers will need to be hired to achieve the 1.30 per thousand population average.

There is a direct correlation between the number of patrol officers available and the percentage of time spent on "operational labor". The most recent evaluation of officers' time found that over 40% of our officers' time is spent on "operational labor." Each additional officer added to the force reduces this figure by about 2%.

Time needed to conduct follow-up investigations and detective activity is not as clearly defined and measured, since jurisdictional priorities and individual agency practices impact these activities. Nevertheless, the number of open cases and the average age of such cases can be used to determine the adequacy of detective workloads. Unlike fire responses, there are no established guidelines for police response times. Actual response times range from a few minutes to hours. Equipment must also be purchased and maintained in order to be constantly operational. Normally, patrol cars are replaced every three years.

SEWER/STORMWATER/WATER

Sewer, stormwater and drinking water facilities are critical to new growth. Because of their vital importance, the CIP is updated at least annually to reflect growth patterns in a timely manner. Details about planned sewer, stormwater and drinking water facilities are contained in their respective functional plans.

FINANCING PLAN

CAPITAL FACILITIES BUDGET

During the 2011-2012 the city began the process of implementing a "budgeting by priorities" model designed to better focus its limited resources on priority programs. As a result, capital projects are prioritized in order to assure the resources are focused on achieving the community's vision and goals. The Capital Improvement Program for 2017-2022 has been prepared in conjunction with the 2017/2018 Biennial Budget and is reflected in the budget document.



SOURCES OF REVENUE

Kennewick finances capital improvements using a variety of funding sources. The primary funding sources for capital projects can be categorized into two (2) categories: Unrestricted Revenue and Restricted Revenue.

UNRESTRICTED REVENUE

Unrestricted revenues are revenues that do not have state or federal restrictions on how they are spent. They comprise a portion of the revenues available for capital investments and are allocated during the biennial budget cycle as part of the Capital Improvement Plan.

RESTRICTED REVENUE

Restricted revenues are comprised of state and federal grants, user fees, impact fees, mitigation fees and certain taxes. These revenues are primarily generated based on growth and are used to offset the impacts associated with growth. They help to ensure that the costs associated with growth are born equitably by new growth. Examples of restricted revenues are utility revenues, traffic impact fees, park mitigation fees and Local Revitalization Financing revenues.

LOCAL REVITALIZATION FINANCING

The Local Revitalization Financing (LRF) program is a tax increment financing program that was established in 2009 through state legislation. The City created a revitalization area in its Southridge area and received a state award of \$500,000 per year for up to 25 years to pay debt service on bonds issued to finance public improvements in Southridge. Under the program, the City was required to demonstrate that at least \$500,000 in new tax increments were generated for the state in this area, which the City was successful in doing. In March of 2010, the City of Kennewick issued \$13.665 million in limited tax general obligation bonds for its Southridge LRF project. This financing enabled the City to construct capital improvements, including streets, sewer and water systems in the Southridge area. Some of the major projects included the construction of portions of Plaza Way, Ridgeline Dr., Hildebrand Blvd./Bob Olson Pkwy. and Southridge Blvd. It also includes improvements at the Ridgeline Dr./US 395 intersection.

MAJOR FACILITIES PROPOSED

In this section, major capital projects have been listed based on their long-term impacts on the growth and economy of the community. This listing mainly includes projects planned within 2017/2022 that are conducive of new developments such as availability of streets, water, sewer, parks and recreation, police, and fire facilities. Street projects are discussed in a greater detail in the Transportation Element.



Table 22: Proposed Capital Facilities

	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
BEGINNING FUND BALANCE								
Arterial Street	\$133,972	\$8,595	\$-	\$-	\$-	\$-	\$-	\$-
Urban Arterial Street	924,157	1,030,967	-	-	-	-	-	-
Capital Improvement Fund	7,168,880	7,425,888	4,361,749	3,476,961	3,064,856	2,205,842	1,707,080	2,327,176
Stormwater Fund	395,121	718,120	189,784	159,891	127,083	74,663	32,017	22,017
Water and Sewer Fund	7,871,255	3,791,412	229,325	4,528,436	9,310,307	4,420,552	8,771,622	4,167,919
Total Beginning Fund Balance	16,493,385	12,974,982	4,780,858	8,165,288	12,502,246	6,701,057	10,510,719	6,517,112
REVENUES								
TAXES	13,954,368	17,661,614	8,716,500	8,796,500	8,894,500	9,113,500	9,335,500	9,556,500
INTERGOVERNMENTAL - GRANTS	10,212,896	12,010,085	3,147,000	1,271,189	437,500	437,500	437,500	437,500
CHARGES FOR SERVICES:								
Water/Sewer Revenue for Capital from Rates	5,319,533	4,459,723	8,345,436	8,345,436	8,974,519	8,974,519	9,691,797	9,691,797
Stormwater Revenue for Capital from Rates	191,792	218,524	188,558	176,653	142,041	-	-	-
Water Area Charges	153,053	244,750	126,642	112,500	112,500	112,500	112,500	112,500
Sewer Area Charges	439,243	564,200	282,110	282,109	210,000	210,000	210,000	210,000
Subtotal Charges for Services	6,103,621	5,487,197	8,942,746	8,916,698	9,439,060	9,297,019	10,014,297	10,014,297
MISCELLANEOUS	2,215,820	2,243,708	782,034	234,726	237,696	240,597	242,978	246,039
INTERFUND TRANSFERS	10,396,967	24,726,787	8,620,308	7,684,705	7,266,600	7,171,200	6,519,400	7,672,800
OTHER FINANCING SOURCES:								
Interfund Loan Principal & Interest	80,623	475,452	254,692	251,750	248,780	179,604	5,022	1,961
Bond Proceeds	-	14,827,162	-	-	14,300,000	10,000,000	-	-
State Revolving Loan Fund Proceeds	725,057	7,559,541	2,000,000	2,000,000	3,150,000	-	3,250,000	-
Biosolids Reserve	-	-	-	-	-	-	-	-
Rural County Funds	-	-	1,600,000	700,000	700,000	700,000	700,000	700,000
Transportation Impact Fees	-	489,134	322,500	395,000	395,000	395,000	395,000	395,000
Capital Lease Proceeds	380,000	-	-	-	2,000,000	-	-	-



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
Public Works Trust Fund Loan Proceeds	4,250,000	-	-	-	-	-	-	-
Subtotal Other Financing Sources	5,435,680	23,351,289	4,177,192	3,346,750	20,793,780	11,274,604	4,350,022	1,096,961
Total Revenues	48,319,352	85,480,680	34,385,780	30,250,568	47,069,136	37,534,420	30,899,697	29,024,097
TOTAL	\$64,812,737	\$98,455,662	\$39,166,638	\$38,415,856	\$59,571,382	\$44,235,477	\$41,410,416	\$35,541,209
EXPENDITURES								
STREET CONSTRUCTION/RECONSTRUCTION								
Urban Arterial Street Fund:								
Edison Widening	\$149,116	\$2,831,579	\$-	\$-	\$-	\$-	\$-	\$-
Columbia Center Blvd Safety Project	760,776	27	-	-	-	-	-	-
Columbia Drive Streetscape	-	575,000	-	-	-	-	-	-
Columbia Park East - Bike/Ped Improvements	-	355,000	-	-	-	-	-	-
Step toe Street - Phase II	2,108,472	-	-	-	-	-	-	-
Step toe Street - Phase III	1,972,685	3,342,315	-	-	-	-	-	-
Olympia - SR397 to 27th	4,365,050	229,324	-	-	-	-	-	-
Hildebrand Blvd. - 10th to City Limits	416,424	-	-	-	-	-	-	-
Hildebrand Blvd. - City Limits to Sherman	-	6,326,573	-	-	-	-	-	-
Hildebrand Blvd. - Outside Lanes/Other Improve	-	2,170,000	-	-	-	-	-	-
Southridge Blvd/Christianson Road Improvements	-	1,070,000	-	-	-	-	-	-
Dayton - CID Bridge Replacement	705,889	45,118	-	-	-	-	-	-
Citywide Safety Project	84,138	264,841	-	-	-	-	-	-
Clearwater - Leslie to US395	402,594	1,717,144	-	-	-	-	-	-
Underground Utility Lines	26,933	-	-	-	-	-	-	-
US395/Ridgeline Intersection Revision	-	750,231	1,000,000	2,000,000	2,000,000	1,000,000	-	-
45th Avenue	126,629	-	-	-	-	-	-	-
Metaline Widening	51,174	405,473	-	1,662,000	-	-	-	-
10th Avenue Widening	-	-	2,745,000	-	-	-	-	-



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
Columbia Gardens Phase II/Willows	-	-	2,000,000	-	-	-	-	-
Canal Dr and Edison Interchange	-	-	-	-	288,000	1,137,000	-	-
North/South (Deschutes Pl) Vista Field	-	-	1,100,000	550,000	-	-	-	-
Vista Field Transportation Improvement Projects	-	-	-	150,000	700,000	700,000	700,000	700,000
Center Parkway - Bob Olson to Ridgeline	-	-	-	-	-	-	2,528,800	-
Ridgeline Drive - Center Parkway to Sherman	-	-	-	-	-	-	-	3,625,000
Ridgeline Drive - Sherman to Southridge	-	-	-	-	1,120,000	1,120,000	-	-
Capital Improvement Fund:								
Hildebrand Blvd. - Sherman to SR395	30,554	-	-	-	-	-	-	-
Plaza Way - Ridgeline north to existing	2,808	-	-	-	-	-	-	-
Ridgeline Dr - Plaza Way to Southridge	400,912	-	-	-	-	-	-	-
Ridgeline Dr - US395 to Plaza Way	88,499	-	-	-	-	-	-	-
Ridgeline Dr - Southridge to 36th	151,691	-	-	-	-	-	-	-
W 7th Extension	-	685,000	-	-	-	-	-	-
W. 5th	-	303,305	-	-	-	-	-	-
Hood/Jefferson	-	10,000	-	-	-	-	-	-
Subtotal Street Reconstruction	11,844,344	21,080,930	6,845,000	4,362,000	4,108,000	3,957,000	3,228,800	4,325,000
STREET OVERLAYS								
Arterial Street Fund:								
Pavement Preservation Program	1,676,768	1,008,595	1,696,000	1,696,000	-	-	-	-
Columbia Dr - SR395 to Hartford	3,375	-	-	-	-	-	-	-
Urban Arterial Street Fund:								
Columbia Center Blvd Overlay	-	1,140,000	-	-	-	-	-	-
Capital Improvement Fund:								
Miscellaneous Street Projects	84,148	193,050	109,000	109,000	109,000	109,000	109,000	109,000
Crack Sealing	-	116,600	123,600	123,600	129,500	129,500	136,000	136,000
Subtotal Street Overlays	1,764,291	2,458,245	1,928,600	1,928,600	238,500	238,500	245,000	245,000



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
STORM DRAINAGE								
Stormwater Fund:								
Drywell Storm Systems (misc locations)	76,280	33,720	25,000	25,000	10,000	10,000	10,000	10,000
Decant Facility	-	800,000	-	-	-	-	-	-
UGA Stormwater Facility	-	980,000	-	-	-	-	-	-
Wellhead Area Retrofit	265,179	-	-	-	-	-	-	-
Zintel Canyon Project	-	401,200	-	-	-	-	-	-
Low Impact Development Project	55,375	213,950	-	-	-	-	-	-
Subtotal Storm Drainage	396,834	2,428,870	25,000	25,000	10,000	10,000	10,000	10,000
STREET LIGHTS/SIGNALS								
Urban Arterial Street Fund:								
Energy Savings Program	229,430	-	-	-	-	-	-	-
Grandridge and Young Roundabout	606,526	70,973	-	-	-	-	-	-
Capital Improvement Fund:								
Flashing School Beacon	14,738	55,000	-	-	-	-	-	-
Traffic Sign Inventory	18,557	-	-	-	-	-	-	-
Traffic Volume Counts	-	25,000	-	-	-	-	-	-
Miscellaneous ADA Improvements	39,270	-	-	-	-	-	-	-
St. Lts. Misc. Locations (Arterials)	421	206,646	125,000	125,000	125,000	125,000	125,000	125,000
Misc Traffic Signals or Roundabouts	233,306	386,834	153,900	213,900	213,900	213,900	213,900	213,900
Subtotal Street Lights/Signals	1,142,248	744,453	278,900	338,900	338,900	338,900	338,900	338,900
SIDEWALKS								
Urban Arterial Street Fund:								
Gum Street Sidewalk	238,717	-	-	-	-	-	-	-
Capital Improvement Fund:								
ADA Transition Program	654,560	172,931	374,000	125,000	125,000	125,000	125,000	125,000
Sidewalk Program	90,932	150,000	75,000	75,000	75,000	75,000	75,000	75,000



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION						
			2017	2018	2019	2020	2021	2022	
Subtotal Storm Drainage	984,209	322,931	449,000	200,000	200,000	200,000	200,000	200,000	200,000
WATER/SEWER SYSTEM IMPROVEMENTS									
Water/Sewer Fund:									
WATER SYSTEM IMPROVEMENTS									
Water System Improvements	\$97,881	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Water Source - Filter Plant, Wells	-	-	-	-	-	-	-	-	-
Water Distribution	-	-	-	-	-	-	-	-	-
Pump Station/Reservoirs	-	-	-	-	-	-	-	-	-
ASR	3,123,418	268,397	-	-	-	-	-	-	-
Automated Meter Reading	-	-	-	-	-	3,000,000	3,000,000	-	-
Filter Plant Improvements *	-	541,200	-	-	-	-	-	-	-
WTP Intake Structure Permitting	-	-	-	200,000	-	-	-	-	-
WTP Intake Structure Improvements	-	-	-	-	800,000	-	-	-	-
Hildebrand - 10th to Southridge	91,845	1,320,306	-	-	-	-	-	-	-
W. Metaline	-	355,200	-	-	-	-	-	-	-
S. Irving Water Main WM 3.5 Upsize	-	-	-	-	315,000	-	-	-	-
Edison St Widening	-	60,000	-	-	-	-	-	-	-
Olympia St - CR397 to 27th	314,141	35,909	-	-	-	-	-	-	-
Re-Roof Water Treatment Plant	-	-	320,000	-	-	-	-	-	-
Southridge LRF	33,104	-	-	-	-	-	-	-	-
Southridge Zone 5 Water Main	3,257	-	-	-	-	-	-	-	-
Elliot Lake	-	1,138,315	-	-	-	-	-	-	-
Vista Field Improvements Phase 1	-	-	300,000	-	-	-	-	-	-
Vista Field Improvements Phase 2	-	-	-	-	1,117,000	-	-	-	-
Vista Field Improvements Phase 3	-	-	-	-	2,557,000	-	-	-	-
Steptoe - Phase III	39,020	-	-	-	-	-	-	-	-
Thompson Hill Zone 6 Booster	767,164	-	-	-	-	-	-	-	-



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
UGA Utility Expansion	-	262,500	-	-	-	-	-	-
W 5th Ave - Rainier to Quincy	-	60,000	-	-	-	-	-	-
Waterline - Renewals & Replacement	880,428	407,551	-	-	-	-	-	-
Fire Flow Deficiencies per 2015 Comp Plan	-	-	750,000	750,000	750,000	750,000	750,000	750,000
Deficient Wtr Main Rplcmnt per 2015 Comp Plan	-	-	350,000	350,000	350,000	350,000	350,000	350,000
Water Main Replacement Non-Std Material	-	-	-	-	175,000	175,000	362,500	362,500
W. Hildebrand & Ridgeline Dr. Looping - WM5	-	-	-	598,000	-	-	-	-
Entiat to Canal Water Mains	-	-	-	950,000	-	-	-	-
W. 10th Ave. (west of Steptoe)	-	-	-	835,000	-	-	-	-
Ridgeline Dr. @ Hwy. 395 Crossing - WM4	-	-	-	-	416,000	-	-	-
Ridgeline Dr. Ext. Phase 3	-	-	-	-	700,000	700,000	-	-
Ridgeline Dr. Ext. Phase 4	-	-	-	-	700,000	700,000	-	-
Montana St (W 10th to W 19th)	-	-	-	-	500,000	500,000	-	-
Morain St Ext, (W 10th to W 19th)	-	-	-	-	-	-	262,500	262,500
W. 20th - Zone 3 Connection	-	-	-	-	-	-	175,000	-
18th & Kellogg Reservoir Improvements	-	-	-	-	-	-	1,125,000	1,125,000
W. 45th Ave (Ely & Olympia)	-	-	-	-	-	-	355,000	355,000
Cascade St. (Highland to 45th)	-	-	-	-	-	-	82,500	82,500
W. Kennewick Ave. (Morain to Union)	-	-	-	-	-	-	300,000	300,000
Zone 2 Transmission Main	14,463	135,537	-	-	-	-	-	-
Zone 4 Reservoir - Thompson Hill	4,714,849	690,151	-	-	-	-	-	-
Zone 4 Reservoir Transmission Main	236,974	31,446	-	-	-	-	-	-
Zone 5 Reservoir Transmission Main	293,943	550,000	-	-	-	-	-	-
	10,610,487	5,856,512	1,720,000	3,683,000	8,380,000	6,175,000	6,762,500	3,587,500
SEWER SYSTEM IMPROVEMENTS								
Sewer System Improvements	1,841	-	-	-	130,000	130,000	130,000	130,000
Beech St - 8th to Bruneau	2,107,371	35,000	-	-	-	-	-	-



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
Columbia Gardens	102,016	697,984	-	-	-	-	-	-
Easement Acquisition	-	1,100,000	-	-	-	-	-	-
W. Metaline	-	484,000	-	-	-	-	-	-
W. 5th	-	6,000	-	-	-	-	-	-
Edison St. Widening	-	20,000	-	-	-	-	-	-
Hildebrand - 10th to Southridge	539,041	2,246,179	-	-	-	-	-	-
Lift Station Improvements	444,169	625,000	130,000	130,000	-	-	-	-
Olympia St - CR397 to 27th	244,979	60,021	-	-	-	-	-	-
Sewerline Renewals and Replacements	808,963	644,000	500,000	500,000	500,000	500,000	500,000	500,000
Southridge LRF	4,815	-	-	-	-	-	-	-
UPRR 24" Trunk Line Replacement	-	-	1,250,000	1,250,000	-	-	-	-
Headworks Bypass & Upgrade to Influent Pump Station	-	400,000	-	-	-	-	-	-
Rehabilitation of Final Clarifiers 1 & 2	-	600,000	-	-	-	-	-	-
Replace UV System	-	1,300,000	1,000,000	-	-	-	-	-
Emergency Backup Generator	-	200,000	-	-	-	-	-	-
Aerated Sludge Lagoon Effluent Lift Station	-	200,000	-	-	-	-	-	-
32nd & Ione Lift Station	-	-	-	-	-	-	-	317,000
Columbia Dr. Interceptor	-	-	-	-	-	-	1,477,000	-
Union St. Collector	-	-	-	-	252,000	-	-	-
WAS Thickening & Anaerobic Digestion	-	-	-	-	4,725,000	4,725,000	4,725,000	4,725,000
Mechanical Dewatering of Digested Solids	-	-	-	-	2,425,000	2,425,000	1,775,000	1,775,000
Ridgeline Dr. Ext. Phase 3	-	-	-	-	500,000	500,000	-	-
Ridgeline Dr. Ext. Phase 4	-	-	-	-	500,000	500,000	-	-
Montana St (W 10th to W 19th)	-	-	-	-	500,000	500,000	-	-
Morain St Ext, (W 10th to W 19th)	-	-	-	-	-	-	150,000	-
Canyon Interceptor Crossing I-82	-	-	-	-	-	-	811,000	811,000
Wastewater Treatment Plant Upgrade	383,453	1,563,547	1,900,000	-	-	-	1,875,000	1,875,000



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
UGA Utility Expansion	-	125,000	-	-	-	-	-	-
	4,636,648	10,306,731	4,780,000	1,880,000	9,532,000	9,280,000	11,443,000	10,133,000
Combined Utility Improvements	703,090	515,700	732,900	732,900	250,000	250,000	250,000	250,000
Subtotal W/S Improvements	15,950,225	16,678,943	7,232,900	6,295,900	18,162,000	15,705,000	18,455,500	13,970,500
LAND & FACILITIES								
Capital Improvement Fund:								
Facilities Maintenance Program	159,016	5,090,184	32,400	33,400	325,700	341,300	357,700	374,900
Tree Removal	3,791	60,000	20,000	20,000	-	-	-	-
City Hall	318,690	188,000	-	-	-	-	-	-
Fire Station #61	-	-	-	-	2,600,000	-	-	-
Fire Station #62	938	-	33,030	-	-	-	-	-
Fire Station #63	-	-	-	-	5,500,000	-	-	-
Fire Station #65	33,183	4,355,182	-	-	-	-	-	-
Fire Station #66	-	-	-	-	5,100,000	-	-	-
Building Demolition	-	265,600	-	-	-	-	-	-
Hildebrand/395 - KID Irrigation	64,910	-	-	-	-	-	-	-
KSD Parking Lot	-	-	80,000	80,000	-	-	-	-
Library	-	-	-	37,250	-	-	-	-
Columbia Park Aquatic Center	-	-	-	25,000	-	-	-	-
Frost Facility	3,962	-	39,550	38,450	-	-	-	-
Parks Restrooms	-	-	25,000	25,000	-	-	-	-
Land Acquisition	711,718	3,300,000	-	-	-	-	-	-
Subtotal Land & Facilities	1,296,208	13,258,966	229,980	259,100	13,525,700	341,300	357,700	374,900
OTHER IMPROVEMENTS								
Capital Improvement Fund:								
Other Improvements	1,407,527	1,709,583	845,581	345,572	3,480,900	380,900	399,900	399,900



	ACTUAL 2013/2014	ADJUSTED BUDGET 2015/2016	PROJECTION					
			2017	2018	2019	2020	2021	2022
PARK IMPROVEMENTS								
Capital Improvement Fund:								
Park Development/Construction:								
Civic Center Athletic Area	-	80,000	-	-	-	-	-	-
Columbia Park Improvements	327	30,000	325,000	-	-	-	-	-
Tennis and Hard Court Repairs	-	172,000	-	-	-	-	-	-
4W 10th/CCB & Park Site	6,670	177,705	-	-	-	-	-	-
1W Sunset Park	2,768	112,634	-	-	-	-	-	-
2E Zintel/Underwood/Vancouver	1,628	3,000	-	-	-	-	-	-
2W Scott	2,808	38,192	-	-	-	-	-	-
3E Civic Area	3,107	9,000	-	-	-	-	-	-
6W Southridge	8,415	30,000	-	-	-	-	-	-
5W Grange	6,640	10,000	-	-	-	-	-	-
Subtotal Park Improvements	32,363	662,531	325,000	-	-	-	-	-
DEBT SERVICE								
Capital Improvement Fund:	1,225,505	1,558,413	772,403	643,744	615,988	461,615	180,000	180,000
MISCELLANEOUS								
Transfers	15,794,001	32,770,939	12,068,986	11,514,794	12,190,337	12,091,543	11,477,504	12,616,209
Total Expenditures	51,837,755	93,674,804	31,001,350	25,913,610	52,870,325	33,724,758	34,893,304	32,660,409
ENDING FUND BALANCE	12,974,982	4,780,858	8,165,288	12,502,246	6,701,057	10,510,719	6,517,112	2,880,800
TOTAL	\$64,812,737	\$98,455,662	\$39,166,638	\$38,415,856	\$59,571,382	\$44,235,477	\$41,410,416	\$35,541,209

IMPLEMENTING THE PLAN

ESTABLISHING PRIORITIES AND PHASING

In order to implement the Capital Facilities Plan, Kennewick established priorities for the projects based on the forecast of where major growth would occur in the next 20 years. Currently the city's water, sewer and transportation plans are geared towards

priority areas. The selection and prioritization of capital improvement projects included in the capital facilities plan is ultimately based on city council approval. The plan is recommended to the full city council by the council infrastructure sub-committee, which consists of three council members and is led by city staff. The committee's recommendation represents a consensus of the committee and is based on a thorough review and prioritization of potential projects and the capital program as a whole. Appropriation of funding for capital projects during the biennial budget and CIP process is a major tool for capital facilities plan implementation. The major project list above indicates the priorities for some capital projects. Projects are phased based on the available funding, and degree of necessity which eventually establishes the priority list.

REASSESSMENT

GMA requires the Land Use Element to be reassessed periodically. Kennewick's Capital Facilities Plan will also be updated based on the reassessment of the Land Use Element of the Comprehensive Plan. The purpose of this requirement is to ensure that adequate facilities are available at the time any major land use changes are implemented. If the anticipated funding for needed capital facilities falls short, the reassessment of the Land Use Element should determine what changes are practical and needed to be made.

Kennewick's Land Use Element and Zoning Code in the policy section establish the procedure and criteria for reviewing the Land Use Element and all other elements of the Comprehensive Plan. The City is currently consistent with the growth and facilities demand.

The following measures are used for monitoring and reassessment:

- Re-evaluate the land use plan in the annual comprehensive plan amendment process
- Periodic GMA comprehensive plan update every 8 years
- The biennial CIP and budget process
- Annual CIP budget monitoring reports with quarterly updates
- The Transportation Improvement Program (TIP)
- Periodic water, sewer and stormwater plans update
- Concurrency requirement in the development review process

Strategy for 20-year includes:

- Establishing the 20 year UGA
- Plan to serve the UGA in the next 20 years

- Revisit the capital facilities plan every 8 years

CAPITAL FACILITIES PLANNING REFERENCES

Functional plans guide the growth and planning of specific capital facilities. These plans are integral to ensuring that capital facilities are available and capacities are sufficient to accommodate growth as it occurs. The following plans have been adopted by the City. The most current version of these plans may be referred to for more detailed information about existing and planned facilities and levels of service standards.

- City of Kennewick, Water Comprehensive Plan
- City of Kennewick, Comprehensive Stormwater Plan
- City of Kennewick, Transportation Element
- City of Kennewick, General Sewer Plan
- City of Kennewick, Comprehensive Parks and Recreation Plan

CAPITAL FACILITIES GOALS + POLICIES

GOAL 1: Provide Capital facilities based on the countywide projected growth.

POLICIES

1. Forecast future needs based on population growth and distribution of growth as indicated in the land use plan. Locate and extend facilities only within the Urban Growth Area (UGA) in a way that is consistent with the land use plan.

Goal 2: Maintain Consistency between the Capital Facilities Plan, Land Use Element, and the Financing Plan.

POLICIES

1. Prioritize capital needs that are consistent with overall planning goals.
2. Reassess and update the Land Use Element periodically to ensure that capital facility needs, financing and service levels are consistent.
3. Ensure that level of service standards are being met within a reasonable amount of time to address impacts of development.



Goal 3: Provide adequate facilities and services to serve new and existing development at desired service levels.

POLICIES

1. Ensure adequate public facilities are in place concurrent with development. Concurrent with development shall mean the existence of adequate facilities, strategies, or services when development occurs or the existence of a financial commitment to provide adequate facilities, strategies, or services within six years of when development occurs.
2. Add parkland, open space, green belt, trails and recreational facilities as growth occurs, consistent with the City's Parks and Recreation plan. Include consideration of neighborhood scale facilities to provide more local, convenient access to nearby residents.
3. Provide a diverse range of public recreation opportunities for all citizens of the City of Kennewick.
4. Coordinate planned capital investments across departments and with non-city-managed service providers.
5. Use level of service standards to evaluate adequacy of facilities.

Goal 4: Provide adequate resources for capital projects and make efficient use of fiscal and other resources.

POLICIES

1. Use best management practice and best available technology in developing and managing all capital facilities and services.
2. Practice potable water and wastewater conservation.
3. Recover costs related to the extension of new services.
4. Address stormwater management consistent with Ecology manuals for Eastern Washington. Promote low-impact development techniques appropriate to site conditions and land use goals.
5. Encourage and support public/private partnerships to provide and/or finance public facilities or amenities, such as parks and open spaces.
6. Encourage development in areas where new facilities can be provided in an efficient manner.

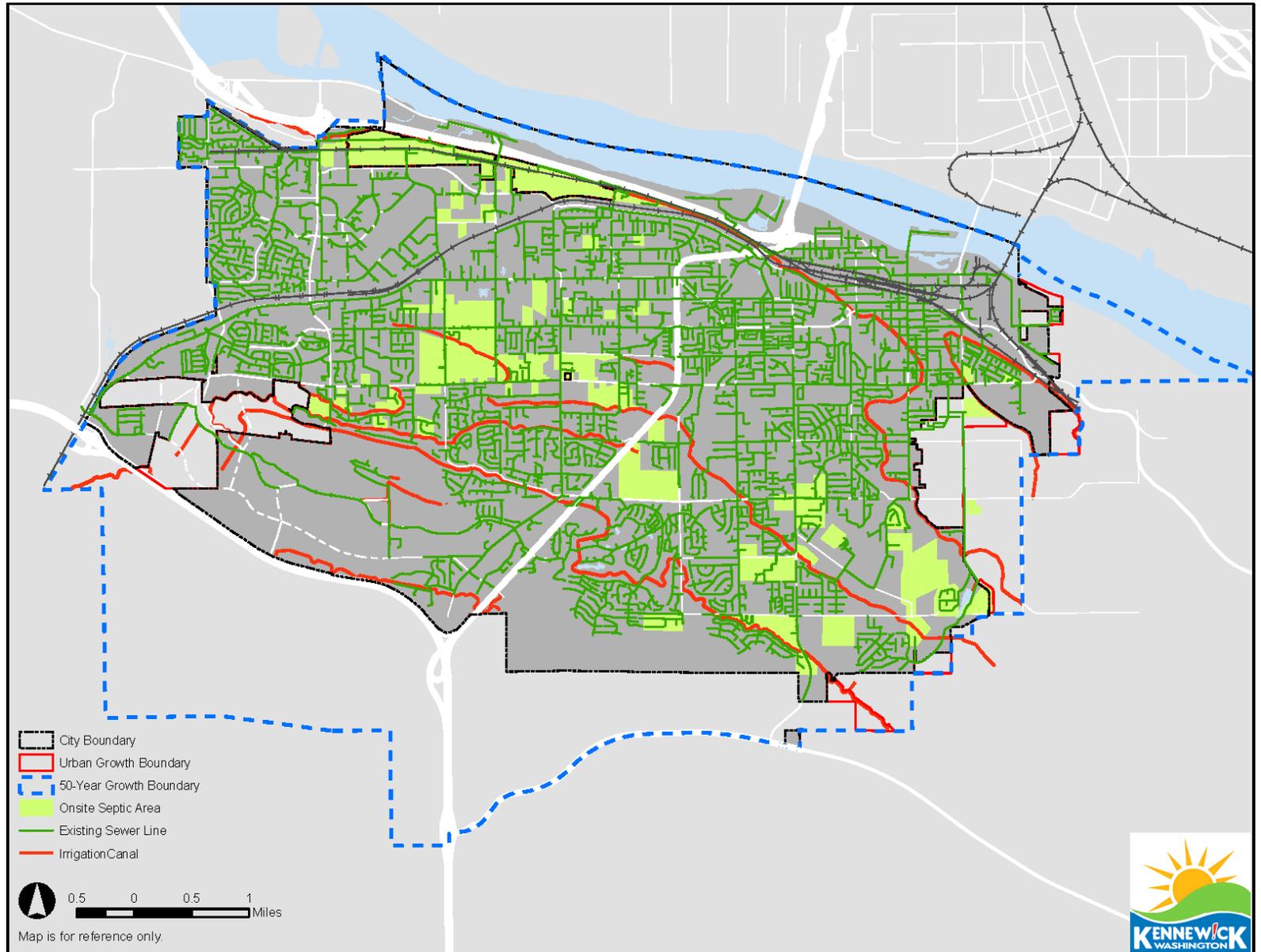
IMPLEMENTATION

- Annual Budget – appropriation of Capital Projects

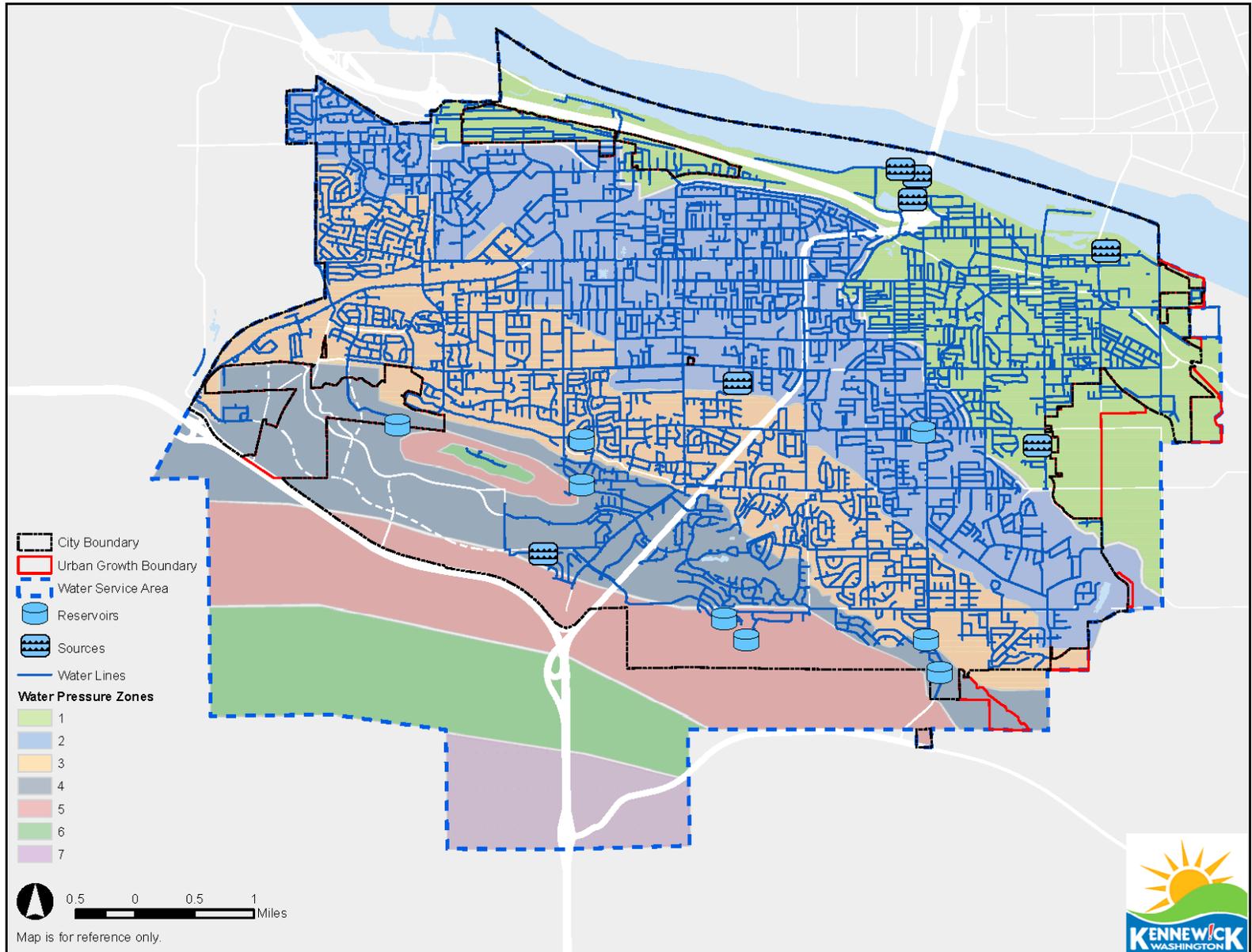


- KMC 4.12.055
- Resolution No. 02-21 – establishing conditions for water and sewer extensions and connections in the County
- City of Kennewick, Water Comprehensive Plan
- City of Kennewick, Comprehensive Stormwater Plan
- City of Kennewick, Transportation Element
- City of Kennewick, General Sewer Plan
- City of Kennewick, Comprehensive Parks and Recreation Plan
- Park Fees – KMC 17.100.010
- Interlocal Agreement – Water Intertie with City of Richland, March 5, 1975
- Benton Countywide Planning Policies # 1, 5, 6, and 20
- Local Improvement Districts
- Latecomers Agreements

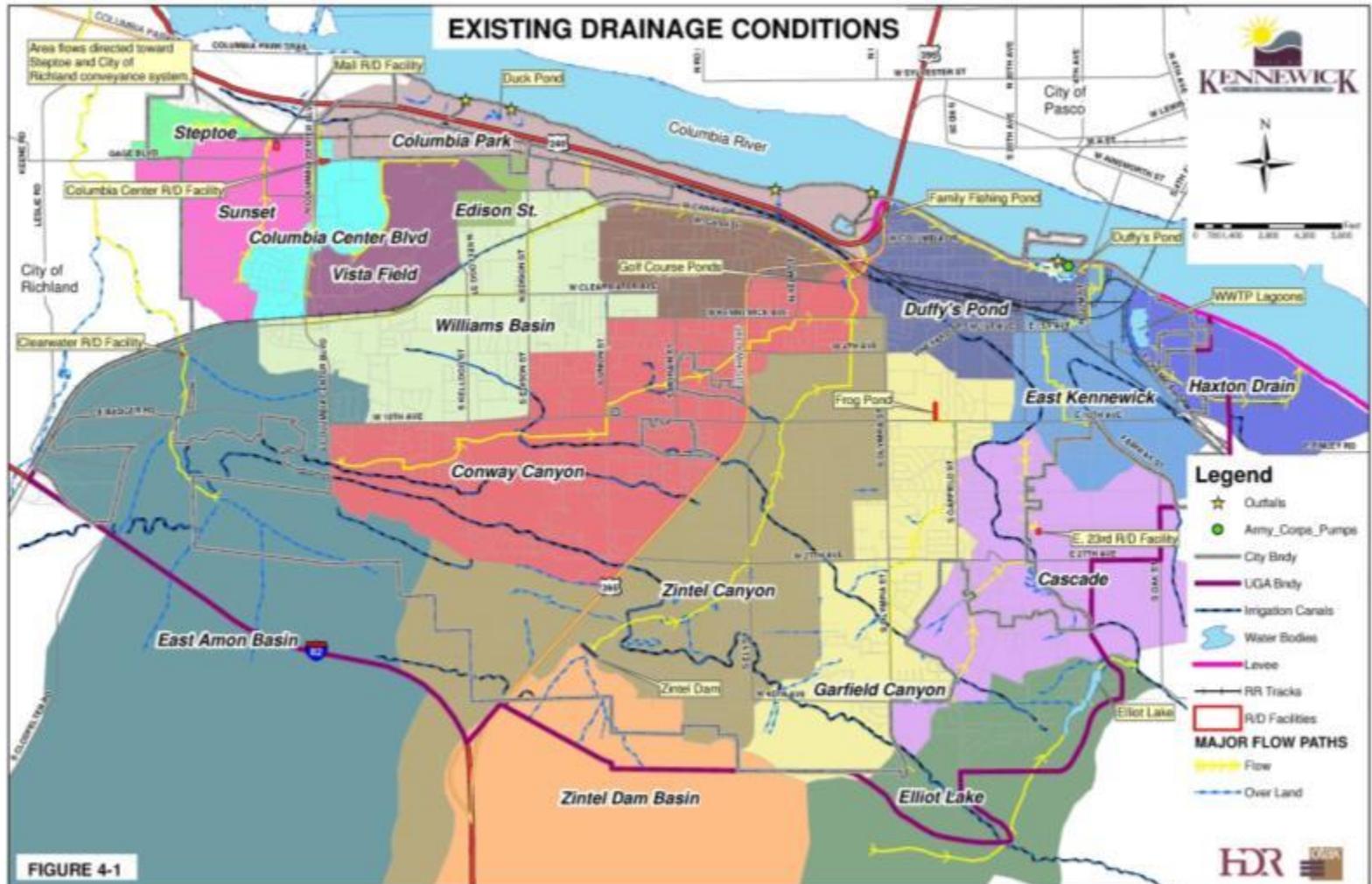
Map 2. Sewer System



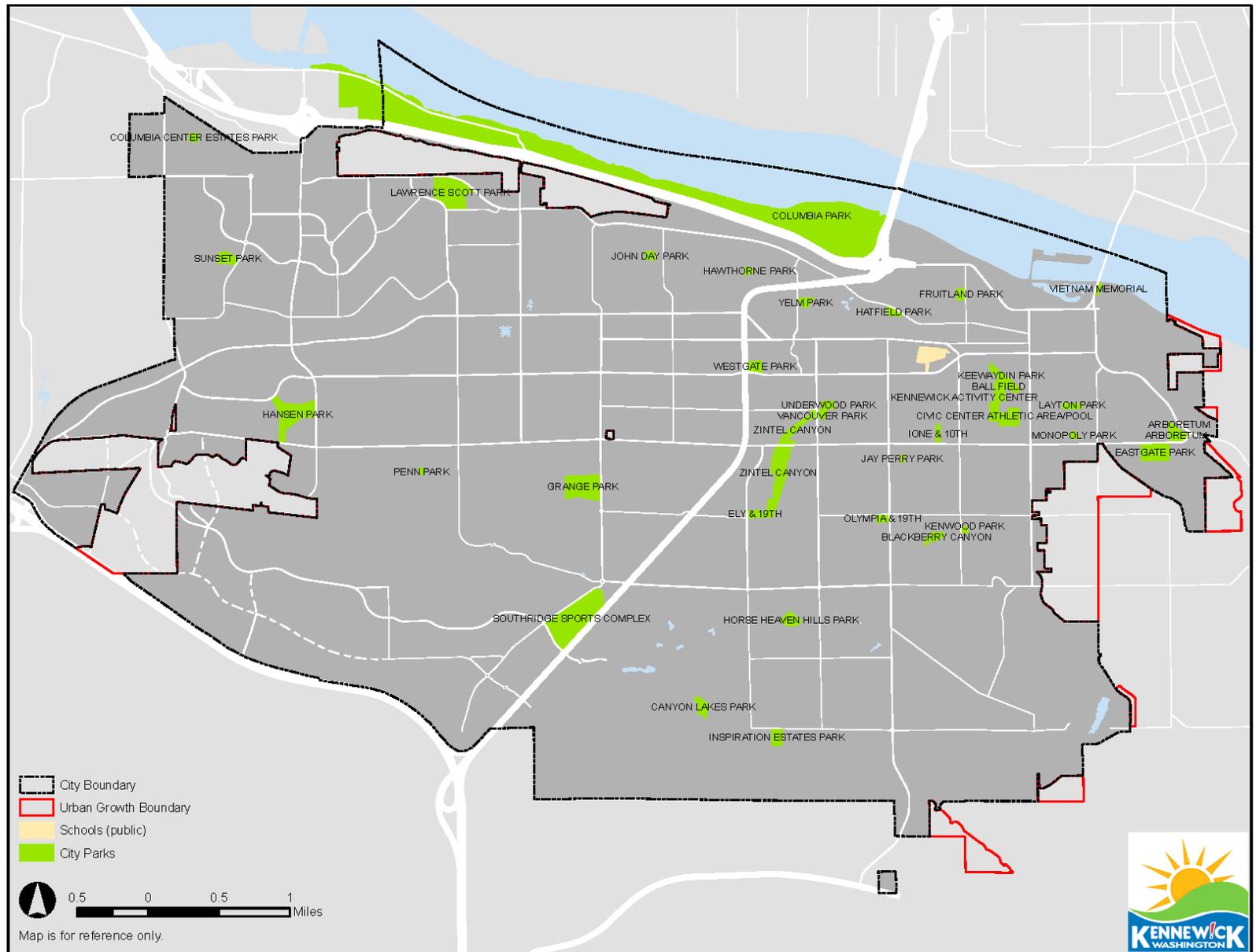
Map 3. Water System



Map 4. Drainage Conditions



Map 5. Recreation Areas





Section Five: UTILITIES

INTRODUCTION

This section addresses utilities owned and operated by entities other than the City such as electricity, telecommunication and natural gas. In Kennewick, these are provided by the Benton County Public Utility District (Benton PUD), Cascade Natural Gas Company (CNG), Charter Cable, Frontier Communications telephone, Waste Management of Kennewick (WMK), Kennewick Irrigation District (KID) and Columbia Irrigation District (CID). The City owned utilities such as water and sewer are discussed in the Capital Facilities Element of the Comprehensive Plan.

Rather than each utility being planned independently, it is more efficient for a coordinated effort to provide such utilities. The Benton-Franklin Utility Coordinating Council works to address some of these issues. The Council is comprised of members from local jurisdictions and utility companies. The City and utility providers also participate in energy conservation measures through recycling, green power, and energy efficient construction methods.



STATUTORY REQUIREMENTS UNDER GMA

Utilities are mandated items for the Comprehensive Plans of the cities and counties in Washington State, according to the Washington State Growth Management Act (GMA). The GMA requires municipalities to address general location, proposed location and capacity of all existing and proposed utilities including but not limited to, electrical lines, telecommunication lines, and natural gas lines. GMA suggests that cities and counties coordinate with non-municipal service providers to include an analysis of capacity needs of various utilities over the 20-year planning period. Utilities discussed in this section only include non-city owned utilities. City owned utilities such as water and sewer are discussed in the Capital Facilities section of the Comprehensive Plan.

FACILITIES AND DISTRICT CHARACTERISTICS

Non-City owned utilities are those utilities privately owned or owned by public entities other than the municipality in which they provide services. Usually electric lines, telecommunication lines, and natural gas lines fall under this category. Non-City owned utilities that serve Kennewick are:

- The Bonneville Power Administration (BPA)
- Benton County Public Utility District (PUD)



- Cascade Natural Gas Company (CNG)
- Kennewick Irrigation District (KID)
- Columbia Irrigation District (CID)
- Charter Cable
- Frontier Communications telephone, and
- Waste Management of Kennewick (WMK)

Unlike City utilities providing services mostly to City residents, non-City owned utilities are not necessarily restricted by City boundaries. They have the option of serving customers both in the City and in the surrounding areas. Service districts for these utilities are varied in size and boundaries, and are established in a myriad of ways. Generally, franchise agreements between the City and the utility provider determine conditions and terms of the service.

Most of the boundaries of these service districts overlap, and some are identical with existing City boundaries. Charter Cable, part of a multi-state corporation, is usually available only to residents within the City limits. Some subdivisions in the County adjacent to the City also receive the cable service. The Benton County Public Utility District (PUD), the local provider of retail electricity to Kennewick, operates as a locally regulated and controlled wholesale customer of the Bonneville Power Administration (BPA), which is directed by the U.S. Department of Energy. The BPA is a multi-state conglomerate with many area and district offices serving the northwestern United States.

Kennewick and Columbia Irrigation Districts are local public agencies of the State of Washington and work as quasi-municipal corporations. They deliver irrigation water in Kennewick, Richland, West Richland and Benton City. Cascade Natural Gas Corporation (CNG) is a multi-state corporation, operating at the local level by a City franchise agreement. Another multi-state corporation, Frontier Communications, provides telephone service to Kennewick through a franchise agreement.

Currently there is a Utility Coordinating Council administered by the Benton-Franklin Council of Governments, whose responsibilities include coordinating trenching, mapping, and long-range planning. The Council also deals with the locating of underground utilities in accordance with the "U-Dig" law. The Council is comprised of members from cities within Benton and Franklin Counties, Cascade Natural Gas, Kennewick Irrigation District, Benton PUD, and several other local pipeline companies and utility providers.



GENERAL LOCATION AND CAPACITY

ELECTRICITY

Bonneville Power Administration does not directly provide electricity to the City of Kennewick. They have approximately 400 substations and 14,000 circuit miles of transmission lines, with some located in and around Kennewick. Both 115 kV and 230 kV transmission facilities cross Kennewick, requiring either ownership of the land on which these lines cross or more commonly, owning the rights to the land as right-of-ways. These are easements restricting encroachments on that land, and are maintained by the BPA.

Electricity to the City of Kennewick and various outlying areas is actually provided by Public Utility District No. 1 of Benton County, also known as Benton PUD, located at 2721 W 10th Ave. Benton PUD receives the vast majority of its electricity from the Bonneville Power Administration with some purchases from wholesale power markets to cover peak usage periods. To help meet state renewable portfolio standards Benton PUD also purchases energy from Energy Northwest's Nine Canyon Windfarm located just south of Kennewick and the White Creek Windfarm located near Goldendale, Washington. They serve five subsystems in this region: Kennewick Urban, Benton City, Prosser, Columbia River irrigation projects, and Hanford/Cold Creek. Only the Kennewick Urban subsystem is discussed in this section.

The Kennewick Urban subsystem is supplied by ten miles of 115kV transmission line, eight substations located throughout the City and 54 electric distribution feeders. Each feeder is designed to supply the electrical current for several sub-regions, with the capacity to switch to other feeders if an equipment failure should occur. These feeders are the basic unit of electricity planning and are typically designed to carry a maximum load of 8,000 kW under normal system conditions and 12,000 kW under emergencies. For planning purposes, each new residential customer of the District can be assumed to contribute 10 kW to the distribution feeder load. Using this figure, every 800 new residential buildings will require a new feeder line.

NATURAL GAS

Cascade Natural Gas Corporation is a natural gas distribution company with a local office located at 8113 W. Grandridge Blvd. in Kennewick. Cascade Natural Gas Corporation provides service to over 282,000 customers, in 96 communities – 68 of which are in Washington and Oregon. In 2015, Cascade provided natural gas service to 7,517 residential and commercial customers in the Kennewick area. Cascade expands its services to businesses and neighborhoods based on the demand. The average therm usage per residential customer is 683 therms. Each therm of natural gas contains 100,000 British Thermal Units (BTU) of energy.

IRRIGATION WATER

Irrigation water in Kennewick is provided by the Kennewick Irrigation District (KID), and Columbia Irrigation District (CID). In areas where there is no irrigation water, City water is used to meet the minimum irrigation requirements.



KENNEWICK IRRIGATION DISTRICT

The Kennewick Irrigation District delivers irrigation water and promotes related water activities, as authorized by Washington State statutes and Federal laws. The District operates and maintains over 88 miles of canal from Chandler to Hover. Water is diverted into the main canal at Chandler which is approximately 11.5 miles southeast of Prosser on the Yakima River and Hover is across the Columbia River from the Boise Cascade Pulp Mill. KID also delivers water around Badger Mountain via the Badger East Canal which ends close to the Tri-City Raceway in West Richland. It operates and maintains 144 Local Improvement Districts. It also serves through Private Lines Areas (PLA).

In Kennewick, KID delivers irrigation water to most of the City except for some areas to the north, east and southwest. It also operates and maintains one domestic water system. Within Kennewick's UGA, it has 117 Local Improvement Districts (LID). The following table indicates canals and laterals with the service area acreage. The attached map shows KID's service area within the Urban Growth Boundary.

COLUMBIA IRRIGATION DISTRICT

The Columbia Irrigation District system consists primarily of open canals, both lined and unlined, which total approximately 41 miles in length. The system begins at Wanawish Dam where water is diverted from the Yakima River into the main canal. The CID is one of the oldest irrigation entities on the Yakima River System. Its water rights date back to the end of the 19th century. The CID is located along the Yakima and Columbia Rivers, stretching from West Richland to Finley and in between, serves portions of the City of West Richland, City of Kennewick, and rural Benton County. It delivers irrigation water to approximately seven thousand parcels and ten thousand acres.

In Kennewick, the Columbia Irrigation District serves the north and east sides of Kennewick. CID canals in Kennewick run along the eastern part of the City as well as northern part parallel to Canal Drive and SR 240. It serves about 700 acres, in 2000 parcels within the City boundary. The attached map obtained from CID's webpage shows the service area within Kennewick's Urban Growth Boundary.

TELECOMMUNICATIONS

Basic and enhanced telecommunication services in Kennewick are provided by Frontier Communications Northwest. Long distance service is available from Frontier Communications, as well as from various other long distance carriers. In many cases, Frontier Communications can also provide fiber-fed and/or high-speed broadband facilities. Frontier Communications has expanded its DSL network, and that service is available in much of the Kennewick area. Provisioning of communication facilities to commercial and residential developments takes place concurrent with growth, typically underground.



In addition to landlines, Kennewick is being served by various cellular phone companies. Such wireless services are provided through cell towers, and/or collocations. Cell tower sites are regulated through the Kennewick Municipal Code. Collocations in existing structures are strongly encouraged in order to minimize the adverse visual impacts of such facilities.

CABLE TELEVISION

Charter Communications provides Basic, Expanded Basic, Digital Service, High Speed Internet Access, Impulse Pay-Per-View and Video On-Demand services to residents in the Tri-Cities area. Service is provided within the Kennewick City limits by franchise agreement. Charter's privacy policy does not allow the city to release the number of customers Charter serves. Service expansion is planned using the general figure of 15 residences per each quarter mile of cable line.

GARBAGE COLLECTION

Waste Management of Kennewick (WMK) provides garbage collection services under a franchise agreement with the City. Subscription to service is mandatory for health and safety reasons. Pick up of garbage is weekly from residential homes and businesses at a minimum. Curbside residential recycling is available at no extra cost to the subscriber. There are five drop-box recycling centers placed within the community for businesses and multi-family recycling. Waste Management also operates a transfer station at 2627 S. Ely Street. This facility is open six days a week, Monday through Saturday. A free dump coupon program has replaced the Spring and Fall free dump weeks. Each residential customer in good standing may receive coupons for 12 free dumps valid any day throughout the year. There is an additional post-holiday free dump week immediately following Christmas. There is solid waste disposal at the transfer station as well as a recycle buyback center. Recyclables are also collected from residences and businesses, as well as debris from construction and demolition projects. All recyclables are taken to Clayton Ward Recycling in Kennewick. All other waste is taken to Columbia Ridge. No sorting is done. The present franchise agreement with Waste Management is due to expire in 2025.

FUTURE NEEDS

Supply of these various utility services to customers is provided using established and tested guidelines. These guidelines are used as the basic determination of long-range planning for maintenance and expansion of the systems. For planning purposes, the guidelines are converted and defined on a per capita basis. Each utility has its own level of service calculations and capacity levels used for long-range planning.

Cascade Natural Gas continues to expand its service to businesses and neighborhoods where there is a demand. Charter Cable provides services mainly within the City limits and expands according to demand. Frontier Communications has already expanded



its service to most of the Kennewick Urban Growth Area. Irrigation districts' (KID and CID) plans currently do not indicate any major expansion of the facilities. WMK is serving the City based on the demand and has no future plan for major facility expansion. Cascade considers 683 therms as the average therm usage per residential customer. Each therm of natural gas contains 100,000 British Thermal Units (BTU) of energy. For electricity planning purposes, each new customer house in the District is anticipated to draw 10 kW. Using this figure, every 800 new residential buildings will require a new feeder line. As Kennewick grows, both in population and size, these levels of service can be combined with the projected growth figures to determine the anticipated supply that must be made available in the future to adequately service the new areas.

Benton PUD's forecast is based on its entire service area within Benton County. The 2016 Ten Year Load and Customer Forecast Base Case Scenario predicts a five year Average Annual Rate of Growth (AARG) of 0.41%. By the year 2025, this would result in an annual average power increase of 10 average megawatts (aMW) over the 2015 load of 205 aMW at the Bonneville Power Administration Points of Delivery (POD) which includes distribution system losses.

The majority of Benton PUD's wholesale electricity is supplied by the Bonneville Power Administration (BPA) under what is referred to as a Slice/ Block contract. BPA's power supply consists primarily of the electricity produced by federal Columbia and Snake River hydroelectric power plants along with Energy Northwest's Columbia Generating Station nuclear power plant located near Richland, Washington. Under the Slice portion of the BPA contract Benton PUD has rights to sell surplus hydroelectric power produced above their electricity demand but must make up the difference with purchases in the wholesale power markets when demand is above their BPA contract amount. The balance of Benton PUD's power supply portfolio consists of 50 megawatts (MW) of

Customer Forecast by Customer Class			
(Medium Case)	2015 Actual	2020 Forecast	2025 Forecast
Residential	42,375	45,040	47,576
Small General Service	4,828	5,159	5,477
Medium General Service	758	823	889
Large General Service	151	165	178
Industrial	3	3	3
Small Irrigation	560	535	507
Large Irrigation	234	295	349
Street Lights	9	9	9
Security Lights	1,482	1,519	1,546
Unmetered	362	362	365
Total	50,762	53,910	56,899
		(with Conservation)	(No Conservation)
Residential	75.97	83.87	86.60
Small General Service	13.87	14.63	15.33
Medium General Service	20.85	21.75	22.76
Large General Service	25.82	24.61	25.92
Industrial	7.64	8.31	8.58
Small Irrigation	1.88	1.79	1.79
Large Irrigation	51.57	52.29	52.29
Street Lights	0.31	0.28	0.28
Security Lights	0.16	0.17	0.17
Unmetered	0.35	0.36	0.36
Total	198.40	208.07	214.08

the Frederickson 1 Generating Station Combined Cycle Combustion Turbine, approximately 5.4 average MW from the Nine Canyon and White Creek wind farms and about 1 average MW from the Packwood Lake Hydroelectric Project. Benton PUD's power supply portfolio with very low river flows (critical hydro conditions) is expected to supply enough electricity to meet expected loads on an average annual basis through 2022. Under average water flow conditions the current power supply is adequate through 2034.

Charter Cable provides services mainly within the City limits and expands according to demand. Frontier Communications has already expanded its service to most of the Kennewick Urban Growth Area. Irrigation districts' (KID and CID) plans currently do not indicate any major expansion of their facilities. Waste Management Kennewick is serving the City based on the demand and has no future plan for major facility expansion.

UTILITIES GOALS + POLICIES

GOAL 1: Coordinate non-City owner utilities for supply and efficiency.

POLICIES:

1. Support coordinated service extensions of all utilities to new developments.
2. Support the Benton-Franklin Utility Coordinating Council in order to site regional utility facilities in a timely manner.

GOAL 2: Support conservation measures for new construction and renovation.

POLICIES:

1. Promote joint use of transportation rights-of-way and utility corridors where possible.
2. Siting of necessary new utility facilities shall be consistent with the growth indicated in the Land Use Element. Opportunities to renovate existing utilities before adding new facilities should be considered.
3. Encourage green building principles in construction and renovation using alternative energy, energy efficient utility fixtures and recycling.

GOAL 3: Encourage aesthetic compatibility of utility facilities with surrounding land use and opportunities to develop recreation facilities.

POLICIES:

1. Encourage underground placement of new utilities. Coordinate with other utility providers to ensure that the use of right-of-ways and easements meet City street and landscape standards.
2. Utilize franchise agreements to accomplish undergrounding of new and existing facilities.
3. Utilize street reconstruction projects to underground new and existing utility facilities.
4. Encourage irrigation district right-of-ways to be used for connecting trails consistent with the City's Parks, Recreation, and Open Space Plan.

GOAL 4: Promote access to telecommunication services for businesses and residents and site new telecommunication facilities in a way that minimizes impacts.

POLICIES:

1. Promote the timely and orderly expansion of all forms of telecommunications service within the City and its planning area.
2. Coordinate with communication utilities to ensure adequate telephone services and high speed technology services in the community.
3. Require the placement and design of wireless communication facilities in a manner that minimizes the adverse impacts on adjacent land uses.
4. Require the siting and location of telecommunications facilities be accomplished in a manner that minimizes adverse impacts on the environment and adjacent land uses.

IMPLEMENTATION

UTILITY REVIEW

- KMC 5.56 – Public Works and Construction Standards
- KMC 9.04 – Garbage
- KMC 17.10.220 – Final Plat – Utility Companies



- KMC 17.20.010 – Design & Construction
- City of Kennewick Standard Specifications and Details for Municipal Public Works Construction – Standard drawing numbers 2-1 through 2-5 (KMC 5.56.030(7) and 5.56.040)
- DPW policies on street improvement

UNDERGROUND UTILITIES

- KMC 5.56.260 and 5.56.270 – Installation of Underground Utilities
- KMC 17.20.020 – Underground Utilities and Street Lights
- Design Standards – Arterial and Residential Street Landscaping
- Franchise agreements with various utilities
- KAC 12.80 – Right-of-Way Procedure
- Recommended Guidelines from Benton Franklin Utility Coordination Council
- RCW 19.122 – Underground Utilities

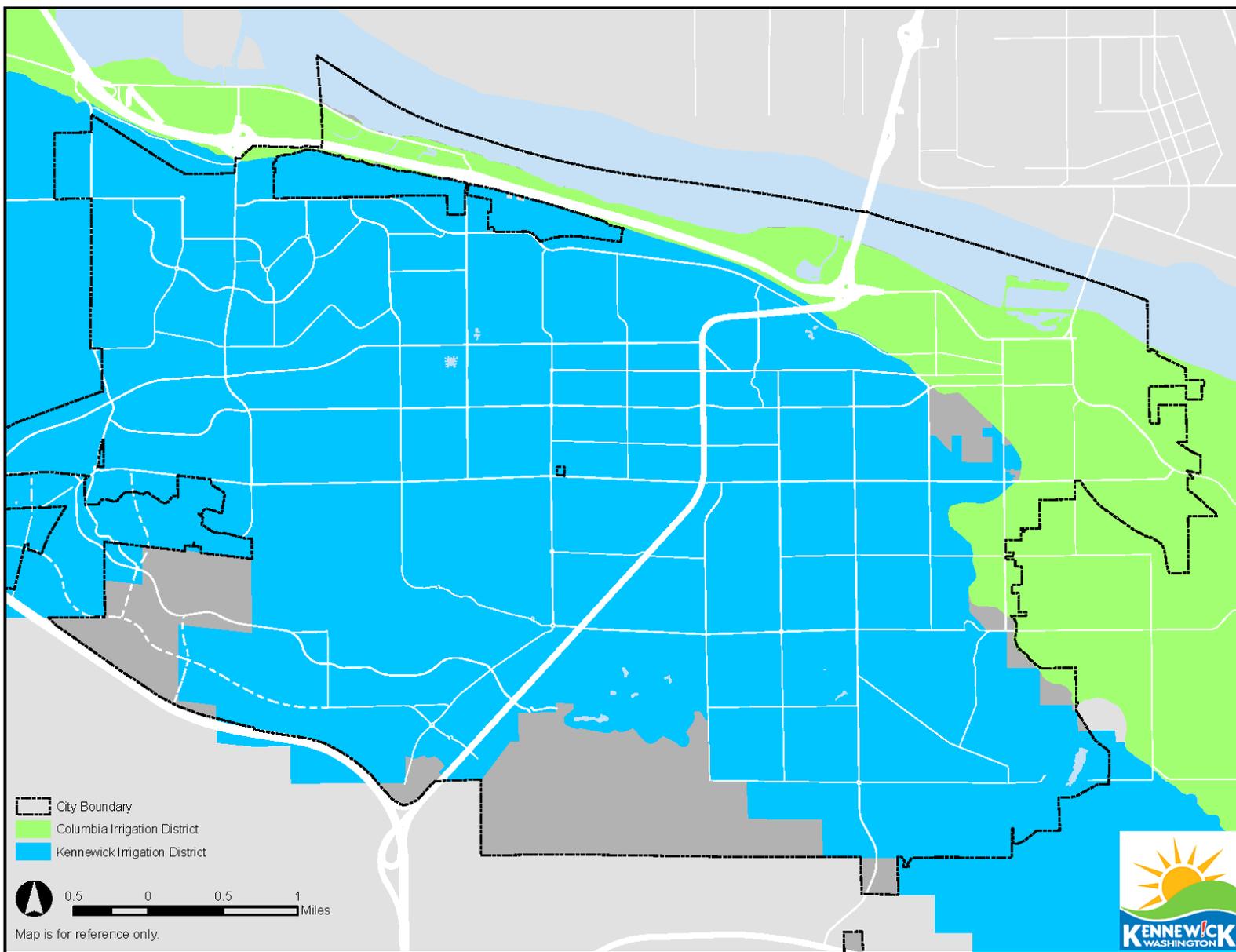
SITING

- Kennewick Comprehensive Plan – Land Use Element – Essential Public Facilities Section

RECYCLING AND GREEN BUILDING

- KMC 9.04.110 – Resource Recovery
- Washington State Energy Code – Chapter 51-11 WAC

Map 6. Irrigation Districts





Section Six: TRANSPORTATION

INTRODUCTION

The transportation section of the Comprehensive Plan is a required element. It is designed to implement, and be consistent with the land use element. Safe and efficient movement of people, goods and services is the primary purpose of transportation planning. To accomplish this, the system must be internally consistent, coordinated between modes, and link appropriately with neighboring jurisdictions and the region. The overall vision for Kennewick's Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth.



Private automobiles are the predominant users of the roadways, but a complete transportation system must also consider the needs of other modes of travel. Bicycles, public transit, school busses, commercial vehicles, emergency vehicles, air, water, and rail services are also part of our region's transportation system.

Land uses determine street design and classification. Generally street right-of-ways are obtained during new residential platting, or in commercial and industrial areas, during development review. Street linkages between established areas and proposed new ones are critical for mobility, access, and rapid response by emergency services.

Determining future land uses will significantly affect the ability to forecast traffic volumes and required transportation projects. Projects and funding fit together into a multi-year financing plan for the Capital Improvement Plan (CIP) and the Transportation Improvement Plan (TIP).

STATUTORY REQUIREMENTS UNDER GMA

The transportation section of the Comprehensive Plan is a required element. It is designed to implement, and be consistent with the land use element. Safe and efficient movement of people, goods and services is the primary purpose of transportation planning. To accomplish this, the system must be internally consistent, coordinated between modes, and link appropriately with neighboring jurisdictions and the region. The overall vision for Kennewick's Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth.



Kennewick transportation policies must be consistent with the Growth Management Act as required in RCW 36.70A.210 of the Growth Management Act. RCW 36.70A.070 identifies the Transportation Element of one of 8 required elements. Additionally, RCW 36.70A.020 contains planning goals for the state. State Planning Goal 3 states: “Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”

RCW 36.70A.070(6) outlines the requirements for the Transportation Element to include the following:

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following sub-elements:

(i) Land use assumptions used in estimating travel;

(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;



- (E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
 - (F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;
- (iv) Finance, including:
- (A) An analysis of funding capability to judge needs against probable funding resources;
 - (B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;
 - (C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;
- (v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- (vi) Demand-management strategies;
- (vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- (b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.



(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

COUNTYWIDE PLANNING POLICIES

The policies and goals within the Transportation Element of the Kennewick Comprehensive Plan are consistent with the applicable County-Wide Planning Policies as shown below:

Policy #1: The Comprehensive Plans of Benton County and each of the cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

3. Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

10. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. With the exception of water, sewer, and local access streets, which shall be available at the time of occupancy, the term "adequate" shall be defined as either available at the time of occupancy, or shown on the current Capital Improvement Plan (CIP), as a funded project within six years.

Policy #14: Maintain active County-City participation in the Regional Transportation Planning Organization* in order to facilitate City, County, and State coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.

**The Benton-Franklin Council of Governments is designated as the Regional Transportation Planning Organization.*

INVENTORY OF AIR, WATER & LAND TRANSPORTATION

The Comprehensive Plan must include an inventory of air, water, and land transportation facilities and services within the City of Kennewick. This inventory must also include transit alignments and state-owned transportation facilities per RCW 36.70A.070(6)(a)(iii)(A).



AIR TRANSPORTATION

Vista Field Airport was built in 1943 for naval operations. During World War II it served as a training facility for the Pasco Naval base. At the end of the war it was deeded to the Kennewick Irrigation District (KID) and opened to the public for general use. In the mid-1970s ownership of the land was split between the City of Kennewick and the KID and was annexed to the City of Kennewick. In 1991, the City transferred ownership of the Vista Field to the Port of Kennewick. The sale was coupled with a purchase and sale agreement containing a condition that should the airport cease operations, ownership of Vista Field would revert back to the City. In 2008, the reversionary clause was eliminated and in 2010, the contract was dissolved. The Port of Kennewick closed airport operations at Vista Field on December 31, 2013. The Port commenced a master planning process for the redevelopment of Vista Field and the surrounding properties in the summer of 2014 and concluded the process in 2015.

WATER TRANSPORTATION

The Kennewick urban growth boundaries contain 8 miles of Columbia River shoreline on the northern side of the City. There is no public transportation on the Columbia River owned or operating from Kennewick.

Private barge services have Interstate Commerce Commission (ICC) authority to serve the area and are available for shipping bulk agricultural products, containerized storage, and liquid fuels & fertilizers from the area to the lower Columbia River. There is one barge company, Shavers Transportation, serving the region at this time. It owns no facilities in Kennewick.

LAND TRANSPORTATION

RAIL

The Burlington Northern Santa Fe and the Union Pacific Railroads both offer mainline rail service in Kennewick. Burlington Northern maintains approximately eight miles of mainline track and a complex of sidetracks within Kennewick. Each intersection of mainline track with a city street is signalized. The sidetracks are not signalized. The opening of the Stampede Pass corridor is expected to increase daily traffic through Kennewick from six to as many as twenty trains per day. This will impact six at-grade crossings.

Burlington Northern Santa Fe owns two buildings in Kennewick. One is the old depot north of the historic downtown area, which is used by railroad train crews. The other building is leased to a private business. It also owns and maintains the Columbia River Railroad Bridge between Pasco and Kennewick.

The Union Pacific Railroad owns approximately eight miles of mainline track in Kennewick, with seven signalized crossings. They own no additional property within the City.



The Port of Kennewick owns one track section within the City. The Port maintains the track lines, ties, switches and crossings. The Port of Benton owns approximately 1-1/2 mile of industrial lead and siding within the City of Kennewick limits.

Amtrak provides intercity passenger rail service. The Amtrak station is located in Pasco and shares tracks with BNSF. The route between Pasco and Portland goes through the northeast portion of Kennewick.

PUBLIC TRANSIT

Ben Franklin Transit (BFT) is a municipal corporation, which provides public transportation services in a 616-square mile area known as the Public Transportation Benefit Area (PTBA). BFT's PTBA covers portions of Benton and Franklin Counties including the jurisdictions of West Richland, Prosser, Benton City, Richland, Kennewick, Finley, and Pasco. BFT is funded with six-tenths of one percent of all sales tax dollars generated within the PTBA. BFT funding is supplemented with fare box revenues, federal funding and state funding.

Fixed-route buses operate Monday through Friday from 6:00 am to 6:00 pm and Saturday from 8:00 am to 6:00 pm. Dial-A-Ride (DAR) is specialized door-to-door transportation for people whose disabilities limit their ability to use the fixed-route bus system. BFT exceeds requirements set forth in the Americans with Disabilities Act (ADA) by providing Paratransit service within the PTBA. Service provided outside the ¼ mile of fixed routes requires a premium fare. Operating hours for Paratransit services are the same as fixed route.

BFT's Vanpool program is a ride share alternative for those with long commutes. Volunteer drivers and riders share the cost of fuel, maintenance, and insurance through a monthly fare to utilize BFT vans. Vanpool drivers are fellow commuters, responsible for collecting the monthly fee and fueling the vehicle. The monthly Vanpool fare is based upon miles travelled.

Transit centers located in Kennewick are the Ed Frost Transit Center at Huntington Street, the Dayton Street Transit Center, and the Three Rivers Transit Center on Okanogan Place. There are two "park and ride" facilities in Kennewick. One is located at the Ed Frost Transit Center at Huntington and the other at 27th Avenue & S. Union Street.

TRUCKS

Truck Routes for vehicles over 14,000 pounds of gross weight are restricted to three road segments:

- Columbia Drive from US 395 interchange to SR 397;
- SR 397 from northern City limits to southern City limits; and
- US 395 from northern City limits to southern City limits.

W. 27th Avenue between S. Washington Street and S. Olympia Street is the only truck-restricted street in Kennewick. It is specifically signed to prohibit all traffic of trucks over 10,000 pounds gross weight except for pickup and delivery.

STREETS

Federal requirements determine that all public roads in the United States are to be uniformly classified by function. For balance, the criteria identified percentages of roads for each classification level. KMC 13.04 *Classification of Public Streets* identifies the four major types of public streets. They are classified and described in the following table.

Table 23: Functional Street Classification

Classification	Description
1. Principal Arterials	Intercommunity and intrametro area streets that are primarily used for traffic movement. Their general characteristics include moderate to high speeds that are generally thirty-five (35) mph to fifty-five (55) mph, high traffic generators, and no on street parking.
2. Minor Arterials	Intercommunity and intrametro area streets that provide primarily for traffic movement and secondarily for land access. Their general characteristics include moderate speeds (30 mph and above) and moderate to high traffic volumes (5,000 to 30,000 vehicles per day), some restriction on traffic movements, controlled driveway spacing and on street parking is generally prohibited.
3. Collectors	Streets with primary function to collect and distribute traffic between the local street system and the arterial street system. Collectors also provide for land access and inter-neighborhood traffic movement. Their general characteristics include low speeds (25 mph and above), low to moderate traffic volumes (500 to 20,000 vehicles per day), limited regulation of access control, and limited on street parking.
4. Local Access	Streets that primarily serve direct land access with the secondary function of traffic movement. Their general characteristics include: low speeds (25 mph), low traffic volumes (less than 1,500 vehicles per day), few access controls, and parking is generally permitted.

Federal guidelines establish high and low percentages for each classification type. The following table shows Kennewick percentages and the range of ideal percentages as determined by the Federal government.

Table 24: Miles of City Streets

Street Classification	Total Miles	Kennewick	Federal Guidelines
1. State Highways	7.96	3.0%	None
2. Principal Arterials	12.79	4.45%	5-10%
3. Minor Arterials	42.57	14.80%	10-15%
4. Collectors	24.03	8.36%	5-10%
5. Local Access	208.21	72.40%	65-85%

LEVEL OF SERVICE STANDARDS

Levels of service are qualitative measures established for various types of roadways using factors such as speed, freedom to maneuver, interruptions in the traffic flow, and convenience. Levels of service range from A to F and are defined by the Transportation Research Board. The following table identifies the level of service classifications for area roads and streets from the *2011-2032 Regional Transportation Plan for the Tri-Cities Metropolitan Area and the Benton-Franklin-Walla Walla RTPO*.

Table 25: LOS Definitions

Category	Definition
LOS A	Describes a condition of free flow with low volumes and higher speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.
LOS B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
LOS C	In the range of stable flow but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the driver. The general level of comfort and convenience declines noticeably at this level.
LOS D	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
LOS E	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.

The following table contains the City of Kennewick levels of service for city streets:

Table 26: Levels of Service

Functional Classification	Level of service
Local Streets	LOS C
All Arterials & Collectors	LOS D
Columbia Center Boulevard	LOS E

Kennewick’s roadways and facilities for alternative modes of traffic interconnect with those of Richland, Benton County, Franklin County, and Washington State. Traffic, including vehicles, pedestrian, bicyclists and trains, must be able to transition smoothly from



one jurisdiction to another without undue congestion or hazards. The RTPO has established the LOS for urban areas as “D” and for rural areas as “C”.

Coordination for levels of service is vital. This is accomplished through cooperation with all of the affected jurisdictions, the Regional Transportation Planning Organization (RTPO), and the Benton-Franklin Council of Governments. Their specific duties are for Benton, Franklin, and Walla Walla counties and the cities within them and include:

- Prepare and update a transportation plan for the region.
- Prepare a Regional Transportation Plan that is consistent with countywide planning policies, local comprehensive plans, and state transportation plans.
- Certify that the transportation elements of local plans reflect the region’s guidelines and principles for transportation planning, are consistent with the Regional Transportation Plan, and conform to GMA requirements.
- Certify that countywide planning policies and the RTP are consistent.
- Develop a six-year RTIP with regionally significant transportation projects and programs and demand management strategies.
- Designate a lead planning agency to coordinate preparation of the Regional Transportation Plan and other responsibilities.
- Review level of service methodologies to promote a consistent regional evaluation of transportation facilities and corridors.
- Work with cities, counties, transit agencies, WSDOT, and others to develop level of service standards or alternative transportation performance measures.

The transportation element of Kennewick’s Comprehensive Plan must coordinate with the transportation plans of the RTPO. It must also coordinate with the transportation plans of adjacent cities and the transportation plan of Benton County. It will be the joint responsibility of the RTPO and the City to ensure that this element of the Kennewick Comprehensive Plan meets this requirement.

HIGHWAYS OF STATEWIDE SIGNIFICANCE

Part of SHB 1487, passed in 1998 and known as the “level of service” bill, requires the Washington State Department of Transportation to identify Highways of Statewide Significance (HSS). HSS routes include National Highway System designations, rural highways serving statewide travel, urban routes linking rural HSS, principle arterial ferry routes, long haul freight routes, and connections to ports. Improvements to HSS routes are to be considered priority for funding by the Washington State Transportation Commission. Designated HSS routes through the city of Kennewick are:



- SR 240 from the northwest city limits to SR 395
- SR 395 from the southern city limits to the Franklin County line

The Washington State Department of Transportation, in consultation with local agencies, is responsible for establishing level of service (LOS) standards for HSS. These highways are not subject to local concurrency requirements. The level of service established for the City segments of SR 240 and SR 395 is D as shown in the 2011-2032 Regional Transportation Plan. The Regional Transportation indicates that these roadways will operate acceptably in both 2020 and 2030 with the exception of SR 395 at the Blue Bridge. These deficiencies will be resolved as project priorities and plans are defined and developed.

POLICY FOR TRANSPORTATION CONCURRENCY

Concurrency is defined by GMA to mean that needed improvements for water, sewer, and transportation for development proposals are in place at the time of development or that a financial commitment exists to complete the improvements within six years. Pursuant to WAC 365-195-510(1), land use proposals that would reduce service of the adjacent streets below adopted levels and cannot meet concurrency must be denied unless the applicant does one, or both, of the following:

- Amend the application to reduce the need for capacity improvements of transportation facilities in order to maintain the adopted level of service; or
- Arrange to provide capacity for transportation facilities that is not otherwise available.

If levels of service standards are set too high, it is possible that growth could be stunted. This is contrary to GMA. Level of service standards that are set too low so that concurrency is always avoided also violates GMA. KMC Section 4.12.055 Project Concurrency is Kennewick’s response to the mandated requirement of WAC 365-195-510. It is based on the following specific levels of service standards for transportation.

Table 27: Level of Service for Transportation Concurrency

	LOS
Signalized Intersections – Existing	Level of Service “D”, Level of Service “E” for intersections along Columbia Center Blvd.
Unsignalized Intersections or Driveways (Minor Street Approach)	Level of Service “E”
Signalized or Unsignalized Intersection with Second Site Access Point within 1/3 mile with a Level of Service “D” or better	Level of Service “F”



SPECIFIC ACTIONS TO BRING INTO COMPLIANCE FACILITIES & SERVICES BELOW ESTABLISHED LOS STANDARDS

State law requires development be denied in the absence of strategies to meet compliance with transportation concurrency. Specific actions and requirements for doing so must be identified pursuant to RCW 36.70A.070(6). Land use proposals that would reduce the level of service of the adjacent streets and cannot meet concurrency requirements as established in KMC 4.12.055 Project Concurrency must be denied unless the applicant does one, or both, of the following:

- Amend the application to reduce the need for capacity improvements of transportation facilities in order to maintain the adopted level of service; or
- Arrange to provide capacity for transportation facilities that is not otherwise available.

Concurrency can mean that improvements or plans for such improvements are in place at the time of development, or that a financial commitment is available to complete the improvements within six years.

If a developer is unable or unwilling to amend the application in order to maintain the adopted transportation level of service, additional options may be available with approval of the City of Kennewick:

- Demonstrate that the development will have a lower need for capacity than usual, or expected, and existing capacity is therefore adequate.
- Developer assumes financial responsibility for funding to meet level of service standards.
- Lower level of service standard on an emergency basis by amending or revising the Comprehensive Plan.

Multi-modal strategies that could be used to meet concurrency include increased public transportation, ride-sharing programs, transportation demand strategies, or establishing innovative ways to pay for the needed improvements.

LAND USE ASSUMPTION IN ESTIMATING TRAVEL

Numerous assumptions are used in evaluating prospective impacts to the existing transportation system and facilities. The City uses a household size of 3.0 for low-density residential development by unit, 2.4 by unit for medium-density residential development, and 1.9 per unit for high-density residential development.

Additional land use assumptions used in Kennewick to determine transportation impacts are contained in the three-document “*Trip Generation*”, 9th Edition, Institute of Transportation Engineers, 2012. Specific land use assumptions unique to Kennewick are incorporated in the Kennewick Transportation System Plan that was completed in 2009.



FORECASTS OF TRAFFIC FOR AT LEAST 10 YEARS BASED ON LAND USE ELEMENT

GMA requires that local transportation planning be consistent with the land use element of the Kennewick Comprehensive Plan. Land use is also needed for establishing capital investments to provide adequate public facilities including transportation.

The *Regional Transportation Plan for the Tri-Cities Metropolitan Area, 2011-2032* was prepared by the Benton-Franklin Council of Governments. Land use data provided by each jurisdiction was used for modeling purposes using Traffic Analysis Zones (TAZ).

Each city and county provided ten-and twenty-year growth projections for specific land uses in each TAZ. An estimated projection for future growth in each TAZ was then used for modeling to prepare the 2011 regional transportation plan.

Table 28: Land Use Categories – TAZ (Kennewick)

Land Use Code	Land Use Type	Unit of Measure
LU1	Single-family	Dwelling Units
LU2	Multi-family	Dwelling Units
LU3	Industrial/Manufacturing	Employees
LU4	Retail	Employees
LU5	Finance, Insurance, Real Estate, Service, Government	Employees
LU6	Regional Mall	Employees
LU7	Airport	Employees
LU8	Schools	Students
LU9	Hanford Outer Area	N/A
LU10	Hanford Inner Area	N/A
LU11	Offices	Employees
LU12	Hotel/Motel	Number of Rooms
LU13	Assisted Living/Nursing Facilities	Number of Rooms
LU14	Undeveloped	Acres
LU15	Shift Industrial	Employees



Each metropolitan area within Benton and Franklin County submitted forecast data for the TAZ zones for 2010, 2020, and 2030 to update the 2011 Regional Transportation Plan. These forecasts were based on assumptions unique to each jurisdiction but were consistent with each jurisdiction’s comprehensive plan.

An important assumption made by the City and the Council of Governments is that future land use in the urban areas will continue as it is now, with single-family and multi-family residential, commercial, and industrial as the primary land uses.

Table 29: Kennewick Land Use by Acres - 2016

Land Use Category	Total Acres*
Residential	10,477.5 (66%)
<i>Low Density Residential</i>	8,206.1
<i>Medium Density Residential</i>	1842.7
<i>High Density Residential</i>	428.6
Commercial	1,982.1 (12%)
Industrial	787.5 (5%)
Open Space	1,564.1 (10%)
Public Facilities	324.5 (2%)
Schools	237.5 (1%)
Parks and Recreation	241.9 (2%)
Public Service	77.2 (>1%)
Critical Areas	259.0 (2%)
Total	15,951 (100.0%)

**Does not include roads, irrigation rights of way, railroad rights of way or Columbia River*

Residential development is traditionally the largest land use in urban areas, and Kennewick is no exception. Residential land in Kennewick is 66% of the total land use.



The next largest land use is commercial at 12% of the total. The largest concentration of commercial and retail use is in the northwestern part of Kennewick, from Columbia Center Boulevard east and west; south from W. Canal Drive; and north and south from W. Gage Boulevard. Other commercial nodes and strips occur throughout the City. They are centered on Hwy. 395, Clearwater Avenue, Columbia Drive, the Southridge area and W. 27th Avenue; and N. Edison Street from Clearwater Avenue to Canal Drive.

Land designated for Industrial uses comprise 5% of the total. These areas are primarily located in the Vista Field region, east and northeast of the historic downtown area and the railroad tracks, and at the southern tip of the newly annexed Southridge area.

Population projections are forecast in order to provide direction for planning and financing of required infrastructure. The 2016 official population for Kennewick is 79,120. Population estimates for 2027 indicates an increase to 98,288. This is a 24.2% increase in 10 years. The population estimate for 2037 is 112,044. The projected population increase from 2016 (79,120) to 2037 (112,044) is 32,924 people, or 41.6% increase.

Growth throughout the entire region will also affect transportation planning for Kennewick and the greater Tri-Cities region. The population increase for Benton County in the twenty years from 2016 (190,500) to 2037 (280,109) is projected by the Washington State Office of Financial Management to be 89,609 people, or a 47% increase.

Table 30: City of Kennewick Projected Population Growth

Jurisdiction	2016	2016-2027 Increase	2027	2016-2037 Increase	2037
Kennewick	79,120	+19,168(+24%)	98,288	+13,756 (+14%)	112,044
Benton County	190,500	+55,067 (+29%)	245,567	+89,609 (+47%)	280,109

Specific transportation traffic forecasts for the next twenty years have been included in Kennewick’s Transportation Systems Plan.

FINANCE

Kennewick’s Capital Improvement Program is updated biennially. It is intended to be a flexible, dynamic tool for the City. Its purpose is to correlate funding sources to needed improvements. There are 6 guiding policies to provide for consistency between the Kennewick Comprehensive Plan, the biennial budget, and the Capital Improvement Program.

- Ensure Kennewick’s land use and infrastructure elements are internally consistent.
- Reassess Kennewick’s land use plan periodically to ensure consistency between capital facility needs and financing.
- Use adopted level of service standards, operating criteria and/or performance standards to evaluate capital facility needs.



- Base capital facility needs on employment and population projections developed by the City in conjunction with County and State estimates.
- Update the CIP in conjunction with the annual Comprehensive Plan process.
- Ensure that necessary capital facilities are provided as required by the City's concurrency ordinance.

New projects are evaluated not only in terms of total cost, but what impact the project will have on current and future operating costs.

There are three capital improvement funds used for transportation funding. They are the Arterial Street Fund, the Urban Arterial Street Fund, and the Capital Improvement Fund.

In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA – LU) became law. It is the largest surface transportation investment in United States history with guaranteed funding of \$244 billion for highways, safety, and public transportation. A significant amount of grant funding for Kennewick comes through this Act.

ARTERIAL STREET FUND

The Arterial Street Fund is used for the continued development of the arterial streets within the City. Revenue sources are from state shared revenue in the form of gas tax with federal and state grants.

Motor Vehicle Fuel Tax

Cities receive approximately 3/4 of one cent of the 23-cent/gallon gas tax based on population. It is reserved for street construction and cannot be used for maintenance, but is designated for construction, improvement, and repair of arterial highways and streets. Approximately \$400,000 per year is projected for the next five years.

Highway Safety Improvement Program (HSIP)

Makes federal dollars available to the state Department of Transportation for projects on a competitive basis (priority and available funds) to eliminate hazards or safety problems. Will pay 90-100% of total cost.

STP Competitive

Funded from 1993 ISTEA 1998 TEA 21 2005 SAFETEA-LU, 2013 MAP-21 and 2015 FAST Act. Available on a competitive basis through the local MPO and various statewide competitive programs. Last used for the Columbia Center Boulevard Overlay project. This program provides funding for transportation projects on functionally classified streets.



URBAN ARTERIAL STREET FUND

The Urban Arterial Street Fund is used for the continued development of the urban arterial streets within the City. Revenue sources are grants from the State Transportation Improvement Board.

UAP (Urban Arterial Program)

Funded from the Urban Arterial Trust Account for projects that improve support of growth and development, maintain physical condition of roads, improve mobility and enhance safety. Funds are distributed across five regions statewide based on arterial lane miles and population. The program is administered by the Transportation Improvement Board.

STP Competitive

Funded from 1993 ISTE 1998 TEA 21 2005 SAFETEA-LU, 2013 MAP-21 and 2015 FAST Act. Available on a competitive basis through the local MPO and various statewide competitive programs. Last used for the Columbia Center Boulevard Overlay project and the US395/Ridgeline Drive Grade Separation preliminary design. This program provides funding for transportation projects on functionally classified streets.

SP (Sidewalk Program)

Established by the Legislature in 1995 to provide funding for pedestrian projects. Funds are distributed across five regions statewide based on arterial lane miles and population. This program is administered by the Transportation Improvement Board.

CAPITAL IMPROVEMENT FUND

The Capital Improvement Fund is used for the acquisition or construction of major capital assets not identified with other capital funds, including streets. Revenue sources include that portion of optional local taxes designed for capital improvements, state grants, Public Works Trust Fund loans, and allocations from other funds.

Optional sales tax

Locally levied and distributed by state to each city on basis of collections within the jurisdiction. State law authorizes up to ½ of 1%. If both county & city are levying local sales tax, the city must allocate 15% of the amount it receives to the county. Proceeds from optional sales tax shall be used to fund City Council's priority Capital Improvement Program "CIP", capital debt service and contributions to safety service vehicles.

Public Works Trust Fund

The Washington State Legislature has not funded this program since the 2011-2012 state fiscal biennium.



The Capital Improvement Plan has been reviewed for consistency with the City of Kennewick's Comprehensive Plan. All projects with identified funding are located within the urban growth boundary and have funding sources identified for the six-year period from 2017 through 2022 of the CIP.

The six-year transportation projects have estimated costs and funding sources identified in the CIP program. The City relies on assistance from state and federal funding to implement the planned transportation improvements. If these sources of funding are not available for some reason, the City does have several options for making up the shortfalls:

- Use funds from another project that could be delayed without detriment.
- Enact impact fees, special taxes, tools, assessments, or other revenue sources available to the City.
- Develop a concurrency agreement stating that the necessary improvements will be provided within six years.
- Change the land use pattern to lower the number of trips to meet the LOS standards.
- Deny the land use proposal generating the need for the improvement.

The City's priority would be to make up any shortfalls with funds from another source. If this could not be done and the concurrency ordinance applies to the project, the City could either deny the proposed development or reassess the land uses in the area. This would be done to determine if changes to the land uses could be made that would result in a reduced LOS for the proposed project. If a project would have the potential to affect a neighboring transportation system, the proposal could be referred to the Metropolitan Planning Organization/Regional Transportation Planning Organization (MPO/RTPO) for intergovernmental consideration.

The Transportation Improvement Program (TIP) is prepared by the Benton-Franklin Council of Governments to meet state and federal guidelines. The TIP is required for applications for state and federal transportation funding. Proposed projects are prioritized based on available funding and the BFCG must certify that the TIP is in conformance with the Regional Transportation Plan.

IDENTIFICATION OF SYSTEM EXPANSION TO MEET CURRENT & FUTURE DEMANDS

The Capital Improvement Program (CIP) is updated biennially even though long-range projects, designed to meet both current and future needs, may be altered during each review. Long-range decision-making and budgeting is coordinated through the CIP.

The following Capital Improvements are identified as Major Transportation Projects in the Capital Improvement Program 2016-2021 for the City of Kennewick.



Table 31: Major Projects

Project	Description	Funding	Time
10th Ave. Reconstruction - Clearwater Ave. to Steptoe St. (Clodfelter)	Street reconstruction - one travel lane each direction & TWLTL. Curb, gutter, sidewalk, storm drainage and illumination. Clearwater widening for left turn storage. Roundabout @ Clearwater & 10th Ave.	TIB, STP, EDA, LID's, development contributions	2017-2018
10th Ave. Widening - Montana to Columbia Center Blvd.	Widening south side of the 10th Ave. Bike lane, curb, gutter, illumination, sidewalk, center turn-lane, HMA Overlay of existing.	TIB, STP, EDA, LID's, development contributions	2017-2018
45th Ave. Widening - Ely St. to Olympia St.	Reconstruction: roadway, curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage. Project includes curb, gutter & sidewalk construction on one side of Ely St. from 45th to KID Canal.	TIB, STP, EDA, LID's, development contributions	2020-2021
Canal Dr. & Edison St. Intersection Improvements	Roadway and storage lanes for turning motions, channelization modifications, access reconstructions sidewalk improvements, frontage improvements, signal modification, APS and ADA improvements.	TIB, STP, EDA, LID's, development contributions	2019-2020
Canal Drive Sidewalks - US 395 to Hartford St.	Construct new sidewalks. Minor widening & curb construction.	TIB	2021
Cascade St. - W. 45th Ave. to 27th and Washington	City standard street, curb, gutter, sidewalk, illumination, storm drainage. Includes new construction from Highland Dr. to 45th Ave. Also, roundabouts at 45th & Cascade, 27th and Washington and Cascade and Highland.	TIB, STP, EDA, LID's, development contributions	2021-2022
Center Pkwy. & Deschutes Ave. Roundabout	Construction of a small diameter roundabout at Center Pkwy. and Deschutes Ave.	TIB, STP, EDA, LID's, development contributions	2018-2019
Center Pkwy. Interchange – Between Clearwater & US 395	On/off ramps to a structure constructed under a separate project, traffic control devices, channelization, signage.	TIB, STP, EDA, LID's, development contributions	2020-2021
City Arterial Pavement Preservation - City Wide to	Infrastructure preservation on city arterials.	TBD, CIP	Annually



Project	Description	Funding	Time
City Wide			
Citywide Channelization Improvements – Various Locations	Channelization improvements at priority intersections.	CIP, HSIP	2017
Citywide Safety Improvements – Various Locations	Provide signal timing, coordination, communication equipment and computer programming/equipment.	HSIP	2016-2021
Clearwater Ave. - Huntington St. to US395	Roadway and channelization modifications, access reconstruction, sidewalk improvements, frontage improvements, signal modification, APS and ADA improvements.	TIB, STP, EDA, LID's, HSIP, development contributions	2017
Clearwater Ave. - Utah St. Intersection	Construct widening for right turn lane, modify permanent pavement markings, permanent traffic control signing, and storm drainage modifications.	TIB, STP, EDA, LID's, development contributions	2019-2020
Clearwater Ave. & Union St. Access Improvements**	Roadway and channelization modifications, access reconstruction, sidewalk improvements, frontage improvements, utility relocations, signal modifications, APS and ADA improvement.	TIB, STP, EDA, LID's, development contributions	2016-2017
Clearwater Ave., Leslie Rd. to US 395	Develop and implement an access management plan. Work includes driveway consolidation, intersection improvements, medians, tapers, and turn pockets. PHASE 1 CLEARWATER AVE/ARTHUR ST. INTERSECTION; construct mid-block pedestrian crossing, pedestrian activated rapid flash beacon, median & bus pullout. No RW required for this phase. PHASE 2 - OTHER IDENTIFIED INTERSECTION IMPROVEMENTS; intersection improvements, medians, tapers, signal modifications, channelization modifications and turn pockets (intersections at Union, Johnson, Huntington, Edison, Columbia Center Blvd.); ROW required for these improvements.	HSIP	2016
Clearwater/Kellogg Intersection Improvements **	Construct additional storage lanes for increased turning motions. Signal modifications. Channelization	HSIP, CIP	2019-2020



Project	Description	Funding	Time
Columbia Center Blvd. Widening - Quinault Ave. to Deschutes Ave.**	Street reconstruction and widening. Construct an additional travel lane in each direction, curb & gutter, sidewalk, storm drainage, illumination, signal modifications.	TIB, STP, EDA, LID's, development contributions	2019-2021
Columbia Overlook - Phase 2 - Neel St. to US 395	Install concrete sidewalk on north side of roadway. Irrigation system installation and landscaped linear park. Requires agreement with BNSF Railway.	TIB, STP, development contributions	2018-2019
Columbia Park East - Pedestrian Bicycle Improvements	Removal of physical barriers, alterations to pavement markings and signage, low level lighting for the existing pedestrian path, install bicycle racks	CIP	2016-2017
E. 10th Ave. Sidewalks - US 397 to Oak St.	Construction of new sidewalks.	TIB	2016
Hildebrand Blvd. - City Limits (Sec. 7 T8N 29E) to Sherman St.**	New road construction - 2 travel lanes in each direction, medians, curb & gutter, sidewalk, roundabout @ Sherman in the Southridge planning area.	TIB, STP, EDA, LID's, development contributions	2016
Hildebrand Blvd. & US395 Intersection Improvements**	Acceleration-deceleration lanes, storage lanes for turning motions, channelization modifications, signal modification, APS and ADA improvements	WSDOT, Development Contributions	2016-2020
Kennewick Ave. Widening - Union St. to Morain St.	Reconstruction and widening. Curb, gutter, sidewalk, storm drainage & illumination.	TIB, STP, LID's, development contributions	2020-2022
Metaline Ave. Widening - Kellogg St. to Edison St.	Reconstruction and widening. Curb, gutter, sidewalk, storm drainage and illumination.	TIB, STP, EDA, LID's, development contributions	2016-2017
Montana St. Extension - 10th Ave. to Ridgeline Dr.	New construction: roadway, curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage.	TIB, STP, EDA, LID's, development contributions	2019-2020
Morain St. Extension - 10th Ave. to 19th Ave.	New construction: roadway, curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage.	TIB, STP, EDA, LID's, development contributions	2021-2022



Project	Description	Funding	Time
Ridgeline Dr. Extension Phase 3 - Center Pkwy. to Sherman St.	New alignment, gutter, sidewalks, illumination, storm drainage and controlled intersection. Right-of-way by developer donation.	TIB, STP, EDA, LID's, development contributions	2019-2020
Ridgeline Dr. Extension Phase 4 - Clodfelter Rd. to Center Pkwy.	New alignment. Curb, gutter, sidewalk, storm drainage, illumination and controlled intersection. Right-of-way by developer donation.	TIB, STP, EDA, LID's, development contributions	2019-2020
Ridgeline Dr. Reconstruction- Southridge Blvd. to Sherman St.	New construction: roadway, curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage.	TIB, STP, EDA, LID's, development contributions	2017-2018
Sherman St. - Ridgeline Dr. to Hildebrand Blvd.	Reconstruction, curb, gutter, sidewalk, illumination and intersection control. Right-of-way by developer donation.	TIB, STP, EDA, LID's, development contributions	2018-2019
Southridge Center Pkwy. Extension - Hildebrand Rd. to Ridgeline Dr.	New construction. City standard street, curb, gutter, sidewalk, illumination. Roundabouts at Hildebrand Blvd. and Ridgeline Drive.	TIB, STP, EDA, LID's, Commerce, development contributions	2019-2021
US 395/Ridgeline Dr. Intersection Improvements **	Construction of a grade separated intersection at US395 and Ridgeline Drive. Includes improvements on US 395. Prior PE \$786,000	TIB, STP, EDA, LID's, development contributions & Connecting Washington Account	2016-2021
Zintel Way/Ridgeline Dr./Bofer Canyon Rd. - Zintel Way to US 395**	Zintel Way new street construction - Ridgeline Dr. reconstruction - Bofer Canyon Rd. realignment. All roadways - sidewalks, curb and gutter, illumination, storm drainage, roundabout. (Right-of-way by developer donation).	TIB, EDA, STP, LID's, Connecting Washington Account	2021
**TIF Eligible Projects			

Also included in the Capital Improvement Program 2017-2022 are future public works projects and funding sources for the years 2017 to 2037. Future projects and funding are constantly being reviewed and updated and are site specific. They include:

- Grade separations
- Signals or roundabouts
- Upgrading existing signals
- New street construction
- Street reconstruction and improvements
- Overlays of streets
- Widening of streets

Identified funding sources for the Public Works Future Projects are from the Arterial Street Fund, the Urban Arterial Street Fund, and the Capital Improvement Fund.

In 2014, the City of Kennewick adopted the Clearwater Access Management Plan. This plan identifies functional and safety improvements along the Clearwater Ave. corridor that runs from US 395 on the east to I-82 on the west. The plan identifies street widening, access relocation and consolidation, signal upgrades and pedestrian crossing improvements that will improve safety and levels of service along the corridor.

PEDESTRIAN AND BICYCLE COMPONENT

The City of Kennewick has adopted goals and policies supporting pedestrian and bicycle travel as essential alternative modes of transportation. The City is committed to providing pedestrian and bicycle systems that are safe, functional, and coordinate with the roadway system, open space corridors, and existing park and recreational systems. Federal and State legislation now requires that bicycling and pedestrian planning is included in a complete transportation-planning package. Pedestrian and bicycle needs are also identified in the City's Transportation System Plan.



Walking provides the most widely used and important link in transportation since all other modes of transportation ultimately depend upon it. If driving, we walk to and from our car. If using public transportation, we walk to the final destination. To encourage this link to develop into a widely used transportation mode will take not just new sidewalks and connections, but a specific plan to overcome identified barriers.

The Benton-Franklin Council of Governments has identified key regional goals, identified the system weaknesses and key resources for the pedestrian and bicycle system in the 2016 Regional Active Transportation Plan.

Specific pedestrian and bicycle network needs will be identified to provide linkage with the existing transportation network as new development is proposed. New bicycle lanes and sidewalks will be provided within the existing transportation network as street improvements occur.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) programs, or Demand Management Strategies, address transportation congestion from the demand side of the issue. TDM programs look for methods that will reduce the number of vehicles on roads in order to reduce the demand on the current system as well as demand for road improvements and new roads. The intent is for demand management programs to offer alternative, and low, or no-cost, solutions for road capacity problems.

One strategy is to reduce single occupancy vehicles (SOV) for daily work commutes. Ways to reduce SOV work trips are:

- Ride sharing,
- Alternative work hours, or flextime to reduce peak hour congestion & auto trips,
- Use of public transit,
- Non-motorized modes of travel such as bicycles and walking.

Programs such as this are generally successful when strongly encouraged and supported by individual employers. These will have the greatest impact on traffic congestion when used by employers with large numbers of commuting employees.

There are seven Transportation Demand Management strategies identified by the Benton-Franklin Council of Governments in the *2011-2032 Regional Transportation Plan*. Strategy number 3 has been adopted by the City of Kennewick. The City may adopt additional strategies if travel demands exceed level-of-service standards. These strategies are:

1. Work with WSDOT, Ben Franklin Transit, urban jurisdictions, and major employers to develop and implement a voluntary Commute Trip Reduction program for the Tri-Cities to reduce single occupancy vehicle use, vehicle miles traveled, and minimize trip length during peak periods. Overall benefits will be reduced congestion and delay, cleaner air and less fuel consumption.
2. Continue to work with decision-makers, jurisdictions, and other agencies to encourage the Department of Energy (DOE) to implement the Federal Employees Commute Trip Subsidy Program.
3. Encourage employers to offer flexible work schedules (flex time), telecommuting, 4-day workweek, and other incentives that reduce peak period travel and lessen the need for roadway capacity.
4. Encourage commercial drivers to make deliveries and the shipping of freight during off-peak hours.

5. Investigate ways in which parking can be managed to decrease drive alone commuters.
6. Explore land use strategies that can reduce the use of single occupancy vehicles.
7. Continue facilitation of the urban Transportation Demand Management Committee.

TRANSPORTATION GOALS + POLICIES

Goal 1: Develop an integrated and balanced transportation system consistent with regional transportation objectives that supports the land use vision in the comprehensive plan and accommodates future travel demand.

POLICIES

1. Support the Benton County-Wide Planning Policies applicable to transportation.
2. Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, Benton County, the Benton Franklin Council of Governments, Ben Franklin Transit, the cities of Richland, Pasco, and West Richland, as well as various bicycle and pedestrian advocacy groups.
3. Update the Transportation System Plan on a 10-year basis, developing 20-year projections of traffic volumes and arterial street capacities to provide information on the location, timing, and capacity needs of future growth.
4. Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

Goal 2: Provide a multimodal transportation system that encourages, supports, and enhances the safe, efficient, and reliable movement of people, vehicles, and goods.

POLICIES

1. Use best management practices for transportation systems.



2. Develop and implement non-motorized transportation systems, such as bicycle and pedestrian facilities and connections, which are consistent with the Regional Active Transportation Plan, as well as coordinate with adjacent jurisdictions and the City Parks Department to ensure the interconnectedness of local trail systems.
3. Link pedestrian and bicycle networks to open space corridors, park and recreation facilities, schools, and other public facilities and to the transit system. Take advantage of natural features and available public right-of-way where possible.
4. Design sidewalks, streets and streetscapes to be context sensitive, pedestrian-friendly and meet requirements of the Americans with Disabilities Act (ADA). Incorporate mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young and low income populations.
5. Encourage railroad infrastructure to support current & future economic activities.
6. Coordinate with Ben Franklin Transit to improve access to transit by helping to properly locate and provide key facilities like benches and shelters, key pedestrian crossing enhancements, and park and ride facilities.

Goal 3: Coordinate transportation system improvements and level of service standards with other jurisdictions and providers.

POLICIES

1. Monitor and adjust LOS standards and concurrency management programs that promote the optimal movement of people across a multimodal transportation network in coordination with local and regional agencies
2. Periodically review long range transportation funding options and consider changes to LOS standards, project selection or phasing, or to the land use element if sufficient funding is not available.
3. Encourage Transportation Demand Management (TDM) strategies such as improving transit level of service, ride-sharing, staggered work hours for employees and improvements to the bicycle network.
4. Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to mitigate the transportation impacts of the proposal.



Goal 4: Create and maintain a transportation system that promotes functionality and safety while supporting measures to reduce environmental impacts through context sensitive design and the support of active transportation modes.

POLICIES

1. Implement a Complete Streets Policy that emphasizes a transportation system that promotes and embraces healthy living and provides safe and balanced accommodations for all travelers including pedestrians, bicyclists, wheelchair users, public transportation users, motorists, freight haulers and emergency responders.
2. Design major intersections and corridors with landscaping and streetscaping elements, gateway signage and plaza treatments, and other features to distinguish them as major intersections and corridors.
3. Consider environmental impacts of transportation facilities and operations, pursuing projects and programs, consistent with noise reduction, air quality and water quality objectives.

IMPLEMENTATION

Design Standards & Safety

- KMC 5.56 Public Works Construction Standards
- KMC 13.12. Traffic Obstructions
- KMC 17.20 Design & Construction
- KMC 18.21 Landscaping
- KMC 18.27.060 View Obstruction Prohibited
- KMC 18.75 and KMC 18.78 Design Standards
- KAC 13.08 Traffic Impact Study
- KAC 13.40 Neighborhood Traffic Calming
- KAC 13.46 Highway Access Management



Maps

- BFCOG – Tri-Cities Bike Routes
- Kennewick Comprehensive Plan Land Use Map

Sub-Area and Other Plans

- Bridge-to-Bridge/River-to-Railroad Revitalization Plan
- Southridge Sub-Area Plan
- Hansen Park Sub-Area Plan
- Kennewick Comprehensive Park and Recreation Plan

Public Investment

- Capital Improvement Program 2006- 2011
- Transportation Improvement Plan 2006-2011

Regional Transportation

- BFCOG – Regional Transportation Plan 2001-2020

New Streets

- KMC 17.13.070 Roads and Rights of Way
- KMC 17.20.010 Design and Construction



Section Seven:

ECONOMIC DEVELOPMENT

INTRODUCTION

The economic wellbeing of a community is vital to its success in a competitive world. Numerous factors contribute to a successful formula that achieves both economic stability and economic growth for a community. Economic development is strategy to constantly improve the community's economic well-being and quality of life. Every community wrestles with the issue of economic growth since the stakes are so high; an expanded tax base, business retention and diversification, attraction of new businesses, and an improved quality of life. Without a strategy to help these things happen, it is unlikely that they will occur in a manner that matches the community vision.



In designing an effective economic development strategy, we recognize that effective economic development goals are part of a much larger picture for total community development. An economic development strategy recognizes that attracting new business and industry is desirable for the new wealth and jobs that are made available. At the same time, existing employers provide the first opportunity for growth through redevelopment and expansion.



It is desirable to provide a quality of life that attracts people and makes them want to stay, work, and play in Kennewick. Many tangible and intangible parts affecting economic development and involving the entire community are addressed in the Comprehensive Plan. Natural and physical features such as aesthetics and climate are important, as are necessities such as schools, government, services, and medical care. Additional factors are the cost of living, cultural opportunities, the availability of higher education, diversity, and the perception of personal safety.

Other major elements of the Comprehensive Plan, Land Use, Infrastructure, and Urban Design, represent essential elements in successful economic development. The Land Use element defines and creates the primary pattern of Kennewick's development and includes residential, industrial, public facility, open space, and commercial land use. The land use map identifies locations for each of the land use categories. Only when land use and locations have been identified can the Infrastructure Element apply to guide the provision of appropriately scaled infrastructure such as roads, water, sewer, and other utilities.

When Land Use and Infrastructure have been determined, Urban Design goals and objectives can be applied to new development. The Urban Design element provides aesthetic guidance to strengthen the community's quality of life, necessary for the attraction of new businesses and industry from outside the region.



STATUTORY REQUIREMENTS UNDER GMA

Economic Development is not a mandated element of GMA planning since no state monies have been appropriated to include it as a mandatory element consistent with RCW 36.70A.070(7). The following are the requirements under GMA for Economic Development Elements:

- (7) An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include:
 - (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;
 - (b) A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and
 - (c) An identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection.

GMA contains 13 statewide planning goals in RCW 36.70A.020, Goal 5 directly addresses Economic Development:

(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Benton Countywide planning policies

The Benton Countywide Planning Policies adopt state planning goals in CWPP #1; specifically CWPP 1 (12) and CWPP Policy 19 relate to economic development as follow:

Policy #1(12): Economic Development.

a. Encourage economic development throughout the County that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this County, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the County's natural resources, public services, and public facilities.



b. Increase family-wage employment opportunities that improve the balance of jobs to housing throughout the County allowing workers the ability to live in close proximity to employment opportunities. Set a target jobs-housing ratio of 1.3 to 1.7 throughout the urban area.

Policy #19: *The County and Cities have historically partnered with each other as well as with other organizations to achieve economic development throughout the region. It is the intention of the County and Cities to continue to actively pursue mutually beneficial partnerships that promote growth in all sectors of business and industry, including but not limited to: areas of agriculture, agri-business, industrial, commercial, public schools, recreation and tourism. Key strategies will include promoting family wage jobs, increasing income and reducing poverty, increase business formation, expansion and retention, and creating jobs and financial investment to improve the economics of our communities.*

a. *An economic development element should be integrated into the comprehensive plan of each jurisdiction. The economic development element should establish goals and policies for each jurisdiction; actively promote employment opportunities for family-wage jobs; support the retention and expansion of businesses and industry in Benton County; support development of public schools; encourage the development of tourist-related businesses, including those that capitalize on area agricultural and other resources.*

b. *Comprehensive Plans should foster and promote a natural environment that will contribute to economic growth and prosperity, and a business environment that offers diverse economic opportunities for businesses of all types and sizes in the region.*

c. *The County and Cities should encourage public and private agency cooperation and participation in the comprehensive planning process. These agencies should cooperatively evaluate trends and opportunities to identify strategies meeting long-term economic needs for the County region.*

d. *The County and Cities agree that Benton County may establish economic development strategies and implementation criteria for siting major industrial and resource based development within rural areas of the County in accordance with RCW 36.70A.365.*

e. *The provision of utilities and other supporting urban governmental services to commercial and industrial areas should be coordinated and assigned a high priority by utility purveyors and service providers.*

f. *A Countywide land use inventory should be established to monitor commercial and industrial land supply.*



g. Support the development of public schools in areas where present or can be extended, is financially supportable at urban densities, where the extension of public infrastructure will protect health and safety, as per WAC 365-196-425(3)(b).

LOCAL PLANNING – ECONOMIC DEVELOPMENT

There are numerous factors in a community that contribute to the effectiveness of a local economic development “vision” and accompanying overall strategic plan. These include the social aspects of the community: such as the perceived quality of life, the available work force, and the business partnerships that have been established. Included as additional factors in successful economic development are the opportunities for redevelopment and revitalization of existing businesses, diversification, and the ability to recruit new businesses to the area.

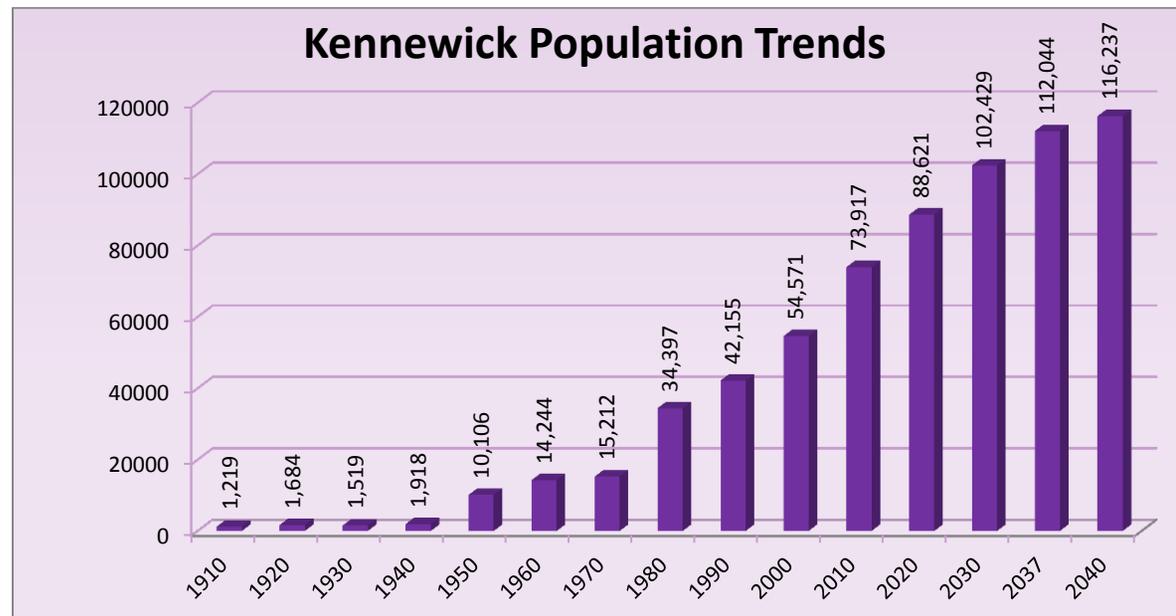
Economic Development is more easily described as it is defined. It’s often a regional activity that’s carried out through partnerships with other governments and development organizations and especially includes business groups as a partner. When describing Economic Development, it’s common to think of a series of job creation, retention and training programs; a series of public and private capital investments; and a process of capacity building that allows the community to influence its economic future. Often economic success is represented by total community development. It’s usually represented by the presence of a strong medical service sector, excellent school and educational activities, attractive and unique aesthetics that support local history and attributes of the area, programmatic devotion of staff resources to basic economic development and growth issues, a community wide commitment to a high level of customer service and a proactive marketing program.

In designing an effective Economic Development strategy, the City has prepared a community wide assessment and strategy in order to position Kennewick to address five key areas that are critical to Economic Development (Angelou Economic Report February 2006). These five components are: workforce and education; business climate; sites and infrastructure; economic development and marketing and quality of life. The goals listed below are those that have come from the City’s Economic Development Strategic Plan the Angelou Economic Report. Likewise, the policies are those that the City is primarily responsible for in efforts to achieve the listed goals. As noted, one of the most important steps to achieve economic success is the ability of the City to partner with local economic development groups. These include the Kennewick School District, the Tri-City Area Chamber of Commerce, TRIDEC and the Port of Kennewick. The ability to achieve the goals listed below greatly depends on the success of partnerships that the City has with these local groups.



POPULATION

Growth in population usually indicates growth in the available work force. The population of Kennewick has increased significantly since its incorporation as a city in 1904. At the time of the 1910 census, the Kennewick population was 1,219 people. In 2016 the population is 79,120. The following table shows this growth in 10-year increments from 1910 to 2010, using data from the U.S. Census Bureau. Kennewick is planning for a population of 112,044 by 2037; an increase of nearly 33,000 residents over the next 20 years.



LABOR FORCE

Having a trained labor force available is necessary for economic development and marketing. Basic to this need is the expectation that a high school diploma is the minimum requirement for employment. High school graduation rates affect both unemployment rates and the median weekly earnings of workers. In 2015 the 4-year high school graduation rates for the 3 primary Kennewick High Schools and the State of Washington were:



Table 32: 2015 High School Graduation Rates

HIGH SCHOOL	PERCENT	NUMBER OF GRADUATES
Kamiakin	81%	353
Kennewick	69%	222
Southridge	78%	297
Total District	76%	872
State of Washington*	77%	N/A

According to the Bureau of Labor Statistics, unemployment rates in the United States are directly tied to educational levels. In 2015, the unemployment rate in the U.S. for a high school dropout was 8.0%; the rate for persons with high school diplomas was 5.4%, and 2.1% for those with a Bachelor’s, Master’s or Doctoral Degree. The following table shows the number of employed in Kennewick who are 16 or over. There were 6.9% unemployed in the entire Kennewick work force in 2015.

Table 33: Kennewick Employment Status – 2015*

	NUMBER	PERCENT OF WORKFORCE
Population 16 years and over	57,670	100.0
In labor force	36,212	62.8
Civilian labor force	36,174	62.7
Employed	33,669	58.4
Unemployed	2,505	4.3
Armed Forces	38	0.1
Not in labor force	21,458	37.2

*U.S. Census Bureau

Educational levels also affect the income of the labor force. In 1996, those without a high school diploma or equivalency earned 60% less than those with some college, and significantly less than those with a Bachelor’s Degree. For all college degrees from an



Associates of Art’s Degree to a Doctoral degree, earnings exceed the median wage. In 2015 Kennewick’s median household income was \$51,661.

Knowing where workers are employed will help in understanding the local environment as economic development strategies are designed. The attached table shows the top ten (10) employment categories for 2011 for the Kennewick, Richland, and Pasco Metropolitan Statistical Area (MSA). The data is from the U.S. Census Bureau. Numbers of employees are shown in descending order from the highest to the lowest.

Table 34: Top Six Employment Groups in the Tri-Cities

Description	Establishment	Paid Employees
Retail trade	763	12,063
Health care & social assistance	637	11,626
Professional, scientific, & technical services	522	10,484
Administrative, support, waste management & remediation service	285	8,520
Accommodation & food services	472	7,407
Manufacturing	186	5,768
Construction	699	5,567
Other services (except public administration)	475	3,406
Wholesale trade	238	2,538
Finance and insurance	286	2026

The remaining employment categories of Utilities; Arts, Entertainment, and Recreation; Real Estate and Rental and Leasing; Transportation and Warehousing; Information Services; Educational Services; Agriculture, Forestry, Fishing and Hunting; all have fewer than 2,000 employees each throughout the MSA. These are not shown on the above table.

Retaining a skilled labor force involves numerous components in addition to jobs that pay a livable wage: affordable and available housing, workforce programs for retraining workers for new opportunities, and an appealing community quality of life.

QUALITY OF LIFE

Quality of life is defined in the Kennewick Economic Development Strategy Plan as “those tangible and intangible features and characteristics that make people decide they want to live in a particular community, and make them commit to staying in that community”. There are numerous components that can contribute to a quality of life, from the physical appearance of a community to the services and amenities that are available.

AESTHETICS

The physical appearance of a town or city is often mentioned when defining quality of life. Aesthetically pleasing surroundings entice visitors and residents alike to public areas that are accessible, stimulating, and encourage them to feel they are a part of a unique community. The Downtown Kennewick Redevelopment Plan, emphasizing street and façade improvements, has resulted in numerous new businesses investing in the downtown.

Design standards for commercial development, single family and multi-family dwellings have been adopted by Kennewick and are incorporated into KMC 18.78 Commercial Design Standards and KMC 18.75 Residential Design Standards. These standards provide guidance for quality developments while allowing for creativity and diversity by the developer.

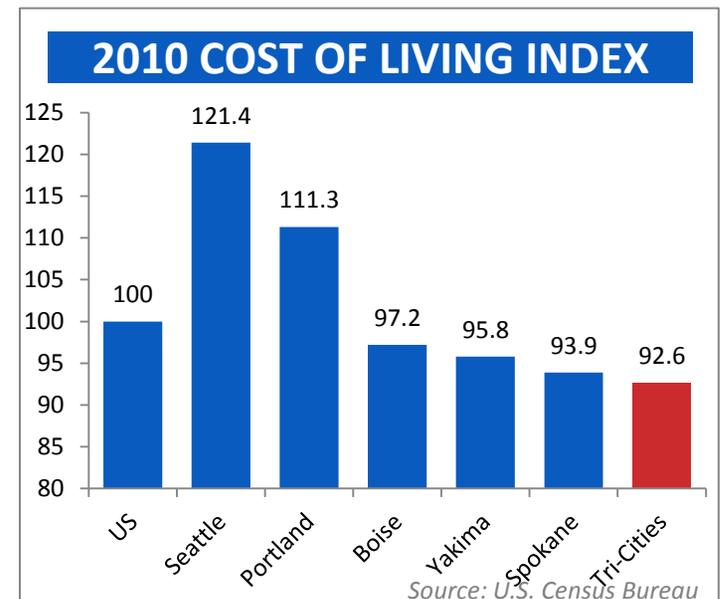
Sub-area plans such as the Bridge-to-Bridge/River-to-Railroad Revitalization Plan include design standards to protect and enhance the unique qualities of each area.

COST OF LIVING

Cost of living indexes are prepared by measuring prices for goods and services in various participating areas. The average for all participating areas equals 100. Each participant’s index is shown as a percentage of the average. A low relative cost of living is a desirable amenity in marketing the community to new business. The following graph indicates the Tri-Cities has a lower-than-average cost of living. Individual rates for Kennewick, Richland, and Pasco are not available.

CLIMATE

Kennewick is known as having a mild climate with over 300 days of sunshine per year. The average maximum temperature is 65.9 degrees Fahrenheit. The average minimum temperature is 42.3 degrees Fahrenheit. Combining this with an average total precipitation of 7.1



inches provides a perfect environment for golf, water sports, and other outdoor recreation.

SCHOOLS

Kennewick School District #17 provides 13 elementary schools, 4 middle schools, 3 high schools, and one skills center (Tri-Tech). The 2012-2013 enrollment was 17,022. The average cost to educate each student was \$8,938, compared with the state average of \$9,886 per student during this same period.

MEDICAL CARE

The Tri-Cities provides 4 hospitals with a full range of medical care. Trios Women's & Children's Hospital at 900 S. Auburn is a 37-bed specialty hospital, Trios Southridge Hospital is an acute care hospital, built in 2014., Both are owned and operated by the Kennewick Public Hospital District. Kadlec Regional Medical Center at 888 Swift in Richland is a 270-bed hospital. Our Lady of Lourdes Health Center, 520 N. Fourth in Pasco, is sponsored by the Sisters of St. Joseph of Carondelet and has 35 acute care beds. Additional medical care is provided at the Tri-Cities Cancer Center, 7350 W. Deschutes, Kennewick, and numerous other medical, dental, and eye clinics.



CULTURAL OPPORTUNITIES

The Tri-Cities offers various cultural venues such as the Mid-Columbia Symphony, the Mid-Columbia Ballet, the Richland Players Theatre, and numerous art galleries and exhibitions. There are 5 public libraries. The City of Kennewick has formed an Arts Commission that is responsible for reviewing proposed gifts or loans of art for aesthetic quality, site appropriateness, public safety and maintenance. Through the Arts Commission, the City supports providing art work in public places.

PERSONAL SAFETY

Personal safety is an important quality of life component. In 2005, Farmers Insurance rated the Tri-Cities as the most secure mid-sized city in the U.S. In 2010, Kiplinger rated the Tri-Cities among the one of the top-ten places in the country to raise a family. In 2015, Safewise named Kennewick as one of the 50 safest cities in Washington.

PARTNERSHIPS

Economic development cannot occur without cooperation and support of various public and private agencies. In Kennewick, economic development will be stronger with partnerships composed of local economic enhancement groups. These include the Port of Kennewick, TRIDEC, the Chamber of Commerce, Benton-Franklin Council of Governments, Visit Tri-Cities, Historic Downtown Kennewick Partnership and many other private and public agencies.

Further cooperation between various agencies, institutions, service providers, and businesses is often needed to stimulate commercial and industrial economic development activity in the form of infrastructure and recruitment concessions.

Tourism and diversity are two areas that depend heavily on partnerships. Tourism is a visible and popular way to create primary jobs by bringing outside money into the community and distributing it into the local economy. This can have positive results on existing businesses and could create new employment opportunities throughout the area. Partnerships can help create diversification of businesses and industry to create an economic climate not dependent on any one industry and one that can withstand not only the ups and downs of the local economy but also of the national economy.

There are numerous public and private agencies and organizations in the Tri-City area working for economic development. They are involved in workforce training, recruitment, investments, tourism, and government. A partial listing of these local organizations, with their web sites, is provided.





Table 35: Community Partner Agencies

ORGANIZATION	WEB SITE
Benton – Franklin Council of Governments	http://bfcog.us/
City of Richland – Economic Development	https://www.ci.richland.wa.us/business
City of Kennewick – Economic Development	http://www.go2kennewick.com/business
Historic Downtown Kennewick Partnership	http://www.historickennewick.org
Pacific Northwest National Laboratory – Economic Development Office (also Tri-Cities Small Business Development Center)	http://www.pnl.gov/edo
Port of Benton	http://portofbenton.com
Port of Kennewick	http://www.portofkennewick.org
Port of Pasco	http://portofpasco.org
Three Rivers Convention Center & Coliseum	http://threeriversconventioncenter.com
TRAC (Trade Recreation Agriculture Center)	http://www.traconline.com/
Tri-Cities Hispanic Chamber of Commerce	http://www.tricityshcc.org/
Tri-City Area Chamber of Commerce	http://www.tricityregionalchamber.com/
Visit Tri-Cities	http://www.visittri-cities.com
TRIDEC (Tri-City Industrial Development Council)	http://www.tridec.org
WorkSource Columbia Basin	https://www.worksourcewa.com/

PRIMARY AND SECONDARY JOBS

Primary jobs are necessary for economic stability, development, and growth. They add value to goods and services by exporting those products out of the community in which they are manufactured. In the process, wealth is imported back into the community. They contribute more to the overall growth of the economy since they have a greater market that extends beyond the local community. Examples of export-based industries in our area are manufacturing and agriculture.



Primary job creation is the foundation of economic development. Its importance cannot be underestimated in developing an economic development strategy for a community. Primary jobs are created by new businesses or industry moving into the community or local residents starting new primary businesses.

Secondary based businesses are those that re-circulate existing wealth throughout the community which they serve. These businesses are likely to grow if the community that is being served is growing. Examples are gas stations, grocery stores, restaurants, theaters, and other retail establishments.

REDEVELOPMENT AND REVITALIZATION

Redevelopment and revitalization is a simple way of investing in our own community. The City can play an active role in redevelopment and revitalization schemes by supporting private groups in their efforts to upgrade an area. Two examples are the revitalization efforts of the Port of Kennewick on Clover Island and the Downtown Revitalization Plan. Local resources such as Community Development Block Grant funds and the Capital Improvement Program could be used to assist in this effort.

The Port of Kennewick's plans for Clover Island are presented in the Clover Island Master Plan. The Plan proposes a coordinated system of public amenities and island infrastructure, a mix of water-oriented land uses, and recreational uses supporting the existing waterfront and boating tradition. As these changes have occurred, visitors to the area have increased and revitalization efforts in neighboring properties have grown. Just south of the island, the Port's Columbia Drive Redevelopment initiative includes a village for production wineries and a Columbia Basin College culinary arts training facility.

The Downtown Revitalization Plan has been effective in streetscape improvements and façade redesign throughout the historic downtown area of Kennewick. New trees have been planted, storefronts have been retrofitted, public art has been provided, and new businesses have moved into the area. Long-range plans include a landscaped corridor along Washington Street visually uniting Clover Island to the historic downtown area.

The Bridge to Bridge, River to Rail concept plan is a long-range concept of developing the riverfront area between the Cable and Blue Bridges. The goals are to create access to the Columbia River, develop the area as a focal point in Kennewick, and emphasize the uniqueness of this area while enhancing the natural environment. A portion of this concept has been implemented with the lowering of the levee from N. Washington Street to the Blue Bridge (Hwy. 395).



ECONOMIC DEVELOPMENT GOALS + POLICIES

Goal 1: Improve the business climate in Kennewick.

POLICIES:

1. Create incentives to attract target industries to Kennewick.
2. Ensure timely and coordinated permitting and regulations.

Goal 2: Support education and workforce development to prepare residents and workers for jobs in target industries, and improve Kennewick's ability to attract workers who can fill in target industries.

POLICIES:

1. Support the Tri-Cities Young Professional Network.
2. Partner with education and employment organizations and businesses to help ensure an adequate and trained labor pool.
3. Support efforts of businesses and institutions to train workers for today's and tomorrow's jobs and support continuing education in the region.

Goal 3: Support the development and redevelopment of walkable, mixed-use neighborhoods as attractive locations for employment, tourism, arts and culture, entertainment and residents.

POLICIES

1. Support Downtown Kennewick redevelopment efforts through regulatory incentives, infrastructure investments, urban design standards and other tools.
2. Encourage redevelopment in appropriate areas on the Columbia River.
3. Support the new entertainment district in the Vista Field/Three Rivers Convention Center area, through zoning, urban design, infrastructure investments and other tools.
4. Support the Port of Kennewick's goals of creating a new mixed-use neighborhood at Vista Field through infrastructure improvements; urban design tools and other actions.



Goal 4: Maintain the areas infrastructure so that it meets the needs of existing employers and targeted industries.

POLICIES

1. Increase the number of “shovel ready” commercial and industrial sites in Kennewick.
2. Continue to provide high quality and cost efficient city services and facilities consistent with the community’s priorities and growth.
3. Continue to identify, construct and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate.

Goal 5: Support regional efforts to attract and retain target industries to market the Tri-City region.

POLICIES

1. Expand Kennewick’s commitment to TRIDEC.
2. Support the Tri-Cities Research District.
3. Focus recruitment efforts on target industries that raise the overall wage levels in Kennewick.

Goal 6: Ensure sufficient land is available to support development of industrial, office, and retail development.

POLICIES

1. Regularly assess market needs and available land for office, commercial, and industrial development.
2. Maintain an adequate supply of land to support economic development goals.
3. Encourage retail development. Activities could include: analysis of supply and demand, expanding areas with targeted retail designations, infrastructure investments, or urban design standards.



IMPLEMENTATION

Economic Development Strategy

- Kennewick Economic Development Strategic Plan (Angelou – February 2006)

Countywide Planning Policies

- Benton Countywide Planning Policies #1, #18 and #19

Design Standards

- KMC 18.75 and 18.78 Design Standards

Sub-Area Plans

- Hansen Park Master Plan
- Southridge Sub-Area Plan
- Columbia Park Master Plan
- Bridge-to-Bridge/River-to-Rail Revitalization Plan

Capital Improvement Plan

- Most current CIP



Section Eight: APPENDICES



The Comprehensive Plan is supported by several systems and functional plans. These plans have been adopted and are incorporated by reference into the City of Kennewick Comprehensive Plan. They contain added detail and specifics that help to address the goals of the Growth Management Act and provide a path forward in achieving the goals and implementing the policies set forth in the Comprehensive Plan.

1. City of Kennewick Sustainability Program
2. Tri-Cities Consortium Consolidated Plan
3. City of Kennewick Capital Improvement Program
4. City of Kennewick Comprehensive Parks and Recreation Plan
5. City of Kennewick Comprehensive Stormwater Plan
6. City of Kennewick General Sewer Plan
7. City of Kennewick Transportation Systems Plan
8. City of Kennewick Water Comprehensive Plan